The Reconstruction of Haret Hriek: Design Options for Improving the Livability of the Neighborhood

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The Reconstruction
Haret Hreik: Design Options for Improving the Livability of the Neighborhood

Edited by Mona Fawaz and Marwan Ghandour

an AUB-ArD Reconstruction Unit Document
The Reconstruction of Haret Hreik: Design Options for Improving the Livability of the Neighborhood
The Reconstruction of Haret Hreik

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INTERVENTION AREA IN HARET HREIK

Base map: Aerial view of Haret Hreik after the Israeli assaults in summer 2006
INTRODUCTION

The residential and commercial fabric of the southern suburbs of Beirut was severely damaged by the Israeli war on Lebanon in July and August of 2006. Most of the destruction in Beirut was concentrated within the municipal district of Haret Hreik where about 265 residential, commercial, and office buildings were razed to the ground or severely damaged. The municipality reported that 3,119 housing units and 1,610 commercial units (stores and offices) were completely demolished. In total, at least 20,000 residents of Haret Hreik lost their homes.

In the aftermath of the Israeli war, a group of Lebanese architects, planners, and engineers came together to envision alternatives for the rebuilding of Haret Hreik. They formed the Haret Hreik Task Team, a sub-unit of the Reconstruction Unit in the Department of Architecture and Design at the American University of Beirut (AUB). After several failed attempts to engage local stakeholders in a public debate about the reconstruction of Haret Hreik, the discussion of which is beyond the scope of this document, they organized an intensive four day design charrette that they hosted at AUB from January 17-20, 2007. The results of this exercise are presented here and consist primarily of three sets of maps that show existing conditions, analyze neighborhood patterns, and suggest interventions in reconstruction.

By publishing the results of the charrette, the Haret Hreik Task Team hopes to engage local stakeholders and members of the planning and design professions in a reflection about how this reconstruction should be conducted and what form it should take. This document is not offered as a final design blueprint, but rather as an intervention meant to elicit reaction and foster public debate on the reconstruction process.

The Haret Hreik Design Charrette

The main challenge raised by the charrette’s participants was to devise approaches to the reconstruction of Haret Hreik in ways that would improve the livability of the neighborhood. This included addressing the problems identified by the Public Commission for the Reconstruction of the Southern Suburbs of Beirut, namely the absence of open spaces, insufficient parking areas, and traffic congestion and more generally, improving the quality of public and private spaces by increasing natural lighting, ventilation, and greenery. To the extent possible, spatial, social, economic, legal and political parameters were accounted for and translated into challenges of connectivity, accessibility, leisure and social spaces, public amenities, legal implementation mechanisms, and design guidelines for building reconstruction. It was not the aim of the charrette to develop detailed architectural and urban design solutions.
EVALUATION OF BUILDING CONDITIONS AFTER SUMMER 2006

Introduction

- Undamaged buildings
- Buildings damaged but repairable
- Buildings demolished or to be demolished
- Photograph viewpoint

The Reconstruction of Haret Hreik
ANALYSIS OF PRE-2006 WAR CONDITIONS

2a Historical Analysis of Urban Production

In the larger area of Haret Hreik, three types of urban fabric can be distinguished by the time they were originally produced, building heights, and densities.

1. Neighborhoods produced before the 1970s, follow kinship and geographic ties that are still somewhat preserved. These neighborhoods are the densest in horizontal urbanization, their streets are narrower, and the urban fabric consists of a mix of old 1-2 story houses and high-rise apartment buildings. These neighborhoods have retained a strong residential character. Car access is restricted on some streets and children are able to play, making it important for any intervention plan to strengthen this neighborhood quality.

2. Areas of commercial urbanization which occurred in the early 1970s, and intensified during the years of the civil war especially between 1978 and 1985. These areas include multi-story apartment buildings with 8-10 floors that provide retail, storage and industrial spaces at the ground and basement levels. Streets in these areas have a strong commercial character. (The bombardment was concentrated in this area.)
3. The post-civil war urbanization, which roughly coincides with the 1990s onward and is mainly located west of the Haret Hreik main street. This is an area with relatively higher income development, lower density, and larger apartments that house many expatriate families who returned to Lebanon after 1990. It contains a number of commercial focal points that attract clients from within and outside the neighborhood.

These different forms of urbanization correspond historically to different positions of the neighborhood vis-à-vis the rest Beirut and especially its southern suburbs. Historically, Haret Hreik was recognized for the large number of schools in the area (often managed by Christian missionaries) and for its relatively greener environment, which made it desirable for middle and high-income households to move into the area. During the 1980s, Haret Hreik became a vibrant residential and commercial neighborhood which included major urban developments where many well-off members of the Shiite community chose to settle. During the 1990s, Haret Hreik became known as the base for Hizb'ullah's political and social institutions. As a result, many social, economic, and religious linkages to the political party were formed in the neighborhood.
The Reconstruction of Haret Hreik
Analysis of Pre-2006 War Conditions

Possible War Conditions:
1972
1983
1991
Haret Hreik consisted of a dense, mixed-use urban fabric dominated by residential buildings that accommodated retail stores at the ground level, storage spaces and small-scale factories (furniture, clothing, car repair, printing presses, etc.) on the ground and underground levels, with scattered offices and clinics among the housing units. The central area of the neighborhood, which constitutes our "study area" [02], is defined by four main highways that now separate this zone from its surroundings with lanes of fast traffic. These are: Boulevard al-Chiyah, the new Hazmiyyeh-Airport road (east/west), the Old Airport Road and Sayyed Hadi Nasrallah Boulevard (north/south). At the center of the neighborhood stands a group of buildings with a strong public character, including two religious focal points (the Saint Joseph Church with its open space platform and al-Hasanayn Mosque), the Bahman Hospital, and a soccer field. The neighborhood contains vibrant commercial arteries that attract businesses and clients from the southern suburbs and beyond.

The diversity and richness of the neighborhood's economy is revealed in the results of the 1993 survey of the neighborhood, commissioned by the Municipality of Haret Hreik. The survey counted over 3,300 retail stores and 200 suppliers in the area.
The survey also indicated a relatively wide light-industrial base that included over 70 shoe factories, 120 furniture-making factories, and 130 clothing factories. Some of these factories had forward and backward linkages, such as the 250 car-repair and car part stores and the 40 printing presses, 10 publishing houses, and 50 bookstores. The area also included numerous consumer facilities, such as 40 drinking water providers, 70 bakeries, 130 restaurants and snack vendors, over 100 super and mini-markets, and 80 hairdressers.

The physical density of the neighborhood was and remains very high. This was due to the fact that most land subdivisions and building constructions during the 1980s did not account for the basic requirements of the neighborhood in terms of public facilities, such as open spaces and parking areas, or for the necessary setbacks that secure natural lighting and cross-ventilation inside apartments and on the main streets. The streets were and remain too narrow to accommodate adequate parking space; and there are few empty lots in the area. These factors suggest the necessity to think about reconstruction in ways that will improve the livability of the neighborhood by introducing public open spaces and playgrounds.
2c Urban Conditions Before Summer 2006: Natural Lighting and Ventilation

Before the summer of 2006, the density of buildings in the areas investigated was extremely high which negatively affected the quality of natural light and ventilation in both the public and private spaces.
The analysis of sun patterns on two of the main arteries in the neighborhood revealed that most of the neighborhood streets were poorly lit throughout the year. These findings informed our recommendations for possible open spaces, types of landscaping, and the alternative massing proposed.

The improper lighting and ventilation have had negative impact on the quality of interior spaces that suffer from excessive reliance on electric lighting during the hours of daylight, and a high level of moisture.
Map 08 identifies 29 buildings that do not meet the minimum standards for natural lighting and ventilation. A ratio of 1:4 for street width to building height and a 4.5m setback for openings was adopted as bare minimum, using as a basis the amended Lebanese Building Law criteria for lateral exposure. The main street and rear exposure requirements as specified in the law (1:2.5) are inapplicable to the existing building fabric.
09 INTERVENTION

• Pedestrian streets within building rear set backs with underground resident parking
• Pedestrian friendly and limited traffic with underground resident parking
• Public green spaces
• Added greenery
• Focal public points
• Main commercial arteries

- Two-way
- One-way

Intervention area

Old residential fabric

PUBLIC DOMAIN: GENERAL SCHEME

PROPOSED INTERVENTIONS IN THE PUBLIC REALM

3a The Principles Adopted by the Design Charrette

Our vision for the reconstruction of Haret Hreik was guided by the goal of improving the livability of the neighborhood through a participatory planning process, which translated into seven principles:

• Principle 1: Foster the fastest and most complete resettlement possible for displaced dwellers within the same geographic location in order to preserve the social fabric of the neighborhood as it was prior to the summer of 2006.

• Principle 2: Improve the quality of public spaces in the neighborhood. Public spaces are an entitlement of the community and a dire need in low-income neighborhoods where outdoor facilities must compensate for the lack of play and social space in the private realm.

• Principle 3: Balance vehicular circulation with the need for pedestrian and open spaces, thereby introducing improvements in the quality of air, noise, and reducing car circulation.
The Reconstruction of Haret Hreik

Proposed Interventions in the Public Realm

• Principle 4: Insure proper access to natural lighting and ventilation in private dwellings. Given the existing density of the neighborhood, the most applicable scenario would be to implement the slightly amended guidelines of the Lebanese Building Law that preserves the emphasis on natural lighting and ventilation.

• Principle 5: Insure sufficient private parking space through an array of parking options for residential and commercial parking areas, without answering to all the needs because easy parking is known to encourage driving, something we deem counterproductive to the improvement of the neighborhood.

• Principle 6: Make reconstruction a collaborative effort between a public sector whose role must be strengthened in the public realm and dwellers and developers who should take charge of the reconstruction of private buildings within a well-set and closely monitored framework. The complexity of negotiations within the private realm discourages public interventions in the reconstruction of private buildings.

• Principle 7: Rely on simple, easy to use approaches to planning, be it in terms of the implemented projects or the institutional set-ups that are put in place by limiting, whenever possible, the scope and scale of interventions to a size that is easily manageable by the local community in order to limit expensive managerial costs and the eventual problems of maintenance and coordination. While large-scale options sometimes appear efficient, local dwellers are weary of the amount of coordination that is necessitated by shared facilities. An adequate balance is hence to be reached.

3b Interventions in the Public Domain

These seven principles were adopted to improve the livability of the neighborhood by intervening in the public domain through restoring and protecting pedestrian open spaces. They translate into three main types of public intervention:

• Changing traffic patterns by re-directing through traffic outside the neighborhood thereby reducing traffic volume on residential streets, and making it more difficult for large trucks and machinery to penetrate narrow residential areas [10].

• Creating a network of open and green spaces that includes public squares, pedestrian and semi-pedestrian greened streets, and greened buildings. This network is composed of a green central spine (al-Shoura Street) and a neighborhood institutional block (consisting of Saint Joseph Church and al-Hasanayn Mosque) and connected to a number of pedestrian and semi-pedestrian neighborhood open spaces [11-15].
• Improving car parking conditions by creating several types of additional parking spaces: private resident parking (below rebuilt buildings, pooled or not) [17, 18], under-street reserved resident parking (under existing streets or expropriated new pedestrian streets) [13-15], large parking lots (in expropriated lots) [11], street level parking for the physically challenged, and street level metered parking [12].

Over time, these interventions are likely to influence the patterns of land use, by filtering undesirable industries and large storage areas, which generate heavy traffic and pollution, out of the dense residential quarters where their access will be rendered more difficult, thereby achieving greener, better-lit and ventilated public spaces.

Selective interventions in the private domain are also advised, altering the massing of previously existing buildings in order to insure natural lighting and cross-ventilation inside apartments and to secure the needed parking spaces. The latter was achieved through exploring the opportunities of pooling lots together and/or expropriating the building rear setbacks [15-17].
Traffic congestion is a major problem in the neighborhood, the southern suburbs, and Beirut at large. Like elsewhere in Beirut, much of the problem is caused by poor traffic management rather than sheer volume; as a result measures should be taken to improve circulation on existing arteries by re-orienting and disciplining car traffic, facilitating pedestrian trips, and improving parking conditions, rather than increasing road capacities. We thus propose that:

- Through traffic be discouraged in the neighborhood,
- The volume of car traffic in residential sub-neighborhoods be reduced,
- Pedestrian circulation be facilitated.

This can be achieved by:

1. Channeling all through traffic along the four main arterials (two way traffic with two lanes each way) that surround the neighborhood,
2. Adopting adequate traffic management measures at the level of the neighborhood and the agglomeration of the Southern Suburbs of Beirut (especially for the main Chiyah Boulevard)
by creating stop points for all public transportation, especially buses; re-organizing intersections; and parking areas.

3. Transforming traffic patterns by:
   a. Turning the two main north/south arteries into one-way arteries to facilitate and channel the flow of traffic coming into the neighborhood.
   b. Maintaining two-ways circulation on the two main east/west axes so as not to force local residents into long circuitous routes to reach their building within the district.
   c. Transforming all local neighborhood streets into one-way streets in order to discourage through traffic from penetrating residential quarters.

4. Improving pedestrian circulation space in order to encourage walking trips by creating a central green spine on al-Shoura Street [11] that distributes to a network of streets with improved pedestrian areas [10].
The introduction of open pedestrian areas to the neighborhood is one of the most important goals of the proposed intervention. This has to be achieved with strong strategies that deal with the constraints of a limited number of empty lots, traffic congestion, and the need for parking spaces.

We propose that a network of open spaces be established. This network is centered on a pedestrian green spine composed of al-Shoura street [12] and the institutional block of the neighborhood [05] and connects them to a number of open squares through low traffic, greened, semi-pedestrian, and pedestrian streets [12-15]. In this network, the role of the street is central as an open public space that provides a venue for easy pedestrian circulation, green space, and social activities. To do so, it will be necessary to provide parking spaces under the street that absorb the parking needs of local dwellers [13, 15] while the street level parking areas are reserved for short-term visitors in the form of metered parking or for physically challenged residents. All the streets should be greened [14].

In addition, several large lots will need to be expropriated in the neighborhood and transformed into playgrounds/open spaces at the ground level with underground parking below. These will
The following design interventions are suggested for landscaping:

1. Planting trees on neighborhood streets: using deciduous flowering trees that will provide for seasonal change, shading in the summer and exposure to the sun in the winter (Jacaranda mimosifolia, Delonix regia are recommended).

2. Trellises: greening building façades with climbing plants that need minimal support that will be planted on the balconies and trained upward, requiring little municipal cost for maintenance and upkeep (grape vines, bougainvillea, jasmine are recommended).

3. Balcony planters and street planters: downward creeping/trailing plants that will provide massive greening and require no irrigation (carrissa grandiflora is recommended).
The semi-pedestrian al-Shoura Street forms the central spine of the proposed network of green spaces. This is made possible by the 1971 approved road plan (Decree 719 of 3/3/1971) that dictates an 18m wide artery in this location. We therefore recommend the expropriation of this road and its development as a wide semi-pedestrian artery ending with a public platform at the level of the Haret Hreik main artery, The Shoura Plaza, where it connects the residential quarters to the main institutional hub in the center of the neighborhood [04]. Car traffic should be limited to a narrow street serving local neighborhood circulation and stop before the intersection with the Haret Hreik main artery [10].

It is worth pointing out that connecting al-Shoura Street to the main Haret Hreik entrance from the Old Airport Road as dictated by the approved road plan will have several negative repercussions on the neighborhood: it will result in a heavily congested intersection in front of al-Hasanayn Mosque, will generate undesirable traffic going through the neighborhood, and increase the volume of cars on narrow residential streets.

The re-designed al-Shoura Street should become a green area
Proposed Interventions in the Public Realm

1. Palms on Shoura Street: using date palms here and on other primary thoroughfares will become a means of distinguishing these passages as main arteries. Date palms, Phoenix dactylifera, form high canopies that provide efficient shading.

2. Shoura Palm Plaza: a palm orchard terminating the vista of this important street with a mass of green. The structure of the palm tree, a clear trunk with a high canopy, will allow for a diversity of functions in the plaza.
Redesigned streets

This design intervention aims to displace local parking spaces from the street level to the underground in order to create areas of predominantly pedestrian passage (sidewalks with street furniture) with only one lane of car access and pedestrian back entrances connecting buildings. Two types of two-level streets are proposed:

a. Parking below existing streets, within the existing public domain: this solution creates wide sidewalks with one lane of car circulation and one lane of metered parking at ground level and two lanes of parking served by one distribution lane below ground level [13, 14].

b. Parking under building rear set-backs, perpendicular to existing streets: This solution provides social public spaces at the ground level by pooling rear building setbacks for pedestrian use while accommodating parking spaces below street level, without displacing underground storages [15].
In both cases, it will be necessary to expropriate existing building front and/or rear setbacks. Such setbacks are inexpensive to expropriate because their legal construction allowances have been exhausted and their real value is estimated at the price of their agricultural value.

In choosing how to develop the underground parking spaces, it is recommended that the sizes of the parking areas be limited to 100 cars or less, in order to retain a locally manageable size that requires only low-tech basic ventilation. Ventilation should be provided mainly by cross ventilation between the ramps and stairs aided by fans. It is also preferable to place these parking areas on secondary streets where they are unlikely to generate congestion at the entrance and exit levels. It is worth pointing out that while these parking areas have a relatively high initial cost, their long-term management and maintenance costs are very low. In this sense, they could be considered part of the public infrastructure system, similar to roads and sewer systems.
The following design guidelines should be followed:

a. Secure a street width (including side setbacks) of at least 14.40m but preferably wider for the implementation of underground under street parking options, in order to insure the efficiency and cost effectiveness of this design option. A 14.40m wide street will accommodate one 45° lane and one parallel parking lane; a 17.20m wide street will accommodate two 45° parking lanes, and a 19.50m wide street could provide two 90° parking lanes.

b. Insure a minimum of 1.20m wide sidewalks in the underground parking areas that directly connect to street level pedestrian areas in order to secure comfortable pedestrian circulation.

c. Place entrance and exit ramps at least 6m away from the vehicular intersection turning curve in order to ensure appropriate visibility for intersection traffic.

d. Provide a 0.60m deep soil fill area on top of parking slab for infrastructure connections.

e. Create green streets through a combination of tree pots and street furniture with tree pots that would allow a soil depth of 1.20m required for street vegetation.
PROPOSED INTERVENTIONS IN THE PRIVATE REALM

Interventions in the private realm are limited and seek to address the lack of natural light and ventilation and the parking needs for the twenty-nine buildings identified above [88].

4a Massing

In the reconstruction of all destroyed buildings, it is advised that the following recommendations to amend the existing Lebanese Building Law be applied in reconstruction.

- The ratio of street width to building height (gabarit) should be at least 1:4, measured from the edge of the largest projection. This entails applying the ratio of building height to side setbacks mandated by the Lebanese Building Law instead of the ratio dictated by main building façades (1:2.5), which is inapplicable to this area unless the residential density is dramatically reduced.

- All other Lebanese Building Law regulations can and should be implemented without changing the neighborhood density. For instance:
  - Openings should always secure the 4.5m required setbacks, measured from the edge of the site and from the most protruding projection of the building, including balconies; i.e. a minimum 9m should be secured between two buildings with openings facing each other (in Arabic, mada wouqou’ nazar).
  - Area of opening to area of space requirements should be applied.

In a reconstruction project, it is suggested that the following recommendations be applied:

- The ratio of street width to building height (gabarit) should be at least 1:4, measured from the edge of the largest projection. This entails applying the ratio of building height to side setbacks mandated by the Lebanese Building Law instead of the ratio dictated by main building façades (1:2.5), which is inapplicable to this area unless the residential density is dramatically reduced.

- All other Lebanese Building Law regulations can and should be implemented without changing the neighborhood density. For instance:
  - Openings should always secure the 4.5m required setbacks, measured from the edge of the site and from the most protruding projection of the building, including balconies; i.e. a minimum 9m should be secured between two buildings with openings facing each other (in Arabic, mada wouqou’ nazar).
  - Area of opening to area of space requirements should be applied.
In this design scheme, the envelope of clusters of three or four buildings identified as problematic [08] is modified in order to improve natural lighting and ventilation inside apartments, provide shared family/social space in building rear set-backs, and insure underground parking facilities at the block level, without eliminating existing storage spaces [15]. More specifically:

- A central public service spine is introduced in the building rear setbacks. It provides family/social space on the ground level and resident parking below street level.

- This central spine provides a wide space where the main openings on building façades can be located [11, 15].

Special legal provisions might need to be developed in order to facilitate the implementation of this scheme, such as the creation of public agencies and/or real estate companies at the scale of the blocks, as seen in section 5.

In some cases, it will be necessary to either reduce or, more rarely, eliminate some of the buildings in order to achieve the acceptable spatial quality.
4b Parking Under Residential Buildings

An alternative option to the provision of private parking spaces, also explored during the Charrette, consists of building underground parking areas below buildings, without modifying the existing massing.

This investigation indicates that there are three scenarios for the provision of underground private parking below residential buildings: plots that could either accommodate underground parking on their own or be pooled at the underground level with adjacent plots, plots where configuration and size do not allow for an underground parking level without combining adjacent plots, and lots where it is impossible to accommodate underground parking because of the size, location, and configuration.

When parking under street level is combined for several buildings, it is preferable to opt for intermediate size parking areas in order to strike a proper balance between the physical efficiency of large parking lots that minimize ramp space and cost, on the one hand, and the difficulties that emerge due to complex management processes, safety concerns, and the reluctance of users to share services, on the other hand. Each building needs to provide sufficient parking space within its own footprints.
Solution 1: Parking re-design without changing building footprints and staircase positions
1 Schematic underground floor plan
2 Section across block of buildings

Solution 2: Alternative massing with underground parking and ground level green areas
1 Ground floor plan with greened open space
2 Underground street parking
3 Section

Alternative schemes for underground parking below demolished residential buildings to be reconstructed were also explored [Map 19, solution 1]. Schemes were considered where the ground level uncovered spaces were left as playgrounds or open spaces for dwellers [Map 19, solution 2]. Both schemes sought to introduce the minimum number of changes possible to existing massing and hence retained the location of building vertical circulation spines, as seen in the two sections on map 19.
5a A Public-Private Partnership

The institutional set-up for the implementation of the suggested interventions should be thought of as a public-private partnership. In this partnership, we strongly recommend that the role of municipalities and public planning agencies is strengthened within the public realm where public actors should provide public amenities such as open areas and parking spaces and efficiently manage issues of traffic circulation. Conversely, we recommend that public interventions in the private domain be limited to enabling and monitoring the private sector. The latter should take charge of the reconstruction of individual buildings. Residents should be able to select the best institutional set-ups to help them rebuild their homes, individually or in clusters of several buildings. In some cases, it will be necessary to adopt special institutional set-ups such as small-scale real estate companies or public agencies that allow for case by case decisions, specific urban guidelines for a number of buildings, or that enable property owners to bypass delays incurred by conflicting property claims. The jurisdiction of such set-ups should be confined to a limited number of lots in order to insure efficiency. Given the difficulties that residents and developers might face in making their decisions, it is advised that local authorities form an advisory board consisting of technical experts in architecture, urban design, urban planning, and those involved in Lebanese urban legislation who can assist and monitor the reconstruction efforts.

5b A Public Fund for the Reconstruction of the Public Domain

A large public fund should be allocated for the reconstruction of the public domain in Haret Heik in order to cover the costs incurred by the recommended interventions, which include the expropriation costs of the planned roads, open spaces, underground parking areas, and greening strategies. This fund should complement the current public compensation scheme, which is restricted to individually owned houses.

5c A Regulatory Framework for Private Building Reconstruction

In order to facilitate reconstruction, it is possible to adopt a general regulation for the area that confines reconstruction to the guidelines of the Lebanese Building Law, amended only in terms of street width to building height [1:4 instead of 1:2.5, see 4a] and apply it in the provision of all building permits for the reconstruction of private buildings. It is important that the provision of obtaining a building permit remains mandatory prior to
construction in order to facilitate the public monitoring of the reconstruction process, but that the permit fees be waved. This will constitute part of the public subsidy to residents.

Conversely, the proposal currently circulating about exceptional construction permits that could be given as an extension of the Displaced Permits of the post-civil war era is inadequate because: it reproduces some of the main physical and hence social problems which the dwellers of Haret Hreik suffered from before summer 2006, such as poor quality apartments that do not receive proper light and ventilation; it constrains the residents of Haret Hreik to an exceptional and temporary entitlement to reconstruction; and it will delay reconstruction because it cannot address the problems of many inhabitants who had not properly regularized and thereby legalized the ownership status of their apartments, and who present conflicting and unverifiable claims about what the apartment was like before the summer war of 2006.
فريق العمل وتوثيق الشكر

وحدة إعادة الإعمار

هذه الوثيقة ومشروع التصميم المكمل لحارة حريري، هي من تنظيم "فريق عمل حارة حريري"، ضمن "وحدة إعادة الإعمار في قسم الهندسة المعمارية والتصميم في الجامعة الأمريكية في بيروت".

تشكلت "وحدة إعادة الإعمار" في قسم الهندسة المعمارية - كلية الهندسة والعمل، من أجل المساعدة في جهود إعادة الإعمار في لبنان، وخاصة في إعادة الإعمار المادية في المناطق المتأثرة، وقررت المدينة في عام 2006. وقد تشكلت نسخة من مجموعة متعددة الأصمات، من متخصصي مدنين، مطهرين، مهندسي مدنيين، ومهندسي مدنيين، في تأهيل الإدارة والمعدة للأطراف العامة وغير الحكومية.

كما تهدف الوحدة إلى إعادة مجئ عمليات إعادة القصامة الدم في رؤية تطويرية طويلة الأمد قادرة على تحديد أهداف إعادة الإعمار المادية وغير المادية مثل امكانيات الاجتماعي والاقتصادي. تعمل الوحدة على مناقشة وتوصيف الأنظمة المحورية، وتقييم المشاكل وتعريفها، بما في ذلك: على عدد من المفاوضات مع تقليدي في إعادة الإعمار، وأخيراً فإن الوحدة تتألف من الأقسام الأولية والعملية في إدارة الإعمار المادية، ثم "وحدة إعادة إعمار حارة حريري" (من فوؤاد (باحث فريق العمل)، وسهير عاصي، ميس نسيب، ومنى حمامجي)

 organs (Design team: This team includes Mona Fawaz and Marwan Ghandour, on behalf of the Haret Hreik Task Team, a subunit of the Department of Architecture and Design Reconstruction Unit at the American University of Beirut. The Haret Hreik Task Team seeks to encourage a public debate around the notion of reconstruction as a methodological planning tool and a form of intervention in the reconstruction process in order to develop the most adequate and inclusive design approach for the reconstruction of the neighborhood. The Haret Hreik Task Team includes: Mona Fawaz (task team leader), Souheir Assi Mabsout, Mona Harb, and Mona Khechen. The Reconstruction Unit in the Department of Architecture and Design at AUB is coordinated by Mona Harb.

This document was drafted by Mona Fawaz and Marwan Ghandour, on behalf of the Haret Hreik Task Team, a subunit of the Department of Architecture and Design Reconstruction Unit at the American University of Beirut. It presents an overview of the design charrette proposals and post-charrette developments of some of these proposals done by Mona Fawaz, Marwan Ghandour, Bassam Komati, and Jala Makhzoumi.

The Design Charrette Participants (January 17-20, 2007)

1. Design team: This group includes a number of professionals and researchers who studied the area and developed alternative design scenarios. Those who participated are included in alphabetical order: George Arbid (architect, full-time faculty, ArD-AUB; RU member) Balsam Ariss (architect; free-lance, part-time faculty, LOEM-AUB) Habib Deb (architect and urban designer; part-time faculty, ArD-AUB; RU member) Mona Fawaz (architect and urban planner; full-time faculty, ArD-AUB; RU member; Haret Hreik task team leader) Youssef Fawaz (civil and transportation engineer; part-time faculty, CCE-AUB) Marwan Ghandour (architect, Bawader Architects and Full-time faculty, Dept. of Architecture-Iowa State University)
2. Technical support team: a number of young professionals helped to illustrate the proposed visions in the form of maps and drawings. Those who participated are listed in alphabetical order:

- Alia Hamdani (urban planner, RA of Mona Fawaz)
- Rana Hassan (architect; RA of Mona Fawaz)
- Sandra Richani (architect; AUB graduate)
- Abir Saksouk-Sasso (architect; AUB graduate; RU member)
- Chadi Saroufim (architect and urban designer; AUB graduate)
- Rabih Shibli (architect and urban designer; AUB graduate; RU member)
- Doris Summer (urban planner; AUB graduate)

3. Advisory group: a number of professionals and experts with knowledge of the planning framework and development of the southern suburbs of Beirut provided feedback to the charrette. Those who provided this valuable assistance are listed in alphabetical order:

- Ibrahim Chahrour (CDO) – could not attend
- Nasr Charafeddine (architect, Lebanese University)

- Mohammad Fawaz (urban planner, ex-director of DGU and CEGP)
- Mustapha Fawaz (civil engineer, BTUT worked extensively in the southern suburbs)
- Karim Nader (architect; part-time faculty, ArD-AUB)
- Robert Saliba (architect and urban planner; full-time faculty; AUB; RU member)
- Fadi Zghib (architect; AUB graduate)

Support for the work of the Haret Hreik Task Team came from the Municipality of Haret Hreik whose members provided the team with invaluable information for the preparation of the Design Charrette and from members of the Haret Hreik community who took the time to talk with the team and explain the specificity and complexities of their neighborhood.

Individuals who helped in data collection include Bashar Abdel Samad (Ministry of Displaced), Ibrahim Chahrour (Council for Development and Reconstruction), Rudolphe Haddad (Directorate General of Urbanism), Ahmad Hatoum (Haret Hreik Municipality), Sany Jamal (Order of Engineers and Architects), Mustapha Komati (Municipality of Haret Hreik) and the staff at the Technical Unit of the Department of Urbanism and Tracts Publics.

Alia Hamdani, Rana Hassan, and Doris Summer dedicated enormous work and energy throughout all the phases of the process.

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For reference or follow-up on this document or the work of the Haret Hreik Task Force or the ArD-AUB Reconstruction Unit, please contact Mona Fawaz at mf05@aub.edu.lb and/or Mona Harb mh22@aub.edu.lb

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Mona Harb (architect and political scientist; full-time faculty, ArD-AUB; RU coordinator; Haret Hreik task team)
Mona Khechen (architect and urban designer; part-time faculty, ArD-AUB; Haret Hreik task team)
Bassam Komati (architect, Rafael Vinoly Architects PC, New York)
Souheir Assi Mabsout (architect and urban designer; FPDU-AUB; Haret Hreik task team)
Jala Makhzuomi (landscape architect; full-time faculty; LDEM-AUB; RU member)
منشورات «الجامعة الأمريكية في بيروت - وحدة إعادة الإعمار في قسم الهندسة المعمارية والتخطيط»
بيروت، لبنان

النشر © 2007 «الجامعة الأمريكية في بيروت - وحدة إعادة الإعمار في قسم الهندسة المعمارية والتخطيط»
الطبعة الأولى

جميع الحقوق محفوظة. تُمنع إعادة نسخ أي جزء من هذا الكتاب، أو تخزينه في أي نظام استعاده، أو نشره بأي شكل ووسيلة، إلكترونية أو ميكانيكية أو منسوبة أو مسلة أو سوياً، من دون إذن مسبق من صاحب حقوق النشر.

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إعداد: منى فوّاز وموروان غندور
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تحرير النسخة العربية: محمود شريح
تصميم الخرائط وإخراجها: أحمد غريبة
تصميم الوثيقة: مريحتي أبي حنا
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9 INTERVENTION
PUBLIC DOMAIN: GENERAL SCHEME

Pedestrian streets within building rear set backs with underground resident parking
Pedestrian friendly and limited traffic with underground resident parking
Public green spaces
Added greenery
Local public points
Main commercial arteries

Turn-eway
One-way

Intervention area
Old residential fabric

10 INTERVENTION
PROPOSED TRAFFIC SCHEME

Local neighborhood streets, minimal traffic
Main neighborhood arteries, medium level traffic
Main arterials, 2 ways, 2 lanes each, through ways
Pedestrian street

Turn-eway
One-way

Intervention area
Buildings demolished or to be demolished

11 INTERVENTION
PUBLIC DOMAIN: OPEN SPACES AND SERVICES

Pedestrian streets within building rear set backs with underground resident parking
Pedestrian friendly and limited traffic with underground resident parking
Public green spaces
Proposed residential blocks
Parcel boundary
Municipal boundary
Intervention area
Buildings demolished or to be demolished

12 INTERVENTION
PUBLIC DOMAIN DETAIL: PEDESTRIAN AND PARKING SPACES IN AL-SHOURA STREET

Top view of the proposed interventions
Perspective on the street level view
Metered and street level parking
Limited vehicular circulation streets
Palm orchard
Schools
Date palm trees
Pervious daylighting
Deciduous/Reveeting trees (Acacias/樟脑杉)
Haret Hreik Task Team

The Reconstruction Unit in the Department of Architecture and Design at the American University of Beirut

The Reconstruction of Haret Hreik: Design Options for Improving the Livability of the Neighborhood

Edited by Mona Fawaz and Marwan Ghandour

1. Design team: This group includes a number of professionals and researchers who studied the area and developed alternative design scenarios. Those who participated are included in alphabetical order:

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Alia Hamdan (urban planner, RA of Mona Fawaz)
Bassam Komati (Architect, part-time co-founder, RA of Mona Fawaz)
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2. Technical support team: a number of young professionals that helped in illustrating proposed visions in the form of legible maps and drawings. Those who participated are listed in alphabetical order:

Abie Bass (Co-ordinator; CPRI - Beirut) - could not attend
Nader Chakhchhak (architect, Lebanon University)
Mohammad Fawaz (urban planner, co-director of OGI and CEPS)
Mustafa Fawaz (Civil Engineer, BTUTR - worked extensively in the southern suburbs)
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3. Advisory group: a number of professionals and experts knowledgeable of the planning framework and development of the southern suburbs of Beirut who provided feedback. Those who provided this valuable assistance are listed in alphabetical order:

Bassim Charara (Co-ordinator of the southern suburbs of Beirut) - did not attend
Nader Chakhchhak (architect, Lebanon University)
Mohammad Fawaz (urban planner, co-director of OGI and CEPS)
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