Urban development of eastern north entrance of Nablus city

Prepared By:
Heba Raed Ghannam

Supervised By:
Dr. Zahraa Zawawwi
DR. Ali Abdulhamid

شكر وتقدير

أشكر الله العلي القدير الذي أنعم عليّ بنعمة العقل والدين. القائل في محكم التنزيل

"وَفَوْقَ كُلِّ ذِي عِلْمٍ عَلِيمٌ"

سورة يوسف آية 76.... صدق الله العظيم

وقال رسول الله (صلى الله عليه وسلم):"من صنع إليكم معروفا فكافئوه, فإن لم تجدوا

ما تكافئونه به فادعوا له حتى تروا أنكم كافأتموه"

الشكر لله تعالى والحمد له كثيرا أن تم هذا العمل بنجاح بعد جهد خمس سنوات . واتقدم

بجزيل الشكر و العرفان لكل من كان له بصمة في هذا المشروع بداية أعضاء الهيئة التدريسية في

كلية الهندسة - جامعة النجاح الوطنية وأخص بالذكر أساتذتي في قسم التخطيط العمراني

ومشرفة المشروع الدكتورة الفاضله التي كانت موجها ومرشدا وداعم لى حتى آخر خطوة في

المشروع د. زهراء زواوي ، والدكتور الفاضل الذي ساندبا بكل جهد ودعمنا بكل ما هو مطلوب

خلال مسيرتنا العلمية د. على عبد الحميد. و كل الشكر والتقدير المساندة الاولى لى في كل

خطوة من هذا المشروع من دعم وإرشاد ويزويد بالمعلومات المهندسة لؤى حوراني

وأخيرا ,أتقدم بجزيل شكري إلى كل من مدوا لى يد العون والمساعدة في إخراج هذه الدراسة
على أكمل وجه

اهداء

إلى الأولى في كل شيء , في العطاء , الدعم والحب والمساندة وسهر الليالي

الصديقة والاخت والمعلمة والمرشدة

أمي الغالية

إلى السند ومصدر القوة والهمة والفخر , الذي يبذل بكل حب دون كلل

والدي العزيز

إلى من آثروني على نفسهم وأطهروا لي ما هو أجمل من الحياة

إلى أخوتي

هيثم , معتصم , محمد , نور

إلى من شاركوني سهر الليالي والدراسة وعمل الميدان وتقاسمت معهم التعب والفرح والحزن

إلى زملائي وزميلاتي في قسم التخطيط العمراني

وطلاب دفعتي الاعزاء الذين لن يفارقوا الذاكرة

إلى كل من يبحث عن العلم بين السطور

فأسأل الله أن يكون هذا العمل فيه خيرا لي ولكم

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Abstract

The development of city entrances is an idea that has been greatly expanded throughout the world because the entrance of the city is an important part of it. It gives a preliminary picture of the place to enter the person and draws a special identity of the city.

The city of Nablus is one of the most important Palestinian cities and plays an important role in the economy, education and other aspects of life. This project focused on the development of the eastern- north entrance of the city with the city of Tubas and with the surrounding villages.

There are many types of housing, including the camp, the Almasaken and the old town of Askar. And near the industrial zone.

The region was analyzed and the opportunities and challenges were drawn.

Accordingly, a number of development projects were proposed, such as proposing a plan for the use of land for the current scheme. Transportation plan. Design projects

Chapter one : Research Introduction

1.1 introduction

Cities emerged in the Middle East before the Islamic era, such as the Pharaonic and Babylonian cities. At the advent of Islam, new cities emerged, such as Taif and Madinah. There were defensive and military cities and many other areas. Cities developed after the industrial revolution in Europe in the mid-18th century.

The entrance to the city is one of the most important landmarks that draw a mental map for the visitor, especially for the first time, and give a first impression of the city. When you move from one place to another, you can predict the entry of a new area.

If it has a building character, for example, or physical characteristics distinguish them from others, such as agricultural plain or huge building , number of these elements are considered to be an identification point for the city. Thus, the person knew that he had arrived the city, but if there was no evidence of the city, the person felt lost, and could not distinguish the area.

the entrance to the city may be natural such as the rivers or mountains, or industrial constructed by humans such as the large gates Muskat old city gate .

The concept of the entrance is no longer limited to element or structure. Many cities have become linked to economic or religious significance Or the political of the city , for example the entrance to AL- Madinah in Saudi Arabia, the gate of the city took the form of the Holy Quran and this reflects the religious importance of it.

the importance of the entrances to cities has showed recently by taking into account in the design and planning as an integral part of the city planning . This is what can be deduced from the numerous studies related to city entrances. In his book "The image of city", Kevin Lynch mentioned elements of the city and its impact on the formation of a visitor's mental image.

Palestine began to go towards the planning of the entrance because of its great importance in attracting the eye of the beholder and form a point of strength for the city and serves as a point of reference for the person to know the place.

This study is concerned with the area that has many characteristics to be the entrance of ' Nablus city ' , I will work in residential zone , refugee campus and entertainment area . these zones make the planning of entrance more challenging due to problems and solutions that we need for it .

1.2 Research problem

As a result of the development of interest in the planning of cities and elements of the city, the research highlights on the study of the entrances of the cities , their importance and its relationship with surrounding and the city as a whole.

Here comes the role of the study in highlighting the city of Nablus as a case study and presentation of planning ideas and design to solve the problems on the portal that will be selected after Studies and analysis required.

1.3 Research Justifications

The importance of this research stems from the great interest of urban planners and designers in the entrances of cities and considering them as the most important elements, that define the city's landmarks and constitute an attraction and interest to its visitors.

As a result, many studies and researches focused on this domain in planning and design because of its economic and social benefits , This research will take a new case study and come up with recommendations and planning ideas that concern decision-makers, scholars and stakeholders.

1.4 research objectives

The main objective of this research is to focus attention on the entrances of cities and their development and re-planning in accordance with the needs and reality because of the great role in the formation of a mental image of the visitor, especially for the first time about this city , the study aims to achieve the following objectives :

• Studying the importance of the city's entrances and its relationship with the city

• Analytical study of elements, facilities and services of entrance

• Planning and design of roads and transport facilities

• Planning and designing urban spaces for the entrance area

• Redistribution and planning of facilities and services in the region

1.5 Research plan and methodology

This section includes three aimس axes:

- **Conceptual and theoretical framework**

The concepts and terms used in the study and the theories that have been used, such as the definition of cities , the elements of the city, city planning, the relationship between planning and city entrances, the types of entrances of the city, by reviewing three case studies at three levels: global, regional and local.
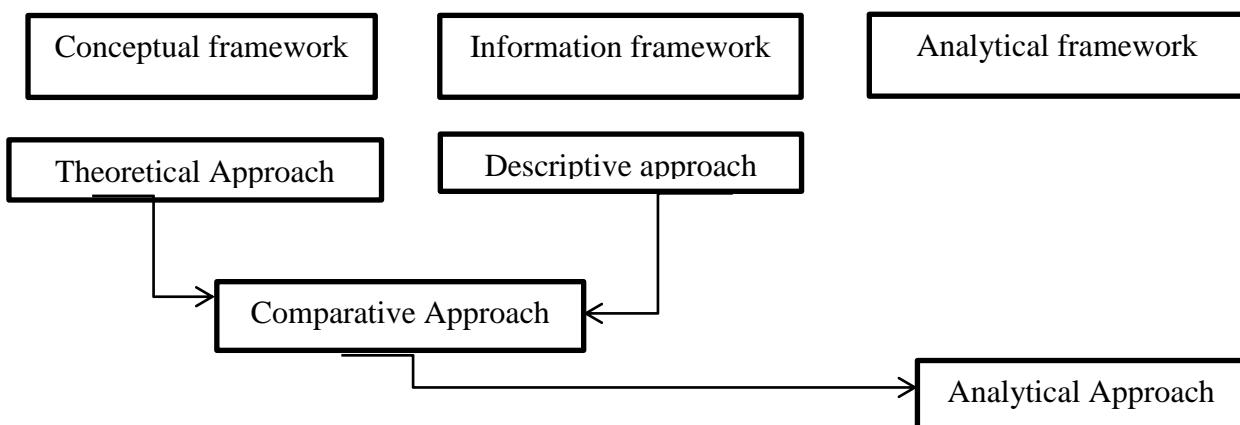
- **Information framework**

At this stage, information about the study area of the project is collected in all its details from services, population numbers, relationship with the neighbor, take into consideration master plan of area.

- **Analytical and Conclusion Framework**

At this stage, the information gathered and the theoretical concepts studied are linked and Making comparisons and proposing realistic solutions that are appropriate to the analysis.

Research methodology

Conceptual framework	Information framework	Analytical framework

Theoretical Approach	Descriptive approach

Comparative Approach

Analytical Approach

- Theoretical Approach: Research, studies and theories related to the subject of research have been used
- Descriptive approach: description of the information collected about the study area such as maps, photographs, statistics, numbers
- Comparative Approach: Linking the first and second parts and comparing similar study cases

- Analytical Approach: Analyzing problems, finding solutions and using indicators to formulate proposals

1.6 resources

- Office resources

It consists of master's letters, research papers, doctoral dissertations, books and references

- Official sources

The information is obtained from official institutions such as the Ministry of Tourism, the annual reports of the Ministry of Environment, the Central Statistical Office

- Semi-official sources

Information, maps, images and statistics obtained from informal institutions in the country such as the Riwaq Foundation, research centers, associations

- Personal sources

The study includes the survey, urban survey and opinion polls conducted by the researcher Through interviews, interviews and observations, in addition to the researcher's knowledge of the study area

Chapter two conceptual and theoretical frame

2.1 city context

2.1.1 city definition

Most people can agree that cities are places where large numbers of people live and work; they are hubs of government, commerce and transportation. But how best to define the geographical limits of a city is a matter of some debate. So far, no standardized international criteria exist for determining the boundaries of a city and often multiple different boundary definitions are available for any given city. One type of definition, sometimes referred to as the "city proper", describes a city according to an administrative boundary. A second approach, termed the "urban agglomeration", considers the extent of the contiguous urban area, or built-up area, to delineate the city's boundaries. A third concept of the city, the "metropolitan area", defines its boundaries according to the degree of economic and social interconnectedness of nearby areas, identified by interlinked commerce or commuting patterns, for example. (the world cities in 2016 , united states , page 1)

The city as a purely physical fact has been subject to numerous investigations. But what is the city as a social institution?
One may describe the city, in its social aspect, as a special framework directed toward the creation of differentiated opportunities for a common life and a significant collective drama. As indirect forms of association, with the aid of signs and symbols and specialized organizations, supplement direct face-to face intercourse, the personalities of the citizens themselves become many-faceted: they reflect their specialized interests, their more intensively trained aptitudes, their finer discriminations and selections: the personality no longer presents a more or less unbroken traditional face to reality as a whole. (what is city , Mumford 1937 , page93)

The city is a related collection of primary groups and purposive associations: the first, like family and neighborhood, are common to all communities, while the second are especially characteristic of city life. (what is city , Mumford 1937 , page 93)

social facts are primary, and the physical organization of a city, its industries and its markets, its lines of communication and traffic, must be subservient to its social needs. Whereas in the development of the city during the last century we expanded the physical plant recklessly and treated the essential social nucleus,
the organs of government and education and social service, as mere afterthought, today we must treat the social nucleus as the essential element in every valid city

plan: the spotting and inter-relationship of schools, libraries, theaters, community centers is the first task in defining the urban neighborhood and laying
down the outlines of an integrated city. (what is city , Mumford 1937 , page 93)

2.1.2 urban identity

Identity is one of the essential goals for the future of a good environment. People should feel that some part of the environment belongs to them, individually and collectively, some part for which they care and are responsible, whether they own it or not. At the urban level, the environment should be such that it encourages people to express themselves and to become involved. Considering older cities in general, it is agreed by many theorists that the organizing elements of the city are the districts and the public domain, the street and the square. However, this acknowledgement is in opposition to important trends in contemporary city planning. New urban developments, owing to local economic politics, is usually oriented towards creating a monotonous and standard image. Consequently, buildings are designed with little concern for their relationship to each other or for the overall effect of the city. Spaces left between them have become undefined, undesirable, useless and unliveable. To change this, we must develop a sensitivity to public spaces; not only in central civic and business districts, but also, and most importantly, in urban and peri-urban quarters, where the spaces between are becoming more important as densities increase. (The quest for urban identity in the changing context of the city, Derya Oktay page 261)
Place identity is closely linked to personal
identity," I am here supports I am"(the image of city ,Lynch 1981, page132).
 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.
Identity is "the distinguishing character or condition of a person or a thing" according to *Webster's Ninth New Collegiate Dictionary* (1983). Lynch (1981) also defines identity as "the extent to which a person can recognize or recall a place as being distinct from other places". Like individuals, cities should have character and distinctions
The identity of a settlement, relative to its surroundings, depends on a certain density. Certainly villages and towns from any period or part of the world were characterized by being dense. This quality, therefore, seems to satisfy a basic human need. Here, one might refer to the need for defense, a factor which certainly played an important role. However, as stated by Norberg-Schulz (1971, p 30), density also appears where defense was unnecessary. The motivation, therefore, lies deeper. It is known that the Egyptian hieroglyph for "city" also meant "mother". The city was experienced as something close, warm and embracing. In general, it corresponds to what is usually known as "human scale".(Urban Identity in the Entrance of City , *1Zohreh Torabi, 2Yalda Sima2013, page 48*)
It is a measure of growth for the city; on the other hand, when a city or community grows, some of the identity characteristics in the growth, change and gains new organization. In this structure, the city's identity should be considered as benchmark for the development and a factor to the promotion of environmental quality so that it will provide background for contribution and security of the people. Urban identity must be considered as a kind of public identity. It means that this identity as a district

or city identity will be meaningful when it can show itself physically in the quality of the city provided that the manner of the city is understood correctly. (Urban Identity in the Entrance of City , *1Zohreh Torabi, 2Yalda Sima2013,* page 53)

The static physical setting, the activities and the meaning constitute the three basic elements of the urban identity of places area. The first two of these elements can probably be easily appreciated, but the component of meaning is much more difficult to grasp. Much more focus must be put on the sense of place which is the aura and impression of this place. Meaning and character have more than a purely visual or spatial dimension, and they cannot be instantly achieved by the implementation of a new urban design scheme. Thus the physical component can be understood as comprising nature and the built environment (Clare & Francis, 1997).

2.1.3 Elements of Identity

In the meantime, the city landscape confusion and destruction of familiar urban spaces and outstanding urban signs and forgetting these institutions various parts of the cities over time will fade urban identity. It is better to point out that here the related organizations and municipalities have great role in maintaining these elements. Now we have to understand which of these elements can act as an identifying and cultural symbol. different elements can be considered as an element of identity :
Entrance , Religious Monument , Hotel , Bathroom , Square , Commercial Building ,Bridge , Garden , Tomb , University , Tower , Cultural Center , Market Places
All of the above-mentioned elements are considered here as an entrance identity element . (Urban Identity in the Entrance of City , *1Zohreh Torabi, 2Yalda Sima2013,* page 50)

2.1.4 the image of the city

City image is important because the ability to recognize objects in our environment is critical to our ability to act and function in places effectively (Lynch, 1981).
 Thus, the ability of a city is somewhat depends on its ability to be easily found and identified. Kevin Lynch made a connection between psychology and environment, at a time (when many psychologists preferred laboratory experiments to the wondering variables of the complicated, real world (Banerjee &
Southworth,1990). It's worth mentioning that lynchian thoughts were the solid foundation for many other theories of good urban design.

Performance of the city
The degree of good city performance is determined by its ability of providing biological, psychological, social and cultural requirements to its inhabitants. Once these requirements have been specified, then an estimation could be made offering to which degree the city is good , Kevin Lync summarized these requirements in five points, they are:
Vitality
The degree to which the city sustains the essential, biological performance of human beings: this is the supports of our bodies needs such as water, air, energy and food,
**Sense**
It is the degree of fit between the physical city (form) and the way people recognize and organize it in their minds. In other words, it is the degree of homogeneity between environment and observer.

Fit

It is the match between the action (function) and the physical city (form), this is the requirements of our culture. It is " how well the spatial and temporal pattern of a settlement matches the customary behavior of its inhabitants" (Lynch, 1981, page 151)

Control

It the degree to which the environment is under the control of the people who actually use it or reside in it. According to Hall, control gives people feelings of power and stability. People feel in control when there is enough social and physical space to do as they need.
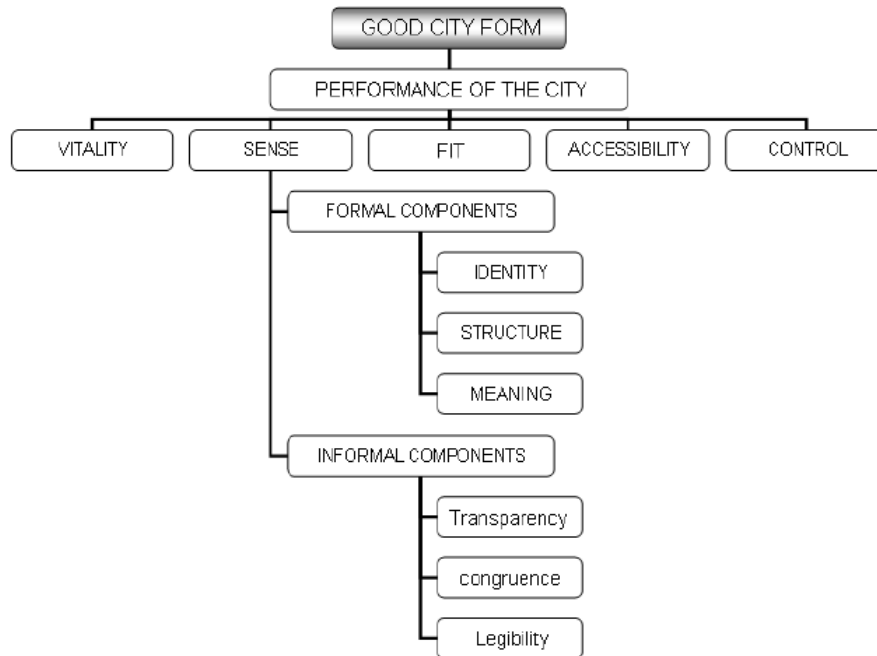
Building the image

As mentioned before, environmental image is a two- way process. It is a complex process results from an interaction between observer and environment, so the image is built by association (Lynch, 1960).

" City order is related to the way in which people perceive or read and understand the environment" (Moug htin, 2003, page 26). Lynch describes observer as a citizen who " has had long associations with some part of his city, and his image is soaked in memories and meanings" (Lynch, 1960, page 1). He divides environmental elements into moving elements(such as peoples, their activities) and stationary physical parts. Way-finding in his theory is related to two things: physical elements and a map drawn in peoples mind, this map is what Lynch named mental map or cognitive map.
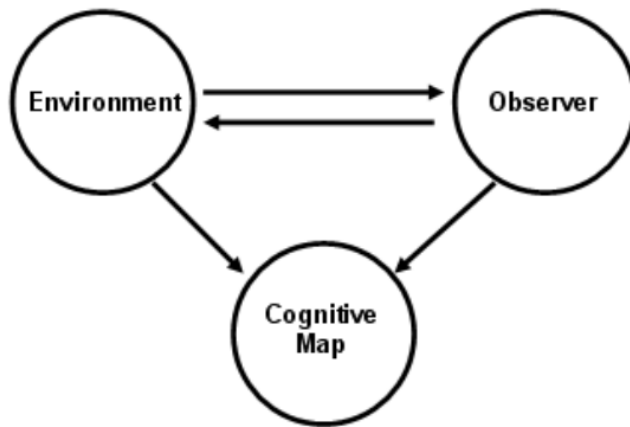
The interaction between observer, and environment leads to cognitive map.

physical elements classified into natural elements and man-made ones.

Natural elements

are all elements that man did not make, but exist naturally like sun and rivers.

man-made elements

are all elements that man makes such as buildings, bridges, vehicles, etc.

Characteristics of environmental elements, whether they are natural or man-made, determine the visual quality of the built environment.

Lynch analyzed the effects of physical perceptible objects, Peoples first create a mental map that constitutes a mental representation of what the city contains, this mental representation, along with the actual city, contains many unique elements One of the most important prospect of his book was the five elements of a city.

The five elements are as follows:

Paths:

Paths are the ways or channel where people occasionally move. It can be a road, railway tracks, canals or streets.

Edges:

 Edges are the boundary between two elements. It is the linear element other than paths. It also separated different views of a city.

Districts:

Districts are larger part of city where people can go inside and it also have a distinct character.

Landmarks:

 Landmarks can be anything which are distinct like a statue, a gate, or any prominent element where people consider as a reference.

Nodes:

 Nodes as the name suggests are the points or foci where two elements intersect or connects. It can be a cross-section of a path or an entire district. Nodes are the foci where people can enter.

These elements can be incorporated in many cities especially in new cities. These elements help people to navigate through the city and it also creates successful cities
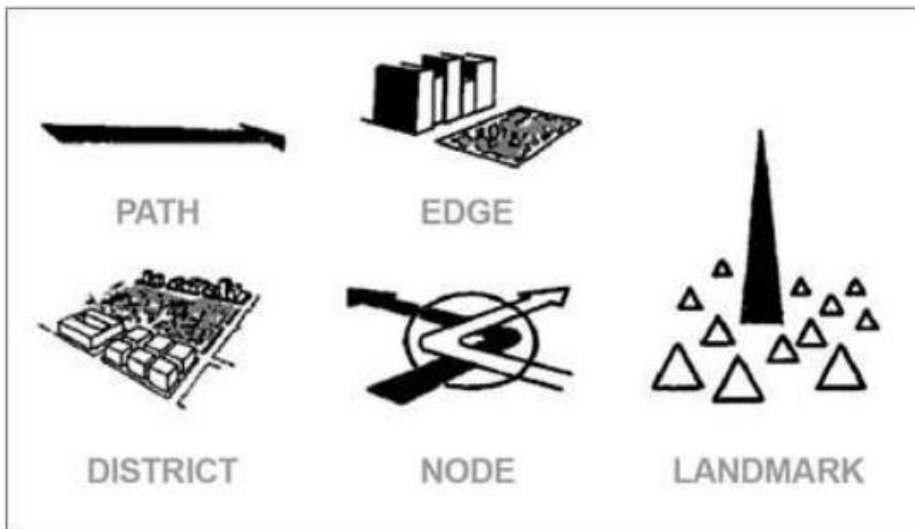
2.2 entrance context

2.2.1 concept of city entrance

In order to recognize entry procedure and city entrance concept, we should discuss entry briefly. It should be mentioned that entry concept has special qualities and complexities, so historically city entry has always had extraordinary importance .

We should generally state that entry is not just a physical location to enter and exit, but it carries deeper artistic, visual and philosophical concepts. The main role of entry is mediating between two territory which links in and outside. Auto Fredrisch Bolenov argues that this duality between inside and outside is the base of space understanding and may be followed in all aspects of human life.

Human being needs outside and inside space and requires moving between these two. Norberg Schultz believes that the relation between inside and outside is one of the basic principles of architecture .(City Entrance as Suitable Potentials to Gain Identity, Somaye NORAEI, Zahra Sadat SHEKARFOROUSH1 , Bahareh Ashraf HESARI 2015 , page 1214)

With the expansion of geographical territories of city and consequently, change in the functional aspect of city borders from wall and compass to urban edges- suburb- the concept of city entrance has changed as an entrance to boundaries different from nature. In other words, changing position from nature to city and vice versa has occurred without any mediator or soft space and two unfamiliar environments join to each other with the most terrible way possible. 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). .(City Entrance as Suitable Potentials to Gain Identity, Somaye NORAEI, Zahra Sadat SHEKARFOROUSH1 , Bahareh Ashraf HESARI 2015 , page 1213)

So, identifying the position of city entrance and organizing and designing it as a mutual space- urban and suburban-seems necessary. With cultural and geographical expansion and territory change of cities and the occurrence of multilateral framework, functional and social transformations in them as bio-complex, concepts like enclosure, limits, and entrances and…, have changed their meaning and value or been completely destroyed. Entrances and exit ways that in ancient cities were exemplified as urban gates have lost their locality and now find meaning just when the audience feels himself completely in the city environment. Now there is nearly no defined location or exact image for the entrance joint of city.

In fact, we may argue that penetrating the city territory is possible from several points, points that often lack framework or symbolic characteristics of entering the new territory. The signs showing entrance to urban environments are nowadays mostly a few signs showing geographical and political boundary, welcome signs, entrance boulevards and squares that are repeated more or less for all cities with similar characteristics.

This is while the entrance concept finds functional meaning when there is a clear definition of in and outside. Generally we may say that entrance concept doesn't act as transferring the city characteristics and location feeling but acts as just a sign for changing motor scale and it seems that this scale change may not be defined for a special and specific location .(City Entrance as Suitable Potentials to Gain Identity, Somaye NORAEI, Zahra Sadat SHEKARFOROUSH1 , Bahareh Ashraf HESARI 2015 , page 1214)

gate or gateway is a point of entry to a space which is enclosed by walls. Gates may prevent or control the entry or exit of individuals, or they may be merely decorative.

2.2.2 Emphasis on the identity of city entrance

Emphasis on the identity of city entrance is possible via the following methods:

- Establishment of Some of the known activities which bears the value of identity for the city.
- Reinforcement of Functions and suing the land which in the minds of the public has characteristics of an accepted city.
- Reinforcement of Vision and landscape to one or more elements of natural signs (such as mountains, Rivers, gardens, etc), or elements of artificial signs (such as religious buildings, historical monuments and important streets, etc).
- Use of special symbolic forms
- Use of the identity elements (taken from Native body morphology of the city) in the total and Components of volumes and Walls of building.
- Using the signs and elements which are set up in the entrance of the city that will reinforces the identity concept of it.

These symbols can show themselves as posters, billboards or green areas like palm trees In visualizing of the identity elements (giving the physical aspects of the identity element) it is necessary to pay attention to the following points:
- Strictly avoiding the superficiality.

- Being innovative, but if innovation reduces understanding and readability of signs, using the basic symbols is better.
- Different signs should have various designs. At the same time, monotony and spontaneity should be avoided.
- They should be abstract as far as possible but being abstract should not reduce the projection to the beneficiaries. (It is really true that being more abstract makes the elements and signs more specific).

These elements and signs should be distributed in the entrance of the city. This distribution does not necessarily mean equal accumulation. For example by passing through visual aspects to mental and finally to physical ones, the accumulation of the elements can increase and more outstanding elements can be used. Establishment of the elements should be selected deliberately. Establishment of symbolic elements should be selected in a way that it causes visual sequence and making scales on the way of movement.

It can be said that probably the most difficult part of the definition for entry to the city is to select and use conventional instances for the purpose of identifying characteristics of it.

2.2.3 elements of city entrance

Entrance , Religious Monument , Hotel , Bathroom , Square , Commercial Building ,Bridge , Garden , Tomb , University , Tower , Cultural Center , Market Places
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2.3 urban design context

2.3.1 urban design concept
Urban design in short is an art of designing places for people and is one of the important elements in urban planning, especially for a compact and dynamic city . It concerns about the total visual effect of building masses, connections with people and places, creation of spaces for movements, urban amenities and public realm, and the process for improving the overall townscape. Urban design sets the framework for the physical and spatial arrangement and composition of built-forms and their three-dimensional relationship with the spaces around them and the surrounding settings for achievement of aesthetic and socio-cultural qualities.
Urban design should focus on the basics of urban design which recognize the positive attributes of city . The direction and concepts would be to preserve and enhance the positive attributes while improving aspects of the built environment that are less than satisfactory. (Hong Kong planning standards and guidelines ,the government of Hong Kong 2015 , page 1)

2.3.2elements of urban design

Urban design should focus on the basics of urban design which recognize the positive attributes of the city . The direction and concepts would be to preserve and enhance the positive attributes while improving aspects of the built environment that are less than satisfactory. It involves the design and coordination of all that makes up cities and towns:

Buildings
Buildings are the most pronounced elements of urban design - they shape and articulate space by forming the street walls of the city. Well-designed buildings and groups of buildings work together to create a sense of place

Public Space
Great public spaces are the living room of the city - the place where people come together to enjoy the city 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.

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-Elysees 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.

Landscape
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 a city and creates soft, contrasting spaces and elements. Green spaces in cities range from grand parks such as Central Park in New York City and the Washington DC Mall, to small intimate pocket parks.

Transport
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 balance of these various transport systems is what helps define the quality and character of cities, and makes them either friendly or hostile to pedestrians. The best cities are the ones that elevate the experience of the pedestrian while minimizing the dominance of the private automobile

Chapter three : Case studies
## 3.1 universal case study
A) Bojnourd Entrance –Iran-

WESTERN ENTRANCE FEATURES
- Natural location and extraordinary landscape
- DESIGN BASES AND GENERAL IDEAS
- When designing city entry we confront two audiences: first, the citizens of the city who directly communicate with the city spaces and second the travelers that we confront with temporarily and require special spaces and facilities
- In transit cities like Bojnourd, they should pay attention to their flexibility and possibility of using them during the whole year for citizens
- city entrance is the suitable factor to give identity to a city,
- A process of changing the system of driving outside city to the traffic movement inside the city(moving from boundlessness of the nature to urban intertwined system; from the scale of driving speed to the scale of urban movement; form lack of details and hierarchy to the increase of density of details and urban symbols; form coarse grained compactness of suburb to residential fine grained compactness inside the city; from sparse plant cover to the systematic thick green layer and from the natural symbols in the way to the urban manufactured symbols.)
- 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.
-

THE DESIGN OF BOJNOORD ENTRANCE
Hence the entrance of Bojnourd has been designed in 5 consecutive sequences and a zero sequence which has been acquired by default from the facilities of existing situation
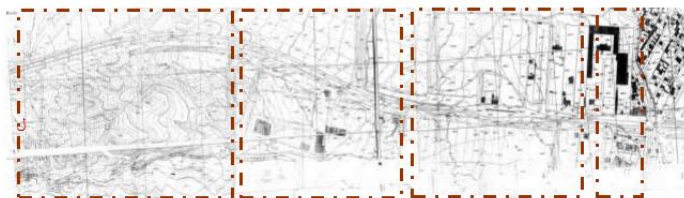
THE FIRST SEQUENCE

The first point of visibility of city perspectives in the tortuous pass which may not be altered because of its much distance from the city but the location of an interurban mosque and travelers' service complex are considered as the first signs of approaching Bojnourd.

In this point located in about 5 km from the city, the far perspective of the city comes continuously in front of the eyes of driving audiences and about 2 km from the city this scene covers the sight horizon completely

Mosque and travelers' services
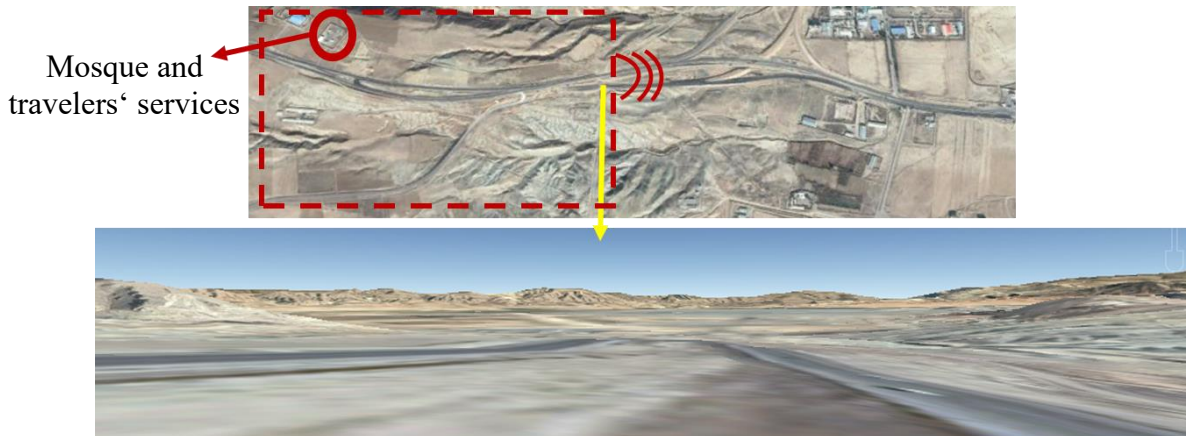
THE SECOND SEQUENCE

The intersection with different altitudes and the related links form the second sequence of the project which besides its traffic function creates visual and symbolic changes in the process.
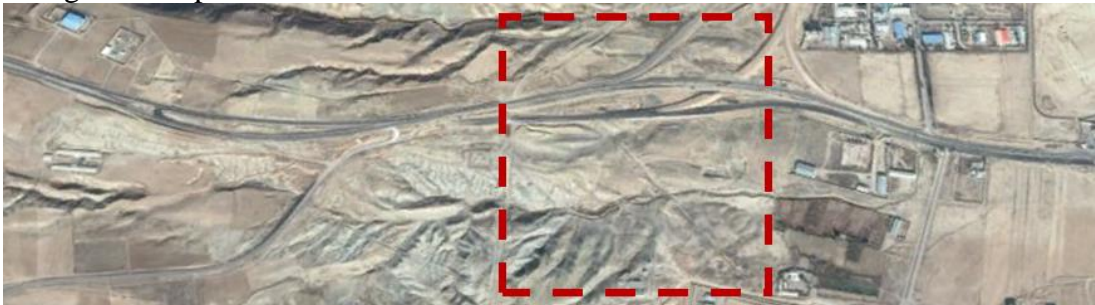
THE THIRD SEQUENCE

After this intersection the third sequence of project begins.
The main role of this sequence is the importance of main road traffic combination with the slow moving and links of intersections with different elevations and the division of industrial suburb.

THE FOURTH SEQUENCE

increase in details and functions and the necessity to completely prepare the audience to enter the urban context. The fourth sequence of project accommodates more detailed hierarchy which satisfies the need to increase details hierarchically. The designed plan for the fourth sequence is as follows
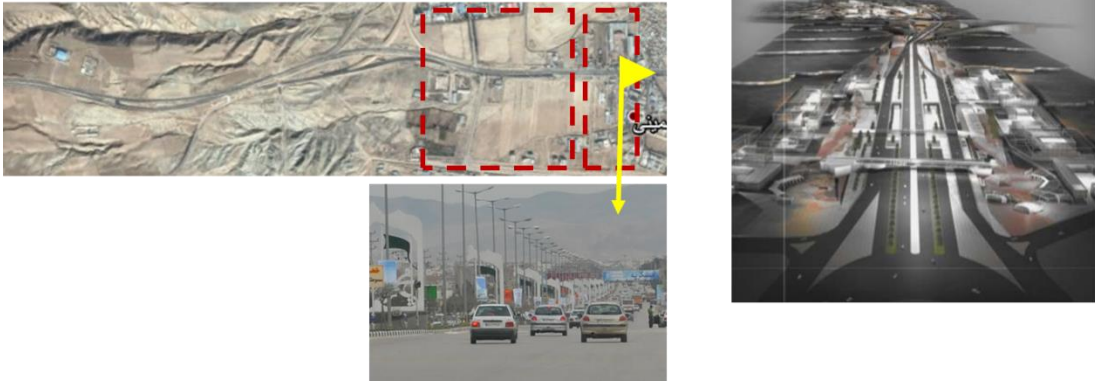
THE DESIGN ELEMENTS IN THE FOURTH SEQUENCE

- general offices required for the city
- Two linear parks with similar recreation- touristic functions were organized in both sides of project.
- Centers of information and purchase for travelers are considered for the travelers in linear parks.
- pedestrian overpasses
- Garden ditches or transversal communication
- market overpass- converting an overpass to a functional complex (touristic shopping mall)-
- urban spaces on two sides as pedestrian gatherings' squares
- Slow moving vehicles with traffic functions

The final sequence of procedure is considered an important sequence and has mutual function and concept. A square with the dominant role of traffic knot which acts as a divider and moderator of driving traffic is like a filter for entering the city. In fact the square is the turning point of entrance procedure to be converted to an urban substructure. This square acts like the final point for entry procedure and the beginning point for being located in urban environment.

We now find 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 we are 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.

In fact, designing city entrance is to plan a two featured project: a feature to the nature and a feature to the city. 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.

B) shiraz entrance

Quran Gate is considered as one of city gates of Shiraz, but studies say that this gate with its special characteristics has been a symbolic gate showing the religious belief of people which has got the role of city gate by the expansion and development of city and destroy of its fence in the end of Qajar time.

The connection role and special success of Quran Gate or "Tang 1 Akbar" as the only connection way of Shiraz Plain with north western part of Fars and the effects of its surrounding environment on travelers together with cultural and religious motives inspire the feelings of visitors and gives special value to this symbolic gate of Shiraz.

It is located in Shiraz near Allah Akbar Tang between Baba Kouhi Mountain and Chehel Magam

Settlement condition:

Examining the topography of the region we can see that in northwestern of Fars high places are joined to each other and has made deep and dreadful precipice and passages are very difficult to pass, but the more we go toward southeastern the distance of mountains from each other becomes more and the plains between them becomes vast.

These routes mostly pass the valleys and arduous gorges and most of them are exceptional routes remaining from Achaemenian period and are repaired in other periods. In times of Achaemenian and other dynasties before Islam this was the only route connecting Shoush, Part, Send, Persian Gulf coast and other cities of Khouzestan to Takht Jamshid and Pasarqad. In Sasanid times that Bishabour, Gour (Firouz Abad) and

Kamal Abad cities were thriving the connection to pool and other central and northern cities of Iran was possible only by passing the Shiraz plain and the narrow pass named "Allaho Akbar" where Quran Gate was constructed.

From the other hand naturally Shiraz is a city in a plain surrounded by high mountains; due to high mountain no sign of city can be seen from the road when coming from northern part of country until the travelers reach "Allaho Akbar" narrow pass and in this place they can see the beautiful landscape of Shiraz city from Quran Gate frame; in such moment they will be surprised and involuntarily open their mouth to praise all this beauty and would say "Allaho Akabar" (God is the greatest) from heart.

Diyalafoa explains in his travel account: "… Suddenly between the mountains I saw a red plain inside of which was covered with domes of colored tiles and it did not take long that the fence and tower of city and the gardens around city with cypress trees showing off in them appeared front of my eyes and remind me of Jackob grave yard in Istanbul." Of course it is natural that after the traveler endures the difficulties of walking in barren deserts would get mad and happy of seeing such beautiful landscape of governor-resident city of Fars province.

Cultural and religious specifications:
The first thing coming to mind seeing Quran Gate is passing through a glorified and magnificent gate where Quran is put on top and putting the soul and spirit of oneself under the care of a God who has created all universe.
Passing under our holy book, the Quran, when traveling, is one of the visual aspects of our religion and is propounded as a religious tradition and custom. The people aiming to take travel to other cities and leave city would pass under Quran as a custom in the beginning of their trip to avoid difficulties and dangers and keep healthy during their trip. This tradition had surely influenced construction of Quran Gate; one volume of Quran is put in a room on top of Quran Gate thus the travelers would take trip unworried and tranquilly passing under this gate.

Manifestation of feeling:
One of the characteristics of this gate which needs profound thinking is its exceptional geographical situation and the effect which it puts on the soul, mind and feeling of passengers. When passing under the gate the travelers would pray God and be thankful to him with a calm and quite heart for the successful trip they had and for being away from dangers and difficulties during their trip; in such a point the hearts will calm down and the Quran gate with a Quran on it is located just there.

(International Congress of Aesthetics 2007 "Aesthetics Bridging Cultures" Beauty Secrets of Quran Gateway Shiraz-Iran**)**

3.2 regional case study
This part of chapter take an example of entrance from the surrounding countries of Palestine

Quran Gate
is a landmark on the Makkah Mukkarram road of the Jeddah-Makkah Highway. It is the entrance to Makkah and the birthplace of Muhammad. The gate signifies the

boundary of the haram area of the city of Makkah, where non-Muslims are prohibited to enter. The structure is that of a book, representing the Qur'an, sitting on a rehal, or book stand

Gateway is built as an arch over road, and consists of three main parts:

- two *premises* each 30 m × 48 m (98 ft × 157 ft) wide and about 3 m (10 ft) tall, and located at sides of the road; act as support blocks for *wings* (make arch)
- two *wings* each about 80 m (262 ft) long, 48–18 m (157–59 ft) wide and 20 m (66 ft) tall, and stretching-up from *premises* to merge about 23 m (75 ft) above the road; act as support foundation for *book* (its stand)
- open *book* with two pages about 16.5 m (54 ft) long and 26 m (85 ft) wide each, and spanning 23–31 m (75–102 ft) above the road; acts as main symbol for arch

The main part is structure of the Islam's *Holy Book* – Qur'an, sitting on a rehal (book stand).[3][4]

Reinforced concrete was used as primary building material; plastic, glass, wood and other materials are also present (e.g. Islamicluminous mosaics/vitrails beneath arches, arched entrances into premises etc.). Whole structure is decorated with various patterns and can get illuminated at night in many different ways.

Under structure there are palm trees planted in line along *divide-island*, as well as other lower trees and ornamental bushes growing on *island* around palms and at free land space beside four-laned parkway (divided highway). On its sides there is fine-cut boxwood inside tidy gardens, with shaped and perimeter fences, small parking lots and other auxiliary facilities extending into a big complex.

20
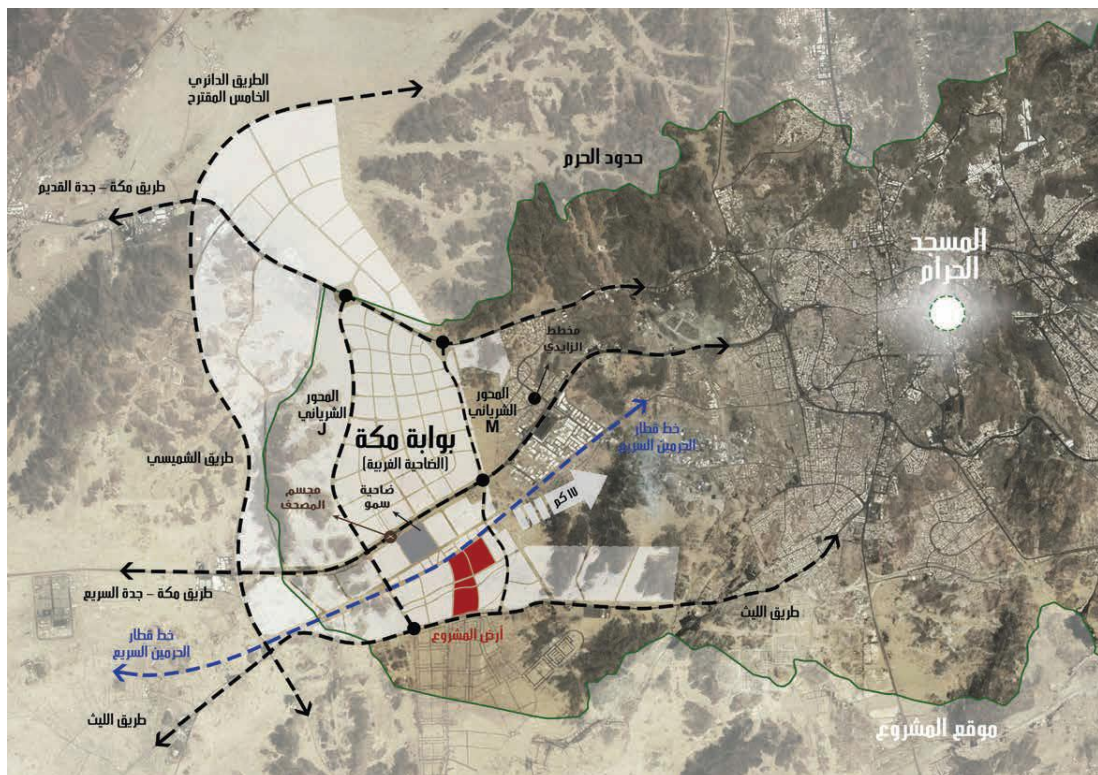
3.3 local case study

- Tulkarm 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.

Nablus street is the eastern entrance of Tulkarm city , The street was considered the beginning of the city center , Some businesses have emerged on this street to exploit traffic activity

PLANNING & RE-DEVELOPING CITIES' ENTRANCES
is the idea of urban planning student's project , she proposed two Development Approaches:

Recreational
- Historical & Agricultural -

Commercial
– Furniture Use -

Rahaf khader student in urban planning engineering department   proposed master plan that achieve the approach in her graduation project

Actual Uses

Land Use

- Natural Reserve
- High-value Agriculture Land
- Housing Project
- Noor Shams Refugee Camp
- Residential A
- Residential C
- Residential B
- Crafts Industry
- Schools
- Master Plan Boundaries

1:35000

1:15000

Building Use

- Schools
- Residential
- Commercial
- Industrial
- Mix Use
- Car Workshop
- Furniture Shop
- Al-Quds Open University
- Ladies Club
- Warehouse

Proposed Master Plan

Residential

Al Hijaz Railway

Tulkarem Furniture Expo

Sitting Areas in the Natural Reserve

Agricultural Land

Schools

Mix Use

Beautifying Noor Shams Refugee camp Facades

Services

Housing Project

Open Space

1:15000

22

Chapter four : Site analysis
4.1 justifications of site

The city of Nablus is in a region rich in springs of fresh water in central Palestine on a rectangular valley extending from east to west located between the mountains (North) and Jerzim (south) between latitude 32.13 and longitude 35.16 north of the equator.

On the Ghor, which is called the Nabulsi River, which extends up to the Jordan River, while its opening extends from its western valley to Wadi al-Tuffah, which extends to Wadi

Zumer in Tulkarm, and extends its northern mountains to the north end south of Marj Ben Amer near Jenin, while its southern mountains southward to connect

The Jerusalem hills are directly connected where there are no natural boundaries separating them from each other.

(Nablus the story of city , 2011, p 1)

Nablus city have a rich history in many periods arranged as follow :

- Canaanite period
- Roman period
- Ottoman period
- Period up to 1970
- Period up to 1986
- Palestinian authority period

Each of these period had a special character ,

Canaanite period 19th century BC:

The fortified city was a strategy of international importance since 1800 BC. It was also a center of Canaanite religions and political life. It is understood from ancient Egyptian texts that Palestine's relationship became serious in Egypt from the beginning of this era
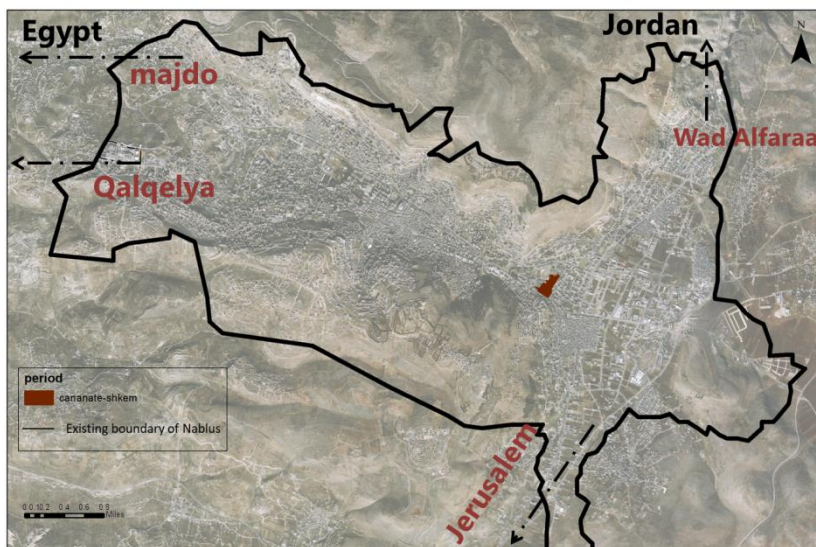
Boundaries of Shakem city is on Tall Shakem , with entrances for trading with Egypt and other uses .

The Canaanite city had two main streets with eastern and western gates .
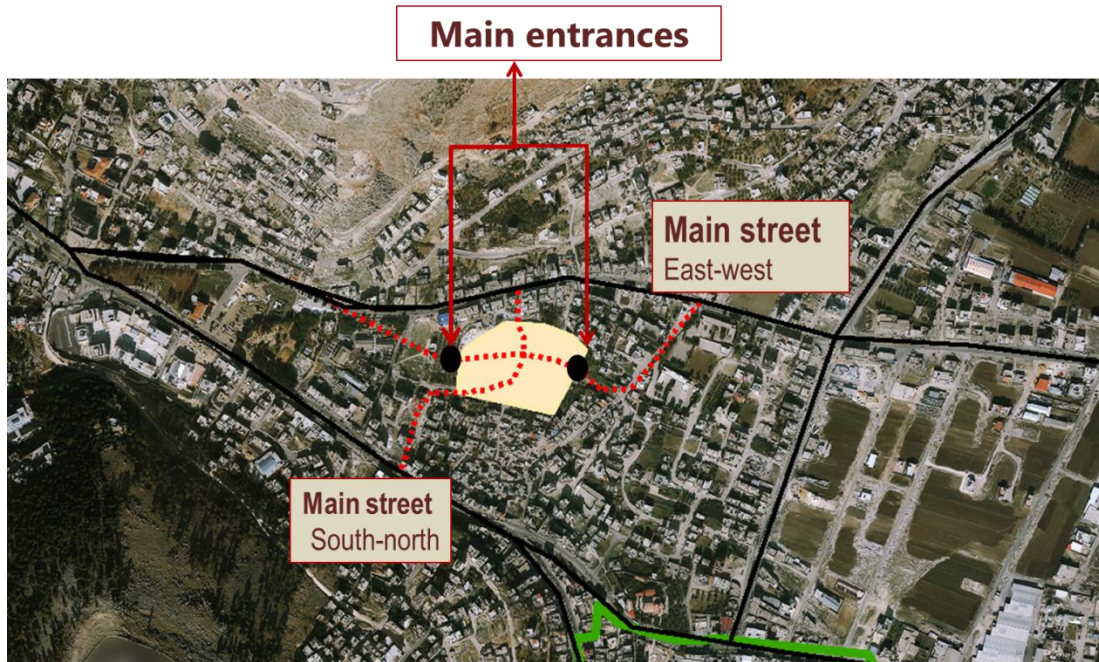
Roman city 69 – 72 AC

The Roman city was built on the ruins of a Samaritan village historically known as the"Mamurtha".
The main street in the Roman city is called the DiCamanos and consists of four lanes at this time .
The outer limits of the city were identified by the east-west road, which is considered the entrance and exit of the city and south of this road was the city wall
(DR. Ibrahim Fanni , maabarata – mamarrata , p 29)
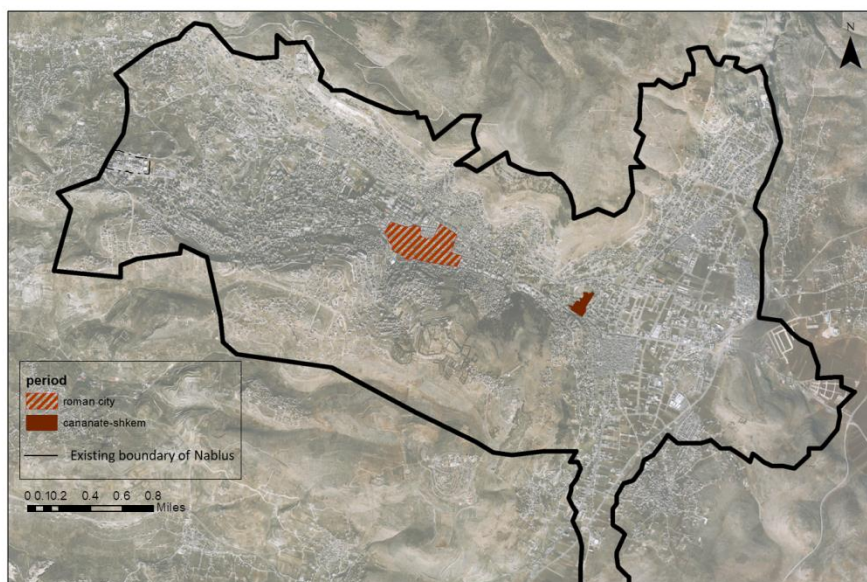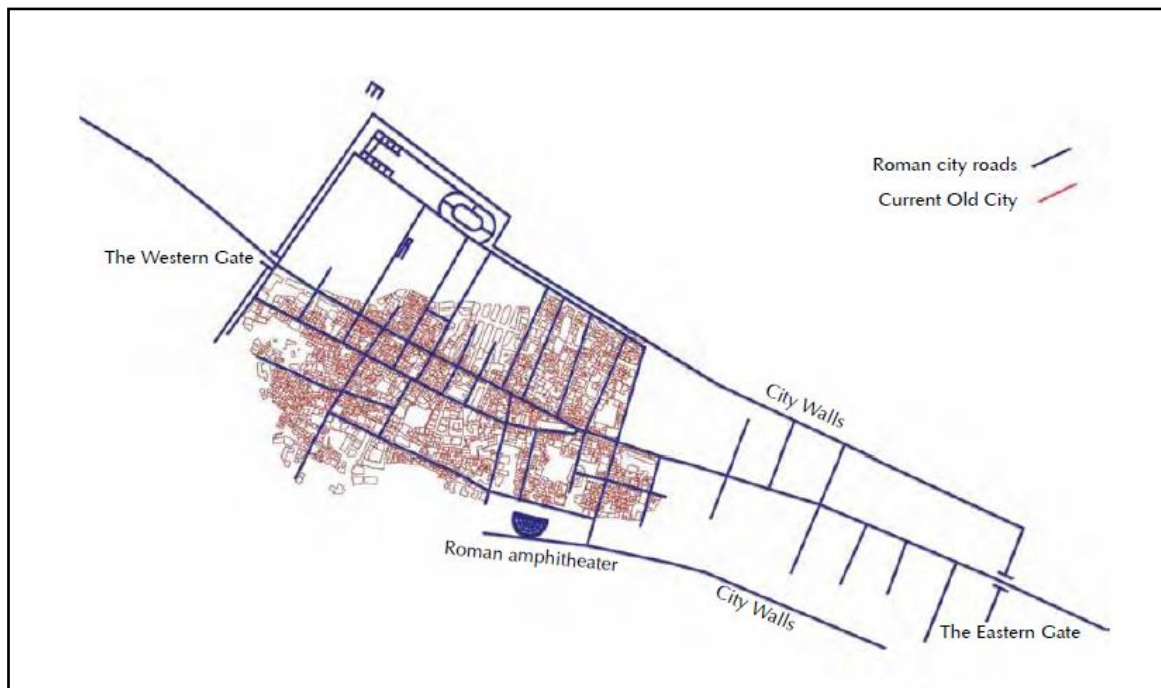
The boundary of city was determined by eastern west road as entrance and exit of the city with wall in the south

Ottoman period :

- The Levant was divided into brigades

- Each bridge includes several Sangaks

- Nablus follows Beirut brigade

- The Hijas railway was established

- The economic importance had increased

- Souq Alkhan is the most important market

ولايات وسناجق الشام العثمانية ١٨٥٦ – ١٩٠٠

British period

The relation with surrounding areas is limited due to British mandate , although ; boundaries of Nablus city was expanded and entrances connects Nablus with Aleppo , Mediterranean sea and Jerusalem

Period up to 1970
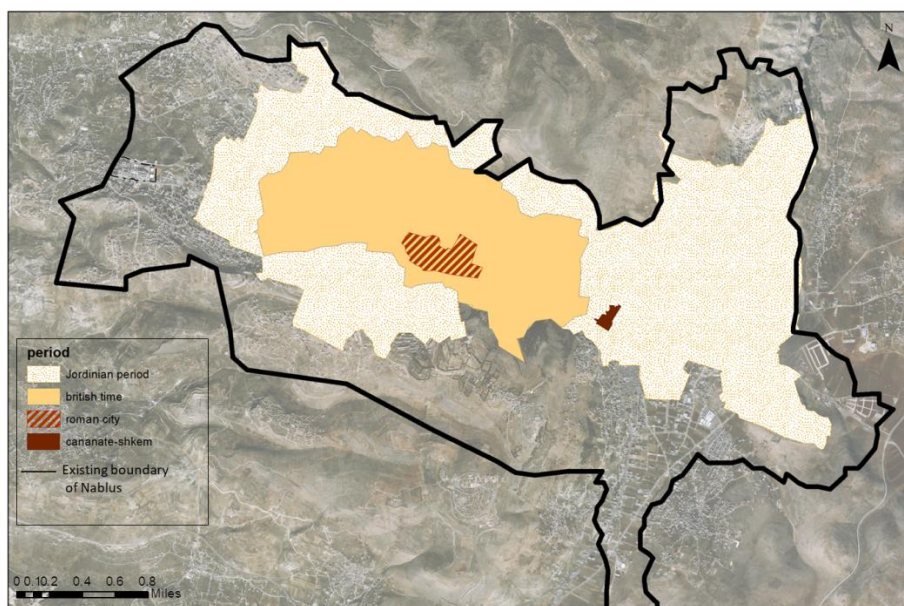
Period up to 1986
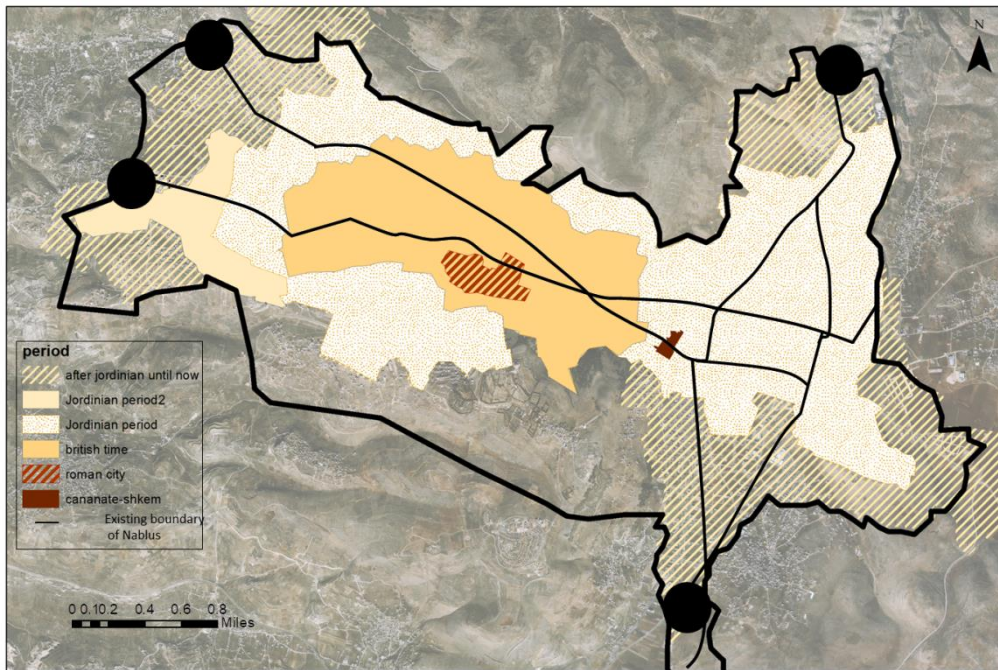
Boundaries of the city expanded from 1970 and entrance of the city take an important role , the western entrances linked Nablus with Tulkarm and Qalqelya and the southern one links the city with median and southern area of west bank , these entrances is very important for economy and trading for Nablus city , the last entrance links Nablus with tubas governorate and indirectly with Jericho by using the regional road .
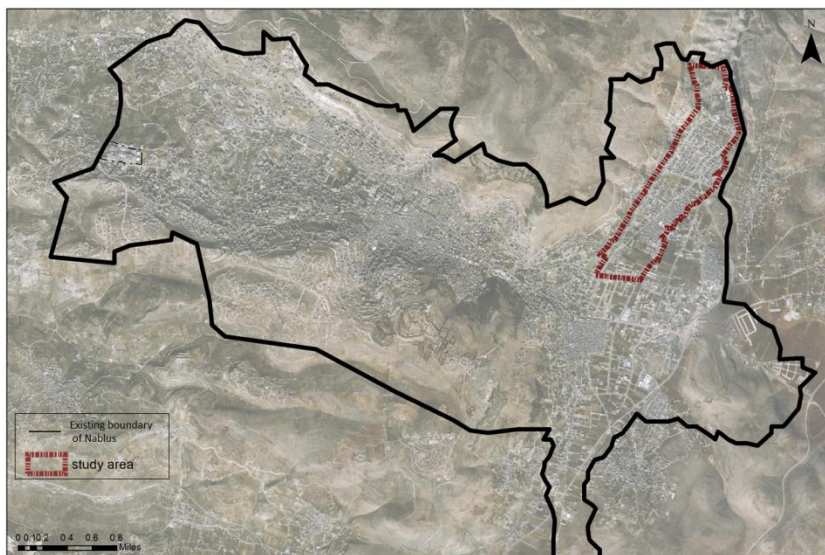
- Main road connect Nablus with other cities.

- Historically , Main entrance of the city for trade and economy.

- Hard topography make a good challenge to develop the area .

The relation of entrance with other cities
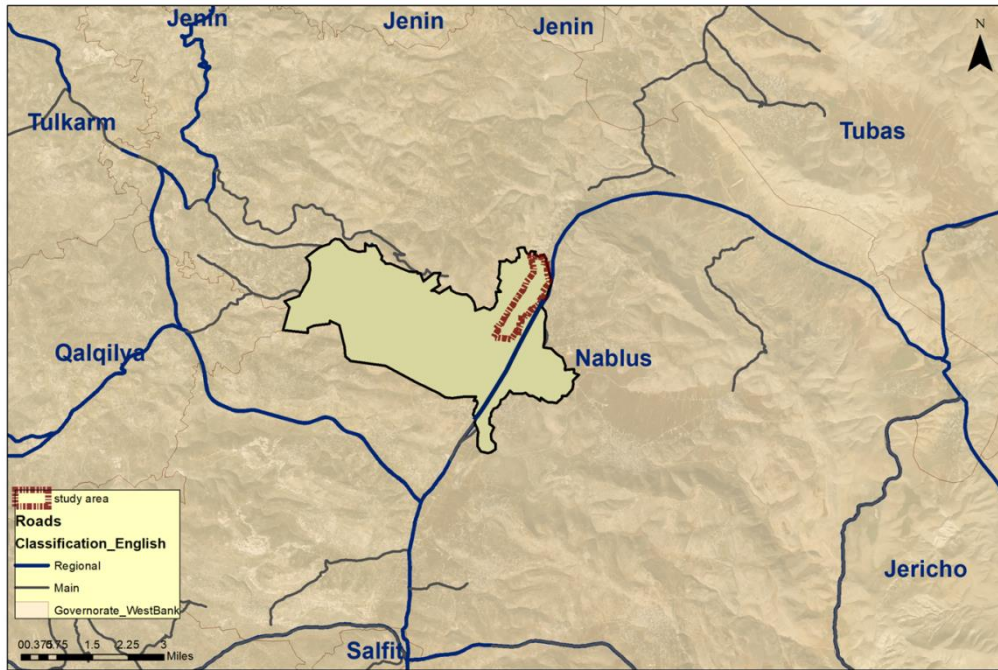
4.2 analysis strategy

The analysis focused on three target groups :

- Residences , who lives in the area and use functions
- Visitors who use specific functions such as Hisham Hijjawi college and industrial school
- Drivers , who use roads to arrive their places whether private cars or shared taxis

The strategy of analysis depends on three aspects : natural , man-made and visual analysis .

Natural elements of north eastern entrance determined by :

- Topographic characteristics
- Water characteristics
- geological characteristics

Topographic characteristics

The area with different heights, the nature of the region with medium slopes and steep slope in valley area and this led to the decline of the area of urban expansion

Topographic characteristics

⬚ area	██ 687.778 - 813.889	██ 183.333 - 309.444
topography	██ 561.667 - 687.778	██ 57.222 - 183.333
Elevation	██ 435.556 - 561.667	██ -68.889 - 57.222
██ 813.889 - 940	██ 309.444 - 435.556	██ -195 - -68.889
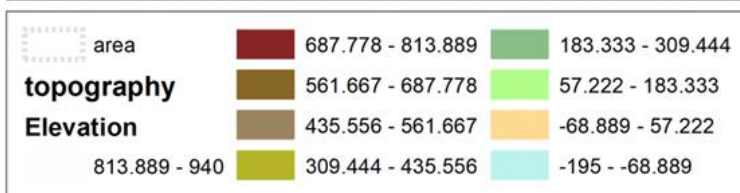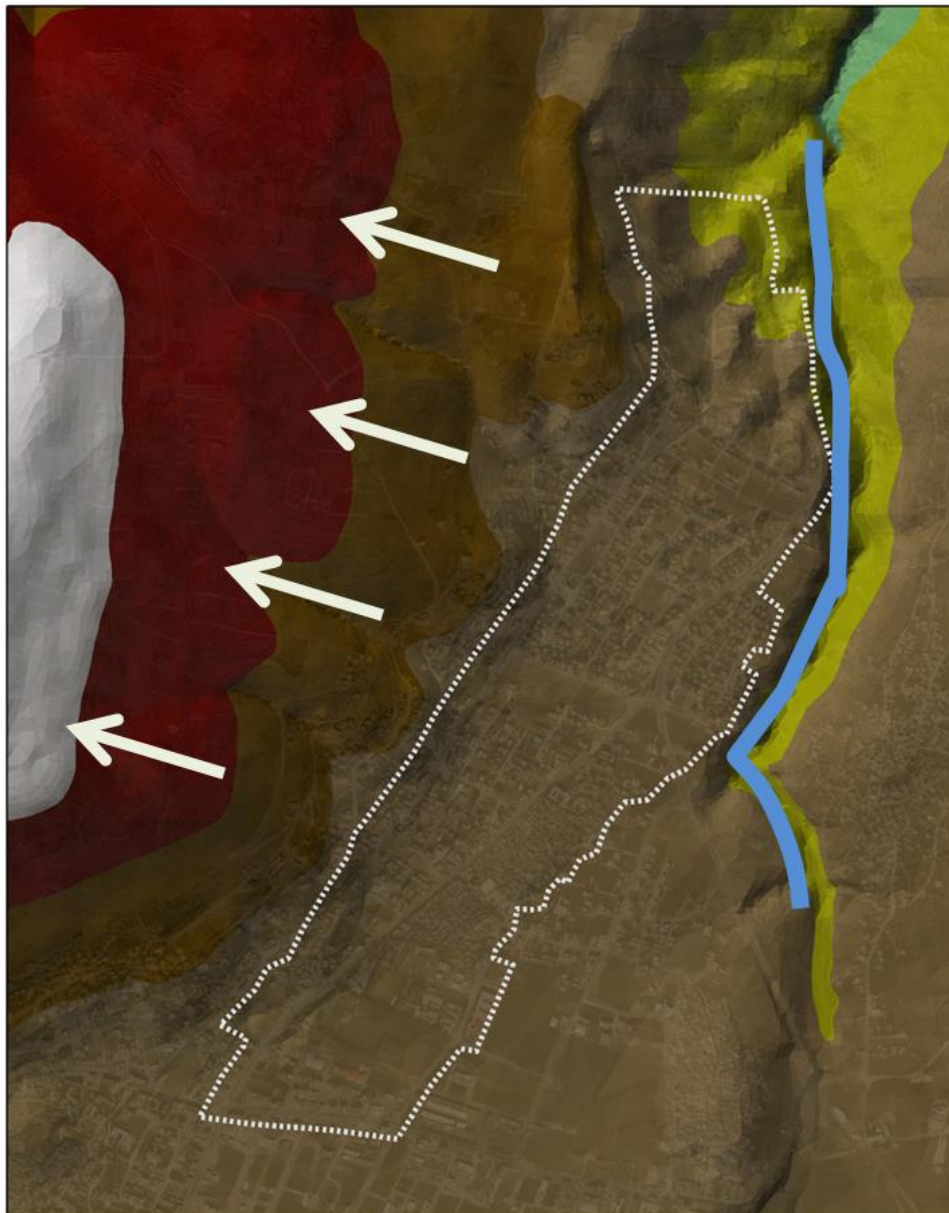
Water characteristics

Nablus city have many sources of water such as wells , valleys and springs , in special case the study area have important resources s , for example :   valley , well and natural reserve . that means this area need for protection and avoiding urban expansion .

Natural reserve and water recources
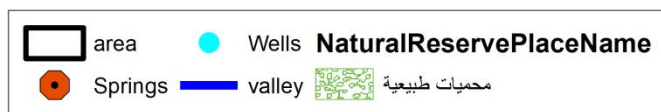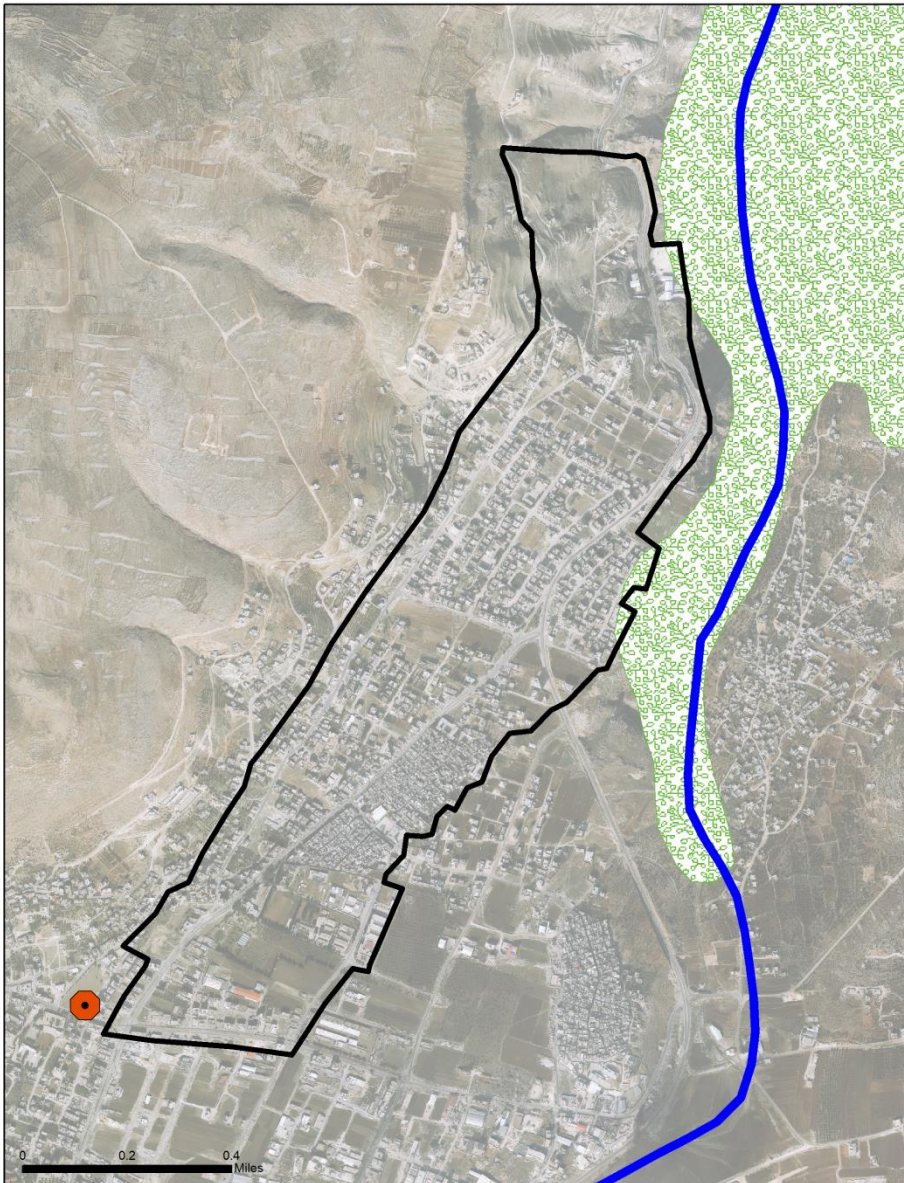
geological characteristic

soil classification

the study area with clay type of soil that is sometimes very fertile, but it does not always have good drainage (ie, it is difficult to leak water and air into its pores).

Soil classification
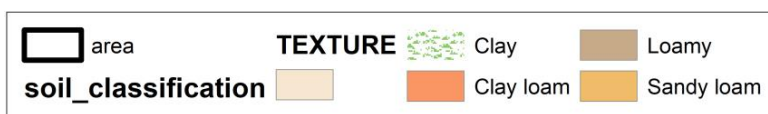
Agricultural lands classification

Majority of Nablus city lands are low value , also the study area is low value lands , that encourage to use spaces with less limitation of land protection , however forests area and natural reserve have a good space of surrounding , it should take into consideration the expansion and construction works.
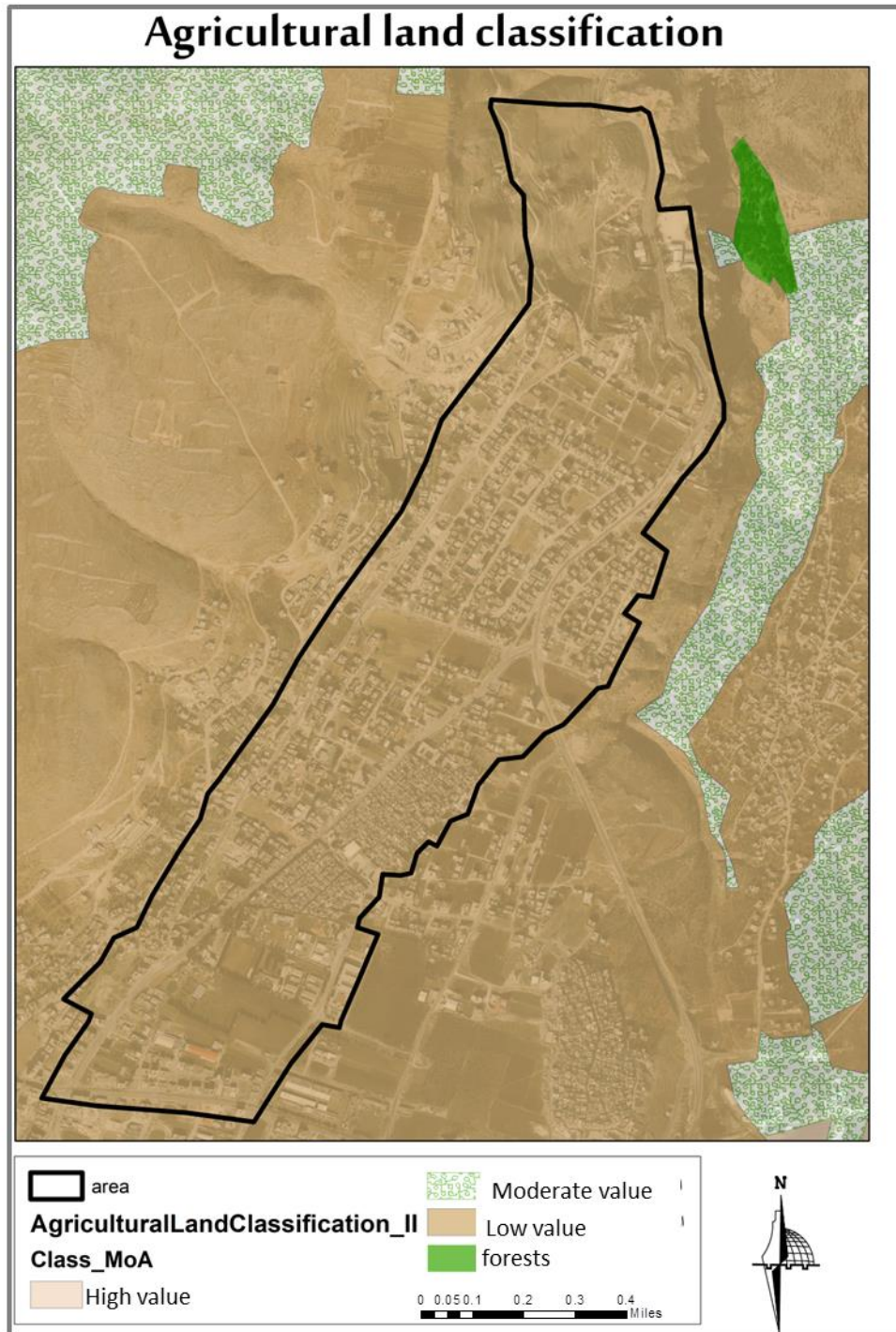
Geological classification

Cinemanian : generally considered a good water reservoir

Eocene : Contains chalky limestone

Senonian :

- contain a large amount of organic matter

- weak water characteristics (aquislude)

Geological characteristics
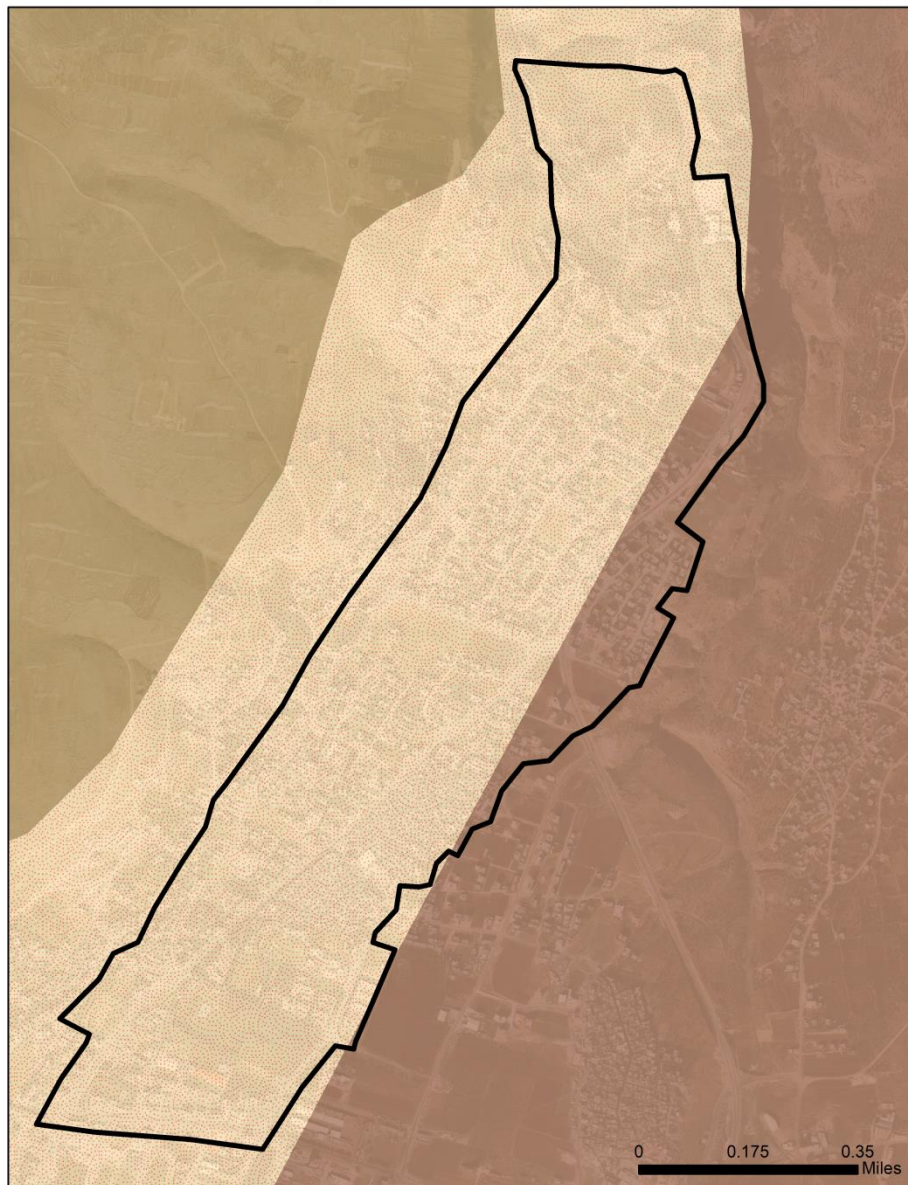
Man-made analysis

Man- made analysis includes :

- Political condition
- Transportation
- Functions (land use and building use)

Political condition :

70% of Nablus area is "A" but the boundaries include area "C" without Palestinian control ,

The study area is 'A ' and 'B' political lands , also it suffered Ongoing settler attacks on the Palestinian residence And attack Jacob well .
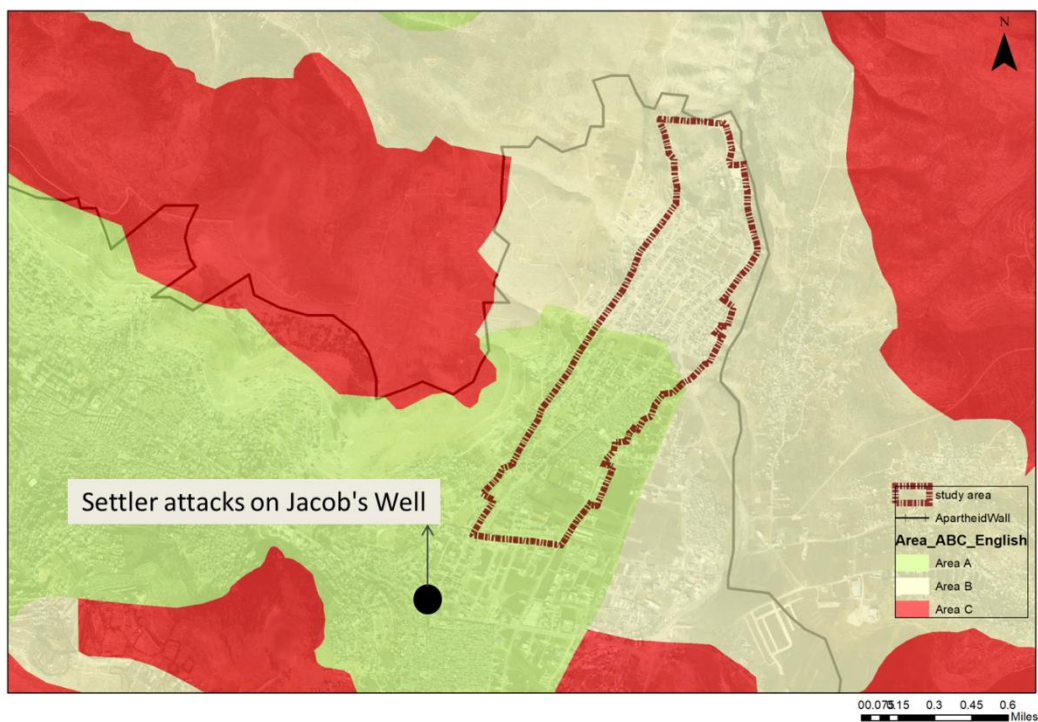
Transportation :

The study area contain regional , main , local and internal road that serviced public transportation and private cares , private cars trend to use local streets to avoid traffic congestion on main streets special Askar Camp street and cross roads , width of streets is not enough and need to expansion , moreover the availability of transportation isn't enough in hole study area .

The map below shows the classification of roads with its widths , some of widths don't match with classification .

Classification of streets
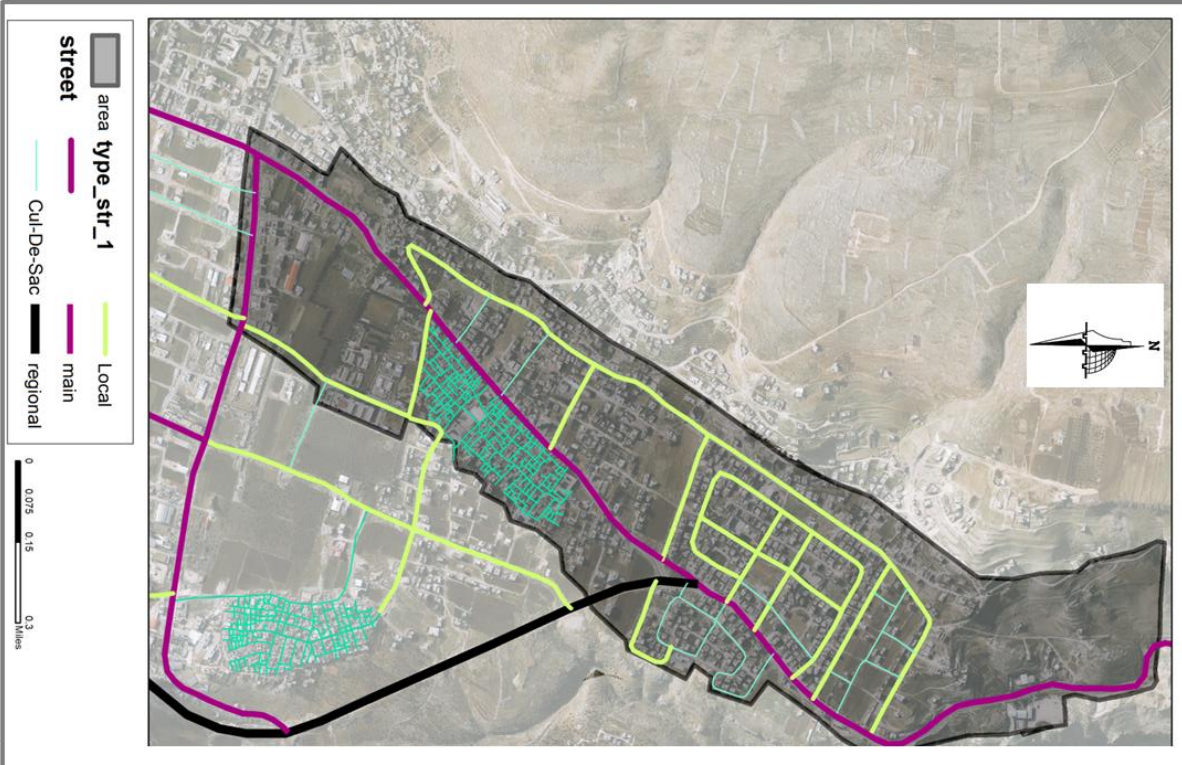
Width of streets
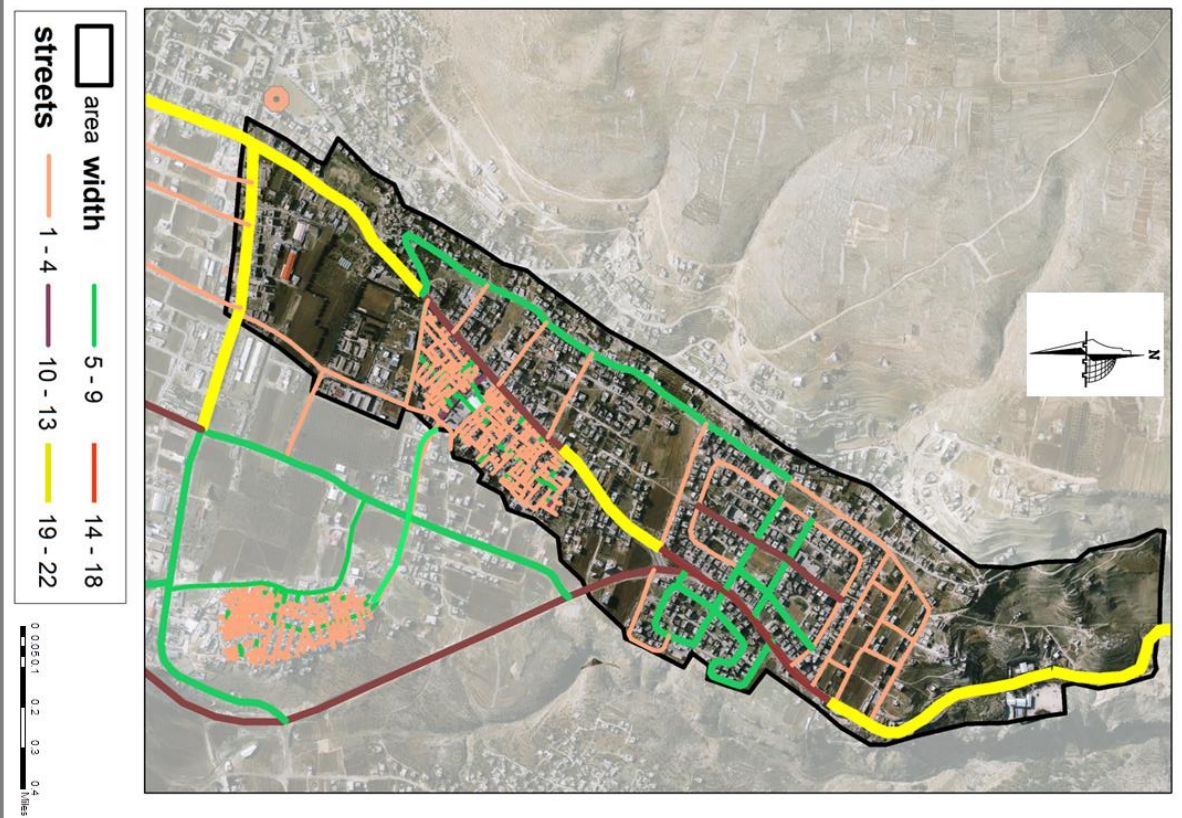
Rout of shared taxis and private cars play an important role to make classification of roads , they use roads as shown in the map .
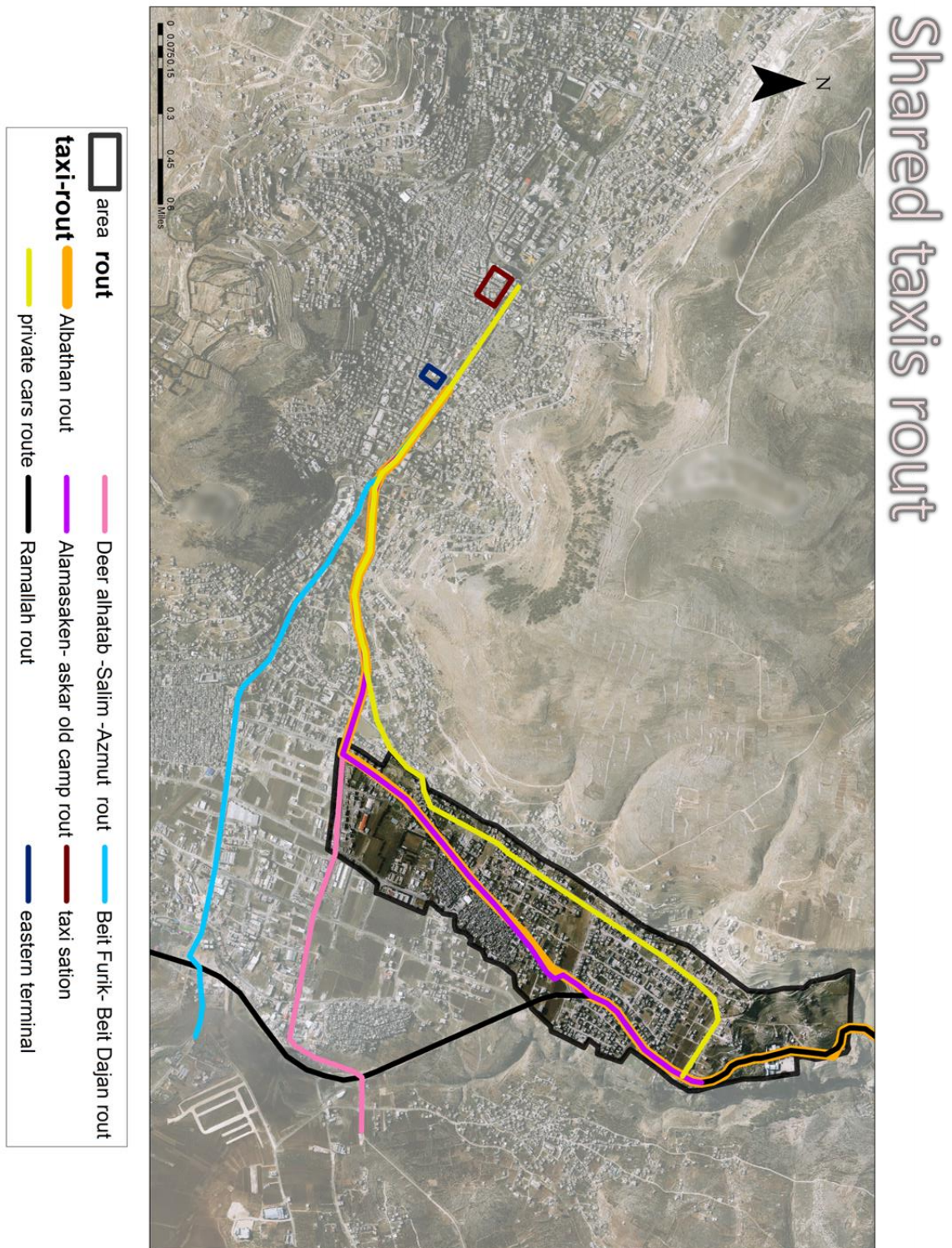
Land use :

Existing land use has variety : residential , commercial , educational and industrial that caused random use of functions in the study area which will explained in buildings analysis .

The map below shows the different between approved master plan and existing land use .
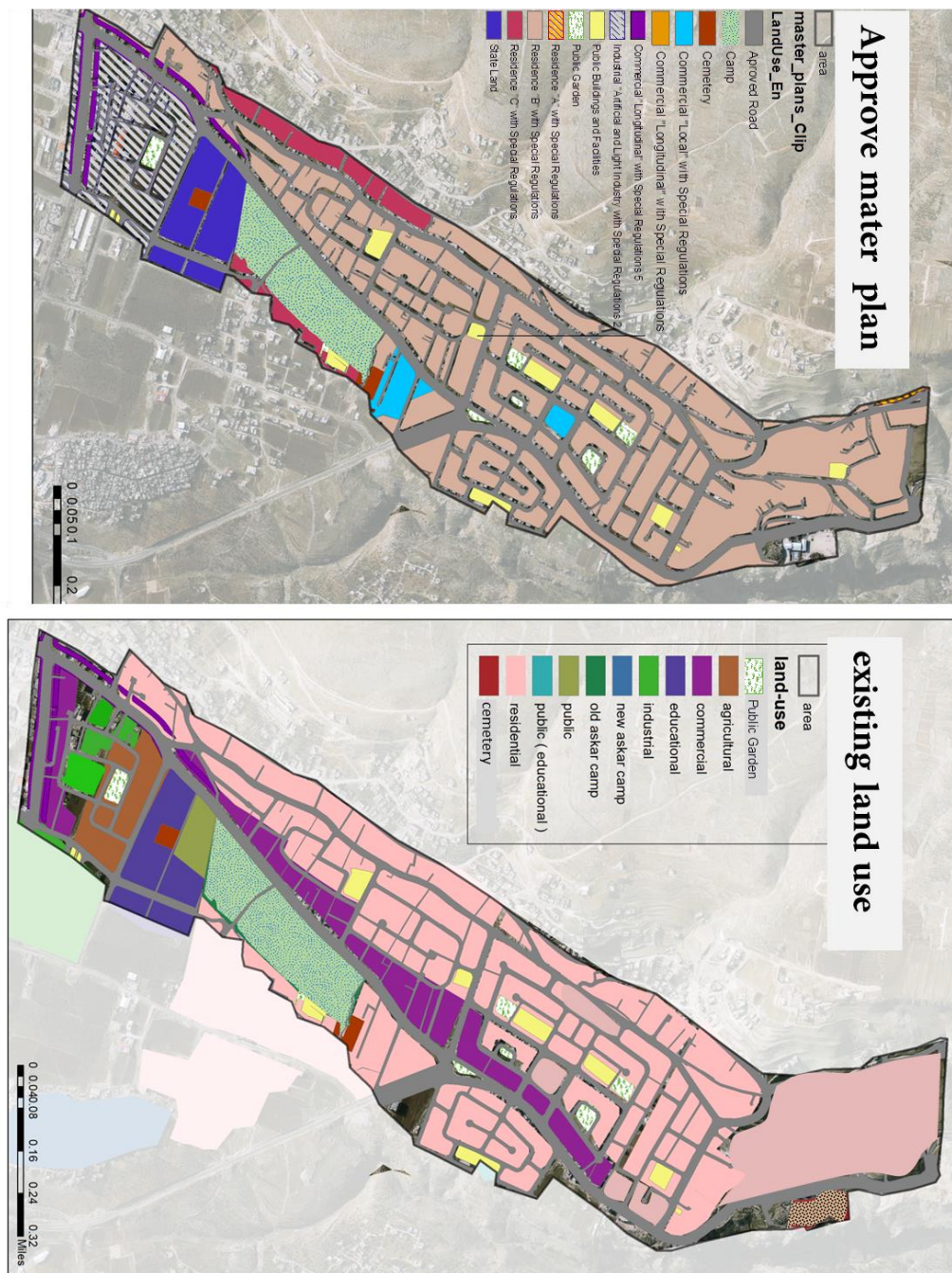
Buildings use :

The study area consist residential buildings , commercial buildings that include markets , pharmacy , studio photography , crafts , restaurants , bakery
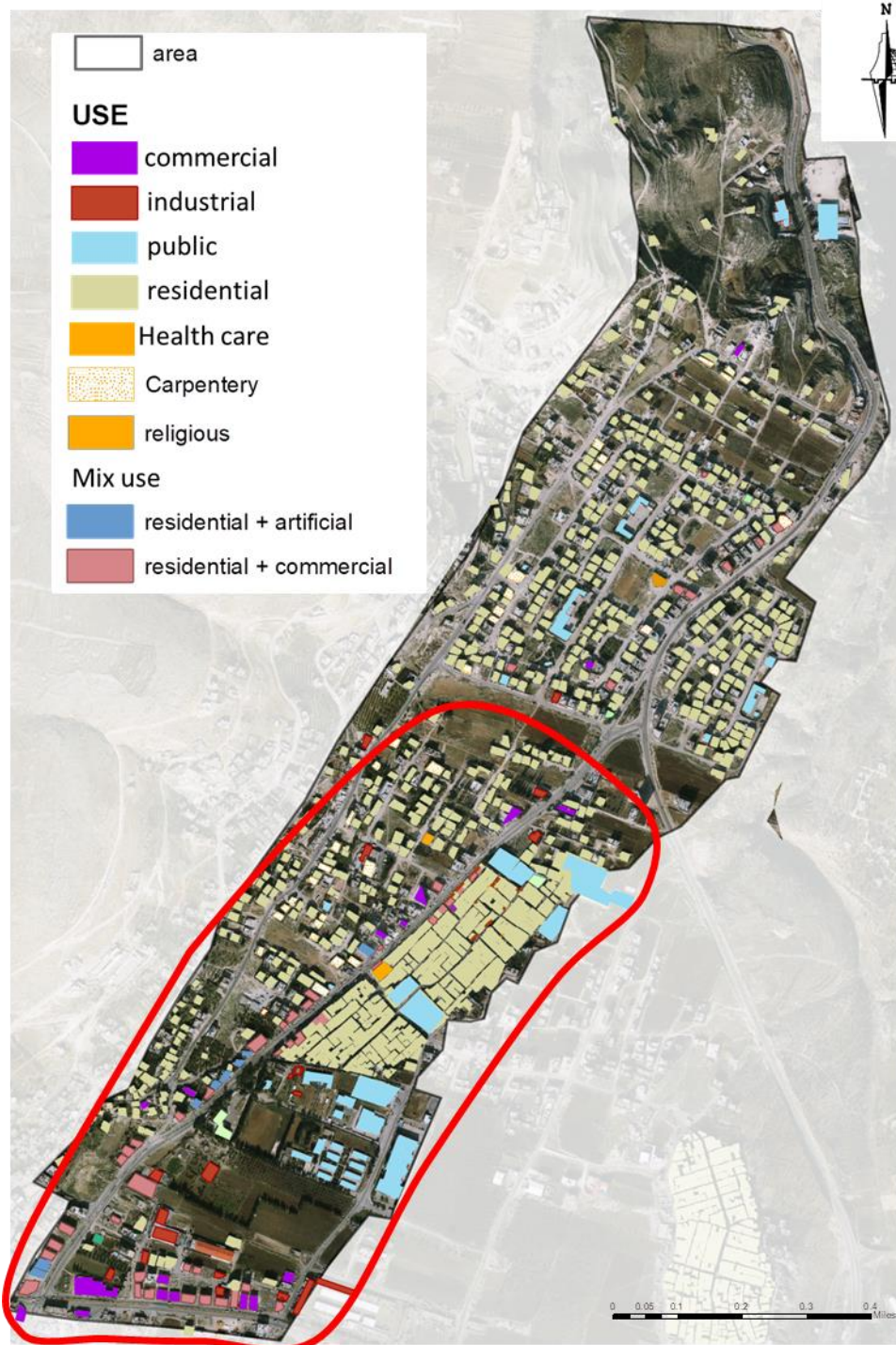
Un suitable uses in the area distorts the visual. View of entrance such as car washbasins and repairing garages.

Buildings heights:

Heights of buildings don't bass 8 floors , the majority of heights is 1-4 floors , due to camps regulations that allow buildings just three floors , also hard topography limits high buildings .
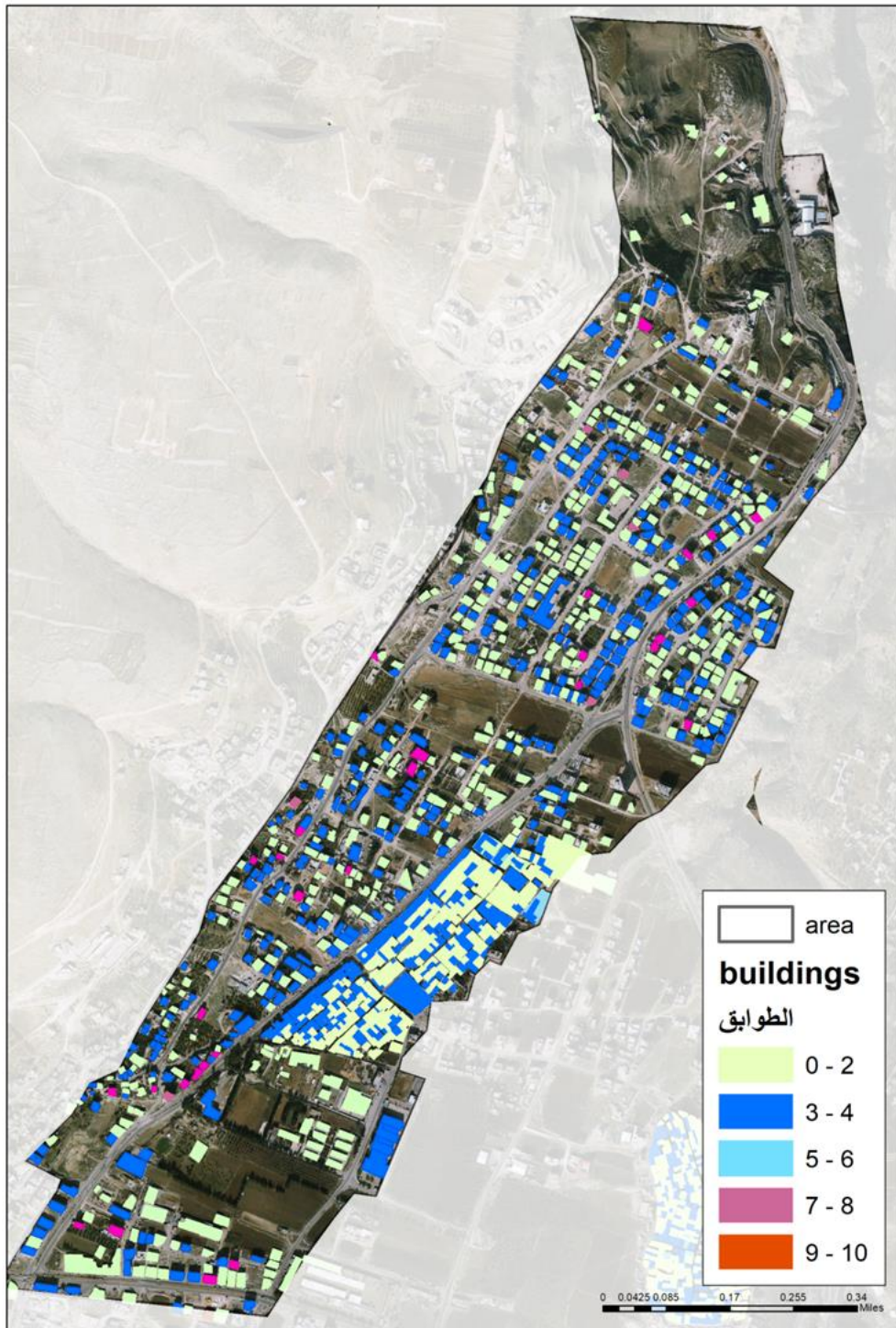
Visual analysis

Colors , texture , scale and land scape are the elements of visual analysis and it effects on the view of entrance

Colors :

Study area contain different colors due to different materials of buildings and different design of boards banners

Scale :

The percentage between heights of buildings and street is suitable

1:2

Texture :

The material of buildings is differ , they use stone or concrete with different colors of stone

Landscape

Trees and bushes is on medians , but the type of these is unsuitable Obscures vision .

4.3 Potentials and constrains

After site analysis with man-made , natural and visual aspects we can determine the potentials and constrains of study area the effect on the project

Potentials :

➢ a regional street gave the area a vital movement

➢ Wide streets , it benefits the transportation proposal

➢ Beautiful natural environment near the entrance , because the entrance very close of the most natural area ' Albathan '

➢ Important elements for development , such as nature area with beautiful view

➢ Near vital industrial area
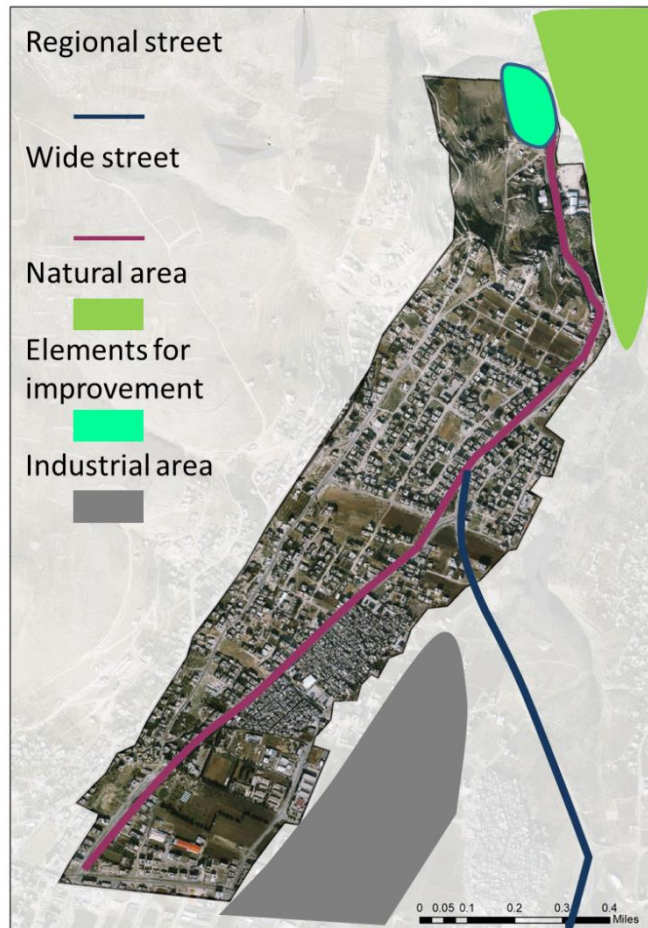
Constrains

The study area has many problems and constrains ,

1) **problem with pollution sources**

for example : Serafi land fill , rubbish on streets , open areas used as land fill , this make air and visual pollution and must take into consideration in the development proposal **.**

2) **hard topography around the study area**

this constrain make a great challenge for development because the limitation of urban expansion and natural reserves that surrounding make a good potential to use it for entertainment not for building .

Topographic characteristics
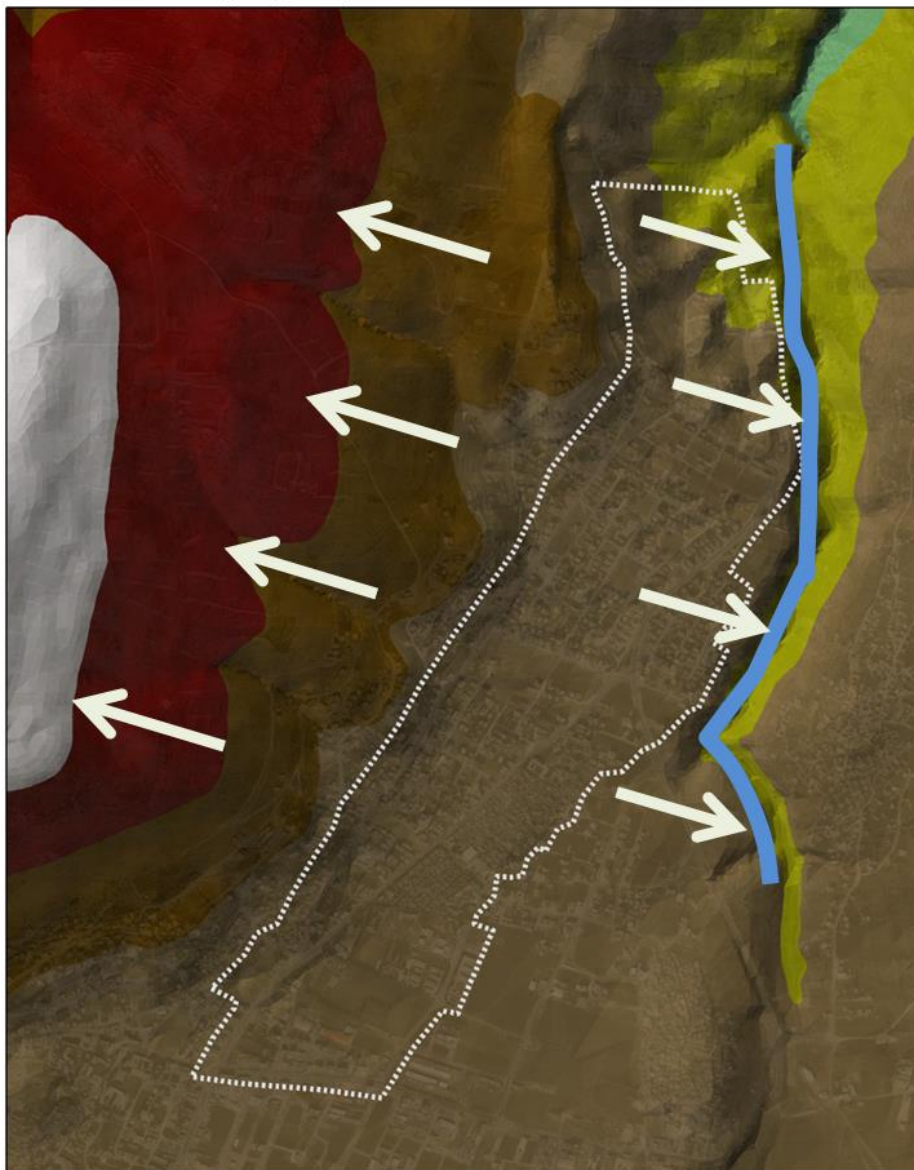
▦ area	▮ 687.778 - 813.889	▮ 183.333 - 309.444	
topography	▮ 561.667 - 687.778	▮ 57.222 - 183.333	
Elevation	▮ 435.556 - 561.667	▮ -68.889 - 57.222	
□ 813.889 - 940	▮ 309.444 - 435.556	▮ -195 - -68.889	N

3) **Low availability of transportation**

According to field survey and students studies , some of areas suffer low availability of shared taxis , in general the eastern area of Nablus city is at level 3 of availability of transportation according to civil engineering studies 2016 .
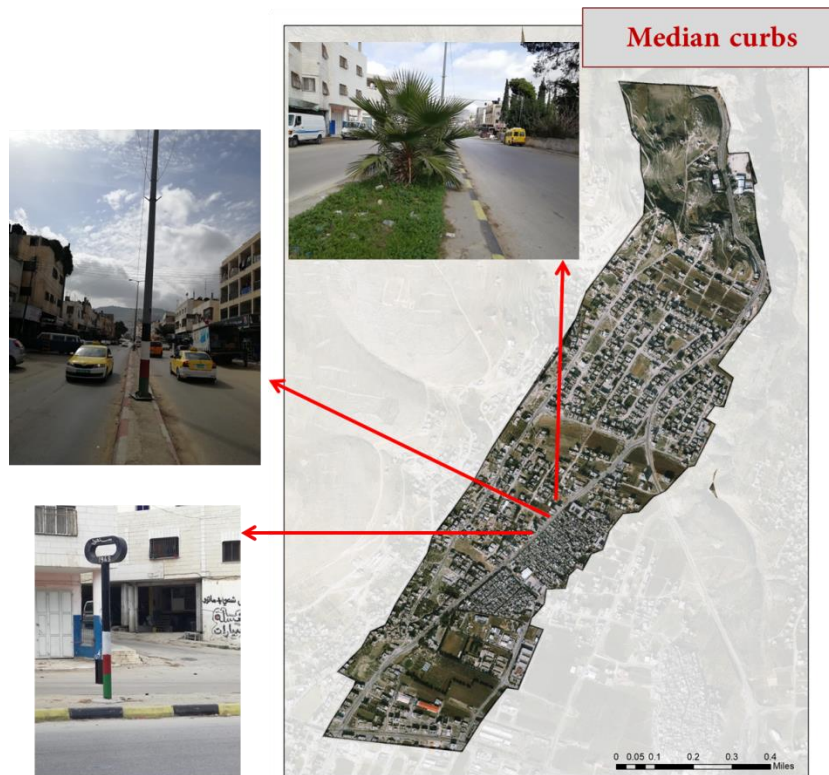

4) Facilities need to redesign

Many facilities in the study area need to redesign such as sidewalks , main roundabouts and median curbs , maps below show the location of these problems

Main roundabout

sidewalks

Median curbs

Chapter five : Proposed development projects

The last step of project is development projects arranged from urban planning include master plan and transportation plan , then urban design for streets , finally detailed design for facades of old Askar camp and design for commercial local civic center .

5.1 The identity of entrance

is multi functions entrance , because the entrance have many identities the specialized in the study area .

to improve tourism in Nablus city , the natural recreational area is proposed close to ALbathan resorts and away of noise or buildings .

the residential character is proposed in ALmasaken due to the majority of use is residential .

mixed use area is appeared around Akar camp due to the availability of functions like markets , restaurants , schools , social center , carpentry and garages .

last section is for future development of industrial area which is so close of the study area m this section proposed for light industrial area because its low density of buildings , near factories and companies , it locates on two main streets

Proposed future expansion for industrial area

Mixed use area

Residential area

Natural recreation area

Final approach
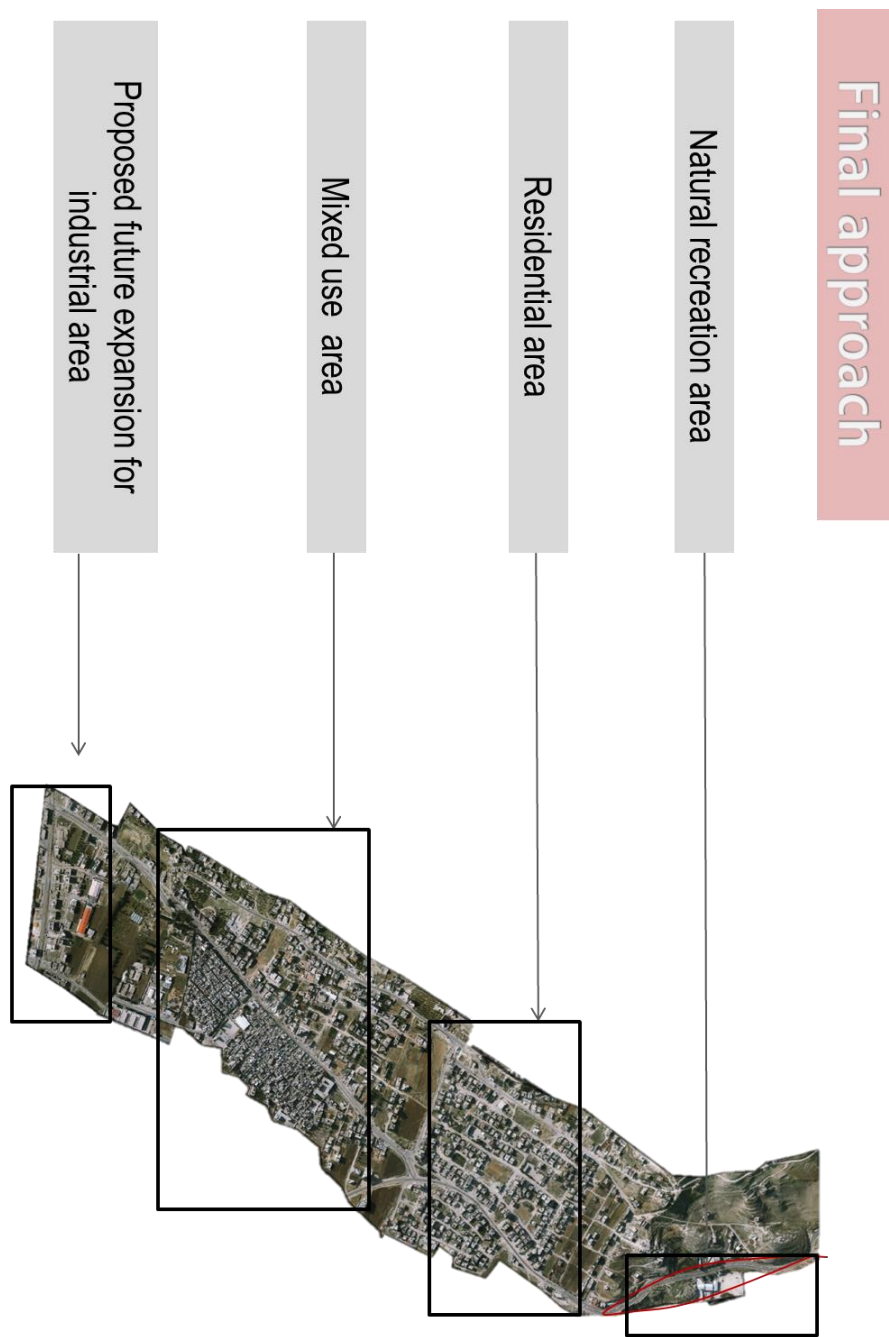
5. 2 proposed master plan

In the proposed master plan , the population density of study area and changing of building use from the last approved master plan are taken into consideration , also proposed new classification in the area such as villas area with green built with depth 10 m to avoid noise or any pollution , moreover proposed new commercial civic center for residence and visitors

Proposed master plan
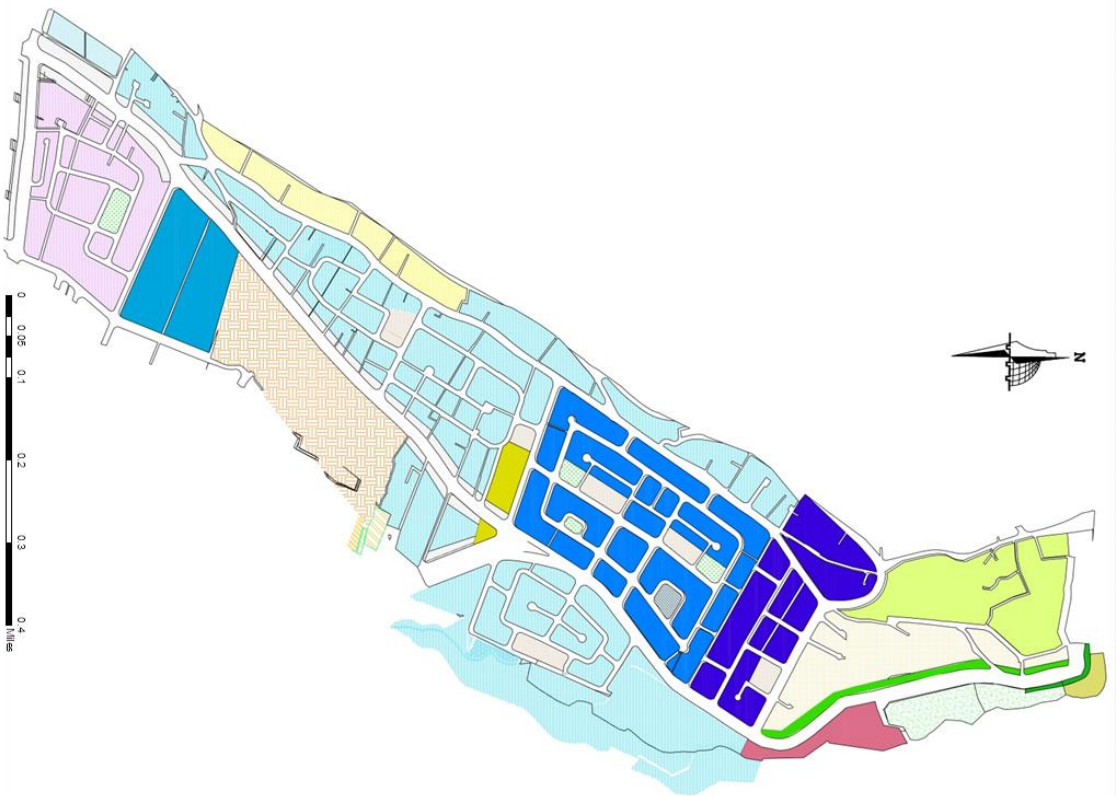
	Legend
	Green belt
	Residential " A " with special regulations
	Waste disposal station
	Natural area
	Recreational area
	Public buildings
	Residential "B"
	Old Askar camp
	Residential "B" high
	Residential "B" with special regulations
	Light industrial area
	Residential "C"
	Public space " playground "
	Green area
	Commercial " local civic center "
	Commercial " longitudinal "

5.3 proposed transportation plan

The proposed transpotation plan suggest anew location for eastren terminal , the regional street (60's street) is used by shared taxis , that will reduce the traffic jam on the main street (Old Askar Camp street) .

main streets that join in Alghawi roundabut will be enough to serves the area , the street that cross the camp (changed) to local street that serves resedence of askar camp because its very narrow and no posibility for expansion .

other streets proposed to serves resedence .

the street that canceled because its in cemetry with no benefit or use.
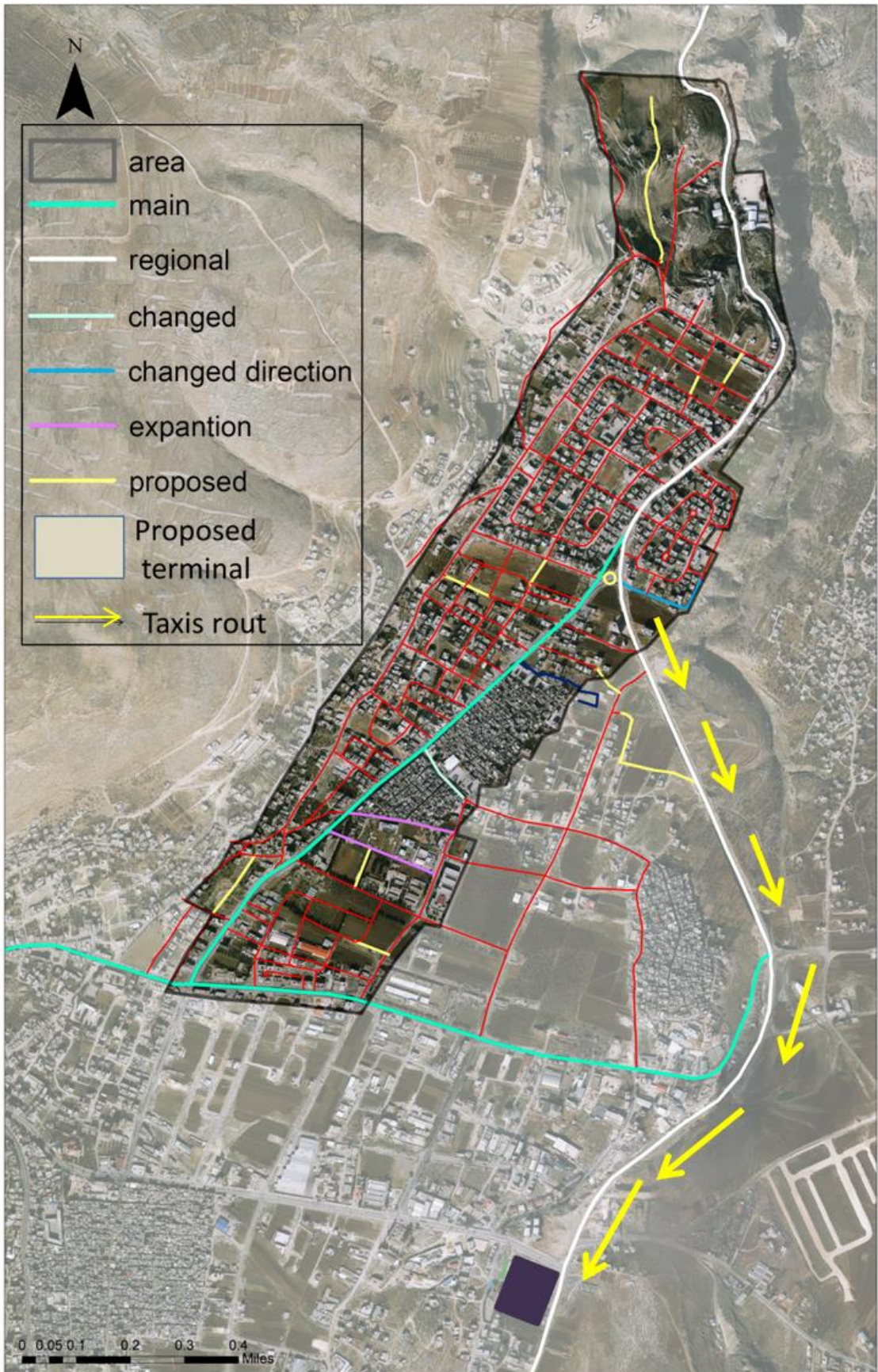
5.4 urban design

Regional road : width of road is 60 m , the design takes into consideration the expected future land use - commercial – this street can be used by private cars , public transportation , trucks and bikes with wide sidewalks that can be used in the night as sessions .
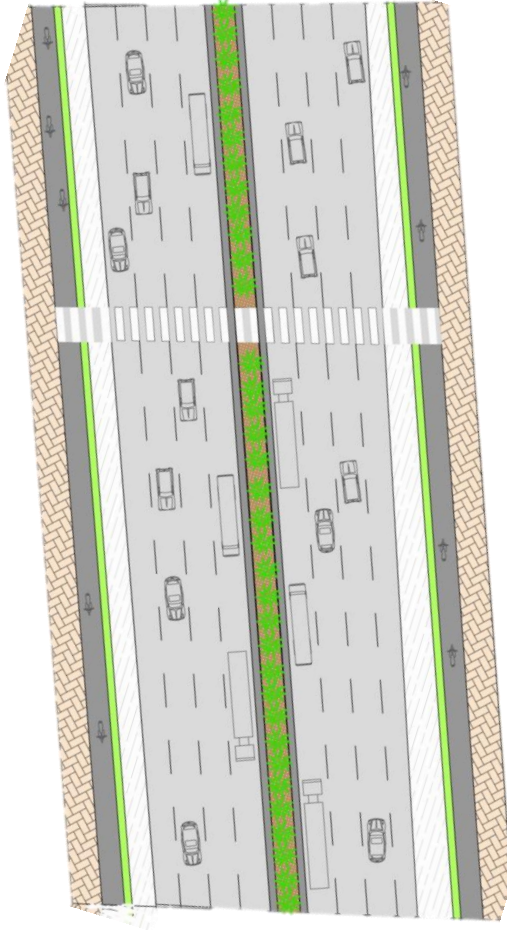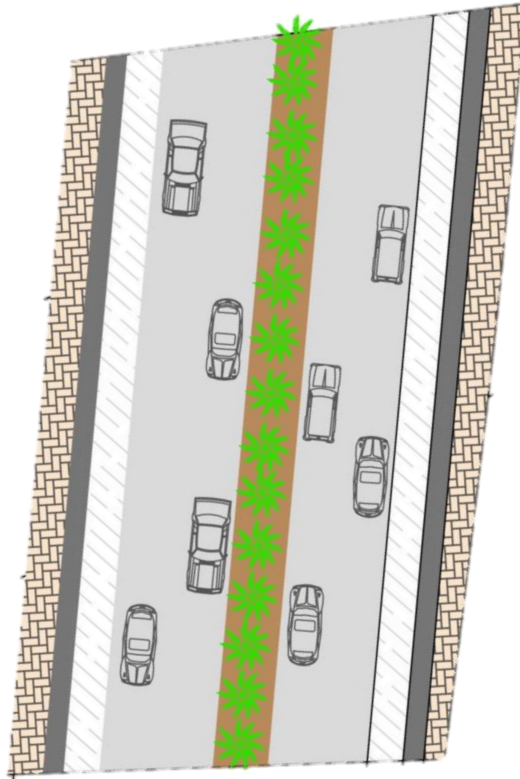

Plan of regional street
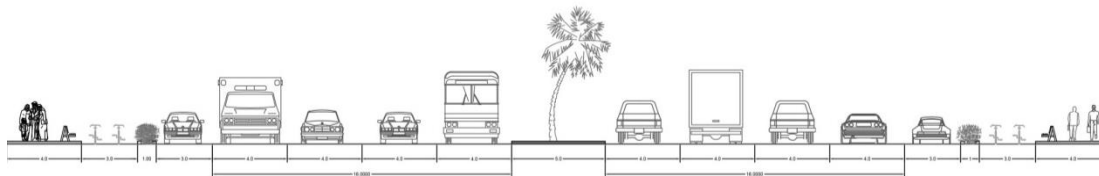
Section of regional street

Main road

Width of street is 30 m , the proposed design showed below with two way street each of them with two lane for scars and other one for bicycles .

Plan of main street

Section of main street

Local civic center

It is a commercial center for residential and people use the facilities in the entrance , this project will make a great advance for the entrance and make it a vital area
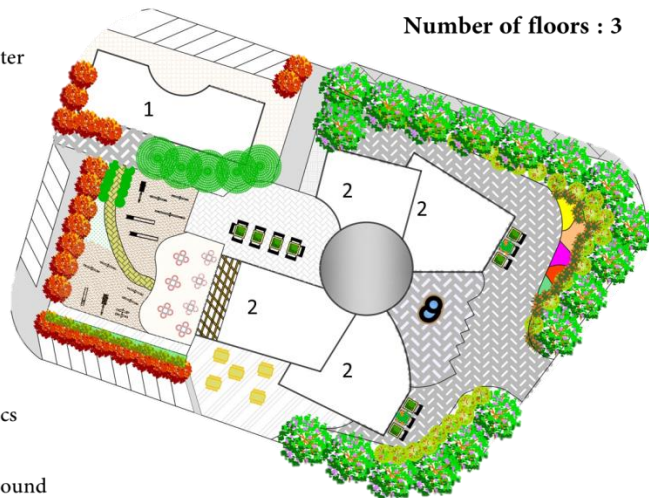


Location of the civic center

Plan of civic center

Main roundabout

The existing roundabout make a great problem due to un clear directions m the proposed solutions are :

1) Traffic lights with islands , that lead to make delay on each way equal 90 sec. so this proposal is rejected

2) New design for main roundabout with single way and 40 m width , this proposal is acceptable
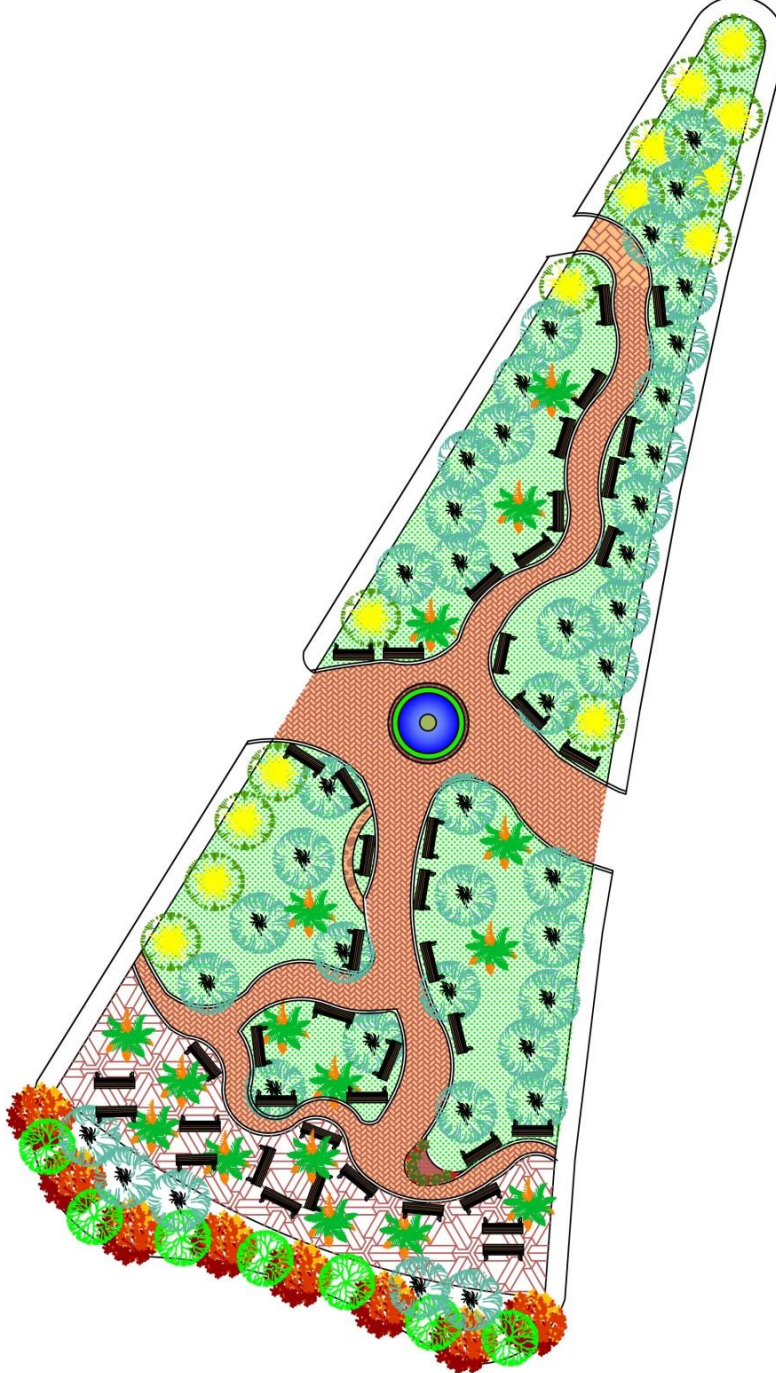

Location of roundabout
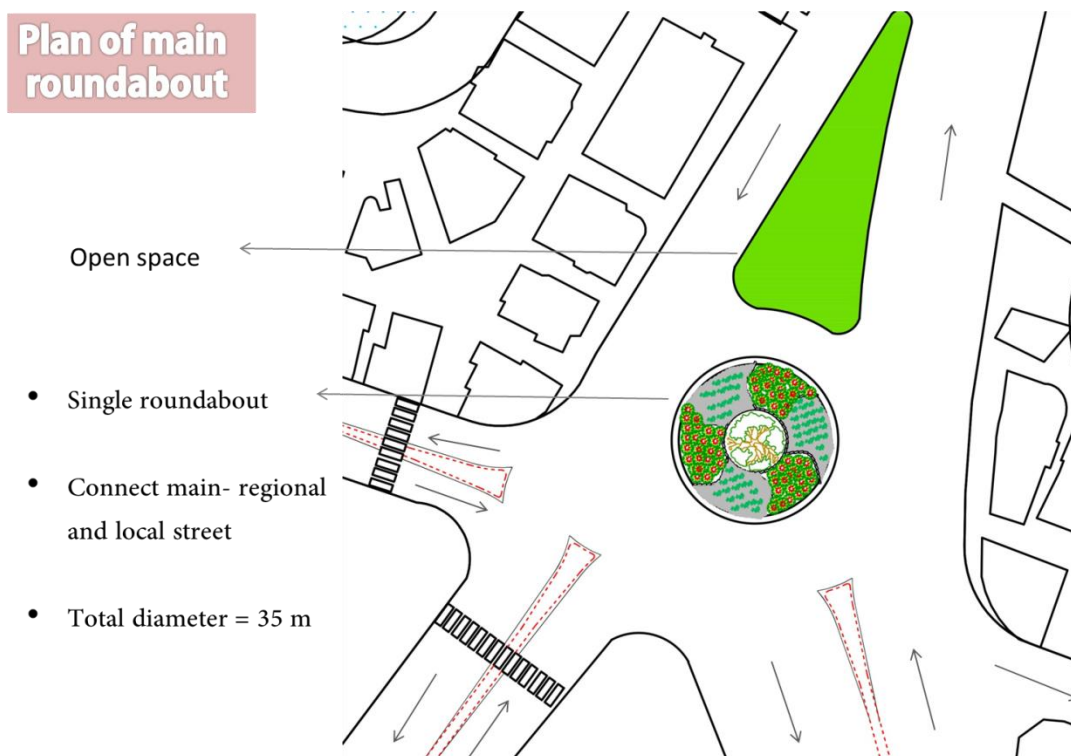
Plan of proposed roundabout

Proposed open space

This area is close to main roundabout , we can use it for setting or taking a rest , it includes corridors , trees m bushes , benches and Water elements .
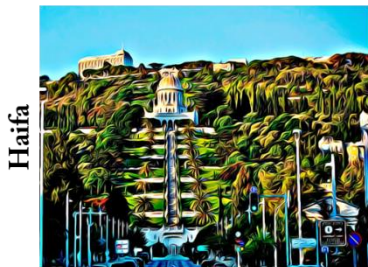
Design of facades

The residents of old Askar refugee camp are from the Alled , Jaffa and Haifa, It was proposed to draw a mural on the facades of shops indicate a return to this towns , also it was proposed to unify residential buildings with one type of stone

Design for Askar Camp's facades

Proposed tourist rout

Execution rock :

Historical Rock British soldiers were executing the Palestinians who were defending their land

Iraqi army Cemetery

its located in the east of the city of Nablus near the old Askar refugee camp where he was buried the martyrs of the Iraqi army who participated in the defense of Nablus from the Jewish occupation of Palestine in 1948.

Jacob well

is a deep well hewn of solid rock that has been associated in religious tradition with Jacob for roughly two millennia. It is situated a short distance from the archaeological site of Tell Balata, which is thought to be the site of biblical Shechem.
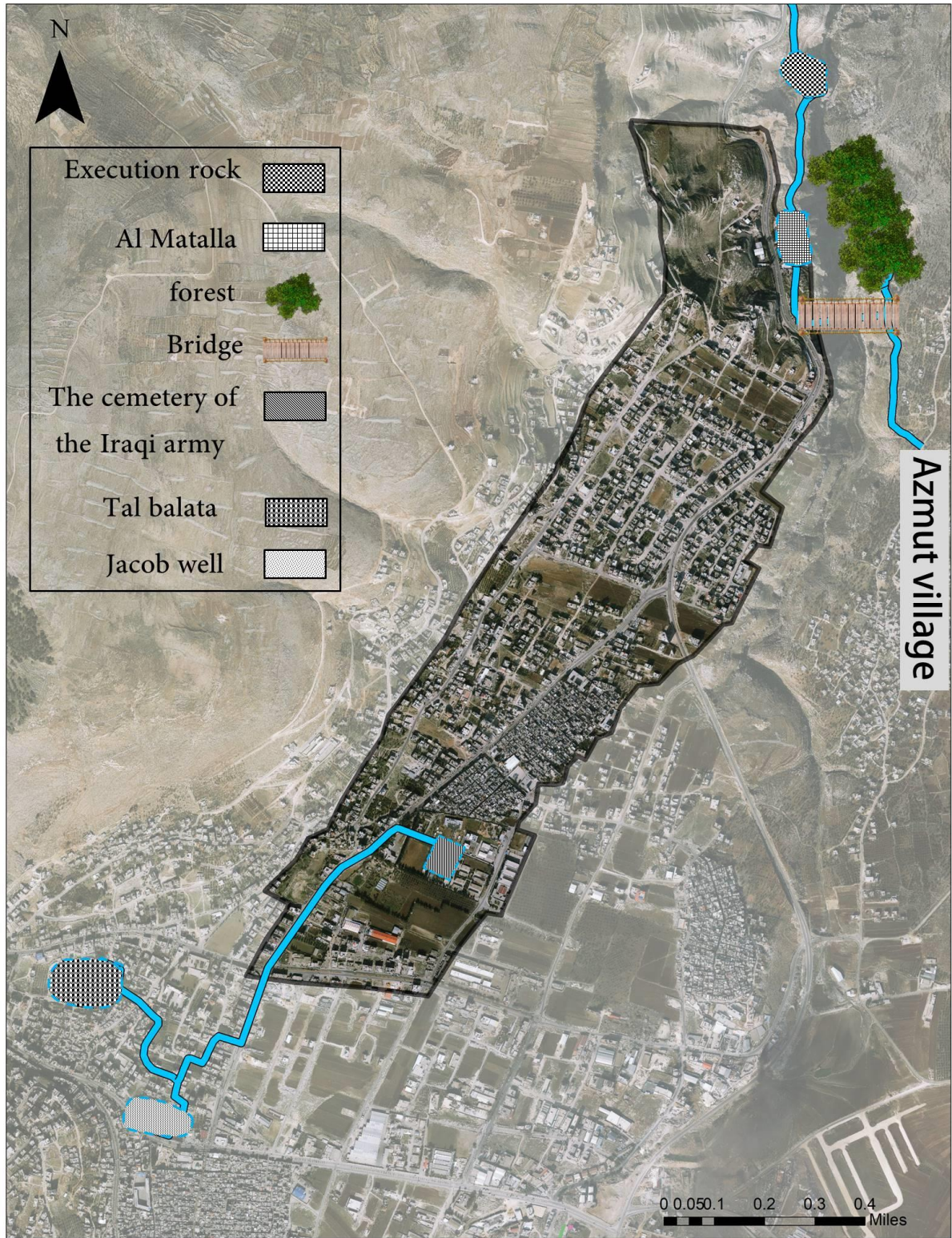
The well currently lies within the complex of an Eastern Orthodox monastery of the same name, in the city of Nablus

Tall balata

Balata Archaeological Hill is located east of Nablus in the West Bank. It is the remains of a Canaanite city back to 3500 BC.

All this sites has been suggested as tourist places in the tourist rout and this supports the tourism sector in the city and gives a multi-faceted identity of the place as it attracts local citizens and tourists in addition to the existence of a natural passage begins from a natural place with a beautiful view called MATALLA and then pass through a wooden bridge to reach forests area and descent In a village belonging to the province (Azmut) that can be developed and linked with the development's projects .

This proposal can be linked with application by using radio waves , when the driver reach the entrance , radio start talk about each of these locations : history , sites and showing pictures on board on streets .

Legend:
- Execution rock
- Al Matalla
- forest
- Bridge
- The cemetery of the Iraqi army
- Tal balata
- Jacob well

Azmut village

0 0.050.1 0.2 0.3 0.4 Miles

Conclusion

- **Entrance city is very important part to define the city , so it takes the first priority in urban planning .**

- **Each city is special case to develop its entrance , we couldn't put the same rules or characteristics for all area , on the other hand many cities have similarities in their conditions .**

- **Development should take a consideration to the users of this entrance , whether they are residences or visitors .**

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