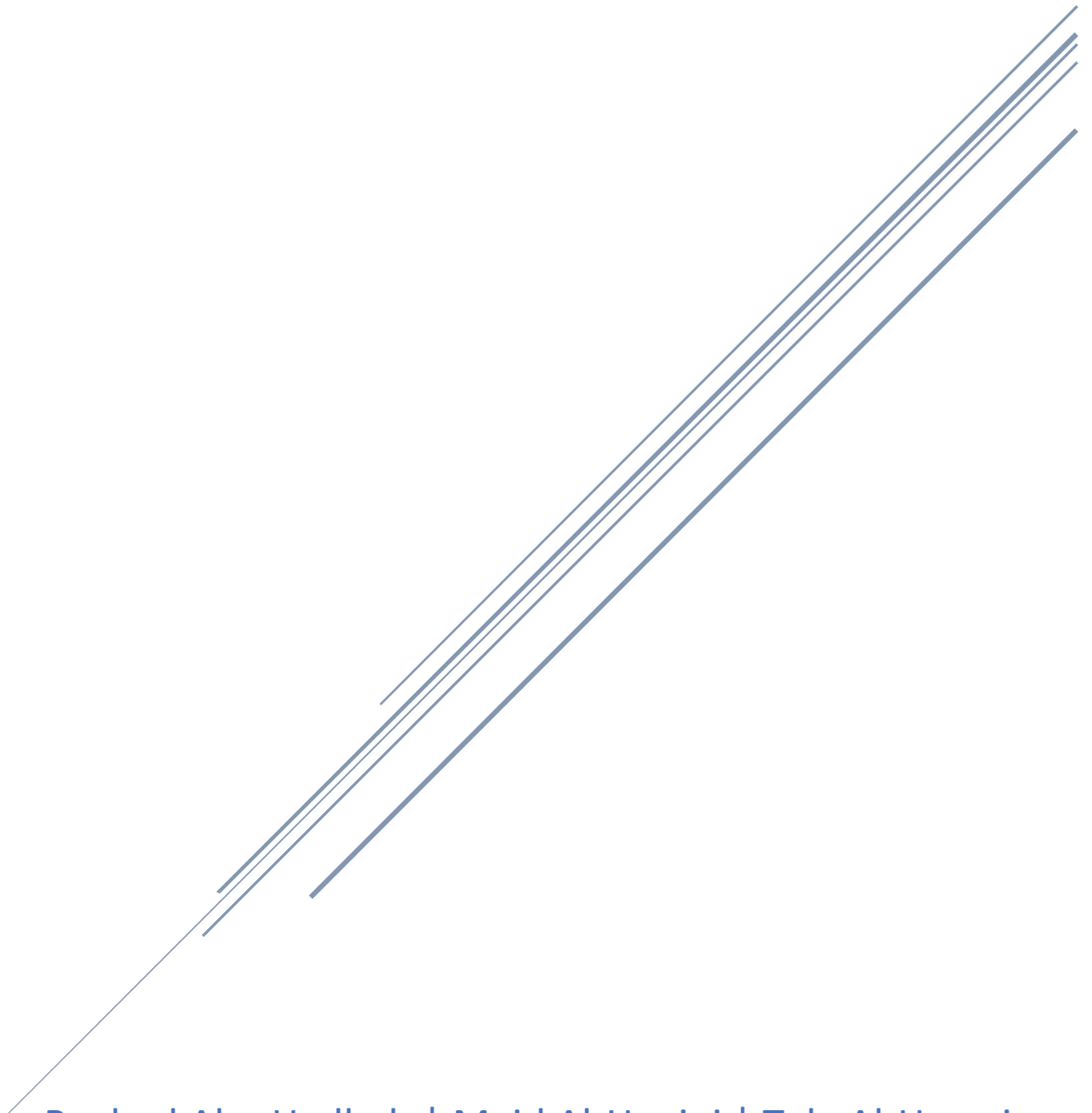


# ALMAHATTAH BUS TERMINAL

C40- Students Reinventing Cities



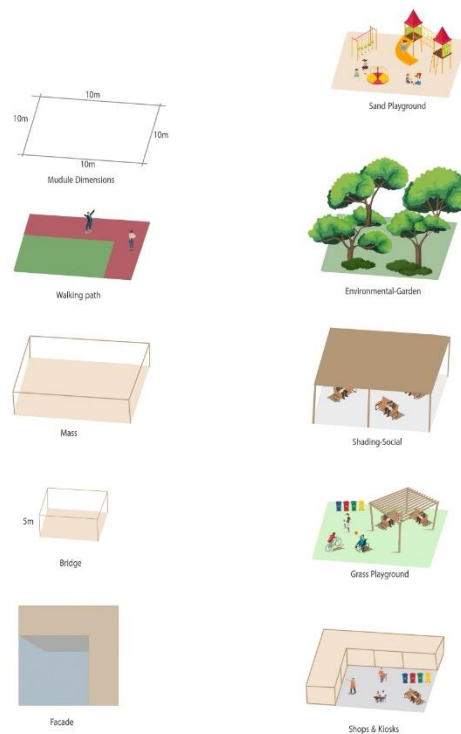
Raghad Abu Hadbah | Majd Al-Hanini | Tala Al-Humsi

Presentation of the Project

## Design concept

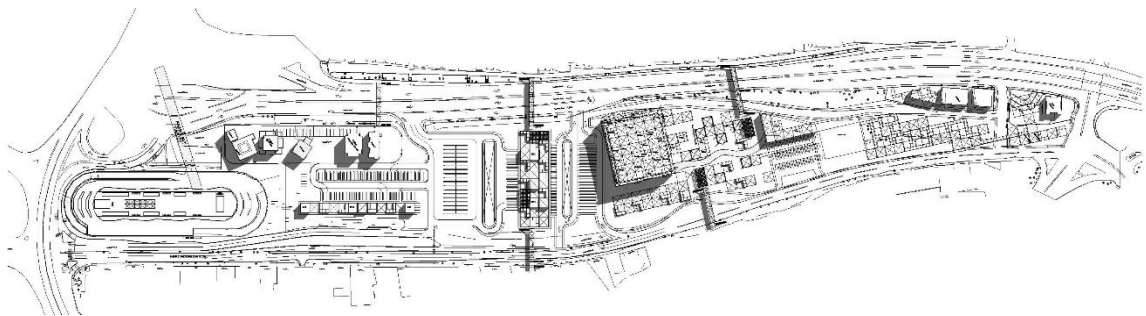
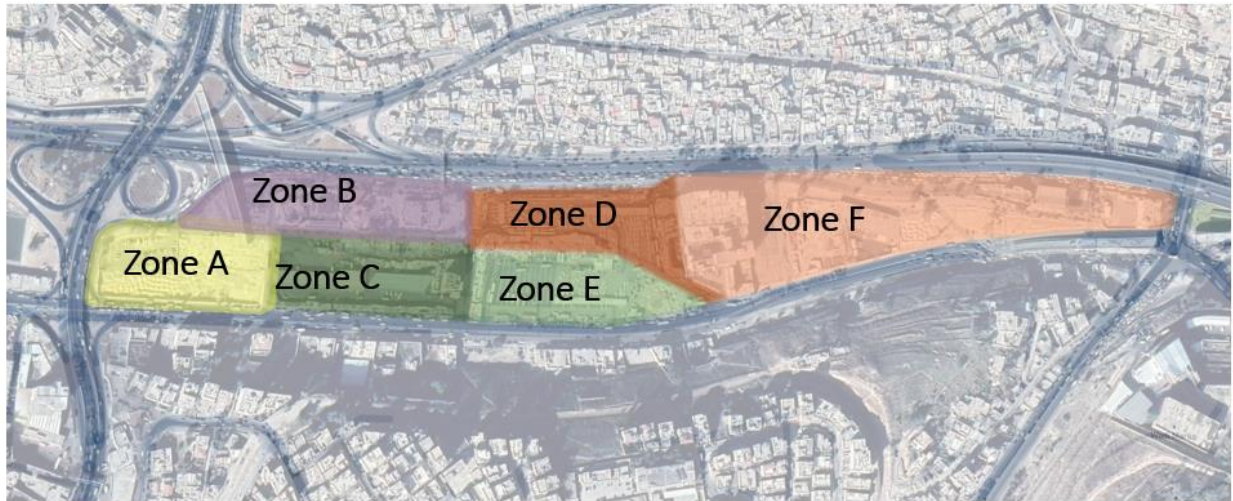
As we began to analyze the site and the importance of its connection with the surrounding adjacent areas, it is considered a starting point in the process of revitalization. The first step was to create a module unit based on a module grid. The reason behind This module unit is to be used when needed where needed. The unit's existence provides flexibility in interpreting it according to its needs and the place it occupies. In our case, the unit can be interpreted as reorganized shops, open and covered waiting and sitting areas, green areas, and other services. the unit dimensions are 10m x 10m.

This unit speaks to the urban fabric around the site. The fabric is a cluster of masses that came around to form neighborhoods. We took this cluster and simplified it to a repetitive entity to integrate with the urban environment.



The master plan focused on dealing with the site from the inside out. The central location of the site gives it the ability to be a starting point towards integrating missing elements and functions that aims toward a better enhanced life experience. regenerating the Mahattah site is divided to adding , redesigning, reusing.

# Zoning



**The A zone** is the BRT connection terminal, the Amman-Zarqa line that was predesigned and provided by governmental entity.

**The B zone** remained unchanged as the governmental buildings in that area are important and used.

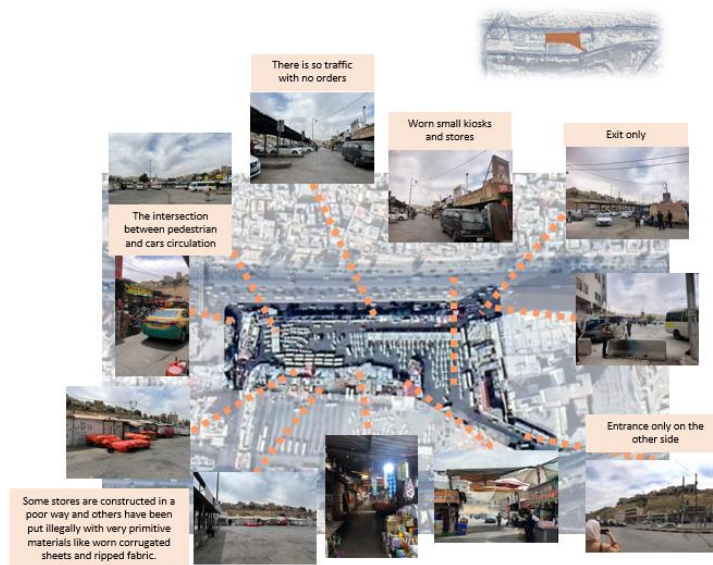
**The C zone** is a redesign to an area that was full with very worn-out random stalls and a maze of undefined walkways to a waiting hall (services hub, bus hub) that forms a linear strip. The strip consists of a complex of the unit. The unites are administration, green areas, services and redesigned shops. Parking for the employees is placed on the edges as well. The other part of the zone is a waiting and loading area for coaster buses.



Originally the main Mahattah building was in this zone in addition to public restrooms. The Mahattah management wasn't speaking to the context nor the people. The building was very old and standing vertically and several floors high. As a result, it did not communicate with the level of movement of individuals and did not meet their needs because it occupied a different angle perspective, which created a gap in the organizational function of the building. The new units. aimed to simulate the movement of individuals and their need to remain horizontal, close to their daily and kinetic experience at the Mahattah.

The old public baths were a hygienic abomination. It is not cleaned constantly and no periodic maintenance is carried out, which led to blockages and unpleasant odors that resulted in not using it and neglecting it more.

## zone D , E



These three areas contained horizontal and vertical lines for white taxis and jet buses, and the borders of the area were marked by numerous shops with similar products scattered randomly on the outskirts. In addition, it encroached on the main routes of buses, resulting in a dangerous and unclear intersecting fabric in the movement of taxis, buses and individuals.

There are no clear main lines in the landscape for the movement of vehicles in the area, with a complete lack of sidewalks. The movement of pedestrians is parallel and equal to the movement of vehicles without taking into account the privacy of each movement to maintain public safety and provide clarity.

Before, the lines for parking vehicles were parallel to the longest edge of the site, and they were extended longitudinally, forcing pedestrians to walk longer distances to reach the bus loading places. Which led to an increase in the intersection of the paths. We have replaced this by having the lines of movement distributed horizontally to speed up the arrival of vehicles to their designated places, in addition to shortening the distance for pedestrians, and thus reducing the possibility of movement intersections between them.

We merged the two areas and placed the design unit in the middle to form a double-edged gathering place for services, connecting the two places shown on each side to line up white taxis and jet buses. The unit was keen to replicate several translations for use, so the shops were rearranged with clear boundaries for integrating the existing shops, buildings and facilities. As for passenger-oriented services to facilitate travel and waiting time, the unit translated that also in this zone and other places into waiting places and other services such as public bathrooms and places designated for sitting, waiting and socializing. The service area will be the main vein connecting the two sides, and a point for passengers to gather and depart.



### **The circulation process is as follows:**

The busses will arrive to the hub and enter from the designated streets

They will continue according to the route indicated for parking in the bus waiting area, the arrangement of the buses will be in the order prepared by the responsible authority with a fixed schedule. After arriving and according to the time schedule, the bus will stop to line up and wait for its turn.

On the specified time, the bus will move from the bus waiting area to the bus loading area to load passengers from the waiting halls to the bus without intersections and random movements between buses and pedestrians.

## Zone F



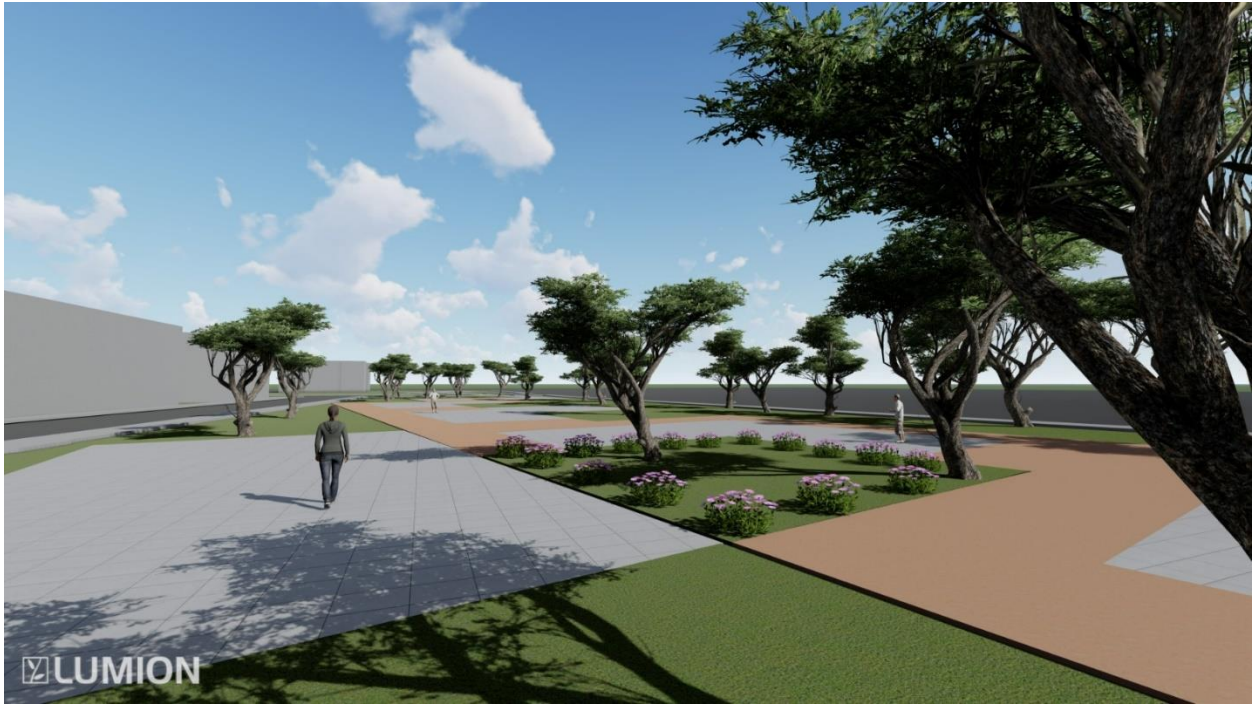
The abandoned pasta factory located in the place, we reused it and directed it to the Youth Center and linked it with the internally designed unit in the plans in the form of a library, cafeteria, administration, skating track, gaming studio, exhibition, clinic, pharmacy, art and craft, shops, services. The unit is also translated as tiles in places of the plan. Also, externally, on the facades of the building, the unit was employed to deal with the surrounding architectural character, and it was reflected in the form of subtractions and additions.

Next to the new youth center, a green garden was designed, showing the unit in its landscape in the form of shaded and unshaded seating areas, shops, and playgrounds. The garden was cut with a wavy path to break the pattern. Park visitors are also served by a garage on the side.



There is also a soccer court in the area, followed by a walking path, in which the design unit was employed to work as a walking guide. The walking path ends when it meets a cycling arena.





## Environmental assessment

**These principles are the most suitable principles for the Mahattah Terminal.**

**4. A place for everyone**

**8. Green spaces, urban nature and climate resilience**

## **9. Sustainable living**

### **10. Green economy**

The space lacked proper green spaces; therefore, a lot of green landscaping of shrubs, plants, grass, roses and trees was added to the site. Also, the garden plays a huge role in working to decrease the CO2 emissions coming from the moving vehicles. The landscape was also reflected on the roofs of the buildings in creating green roofs to further decrease the GHG emissions.

Conventional materials locally sourced are used in the design and building of the units, in order to benefit the local community.

Recycling bins are distributed along the site and the waste is collected in designated containers to be handed over to recycling companies

Solar panels are installed on the building units facing the south to gain the greater amount of sunlight.

### **Evaluation of the community benefits of the project**

We were keen during the design process to create an environment that suits and simulates the local communities to benefit from them to the greatest extent, by linking them directly to the site with pedestrian bridges. Allocating places for self-entertainment and enhancing communication between people represented in the garden, soccer court, walking track, cycling arena, and parking. Residents of the local community will maintain their businesses and will be in a better social and psychological condition. In addition, the materials that will be used in construction will be manufactured and supplied to the site locally, to benefit the communities and help their prosperity.

The focus of the design on creating safe places for shopping and waiting for buses to depart will enable people to cover and meet their daily needs in peace and smoothness.