

PORTFOLIO

KIMIYA TAGHIAN OMANI



INDEX

.01

THE CONCEPT OF MINARET
2021
ISFAHAN

.02

NO.10 ABASSABAD BUILDING
2020
ISFAHAN

.03

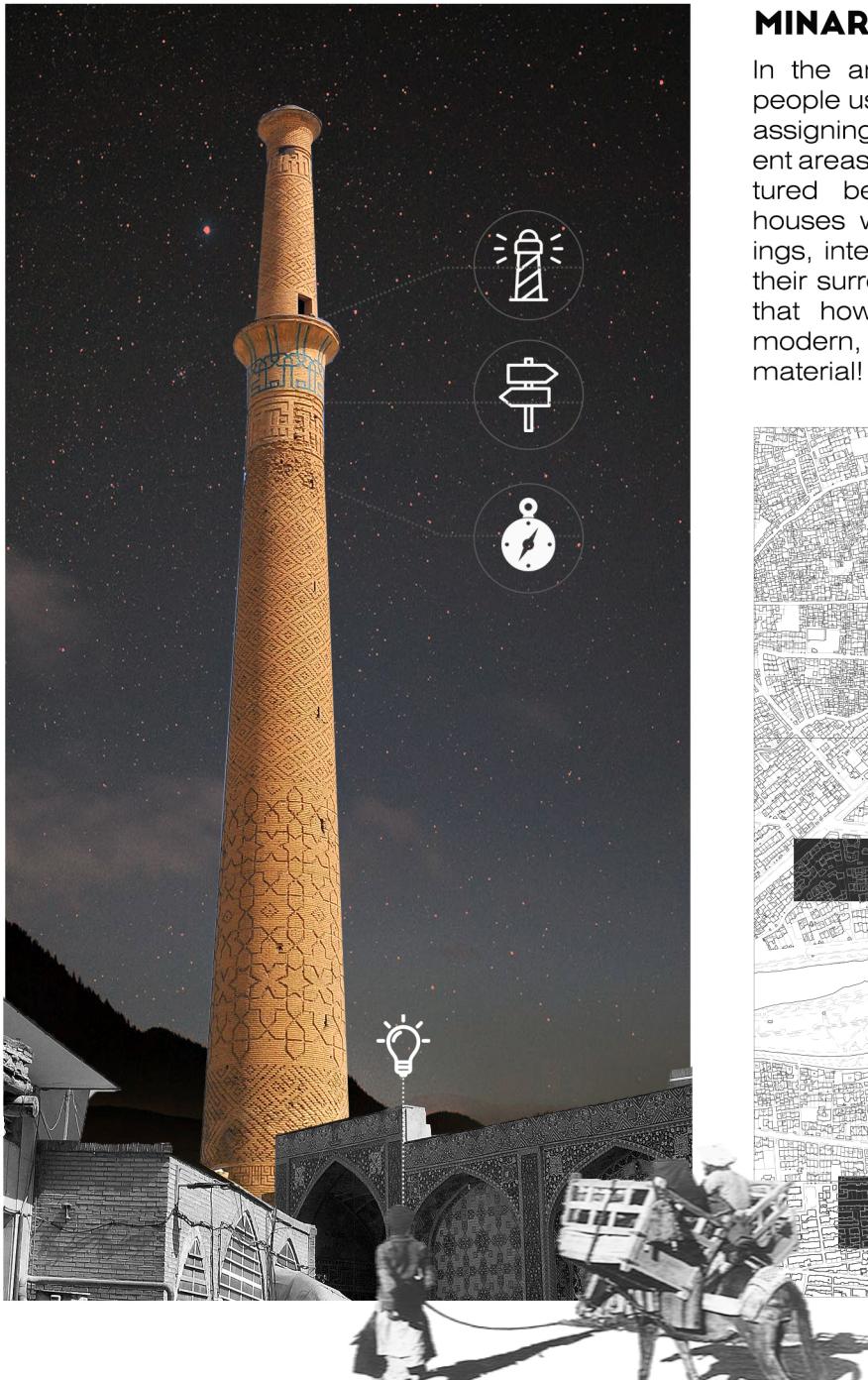
NAJAF ABAD BUS TERMINAL
2018
NAJAF ABAD. ISFAHAN

.04

DOMAB VILLAGE REBUILDING
2017
TIRAN. ISFAHAN

PROJECT 01

THE CONCEPT OF MINARET



MINARET

In the ancient times/in the old days, people used to find their way around by assigning specific guide pins to different areas (**MINARETS**). These pins, pictured below, were essentially mud houses with specific carvings or writings, intended to help people navigate their surroundings. now the question is that how can we redesign it more modern, multi-functional and with less material!

CRITERIAS:



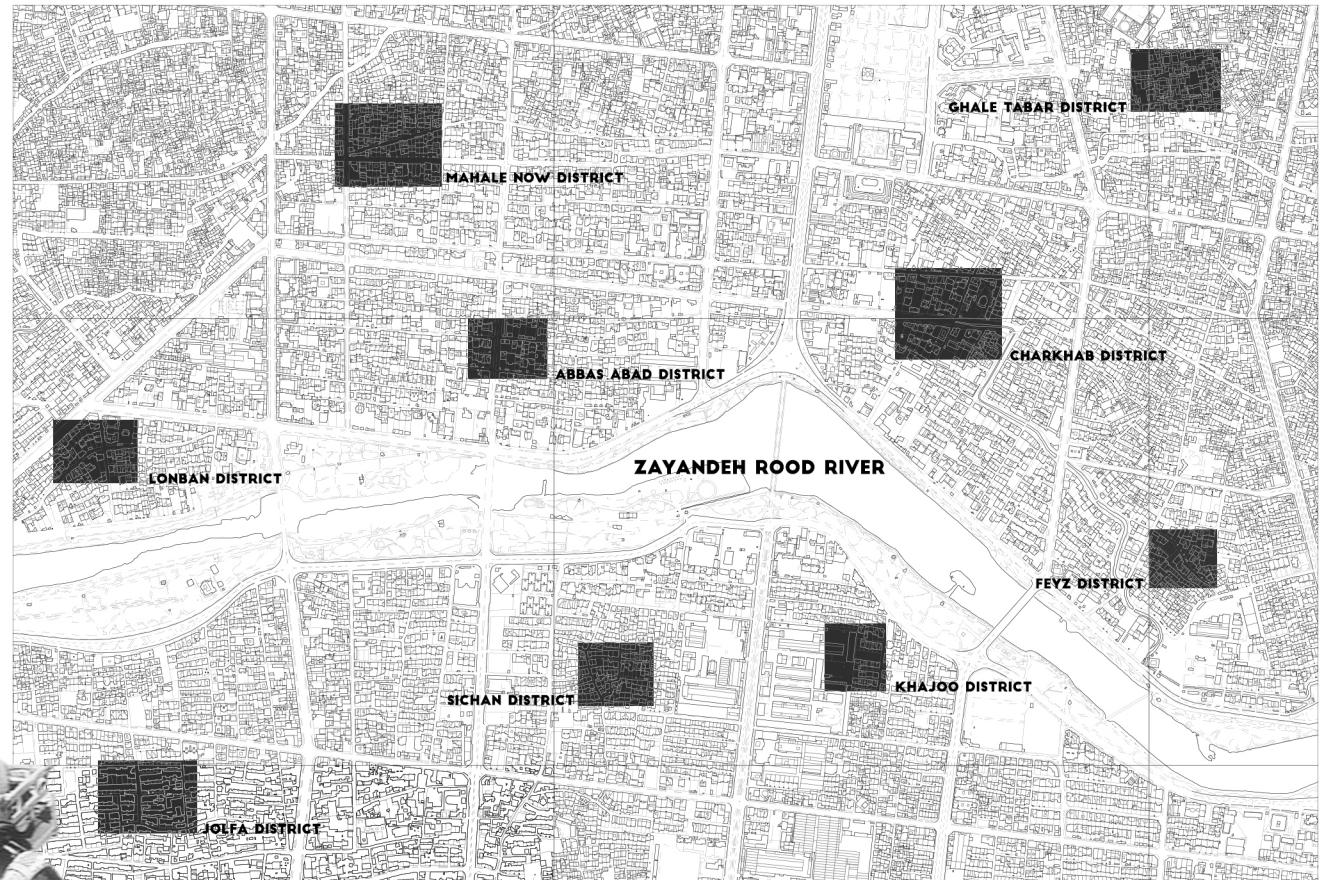
ECO FRIENDLY



LOWEST PRICE

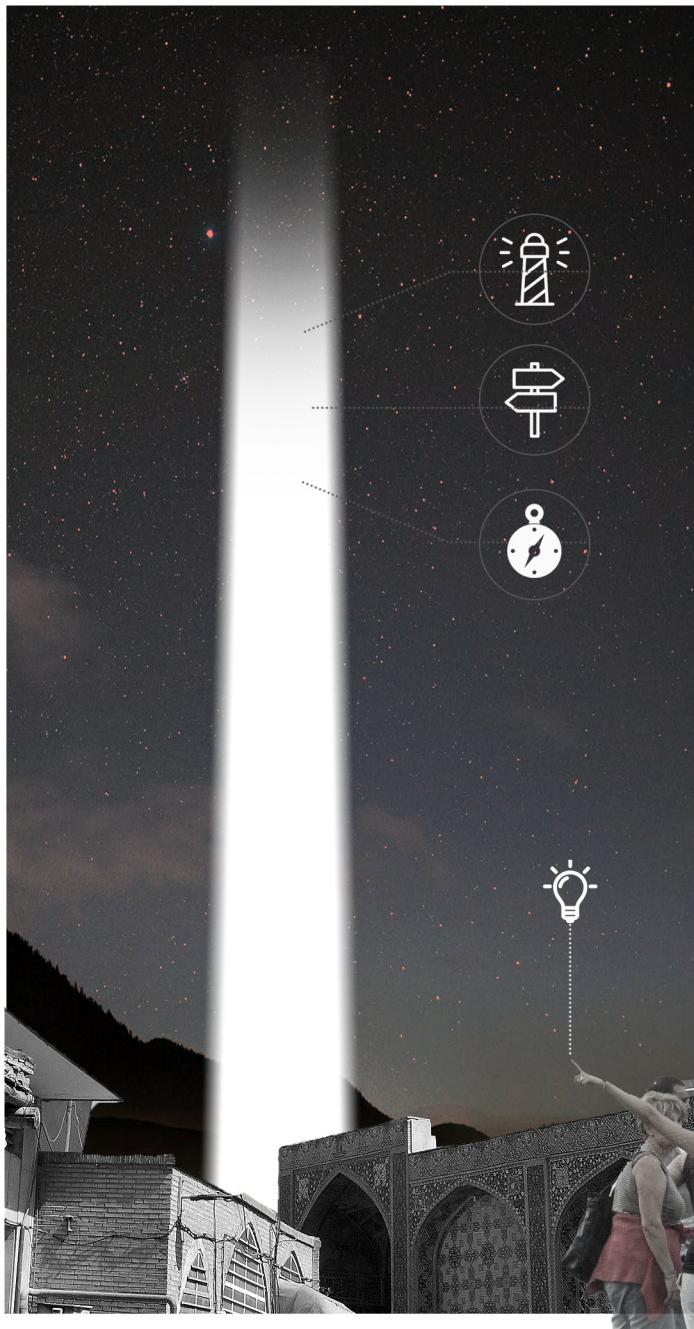


LESS MATERIAL



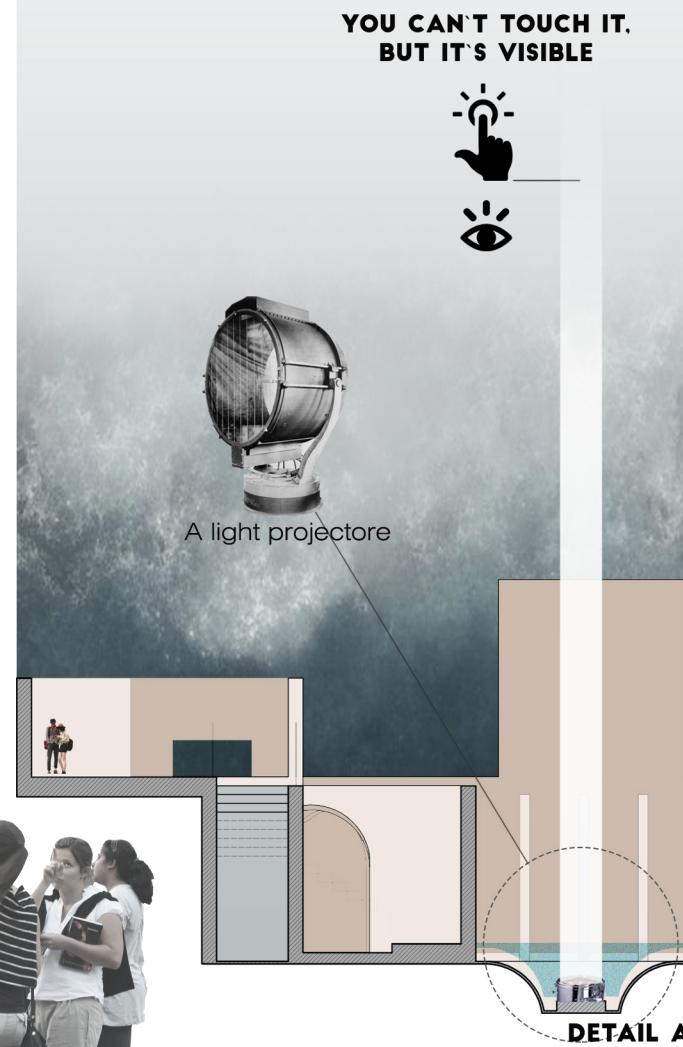
PROJECT 01

THE CONCEPT OF MINARET

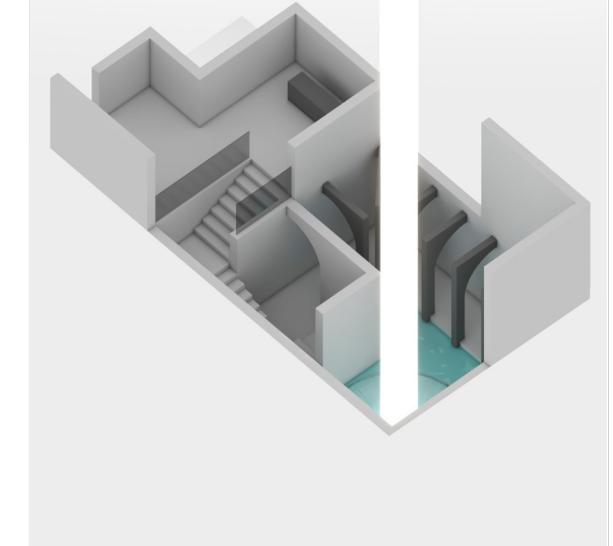
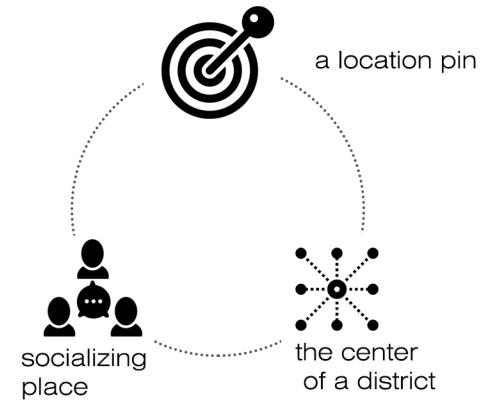


THE IDEA EXPLOSION

to use less material and make the **MINARETS** more eco-friendly, I used to find something that is visible but also not physical! the answer was **LIGHT!** A big source of light power can regenerate the sense of a minaret without using materials.



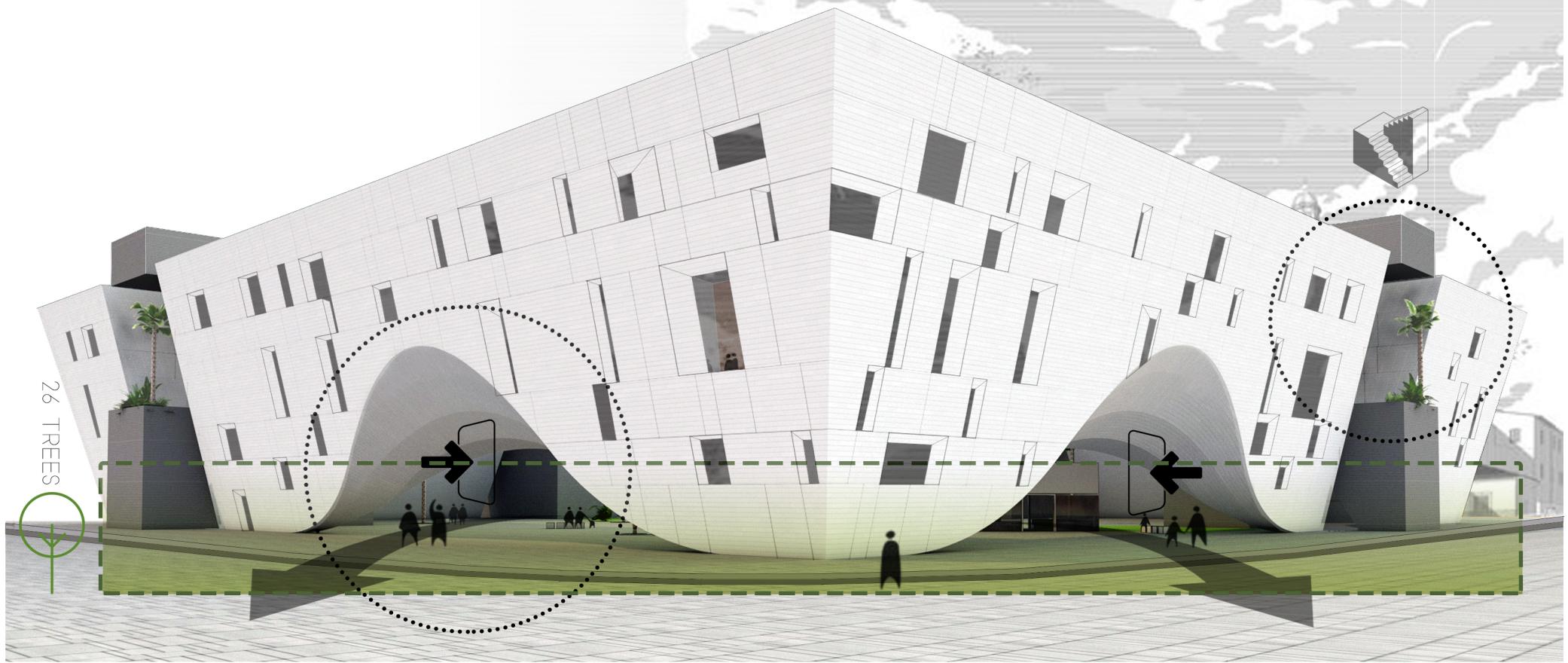
SO to make it a multi-functional urban point it needs a place that **INVITE** people to come in to socialize and at the same time its a location **PIN** for everyone to find the direction as a center of a district.



NO.10 ABASSABAD BUILDING

PROJECT 02

this project is located in the Abbas-Abad street in Isfahan, Iran. In this city privacy and lack of visibility is important. However building green buildings is a part of our culture for instance, close design are always a way to save energy.



ANALYSIES BEFORE DESIGN



Site Position in Isfahan



niasarm madi



residential

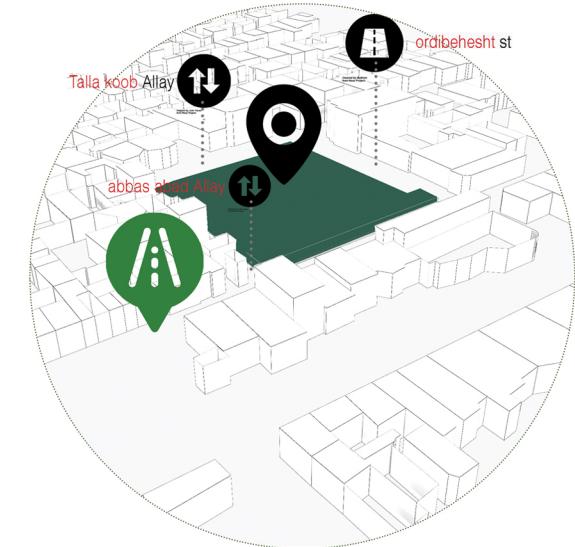


shopping



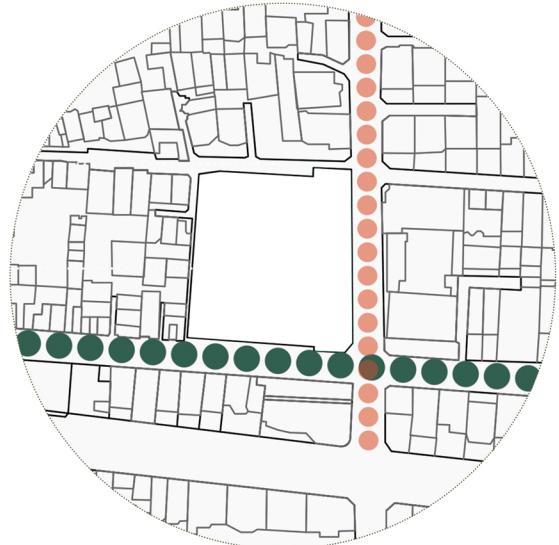
school

Site Areas



ABBAS ABAD st

Streets



14 metere
ordibehesht

14 metere
abbas abad

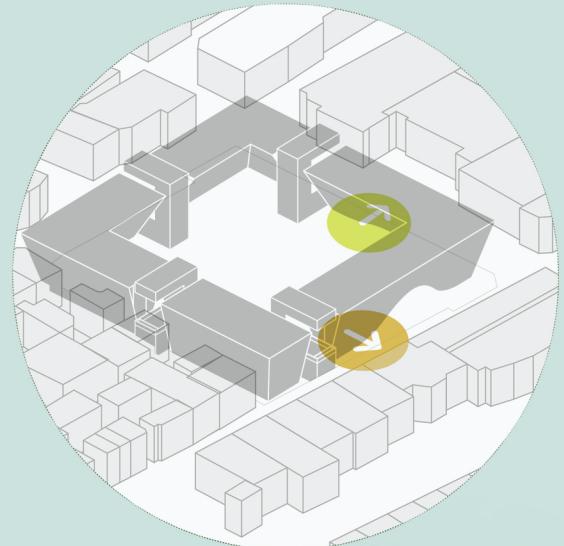
Width of the streets



Site Wiew-A

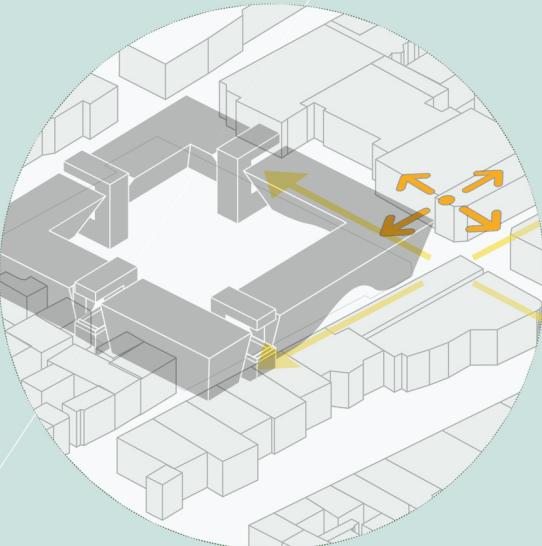


Site Wiew-B



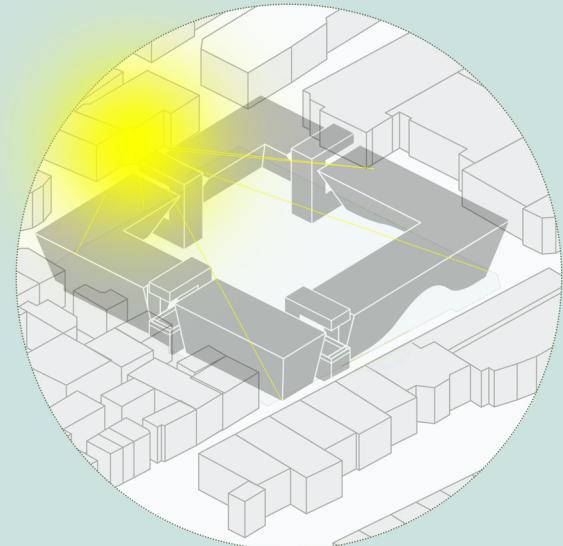
ACCESSIES TO MAIN STREETS

An unbroken access path complete line-of-sight between the two main entrances to the site is critical in ensuring the overall connectivity.



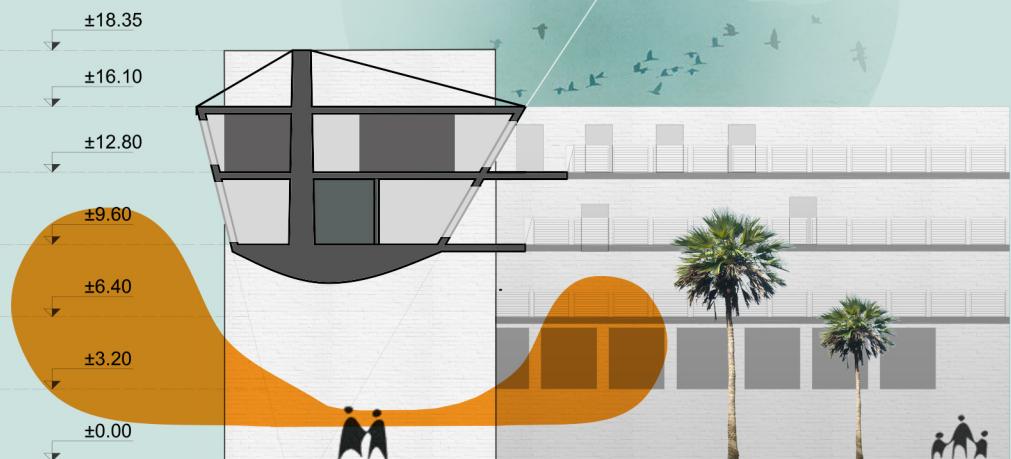
SITE CONNECTIVITY

surrounding the site, open connections are needed across the site so that views and pedestrian walkways between the adjacent site and the Souk structures are easy and unobstructed.



SHADING

The maximum roof is merged with the minimum footprint to create the largest possible shading structure with the smallest possible volume.





RESIDENTIAL



SOCIAL

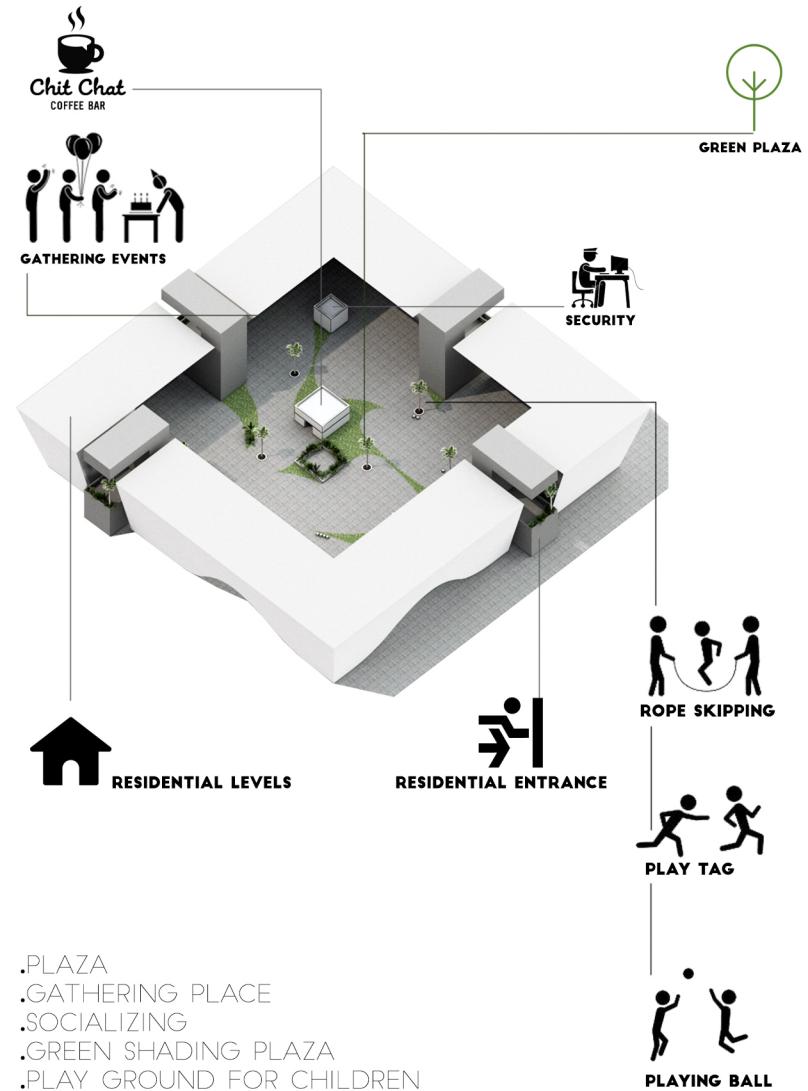


COMMERCIAL

FIRST FLOOR PLAN



**.TALL
.GOOD SHADING
.GOOD RESISTANCE IN HOT WEATHER**

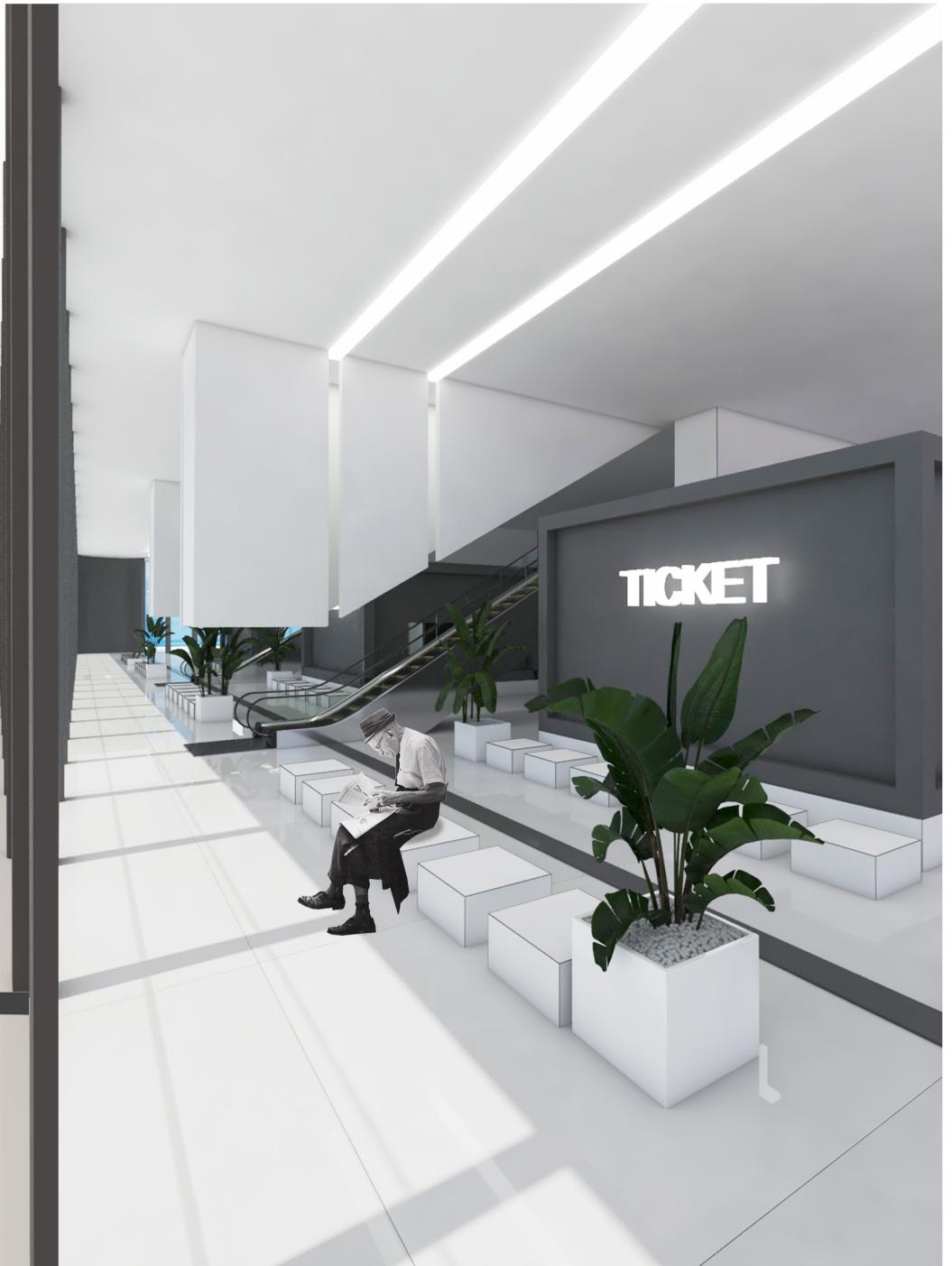


**.PLAZA
.GATHERING PLACE
.SOCIALIZING
.GREEN SHADING PLAZA
.PLAY GROUND FOR CHILDREN**

Denis Scott Brown once said: "Architecture can't force people to connect; it can only plan the crossing points, remove barriers, and make the meeting places useful and attractive." Although it cannot control the outcome, architecture holds the potential to set the stage for chance encounters defining the fabric of our social culture.

PROJECT 03

NAJAF ABAD BUS TERMINAL



PROJECT 03

NAJAF ABAD BUS TERMINAL



TAXI STATION



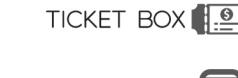
AUDITORIUM



REST-ROOM



OFFICE



W.C.



STORE



TICKET BOX



BUS PARKING



WAITING LOBBY



CAR PARKING



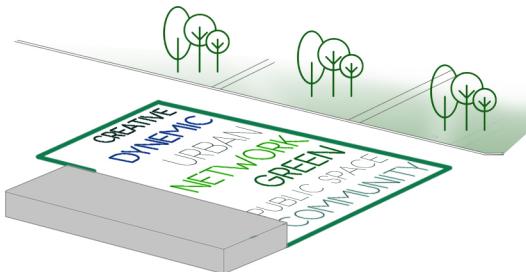
MECHANIC



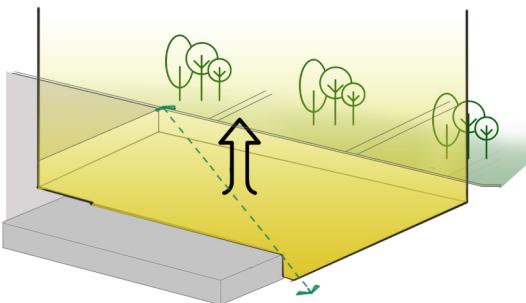
Terminal buildings can have positive effect on city development. Construction of a new terminal building can make the surrounding area more attractive and lead to establishment of new companies and residential buildings. A new bus terminal gives a promotional value that also increases amount of travelers. The design of terminal buildings is strongly connected, like for most buildings, to demands and expectations for the occupants or in this case the travelers.

PROJECT 03

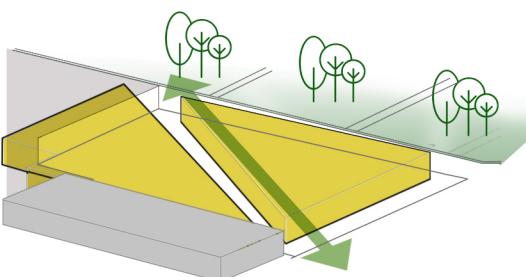
NAJAF ABAD BUS TERMINAL



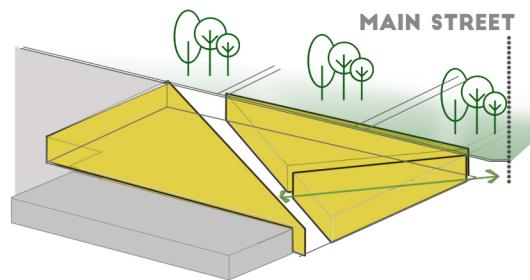
1. The main question was that how can it be dynamic, green, make communication.



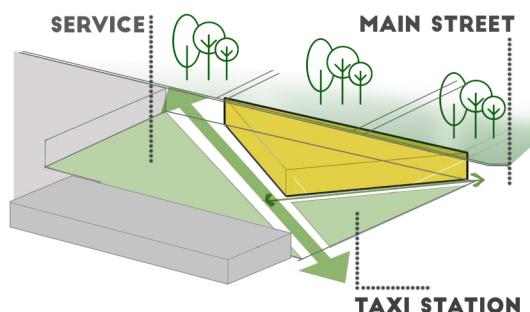
2. Extrude the site



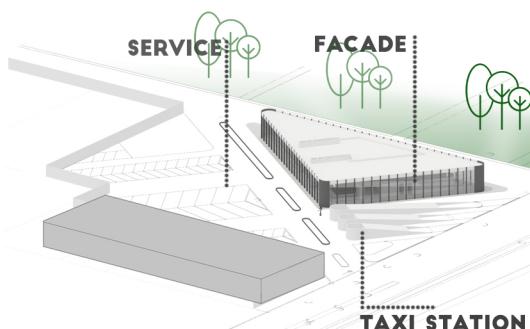
3. Connecting two strong streets.



4. MAKING an easy access for public transportation.



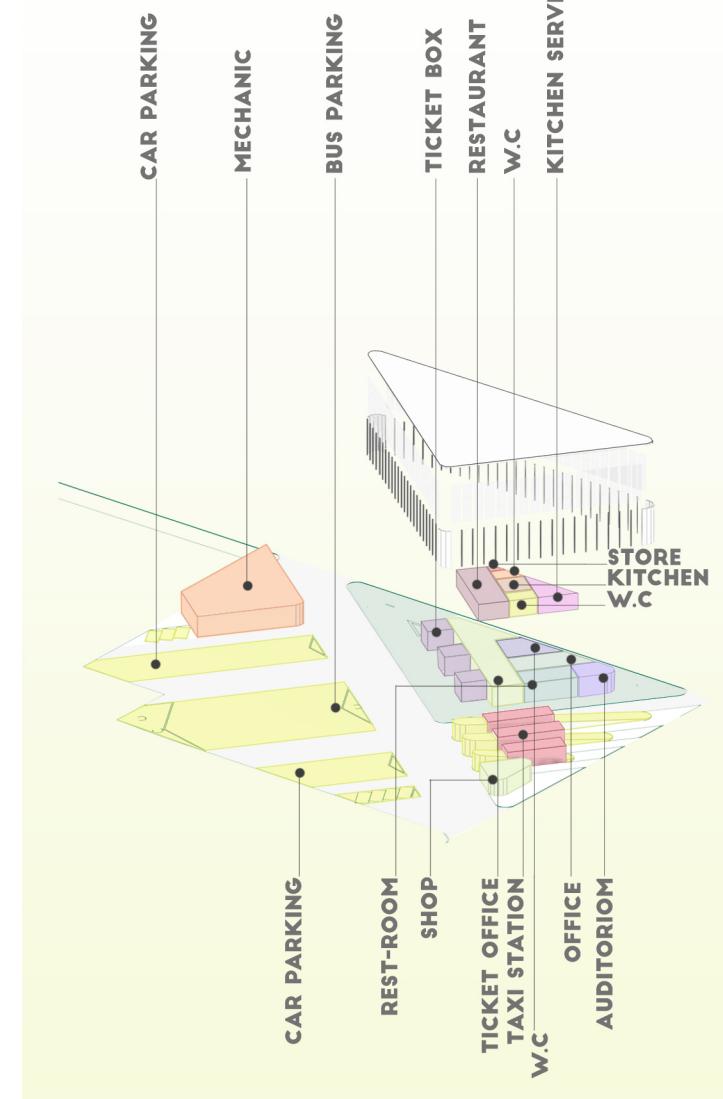
5. Putting actions on the site



6. Making the main volum

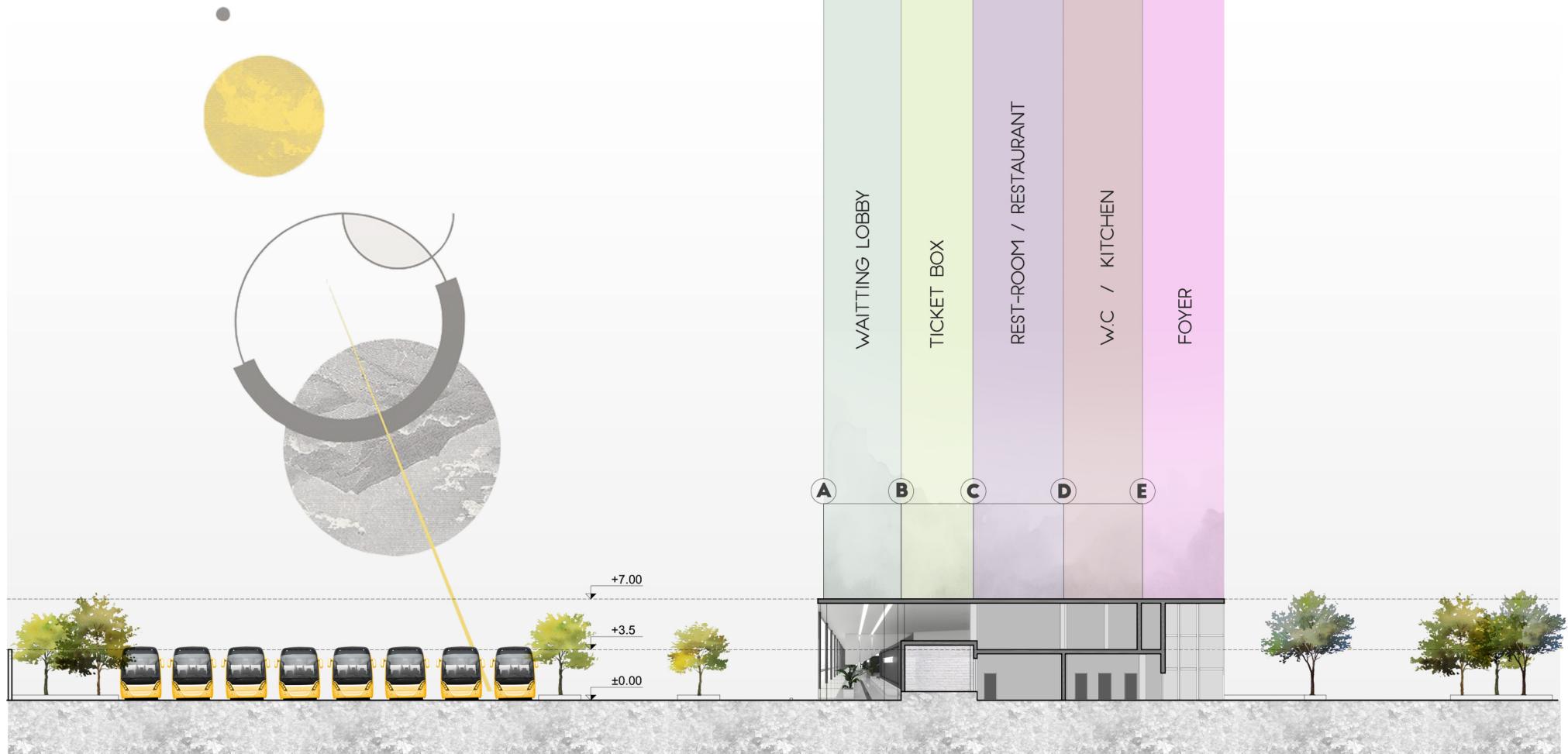


FUNCTION DIAGRAM



PROJECT 03

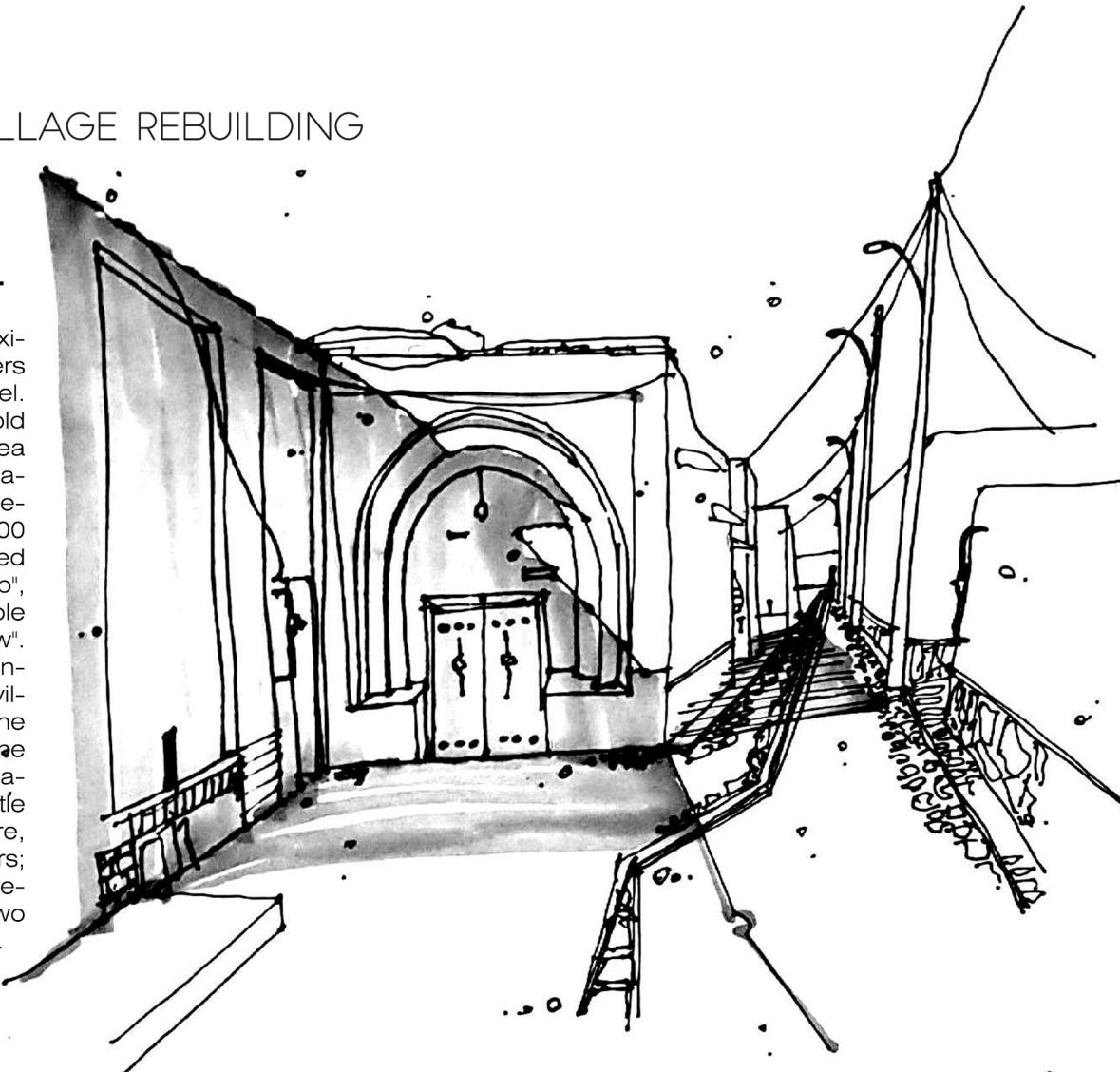
NAJAF ABAD BUS TERMINAL



DOMAB VILLAGE REBUILDING

04

This village is approximately 2140 meters above the sea level. According to the old documents, this area used to be a permanent settlement between the years 1100 to 1150 SH, and called "Domab" or "Damab", but indigenous people name it "Dombow". Stone castle was constructed near the village, at the end of the Ashkanian era, at the beginning of the Sassanid dynasty. The castle is a square structure, with 10 round towers; eight of them are remained intact, and two of them were ruined.



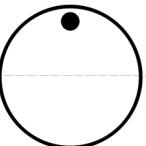
PROJECT 04

DOMAB VILLAGE STUDYCASE



PROJECT 04

DOMAB VILLAGE STUDYCASE



Place a Bus Station



Build a Pedestrate Way



Place a Hotel



Place a Restaurant



Rebuild Tourism Economy



No Public Transportation



No Pedestration



No Place to Stay



No Restaurant

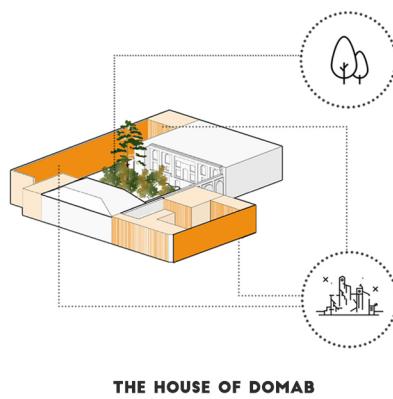


No Place for Tourism

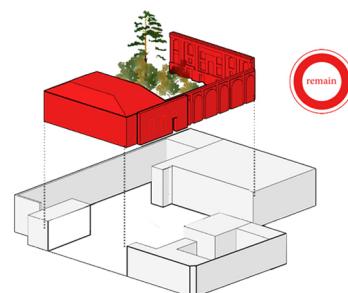
PROJECT 04

DOMAB VILLAGE STUDYCASE

"The Castel of Domab" castle is the most important and biggest one in this area, which was constructed in 1218 A.H, during the reign of Fath Ali Shah. There are five conical towers with beautiful geometric designs inside the castle.



THE HOUSE OF DOMAB



THE HOUSE OF DOMAB

