

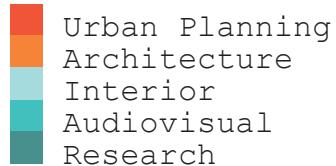
Amer Jbeili

Work Samples

2025



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1. Sustainable Integrated Municipal Action

Date: 2024-2025
Type: Pedestrian Network Strategy
Role: Urban Planning & Architecture Consultant
Team: Akl Architects & KREDO
PM: UNOPS
Client: Municipality of Beirut & Municipality of Bourj Hammoud

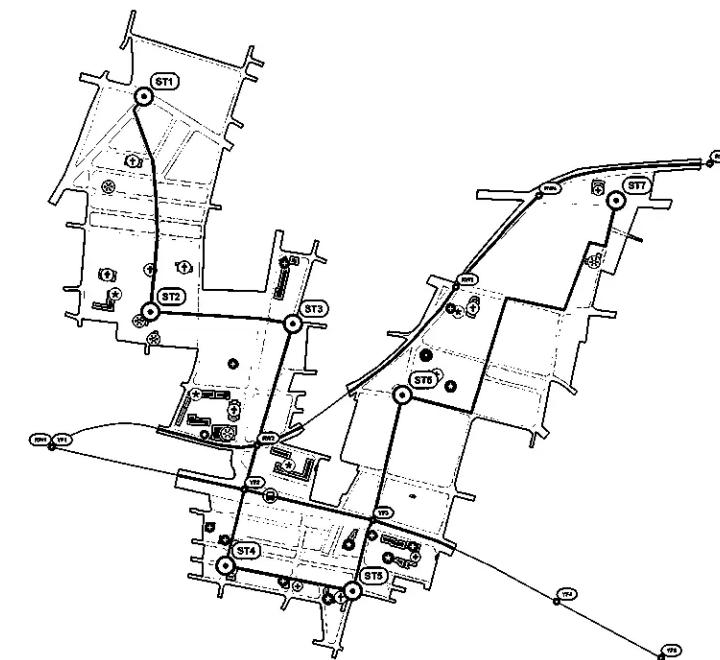
The SIMA-SN project took place in during the years 2024-2025 and involved the a total overhaul of the pedestrian infrastructures in the most vulnerable neighborhoods of the cities of Beirut and Bourj Hammoud.

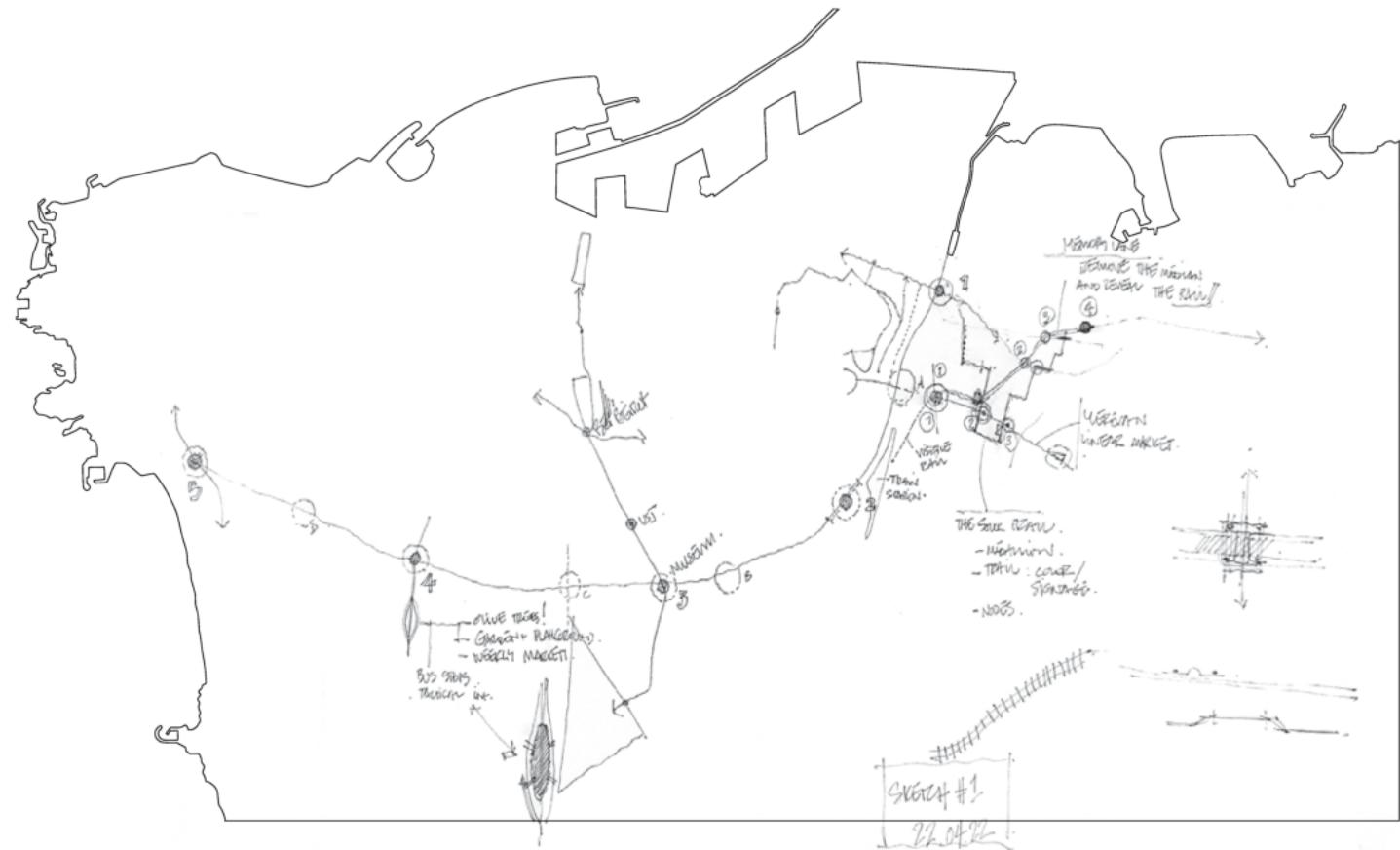
Our responsibilities as consultants were to collect data and propose a masterplan for pedestrian and soft mobility in the urban environment.

The project was divided into four phases:

- Site Inspection & Data Collection
 - Design Brief
 - Concept Design
 - Detailed Design

Throughout the project we worked with a team of engineers, architects, consultants and administrators to provide a holistic approach to pedestrian mobility in the city.





The Sustainable Integrated Municipal Action (SIMA) launched by UNOPS, aims to support Lebanese regional authorities—namely municipalities—by providing funding and management assistance for various sustainable initiatives across the country.

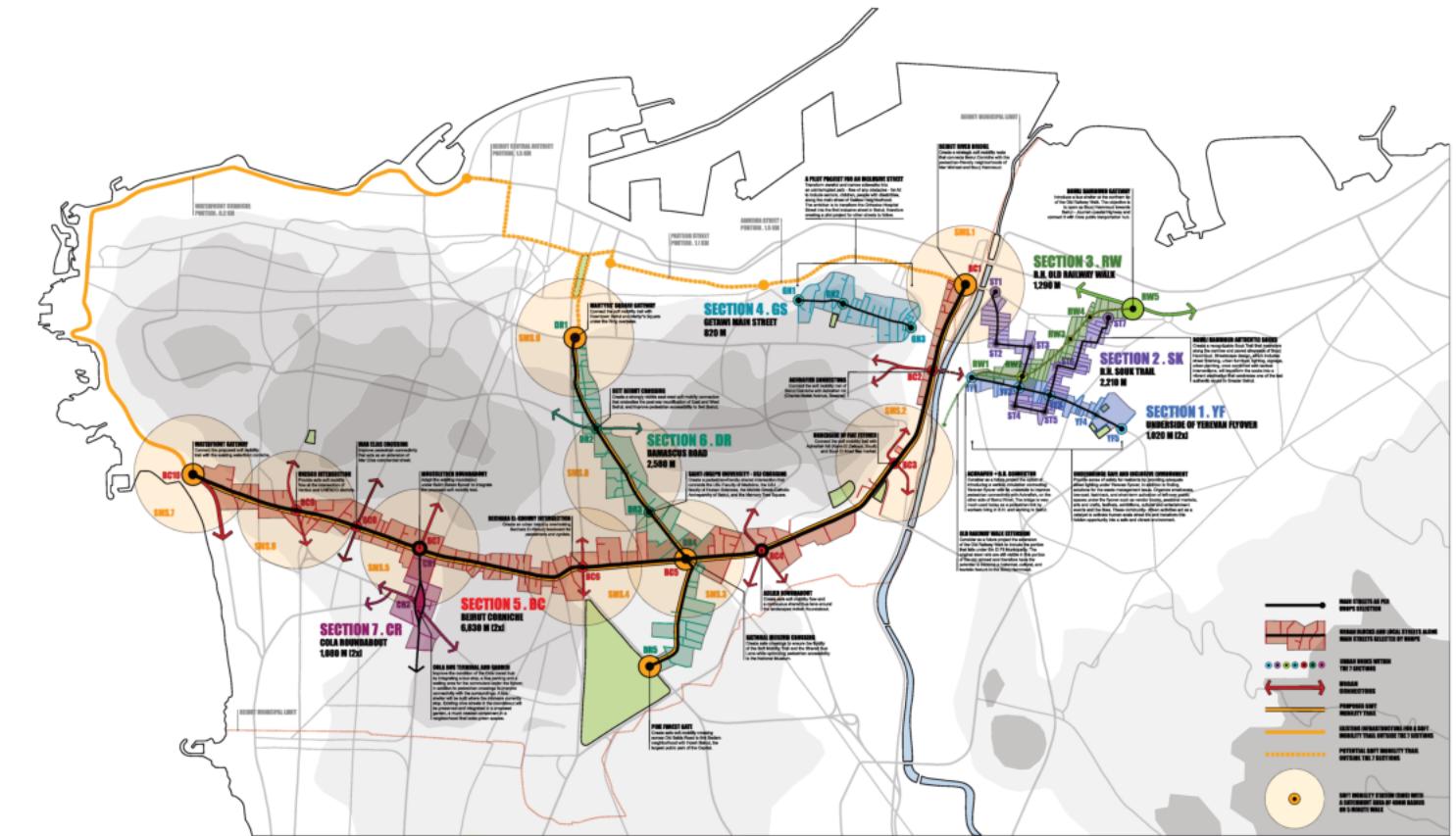
I was contacted by the urban planning team working with UNOPS to contribute to the architectural and urban strategy consultancy under the SIMA Street Network subproject.

The objective of this effort was to reorganize and improve pedestrian accessibility within Beirut's administrative borders and its surrounding suburbs. The UNOPS project management team identified seven key sectors requiring study

and reconnection:

- S01 – Yerevan Flyover, Bourj Hammoud
- S02 – Souk Trail, Bourj Hammoud
- S03 – Railway Walk, Bourj Hammoud
- S04 – Geitawi Neighborhood
- S05 – Beirut Corniche
- S06 – Damascus Road
- S07 – Cola Roundabout

Throughout the project we worked with a team of engineers, architects, consultants and administrators to provide a holistic



approach to pedestrian mobility in the city.

We will proceed with a focus on sections S01 – Yerevan Flyover in Bourj Hammoud and S07 – Cola Roundabout in Beirut.

As for the constitution of our team, I've worked as an urban planning and architecture consultant with an architecture firm in close cooperation with an engineering company and the UNOPS project management team, my role changed over the course of the 4 phases of the project:

- Data Collection: cartography, survey and literature review

- Design Brief: managing a team of architects and contributing to the creation of an urban strategy for the pedestrian network
- Concept Design: managing a team of architect and coordinating with different stakeholders and suppliers in Beirut
- Detailed Design: Overlooking the execution drawing drafting process and coordinating with the engineering company and UNOPS' audit team.



The Yerevan Bridge is a major car infrastructure that serves the eastern parts of the city of Beirut linking it to its eastern suburb. The under-bridge splits the Bourj Hammoud suburb in two major neighborhood, namely Nabaa and Bourj Hammoud, we propose to adapt this desolate no man's land to over come socio-economical differences between the two sides and create a communal space under the flyover.

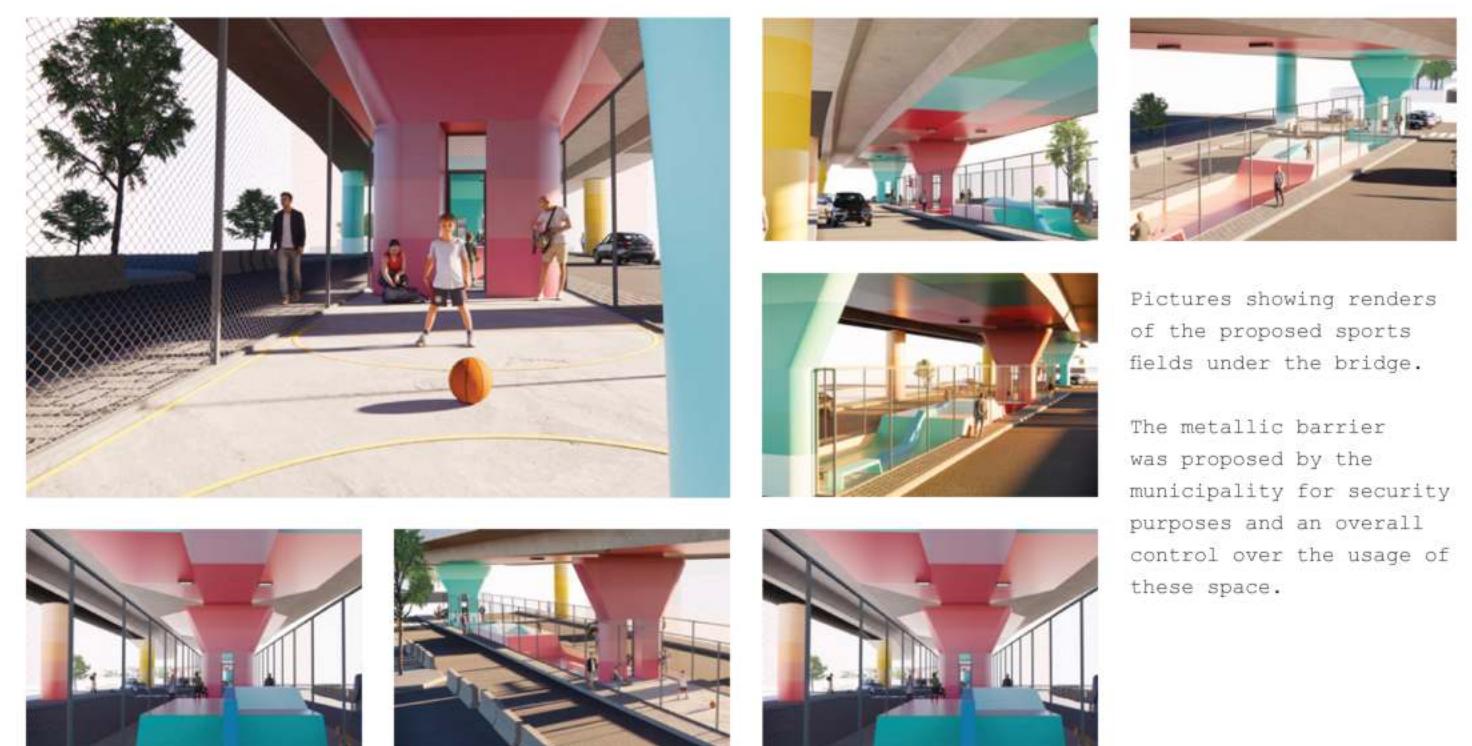
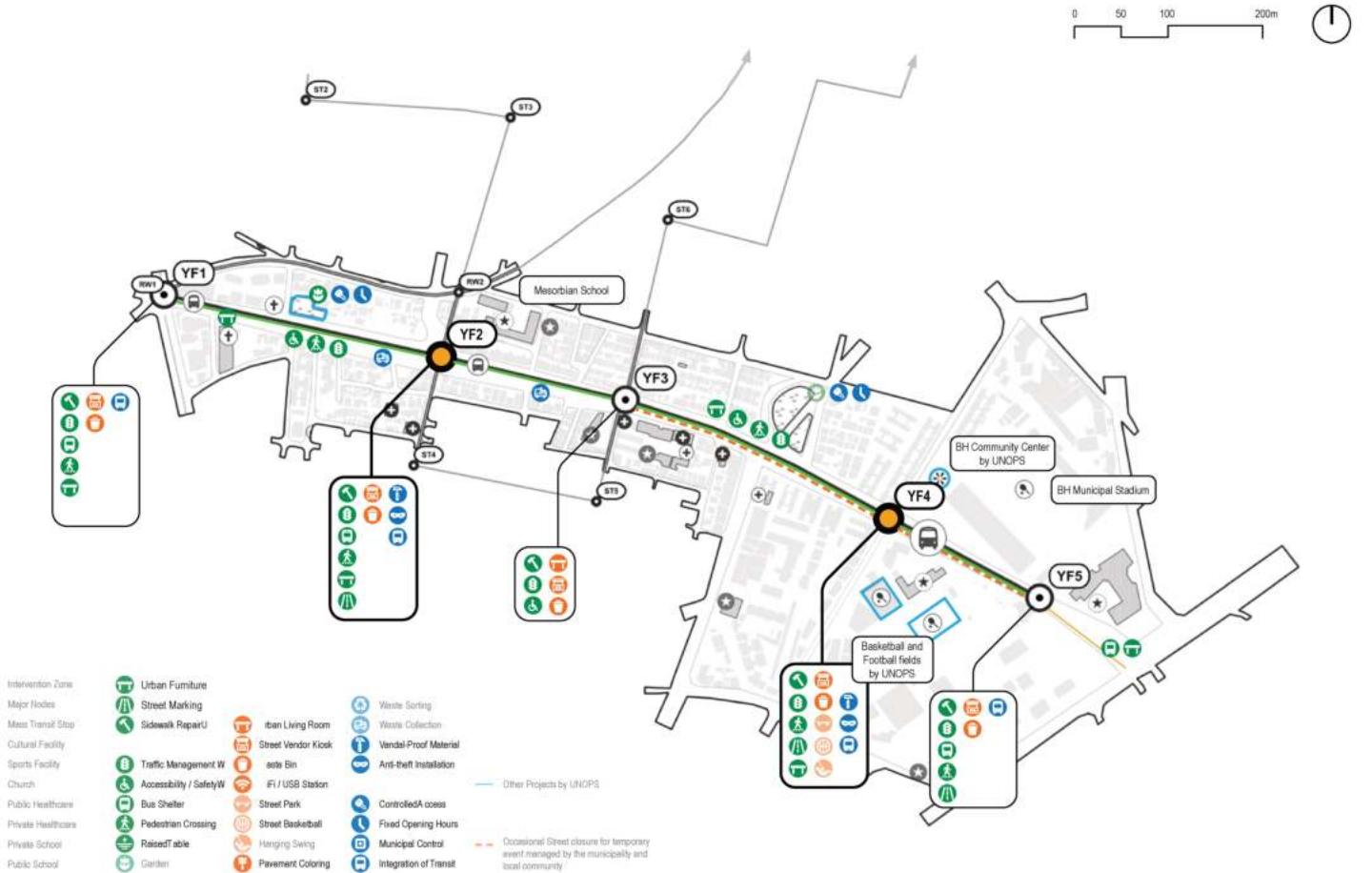
The eastern suburb is also a place where most people are unable to access private automobiles hindering drastically their mobility in a country where policy is targeted towards the car-owning upper middle class.

Having drawn a network of existing formal and informal mass transit stops we've adapted our sidewalk

renovation by creating "raised table" intersection for seamless pedestrian transit, and enlarged the sidewalk where pedestrian traffic flow is at its maximum.

Large parts of the under-bridge are dis-used today, we proposed to implement a large public sports facility that complements the existing Bourj Hammoud Stadium to the east of the bridge.

Implementing these changes came with enormous obstacles both from the reticence of local authorities but also from shop-owners who consider car parking space a major vector for increased profits. We nonetheless managed to find compromises between our proposal, the community's fears and the UNOPS project management requirements to create a seamless uniting space in Bourj Hammoud.



Pictures showing renders of the proposed sports fields under the bridge.

The metallic barrier was proposed by the municipality for security purposes and an overall control over the usage of these spaces.



The detailed design of Section 2 - Yerevan Flyover presented many challenges:

- We provided safe crossings where needed.
- We worked with light designers to provide adequate lighting under the bridge which also made for a safe environment at night (a major complaint of residents)
- The plethora of stakeholders had to agree to our design this is where communication between different actors was key (Ministry of Public Works, Municipality of Bourj Hammoud, shop-owners, UNOPS and last but not least the political parties present in the area given the existing socio-political animosities)
- We planned for the inclusion of raised tables at major intersections where informal transit stops.



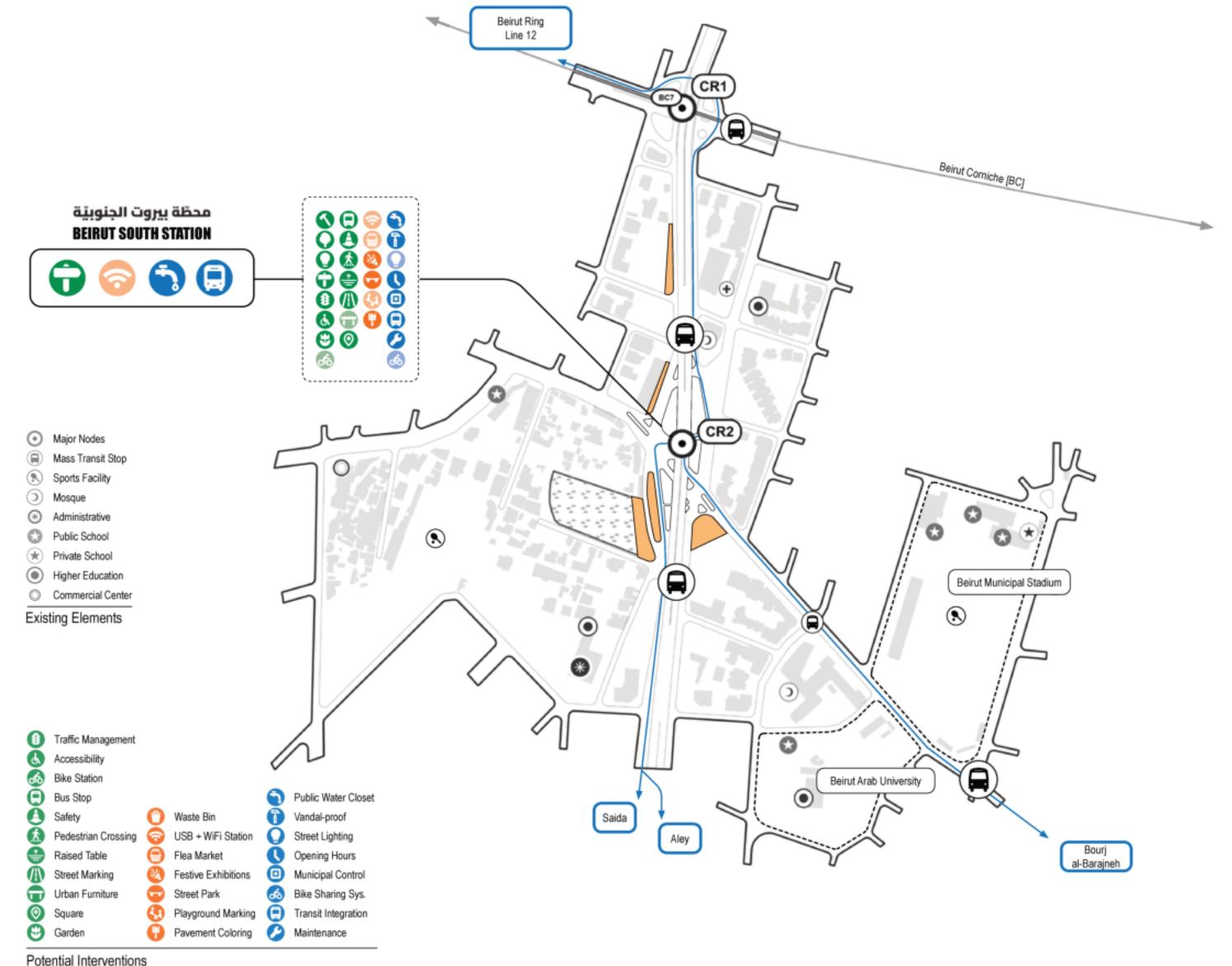
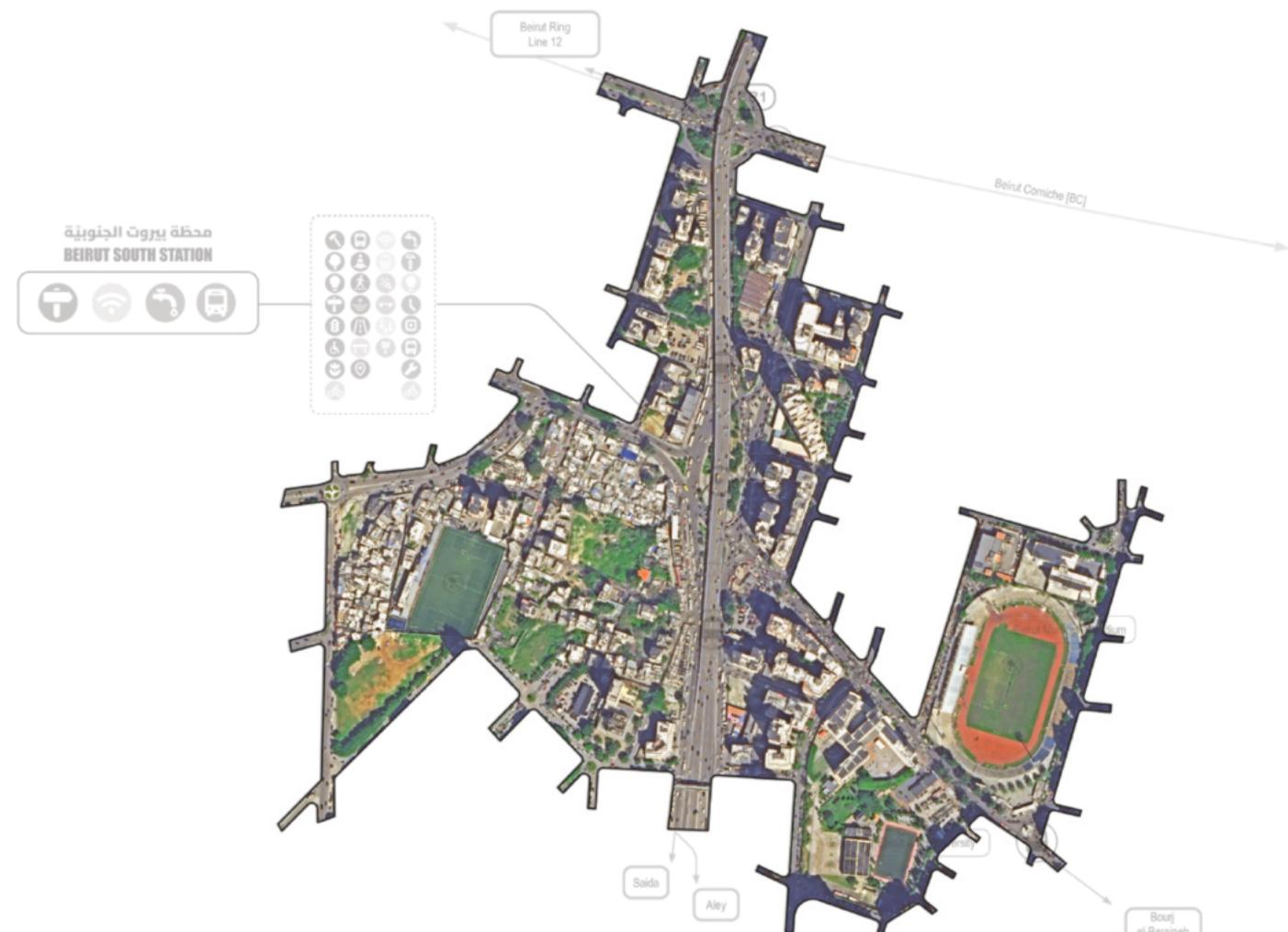
This is the starts of the section where S02 and S03 intersect (notice the green plants). The intersection is a major transit hub as well as a meeting point for informal trade.



Soft interventions on sidewalks with the provision of accessibility ramps from and to major public buildings



Typical example of a raised table intersection on major transit node, this particular one serves Bourj Hammoud, Nabaa and Achrafieh (via the bridge ramp)



The Cola Roundabout is one of the two major hubs serving the city of Beirut from its southern parts, it has always been a link between the different suburbs and the city as well as a terminus for many of the southern regions of the country.

This is also an area that is buzzing with student life given its proximity to major higher education institutions like the Beirut Arab University, students tend to be pedestrians.

Our post-survey reflexion noticed the vast under-bridge areas that were either misused or reserved for the Lebanese Armed Force military positions (temporary), we proposed to enhance the usage of this lost space in order to make the commuter experience more appealing.

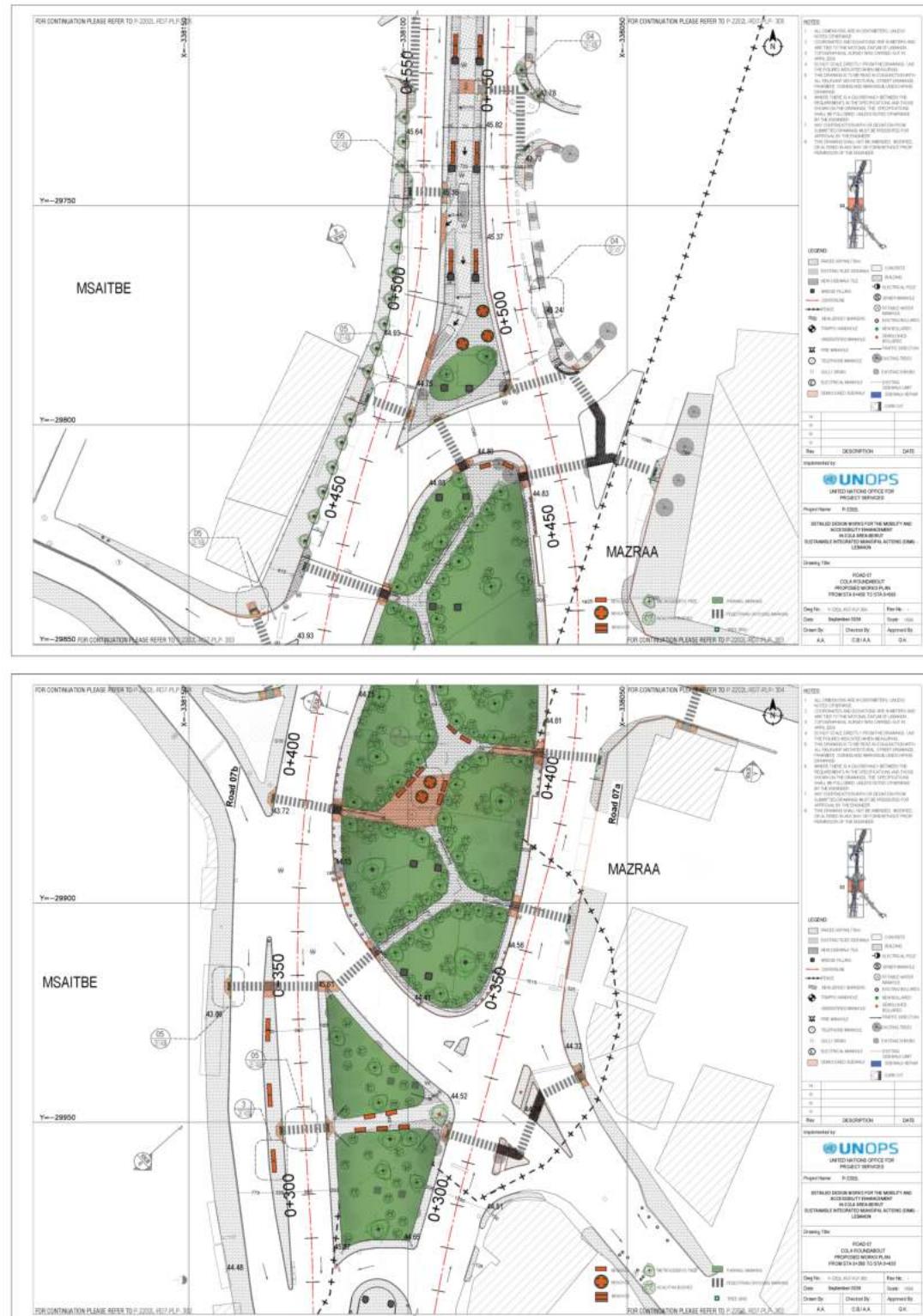
Today the roundabout is dominated by car presence with little or no consideration for pedestrian flows, our project proposed a two-fold approach:

- Design a hilled garden in the under-bridge area connecting the major transit hubs and creating a pleasant space for commuters to rest.
- Re-orient public bus routes and stops to use the vast area under the cola bridge.

We had to coordinate with the municipality, the university, the union of public transport drivers, the UNOPS, local shops and stakeholders and finally with the informal mass transit organizers

present in the area. A major hurdle given the reduced efficiency formal and official means.

This challenge was overcome by organizing several visits to the ground as well as meetings at the UNDP offices with different stakeholders.



These detailed design show the interconnected central garden that serves several pedestrian nodes around the Cola area, we've carefully placed pedestrian crossings to follow the network and maintain an optimal flow of mass transit vehicles

The drawings show three major landscape interventions along the the under-bridge area.

A smaller garden to the north connecting the under-bridge bus stops.

A major central garden hub distributing pedestrian flow to the different major axes of the area.

A secondary garden adjacent to the major informal mini-van stop to the south west of the cola roundabout.

These elements work together to form the South Beirut Station



The unerside of the Cola bridge has been repurposed to provide bus stops in an area where commuters are protected from the

elements, this doubles down as a way to free up the congested major roads that serve the area. The Major hurdle was

overcome with regards to the legality and feasability of this proposal through repeated consultations with local authorities and ministries, today the works on the ground have started.





A mundane urban element in Beirut: The Jersey Block has been readapted to be used as a public furniture modular element throughout the SIMA-SN project.

Beirut and Bourj Hammoud are filled with these concrete elements, we proposed to upscale the existing ones and pitch into the easy production process in order to provide public seating that is both sustainable and durable

2. Pericentral Rent Gap

Date: 2023
Type: Academic Research
Role: Researcher
Architecture & Urban Planning
Team: Lebanese Academy of Fine Arts
Supervisor: Marc Abi Rached
PM: Amer Jbeili

This study aims to analyze academic curricula in the field of architecture and urban planning in Global South countries, with a focus on educational practices in Lebanon and the Levant region. It addresses the impact of imported academic models on shaping the architectural and urban consciousness of students, and questions the extent to which these curricula are contributing to injustices specific to our region.

I will visit the material driving factors behind the selection of academic curricula and projects.

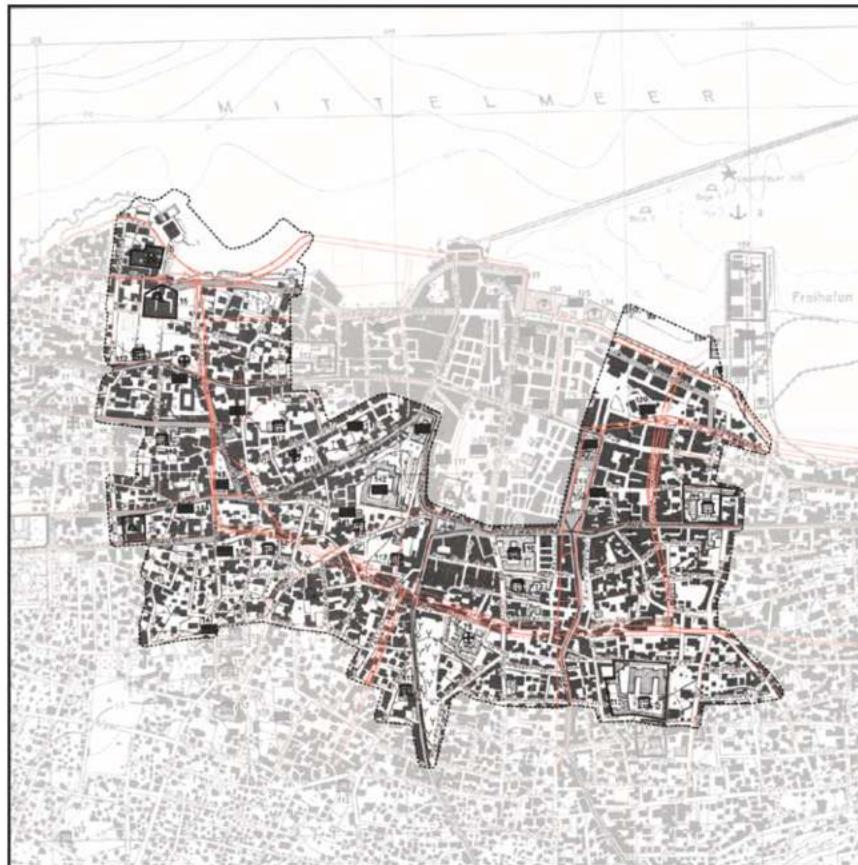
Identify the beneficiaries these curricula.

Identify patterns that might appear mundane but consciously shape urban violence.





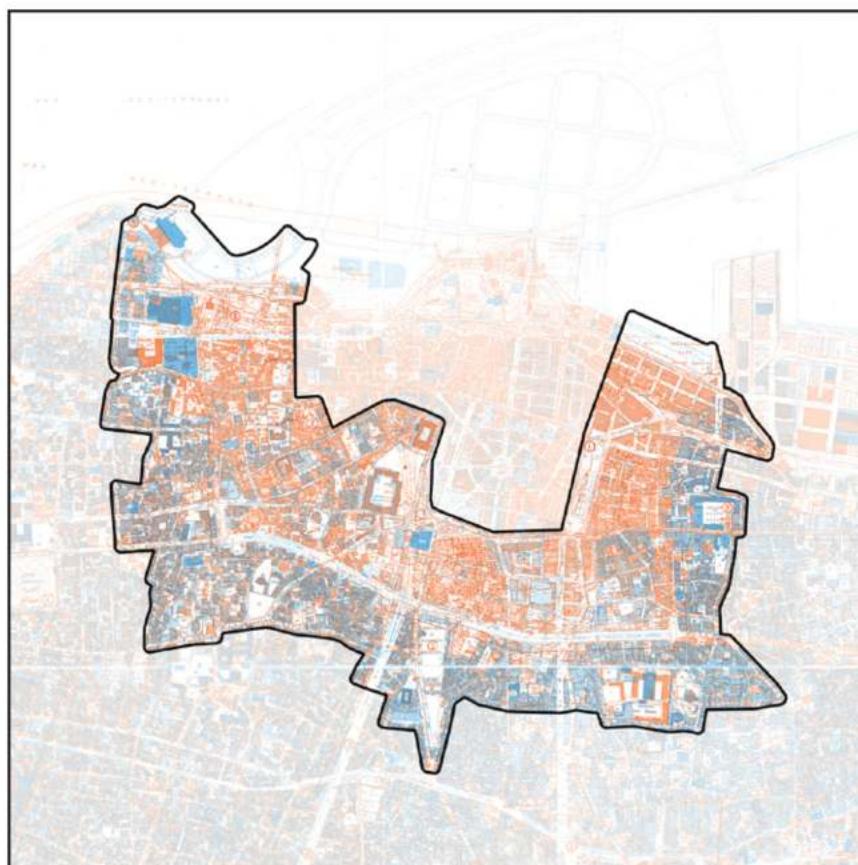
The founder of the Lebanese Academy of Fine Arts, Alexi Butros, writes in the Arabic newspaper in 1959: "It is a violent confrontation between two categories: the first one is still, since the days of the mandate, with regards to its specific culture, holds hostage the governance of the country, aiming to preserve its privileges that it stacked by enabling others from sharing them, and another category, that tries to



Stadtplan von Beirut,
1:10000, Generalstab des
Heeres, 1941
Militärgeographische
Angaben über Syrien



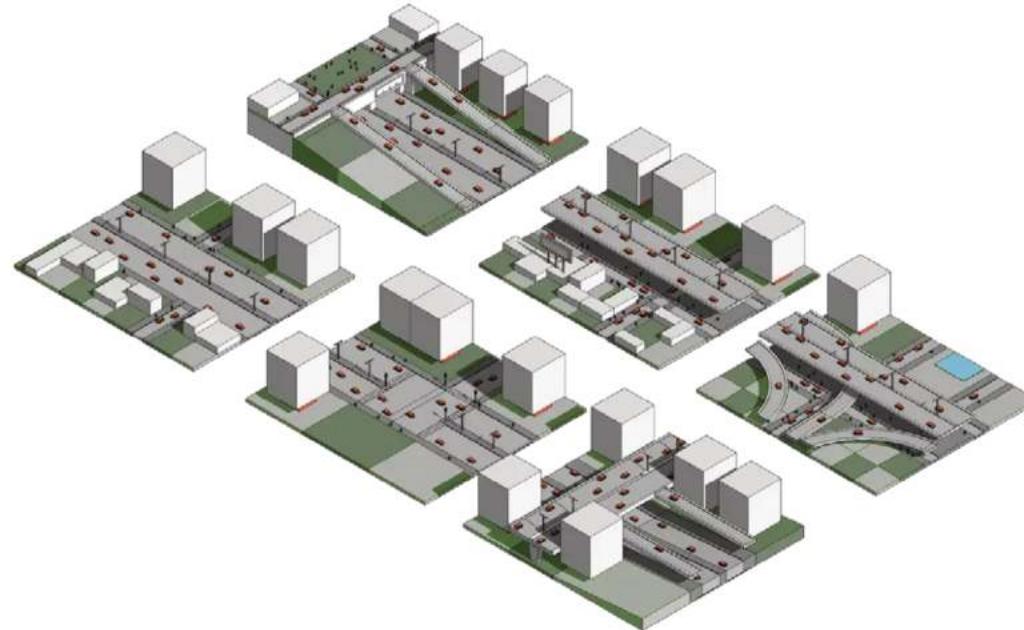
27 March 1965, L'Orient le Jour a Lebanese French newspaper writes: "In 10 years the leprosy buildings of downtown Beirut would have disappeared"



Beirut Cadastral Map,
1:10000, Municipality of
Beirut, 1964
Beirut Cadastral Map,
1:10000, Municipality of
Beirut, 2004

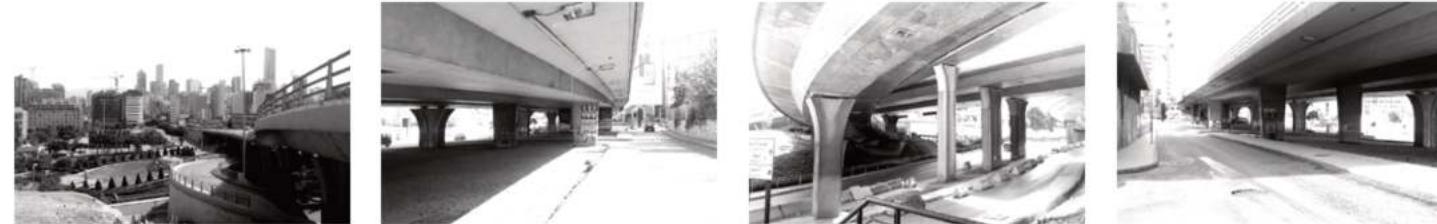
2.2. Methodology

Pericentral Rent Gap



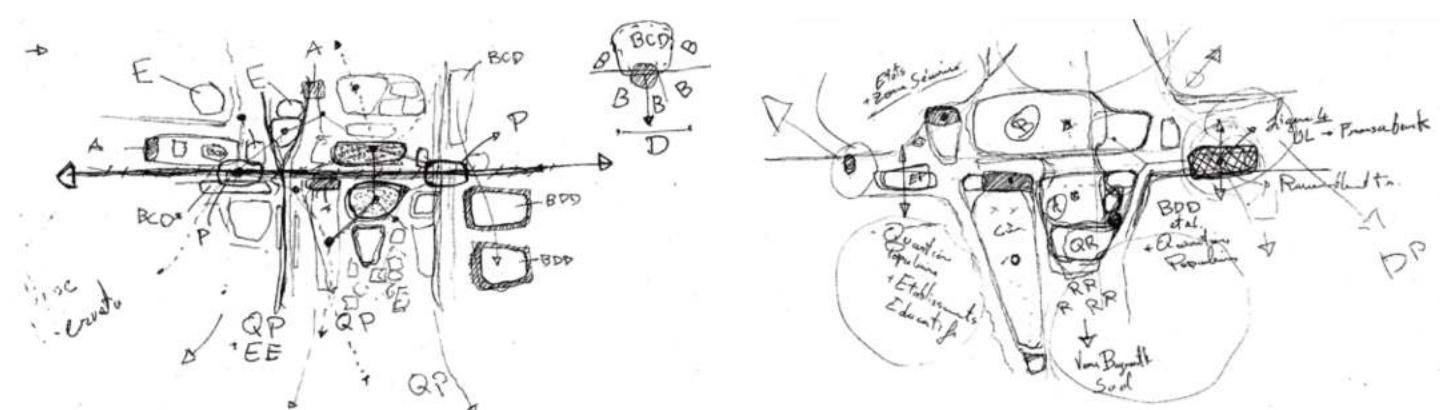
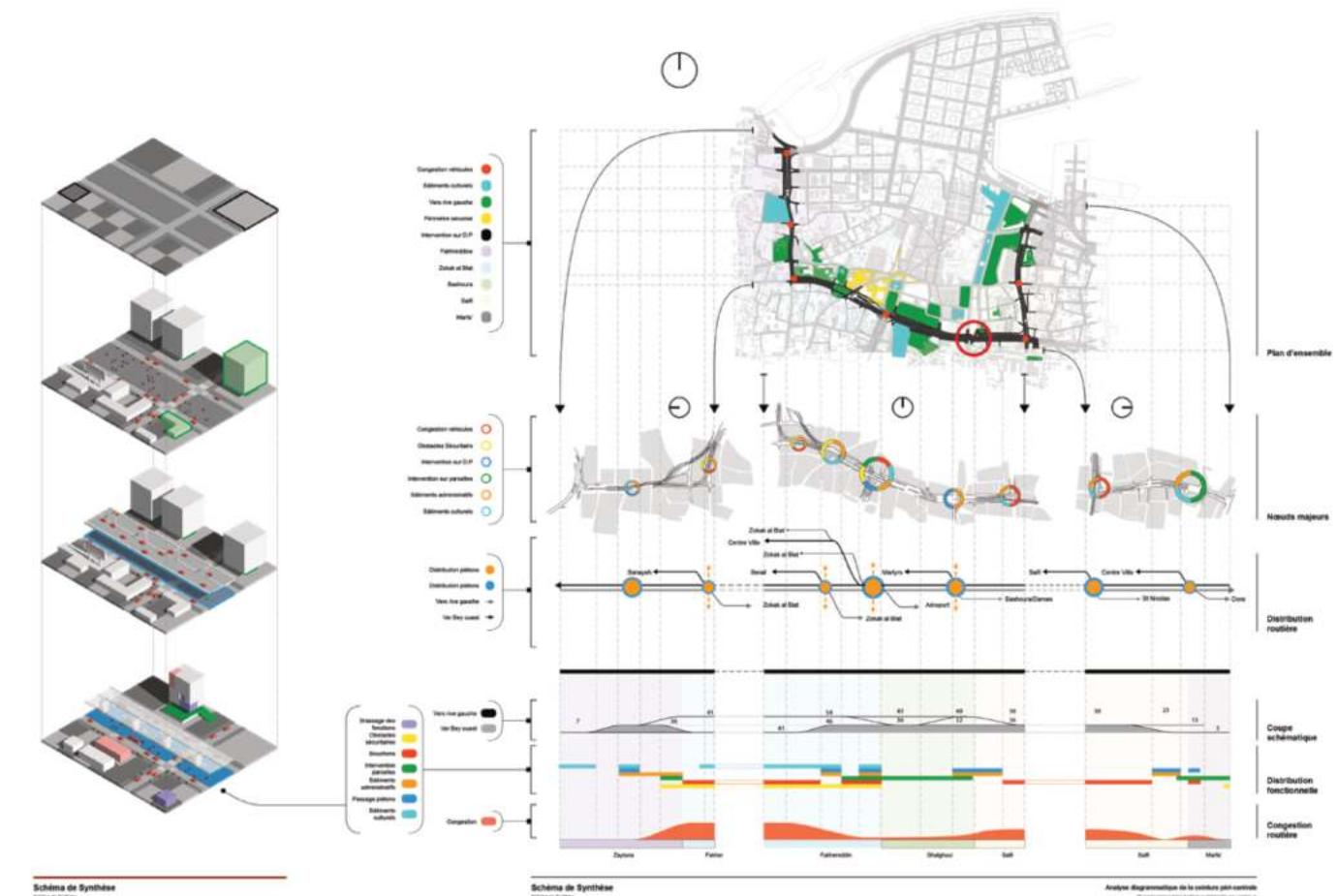
During the graduate years students of architecture are given for the first time the task to elaborate a problematic and present a contribution to the body of academic knowledge. This was the perfect occasion to revisit the pedagogical theory that oversees the forming of thousands of architects in Lebanon.

I've always been intrigued by the geography of the Beirut Central District, I have lived most of my life close to the center of the city yet my visits to the area were scarce. I've been reading the works of Neil Smith on the Rent-Gap theory, his idea was simple it postulated that capital is attracted geographically to specific dilapidated areas that are close to geographies with high rent, this is the basic idea of gentrification.



We happen to have a perfect case-study for this phenomena in Beirut; the Beirut Digital District, a multi-plot high-end real estate development project situated in one of the poorest areas of central Beirut, an area that is also very close to BCD which offers a plethora of empty plots.

BDD was on the other side of the ring, and this was what made the project so profitable. This reflexion led me to work on the periphery of BCD, studying the linear border that separates geographies both physical and social.



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2.3. Cartographic Study

Pericentral Rent Gap

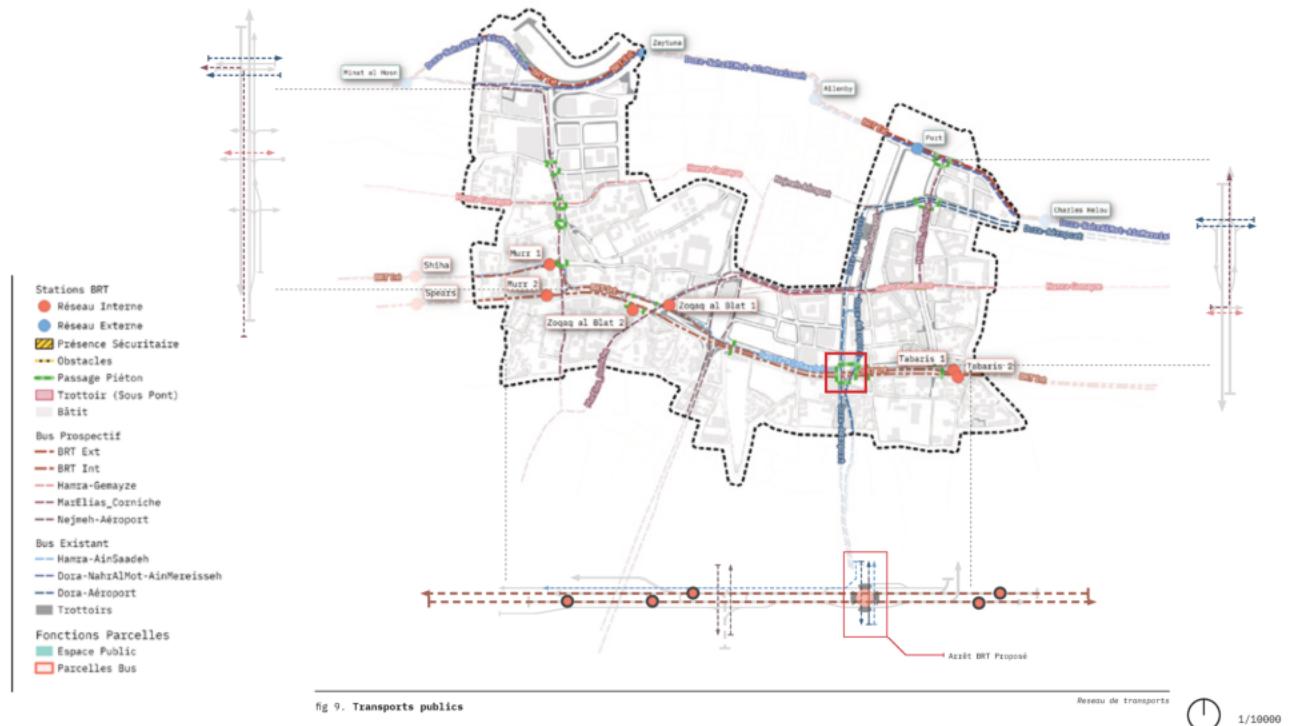


Fig 9. Transports publics

Réseau de transports

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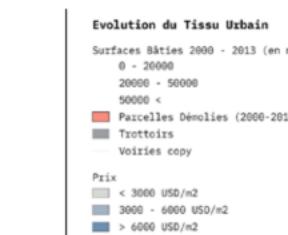


Fig 11. Évolution du Tissu Urbain

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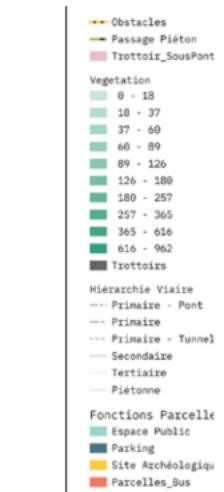


Fig 12. Analyse de l'Expérience Piétonne

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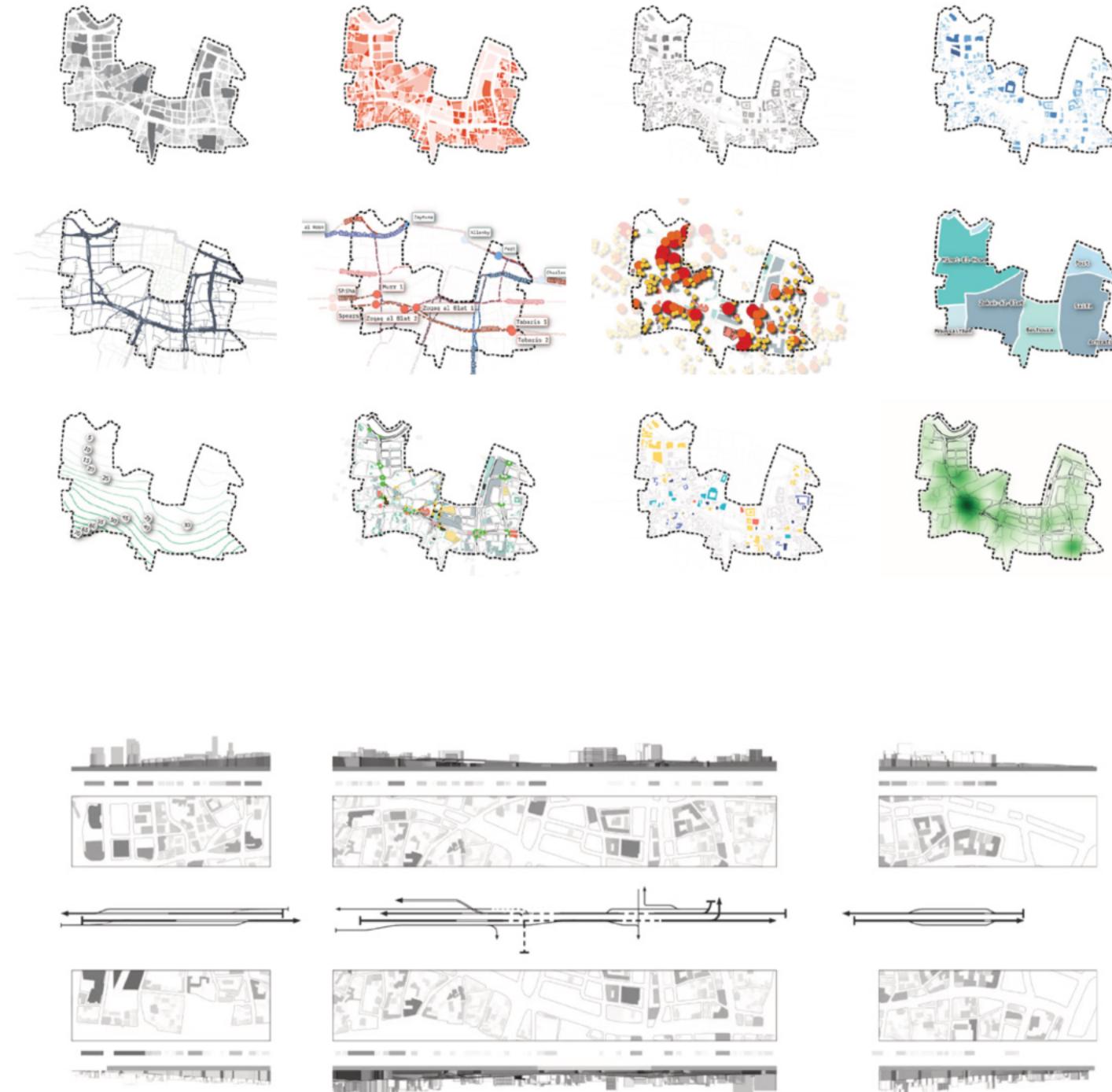
dilapidated areas that are close to geographies with high rent, this is the basic idea of gentrification.

We happen to have a perfect case-study for this phenomena in Beirut; the Beirut Digital District, a multi-plot high-end real estate



2.4. Pericentral Soft Mobility Study

Pericentral Rent Gap



During the graduate years students of architecture are given for the first time the task to elaborate a problematic and present a contribution to the body of academic knowledge. This was the perfect occasion to revisit the pedagogical theory that oversees the forming of thousands of architects in Lebanon.

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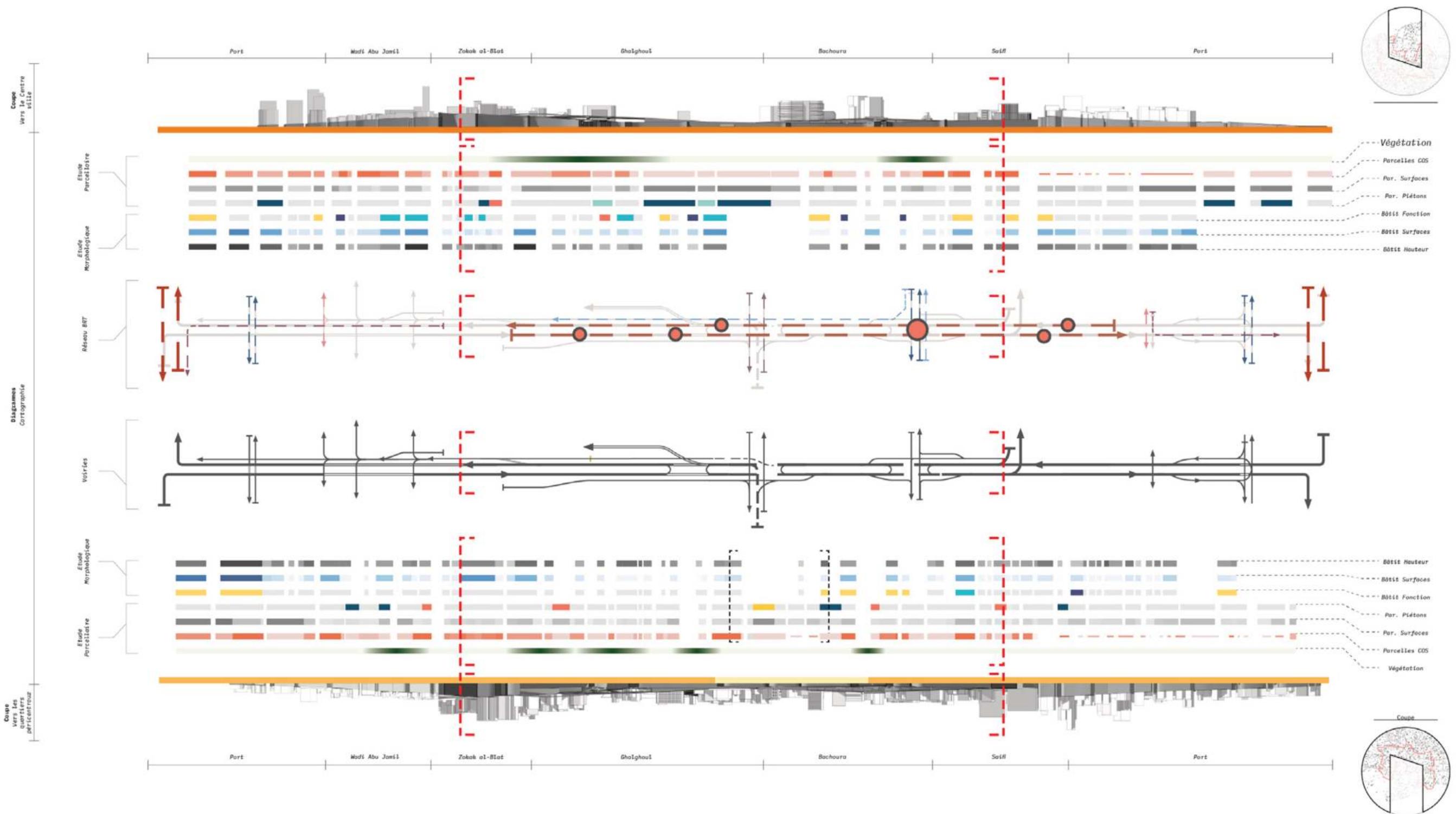
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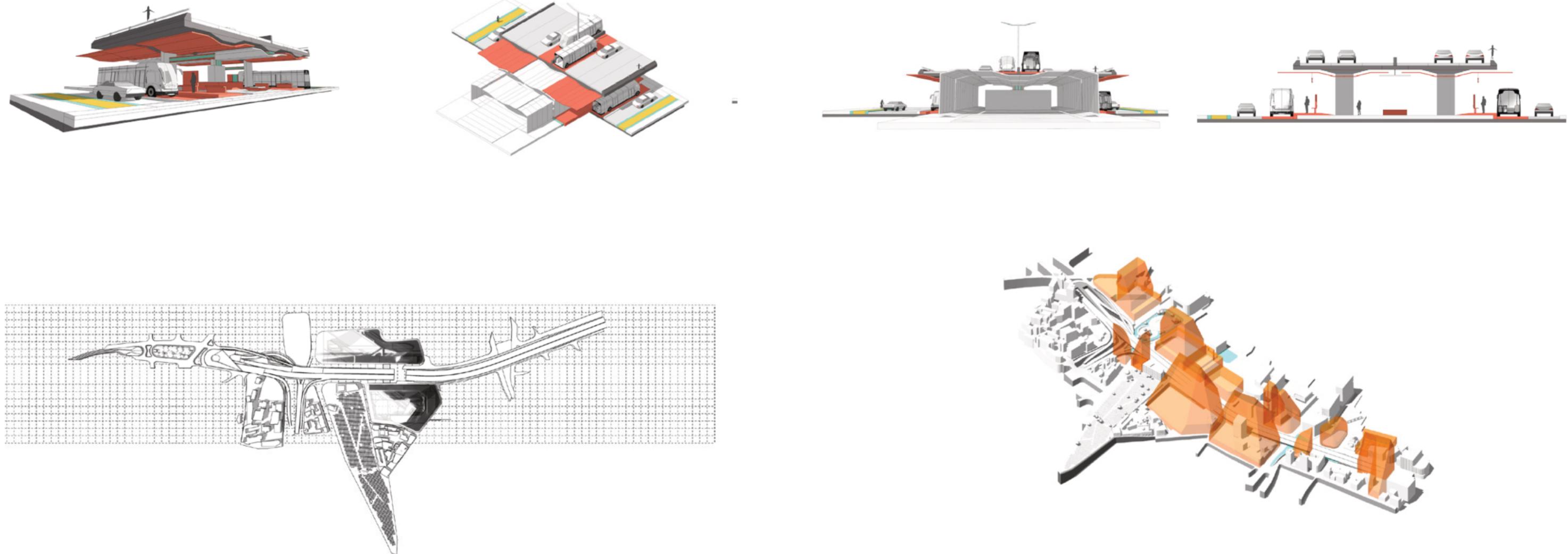
2.5. Linear & Urban Elevation Study

Pericentral Rent Gap



2.6. Urban Analytical Model

Pericentral Rent Gap



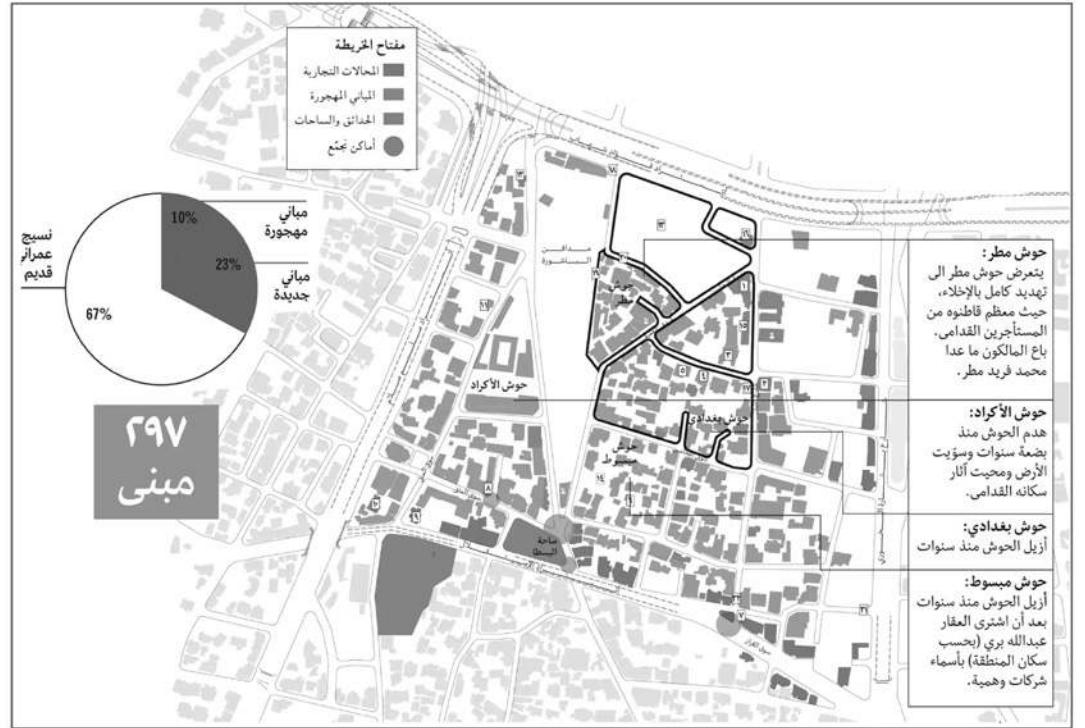
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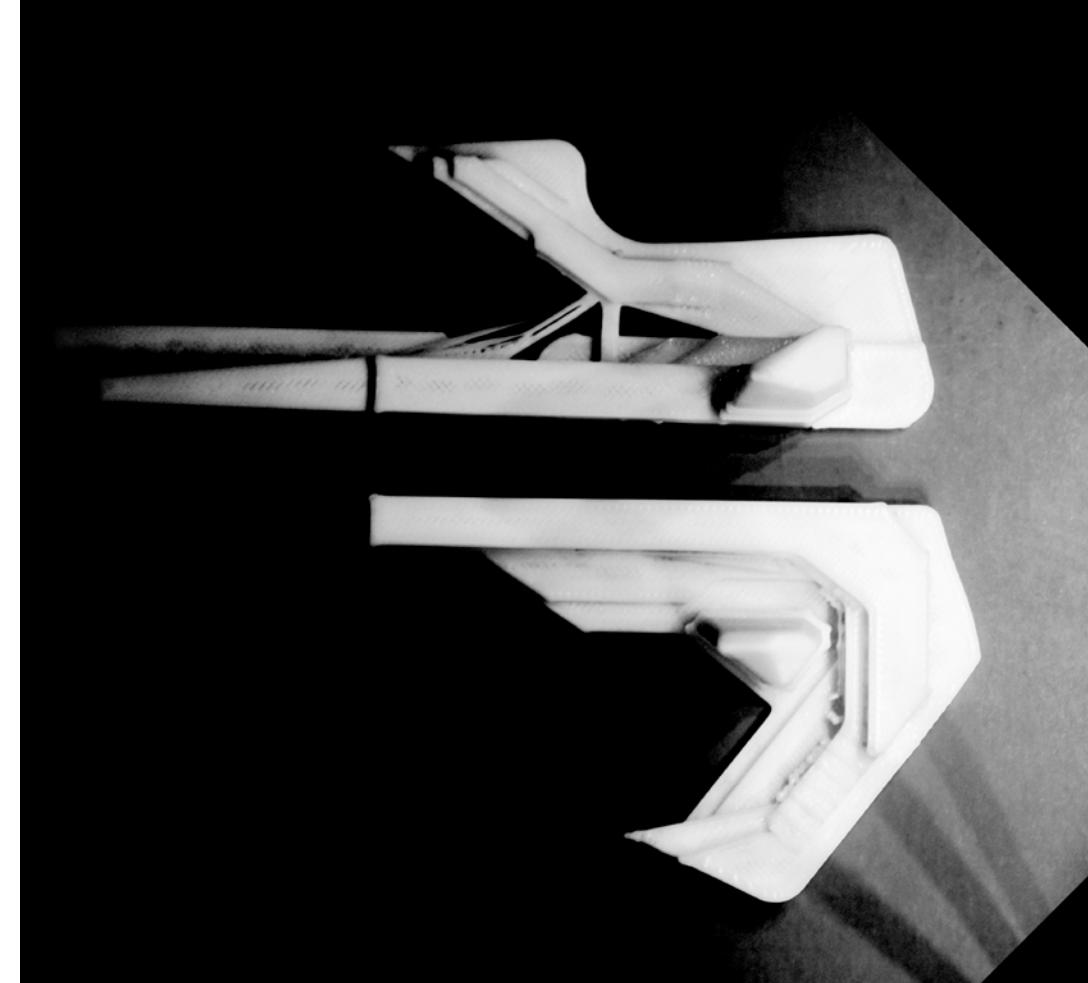
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2.7. Architectural Elements

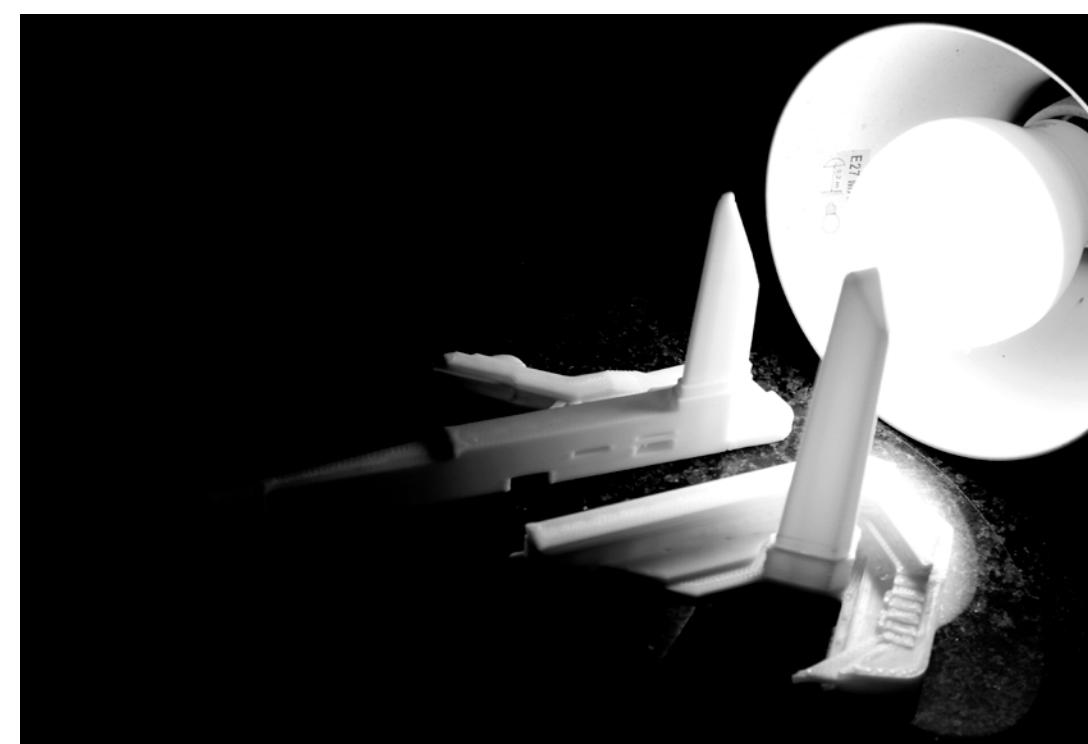
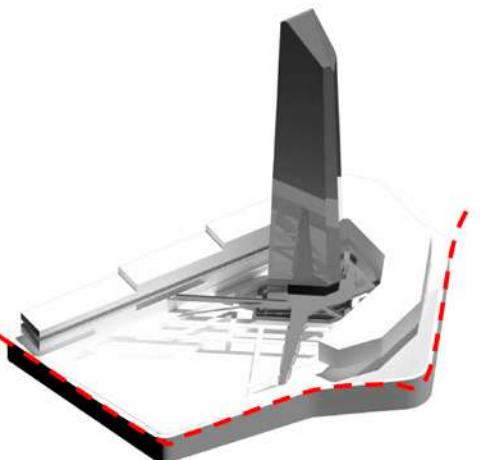
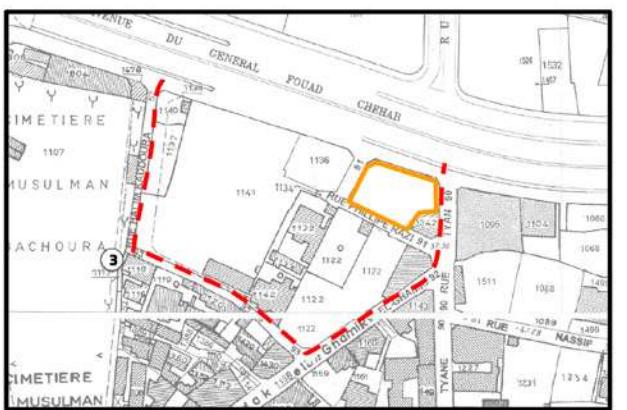
Pericentral Rent Gap



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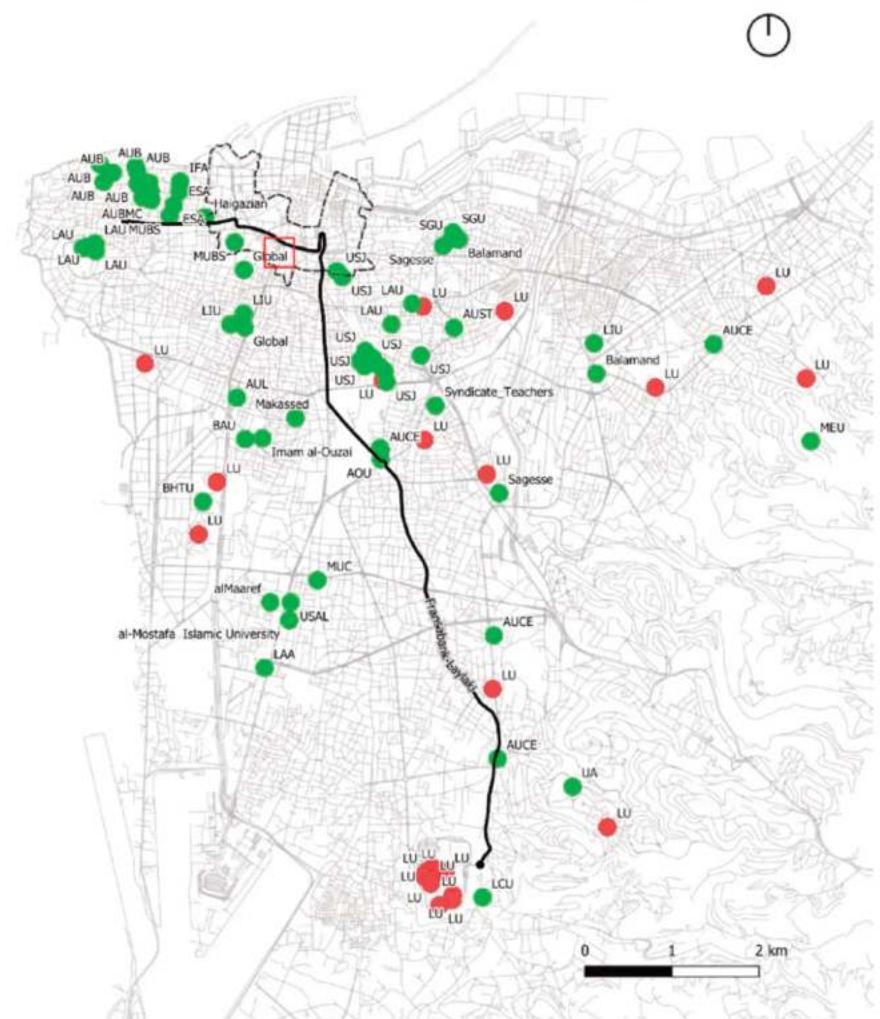
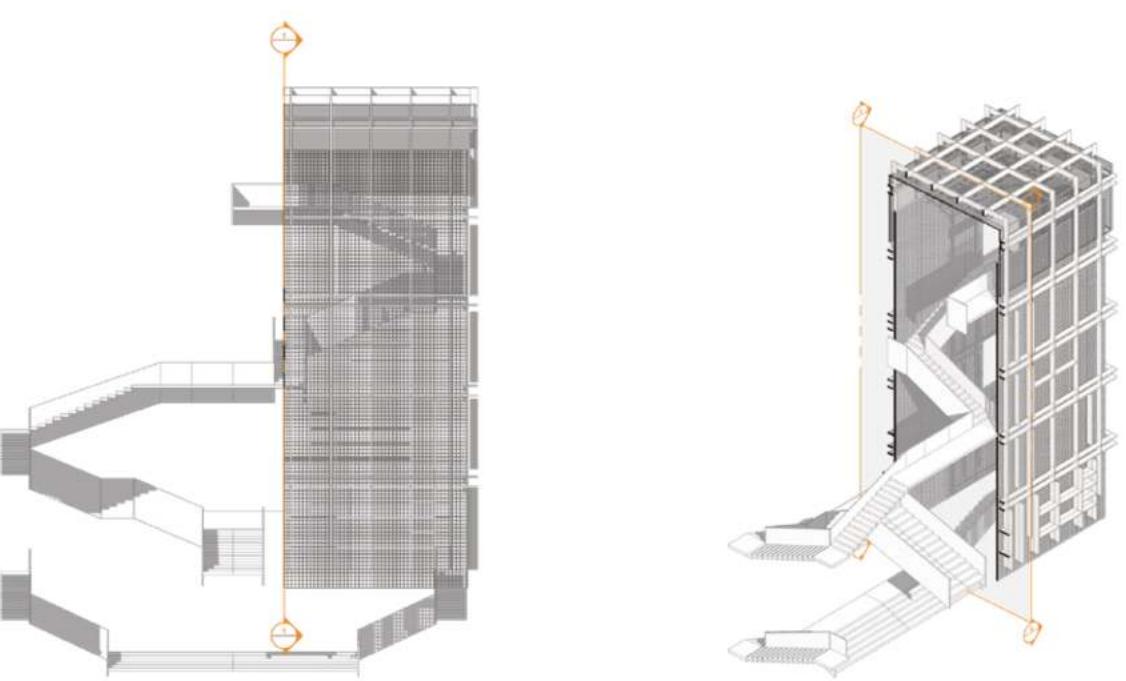
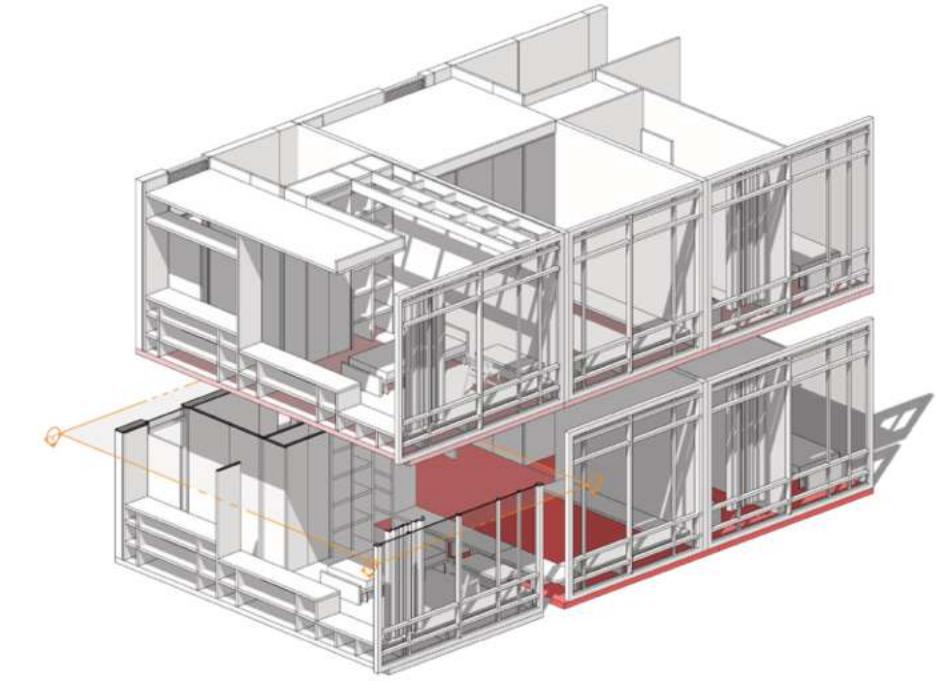
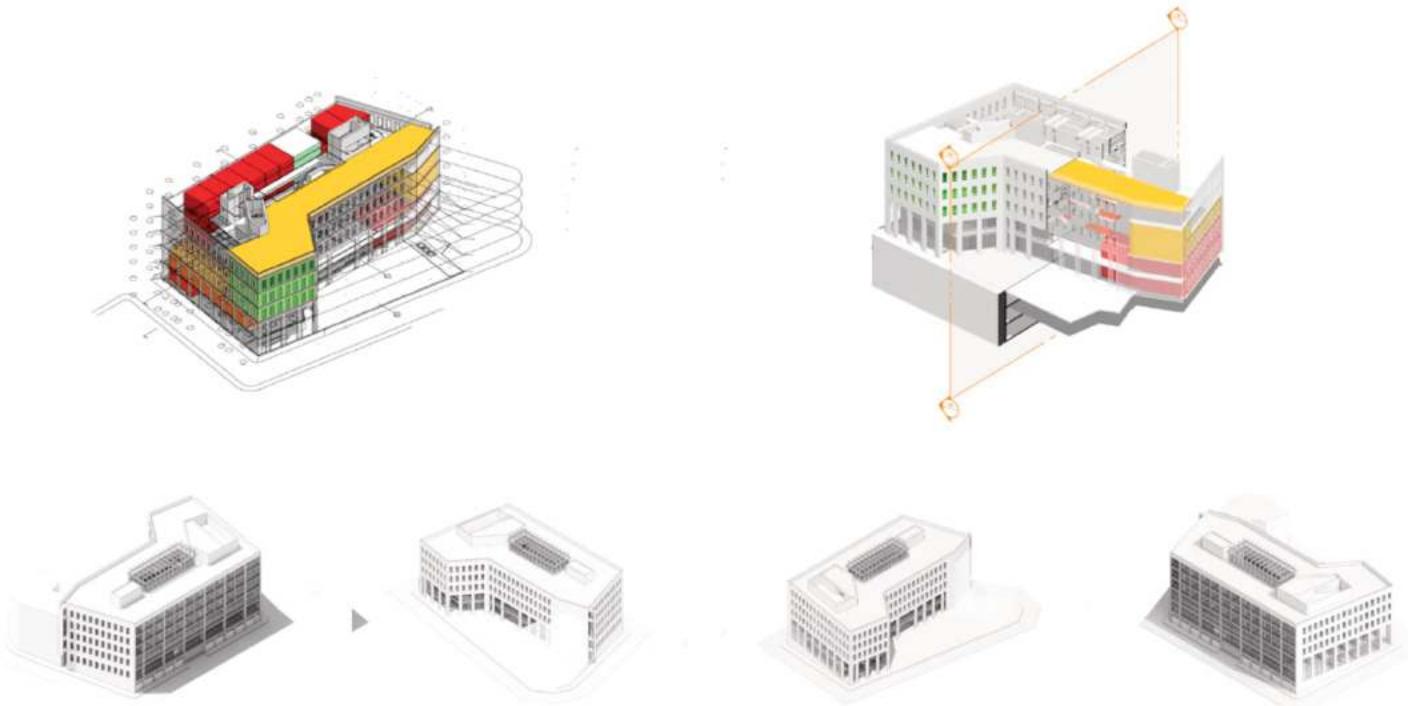
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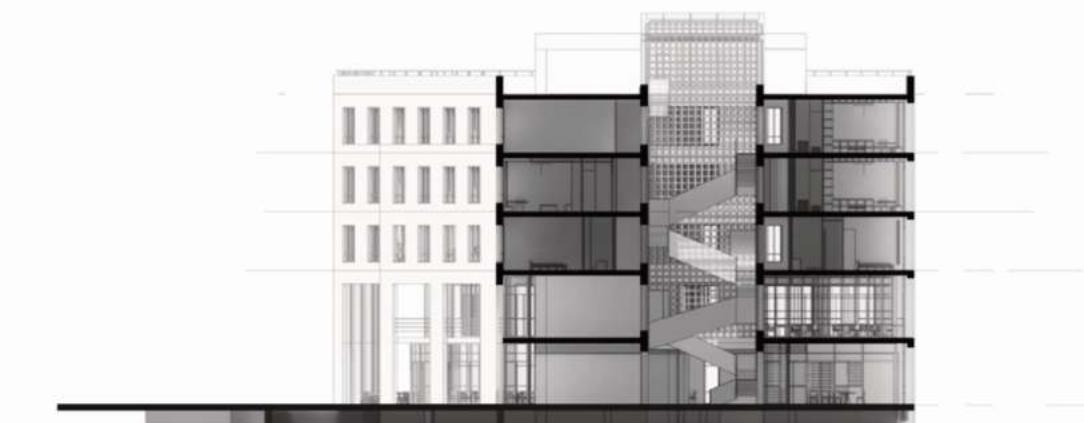
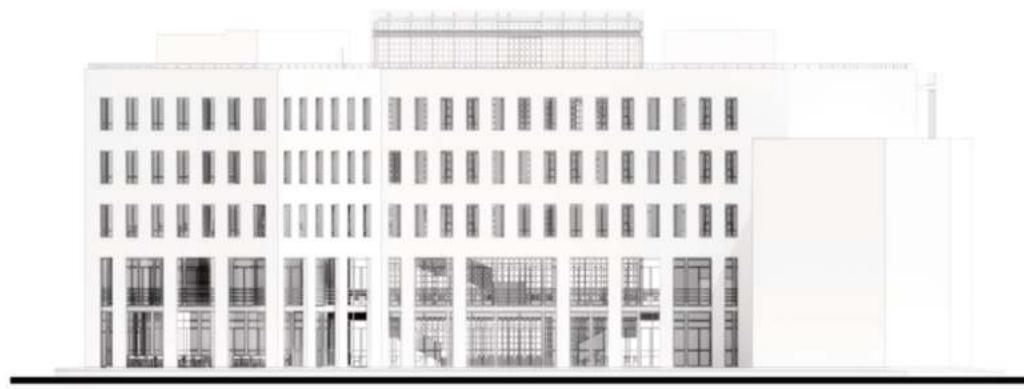
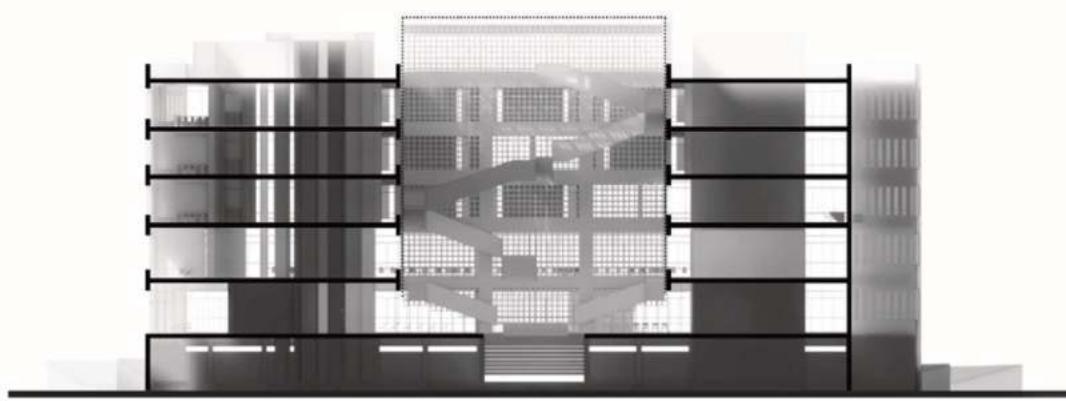
2.8. Architectural Elements

Pericentral Rent Gap



2.9. Architectural Elements

Pericentral Rent Gap



3. Studio Miessen DE

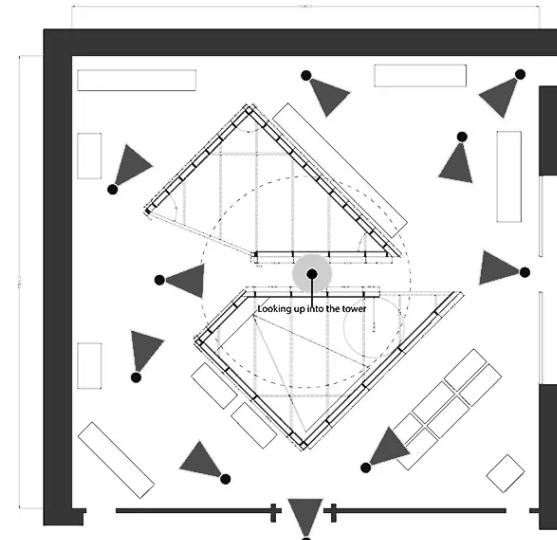
Date: 2023
Type: Academic Research
Role: Researcher
Architecture & Urban Planning
Team: Lebanese Academy of Fine Arts
Supervisor: Marc Abi Rached
PM: Amer Jbeili

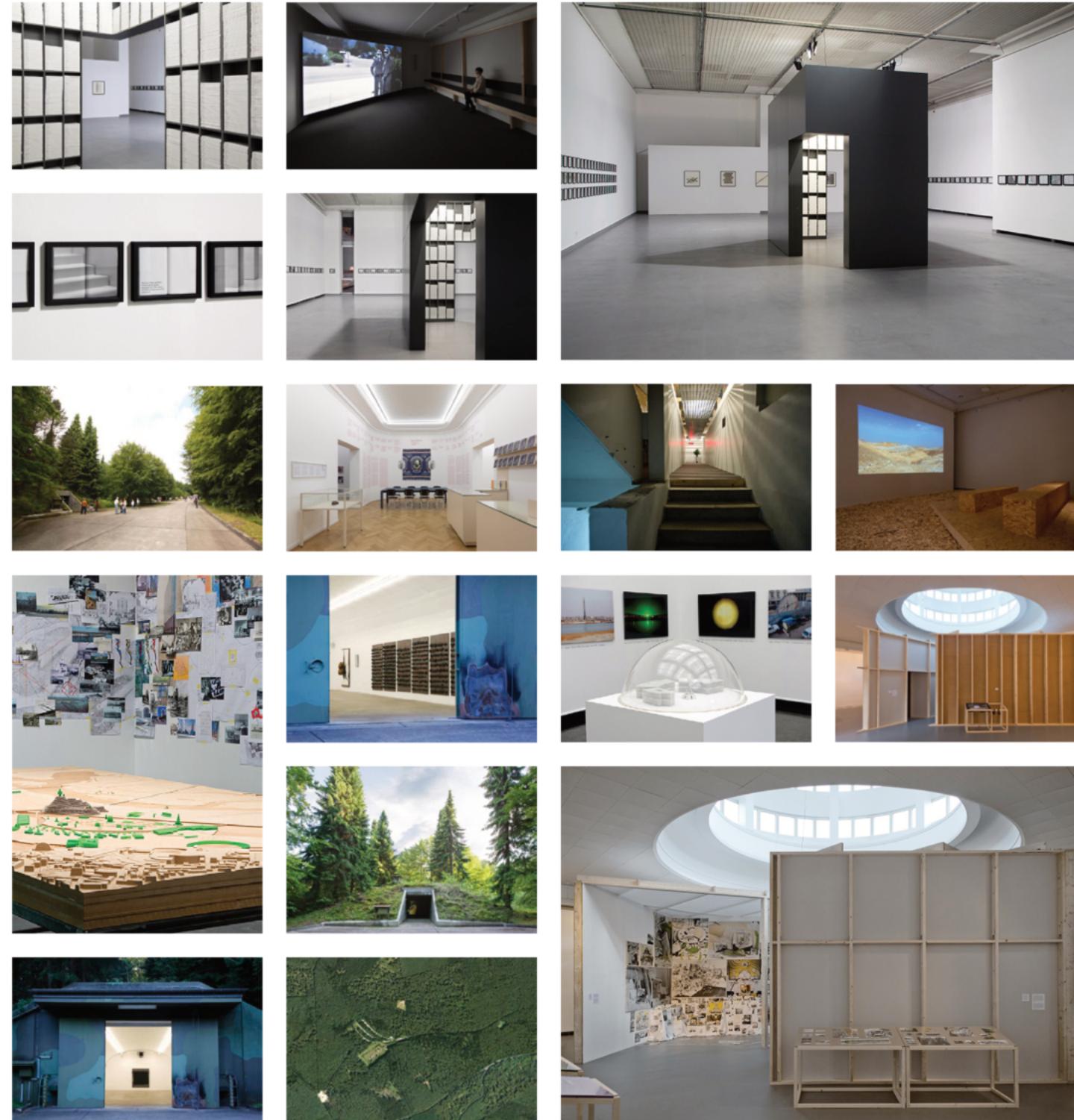
This study aims to analyze academic curricula in the field of architecture and urban planning in Global South countries, with a focus on educational practices in Lebanon and the Levant region. It addresses the impact of imported academic models on shaping the architectural and urban consciousness of students, and questions the extent to which these curricula are contributing to injustices specific to our region.

I will visit the material driving factors behind the selection of academic curricula and projects.

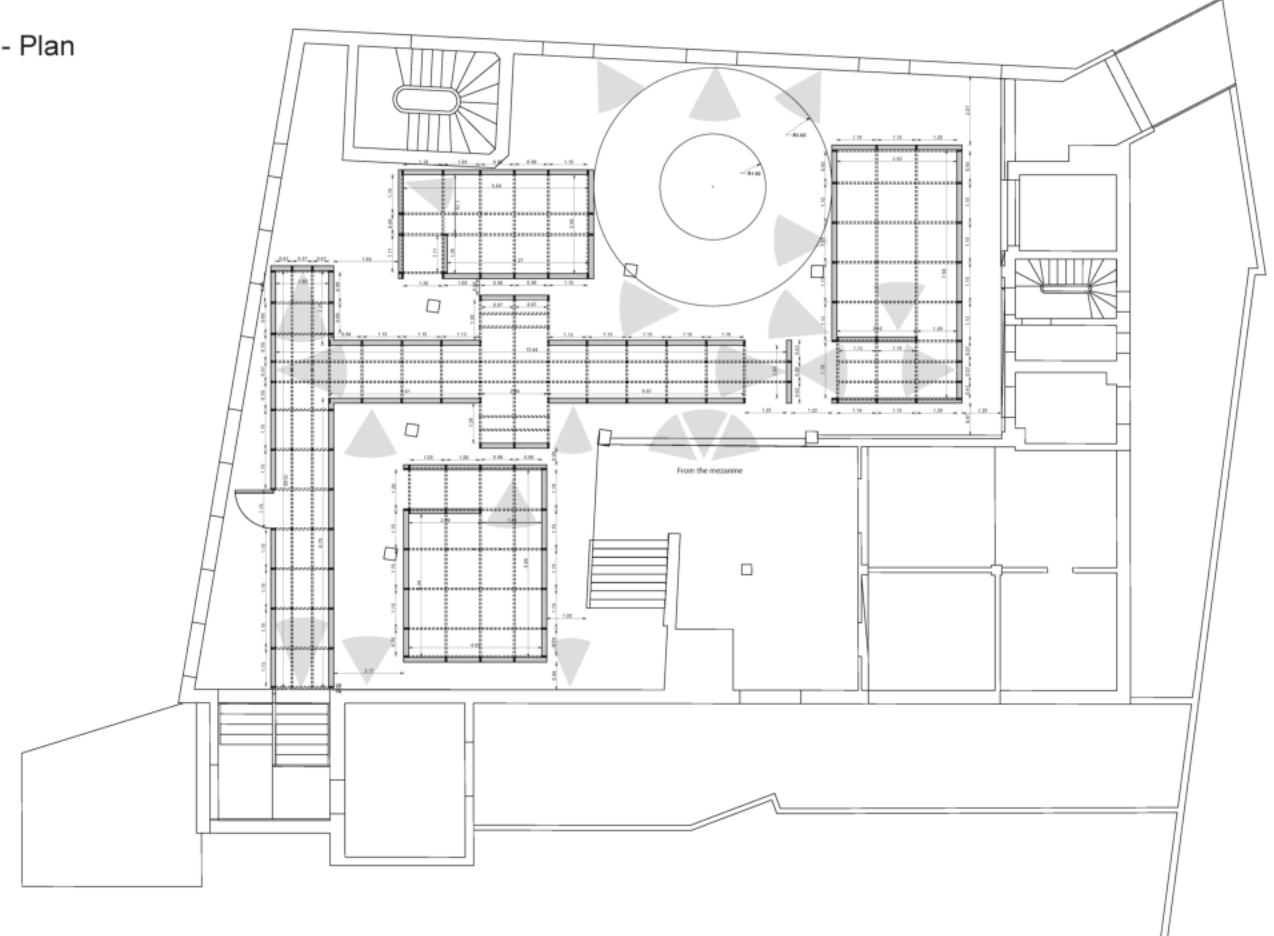
Identify the beneficiaries these curricula.

Identify patterns that might appear mundane but consciously shape urban violence.

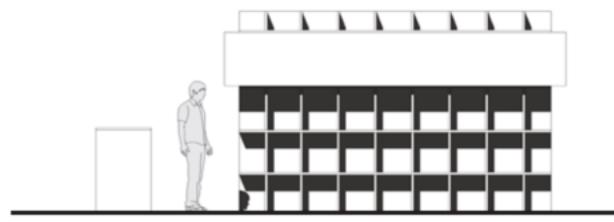
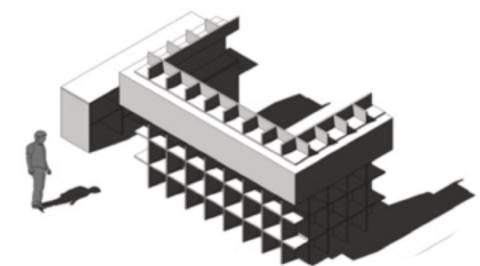




Kjott - Plan



© Studio Miessen Torstrasse 97, 10119 Berlin, Germany | E: miessen@studiomiessen.com | T: +49 170 5525 909 | F: +49 30 4010 8468 | W: http://www.studiomiessen.com
All information given is a draft only and a first estimate for a joint discussion. Please do not circulate any of these drawings.



4. North Carolina Renovation

Date: 2021-2022

Type: Renovation & Refurbishment

Role: Renovation Consultant
Architecture & Interior

Team: OTECO
Amer Jbeili

PM: OTECO

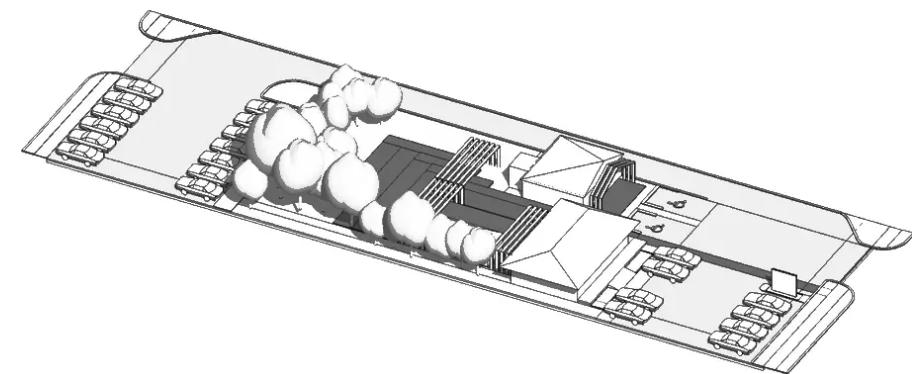
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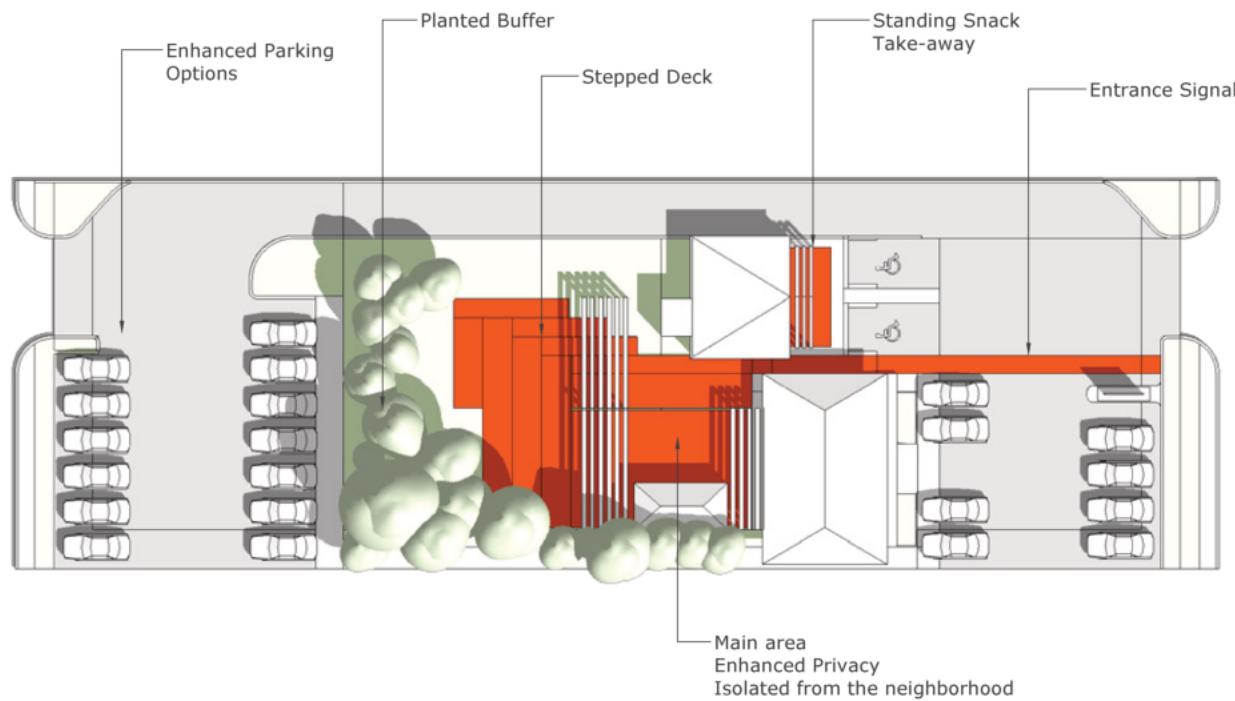
This study seeks to:

Analyze the material driving factors behind the selection of academic curricula and projects

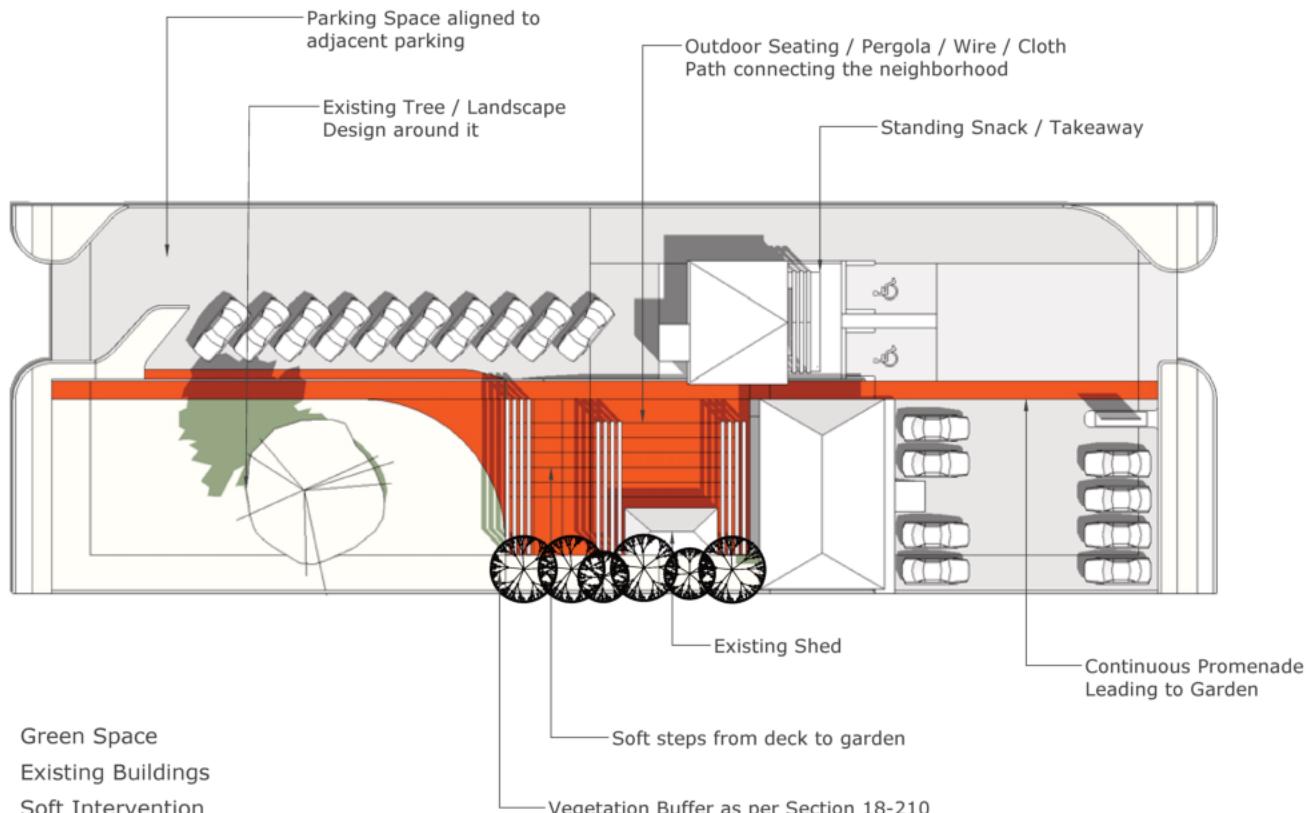
Identify the beneficiaries of controlling these curricula

Identify the dominant factors that restrict patterns of academic research in Lebanon and the Levant in general





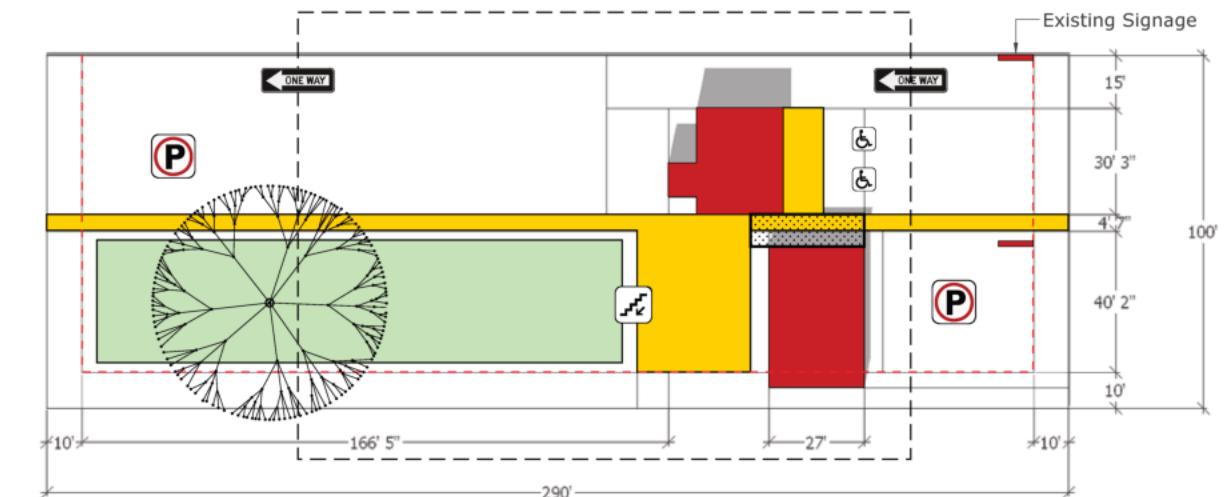
Green Space
 Existing Buildings
 Soft Intervention
 Car Space



Green Space
 Existing Buildings
 Soft Intervention
 Car Space

General Design Principles

35618 Wrightsville Ave.

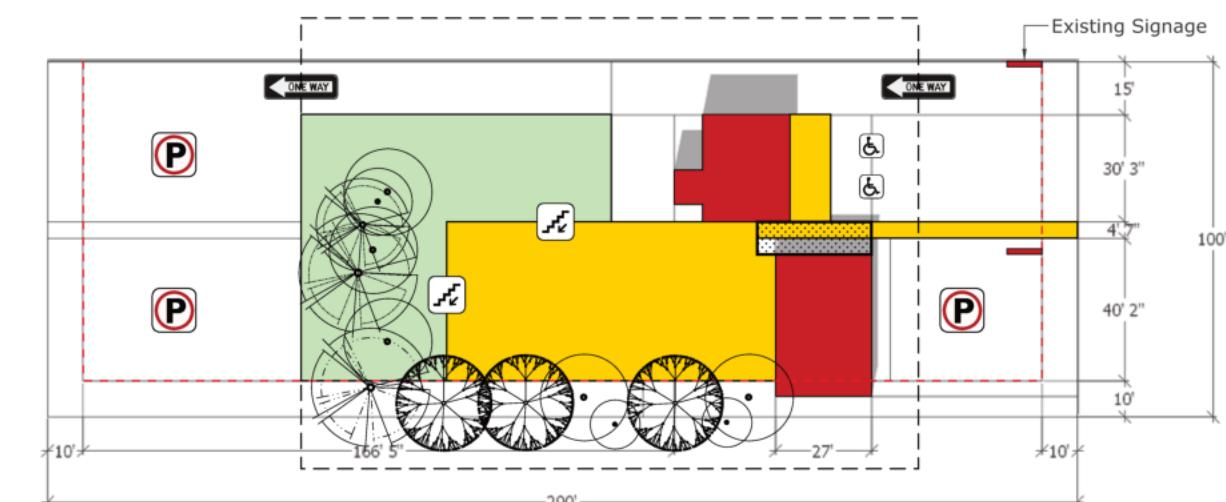


Proposal 1

Built around the existing tree

General Design Principles

35618 Wrightsville Ave.



Proposal 2

Optimized for parking distribution

5. Grid Based Interior

Date: 2021-2022
Type: Renovation & Refurbishment
Role: Renovation Consultant
Architecture & Interior
Team: OTECO
Amer Jbeili
PM: OTECO

This study aims to analyze academic curricula in the field of architecture and urban planning in Global South countries, with a focus on educational practices in Lebanon and the Levant region. The study addresses the problematic of the impact of imported academic models on shaping the architectural and urban consciousness of students, and questions the extent to which these curricula are suitable for local contexts and the urban challenges specific to the region.

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6. Audiovisual Content for Sifr

Date: 2021-2023
Type: Software Development & Video Editing
Role: A/V Consultant
Team: Sifr Magazine
Amer Jbeili

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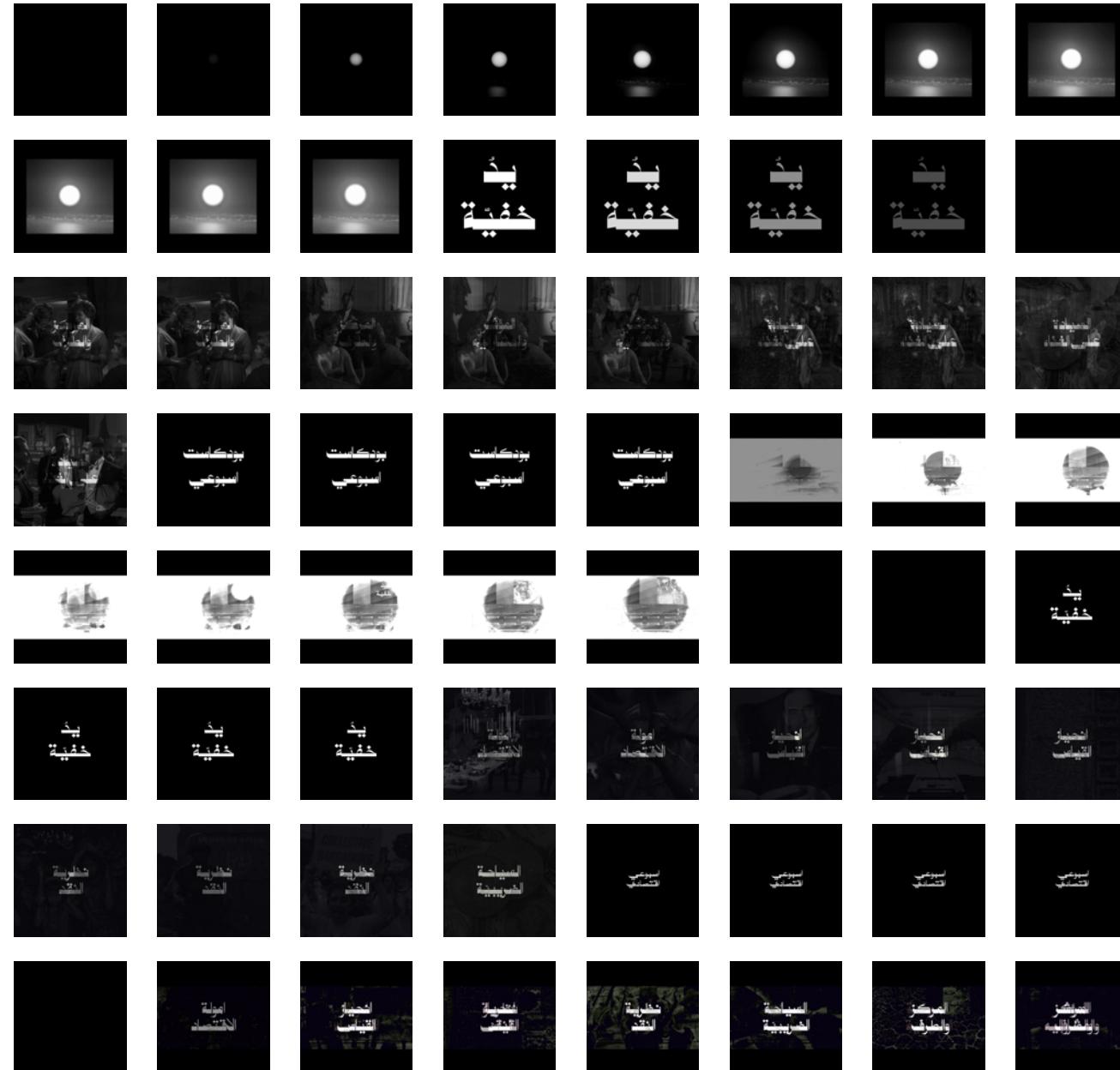
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Identify the beneficiaries of controlling these curricula

Identify the dominant factors that restrict patterns of academic research in Lebanon and the Levant in general





```

#!/bin/bash

search_and_play() {
    search_term="$1"
    srt_file="$2"
    mp3_file="${srt_file%.srt}.mp3"
    video_file="${srt_file%.srt}.mp4"

    timestamp_line=$(grep -a -E -A 1 "$search_term" "$srt_file" | tail -n 1)

    if [ -n "$timestamp_line" ]; then
        timestamp=$(echo "$timestamp_line" | grep -o -E "[0-9]{1,2}:[0-9]{2}:[0-9]{2},[0-9]{3}")
        if [ -z "$timestamp" ]; then
            timestamp=$(echo "$timestamp_line" | grep -o -E "[0-9]{1,2}:[0-9]{2}:[0-9]{2}\.[0-9]{3}")
        fi

        if [ -n "$timestamp" ]; then
            start_time=$(echo "$timestamp" | awk -F '[.,]' '{printf "%02d:%02d:%02d", $1/3600,$1%3600/60,$1%60}')
            xdg-open --start "$start_time" "$video_file"
        else
            echo "No timestamp found in the matching line for '$search_term' in $srt_file"
        fi
    else
        echo "No match found for '$search_term' in $srt_file"
    fi
}

while true; do
    search_input=$(find . -name "*.srt" | xargs cat | fzf --query="$search_input" --preview="head -n 10 {}" --height=80% --border)
    if [ -z "$search_input" ] || [ "$search_input" == "exit" ]; then
        echo "Exiting..."
        break
    fi

```

7. Suburban Housing

Suburban Housing

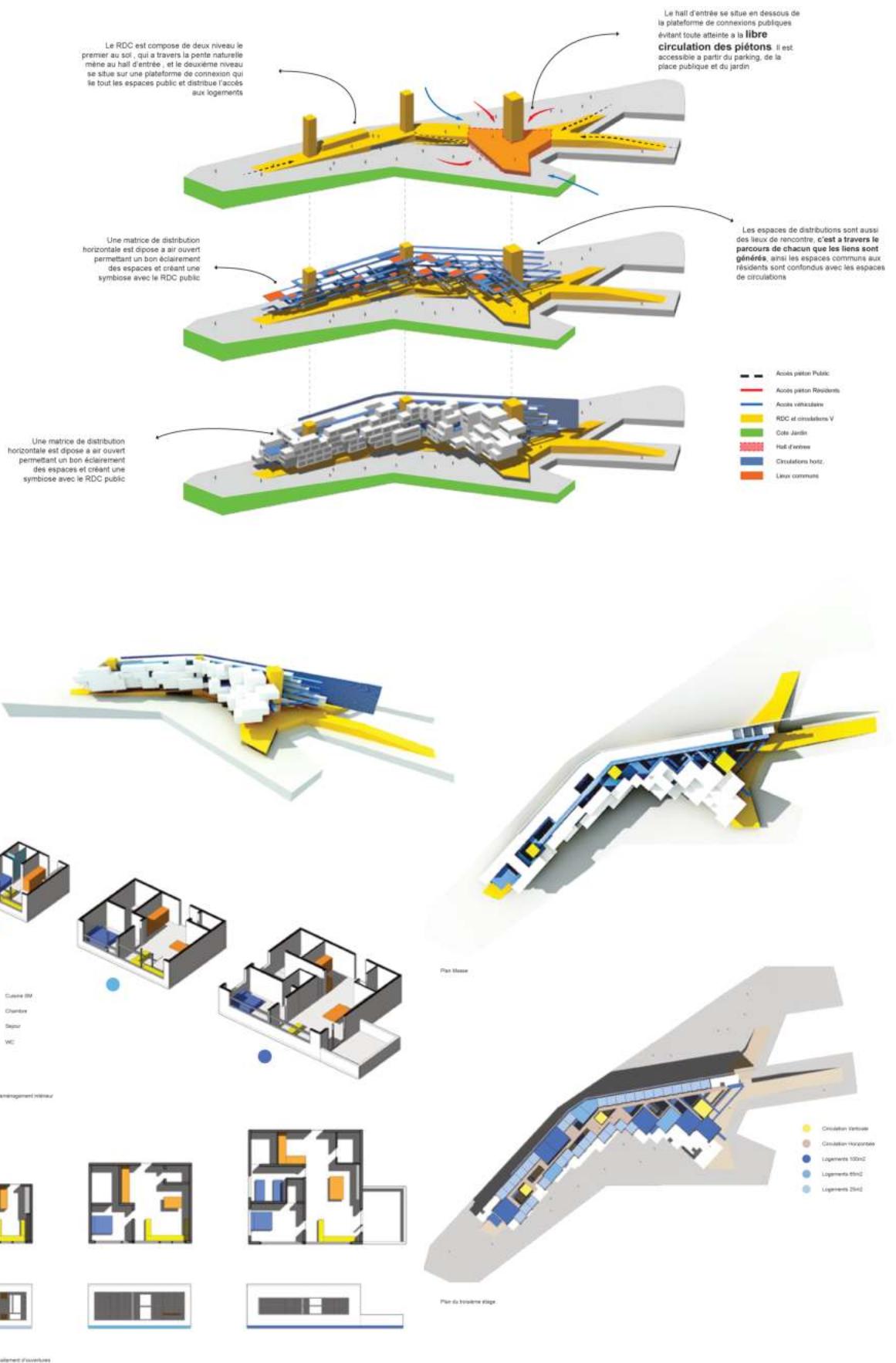
Date: 2023
Type: Academic Research
Role: Researcher
Team: Architecture & Urban Planning
Lebanese Academy of Fine Arts
Supervisor: Marc Abi Rached
PM: Amer Jbeili

This study aims to analyze academic curricula in the field of architecture and urban planning in Global South countries, with a focus on educational practices in Lebanon and the Levant region. It addresses the impact of imported academic models on shaping the architectural and urban consciousness of students, and questions the extent to which these curricula are contributing to injustices specific to our region.

I will visit the material driving factors behind the selection of academic curricula and projects.

Identify the beneficiaries these curricula.

Identify patterns that might appear mundane but consciously shape urban violence.



8. Municipal Center

Municipal Center

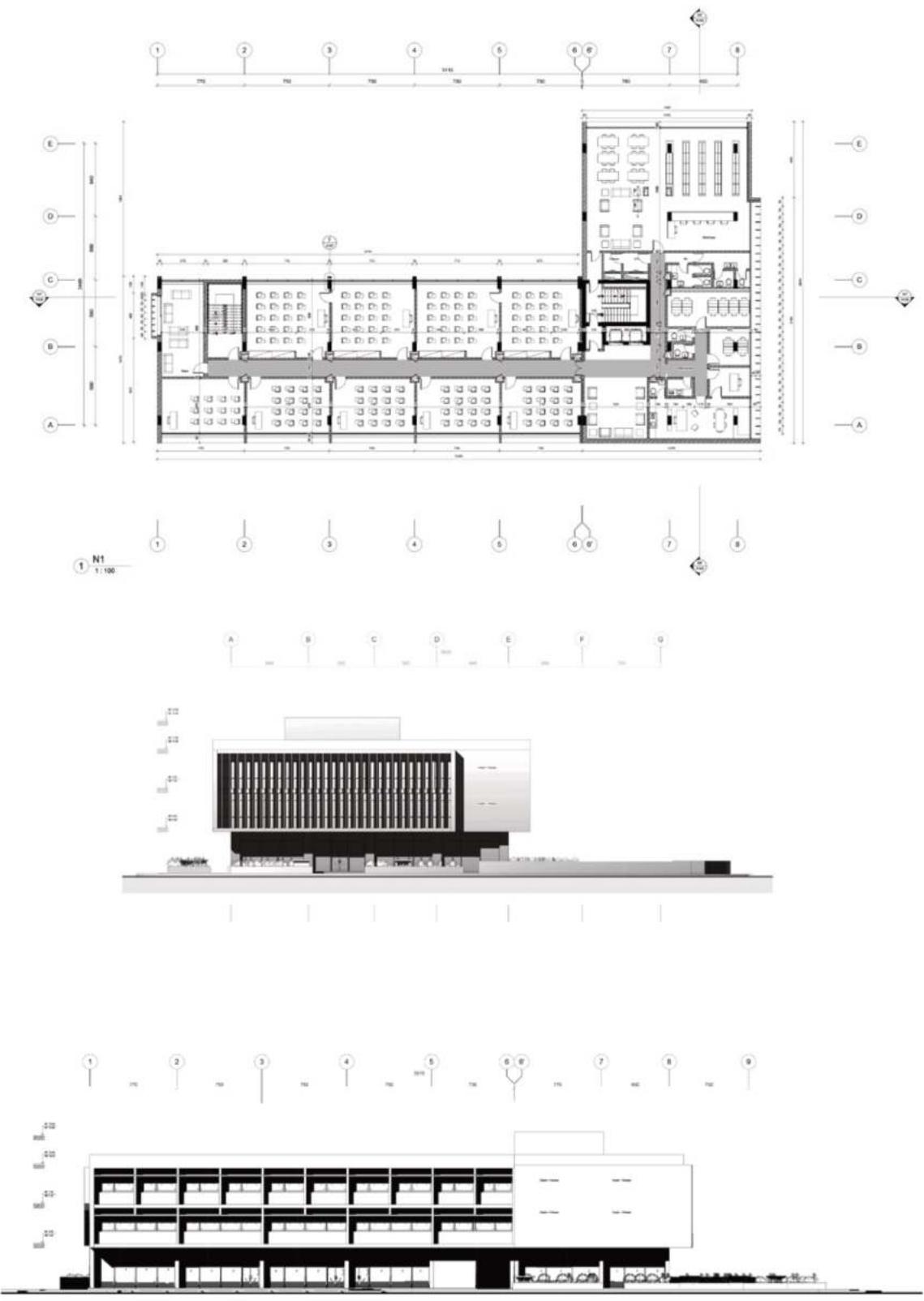
Date: 2023
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[**Click Here**](#)