



An-Najah National University



Urban Planning Engineering Dep.

Planning and Redeveloping Cities' Entrances

The Case Study of the Eastern Entrance of Tulkarem City

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ABSTRACT

The main aim of this study is to spread the awareness and grab the attention on this neglected significant element of the city which is the city entrance, when most of the government potentials goes to the city CBD and its surroundings. The first image taken by any visitor to the city about the city is through its entrance and here goes to the importance in paying attention on the cities' entrance to reflect a good and a right image about the city so that the visitor will not draw untrue or bad perspectives about the city or the community living in that city. Moreover, this study is a good reference for any development projects concerning the cities' entrances in Palestine at the first place which shows the steps which must be taken in order to reach the development proposed plan for the entrance.

This study took the eastern entrance of Tulkarem city as a case study. It includes studying the formation of the present entrances of the city through the history to see in what form or use they were on, determining the entrances and analyzing their data after collecting them from the field survey, evaluating the entrances based on their SWOT analysis to come up with the entrance which has the most opportunities to be optimized and has a lot of problem to be resolved, at the end

proposing projects according to the chosen approaches or images which the entrance will reflect.

الهدف الرئيسي من هذه الدراسة هو نشر الوعي وجذب الانتباه والاهتمام الى هذا العنصر المهم والمهمل او المهمش في نفس الوقت من المدينة وهو مدخل المدينة حيث ان معظم اهتمام الحكومة يتجلى و يذهب إلى مركز المدينة والمنطقة المحيطة به. والصورة الأولى التي يرسمها ويأخذها أي زائر للمدينة عن المدينة هي من خلال مدخلها وهنا تكمن أهمية الاهتمام بمدخل المدن لتعكس صورة جميلة وصحيحة عن المدينة لتفادي أن يرسم الزائر صور غير صحيحة في ذهنه عن المدينة. بالإضافة الى ان تكون هذه الدراسة كمرجع سليم لعمل دراسات مشابهة لتطوير مداخل المدن في فلسطين في المرتبة الاولى وذلك من خلال اتباع الخطوات للوصول الى الخطة التطويرية المقترحة للمدخل المقصود.

حيث اتخذت هذه الدراسة المدخل الشرقي مدينة طولكرم كحالة دراسية. ويشمل دراسة تشكيل المداخل الحالية للمدينة عبر التاريخ حتى وقتنا هذا لمعرفة ما هو شكلها أو استخدامها عبر الزمن، ومن ثم تحديد المداخل وتحليل بياناتها بعد جمعها من خلال المسح الميداني، وتقييم المداخل على أساس تحليل SWOT لكل مدخل للوصول إلى المدخل الذي لديه الأكثر حظا بالفرص لاستغلالها استغلال امثل وفي نفس الوقت لديه العديد من المشاكل لايجاد حلول مناسبة لها، في النهاية اقترح المشاريع وفقا للنهج أو الصور المختارة التي سوف تعكس صور عن مدينة طولكرم من خلال هذا المدخل.



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To accomplish this study to its final look, a lot of people from different sectors and backgrounds where the direct and the indirect forces who helped me finish this work, where I would like to mention their names as a part of appreciation and thanking for their assistance.

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DEDICATION

I owe my respect, appreciation and gratitude to my precious Family, my Parents, Father and Mother, my siblings (Khader, Roua'a, Mohammed, Khaled), who all were there in each step in my life through their continuous encouragement and support to achieve my goals and achieve the Bachelor Degree. I would like to thank them for their unconditional love and motivations to set higher targets and who always make me feel that "I Can Do It".



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CHAPTER ONE: INTRODUCTION

1.1 INTRODUCTION

1.2 STUDY IMPORTANCE AND JUSTIFICATIONS

1.3 STUDY GOALS

1.4 STUDY METHODOLOGY

1.5 LITERATURE REVIEW


1.6 STUDY CHALLENGES AND OBSTACLES



CHAPTER ONE: INTRODUCTION

1.1 INTRODUCTION

Each person has his/her own image about each city he passes by, but the first image he/she draws mainly depends on the entrance of the city (his/her first impression). Some cities may don't have visually a clear entrance, and this makes it difficult for the visitor to predict or perceive the city content and he/she may draw wrong images about the city from their first look presented by the city entrance. However, some cities has a pre-entrance instead, in which you get prepared and ready to enter a new area before entering the city, in other words there might be some elements distinguished or even maybe the nature itself has changed where you get the feeling of entering a new place. However, these aspects are found by chance and they are not necessary to be found at all which make recognizing entering a new city or drawing images about the city to be entered is much difficult. Meanwhile, if there is no clear entrance of a city, each person may consider the city entrance based on his/her own observations.



Usually city entrance is a strong representative tool that symbolizes the type or life or even an event of a city. Taking care about city entrance is one of the concepts which urban planners and designers take into their considerations. It is not an easy issue to tackle, where it may have some obstacles concerning the site such as environmental problems (e.g. pollution) or maybe political and social problems which are hard to study quantitatively with contrast to the physical problems you can observe.

To analyze and develop city entrance, field work must be done which includes analyzing landscape impacts and elements: natural, man-made elements and visual quality elements. Furthermore, it may include studying the area from the social and political perspectives. Improving the elements of the entrance will lead us to the right way in planning an efficient reflective entrance. It must be reconsidered that the entrance depends on the city, each city must have a unique entrance since each city is unique. Each city affects its entrance and is affected by its entrance. Studying city entrance must be done through all levels starting with the planning in the regional level to the local level and finally to the design and landscape level.

Then what is meant by city entrance? There are variety in types of cities entrances. Each city wants to send a particular message to the visitor about the city by passing by the city entrance. Therefore, there are different types of cities entrances depending on different aspects and characteristics in the city e.g. geographic location (land gate, water gate and air gate), topographic features, city's unique identity...etc. the city entrance is the point at the edge of the city where the resident or the visitor feels that he/she has entered the city. However when studying city entrance, it is not just a point, it is a road segment with its surroundings. The most important point is that the entrance is been chosen based on the internal personal feeling of both the residents and visitors of the entrance of the city not the actual administrative border or entrance.

One of Chisinau visitors, once quoted while describing the city, **"I entered Moldova by road coming from Ukraine. The photo you see was my very first views of the capital Chisinau. These buildings that line up each side of the highway are known as the 'Gates of Chisinau'. The city**

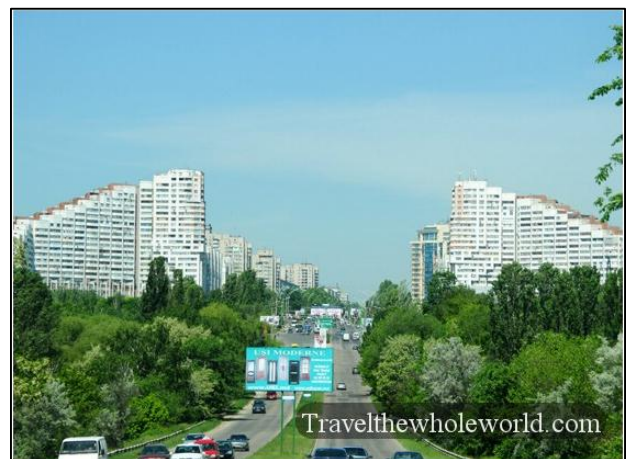



Figure 1.1: Chisinau Entrance

Source: Visiting Chisinau, Travel the Whole World



has about two thirds of a million people mostly living in apartments.” (Visiting Chisinau, Travel the Whole World). As the observer mentioned in his last sentence, this reflects how an individual could draw a prediction of the mysterious city he is entering, which is in this case was approved when he entered the city.

Tulkarem City is the case study of the research, located in the northern of the West Bank, Palestine, refer to Figure 1.1. It has a population of 158,000 resident (Census 2007). Tulkarem city area is about 32,000 dunam (Al Jazeera Encyclopedia). Tulkarem has a valuable history through many years and is well-known for its agricultural value. The study's city entrance is the south-eastern entrance that connects Tulkarem city with Nablus city, where Tulkarem city is 27 km far from Nablus city (Al Jazeera Encyclopedia).



Figure 1.2: West Bank Territories

Source: By the author

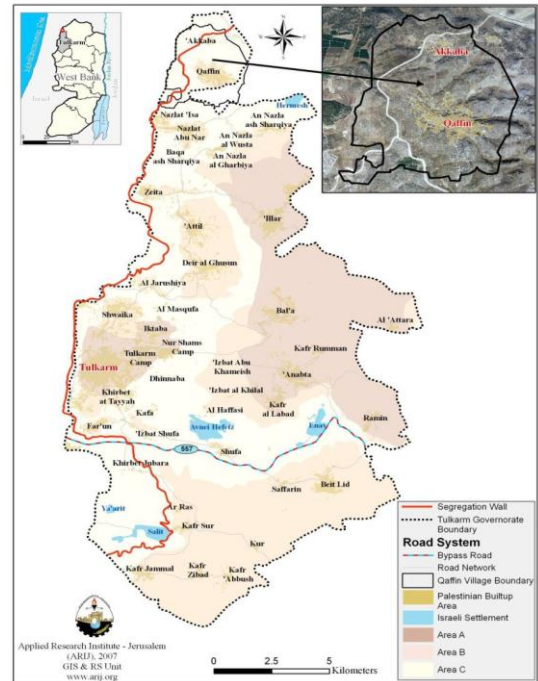



Figure 1.3: Tulkarem Territory

Source: Arij- The Applied Research Institute -Jerusalem

1.2 RESEARCH PROBLEM

Cities entrances usually face many different problems in all over the world. However, these problems differ in their types and scales. Cities entrances may face political problems, social problems, economic problems and natural problems. According to the Palestinian reality, political problems may include (under conquest country which reveal to the limited development policies such as what



happening in Palestine). Environmental problems may include pollution in air and sound, such as having stone-pits around or having any industrial construction. Natural problems may include the presence of preserved areas around which limits the permission to develop the entrance. Social problems may include the lack of awareness of the importance in developing the city entrance from the residents' side at the first place. Such problems could be considered as threats and constraints to the planners or architects in developing the entrance. However, it is still possible to improve and develop the entrances through finding a solution for coping these problems.

When referring to Tulkarem city, Tulkarem lacks the attention and caring about its entrances, especially the eastern entrance, where there is a refugee camp and car repairing mechanics shops. Visually and naturally are unfriendly to be located at the beginning of a city.

1.3 RESEARCH JUSTIFICATIONS AND IMPORTANCE

The research topic gained its importance from the need to take care of the cities entrances in Palestine particularly. Moreover, to grab the attention to whom the topic may concern for these valued and at the same time ignored elements in the cities. City entrance as mentioned before is the window of the city, where the visitors draw their first image about the city, so such element cannot be ignored. Moreover, cities need to highlight and show their entrance/s to the residents and visitors in order to reflect the right feeling of entering a new area which has a unique identity. Furthermore, there is a scarcity in the related studies to the topic locally and globally! Referring to the scarcity in the studies globally, because worldwide cities satisfies showing the entrance by constructing just a gate, which is not enough, since the entrance is not a point or a node only. However, it is the entrance point connected with the street that follows this entrance node. This shows the new approach of studying this element and having the chance to show its importance and impact.

1.4 STUDY OBJECTIVES

Generally, the **main study objectives** which as well refer to Tulkarem city are

- Grabbing the attention to the importance of the cities' entrances and the importance in highlighting this valuable ignored element to reflect the right image on people's imaginations about the city which they are about to enter.
- Moreover, to make this study a strong reference for other entrance development studies at least locally in Palestine other cities at the first place.

Where the more **detailed objectives** which help in achieving the main objective includes,


- Developing the entrances visually and make them seem enjoyable, attractive, safe, healthy and a good place to rest in or even live in.
- Giving a unique identity to the city which makes it different from any other city in the world.

In order to achieve the goals; approaches, models, theories, designs, main concepts and other case studies must be used to develop the entrance from all the aspects.

1.5 PLAN & METHODOLOGY

The research relies mainly on both the quantitative and qualitative data in order to analyze and draw conclusions. There are three different frames to rely on: The General & Theoretical Frame, The informative Frame, and The Analytical & Deducting Frames. Each frame depends on different research methods and tools where the needed information could be found.


- **The General & Theoretical Frame** explains the main concepts which the research take into its consideration including the main headings which will be discussed throughout the research. For example, City entrance man-made and natural elements, visual quality image components of the entrance, importance of city entrance, its use and its impact. Moreover, this frame will depend on the historical method, in which the interests in city entrance is an old culture. The ancients used to care and to concern about the city entrance for purposes that differ from nowadays purposes, such as defense concerns or a ceremonial entrance...etc. Such studies could help in gaining main ideas about the entrance use, structure and its impact on the city.



- **The Informative Frame** will be used in order to use other studies concerning the research topic, to widen the way of thinking about the study area. The studies will be collected and analyzed to help to be well-versed about the topic. Later, this will help in relating them to this study and make some comparison between to enter the third frame. This frame will rely on the descriptive method, which will help in describing the details and the main concepts of the studies and comparing them with our study as mentioned before.

- **The Analytical & Deducting Frame** is the last frame which helps in drawing conclusions after a long trip in analyzing the data. This frame connects the theoretical frame with the informative frame. These frames help in coming up with conclusions and recommendations which will be reflected later on the study area. Moreover, different theories and methods could be used in order to make these connections and to support the main idea such methods include the Analytical and Deductive Methods.

In general, several research tools will be used, such as questionnaires, interviews, surveys observations, as well as statistical and computer based software such as



GIS. To summarize the research plan and methodology, please refer to Figure 1.4 in the next page.

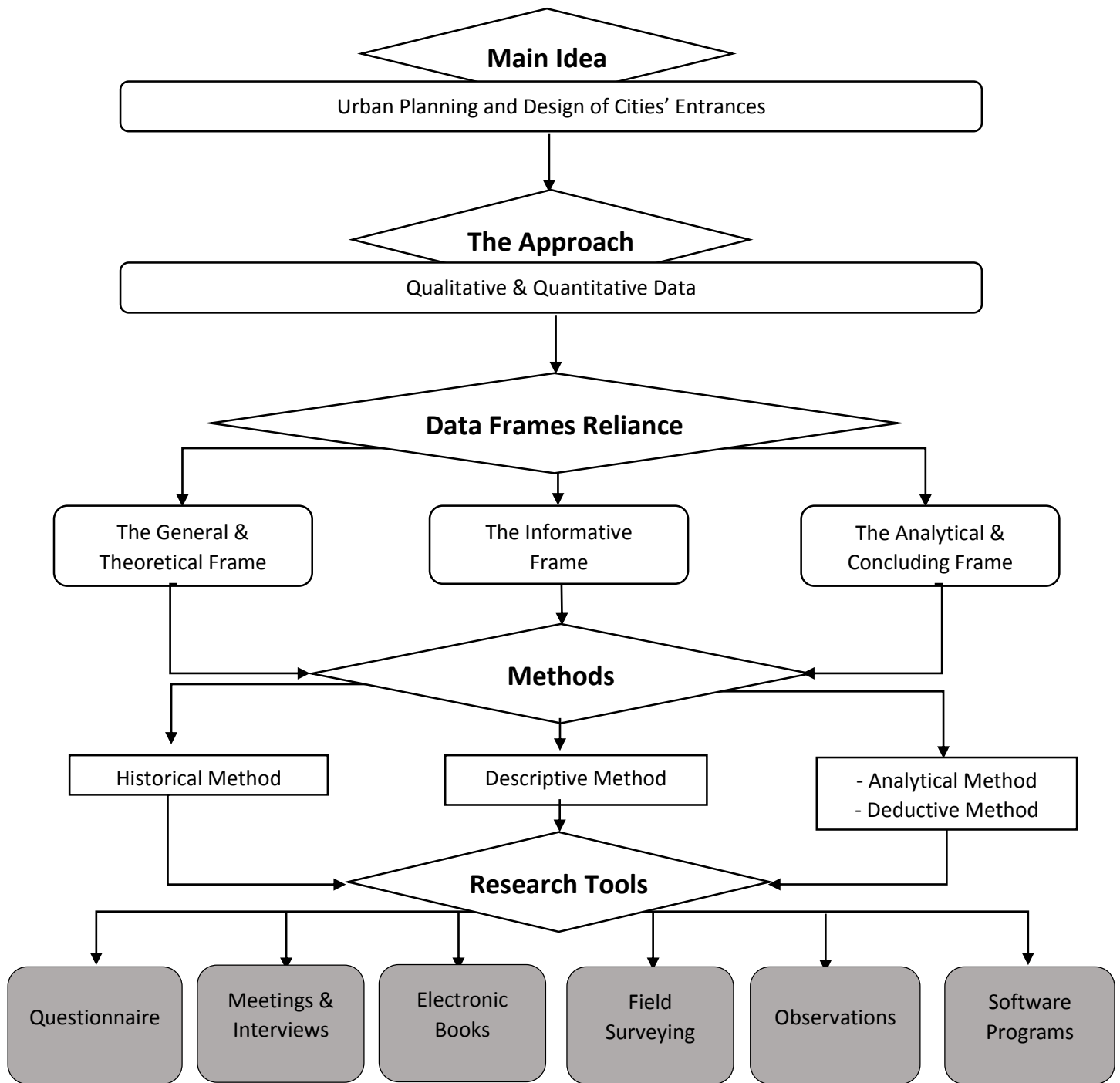


Figure 1.4: Research Plan & Methodology

1.6 DATA SOURCES

There are many data sources which could be relied on throughout the study, but dealing with them varies.

- **Library sources** is one of the data sources which may provide with many different data including aerial photographs, literature, college thesis, books and journals...etc.
- **Official sources** which may include, other related studies, existing and proposed maps, articles or research papers done by officially approved institutions such as the Palestinian Central Bureau of Statistics.
 - **Non-official sources**, the sources that are gained from research centers, universities...etc.
- **Personal sources** may include the people who helped in finding the information through meetings and interviews or even phone calls and other collected data by the researcher including field surveying and observations.
- **Internet** is an essential source since it does not waste time searching for a piece of information instead of getting it from the field by yourself.



CHAPTER TWO: CONCEPTUAL AND THEORITICAL BACKGROUND

2.1 Introduction

2.2 The Image of the City

2.3 City Elements and their Intersection with the City Entrance Definition

2.4 Relationship between the Image of the City and the City Entrance


2.5 Analytic Principles in City Entrance Planning



2.1 INTRODUCTION

What is a city? A city is a large and permanent human settlement, which has a particular administrative, legal, or historical status based on a local law. Cities generally have complex systems for sanitation, utilities, land use, housing, and transportation. The concentration of development greatly facilitates interaction between people and businesses, sometimes benefiting both parties in the process, but it also presents challenges to managing urban growth. Cities are as well a combination of complex relationships, political, social, physical, natural relationships. Cities are made up of streets, buildings and people. In other words it is the combination of paths, nodes, landmarks, edges and districts which will be illustrated later on in this chapter. City entrance takes a part in the edges of the city which is one of the most important elements that make up a city. Because of this importance, cities entrances must be taken into the planners and residents considerations.


Legibility is a term used to describe the ease with which people can understand the layout of a place. It is the ease with which the city parts can be



recognized, and can be organized into a coherent pattern. In other words, a legible city would be one whose elements are easily identifiable and are easily grouped into an overall pattern. The city is a large and diverse environment of people going about their business, interacting with one another in gatherings, events or simply passing each other on the street. Not one image, symbol or logo can truly represent such a diverse collection. The city is known by its name.

What can usefully be unified are certain types of information – to help people get about and find things, by pointing at things or letting people know how and when to use public transport, or by providing a consistent system of visitor information that is used by all. What people come away with from a visit to a new location is an immediate sense or experience of the place. Experiences could be pleasant or confusing, stimulating or dull, welcoming or unfriendly. These memories create positive or negative views about a place, and determine whether we return or choose not to bother.


Making a city more understandable does not provide the prime reasons for people to frequent. Retail choices, tourist attractions, day or night life amenities are our destinations. Legible Cities provide connections and information about



what is already there and create positive re-assurances to people that details are cared about. Legibility of a city could be used as an advantage to enhance the entrance of the city, but how? Since the visitors' first image of the city is drawn from the moment they pass by its entrance so this image sure will affect the imageability and legibility will be recognized after entering the city. For sure there must be coherency and harmony between the city itself with its entrance, which is a part and parcel element of the city. In other words, if a city does not have a legible, clear and friendly looking entrance, it will sure affect the visitors image about the city, since the entrance is an the first image drawn of the city, for sure it must be bold, clear and reflects a good clear image about the city before entering it.

2.2 The Image of the City


Lynch considers “legibility” as a physical and spatial characteristic of the environment, so visual sensations of color, motion, smell, touch and sound...etc. are all signs of orientation that reinforce legibility. This view postulates that environmental surroundings influence immediately spatial cognition, and spatial representation is isomorphic to the physical structure (Kosslyn, 1975). According



to Lynch definition, legibility can enhance the identity, structure and the meaning of environmental surroundings. The city may has strong identity and character but still confusing and unclear because of confusion of its path system which is a part of the entrance element.

“Identity is the characteristic that allow us to differentiate one space from another” (Arthur & Passini, 1992: 87). It is the character and spatial attributes of an object or a place that enhance the ability of recognizing and identifying an environment, those attributes of the object make it distinct, ultimately unique and easily separable, then it stands for individuality or oneness (Lawson, 2001). There is not only an identity of place, but also an identity of events which differs naturally from the first as it gives peoples a means to remember events that happened, thus helps them to structure their life.

Meaning is that which the place stands for or represent (Lawson, 2001). It is a hidden character of the object and the deepen sense that reflects the importance of the object, this sense may be practical or emotional. A particular city may stands for enjoyment, power, vitality, mystery or something else presented in mental image of its inhabitants (Lynch, 1981). Lynch says that “the visual environment should be meaningful; that is, its visible character should relate to other aspects of life.”



The legibility elements could be applied as well as on the city entrance since it is also considered as window space of the city. As all city spaces, the entrance must have an “Identity” as a characteristic, since it must be clearly recognized and identified comparing with the other spaces inside and outside the city borders. By understanding the meaning of the city it must be given an identity at least through its entrance. One of the cities entrances’ functions is to correctly reflect the meaning of the city. In other words, the entrance must reflect what does the city is familiar with, or well-known of or if it stands for something (a place or an event) unique that distinguish it.

Characteristics of environmental elements, whether they are natural or man-made, determine the visual quality of the built environment, these characteristics are what Lynch named Imageability, “ It is that quality in a physical object which gives it a higher probability of evoking a strong image in any given observer” (Lynch, 1960: 9). The quality of an object depends upon its shape, color, and arrangement. This quality determines the degree of legibility.



2.3 City Elements and their Intersection with the City Entrance Definition

In formulating Lynch theory of the image of the city, he suggested five city elements that constitute the mental map of the city and make the city legible or “imageable.” The five city elements include **paths, edges, districts, nodes, and landmarks** in terms of geometric or visual appearance. If represented in a cartographic map, the five elements can be put into three categories: points (nodes and landmarks), lines (paths, edges), and polygons (districts). Regardless of their appearance, city elements have one property in common—they are distinguished among hundreds, thousands, or millions of other city artifacts by their unique sizes, shapes, colors etc.

2.3.1 Paths

Paths are the channels along which the observer customarily, occasionally, or potentially moves. They may be streets, walkways, transit lines, canals, railroads. For many people these are the predominant elements in their image. People observe the city while moving through it, and along these Paths the other environmental elements are arranged and related. Consequently, people fail to find their way. The path is not an isolated element, it is a part of an integrated

environment, so the sharp separation of a path from surroundings may causes way-finding difficulties. Any path has origin that represents the start point of the trip and destination that represents the end one, these two points if well-known and clear enough, the path will have strong identity that helps linking the city parts together. In fact, strong entrances and leaves are all together have an important value in creating identifiable paths. (Lynch,1960)

2.3.2 Edges

Edges are the linear elements not used or considered as paths by the observer. They are boundaries between two phases, linear breaks in continuity: shores, railroad cuts, edges of development, walls. Such edges may be barriers more or less penetrable, which close one region off from another; or they may be seams, lines along which two regions are related and joined together. (Lynch,1960)

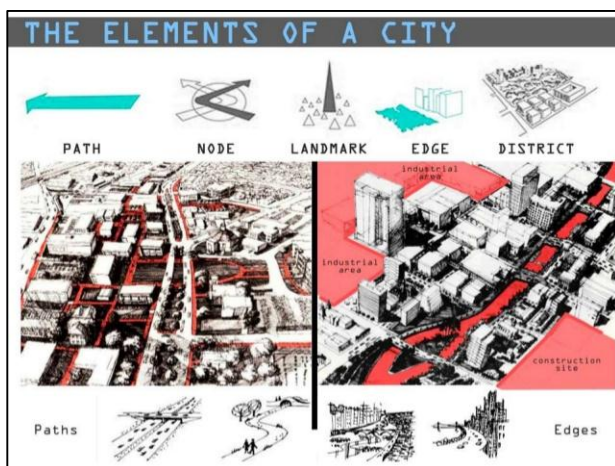


Figure 2.1: Paths & Edges

Source: Kevin Lynch Mental Maps/ slideshare.net



2.3.3 Districts

Districts are the medium-to-large sections of the city, conceived of as having two-dimensional extent, which the observer mentally enters “inside of,” and which are recognizable as having some common, identifying character.

(Lynch,1960)

2.3.4 Nodes

Nodes are points, the strategic spots in a city into which an observer can enter, and which are the intensive foci to and from which they are travelling. They may be primarily junctions or they may be simply concentrations, which gain their importance from being the condensation of some use or physical character.

(Lynch,1960)

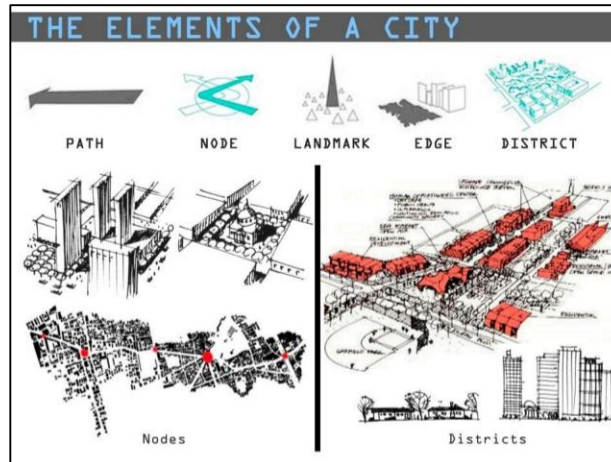


Figure 2.2: Nodes & Districts

Source: Kevin Lynch Mental Maps/ slideshare.net

2.3.5 Landmarks

Landmarks are another type of point reference, but in this case the observer does not enter within them, they are external. They are usually a rather simply defined physical object: building, sign, store or mountain.

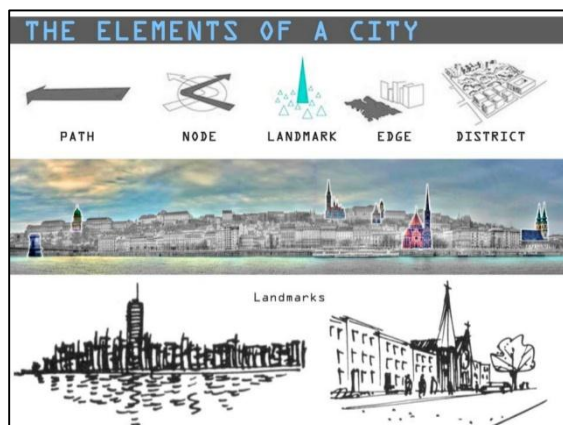



Figure 2.3: Landmark

Source: Kevin Lynch Mental Maps/ slideshare.net


Lynch elements are essential as well in describing the city entrance. Any city entrance is made up of a path, an edge and a district but at the same time it could



be a node or, and a landmark. The most important element which is the root of the entrance is the edge. The edge is what identifies the entrance of the city. That's why it is going to be more illustrated and declared. Edges may be barriers, more or less penetrable, which close one region off from another; or they may be seams, lines along which two regions are related and joined together. These edge elements, although probably not as dominant as paths, are for many people important organizing features, particularly in the role of holding together generalized areas, as in the outline of a city by water or a wall. Actually, edges are often paths as well. Where this was so and where the ordinary observer was not shut off from moving on the path, then circulation seemed to be the dominant image. The element was usually pictured as a path, reinforced by boundary characteristics. Edges may also, like paths, have directional qualities. Furthermore, both paths and edges are shape districts, the third element.

2.4 Relationship Between the Image of the City and the City Entrance

After explaining the image of the city and its elements, now the question is how this could be applied on one of the city elements which is the entrance? As mentioned before the five lynch elements could be joined to define the city entrance. Moreover, if the city entrance could not be identified and is not clear so it is not legible. Therefore, this will affect the image drawn by the visitor about the



city as a whole. The entrance is the first image of the city. Carelessness in the city entrance design allows visitors to draw wrong images.

The city must be studied and analyzed as well before designing its entrance. Since the entrance is the window of the city, so it must reflect the city identity. After studying the city characteristics the natural elements and the man made ones, according to those analyses, the entrance will be designed and redeveloped. Designing principles must be taken into consideration in developing the entrance. All what was illustrated previously in this chapter could be applied on the city entrance redevelopment studies.

2.5 Analytic Principles in City Entrance Planning

When analyzing and planning the city entrance, there are some principles that contribute to the city entrance studying and developing. Planning is a comprehensive process that include all the studying and designing work before implementing. In order to start planning, planning elements in the site must be considered and analyzed and well-studied. Planning Elements include Buildings, Public Space, Streets, Transport, Landscape, Natural environment & Man-made environment and finally the Visual attraction.



2.5.1 Buildings


Buildings are the most pronounced elements of urban design - they shape and articulate space by forming the streetwalls of the space. Well-designed buildings and groups of buildings work together to create a sense of place. Many city entrances around the world have been identified through buildings.

2.5.2 Public Space

The place where people come together to enjoy the space and each other. Public spaces make high quality life in the city possible - they form the stage and backdrop to the drama of life. Public spaces range from grand central plazas and squares, to small, local neighborhood parks. Optimizing public spaces with useful uses, they could form as distinguished elements in the city entrance.

2.5.3 Streets

Streets are the connections between spaces and places, as well as being spaces themselves. They are defined by their physical dimension and character as well as the size, scale, and character of the buildings that line them. Streets range from grand avenues such as the Champs-Élysées in Paris to small, intimate



pedestrian streets. The pattern of the street network is part of what defines a city and what makes each city unique.


2.5.4Transport

Transport systems connect the parts of cities and help shape them, and enable movement throughout the city. They include road, rail, bicycle, and pedestrian networks, and together form the total movement system of a city. The entrance transport system should be coherent with the city transportation system. The city entrance could be a highway or a walkable area that concerns on using pedestrian sidewalks and bicycle lanes beside the other vehicles lanes.

2.5.5Landscape

The landscape is the green part of the city that weaves throughout - in the form of urban parks, street trees, plants, flowers, and water in many forms. The landscape helps define the character and beauty of the entrance and creates soft, contrasting spaces and elements.

2.5.6Natural Environment vs. Manmade Environment




The natural environment encompasses all living and non-living things occurring naturally. The term is most often applied to the Earth or some part of Earth. This environment encompasses the interaction of all living species, climate, weather, and natural resources that affect human survival and economic activity. The built (manmade) environment refers to the man-made surroundings that provide the setting for human activity, ranging in scale from buildings and parks or green space to neighborhoods and cities that can often include their supporting infrastructure, such as water supply or energy networks. The built environment is a material, spatial and cultural product of human labor that combines physical elements and energy in forms for living, working and playing. It encompasses places and spaces created or modified by people including buildings, parks, and transportation systems.

2.5.7 Visual Attraction

It is concerned with the physical characteristics of an object which strengthen it as a landmark these characteristics are:

- Façade Area: It reflects the degree of contrast between the object and surroundings.



- Shape: It is measured by considering its shape factor and also the deviation of its shape from that of a rectangle. Shape factor stands for width to height ratio.

For instance, high buildings have a high shape factor and vice-versa.


-Color: Object color may single out it as an unmistakable landmark for example, a red building in the midst of a set of white ones is easily to be memorable.

-Visibility: If an object is located in a prominent position, then it has a high visibility, as it can be seen from near and far, by day and night. There are other visual properties of an object such as its texture but it has been excluded because of its subjectivity and lack of formality.

Semantic Attraction is concerned with the meaning, as the object may be not distinct in itself, but represents a great value for observers, this value may be derived from its cultural or historical importance.

Structural Attraction: The origin of this principle is the major role that an object plays if it is located in an area of spatial decision making such as intersections.

Make the “Sense of place”: Sense of place differs from place attachment by considering the social and geographical context of place bonds and the sensing of



places, such as aesthetics and a feeling of dwelling (Robert Hay, 1998). The sense of place comes from our response to unique features, either a beautiful natural setting or well-designed architecture; comes from being in an unusual composition of spaces and forms - natural or man-made (John B. Jackson, 1996).



CHAPTER THREE: CASE STUDIES

3.1 Introduction

3.2 RESEARCH REFERENCED CASE STUDIES

3.2.1 CASE STUDY: West Entrance of Bojnoord

3.2.2 CASE STUDY: Southwold Town Entrance Study

3.2.3 CASE STUDY: Western Entrance of Nablus City

3.3 Conclusion




3.1 INTRODUCTION

This chapter deals with different case studies concerning the research topic: Urban Planning and Design of Cities' Entrances. Case studies may help in providing some information which are difficult to be found and help in understanding a complete image about the topic which spots on some ideas that were disregarded.

Case study research excels at bringing to an understanding of a complex issue or object and can extend experience or add strength to what is already known through previous research. Case studies emphasize detailed contextual analysis of a limited number of events or conditions and their relationships.

“Case study method enables a researcher to closely examine the data within a specific context. In most cases, a case study method selects a small geographical area or a very limited number of individuals as the subjects of study. Case studies, in their true essence, explore and case study as a research method to investigate




contemporary real-life phenomenon through detailed contextual analysis of a limited number of events or conditions, and their relationships.” (Zainal, 2007)

A literature case study would give the researcher a vague idea about his/her topic. There will be various questions arising in your mind after you are done with your literature case study. Case studies shows the applicable part of any project beside the theoretical part. Looking at places first hand and documenting information would give many insights and ideas and let the researcher peek into the minds of professional planners and designers who have used years of experience and improvisation to design and study and even find many solutions in the urban planning world.

3.2 RESEARCH REFERENCED CASE STUDIES


Unfortunately, there are very few studies that were done on cities entrances. As mentioned before, locally and globally, there is a misconception in studying and developing the entrance element of any city, where the concerned researchers, designers, architects care about the entrance by just showing it as a



point where they put a structure or a sign or a monument to show the “gate” of the city without looking beyond that, where the entrance is not just a point on a street however it is a segment of the entrance main road.

This chapter will discuss three case studies. The first case study is in Bojnoord, Khorasan. The second case study takes place in Southwold, England. Finally the third case study is a local one that takes place in Nablus City, Palestine. Each case study highlights on a specific subject under the big title of city entrance. However, all of them share the same main goals behind developing the entrance.

The first case study which is the western entrance of Bojnoord City in Khorasan, shows the valuable importance of a city entrance and emphasizes the need of the identity for any city. The use of the entrance was more concerned about transportation subject since it is a geographically important point or city where it is one of the most important transit cities in Khorasan, in which travelers pass to travel other cities. The researcher divided the entrance into sequences and he developed and studied each sequence alone comprehensively with other sequences.



The second case study which is the Southwold entrance in England. The researcher in his study was more concerned about the design, the visual look and optimizing the use of the buildings forming the entrance. He divided the entrance into six blocks with a hub, the shared space between the blocks, in other words the main road passing by the blocks. He gave each block a use that is suitable with the town activities and he gave each block the best design that suits its use and the good visual principles.


The third case study is local, particularly in Nablus City, West Bank, Palestine. The study developed the entrance from the urban planning level as well as from the urban design level. It showed the importance of the entrance of any city and the importance to share the community and the public using the entrance in the study. It was more concerned on the landscaping elements that form the entrance including natural elements and man-made elements. Moreover, it concerned on the visual quality of those elements.



3.2.1 CASE STUDY: West Entrance of Bojnoord

The study reviews the west entrance of Bojnoord as a sample of transit cities and discusses ideas to design and organize this space considering its specific characteristics. It observes that designing and preparation of spaces and signals that promise the arrival to city, not only reinforce the city foundations from different aspects of framework, spatial and visual, but also establish a proper link with the road outside city as a soft joint or convertor transforming outside to inside and help to its spatial clarity and identity.


The most important point in the procedure of developing and transforming the city is upgrading its urban identity. Any city should be a first grade place to live and work. What make a city such a place are not compression of its buildings and not the wandering network of access but the belonging and locality sense. A place many people with much commonality continue living in a collective territory. In addition the city should be a long lasting and memorable place for its non-native audiences. So in order to upgrade urban framework and structural status like Bojnoord we should keep in mind that the memory of city is made by main



elements like squares, memorials, streets and traditional context and the designer or planner is obliged to keep and reinforce these elements and at the same time add other functional and memorial elements to the city, so the city will maintain its growth procedure properly and expand in the correct direction.

One of the most important features of Bojnoord is its natural location and extraordinary landscape. When the audience approaches from west to Bojnoord, he will observe an unusual and beautiful perspective of the general landscape which changes alternatively when coming down the mountain and becomes clearer. This natural feature and the form of entering the city from the elevation and coming down the mountainside, and also watching the vast and unique scene in front, encourages the audience to stay in the city for a short time and have a temporary rest.

The motivation behind the study and development of Bojnoord entrance is the lack of preparation in entering the city may confuse the new comer audiences and changes the hierarchy of access to that territory and, in the same time, eliminates the sense of presence in that space for permanent audiences (citizens). Therefore, the main objective of studying Bojnoord western entrance, is



identifying the position of city entrance and organizing and designing it as a mutual space- urban and suburban-seems necessary.

In transit cities like Bojnord in which travelers pass to travel other cities, most of the spaces provided for these audiences are used just in special seasons. So, in order to design these spaces, they should pay attention to their flexibility and possibility of using them during the whole year for citizens.

The main concern for designing project spaces is that the place of entering the city should be designed and equipped in a way that if designed in any other place except the place for entering the city, it would show its incompatibility with the environment around it. In fact, city entrance is the suitable factor to give identity to a city, a procedure which may be designed and performed with its special characteristic just in the entrance of city.

In fact, the entrance procedure is a joint between inside and outside; a joint which has accommodated all these reciprocal and convertible factors in it and the main feature dominating this procedure is the importance of this hierarchy and

proper design of these convertible details. Hence the entrance of Bojnoord has been designed in 5 consecutive sequences and a zero sequence which has been acquired by default from the facilities of existing situation. (Figure 3.1)




Figure 3.1: The sequencing and spatial system of entrance limits in the suggested plan

Source: City Entrance as Suitable Potentials to Gain Identity: A Case Study in West Entrance of Bojnoord, 2015, Cumhuriyet University Faculty of Science

The plan for designing and the characteristics of first sequence is as follows:

- Defining and equipping traffic of the road as a sign for approaching the city
- Nearly dense plant coverage in the right edge of the road



- Emphasizing the plant coverage importance in Bojnoord as the territorial border of Khorasan and Golestan as a symbol for beginning artificial manipulation in nature

- Platforms and terraces which expand as they reach the summit to approach the main platform of sightseeing.

- Emphasizing the importance of far perspective especially in the night and also the fifth view of the project.

- The function of terminal outside the city as the main function of first sequence. Creating a suburb function which answers simultaneously to the requirements of city and passengers.

- Locations related to terminal which includes nearly all equipped parts of the city (combination of terminal with the green belt).

- City roof restaurant in the summit which emphasizes the requirements of passengers and travelers besides city perspective and the fifth view of project. (Reminding us of the ancient state castles which were built as the first center of city building on top of the hill).

- Touristic- recreational street with a network- like geometrical system, reminding us of ancient Bojnoord urban structure as a military city.

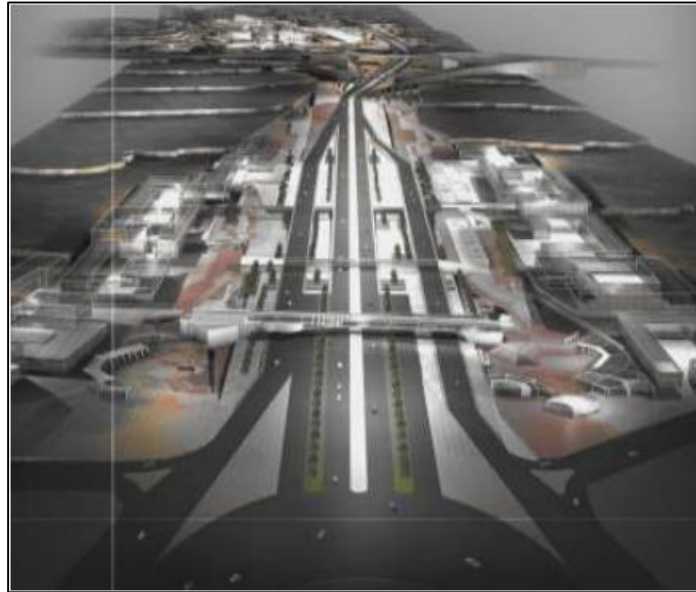



Figure 3.2: A general scheme from the ideas of suggested plan

Source: City Entrance as Suitable Potentials to Gain Identity: A Case Study in West Entrance of Bojnoord, 2015, Cumhuriyet University Faculty of Science


As a conclusion to this study, it is found out that what is required for a city in its entry point is the procedure which accommodates the feeling of change and movement besides creating identifying elements which are familiar with the city. Now it is not supposed to wait for an edge as the physical border for the city to differentiate outside from inside because these two are connected together. What is now necessary is a joint to facilitate and define the proper system to move



between two different fields. It is a scenario to familiarize city for an unfamiliar audience and gain identity and personality for the citizen; a field for welcoming and escorting and... In fact, designing city entrance is to plan a two featured project: a feature to the nature and a feature to the city. A chain of spaces that join to each other, convert to each other and finally reach from infinitude to the density of city and civilization. In fact what is considered the main idea of project is the concept of transition; transition from nature to artifact, from organic system to geometrical system, from infinitude to density and suburb to city; transition including hierarchy to focus more on the characteristics of each stage.

3.2.2 CASE STUDY: Southwold Town Entrance Study

The study takes place in Southwold town in England. The 2012 Housing Report by the Southwold and Reydon Society concluded that 49 per cent of the dwellings in the town are used as second homes in holidays. The study took specific areas in the entrance to improve, which in order contributes in developing and improving the entrance. It gave each area a specific use to be utilized by the residents and the visitors as well.



The reasons behind the entrance development is that the sites in question together occupy an important location; being the first thing people see when they enter the town. Accordingly, the Town Council is keen to build on the planning policies within Waveney District Council's Adopted Development Plan, to provide a locally specific guide to influence future developments within the area and promote high quality design in this sensitive location. Moreover, the process of the entrance development will involve the residents' participation.

It is also intended that the initial work undertaken on behalf of the Town Council will be used to inform the preparation of the Neighbourhood Plan, which is currently being progressed. The exercise is intended to provide an opportunity for the local community to pass comment and potentially shape the future redevelopment of these key sites.

The scheme overview indicates how, in the fullness of time, the individual sites in the study area could be developed to provide a joined up street pattern and, crucially, an appropriate entrance into Southwold. The illustrative plans suggest how in the future different uses may sensibly be located within the area, with an indication of appropriate building scale, roof forms and access

arrangements (Figure 3.3 ; Figure 3.4). The design of individual buildings will be subject to planning considerations at the time of submission, but building architecture and material palettes should exhibit a strong relevance to the local context. A mixture of traditional and contemporary styles may be appropriate, subject to a high quality finish and locally appropriate building proportions.



Figure 3.3: Southwold Entrance Intervention Areas

Source: Southwold Entrance Study, Southwold Town Council

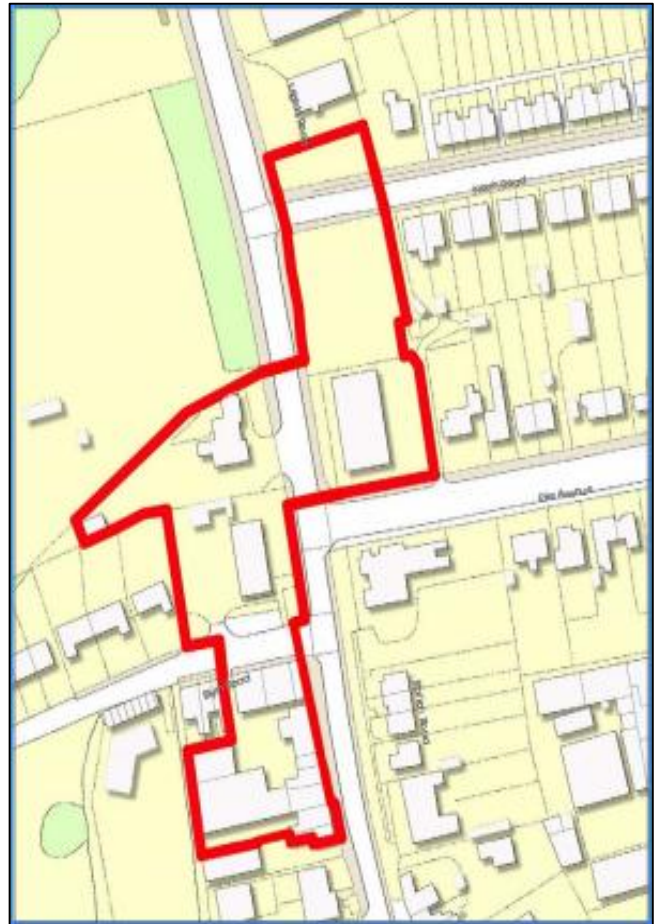


Figure 3.4: Southwold Entrance Study Area

Source: Southwold Entrance Study, Southwold Town Council


The sites identified for the study area are highlighted on the plans above.

Whilst the sites are currently within a variety of ownerships, they are considered collectively in this report for their significance in terms of impact on the setting of the entrance to Southwold Town Centre. The study area (entrance) is divided into 6 blocks. Each block has its own identity and use. Moreover, the building design and prototype is been chosen to serve its use. This study is more concerned in detailed planning and design. (Refer Figure 3.5)



Figure 3.5: Indicative Proposed Massing

Source: Southwold Entrance Study, Southwold Town Council




'The Hub'

- Key node for town center gateway
- Concentration of scale + active uses
- Density is increased at corner locations
- Commercial usage possible on ground floor location of corner units
- Terraced housing transitions height to 2.5 storey corner buildings
- Apartments terminate view from Pier Avenue
- Mix of traditional forms and contemporary architectural detailing
- Traditional materials – red & smut roof tiles, brickwork, timber windows
- Muted palette of colors – mix of natural and painted brick, timber panels

Block 1 - 'Station Yard'

The study for this site suggests how the block could be redeveloped in time with appropriate infill development at the rear of Hurren Terrace and along the Blyth Road frontage. Any future development should look to protect the existing Victorian frontage and seek to improve the quality of the pedestrian connection through the yard area. The site at the rear of the block is an appropriate location for small scale local businesses, as is the block on the corner of Blyth Road which could also house upper level residential or commercial accommodation. Parking is restricted on this site and off-site solutions would need consideration.



Block 2&3 - 'The Mews'

These blocks could work independently as attractive residential addresses, but should be considered together to ensure that a high quality consistent street frontage is provided and the existing roundabout junction is not compromised. New development should consider onsite parking to the rear of the blocks, probably doubling up as a shared surface mews with attractive landscape design. The frontages to these sites are extremely important in setting the visual scene at the entrance to Southwold and therefore the scale and quality of the architectural design, building form, and roof profiles are crucial in protecting and enhancing existing views into the town. Generally the building heights should be 2 storey, stepping up to 2.5 storey in appropriate locations.

Block 4 & 5 - 'The Approach'

These blocks could work independently as attractive residential addresses, but should be considered together to ensure that a high quality consistent street frontage is provided and the existing roundabout junction is not compromised. The depth of the plots suggests a terraced arrangement is a suitable layout strategy, with on-site parking located to the rear and accessed off North Road and Pier Avenue.


Block 6 - 'The Stables'

Low impact mews cottages / coach house where there is possible flats above garages with mix of traditional and contemporary architectural detailing.

3.2.3 CASE STUDY: Western Entrance of Nablus City

The case study is the Western Entrance of Nablus City, West Bank, Palestine. The study is concerned on the entrance street segment and its surroundings. The city entrance considered in the study is along the main street which connects major cities in the West Bank governorates. The entrance is determine by the proposed municipal boundary of the city. The study diagnosed and studied the entrance from both levels, the urban planning level and the urban design level. It divided the landscape elements into man-made elements, natural elements and the visual quality of the elements.

This study was promoted by two main concerns. Firstly, the dramatic physical situation of the entrances of Palestinian cities which threaten the loss of the image of Palestinian cities' entrances. This required identifying the features that reflect the image of the city entrance in order to make people aware of the




situation and participate to reflect strong image of Palestinian cities' entrances.

Secondly, the visual quality of the physical situation of Palestinian Cities' Entrances and its role in achieving Palestinian cities' entrances with strong image.

The main objective or goal of the study is “to understand the idea of the city entrance within planning and design processes of the city. Moreover, to determine the main landscape elements which form the city entrance as well as analyzing the interrelationships between these elements on one side and with the users on the other side.” (Yaseen, 2002) Moreover, the study tries to study the way that different people view and accept cities' entrances.


The study states the problem and the constraints that faces the implementation of the study in the reality. In which the Palestinian political harsh situation is one of the constraints that may impede the project implementation. Another problem is the allocation of wrong uses such as the industrial and manufacturing activities. Another problem could be the environment including pollution, noise and smell.



The study data is based on qualitative with some quantitative data where it used different investigation techniques, desk studies and fieldwork in order to study the natural and man-made elements and the visual quality of these elements as well. The strategy for investigation is to start from the general towards the specific; from defining the problem of Palestinian cities' entrances in general and then highlighting the case study of the Western Entrance of Nablus City in specific and in more detailed. In addition, the author used questionnaires distributed to ask the audience some related questions concerning the study to see their opinion in different subjects concerning the topic.

Natural landscape characteristics of the Western Entrance of Nablus City can be studied by an analytical review of the existing natural aspects. The man natural aspects of the landscape elements of the study area are determined by: Topographical Characteristics, Water Characteristics, Air Characteristics includes the industrial activities and transportation facilities impact on the air, and Ecological Characteristics.


Man-made elements include transportation facilities, historical and archeological features as well as land use characteristics. The only transportation



system in Palestine is road based. The study deals specifically with the main road in the study area, which is the main access to Nablus City from the West although there are other local roads crossing the main road. According to the land use, the study studied the existing land use and did a proposed land use as it suits the study approach in developing the entrance.


Visual quality of the elements are been evaluated through desk studies that consist of maps, documents and other written information. The study asked people to express themselves through their different attitudes toward cities' entrances. In order to make people express how they perceive cities' entrances, multi choice elements are included in the questionnaire so that they choose one or more or even define additional elements.

The landscape elements of the study area are analyzed and evaluated according to well known "SWOT" Analysis (Strength, Weakness, Opportunities, and Threats). The strength of the entrance is realized by measuring distinguished elements of the entrance. In the study, the observations determined existing distinguished elements of the Western Entrance of Nablus City such as the location, topographical characteristics, commercial activities, open and agricultural areas. Weakness of the landscape elements of the Western Entrance



of Nablus City is determined by measuring the disturbing elements of this entrance, such as congestion of vehicles, lack of pedestrian safety, narrow cone of vision, industrial activities. “Distinguished elements are those positive or good landscape elements, which actually strengthen the study area. While disturbing elements are the negative landscape elements, which cause the problem of the study area, and really weaken the study area.” (Yaseen, 2002)

Opportunities of the landscape elements of the Western Entrance of Nablus City is measured by determining elements which can be improved such as, multifunction or mixed land use, the physical condition of the road, the roughly advertising boards along the main road, as well as negative elements of which their impacts upon the study area can be removed such as the drainage of low through the Wadi in this study. The problem of the study area does not result from the existence of negative or disturbing elements alone, but it results because of the shortage of some existing elements or because of the absence of some important elements. These elements form the threats of the study area. For example, the missing elements in this study is the additional green spaces with suitable areas, additional commercial activities, appropriate system or strategy for commercial advertising boards.



“Some evaluations for visual qualities of the elements of the study area can be taken from the evaluation of physical elements: good or positive landscape physical elements, means good or high level of visual quality. The most positive physical elements, means the highest quality elements. The number of good physical elements with highest frequency means the highest quality.” (Yaseen,2002)

The study area is very active according to people activities, while man has a great effect upon the area through his different activities. Man’s effects are positive when they are managed, and negative when they are not. On the other hand, since the study area is full of people’s activities, natural landscape resources begin to decrease to the degree that they are the threatened to be lost.

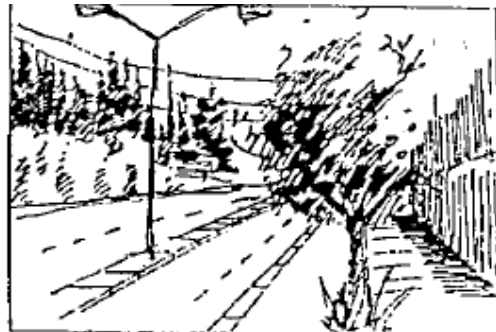


Figure 3.6: Upgrading the dimensions and physical conditions of the main road.

Source: Landscaping of Palestinian Cities' Entrances, Yaseen, 2002. An-Najah National University

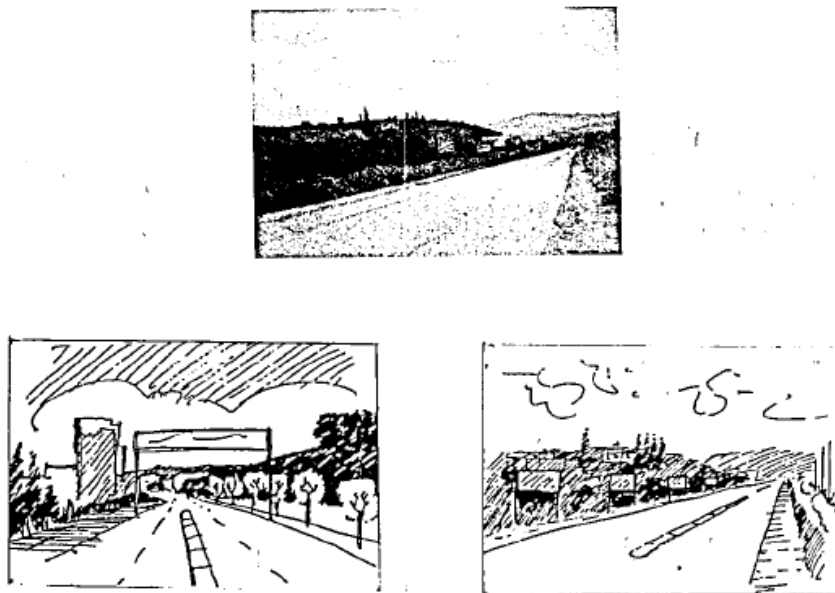



Figure 3.7: Two proposed solutions for commercial advertising boards

Source: Landscaping of Palestinian Cities' Entrances, Yaseen, 2002. An-Najah National University




Through the investigation performed in the study, the concept of the city entrance as an open environment consists of different landscape components was central and considered as a basis for clarification and analysis. With this understanding, the interpretation of the concept of the city entrance was constructed according to the main landscape aspects, which form the city entrance.

3.3 CONCLUSION

Each case study emphasized the importance of studying and developing the cities entrances but each study highlighted and studied its entrance from a specific perception. All of the three mentioned case studies would help in my own research study, where each study would add a beneficial value to my own research study.

The first case study which in the western entrance of Bojnoord City, would help in my study by understanding more the term of identity and by taking into consideration the transportation circulation in the entrance. Moreover, the technique that the researcher used in dividing the entrance into sequences and



developed each with the most suitable development is really a beneficial way to study a long segment area of an entrance.

The second case study which is in Southwold, England, will help in the way of developing the use of building in the entrance area. Moreover, in the designing those buildings with a suitable design according to their uses. In addition, it highlights the importance of the public spaces and optimizing them in the entrance. All in all, it will help in drawing good designing skills imaginations for my own case study.

The third case study which is local in Nablus city, since it is local make it the most beneficial study that my own study will be based on. Since the topography, the geography, the nature, buildings and their design are really close in all the West Bank governorates. In addition it will help in analyzing and studying the elements forming the entrance by dividing them into categories which will easy the studying and the understanding and so developing the entrance. The methodology used is the closest methodology that would be used in my own case study.



CHAPTER FOUR: TULKAREM CITY CHARACTERISTICS

4.1 TULKAREM TERRITORY

4.2 TULKAREM CITY

4.2.1 GEOGRAPHIC CHARACTERISTICS

4.2.2 SOCIO-DEMOGRAPHIC PROFILE

4.2.3 ENVIRONMENTAL CHARACTERISTICS

4.2.4 ROAD SYSTEM & THE REGIONAL FUNCTIONS

Chapter Four: Tulkarem City Characteristics

4.1 TULKAREM TERRITORY

This chapter introduces the study area, where the development of entrances will take place. It is believed that Tulkarem was inhabited by the Canaanites more than 12 centuries ago, and it was also an important Roman post called 'Birat Soreqa' (Hasan, 1988). After the Islamic conquest, it was called "Tour Karem'. In the seventeenth century, its name became 'Toul Karem' which remained in use until the British Mandate when it became Tulkarem (Arraf, S. 1986). Tulkarem is well-known for its containment of multiuse facilities, people from different cities intended visiting Tulkarem for entertainment, shopping, and some own lands in Tulkarem. Moreover, Tulkarem soil is one of the most fertile soils of Palestine, which makes it a well-known city for agriculture uses. However, the fertile soil is under threat by the informal urban expansion that seemed clear in the recent years. The only governmental university in Palestine, which is the Palestinian Technical University (Al-Khudori University), is located in Tulkarem city, in which it occupies two campuses that refers to An-Najah National University in Nablus.

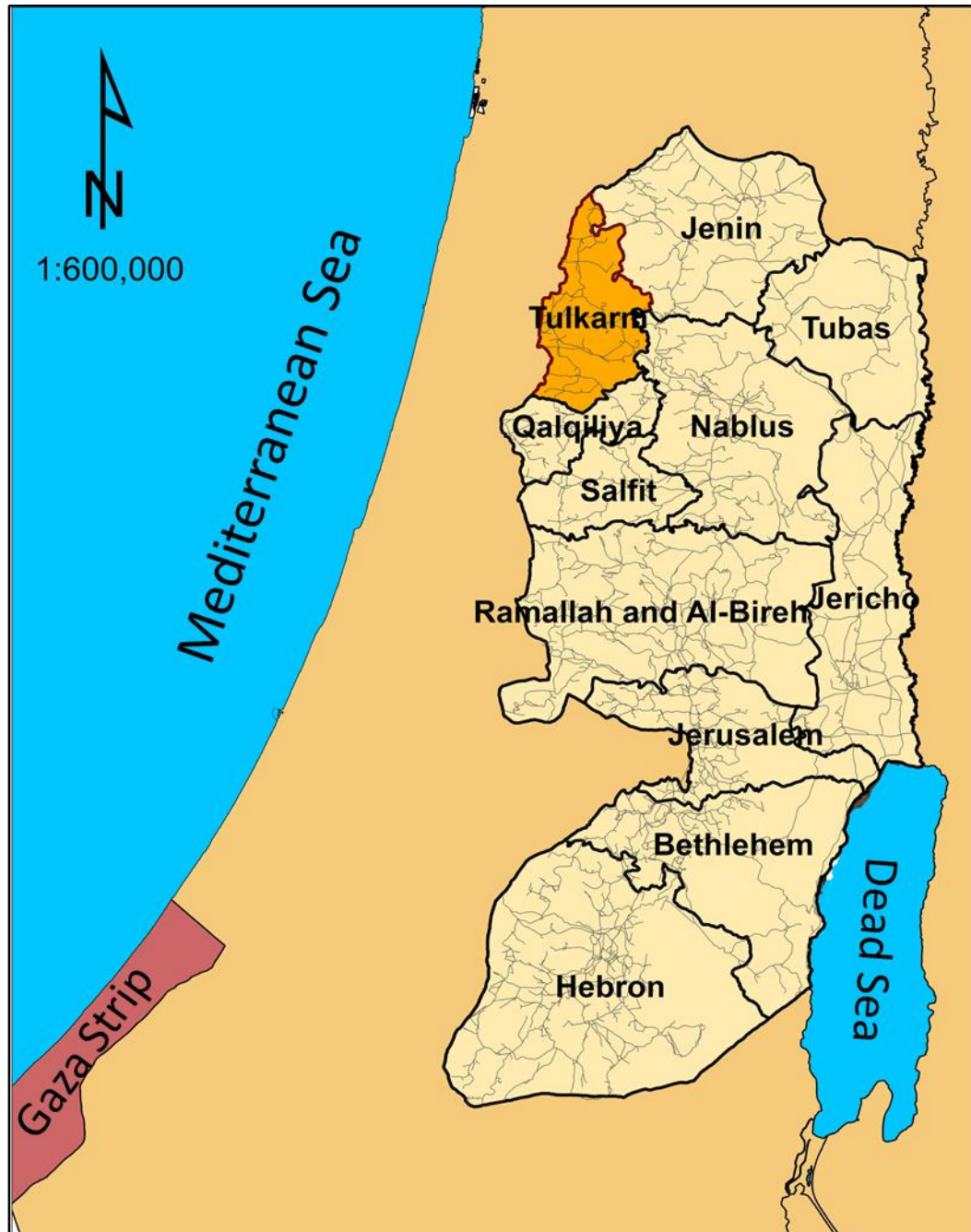
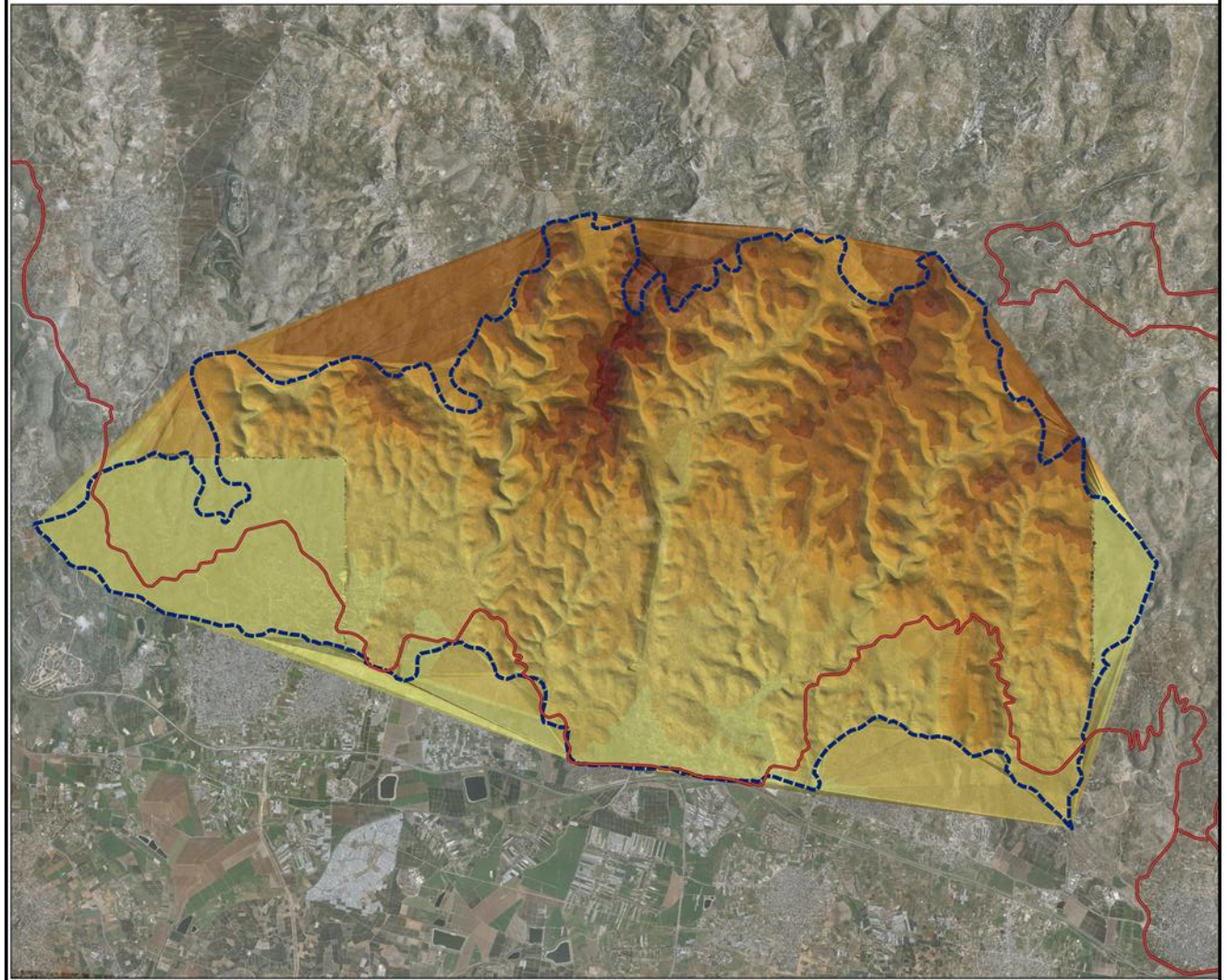


Figure 4.1: West Bank - Tulkarem Territory

Source: The Author



Tulkarem Territory - Topography

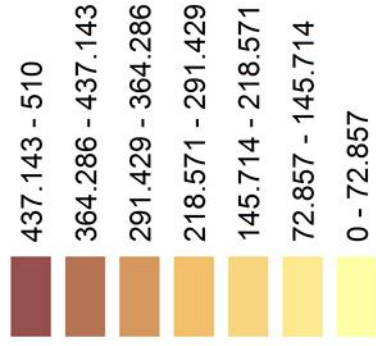


Legend

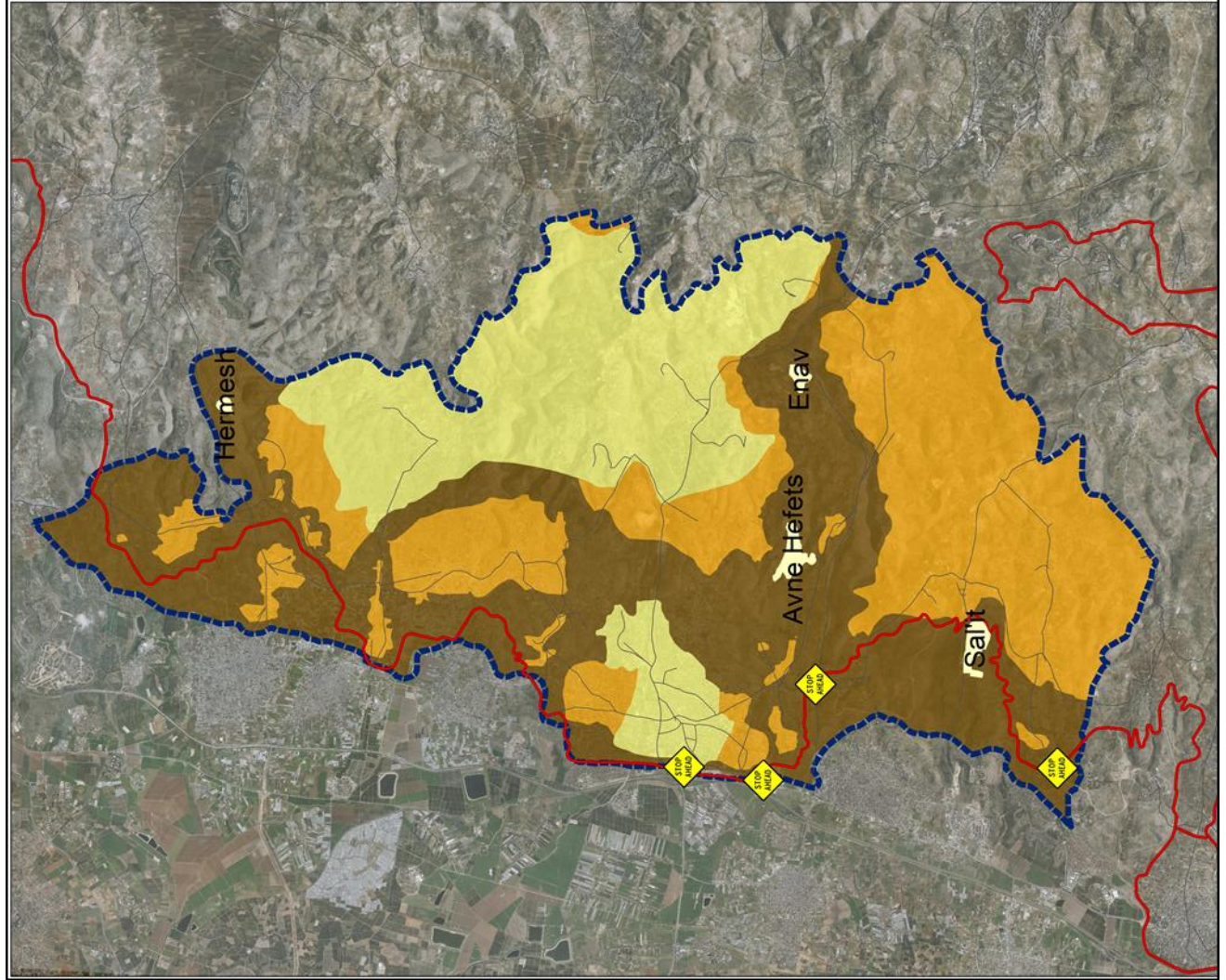
 Tulkarem Territory

 wall

Elevation



1:150,000



Tulkarem Territory - Political Situation


Legend

 Tulkarem Territory

 Checkpoint

 wall

 Settlements

 Road System

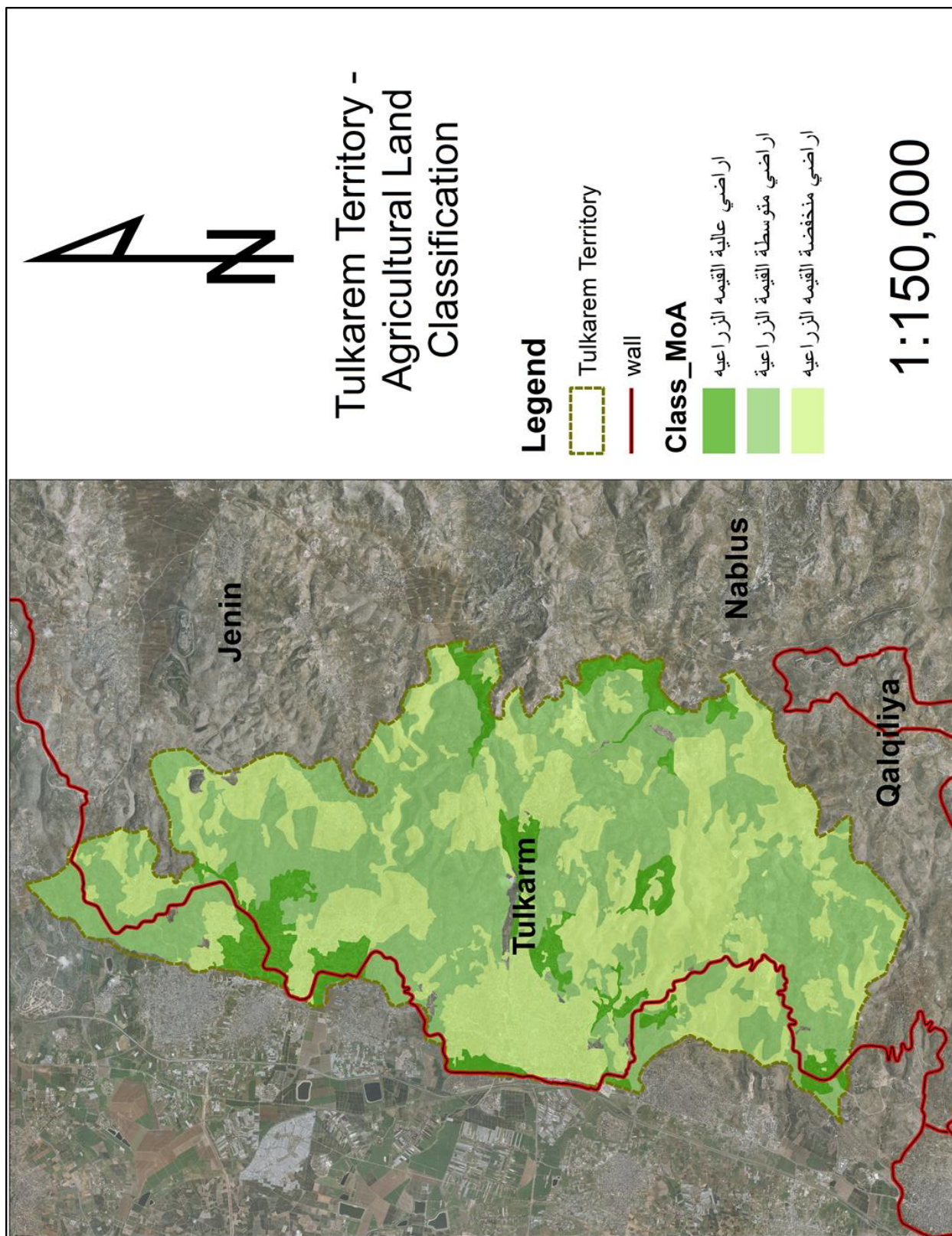
Area_ABC_E

 Area A

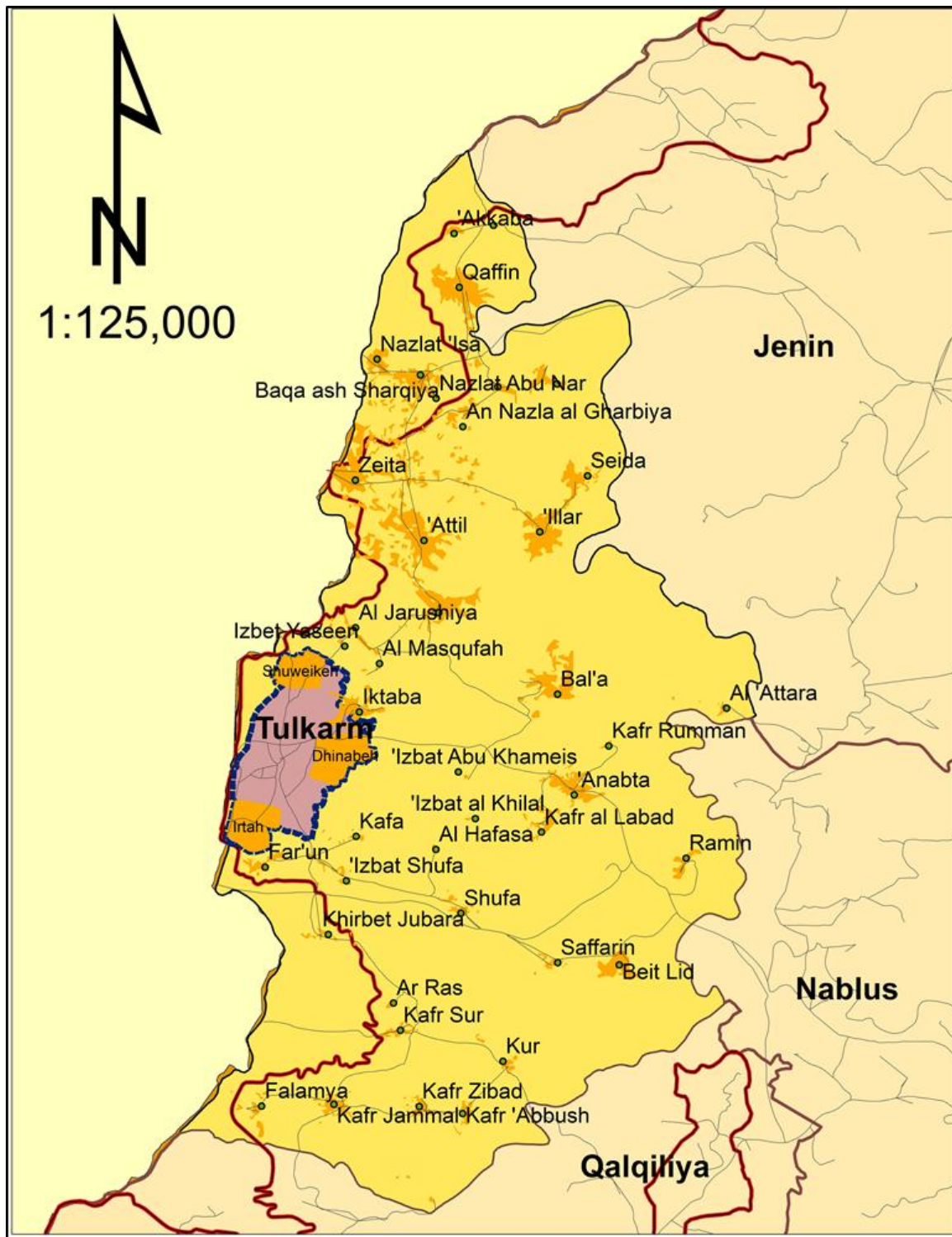
 Area B

 Area C

1:150,000




4.2 Tulkarem CITY

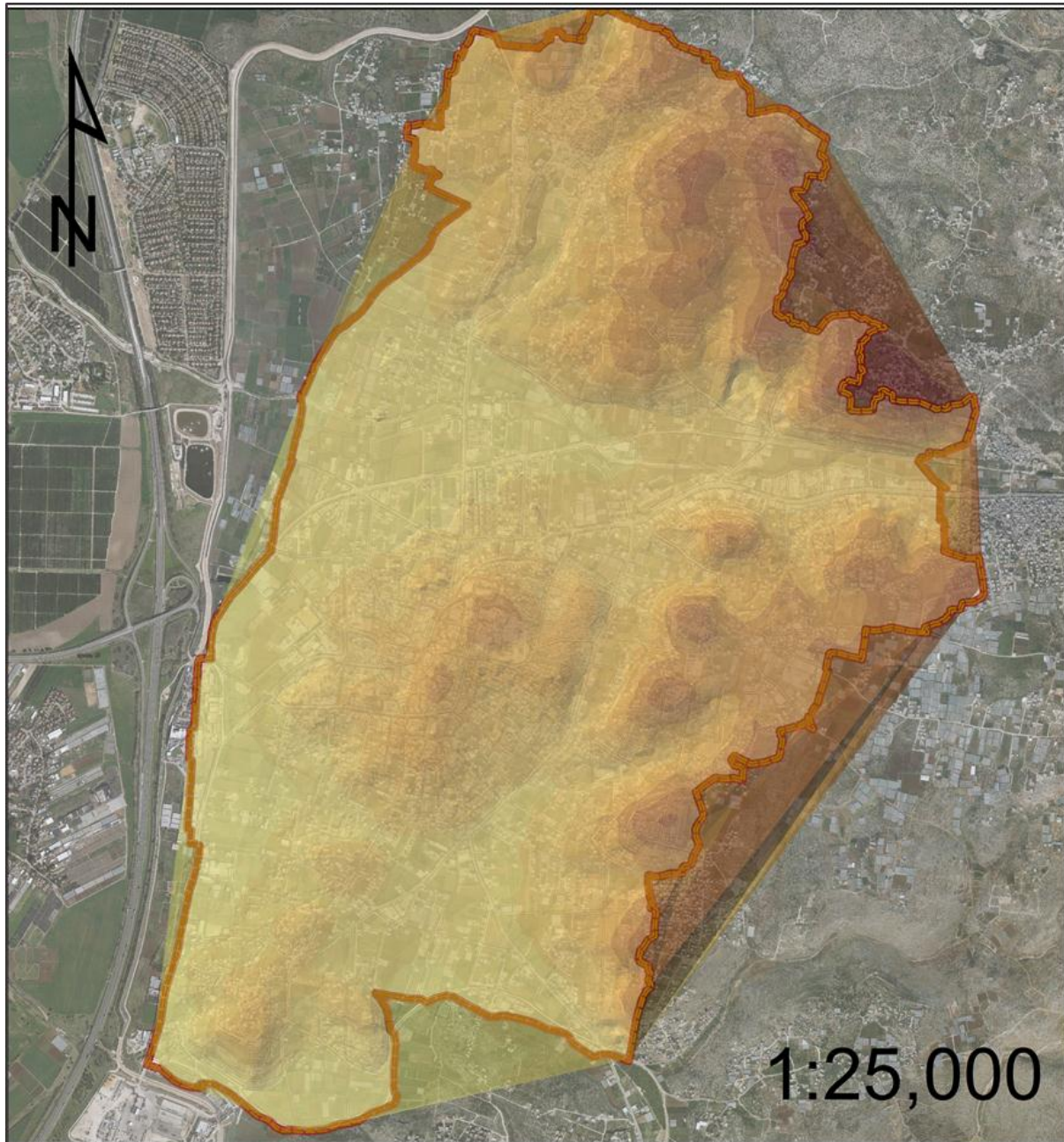


4.2.1 Geographic Characteristics

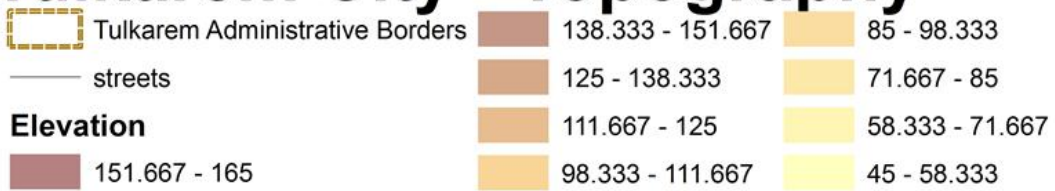
Tulkarem City is located at west-northern of the West Bank. The city is 27 km west of Nablus and 15 km east of the coastal town Netanya. Tulkarem topography ranges from 45-150m above the sea-level. It lies on the northern latitude $32^{\circ} 19'$ and the eastern longitude $35^{\circ} 1'$. Tulkarem city, the core, is surrounded by three hills (villages) which are considered as Tulkarem suburbs. These hills are Shweikeh, Dhinnabeh and Irtah . They are located in the North, East and South sides respectively from Tulkarem city. The western side of Tulkarem is the green line that bounds the West Bank. Tulkarem has a Mediterranean climate, hot and dry in summer and warm and rainy in winter. The climate in Tulkarem is subtropical with rainfall in winter. The average temperature in Tulkarem in winter ranges from 8°C to 16°C and in summer it is around 35°C . Furthermore, Tulkarem has a strategic site from the past since it is located in the middle between the coastal plain and the mountainous areas of Palestine. In other words, it is the border city that connects the West Bank cities especially the Northern cities with Palestinian occupied cities 1948 inside the Green Line. Therefore, Tulkarem gained its importance from its strategic significant site in the past as a commercial center which greatly affected its growth over the years. Because of the existence of Al-



Hijaz Railway Station in Tulkarem during the Ottoman Period, Tulkarem gained its commercial importance since the station was mainly used as a regional trading station from different cities in Palestine as well as across Egypt and Al-Sham countries. As mentioned before, Tulkarem soil is fertile because it was formed by the flood coming from the hills especially from the east of the city. Tulkarem has a vast areas of agricultural lands. However, these lands were decreased in area by time because of the urban expansion which swallowed the agricultural lands. Tulkarem contains various types of agricultural lands including what is known Shweikeh Plain which is located in the north and the south was full of citrus lands, as it is called in Arabic “bayarat”. 45% of the city area is agriculture where it represents 5535 donum (Engineering and Planning Center – Ramallah).



Tulkarem City - Topography



4.2.2 Socio-demographic Profile

Tulkarem first was considered a small village with countable population where it started to expand spatially and by the number of its residents until as it appears nowadays as an important dense city relatively to the other cities in Palestine. According to the last Palestinian Central Bureau of Statistics in 2007, Tulkarem had a total population of 50,912 excluding the refugee camps. Until the early 1900s, Tulkarem was a small village, but it has been expanding since then because of its function as an important crossroads. Over the past century, Tulkarem developed rapidly from a village of population less than 2,000 and 88 buildings to a city of 39,058 people and 3,782 buildings in 1985 (Thawaba, 2009). The annual average population growth is 2.8%, this increase relies on the natural increase. As **Figure 4.2** shows, the period between 1931 and 1961, Tulkarem and its suburbs towns, Shweikeh, Dhinnabeh, and Irtah maintained an average population increase of around 2 percent. There was a jump in the population of Tulkarem city after 1948 and this is because the establishing of settlements of the Palestinian refugees. However, the population of Tulkarem dropped dramatically after the war of 1967 when the Israeli occupation forced thousands of Palestinians to flee abroad. In

2007, another growth took place in Tulkarem because of the urban expansion which is clearly noticed.

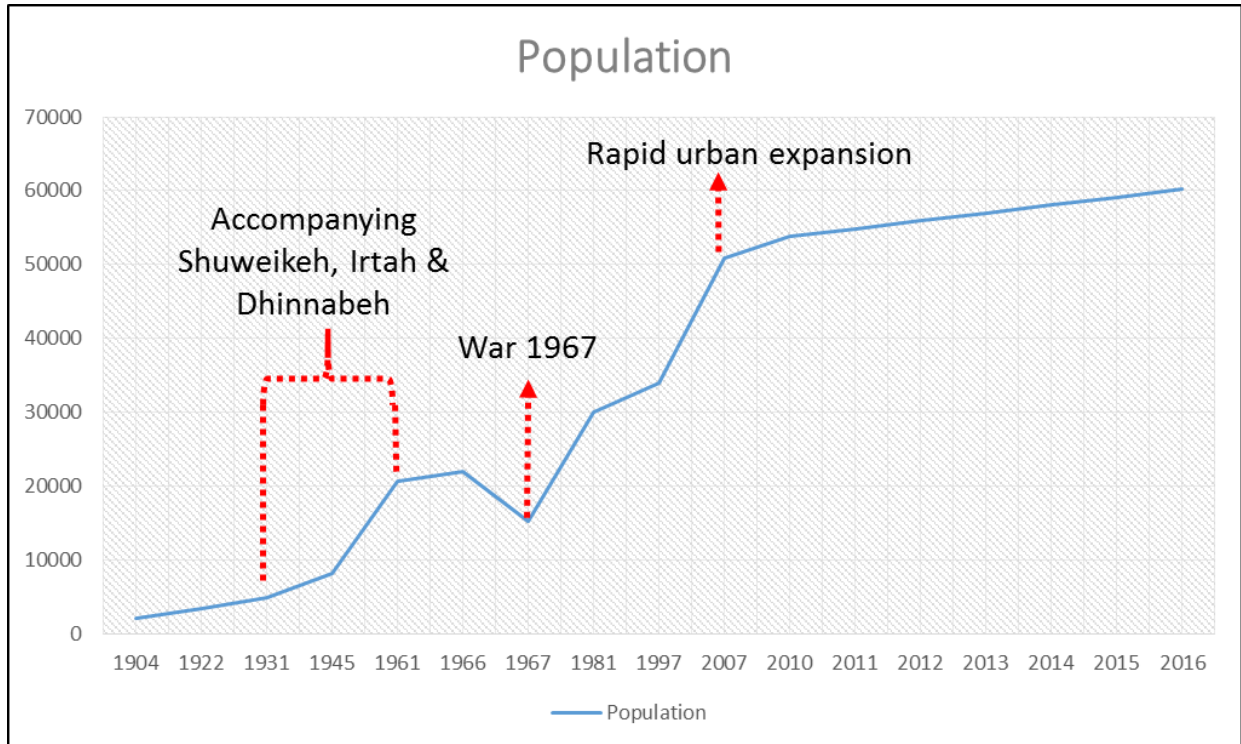
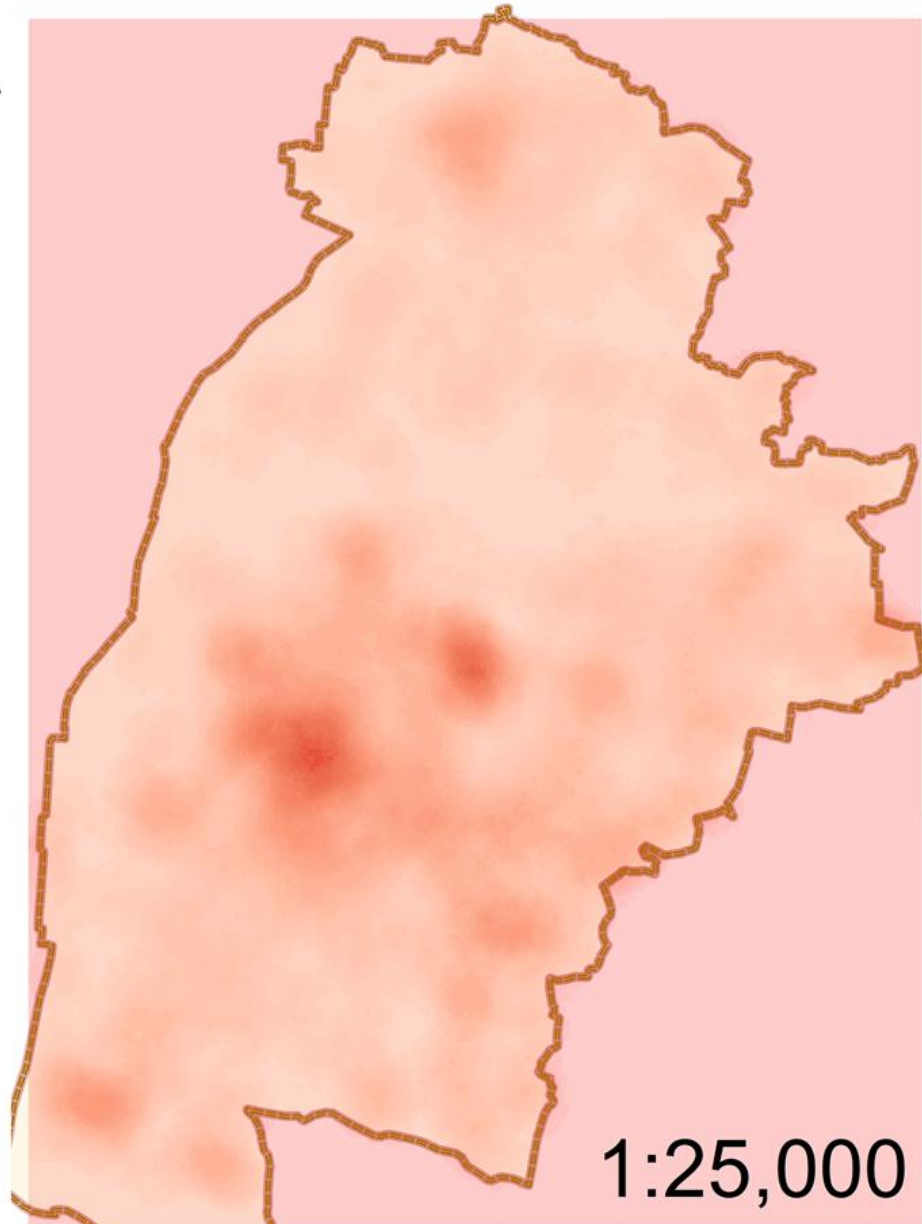


Figure 4.2: Tulkarem Population Graph (1904-2016)

Source: The Author

Tulkarem -Buildings Density



1:25,000


Low

High



4.2.3 Tulkarem Administrative Relationships

The first administrative shape which Tulkarem took was during the Ottoman Empire, where it was considered as a small village under the rule of Nablus Governor (Sunjuq) in the district of the ruling family Bani Sa'ab in 1892. In 1988, Tulkarem city became the center of the district accompanied with 44 villages that surrounds it, in addition to Qalqilya. The traditional Palestinian village contained two public buildings: the village mosque or *masjid*, and the guest house or *madafe*, which served both as a reception room for guests coming to the village and as a meeting place for village council or elders (Thawaba, 2009). At that era, Tulkarem was a center of the governmental departments, police, security, judiciary, army, issuance of official transactions and documents and it was a main commercial market for the other surrounding cities. No formal change was introduced on the central area of Tulkarem until 1945 when its Outline Town Planning Scheme was prepared, by which there was a development of the town in all directions and that was during the British Mandate where Tulkarem was belonged to Nablus Liwa. The scheme proposed commercial zones along these roads. Furthermore, this scheme which was attached to a group of legislations including building permits, where for



the first time it was permitted the construction of buildings in agricultural areas without any controlling policy, this was the first face of damaging the agricultural character of Tulkarem. In 1929, Tulkarem was formally considered officially a planning area and in 1936, Tulkarem municipal council started to practice planning tasks after the publishing of “Municipal Planning Law”. Finally 1948 was the end of the British Mandate, where Tulkarem and the rest cities inside the West Bank experienced a new system of growth under the Jordanian Rule. Tulkarem witnessed a significant urban expansion at the same time urban sprawl and this expansion intrudes of the official municipal boundaries. Note that the satellites (suburbs) Irtah and Shuweikeh were well separated from Tulkarem and there were no planning provisions to integrate them within the structure of the town. Moreover, the Jordanian authority split the southern parts of Tulkarem District and established two new districts (Qalqilya and Salfit). In 1967, Palestine became under the control of Israel, where in 1966 Irtah and Shuweikeh were annexed to Tulkarem city and this contributed in the increase in the agriculture lands in both directions the north and the south of Tulkarem. Most of the agricultural lands especially in the south were planted by citrus farms. However, by time these lands were converted to vegetable products in 1980s and this is because of the demand of vegetables was more than the demand of citrus fruit since the local and the

outside markets such as Jordan were saturated with citrus fruit. In 1967, Dhinnabeh was annexed to Tulkarem as one of its satellites. It is noticed that Dhinnabeh expanded to the west and north, while Irtah to the east and north, but Shuweikeh to the south. On the other hand Tulkarem expanded in radial form which resulted in reshaping these areas into one urban fabric (Thawaba, 2009).

Tulkarem was considered the link between the north and the southeast of Palestine. It is located in the middle between the coastal plain and the mountainous areas. It was an important junction of transportation lines between Jaffa, Haifa, Jerusalem and other regions. Moreover, it had a train station to transport travelers to different countries through Al-Hijaz Railway. It was one of the major and most used stations (especially for commercial use) for trains coming from Egypt and south Palestine, heading to Haifa in the north and Syria and Jordan in the east.



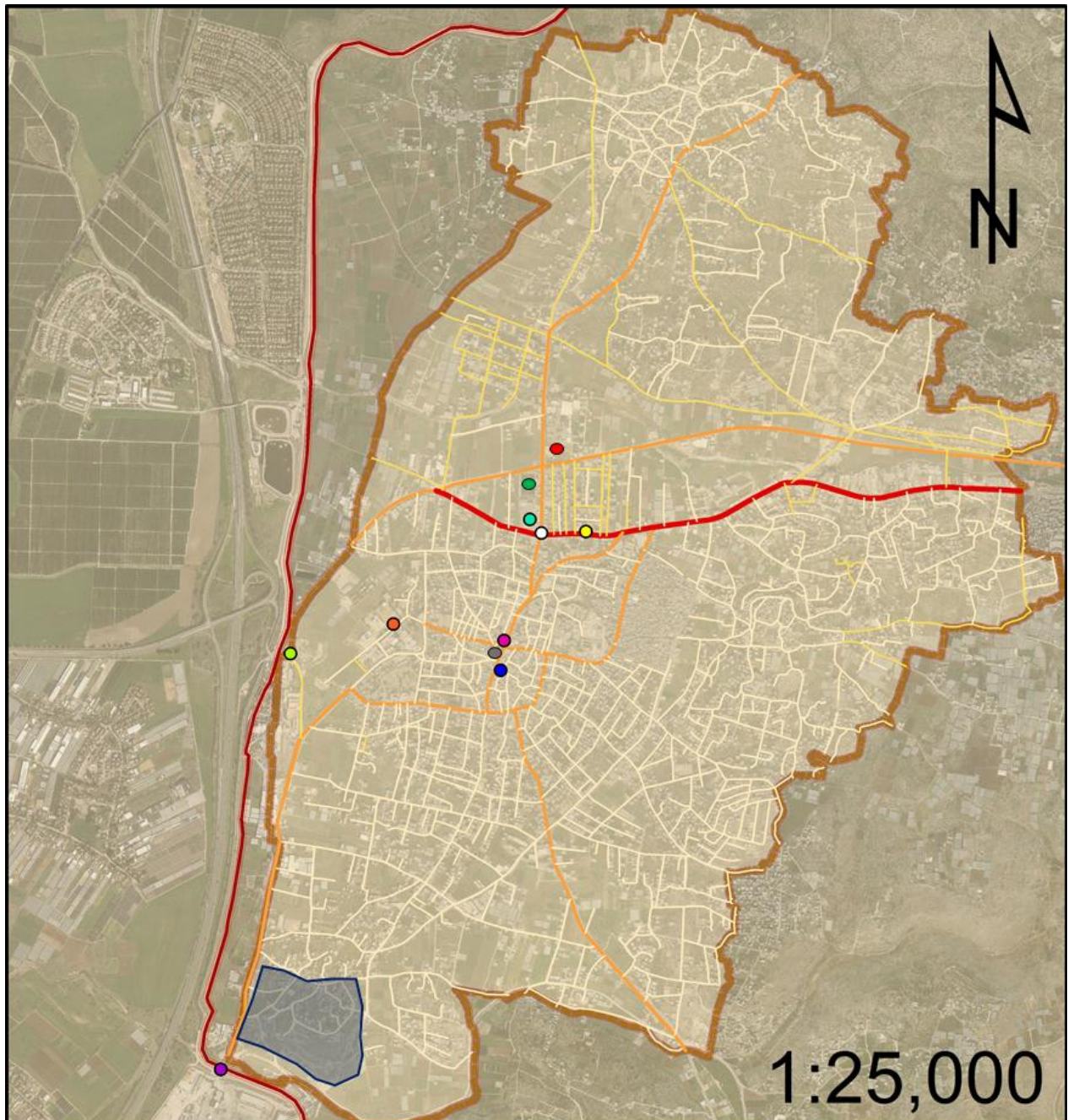
Figure 4.3: Palestine 1948 – Transportation Lines

Source: World Transport History Maps



4.2.4 Road System & the Regional Functions

The road system in Tulkarem city is categorized into four categories in order from the widest (more used) to the narrowest (less used): Regional Road, Main Road, Local Road, and Internal Road.



Tulkarem Road Network & Significant Nodes





CHAPTER FIVE: FORMATION OF TULKAREM CITY ENTRANCES

5.1 THE EFFECT OF THE HISTORICAL STAGES ON TULKAREM CITY'S ENTRANCES

5.2 HISTORICAL STAGES OF URBAN DEVELOPMENT IN THE CITY AND ITS ENTRANCES

5.2.1 OTTOMAN PERIOD

5.2.2 BRITISH MANDATE PERIOD

5.2.3 JORDANIAN PERIOD

5.2.4 ISRAELI OCCUPATION PERIOD

5.2.5 PALESTINIAN NATIONAL AUTHORITY

5.3 DETERMINING THE STUDY ENTRANCES



Chapter Five: Formation of Tulkarem City Entrances

5.1 The Effect of the Historical Stages on Tulkarem City's Entrances


This Chapter introduces the urban development that faced Tulkarem City through the different political stages which the city went through in history. Palestine, as well as Tulkarem city, passed by the judgment of different countries and settlers. The political circumstances affected the physical and the structure of the city which in order affected the city from different aspects including its socio-economic, administrative, planning and development aspects. This chapter highlights the five régimes which Tulkarem city experienced in the past years, Ottoman Rule, British Mandate, Jordanian Rule, Israeli Occupation, and finally the Palestinian National Authority. Since each régime imposed their own land and development regulations and laws, they in order influenced the city structure and urban form spatially and physically. Studying the impact and the consequences of the each regime that ruled Tulkarem will help in understanding how the city entrances were formed and why they were formed or considered. The answer of these queries will be declared in this chapter which will introduce the next chapter “City Entrances”.




5.2 Historical Stages of Urban Development in the City and Its Entrances

5.2.1 Ottoman Period

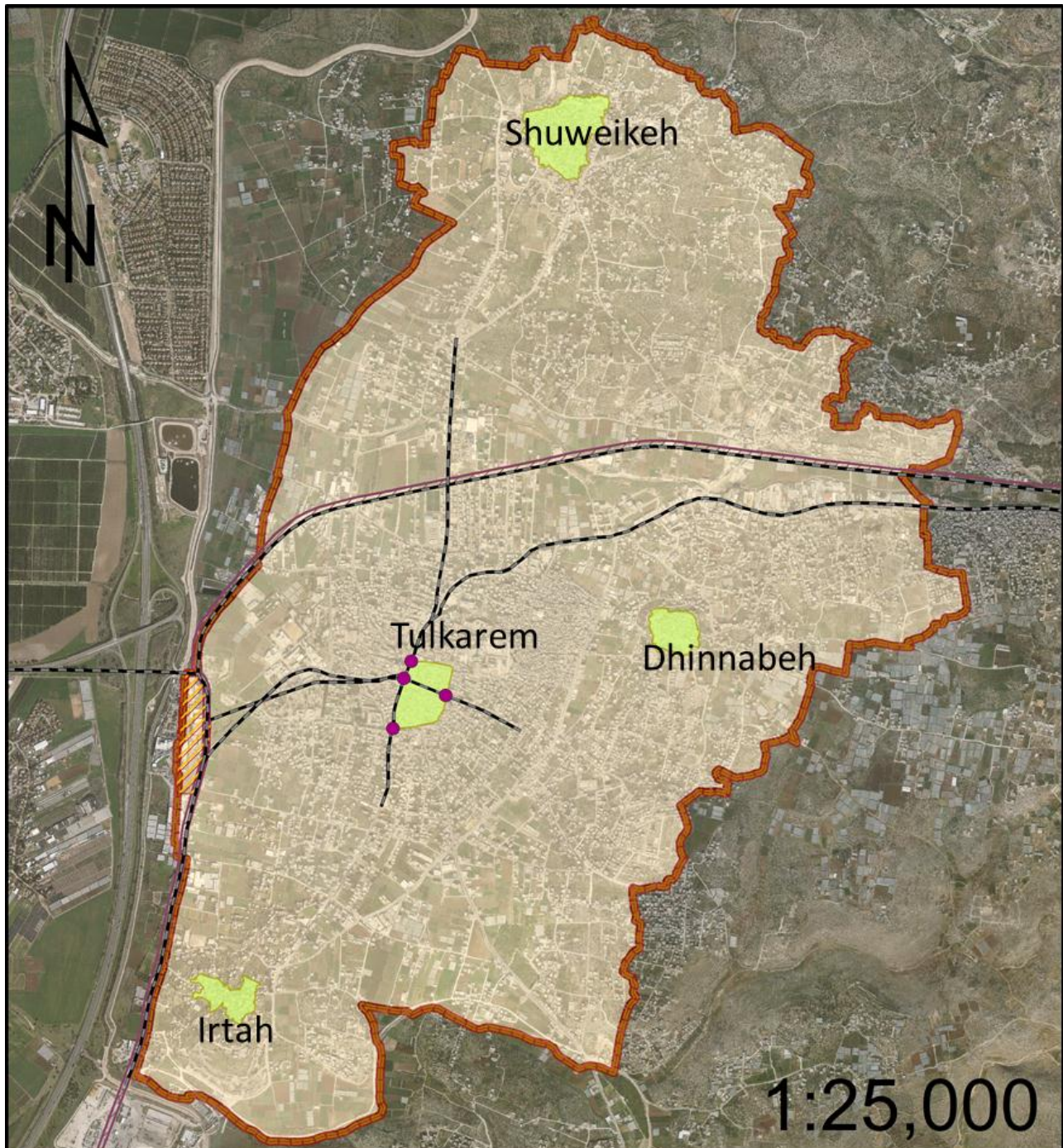
Tulkarem “village” as it was considered during the Ottoman Empire was ruled by Bani Sa’ab Family, where it was under the control of Nablus. It took the form of the Islamic traditional cities, where the mosque was located in the center of the village. In 1892, Tulkarem Municipality was first founded and that was because of its geographically significant strategic site, village irregular urban expansion, the railway station that was built in the west of Tulkarem, and a base of the Eighth Ottoman army in the World War I took place in Tulkarem. The existence of a railway station that linked Tulkarem with eastern, northern, and southern Palestine, where it was one of the major and most used stations for trains coming from Egypt and south Palestine, heading to Haifa in the north and Syria and Jordan in the east. The Ottoman Empire affected the urban growth and expansion of the city through its urban development contributions and projects. Establishing the municipality was a great step toward putting regulations and restrictions to



control the irregular and random expansion and other urban activities, such as building legislations. The main projects done by the Ottomans which contributed in the development and significance of Tulkarem city, constructing a mail office, a hospital, a school, establishing the governorate center, the municipality building, the Hijazi railway and a central railway station, the establishment of the Agricultural College, Khudoori in 1892, and road system development. Tulkarem expanded in the four directions, east, west, north and south. During the Ottoman Period, Tulkarem was in a term of four foci, in other words four separated human settlements. Those settlements in nowadays are Dhinnabeh Old Town in the east, Tulkarem Old City in the center, Shweikeh Old Town in the north and Irtah Old Town in the south. Please note that Tulkarem during the Ottoman Empire was just the old city of Tulkarem (middle focal point), but since later on the other foci will be merged and will be considered from Tulkarem City administrative borders, there is a need to study there development. The road system of Tulkarem in that period took the shape of a random web-like in all directions where the roads were not aligned nor planned and they took the natural track between agriculture lands and connected the village with the main buildings, Diyaffeh (guests house) and the mosque in the center. The roads radially were forked from the center of the village to the outskirts. Tulkarem gained its importance in the history as a strategic site



was during the Ottoman Period because of the construction of Al-Hijaz Railway. Although Al-Hijaz Railway also passes through the other cities of Palestine, however there was a railway station located in Tulkarem which was a regional commercial significant station not only used by the Palestinian region but also among the Arab Countries region including Syria, Egypt and Jordan.




Tulkarem - Ottoman Period

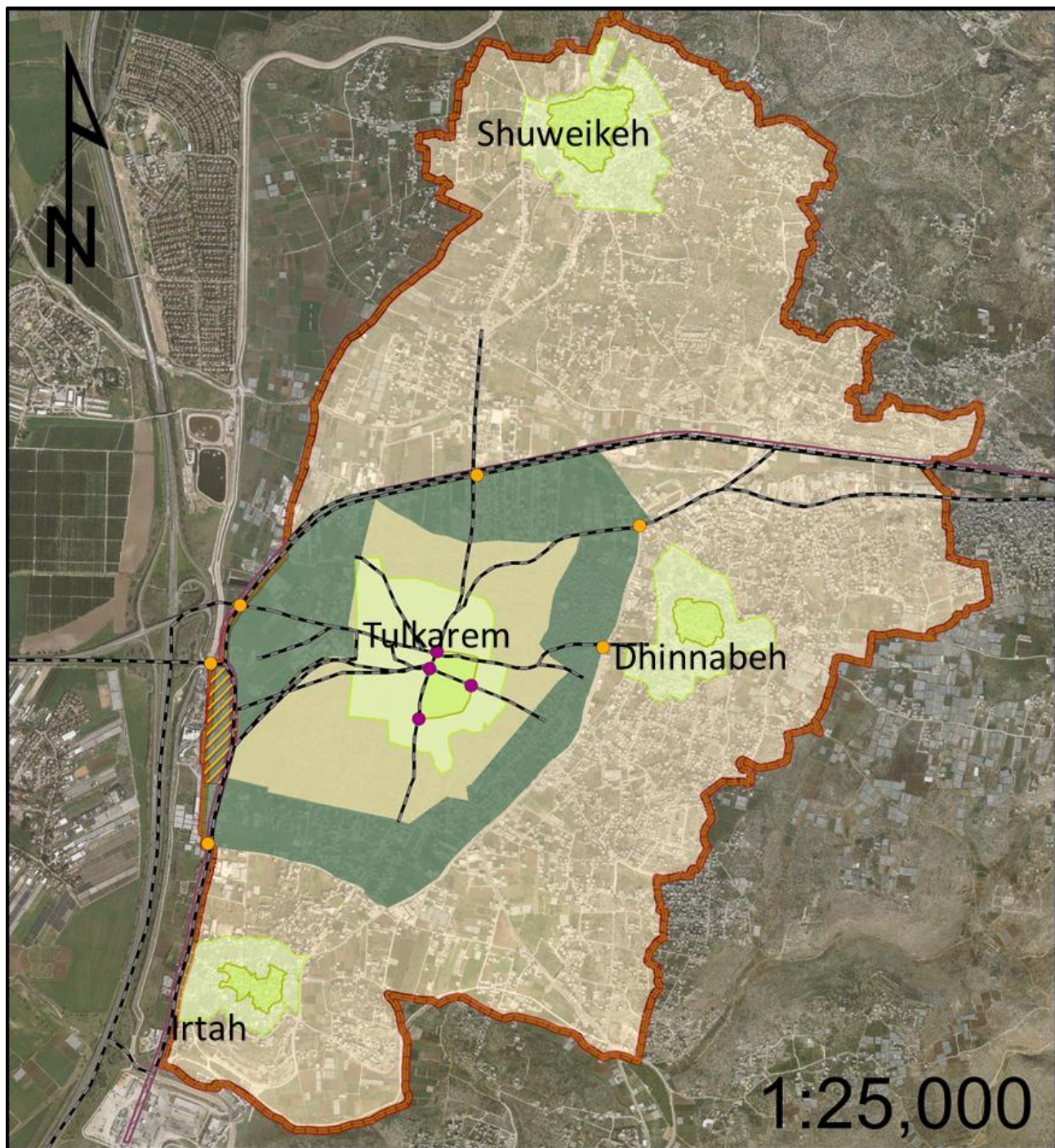


5.2.2 British Mandate Period

After the dissolution of the Ottoman Empire, at the end of World War I, Tulkarem was occupied by the British troops in 1918. Tulkarem residents, as well as the whole country Palestine, were subjected to new laws and restrictions which affected their properties including their buildings and farmlands. The Palestinians were deprived of their land use rights and redefining them as contraveners of planning control. Moreover, the British Mandate fostered and planned of a Jewish land in Palestine, where Jewish colonies started to take place in Palestine in this era. Because of that, Palestinians started to prefer living in existing town and villages for more secure and safety. As a result, the existing villages including Irtah, Dhinnabeh, Shweikeh and Tulkarem started to expand in large numbers relatively. Furthermore, Tulkarem started to gain more importance in this era since the British linked the railway that passes through Tulkarem with Haifa in the north. Trains were coming from Egypt and south Palestine, heading to Haifa in the north and Syria and Jordan in the east, crossing by Tulkarem railway station. According to the road projects, at the beginning of the mandate there was no significant changes in the road system of Tulkarem. Until the late 1920s, there were several projects in expanding the town through proposing and constructing new roads and



one of the main roads that was constructed at that era which later on became a vital entrance to/from the city to/from the occupied lands inside the wall, which is the road that links Tulkarem with Netanya. In 1928, the project of aligning the existing roads to the west and north of Tulkarem was accomplished. In 1930, a project was proposed seeking for a long-term planned goal to isolate the Palestinian villages and invade the residents' farmlands. This project is developing the road that links Tulkarem, Nablus and Jaffa. The road will not pass by the center of Tulkarem, however it will cross the farmlands in order to infringe the farmlands from their owners by the plea of developing a highway. In 1945, Tulkarem was divided into four regions which are linked with two main accesses north-south and east-west roads, and this joint is an intersection of commercial uses. The British Mandate era had a negative impact on Tulkarem, where the urban sprawl started in that era at the expense of the farmlands. This was the first image of demolishing the character of the green agricultural Tulkarem which was well-known for. In 1929, Tulkarem was formally considered officially a planning area. However, in 1936, Tulkarem municipal council started to practice planning functions after the publishing of "Municipal Planning Law". The first master plan was done in 1946. The following map shows the expansion of the Palestinian settlements in Tulkarem.




Tulkarem - British Mandate

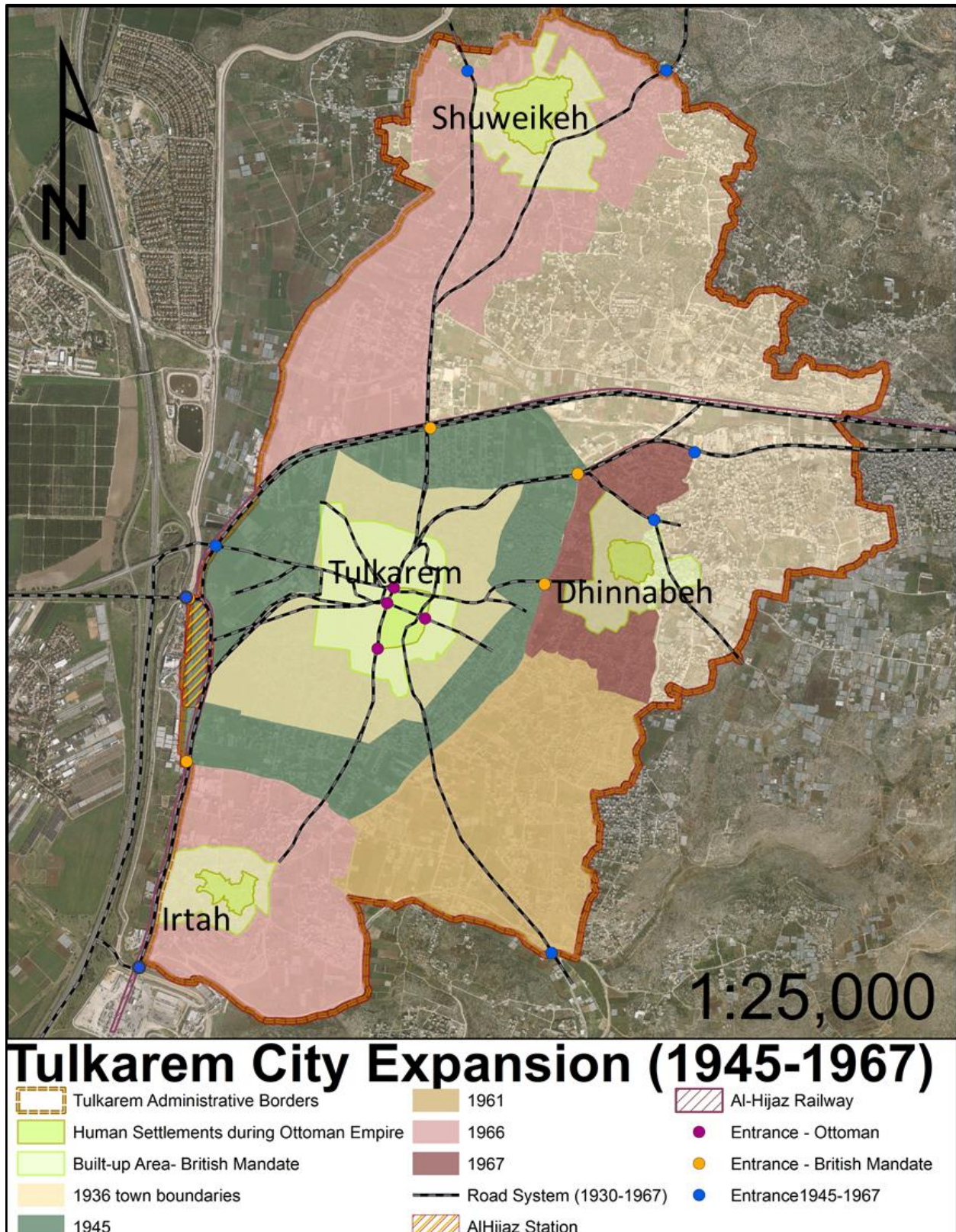


5.2.3 Jordanian Rule Period

In 1948, 77% of Palestine was occupied by Israel after the end of the British Mandate, as consequence of the Arab-Israeli war. The Jordanian rule took the control over the West Bank. The first step taken by the Jordanian Rule toward Tulkarem was splitting the Tulkarem District and establish two new districts which are Qalqilyah and Salfit. In 1963, 1.8 km² were annexed to the city in its northeast part. In 1964, Dhinnabeh was annexed in the eastern part of the city, which occupied an area of 0.75 km². In 1967, Shweikeh 2.5 km², and Irtah 1.25 km², were annexed to the city. After the annexation of Shweikeh, Irtah, and Dhinnabeh to Tulkarem, the agriculture land had increased in area in the north and south directions of Tulkarem. Residents started to regain their care on farming and acquiring agriculture lands where they started farming lands in the south and north in order to compensate what was infringed by the losses of the agriculture land. In this era, Tulkarem became a border town isolated from another communities from inside Palestine, the only main link and relation was between Tulkarem and Nablus. Moreover, it was called “the town which sleeps at sunset” because of the war that usually occurred between the two sides of the Armistice Line. The road system faced adjustments at that time, including developing and




constructing new roads. In 1948, western road of Qalqilyah was cut off and substituted by a road that connects Qalqilyah with Al-Kafriyat district, southern Tulkarem.

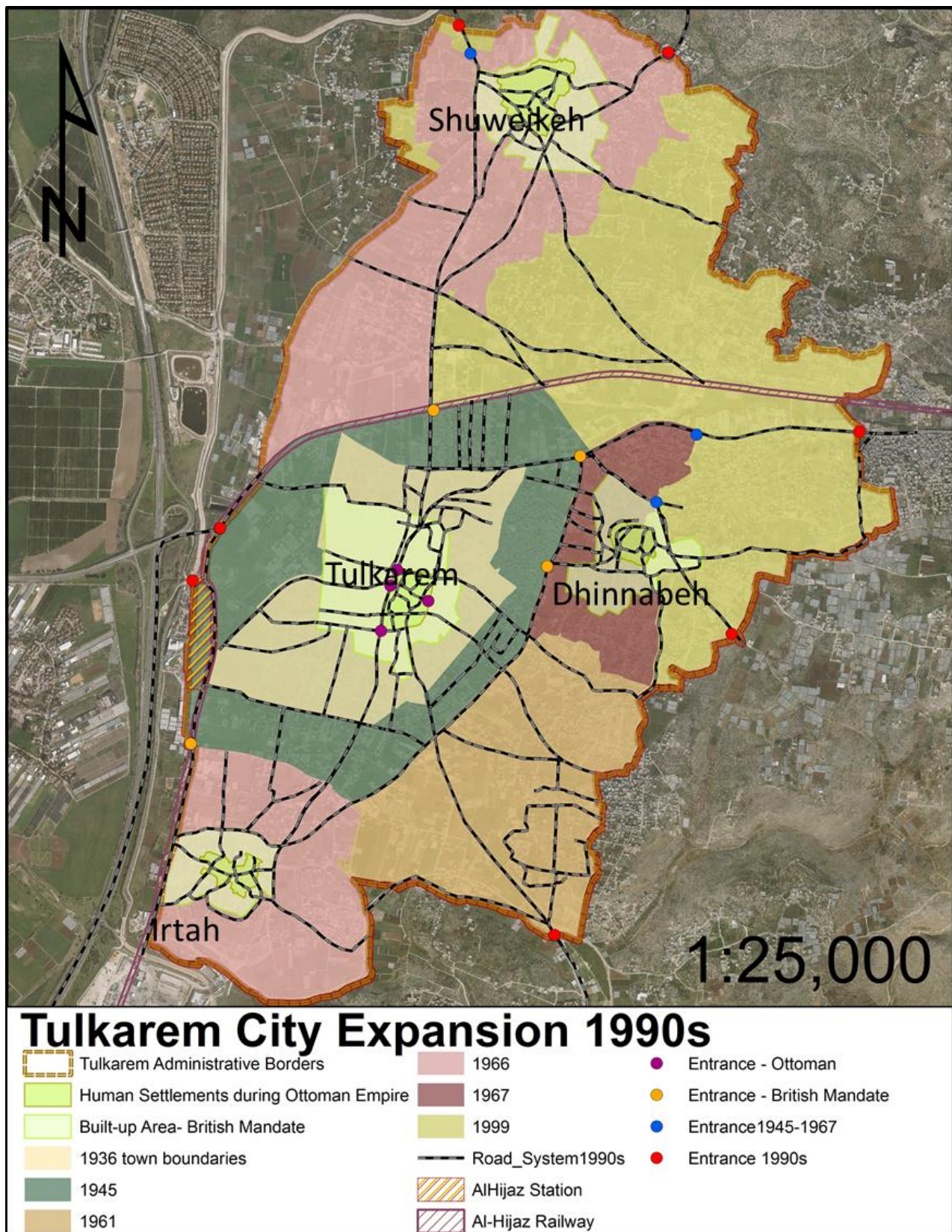


5.2.4 Israeli Occupation

In 1967, was a turning point to the Palestinian settlements and the Palestinians themselves, since Israel took the control over the West Bank and Gaza Strip. As mentioned before, the British Mandate fostered and eased the establishment of Israel, which made it easy for Israel to take the control and impose its control over the Palestinian land. Israel followed a strategic plan to take over the whole country in different phases and faces! It started building more colonies around already existing Palestinian settlements and it used restrictions and legislations to complicate the way that the Palestinians could achieve building permits to build. A new urban readjustment took place which reformed the structure of Tulkarem, where Israel joined again Qalqilyah and Salfit to Tulkarem Territory. Nevertheless, the agriculture land was so lessened when looking at the whole town of Tulkarem. The residents of Tulkarem started expanding and building in the outskirts of the town which in order caused urban sprawl toward the agriculture land. People started to avoid building in the center of the town since it became more densely populated. Unfortunately, in this era there was a lack of care and interest on the center of the city as a historical valued place, where the residents were concerned in increasing the vitality of the commercial use in the center. Moreover, Tulkarem regionally gained more importance where it represents a connection between the

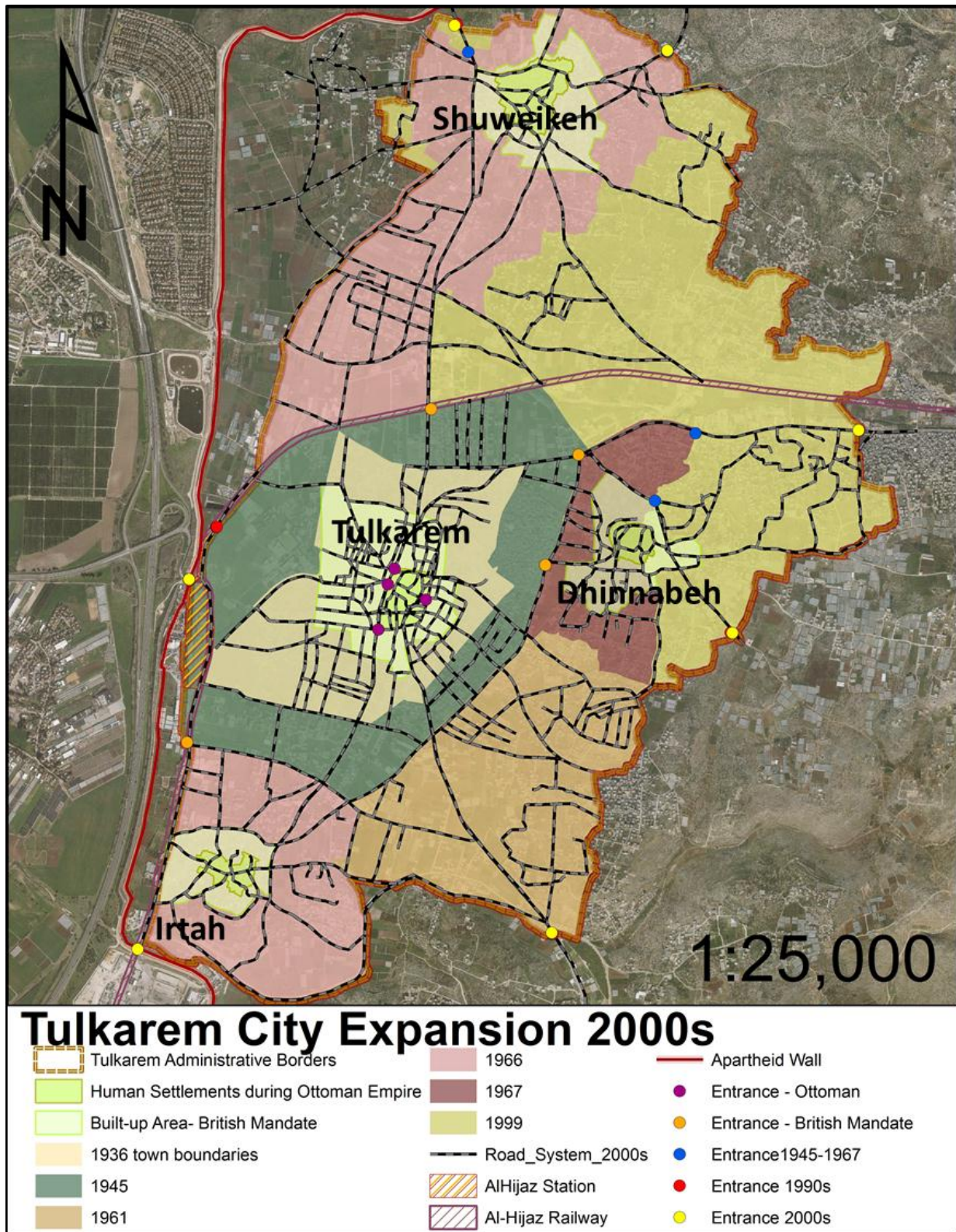


West Bank and the occupied zones by Israel on the other side. Tulkarem became a vibrant commercial area especially on Saturdays where people living on the lands occupied by Israel shop their needs from Tulkarem commercial center. In 1970 and 1988, two masterplans of Tulkarem city were established with differences in the city's administrative borders, land use classifications...etc.



5.2.5 Palestinian National Authority (PNA)

After Oslo Agreement in 1994, most of the urban areas was under the control of the PNA. Therefore, significant urban changes occurred in Tulkarem including the segregation of Tulkarem from Qalqilyah and its villages, and from Salfit and its villages in 1995. In this era, the urban planning started to enter the municipality tasks as a responsibility to do urban planning. This was an obstacle for the PNA to accommodate the planning needs according to the donor projects. Moreover, there was another obstacle that faced the municipalities which is the irrelevancy on the previous regional schemes to meet the residents' needs including socio-economic, political and physical needs. Nevertheless, the municipality tasks were restricted and limited because of the Israeli political policies which was another obstacle that faced the municipalities to feel free in planning such as the existence of Areas C, the checkpoints, the existence of Israeli military sites inside the West Bank. Furthermore, the negative accumulation of legislations and laws through history concerning different fields.




5.3 Determining the Study Entrances

Determining the study entrances may depend on different aspects, it may depend on the inner feeling of entering a new area or a new city and this may be achieved through surveys and questionnaires, another aspect could be the entrance that crosses the city master plan boundaries, where this study considered this aspect in determining the entrances. An entrance is a road that crosses the boundaries of the city's master plan. This road could be a regional road, main road, local or internal road. However, if the road that crosses the master plan boundaries is either a regional road or a main road so it is a main city entrance. On the other hand, if the road that crosses the city's master plan is a local road or an internal road so it is a minor road. This study will take only the main entrances since there are numerous minor entrances which are not so used.

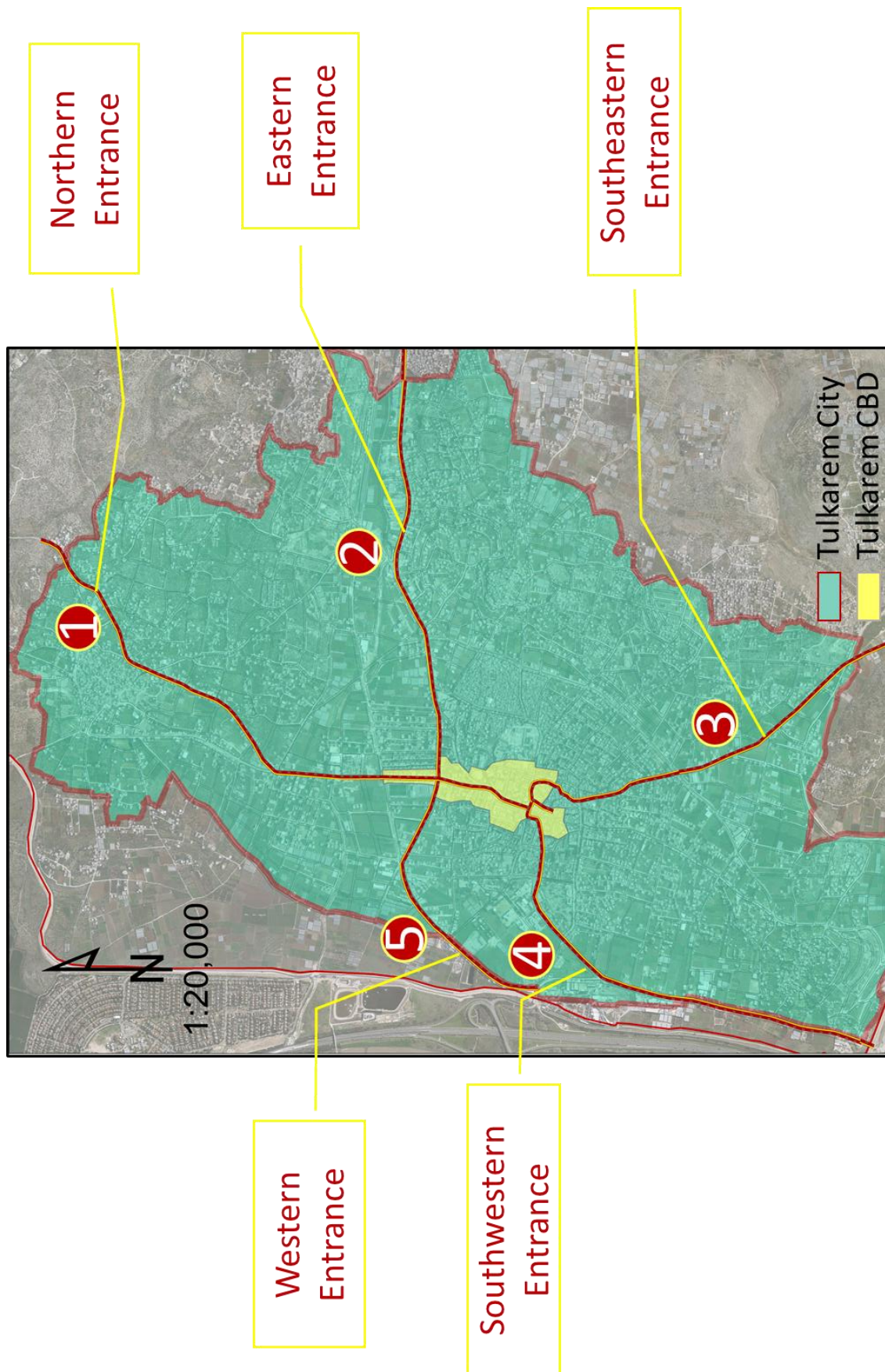
The study came up with five main entrances for Tulkarem City :-

- 1) The Northern Entrance
- 2) The Eastern Entrance
- 3) The Southeastern Entrance
- 4) The Southwestern Entrance
- 5) The Western Entrance



Each entrance has given Tulkarem a different characteristic because of the entrance use itself. In other words, each entrance has a specific use which forces the Tulkarem CBD visitors and residents to visit the entrance for their needs.

- 1) The Northern Entrance: the car workshop use
- 2) The Eastern Entrance: Furniture use
- 3) The Southeastern Entrance: Recreational use including multipurpose halls
- 4) The Southwestern Entrance: Industrial zone, commercial checkpoint to & from the 1948 occupied cities (which is used only for trading purpose by heavy vehicles only and it is regionally used)
- 5) The Western Entrance: it is the checkpoint to & from the 1948 occupied cities which is used by people (passengers).





CHAPTER SIX: CITY ENTRANCES ANALYSES & EVALUATION

6.1 CITY'S MAIN ENTRANCES

6.2 CITY ENTRANCES DIAGNOSIS

6.2.1 NORTHERN ENTRANCE

6.2.1.1 BUILDINGS' ANALYSIS

6.2.1.2 SWOT ANALYSIS

6.2.2 EASTERN ENTRANCE

6.2.2.1 BUILDINGS' ANALYSIS

6.2.2.2 SWOT ANALYSIS

6.2.3 SOUTHEASTERN ENTRANCE

6.2.3.1 BUILDINGS' ANALYSIS

6.2.3.2 SWOT ANALYSIS

6.2.4 SOUTHWESTERN ENTRANCE

6.2.4.1 BUILDINGS' ANALYSIS

6.2.4.2 SWOT ANALYSIS

6.2.5 WESTERN ENTRANCE

6.2.5.1 BUILDINGS' ANALYSIS

6.2.5.2 SWOT ANALYSIS

6.3 COMMUNITIES WHO USE EACH ENTRANCE

6.4 COMPARING THE ENTRANCE ACTUAL LAND USE WITH THE MASTER PLAN 2007

6.5 ENTRANCES' EVALUATION



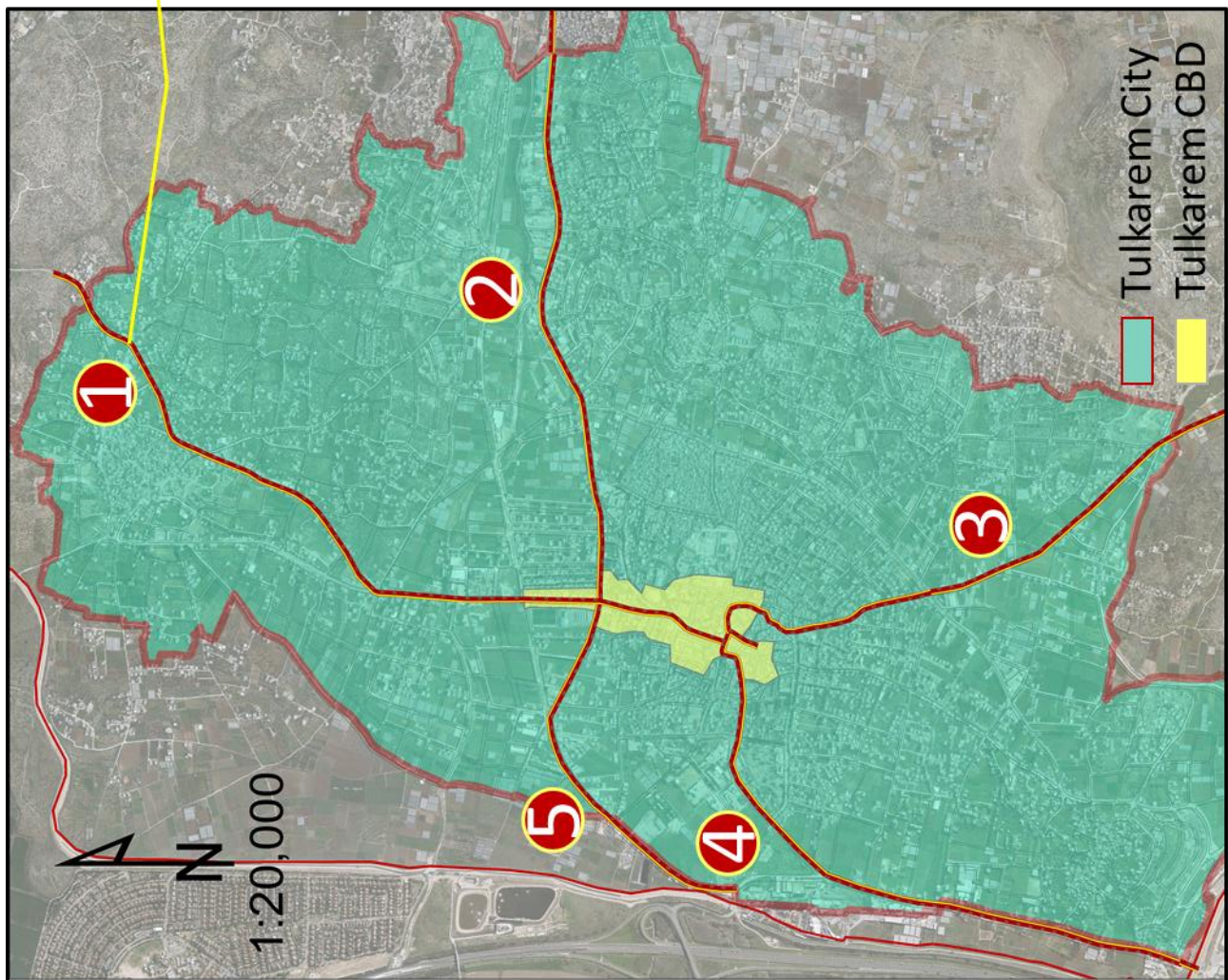
Chapter SIX: City Entrances Analyses & Evaluation

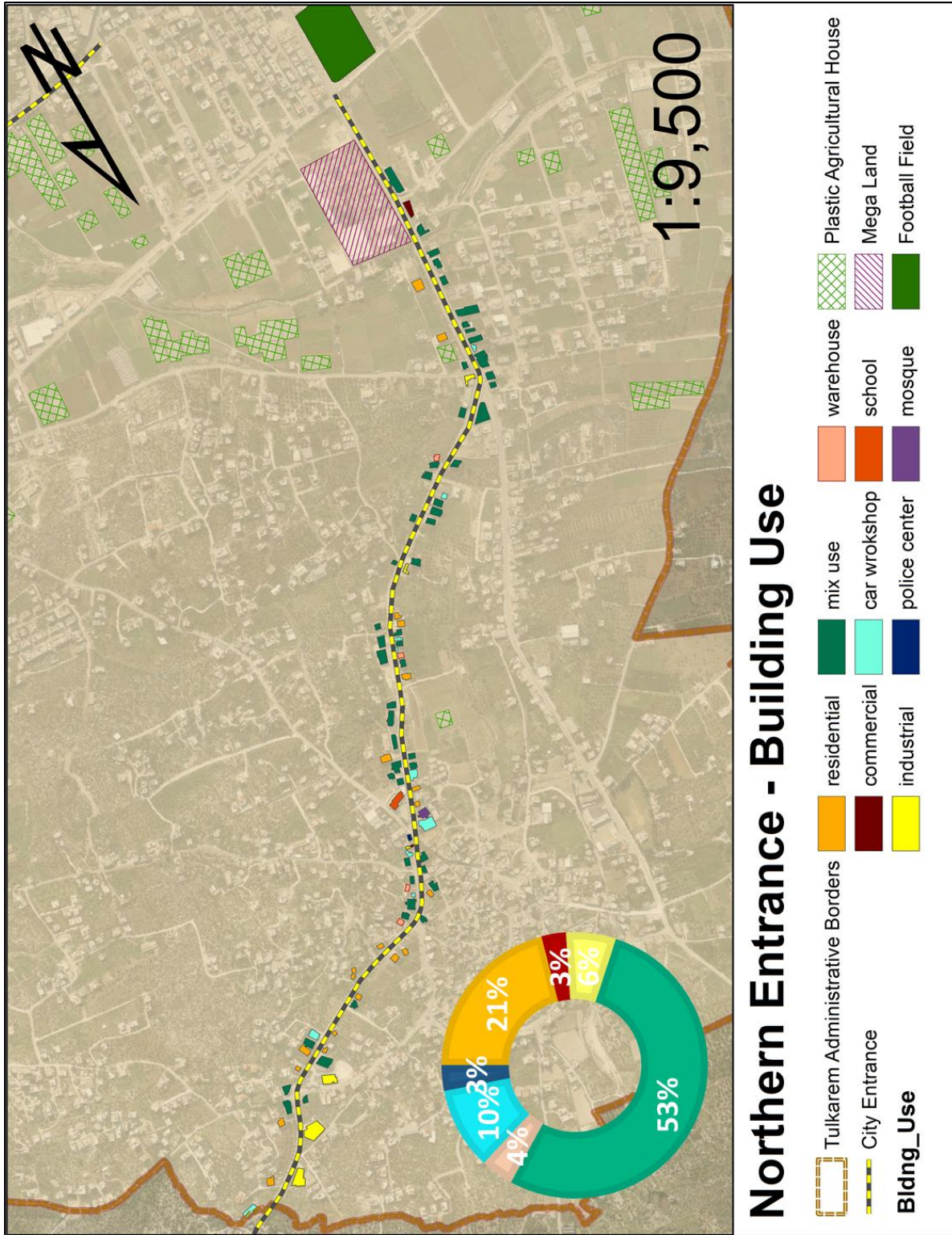
6.1 CITY'S MAIN ENTRANCES

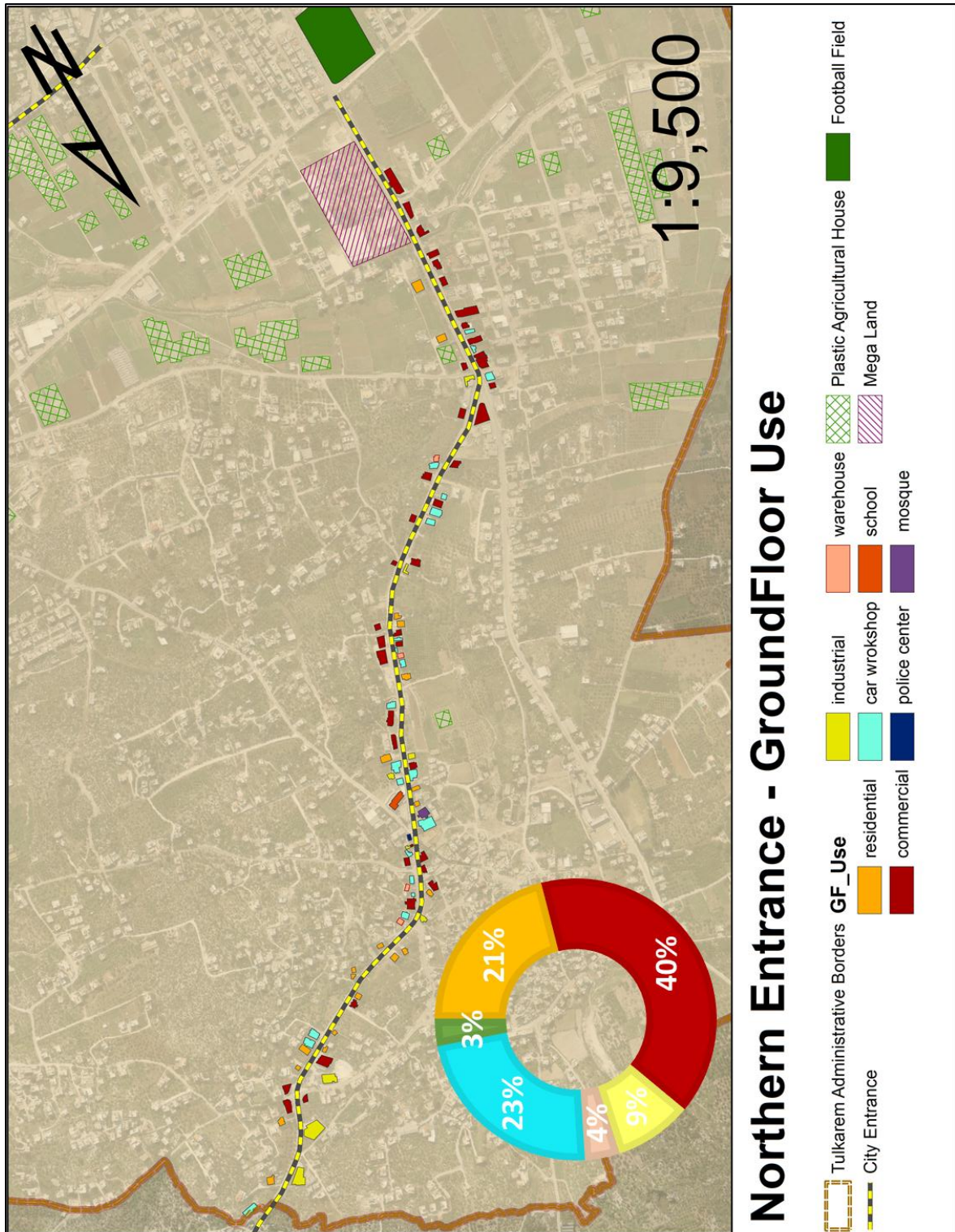
After determining the main entrances of Tulkarem city, a field survey must take place in those entrances in order to collect data concerning the physical aspects and visual aspects for each entrance which will help in categorizing them in the SWOT analysis stage where all are reflected spatially into maps to be easily read. Moreover, a part of the analysis is to compare the actual uses in each entrance with master plan 2007 uses to see to what extent corresponds to each other.

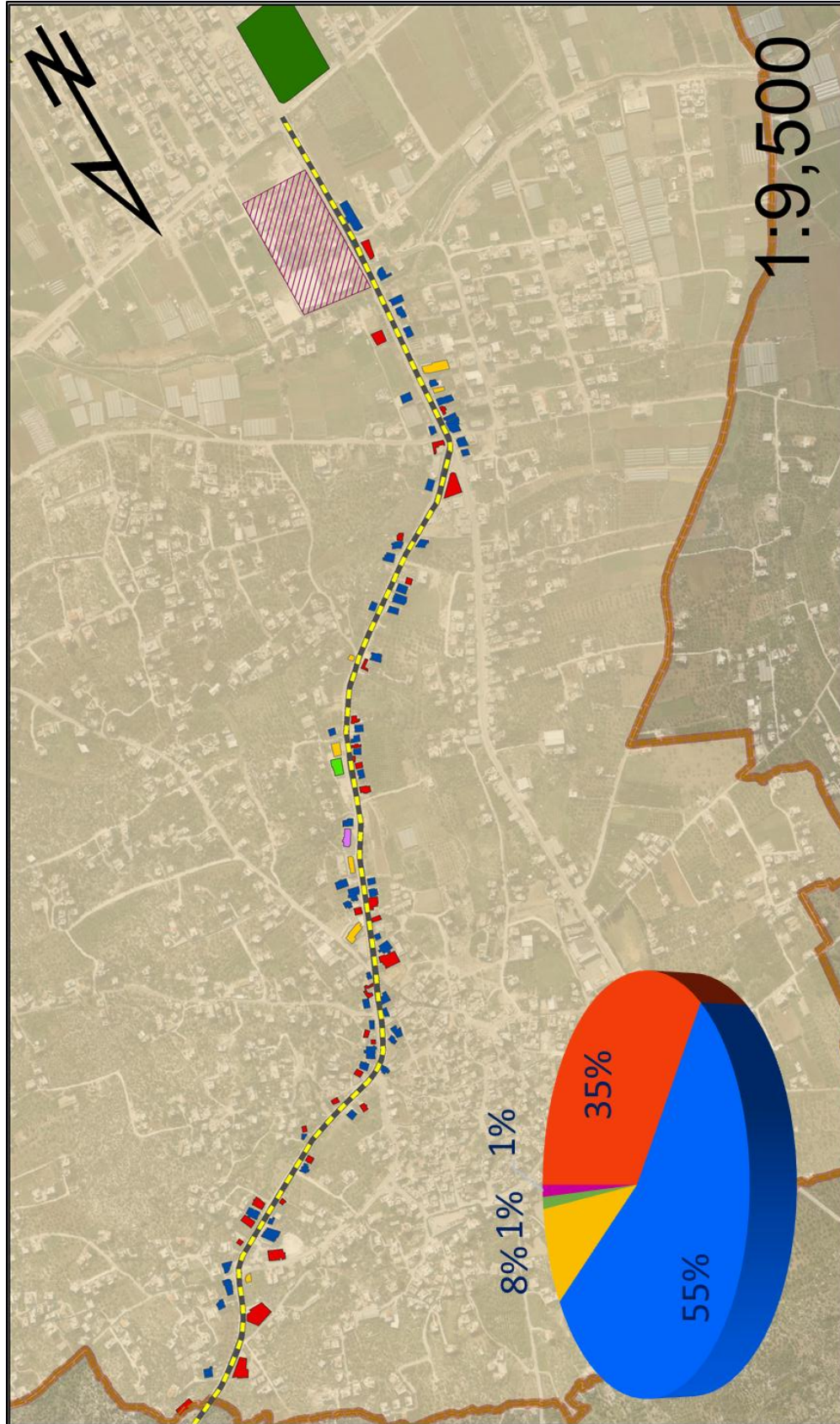
6.2 City Entrances Diagnosis

Northern
Entrance



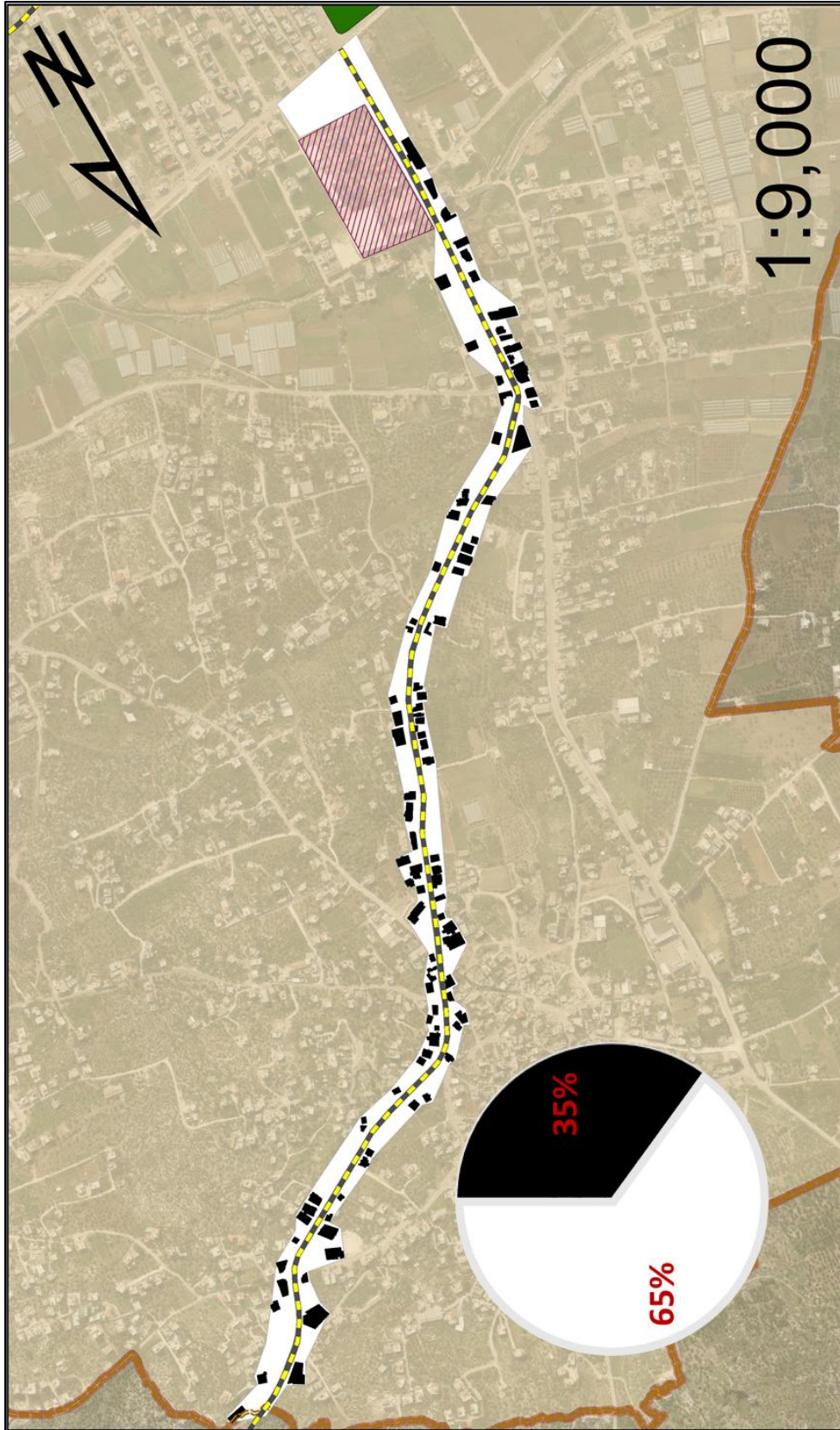




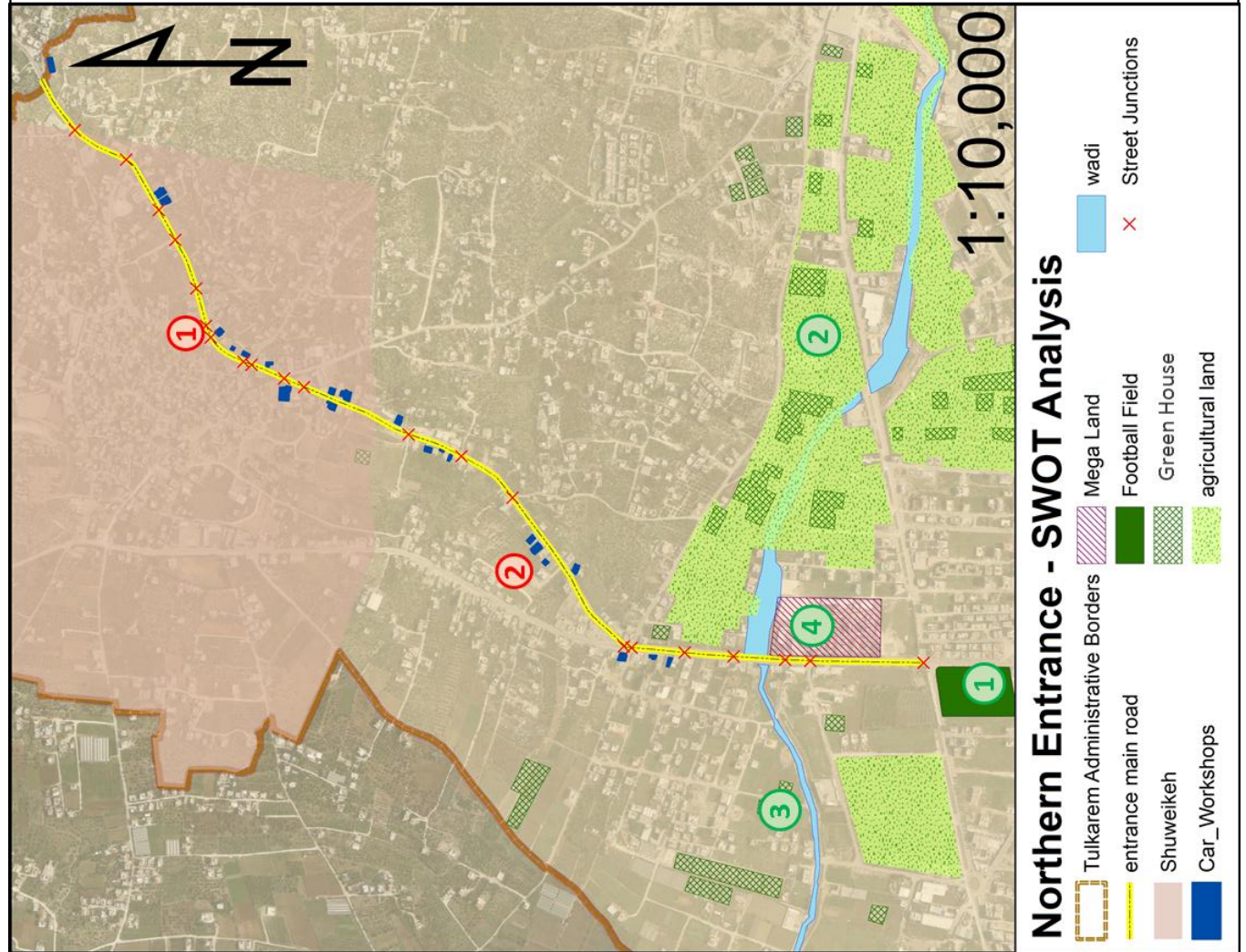


Northern Entrance - Number of Floors





Northern Entrance - Figure Ground Diagram

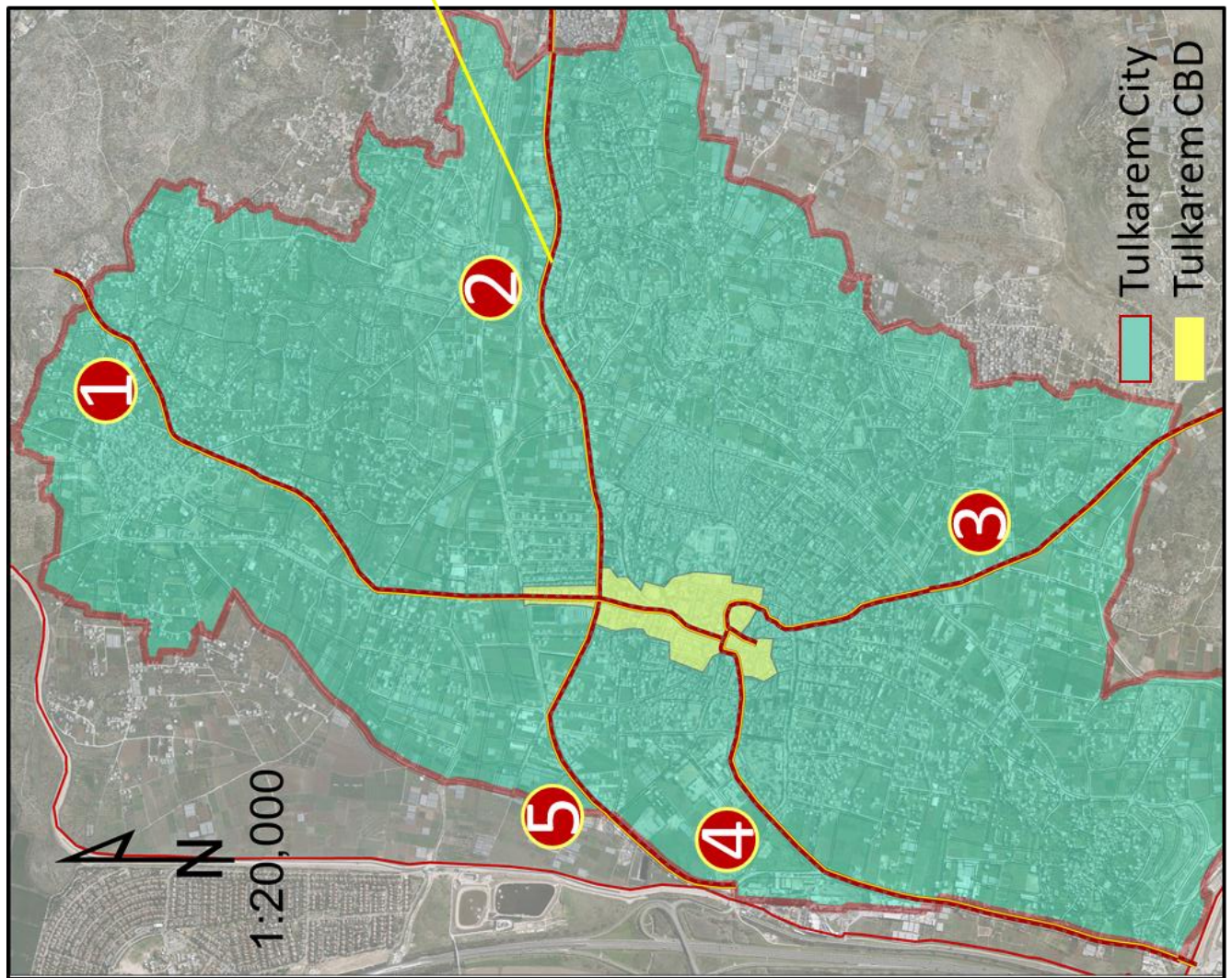


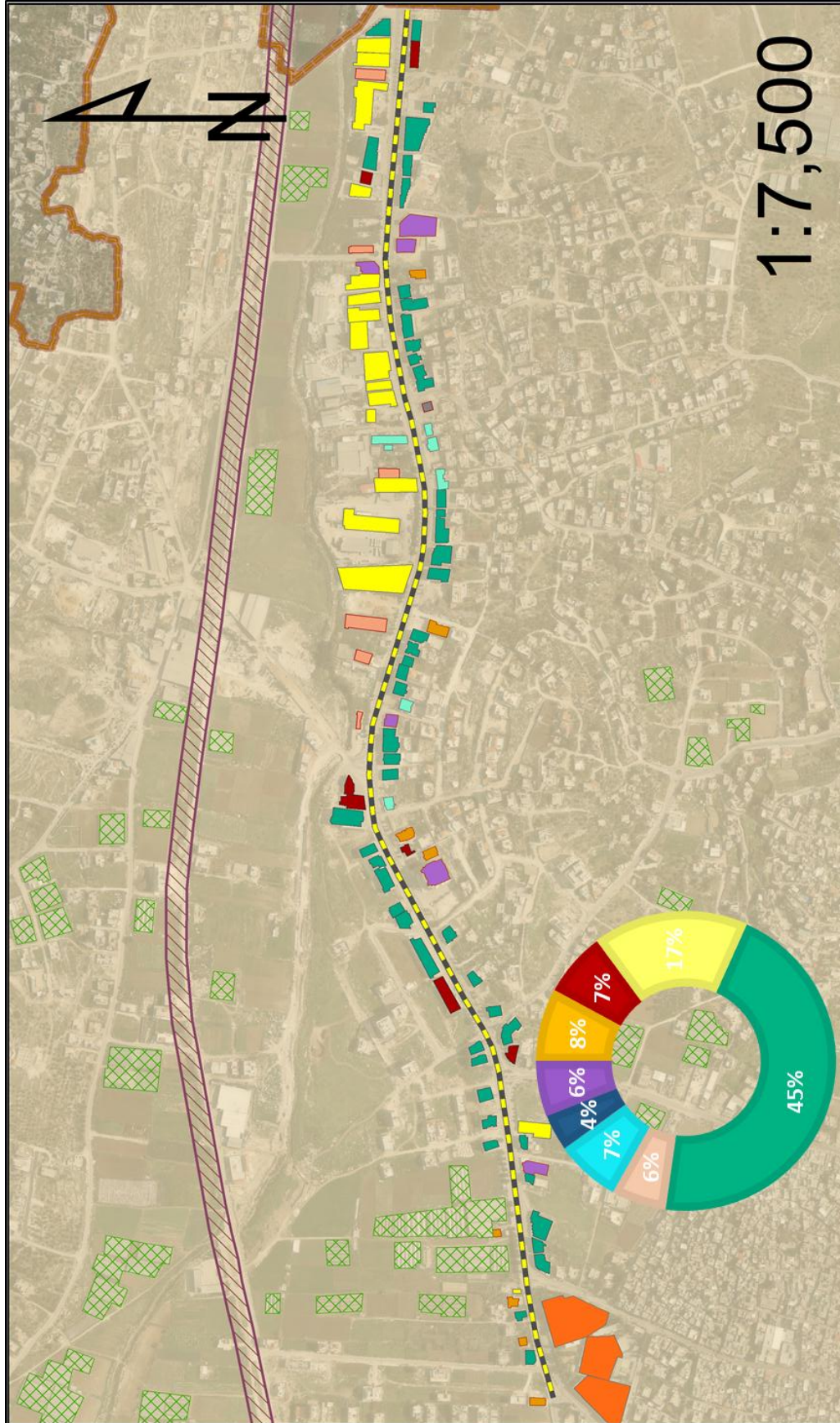
Strengths & Opportunities

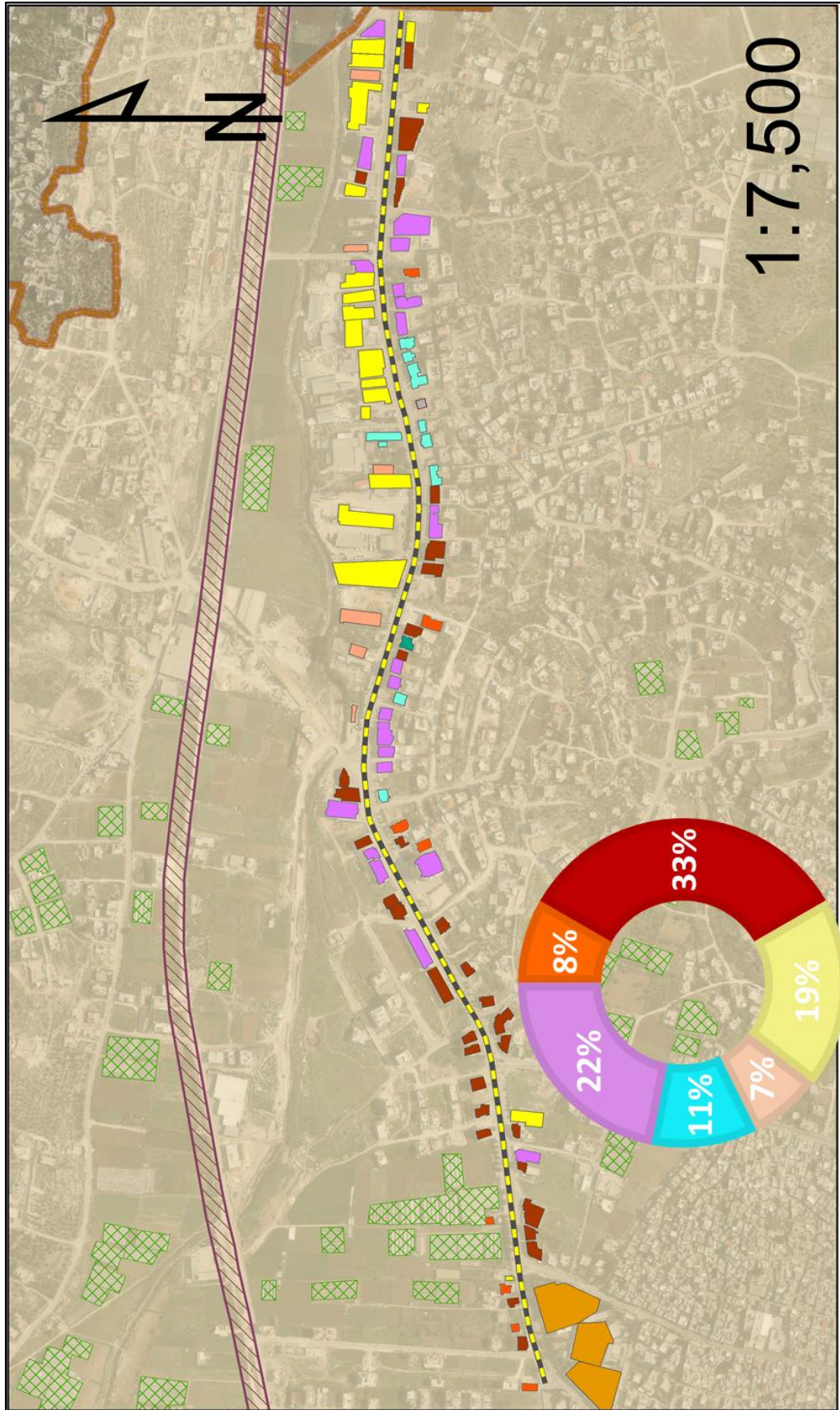
1. Football Field
2. Fertile Soil
3. Wadi for water catchment
4. Mega Land

Weaknesses & Threats

1. A lot of street junctions
2. A lot of Car workshops
3. No sidewalk along the street

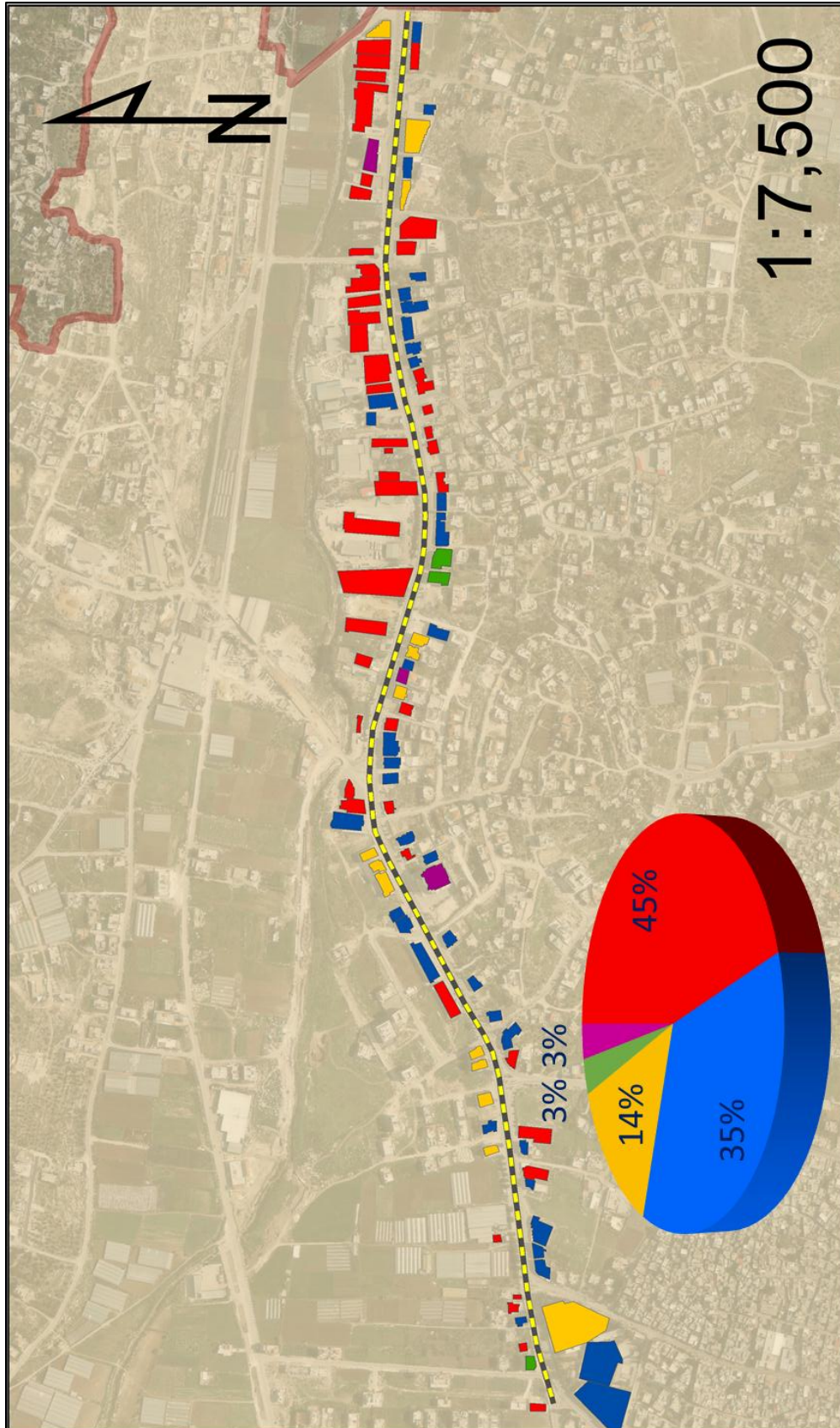


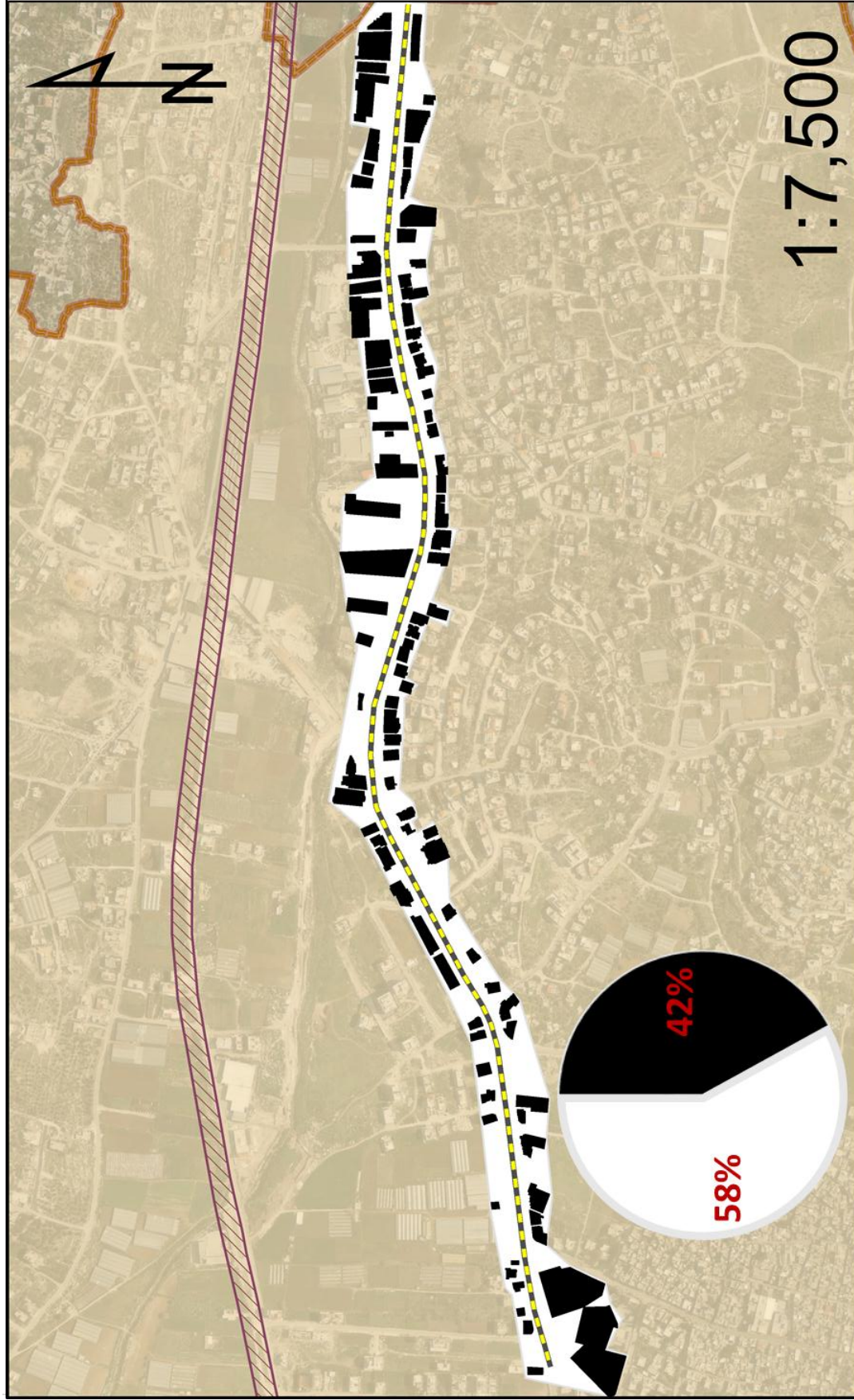


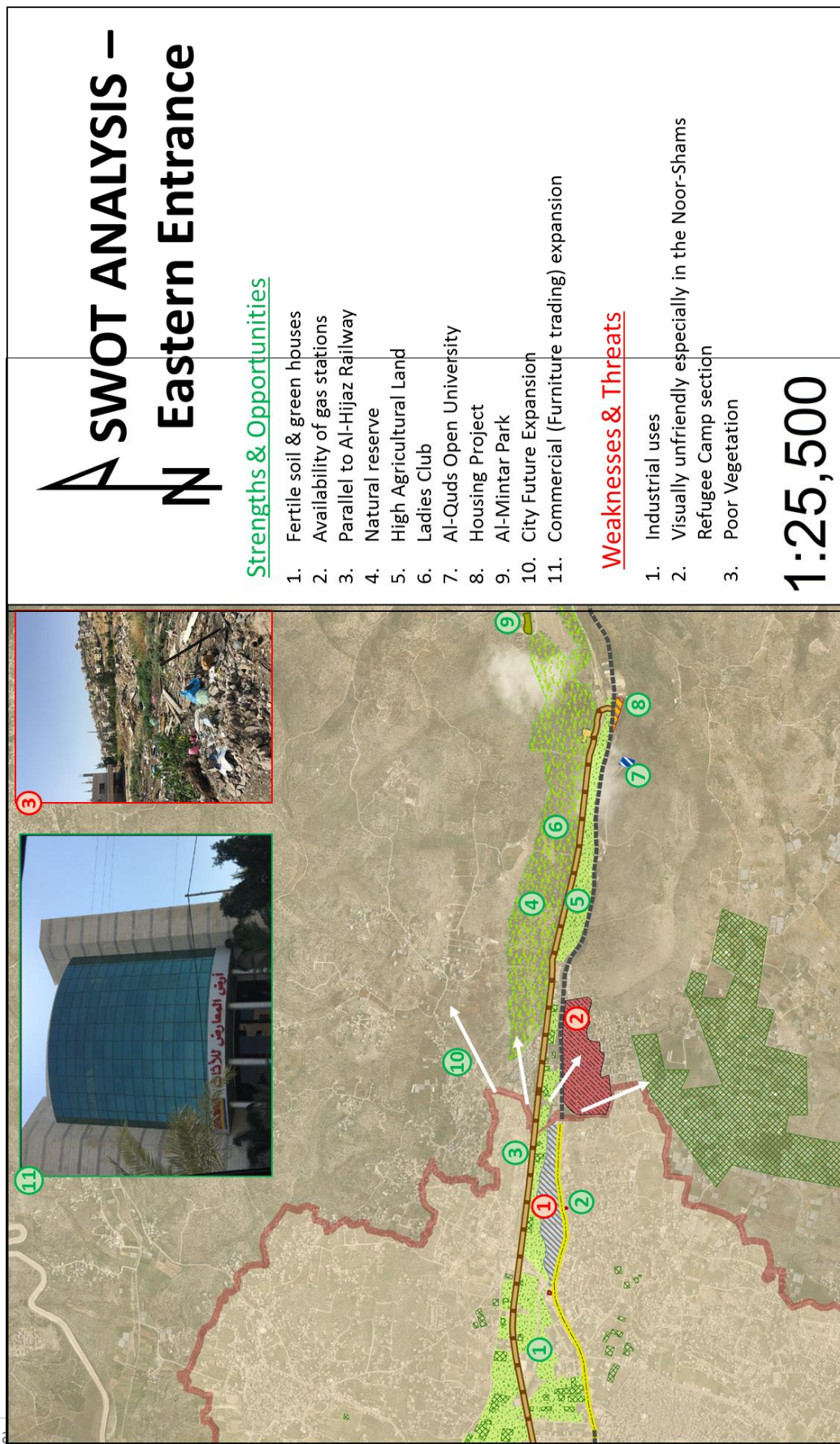


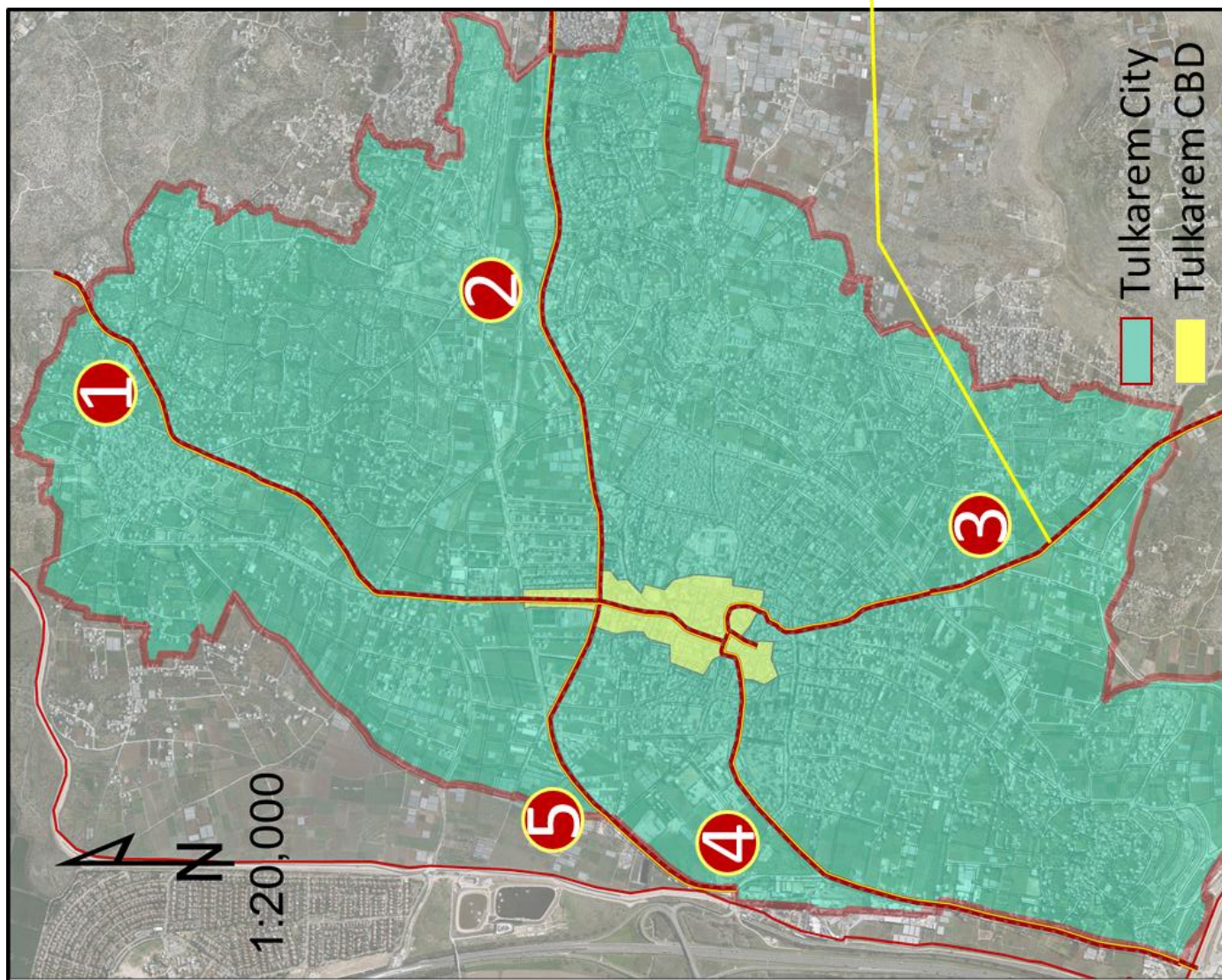
Eastern Entrance - GroundFloor Use





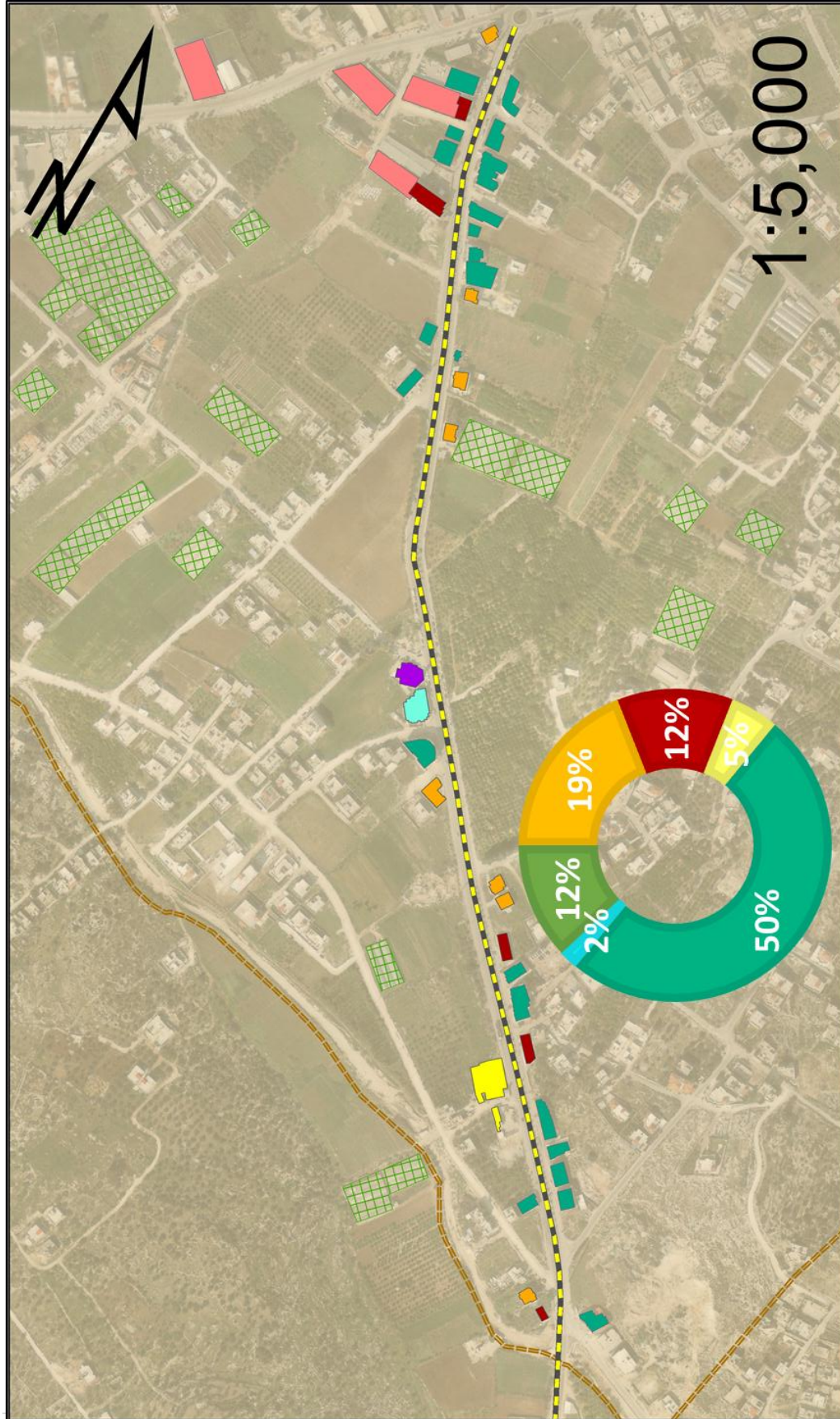




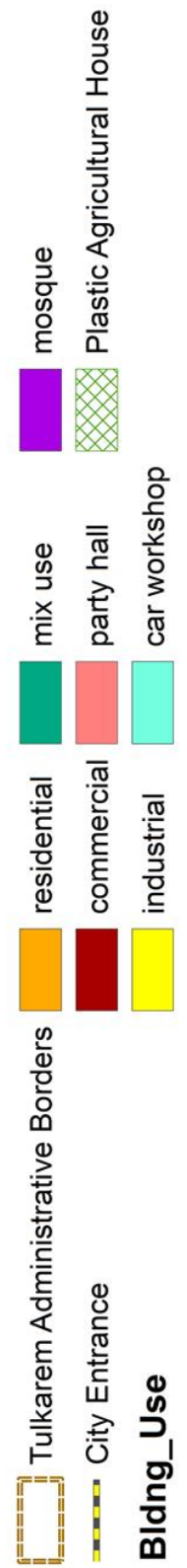


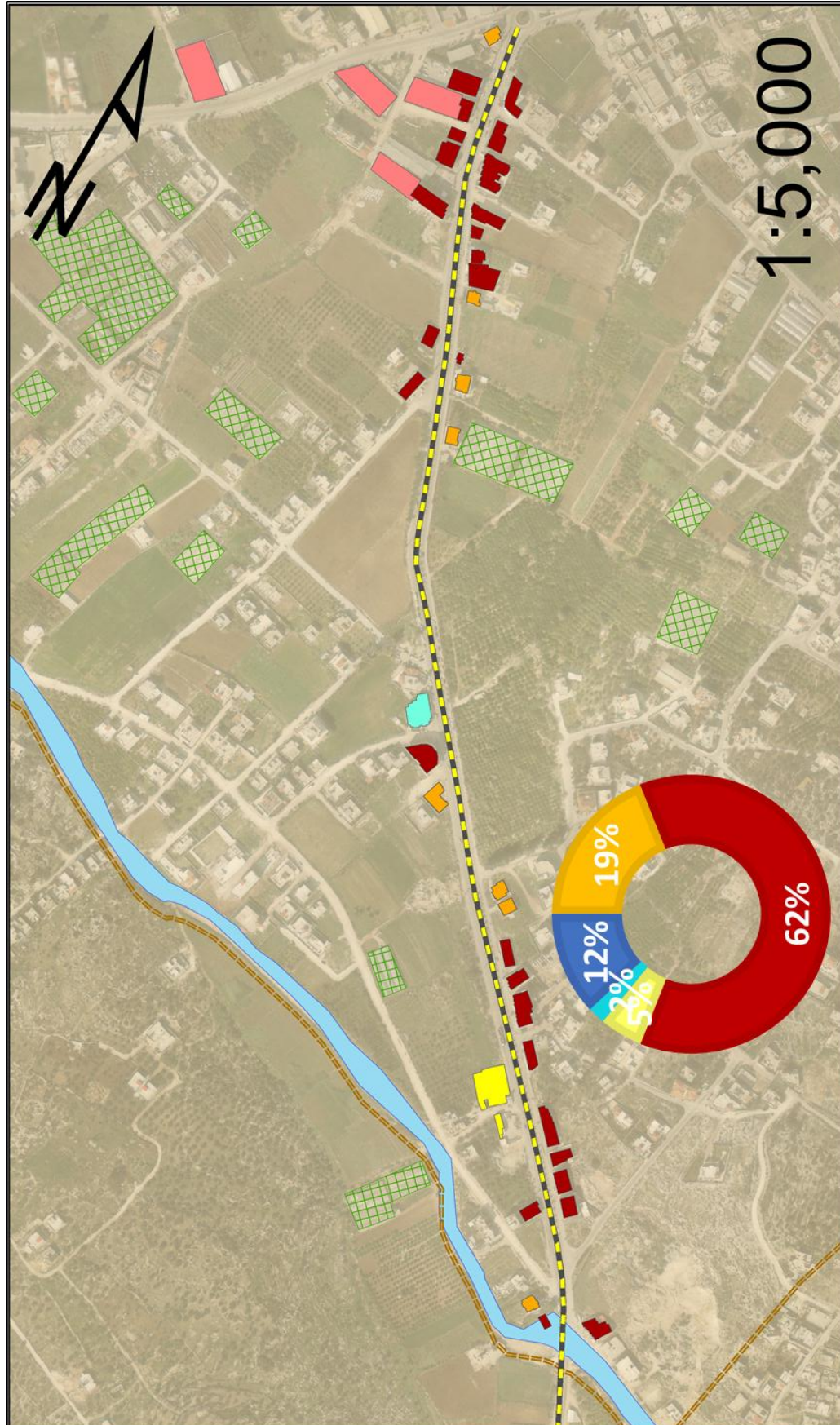
Southeastern
Entrance

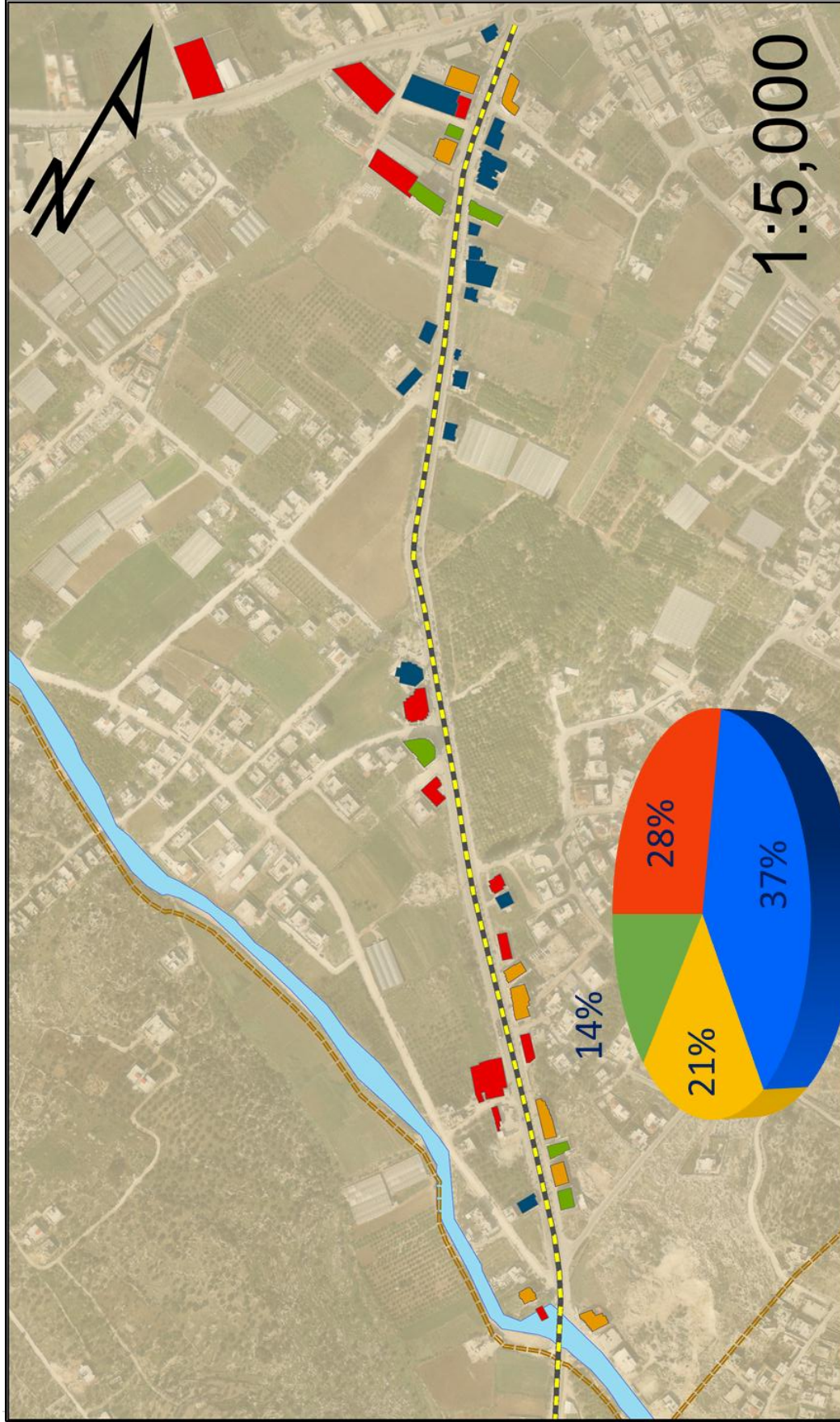
Tulkarem City
Tulkarem CBD



Southeastern Entrance - Building Use

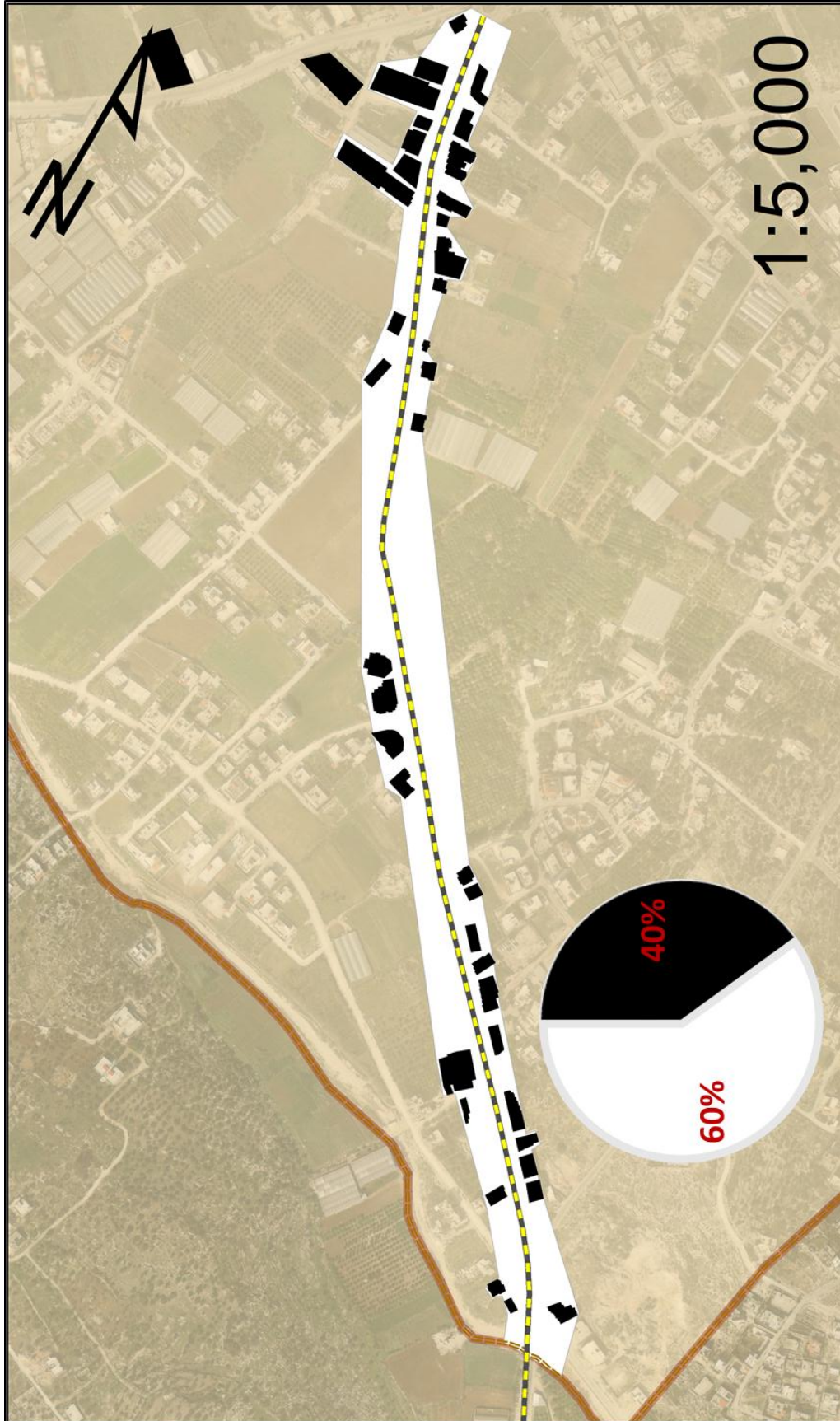








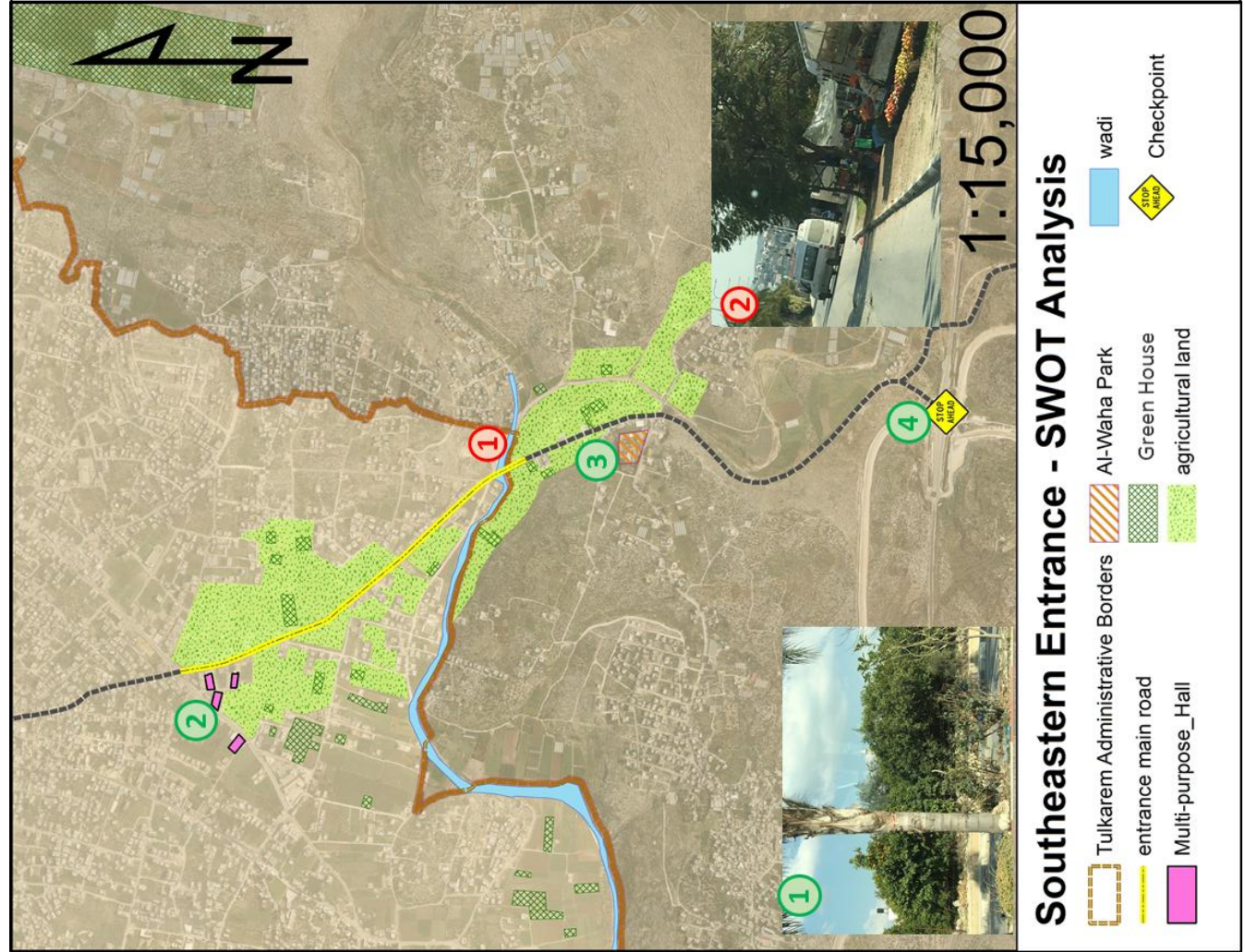
Southeastern Entrance - Number of Floors





Southeastern Entrance - Figure Ground Diagram

-  Tulkarem Administrative Borders
-  entrance buildings
-  open area
-  City Entrance

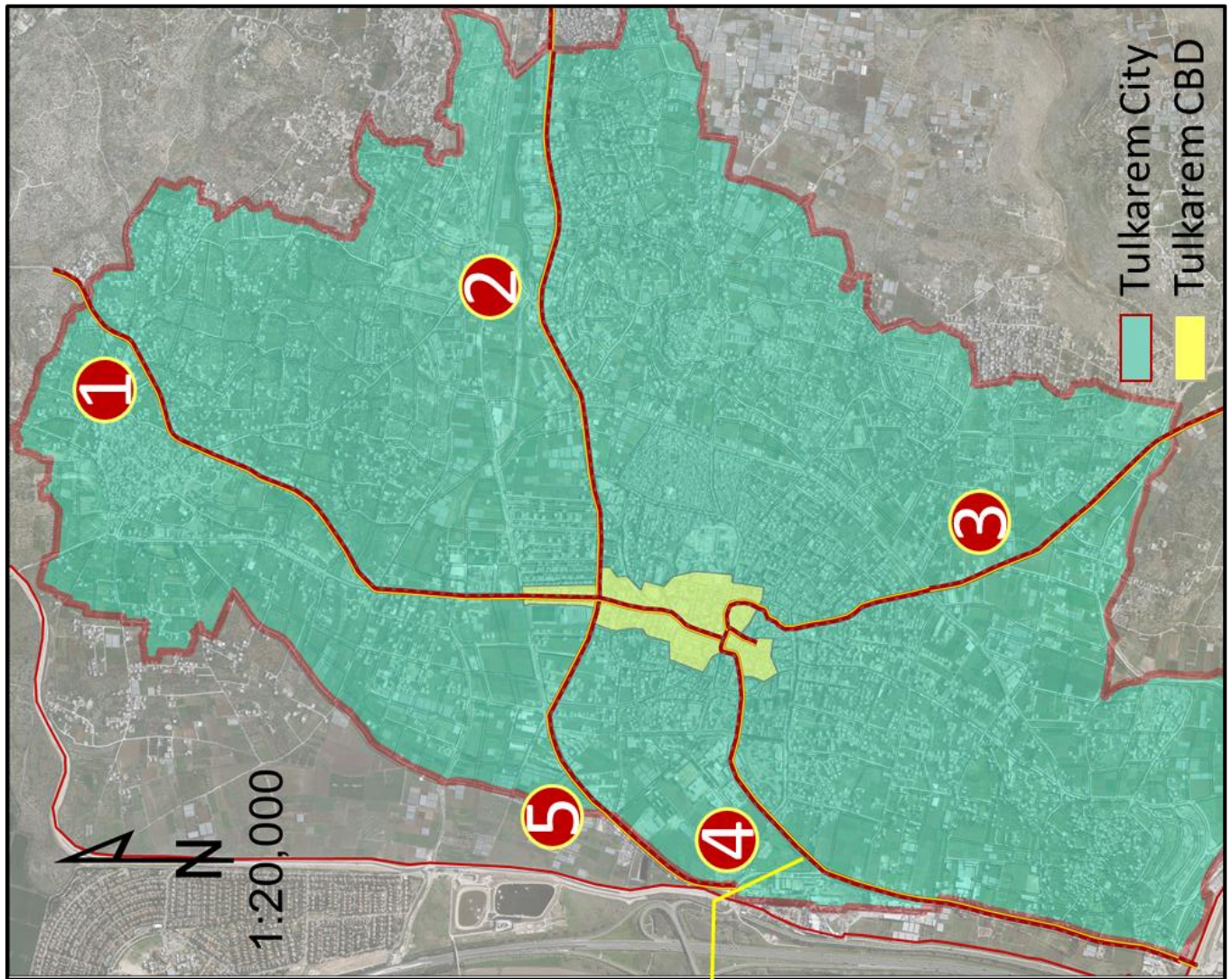


Strengths & Opportunities

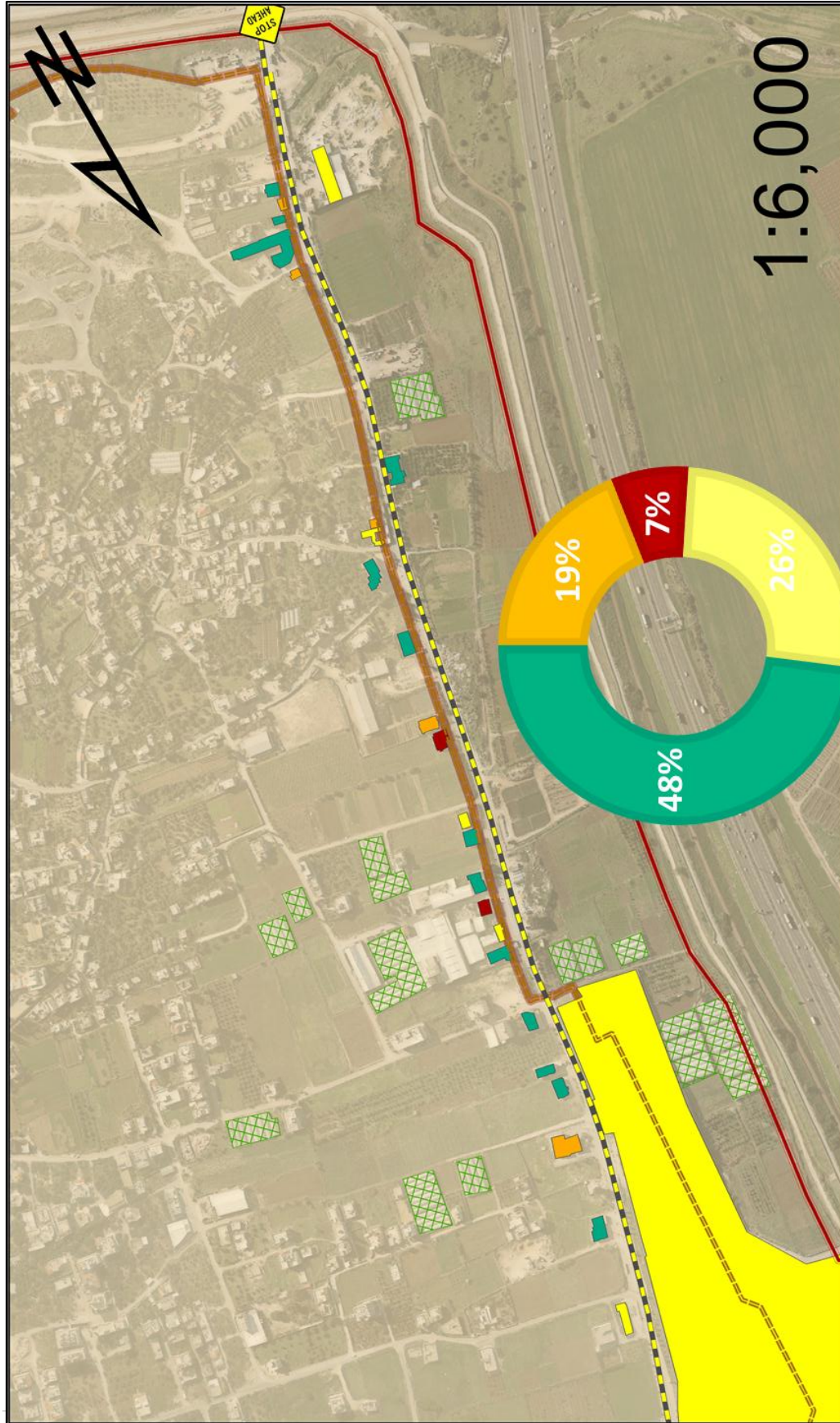
1. Maintain its old agriculture characteristic (Citrus Land)
2. Multi-purpose halls
3. Lead to Waha Park
4. (1948 occupied cities) checkpoint

Weaknesses & Threats

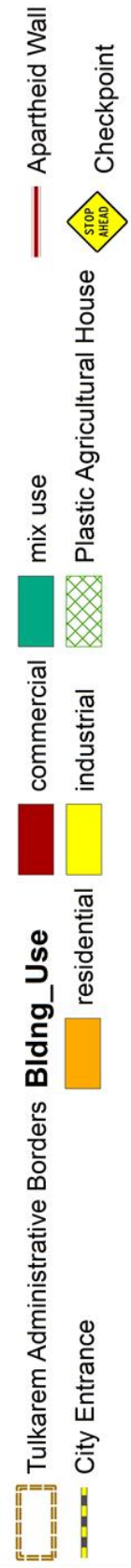
1. Wadi causes floods in winter
2. Illegal food pickups shops

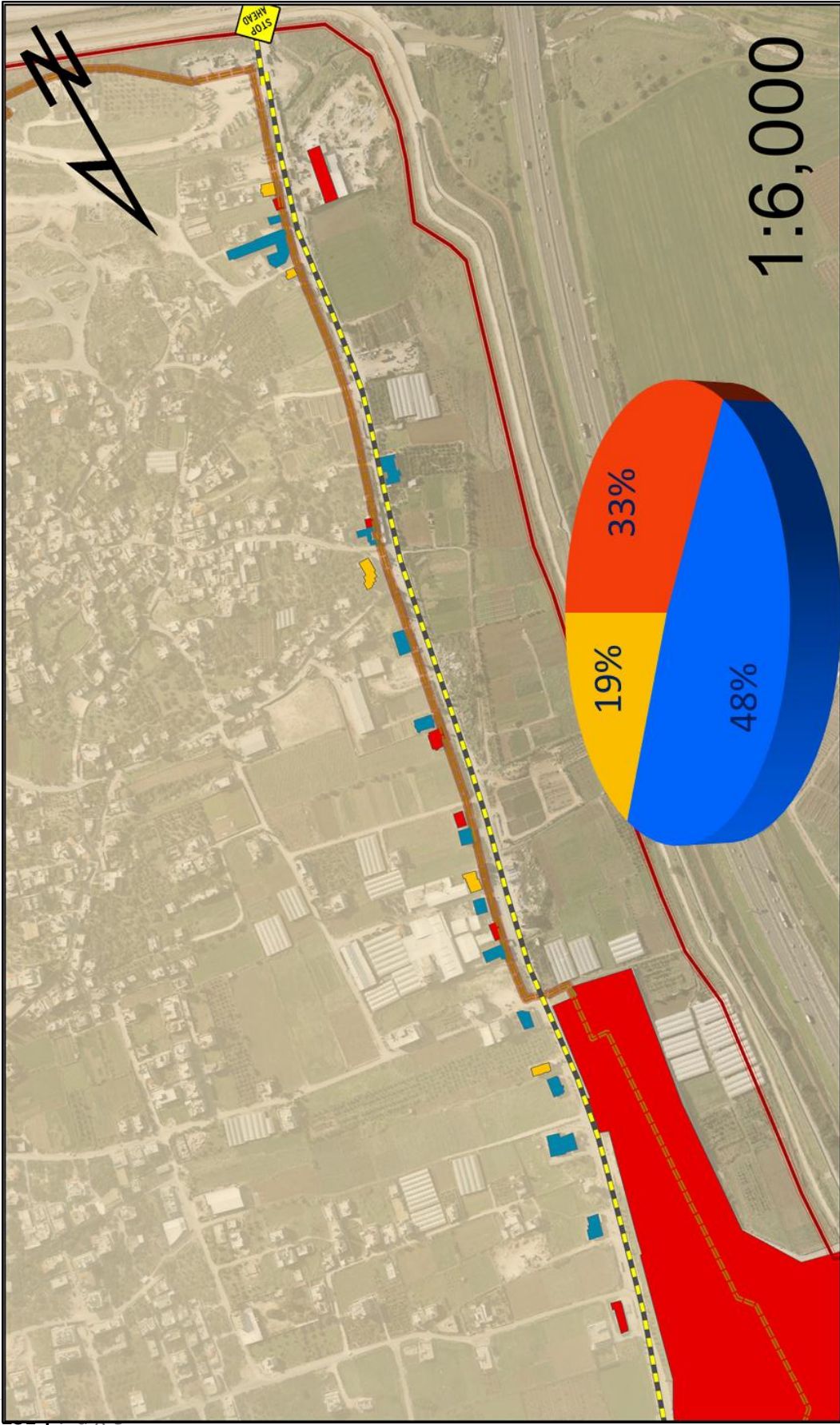


Southwestern
Entrance

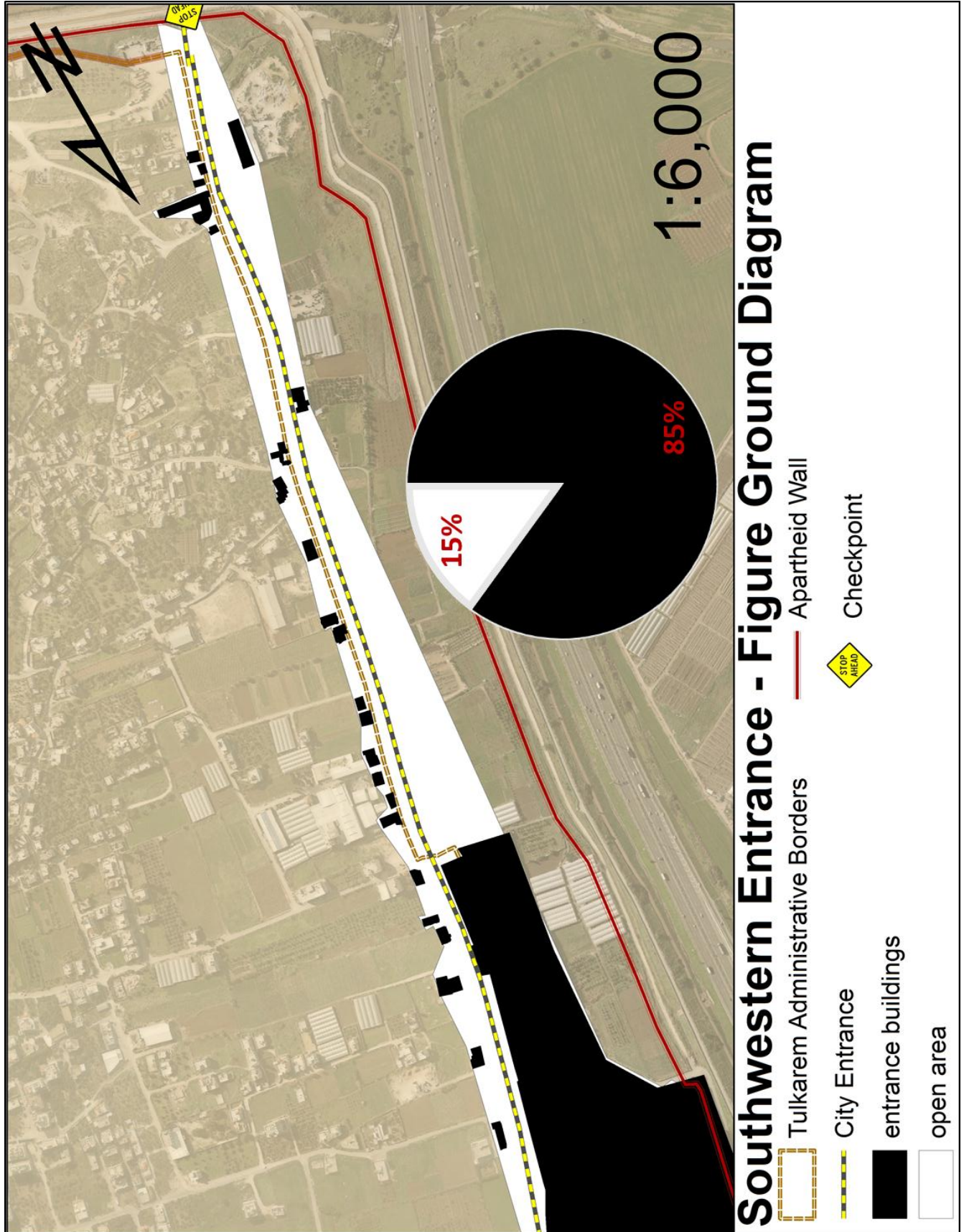


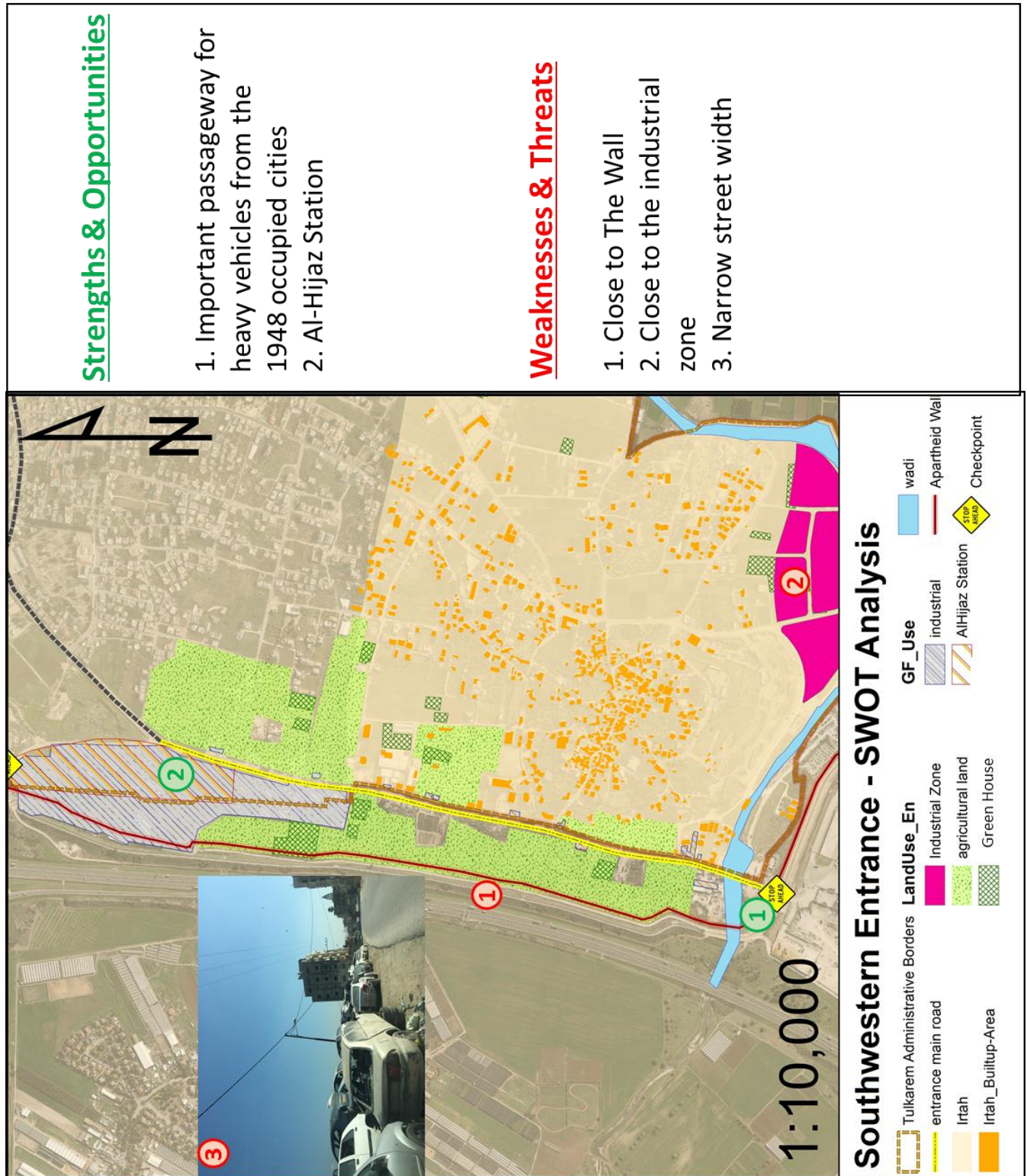
Southwestern Entrance - Building Use

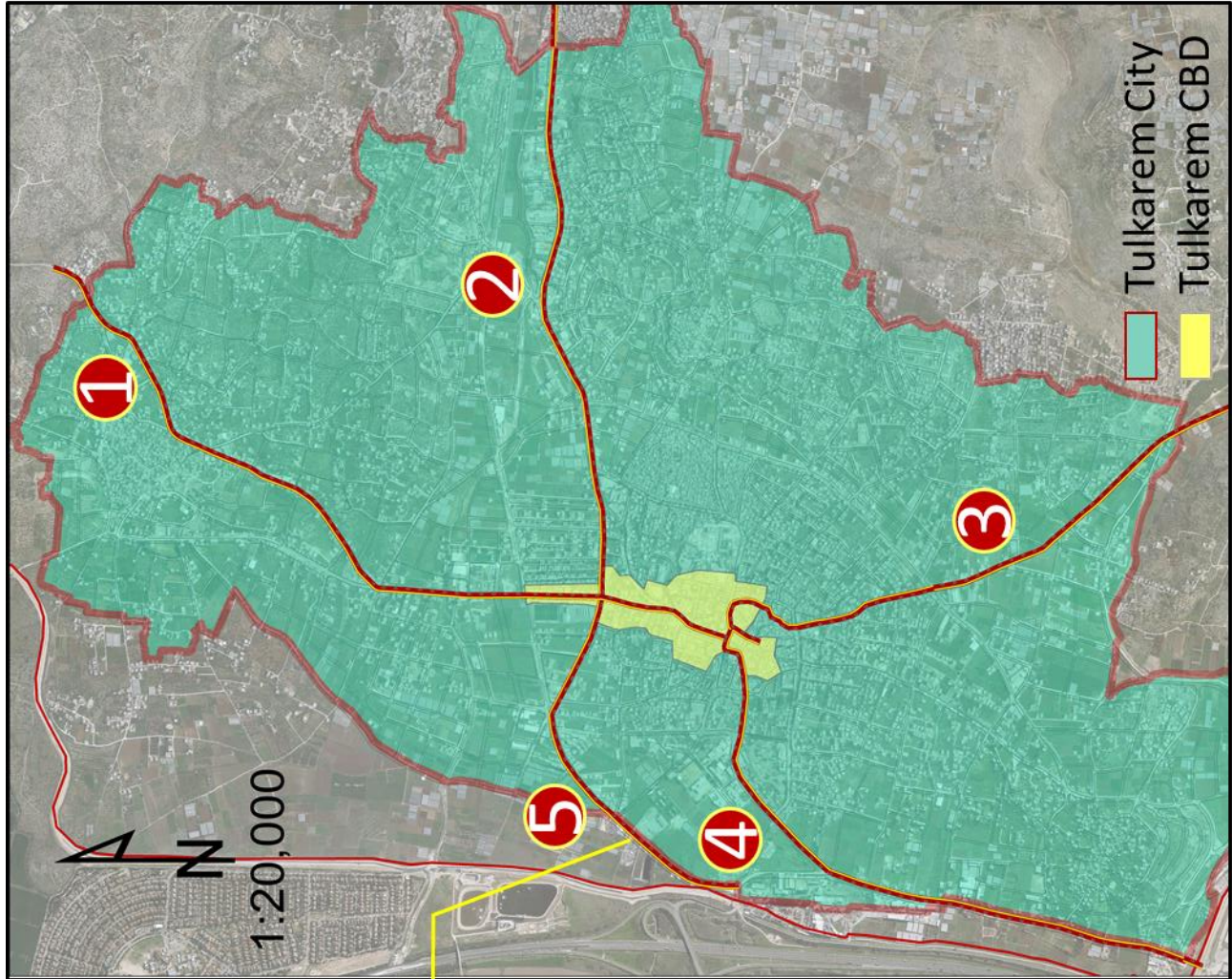




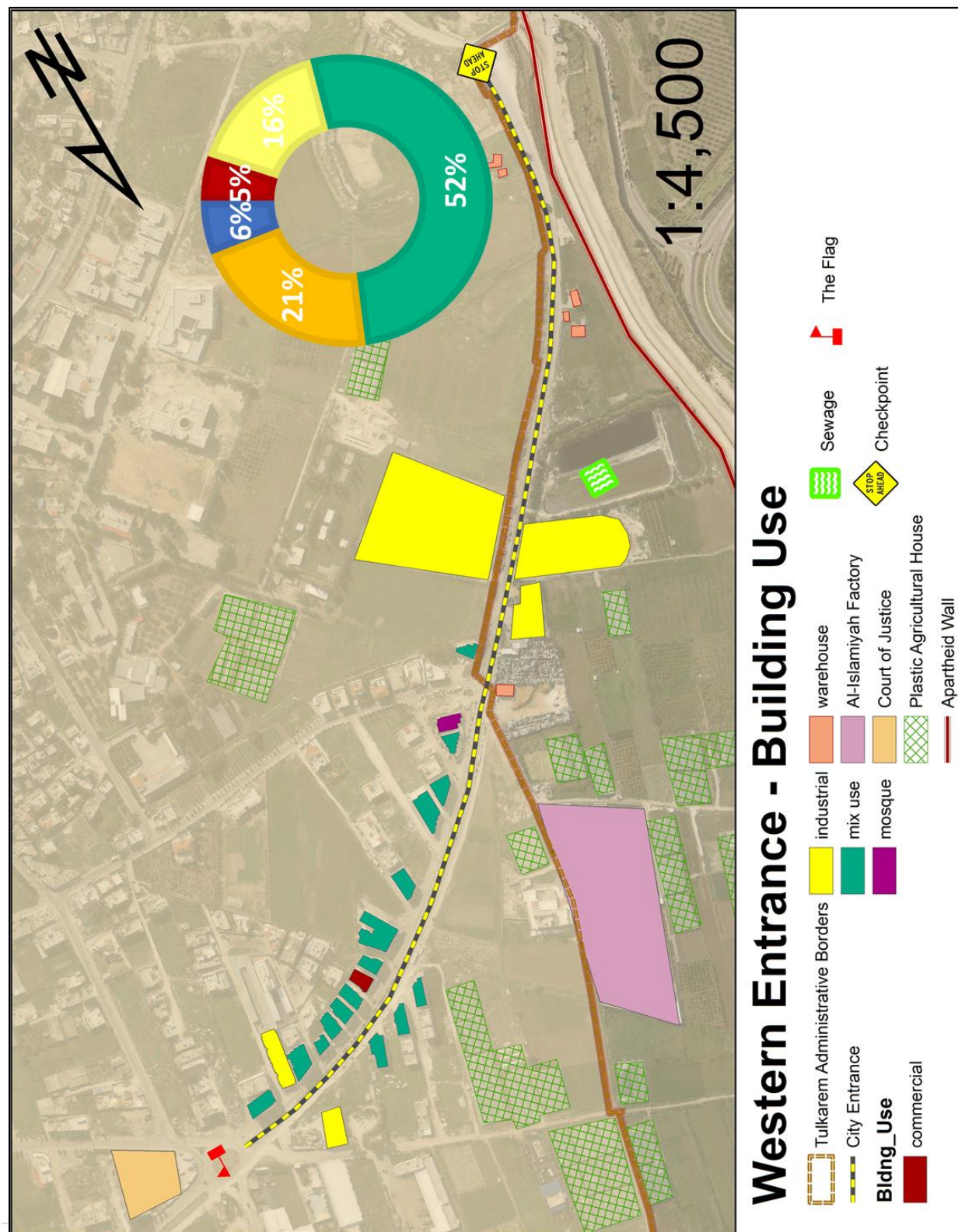
Southwestern Entrance - Number of Floors

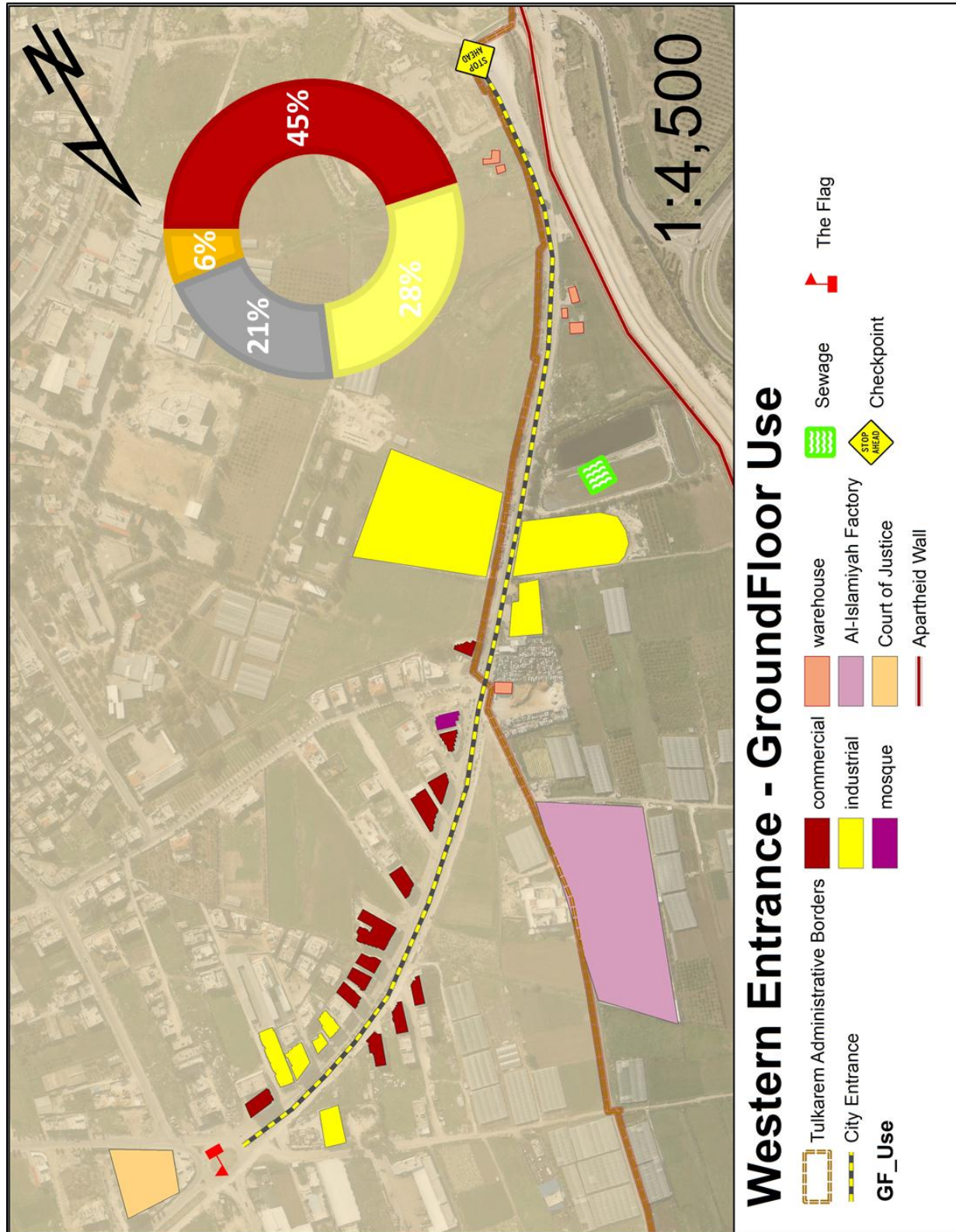


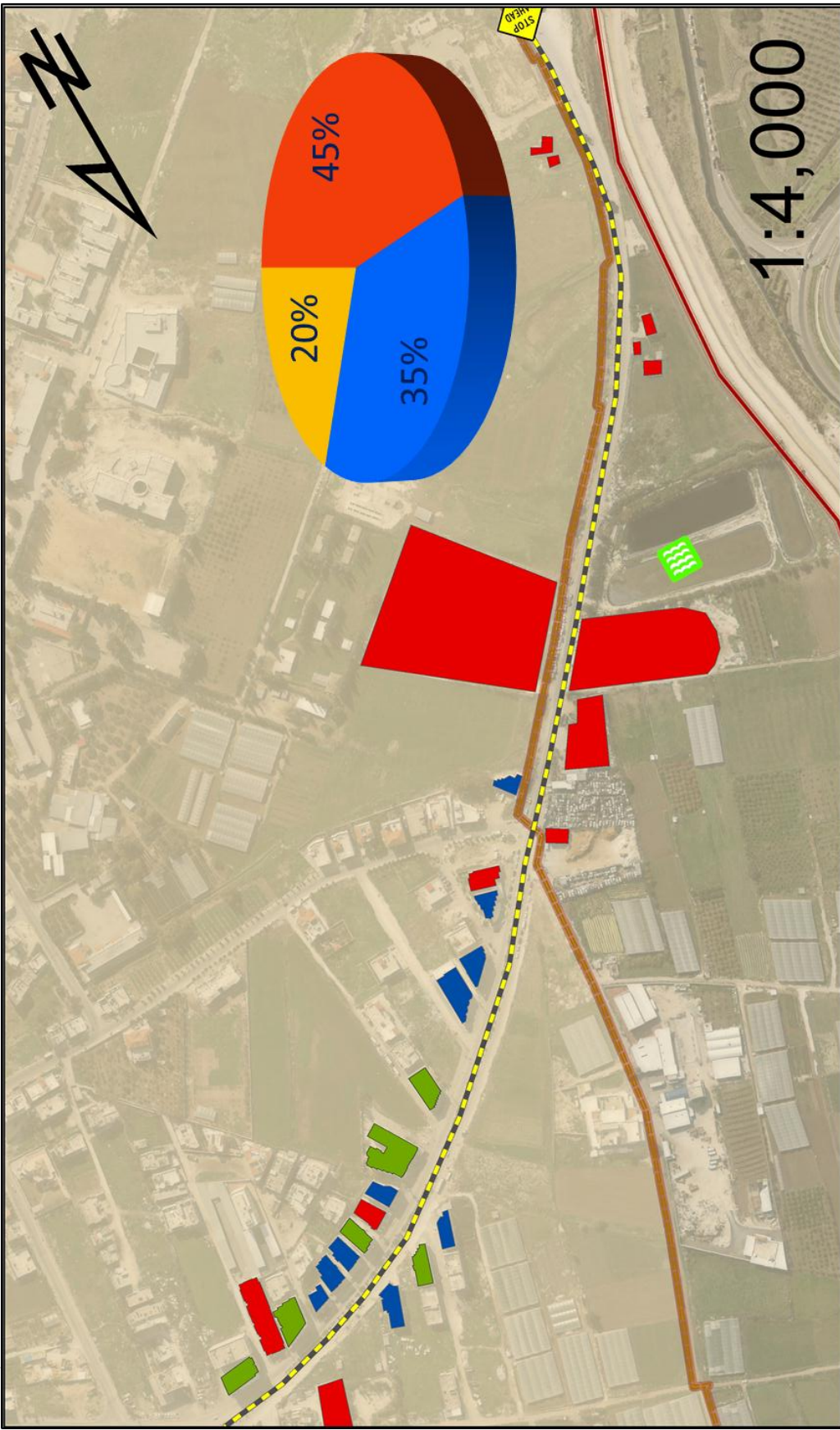




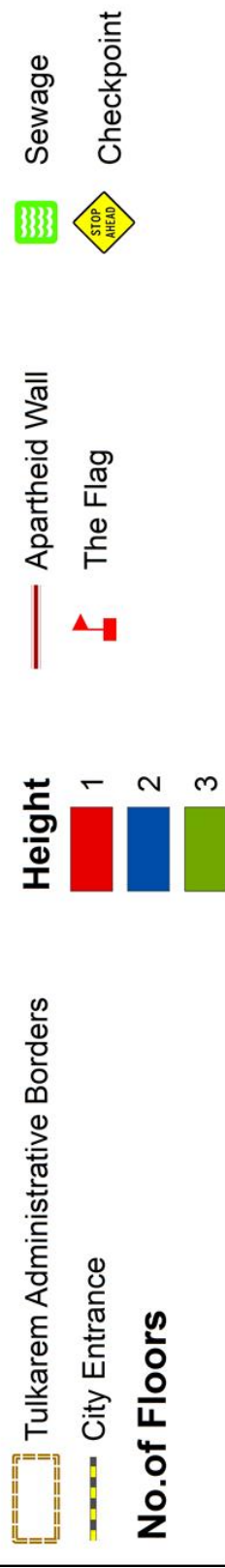
Western
Entrance

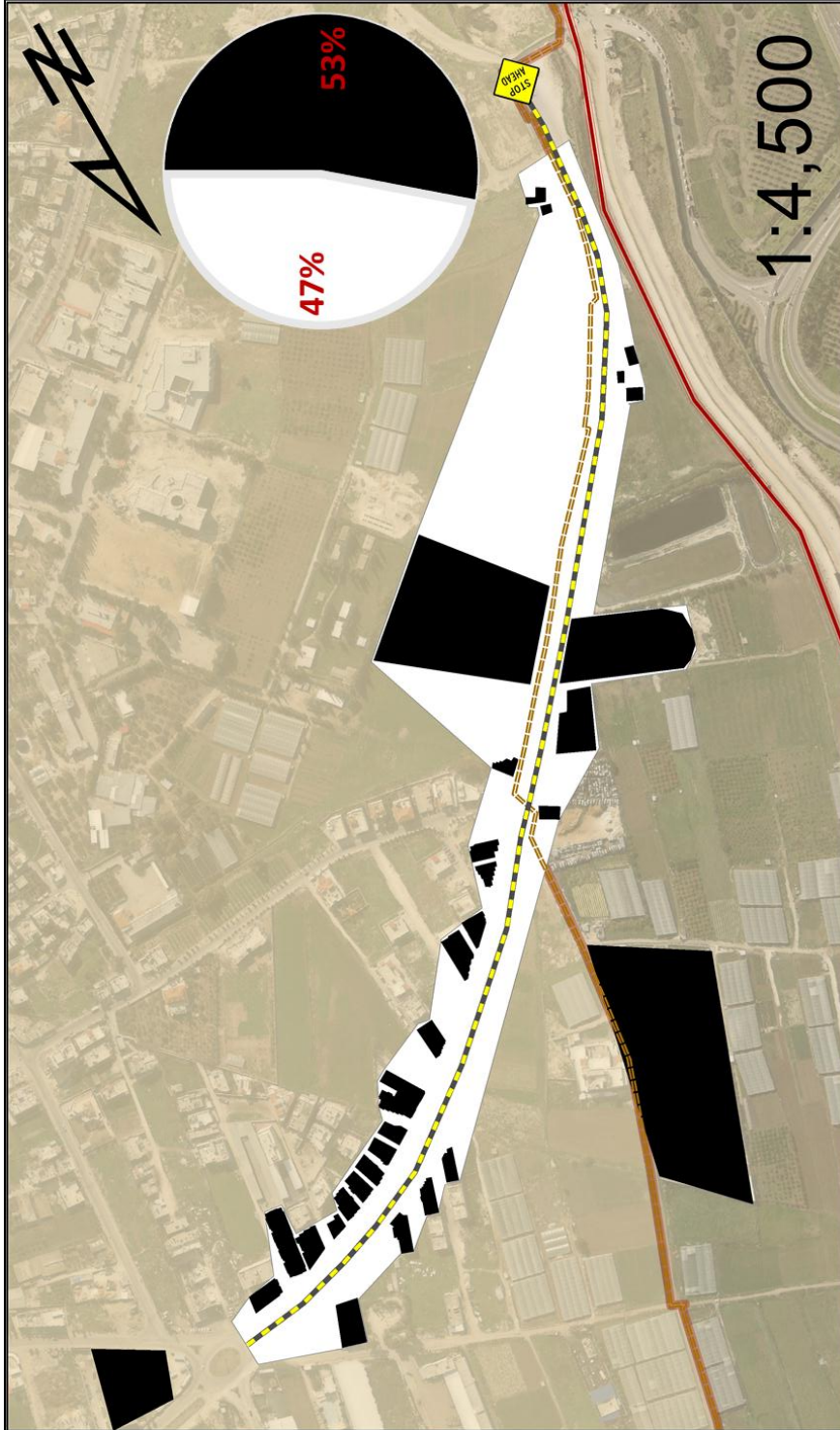






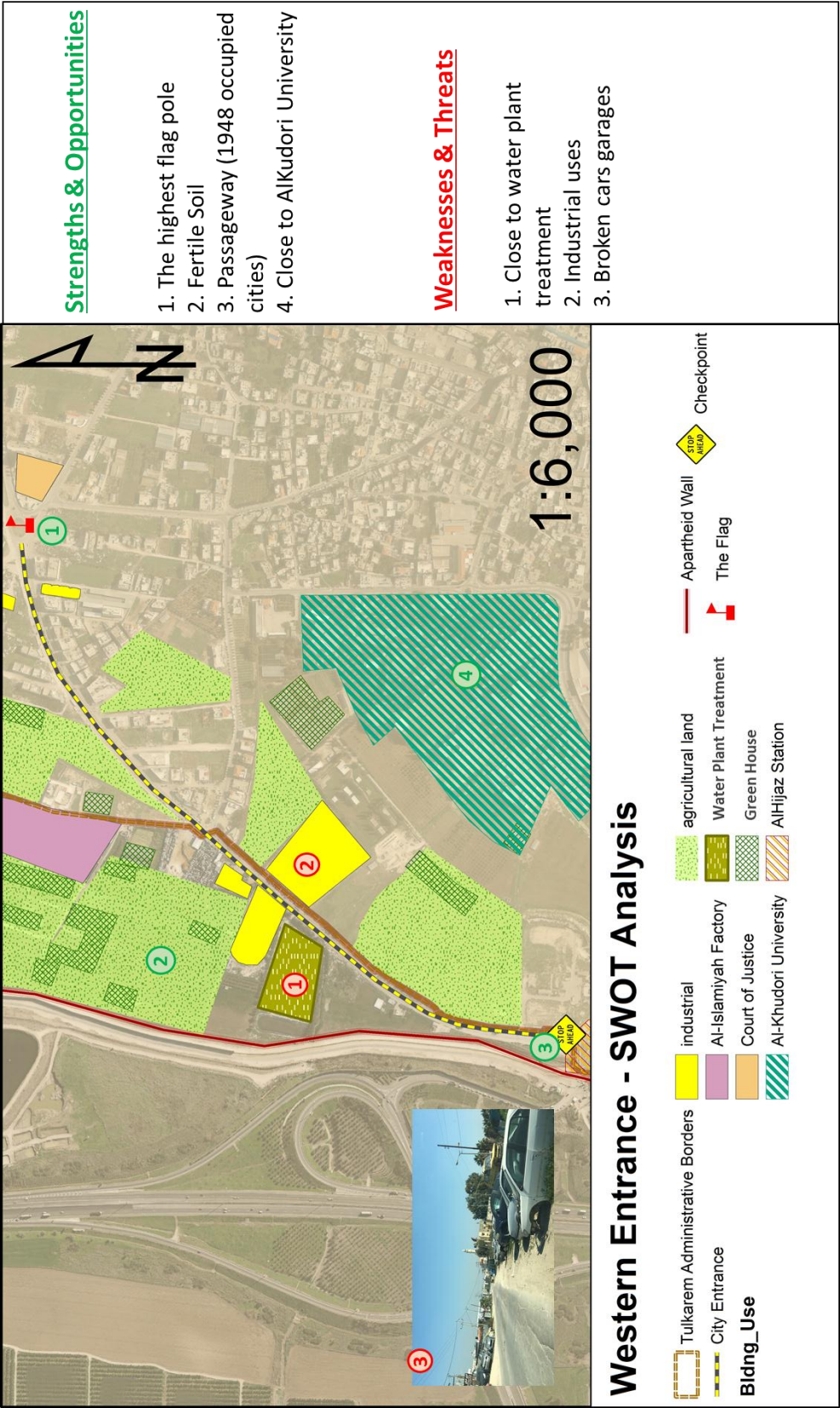
Western Entrance - Number of Floors

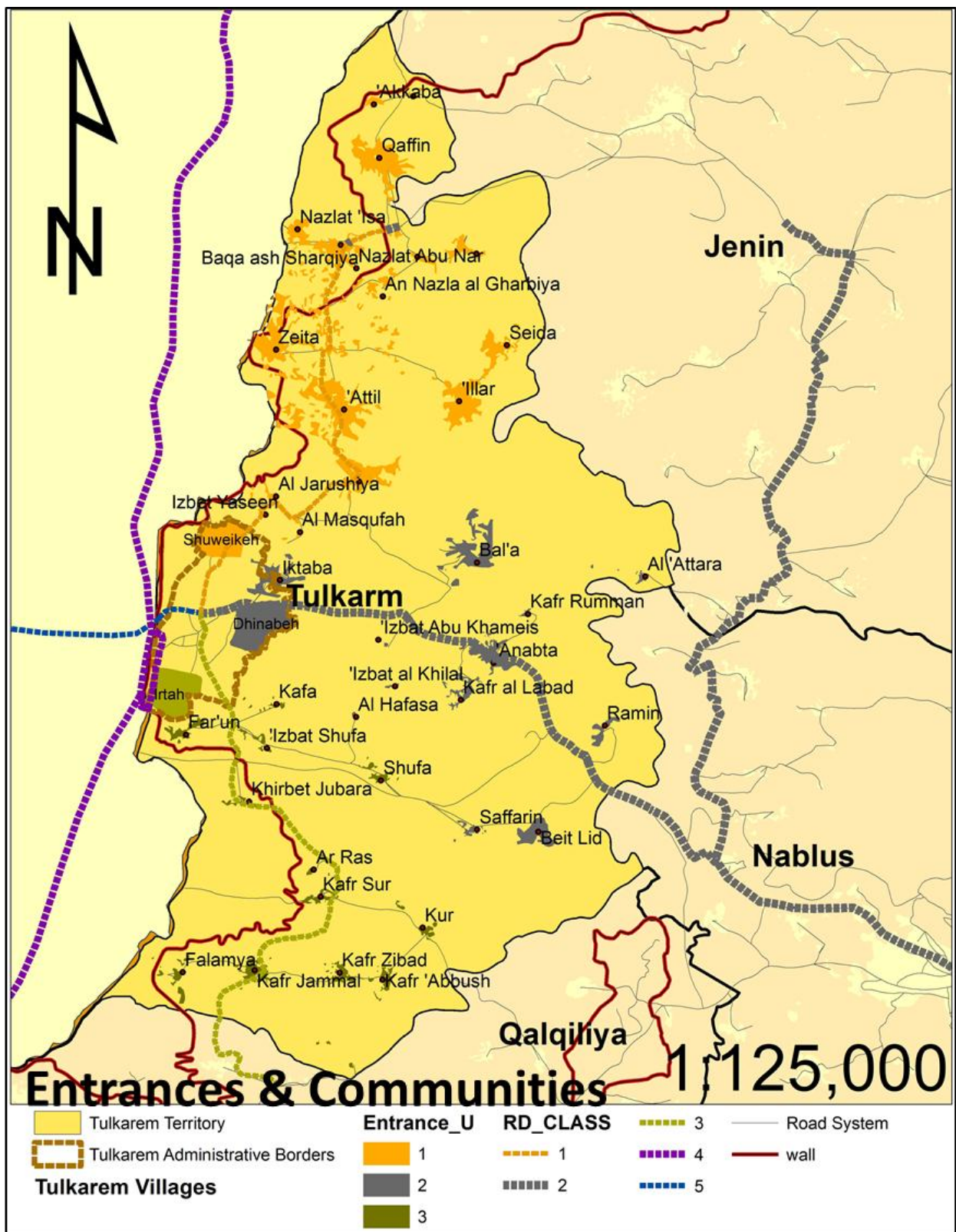


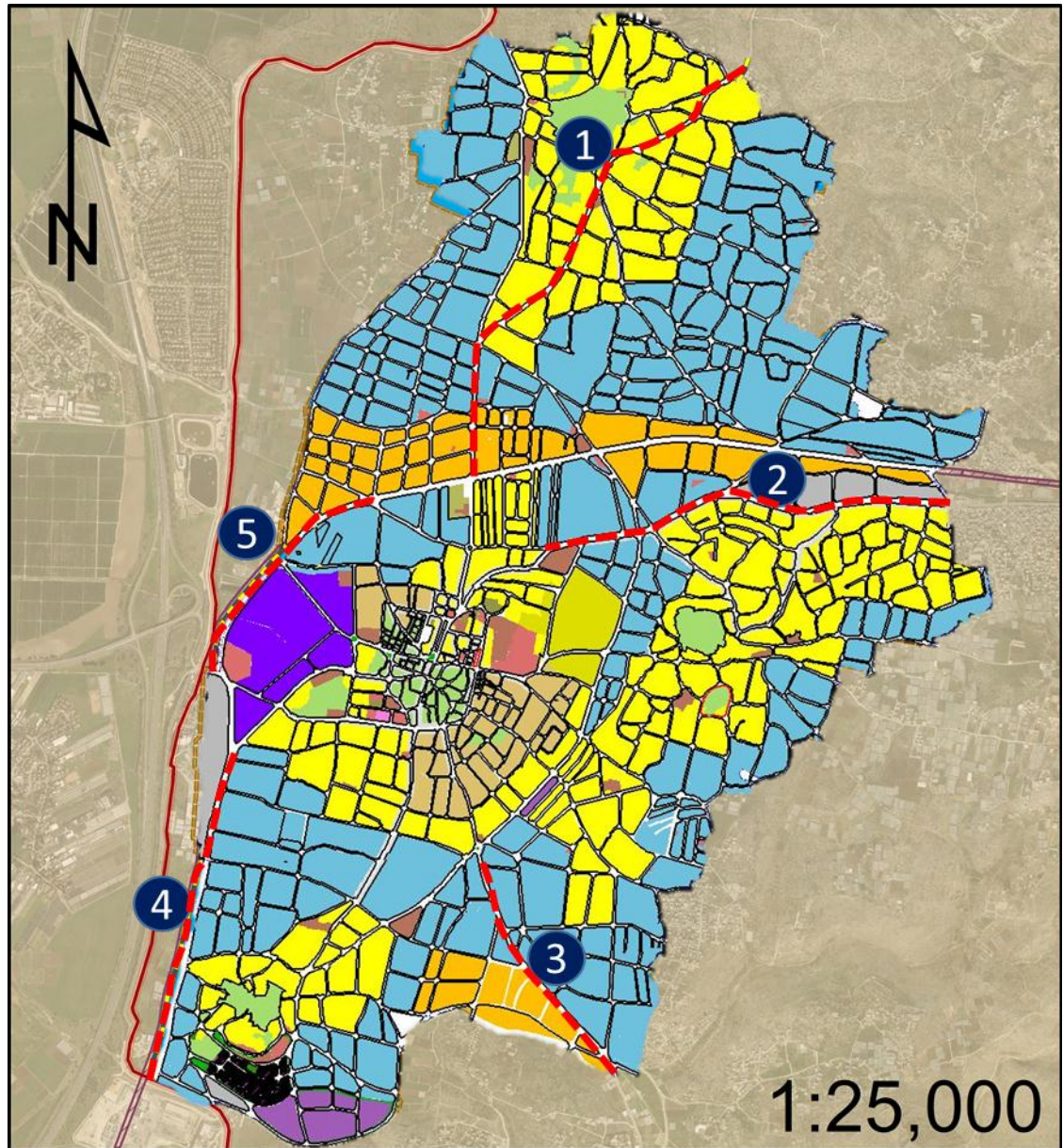


Western Entrance - Figure Ground Diagram

 Tulkarem Administrative Borders
  City Entrance
  entrance buildings
  open area
  Apartheid Wall







Tulkarem - Master Plan 2007

 Residential A	 Colleges & Universities	 Schools
 Residential B	 Administrative	 Craft Industry
 Residential D	 Commercial center	
 Industrial zone	 Commercial (Long.)	



6. 5 ENTRANCE EVALUATION

The following table shows the evaluation criteria which is the SWOT Analysis between the five entrances to see which entrance will weigh most according to its positive and negative aspects which in order will be chosen as a case study for this research. The eastern entrance as the table shows is the most entrance which must be developed as a priority. Please note that the aspects in the evaluation are the distinguished aspects for each entrance comparing with the other entrances. For example most of the entrances has bad street pavement. However, it wasn't put for all the entrances since it will not affect the evaluation but the entrance which really had bad pavement relatively is been taken into consideration in the evaluation.

	Positive Impacts	Negative Impacts	Grade
Northern Entrance	<ul style="list-style-type: none"> + Regional entertainment facility, Mega Land + Regional facility, Football Field + Fertile soil for agriculture (Shuweikeh Plain) 	<ul style="list-style-type: none"> - Numerous car workshops - Numerous street junctions - Not walkable entrance 	+3 -3
Eastern Entrance	<ul style="list-style-type: none"> + Used by most of the West Bank cities + Historical Importance because the entrance is adjacent (parallel) to Al-Hijaz railway + Contains gas stations along the entrance + Tulkarem city future expansion is toward this entrance + The existing of Al-Quds Open University new campus + A new housing project is under construction + The existing of a great area of a Nature Reserve + The commercial expansion especially in the furniture trading is toward this entrance 	<ul style="list-style-type: none"> - No taxi stops (public service) - Poor vegetation - Noor Shams Refugee Camp which visually destroys the entrance appearance - The existence of industrial workshops on fertile agriculture land which destroyed the old entrance character 	+8 -4
Southeastern Entrance	<ul style="list-style-type: none"> + Multipurpose halls are located on the entrance side + It still reserves the old character of the entrance which is the vast areas of citrus agriculture land + The entrance is a main access to Al Waha Park + The entrance is a main road for the Palestinians from the occupied 1948 cities to exit Tulkarem city and enter their cities through Jbara Passageway 	<ul style="list-style-type: none"> - Vegetables and fruit illegal shops (in a form of pickup vehicles) located on the street sidewalks - Wadi Al-Teen crosses the entrance which causes floods in winter 	+4 -2
Southwestern Entrance	<ul style="list-style-type: none"> + Existence of a significant commercial passageway which passes Israeli products from occupied areas 1948 to the West Bank (Commercial Heavy Vehicles only) + The expansion of Irtah village toward the entrance main road 	<ul style="list-style-type: none"> - Unsuitable street width especially it is two ways and mostly used by heavy vehicles - Bad physical condition street relatively - Very close to the industrial zone 	+2 -3
Western Entrance	<ul style="list-style-type: none"> + Historical Importance for the existing of Al-Hijaz railway station site + Existence of the highest Palestinian flag pole 	<ul style="list-style-type: none"> - Dumping Tulkarem sewage which formed dirty lakes - Vast areas of broken car garages which is visually unfriendly - Bad physical condition street relatively 	+2 -3

Table 6.1: Entrance Evaluation

Source: Author



CHAPTER SEVEN: DEVELOPMENT OF EASTERN ENTRANCE

7.1 INTRODUCTION

7.2 ACTUAL LAND USE & MASTER PLAN 2007

7.3 DEVELOPMENT APPROACHES

7.4 ACTION PLAN

7.5 PROPOSED MASTER PLAN

7.6 DETAILED PLANS

Chapter Seven: Development of Eastern Entrance

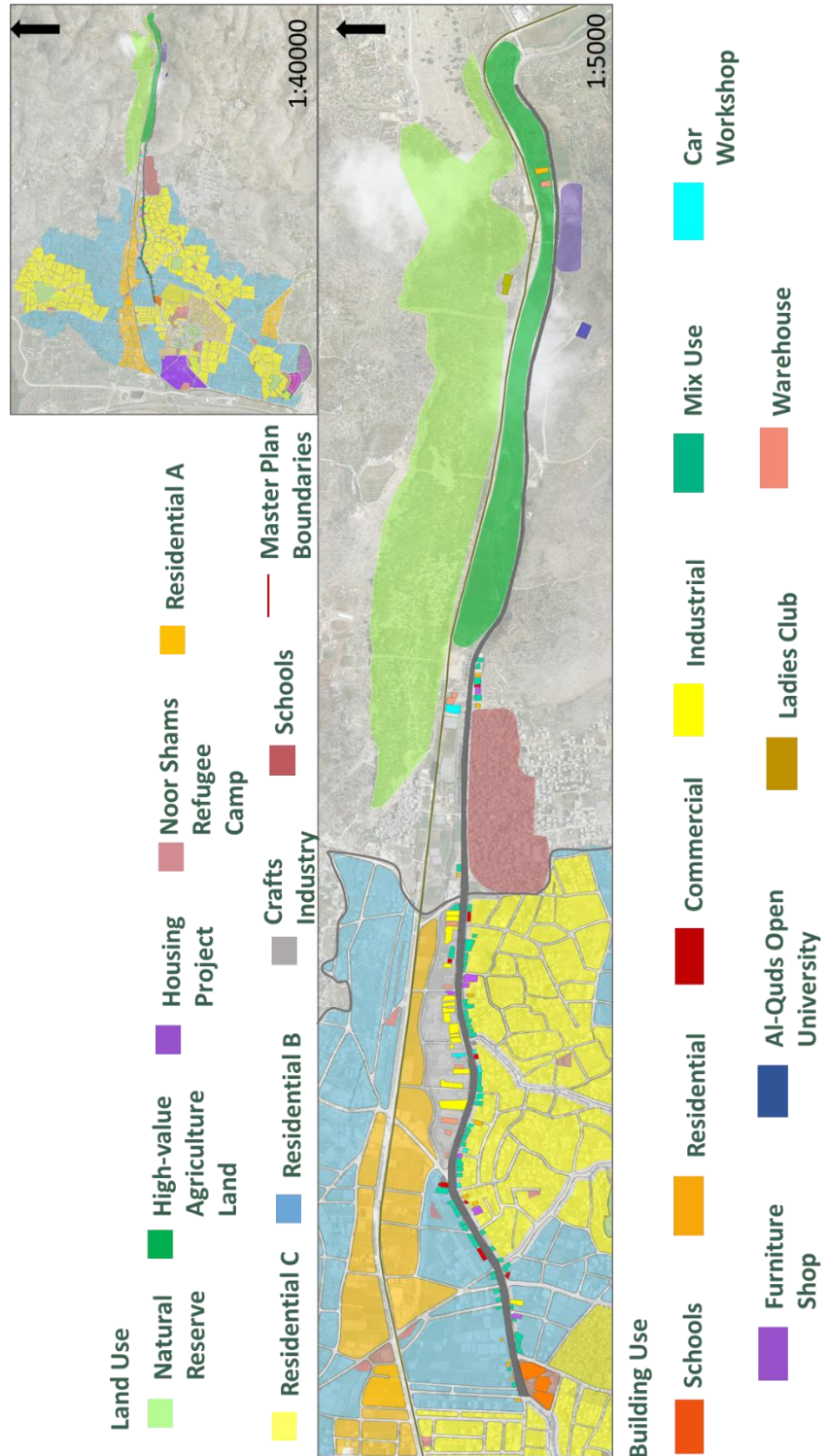
7.1 Introduction

This chapter includes many sections concerning the steps for development of the eastern entrance, starting in studying the actual uses of the entrance and to what extent it corresponds to the master plan uses. Second, determining the approaches or the images which will be reflected through the entrance about the City of Tulkarem. Third, sitting the projects or the action plan which will be undertaken in the entrance in order to enhance the approaches. Finally, going into detailed plans to clearly show some ideas concerning some proposed projects.



7.2 Actual Land Use & Master Plan 2007

This Map shows the actual uses in the eastern entrance.



7.3 Development Approaches

The approaches or the images which will be reflected through the eastern entrance about Tulkarem city were put through a balance done between the old Tulkarem and the new Tulkarem. In other words, the entrance will reflect the importance of Tulkarem in the history and will reflect the importance of the city nowadays. Two approaches were put to develop the eastern entrance:-

- 1) Recreational Approach/Image
- 2) Commercial Approach/Image

Two subtitles go under the recreational image including the history of Tulkarem and the agricultural characteristic of Tulkarem which is unfortunately fading away by time. As mentioned before Tulkarem had a significant importance in the past especially during the Ottoman Empire Period because of the construction of Al-Hijaz Railway. The entrance is parallel to Al-Hijaz Railway. However nowadays the path is there in the form of unpaved road without a track. Moreover, the other image reflects the importance of Tulkarem commercially and more particularly the in the furniture use. When studying the actual uses of the entrance, it is found that

it is mostly occupied by furniture shops where the residents of Tulkarem goes and visit that entrance in order to meet their furniture needs for their properties.



Recreational

- Historical & Agricultural -



Commercial

- Furniture Use -

7.4 Action Plan

The following table (**Table7.1**) shows the action plan or the projects which are been proposed in the eastern entrance in order to enhance the recreational and the commercial images of Tulkarem city.

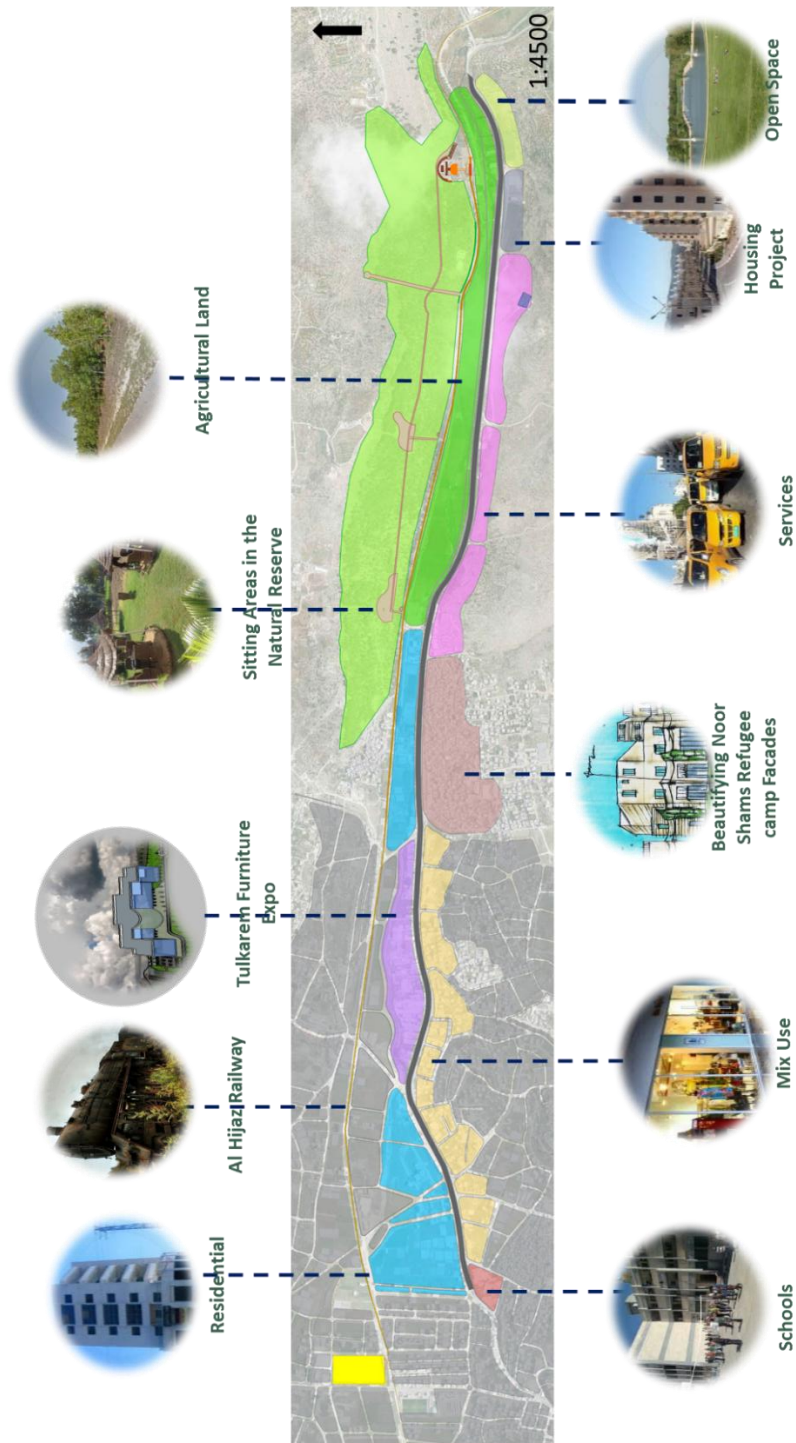
Approach	Action Plan
1. Recreational	Revitalize Al-Hijaz railway, parallel to the main road, and adding boards which shows pictures of how the railway was active in its operation era which contributes in a touristic path
	Propose picnic sittings for families in the Natural Reserve with restrictions and violation fees to conserve its cleanliness
	Planting the main street median with appropriate planting and adding a fence on both sides of the median in order to control the pedestrian movements across the road since it is a main road
	Propose a museum which shows old pictures and films which tells the old life in Tulkarem city especially during Al-Hijaz railway operations
	Propose public taxi service stops, to drop or pick up passengers, along the entrance
	Propose Student Housing for Al-Quds Open University
	Suggest planting the high value agricultural land and opening an agricultural road that crosses the land
2. Commercial	Propose Taxi Stops
	Move the industrial uses to the industrial zone located in Irtah
	Propose a furniture expo
	Beautify the façades of Noor Shams Refugee Camp that are oriented toward the entrance
	Propose commercial shops around Al Quds Open University

Table 7.1: Development Action Plan

Source: Author

7.5 Proposed Master Plan

Following Map shows the spatially reflection of the action plan on the eastern entrance.

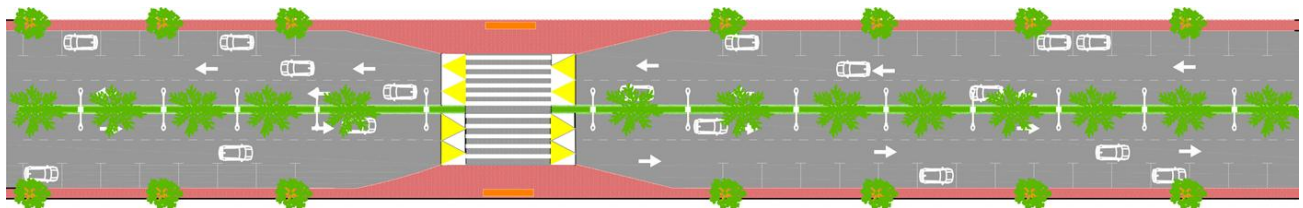


7.6 DETAILED PLANS

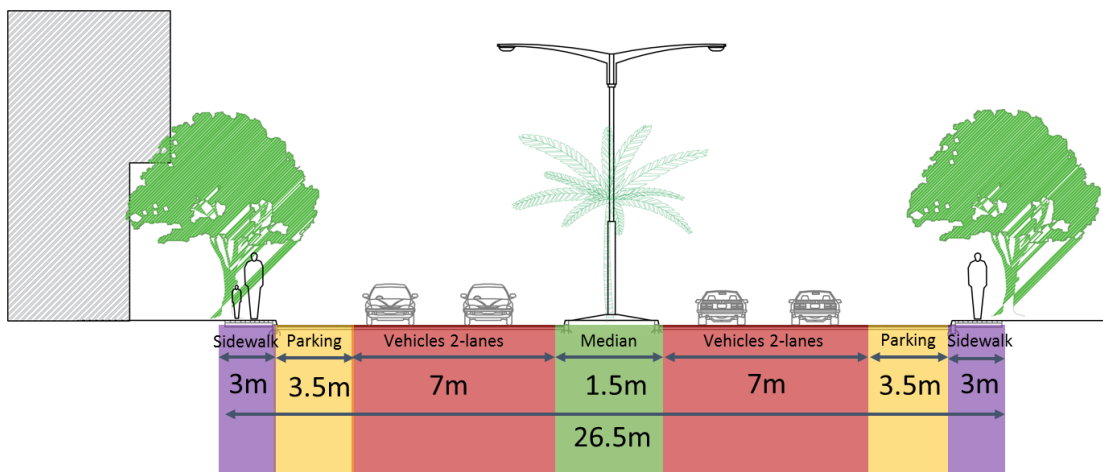
Noor Shams Refugee Camp / Beautifying its Facades



Street Plan & Section

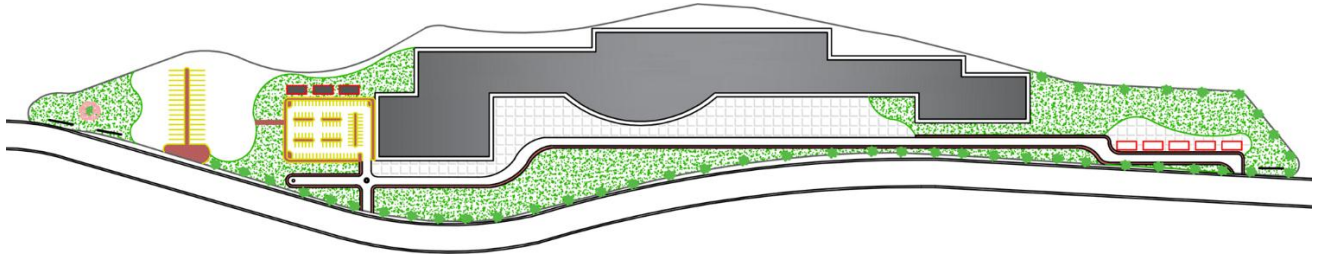


Street Plan

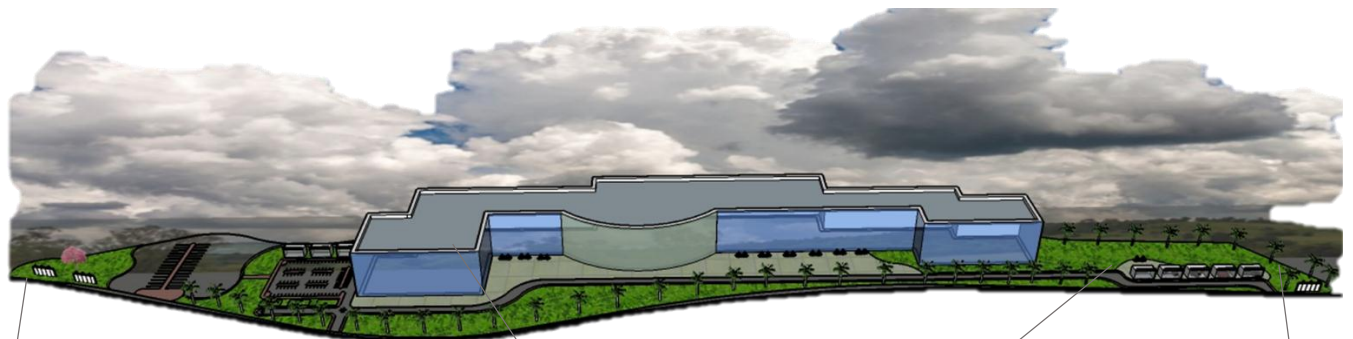


Street Section

Tulkarem Furniture Expo



2-D Plan



3-D Shots



Ideas in Optimizing the Use of the Natural Reserve



Pedestrians Paths



Small Cafeterias and Sitting Areas




Entertainment Activities



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