

Jerusalem

Urban Challenges and Planning Proposals

- French Hill
- Road 60
- Old City
- Ben Hinom Valley
- Abu Tor

Introduction

From "Jerusalem" to "Yerushalayim" and "Al-Quds"

This annex addresses the planning and design challenges that will arise from the delineation of a border through Jerusalem. It proposes planning, design, and urban strategy measures to ensure the political resolutions are implemented for the benefit of both sides of the city.

Conflict Resolution, Planning and Architecture

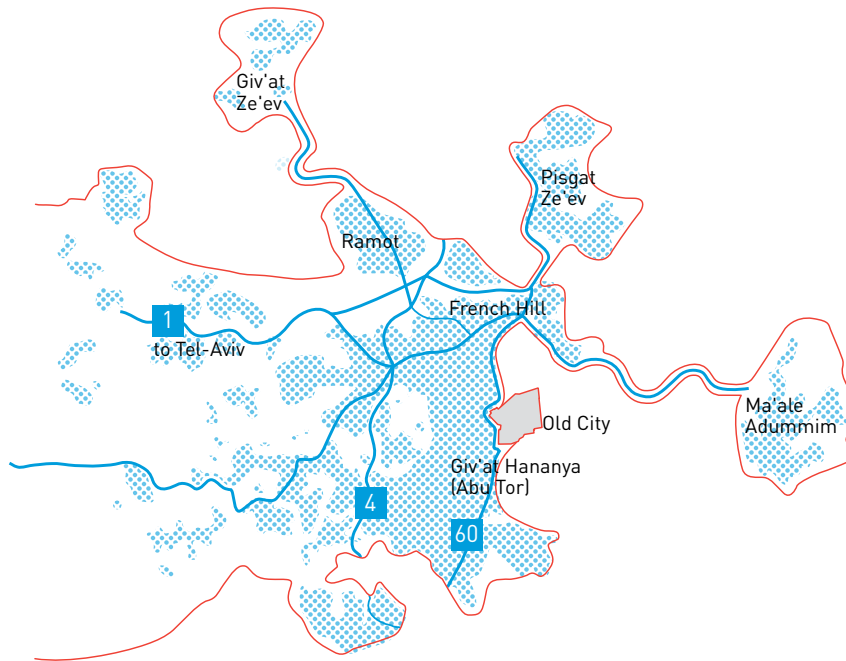
Conflict resolution is often dealt with on a macro level, using aerial views and maps whilst the attention to smaller details is postponed until after negotiation. Nevertheless, any border line agreed upon will need to be implemented in a living city. Its success therefore depends on the way the border will meet Jerusalem as the urban fabric is divided, and on whether this division is planned in tune with the city, rather than against it.

This annex forms a foundation for approaching the division of Jerusalem from the urban and architectural point of view. The chapters focus on selected urban sites where core challenges would arise following the delineation of the border. Each site is a case study for a specific theme which bears relevance to other parts of the city as well. As a whole, the annex therefore provides a planning guide as well as a solution-bank for the city's division. Using it as such will increase the chances of successfully implementing any final status agreement for the benefit of all stakeholders.

Planning Challenges in Jerusalem

Delineating the two halves of Jerusalem according to the current Israeli and Palestinian demographic spread will form two large metropolitan areas: "Yerushalayim" (West) and "Al-Quds" (East).

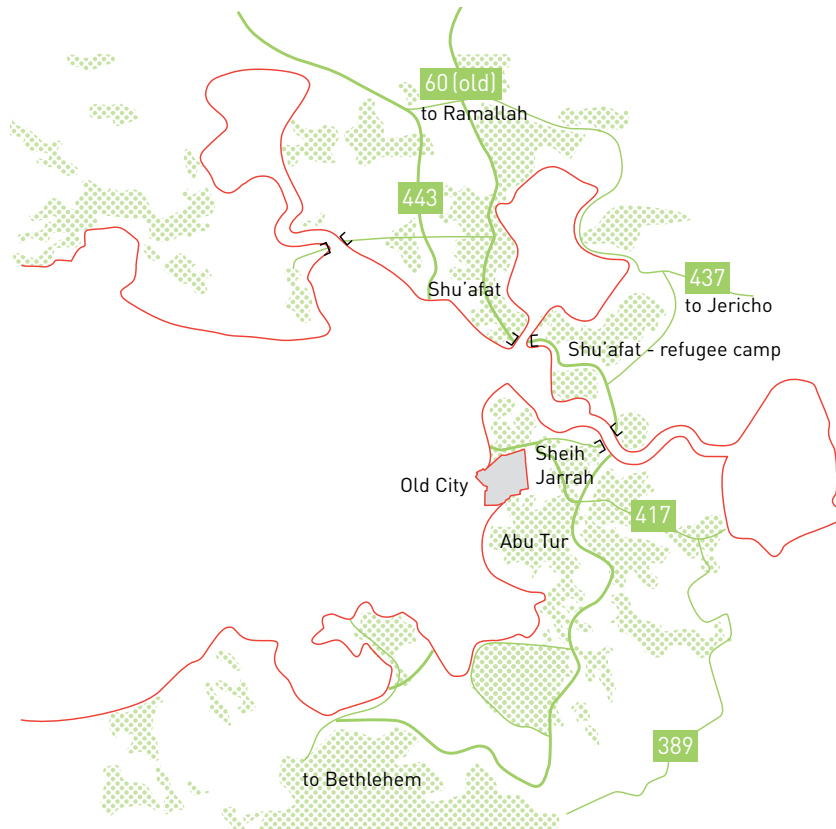
Yerushalayim



The Israeli metropolitan area will stretch from the Old City towards the West, with a few "satellite" neighborhoods (Giv'at Ze'ev, Pisgat Ze'ev and Ma'ale Adummim) spreading to the East, North and South. As the capital of the Israeli state, this metropolitan area is quite efficiently connected to the rest of the

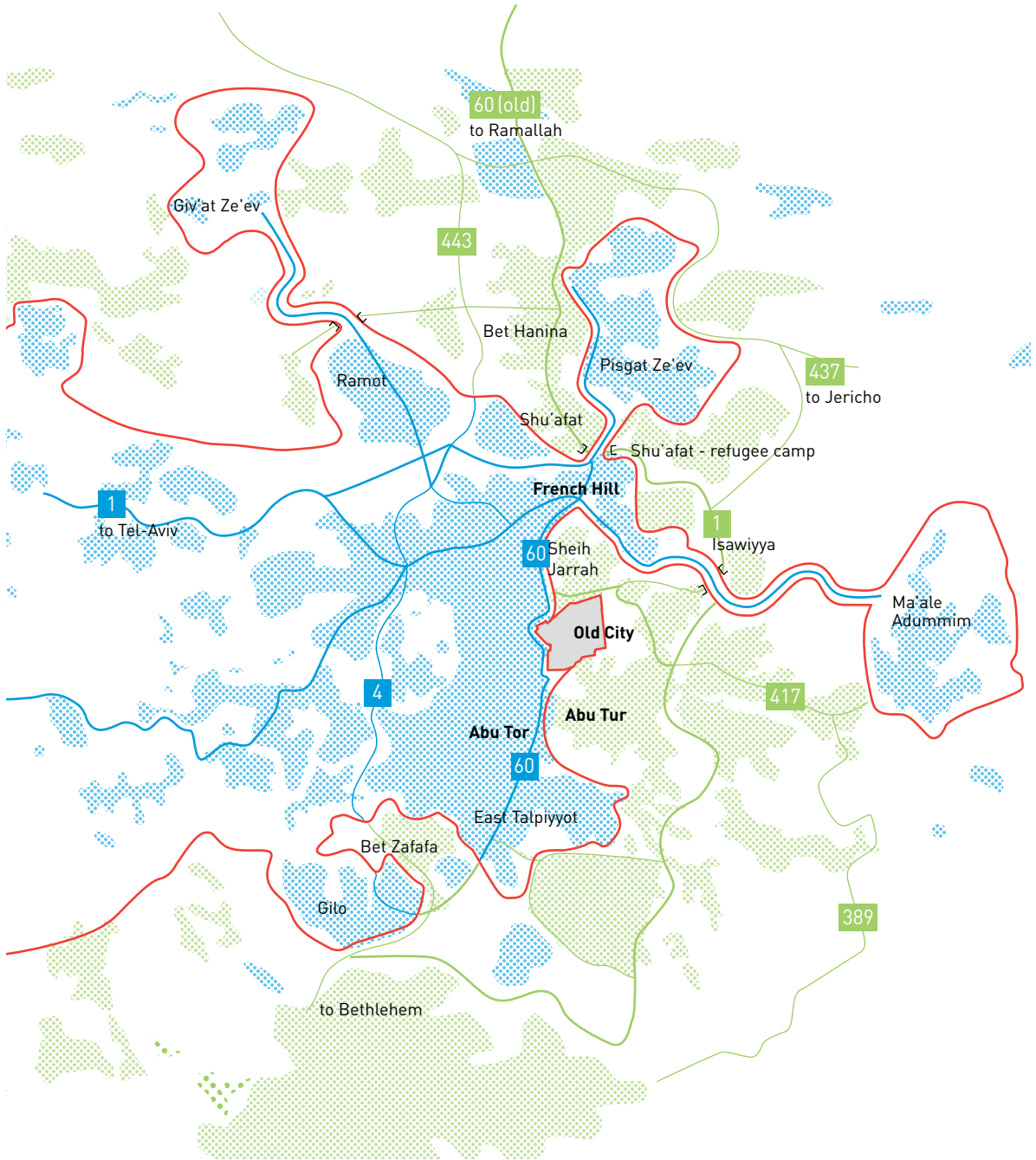
country by Road 1, connecting "Yerushalayim" to the Tel Aviv metropolitan area. The main challenge upon delineation of "Yerushalayim" is to maintain connection with the satellite neighborhoods as well as to maintain a well developed infrastructure whilst enabling future development.

Al-Quds



On the Eastern side of the border, the Palestinian metropolitan "Al-Quds" has developed as an assortment of villages and neighborhoods spreading from North to South along the border, and to the East. The different fragments have the potential to morph into a single contiguous whole, and to act as a lively metropolitan area. This evolution would depend on three main connectors: The Eastern ring-road as a main artery from North to South; the old Road 60 as

a direct route into the Old City; and an enhanced inter-city road system improving connectivity between different parts of Al-Quds. The ring road will also function as part of the statewide connection (Nablus – Ramallah - Bethlehem - Hebron), whilst R.60 will be an important transport link to the heart of Al-Quds.



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|--|---|---|
| — 2003 Geneva Accord Line | — Israeli road | ● Israeli Demographic Spread |
| — Underpass | — Palestinian road | ● Palestinian Demographic Spread |

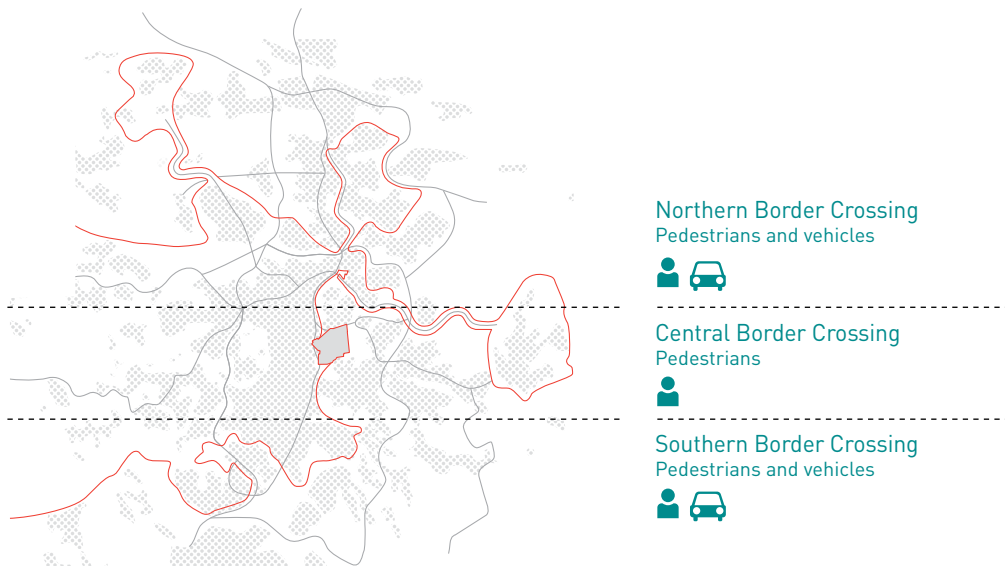
Separation and Connectivity

Delineation of the Geneva Accord border in Jerusalem will not only create two independently functioning and sustainable capitals, but will also allow for dynamic connection between them.

The implementation of the Geneva Accord border (or any other permanent status border) in Jerusalem has to uphold two parallel aims: Jerusalem's evolution into two cities and their connection to each other. The first aim is to ensure that the separation of the city forms two functioning urban units, underscoring and proposing solutions to the crucial planning challenges raised by the Geneva Accord border. The second aim is to ensure viable connectivity between the two future cities.

To this end, a larger study of the border in Jerusalem was held: the border has been conceived as a seam line along which infrastructure and facilities can be planned and developed for mutual use. Each chapter of the annex depicts solutions for areas along the border, dealing with different elements of the urban fabric (infrastructure, open spaces, border facilities, etc.).

Border Crossing Facilities in Jerusalem



A city that has functioned as one entity for so many years could suffer greatly if divided harshly without preserving the link between the two sides. The unique urban character of Jerusalem depends largely on the ability to travel from one side of the city to the other. Daily workers (mostly Palestinians who work in "Yerushalayim"), tourists, traders, business people, government officials and diplomats – will all become totally reliant upon the crossing facilities linking East and West. Therefore, a number of crossing facilities must be carefully planned along the seam line which will serve the different populations efficiently and encourage

cooperation and normality along the border. At least three border crossing facilities are proposed along the border in Jerusalem:

Northern Jerusalem

A large facility to serve mainly pedestrians and authorized vehicles (see also French Hill chapter).

Central Jerusalem

A facility for pedestrian use only (see also Road 60 chapter).

Southern Jerusalem

A large facility serving pedestrians, vehicles and perhaps merchandise trucks; possibly in the location of "Rachel crossing" (Bethlehem area).

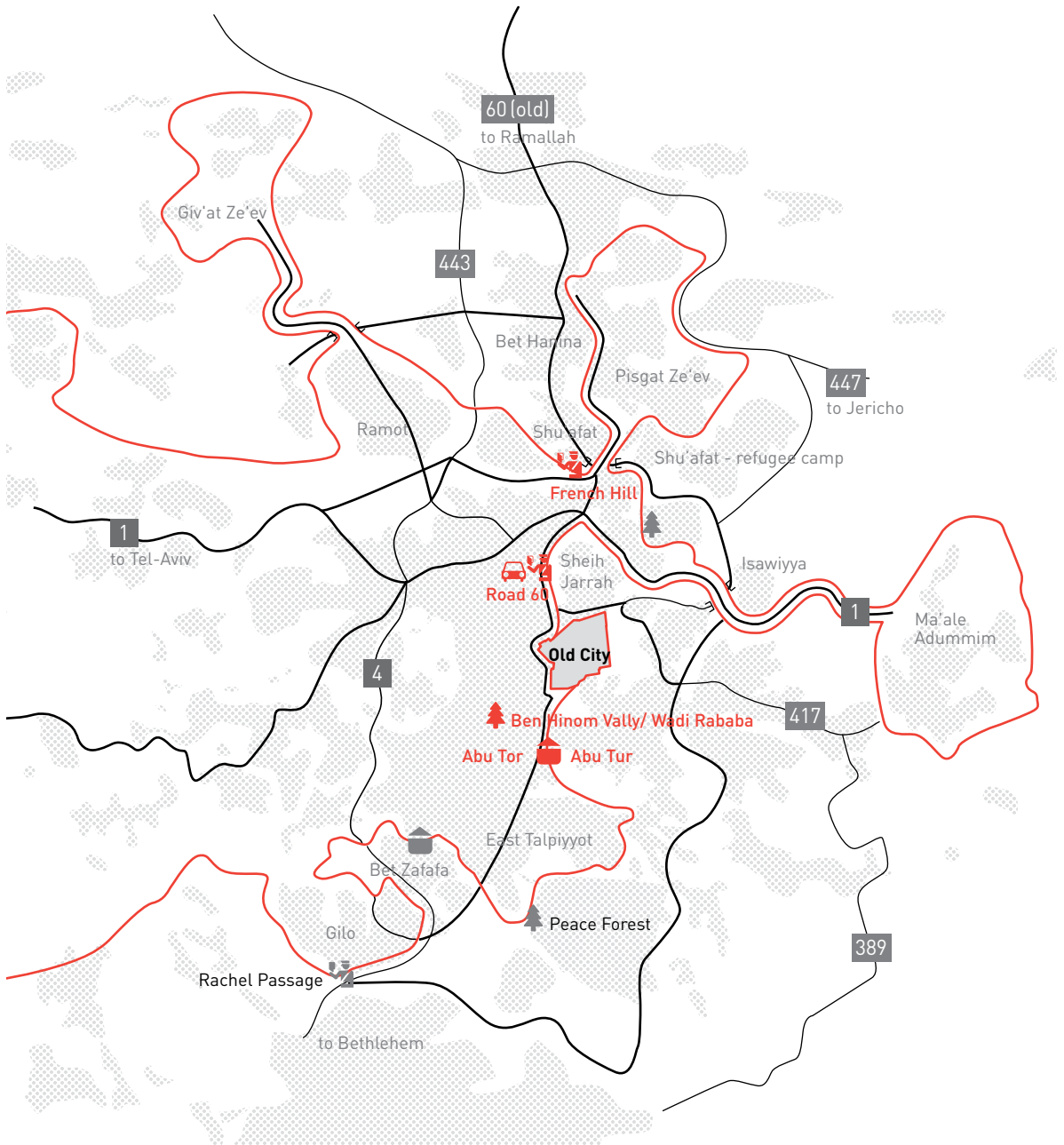
Planning Assumptions and Principles

The annex was based on a few methodological principals:

- **Preliminary study:** Any issue pertaining to a future border in an urban context is linked to the multi-layered reality of the city. Whilst conflict resolution tends to focus on the scale of large aerial views, each solution presented here begins with a thorough examination of the area at hand at its ground level. The examination includes the demographic spread, physical attributes (such as topography), existing and planned infrastructures, land use and land availability for future development, etc.
- **Comparative alternatives analysis:** For each proposal presented, several alternatives are surveyed and compared using a criteria method developed uniquely for each case. Following the analysis, a recommended solution is chosen and then further detailed. Laying out alternative strategies and solutions provides policy makers as well as the general public a multitude of options together with their relative advantages and drawbacks.
- **Flexible proposals:** The proposals are planned to provide an in-built flexibility of the border and its facilities, taking into account long and short term adjustments that a final status agreement may require along time.

In addition, there exists a great fluctuation of movement across the border in the dynamic local political climate. Due to lack in statistics and accurate forecasts of volume of traffic across the border (local, commercial, government and tourist traffic crossing according to varying levels of trust) several assumptions were made:

- a. The volume of traffic in the border crossing facilities will vary not only in number but also in nature, and will depend on the political climate at the time.
- b. In a scenario of minimal trust and cooperation, there will be little traffic across the border, and with the increase in trust and cooperation, the traffic across the border will increase substantially.
- c. The majority of tourists will arrive and cross on buses. Daily workers would probably arrive by various means (private cars, public transport or by foot), but would likely cross on foot with special crossing permits. Locals wanting to visit the other side for business or leisure would probably cross in private vehicles. Diplomats would also most likely cross in official vehicles with a special crossing permits.



- 2003 Geneva Accord Line
 Border Crossing
 Binational Road
 Green Space
 Neighborhood
- ▬ Underpass
 ● Demographic Spread

* Gray icons indicate additional segments for future study

Chapters

Each chapter of this annex highlights a different challenge that must be met upon implementation of the border in Jerusalem. Each solution proposed, however, offers a concept that is applicable not only to the specific area in the chapter of study, but also to other areas along the border with similar characteristics.

French Hill

A major junction between the two cities

Explores a future transportation scheme for the two sides and proposes the location and outline for a large crossing facility in the area. Focuses on critical Israeli and Palestinian mobility and continuity issues in Northern Jerusalem.

Road 60

A binational road and backbone for infrastructure

Deals with the transformation of a central urban route into a binational road as a border is placed at its center. The chapter offers strategies for integrating security and urban transportation infrastructures to accommodate this shift, and also demonstrates a pedestrian border crossing facility linking the two urban environments.

Old City

Special arrangements for entering the Old City

Deals with the Old City as an area with special arrangements within the context of a final status agreement. The chapter focuses on a pedestrian and vehicle crossings via the gates, accommodating security apparatuses in this sensitive area and balancing the required adaptation with the architectural preservation of the Historic Basin.

Ben Hinom Valley

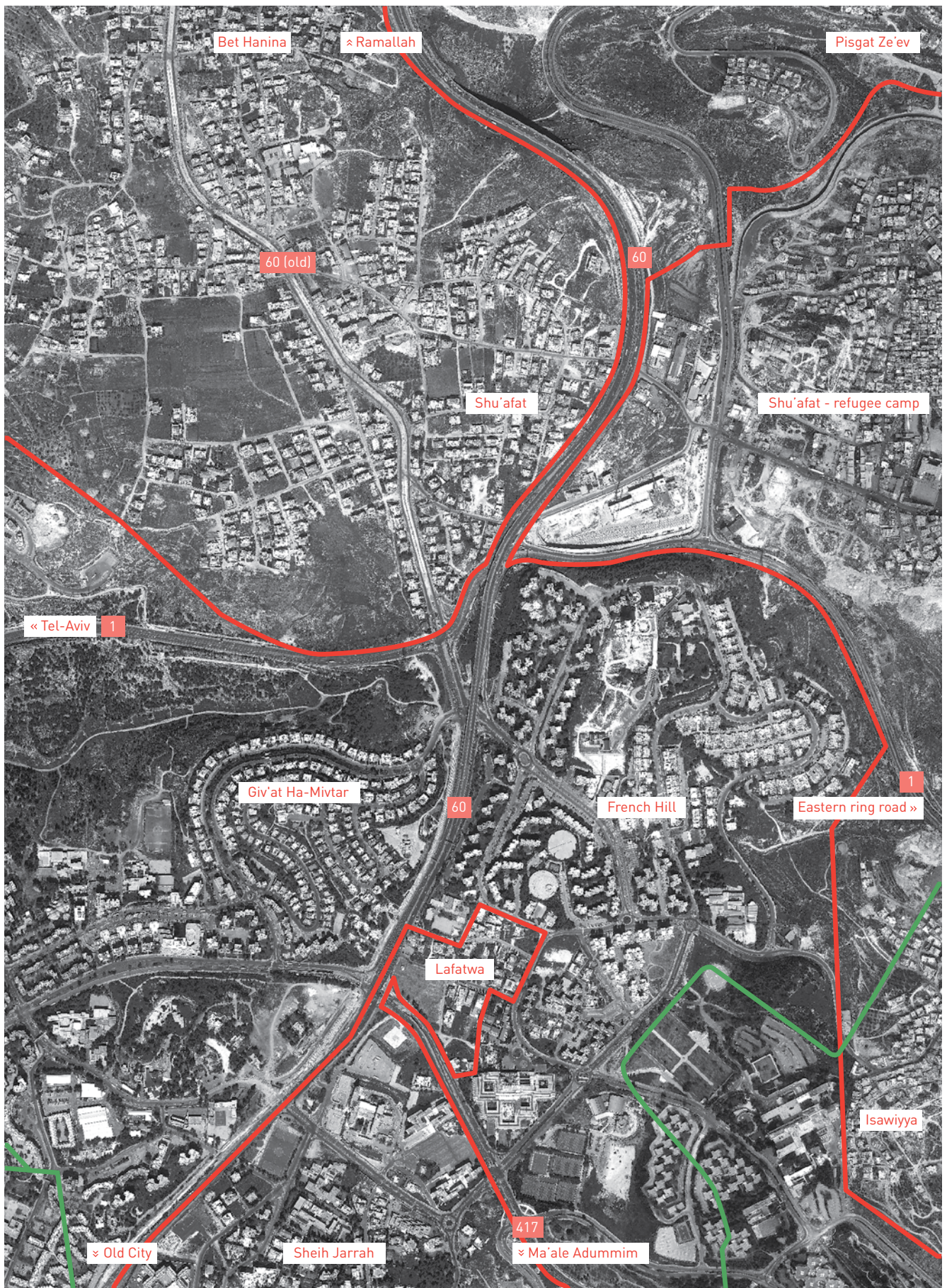
A green space and historical landscape

Addresses division in an open urban space, and proposes a path for barrier in such areas based on the local topography and existing elements on site.

Abu Tor

A mixed, densely built neighborhood

Addresses the challenge of separation within a populated mixed neighborhood. It proposes for a path and a form for a border within the open and built parts of the neighborhood in light of the current local demographic spread, and suggests strategies for implementing separation and connection on the local built typology.



Legend: — 2003 Geneva Accord Line — 1967 line

French Hill

A Major Junction Between the Two Cities

This chapter touches upon key issues in a future Israeli-Palestinian border regime as it focuses on preserving continuity and solving movement challenges which would arise from the delineation of a border in the northern part of Jerusalem.

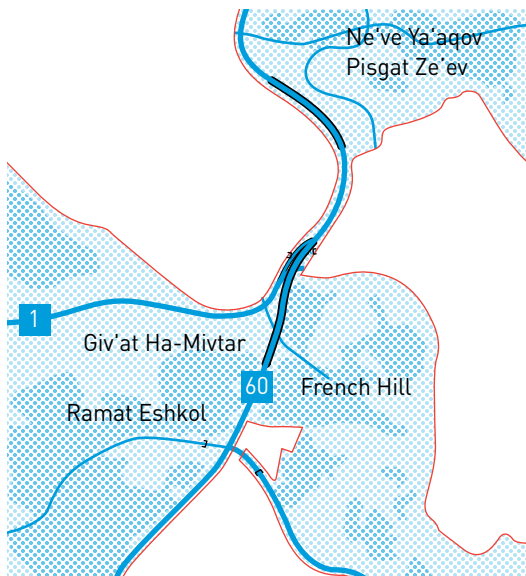
The chapter explores a major vehicle and pedestrian border crossing facility in the French Hill junction area. This facility is viewed and planned as an urban joint connecting the two cities, and especially the two city centers. It also aims to ensure that adequate movement and transportation routes are provided in post-agreement reality, as these are crucial for attaining a viable future coexistence. Additionally, it proposes locations for major entrance and exit points to and from Yerushalayim and Al-Quds, ensuring Israeli as well as Palestinian territorial continuity despite the urban division. In order to set the foundation for approaching this issue, a methodology for comparatively evaluating alternative locations for border crossing facilities is developed and demonstrated in this chapter.

Urban Analysis

Due to intertwined demographic spread in the area, the post agreement reality according to the proposed Geneva Accord line will pose great urban and infrastructural challenges. This section proposes strategies for mediating these challenges in line with the different needs of the two sides.

From West Jerusalem to Yerushalayim:

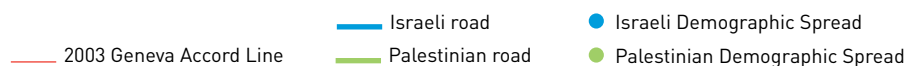
French Hill and Giv'at Ha-Mivtar are two neighborhoods on the Northern outskirts of West Jerusalem. Beyond them and to the North are the enclaves of Pisgat Ze'ev and Ne've Ya'aqov. As part of the Geneva Accord, it was agreed that a main road (based on the existing one – new R.60), will maintain the connection between the enclaves and the core of West Jerusalem.



From East Jerusalem to Al-Quds:

Sheih Jarrah is the urban center of what is now East Jerusalem, and upon a final status agreement will become the central business district (C.B.D) of Al-Quds. Just North of Sheih Jarrah and the busy Eshkol Junction, there is a small residential neighborhood (known to the Palestinians as Harat al-Lafatwa/ Lafatwa), separated from Sheih Jarrah by the Israeli road to Ma'ale Adummim.

Bet Hanina and Shu'afat, further to the North-West, and Shu'afat Refugee Camp and Isawiyya to the North-East, are all densely populated neighborhoods, disconnected from their C.B.D by French Hill and Giv'at Ha-Mivtar, and from each other by the Israeli Road 60 connecting to Pisgat Ze'ev to Neve Ya'aqov.



Key Planning Challenges

The planning challenges in this area stem from the need to preserve the daily urban routine of the city's residents upon the delineation of the border. These challenges should be examined through both perspectives – the Israeli and the Palestinian:

Israeli

- Maintaining a secure and dependable passage between West Jerusalem and Pisgat Ze'ev (the Geneva Accord allows a corridor based on the existing highway, taking into consideration the need to expand the road once it becomes the only route to Pisgat Ze'ev).
- Maintaining a secure and dependable passage between West Jerusalem and Ma'ale Adummim. Upon a permanent status agreement, the Eshkol Junction will become the only access to the highway to Ma'ale Adummim. This junction also needs to serve the Palestinian need for connection between the neighborhood of Sheih Jarrah and the small neighborhood Lafatwa located north of it.

Palestinian

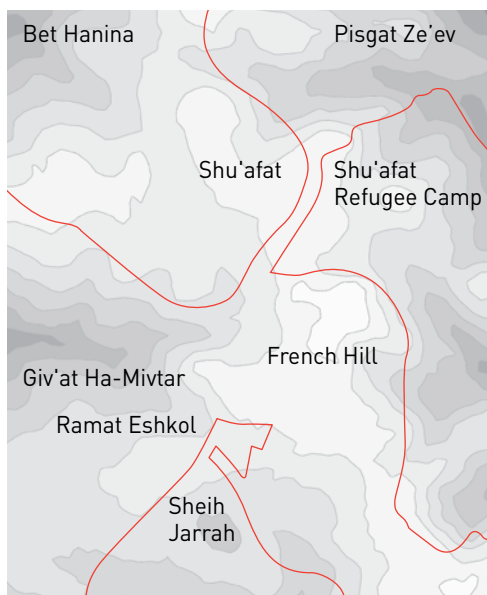
- Connecting Shu'afat neighborhood and the Shu'afat refugee camp (currently separated by the Israeli road to Pisgat Ze'ev) to the Palestinian territories.
- Connecting Road 1 (the road leading to the Eastern Ring Road highway) to the inner road 60 which leads to Shu'afat and Bet Hanina in the north and the Old City in the south.
- Securing a connection and a dependable Palestinian passage from the area of Shu'afat to the Palestinian urban center in Sheih Jarrah and the Old City area. The Geneva Accord recognizes the need for a secure path between the disconnected neighborhoods – yet its form remains a great challenge.
- Maintaining the connection and access between the neighborhood of Sheih Jarrah and Lafatwa neighbourhood located north to the Eshkol junction.

Layers of Study

The proposals and solutions were based on an extensive analysis of the urban environment. The layers of analysis included:

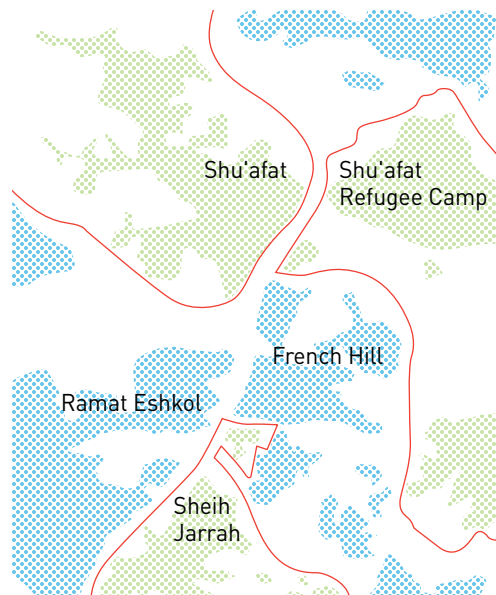
Topography

The illustration depicts the topographical structure of the area in question. As shown, most of the residential areas are situated in the higher areas. This has a significant pertinence to urban and transport system planning (in terms of the latter, this particular topographical feature might lend itself to certain solutions, such as traffic tunnels).



Demographic Spread

The illustration depicts the complex demographic spread in the area as the two populations here are intertwined and interfere with each other's territorial continuity. A border line based on the demographic spread here would not allow a "clean cut" North-South division.

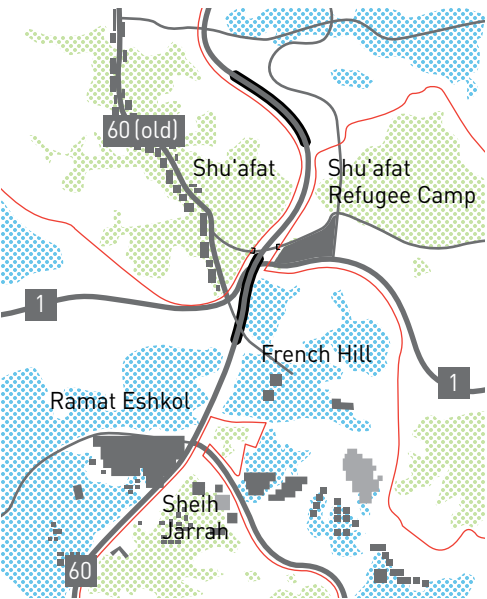


— 2003 Geneva Accord Line
 ■ Topography (High > Low)

● Israeli
 ● Palestinian

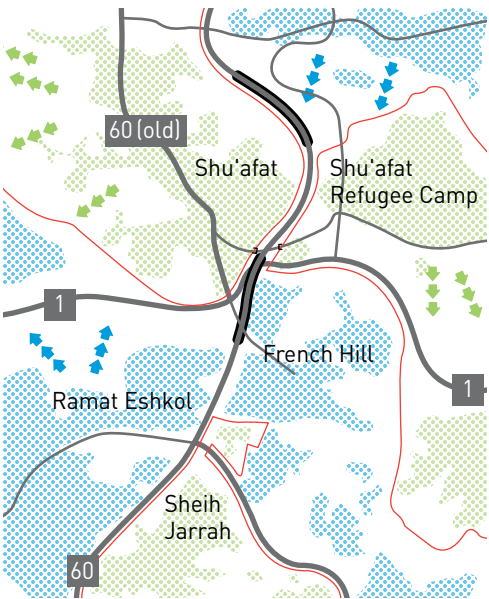
Land Use

The illustration shows the urban fabric along the future borderline, and the main transport routes. North of Eshkol Junction, the area becomes increasingly residential and is surrounded by large areas yet to be built upon. In Shu'afat, the inner city road ("Old Road 60") acts as the main commercial street.



Land Availability

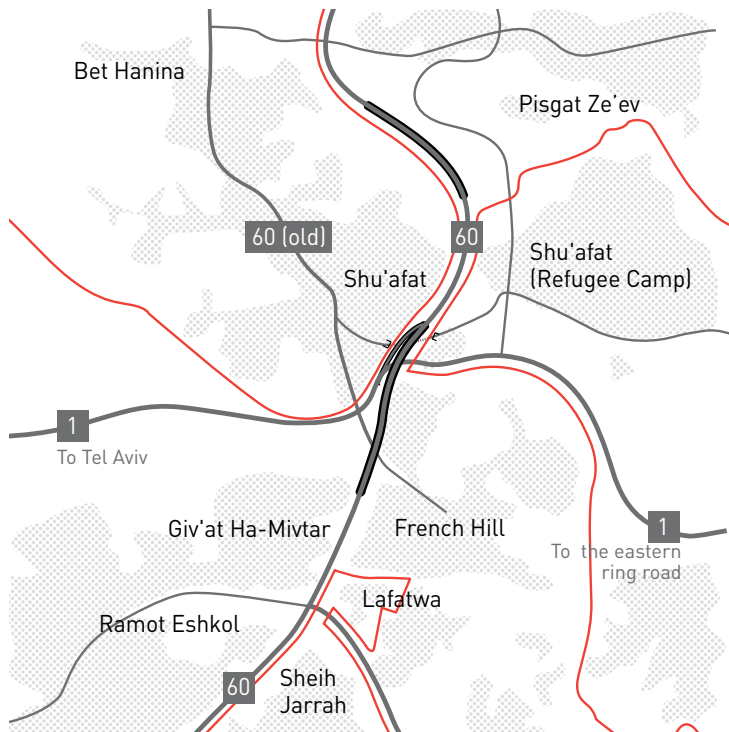
The illustration shows the possibilities for future expansion of the urban fabric on both sides of the border.



Continuity, Transportation And Movement

This part highlights the challenges arising from splitting the transport infrastructure as part of a permanent status agreement, and suggests adjustments for creating viable mobility solutions for both sides in the French Hill area

Road Infrastructure and the Border

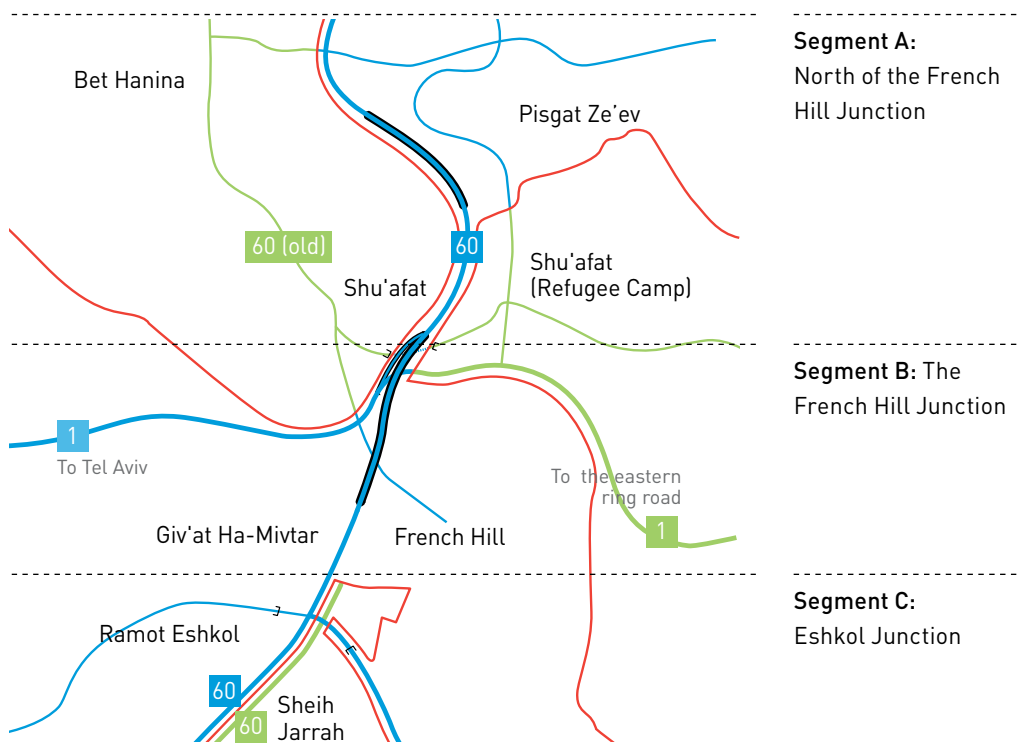


Implementing a border in an urban and densely developed area will disrupt the territorial continuity as well as the transport infrastructure. This part outlines the main discontinuities in the French Hill area. It proposes strategies to overcome them and highlights the necessary adjustments they require for enhancing a sense of continuity, mobility and safety on both sides of the border.

Upon a permanent status agreement these recommendations will require detailed planning by professional traffic engineers and infrastructure experts.

Note: The issue of the light rail is discussed in specifically in pages 122-123, and was extracted from the rest of the maps.

Proposed Modifications to Road Infrastructure

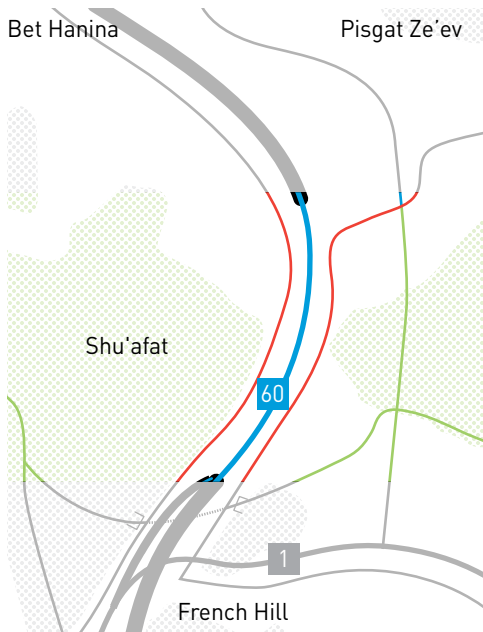


The French Hill area is a complex and intertwined net of roads and highways serving both east and west Jerusalem. Re-planning it upon the delineation of a permanent status border will be a challenging task. In order to simplify the issue, each of the following pages focuses on a different segment of the area. In each section, the key planning challenges are highlighted and solutions for the traffic infrastructures

are offered. Finally, the combined solution is portrayed and the Light rail infrastructure is examined in its context. It should be noted, that all of the solutions presented here are the outcome of a thorough examination of several alternatives considered for each segment. The chosen solutions are the ones which ensure optimal continuity and mobility on both sides.

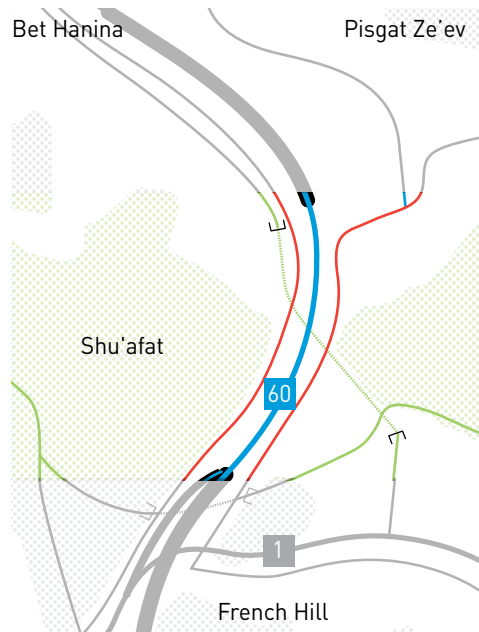
Segment A: North of the French Hill Junction

Planning challenges:



- Maintaining Israeli continuity between Pisgat Ze'ev and West Jerusalem via Road 60 (the Geneva Accord allows a corridor based on the existing high-way, taking into consideration the need to expand the road once it becomes the only route to Pisgat Ze'ev).
- Maintaining Palestinian continuity between the Palestinian Road 1 to the East and Bet Hanina to the North-West (the Israeli Road 60 to Pisgat Ze'ev disrupts Palestinian territorial continuity).

Recommended Solution:



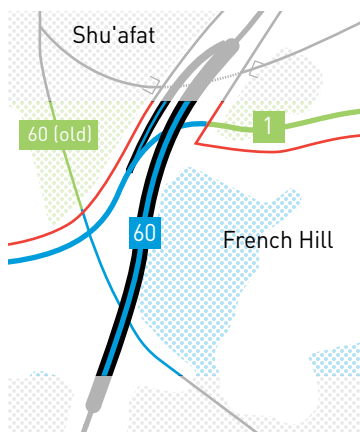
A Palestinian road based on the existing Eastern road, then, passing under the existing Israeli bridge (new R.60) in a tunnel and then climbing as a bridge adjacent to the West of the Israeli road.

This solution holds a few advantages: First, it creates two separate and independent traffic systems on both sides of the border in correlation with the Geneva Accord border route. In addition, redirecting the majority of the Palestinian traffic to the north (currently passing through Shu'afat Main Street via old R.60), will reduce the congestion in the lively commercial street.

Nevertheless, this solution will require major changes in the existing road infrastructure, especially on the Palestinian side, where parts of the road will need to be tunneled. This would entail both high costs and a longer implementation time.

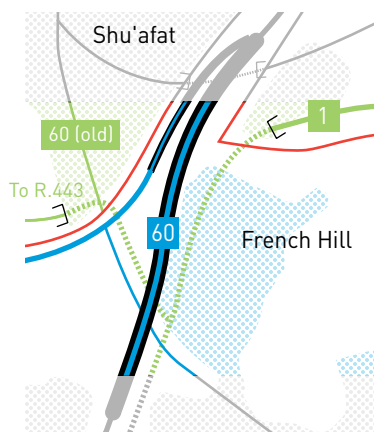
Segment B: The French Hill Junction

Planning challenges:



- Currently this complex junction serves the needs of all the surrounding neighborhoods. Once a border is implemented, the junction will serve the Israeli side only, while the Palestinian side will require an alternative route. It is proposed to re-connect Road 1 heading to the Eastern ring road with the Palestinian Road 60 heading North to Bet Hanina and South towards Sheih Jarrah and the Old city.
- Linking the Palestinian Road 60 (South to the French Hill Junction) to Shu'afat, without overloading traffic on the neighborhood.
- This segment of the traffic system can also be used for linking the Palestinian Road 1 and Road 60 to Road 443 to the North-West. This road becomes Palestinian upon separation, and connecting it to the main Palestinian Roads 1 and 60 and the Eastern ring road, would improve the connectivity and traffic flow on the Palestinian side.

Recommended Solution:



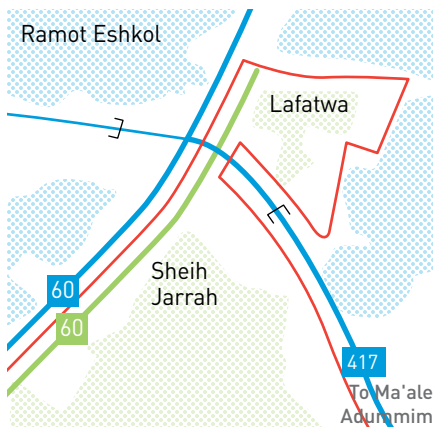
The Geneva Accord has recognized the need for a secure path linking the disconnected neighborhoods of Shu'afat and Sheih Jarrah. To this end, it is proposed to create a Palestinian tunnel road under the route of the Israeli Road 60 South of the junction. The proposed Palestinian tunnel (under R.60) will have two exit points at its northern end: one to the Palestinian Road 1 (heading to the East), and the other in the empty space on the North-East corner of the junction (heading North-East), enabling a future connection to road 443 (as suggested above).

This solution (combined with the solution for segment A) will redirect the majority of the Palestinian traffic to the north (currently passing through Shu'afat Main Street via old R.60) and reduce the congestion in the lively commercial street. Also, the future connection to road 443 will enhance the Palestinian continuity and mobility in the area.

Despite these advantages, it should be noted that the Palestinian traffic in the junction will become completely tunneled and will require careful planning, especially the security and safety issues. This solution would also entail both high cost and a longer implementation time.

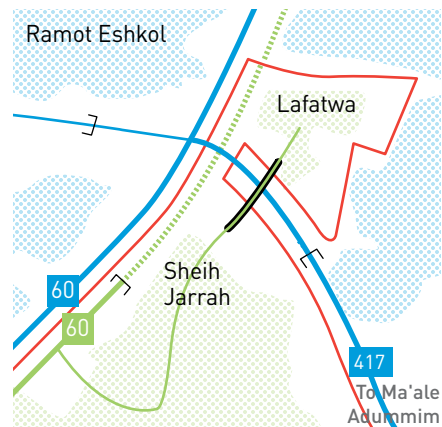
Segment C: Eshkol Junction

Planning challenges:



Upon a permanent status agreement, the Eshkol Junction will become the only Israeli access to the highway to Ma'ale Adummim. This junction will also have to serve the Palestinian need for a local connection between Sheih Jarrah and Lafatwa neighborhood north of the junction, as well as the Palestinian Road 60 connection to Shu'afat (suggested tunnel – segment B).

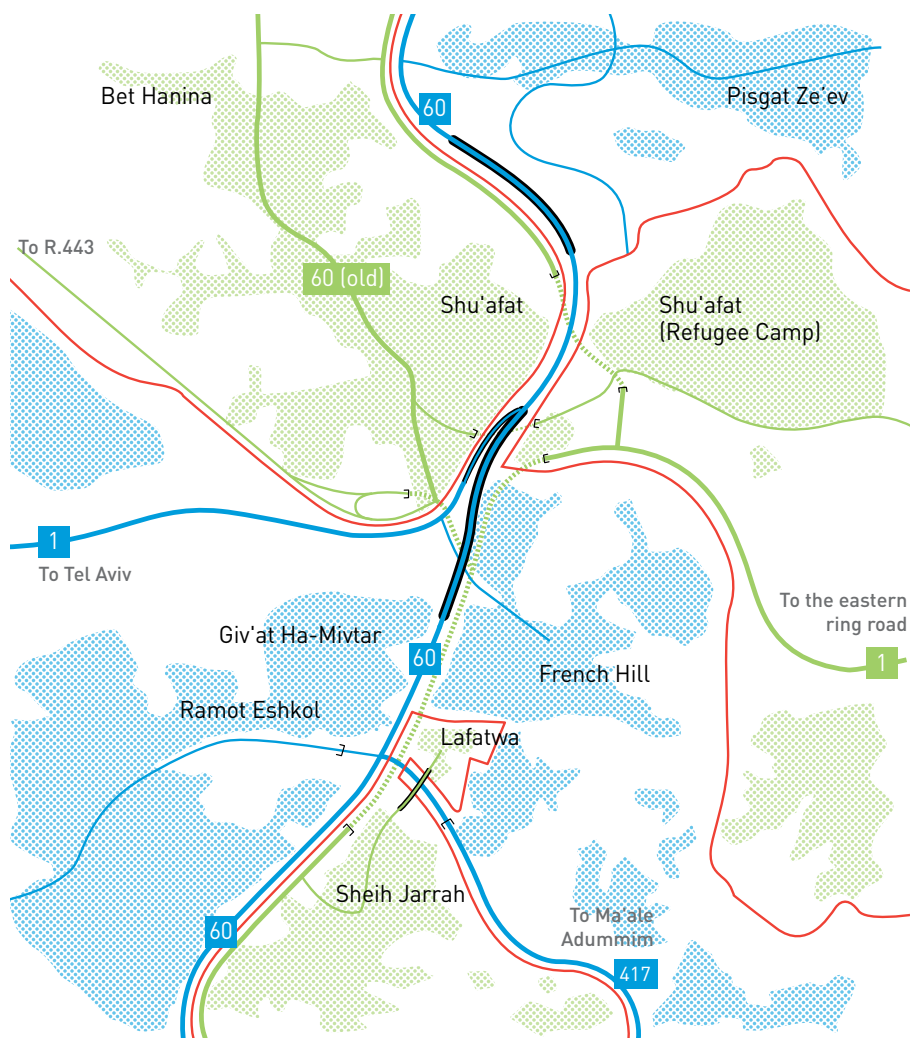
Recommended Solution:



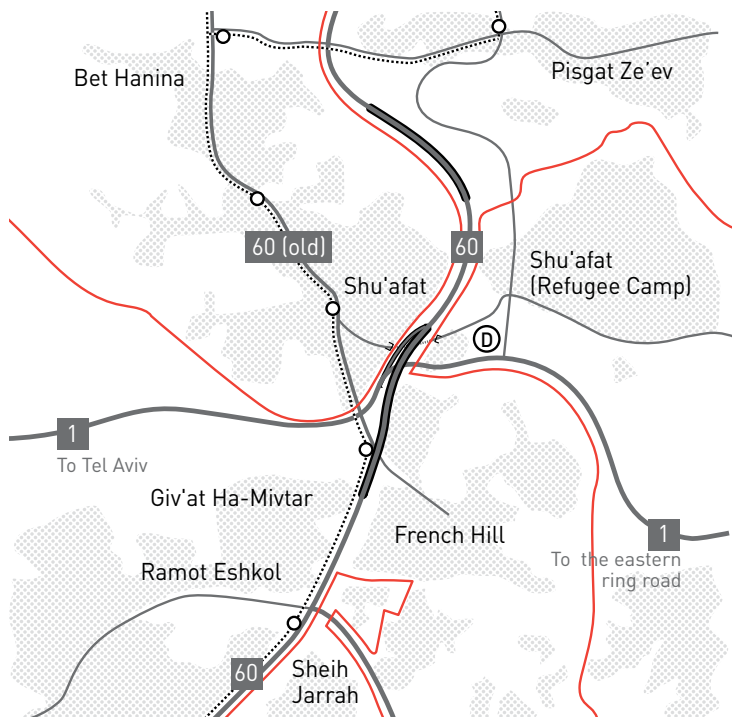
The Proposed Palestinian tunnel road under the Israeli Road 60 (see segment B), will start at its south end at Shieh Jarrah south of the Ramot Eshkol Junction. The junction itself will serve Israeli traffic only. In order to link Lafatwa with Shieh Jarrah a bridge will be erected for local use by the neighborhood's residents.

This solution secures a safe and efficient Israeli access to Ma'ale Adummim. As it will serve Israeli traffic, the only route to Ma'ale Adummim will remain as a clear artery leading to the enclave. Despite this advantage, the Palestinian tunnel is quite a long one, and will require careful planning in order to suit the Palestinian traffic system.

Two Independent Road Infrastructures (Recommended Solutions Combined)



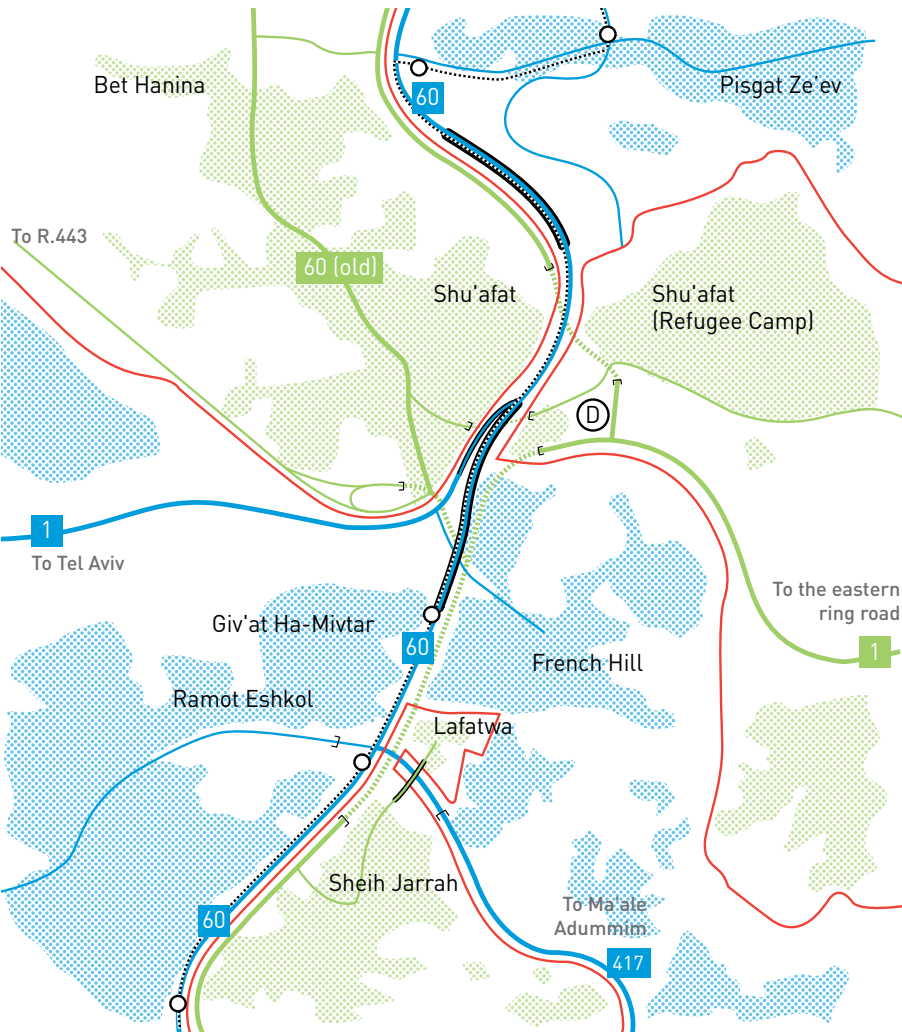
Light Rail Infrastructure and the Border



The route of the light rail (as illustrated above) does not take into account the future delineation of a border in Jerusalem, (especially in the area of Shu'afat), and will present planning challenges upon implementation of the border. Modifications to both the route of the border and to that of the light rail may therefore be required. The illustration on the next page depicts the required changes to the light rail infrastructure: **The route to/from Pisgat Ze'ev,**

currently planned to pass through Shu'afat (old R.60), will be relocated to the new R.60. **The stations** in Shua'fat will no longer be needed, and the station in the French Hill junction will be relocated further south before the bridge. **The Depot** area has already been constructed, and relocating it will require great efforts. Upon delineation of a permanent status border, this area would have to be considered for a land swap.

Proposed Modifications to the Light Rail Infrastructure



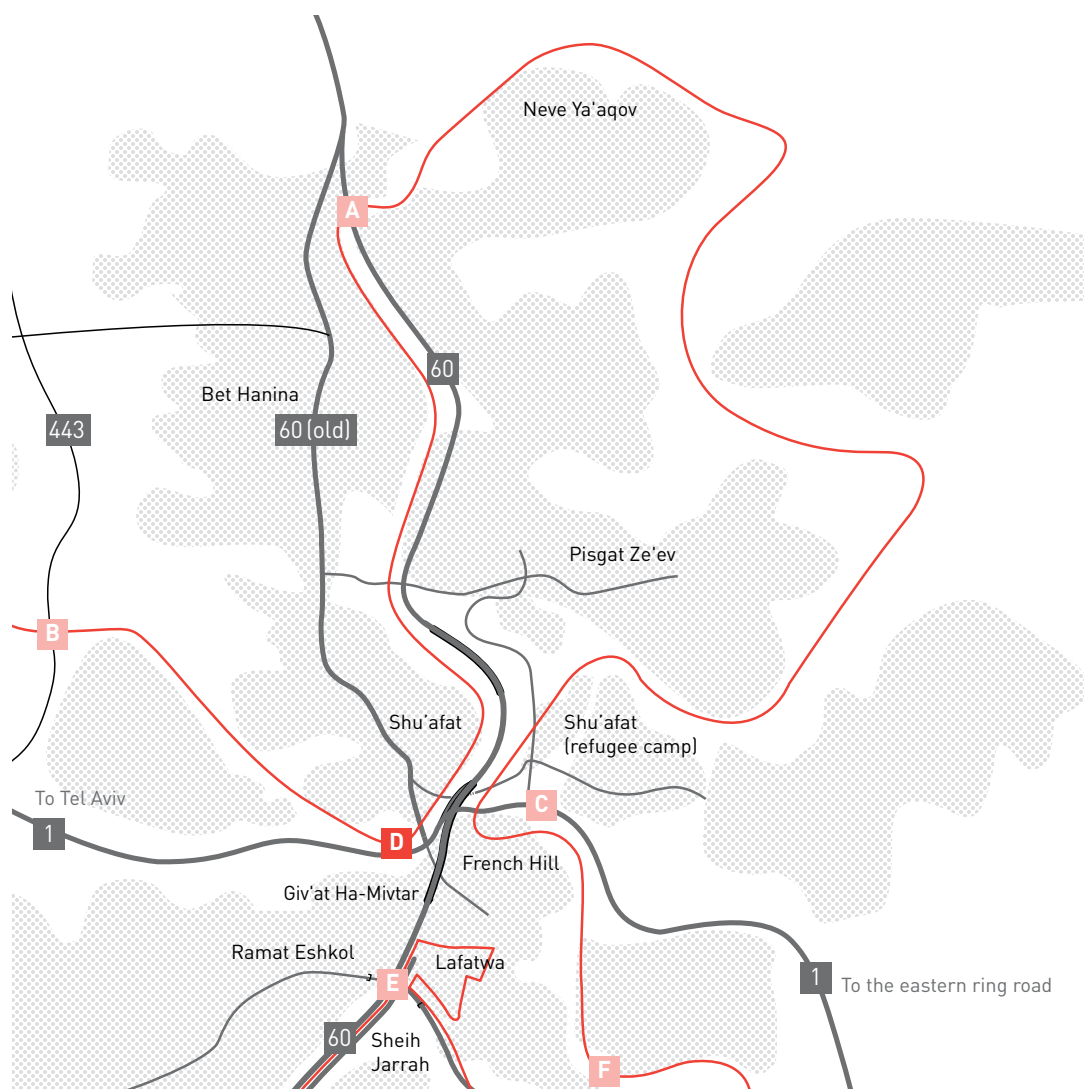
A Major Crossing Facility in Northern Jerusalem

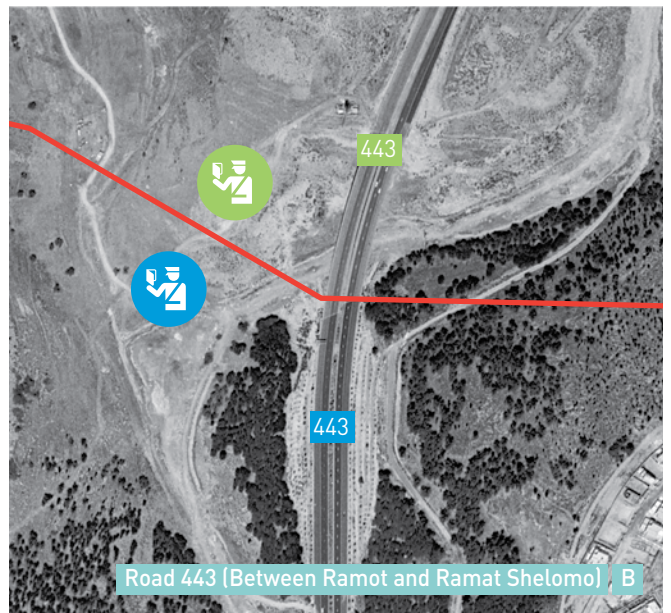
This map displays a collection of optional locations for a major crossing facility in the Northern part of Jerusalem. Their comparative analysis is presented in order to highlight the most suitable location for the crossing

When trying to establish a sustainable division in the Greater Jerusalem area, one must consider the necessity of preserving the connectivity between both sides of the border. A city that has functioned as one entity for many years could suffer a great loss if divided harshly without proper connectivity between the two sides. The unique urban character of Jerusalem depends largely on the ability to travel from one side of the city to the other - daily workers (mostly Palestinians who work in Yerushalayim), tourists, traders, business people, government officials and diplomats - will all become completely reliant upon the crossing facilities linking East and West. It is thus required to carefully plan a number of crossing facilities along the seam line which will serve the different populations efficiently and encourage cooperation, understanding and normality along the border.

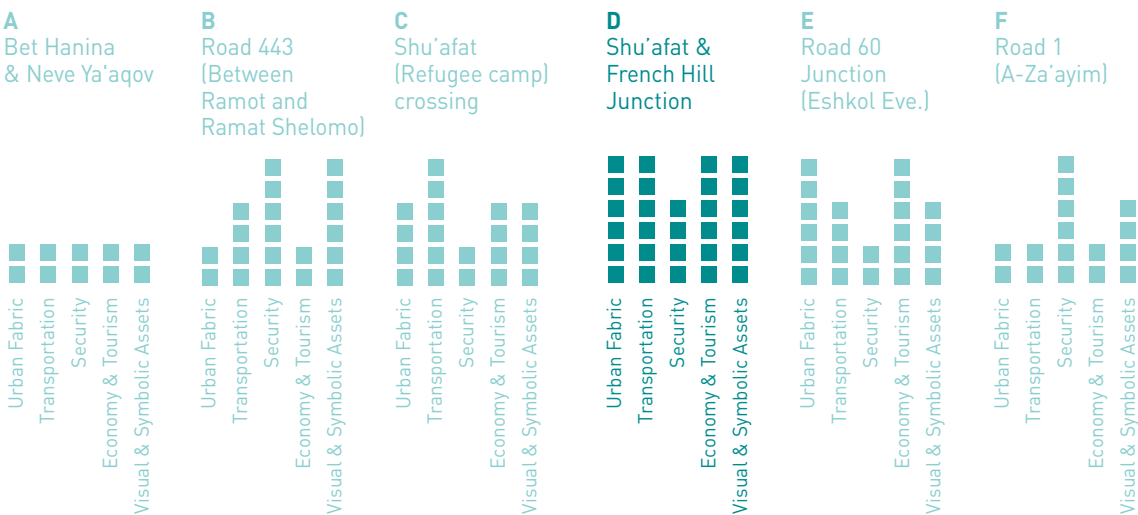
This map summarizes the study of six alternative locations considered for a major crossing facility in North Jerusalem. This area of the city serves as a joint in the Greater Jerusalem metropolitan area, both on the Israeli and the Palestinian side. It links the two future city centers with the peripheral neighborhoods and villages and will form a crucial joint under a permanent status agreement. The proposed alternatives for the border crossing location are comparatively analyzed in following table. The evaluation criteria used here, [based on Nitza Appelman's study at the Technion: "Cross border passages as generator for development and implementation in Israel"] assists highlighting the most suitable location for the facility. This methodology can be further applied to other areas along the Israeli-Palestinian border.

Alternatives Locations for the Border Crossing Facility





Recommended Location for the Border Crossing Facility (Shu'afat & French Hill Junction)



The East-West connection here is situated between two inter-city roads: Begin Road (North-South Israeli route) leading to R.443 (that will become a Palestinian road according to the Geneva Accord, and will also enable Israeli passage) and to Tel-Aviv, with Road 1 (Palestinian) leading to Jericho and Amman (through R.437), as well as to the Eastern ring road.

The recommended option provides the best solution in terms of facilitating an interstate cross-border terminal. Firstly, its location- at the intersection of main Israeli and Palestinian inter-city roads allows easy access from both sides of the border and both from within and

outside Jerusalem. It therefore has potential to serve not only as a pedestrian crossing, but also as a crossing for vehicles, tourists and buses. Secondly, as the site is located in adjacency to the route of the binational Road 60, this crossing facility will adequately serve the needs of Al-Quds residents commuting daily to work in Yerushalayim. Thirdly, the proximity of the site to the light rail station (on the Israeli side of the border, see pages 132-133) will link it to local transportation systems and commuting routes. Lastly, this option holds great potential at the urban scale. The facility can function not only as a crossing terminal, but also as a major urban joint between Yerushalayim and Al-Quds.

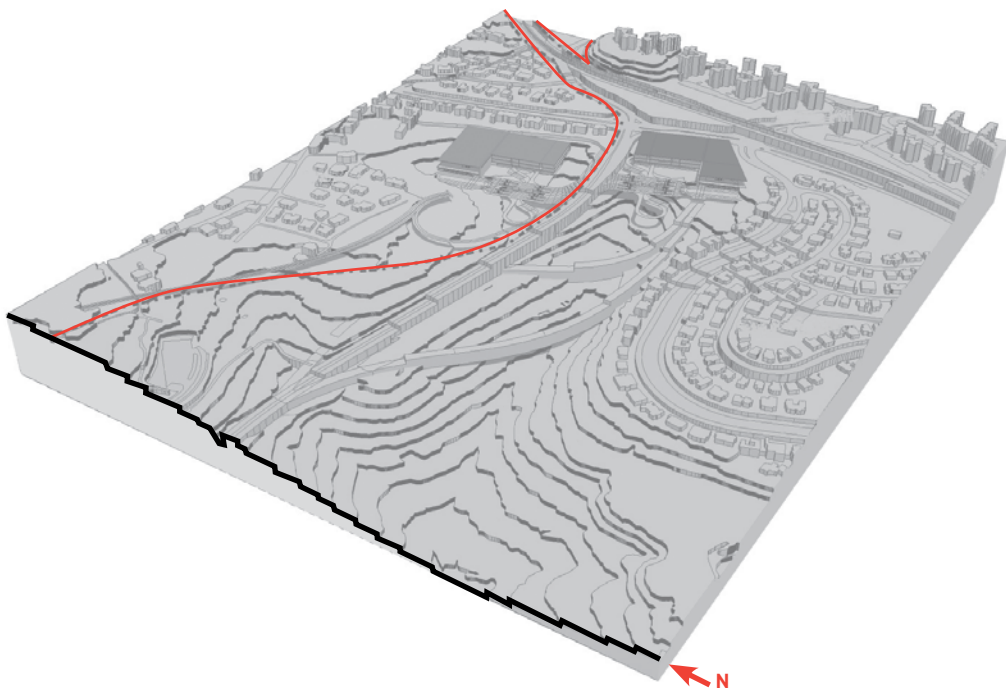
A Proposal for a Border Crossing Facility

The chosen location, an open space North-West of the Shu'afat - French Hill junction offers a great opportunity to create a facility that functions not only as an inter-state terminal, but also plays an important role in the urban environment on both sides of the border.

Model View

Shu'afat

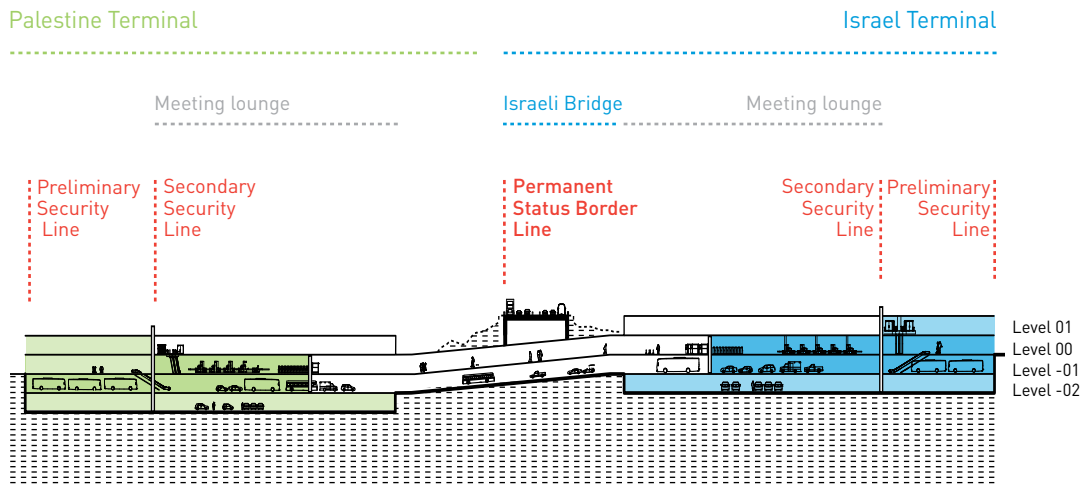
French Hill



The proposed border crossing facility can also accommodate other public uses on both sides such as: commercial spaces, green and open spaces, and a meeting and conference hall for

cross border cooperation. The facility can thus hold an important role in the urban life along and across the border and become an urban joint between Yerushalayim and Al-Quds.

Section Through the Crossing Facility



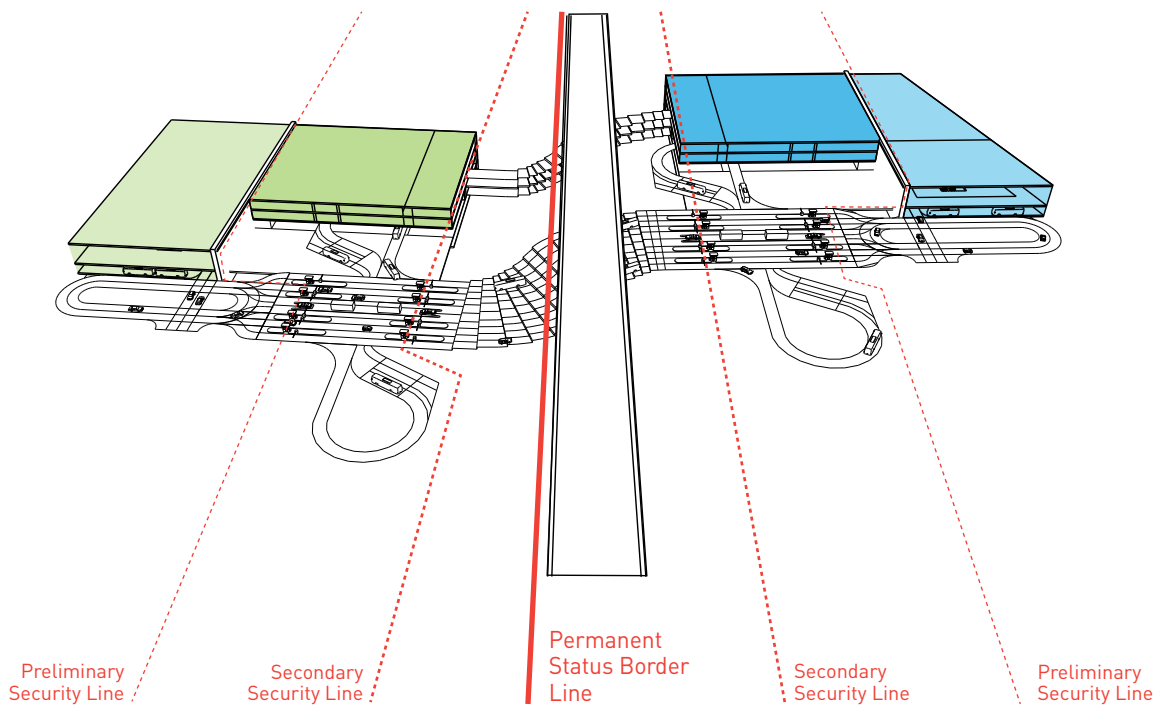
The basic principle behind the section is the creation of two separate mirrored terminals, one on either side of the border. Each terminal is easily accessible via public transport and any other means of transport, and provides a large public space functioning both as the entrance to the terminal and as a market/commercial space.

As a crossing facility between two independent sovereignties, the terminal will have to accommodate two separate border control inspection sections - one for each side. Every passenger will thus be inspected twice: upon

leaving the country he came from, and upon entering the other. The double procedure is the main principal of the plan: two separate facilities attached into one at the passage between one border control to the other to form an international terminal.

In order to assist and encourage cross border cooperation, an intermediate space was planned as well. The "Meeting lounge" - a meeting and conference complex within the crossing facility - does not require the meeting parties to undergo the complete inspection, as they do not cross the border.

Security Diagram (Model View)



The following schemes illustrate the different passage and border control options that the facility will provide. The facility will serve as an interstate cross-border terminal, and will enable the passage of pedestrians, private vehicles, and tourists' buses. The basic principle of the passage through it is the separation between the movement of pedestrians and the different types of vehicles. Pedestrians

are dropped off at the terminal, and undergo the border control procedure by foot. Vehicles undergo the border control inspections outside, parallel to the main pedestrian terminal. At the end of the border control process, pedestrians and vehicles movements unite again at the pick-up point situated near the terminal exit at the other side of the border.

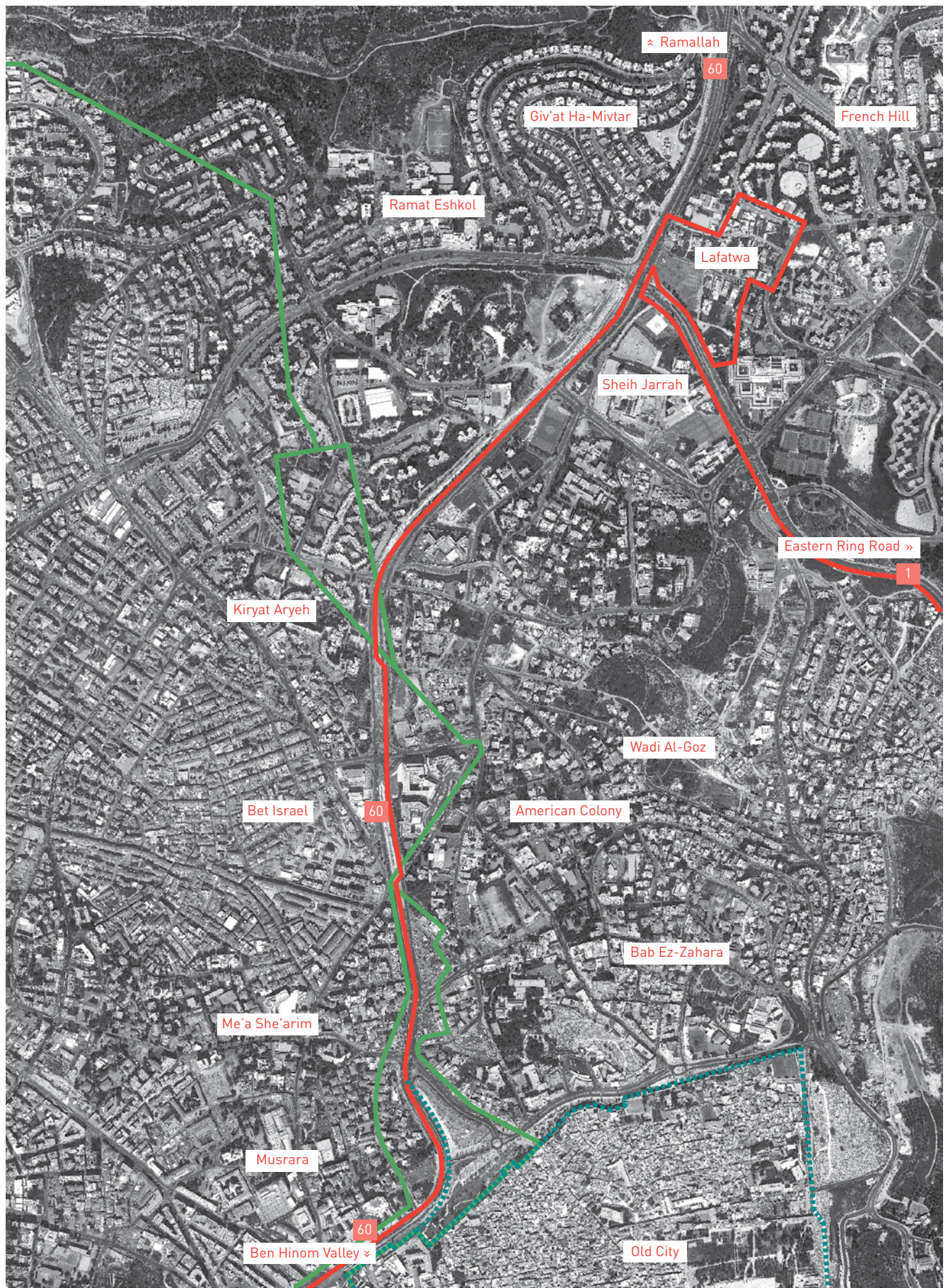
Programmatic Scheme (Exploded Model View)

| | | | |
|-------------------|--|---|--|
| Level 01 | | | |
| Public | Meeting lounge and administration Public hall Security check Security selector | 15000 m ² 10000 m ² 4 12 | |
| Level 00 | | | |
| Tourist/ Local | Security and border control Security check Border control Biometric check | 12600 m ² 40 20 40 | |
| Level -01 | | | |
| Daily Workers | Security and border control Waiting and lockers area Security check Border control Biometric check | 6500 m ² 5000 m ² 20 20 160 | |
| Vehicle | Security check and movement Administration of vehicle level Security vehicle check Border control vehicle check | 18000 m ² 6500 m ² 12 16 | |
| Level -02 | | | |
| Parking | 2-4 underground parking levels | | |
| All levels | | | |
| | Total built area Site area Security check Border control Biometric check Security selectors | 75000 m ² 40000 m ² 76 56 200 24 | |

2003 Geneva Accord Line

Israeli

Palestinian



Legend: 1967 line 2003 Geneva Accord Line Old City 60 Road

Road 60

A binational road and backbone for infrastructure

Road 60 (also commonly referred to as Municipal Road No. 1) is one of the most interesting entities in Jerusalem. Its path was the route of the "Green Line" between 1949 and 1967, and the road is still known as "**the Glass Wall**", marking an invisible border between the Western and the Eastern parts of the city. The road functions as a main route and serves both sides of the city, and is perhaps in this respect the only road in Jerusalem of its type. In light of this, its function upon division is of crucial importance.

The Geneva Accord envisages this road as a natural route for the border. This chapter proposes further development of this concept by transforming the road into a binational one. The challenges this shift raises are explored here to include: **the nature of the altered road, the border crossings along it, and the physical attributes of the barrier at its center.**



Urban Setting

Road 60 is situated at the center of the seam zone along the 1967 Green Line, and acts as a natural divider between East and West Jerusalem. [Upon delineation of the border, the road will become the edge of Yerushalayim \(West Jerusalem\), and is expected to continue to function in the same way for Israeli users.](#) Currently, it serves both as an inner and inter city road. It connects the Northern neighborhoods to the city center and to Southern Jerusalem as well as serving those vehicles entering Jerusalem from the North-West (Modi'in and Tel-Aviv) and the East (Jordan Valley and Ma'ale Adummim). The road is additionally used as a North-South connection between the Gush-Ezyon settlements in the South, as well as the Northern settlements near Ramallah.

For the Palestinian side, Road 60's role will be very important upon implementation of the border. The road is currently the only continuous connection between Ramallah and Al-Quds (East Jerusalem) as well as one of the main roads leading to the Old City area. Although Al-Quds can be accessed from the East, [this road creates a continuous path from Ramallah to the larger metropolitan area of East Jerusalem.](#) Road 60 could thus play a key role in the Palestinian capital.

Key Planning Challenges

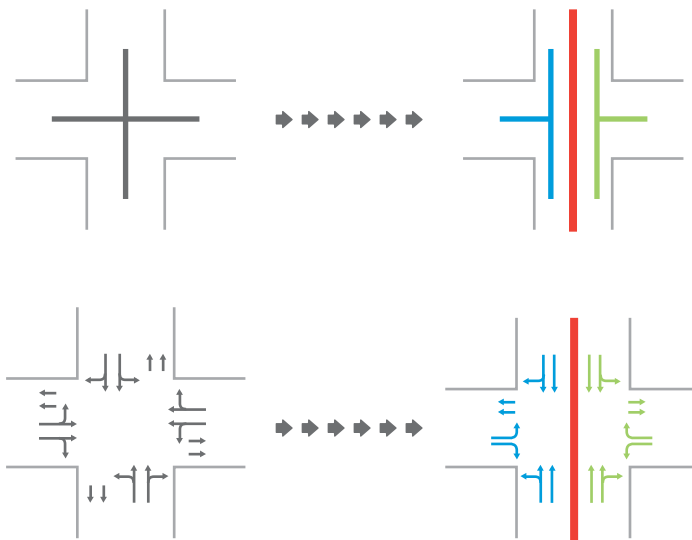
Road 60 will play a different role for each side, after a final status agreement, as it does today. The challenges addressed in this chapter center on preserving and enhancing its role for each side, yet also include:

- [Creating a binational road which will enable adequate use and access for both sides according to their different needs.](#)
- Connecting the transport, infrastructure and border facilities along the road to the surrounding urban areas and enhancing their role within it.
- Establishing foundations for the road to function as a backbone for infrastructure on both sides.

Areas of Focus

Addressing aspects concerning the transformation of Road 60 into a binational road, both from the urban perspective and in terms of the physical attributes of the border along its center.

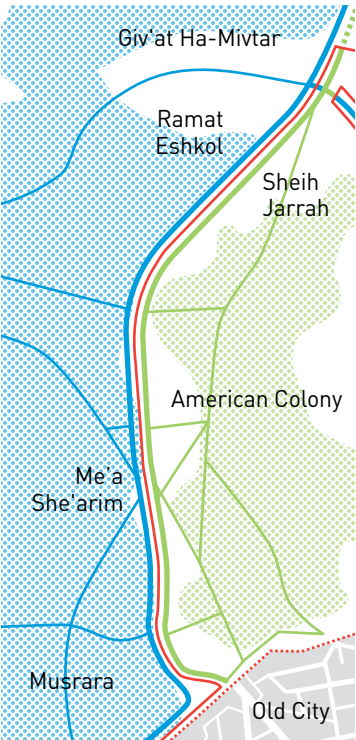
Road 60: From One System to Two



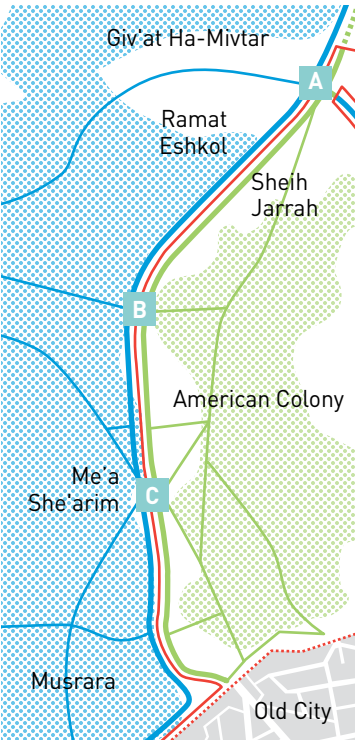
The proposal centers on the transformation of Road 60 into a bi-national road along an agreed borderline after a final status agreement. In effect, this means transforming a road

currently used by both sides of the city into two independent ones running parallel to each other, each supporting the required transport infrastructure along it.

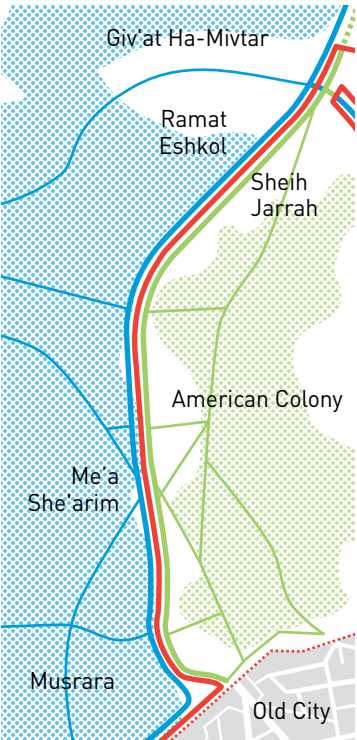
The Binational Road



Location of the Border Crossing



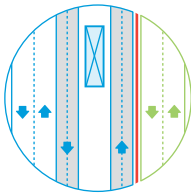
Physical Attributes of the Border



Nature of the Binational Road

As an important route for both future capitals, Road 60 will contain central transport routes and infrastructure. Since some exist already (such as the light rail infrastructure in West Jerusalem), and since space is limited, the future facilities need to be carefully considered. The table below contains various alternatives for the overall (Western and Eastern) bi-national road transportation infrastructure.

Option 1
Existing Infrastructure



- Israeli: car, light rail
- Palestinian: car

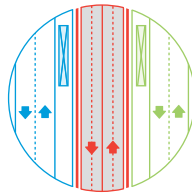
Advantage

- Relies on current infrastructure

Disadvantage

- Does not allow any rapid transportation system for the Palestinian side

Option 2
Shared Infrastructure

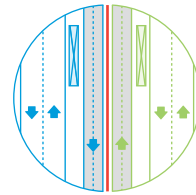


- Israeli: car
- Palestinian: car
- Joint use: light rail system; border check upon exit

- Joint light rail train infrastructure
- Allows both sides access to a rapid transportation system

- The shared infrastructure might pose a challenge in terms of security

Option 3
Two Symmetrical Infrastructures



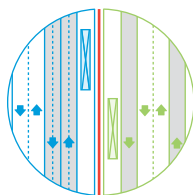
- Israeli: car, light rail
- Palestinian: car, light rail

- Partly relies on existing infrastructure
- Allows both sides access to a rapid transportation system

- Requires an enormous Palestinian investment in a light rail system

Recommended: Option 4

Viable Infrastructure According to Specific Needs and Capability



- Israeli: car, light rail
- Palestinian: Rapid bus system, car; separate station system*

- Does not require sharing infrastructure
- Affordable solution
- Allows both sides access to a rapid transportation system

- human movement through the stations might pose a security challenge

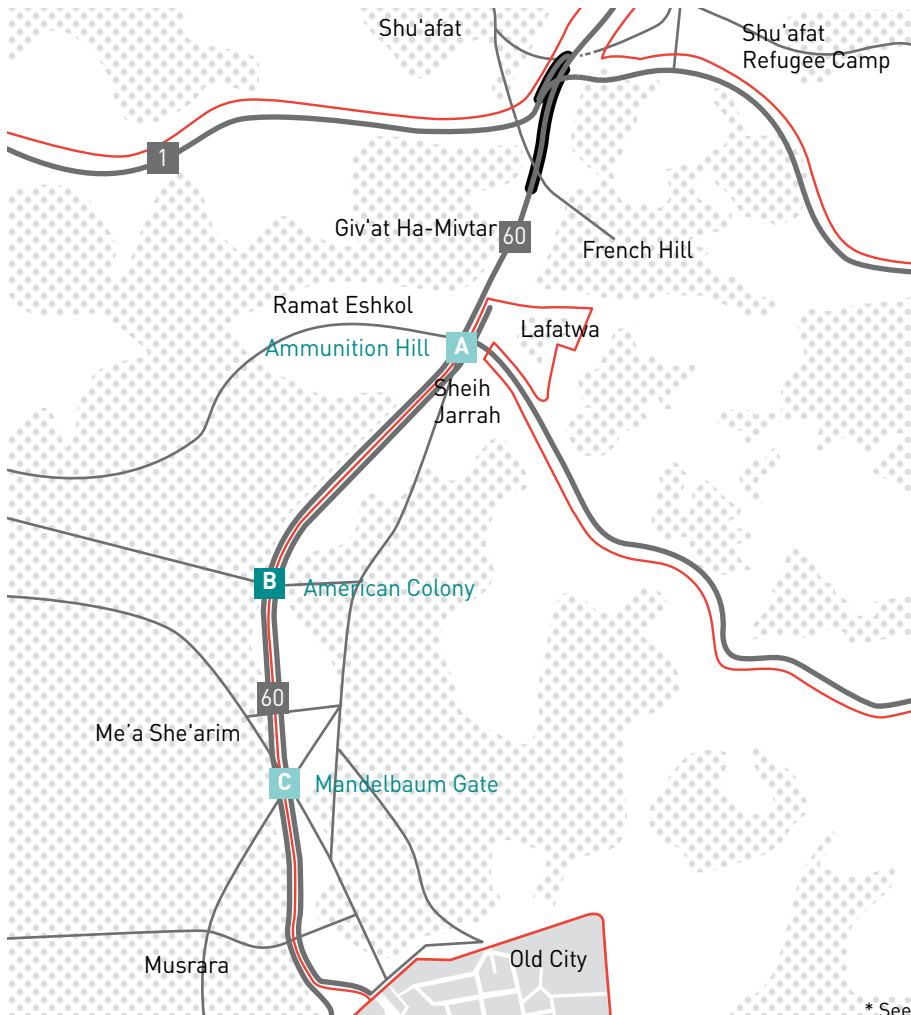
1. **Cost effective:** The rapid bus system chosen for the Palestinian side can reach the same mobility-rate as the light rail train, and yet costs 10 times less, and can therefore be an easy and immediate solution upon the delineation of the border.
2. **Flexibility to future scenarios:** In case the city is "open" and "shared", dual infrastructure (of two parallel light rail systems) is avoided. The light rail and the rapid bus systems could operate as complementary systems. Nevertheless, the Palestinian transport infrastructure should be flexible enough to allow for future upgrading if required (including the ability to facilitate a light rail infrastructure).

* This solution could also be implemented with shared transport stations. However, separating them would both ease security challenges, and would allow better compatibility of the location of the stations to either sides needs.

Local Border Crossing

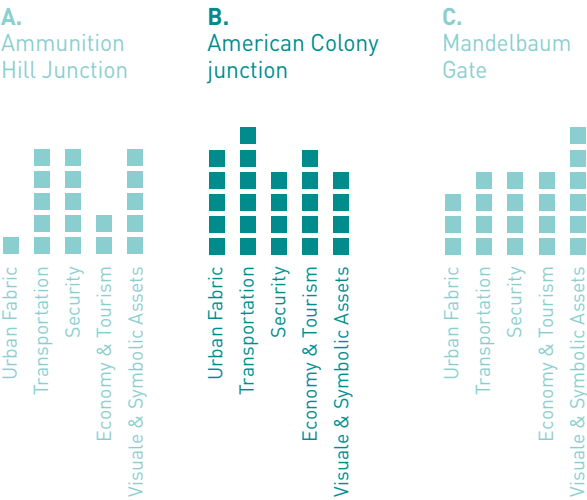
Proposed location

Alternatives for Locating a Pedestrian Border Crossing Facility in Central Jerusalem



* See also pictures on page 135

Recommended Border Crossing Location



It is proposed that a pedestrian crossing facility be located along the road that will serve as a link between the two city centers. Three optional locations are proposed:

A: Ammunition Hill Junction

This location offers a relatively large vacant space to accommodate a crossing facility, yet in a relatively far walking distance from the old city and the Palestinian urban center.

B: The American Colony Junction

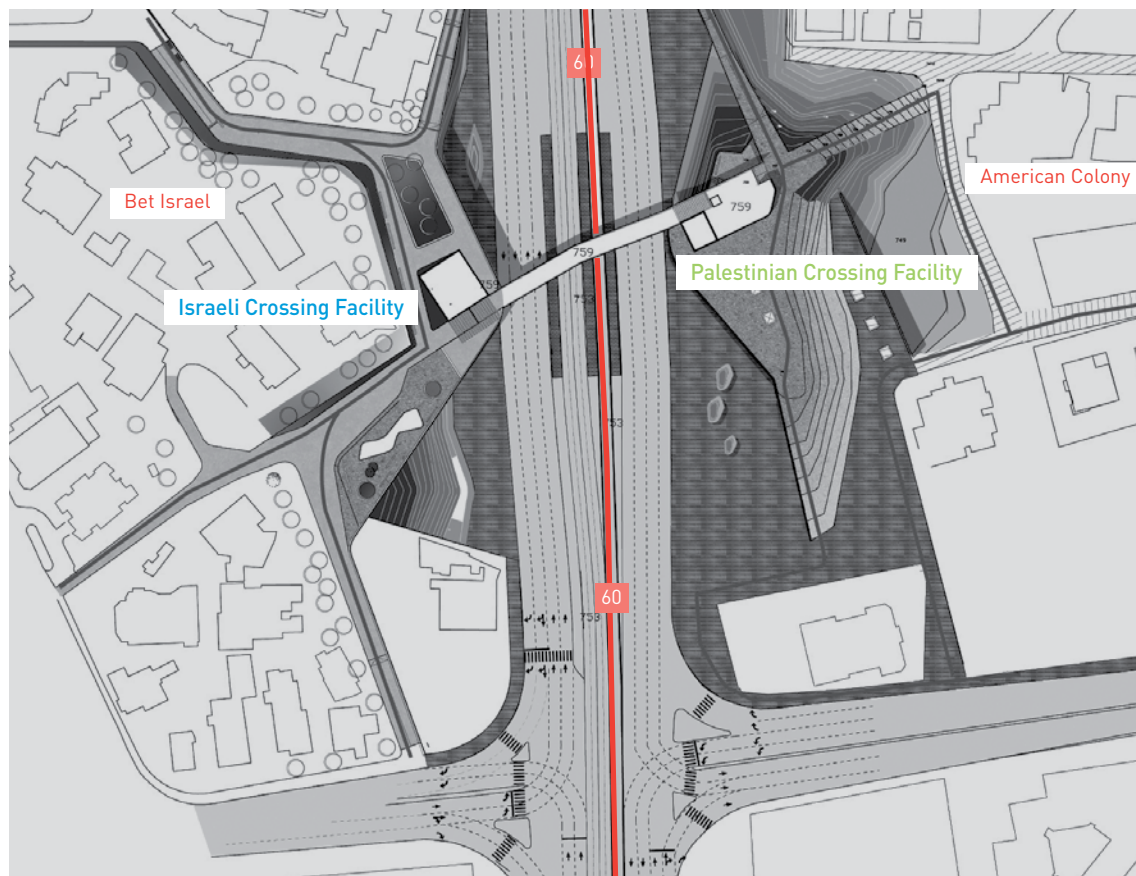
Recommended option: This location has a few advantages: firstly, it has sufficient available land for accommodating the crossing facilities.

Secondly, it is centrally situated in the context of the Palestinian city center and can greatly contribute to benefit local commerce and tourism. Thirdly, it creates a hitherto non-existent link between the two sides of the city which can serve Jerusalemites and tourists alike.

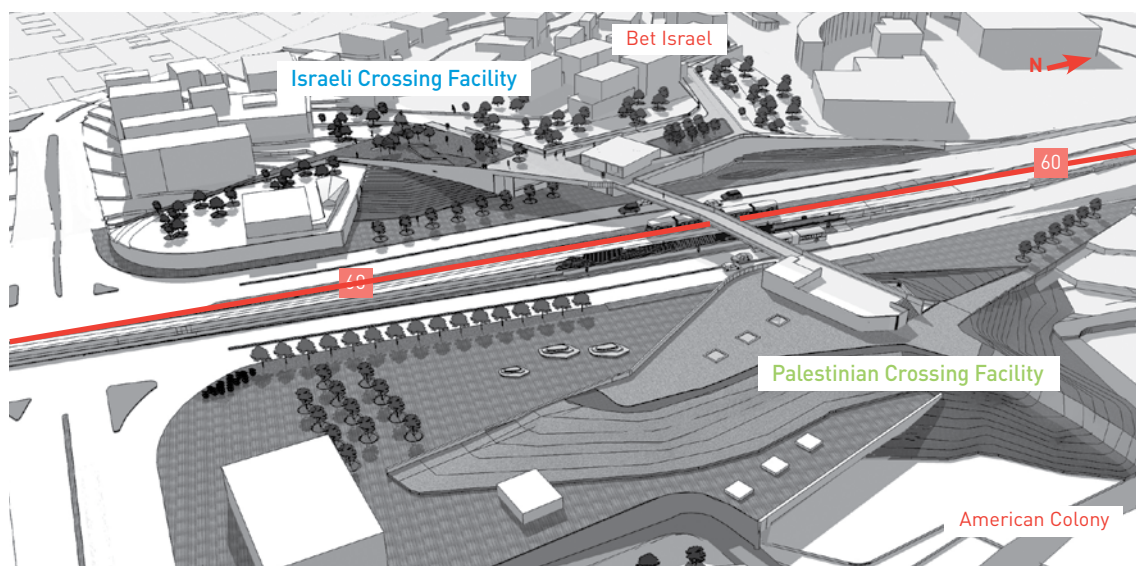
C: Mandelbaum Gate:

This location has the benefit of its historical role, as the former check point between Israeli and Jordanian Jerusalem. Nevertheless, its location is not central enough for either side, and it does not contain much space for a crossing facility.

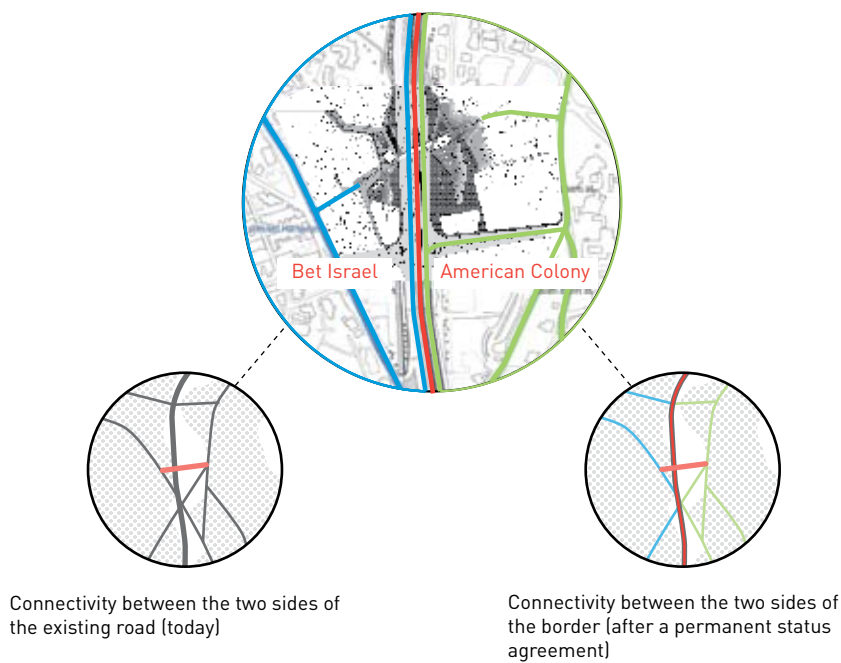
Proposed Border Crossing Facility (plan)



Proposed Border Crossing Facility (perspective view)



Separation and Connectivity Via the Border Crossing Facility



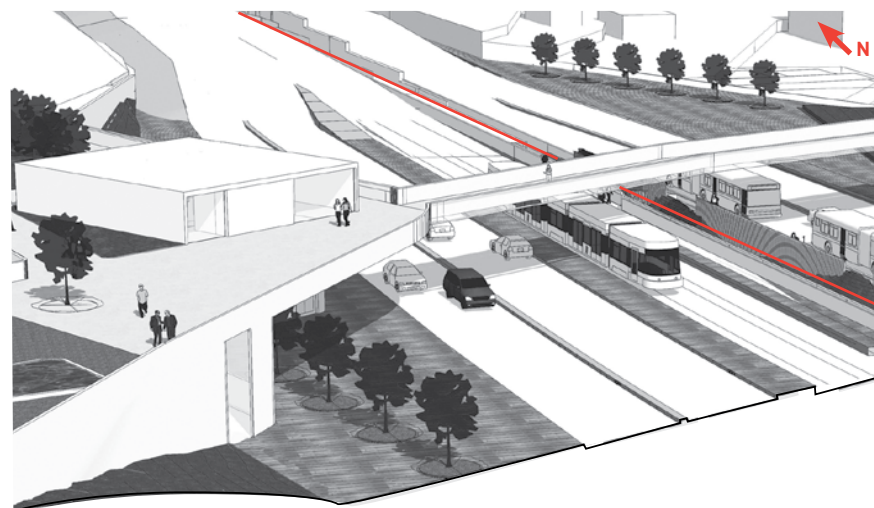
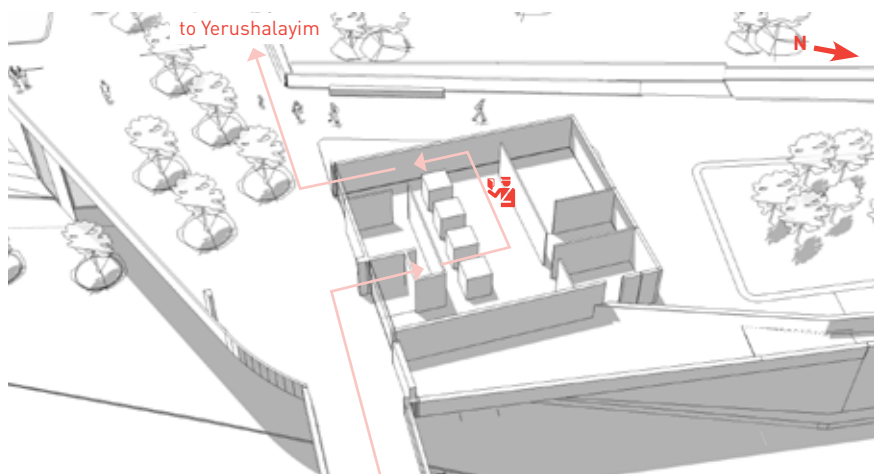
The border crossing facility has been planned at the American Colony Junction in a manner which would allow an East-West connection through it. The creation of the new connecting path via the bridge (see diagrams above) makes both city centers accessible to tourists or residents of either side. The basic layout is planned to suit various political and security scenarios.

In a scenario where both capitals function completely separately, the crossing facility provides two separate systems of movement as well as border crossing services on the bridge level. In the event that Jerusalem becomes an open city, the terminals can be transformed into public spaces, and the bridge between them will allow an open connection between the two sides.

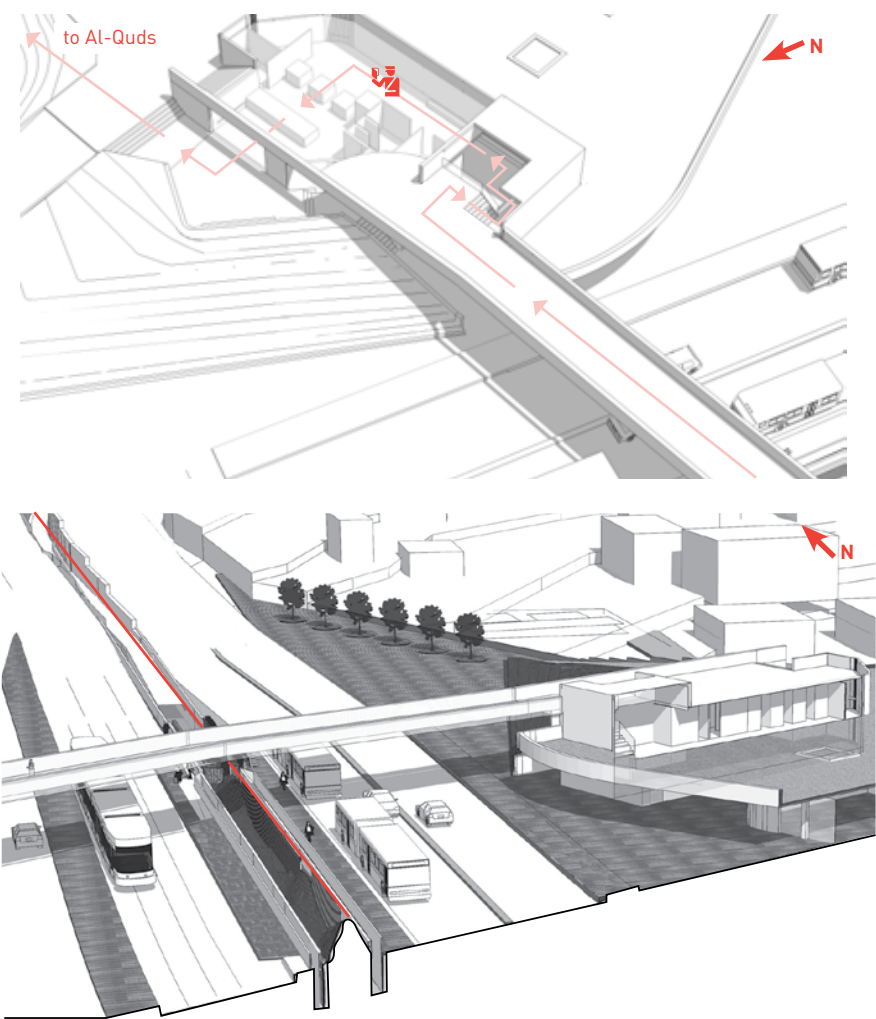
Movement Flow Through the Border Crossing Facility

The facility is divided in two; one on either side of the border. The inspection procedure is upon entering either side only (no inspection upon exit, to shorten and ease the passage).

Israeli Crossing Facility

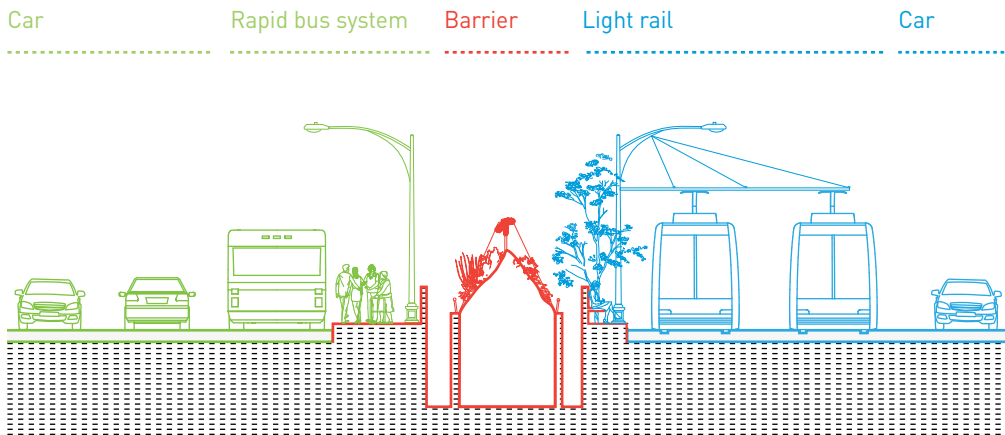


Palestinian Crossing Facility



Physical Attributes of the Border

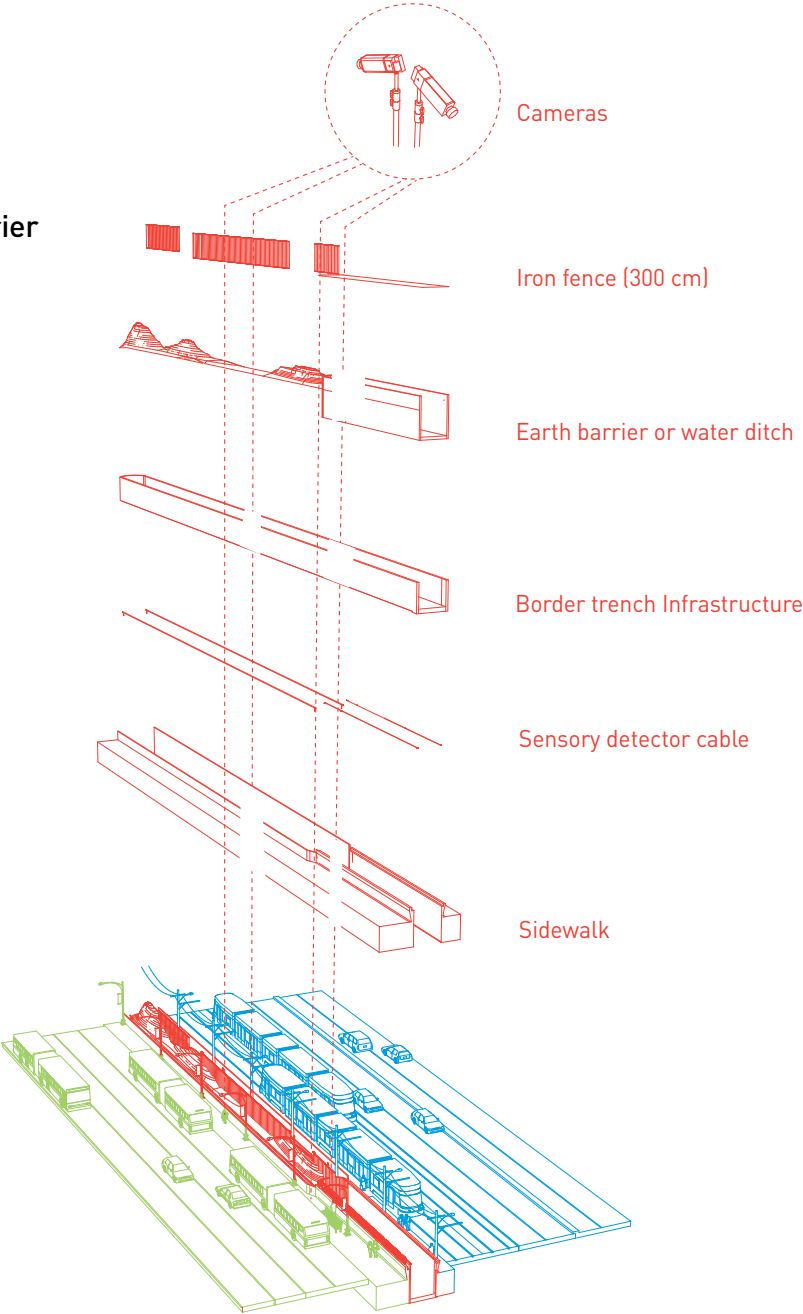
Integrating the Border in the Urban Landscape

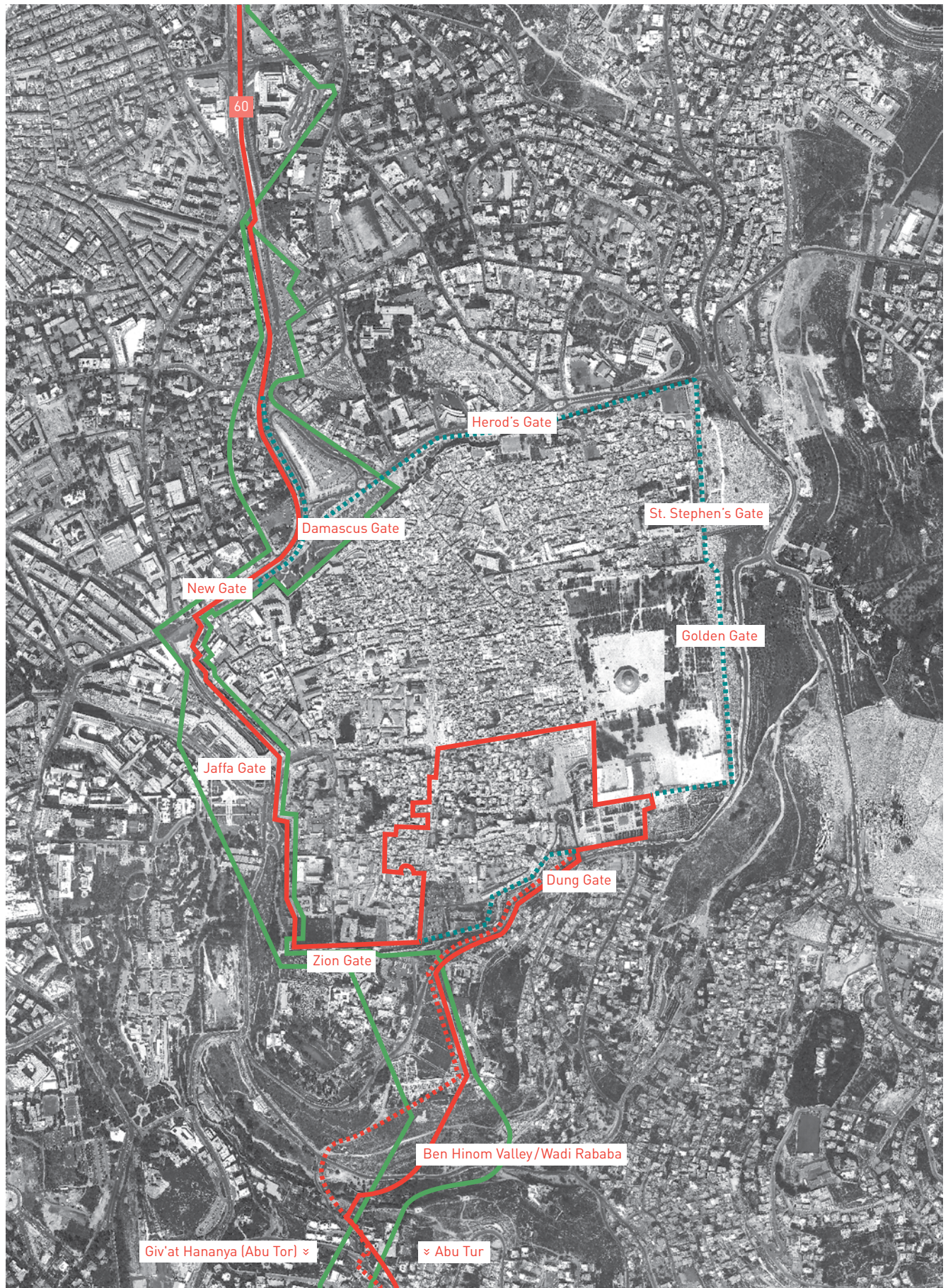


The physical form of the border at the center of the bi-national road is of great importance, and one of the crucial aspects in the implementation of a permanent status agreement. It is important to balance the security requirements with the appearance of the obstacle, and to minimize its intimidation factor as much as possible. It is proposed here to use a separating fence at the center of the road, as is currently in use in various parts along the seam line between Israel and the West Bank. The concrete walls

and barbed wire fences currently employed in some parts of the separation barrier, should be replaced with electronic detection technology. These will provide a warning and tracking system free from a negative and intimidating appearance. Also, the obstacle itself will be formed by a combination of a ditch, Iron fence and greenery elements. This will assist the development of the seam area as a lively and mutual urban backbone, rather than further thickening the existing "glass wall".

Incorporating Security Measures into the Barrier





Legend:
 —— 1967 line
 - - - - Old City
 —— 2003 Geneva Accord line
 - - - - Proposed permanent status border line

Old City

Special arrangements for entering the Old City

The Old City is one of the most sensitive areas within the Israeli-Palestinian debate and is a crucial core issue for the Israeli-Palestinian negotiations. This chapter addresses one of the controversial aspects of this debate: [The transformation of the Old City into an area with special arrangements within the context of a final status agreement and the special arrangements for border management and crossing facilities it will require](#). This is exemplified in two case studies: Jaffa Gate Crossing, and Dung Gate crossing. Specific recommendations as to how to integrate security facilities at these sensitive locations are proposed, whilst aiming to balance the requirements of the special arrangements with the architectural preservation of the Historic Basin and the secure access to the religious sites for all three religions. Although this chapter focuses on Israeli gates only, gates which fall under the Palestinian sovereignty will raise similar issues and should be approached with the same working assumptions.

General border regime arrangements

The Geneva Accord specifies that the gates of the Old City will not be used as crossing points for Israelis and Palestinians wishing to enter the territory of the neighboring country. Thus, Israelis and Palestinians will not be permitted to exit the other side via the Old City, and will need to do so using alternative crossings (i.e. American Colony, French Hill etc.).

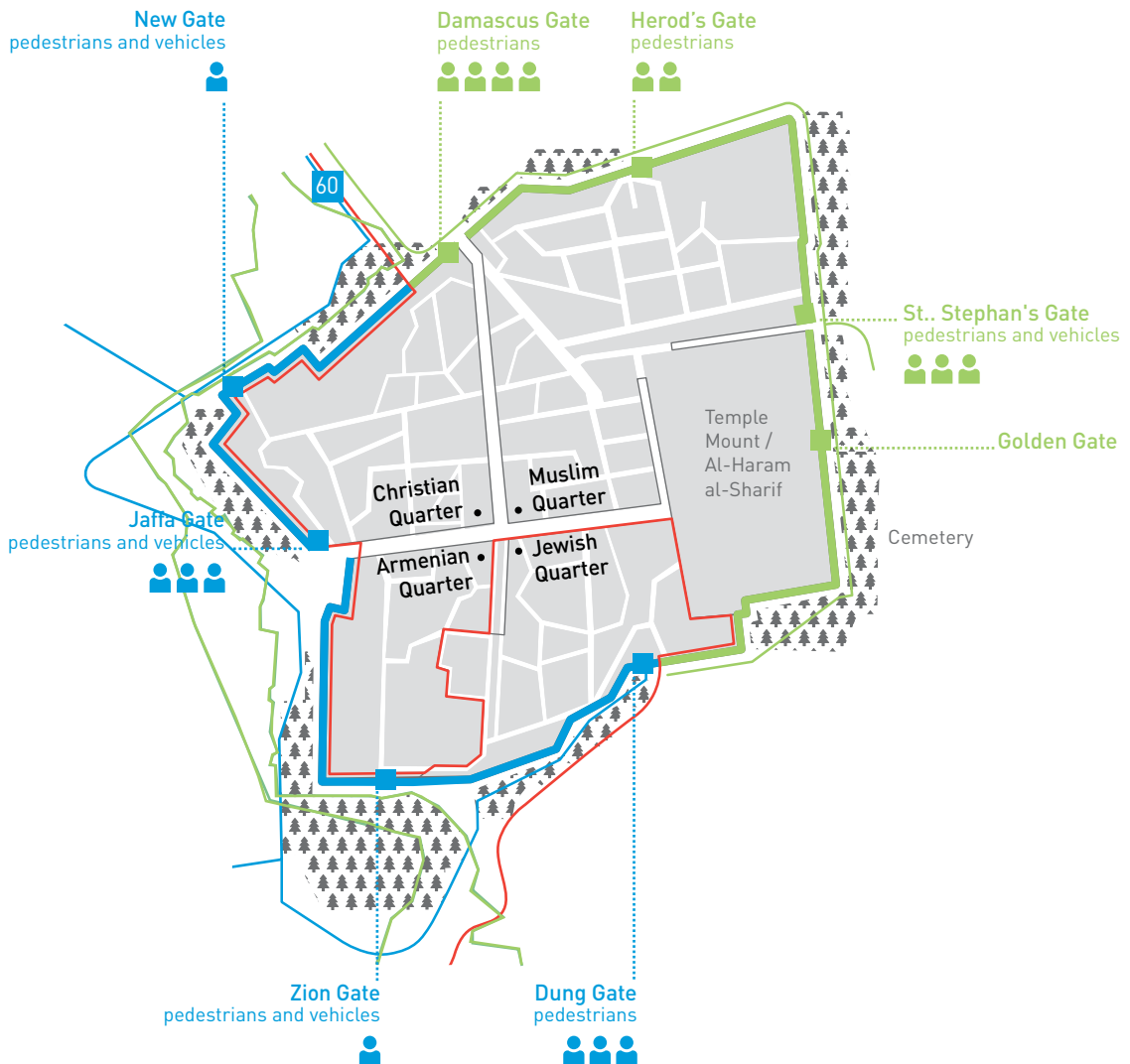
The role of the two facilities proposed here is therefore to ensure security within the Old City as well as to control the exit from it towards West and East Jerusalem. The development of two parallel Palestinian gates should complete this requirement to ensure the same arrangements are implemented in all Old City gates.

The two Israeli gates will act as complementary crossing facilities, serving together those entering or exiting West Jerusalem according to the following:

Jaffa Gate - As an international gate in its nature, situated near the intersection of all Old City quarters, and directly linked to the Western City - the gate is planned to provide access for pedestrians and vehicles.

Dung Gate - As it provides direct access to the Jewish Quarter, the Western Wall, the Temple Mount / Al-Haram al-Sharif and their surrounding functions - the gate is planned to provide an additional access for pedestrians who wish to visit these sites whilst arriving from the Western City.

Old City gates - upon the delineation of a permanent status agreement



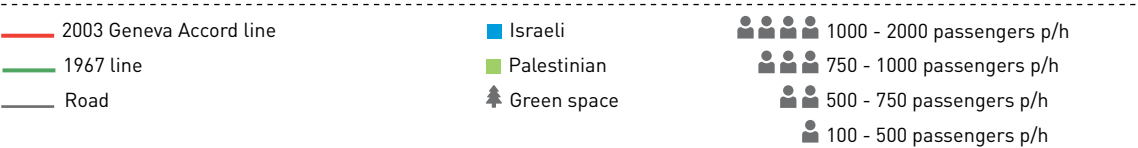
Urban setting

The Old City is located at the center of Jerusalem. It thus holds the potential to become a significant joint in any future permanent status agreement. The model proposed here recommends that the Old City not be physically divided between West and East Jerusalem. Instead, the Old City would become a special entity situated between the two sovereign states, with unique border crossing arrangements and facilities.

Key planning challenges

The challenge in the Old City case is to induce a successful and mutually beneficial urban atmosphere, whilst sensitively situating and integrating the security aspects of the special arrangements in the Historic Basin. More specifically, this includes:

- 1. Preserving the role of the Old City as a connection between the two sides, and developing it as a major cultural intersection between the two future capitals.
- 2. Ensuring accessibility to the holy sites for members of all three religions.
- 3. Locating and integrating the proposed border apparatus into the landscape of this historical and religious space with minimal interference to its appearance and character.





Jaffa Gate



Jaffa Gate



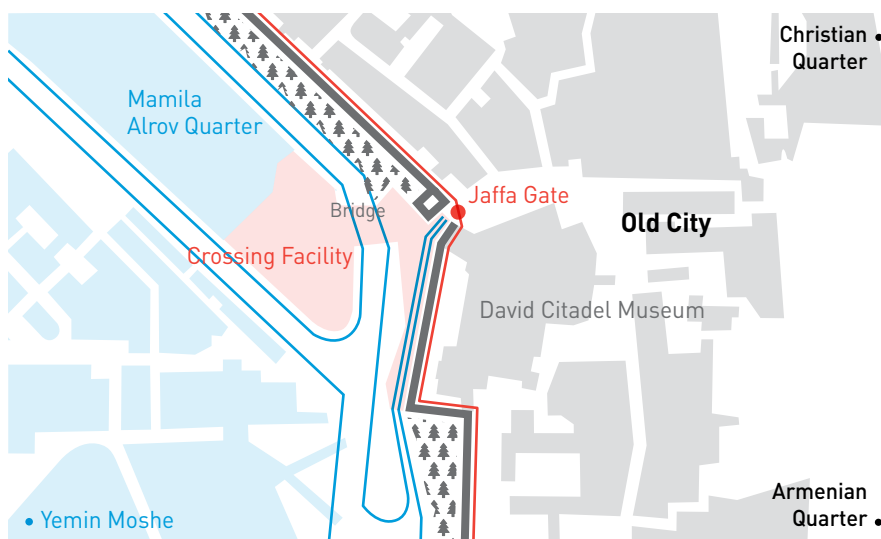
David Citadel



Entrance to Mamila - Alrov Quarter

Jaffa Gate

Pedestrian and vehicle crossing facility

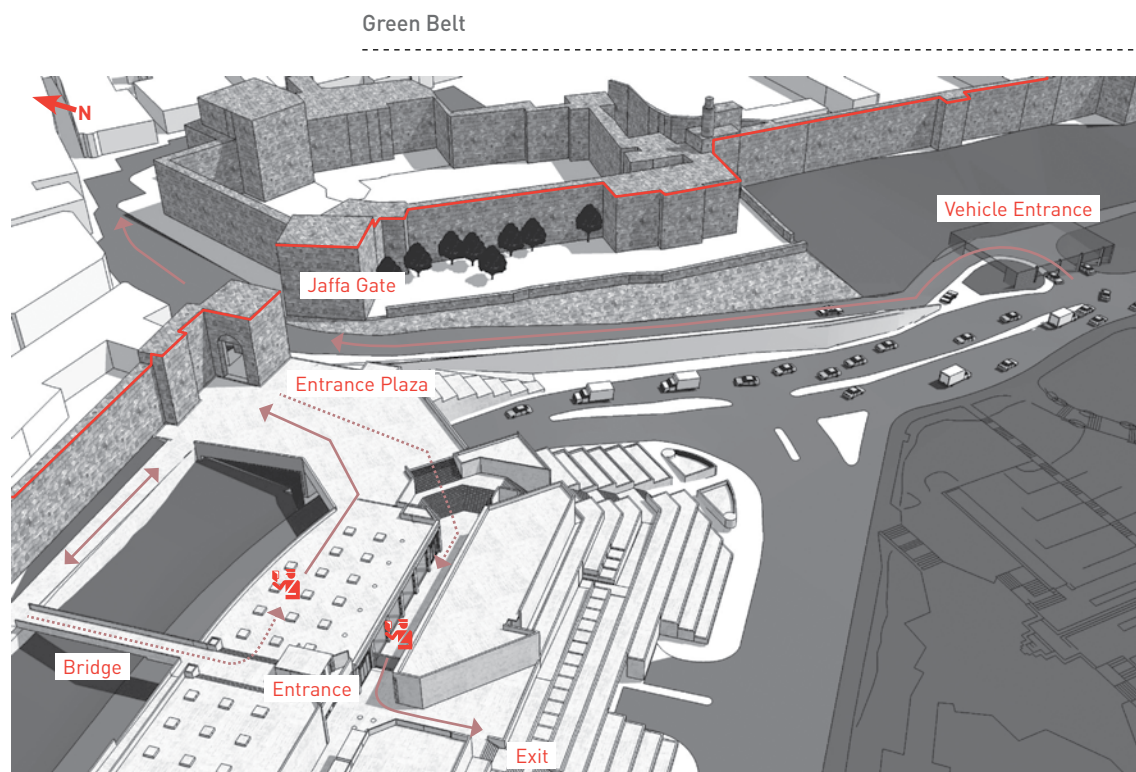


Jaffa Gate is the main gate serving the Israeli population due to its location on the Western side of the Old City. The gate's area functions as a bridge between cultures, religions and nations. It is situated very near to the point where all Old City quarters meet, and represents a significant urban site for all visitors to the Old City.

The question of movement in and out of the Old City demands an efficient, secure and spatially respectful scheme of operation and design of facilities. Such a plan should blend naturally with the local surrounding, with minimal disruption to the flow of goods and people, whether they are Old City residents, Israelis or Palestinians, pilgrims or tourists. This chapter proposes the location of a crossing facility in the immediate vicinity of the Jaffa Gate - The Karta complex - also known as the Mamila-Alrov Quarter.

Proposed border crossing facility (based on the Mamila-Alrov Quarter structures)

Old City



Mamila-Alrov Quarter
(Karta Complex)

- 2003 Geneva Accord line
 Entering and exiting people (before security check)
 —— Entering and exiting people (after security check)
 🚗 Checking procedure (Entry / Exit)
 ■ Israeli

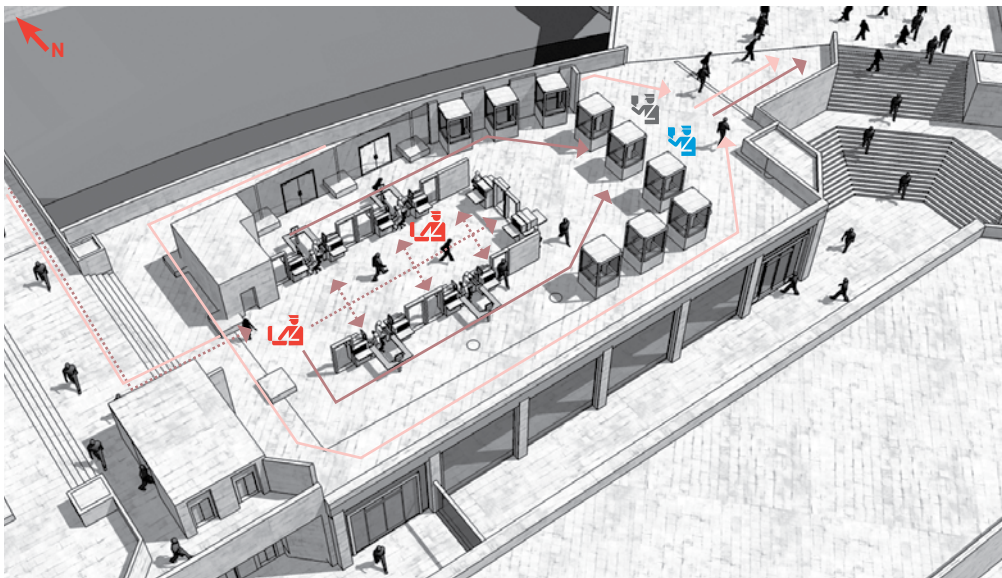
Overview of site and crossing facilities

The upper section of the Karta parking lot is a long arcade with shops on both sides (known as the Mamila – Alrov Quarter). It is proposed to use the Southern part of the Mamila arcade for locating the crossing facility. The location of the facility will allow people shopping in the arcade to cross directly into the Old City and will maintain the established links between West Jerusalem and the Old City. The entrance and exit facilities will be separate, and each will occupy a different level of the existing complex.

Movement arrangements

The movement through the facility will be on two separate levels. The entrance to the Old City will be possible only via the upper level (the arcade's roof) accessed by a bridge, stairs or an elevator, which will need to be added. The lower level of the arcade will be used to monitor those exiting the Old City. Special permit holders (residents of the Old City, daily workers etc.) will be streamlined, and will not need to undergo the full security check. Vehicles will enter as they do today and will be checked upon entrance to the Old City via the ramp.

Jaffa Gate entry facility



The proposed location for the entry facility is the upper floor above the Mamila – Alrov arcade. Old City visitors will enter the designated area and undergo a security check and passport control if they wish to exit the Old City to the Palestinian side (if it is decided to allow crossing via the Old City, this facility could provide that

procedure as well). A fast-track lane will be provided for those holding special permits, allowing them to cross without the security and passport inspections. Access to the parking levels will be ensured by adding the elevator and staircase to this level.

..... Entering people (before security check)

———— Entering people (after security check)



Israeli document control

———— Authorized people

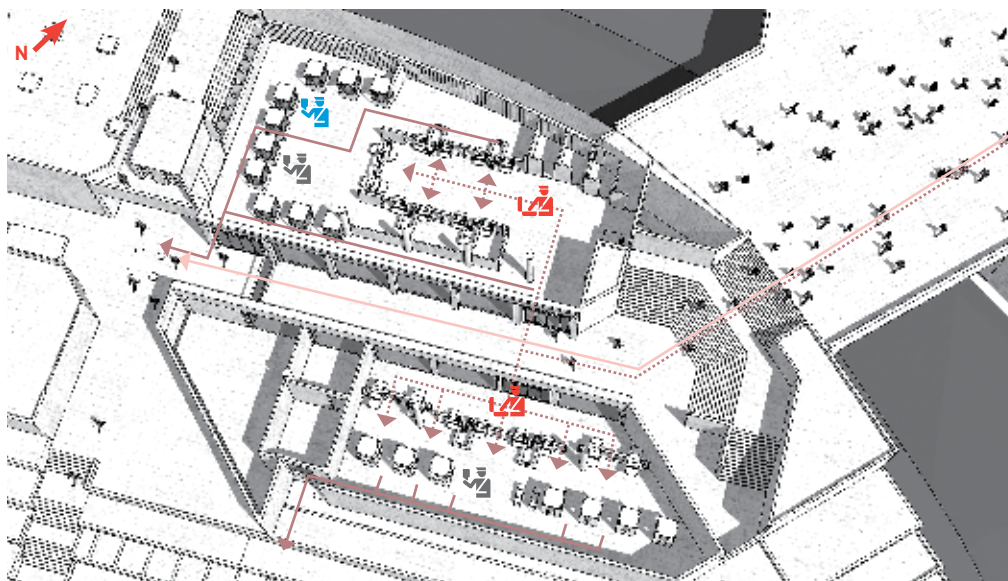


Security check



Foreign document control

Jaffa Gate exit facility



The proposed location for the exit facility is the lower floor of the complex, currently housing the Mamila - Alrov arcade and shops. As all other exits from the Old City and as any international border crossing, it is assumed that this facility will require thorough screening and security checks. To this end, it is proposed to modify the Southern part of the existing arcade

for accommodating a multi-lane security check which every visitor exiting the Old City into Yerushalayim will have to pass through. The plan also includes an optional operation area for groups and for allowing free passage should that be required on certain holidays or in low-threat periods.



Archeological garden along the outer side of the wall



Photographer: Chris Yunker

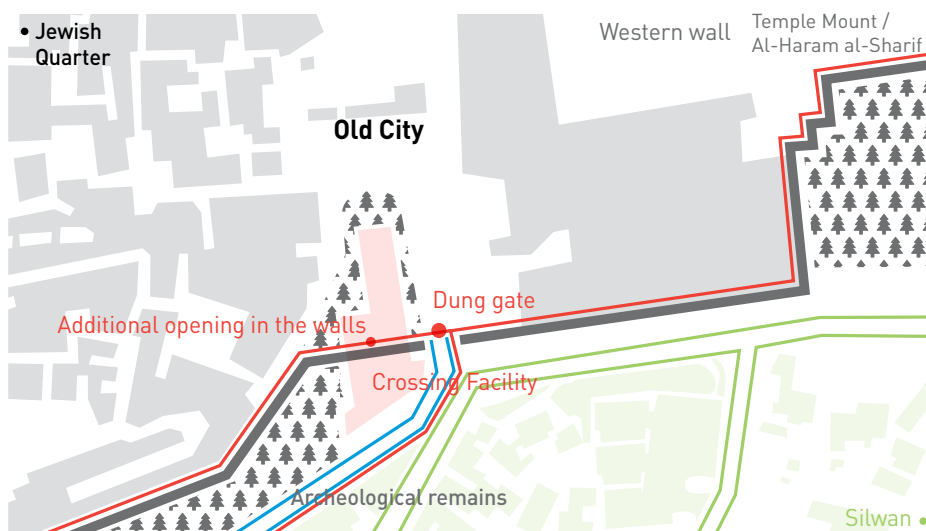
Dung Gate



The ancient market plaza

Dung Gate

Pedestrian border crossing facility

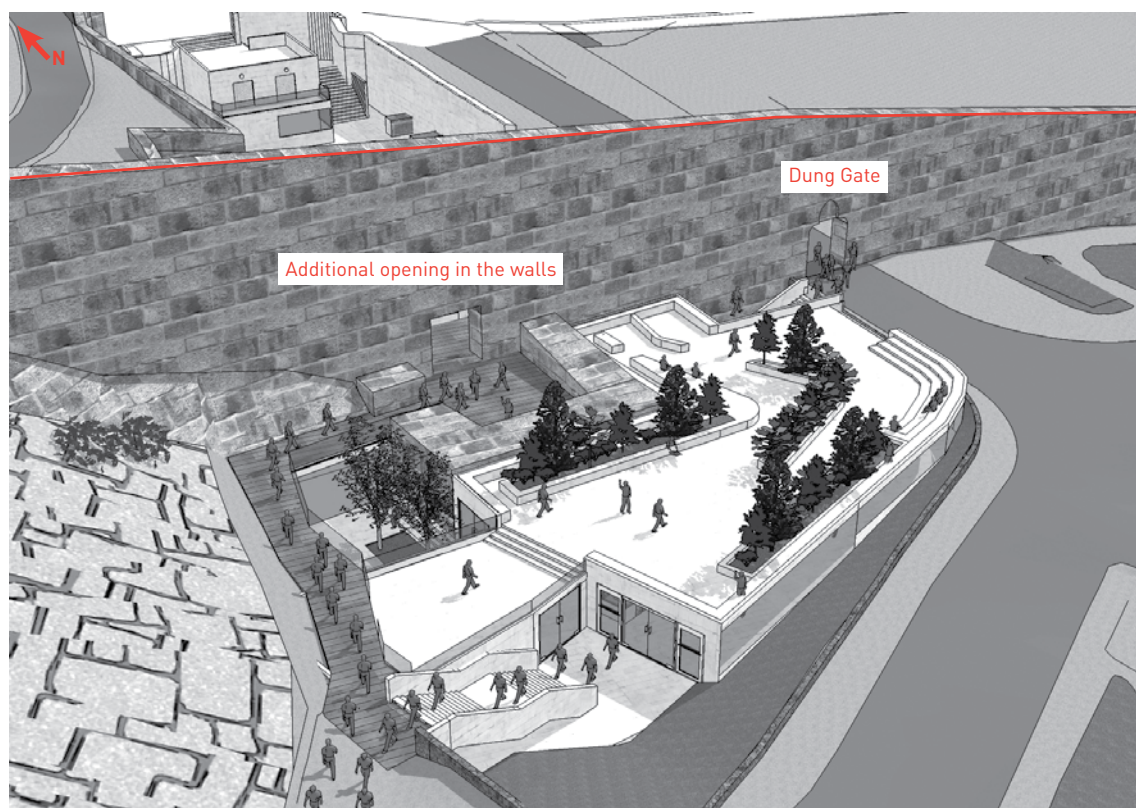


Dung Gate is situated to the South-East of the Old City and is also known as “Bab el-Silwan”, since it overlooks the Arab village of that name. Dung Gate is planned to provide an additional pedestrian access to the Old City. As it leads to the Jewish Quarter, the Western Wall, the Temple Mount / Al-Haram al-Sharif and their surrounding functions, the gate can serve many who wish to visit these sites whilst arriving from the Western city.

The site has limited space around it; therefore situating a crossing facility in it is a challenging task which will need to be carefully approached. To the West, approximately thirty meters from the gate, there is a narrow opening in the wall which formerly served craftsman and animals. In light of the limited space available, this opening assists the development of a facility as it reduces the need to rely on the Gate opening alone. In addition, the area around the gate holds great potential for future development into which the crossing facility could be incorporated. The slopes leading from Zion Gate area to Dung Gate contain interesting archeological remains outside the walls, as well as a trail with remarkable scenery on the inside. These limit the ability to develop the crossing outside the gate area, yet hold the potential for the gate to become a tourist

Proposed border crossing facility at Dung Gate

Proposed exit facility



Proposed entry facility

— 2003 Geneva Accord line

..... Entering people (before security check)

— Exiting people (after security check)

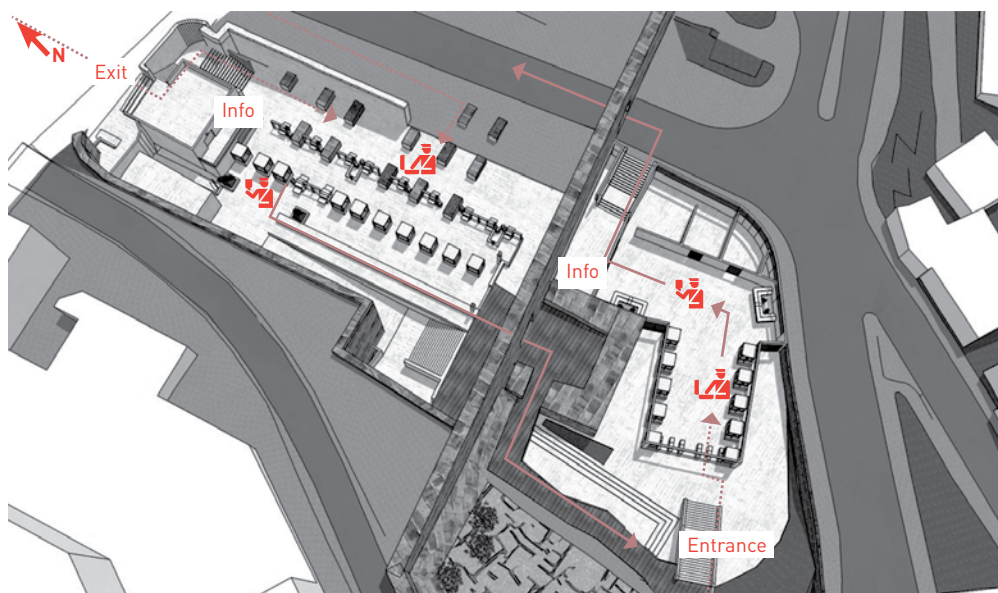


Document control



Security check

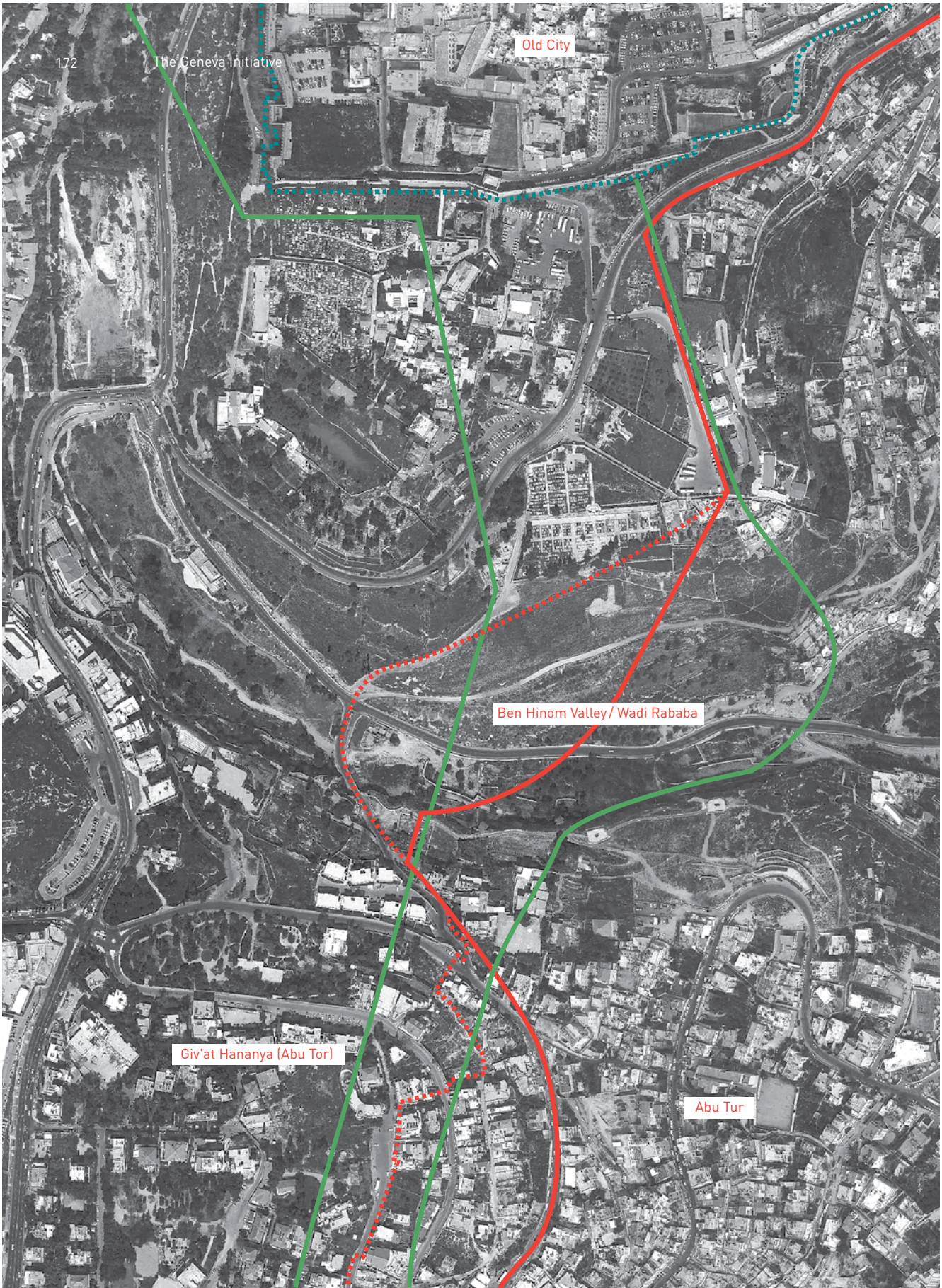
Dung Gate crossing facility



In light of the severe lack of open space around Dung Gate, a crossing facility could be situated either in the open space just outside the gate, or in the ancient market plaza located just inside the Old City walls. The facility proposed here for monitoring entry and exit of pedestrian passengers uses both the outer and inner spaces to this end. The entrance facility will be situated in the outer part of the walls, and the exit facility will be situated in their inner part (the market plaza). To the West, approximately thirty meters from the gate, the narrow opening in the wall, is suggested to form part of the

border crossing facility to monitor pedestrians exiting the Old City.

Pedestrians entering through Dung Gate will do so after going through a security check and passport control procedure in the entrance facility. They will then be permitted to enter the gate and access the Jewish Quarter and the Western Wall. Exiting passengers will approach the exit facility from within the Old City. Designated lanes will be provided for special permit holders, as well as lanes allowing for tourists to cross into Palestine.



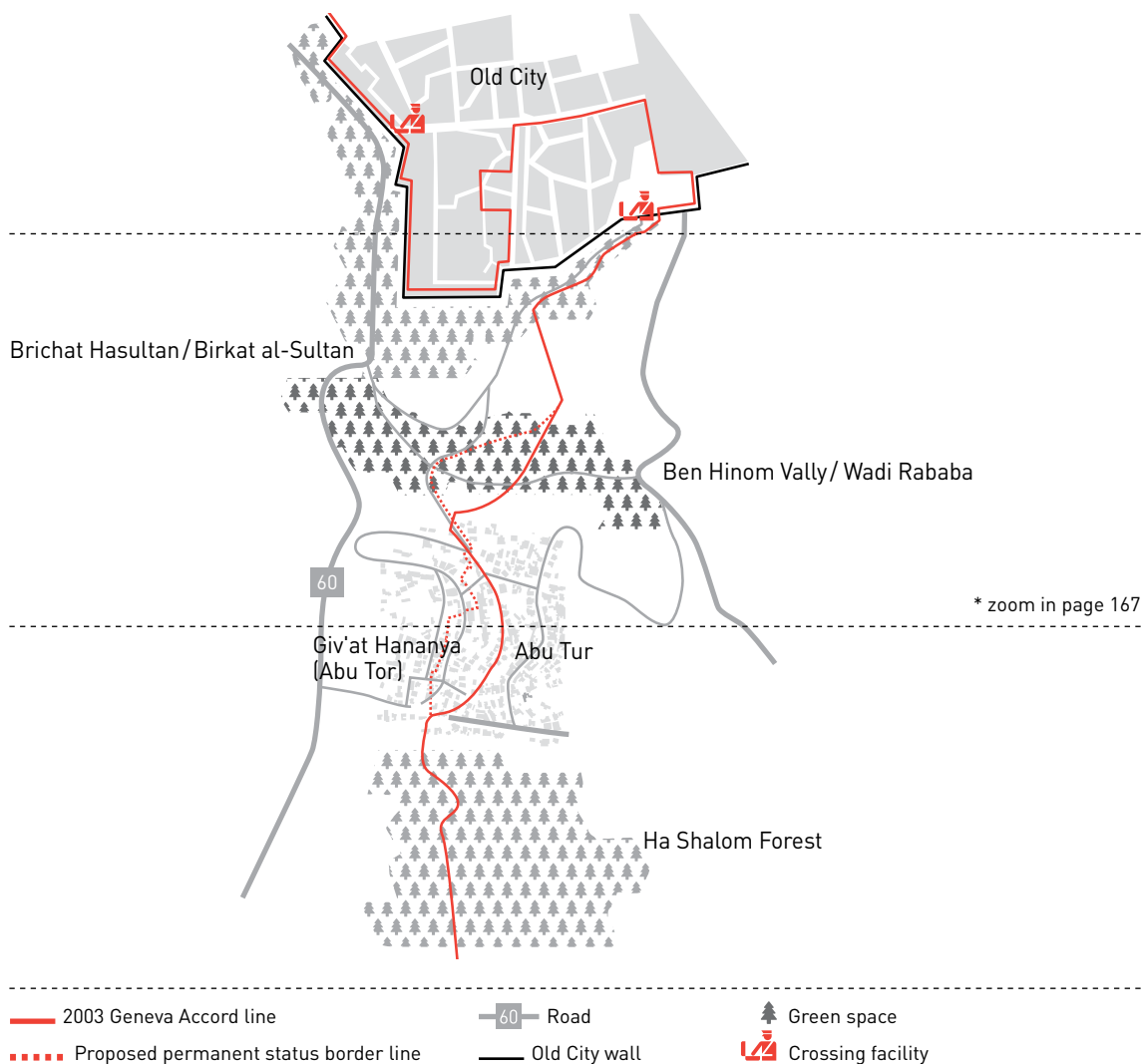
Legend: 1967 line Old City 2003 Geneva Accord line Proposed permanent status border line

Ben Hinom Valley

A green space and historical landscape

The following pages address the separation within the historical landscape of Ben-Hinom valley (also named Wadi Rababa by the Palestinians). The chapter suggests a route in line with the local topography and the existing elements on site. This deviation assists preserving the qualities of the valley and the visual continuity between its different parts. It also lays the foundation for approaching other sensitive segments of the border by adjusting them carefully to the urban landscape.

A chain of green spaces along the border



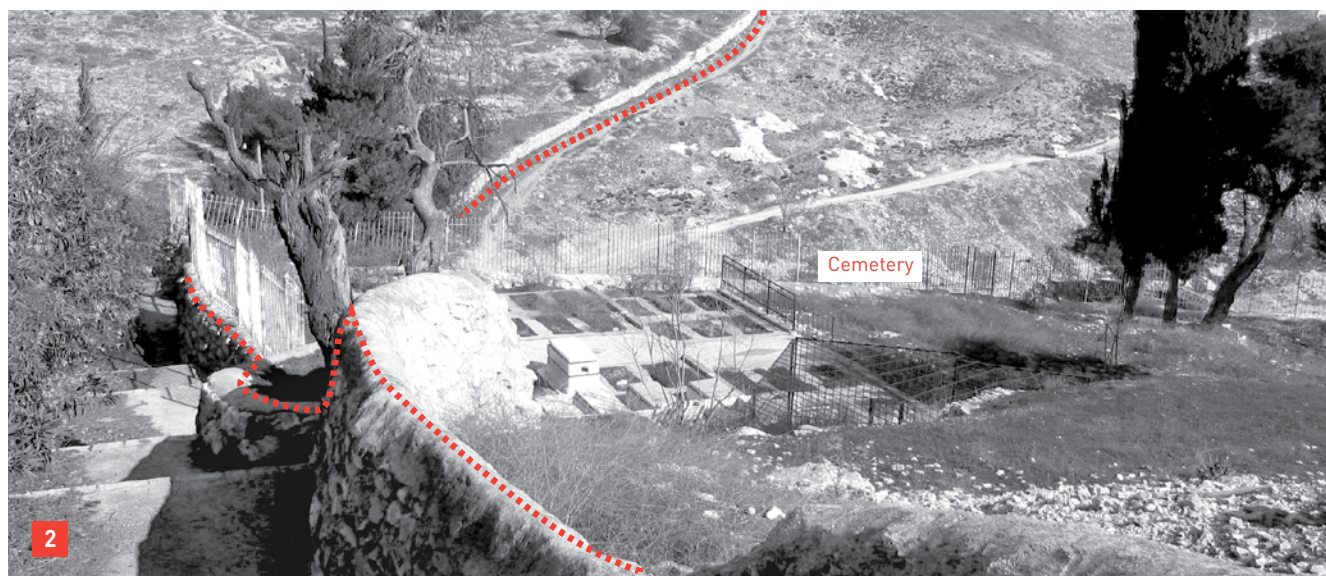
Urban setting

Ben-Hinom Valley is located between the Old City in the north and Abu Tor and Silwan neighborhoods in the south. The valley is comprised of several parts of disparate nature, and is generally not used as one continuous space. Placing the border at its center can accentuate this tendency yet also holds the opportunity of approaching the valley as one unit and managing it as mutually.

Key planning challenges

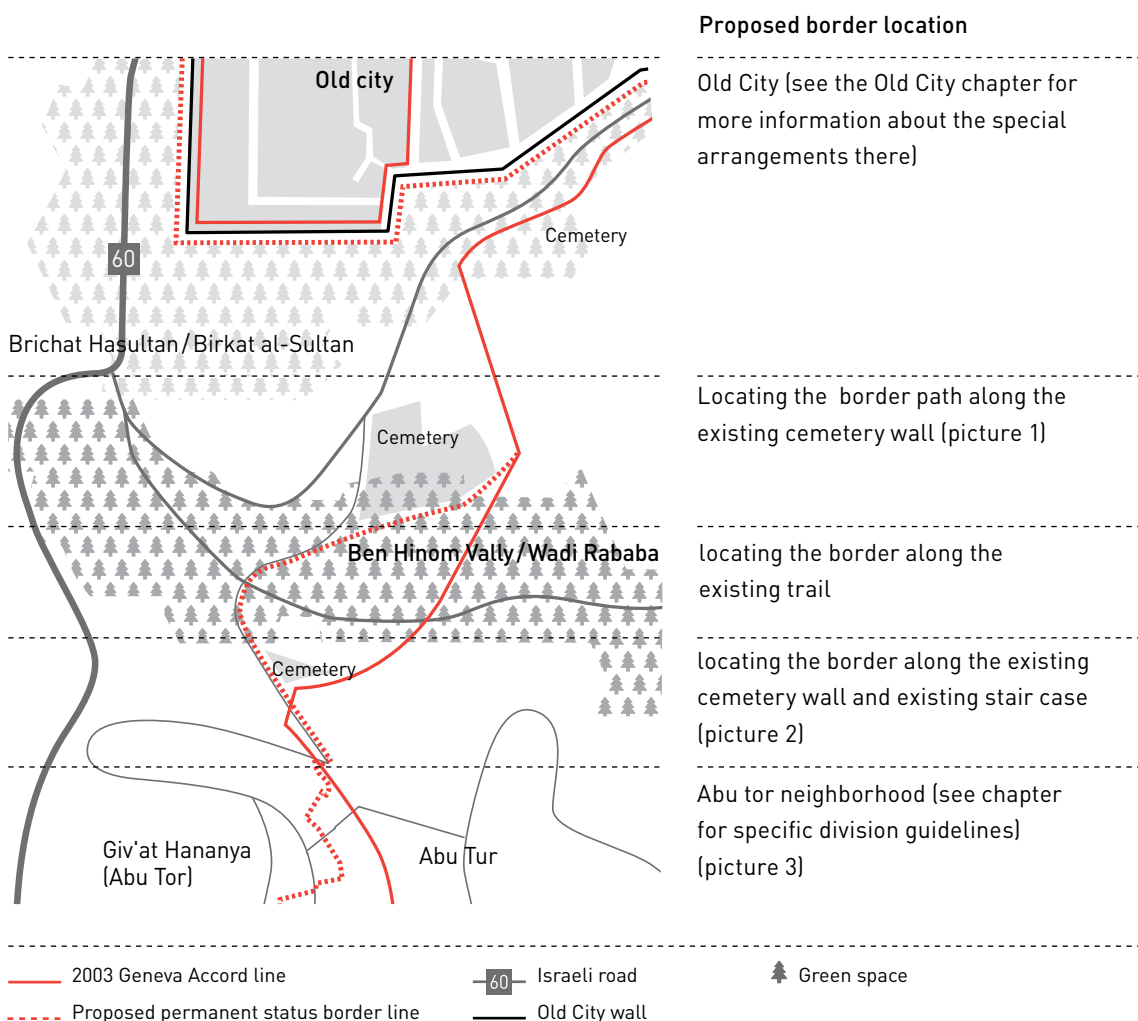
Several challenges arise from locating separation within the valley:

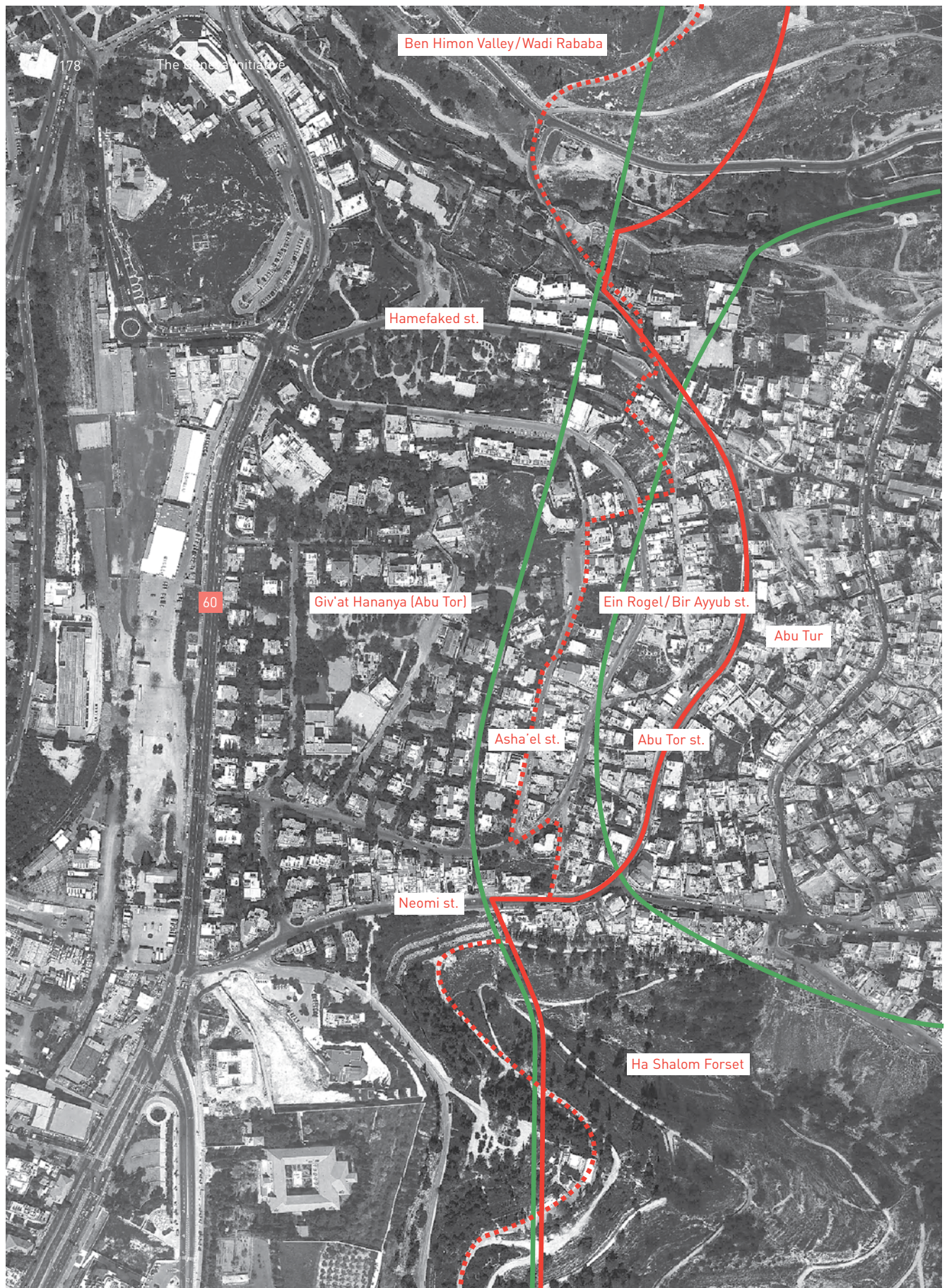
- **Preserving the valley as a green space** - Both within its boundaries and as part of a chain of open and green spaces along the border. There should be a mutual interest to maintain and develop these green areas for the benefit of both sides of the city.
- **Blending the division barrier in the valley** - The valley can be divided relatively unnoticeably if the natural slope and existing landscape elements are used for doing so. The border and security devices can be merged into the landscape to minimize their presence in the valley.
- **Maintaining the perceptual and visual wholeness of the valley** - The border can be situated sensitively in order to preserve this unique space. An optional maintenance station can be located at its center and be merged into the descending topography.



Proposed Route of the Border

It is proposed to create a path that crosses the valley naturally and uses existing elements on site. The different segments of the suggested path are detailed below.





Abu Tor

A mixed, densely built neighborhood

The neighborhood of Abu Tor is one of the very few mixed neighborhoods (Arab and Jewish) remaining in Jerusalem. It is a vast built up area which will have to be carefully dissected for any final status agreement proposing the division of the city along it. It is believed that aligning the border line with the local conditions can help obtain a sensitive path and form for separation in this unique area.

The chapter therefore delineates an alternative border path for the neighborhood of Abu Tor, and examines planning and design strategies for implementing separation and connection within it.

Urban setting

Abu Tor is situated on a slope descending from the West to the East and is located between Silwan neighborhood (East), the Ben-Hinom Valley/Wadi Rababa (North) and Ha Shalom Forest (south). The former demarcation line (1967 "Green line") has crossed the neighborhood forming a "no man's land" across it. Its removal in 1967 has in turn brought about a Jewish-Arab population mix. Currently, the majority of its western part is Israeli (Giv'at Hananya/Abu Tor) and relatively wealthy, and the majority of its eastern and relatively poor part is Palestinian (Abu Tor).

Key planning challenges

Implementing a border with its various security installations within a populated area poses a unique challenge since it involves private houses and narrow streets rather than public properties or open spaces. A sensitive solution is therefore required in order to minimize the damage to the built environment and the neighborhood ties and routines.

Planning objectives therefore include:

- **Creating a sensible border path** - Taking into consideration the current demographic spread and specific components of the built environment.
- **Creating a sensitive form for the barrier** - Minimal in its appearance and well blended in the local environment.
- **Establishing planning guidelines for implementing separation and creating connections within the neighborhood** - In order to maintain the local ties between the citizens and allow the adaptation for future political arrangements in the area with minimal change to the built environment.

Proposed Route of the Border




Alternative locations for delineating the border

The population of Abu Tor is mixed and its current spread does not correlate with the '67 (Green) Line. The current demographic spread (according to occupation rather than ownership) was investigated in a field-survey during January, 2008. The survey reveals a complex spatial reality which will pose a great challenge when the delineation of the border within the neighborhood is considered.

Current demographic spread (January 2008) and proposed border route



Various options for a border route including their advantages and disadvantages appear below. The recommended option divides the neighborhood in line with the Clinton layout - suggesting the consideration of alternatives based on current demographic spreads rather than the 1967 line. It is therefore proposed to separate the neighborhood based on the local reality.

| | Border according to the Green Line (1967) | Border according to "Geneva Accord" lines (2003) | Proposed border line: based on the current demographic spread |
|--------------|---|--|---|
| Alternatives |  |  |  |
| Advantage | <ul style="list-style-type: none">• International and historical consensus regarding the route. | <ul style="list-style-type: none">• According to an already achieved agreement between central Israeli and Palestinians figures.• Natural and feasible conditions for border implementation along the topographic slopes of Abu Tor street. | <ul style="list-style-type: none">• Nearly full correlation between the suggested line and the current demographic spread. Only about 10 Arab families and 5 Jewish families will need to be relocated. |
| Disadvantage | <ul style="list-style-type: none">• The Green Line is actually a wide area including many houses within it.• No correlation between the Green Line location and the current demographic spread.• Non-Conductive topographic and urban conditions for implementing a border. | <ul style="list-style-type: none">• No correlation between the suggested line and the current demographic spread. | <ul style="list-style-type: none">• Create traffic and movement difficulties for both sides. |

Approaches for Separation

Integrating the border into a built-up neighborhood

Local typologies



House set back from street



House adjacent to street



Open space in built area



Sensitively implementing any of the above division routes in the neighborhood requires close attention when the micro level is considered. The houses and spaces along the street should thus be treated individually as the border path is set around them. Several

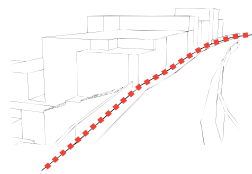
typologies are identified here to provide guidelines for the local built environment including its built and open spaces. In effect, this will allow various forms for the border to be implemented based on the unique situation of every house.

Demonstrating separation

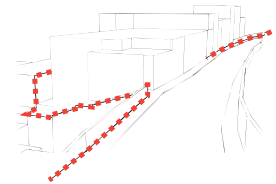
Detailed below are strategies for approaching the various built typologies identified in the neighborhood.

Built typologies

House set back from street

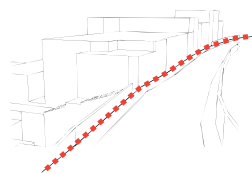


Border in front of house (House entrance relocated to the back)



Border behind house (House entrance remains on Ein Rogel st.)

House adjacent to street

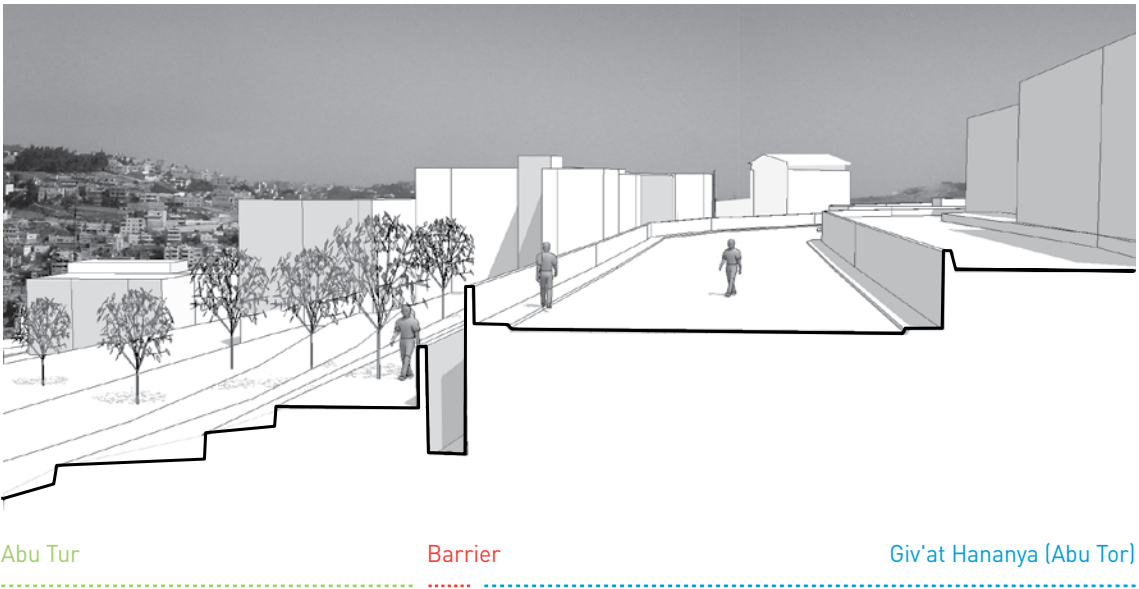


Border in front of house, entrance diverted

The final border route can be adjusted in light of the specific condition of each house to allow its connection to either of the sides. The house

entrances can be diverted accordingly to allow this modification.

An open space in the built area



The topography of the neighborhood allows incorporating the border and its various facilities using the slope. The illustration demonstrates the fashion in which a fence along an upper street can host the border devices.

This detail provides an answer for the security demands, yet maintains the neighborhood atmosphere and the visual continuity between its two parts.

Approaches for connectivity

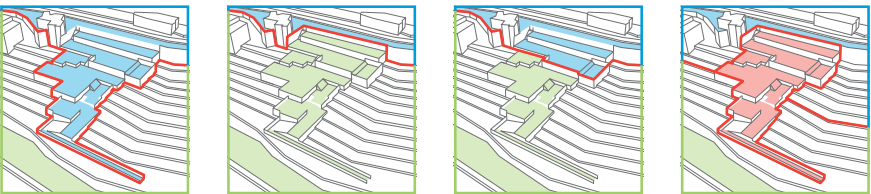
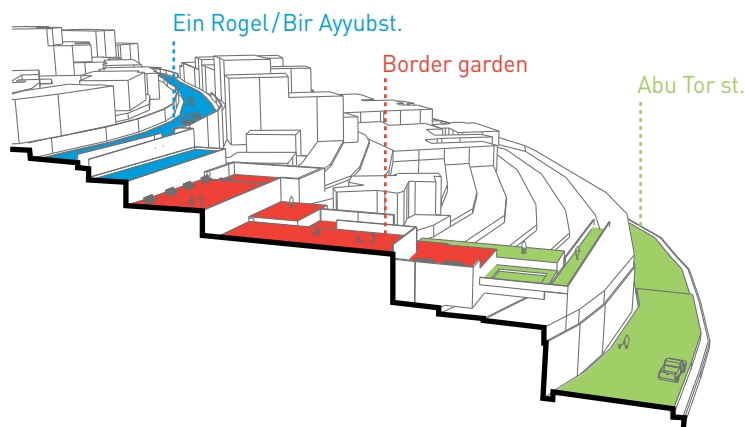
Inserting connection points, shared areas and flexible ownership schemes in the neighborhoods' open spaces



There exist various areas in the neighborhood with spatial characteristics allowing them to serve as joints between the two separated neighborhoods after the delineation of the border. These may serve as connection points, shared or alternatively used facilities. The

illustration above delineates such areas along the route of the border. Each one may receive a set of planning guidelines for its particular use and condition to allow maximum flexibility in its benefit for the two sides (as proposed in the following pages).

01
Border Garden:
Planning guidelines for an open space along the border



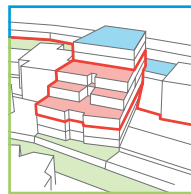
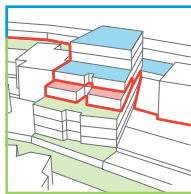
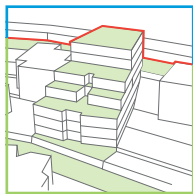
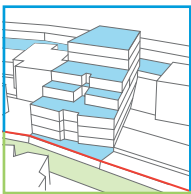
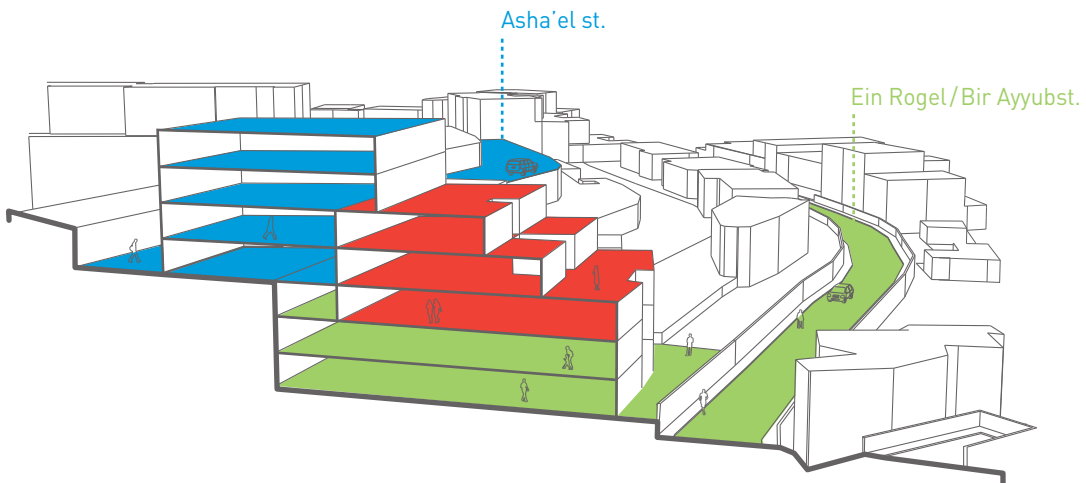
Outlined here is a planning scheme for an open space in the neighborhood. It demonstrates how the application of design guidelines may allow flexibility for the area in the short and long run as well as in various political arrangements.

The garden can be attached to either of the sides (temporarily or permanently), be used as a shared area, or be divided in various locations of it through a simple alteration of the secured border path within it.

02

Shared public building:

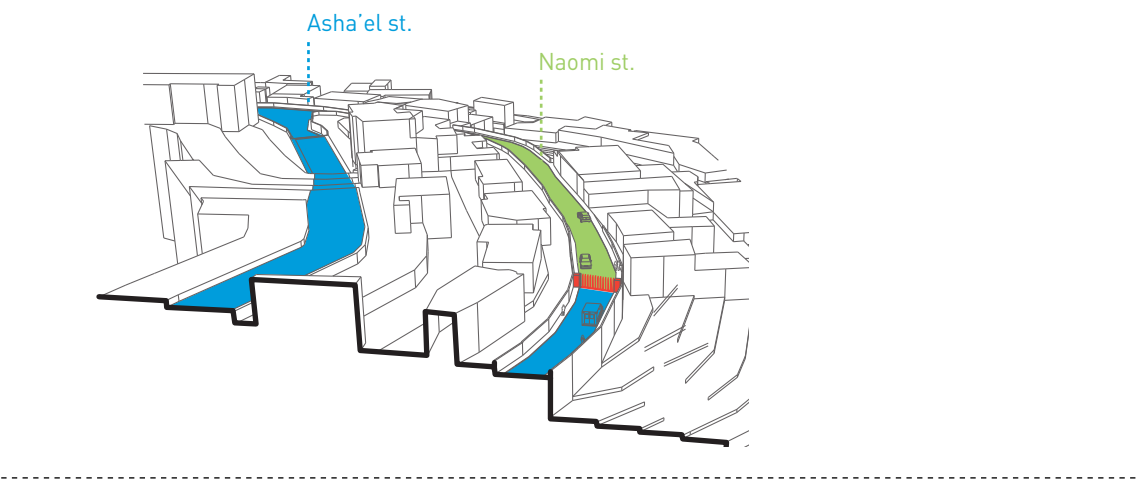
Options for shared use



Outlined here is a planning scheme for a shared public facility situated between the two future states as it stretches between an Israeli street on one side and a Palestinian street on the other. This specific building, which has recently been built, holds the potential to serve both Israelis and Palestinians, as it can support

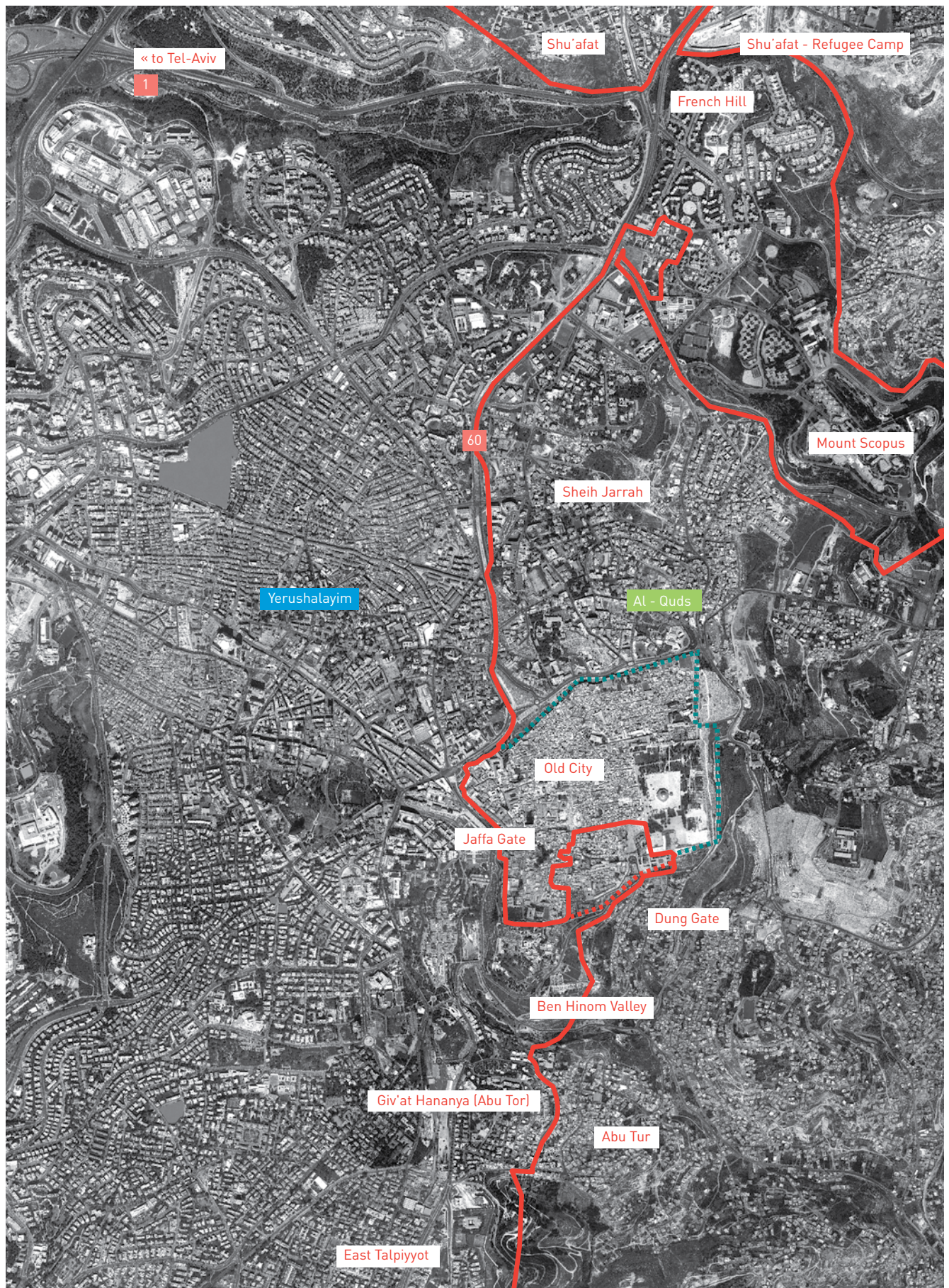
and maintain the existing neighborhood ties and enhance communication between the two neighboring communities. According to special arrangements, it may be shared by the two sides for it to be used either at the same time or separately (as illustrated in the four schemes above).

03
Local border crossing:
For emergency or special use



Although Abu Tor is not a recommended location for a major urban crossing facility, a crossing point for local residents may be required in case of emergency or even in response to everyday rush-hour crossing needs. It is therefore

proposed that a small border crossing be located at the meeting point of Abu Tor St. and Naomi St. to serve this purpose.



Legend: — 2003 Geneva Accord Line - - - Old City

Summary

Dividing a living city demands immense effort in order for it to remain vital and functionally intact. The set of proposals presented in this annex carries a variety of objectives. First and foremost, they are intended to offer comprehensive planning guidelines to the main segments constructing the Geneva Accord future border line in Jerusalem. Secondly, despite the specific location of each segment, the chapters pertain to other locations and border challenges as well. The recommendations and outlines presented in these chapters therefore not only represent actual proposals for the seam area developments, but also form a solution-bank for implementing a border in Jerusalem. Applying this novel approach will aid approaching security issues, population flows challenges and urban development in the future city.

French Hill

A major junction between the two cities

The first chapter has covered a large variety of issues that concern anyone who attempts to examine territorial concessions in Jerusalem. The continuity between different Palestinian territories on the one hand and Israeli territories on the other was one of the major aspects of this chapter, and specific solutions have been proposed to overcome this substantial challenge. In addition, [the chapter has built a thorough understanding of Northern Jerusalem's transport scheme in light of future mobility needs in the metropolitan area](#).

The examination of a large Israeli-Palestinian crossing facility, which will enable massive movements of tourists, workers, vehicles and diplomats between the two future capitals to come was another important issue tackled here. In this context, a methodology for evaluating location alternatives for such a facility has been developed. It allows assessing different sites according to various parameters whilst highlighting the best option for situating the facility - the French Hill junction (a large vacant space well connected to main transport arteries on both sides of the future border, in close proximity to the city center). This methodology is also a tool for approaching a broad array of urban planning issues pertaining to the implementation of the border in the city.

Road 60

A bi-national road and backbone for infrastructure

The second chapter, dealing with the transformation of Road 60 into a bi-national road with a border at its center, has also examined the relationship between security systems and the existing urban, civil and transport infrastructures. The chapter delineated the objectives and needs that both entities share and highlighted the ones in which they differ. It has offered a transportation outline for the bi national road proposed along the border and set out strategies for integrating the different transport systems that were proposed for each side.

Also the chapter included a plan for a pedestrian border crossing in the American Colony junction which is integrated with local urban infrastructures (transport, open spaces and leisure facilities) in a manner that benefits all aspects of this collaboration. *As this chapter has emphasized, urban vitality and border facilities do not necessarily contradict each other, on the contrary, planning them in conjunction can greatly benefit both the city sides and their dividing border.* To this end, it has been demonstrated how a border within a city can be designed and situated as a natural urban object and enhance the local facilities and infrastructure they require. This understanding, the barrier details for separation along the road, and the tools developed in this case can therefore serve as a reference for other segments of the border situated along major traffic routes.

The Old City

Special arrangements for entering the Old City

The third chapter dealt with the "volcanic core" of the Israeli-Palestinian conflict - The Old City, as it focused on two of its gates - Jaffa and Dung gates. In contrast to the common focus on the layers of distrust and presumption in the area, this chapter aimed to provide analytic tools assisting the practical shift toward a territorial resolution in the site through the proposal of two crossing terminals in these gates. Although working with the assumption that the Old City will remain an undivided entity, the project has produced solutions suitable for other political scenarios as well. The chapter has devoted particular attention to the re-arrangement of pedestrian and vehicle flows through the two gates and their crossing facilities. *The design and integration of these facilities in the two sites offer a balance between the insertion of security measures and the aesthetic preservation of the historic basin.* These issues will all be crucial aspects of any form of resolution and whether the Old city is divided, remains Israeli or becomes an international entity.

Ben Hinom Valley

A green space and historical landscape

The forth chapter has dealt with the separation of a vast natural green space. Such form of division poses unique aesthetic and practical challenges as a barrier is placed in a well noticeable context. The chapter has thus devoted particular attention to the border path crossing the valley in order to preserve the landscape qualities of the Ben-Hinom valley as much as possible. *To this end, the border was aligned with existing paths and built elements on site, in order to balance the indication of its location with a subtle appearance on the surface.* This approach is a valuable reference for all the border segments in Jerusalem carrying similar geographical attributes - whether they are open, un-built or natural urban areas.

Abu Tor

A mixed, densely built neighborhood

The fifth chapter referred to another major perceptual obstacle as it explored the division of a dense urban neighborhood in Jerusalem. Even true advocates of the two-state solution hesitate upon approaching this issue as they remember the well known images of the 1948-1967 no man's land or even the infamous Berlin wall. The aim of the Abu Tor project was therefore to propose a border route and form for this specific context and introduce alternative manners for approaching and locating a border within densely built environments. *Strategies for implementing separation, as well as connection areas were demonstrated with direct reference to the local built typologies.* This case study is a valuable reference for other urban areas in which the barrier divides inner city neighborhoods or two adjacent ones (such as in the case of Bet-Zafafa), when particular and almost microscopic planning attention is required.

End Note

The collection of projects presented here has addressed many issues concerning policy makers as well as the general public. It has dealt with the question of introducing border and security facilities into a living city and with the various aspects this complex task involves. *It offers specific practical tools, planning solutions, and border details, but more importantly- demonstrates that implementing separation in the city is a possible and attainable task.* The proposals demonstrated the feasibility of creating two capitals in the city of Jerusalem whilst maintaining the necessary interests of each side, and the necessary links between them.

The implementation of a final status agreement will require the establishment of professional working groups that will further develop the various aspects of the border, its urban implications and specific operation regime. If approached thoroughly, in advance and seen in light of other planning needs, the implementation of an inner city border may greatly benefit the city. It is hoped that this annex will serve as a cornerstone in translating the political challenges the conflict's resolution calls for into the professional attention the resolution demands. Thereby beyond peaceful solutions, viable and long-lasting ones.

