# JERUSALEM: DYNAMIC PLANNING AND DECOLONIZATION

Transportation Infrastructure in Conflictual Territory

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Frank van der Hoeven

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# Introduction

Jerusalem, a city of historic and religious importance, is an arena of urban conflict for almost a century.

The Holy Basin, Jerusalem.
Photography: Author, 2017

During this period, the city was subjected to wars, divisions, colonization, urban expansion and development.
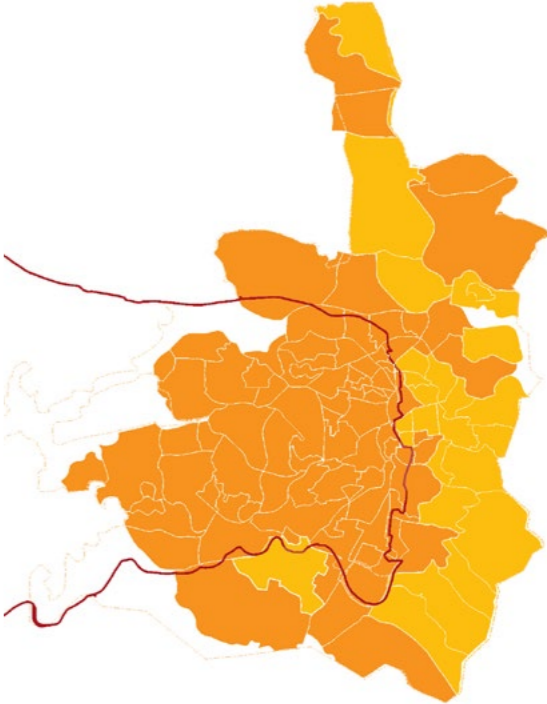
Jerusalem - 1967

0        5        10km

■ Israeli-Jewish population

■ Palestinian-Arab population

— 1949 Armistice Line

Source: Jerusalem Institute for Policy Research, 2018

During this period, the city was subjected to wars, divisions, colonization, urban expansion and development.



Jerusalem - 1967

Jerusalem - 2017

0   5   10km

Israeli-Jewish population

Palestinian-Arab population

1949 Armistice Line

Source: Jerusalem Institute for Policy Research, 2018

During this period, the city was subjected to wars, divisions, colonization, urban expansion and development.

This thesis will focus on the contemporary state of Jerusalem, analyze the spatial and urban consequences of its urban conflict and explore a possible future of reconciliation and decolonization by harnessing transit oriented development as a tool for change
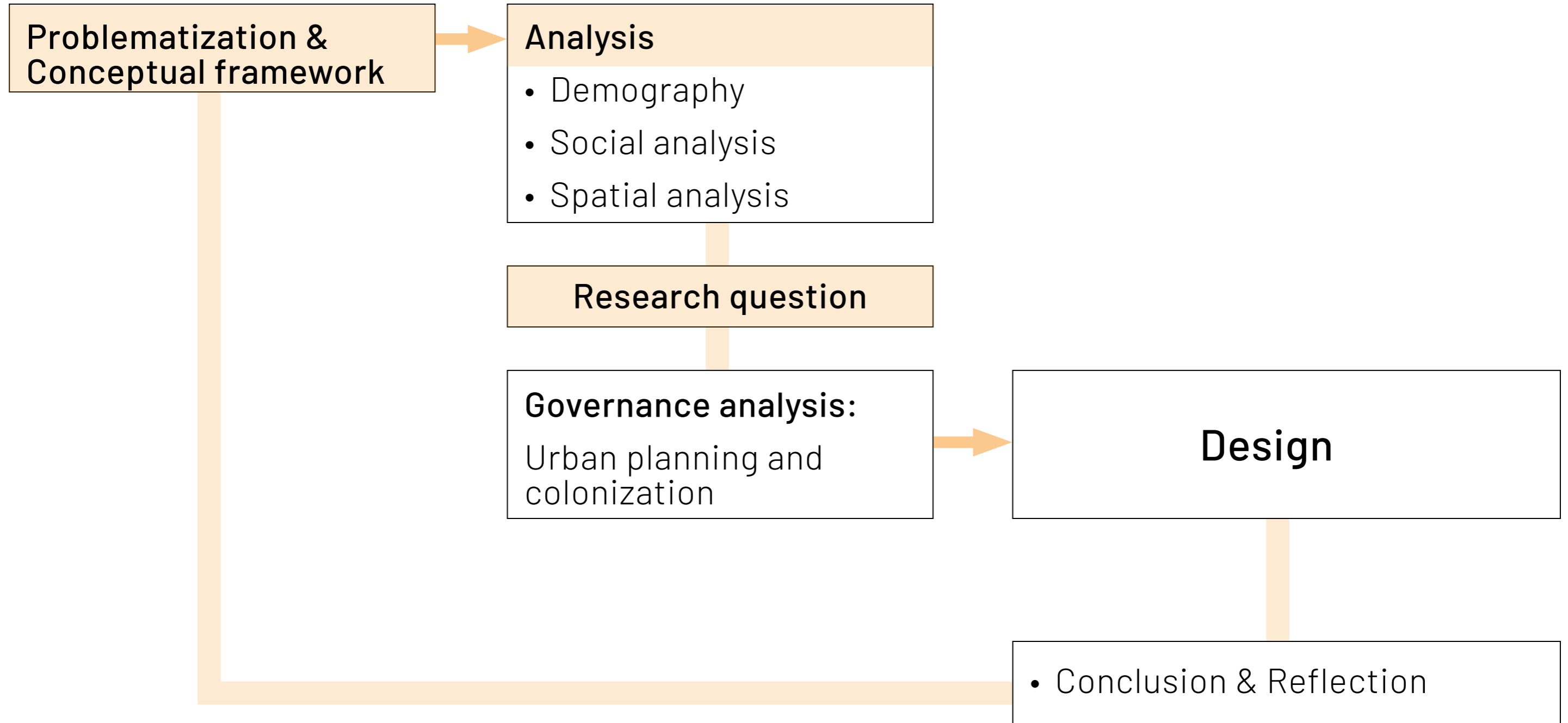


Jerusalem - 1967



Jerusalem - 2017

0          5          10km

Israeli-Jewish population

Palestinian-Arab population

1949 Armistice Line

Source: Jerusalem Institute for Policy Research, 2018

# P5 PRESENTATION

**Problematization & Conceptual framework**

**Analysis**
- Demography
- Social analysis
- Spatial analysis

**Research question**

**Governance analysis:**
Urban planning and colonization

**Design**

- Conclusion & Reflection

# Problem Statement

In the past two decades, two big processes have changed the urban configuration of Jerusalem:

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The construction of the West Bank **separation barrier**, leaving the majority of the Palestinian neighborhoods completely cut out from their hinterland and from neighboring Palestinian cities.

Separation Barrier, Jerusalem.
Photography: Olivier Fitoussi, Ha'aretz

# Problem Statement

In the past two decades, two big processes have changed the urban configuration of Jerusalem:

The construction of the West Bank **separation barrier**, leaving the majority of the Palestinian neighborhoods completely cut out from their hinterland and from neighboring Palestinian cities.

The ongoing planning and construction of the **light rail** system in Jerusalem. The light rail project is a part of a transportation infrastructure upgrade that came as a response to the city's urban sprawl and its heavy traffic problem.

Separation Barrier, Jerusalem.
Photography: Olivier Fitoussi, Ha'aretz

Jaffa Street, Jerusalem.
Photography: Author, 2020

These two processes seem to be of a contradictive nature: one is of absolute separation and segregation, and the other is of connection and integration.

The truth, as always, is more complex, and these two processes are deeply rooted in the **colonization** of the city

Separation Barrier, Jerusalem.
Photography: Olivier Fitoussi, Ha'aretz

Jaffa Street, Jerusalem.
Photography: Author, 2020

# Conceptual framework

The Divided City

Post-Colonialism

Transit-Oriented Development

# Conceptual framework

## The Divided City

Post-Colonialism

Transit-Oriented Development



The multiple, often competing groups within a city form social and spatial divisions, and those divisions are often translated to divisions in the urban space (Geffikin, F. & Morrissey M. 2011)

A child looking beyond the border to the Jordanian part of Jerusalem, 1963.
Source: A shot from the film *In Jerusalem* by David Perlov, (1963).

# Conceptual framework

The Divided City

## Post-Colonialism

Transit-Oriented Development



The understanding that the so-called professional methods of planning are tools to manifest structures of power (Huggan, G. 1989) forces us to re-interpret the urban space that was created by these tools as a materialization of the power structures of society

Henry Kendall plan for Jerusalem, 1944.
Source: Jerusalem Municipality Archive.

# Conceptual framework

The Divided City

Post-Colonialism

**Transit-Oriented Development**
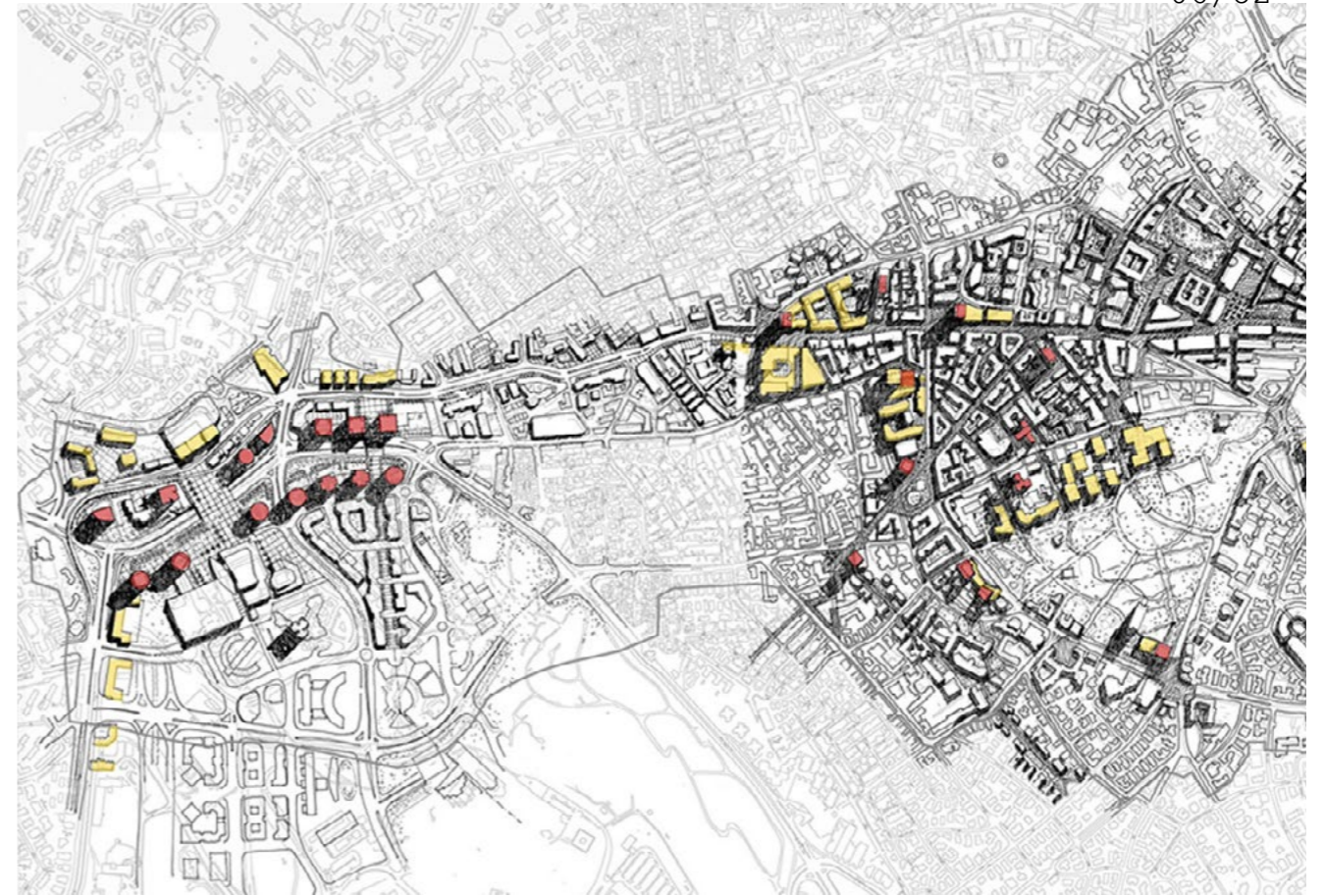


Transit-oriented development is an urban planning strategy that emphasizes transportation infrastructure as the base for urban development (L. Bertolini, 1996).

Jerusalem City Center - Urban renewal plan: Densification along the light railway.
Source: Mann-Shinar Architects & Planners Ltd.

**Analysis** - What kind of a divided city is Jerusalem?

• Jerusalem

Mediterranean Sea - Eastern basin.
Source: Bing Maps

# Demography

Jerusalem has a population of 901,300 residents.

558,800 of its residents are Israeli -Jews (62%), and 342,500 are Palestinian-Arabs (38%).
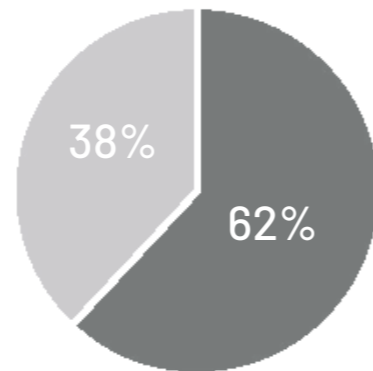


- ● Israeli-Jewish
- ● Palestinian-Arab
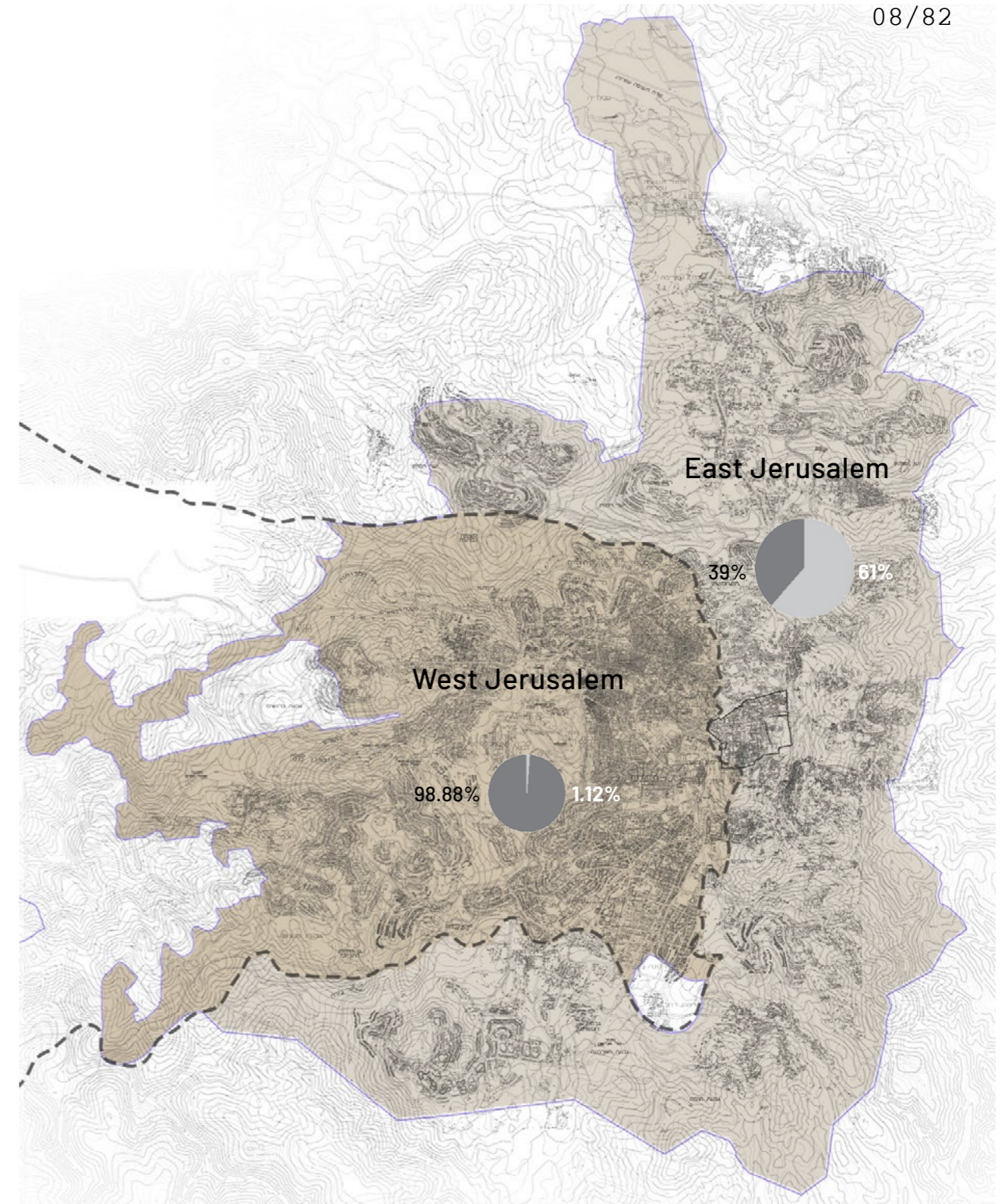
Population of Jerusalem - West and East. Made by author.
Source: Jerusalem Institute for Policy Research, 2019.

# Demography

**Jerusalem is a segregated city**. The different neighborhoods of the city are highly homogeneous in respect to its resident's ethno-national identity, and there are no significant mixed neighborhoods in Jerusalem.

Palestinian-Arab

38%

62%

Israeli-Jewish
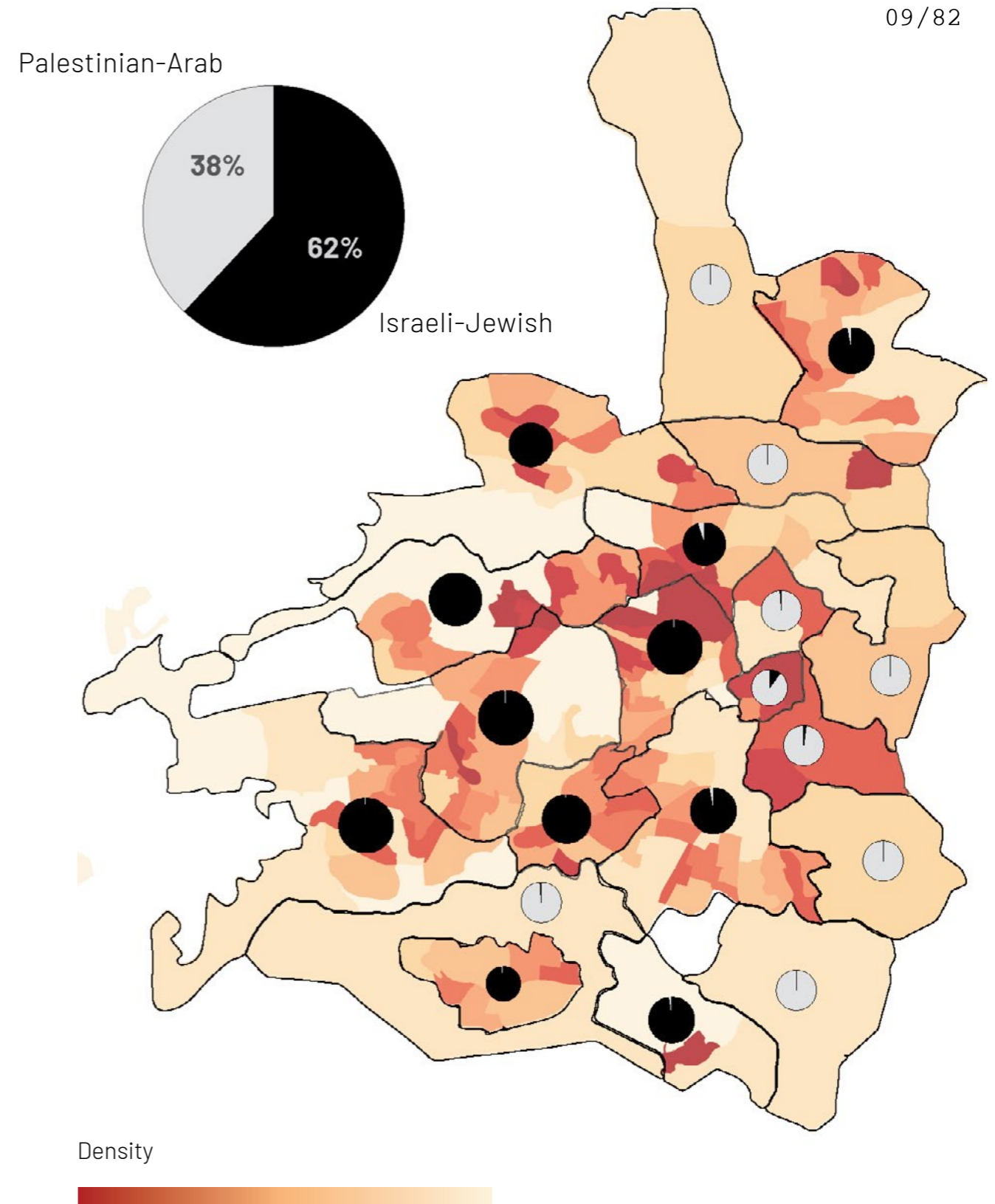
Density

Ethno-national division and density mapping. Made by author.
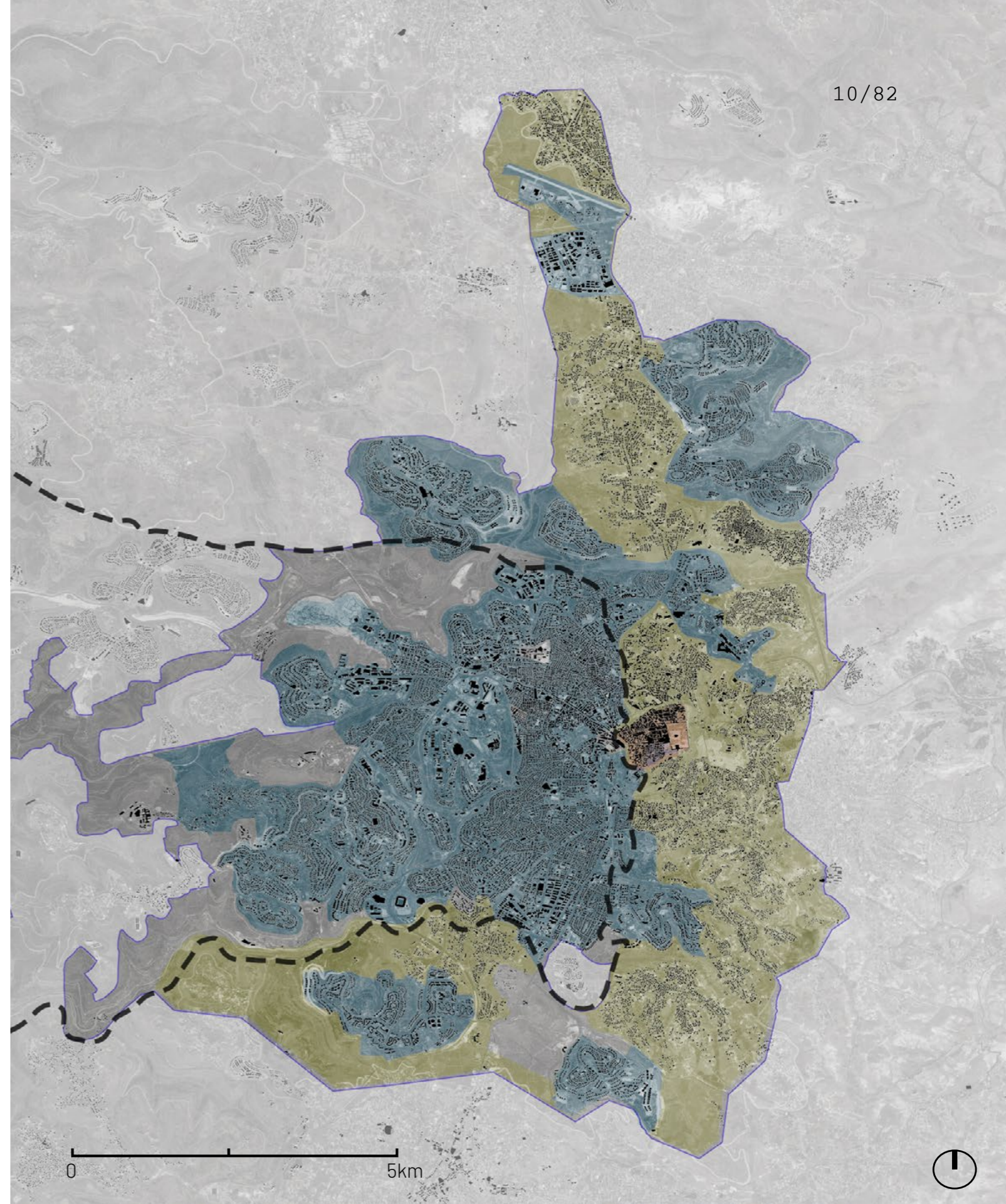Source: Jerusalem Institute for Policy Research, 2018.

Jerusalem, French Hill neighborhood, 2015.
Source: Emil Salman, Ha'aretz.

# Suburbanization as colonization

**Legend:**

- 1949 armistice line
- Municipal border
- Palestinian population
- Israeli population

Jerusalem – Population
Made by author

0                    5km

Jerusalem, Silwan, 2009.
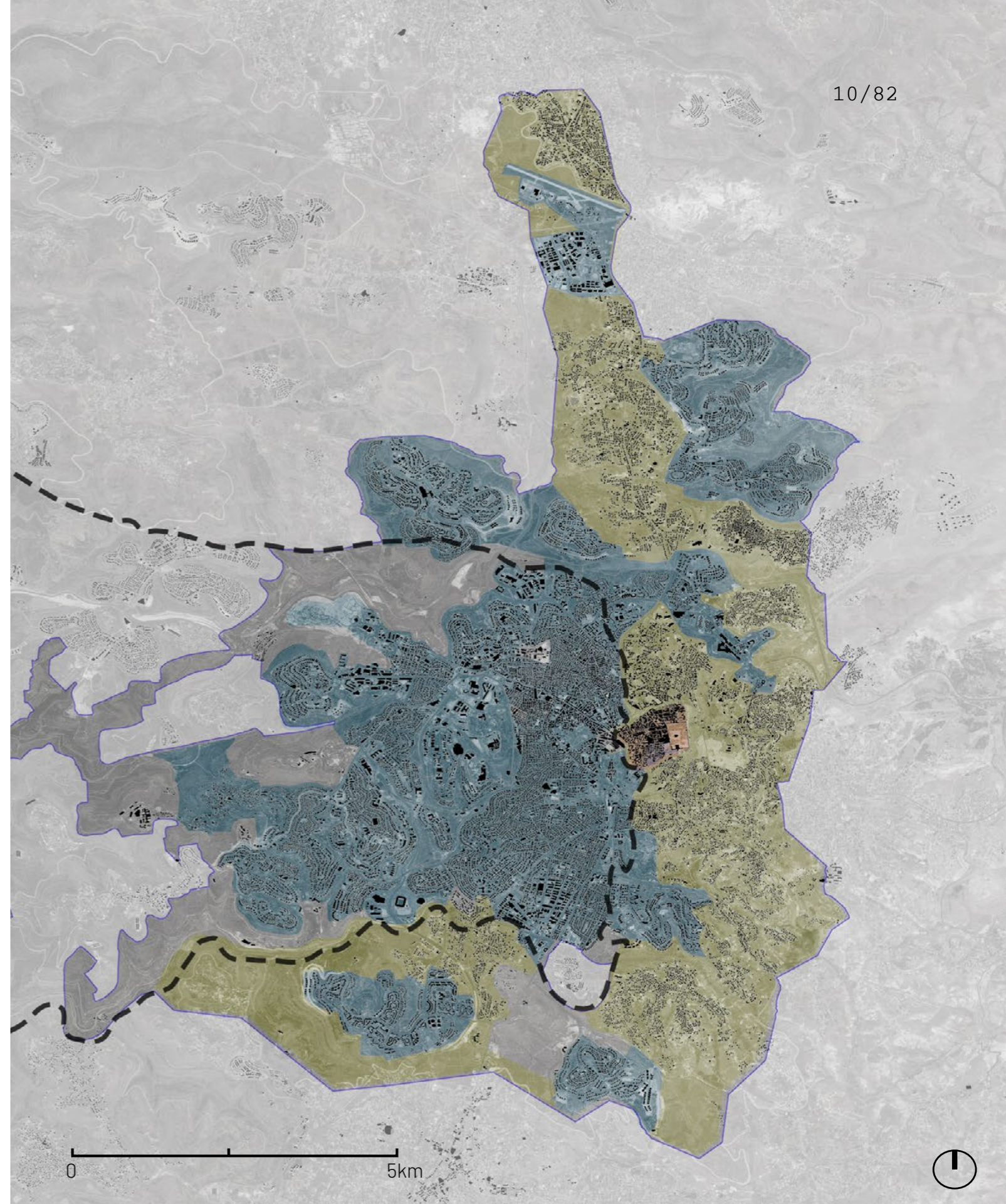Source: Yoav Dothan.

## Suburbanization as colonization

Creating discontinuities and fragmentations in the Palestinian areas.

**Legend:**

- 1949 armistice line
- Municipal border
- Palestinian population
- Israeli population

Jerusalem - Population
Made by author



0                               5km

Road 60, south of Jerusalem.
Source: Labour Palestine

**Legend:**

| | |
|---|---|
| ~~~ | 1949 armistice line |
| ▬ | Municipal border |
| ▬ | Palestinian population |
| ▬ | Israeli population |
| ▬ | Main roads |

**Transportation infrastructure** play an important dual role in this political urban expansion.
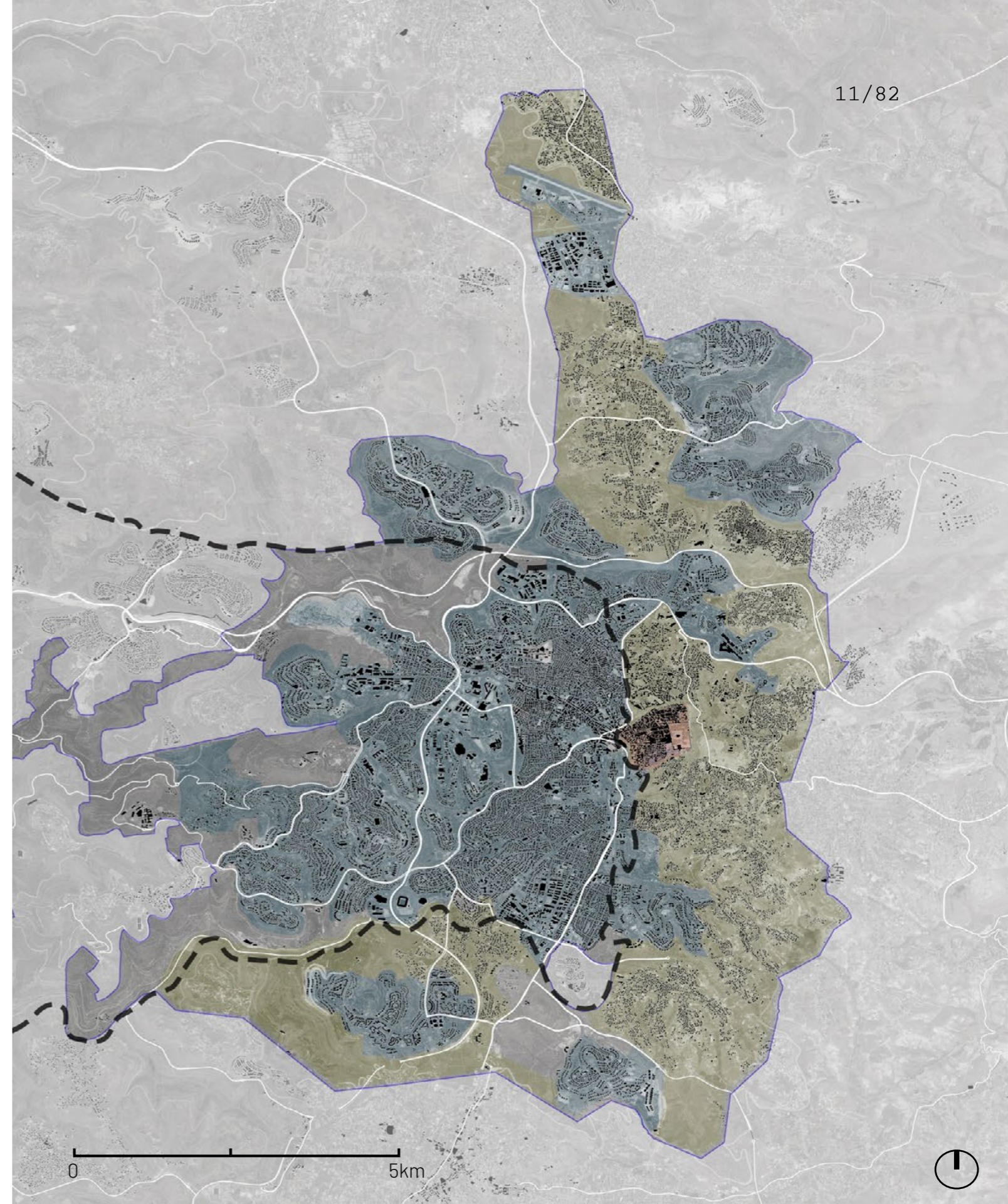
Jerusalem – Primary roads
Made by author

Road 443, north of Jerusalem.
Source: Nir Kafri

**Legend:**

~ 1949 armistice line

Municipal border

Palestinian population

Israeli population

Main roads

**Transportation infrastructure** play an important dual role in this political urban expansion.

It is **integrating and interconnecting** the Israeli neighborhoods while creating **barriers and disconnections** in the Palestinian areas.

Jerusalem - Primary roads
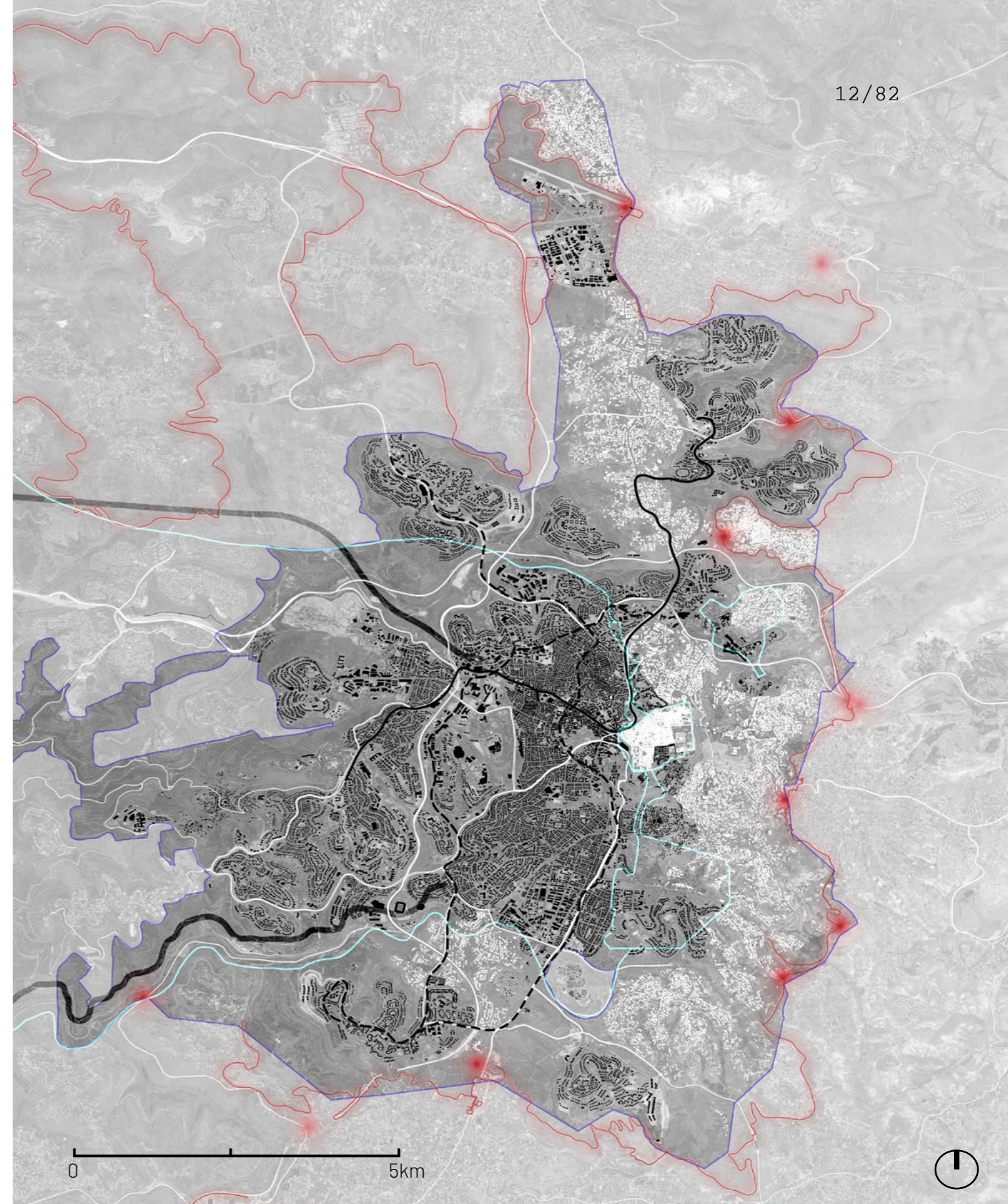Made by author



0          5km
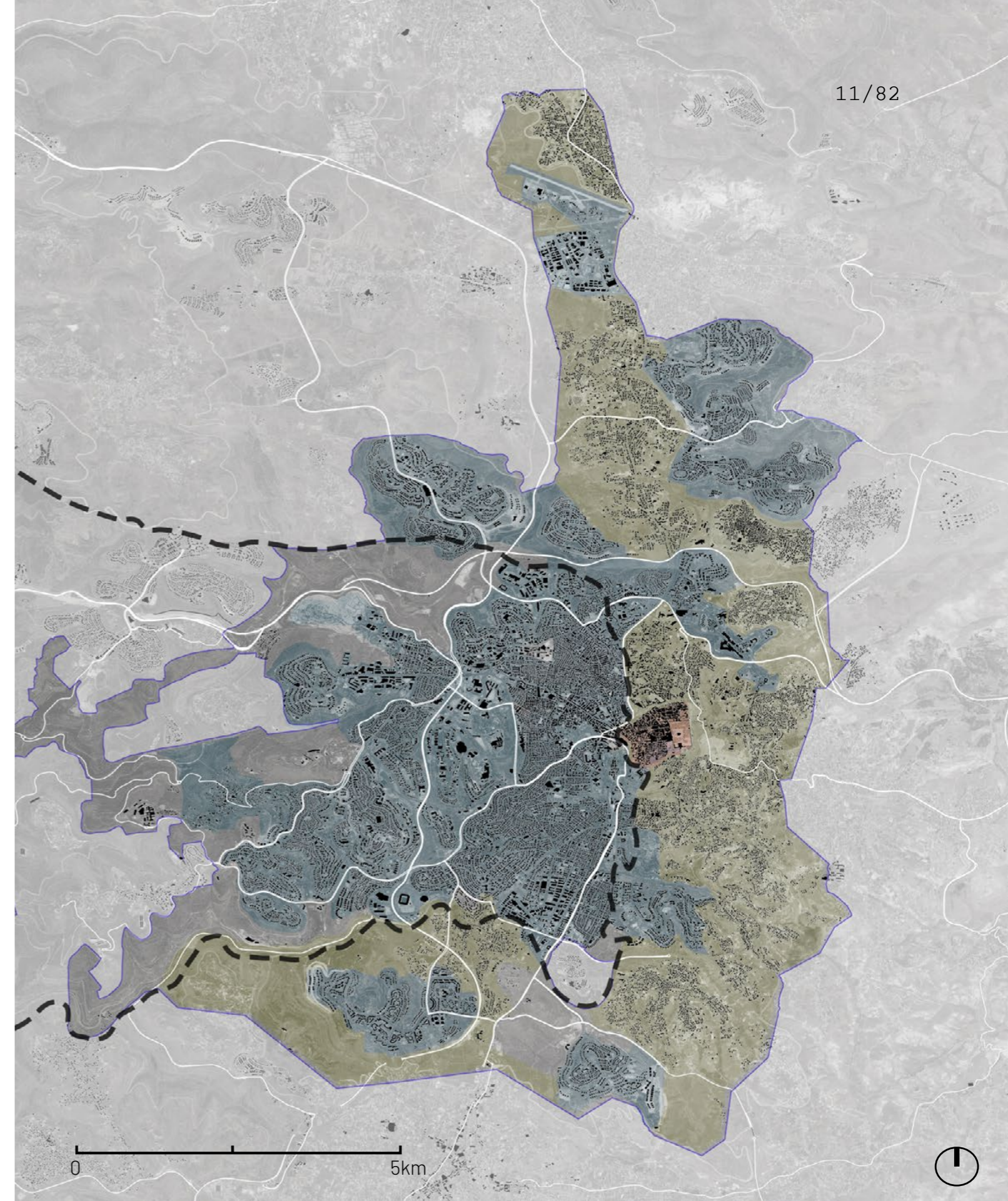
The separation barrier, east Jerusalem.
Source: Muath Khatib, 2015

The **separation barrier** have created restrictions of movement and huge economical damage to the Palestinian communities of the city.

**Legend:**

| | | | |
|---|---|---|---|
| 1949 armistice line | | The Separation Barrier | |
| Jerusalem municipal border | | Main road | |
| Israeli population | | Heavy rail | |
| Palestinian population | | Light rail (existing) | |
| | | Light rail (construction) | |

Jerusalem - Infrastructure
Made by author

*Jaffa street, Jerusalem.*
*Source: Navot Miller, 2011.*

The introduction of the light rail created shared spaces along its route.

**Legend:**

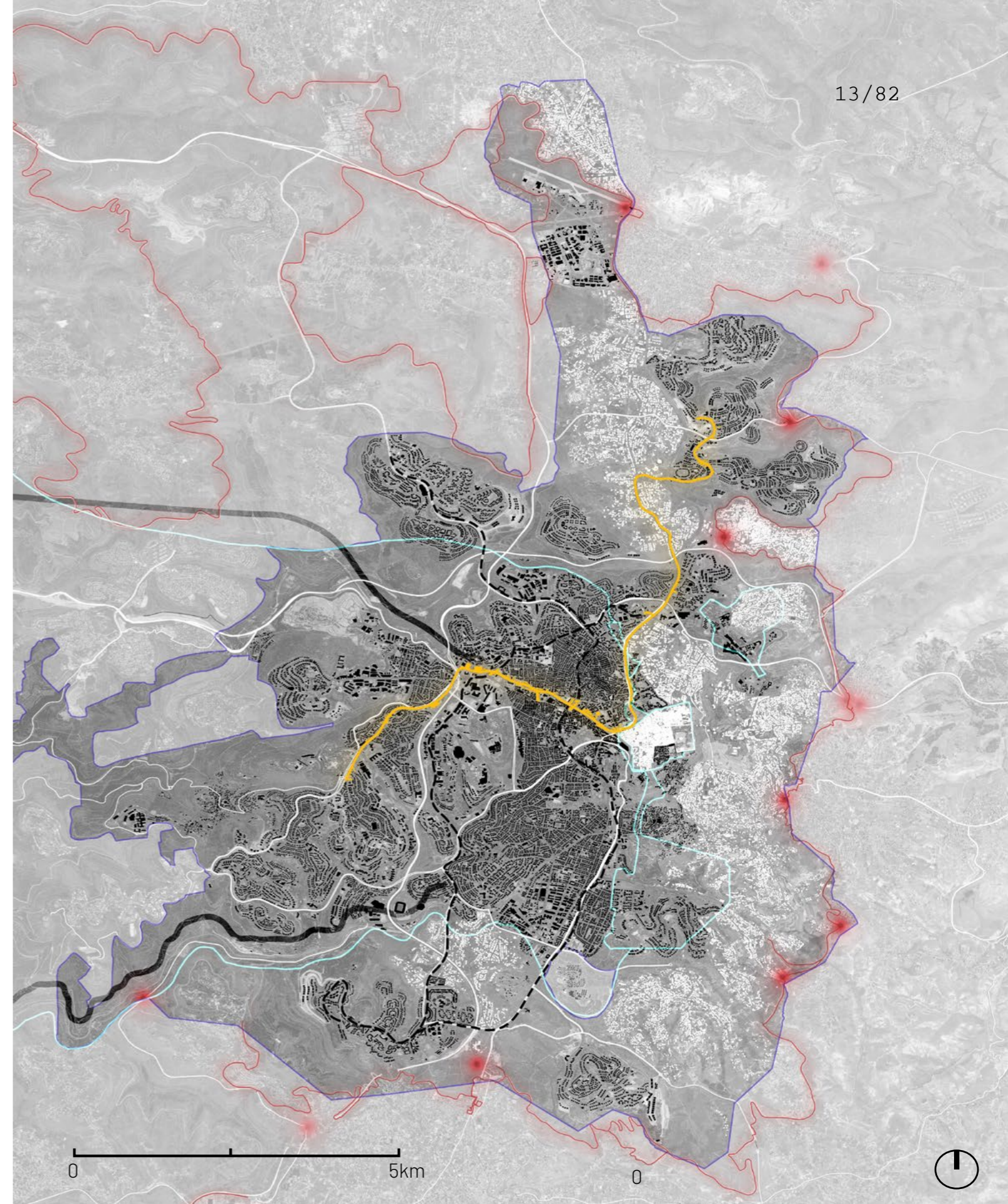| | |
|---|---|
| ▭ 1949 armistice line | ▭ The Separation Barrier |
| ▭ Jerusalem municipal border | ▭ Main road |
| ▭ Israeli population | ▭ Heavy rail |
| ▭ Palestinian population | ▭ Light rail (existing) |
| | ▭ Light rail (construction) |

Jerusalem - Infrastructure
Made by author

0                          5km

0

# Research Question

From the understanding of the powerful role that transportation infrastructure plays in the colonization and segregation of the city, **this thesis will explore the possibility of reversing the trend**. Hence, the main research question of this thesis is:

# Research Question

How could Transit-Oriented Development (TOD) serve as an instrument for decolonization and inclusion in Jerusalem?

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How could Transit-Oriented Development (TOD) serve as an instrument for decolonization and inclusion in Jerusalem?

What is the potentail of transit-oriented development strategy in changing urban patterns in a divided city?

How could it support the process of decolonization in Jerusalem?

# Research Question

How could Transit-Oriented Development (TOD) serve as an instrument for decolonization and inclusion in Jerusalem?

What is the potentail of transit-oriented development strategy in changing urban patterns in a divided city?
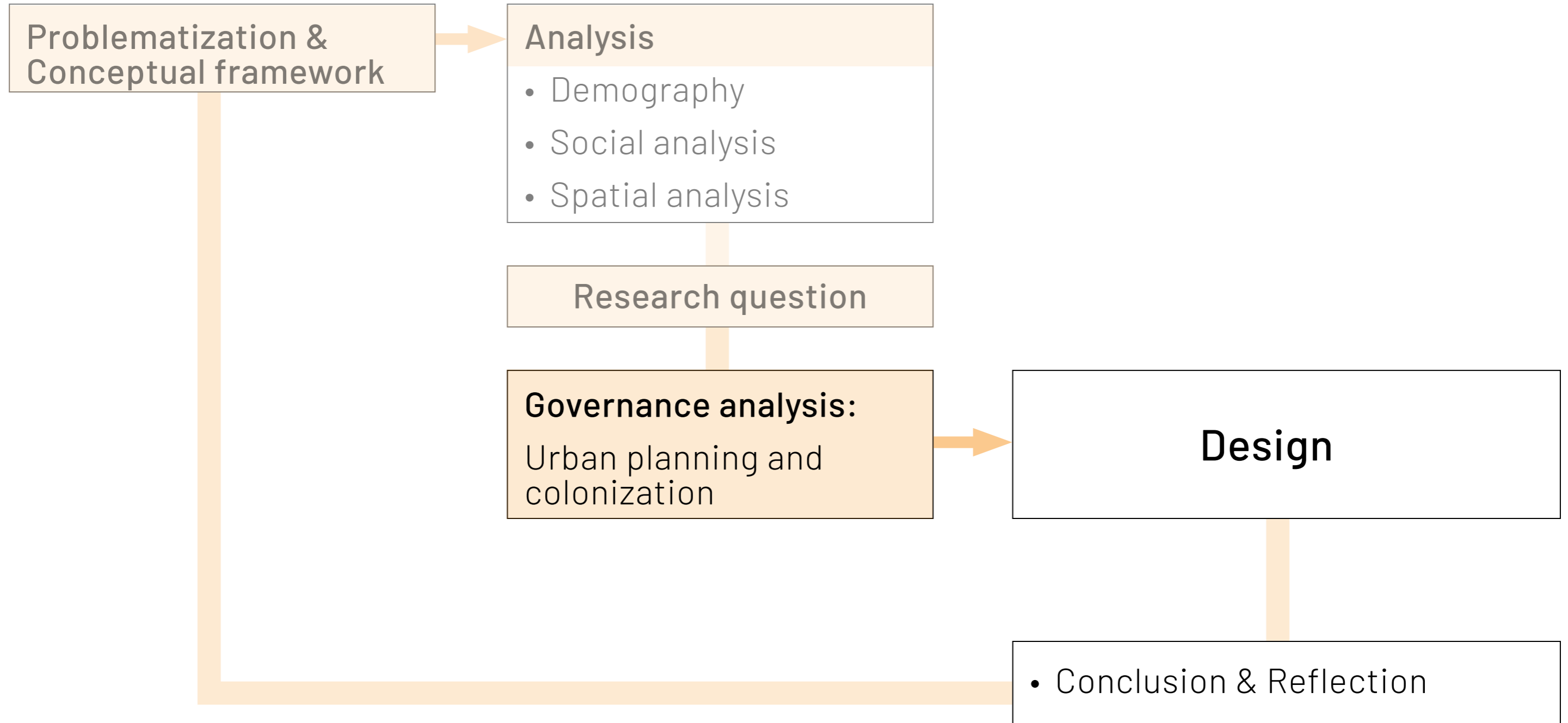
How could it support the process of decolonization in Jerusalem?

What is the meaning of colonization in the case of Jerusalem?

How is it manifested in the urban space?

How could decolonization be defined in the case of Jerusalem? How can it be manifested in the urban space?

# P5 PRESENTATION

JERUSALEM

OUTLINE TOWN PLANNING SCHEME (MODIFICATION 1943)

SCALE 1:10 000

# Governance Analysis: Urban Planning as an Instrument for Colonization in Jerusalem
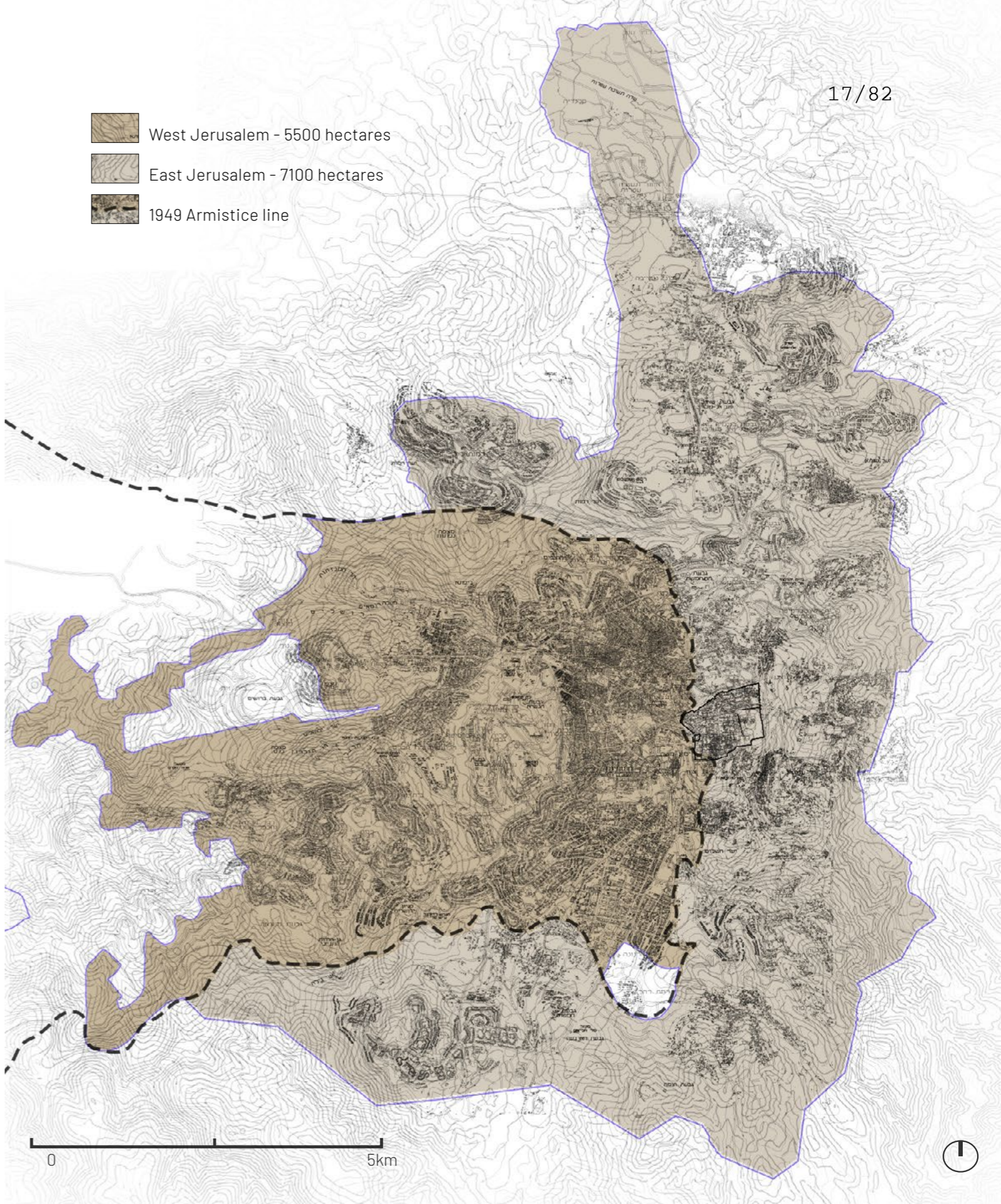
**Henry Kendall plan for Jerusalem, 1944.**

Commissioned by the British Mandate authorities and designed by a British urban planner that worked mainly in the colonies, this outline town-planning scheme was part of a colonial mechanism that shaped the urban space in the British colonies.

Source: Jerusalem Municipality Archive.

# Israeli urban planning in East Jerusalem since 1967

After the 1967 war, a territory of 7,100 hectares was added to the municipal borders of Jerusalem

Jerusalem, East and West.

Made by author

West Jerusalem - 5500 hectares

East Jerusalem - 7100 hectares

1949 Armistice line

0          5km

# Israeli urban planning in East Jerusalem since 1967

After the 1967 war, a territory of 7,100 hectares was added to the municipal borders of Jerusalem

The redrawing of Jerusalem municipal border was determined by the principle of "maximum territory, minimum population".

A principle that dictated seizing large areas, controlling strategic hilltops and adding minimum Palestinian population to the city (Efrat, E. 2002).
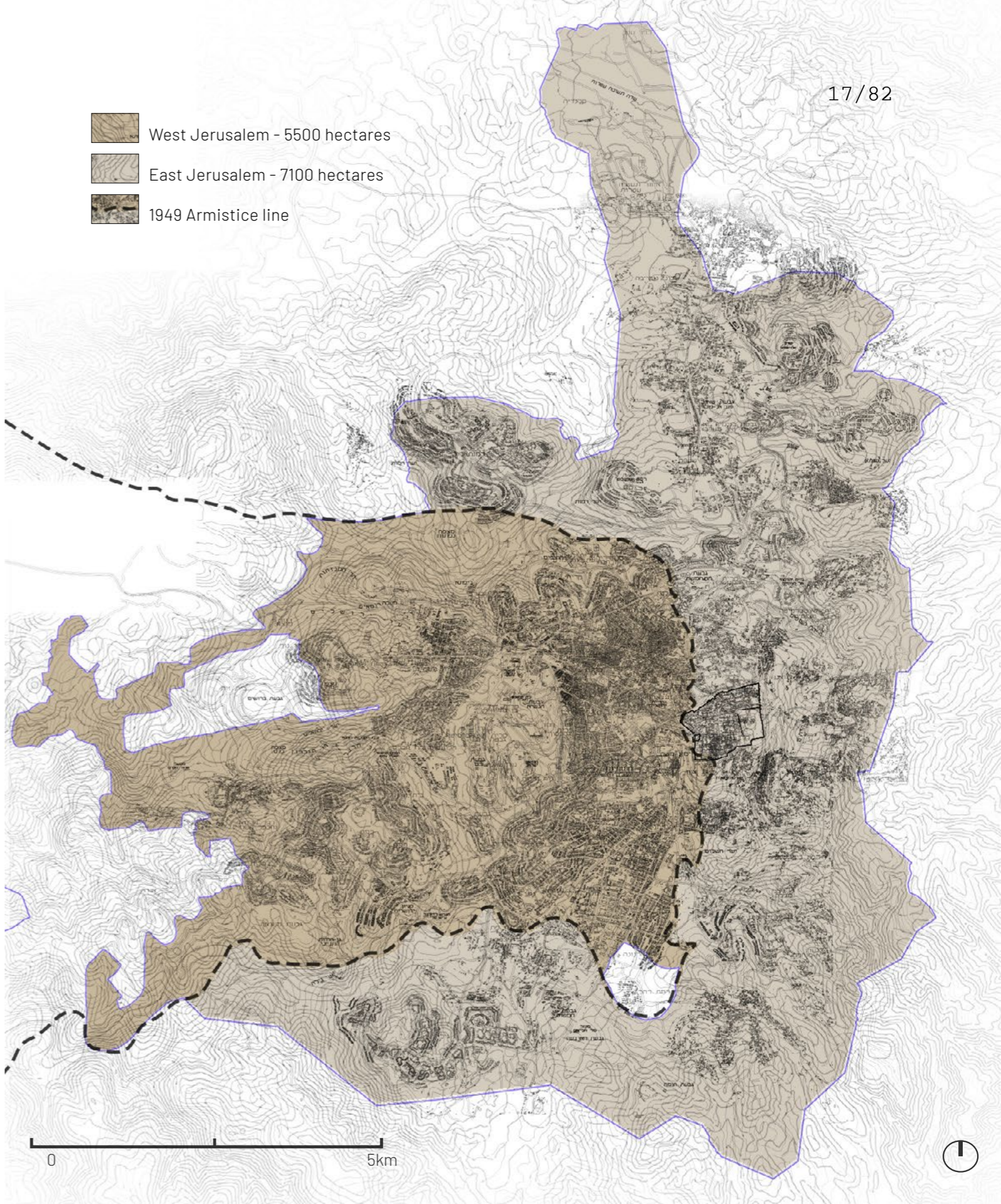
Jerusalem, East and West.

Made by author

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1949 Armistice line

0                    5km
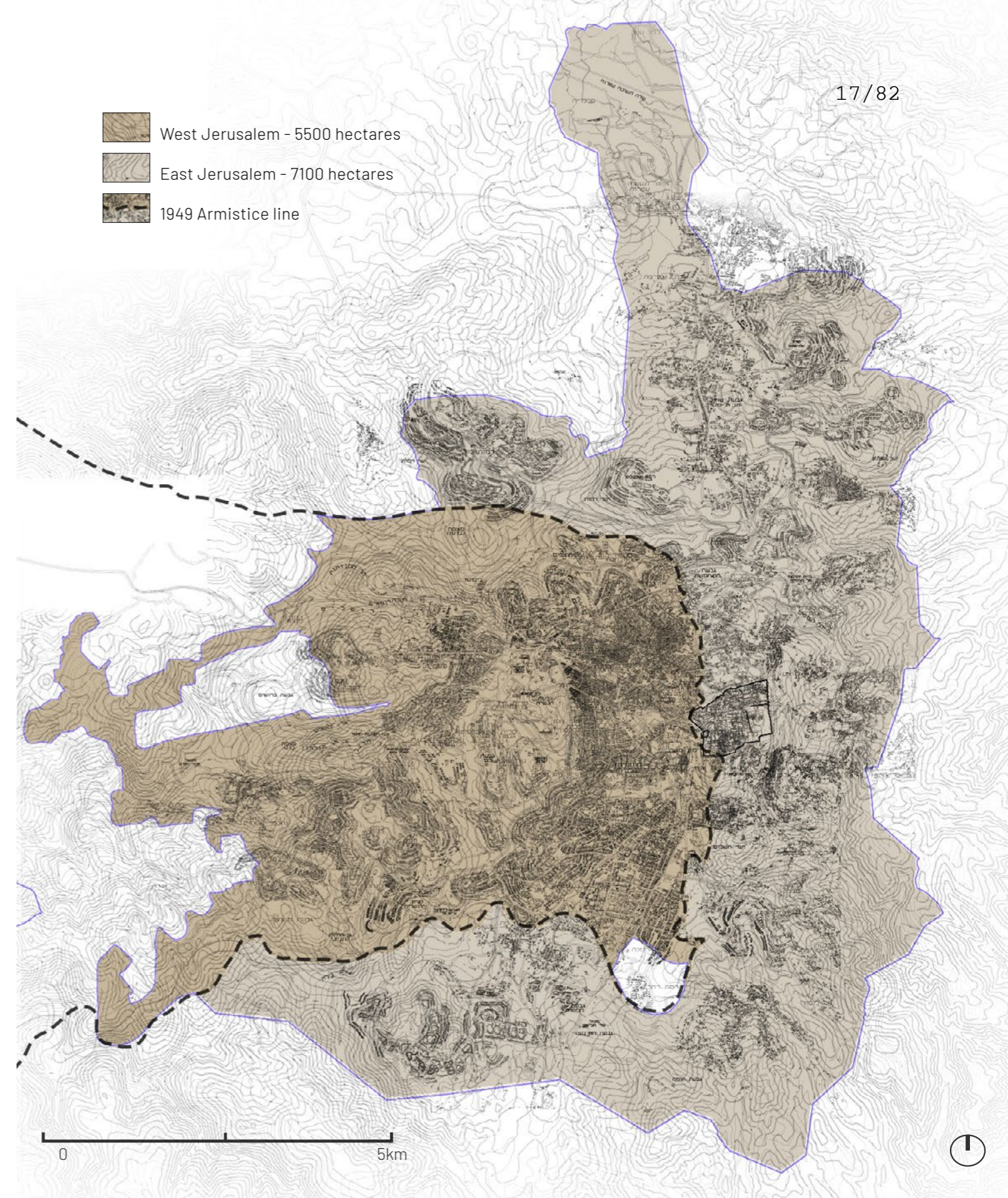
# Israeli urban planning in East Jerusalem since 1967

Since the annexation of East Jerusalem, the Israeli authorities failed to produce appropriate urban plans that will allow development and construction in East Jerusalem.

Jerusalem, East and West.

Made by author

West Jerusalem - 5500 hectares

East Jerusalem - 7100 hectares

1949 Armistice line

0    5km

# Masterplan 2000 – A new masterplan for Jerusalem
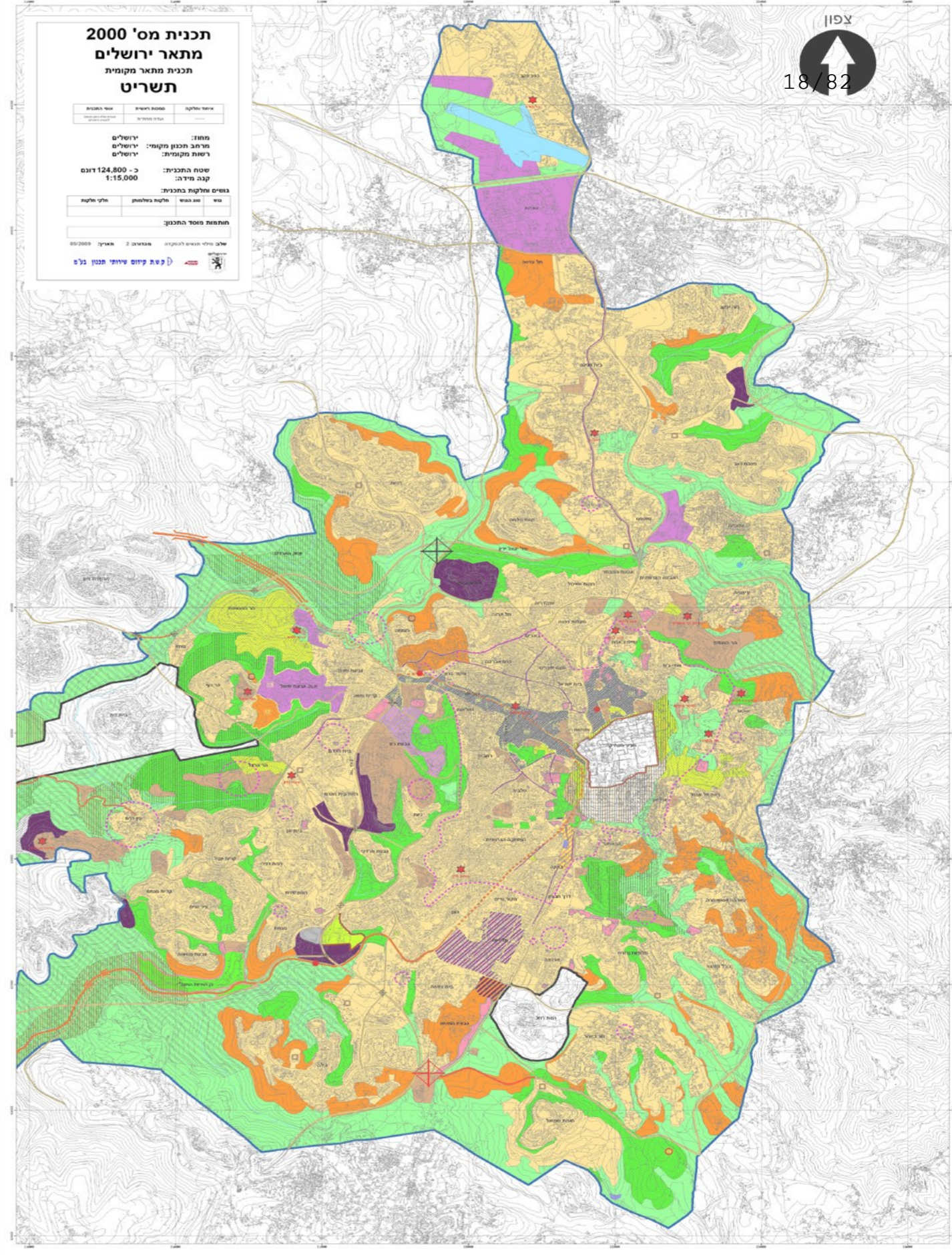
'Masterplan 2000' – The new masterplan of Jerusalem.

Source: Municipality of Jerusalem.

# Masterplan 2000 – A new masterplan for Jerusalem

In the early 2000s, the Jerusalem municipality presented 'Masterplan 2000' - a first urban plan to apply for the entire municipal territory of Jerusalem - East Jerusalem included.



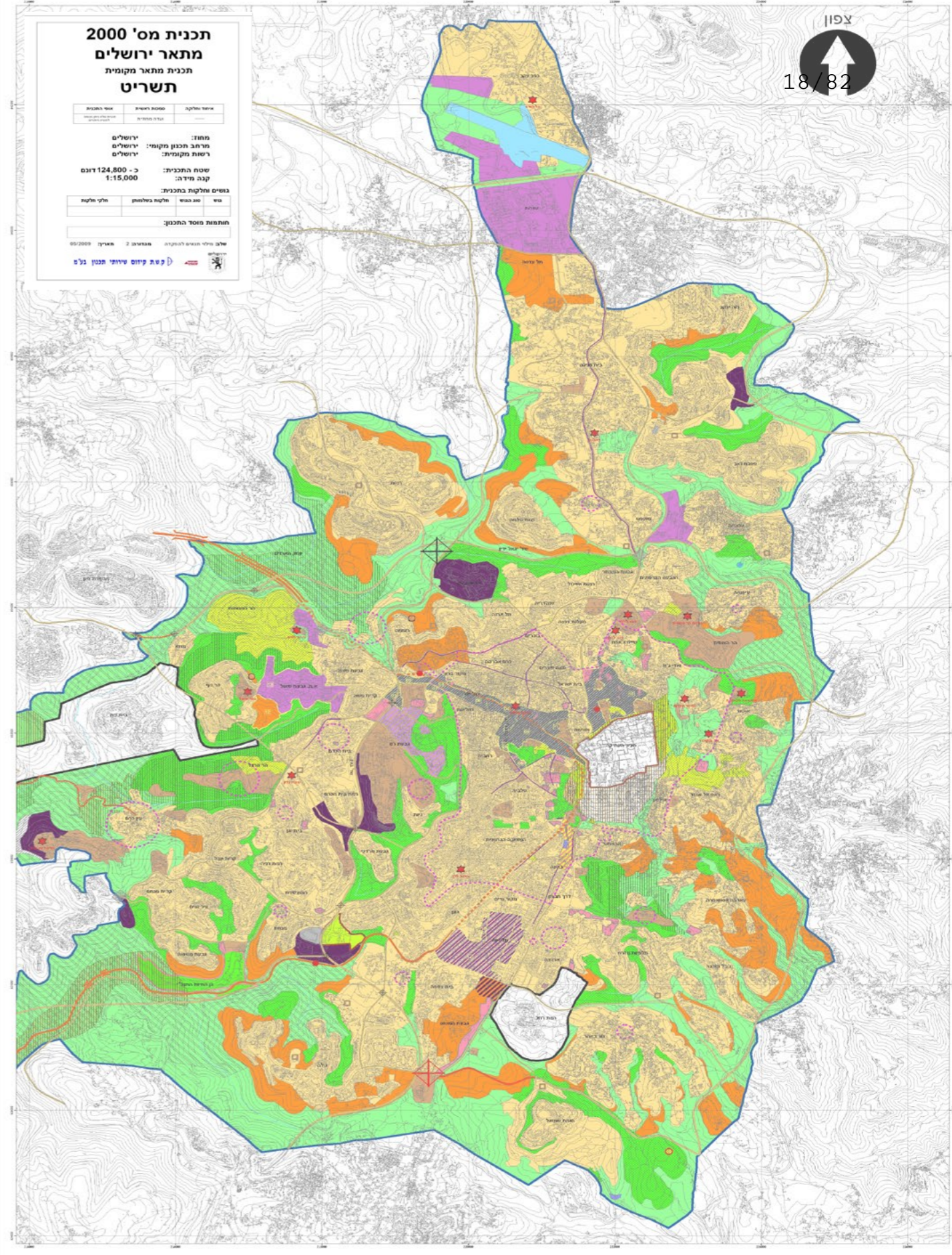'Masterplan 2000' - The new masterplan of Jerusalem.

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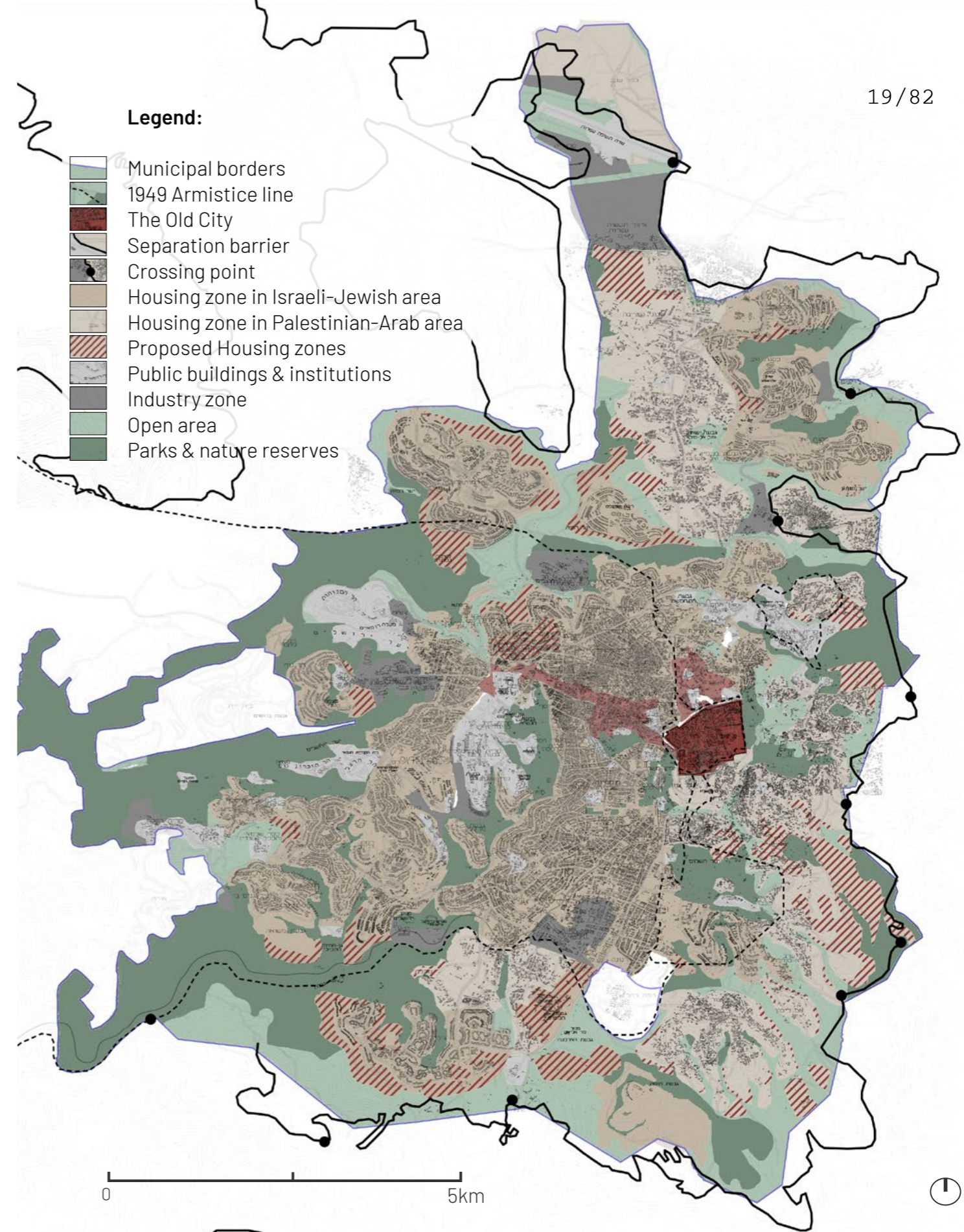
However, like all other urban plans in Jerusalem since 1967, hidden political considerations preceded any other consideration.

'Masterplan 2000' - The new masterplan of Jerusalem.

Source: Municipality of Jerusalem.
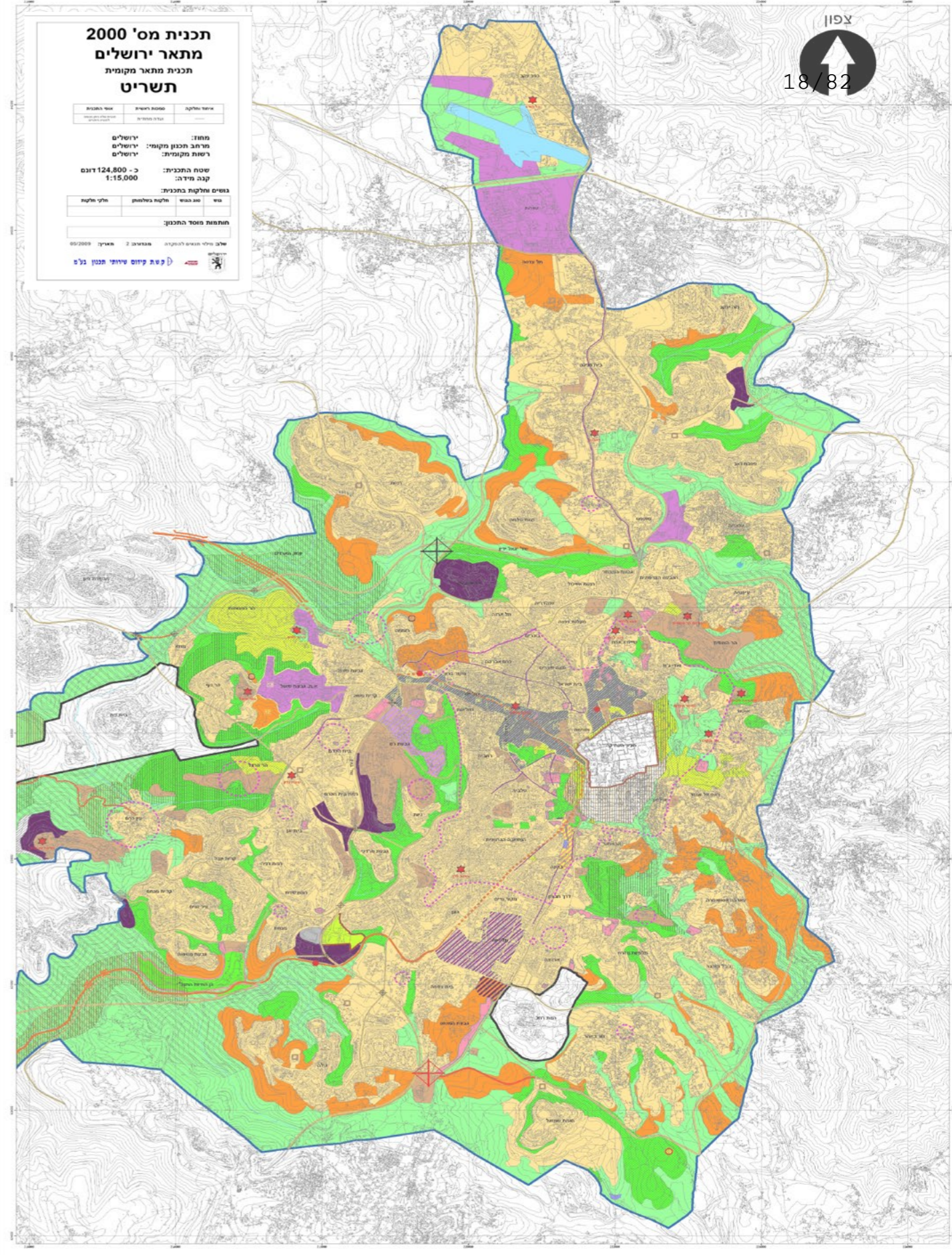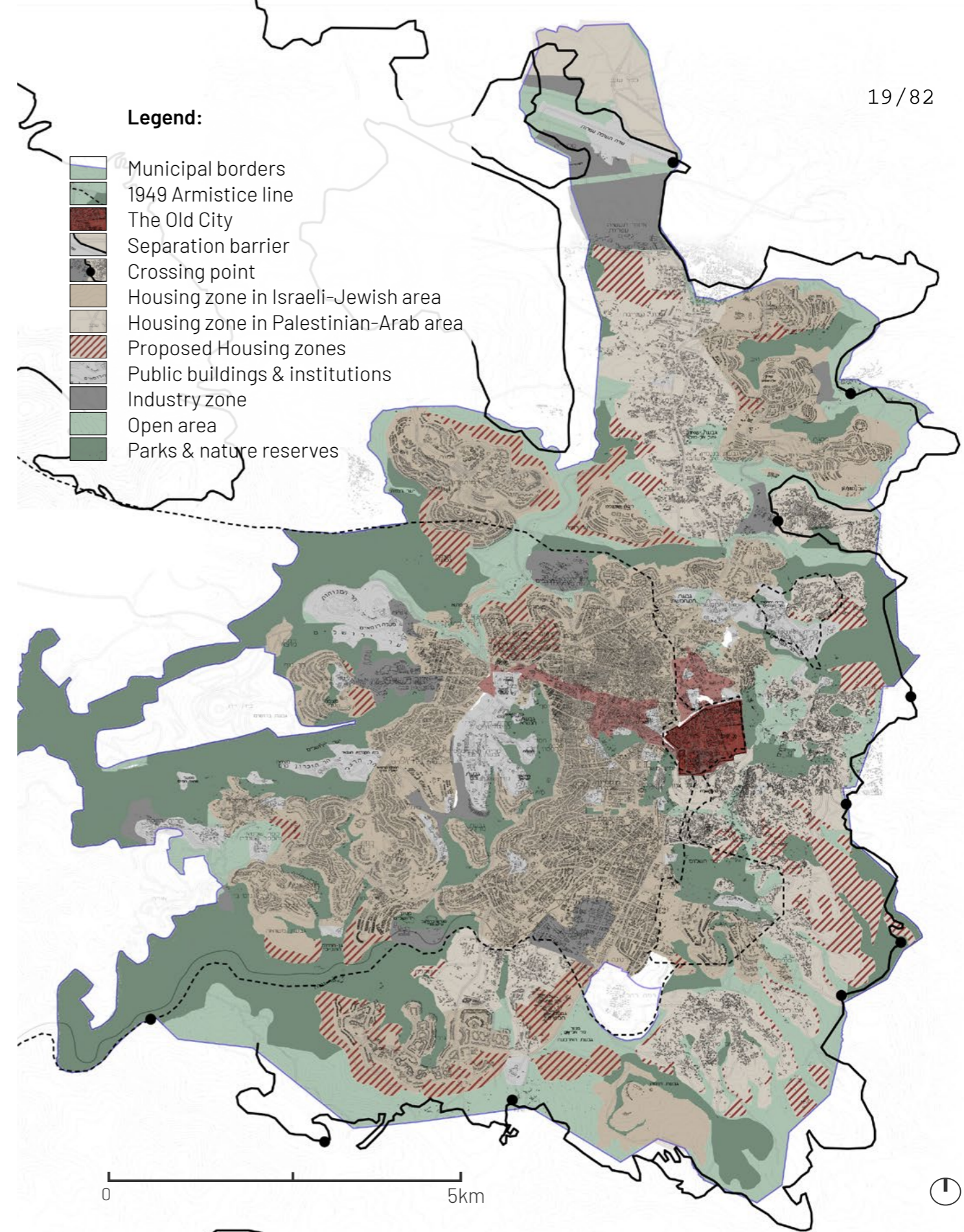
# Masterplan 2000–Political Interpretation

Interpretation drawing of 'Masterplan 2000'. In this drawing, the political aspects of the plan are revealed.

Made by author.

**Legend:**

- Municipal borders
- 1949 Armistice line
- The Old City
- Separation barrier
- Crossing point
- Housing zone in Israeli-Jewish area
- Housing zone in Palestinian-Arab area
- Proposed Housing zones
- Public buildings & institutions
- Industry zone
- Open area
- Parks & nature reserves

0       5km

# Masterplan2000–Political Interpretation
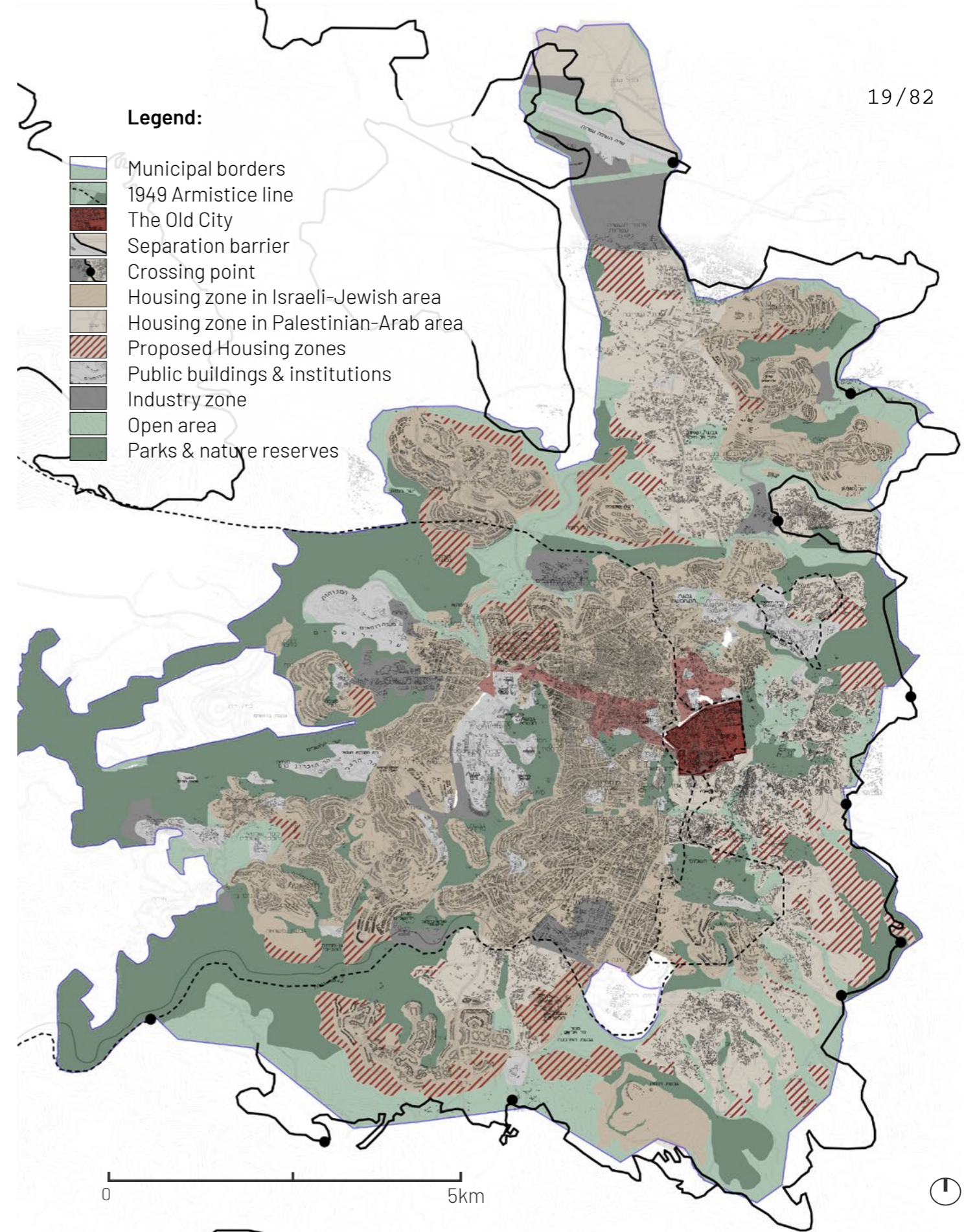
Problematic aspects:

Interpretation drawing of 'Masterplan 2000'. In this drawing, the political aspects of the plan are revealed.

Made by author.



0                    5km

# Masterplan2000–Political Interpretation

Problematic aspects:

- Ignoring the separation barrier



**Legend:**
Municipal borders
1949 Armistice line
The Old City
Separation barrier
Crossing point
Housing zone in Israeli-Jewish area
Housing zone in Palestinian-Arab area
Proposed Housing zones
Public buildings & institutions
Industry zone
Open area
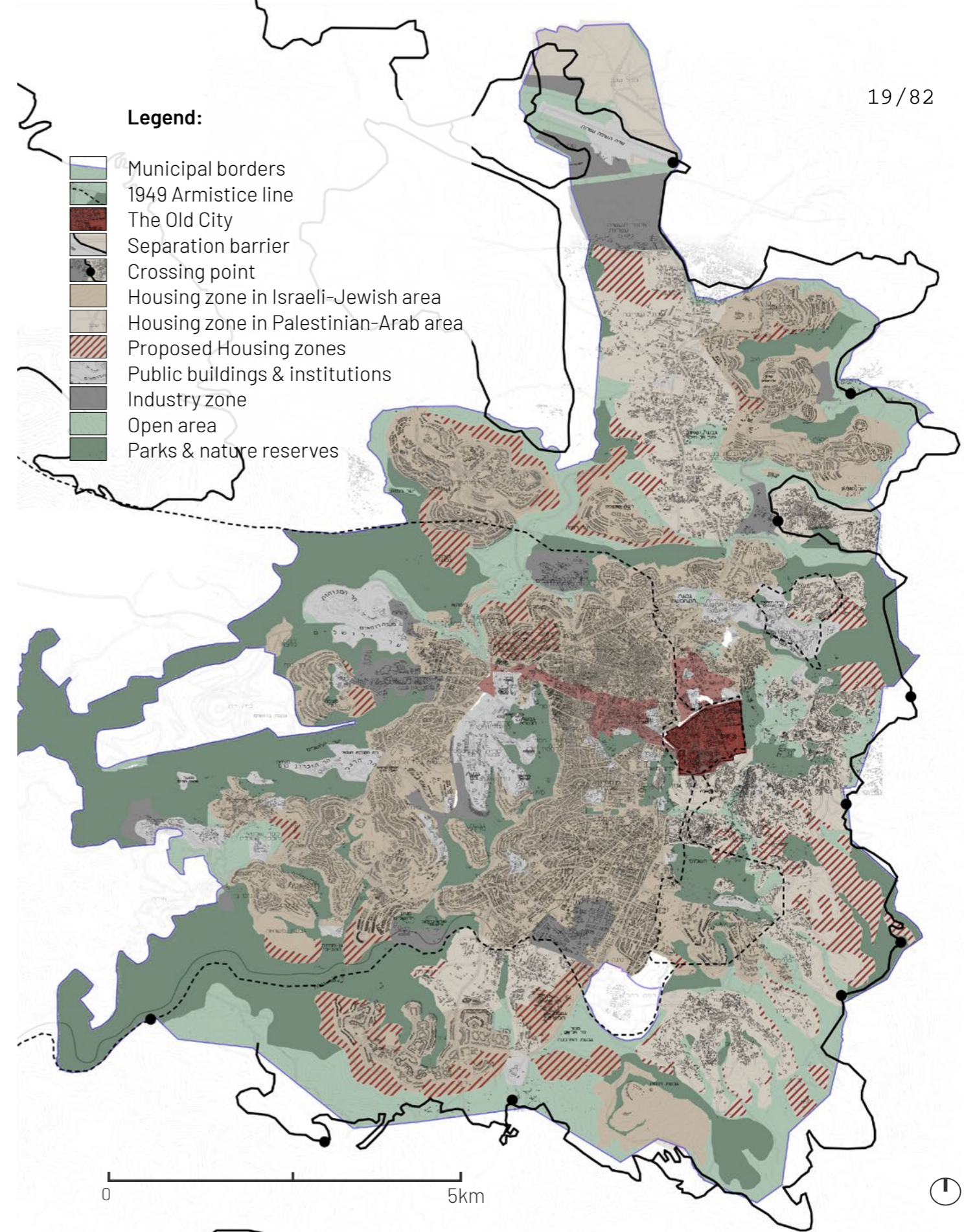Parks & nature reserves

Interpretation drawing of 'Masterplan 2000'. In this drawing, the political aspects of the plan are revealed.
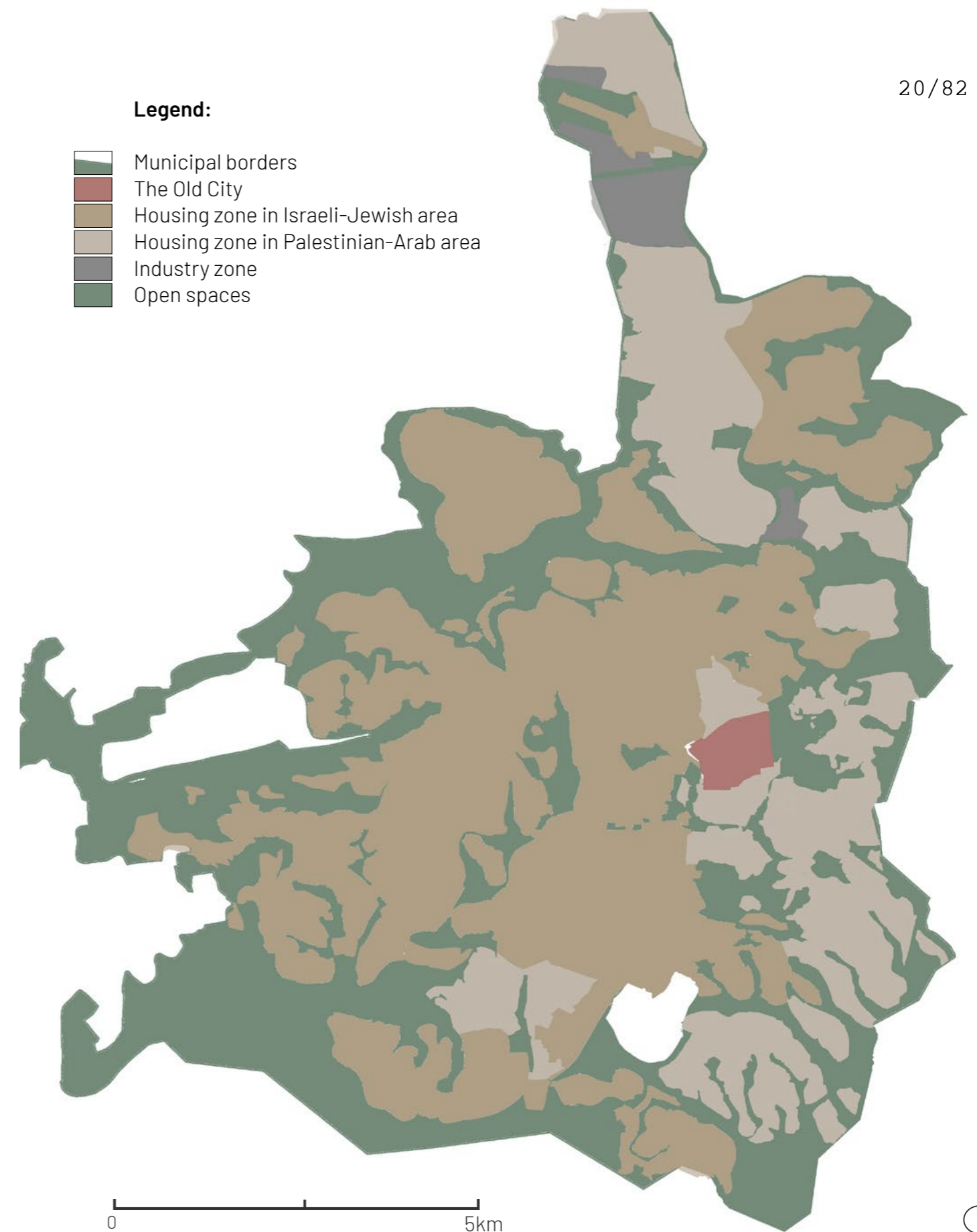
Made by author.

0          5km

# Masterplan 2000 – Political Interpretation

Problematic aspects:

- Ignoring the separation barrier

- Housing solutions that do not suit the reality in East Jerusalem

Interpretation drawing of 'Masterplan 2000'. In this drawing, the political aspects of the plan are revealed.

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Legend:

- Municipal borders
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0                    5km

# Masterplan2000–Political Interpretation

Problematic aspects:

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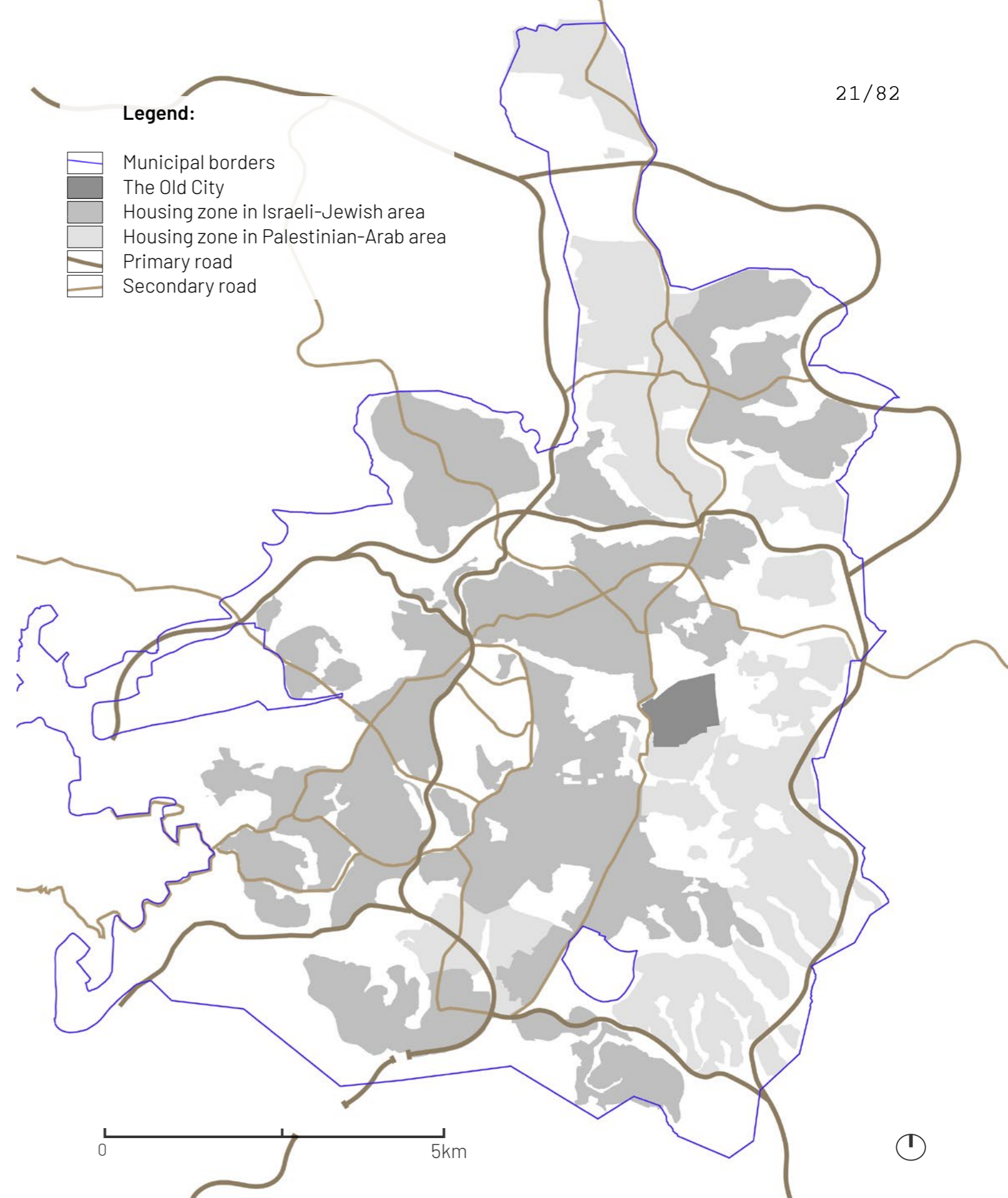- The use of open space to restrict Palestinian development

Legend:

- Municipal borders
- The Old City
- Housing zone in Israeli-Jewish area
- Housing zone in Palestinian-Arab area
- Industry zone
- Open spaces

0                    5km

# Masterplan2000–Political Interpretation

Problematic aspects:

- Sparse road network in East Jerusalem



**Legend:**
- Municipal borders
- The Old City
- Housing zone in Israeli-Jewish area
- Housing zone in Palestinian-Arab area
- Primary road
- Secondary road

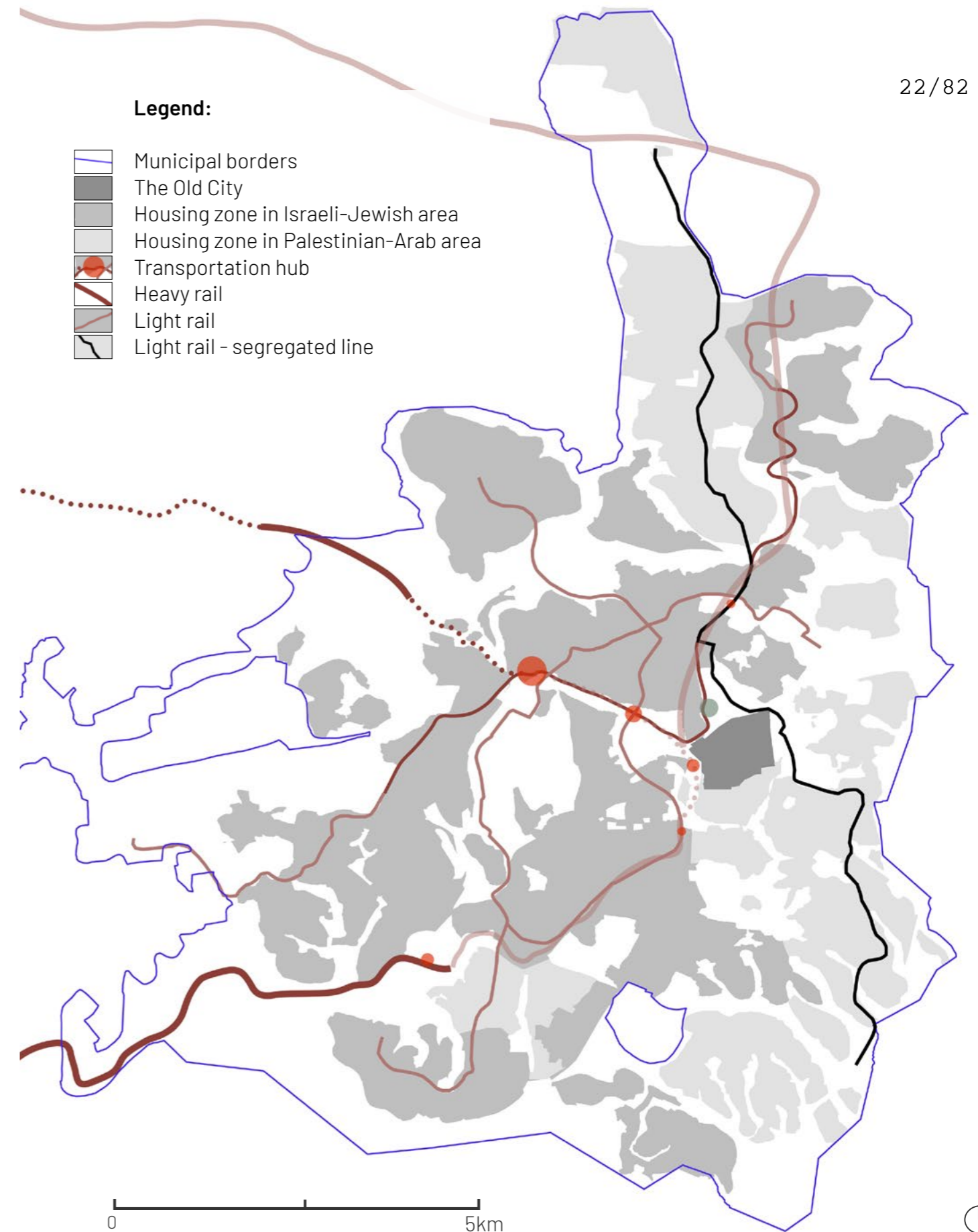Examination of the road network.

Made by author.

0          5km

# Masterplan2000–Political Interpretation

Problematic aspects:

- Sparse road network in East Jerusalem

- The tramline planned to serve the Palestinian neighborhoods is relatively segregated from the light rail network

Examination of the road network.

Made by author.



Legend:

- Municipal borders
- The Old City
- Housing zone in Israeli-Jewish area
- Housing zone in Palestinian-Arab area
- Transportation hub
- Heavy rail
- Light rail
- Light rail - segregated line

0          5km

# Israeli urban planning in East Jerusalem since 1967

- Insufficient infrastructure in poor physical conditions

East Jerusalem

Photography: Serena Abondanze

# Israeli urban planning in East Jerusalem since 1967

- Insufficient infrastructure in poor physical conditions

- Massive and unregulated informal housing in the neighborhoods beyond the separation barrier

Shu'afat Refugee Camp,
East Jerusalem

Photography: Serena Abondanze

# Israeli urban planning in East Jerusalem since 1967

- Insufficient infrastructure in poor physical conditions

- Massive and unregulated informal housing in the neighborhoods beyond the separation barrier

- The constant threat of home demolitions due to "illegal" construction

Jerusalem municipality demolishes homes in the Palestinian neighborhood of Isawiya, East Jerusalem. 11 July 2017.
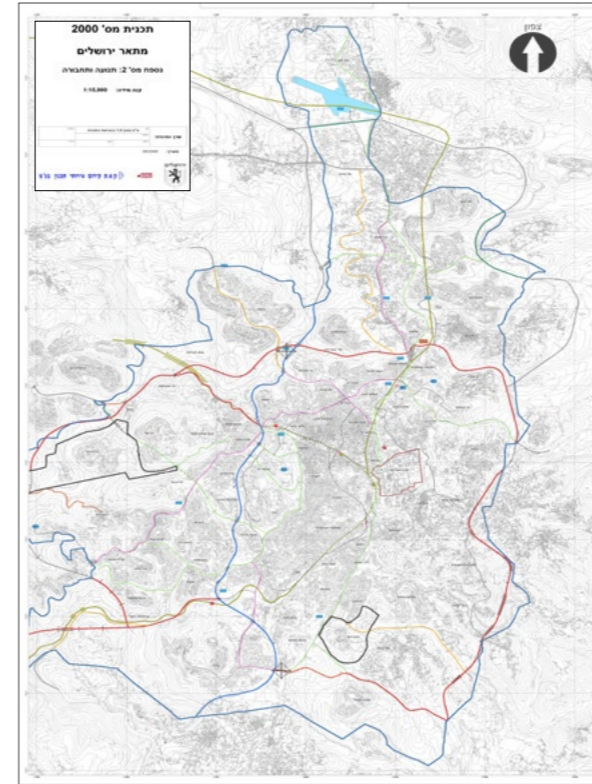
Source: U.N Office for the Coordination of Humanitarian Affairs.

# Masterplan 2000 – Political Interpretation

Conclusion:

Examination of the existing urban planning and its implications on East Jerusalem proves that **urban planning in Jerusalem is first and foremost an instrument of colonization.**

As such, it created a segregated, divided and unjust city.
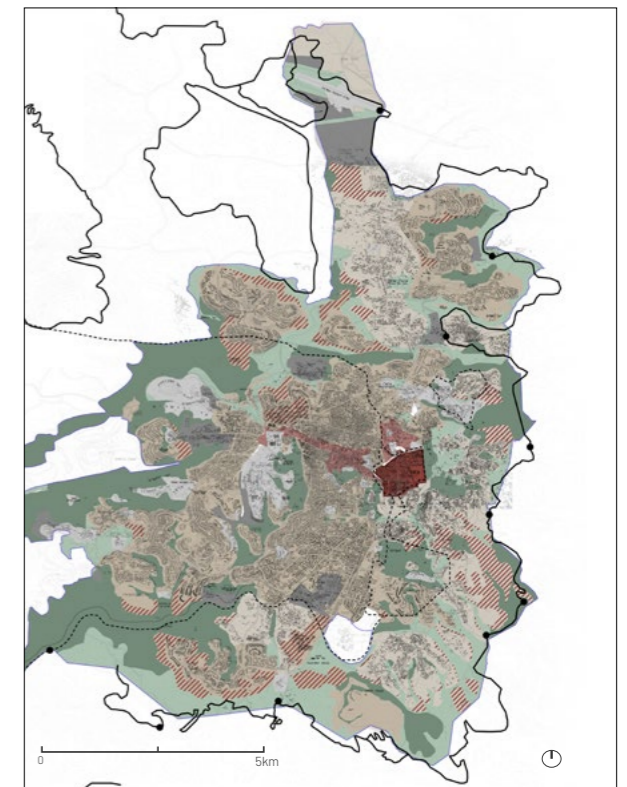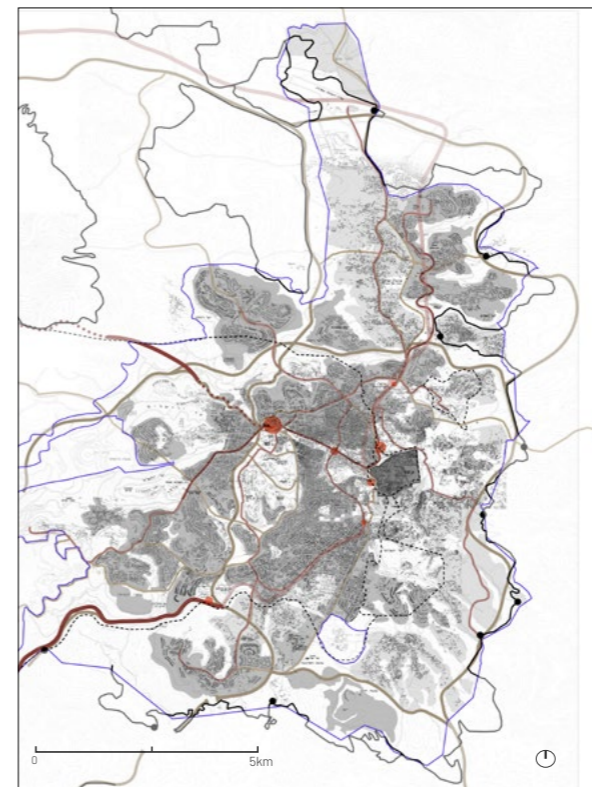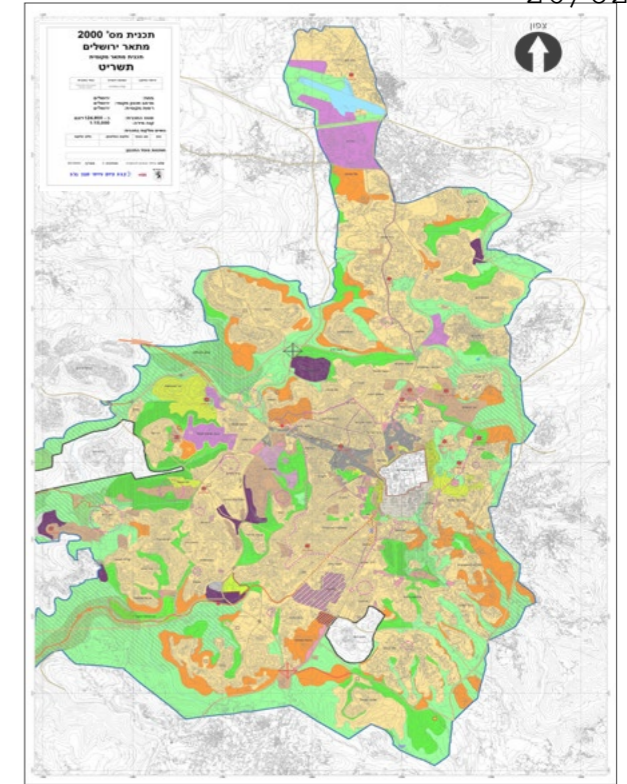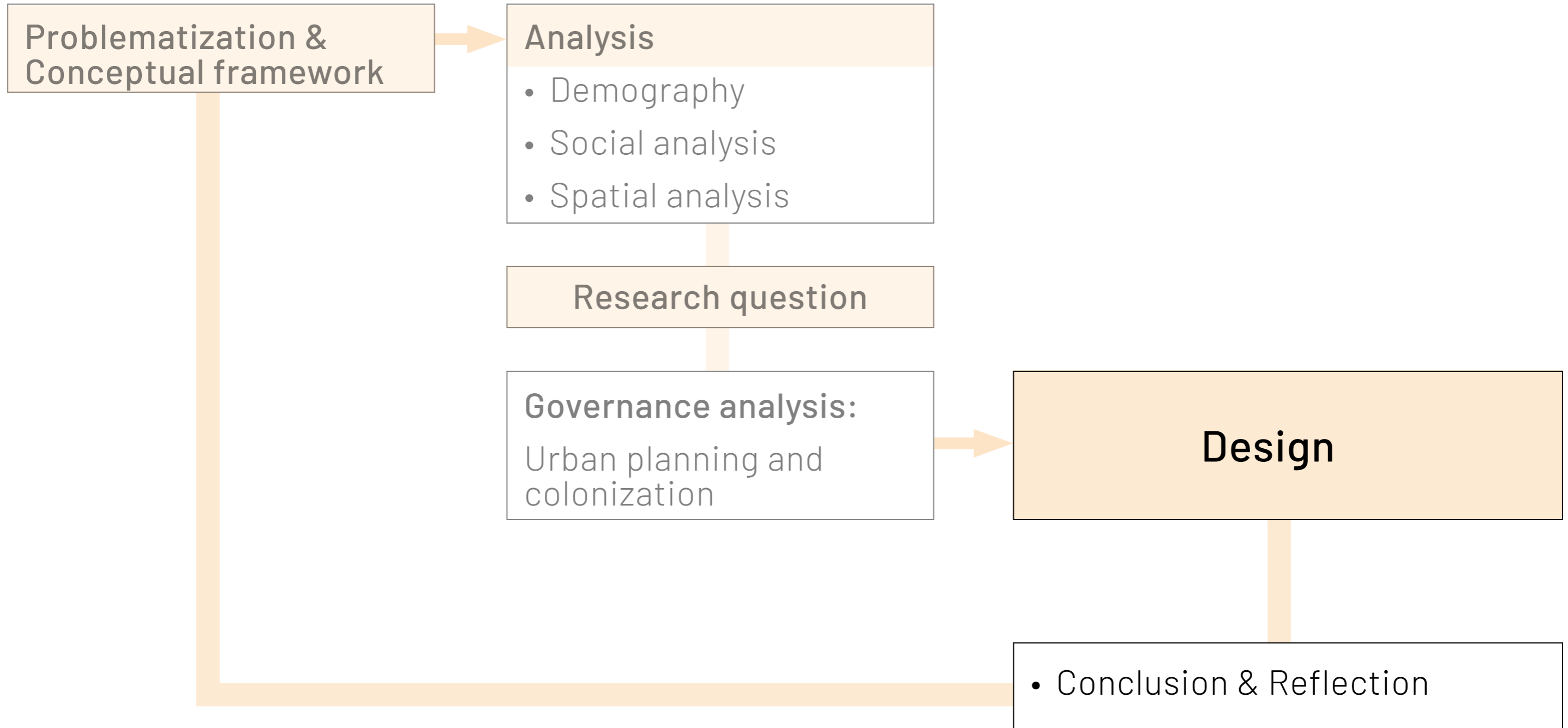
Problematization &
Conceptual framework

Analysis

- Demography
- Social analysis
- Spatial analysis

Research question

Governance analysis:

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colonization

Design

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# DESIGN

**Alternative Planning**

Based on the existing spatial and social conditions of the city while exploring alternative urban planning and design given a different political framework.

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**Alternative Planning**

Based on the existing spatial and social conditions of the city while exploring alternative urban planning and design given a different political framework.

This approach enables a critical debate about existing narratives and assumptions, stimulates discussion, and imagines a different future beyond existing political constraints.

**Coming from the belief that imagination is an important tool for political change.**

# DESIGN

## Jerusalem 2050: Urban Vision

A new development framework for the city that will define and promote a process of decolonization

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A new development framework for the city that will define and promote a process of decolonization

## Dynamic Planning

A new governance system that will support and implement the process of decolonization

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## Jerusalem 2050: Urban Vision

A new development framework for the city that will define and promote a process of decolonization

## Dynamic Planning

A new governance system that will support and implement the process of decolonization

## Key Projects

- Jerusalem-North Station

- Damascus Gate Terminal

# Jerusalem 2050: Urban Vision

# Jerusalem 2050: Urban Vision

Alternative vision - Imagining a different future

**Legend:**

Municipal borders
1949 Armistice line
The Old City
Former eparation barrier
Israeli neighborhood
Palestinian neighborhood
Heavy railway (Existing)
Heavy railway (proposed)
Heavy railway station
Light railway (existing)
Light railway (proposed)
Tram stop
Main hub
City center
Defragmentation area

Jerusalem 2050: Urban Vision

Made by author.

0                    5km

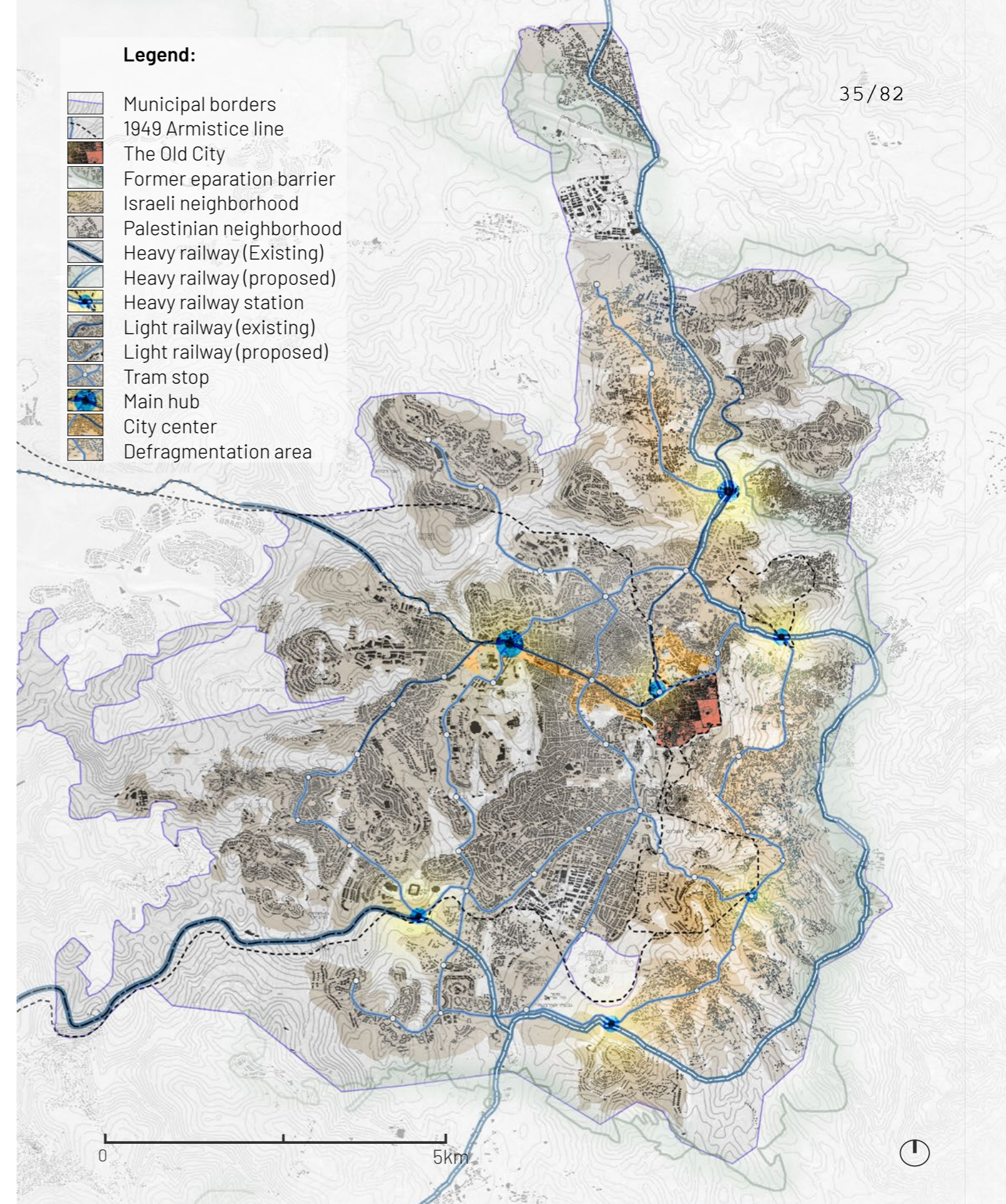# Jerusalem 2050: Urban Vision

Alternative vision - Imagining a different future

The aim of **Jerusalem 2050: Urban Vision** is to provide an alternative vision for the future of Jerusalem as a viable, multicultural city that will serve as a cultural, economic and political center for all its communities and the region as a whole.

Jerusalem 2050: Urban Vision

Made by author.

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1949 Armistice line
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City center
Defragmentation area

0                    5km

# Jerusalem 2050: Urban Vision

Defines decolonization in the context of Jerusalem



**Legend:**

- Municipal borders
- 1949 Armistice line
- The Old City
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Jerusalem 2050: Urban Vision

Made by author.

0          5km

# Jerusalem 2050: Urban Vision

Defines decolonization in the context of Jerusalem

## Urban rehabilitation
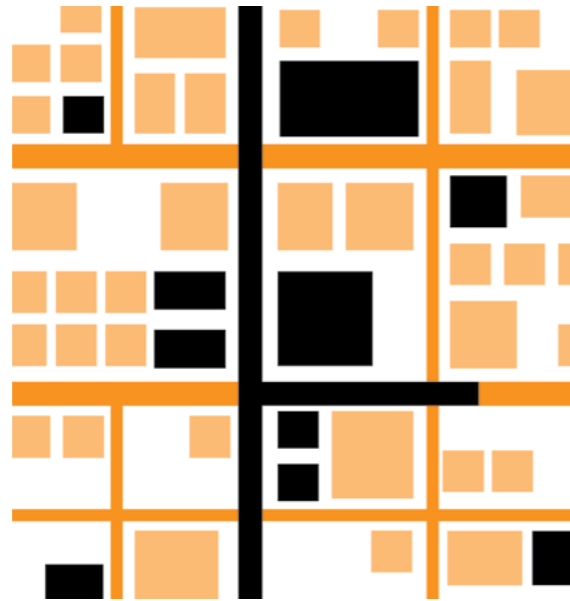


Wadi Qadum, East Jerusalem.
Source: Jerusalem Municipality, 2011.

# Jerusalem 2050: Urban Vision

Defines decolonization in the context of Jerusalem

## Defragmentation
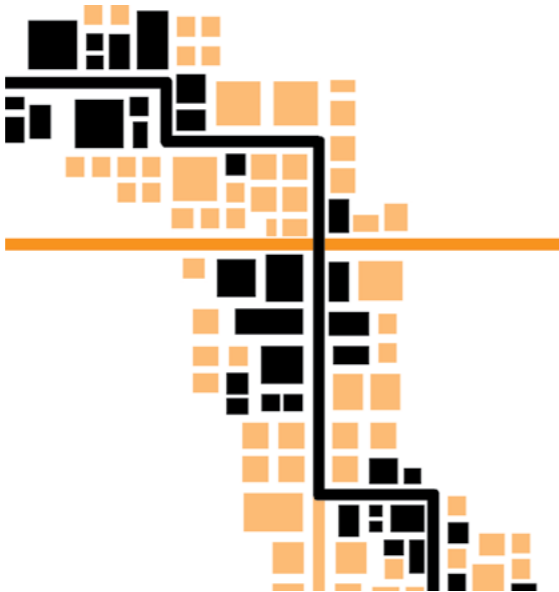


The construction of road 50, Beit Saffafa - East Jerusalem.
Photography: Anna Wachsmuth, *Jerusalem Landscape*.

# Jerusalem 2050: Urban Vision

Defines decolonization in the context of Jerusalem

## Integration into the urban grid
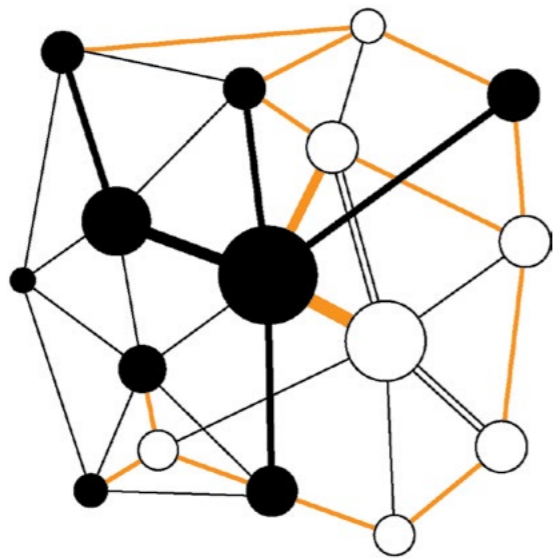


Light rail stop outside Damascus Gate, East Jerusalem.
Photography: Author, 2020.

# Jerusalem 2050: Urban Vision

Defines decolonization in the context of Jerusalem

## Multiple narratives



ירושלים Jerusalem القدس



Damascus Gate Market, the Old City.
Photography: Author, 2020.

# Jerusalem 2050: Urban Vision

## Alternative vision - Imagining a different future

## Three major transitions:

**Legend:**

- Municipal borders
- 1949 Armistice line
- The Old City
- Former eparation barrier
- Israeli neighborhood
- Palestinian neighborhood
- Heavy railway (Existing)
- Heavy railway (proposed)
- Heavy railway station
- Light railway (existing)
- Light railway (proposed)
- Tram stop
- Main hub
- City center
- Defragmentation area

0        5km

Jerusalem 2050: Urban Vision

Made by author.

# Jerusalem 2050: Urban Vision

Alternative vision - Imagining a different future

**Three major transitions:**

1. From urban sprawl to TOD



**Legend:**

- Municipal borders
- 1949 Armistice line
- The Old City
- Former eparation barrier
- Israeli neighborhood
- Palestinian neighborhood
- Heavy railway (Existing)
- Heavy railway (proposed)
- Heavy railway station
- Light railway (existing)
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- Tram stop
- Main hub
- City center
- Defragmentation area

0        5km

Jerusalem 2050: Urban Vision

Made by author.

# Jerusalem 2050: Urban Vision

Alternative vision - Imagining a different future

**Three major transitions:**

1. From urban sprawl to TOD

2. From fragmented to integrated East Jerusalem

**Legend:**

- Municipal borders
- 1949 Armistice line
- The Old City
- Former eparation barrier
- Israeli neighborhood
- Palestinian neighborhood
- Heavy railway (Existing)
- Heavy railway (proposed)
- Heavy railway station
- Light railway (existing)
- Light railway (proposed)
- Tram stop
- Main hub
- City center
- Defragmentation area

0          5km
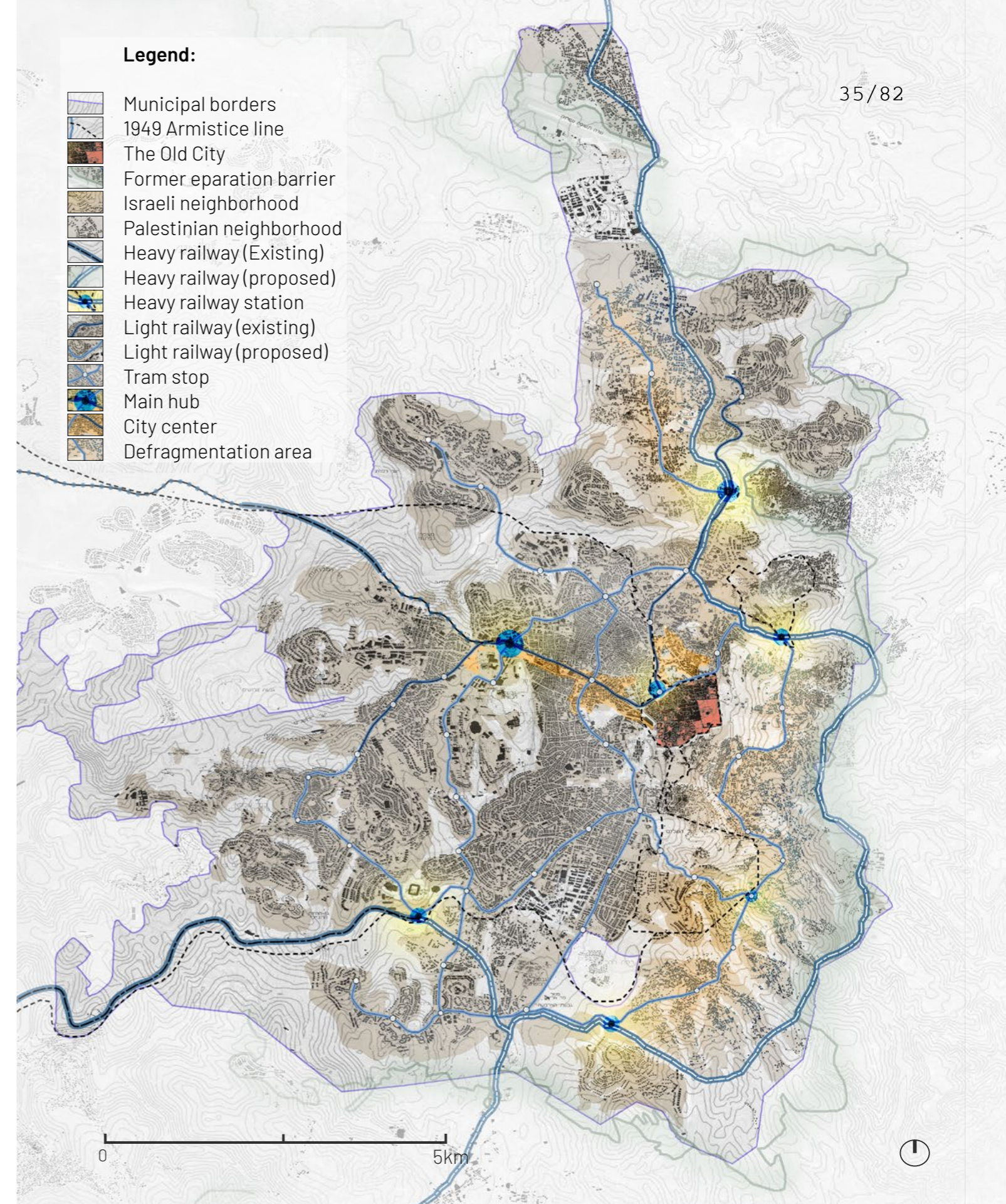
Jerusalem 2050: Urban Vision

Made by author.

# Jerusalem 2050: Urban Vision

Alternative vision - Imagining a different future

## Three major transitions:

1. From urban sprawl to TOD

2. From fragmented to integrated East Jerusalem

3. From a central to distributed governance system

Jerusalem 2050: Urban Vision

Made by author.

**Legend:**

- Municipal borders
- 1949 Armistice line
- The Old City
- Former eparation barrier
- Israeli neighborhood
- Palestinian neighborhood
- Heavy railway (Existing)
- Heavy railway (proposed)
- Heavy railway station
- Light railway (existing)
- Light railway (proposed)
- Tram stop
- Main hub
- City center
- Defragmentation area

0          5km

# Planning Principles

**Legend:**

Municipal borders
1949 Armistice line
The Old City
Former eparation barrier
Israeli neighborhood
Palestinian neighborhood
Heavy railway (Existing)
Heavy railway (proposed)
Heavy railway station
Light railway (existing)
Light railway (proposed)
Tram stop
Main hub
City center
Defragmentation area

Jerusalem 2050: Urban Vision

Made by author.

0    5km

# Planning Principles

## Light Rail Network:

Creating a viable light rail network, one that integrates the Palestinian neighborhoods in East Jerusalem to the urban grid.

Promoting the light rail network as a **new development framework** of the city.

The Ligh Rail Network

Made by author.

**Legend:**

| | |
|---|---|
| | Municipal borders |
| | The Old City |
| | Israeli neighborhood |
| | Palestinian neighborhood |
| | Light railway (existing) |
| | Light railway (proposed) |
| | Tram stop |
| | Main hub |

0       5km

# Planning Principles

## Defragmenting East Jerusalem:

Using the light rail network as an urban development framework to defragment the Palestinian neighborhoods, interconnecting them and integrating them back to the urban grid.

Defragmenting East Jerusalem

Made by author.

**Legend:**

Municipal borders
The Old City
Light railway (existing)
Light railway (proposed)
Tram stop
Main hub
Defragmentation area



0          5km

# Planning Principles

## Connecting the two centers:

Creating interdependency and cooperation between the city's communities.
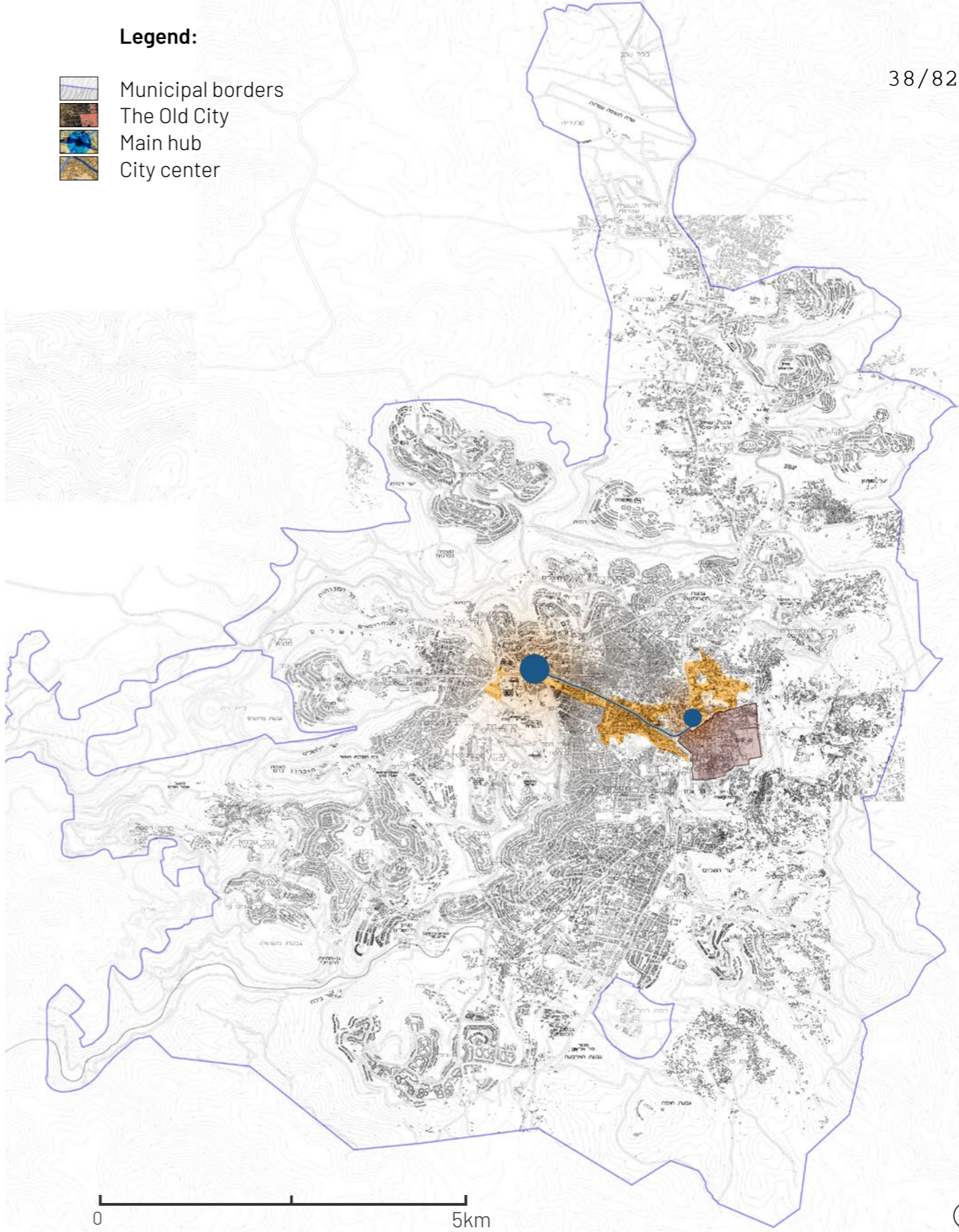
Connecting the two centers

Made by author.

0

5km

# Planning Principles

## Heavy Rail Connections:

Introducing the West Bank railway, connecting Jerusalem to the Palestinian cities in the West Bank, as well as to the existing Israeli railway.

The new railway will cross Jerusalem along the route of the former separation barrier.

Heavy Rail Connections

Made by author.



Legend:

Municipal borders
The Old City
Former eparation barrier
Heavy railway (Existing)
Heavy railway (proposed)
Heavy railway station

0                    5km
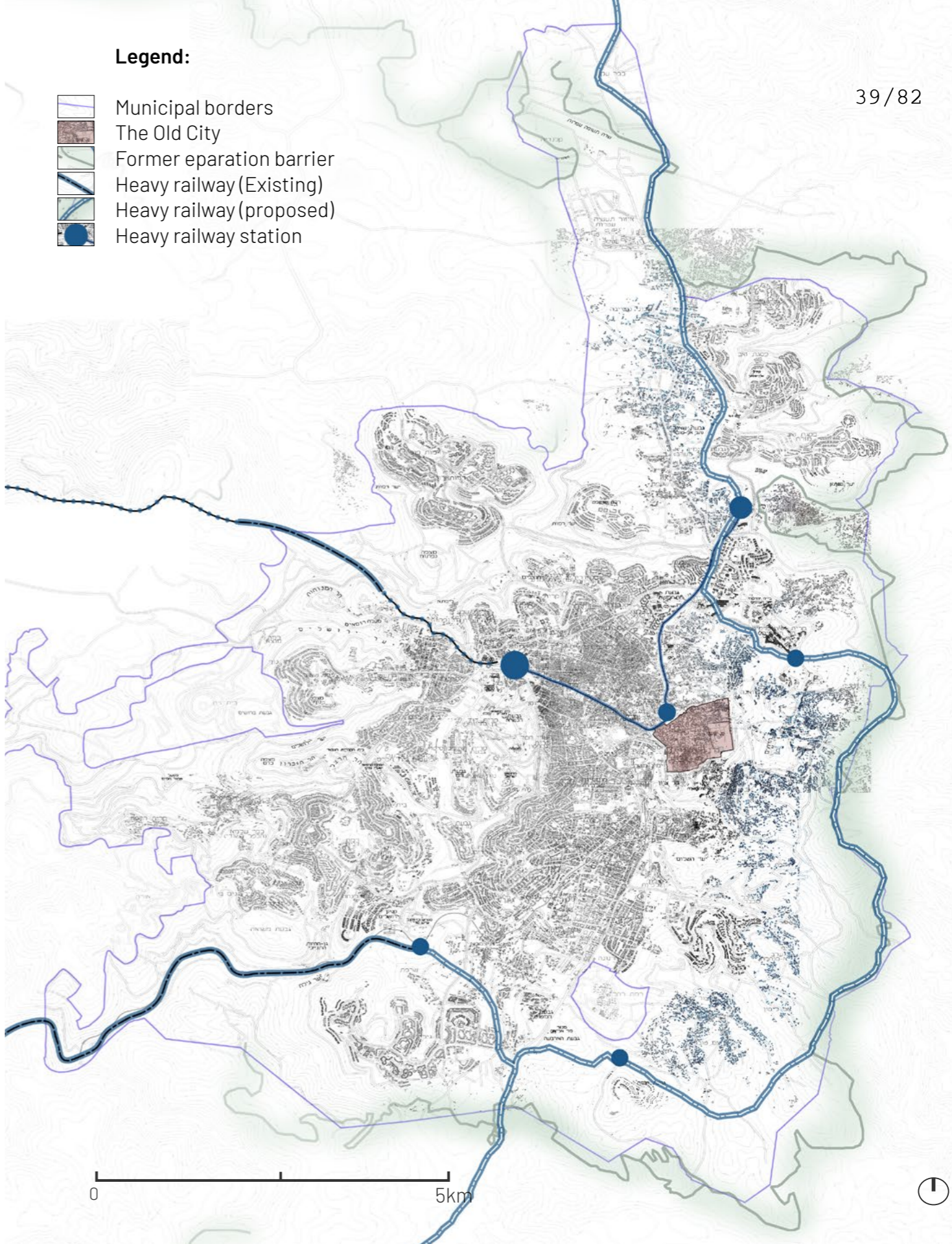
# Regional Reflection

Divided, underdeveloped frontier
city

Jerusalem 2050: Regional reflection

Made by author.

**Legend:**

1949 Armistice Line
Separation Barrier
Israeli railway (existing)

Haifa

Jenin

Netanya

Nablus

Tel-Aviv - Jaffa

Ramallah

Jericho

Ashdod

Jerusalem

Bethlehem

Hebron

Gaza

Be'er Sheva

0        20 km

# Regional Reflection

The main connecting link between
the Israeli and Palestinian networks
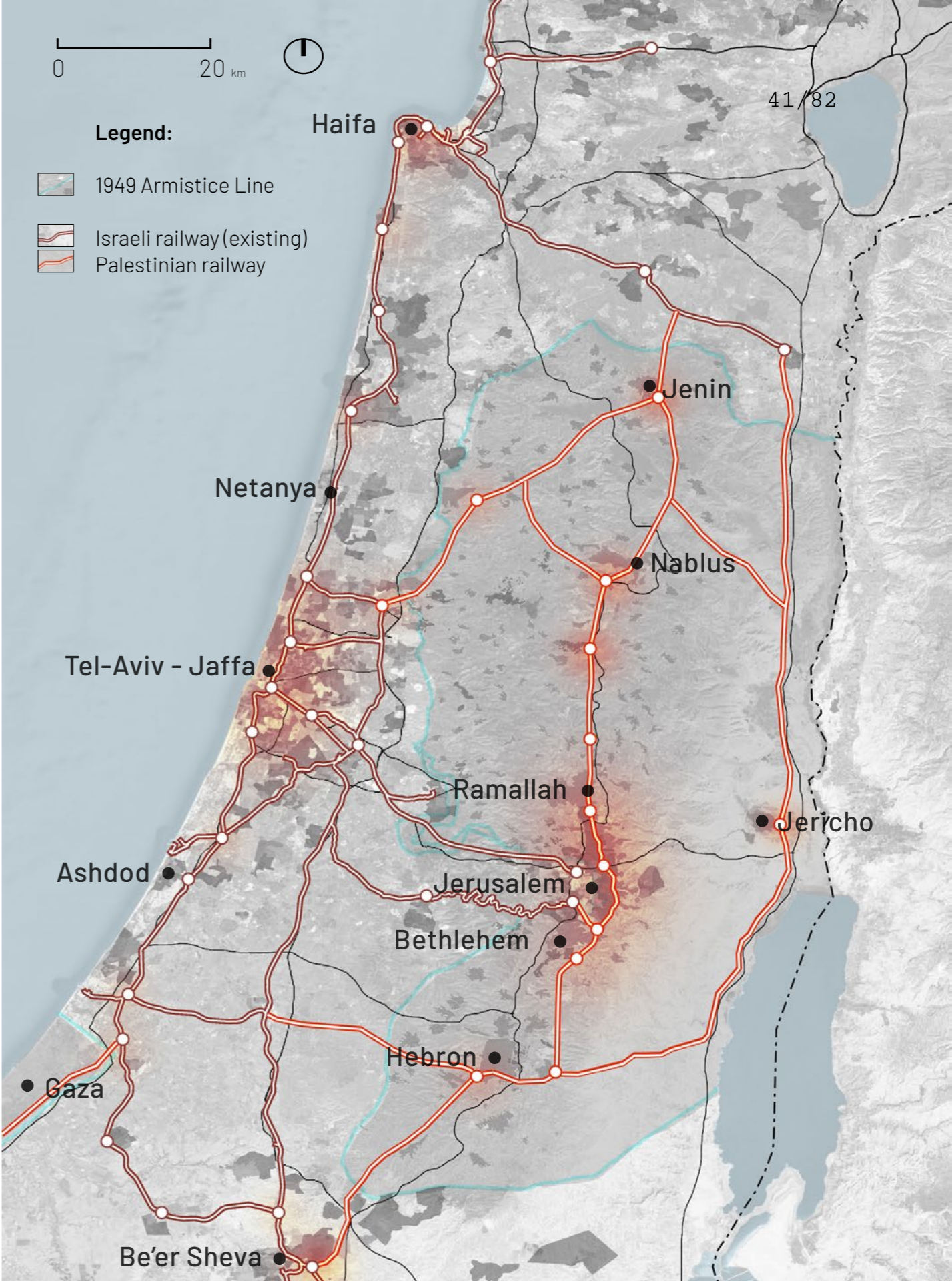
Legend:

[ ] 1949 Armistice Line

[ ] Israeli railway (existing)
    Palestinian railway

Haifa

Jenin

Netanya

Nablus

Tel-Aviv - Jaffa

Ramallah

Jericho

Ashdod

Jerusalem

Bethlehem

Hebron

Gaza

Be'er Sheva

Jerusalem 2050: Regional reflection

Made by author.

# DESIGN

### Jerusalem 2050: Urban Vision

A new development framework for the city that will define and promote a process of decolonization

### Dynamic Planning

A new governance system that will support and implement the process of decolonization

Key Projects

- Jerusalem-North Station

- Damascus Gate Terminal

# Governance Transition: Urban planning as an instrument for decolonization
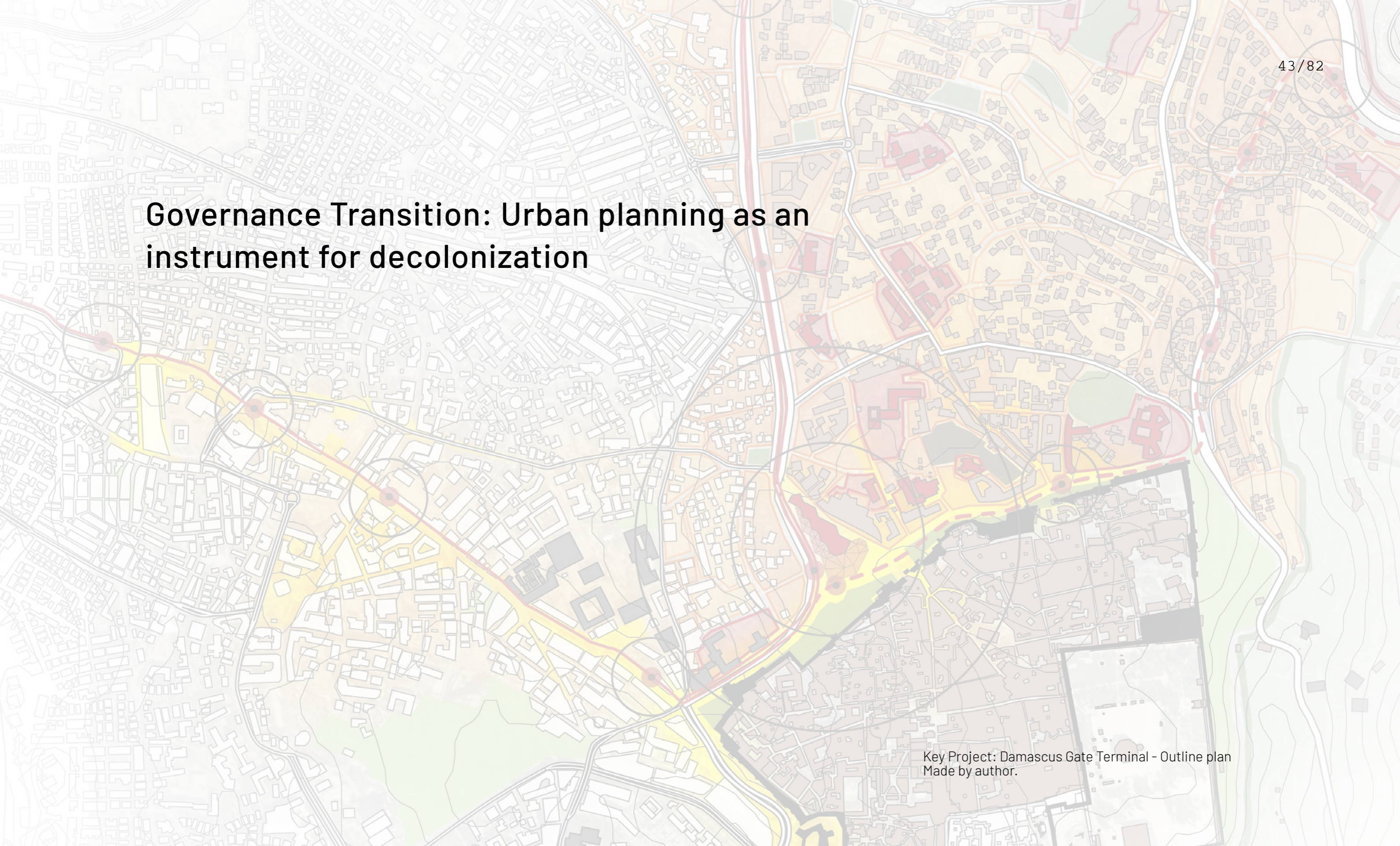
Key Project: Damascus Gate Terminal - Outline plan
Made by author.

# Governance Transition: Urban planning as an instrument for decolonization

Dynamic Planning: a new approach for feasible planning in East Jerusalem.
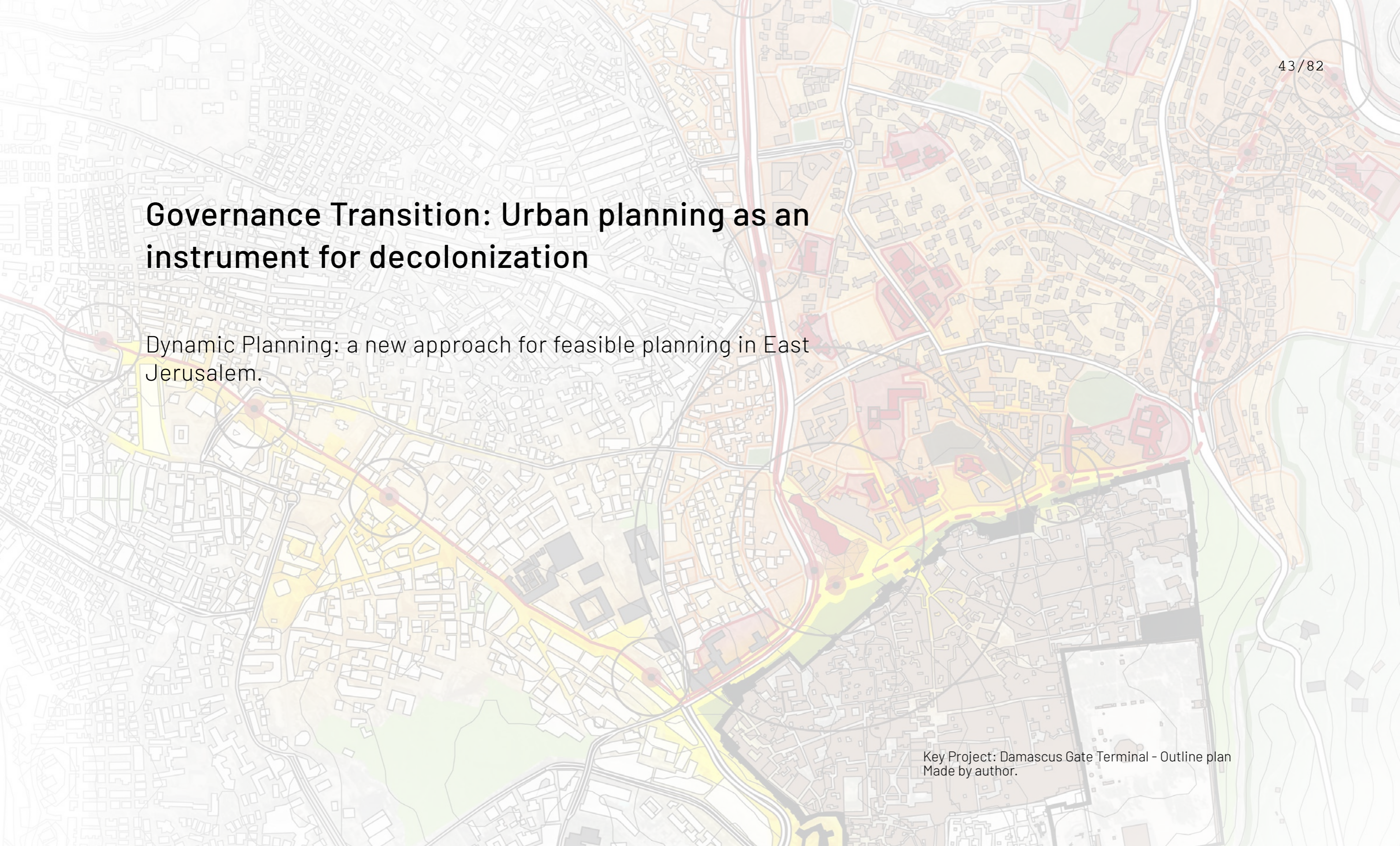
Key Project: Damascus Gate Terminal - Outline plan
Made by author.

# Governance Transition: Urban planning as an instrument for decolonization

Dynamic Planning: a new approach for feasible planning in East Jerusalem.

Dynamic Planning is a planning strategy that will address the planning process in East Jerusalem both from the spatial planning perspective and the governance perspective, in order to translate a large-scale urban vision to local implementations as part of a decolonization process.

Key Project: Damascus Gate Terminal - Outline plan
Made by author.

# Dynamic Planning

In many parts of East Jerusalem, urban development is dependent upon local initiatives of residents and landowners.
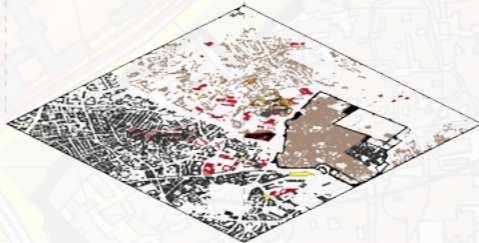
Local initiatives

# Dynamic Planning

In many parts of East Jerusalem, urban development is dependent upon local initiatives of residents and landowners.

However, these initiatives often contradict the municipality large-scale planning and lack of any support from the municipality planning authorities.
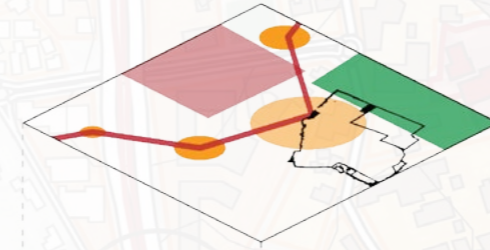


Strategic planning

Local initiatives

# Dynamic Planning

There is a need for mediation between the top-down planning and the existing urban reality.

**Dynamic planning** must promote and empower local planning initatives, incorporating them within the municipality's planning process.

Strategic planning

Dynamic Planning
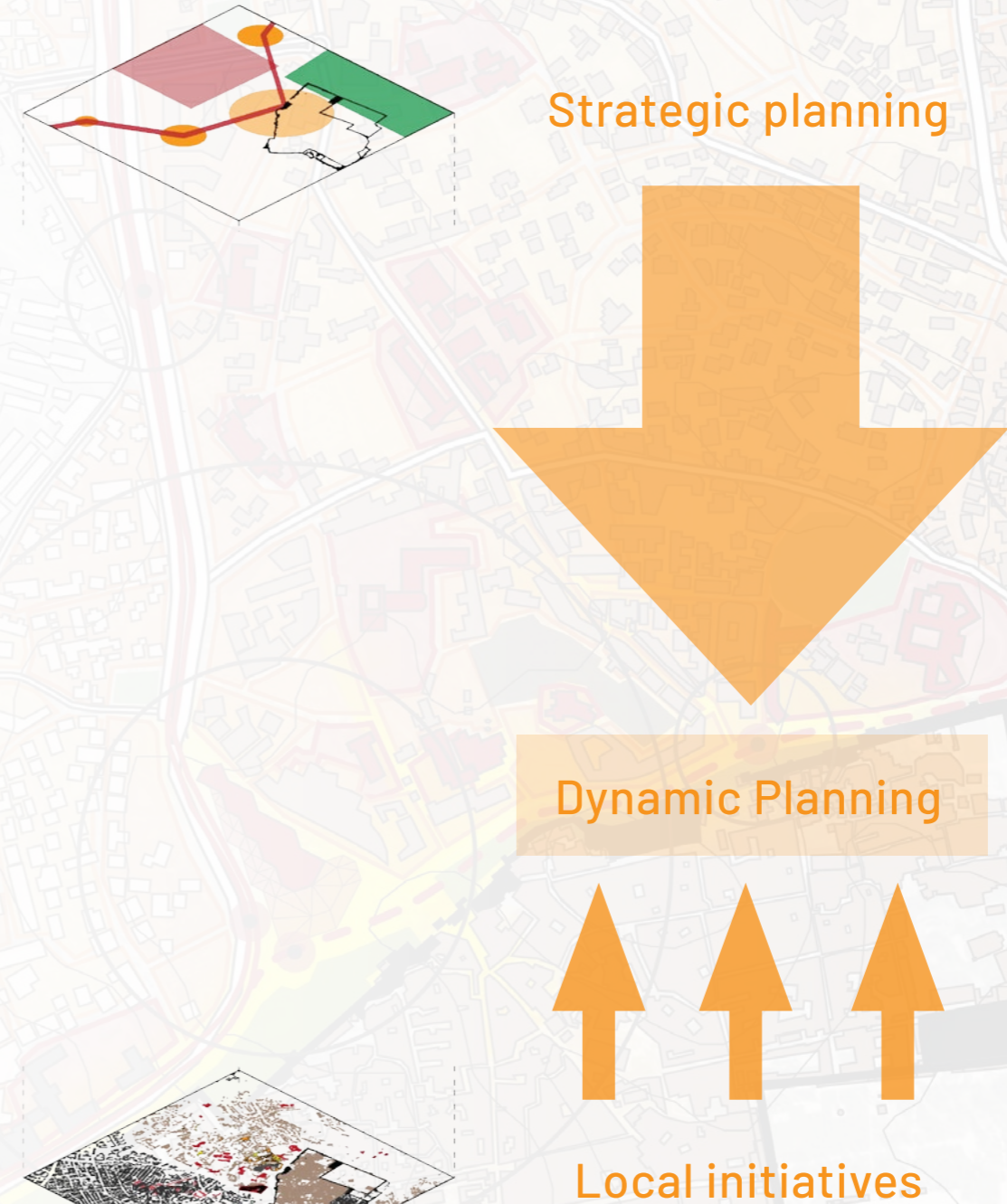
Local initiatives

# Dynamic Planning

There is a need for mediation between the top-down planning and the existing urban reality.

**Dynamic planning** must promote and empower local planning initatives, incorporating them within the municipality's planning process.

In order to do so, **Dynamic Planning** will perform in two complementary levels: A top-down large-scale **outline plan**, and locally initiated small-scale **detailed plans**.

Strategic planning

Dynamic Planning

Local initiatives

# Dynamic Planning

**Outline Plan**: top-down planning, usually on the neighborhood scale. Outline Plans must be limited only to the vital issues that cannot be addressed in small-scale planning, such as **main infrastructure** and overall planning.

It must create the **urban structure** while leaving flexibility and freedom for local initatives to be developed.

Key Project: Damascus Gate Terminal - Outline plan: Urban structure
Made by author.
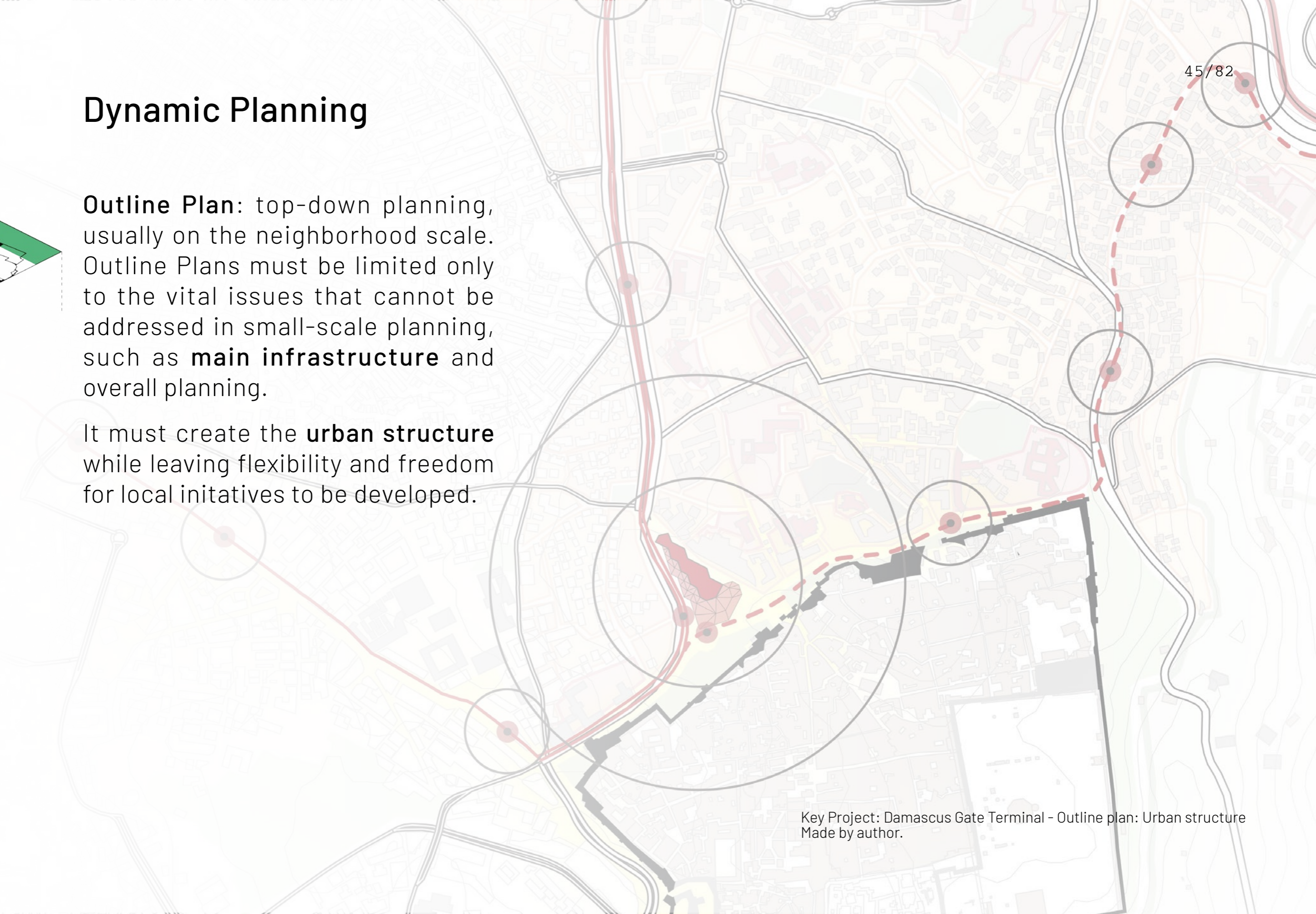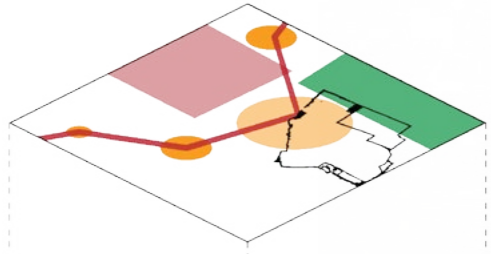
# Dynamic Planning

**Outline Plan**: top-down planning, usually on the neighborhood scale. Outline Plans must be limited only to the vital issues that cannot be addressed in small-scale planning, such as **main infrastructure** and overall planning.

It must create the **urban structure** while leaving flexibility and freedom for local initatives to be developed.

To encourage local initiatives, the outline plan will not be sufficient for obteining a construction permit in most cases and will require a locally initiated detailed plan.
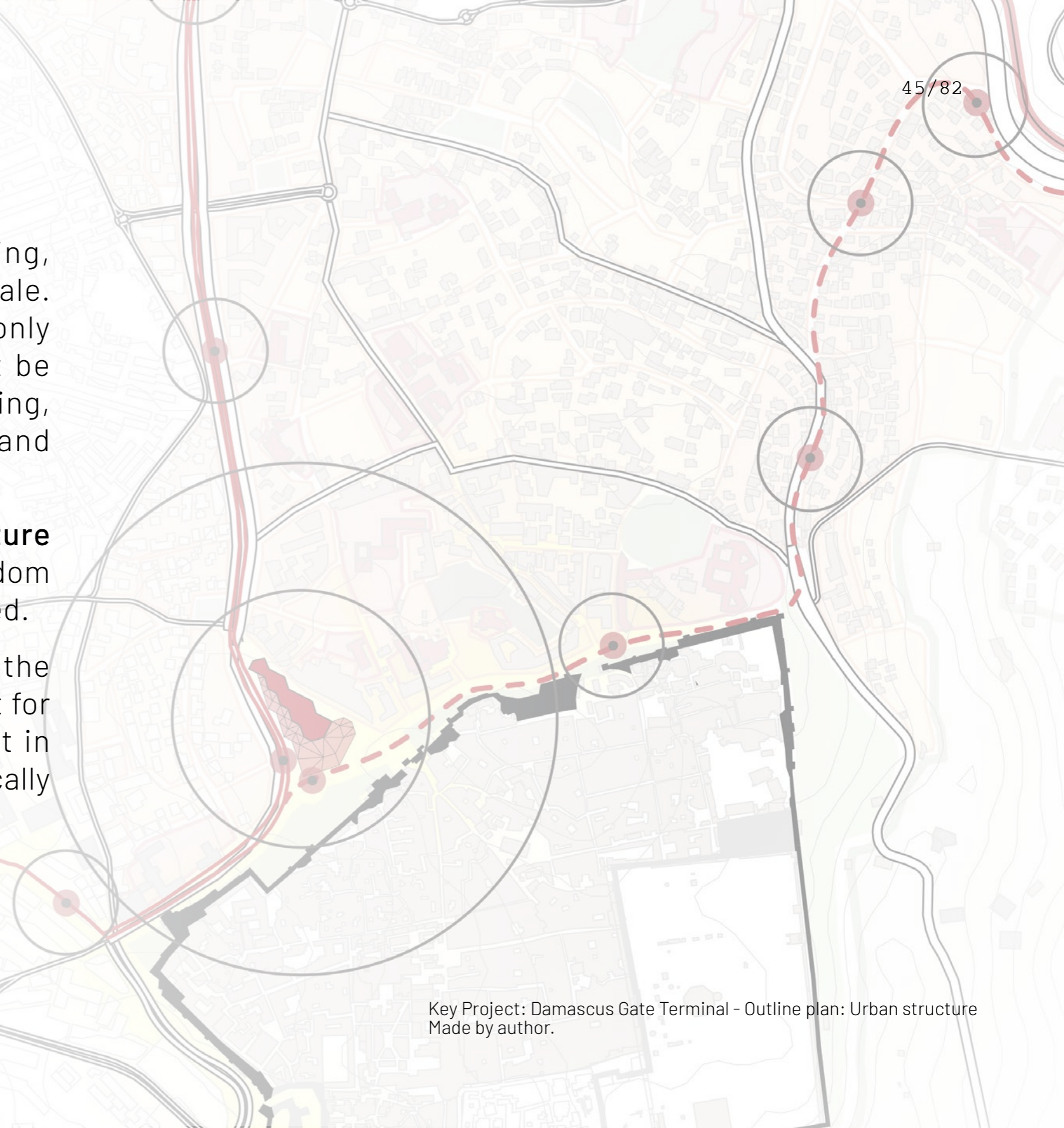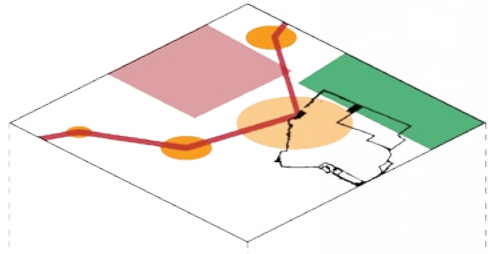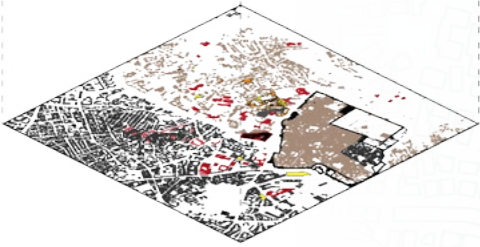
Key Project: Damascus Gate Terminal - Outline plan: Urban structure
Made by author.

# Dynamic Planning

**Detailed Plan**: A locally initiated plan. The scale and complexity of the plan will be determined by the size and nature of the local initiative.

Key Project: Damascus Gate Terminal - Outline plan: Land uses
Made by author.
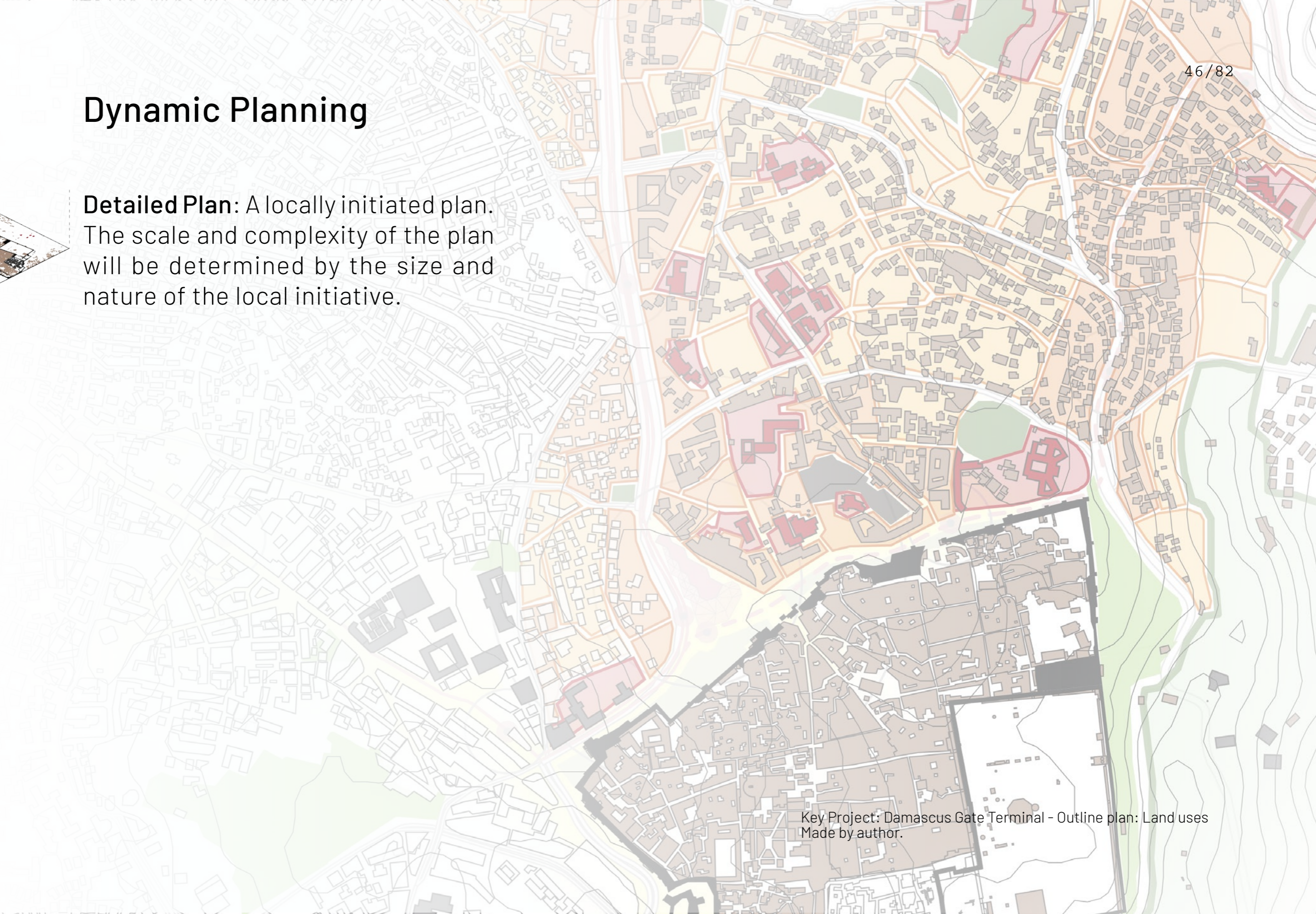
# Dynamic Planning
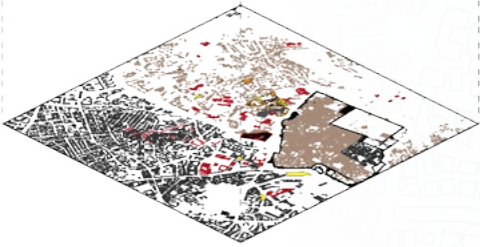
**Detailed Plan**: A locally initiated plan. The scale and complexity of the plan will be determined by the size and nature of the local initiative.

The top-down, outline plans will relly on these local initiatives. Thus, detailed plans will enjoy **flexibility** and freedom in allocating land uses and urban design.



Key Project: Damascus Gate Terminal - Outline plan: Land uses
Made by author.

# Dynamic Planning: Principles for top-down Outline plans

In order to limit the top-down outline plans only to the necessary urban structure, leaving flexibility to local initiatives, it must consist of only **four main elements:**



STRATEGIC PLANNING



LOCAL INITIATIVES

# Dynamic Planning: Principles for top-down Outline plans

In order to limit the top-down outline plans only to the necessary urban structure, leaving flexibility to local initiatives, it must consist of only **four main elements:**



STRATEGIC PLANNING

• Primary Transportation Network

• Large Public Institutions

• Large Recreational Zones

• Inclusive Urban Area

LOCAL INITIATIVES

# Dynamic Planning: Principles for top-down Outline plans

In order to limit the top-down outline plans only to the necessary urban structure, leaving flexibility to local initiatives, it must consist of only **four main elements:**

STRATEGIC PLANNING

- Primary Transportation Network

- Large Public Institutions

- Large Recreational Zones

- Inclusive Urban Area

LOCAL INITIATIVES

**'Inclusive Urban Area'** will replace all the over-detailed land-uses allocated in the existing plans such as the different types of housing, commerce, services, etc. (Cohen-Bar, E & Ronel, A, 2013).

Salah a-Din street, East Jerusalem, 2020.
Photography: Author

'Inclusive Urban Area' will replace all the over-detailed land-uses allocated in the existing plans such as the different types of housing, commerce, services, etc. (Cohen-Bar, E & Ronel, A, 2013).

'Inclusive Urban Area' will determine maximum densities and the ratio between housing and other uses, however, being general and not detailed, it will allow a wide range of urban functions to be allocated during the locally initiated detailed planning.

Salah a-Din street, East Jerusalem, 2020.
Photography: Author

# DESIGN

## Jerusalem 2050: Urban Vision

- Decolonizing Jerusalem
- Transition
- Principles
- Regional reflection

- **Dynamic Planning**
- Mediation between strategic planning and local initiatives
- Means of implementation

## Key Projects

- Jerusalem-North Station

- Damascus Gate Terminal

# Key Projects

The development of two projects on important nodes in the urban vision will be used to explore its implication on the neighborhood-scale, the built form and public space

Jerusalem 2050: Urban Vision
Made by author.
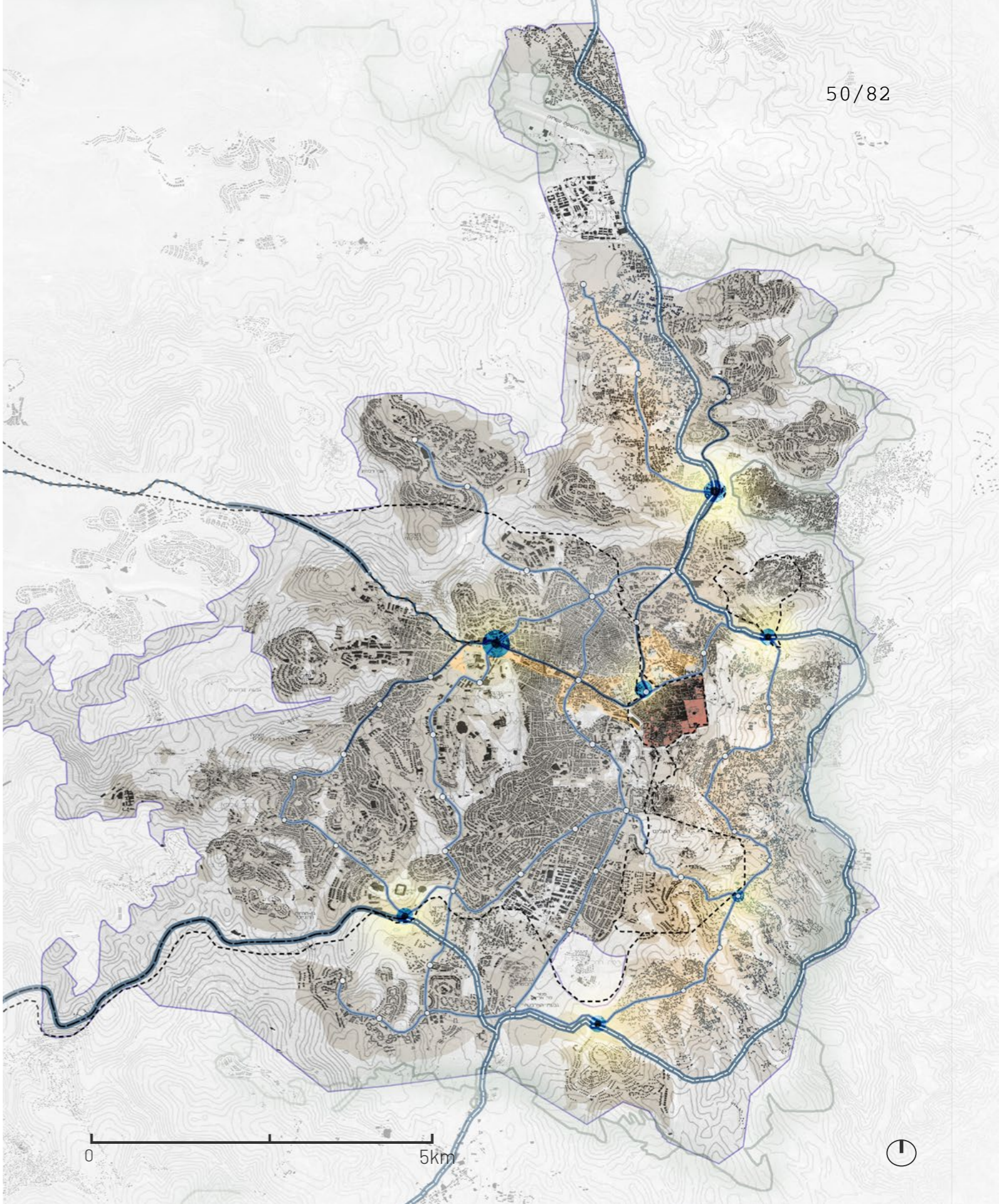


0          5km

# Key Projects

The development of two projects on important nodes in the urban vision will be used to explore its implication on the neighborhood-scale, the built form and public space

## 1. Jerusalem-North Station

## 2. Damascus Gate Terminal

Jerusalem 2050: Urban Vision
Made by author.
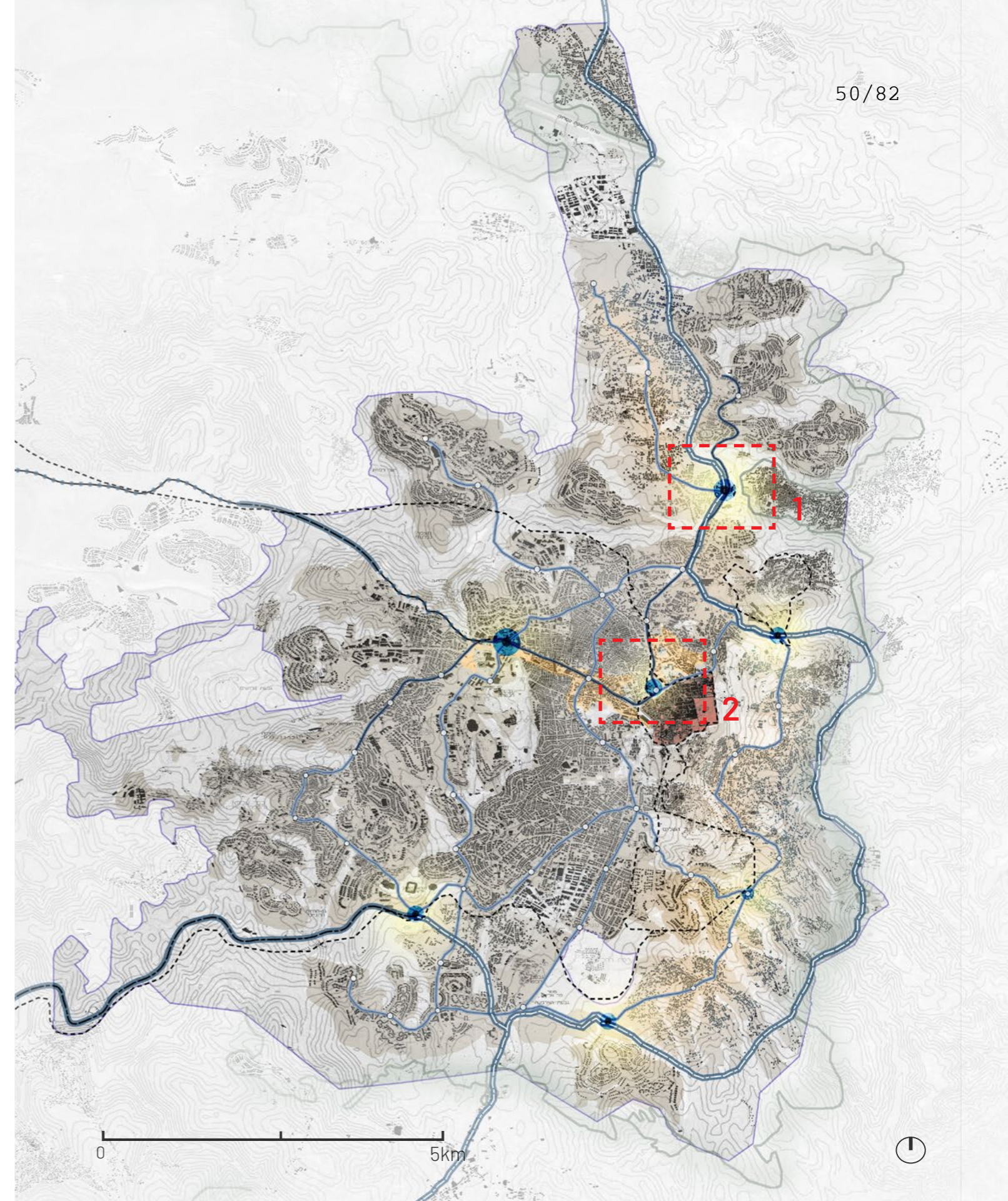
# Key Projects

**Developing key nodes in the urban vision:**

1. Jerusalem-North Station: Shuafat area



Jerusalem 2050: Urban Vision
Made by author.
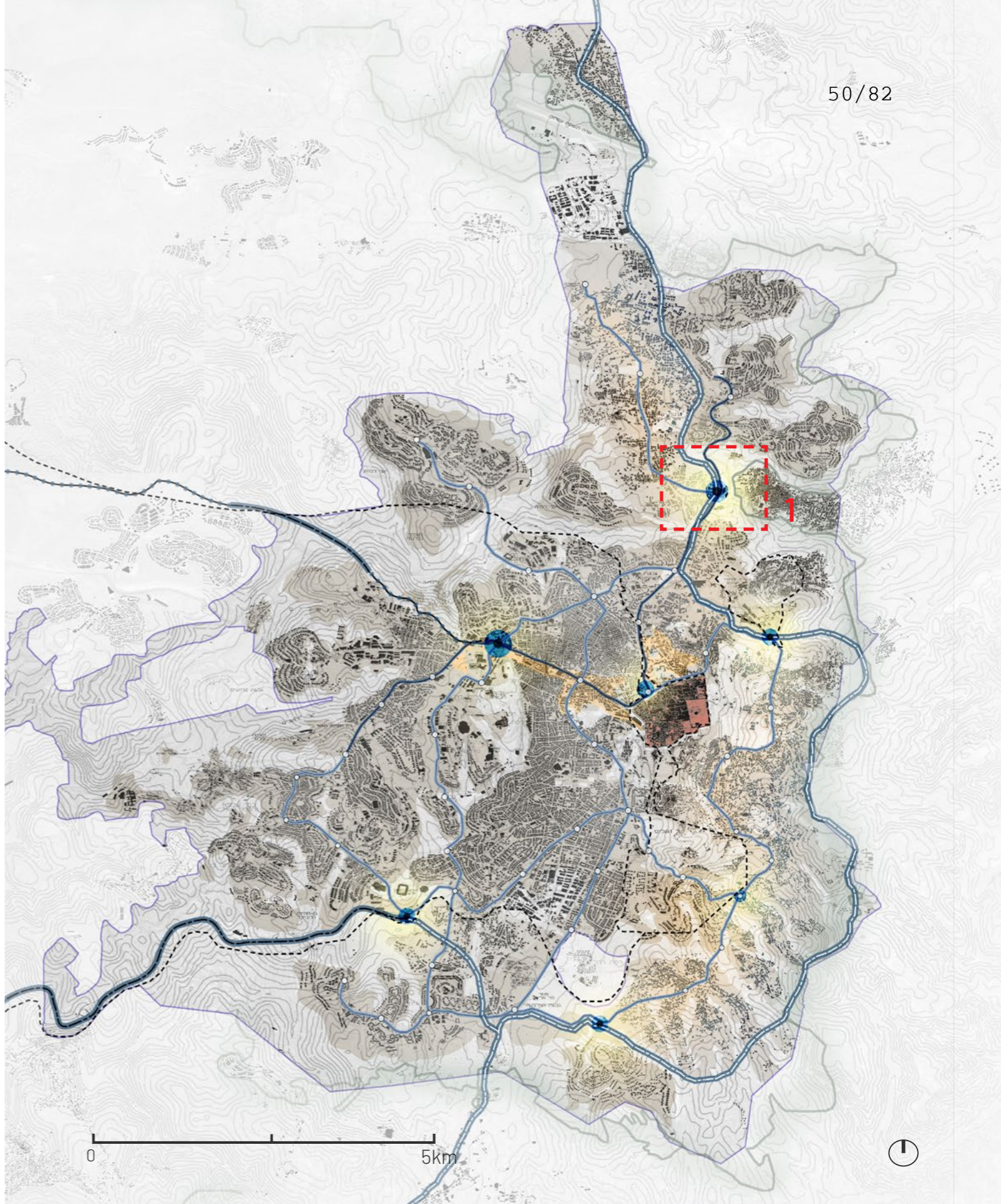
# Shuafat birdview: Existing



Mosque

High school

Light rail

Highway no. 60

Informal small industry

The separation barrier

Shuafat refugee camp

Shuafat neighborhood

Light rail depot

Highway no. 1
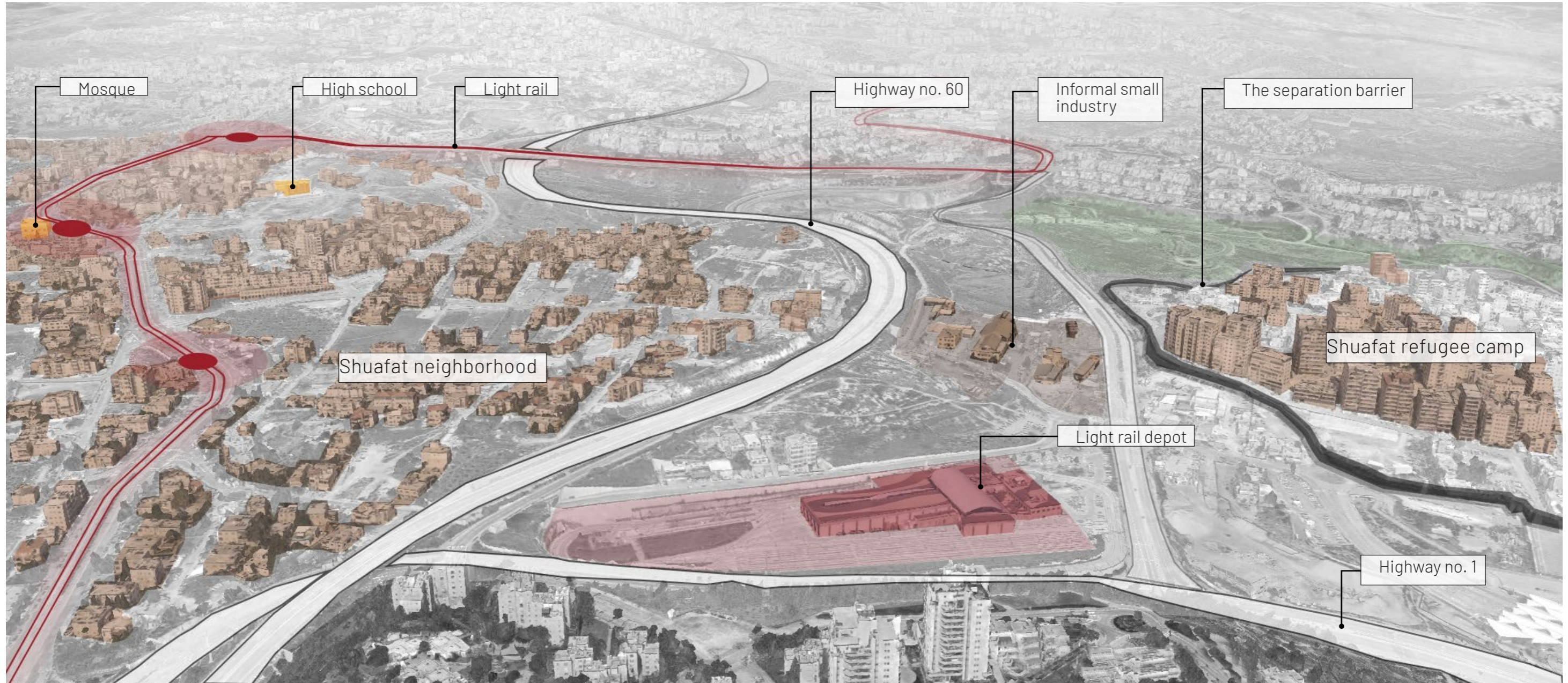
Shuafat area - Birdview analysis.

Made by author
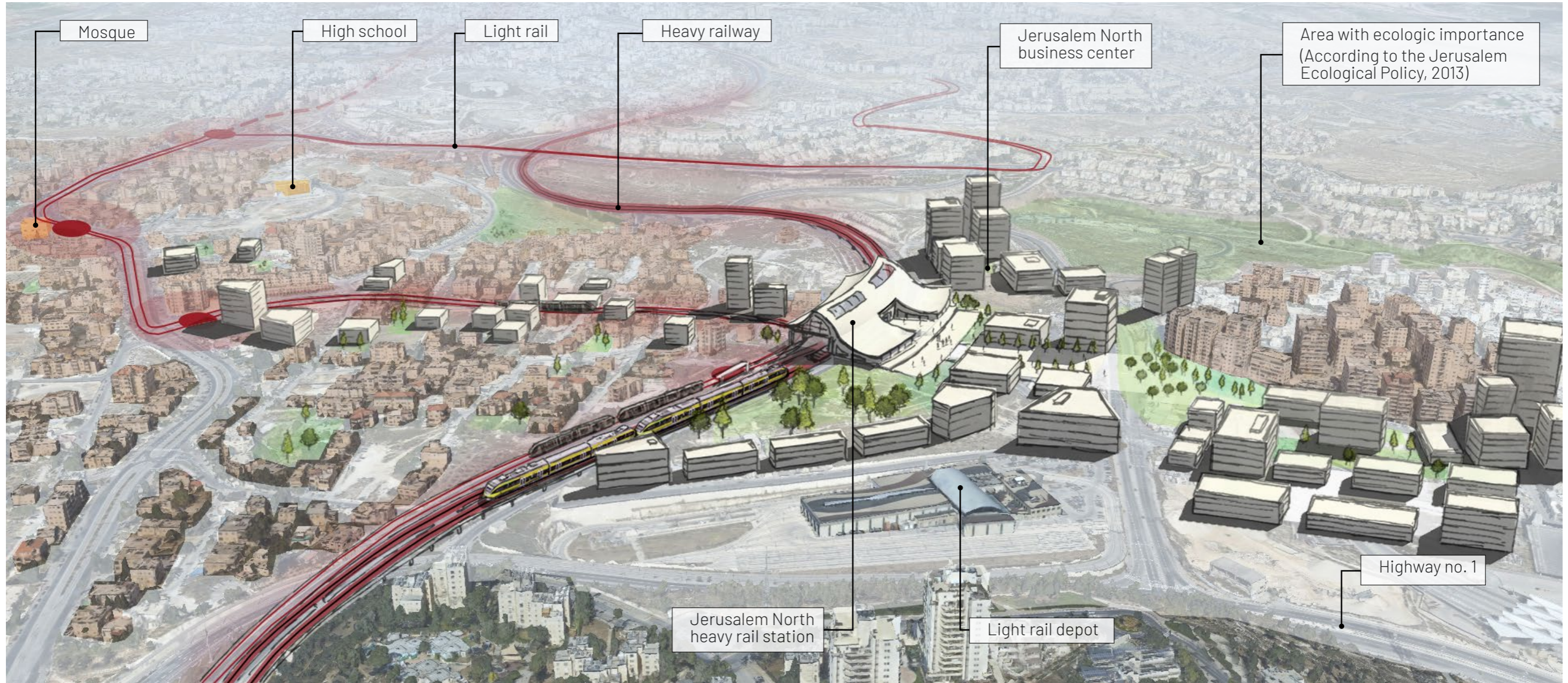
# Jerusalem north station area: vision



Jerusalem-North Station area vision.

Made by author

# Jerusalem north station area: vision



Mosque

High school

Light rail

Heavy railway

Jerusalem North
business center

Area with ecologic importance
(According to the Jerusalem
Ecological Policy, 2013)

Jerusalem North
heavy rail station

Light rail depot

Highway no. 1
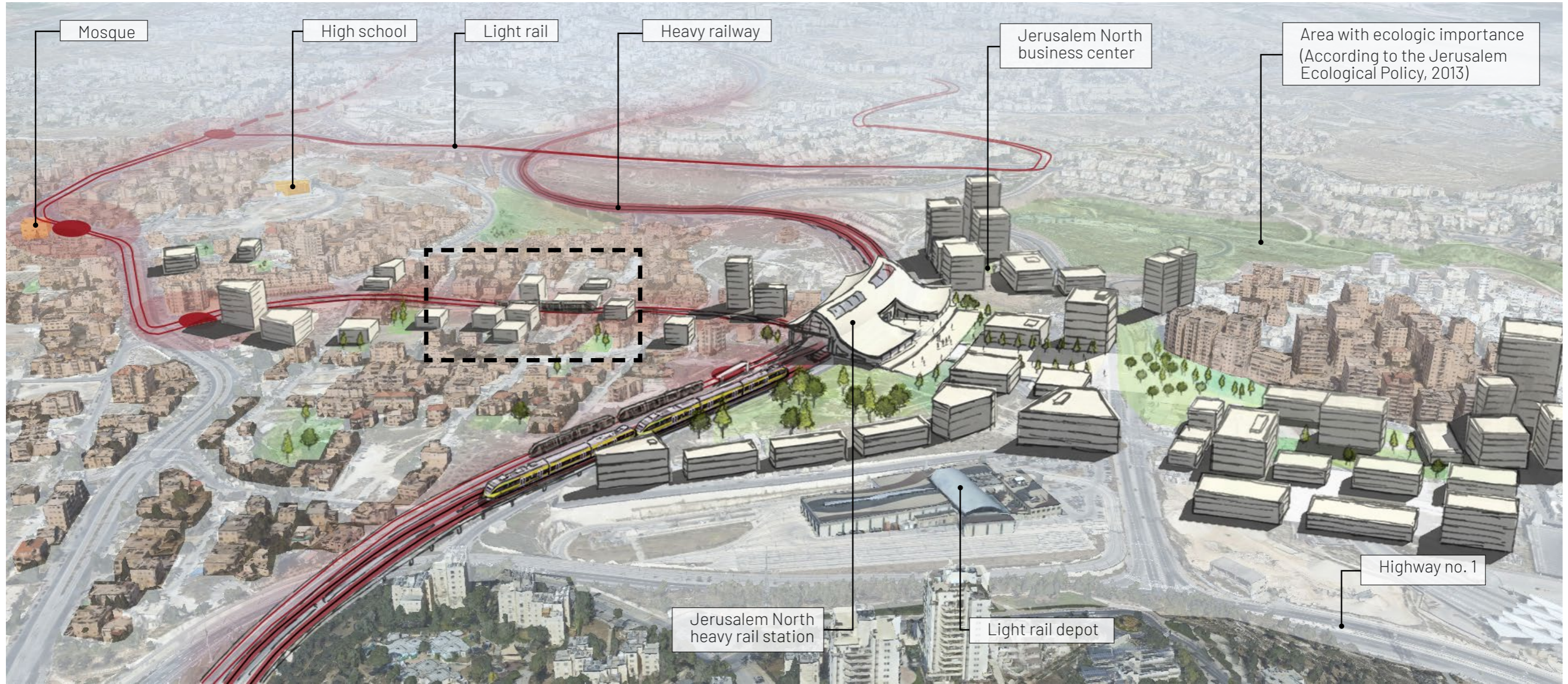
Jerusalem-North Station area vision.

Made by author

# Jerusalem-North station: Outline Plan

**Urban structure:**

- Highway
- Primary road
- Heavy railway
- Light rail (Existing)
- Light rail (canceled)
- Light rail (Extension)
- Light rail station
- Waste treatment facility

**Land uses:**

- Inclusive urban area
- Inclusive urban area (High density)
- Large public building
- Large recreational zone

Jerusalem North heavy rail station

Area with ecologic importance (According to the Jerusalem Ecological Policy, 2013)

500 Meters

Light rail depot

Jerusalem-North Station Outline Plan.

Made by author

0          1 km
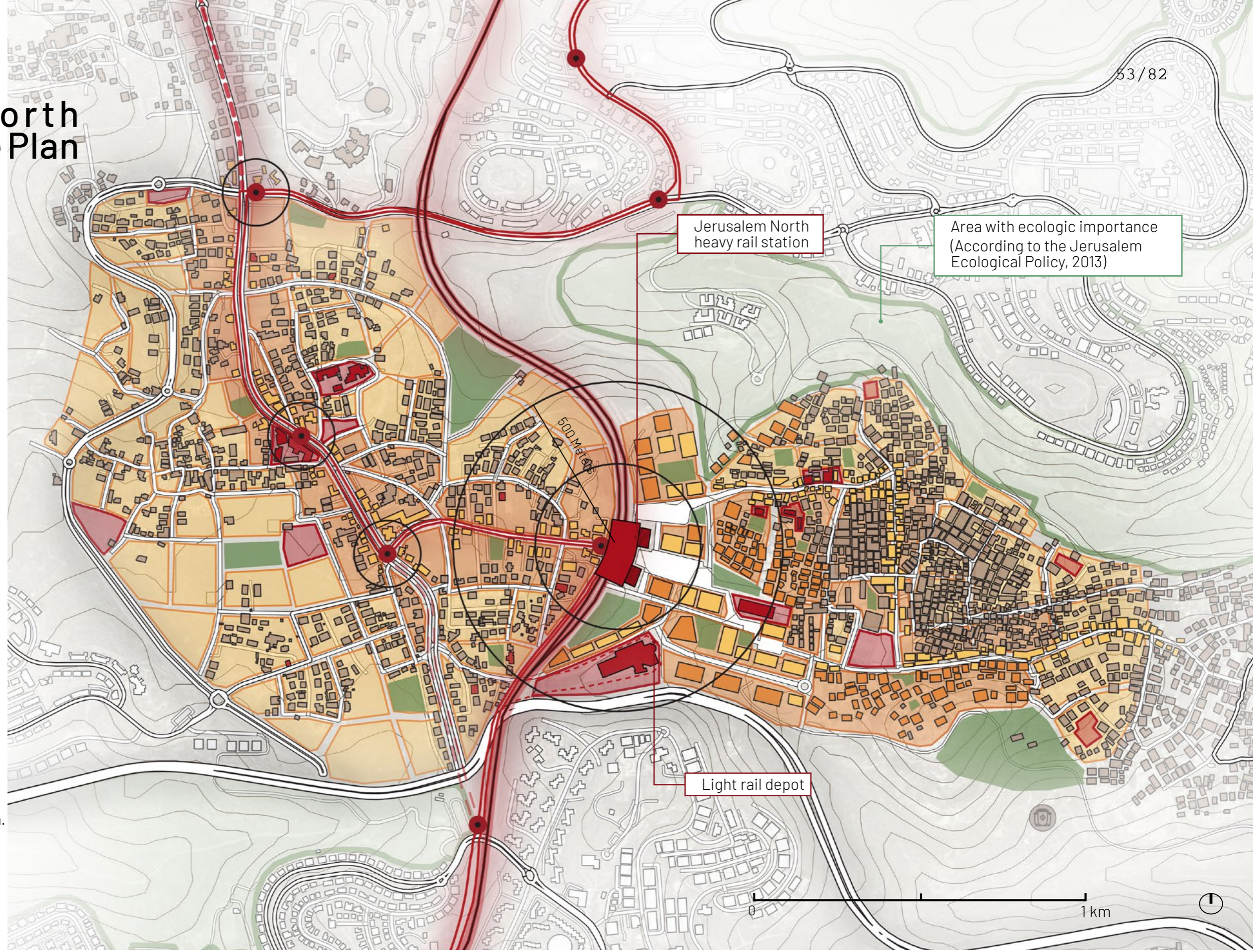
# Shuafat: Ramallah road - Existing



Ramallah Road, Shuafat, 2020. (Google streetview)

# Shuafat: Ramallah road - Potentials



Ramallah Road, Shuafat - vision. Made by author.

Small-scale public garden

Small group of residents

Municipality

Complexity

Large group of residents

The private sector

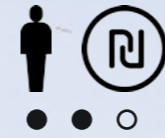**Upgrade of the public space along the tracks**

Small group of residents

Large group of residents

Municipality

The private sector

● ● ○ Complexity

Leisure and commerce in street level along the light rail

Small group of residents
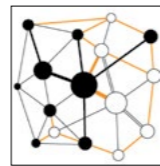
Municipality

Complexity

Large group of residents

The private sector

Added housing units on existing buildings
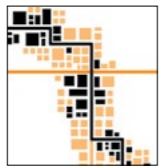
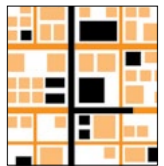Small group of residents

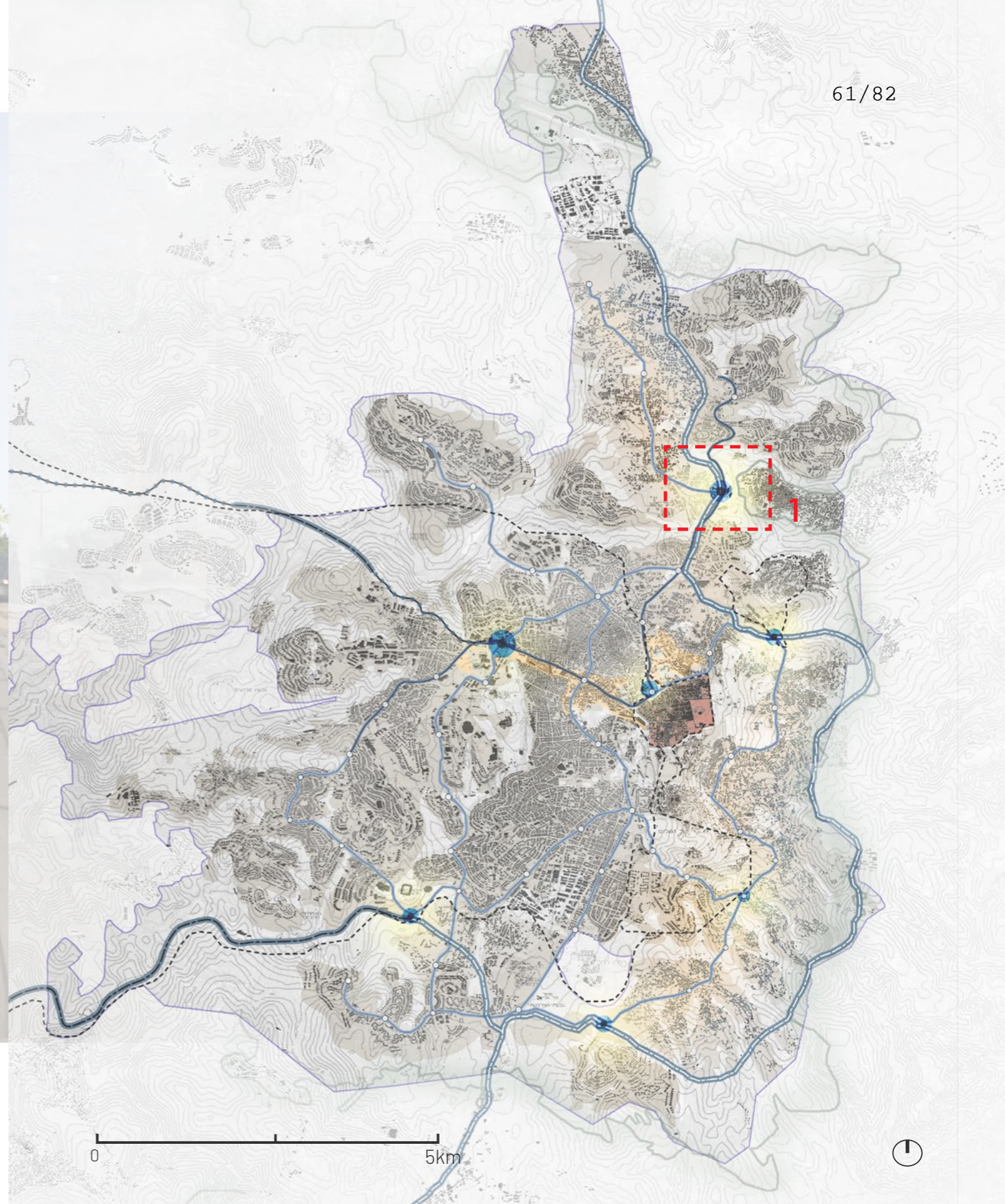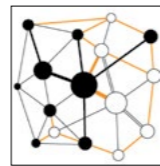Large group of residents

Municipality

The private sector

Complexity

**Large housing & working project**
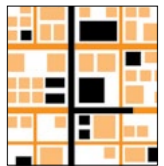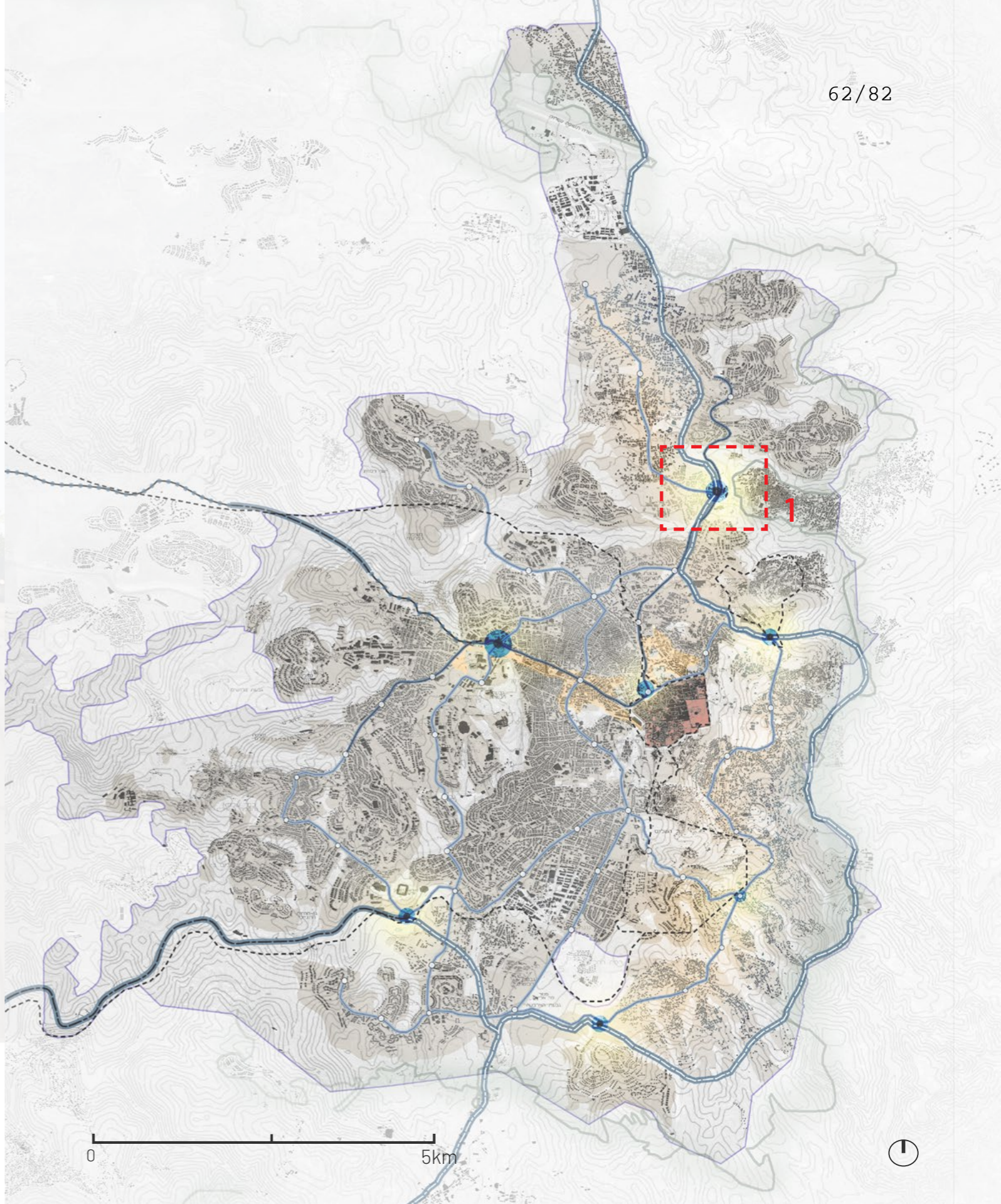
Small group of residents

Large group of residents

Municipality

The private sector

● ○ ○  Complexity

0                                    5km

0       5km
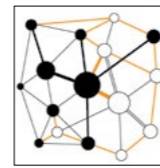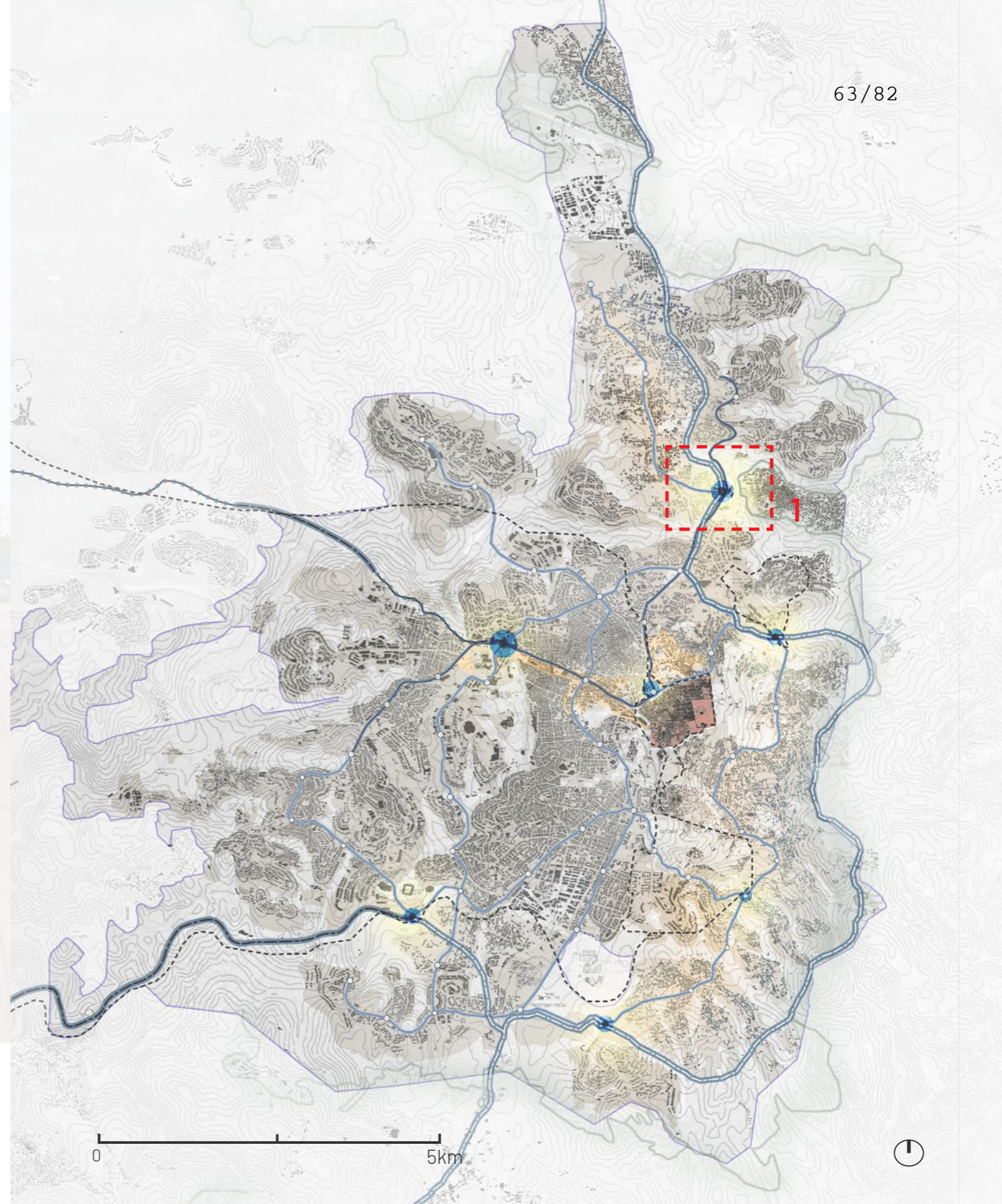
0          5km

# Key Projects

**Developing key nodes in the urban vision:**

2. Damascus Gate Terminal



Jerusalem 2050: Urban Vision
Made by author.



2

0                    5km
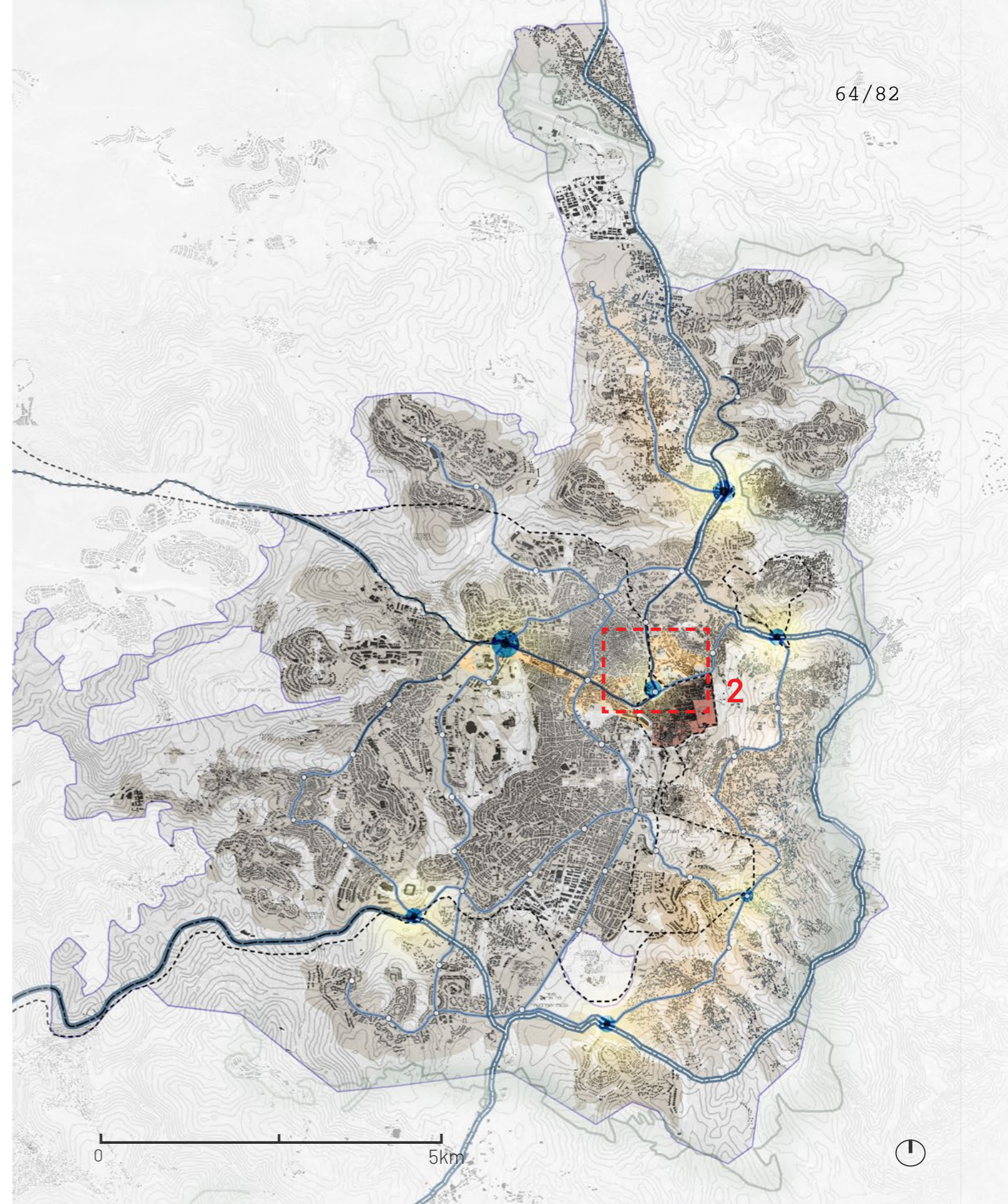
# Key Projects

## Connecting the two centers

2. Damascus Gate Terminal



Jerusalem 2050: Urban Vision
Made by author.
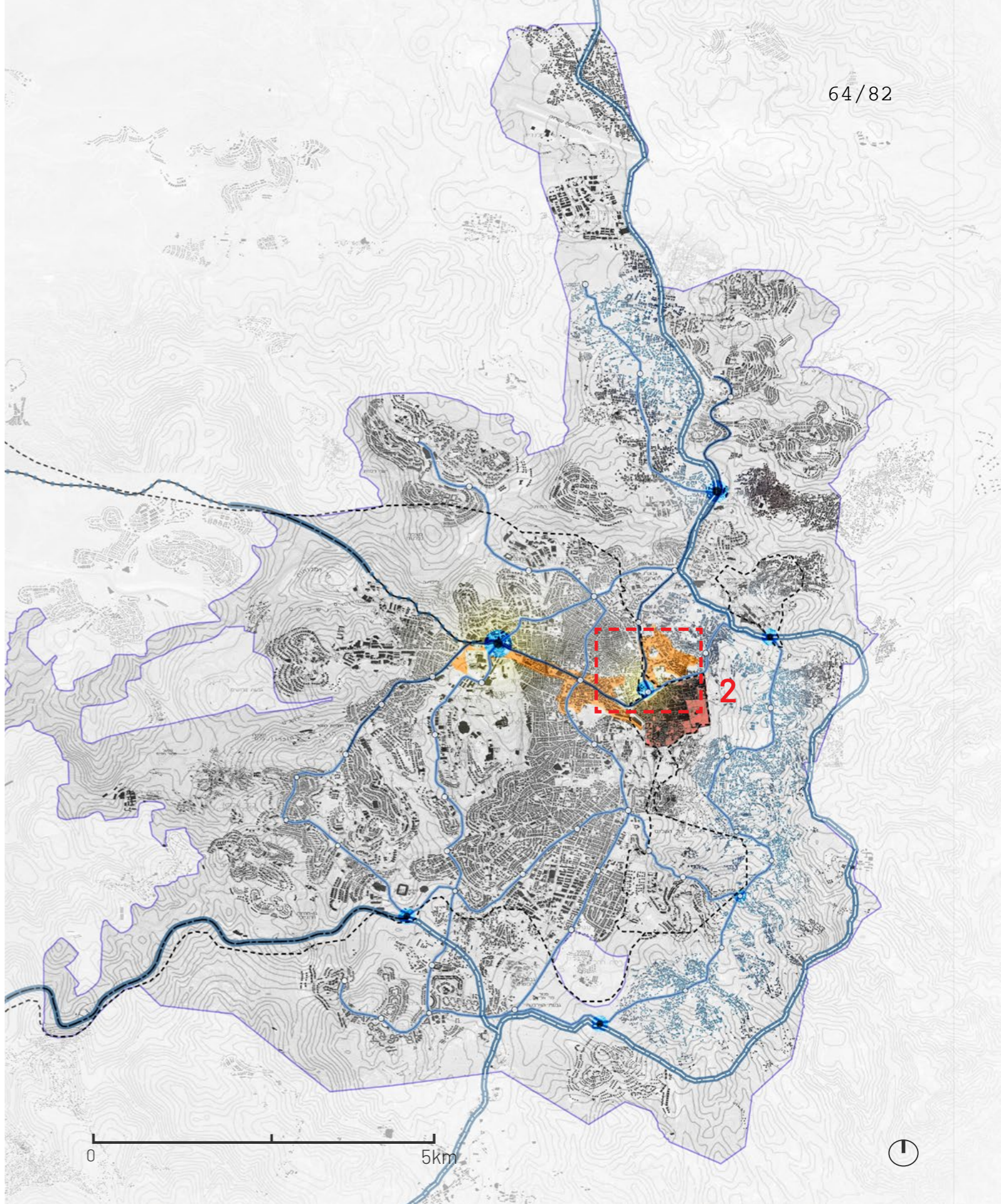
# Two separated urban centers

**Legend:**

- Old City Walls
- Highway
- Primary road
- Light rail
- Light rail station
- Palestinian area
- Israeli area

Damascus Gate area - analysis.
Made by author



0          1 km

1



2



3

0    1 km

1



2



3

0   1 km
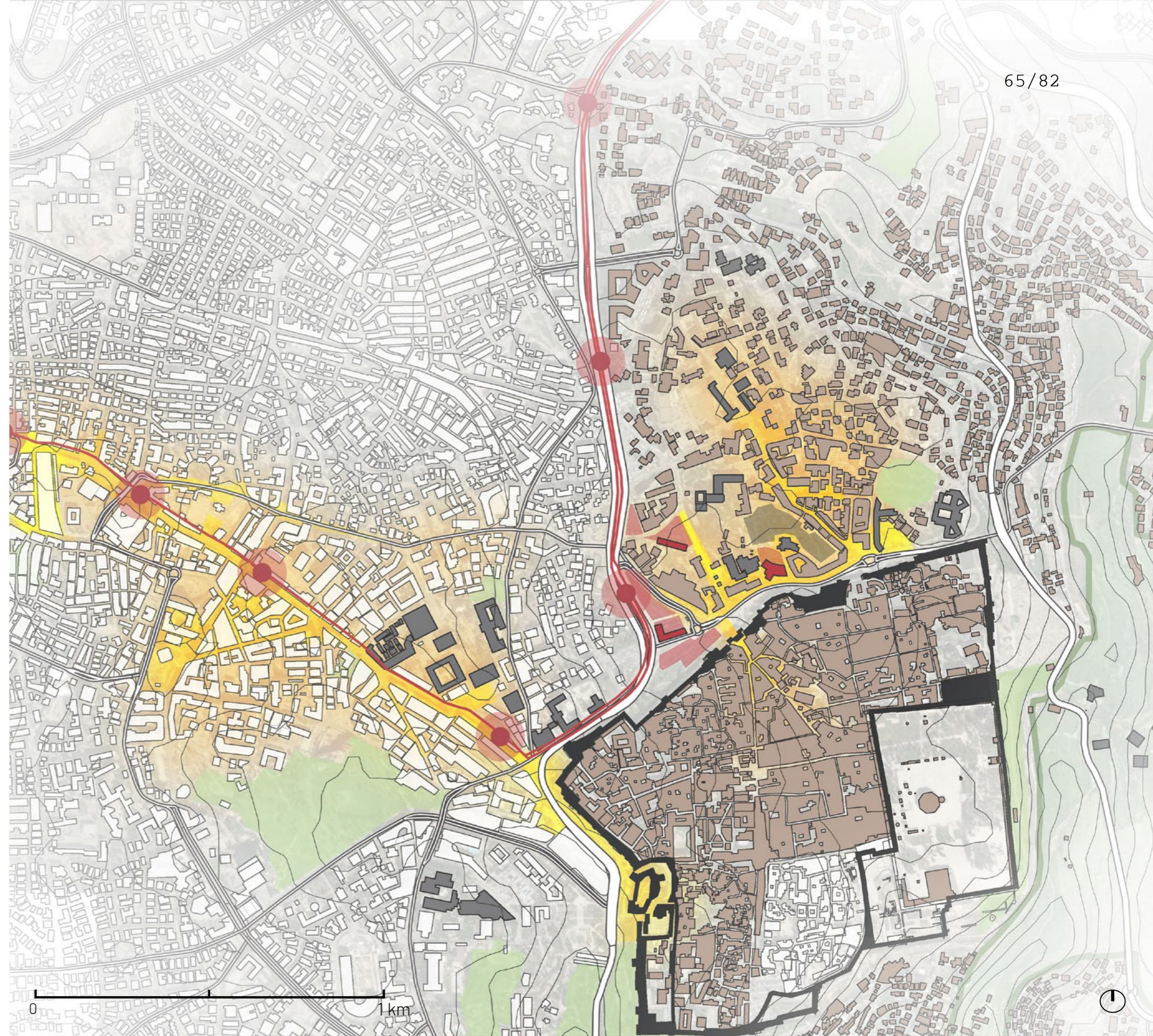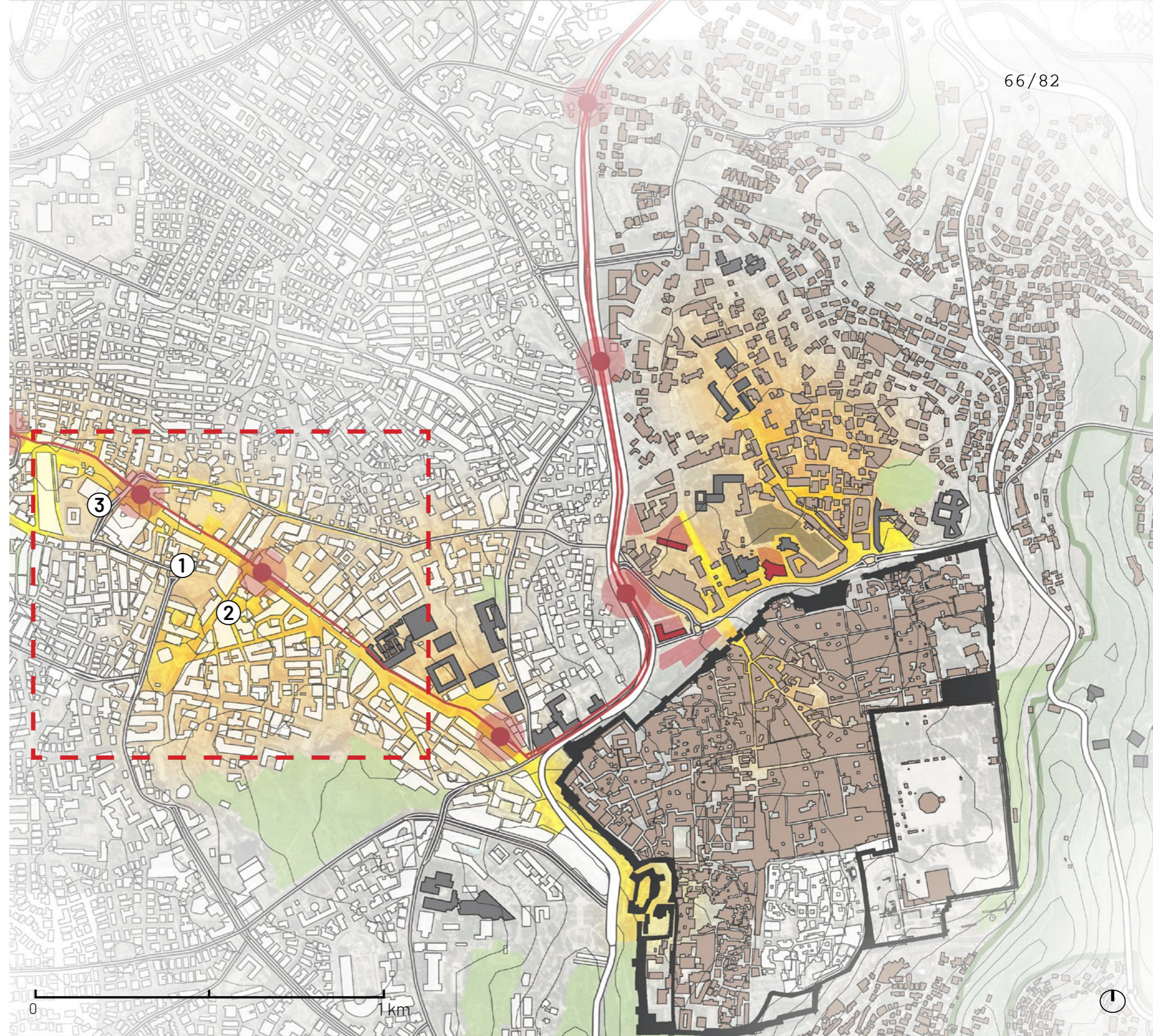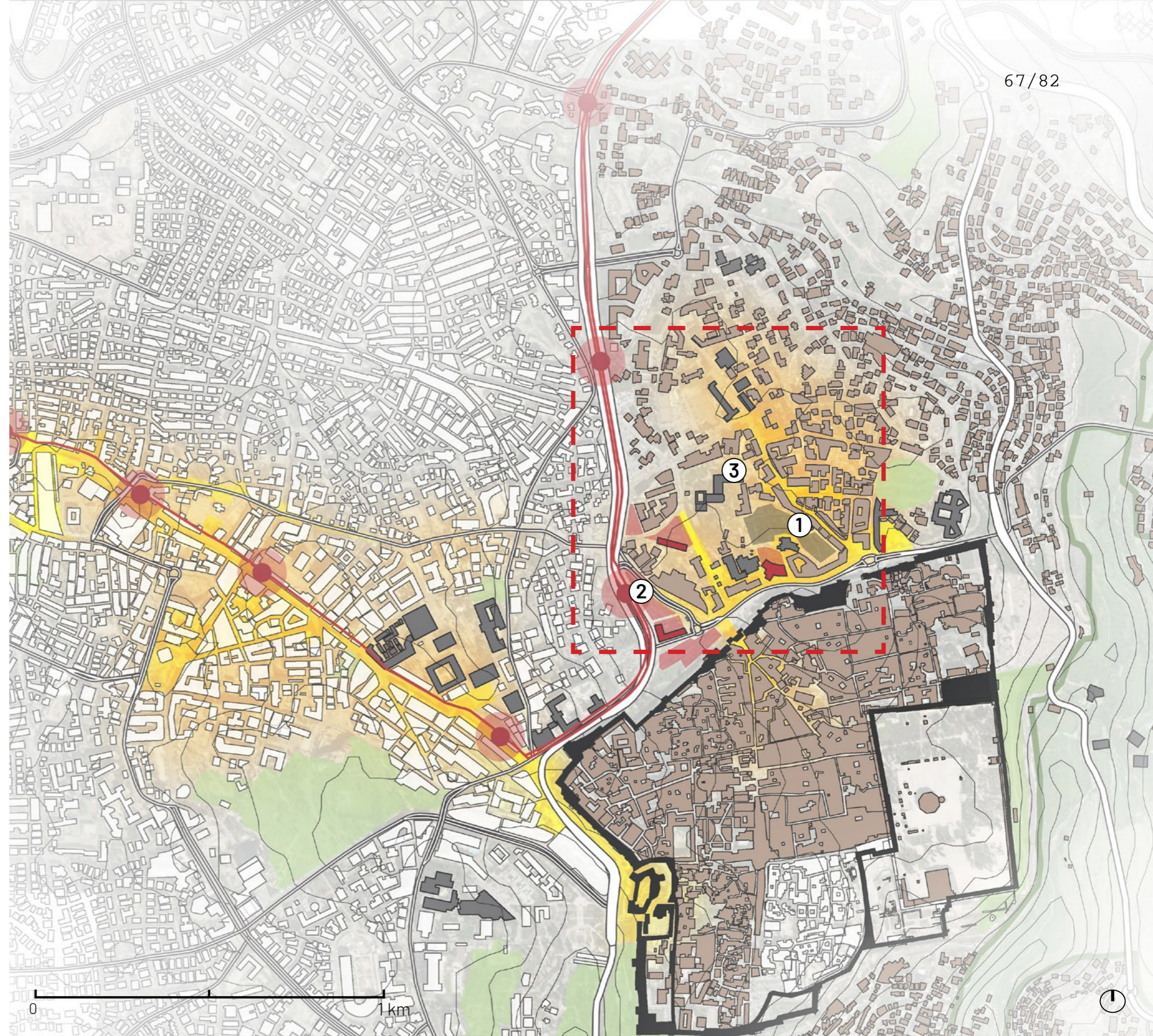
# Damascus Gate Area –
# Existing



Bus terminals

Damascus Gate

City hall

Market

Bus terminal &
parking lot
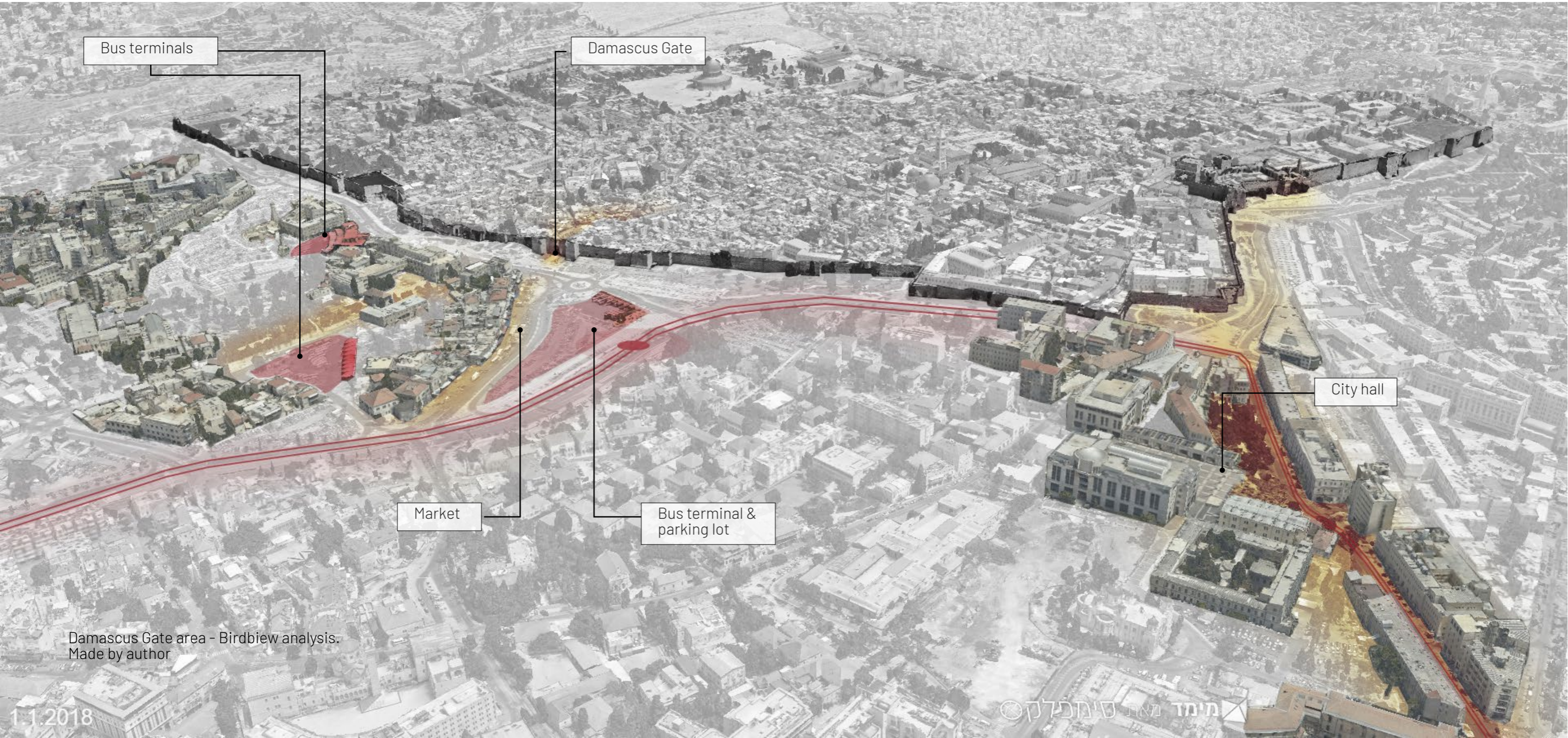
Damascus Gate area - Birdbiew analysis.
Made by author

1.1.2018

# Reconfiguring the city center



Two separated, unequal centers

Damascus Gate Terminal - existing. Conceptual drawing.
Made by author

# Reconfiguring the city center



Two developed interconnected centers

Damascus Gate Terminal - Vision. Conceptual drawing.
Made by author

# Damascus Gate Terminal:
# Outline Plan

**Urban structure:**

Highway

Primary road

Light rail (Existing)

Light rail (Extension)

Light rail station

**Land uses:**

Inclusive urban area

Inclusive urban area
(High density)

Large public building

Large recreational zone

Jerusalem-North Station Outline Plan.
Made by author

0                    1 km

# Damascus Gate Terminal - Vision

Pedestrian & tram promenade

Damascus Gate

City hall

Open Terminal

Damascus Gate Terminal - Birdbiew.
Made by author

1.1.2018

# Damascus Gate Terminal - Vision

Pedestrian & tram promenade

Damascus Gate

City hall

Open Terminal

Damascus Gate Terminal - Birdbiew.
Made by author

1.1.2018

Market | Roof terrace | Tram & bus stops | Light railway | Motorway

27.5 | 30 | 36 | 14 | 4.3 | 10 | 3.3 | 3.6 | 3.6 | 2 | 3.6 | 3.6

Damascus Gate Terminal - Principle section

Made by author.

Market   Roof terrace   Tram & bus stops   Light railway   Motorway

27.5   30   36   14   4.3   10   3.3   3.6   3.6   2   3.6   3.6
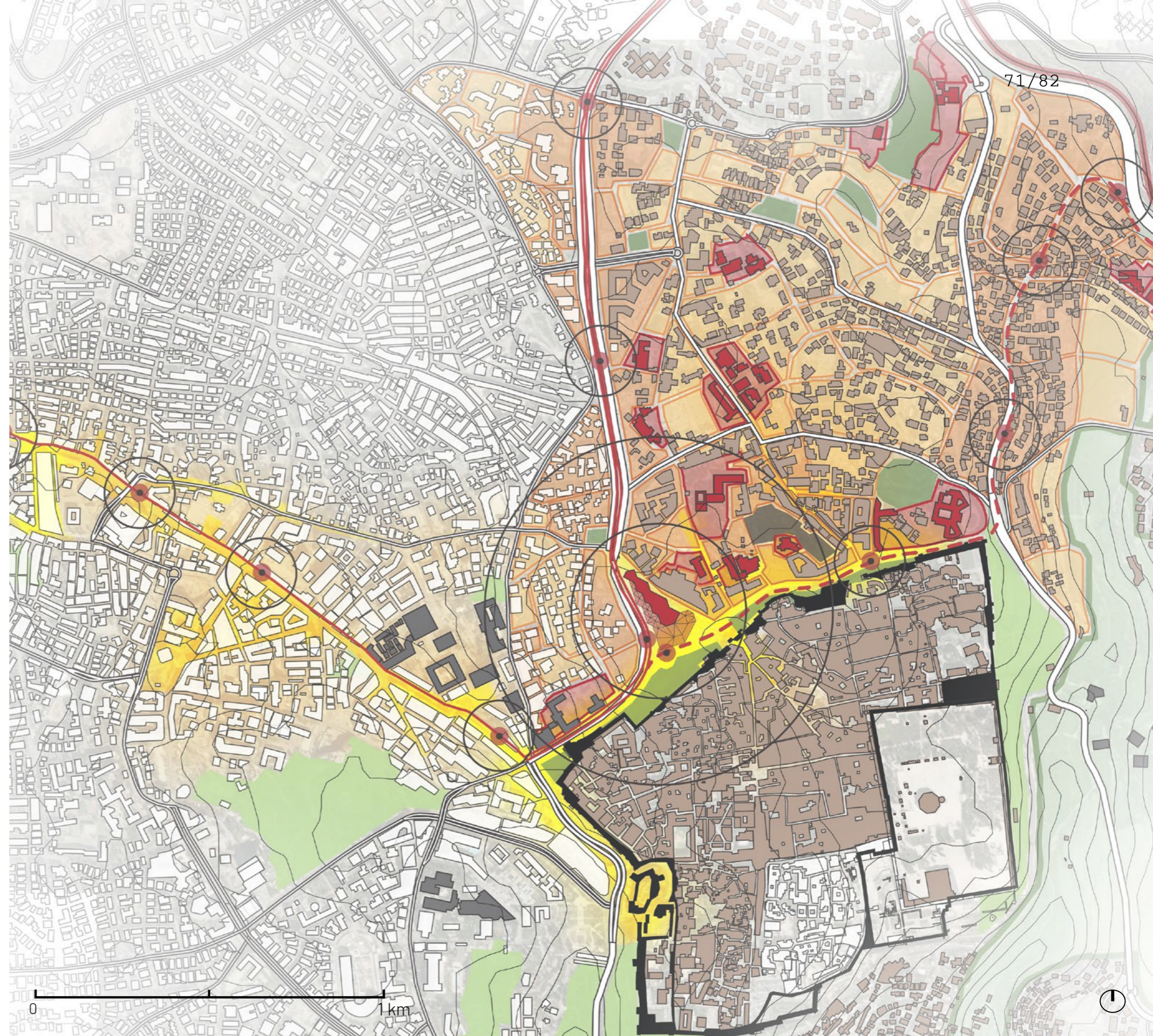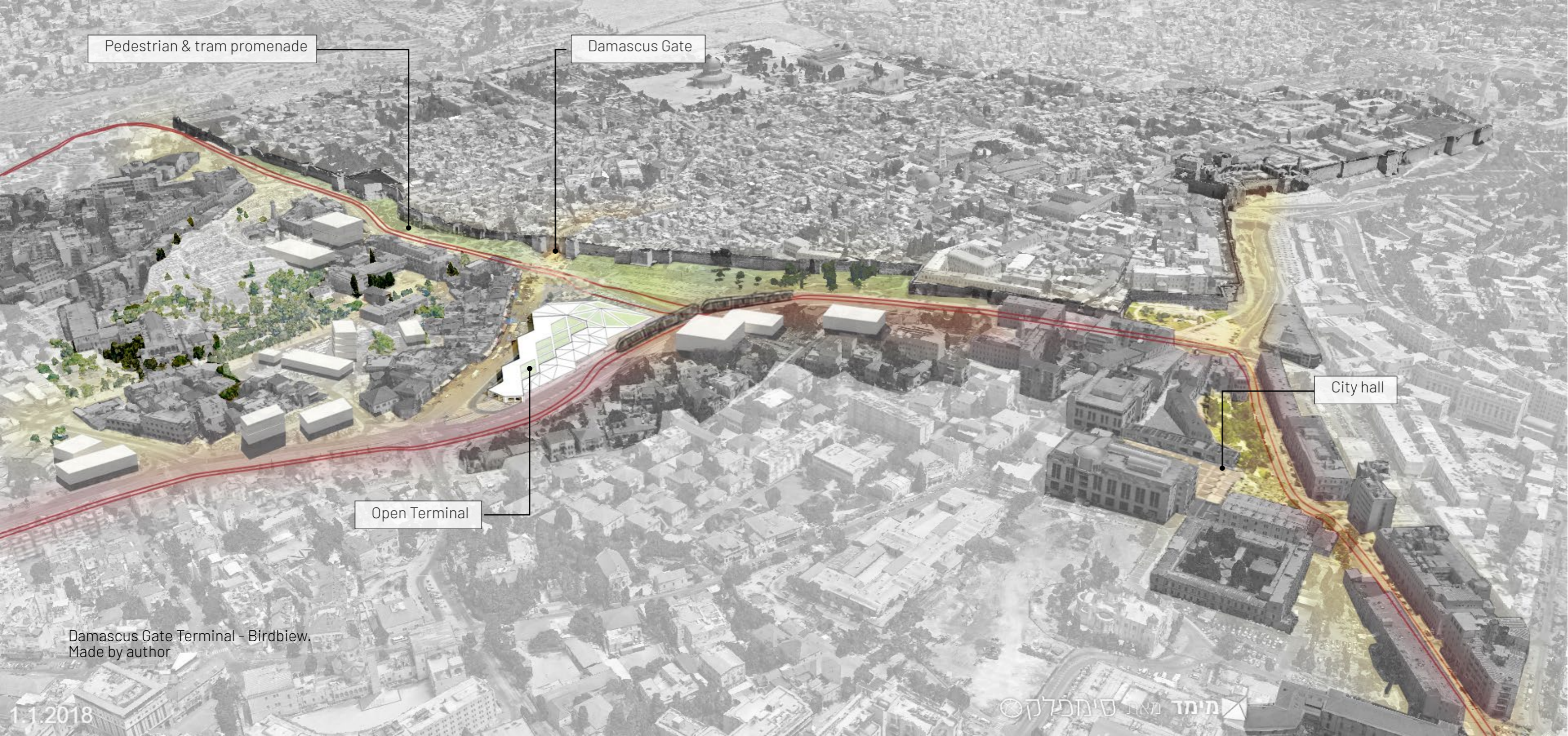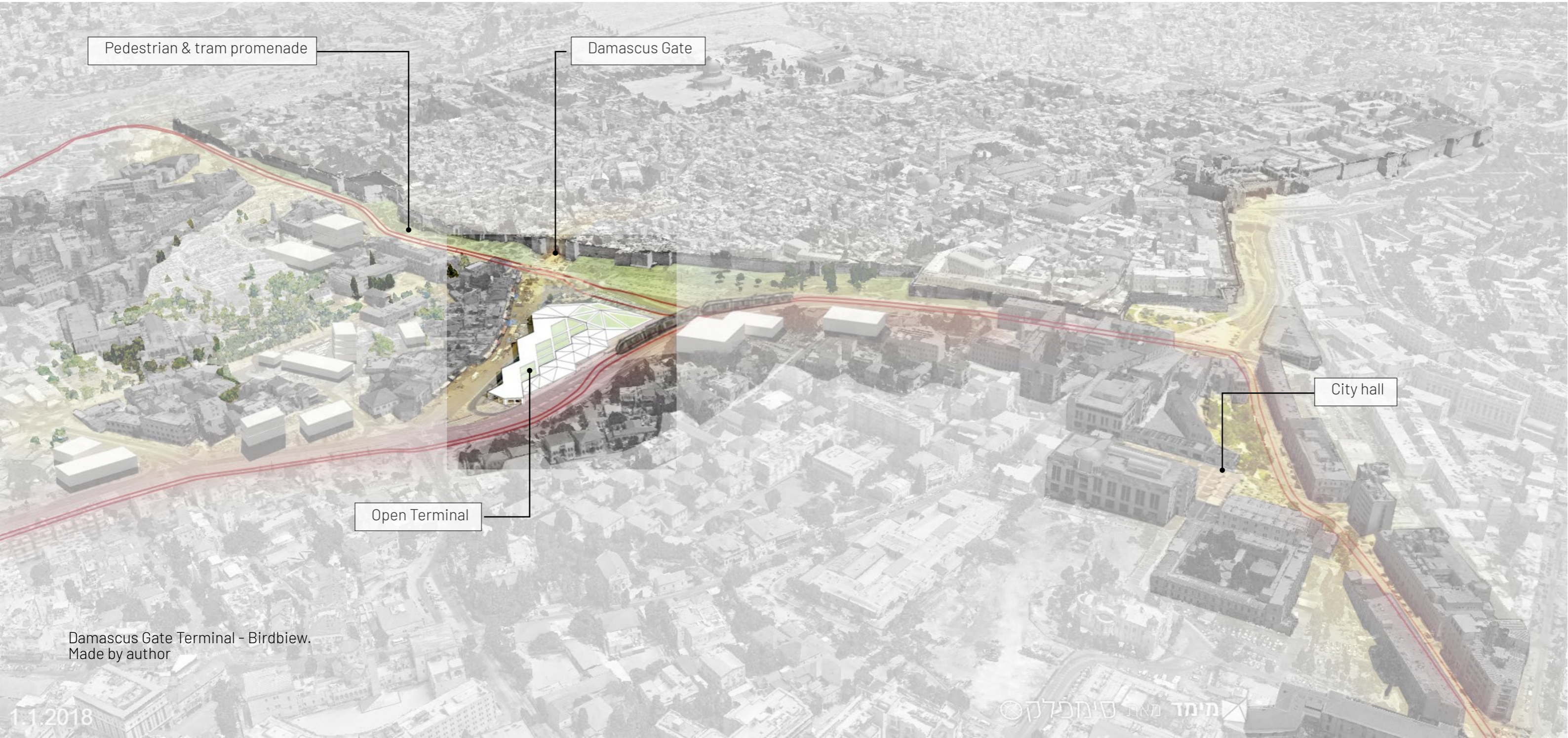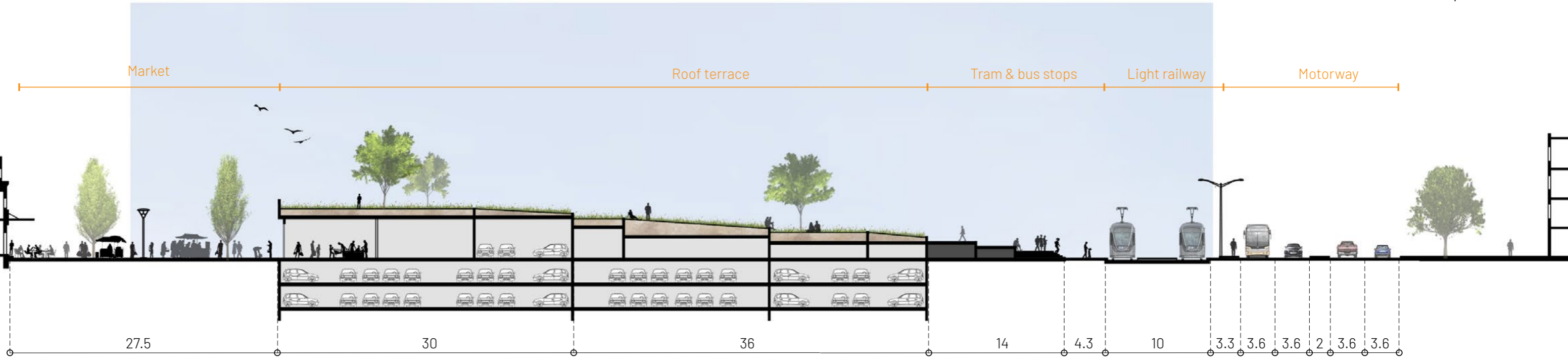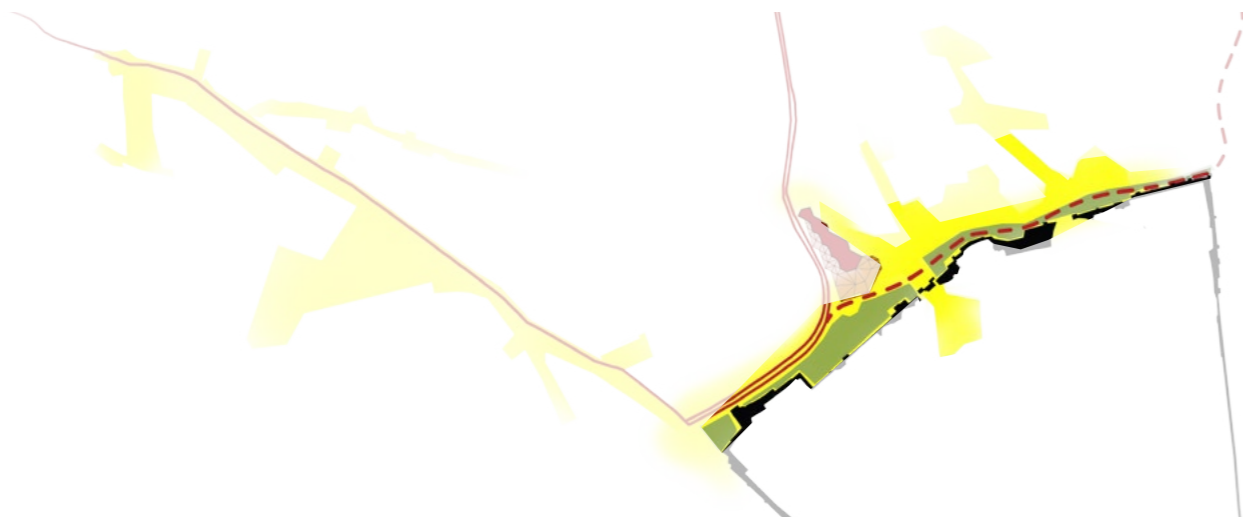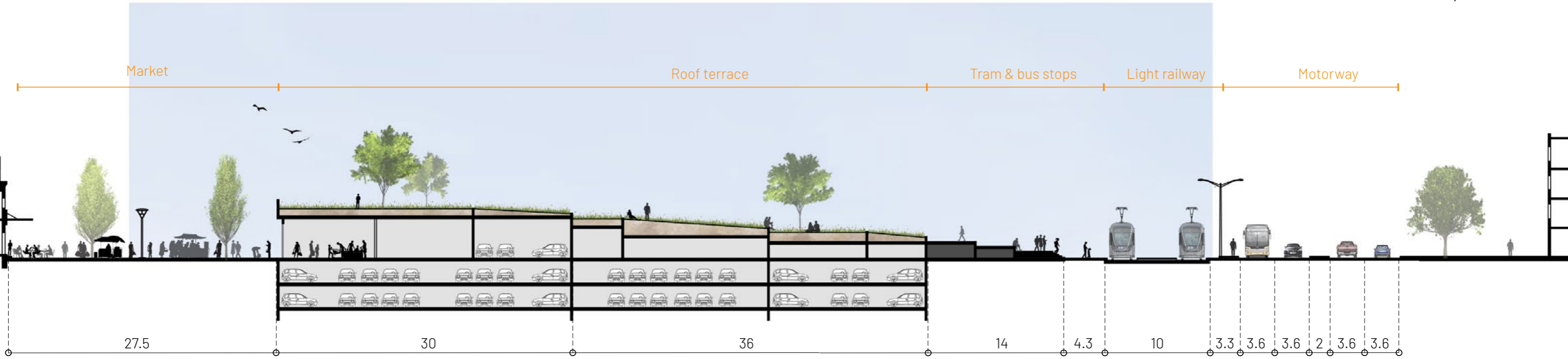
Damascus Gate Terminal - Principle section

Made by author.

# Damascus Gate Terminal - Vision

Pedestrian & tram promenade

Damascus Gate

Safra Square

Open Terminal

Damascus Gate Terminal - Birdbiew.
Made by author

1.1.2018

# Damascus Gate Terminal - Vision

Pedestrian & tram promenade

Damascus Gate

Safra Square

Open Terminal

Damascus Gate Terminal - Birdbiew.
Made by author

1.1.2018

# Damascus Gate Terminal - Street profile

1. Sultan Suleiman Street
2. Jaffa Street
3. Jaffa Gate
4. The New Gate
5. Damascus Gate
6. Herod's Gate
7. Damascus Gate Terminal
8. Market
9. Nablus Road
10. Salah a-Din Street

11.75   6.05   1.95   0.5   1.55   8.5
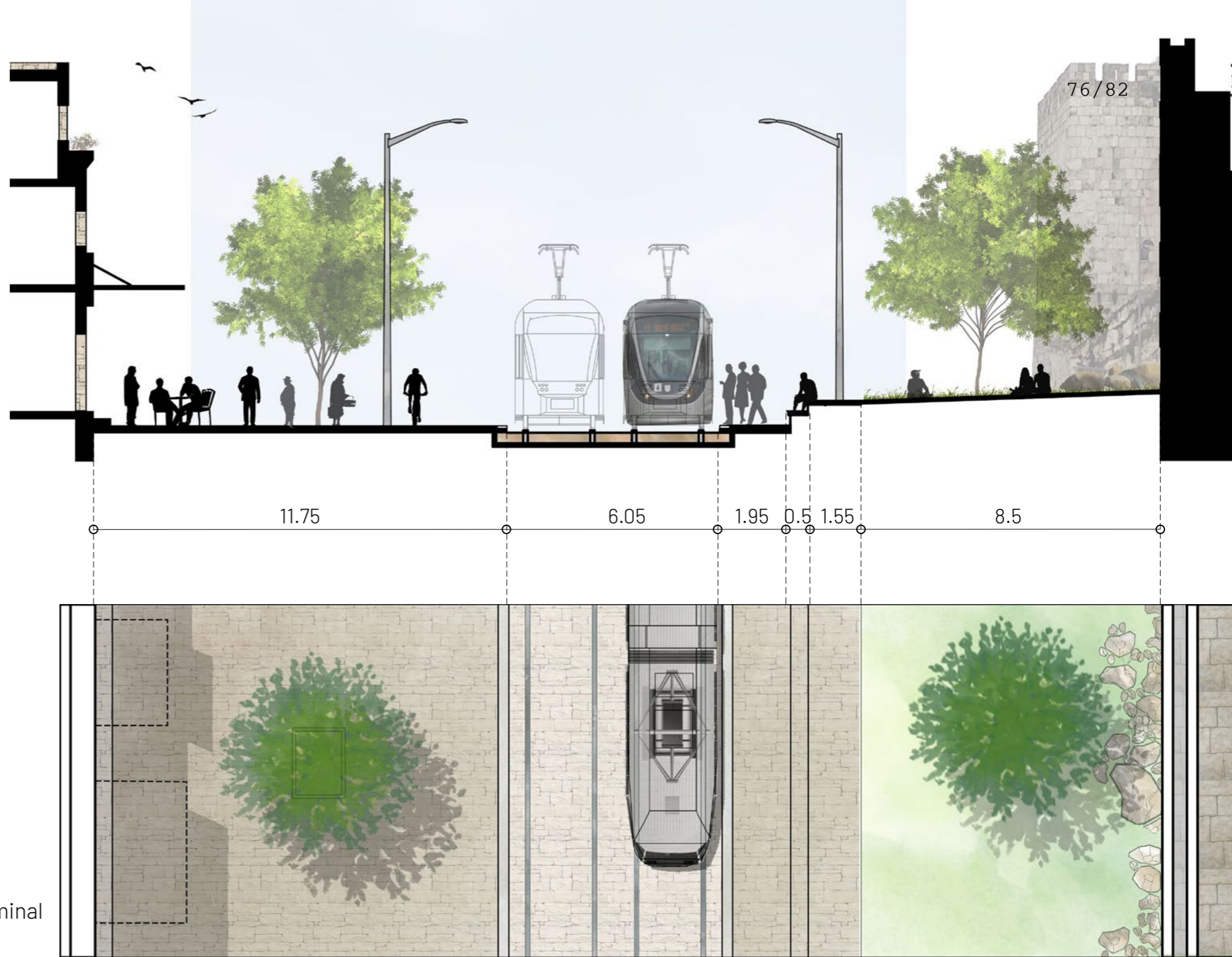
Sultan Suleiman Street Profile.
Made by author

Sultan Suleiman Street - Existing.
Photography: Author, 2020.

Sultan Suleiman Street - Vision.
Made by author.

# P5 PRESENTATION

Problematization & Conceptual framework

Analysis
- Demography
- Social analysis
- Spatial analysis

Research question

Governance analysis:
Urban planning and colonization

Design
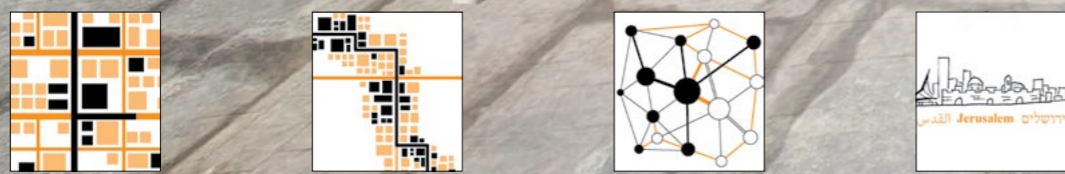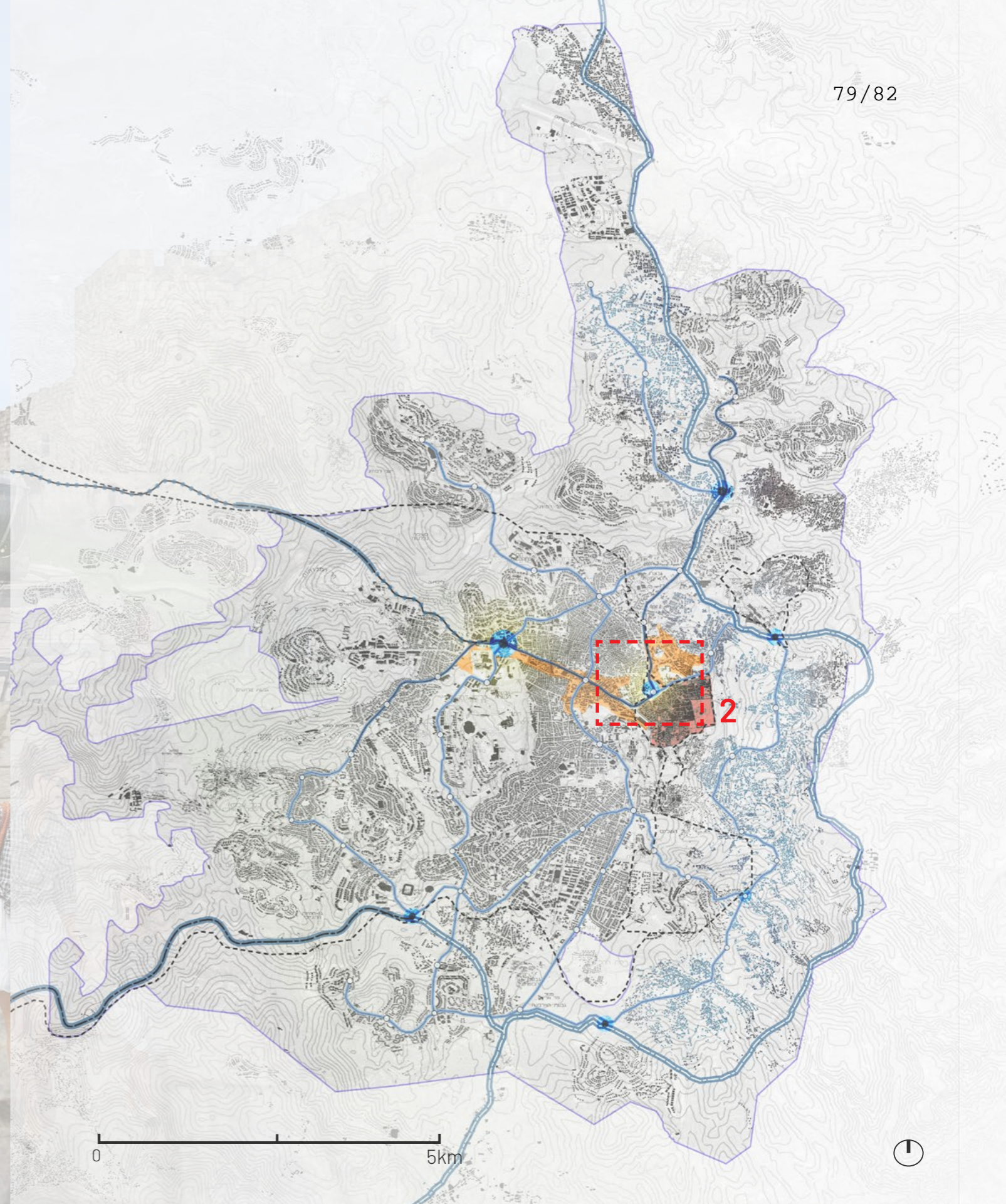
- Conclusion & Reflection
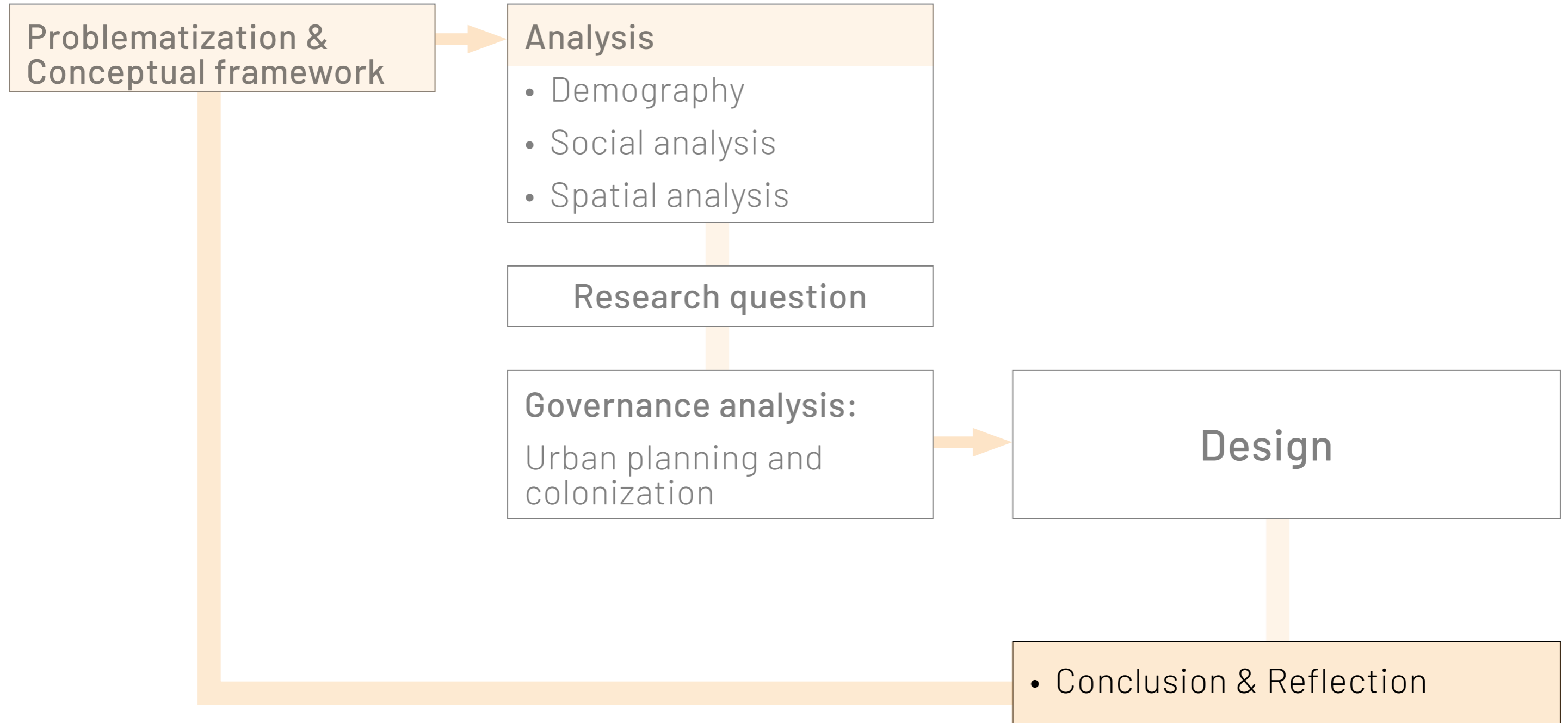
# Conclusion & Reflection

Alleys in the Old City, Jerusalem
Made by author.

# Conclusion & Reflection

Transit-oriented development and
decolonization?

Alleys in the Old City, Jerusalem
Made by author.

# Conclusion & Reflection

**Transit-oriented development and decolonization?**

- Solid framework for urban development

- Creating interdependency and interconnections

- Insufficient in the process of decolonization



Alleys in the Old City, Jerusalem
Made by author.

# Conclusion & Reflection

Governance transformation and
decolonization

Alleys in the Old City, Jerusalem
Made by author.

# Conclusion & Reflection

## Governance transformation and decolonization

- Political transition

- A governance system to support decolonization

Alleys in the Old City, Jerusalem
Made by author.

# Conclusion & Reflection

## Alternative planning

Alleys in the Old City, Jerusalem
Made by author.

# Conclusion & Reflection

## Alternative planning

- Politically unfeasible

- Tools to imagine a different reality



Alleys in the Old City, Jerusalem
Made by author.

# Appendix

# Development

The city has a consistent unequal development pattern, with less than 30% of the new housing is built for the Palestinian neighborhoods, while Palestinians consist of almost 40% of the city's population.

Construction of housing units that were built in 2015-2018 according to district (percentage). Made by author. Source: Jerusalem Institute for Policy Research, 2018.

Palestinian-Arab

28.14%

71.86%

Israeli-Jewish

500 housing units
*size of circle is relative to amount of units

Israeli-Jewish district

Palestinian-Arab district
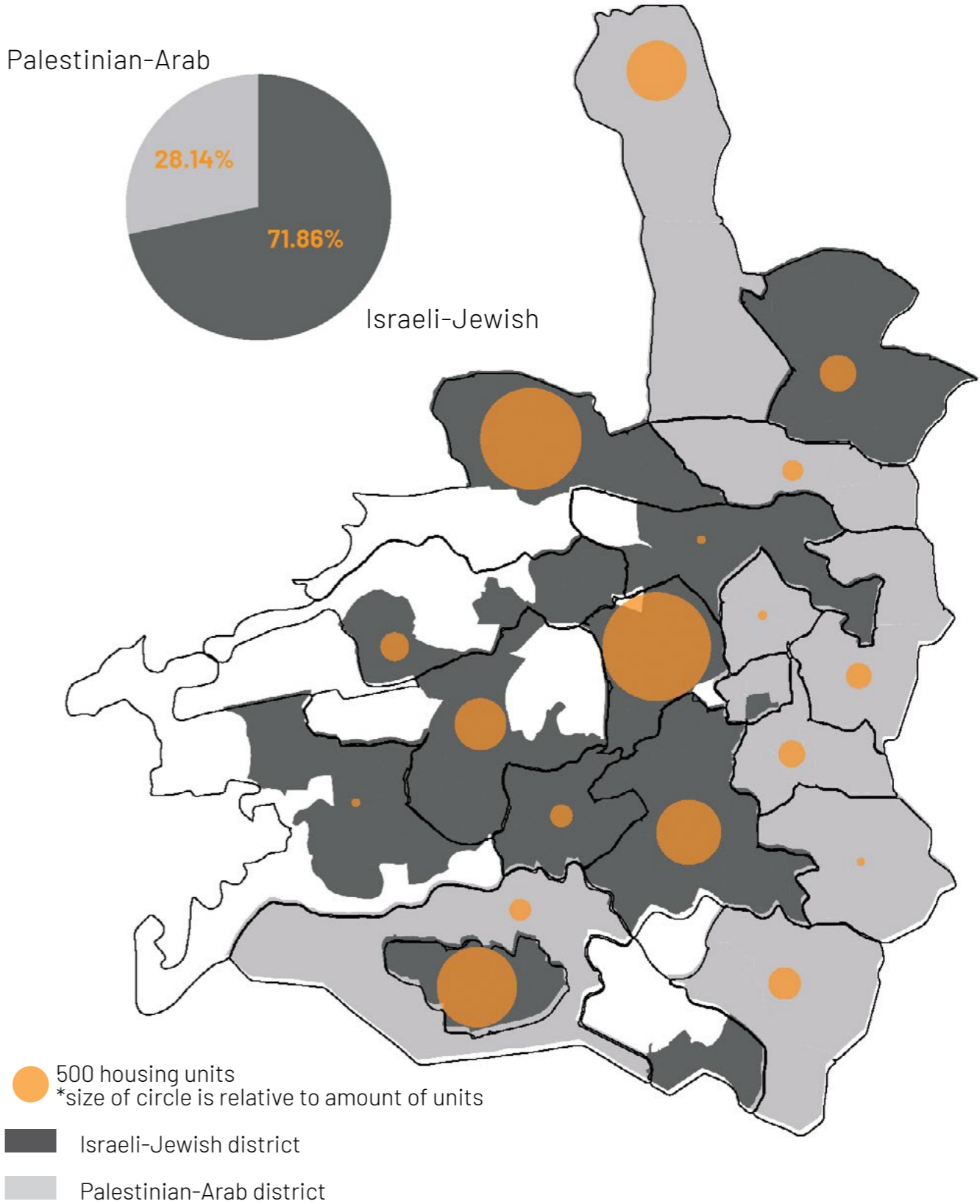
# Equity

Demographic and economic statistics illustrate the unequal distribution of resources in the city.

**Jerusalem municipality budget distribution between negihborhoods in East and West of the city, 2013:**



Fire department
Business promotion
Youth
Public health
Civil society
Urban planning
Sports
Culture
Public buildings
City beautification
Sanitation
Welfare
Transport. and engineering
Additional branhes
Education
Total

0%  10%  20%  30%  40%  50%  60%  70%  80%  90%  100%
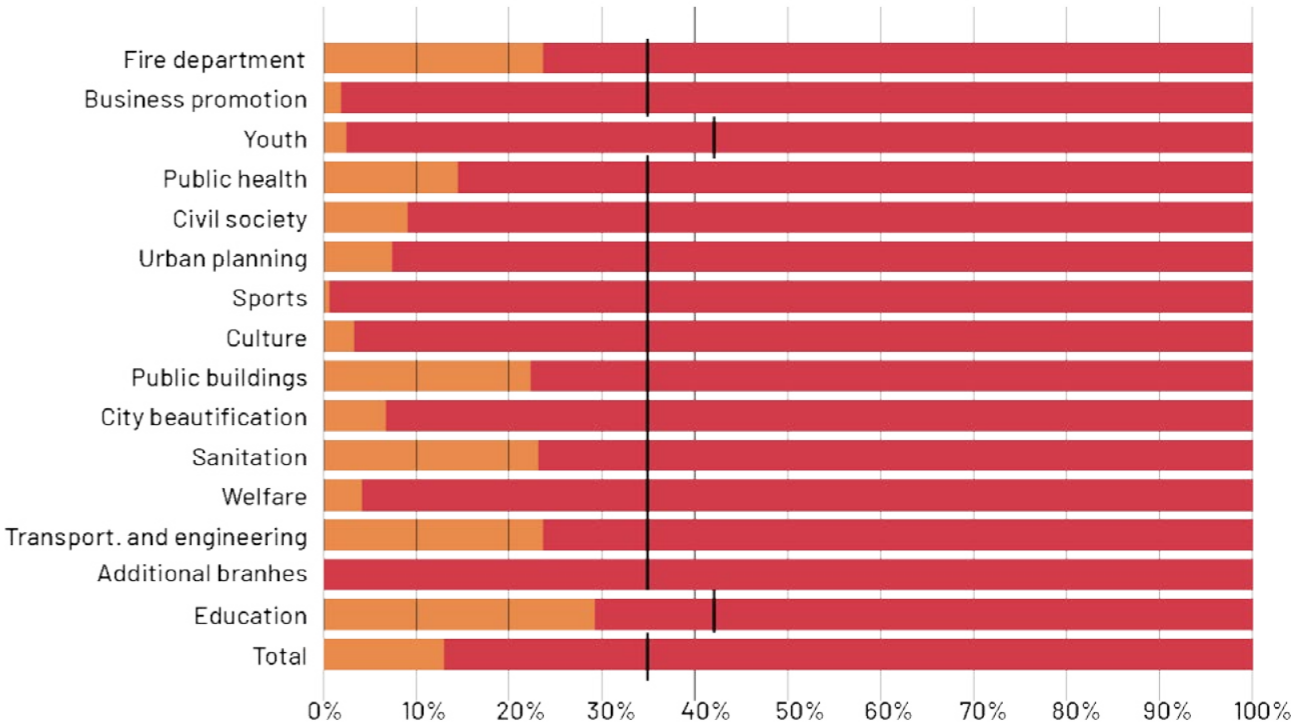
Jerusalem municipality budget distribution between negihborhoods in East and West of the city, 2013.
Source: Ir-Amim (2019), East Jerusalem - general statistics.

Israeli-Jewish population
Palestinian-Arab population

# Poverty

75% of the Palestinian residents in the city are living under poverty line(!), in comparison of 29% of the Israeli residents.

**Number of members in an average houshold in Jerusalem, 2018:**

5.2    3.4
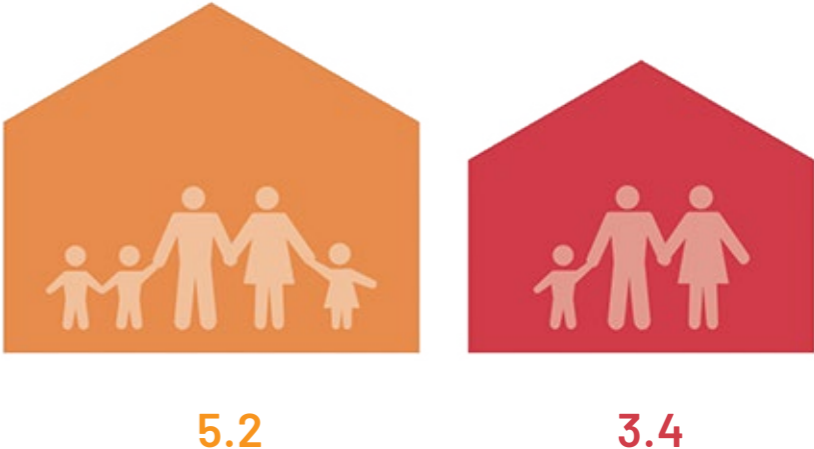
**Percentage of population under poverty line in Jerusalem, 2018:**

75%    29%

**Percentage of population under poverty line in Israel (not including the West Bank and Gaza strip), 2018:**

52%    14%

■ Israeli-Jewish population

■ Palestinian-Arab population

# Masterplan2000–Political Interpretation

Problematic aspects:

- Ignoring the separation barrier

- Housing solutions that do not suit the reality in East Jerusalem

Examination of proposed housing areas.

Made by author.

0      5km

# Masterplan2000–Political Interpretation

Problematic aspects:

- Ignoring the separation barrier

- Housing solutions that do not suit the reality in East Jerusalem

**Legend:**

Municipal borders
Housing zone in Israeli-Jewish area
Housing zone in Palestinian-Arab area
Proposed Housing zones
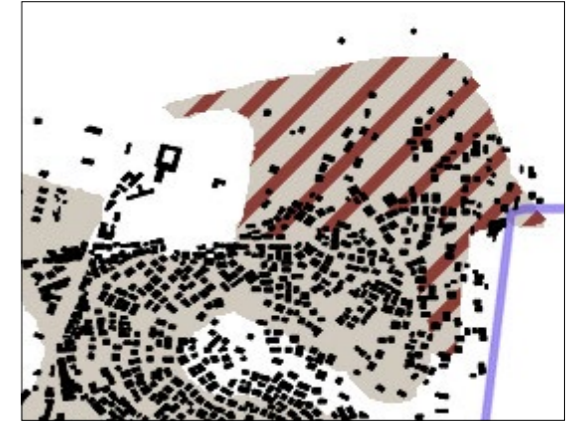


The Palestinian neighborhood of A-Tur, East Jerusalem.



The Palestinian neighborhood of Jabal Batin Alhawa, East Jerusalem.



The Israeli neighborhood of Gilo, East Jerusalem.

# Dynamic Planning: Principles for top-down Outline plans

**Primary Transportation Network**

Heavy railway, light rail network, highways, and primary roads.

Other vital urban infrastructures such as water, sewage, electricity, and communication will be embedded in the primary transportation network.



The light rail, West Jerusalem. 2016

Photography: Miriam Alster/Flash 90

# Dynamic Planning: Principles for top-down Outline plans

**Large Public Institutions**

Years of insufficient planning in East Jerusalem have created a significant shortage in large public institutions such as schools, health centers or cultural centers.

The top-down Outline plans will allocate plots for these important large public institutions.



School of Technology, Beit Hanina, East Jerusalem, 2016.

Photography: Jerusalem Education Administration

# Dynamic Planning: Principles for top-down Outline plans

## Large Recreational Space

Vast areas in East Jerusalem are defined as "open spaces" restricted for construction as a tool to limit Palestinian urban development.



"Mount Scopus Sloaps National Park", Isawiya, East Jerusalem, 2012.

Photography: Yuval Ben-Ami

# Dynamic Planning: Principles for top-down Outline plans

## Large Recreational Space

The new top-down Outline Plans will analyze and map these areas according to the actual functions that evolved informally. It will replace all restrictive "open space" land-uses with a single 'Large recreational Space' that will be limited to the neighborhood edges and valleys, according to the resident's needs rather than restricting the urban development.



Playground, Sur Baher, East Jerusalem, 2020.

Photography: Author

National Transport Masterplan for Palestine (NTMP)

Source: http://www.mot.gov.ps/ntmp/

# Shuafat Area

Highway no. 60

Light rail

Shuafat neighborhood

Separation barrier

Shuafat refugee camp

Light rail Depot

Highway no. 1

# Shuafat neighborhood

Shuafat neighborhood, 2020. Photography: Author.



Ramallah Road, Shuafat, 2020. (Google streetview)
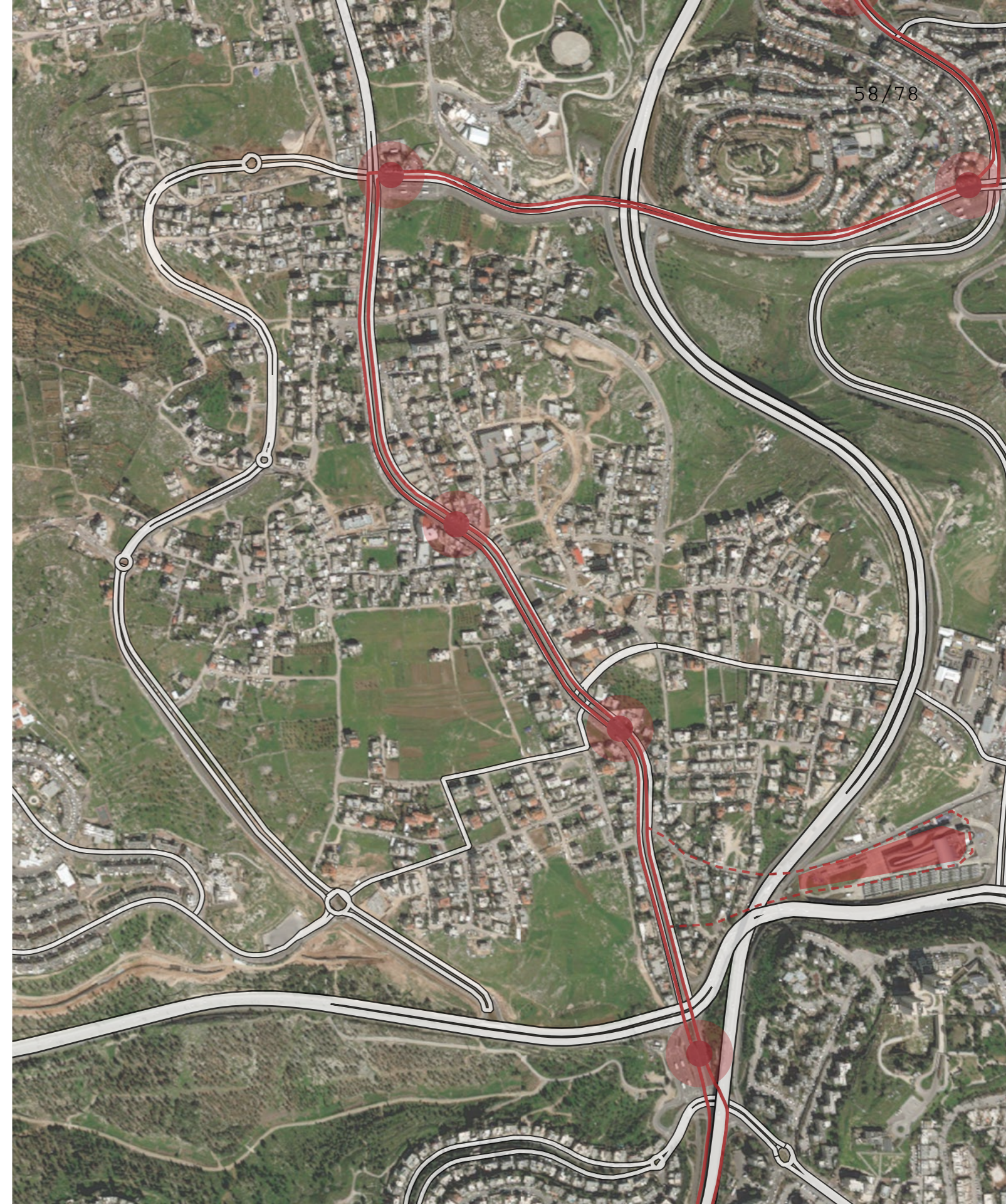
# Shuafat neighborhood



Shuafat neighborhood, 2020. Photography: Author.



Ramallah Road, Shuafat, 2020. (Google streetview)

- Poor and underdeveloped urban infrastructure

- No development along the light railway line

- Scarcity of public facilities

- Scarcity in good quality open public spaces

- Unfeasible plans make it hard for landowners to develop their land

# Shuafat refugee camp



Shuafat refugee camp, 2020. Photography: Author.



Shuafat refugee camp, 2017. Photography: Al-Jazeera.

# Shuafat refugee camp



Shuafat refugee camp, 2020. Photography: Author.



Shuafat refugee camp, 2017. Photography: Al-Jazeera.

- High density due to informal highrise building for housing

- Scarcity of public facilities

- Scarcity of open public spaces

- Decades of lack in planning and enforcement created an urban chaos

- Heavy transportation restrictions due to the separation barrier

# Shuafat Area:
# Existing

**Legend:**

- Separation barrier
- Highway
- Primary road
- Light rail
- Light rail station
- Plot for public building (Allocated by existing plans)
- Public buildings
- Informal highrise buildings
- Informal small industry
- Waste treatment facility

Area with ecologic importance (According to the Jerusalem Ecological Policy, 2013)

Shuafat neighborhood

Shuafat refugee camp

Light rail depot

Shuafat area analysis.

Made by author

Shuafat neighborhood    New development    Ligh railway    Jerusalem-North Station    Urban square    Park    Shuafat Refugee Cam



0    25    50    100m
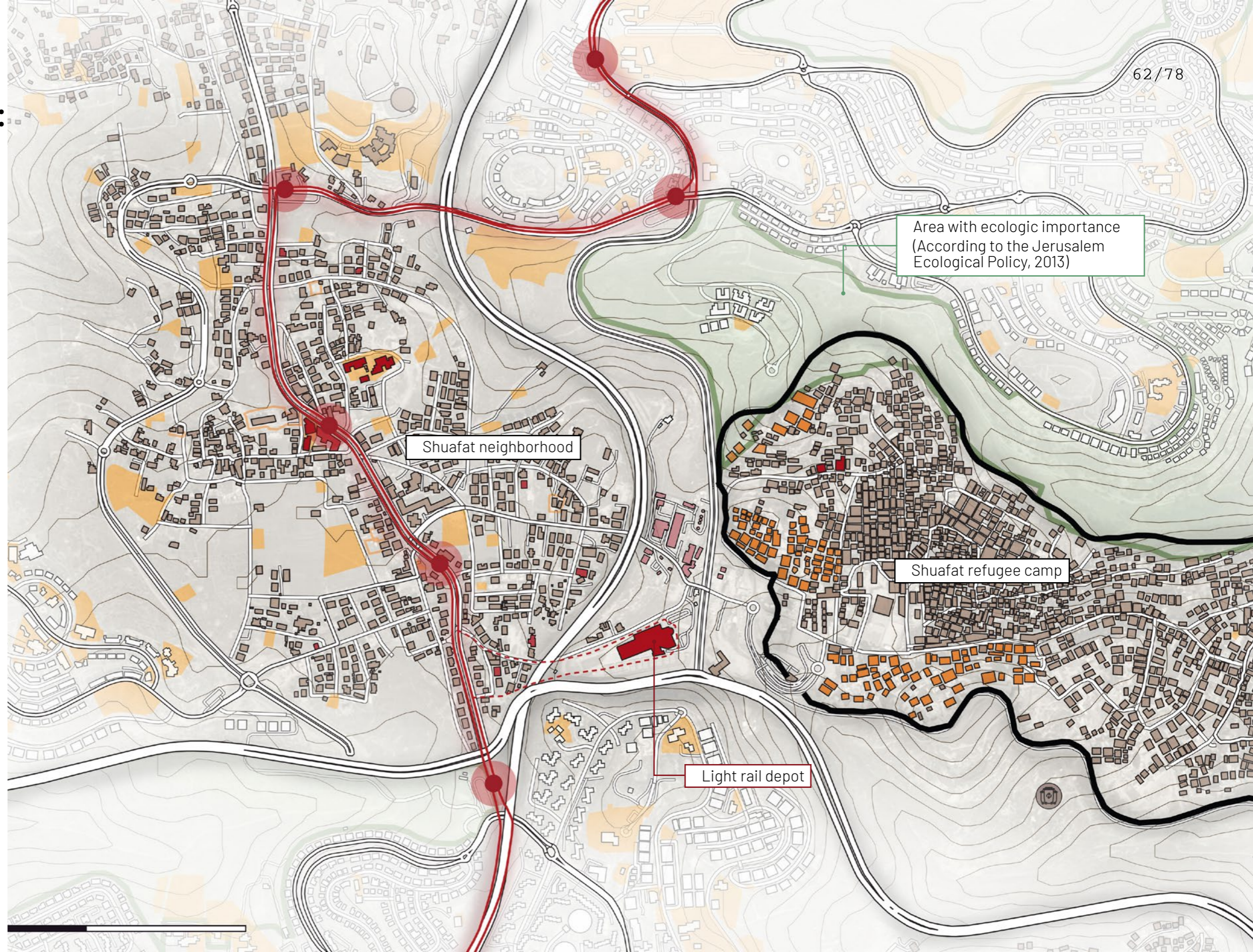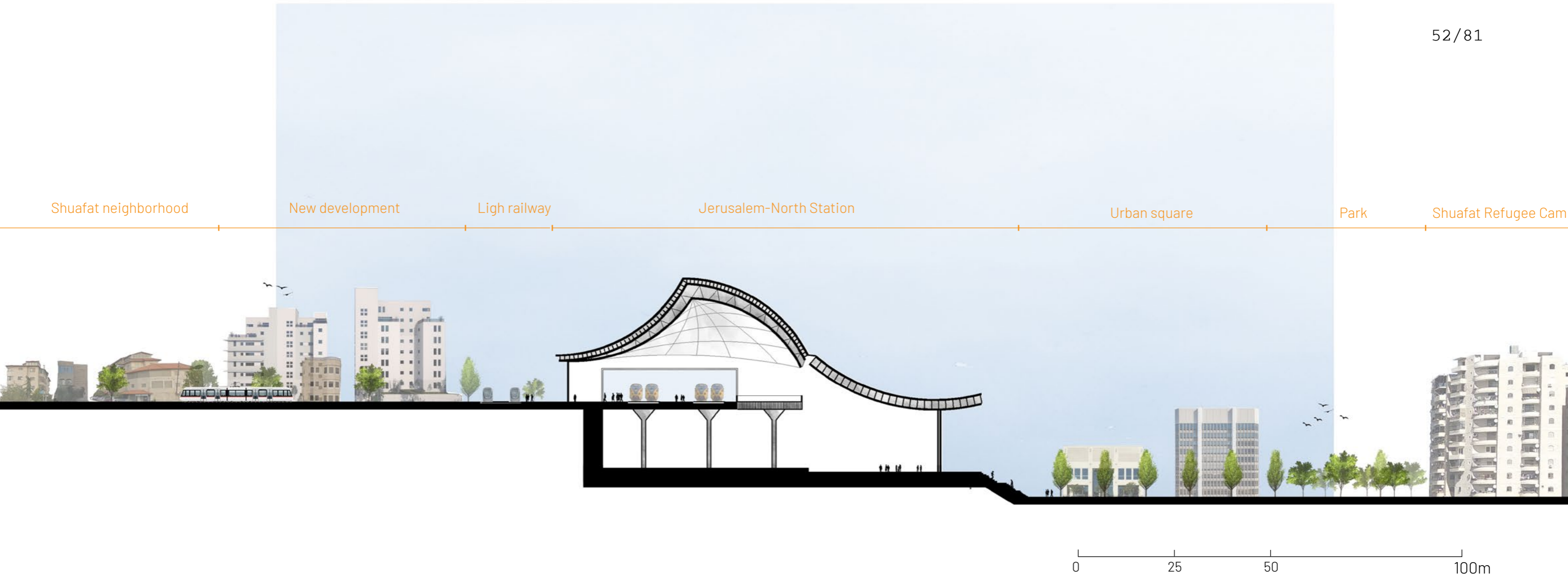
Jerusalem-North Station - Urban section.

Made by author

# Problem field: Divided cities, conflict and urban planning

Belfast, Beirut, Jerusalem, Mostar, and Nicosia are examples of divided cities that long urban conflicts have deepened their divisions and inflicted significant urban damage.

These cities, although being an extreme example of a divided city, represent a global condition of polarization, sectarianism and deep economic inequity

(Charlesworth, E. & Calame, J. 2012).



West Beirut, predominantly Muslim Lebanese, PLO & pan-Arab

East Beirut, predominantly Christian Lebanese & Nationalist

**Beirut**



majority Protestant-Loyalist enclave

majority Catholic-Republican enclave

**Belfast**



Israeli West Jerusalem 1948-67, predominantly Jewish

Jordanian East Jerusalem 1948-67, predominantly Muslim

developed area    demilitarized zones

Green Line    no man's land
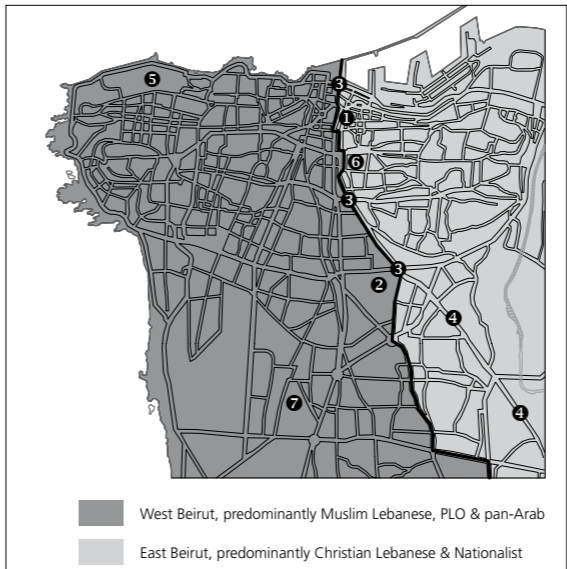
**Jerusalem**

Source: Charlesworth, E. & Calame, J. (2012), *Divided Cities: Belfast, Beirut, Jerusalem, Mostar and Nicosia*, University of Pennsylvania, Philadelphia, P. 40, 64, 86

# Problem field: Divided cities, conflict and urban planning

These divided cities are different from one another, each rooted in its specific historical and cultural context, however, they all share similarities in the spatial manifestation of the urban divisions. In many cases, the eruption of violence has created the need for physical separations and divisions that became the permanent reality of the city.

Improvised checkpoint, Beirut during the civil war, mid-1970's.
Photography: *An-Nahar.*



Temporary barricades in Belfast, 1969. These temporary divisions became semi-permanent "peacelines". Photography: Henry Bell, 1969.



Barricades in Jerusalem constructed during the war in 1948 along the line that will become the armistice line. Photography: Israeli Government Press, 1948.



Source: Charlesworth, E. & Calame, J. (2012), *Divided Cities: Belfast, Beirut, Jerusalem, Mostar and Nicosia*, University of Pennsylvania, Philadelphia, P. 52, 72, 93

# Shifting Borders - Historical Background

In recent history, Jerusalem was subjected to several geopolitical changes and divisions: In 1947, the United Nations 'Partition Plan for Palestine' recommended that Jerusalem will be governed under a 'special international regime'.

# Shifting Borders -
# Historical Background

In recent history, Jerusalem was subjected to several geopolitical changes and divisions: In 1947, the United Nations 'Partition Plan for Palestine' recommended that Jerusalem will be governed under a 'special international regime'.

In the aftermath of the 1948 war between the newly founded state of Israel and all its Arab neighboring countries, Jerusalem was divided between the state of Israel and the kingdom of Jordan, having a closed and hostile international border running across the city.

**1948** ● War of independence

**1967** ○ Six-Day war

**1973** ○ Yom Kipur war

**1979** ○ Peace with Egypt

**1987** ○ First Palestinian uprising

**1993** ○ The 'Oslo Accords'

**1994** ○ Peace with Jordan

**2000** ○ Second Palestinian uprising

Lebanon

Syria

Jerusalem ●

Jordan

Israel

Egypt

# Shifting Borders - Historical Background

On June 7th, 1967, the Jordanian ruled part of the city was conquered by the Israeli army during a war between Israel and Egypt, Jordan and Syria, later known as 'the Six Days War'. The city was once again under one rule.

1948 ● War of independence

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2000 ○ Second Palestinian uprising

Lebanon

Syria

Jerusalem ●

Jordan

Israel

# Shifting Borders - Historical Background

In the early 1990's, a peace process between Israel and the Palestinians resulted in an interim agreement known as the 'Oslo Accords', which constitutionalized temporary sub-divisions of the West Bank to Israeli areas and Palestinian areas, and established a Palestinian self-governance in the Palestinian cities, as a first step towards an independent Palestinian state.

However, the status of Jerusalem was not a part of the agreement, and the question of the city's governance was postponed to future negotiations.

| Year | Event |
|------|-------|
| 1948 | War of independence |
| 1967 | Six-Day war |
| 1973 | Yom Kipur war |
| 1979 | Peace with Egypt |
| 1987 | First Palestinian uprising |
| 1993 | The 'Oslo Accords' |
| 1994 | Peace with Jordan |
| 2000 | Second Palestinian uprising |



Lebanon
Syria
Jerusalem
Jordan
Israel
Egypt

# Shifting Borders - Historical Background

Future negotiations never took place, and the peace process was never accomplished.

1948 ● War of independence

1967 ● Six-Day war

1973 ● Yom Kipur war

1979 ● Peace with Egypt

1987 ● First Palestinian uprising

1993 ● The 'Oslo Accords'

1994 ● Peace with Jordan

2000 ● Second Palestinian uprising

Lebanon

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Jerusalem

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Egypt