

# PALESTINE POLYTECHNIC UNIVERSITY



COLLEGE OF ENGINEERING & TECHNOLOGY  
CIVIL & ARCHITECTURE ENGINEERING DEPARTMENT

GRADUATION PROJECT  
**THE REHABILITATION OF DURA OLD CITY**  
**“DURA CITY CENTER”**

PROJECT TEAM

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**PALESTINE**

May 2008

**CERTIFICATION**

**PALESTINE POLYTECHNIC UNIVERSITY**



**HEBRON- WEST BANK**

**PALESTINE**

**THE REHABILITATION OF DURA OLD CITY**

**“DURA CITY CENTER”**

**BY:**

**KHULOUD RABAE**

**MALAK AL-RAJABI**

In according with the recommendation of the project supervisor and acceptance of all examining committee members, this project has been submitted to the Department of Civil and Architectural Engineering in the college of Engineering and Technology in partial fulfillment of requirements of the department for degree of Bachelor of Architecture Engineering.

**Signature of Project Supervisors**

**Signature of Project Supervisors**

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The project report submitted in partial fulfillment requirements for the degree of bachelor of engineering in Civil & Architecture Engineering Department.

**HEBRON- WEST BANK**

**PALESTINE**

**May 2008**

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Also our special thanks to our supervisor Architect Yousef Rabae, who have been so supportive and encouraged the creation of this report.

Last but not least, we would like to express our gratitude to Dura Municipality for their helping.

***PROJECT TEAM:***

**KHULOUD RABAE**

**MALAK AL-RAJABI**

## **DEDICATION**

This report would not be possible without the loving support of our families. As we usually full of words, we find ourselves overwhelmed in offering them all our thanks in dedicating this report to them.

***PROJECT TEAM:***

**KHULOUD RABAE**

**MALAK AL-RAJABI**

# **ABSTRACT**

## **INTRODUCTION TO GRADUATION PROJECT THE REHABILITATION OF DURA OLD CITY “DURA CITY CENTER”**

**BY:**

**KHULOUD RABAE**

**MALAK AL-RAJABI**

**PROJECT SUPERVISOR**

**Arch. YOUSEF RABAE**

Dura city is one of the largest communities in Hebron districts, which lies eight kilometers to southwest of the city of Hebron. It is 898 meters above sea level and its area amounted to (14393) dunnums. According to the census conducted in 1998 by the Palestinian Authority, the population of Dura is about 22 thousands. Dura city witnesses an active constructional and development movement, which is subject to an illness in planning with a poorness of orientation, especially its old city, in addition to the city center with all of its slums develop and unhealthy condition, beside of all illogical human behaviors by destroying the heritage of the city.

This research is an attempt to present an actual city experience, by connecting theories of urban design and planning to our personal observations and experience in Dura city center, trying to serve a beauty, healthy and convenience image to the city.

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May 2008

# CHAPTER 1: INTRODUCTION

1.1 OVERVIEW

1.2 PROBLEM IDENTIFICATION

1.3 MAIN RESEARCH QUESTION

1.4 OBJECTIVES

1.5 METHODOLOGY

1.6 PROJECT TASK-PLAN

*If you can look into the seeds of time,*

*And say which grains will grow and which will not,*

*Speak then to me .....*

*SHAKESPEARE*

## **1:1 OVERVIEW**

Cities are considered one of the most complex things human beings have ever created; they serve as centers of communication where new ideas are exchanged, and a fertile ground for the evolution of human culture. But the moment we mention the word “human” we realize that our cities are not only represented by their physical structure, but also by their social one. The legibility of the urban space can provide the society with comfort in use, where people can carry out their usual activities in an optimal way, and since the city center is considered the most vital place for such activities, its physical spatial structure should enhance the environmental image of the city.

The dialogue between people and their city has always been represented by the city physical form and the human activities that go on inside. People have always been looking for places in which they develop their social life, and culture. Those needs are what give the urban space the emotional content and the presence that is more than physical. As the city center is considered a place where most intense and diverse activities take place, it reflects the distinct identity of a community. But what if this image becomes ambiguous?

The loss of both physical and social vitality in traditional city centers is a serious problem for many municipalities and planners. The physical structure of a place can be enhanced and developed by increasing the image ability and legibility of that place, and through introducing the vital elements of the city in a coherent and suitable pattern. Among all places, city center is where the relation between those elements should be balanced and working efficiently in creating a “mental map” in the person’s mind. A clear and a legible urban image offer a sense of emotional security and strengthen human experience in this urban space.

The urban physical environment cannot be differentiated from the social environment, and every environment has a social context. But redevelopment of city centers usually concentrates too much on spatial transformation and neglects the importance of the existing social fabric which has hidden potentials accumulated over time and can support the solutions to redevelop any specific area. Thus, in making a policy or plan, it is highly important to understand the existing social contents, and to deal with them appropriately when applying the physical interventions in any environment, in order to achieve both livable

and legible environment. As in many other cities, the city center of Dura is occupied mainly by market place, which had gradually formed through time as a result of a natural development, due to a plan proposed by the municipality to establish a market to serve the surrounding areas. Thus, new schemes to redevelop this part of the city should be prepared to enliven that place and to meet the various changing needs of the community, especially after the expansion in destroying the heritage of this city center.

This report is divided into six sections. The first section is a general section to presents the project overview, goals, problems, and methodology.

The second section deals with Dura general background. The third section contains a literature review. The fourth section is to enhance the project by presenting some case studies related to our study.

The fifth section focusing on Dura city centers by making a site analysis.

The six section presents the recommended City Centre Urban Design Strategy

And addresses the next stage of the project - implementation of the Strategy. These sections recommend a strategy as a set of principles to guide this improvement project, the next stage of the project is to focus on the strategy's implementation and to prepare more detailed action plans.

## **1:2 PROBLEM IDENTIFICATION**

Through the last third of the 19<sup>th</sup> century, in particularly through the last ten years Dura has witnessed dramatically development in all fields, this recent fast development in Dura city, which affects the public sector economic activities, educational sector, and human resources, impose a huge problems in the city especially its old center, in addition to the illogical human behaviors towards the old city which caused the destruction of the heritage style of the center.

Although it's common known that Dura is considered to be an important city in the West Bank for its role Play as the main path for connecting the southern towns and districts to Hebron city because of the political situation which caused serious problems to Dura city and its center. Thus, the center there is believed to be very dynamic and important. Nevertheless, the legibility is absent, because the vital elements of the urban structure are not in balance, in addition to the absence of important elements such as open spaces, and the inefficiency of others such as pedestrian walks "paths". The challenge here is to preserve the authentic identity of the center during the development that should satisfy the modern needs of the citizens. On the other hand, the current growth of the city is leading to create new nodes that aim to serve the new urban development. Such a thing could cause an evacuation of the major activities that take place inside the center, in order to be distributed to those new urban nodes.

## **1:3 MAIN RESEARCH QUESTION**

### **Main Question**

How is it possible to maintain a certain quality that conserves the city center as a vital place for the time being and the future, and how important is the role of the society in such a process?

### **Sub-questions**

- What are the factors that contribute to the uniqueness of this center, and how it is possible to reinforce them in order to gain a successful revitalization?
- What functions and activities should be removed or replaced by new ones to satisfy the modern standards of living?
- How is it possible to integrate the redevelopment of the city center with the surrounding urban fabric?
- How can commercial buildings, form and pattern, influence the image of this city center?

## 1:4 OBJECTIVES

Beauty, convenience and health are the three essential ideals of any city center planning scheme:

1. Beauty, this object is achieved by taking the advance of the natural conditions surrounding the town .Giving architectural and urban forms finishes to the different components of a town also enhance this aspect.
2. Convenience, they are the convenience. They are the various economic, social, and recreational amenities to be given to the public .These amenities consist of cheap electricity and power, cheap transport facilities, adequate water supply, easy disposal of sewage and other wastes, proper sites for industrial units facilities to commercial units etc..... .
3. Health, this aspect is accommodate by providing adequate number of parks , play grounds , and by maintaining the pollution of the environment to the lowest possible degree.

Maintenance of proper balance amongst the three objects mentioned above is essential, undue emphasis on any one of them at the cost of the other must not be there. In addition to that It is important to focusing on the functionally and the human scale.

## 1:5 METHODOLOGY

-Aerial photos, maps, photographs, statistics, and other available data for the target area will be analyzed to trace the evolution of the city and its center from the past to the present day.

A questionnaire will be designed to be answered by 3 sectors of our local society:

- Common people.
- Business owners.
- Professionals who are closely related to the subject such as planners, architects, sociologists, and economists.

And the questionnaire includes:

- Perspective sketches to portray the built appearance of various development alternatives.
- Slides of positive and negative examples of community form, and comparisons made to clarify understanding.
- Comparisons of photographs from the past and the present to show how changes in spatial relationships can affect the feeling and the usefulness of space and quality of life there.

The questionnaire will determine the extent of clarity or confusion in the mind of the observer, and present the desired quality and character of development which the community would like to maintain.

Citizens will be asked to:

- Identify the distinctive features of the city, and asked for directions to a land mark.
- Draw sketch maps for special areas and compare it with the master plan to check the legibility of the places and whether people can understand the layout of them.
- Mention as many places in the city as possible in short period of time.



## 1.6 PROJECT TASK-PLAN

Stages	Week #	Time Frame In Week														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Choosing The Project	2															
Problem Definition	3															
Literature Review	3															
Collecting Data	3															
Field Survey	4															
Editing Data	7															

Table 1.1: Project Schedual For Course ( 1 )

Stages	Week #	Time Frame In Week														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Revision of the first phase	3															
Completion of field work	5															
Preparation for Workshop	5															
preparing master plan ordinance	5															
Preparing schemes & maps	10															
Editing The Final Report	5															

Table 1.2: Project Schedual For Course ( 2 )

## **CHAPTER 2: DURA CITY BACKGROUND**

2.1 OVERVIEW (Name, Ancient History, location & Demography).

2.2 DEVELOPMENT OF DURA DURING THE 20<sup>th</sup> CENTURY.

2.3 NATURAL CHARACTERISTICS (Geographical & Climate).

*“ There is no inherent reason why life in a metropolis , however large the city, should be unpleasant or restrictive, why it cannot be a satisfactory ground for human survival and development, why its people should be unable to look on it as a beloved landscape.”*

*(Lynch, 1965)*

## **2.1: OVERVIEW (Name, Ancient History, location & Demography):**

The name “Dura” is derived from “Dura” which is a Canaanite word meaning “house”. Its ancient name is (Adoraim); during the Roman period, it was called (Adora). Since very early times, it has been famous for its vineyards known as “duri”.

Dura, a deep-rooted city in history, was inhabited by the Canaanites some 5000 years ago. Excavations made at Beit Mirseem hill where clay plates were found indicated that a Canaanite civilization and religion had once existed there. In 586 BC, the Chaldean king Nebuchadnezzar II of Babylonia destroyed Beit Mirseem after he had besieged and destroyed Jerusalem. In 332 BC, Dura as well as other parts of Palestine were captured by the Persians. During the Roman Period (63BC-636AC), Palestine was divided into five districts and Dura was made the capital of one of them, Adummia. Records of the Ottoman period indicate that Dura rose against Ibrahim Basha who had been incited and financed by France to rebel against the legitimate Sultan.

Dura city is one of the largest communities in Hebron districts, which lies eight kilometers to southwest of the city of Hebron. It is 898 meters above sea level and its area amounted to (14393) dunums. According to the census conducted in 1998 by the Palestinian Authority, the population of Dura is about 22 thousands.

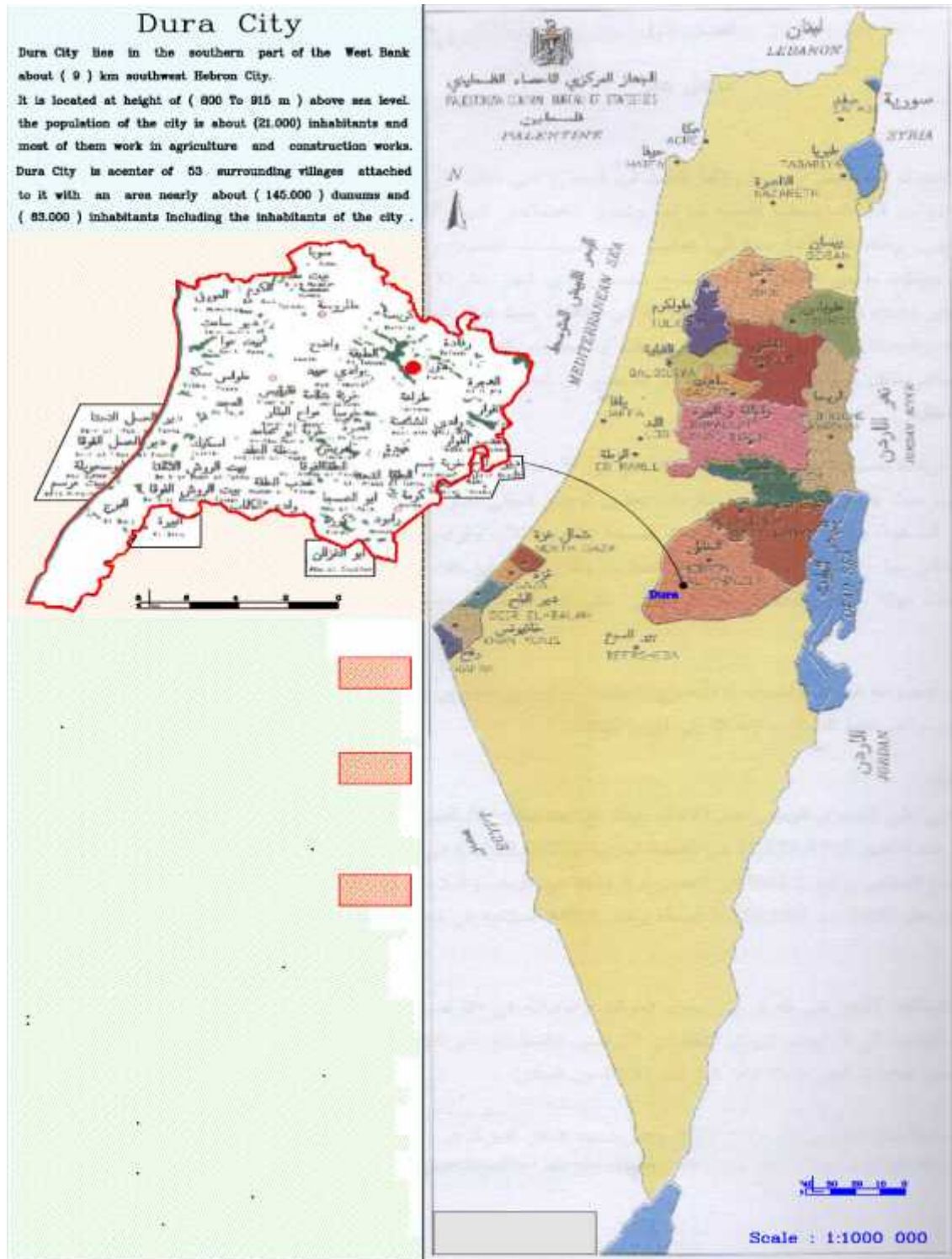
Although it is considered as a center for about 100 towns, villages and Khirbas (hamlets) including the biggest villages: Beit Awwa, Deir Samit, Khursa and Burjj. Dura district has an area of 240,704 dunums (240,704 sq km). Its population was 551, 13 at the 1997 PNA (Palestinian National Authority) census. With an annual population growth of 3.6%, the estimated population for Dura district is now 657, 73 and for Dura city 27,000.



2.1: Dura Old City 1973 (1). (Dura Municipality)

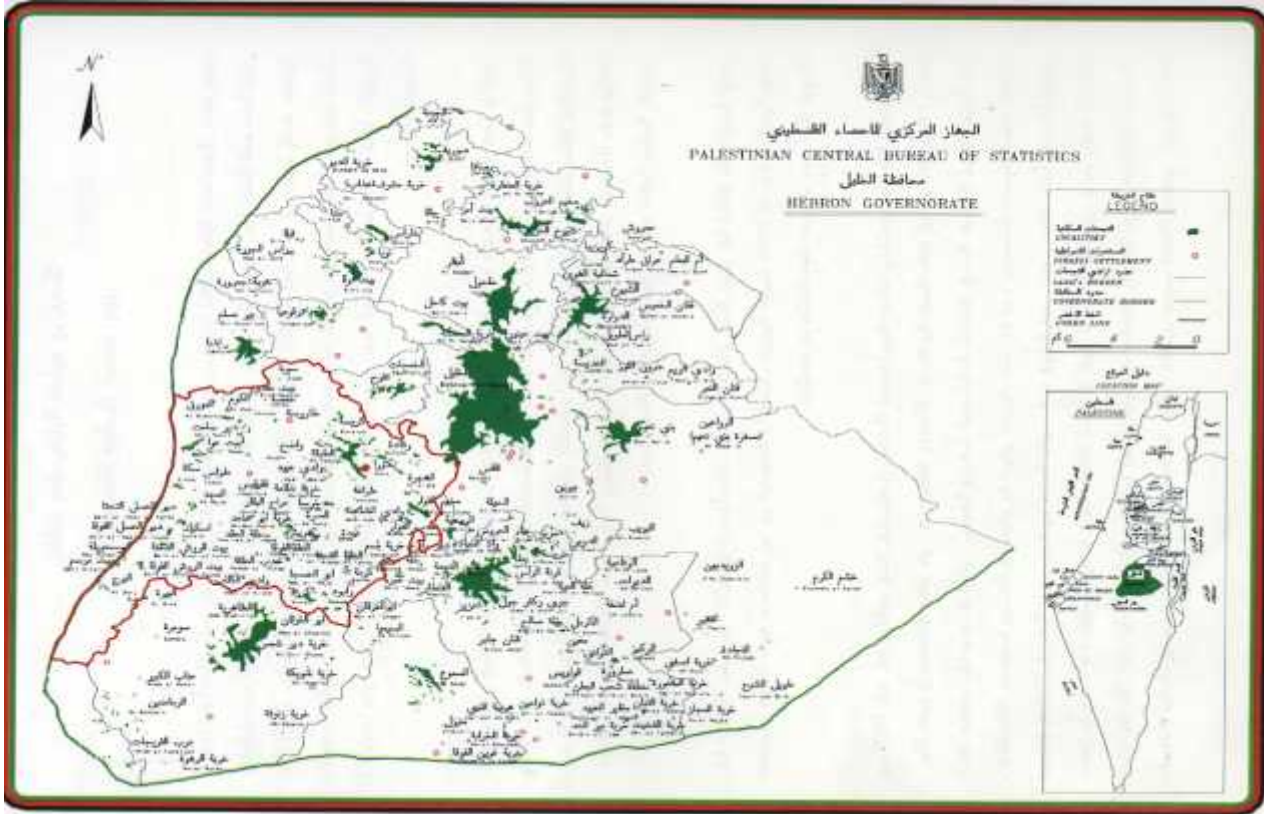


2.2: Dura Old City 1973 (2). (Dura Municipality)

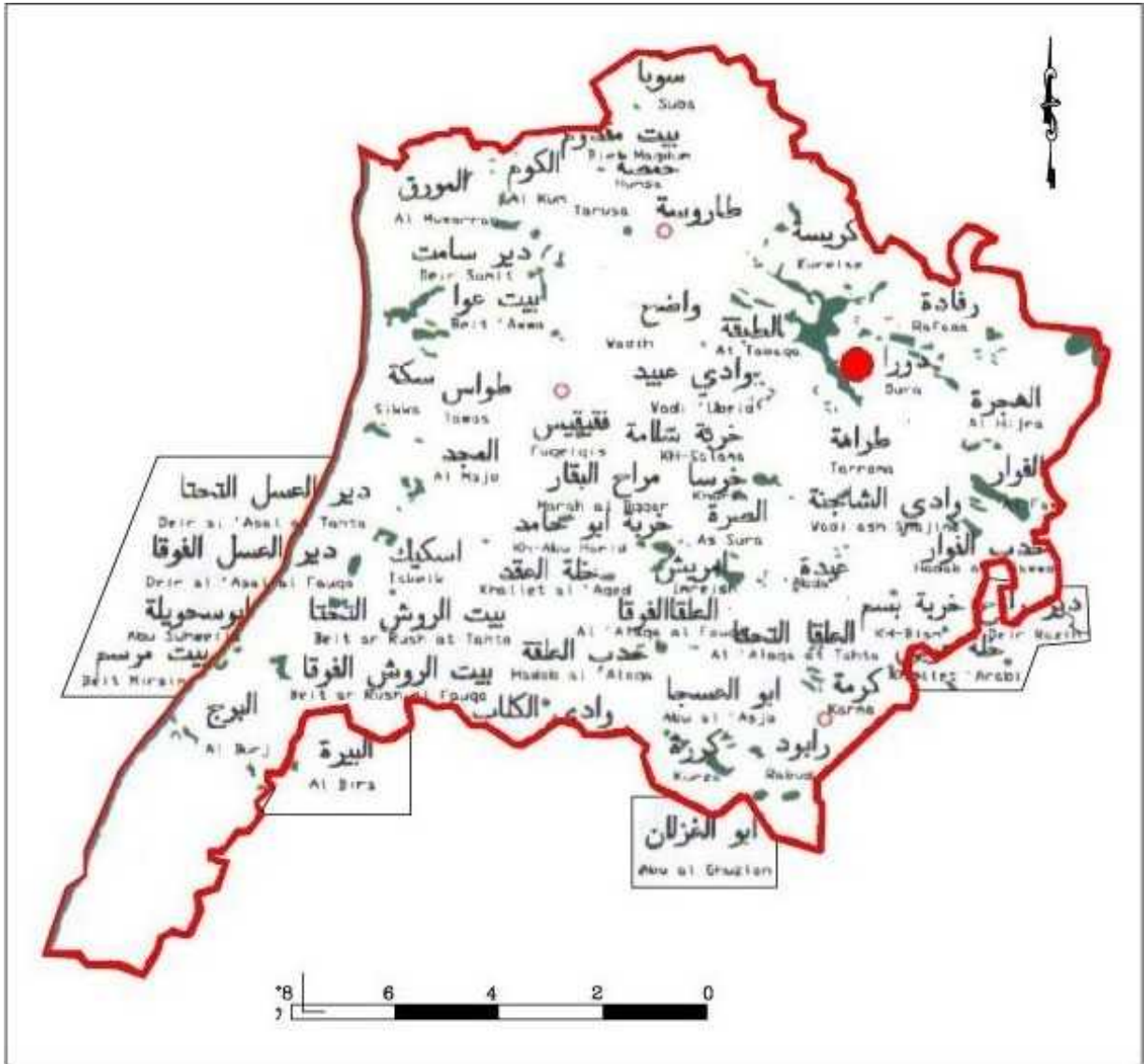


2.3: Map of Palestine -West Bank-Hebron-Dura (Dura Municipality)

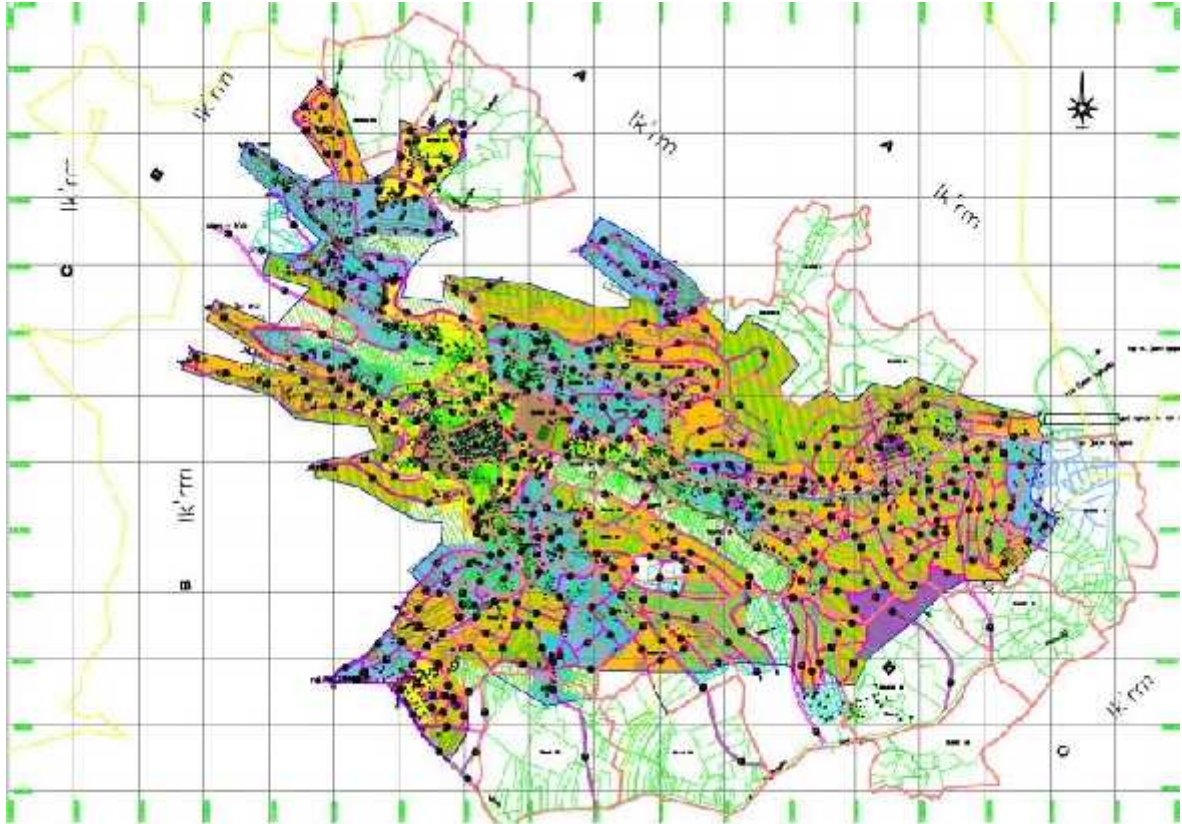




2.4: Hebron Governorate & the Edges of Dura City  
(Dura Municipality)



2.5: Map of Dura Region (Dura Municipality)



2.6: Dura Master Plan 2003(Dura Municipality)





2.7: Aerial photo of Dura old city center & Its Surrounding 1997(Dura Municipality)



2.8: Dura Old City Plan & Its Surrounding 2003 (Dura Municipality)

## **2.2 DEVELOPMENT OF DURA DURING THE 20<sup>th</sup> CENTURY.**

### **1. Period of the British Mandate/ Occupation (1918-1948):**

Like other Palestinian cities, Dura was subjected to and suffered a lot from the British Mandate. Due to their intense resistance to the British Mandate, all inhabitants of Dura's hamlets were evacuated to the city of Dura which was too small for them. Dura was also besieged by the British Mandate for 6 months and was forced to pay exorbitant fines.

### **2. The Jordanian Period:**

Dura was affected by the Israeli occupation of 1948 territories of Palestine. A large number of Palestinians were forced out of the Green Line to settle in other parts inside Palestine [namely: West Bank and Gaza Strip] or disperse outside [known now as Palestinian diasporas]. The Jordanian Government tried to survey the land of the West Bank, but 1967 war hindered the completion of this project.

### **3. Period of the Israeli Occupation (1967-1995):**

Like other cities of the West Bank, Dura was captured and badly affected by the Israeli Occupation. Many of its residents have been killed, expelled or pursued by Israeli troops. Similarly, statistics show that about 96,000 dunums of Dura district were confiscated.

### **4. Palestinian National Authority:**

Israeli attempts to confiscate more of Dura lands did not terminate during PNA era, which drove residents of Dura to set up a local committee to encounter Israeli settlement in the district. On the other hand, Dura has occupied a remarkable position during PNA era. Many Palestinian ministries and governmental institutions opened offices in Dura, which enhanced its administrative role and position:

Office of customs & Duties	South Hebron Income Tax Office	South Hebron Finance Office	South Hebron Interior Office
South Hebron Directorate of Education	Dura Directorate of Agriculture	Dura Directorate of Labor	South Hebron Directorate of Awqaf (Religious Endowment)
Dura Religious Court	Dura Magistrate's Court	Telecommunication & Post office	Office of Social Affairs
Civil Palestinian-Israeli District Liaison & Coordination Office			

2.9: Dura Ministries and Governmental Institutions  
(Researchers 2007 )

### **2.3 NATURAL CHARACTERISTICS (Geographical & Climate).**

Dura city is located about 9 kilometers south-west of Hebron between longitudes 35.5° to 31.55° east and latitudes 31.26° to 31.31° north, rising about 898 m (3,000 ft) above sea level.

Like the climate of Palestine, the climate of Dura is hot, dry in summers and moderate, rainy in winters. It is marked by variations influenced by relief, neighboring water areas and distance from desert. Winds blowing towards Dura are northwesterly that brings rain and easterly which is cold and dry in the winter. Average annual precipitations vary according to the geographical features of Dura. For instance, the area of Dahr Alhadaba [literally: back of the height] receives an annual average of (400-600 mm) of rain; southern slopes (300-400 mm); northern region of Dura hills (250-300 mm) and the region adjacent to the north of the Negeb (150-250 mm).

## **CHAPTER 3: LITERATURE REVIEW**

### **3.1 FROM ANCIENT TO MODERN**

### **3.2 LEGIBILITY AND SOCIETY**

### **3.3 ELEMENTS OF THE CITY**

### **3.4 GENERAL READINGS ABOUT PLANNING**

### **3.5 DURA CITY**

*The people, yes, out of what is their change  
from chaos  
to order  
and chaos again?*

*Carl Sandburg*

### 3.1 FROM ANCIENT TO MODERN

In order to come up with a new foundation for urban life, one should take in consideration the thousands of years that took the city to emerge and develop. The building of cities has a long and complex history (Mumford, 1961). Throughout history, cities have been shaped by war, trade, religion, politics and the natural environment (Boddy, 2002). Pyramids , ziggurats, towers , domes, all of them changed with religious meaning , formed the sacred core of the city for the greater part of history, while graves, ceremonial centers, anticipated markets, workshops, and forts , were all built to enhance the meaning and values of life, and ensured collective participation (Mumford, 1961).

Since the early ages, the growth of a town including its center have become a process of construction of new buildings, (Alexander, 1977).For that, open spaces, parks, squares, and the buildings which enclose them have become the places where the greatest amount of human contact takes place and to which the public have visual and physical access (Tibbalds, 1992).For thousands of years before the revolution of industry in the 19th century, the city had grown and developed organically, with mixed-use, self-sufficient and well-defined neighborhoods growing close to one another. Most people lived within convenient walking distance of their respective places of worship work, commerce, education, and recreation (Hoyt, 2005).

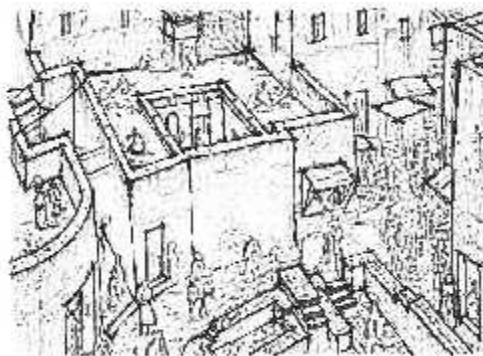


Figure (3.1) An artist Conception of a Sumerian city, taken from Seven Dreams of Inanna; a story about the Sumerians and their relationships with each other and with their gods (Brooks, 2005)

Early cities that evolved around 3000 B.C. in ancient Mesopotamia, Egypt, and the Indus Valley displayed a complex social organization and their societies had sophisticated religious, political, and military hierarchies. Sectors devoted to the activities of the elite were often highly planned and regular in form. In contrast, residential areas often grew by a slow process of growth, producing complex, irregular patterns that we term "organic." (Lynch, 1954). In Egypt civilization, cities were essentially ceremonial centers, that would not be very different from the ancient Maya ceremonial and governmental centers, and the buildings were erected around the sides of courts and plazas which were religious, governmental and trading sections of the city, thus the social core is more significant than any particular physical manifestation (Mumford, 1961).

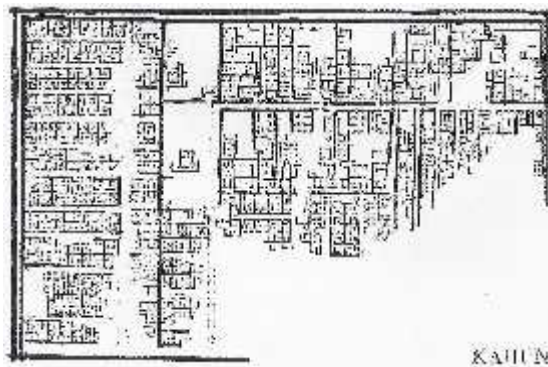


Figure (3.2) The city of Kahun, Egypt, 3000 B.C.  
A city Built for slaves who were assigned for work on the pyramids, the city was barely more than an assembly of cells arranged in rectangular blocks. The apparent difference in the size of the cells indicates a distinction in class among the inhabitants (Gallion, 1950)

Later on, in Greek, philosophers were concerned with the conditions under which a city-state becomes a healthy political and social unit. "Ten people would not make a city and with 100,000 it is a city no longer," wrote Aristotle. Planning theorists of classical Greece imagined the city to be – large enough to be self- sufficient for the purpose of living the good life but small enough to allow the citizens to know each other's personal characters (Lynch, 1954). The agora or market place was usually located in the approximate center of the town plan, and not only was the dynamic center of business and political life, but also place for social interactions and exchanging opinions and news, and which about it were lined shops



and market booths. Common open spaces in Greek cities was largely restricted to enclosure for public buildings (Gallion, 1950).

Cities were characterized by their narrow winding streets converging on a cathedral which its plaza became the market place, and adjacent to it there were city hall, and the open spaces, the streets and plazas developed as integral parts of the sites (Ellis, 1992. Many of these characteristics were also found In Islamic cities in that period, they had “The Friday mosque” and a market or “bazaar” nearby. Many neighborhoods were composed of socially related people, and those became a crucial building block of cities in the Arab world during medieval and later times (Abu-Lughod, 1987)

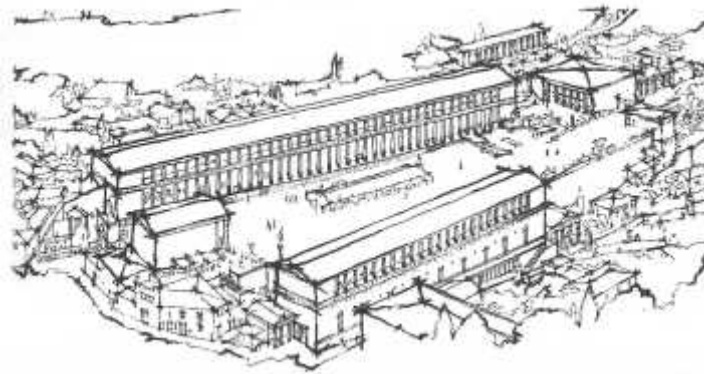


Figure (3.3) Agora of Assos, Asia Minor, 2<sup>nd</sup> century B.C. An ancient concept of the public space in the center of the city, where people can socialize and perform their activities (Ching, 1996)



Figure (3.4) View of Florence illustrating the dominance of the cathedral over the modest medieval city (Ching, 1996)



Figure (3.5) Rue Sidi Ben- Arous, Tunis.  
A typical route in an Islamic city that survived through history indicating persistent and durability (Akbar, 1988)

One of the most important urban models for the Islamic city is the spontaneously created and incrementally grown cities. This model proves to be the most enduring and persistent; the best examples of the old quarters survive in Maghreb countries. Those cities are described to be sophisticated and heterogeneous, despite their simple set of physical organizational components, (Isaacs, 1989).

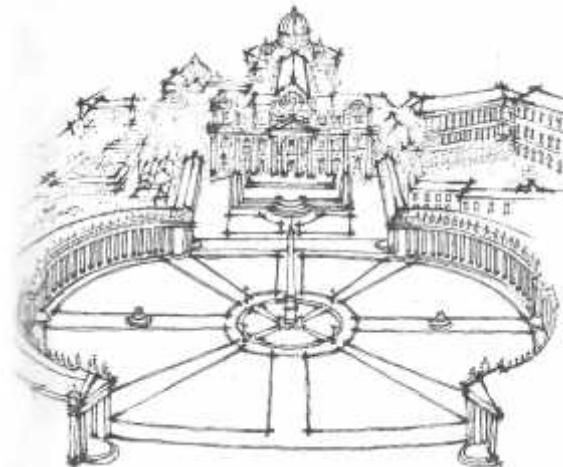


Figure (3.6) Piazza of St. Peter Rome, 1667, designed by Giovanni Bernini. A typical formal plazas of the Renaissance were curved out of the medieval town and given monumental scale (Ching, 1996)



With the revival of humane arts and sciences in the Renaissance, the architects began to systematically study the shaping of urban space; they created aesthetically pleasing and functional order. Parts of old cities were rebuilt to create elegant squares, long street vistas, and symmetrical building arrangements. (Ellis, 1992)

Cities have changed more since the Industrial Revolution than in all the previous centuries of their existence. Millions of rural residents no longer needed on farms moved to the cities, new factories were built to manufacture products for the new markets, and as a result railroads were constructed to carry goods and people (Ellis, 1992). The increasing crowding, pollution, and disease in the central city produced a growing desire to escape to a healthier environment in the suburbs. The upper classes had always been able to retreat to homes in the countryside (Ellis, 1992).

As a response for this decline of the living standards in the city, many movements arose in Europe and North America calling for better life in the cities. The Parks movement, the City Beautiful movement, and others, worked to improve public health through the provision of sanitary sewers and clean water supplies, and called for more green and open spaces inside the city physical form to reinforce the social structure of the city (Ellis, 1992).

It was only in the 20th century when city planning became an organized profession. Planners, philosophers and sociologists were and still looking for Utopian City, the ideal city that Plato pictured in his Republic. Le Corbusier, Frank Lloyd Wright, Paolo Soleri, and dozens of other architects have designed cities on paper. Although few of these theoretical cities were really constructed, they have influenced the layout of many new towns and urban redevelopment projects (Ellis, 1992).

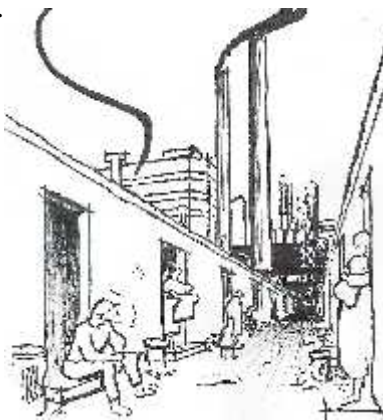


Figure (3.7) A scene for a typical industrial city in the beginning of the 20<sup>th</sup> century, showing the crowdedness and pollution (Gallion, 1950)

In the middle of the 20<sup>th</sup> century, Kevin Lynch - a leading environmental design theorist - brought to the urban theories new ideas and insights about human purposes and values in built form, and possibilities for designing humane environment (Banerjee, 1991). Lynch (1961) believed that the modern cities have many admirable features, and high standards of living, nonetheless they have social and economic problems; the discomfort, lack of diversity.

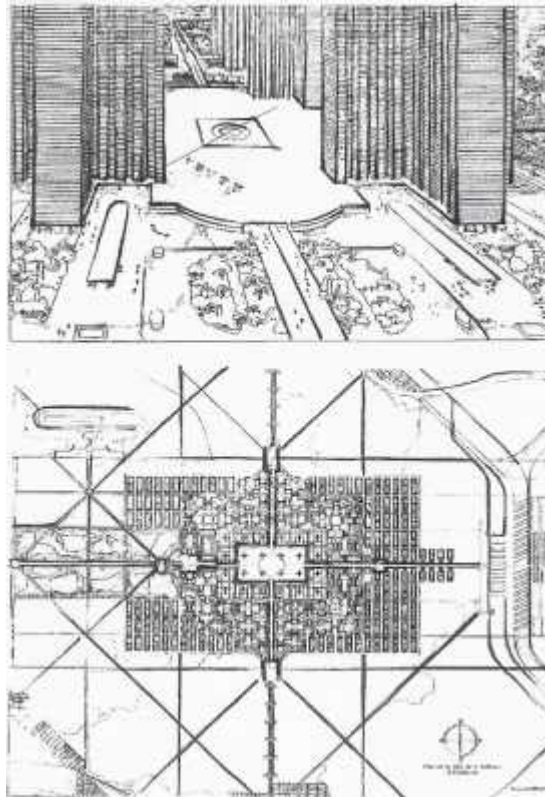


Figure (3.8) View and plan of Le Corbusier's 1922 project for contemporary city of 3 million inhabitants. Sky scraper offices occupy the center and the affluent live in the tallest, most central apartments. Farther out are linear residential blocks, while "garden cities" for industrial workers lie out of sight beyond the green-belt. (Lynch, 1984)

In Arab countries, Janet Abu-Lughod (1987) criticizes number of planners, who are trying to reproduce Islamic cities; she explains their failure by their concentration on the outcomes, rather than processes, because "cities are processes, not products". She concludes that one does not have the capacity to recreate Islamic cities. One has only the capacity to create conditions that might set in motion processes which in the past was generated the forms of traditional city.

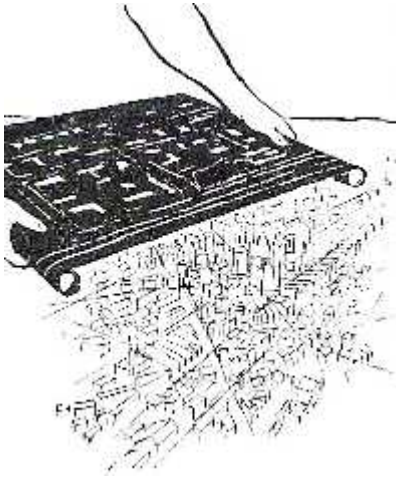


Figure (3.9) Planners are criticized for their static proposals for our changing cities (Gallion, 1950)

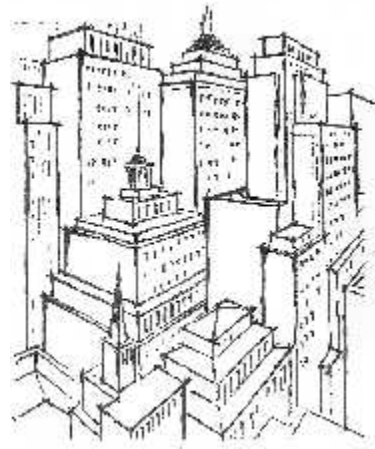


Figure (3.10) A view for a Metropolitan city where the urban structure overcomes the social one (Gallion, 1950)

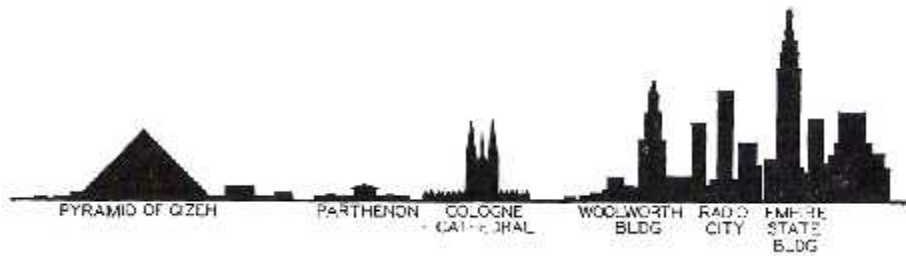


Figure (3.11) Silhouette, ancient to modern (Gallion, 1950)

### 3.2 LEGIBILITY AND SOCIETY

Legibility and society are two words that relate the physical structure of the city to the people and their activities. For Lynch, a vital city successfully fulfils the biological needs of its inhabitants, and provides a safe environment for their activities. A sensible city is organized so that its residents can perceive and understand the city's physical structure. A city with good fit provides the buildings, spaces, and networks required for its residents to follow their plans successfully. An accessible city allows people of all ages and background to gain the activities, resources, services, and information that they need. A city with good control is arranged so that its citizens have a say in the management of the spaces in which they work and live. (Lynch, 1984)

The term legibility can be defined as the ease with which people can understand the layout of a place, and it is based on five elements:

- Districts
- Landmarks
- Paths
- Edges
- Nodes (Lynch, 1960).

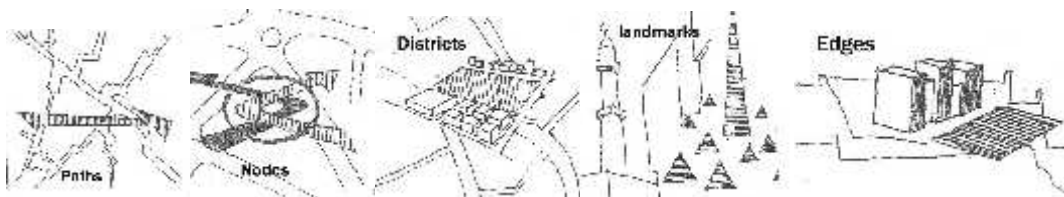


Figure (3.12) Lynch's five elements (Researchers 2008)



Figure (3.13) Square in Giron Columbia, South America (Ching, 1996)

A good example for presenting legibility, the open space and the outdoor market in front of the church is an excellent place for socializing after a Sunday mass. While the tree stands as a landmark in the space and defined a seating area, the risen steps emphasized the importance of the tree and the space beneath. (Researchers, 2007)

In other words legibility is the ability to read the environment as a system of signs. In order to relate each part of the urban space to another and to the people themselves, to put these parts in a time and place context, and to understand their function, and the social activities that take place in. (Lynch, 1965).



For that, Society became a controversial issue for the planners and sociologists, the urban design planner Norman Pressman and the sociologist Jane Tennyson cooperated in their paper Dilemmas Facing Social Scientists and designers to define the problem of the modern urban designs, and how the designers' solutions were labeled harmful because they were destroying the cultures of other users of the urban environment (Pressman, 1983).

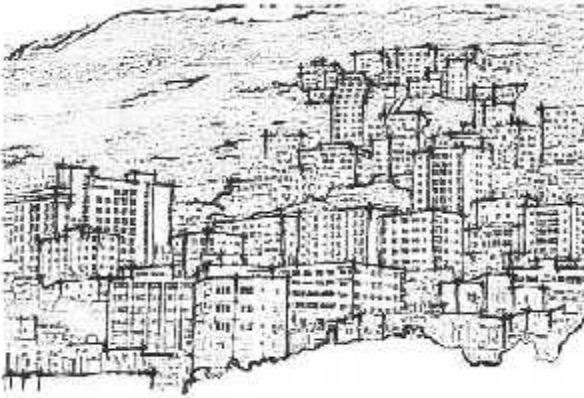


Figure (3.14) Apartment blocks along the hillside Nablus. The modern planning almost denied the needs of the residents who seek spaces to socialize (Birziet University 2007)



Figure (3.15) View along a pedestrian passage in the old city of Nablus where outdoor spaces for socialization is the most significant feature (Birziet University 2007 )

Rapaport (1977) defines cities as collections of “different groups, with different lifestyle reflecting different cultures”. However, people who share these social characteristics in behavior patterns tend to cluster together and to choose environments which provide appropriate settings.

Several theories and methods were carried out to enhance the modern urban life, social wise. The “place theory” is one of the approaches in urban design theories that add the components of human needs and, cultural, historical, and natural context. Its essence lies in understanding the cultural and human characteristics of the physical space. In other words, the urban space

becomes a place only when it is given a contextual meaning derived from cultural or regional content; and for that the theory focuses on the flexibility to allow the community, present and future, to alter its own environment (Trancik, 1986).

Based on this “place theory”, Trancik clarifies that the role of the urban designer is to discover the best fit between the physical and cultural context and the needs and desires of contemporary users. He believes that most of the successful designs of places stems from minimal interference in the social and physical setting instead of radical transformation (Trancik, 1986).

Community design in different parts of the world is redefining both design process and product. The resulting built environment of this certain design shows different visual and functional which intimately connected to the set of social and contextual goals results than ones produced by other forms of design (Francis, 1983).

Whether the design process depends on planners who should be aware of the cultural and social context or on the people themselves, The crucial question becomes: how do we as designers respond to time and place, with the risk of under-designing when all is left to individual developers and the risk of over-designing when too much planning and zoning deny the historic continuity, (Trancik, 1986).

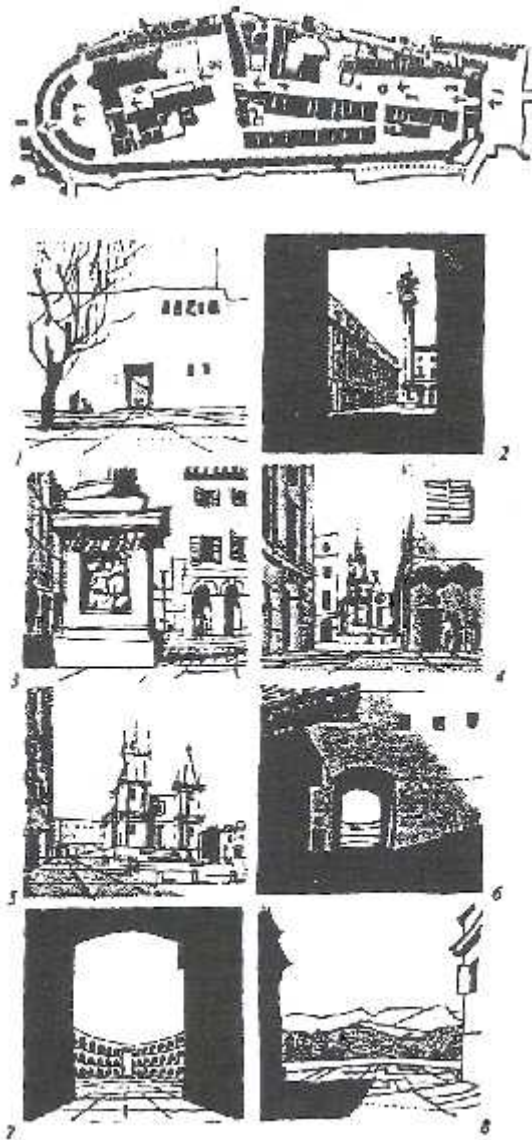


Figure (3.16) Perspective sequence of Townscapes illustrates the experience of moving through urban spaces and captures a unique sense of place. These sketches were drawn by Gordon Cullen; his works are a powerful demonstration of the need to understand and graphically analyze the individual character and sequence of public spaces in built environment (Trancik, 1986)



### 3.3 ELEMENTS OF THE CITY

In recent years, there have been three major approaches to design or analyze urban spaces, each of these approaches has its value, but the optimum is the one that draws on all three. Trancik (1986) presented them as:

1. The figure- ground theory: This theory is the starting point for considering the relationship between elements of the urban structure, mainly between the building mass and the open space. The approach is a powerful tool for identifying the textures and patterns of the urban fabric.

2. The Linkage theory: In this approach dynamics and circulation become the generators of urban form. The emphasis on connection and movement is a significant contribution, but the need for spatial definition is sometimes undervalued.

3. The Place theory: As mentioned before, this theory motivates designers to become more aware of the importance of historic, cultural, and social values in urban open space, and it argues against imposing abstract design from the outsiders.

Kevin Lynch (1954) defines the five elements- districts, nodes, paths, edges and landmarks- that create and enhance the legibility of a place as follows:

*” five elements help us to see the environmental image of a city. The elements generally overlap and don't exist in isolation.*

Lynch (1954) also points out:

*“Districts are structured with nodes, defined by edges, penetrated by paths, and sprinkled with landmarks.”*

For example, pre- industrial Muslim cities had identifiable, recognizable, self-expressing symbols and elements such as plazas, gates, fortified towers, minarets, mosques, defense towers, palace of governance, and market places.

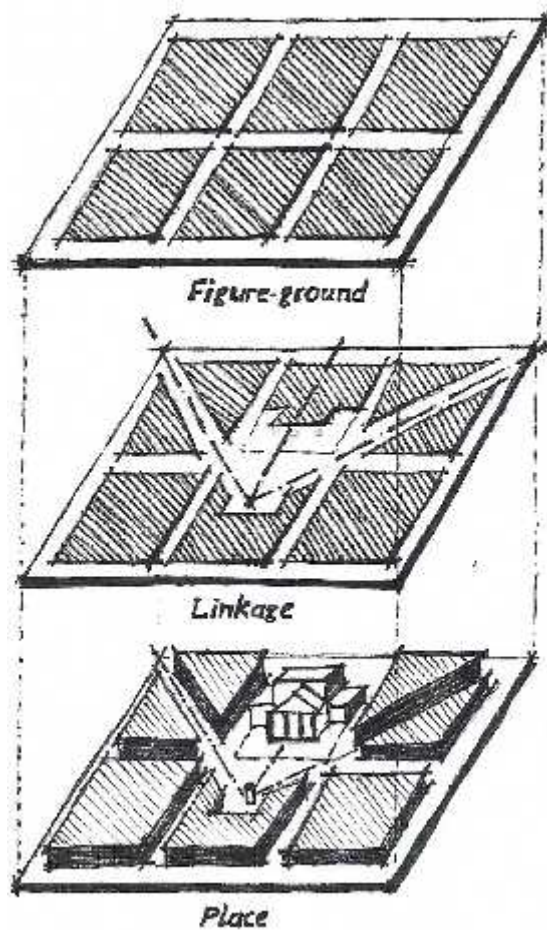


Figure (3.17) A diagram of the three major approaches in urban design theories (Trancik, 1986)

### 3.3.1 Districts

Lynch (1960) defines districts as:

*“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”.*

Thus they are sections of the city. A city is composed of component neighborhoods or districts; (its center, midtown, its in town residential areas, organized industrial areas, train yards, suburbs, college campuses, etc.)

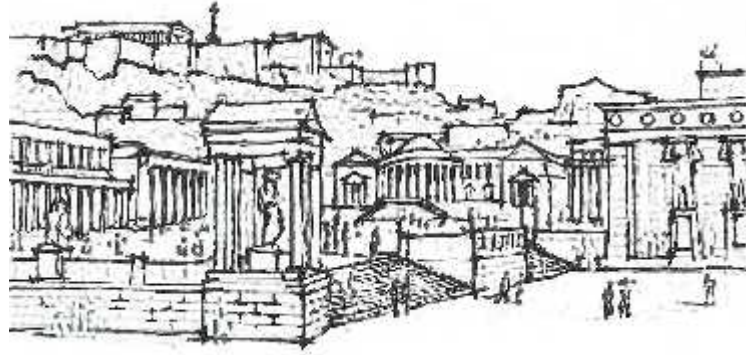


Figure (3.18) An agora in the city center of Athens, became the social and cultural hub of the ancient Greek community (Birziet University 2007 )



Figure (3.19) View of Tahrir Square, Cairo. The typical city center in many Arab countries, nowadays (Birziet University 2007)

### 3.3.1.1 City Center

Thorough history cities have been characterized primarily by the look of their centers, their major roads, and their main open spaces. The visual quality of these spaces is perhaps the most crucial, since these are used or seen by the greatest numbers of people, (Lynch, 1968). City centers exist in many forms of districts, the center which is related to commercial places (like market place or shopping centers) is the most familiar type (Berry, 1959). Since the

industrial revolution, new forms of market place had emerged and the adoption of glass covered shopping arcade was an attempt to find a new structure, utilizing the new achievement in iron frames and glass walls that modern technology offered( Mumford, 1961) The central area of the modern city is still often the social and cultural hub of the community, but its principal function is now commercial. Soaring land values have forced the city center to grow upward, (Hoyt, 2005), The new commercial centers , with their increasing populations, set the pace for intensified land uses, because of the limited amount of land available, and the natural restriction (Mumford, 1961). As consumers became inseparable from their cars, traffic congestion increased and parking problems discouraged the commercial expansion in central business district, and encouraged shopping along the highways which could be easily reached, the shopping centers that attracted many citizens around the region have created new districts, and new residential nodes were have been added around those shopping centers instead of the concentric rings from the down town (Cohen, 1996).

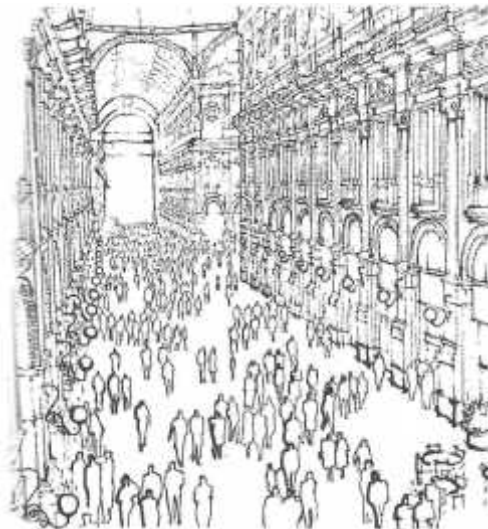


Figure (3.20) Galleria Vittorio Emmanuelle, Milan, Italy, 1877 (Ching, 1996)  
The influence of the industrial revolution over commercial places, new forms of market place had emerged and the adoption of glass covered shopping arcade.  
(Ching, 1996)

Although shopping centers in developing countries emerged many years after the second war, many cities are facing the same situation with the city center, and gradually, some downtowns are becoming neglected districts within city. Indeed, we have reached a new stage of urbanization beyond the metropolis. Most major cities are no longer focused exclusively on the traditional downtown. New sub centers have arisen round the periphery, and these sub centers supply most of the daily needs of their adjacent populations. The old metropolis has become a multi-centered urban region (Lynch, 1954).

In Riyadh city for example, the city core faced serious problems during the process of abandonment of city cores and traditional quarters and due to the planning approach which focused on the super block, a series of self -sustained communities along the edges of the city as dictated by the grid iron master plans, and those urban edges divert jobs , shopping, and leisure activities from the core, (Eben Saleh, 2001).

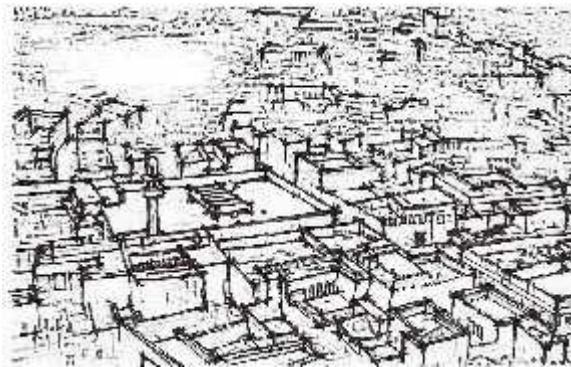


Figure (3.21) An aerial view over the old city of Riyadh  
(Birziet University 2007 )

### **3.3.1.2 Shopping center**

An important shift from one kind of social order to another took place after the arose of shopping centers, the landscape of mass consumption created a metropolitan society in which people were no longer brought together in central market places and the parks, streets, and public buildings that surrounded them, but rather were separated by class, gender and race in differentiating commercial sub centers (Cohen, 1996).

Only after the second war the developers of the American cities started to place the shopping district at the core of the residential community, and shopping was part of the public space at the settlement's core and residents spread outward from there (Cohen, 1996), many years later the developing countries adopted the shopping center approach, and three distinct types of shopping centers have emerged:

- neighborhood center
- community center
- Regional center

Victor Gruen one of the most famous shopping center developers argued that those centers were offered to the isolated suburban populations, and offered opportunities for social life and recreation in a protected pedestrian environment; he tried to set out the concept of the perfect down town through creation of centrally located public space that brought together both commercial and civic activities, and by addressing the common complaints of down town shoppers: parking was plentiful, safety was ensured by hired security guards, delivery trucks and loading courts kept truck traffic away from shoppers, canopied walks and conditioned stores made shopping comfortable around the year, the noise of the street was replaced by background of music (Cohen, 1996).

The new shopping centers led to:

1. The Commercialization of public space,
2. The exclusion of poor people and racial minorities and that led to market segmentation, which became the guiding notion to combine civic with commercial activities
3. The feminization of public spaces, and that empowered women as consumers more than producers (ibid).

### **3.3.1.3 Shopping center versus downtown**

Since the movement to the suburbs drew industry and people outside the cities, previously viable downtown land became desert. Changing economic, industrial and employment patterns have further increased the problem of lost space in the urban core, pedestrian links between important destinations are often broken, and walking is frequently a disjointed disorienting experience (Trancik, 1943). Many of the world's towns and cities – especially their centers have become threatening places polluted, congested by traffic full of poorly maintained buildings, unsafe, populated at night by homeless people and during the day by the same people begging on the streets, and many town centers are a mess because they suffer from organizational neglect (Tibbalds, 1992).

As the rise of the shopping centers increased, and their bad influence on the downtowns enlarged, some of the developers tried to put some solutions to that phenomenon, through offering the attractive characteristics of the shopping centers to the downtowns. (Cohen, 1996).

Some of the consumer surveys were done by sociologists and market researchers searching mainly the social behavior beyond being attracted to the shopping center more than to the downtown shops, the consumers routinely gave:

- Convenience
- The ability to drive and park easily
- More night hours
- Improved store layouts
- Increased self selection

Above all, people were not so dissatisfied with the downtown stores as much as attracted to the ease of shopping centers shopping. It was hard to view to what extent people viewed those shopping centers more than places to shop, but as community centers (Berry, 1959).

The edges of the cities are usually typified less so residential suburbs, inner areas displays decaying blocks of flats and slum properties, the whole urban area is surrounded by dirty, noisy traffic congestion, car ownership is rising, places are losing their individuality, and for a city, it is easier that it loses its heritage and what is unique to it, in favor of a car oriented, tower block dominated places (Tibbalds, 1992).



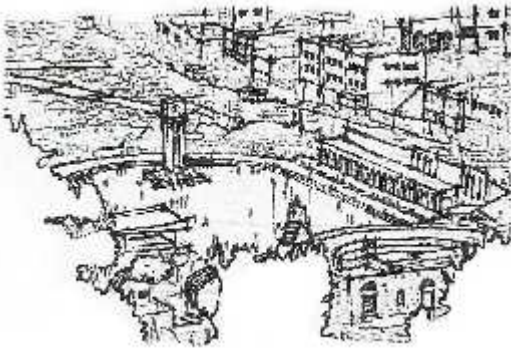


Figure (3.22) Al-Hashemeya Open plaza in the city center of Amman. Today this center is used only by low-income sectors of city residents and visiting tourists (Birziet University 2007 )

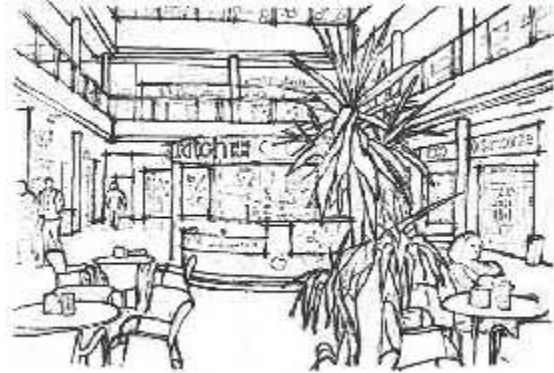


Figure (3.23) Abdoun Mall, Amman. Shopping centers in the Arab cities became a recent trend, and became a spot for high income sectors of the society (Birziet University 2007 )

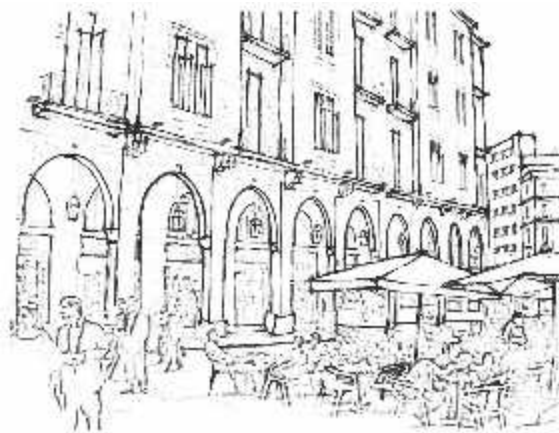


Figure (3.24) Beirut downtown, out door Cafés became popular after The restoration and redevelopment of Downtown Beirut which covered residential, office, retail and hotel projects, and 26 public and religious buildings (Aga Khan Trust for Culture, 1994)



### 3.3.1.4 Redevelopment

During times the city core, is being the center of urban renewal effort. As the cities have grown outward into the suburbs, slum areas of the older central city have worsened and spread, moreover the city center always requires immediate attention because of its age and importance to all inhabitants of the entire region (Walker, 1960). In general, Urban renewal is associated with civilization, the inefficiency and inadequacies of planning must be repaired by renewing cities not removing the population, and how to combine the forces of the government with those of private enterprise to meet constantly changing circumstances (Walker, 1960).

The Activities that occupy the older areas are continuously changing, and planners have tried hard to manage that change. Even the oldest areas are rarely completely abandoned, but their original activities change into more specialized and diverse ones. The planners' job here is not to prevent such a change but to facilitate these shifts in use gradually, and to decrease the density of the central. Planners should also encourage the central areas to open out, to become the focal point for particular uses and institutions, the residence of people with special tastes, or attractive vacation areas (Lynch, 1968)

However, *in the Image of The City*, Lynch proposes three theories: planning theory, functional theory and these two theories focus on visual and perceptual values , and normative theory deals with human behavior in space and the relation between human values and city form: continuity, social interaction, and cultural values are the main elements of the normative theory( Lynch, 1960).

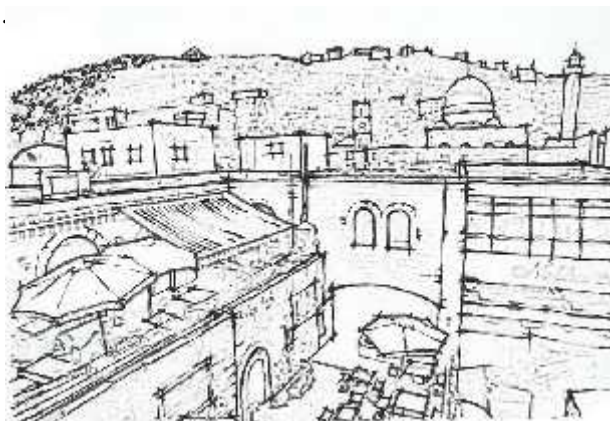


Figure (3.25) Al-Yasmeen Hotel and Souk, Nablus a rehabilitated complex with 37 retail shops, a restaurant, and 30 hotel rooms and an open court, a good example for redeveloping the heritage of the city to cope with modern needs of the residents (Aga Khan Trust for Culture, 2000).

### 3.3.2 Paths

"They are the channels along which the observer usually, occasionally, or potentially moves. They may be streets, walkways, transit lines, canals, railroads". They are static and recognizable objects that can be used to give a sense of location and behavior, these are the city major and neighborhood minor routes of circulation that people use to move out, and along them, other environmental elements are arranged and related (Lynch, 1960).

Through time, and since the city core is the place where lot of social interaction takes place, a functional hierarchy has been used to categorize downtown streets. But unfortunately, the social and commercial role of the traditional street has been further undermined by such modern movement design features as enclosed malls, mid-block arcades, and sunken or raised plazas (Trancik, 1986). One of the most serious obstacles to the free flow of traffic is the use of street space for parking and for loading and unloading. So by providing adequate parking and at terminal points, streets can fulfill their primary purpose of moving persons and commodities to their destinations (Webster, 1958).

In every major city, engineers have been doing effort to increase the flow of automobile traffic by means of street widening, junction, freeways, traffic control, and other measures. In most cases the result is merely to attract more automobiles into the traffic arteries and create new problems of traffic congestion and difficulties of parking in the central business areas. Consequently, the solution is to convince people to use mass transportation (Webster, 1958). Lynch (1992) proposes design guidelines for the planning and design of paths, these guidelines aim to insure clarity of image and spatial quality:

1. Special uses or activities along the path, to strengthen the image of the observer and increase the livability of the path.
2. The use of unique façade to strengthen the spatial continuity and identity of the path.
3. The use of variety of shapes, widths, and directional shifts to strengthen the directional and visual quality.
4. Awareness of continuity, orientation, and scale in relation to the whole city network to enhance the function of the path.
5. Emphasis on clear origin and destination points to provide a scaling image.
6. To use landmarks and nodes along the path to strengthen the sense of one's position.
7. Naming the system to strengthen the identity and meaning of the path (Lynch, 1992).



Figure (3.26) Street view, old city of Nablus, where the social and commercial role of the traditional street has been further undermined (Birziet University 2007 )



Figure (3.27) View under an arch along a passageway in the Inns of Court, London, a typical medieval winding street (Mumford, 1961)



Figure (3.28) View down a pedestrian passage, Amman, where the pedestrian amenity is provided in the oldest places of the city. (Birziet University 2007 )

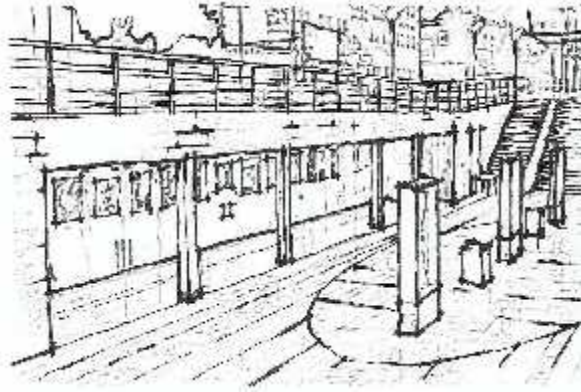


Figure (3.29) The Cultural Street in Amman is a pedestrian boulevard, commissioned to mark Amman's selection as the Arab Capital of Culture 2002. The pedestrian passes through seven areas, each accentuating a specific element: the obelisk, a shady meeting place, a leafy area with seating, a sunken amphitheatre, a kiosk area, and a round seating wall. (Aga Khan Trust for Culture, 2004)

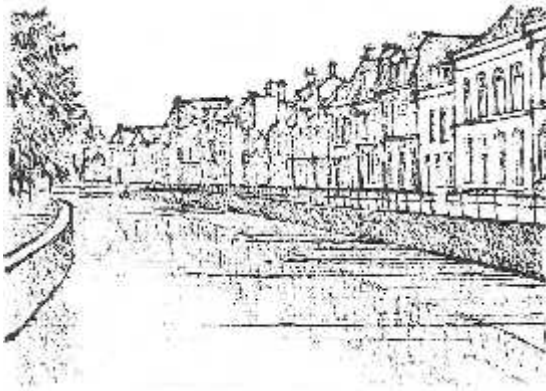


Figure (3.30) 18<sup>th</sup> century buildings fronting a tree lined canal in Kampen, Holland (Holland Ching, 1996)



Figure (3.31) Madrid, City center, where greenery plays as edges to separate two functional spaces (Birziet University 2007 )

### **3.3.3 Edges**

*“They are the linear elements not used or considered as paths by the observer. They are boundaries between two phases (shores, walls, barriers, railroad cuts or edges of development)”,* they close one region from another. Or, they could be lines that hold related regions together, and some districts have no edges at all but gradually taper off and blend into another district (Lynch, 1960).

Eventually, when establishing the spatial framework of public design for streets, squares and open spaces, they should express the scale and character of the surroundings for making coherent, visible connections between old and new uses, buildings, activities and the diverse building styles and forms (Trancik, 1986). It takes more than architects or planners to create good cities; because “cities are processes, not products”. The planners’ job revolves about improving environments and not creating new ones (Abu-Lughod, 1987). Three points for improving large- scale environmental quality: The movement system, the array of centers, and the pattern of open spaces. (Lynch, 1965).

### **3.3.4 Nodes**

A node is a center of activity. It is a type of landmarks but is distinguished from them by its active function. They are centers of attraction that you can enter (a city square) *“are points, the strategic spots in a city into which an observer can enter, and which are intensive foci to and from which he is traveling. They may be primary junctions, places of a break in transportation, a crossing or convergence of paths, moments of shift from one structure to another”,* ( i.e., break point of railroad stop or highway to city street, plaza, commercial corner, hang-out) ( Lynch, 1960).

#### **3.3.4.1 Open Spaces**

Open space has many meanings in the planning of cities and it refers to those regions in the environment which are open to the freely chosen and spontaneous actions of people; to public parks, to grounds for sports and games, un-built-on land, natural" areas, voids which are open to view, or to places of outdoor gathering (Kepes, 1972). They have commercial and social functions since ever, and their importance has persisted through history, but descended directly from the agora, for it is in the open place, , even the big market places and cathedral

places were anything but formal squares. The following years, the scheme of central place, circles, or open squares dominated monument, flanked symmetrically by public buildings, with avenues spreading out from such centers, and living spaces were treated as leftover (Mumford, 1961).

However the traditional form of European and Islamic cities, where streets and squares are carved out of the dense mass of building, the public space has structure and meaning(Trancik, 1986), but our modern cities weather in developed or developing countries, suffer from lost spaces due to major factors: an increased dependence on the automobile, the attitude of architects of the modern movement toward open space, zoning and land use policies of the urban renewal period that divided the city, and the abandonment of the industrial, military, or transportation sites in the inner core of the city( Mumford, 1961).

In response to that phenomenon of the disintegration of open spaces within the pattern and shape of the city, it is essential to follow two solutions:

1. redesign the lost spaces within the city which are the undesirable urban areas that fail to connect elements in a coherent way (i.e. the base of high rise towers, unused sunken plaza, surface parking lots that ring the urban core and sever the connection between commercial center and residential areas,(Trancik, 1986).

2. Or create urban open space system in the city and especially its core that offers both formal and informal places and active-recreational and quiet areas for downtown workers, residents and visitors (O'Connor, 2002. The supply of open spaces may be increased for health, amenity and to support child rearing (Lynch, 1984). Open spaces might be used in a conscious program of changing the tastes or opportunities of minority groups with more rigid or isolated patterns of behavior (Banerjee, 1990).

Finally open spaces contribute to community control, since they make room for growth and change. Such spaces grant an important degree of future adaptability on a community (Lynch, 1960).

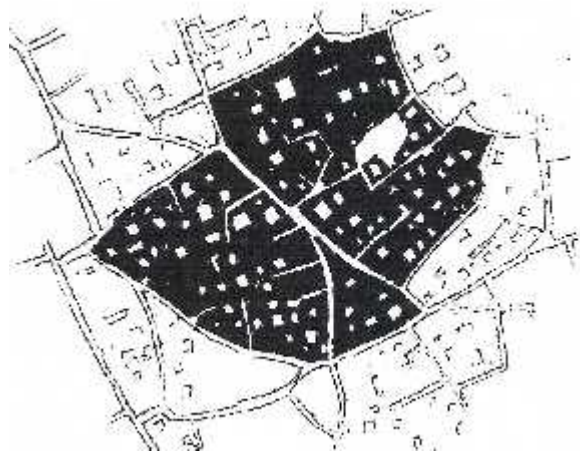


Figure (3.32) A fragment from map of the city of Tunis showing buildings attached to each other, the white spaces are the inner courtyards and the outdoor spaces distributed all over the neighborhoods (Association Sauvegarde de la Medina, Tunis, 1968)

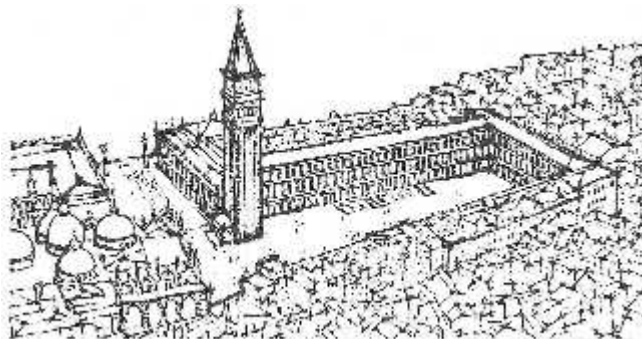


Figure (3.33) Piazza of San Marco, the continuous facades of buildings define this public gathering space, (Ching, 1996)





Figure (3.34) Renovated dwellings surround the future site of a public park, Old city of Hebron, ( Aga Khan Visual Archive, MIT, 1998).



Figure (3.35) City center, Madrid (Birziet University 2007 )

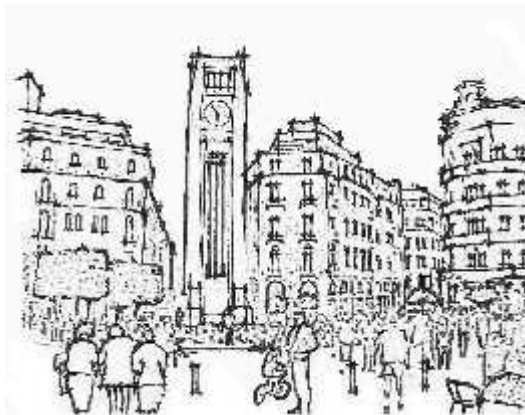


Figure (3.36) Place De L'Etoile, Beirut downtown. (Birziet University 2007)



### 3.3.5 Landmarks

Point of reference (clock tower, natural feature) “is *another type of point reference, but in this case the observer doesn't enter within them, they are external. They are usually a rather simply defined physical object: building, sign, store, or mountain.*” Landmarks (weather perceived by citizens or by foreign) are important elements of urban form because they help people to orient themselves in the city and help identify an area. Landmark become identifiable if they stand out and different from their surroundings, some of them are very large and seen great distances, like Eiffel tower, and some are very small like a tree within an urban square, and can only be seen close up (Lynch, 1960).

For example, in the case of redeveloping Riyadh core, several distinguished projects were constructed in Riyadh which works as landmarks; they enhance the importance of physical connections and spatial charm in the creation of the image of the city (Eben Saleh, 2001).

It takes more than architects or planners to create good cities; because “cities are processes, not products”. The planners’ job revolves about improving environments and not creating new ones (Abu-Lughod, 1987). Three points for improving large- scale environmental quality: The movement system, the array of centers, and the pattern of open spaces. (Lynch, 1965)



Figure (3.37) Piazza San Marco, Venice, view of the sea framed by the Doge's Palace on the left and Scamozzi's Library on the right, the entrance to the piazza from the sea is marked by two Granite columns. (Ching, 1996)

## 3.4 GENERAL READINGS ABOUT PLANNING

### 3.4.1: Renovation Idioms:

- **Preservation**

Keeping some thing in the same or in good condition. Example the society is working for the preservation of wildlife.

It can be done in three levels:

- Local
- State
- Phidral

- **Rehabilitation**

To help some thing to live a normal life again after weakness

- **Rehabilitation criteria**

- The smallest change to be used
- Try to preserve the original and keep the integrity of the existing
- The distinctive material
- Repair rather than replace
- Looking for archeological features before you damage them
- New constructions (new additions) to not destroy the old ones and to be recognized as anew (not do it the same)
- New addition should not demolish the original

- **Restoration**

The act of returning some thing to its original condition. For example, the restoration of a mosque.

- **Renovation**

To repair an old building and put it back in good condition.

- **Reconstruction**

To build again some thing has been destroyed or damaged. For example, al Aqsa Mosque was reconstructed after the fire of 1986.

### 3.4.2: History of Cities and City Planning

- **Introduction**

The building of cities has a long and complex history. Although city planning as an organized profession has existed for less than a century, all cities display various degrees of forethought and conscious design in their layout and functioning.

Early humans led a nomadic existence, relying on hunting and gathering for sustenance. Between 8,000 and 10,000 years ago, systematic cultivation of plants and the domestication of animals allowed for more permanent settlements. During the fourth millennium B.C., the requirements for the "urban revolution" were finally met: the production of a surplus of storable food, a system of writing, a more complex social organization, and technological advances such as the plough, potter's wheel, loom, and metallurgy.

Cities exist for many reasons, and the diversity of urban forms can be traced to the complex functions that cities perform. Cities serve as centers of storage, trade, and manufacture. The agricultural surplus from the surrounding countryside is processed and distributed in cities. Cities also grew up around marketplaces, where goods from distant places could be exchanged for local products. Throughout history, cities have been founded at the intersections of transportation routes, or at points where goods must shift from one mode of transportation to another, as at river and ocean ports.

Religious elements have been crucial throughout urban history. Ancient peoples had sacred places, often associated with cemeteries or shrines, around which cities grew. Ancient cities usually had large temple precincts with monumental religious buildings. Many medieval cities were built near monasteries and cathedrals.

Cities often provide protection in a precarious world. During attacks, the rural populace could flee behind city walls, where defense forces assembled to repel the enemy. The wall served this purpose for millennia, until the invention of heavy artillery rendered walls useless in warfare. With the advent of modern aerial warfare, cities have become prime targets for destruction rather than safe havens.

Cities serve as centers of government. In particular, the emergence of the great nation-states of Europe between 1400 and 1800 led to the creation of new capital cities or the investing of existing cities with expanded governmental functions.

Washington, D.C., for example, displays the monumental buildings, radial street pattern, and large public spaces typical of capital cities.

Cities, with their concentration of talent, mixture of peoples, and economic surplus, have provided a fertile ground for the evolution of human culture: the arts, scientific research, and technical innovation. They serve as centers of communication, where new ideas and information are spread to the surrounding territory and to foreign lands.

- **Constraints on City Form**

Cities are physical artifacts inserted into a preexisting natural world, and natural constraints must be respected if a settlement is to survive and prosper. Cities must conform to the landscape in which they are located, although technologies have gradually been developed to reorganize the land to suit human purposes. Moderately sloping land provides the best urban site, but spectacular effects have been achieved on hilly sites such as San Francisco, Rio de Janeiro, and Athens.

Climate influences city form. For example, streets have been aligned to take advantage of cooling breezes, and arcades designed to shield pedestrians from sun and rain. The architecture of individual buildings often reflects adaptations to temperature, rainfall, snow, wind and other climatic characteristics.

Cities must have a healthy water supply, and locations along rivers and streams, or near underground watercourses, have always been favored. Many large modern cities have outgrown their local water supplies and rely upon distant water sources diverted by elaborate systems of pipes and canals.

City location and internal structure have been profoundly influenced by natural transportation routes. Cities have often been sited near natural harbors, on navigable rivers, or along land routes determined by regional topography.

Finally, cities have had to survive periodic natural disasters such as earthquakes, hurricanes, tornados, and floods. The San Francisco earthquake of 1906 demonstrated how natural forces can undo decades of human labor in a very short time.

- **City Center Urban Design Policies**

- City Center buildings should be dramatic without conflicting with adjacent residential areas.
- City Center buildings should be designed to enhance the character of streets.
- City Center buildings should be used to terminate some streets and create interesting views.
- The City center should include a large public space. This space could have the attributes of a “plaza,” surfaced with special paving and furnishings, the attributes of a a “green” which would emphasize trees and grass, or a some combination. In either case a major water feature should be located within the space.

- **The City Center should be a focus of urban vitality and activity**

- City Center buildings should be concentrated to create a district and be designed to relate to others within the district.
- The City Center should have a mix of uses.
- Streets within the City Center should contain on-street parking.
- The City Center should promote and be designed to foster sharing of common facilities, such as open space, parking and other infrastructure.
- The City Center should contain within it a significant amount of concentrated housing (at least 1000 units).
- The City Center should accommodate future prospects for transit.
- Streets should help connect and not separate the City Center from adjoining developments.
- The City Center should be safe and designed to reflect the human scale.

- The City should hold and encourage public events, festivals, and gatherings to take place in City Center throughout the year.

- **The City Center should be pedestrian-oriented:**

- The core of the City Center should be 1000-1500 feet in length and width, to ensure that it is compact and walk able.

- Streets within the City Center should be pedestrian oriented with wide sidewalks, on street parking and other traffic calming features.

- The street pattern should consist of a “modified grid.”

-The buildings within the core should incorporate substantial amounts of clear glass at the street level to allow for visual access into commercial spaces.

-The buildings should be set close to the sidewalk, with entrances directly from the sidewalk.

- Buildings within the City Center should range from 2 stories to 7 stories in height.

- Retail uses within the Center should be concentrated for maximum impact convenience and to create a critical mass.

- Parking should be, for the most part, accommodated either in below-grade or above-grade structures with commercial frontages or display windows along street frontages. Any surface parking should be heavily screened from view by planting.

- Services areas (loading, trash, utilities) should be hidden or screened from view.

- **Good City Form**

What is the good city? We are unlikely to arrive at an unequivocal answer; the diversity of human needs and tastes frustrates all attempts to provide recipes or instruction manuals for the building of cities. However, we can identify the crucial dimensions of city performance, and specify the many ways in which cities can achieve success along these dimensions.

A most useful guide in this enterprise is Kevin Lynch's A Theory of Good City Form (Cambridge, MA, MIT Press, 1981). Lynch offers five basic dimensions of city performance:

vitality, sense, fit, access, and control. To these he adds two "meta-criteria," efficiency and justice.

For Lynch, a vital city successfully fulfils the biological needs of its inhabitants, and provides a safe environment for their activities. A sensible city is organized so that its residents can perceive and understand the city's form and function. A city with good fit provides the buildings, spaces, and networks required for its residents to pursue their projects successfully. An accessible city allows people of all ages and background to gain the activities, resources, services, and information that they need. A city with good control is arranged so that its citizens have a say in the management of the spaces in which they work and reside.

Finally, an efficient city achieves the goals listed above at the least cost, and balances the achievement of the goals with one another. They cannot all be maximized at the same time. And a just city distributes benefits among its citizens according to some fair standard. Clearly, these two meta-criteria raise difficult issues which will continue to spark debates for the foreseeable future.

These criteria tell aspiring city builders where to aim, while acknowledging the diverse ways of achieving good city form. Cities are endlessly fascinating because each is unique, the product of decades, centuries, or even millennia of historical evolution. As we walk through city streets, we walk through time, encountering the city-building legacy of past generations. Paris, Venice, Rome, New York, Chicago, San Francisco -- each has its glories and its failures. In theory, we should be able to learn the lessons of history and build cities that our descendants will admire and wish to preserve. That remains a constant challenge for all those who undertake the task of city planning.

### 3.5 DURA CITY

In our case, the center district of Dura city, contains many vital activities for the whole surrounding region such as economical and commercial activities. And because of redevelopment can even destroy an existing urban fabric or social community without any good results, thus, in order to avoid this crisis in our case, there are important steps to be followed:

- There are several important implications of this study. The first concerns the need for balance between past conditions and future aims in redevelopment planning.
- It is important to locate new development and project referring to the existed nodes and centers, additionally, to follow other experiences of shopping centers and get knowledge of how experts could get rid of their negatives on city core to avoid living the same situation.
- Strengthen the existing center and conserve its characters and control its expansion through providing the vital physical elements of the city in a coherent image.
- It is necessary to develop a methodology for matching valuable social contents such as historical activity, commercial systems, and community with the framework of new development. In this respect, it can be said that the case of Dura city is going to redevelop the core physically and rehabilitate the community socially.



## **CHAPTER 4: CASE STUDIES**

### **4:1 IRBID & DAHR AL-TAL CITY CENTER**

### **4:2 AL SADD CITY CENTER**

*Sir, if you wish to have a just notion of the magnitude of this city , you must not be satisfied with seeing its great streets and squares , but must survey the innumerable little lanes and courts.*

*Samuel Johnson*

#### **4:1 IRBID & DAHR AL-TAL CITY CENTER:**

Irbid anciently known as Arabella is Jordan's 2nd largest city located about 85 km north of Amman, situated at an equal distance from Pella and Umm Qais, and is a bustling community with a large university (Yarmouk University).



4.1: An Old House -Irbid  
(<http://www.atlastours.net/jordan/irbid.html>)

Though not an important city for sightseeing, Irbid houses two very worthwhile museums, and forms a good base from which to explore the northern Jordan Valley or to start a trip to Umm Qais, Pella, Ajloun, Umm Al-Jimal, or Syria.

Artifacts and graves in the area show that Irbid has been inhabited since the Bronze Age. Irbid, nowadays, retains the bustle and charm of provincial Middle Eastern town that has not been disfigured by the consumerism and modernism that have made such a big impact on the large cities.



4.2: Jordan Map  
 (<http://lexicorient.com/e.o/atlas/jordan.htm> )

**Problems of the study area:**

**1- Regulatory social problems:**

- Lack of green area and open urban spaces.
- Lack of a main square.
- The poorness of building system Instructions, which preserve the cultural heritage features.
- Waive the provisions of constructions (horizontal and vertical expansion).
- Loss of Specialized markets identity ( Mix Use )
- There are no places for (Cottages) to sell Light materials.
- The existence of obstacles in the roads and Sidewalks.

## **2- Infrastructure and environmental:**

- Lack of sufficient network to drainage rainwater.
- The spread of the abandoned houses which causes crimes and unhealthy conditions.
- The need for the rehabilitation and restoration for the facades of buildings, especially old ones.
- The spread of bad announcement phenomenon -visual pollution.
- The lack of adequate lighting in the paths and alleys.

## **3- Roads and traffic:**

- Inadequate capacity of some roads.
- Lack of parking.
- Lack of positions for public buses (Umbrellas, Chairs sit.....).
- Don't compliance with engineering standards in the implementation of some roads and sidewalks
- Lack of indicative signals.

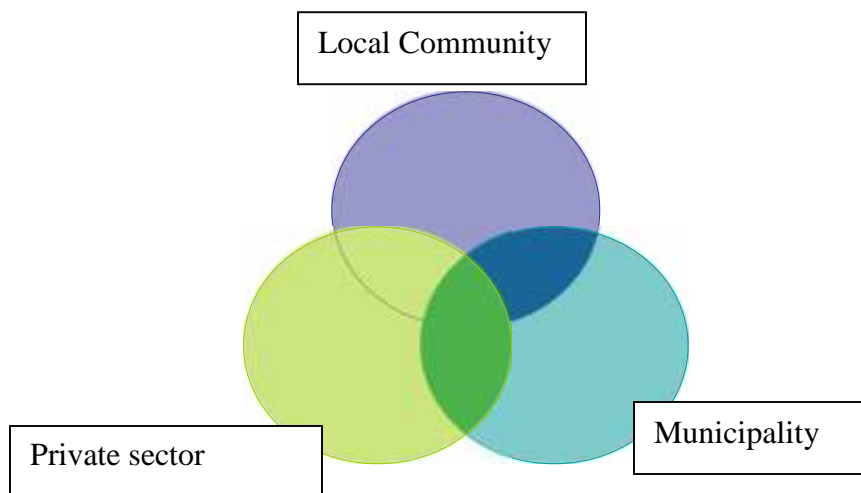
## **4- Other problems:**

- The weakness relationship between the city and its population, because of many symbols of heritage buildings which form a part of the space memory is demolished.
- The city center consider as attracting point during the day, and only semi-deserted at night, this making it as a disattractive area.
- The weakness of cultural and some social activities in the city, because it hard to find yards to set up, or inability to activate heritage buildings to establish these activities where they belong to different individuals.
- There are many abandoned buildings, which distort the image of the city center and lead it to be unhealthy.
- The way which all the heritage sites don't exploit so this leads to be neglect and damaged.
- The increasing in land prices in the city center, which makes the ownerships in this region are very expensive.

## The Reviving project of Irbid and Dahr Al -Tall downtown Project:

Study aims to revitalize and develop Irbid heritage downtown, and developed it within a specific strategy to achieve the requirements of comfort to citizens and restore gravity to the center of the city through:

- Restoration of heritage buildings which owned by the municipality.
- Creating activities and events in the squares.
- Linking all the elements in the region and facilitate the movement of contact between them.
- Re-linking the man to the place where, through activation heritage symbols in the city.
- Access to sustainable urban development through multiple partnerships with the local community and the private sector, this leading to enhance the economic and the social life for the people in the city.
- From here it's clear that one of the most important objectives of the project is to success of the complementary relationship between the parties of social equation which municipality plays.



4.3 Parties of social equation  
[websrv.municipality.gov.bh/pls/portal/docs/PAGE/WEB\\_SITE\\_V2/CONF\\_MUN\\_2006/CONFERENCE/Papers/4.doc](http://websrv.municipality.gov.bh/pls/portal/docs/PAGE/WEB_SITE_V2/CONF_MUN_2006/CONFERENCE/Papers/4.doc)

## Development Plan Input:

### **Socio - Economic Study**

The number of samples 502 sample 70% of the population, at a rate of 30% of the traders on the following:

- 91% consider the "development" necessary for the socio-economic development goals.
- 91% are considering that providing jobs for those who can work from male as an important issue.
- 78% believe in the process to encourage local people to open small investment projects as an important issue too.
- 70% believe that the region is still suitable for housing while a 30% of them otherwise.
- 65% using public transportation, while 35% use special modes of transport.
- 61% prefer paid employment in the public sector.
- 57% believe in the development process that is essential to attracting tourists and improving the standard of living also providing psychological comfort to the citizens, and providing job opportunities for them to improve the level of services in general.
- 60% are considering that providing job opportunities for females is an important issue.

### **Heritage study:**

The elements of urban fabric cultural features of the study area:

- Al-Tall: linking the past of the city with its future.
- AL Hara Al-Fowqa: has a cultural nature / entertainment.
- AL Hara Al-Wosta and Al-Tahta: has a commercial nature.

## The impact of development on the physical fabric of urban cultural features of the study area:

- Marginalizing of the traditional Interior and median buildings, which didn't overlook on the main streets, and migration and transformation it to unhealthy and unsafe areas at night.
- Conversion most of the heritage buildings in the ground floor to shops and commercial offices, which led to the abandonment of the upper floor of the residential building ,which resulted an extensive changes in the facade to lose its cultural features .
- The demolish of some heritage buildings and replace it with a modern high.



4.4: Plan & Shots for Irbid City Center  
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## **Rehabilitation plan Strategy:**

This strategy start from the meaning of rehabilitation the urban environment with an development of the infrastructures, and the preserving of the heritage pattern .In addition to the focusing on the city center resources by using it's building and urban open spaces, for creating an attractive activities .In the other hand this strategy is against the illogical solutions that stand on the destroying of the heritage of the old buildings. This summarized as follow:

- Determine a heritage historical area, by making an interactive position between the old pattern and the new one.
- Making this area as an attractive one, by development the human life level, especially the medium sectors.
- Put criteria for documentation heritage building process.
- Putting administrative laws for the preserving area, in addition to creating training expert planners, engineers and the decision makers.
- Considering the economic and social sustainability.

## **Some proposed development projects:**

1- Re-identity traditional / cultural of Al-Tall area through:

- Rehabilitation and restoration of all heritage buildings, and the prevention of any additions or removals.
- Establishment of amphitheater included the social and cultural activities on the back of Al-Tall .
- Developed this area as a center of cultural and social activities.
- Exploitation of the rest of the Al-Tall area, like garden and the general recreational activities.

2- Linking the northern Tall region with southern trade area:

- Diversion Hashemi Street to a tunnel under the ground and expand the available squares in front of the municipal building to pedestrian use .



3- Strengthening the commercial region identity for the lower area (South Street Hashemi) through:

- Rehabilitation of specialist markets as (jewelry market/leather...)
- Establish specialized areas of the cottages (instead of the use of squares and sidewalks).
- Bind the owners of abandoned commercial buildings to exploit them, and don't leave them using unhealthy places.
- Establish a recreational attractive center for the popular places as (cafes, restaurants...) and activated it at night through creation of attractive activities.
- Remove the vegetable market building, and Finding a suitable substitute.

### **Traffic and movement**

- Improvement and rehabilitation of the main axes (roads) leading to the city center from neighboring areas.
- Consideration of Al-Hashimi Street as a major street, breaking the city center and divided the study area into two parts, north and south.
- Create a circular motion surrounding the city center of the northern side to create a suitable capacity of traffic in the area (expansion and rehabilitation).
- Creating a circular motion surrounding the city center of the southern side to have appropriate capacity.
- Rehabilitation Network corridors and incorporation through tiling ,and expanding entrances overlooking the main roads to improve the linkage theory and light it at night .

## **The criteria for evaluating projects:**

- **Engineering Criteria**

- Suitability of Site
- Adherence to building + Planning Regulations
- Impact on traffic.
- Need for additional Infra. Services
- Compatibility to surroundings (Visual, Architectural, Environmental
- Affordability + Sustainability

- **Socio – economic Criteria**

- Peoples Perception.
- Need for Project.
- Job / employment Creation.

- **Cultural – heritage Criteria**

- Contribution to Urban Heritage Fabric
- Raising awareness Of Cultural Heritage
- Building with Heritage Significance

## The proposed development projects / squares:

- **Al-Afrah Square:**



### 4.5: Layout for Al-Afrah square

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- **Foara Square:**



### 4.6: Proposed vision for Foara square

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## The project of restoration and reuse of old heritage houses:

- **Beit Al-Nabils:**



4.7: Al- Nabils House

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- **Al-sharairi House:**



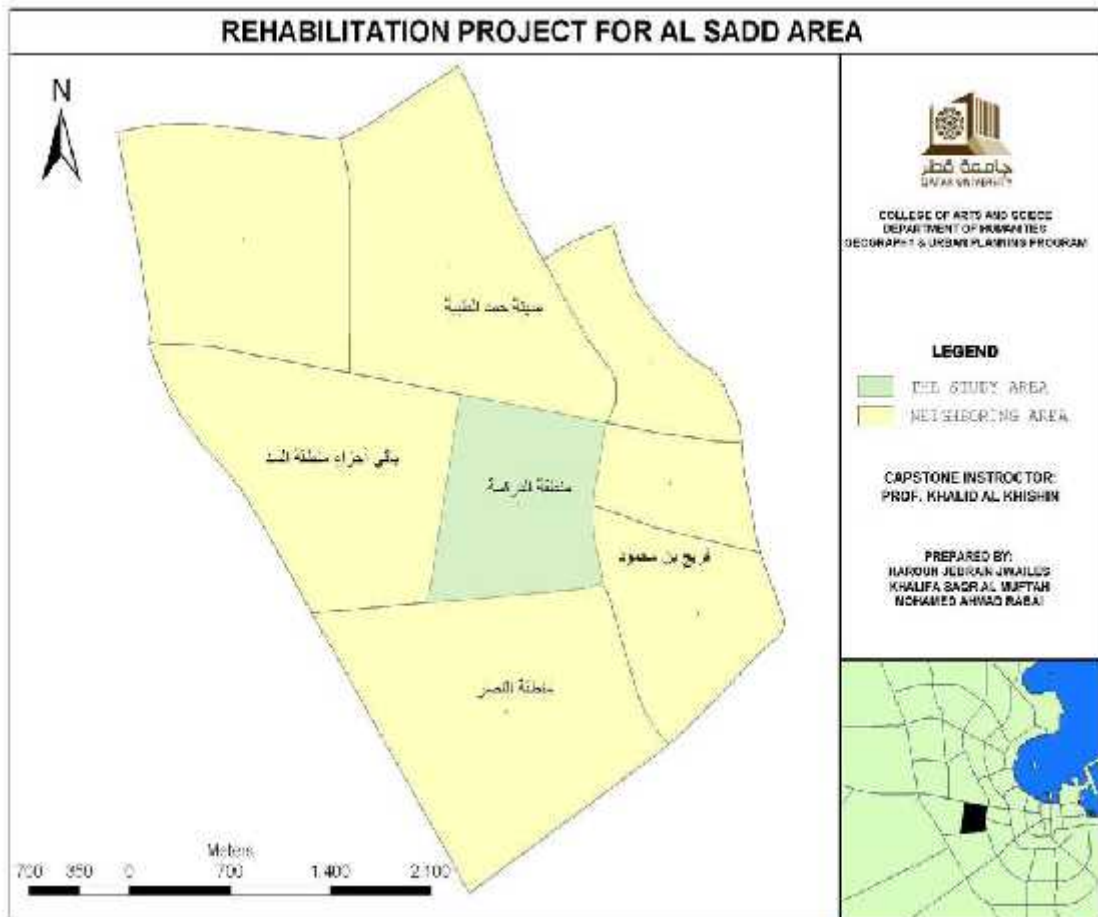
4.8: Al-Sharairi House

[websrv.municipality.gov.bh/pls/portal/docs/PAGE/WEB\\_SITE\\_V2/CONF\\_MUN\\_2006/CONFERENCE/Papers/4.doc](https://websrv.municipality.gov.bh/pls/portal/docs/PAGE/WEB_SITE_V2/CONF_MUN_2006/CONFERENCE/Papers/4.doc)

## 4:2 AL SADD CITY CENTER:

### Description of area

- Al sadd Locates west of Doha city , to the north of it located Hamad Medical City , From the south region al Nasr , From the East Freij bin Mahmoud and from the west The western part of al Sadd area .
- The area of the study area 1,633 square km .



4.9: Al-sadd Study Area

(<http://www.qu.edu.qa/html/campuslife/340ct12jun07.html> )

- Al-Sadd is one of the Doha residential and commercial vitality empty lands being use by building multi-storey buildings in order to overcome the high price of land .

- Other regions are linked by a strong relationship

Due to the availability of many commercial complexes, many restaurants and mobile phone shops.

**The reason for selecting area:**

- Vitality area contains a lot of problems because of the physical evolution .
- The diversity of land uses and mix uses
- The absence of previous studies of the area
- The bad state of the internal streets

**Objectives of the study:**

- Identify the problems and obstacles in the region
- To find appropriate solutions to the problems afflicting the region based on studies that have been conducted
- Achieving the following social goals:
  - Social mobility: Through the provision of green meadows and gardens .
  - Child protection: Through the establishment of a number of nurseries and kindergartens.
  - Social marketing: Through the supermarket where people congregate .
  - Social welfare: Through the presence of schools and health centers .
- Put recommendations to the competent authorities to solve the problems of the region.



### Systematic study:

The systematic study based on the following matters:

#### 1- Division of the study area

Since the study was divided into three parts, and gives each student a specific part of the study.



4.10: Al-sadd Aerial Photo  
(<http://www.qu.edu.qa/html/campuslife/340ct12jun07.html> )

- To study the current situation of the region ,through field visits and the lifting of the following data :
  - Land use

- Building conditions
- Building rises
- Building materials
- Streets of the region
- Traffic on the region
- Other data (lighting, a forestation , Parking.....etc )
- Amendment data from the Doha municipality on the data that have been filed so that correspond with reality .
- Data entry.
- Get maps by the Arch map .

### **The current situation area**

- **Site and constraints**

Dealing with the following parameters:

#### **1- Sources of noise**

There are multiple sources of noise in the region

- The main streets that surround the region because of heavy traffic
- Secondary street where continuous movement of cars in this street inconvenience to the residents of the region
- The Commercial area
- Construction work in various parts of the region, particularly the north-eastern region.

#### **2- Surrounding buildings**

More buildings that surround the region has commercial character except Hamad Medical Hospital.

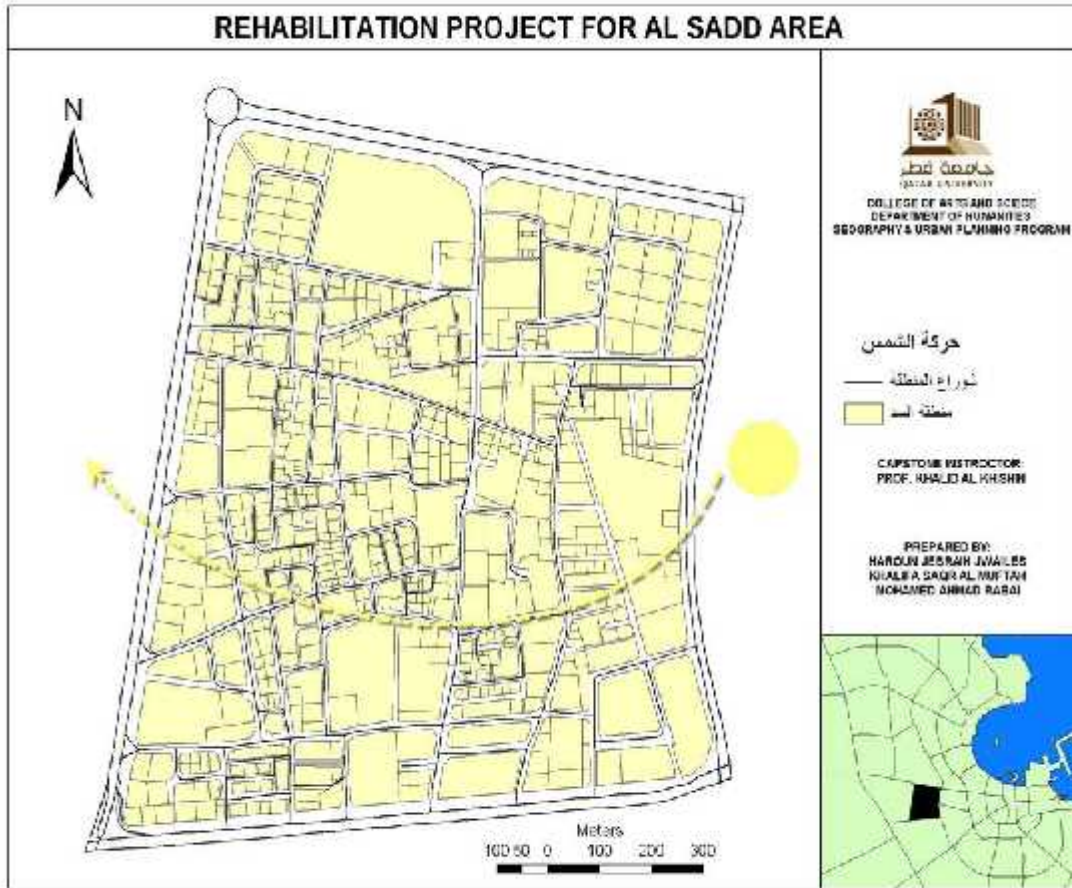




4.11: Panorama For the study area  
(<http://www.qu.edu.qa/html/campuslife/340ct12jun07.html> )

### 3- The movement of the sun

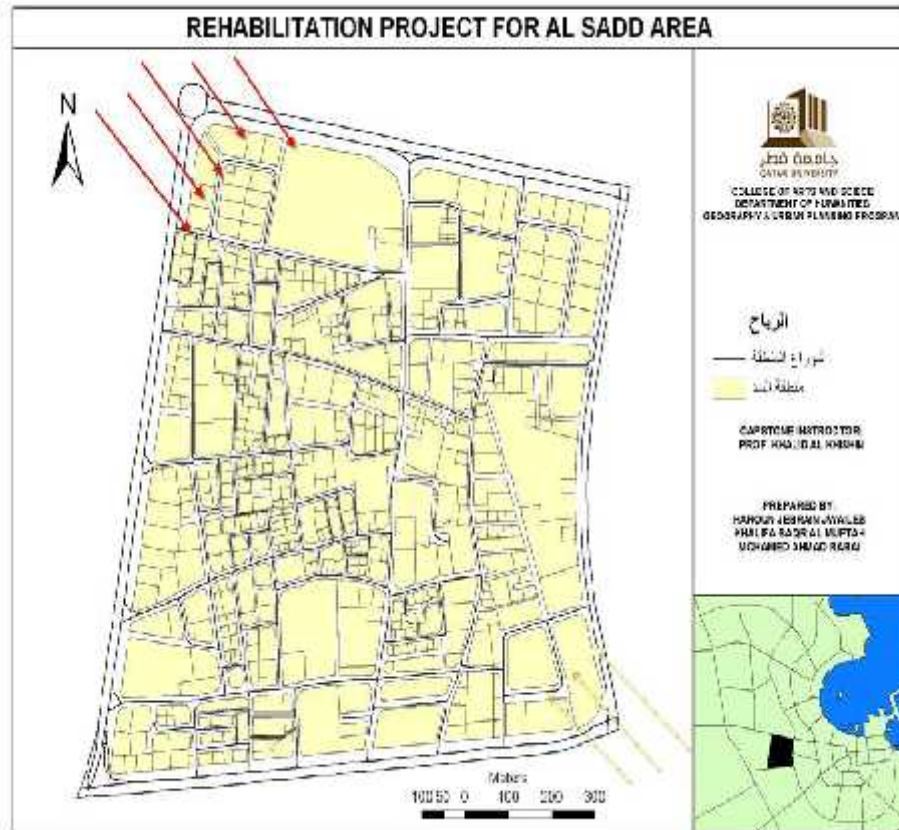
Sun is moving from east to west with the focus in the middle of the sky.



4.12: The sun movement  
(<http://www.qu.edu.qa/html/campuslife/340ct12jun07.html>)

#### 4- The Wind

Northeasterly winds in the region-northwesterly dominated throughout the State , In the summer winds blowing south-easterly .



4.13: The Wind Direction

(<http://www.qu.edu.qa/html/campuslife/340ct12jun07.html> )

#### 5- Edges

The edges of the region are the streets that surround them, some worked on the separation of the region fully chapter, this situation margins force and others is weak because It preserves the relationship between them and neighboring areas as AL-Nasr region and Hamad Medical City ..

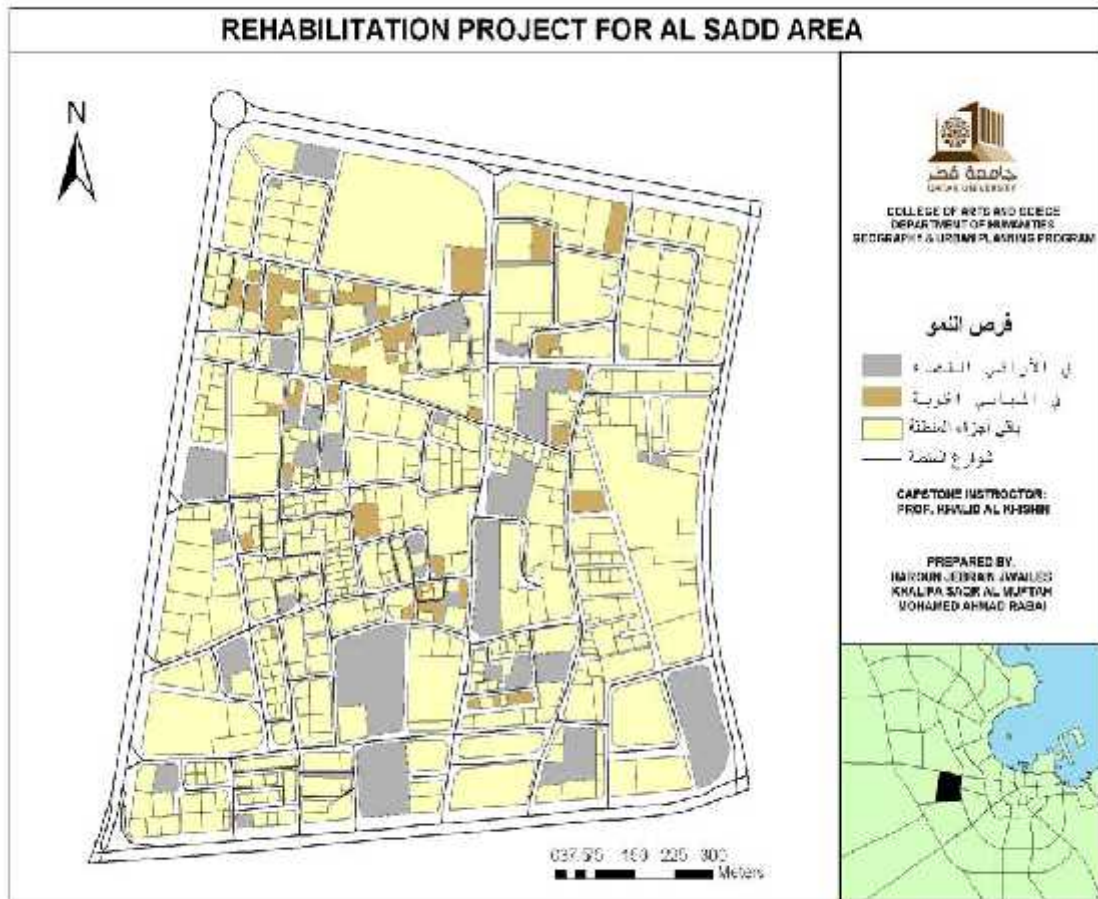


4.14: The Edges  
(<http://www.qu.edu.qa/html/campuslife/340ct12jun07.html> )

**5- Growth opportunities within the site :**

There are many opportunities for growth in the region by providing a lot of empty land, in addition to the bad situation building which will be removed or rehabilitation.

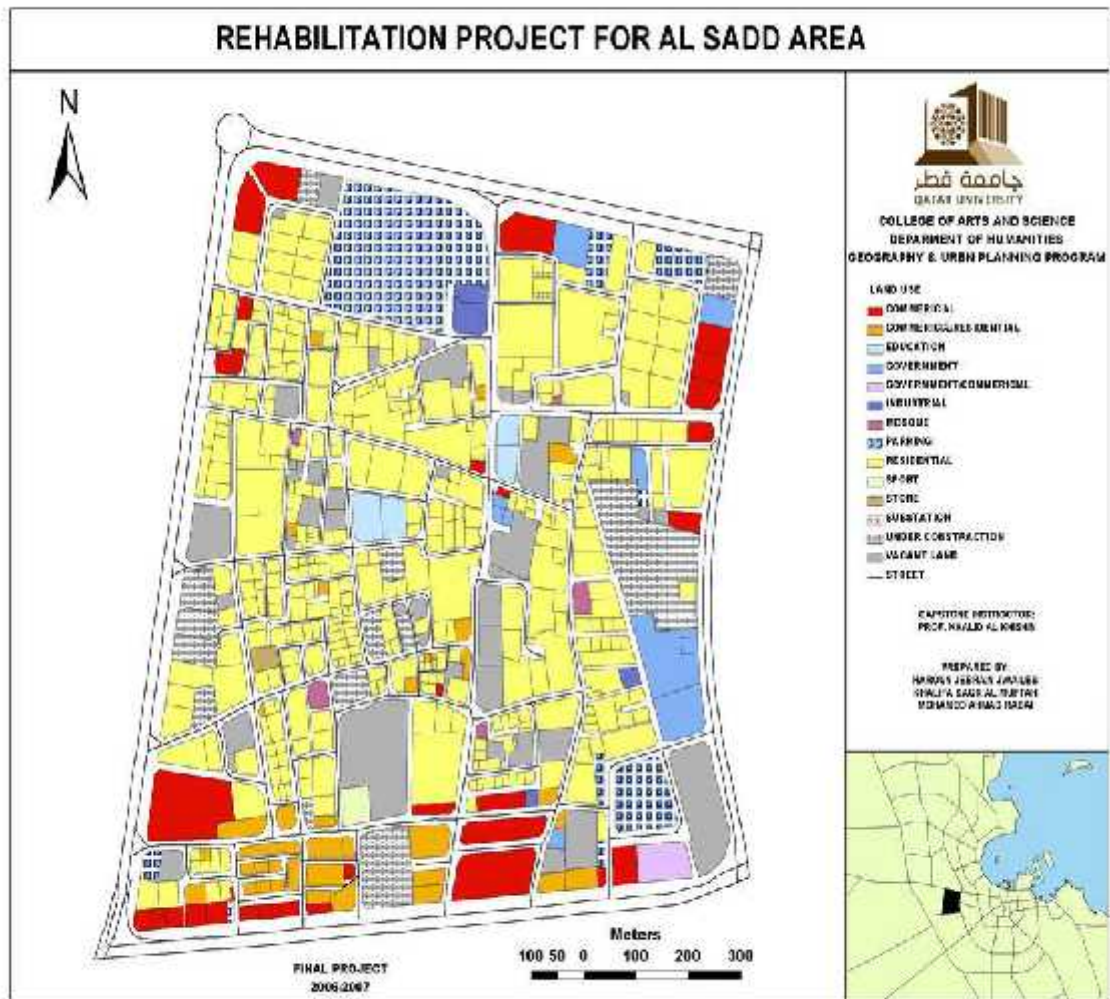




4.15: Growth Opportunities Within The Site  
(<http://www.qu.edu.qa/html/campuslife/340ct12jun07.html> )

- **The physical situation :**

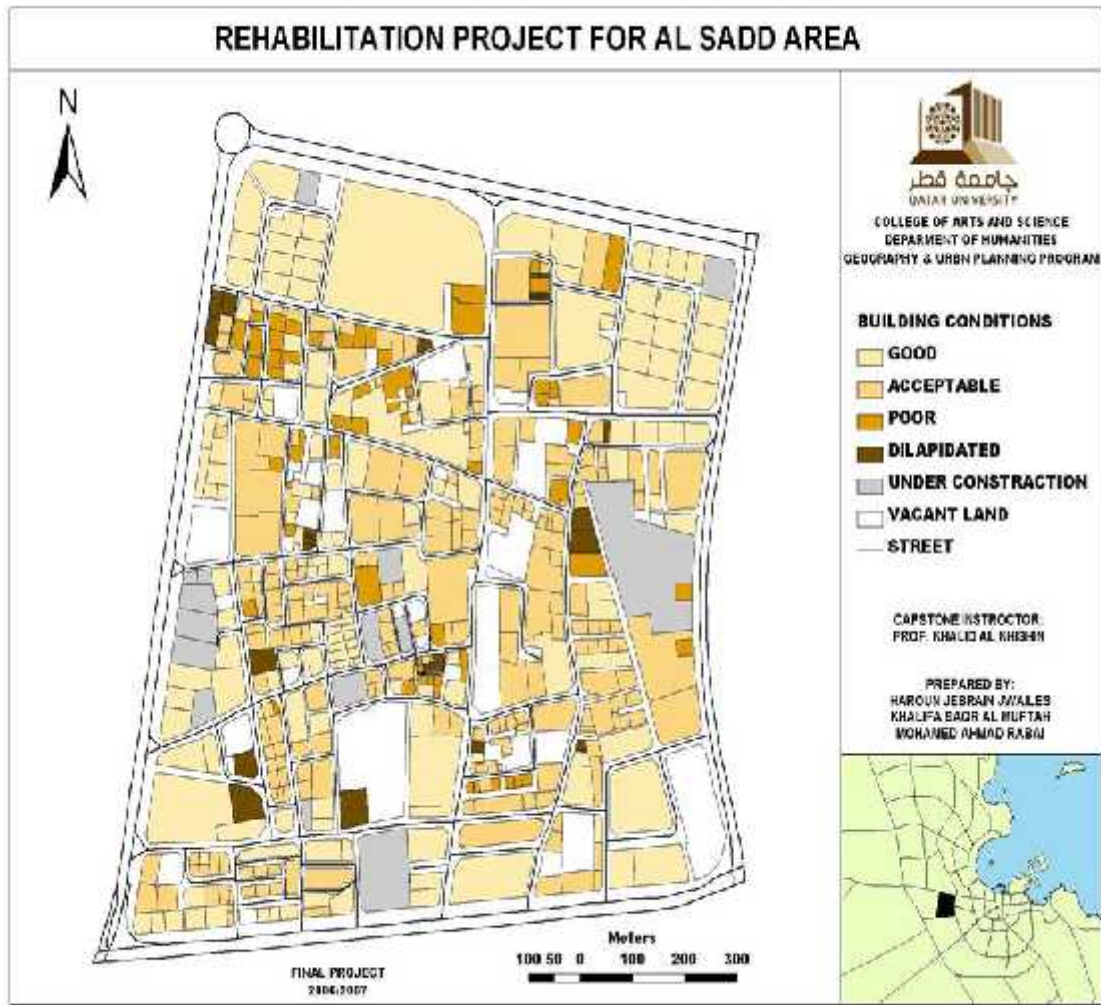
- 1- Land use : Tend to use the residential area, especially in the center and north, where per-use residential 69% of the total land uses , In the southern region concentrated commercial use ,the administrative trade use is Concentrated in the eastern region .



4.16: Land Use  
(<http://www.qu.edu.qa/html/campuslife/340ct12jun07.html> )

## 2- Building conditions

A variety of buildings in the area between good and bad , but the dominant feature of the buildings in the region is the accepted at the rate of 48% , The ratio of good is 23%.

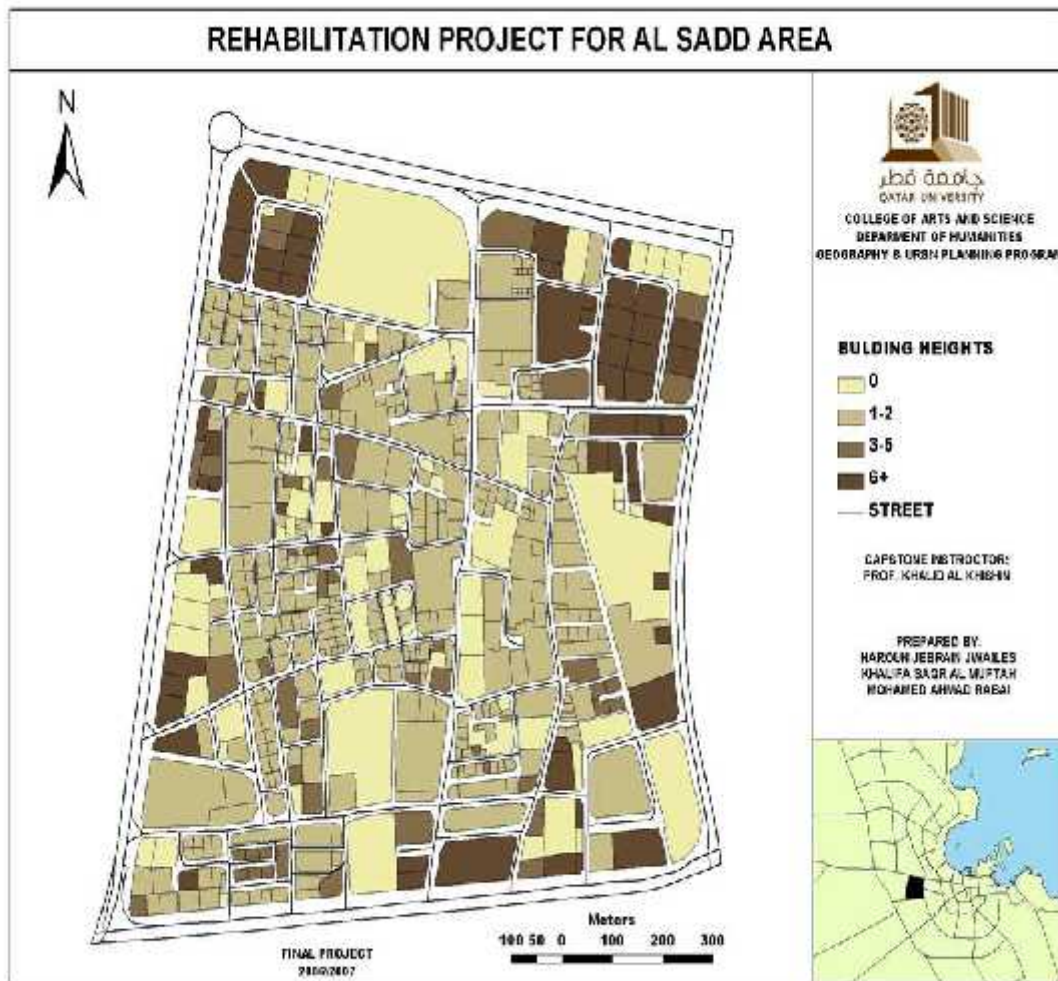


4.17: Buildings Condition  
(<http://www.qu.edu.qa/html/campuslife/340ct12jun07.html> )

### 3- Buildings rises:

Most of the buildings have one or two floors , Since hitting 65% of the total buildings in the region, not surprising in that region is primarily residential and enjoyed much privacy .





4.18: Buildings Heights  
(<http://www.qu.edu.qa/html/campuslife/340ct12jun07.htm>)

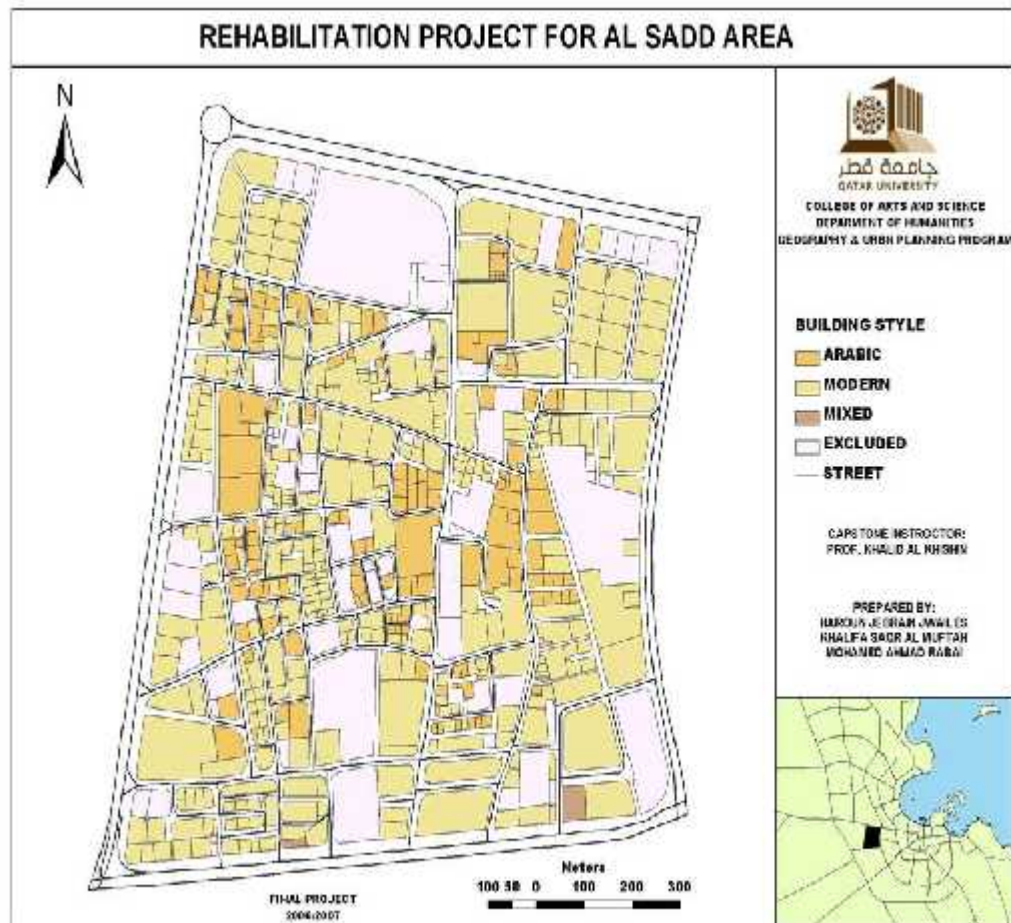
#### 4- Building materials

Similar construction materials in most buildings as cement and brick is the basic material in the building, but some buildings were lined marble and other stone .

#### 5- Buildings style

The modern style is mostly in the region where the rate of 60% due to the work of reconstruction in the region, where they are build modern buildings after it is demolished Arab-style buildings .





4.19: Buildings Style  
(<http://www.qu.edu.qa/html/campuslife/340ct12jun07.html> )

**Socio-economic data**

Social conditions of the population: which contains Population by sex , population By age , social situation , The family (extended or nucleus), Population by the educational situation , the population as status of work .

**Social services**

Employment Classification

Purchasing power

Urban design

**Urban design includes the following elements :**

- Spatial aspects
- Formal respects
- Standards for content
- Vision aspects
- Cognitive aspects
- The social aspects
- Functional aspects
- Aspects of sustainability

- **Spatial aspects**

**Strengths**

The region is surrounded by major streets and some commercial complexes and other administrative buildings .

**Weaknesses**

The weaknesses in the region through the availability of places in ruins and decomposed and the presence of empty and unused land .

**Growth opportunities**

There is great potential in the region, through unused land by use it in expanding the network of streets .

**Threats**

Threats Show through irregular network of streets.

- **Formal aspects**

**Strengths**

The street trading in the region is the most visible aspects , In addition to compounds known region and residential complexes and masters parking ,there is no difficulty in entering the area because of the availability of many entrances leading to it .

**Weaknesses**

Showing through the presence of high rise buildings beside a few high Buildings, and through the presence of buildings with good condition beside buildings in poor condition, the difficulty in moving in some neighborhoods by small car because of narrow street

Growth opportunities

Have opportunities to increase communication between the different parts of the region through improved the current road network

### **Threats**

No threats since the development process would have positive impacts on the region

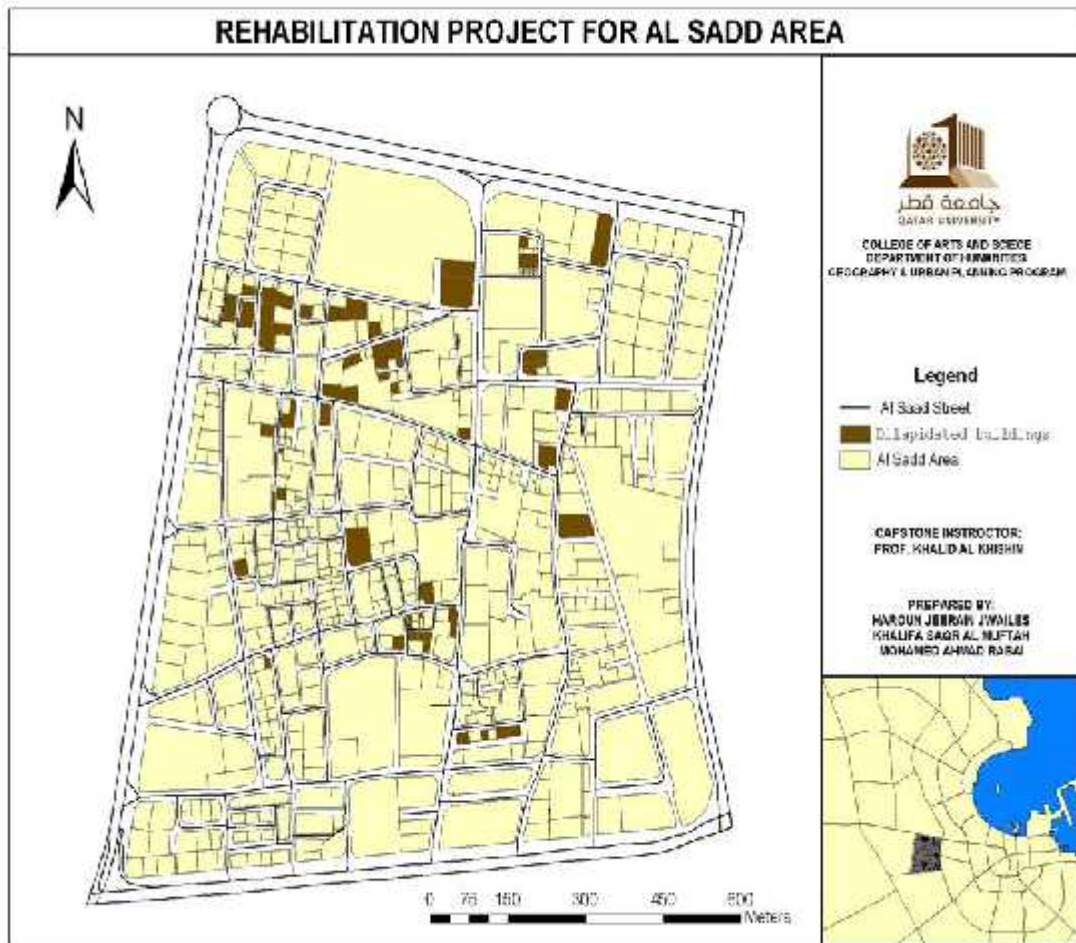
- **Standards for content**

### **Strengths**

Diversity in architectural form is the dominant, there is no important buildings should be preserved.

### **Weaknesses**

Show through the old and dilapidated buildings that give the area a kind of uneasiness.



4.20: Al-Sadd Dilapidated Buildings  
 (<http://www.qu.edu.qa/html/campuslife/340ct12jun07.html> )

**Growth opportunities**

There are opportunities to build high buildings, but the laws forbid that to preserve the privacy within the region , so they can build high buildings on the Parties of the region, where laws permit that

**Threats**

There are a ten-story buildings beside buildings may not exceed a height of a two-story .

- **Vision aspects**

**Strengths**

The type of construction used in the region is brick , commonly color of buildings in the region is the Beige and gray ,there is available of some traditional models and there is opportunities to remove old buildings .

**Weaknesses**

The existence of very old buildings and dilapidated buildings amid new affects the terms of vision .

**Growth opportunities**

There are opportunities to remove the bad buildings and replace it with new buildings , and rehabilitate of buildings that do not require removal.

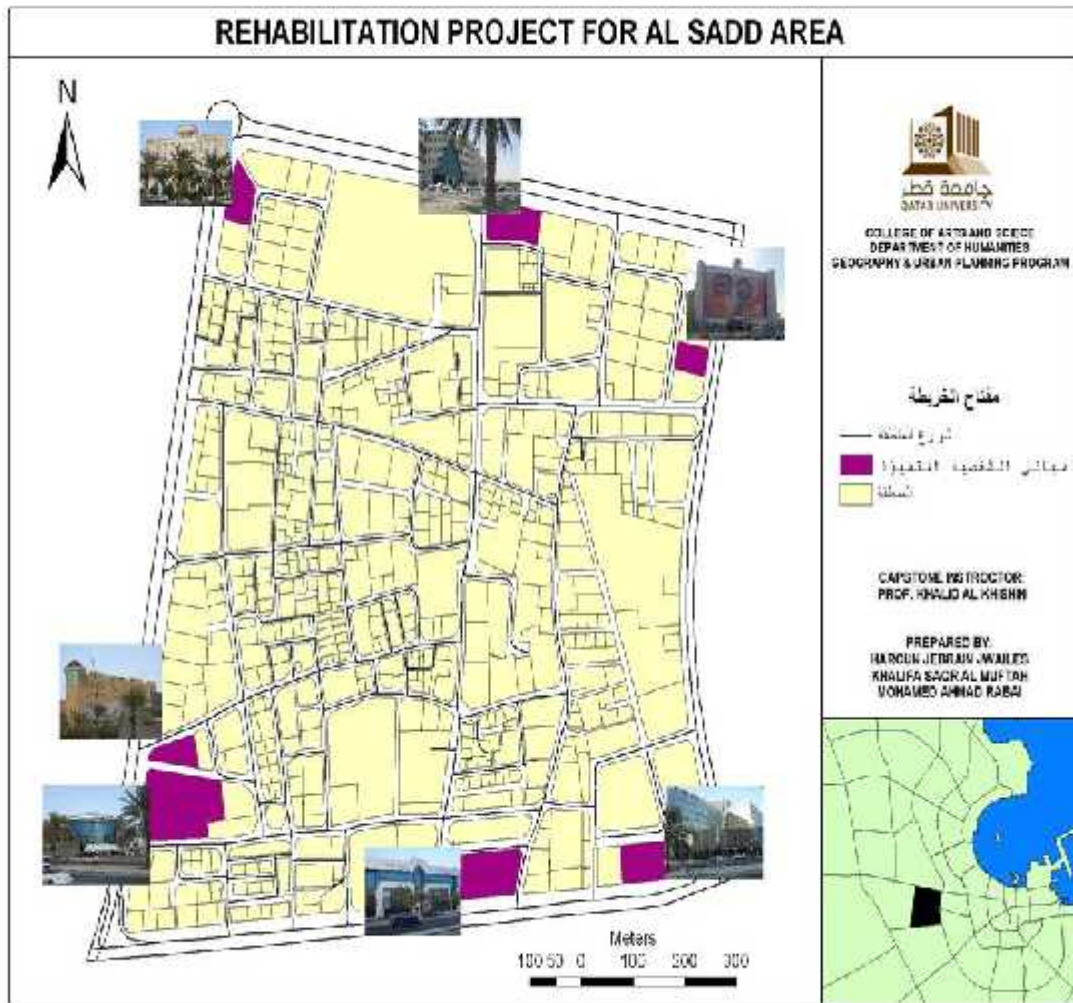
**Threats**

There are lines skies regular and irregular, and the real threat through high-rise buildings and low ones , which neighbors .

- **Cognitive aspects**

**Strengths**

Some sites give a good impression of the area, and vice versa , there are some major commercial complexes in the region gives a good impression to the visitor .



4.21: Al-Sadd Important Buildings  
 (<http://www.qu.edu.qa/html/campuslife/340ct12jun07.html> )

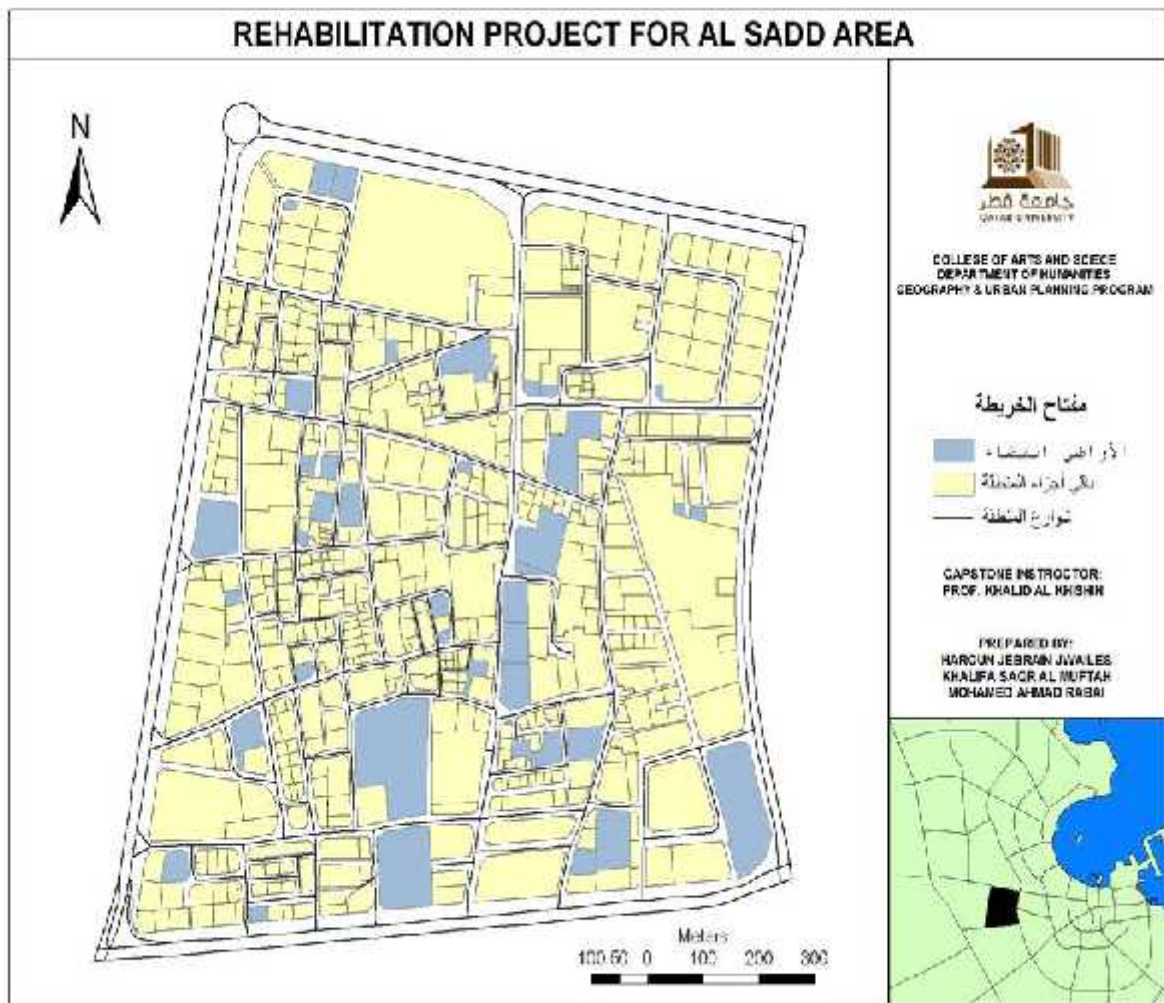
**Weaknesses**

The absence of the new design has had a clear impact on some parts within the region and this affects the image of the region , and the lack of green spaces and parks in the region makes it boring.

**Growth opportunities**

There are significant opportunities to establish green areas where the availability of empty land helps that .





4.22: Al-Sadd Vacant Area  
(<http://www.qu.edu.qa/html/campuslife/340ct12jun07.h>)

### Threats

The existence of Al-Nasr region beside Al-Sadd threatens the distinctive character of Al-Sadd because of the economic competition between them

- **The social aspects**

### Strengths

Mosques are one of the elements of power ,in addition to the Philippine school .

### **Weaknesses**

Absence of the parks and gardens which work to Strengthening  
The social relations .

### **Growth opportunities**

Increased opportunities to meet social through parks, gardens and other

- **Functional aspects**

#### **Strengths**

There is considerable redundancy region

#### **Weaknesses**

Non-empty land use

#### **Growth opportunities**

There are opportunities to expand the mosques in the region either by build new floors or by horizontal expansion .

#### **Threats**

Increased demand for parking would increase the consumption of empty land , the region's main streets in addition to secondary street threat the safety especially for the Filipino school students .

- **sustainability aspects**

#### **Strengths**

The presence of trees surrounding housing cooperatives

#### **Weaknesses**

The region free from the presence of trees except some random trees on the outskirts of some streets .

#### **Growth opportunities**

Establish green sheets through empty land use

#### **Threats**

Exploitation of empty Land as parking



- **Proposals**

- Establishing a social places convergence zone
- Establish green spaces
- landscape design
- Addressing the road network in the region

- **Roads**

Region contains three types of street :

- Local streets (interior streets), 0-6 m
- Secondary streets - are usually in the city to link parts together, 7-10 m .
- main streets that surrounds the region , 11-32 m .

- **Land use problems**

Mixed uses in some parts of the region

The lack of balance in land use

Focusing commercial use in South region

- **Oriented approach and why ??**

At the outset each student from the group selecting one of the following directions:

- Economic orientation
- Social orientation
- Sustainable development orientation

After examining the three orientations, were selected urban social orientation to be followed in the rehabilitation of the region .

- Reasons for selecting this orientation:
- A large area of the region is residential
- Street network in the region irregular
- Some parts of the region where bad physical condition , that most buildings decomposed and require rehabilitation

- The region free from following social services
- Green spaces, gardens and parks
- Kindergarten
- cultural Library
- Inadequate schools where there is only one school
- Health clinics
  
- **Rehabilitation strategy:**
  - Rehabilitation strategy consists of the following four points :
  - Rehabilitation of the current situation
  - Partial development
  - Total removal and re-planning
  - Re planning the region in a holistic
  
- **The Proposed:**
  - Provide many social services in the region, as follows :
  - Green areas
  - School for Girls
  - Park
  - Sports complex
  - Cultural public library
  - Sports complex
  - Health complex
  - Kindergartens
  - Empty lands exploitation
  - For the limited area of land in the region have been proposed as follows:
    - Building apartments for low-income
    - Establish some parking in areas with high population density
    - Large land area currently being used in various projects, and others were used in the proposal

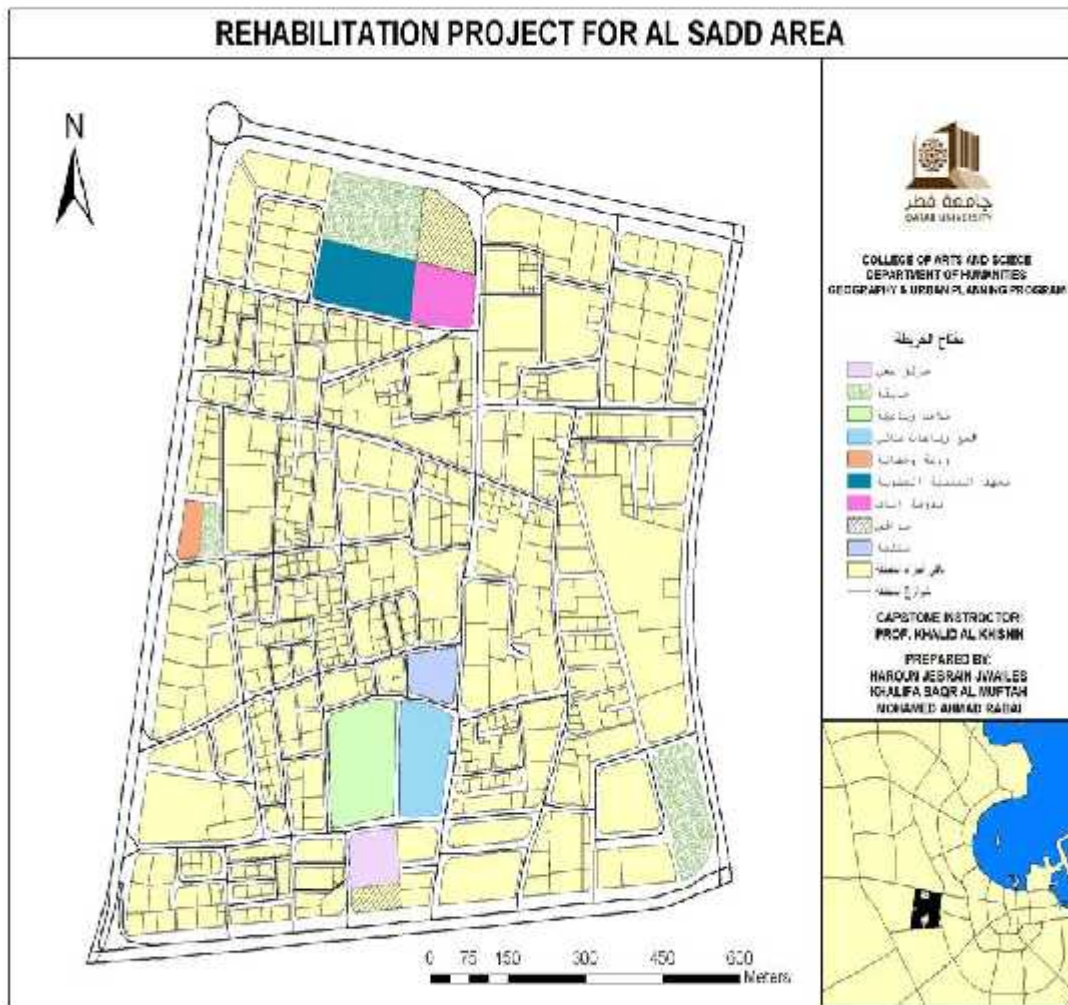
- **Renewal Policy**

The renewal policy in the region is composed of two types :

- Re-development through the removal of dilapidated buildings
- Rehabilitation - improving buildings that suffered damage in some of its elements

- **Proposed design**

- Five parts of the region were selected for the proposed :
- Area containing the Institute for Human Development
- Area for kindergartens and green areas
- Sports and water complex containing playgrounds and swimming pools
- Cultural public library
- Health complex



4.23: The Proposed Design In The Region  
 (<http://www.qu.edu.qa/html/campuslife/340ct12jun07.html>)

## **CHAPTER 5: SITE STUDY**

### **5.1 SITE OVERVIEW**

### **5.2 DATA ANALYSIS AND PROCESSING**

#### **5.2.1 PHYSICAL ASPECTS**

#### **5.2.2 NON PHYSICAL ASPECTS**

### **5.3 SITE PROBLEMS**

### **5.4 MAIN GOALS AND OBJECTIVES**

*Slowly but surly humanity achieves  
what its wise men have dreamed.*

*Anatole France*

## **5.1 SITE OVERVIEW:**

Dura, when it was a village, it was considered to be very distinguished among its surroundings, and it has kept that through its promotion to the current situation.

Dura has developed by the efforts of its residents and by the nature of its existence as a mother of about 100 communities connected to it.

The evolved city by its location between the central city of the governorate (Hebron) and the south and south west of Hebron.

It has played a basic role in solving the conflict of roads through the second uprising of Al-Aqsa, when it has taken the turn of the passage way to many communities in the south and south west.

Dura city with residents of about 28 thousand person according to the projection done by Dura municipality is located 8 kilometers to the south west of Hebron.

## **5.2 DATA ANALYSIS AND PROCESSING:**

This section considers the general aspects (physical / non physical) of the city center, and focusing deeply on their core.

### **5.2.1 PHYSICAL ASPECTS:**

- **Topography:**

The topography of the center relating to Dura city which is located on a series of mountain as indicated by the topography map. Its 898 meters above sea level and its area amounted to (14393) dunnums

- **Open spaces and greenery:**

The Selecting area “city center “is suffering from the lacking of open spaces and greenery one, which caused the absence of recreation and other activities.

- **Accessibility:**

This city center is located on a major focal point which is considers as a center for about 100 towns, villages and Khirbas (hamlets). Although its locating in the middle of the old city which is suffering of illogical human behaviors.

- **Infrastructure:**

When one talked about the infrastructure in the city centers, some topics should be mentioned such as:

#### **1. The transportation system:**

-The roads conditions in Dura city center vary according to its physical situation (bad/good/medium) and its capacity behind the use of it.

-Roads are classified into paved and not paved.

-Some roads are classified as main roads for pedestrian and vehicles; others are just minor street for privet houses, behind some other dead end roads.

-Street fixtures and furniture do not exist except some rare one. Although the municipality has enlarged and paved some of the roads, much must be done to enlarge the network roads and modernism it to meet the requirements of the natural growth of the population and the increase in the

## **2. Water Network:**

Dura in general has suffered of the lack of permanent source of water supply. Fortunately, on last September Dura city has taken advantage from the south Hebron district executed by the Palestinian water authority , In addition to that the municipality works hard in cooperation with all concerned to replace the existing old network of water, trying to supply the inhabitant with healthy drinking water.

## **3. Sewage System:**

This problem is considered one of the main priorities that the municipal council cares about because of the absence of sewage network or a treatment station and the noticeable population growth. Designs were being made previously to cover the whole city boundaries by a sewage system network.

In spite the first stage has been completed within the last summer season which covers all the old city of Dura, but the project will wait probably many years to run due to the absence of treatment station.

## **4. Public Electricity/ Telephone Networks:**

The electricity network goes back to the mid of 1975 when built its network, where as Dura was self supplied by electricity through generators.

Nowadays Dura city and its suburbs are being supplied electricity by SELCO (Southern Electric Company). In particular, Dura city center receives adequate level of this utility especially the safety achieved by the under ground cables in the CBD (Center Business Center) of Dura.



- **Communication Network**

Dura similar to the rest of this country had suffered from the shortage of the number of telephone. But today Dura is largely covered by the new communication network achieved by the Paltel (Palestinian Communication Company) in addition to the mobile service through Jawwal Company.

- **The Building :**

**The study of the building in the city center summarized as follow:**

**1. Building Condition:**

The chart below show the percentage of various conditions of the building in the city center:

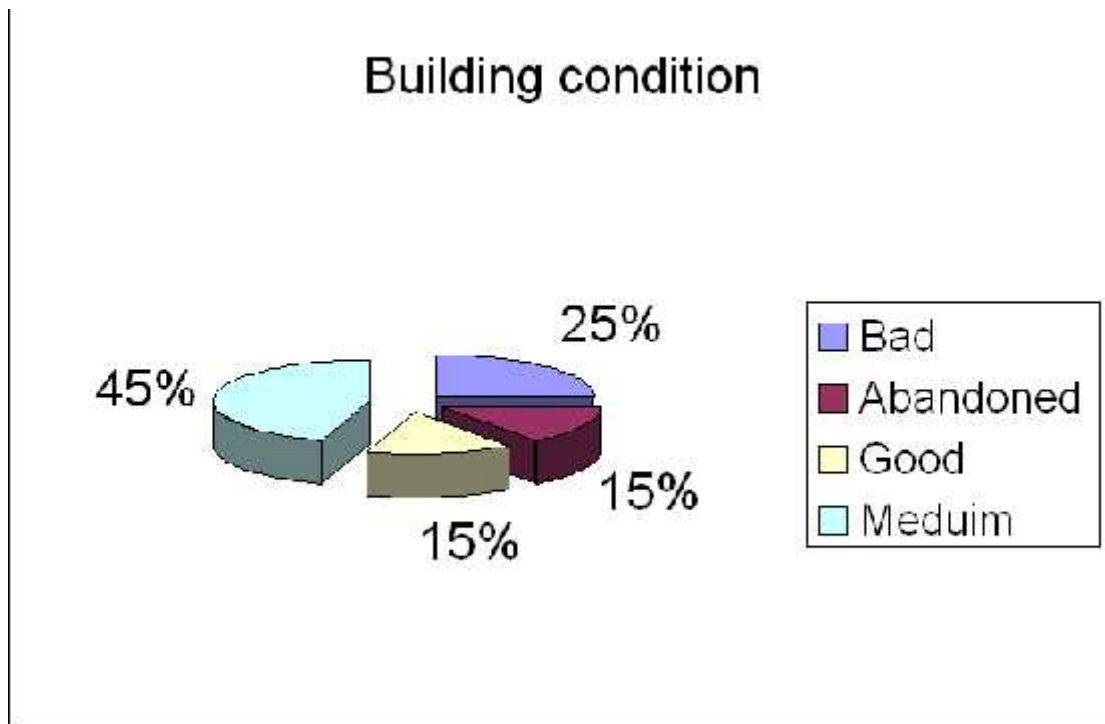


Chart 5.1: The Building Condition  
(Researchers 2007)

## 2. The Date of construction:

The date of construction related to the building in the city center is summarized by three periods:

- Before 1967
- 1967-1990
- After 1990

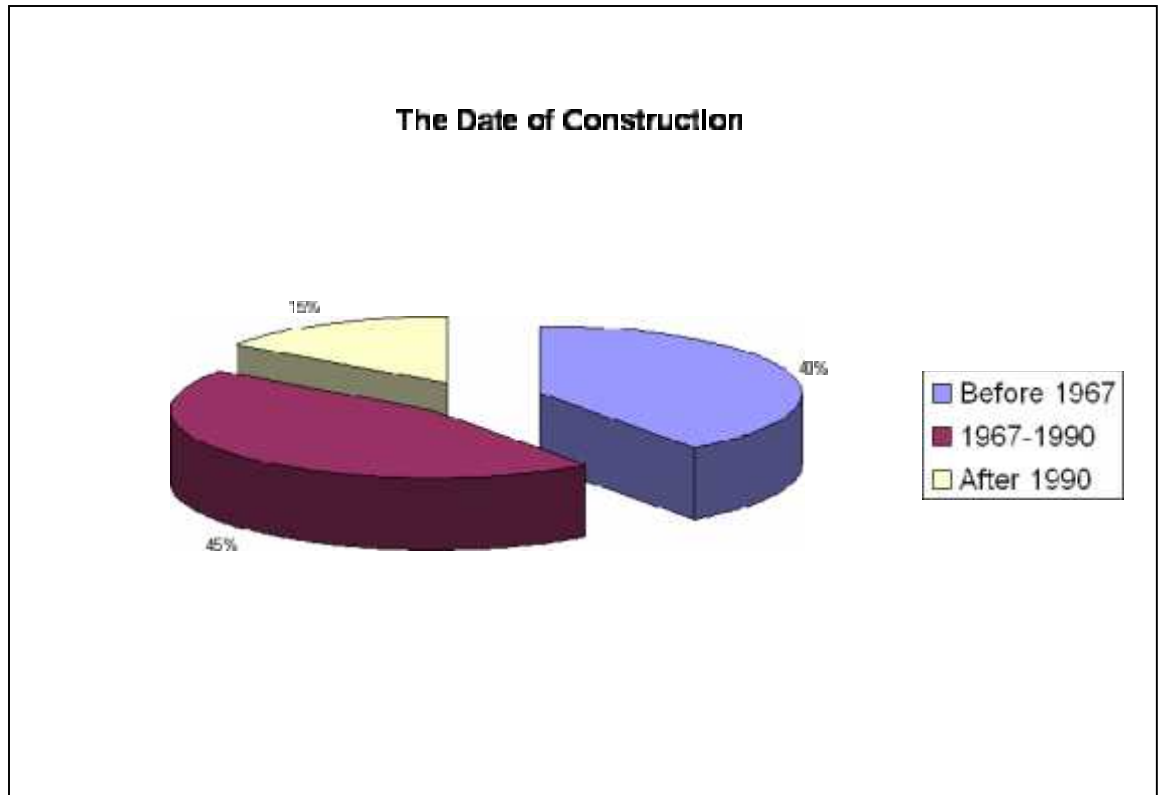


Chart 5.2: The Date of Construction  
(Researchers 2007)

### 3. The Building use :

The building usage is different from building to another, although we mentioned that there is a mixed use in the buildings which are located in the city center , the following chart show the various mixed use of the building :

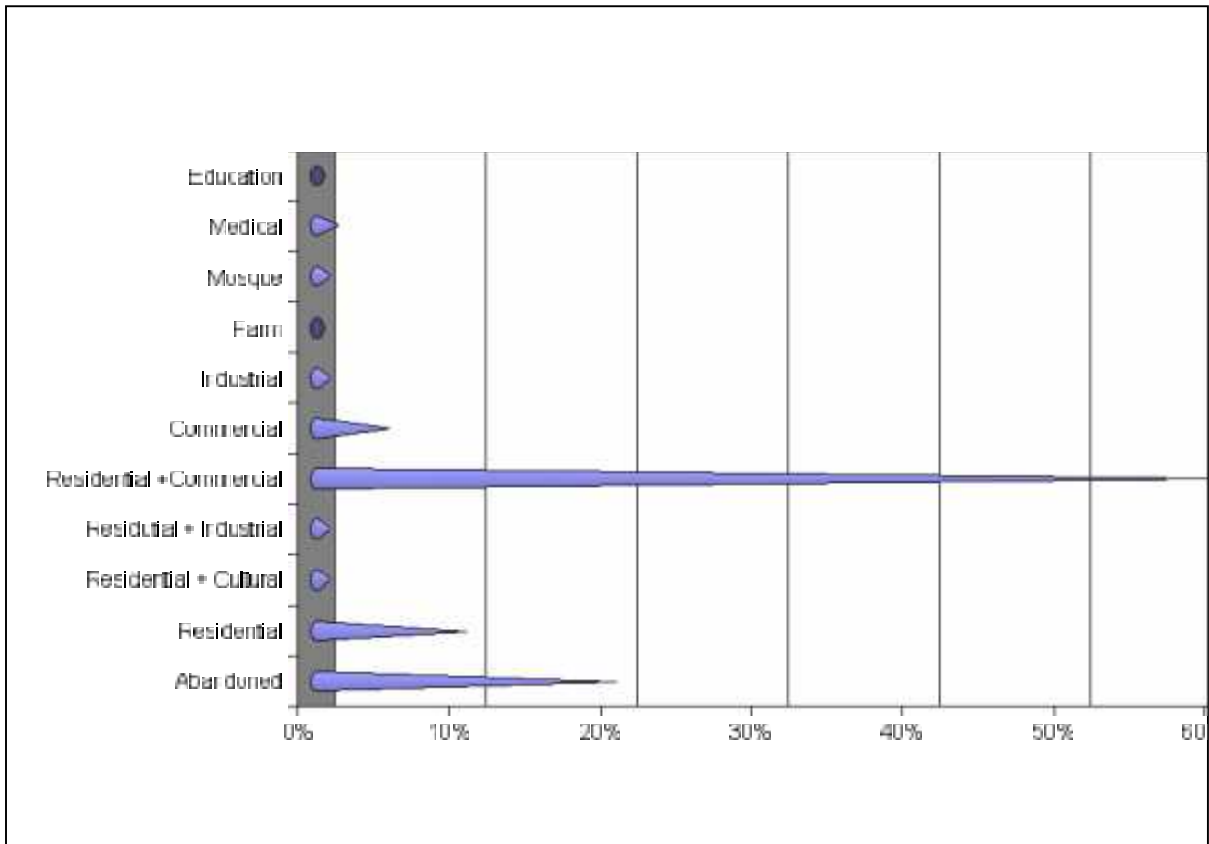


Chart 5.3: The Building Use  
(Researchers 2007)

#### 4. The Building State :

It's important to notice the state of the building in the city center is summarized as follow:

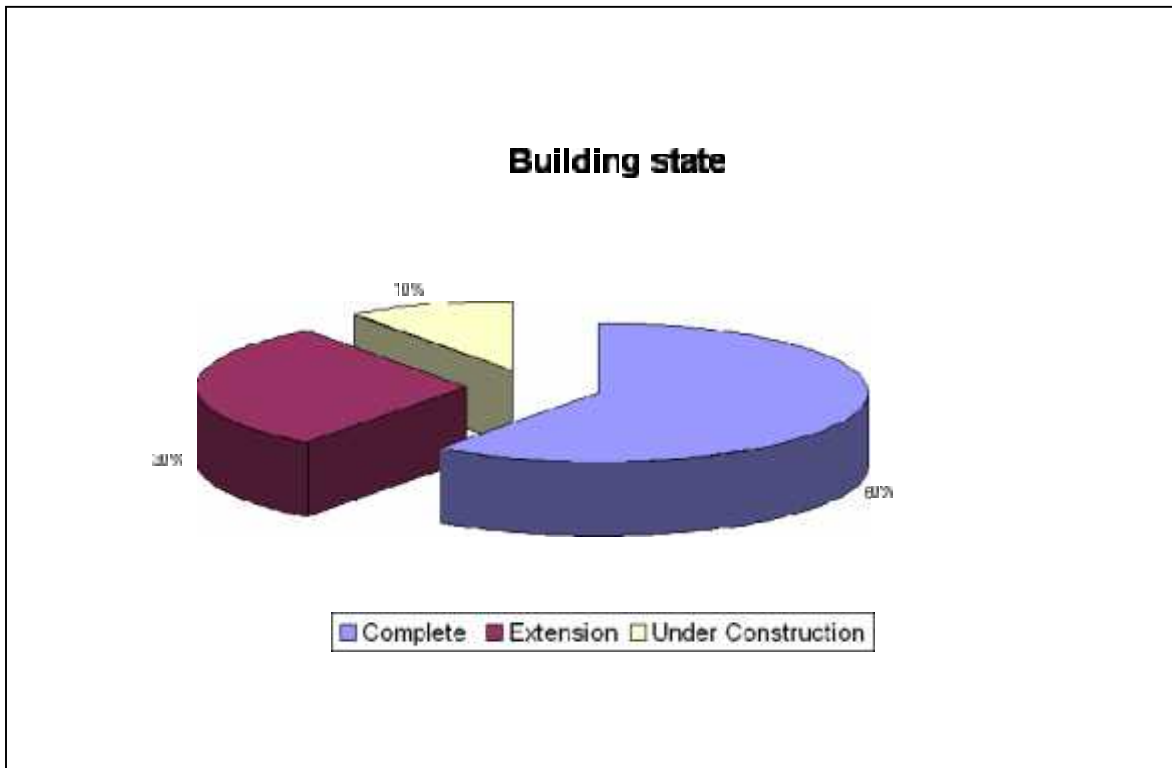


Chart 5.4: The state of the building  
(Researchers 2007)

## 5. Number of Floor :

The number of floor in the city center could be summarized in three categories, which are as follow:

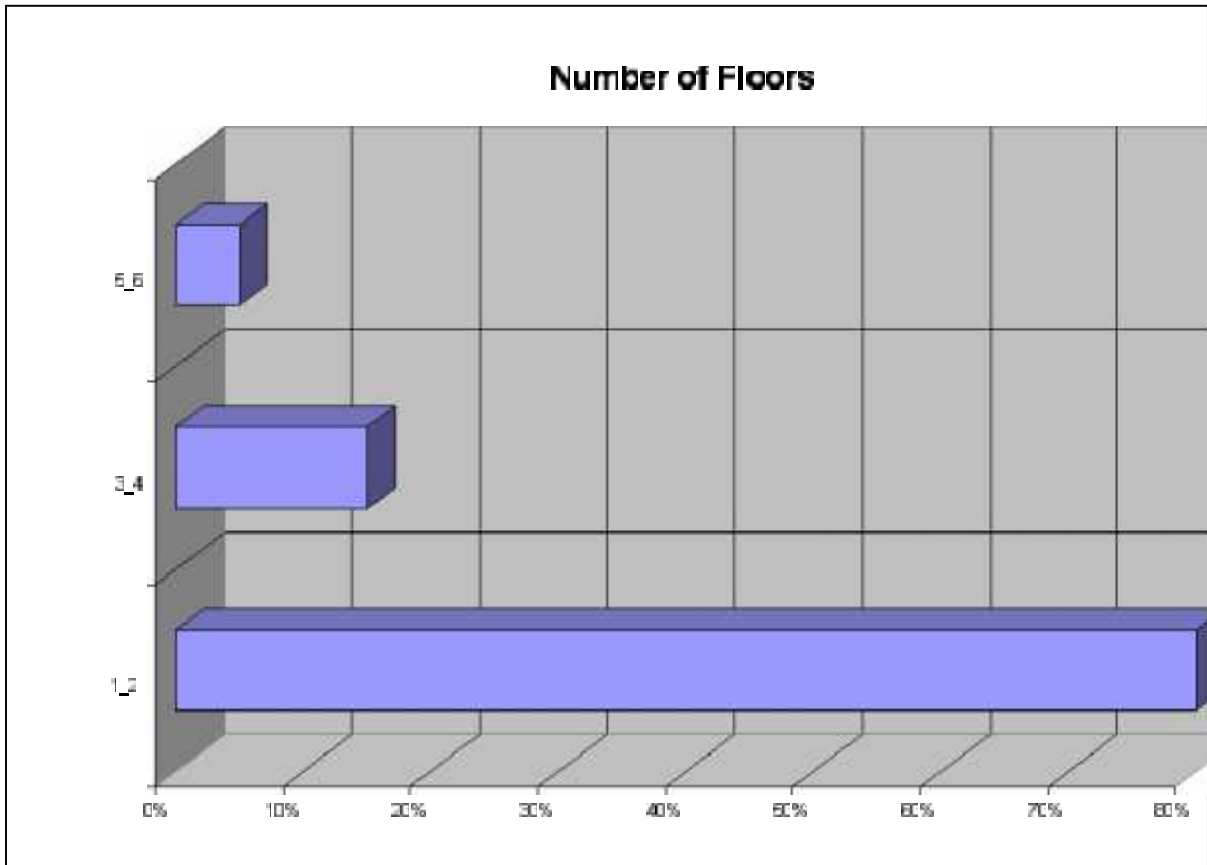


Chart 5.5: Number of floors  
(Researchers 2007)

## 6. The Material of The Construction :

As we know , in the west bank stone and lime were the main materials used in building , that was the same in Dura , but now the stone plus concrete are the prevailing building materials .

The following chart show the material which used in the building of the city center:

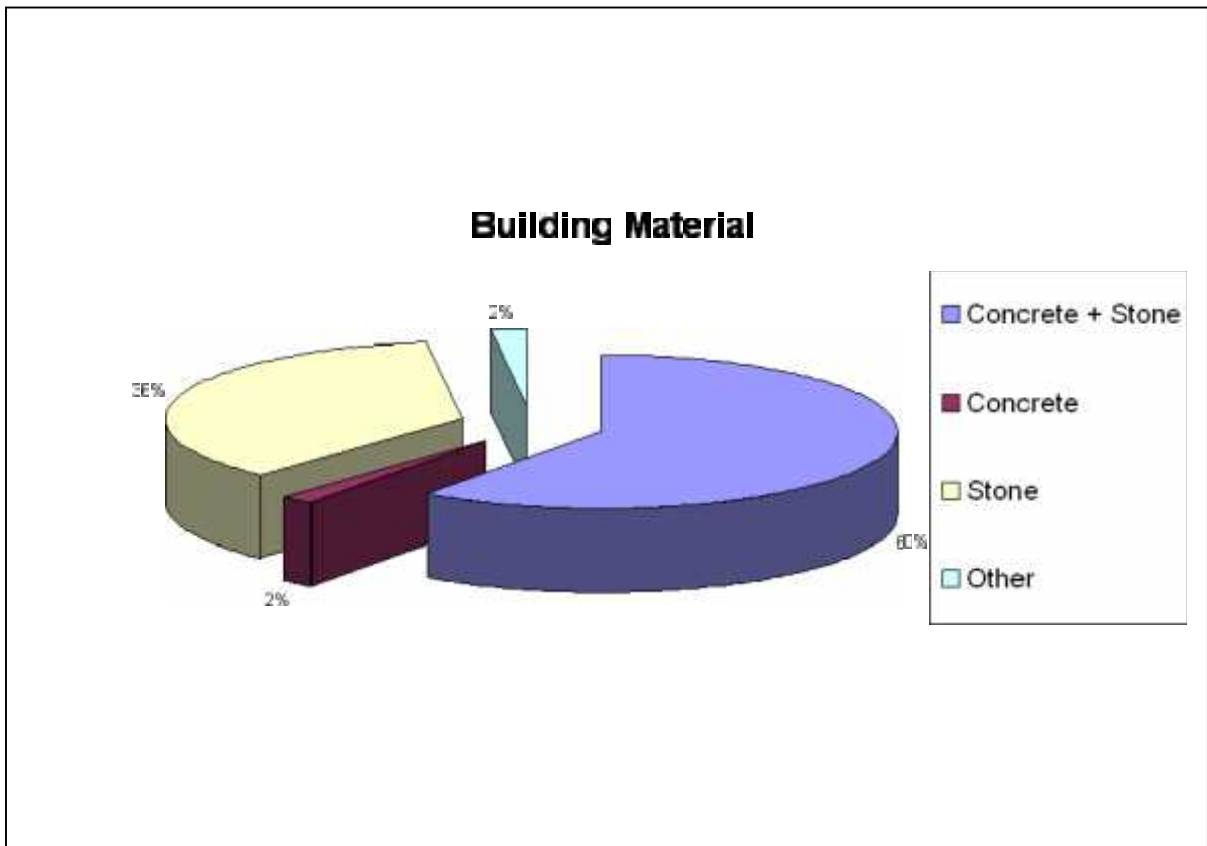


Chart 5.6: Building Materials  
(Researchers 2007)

### 7. Property of Buildings :

Dura was built according to family composition until the beginning of the 70 s of the last century; Dura was still controlled by that regime to the limit of living the whole large family in the same district.

Nowadays, Dura has developed as a city where as the people have been mixed together and the system of buying and selling is highly used.

The property state is summarized in three categories as follow:

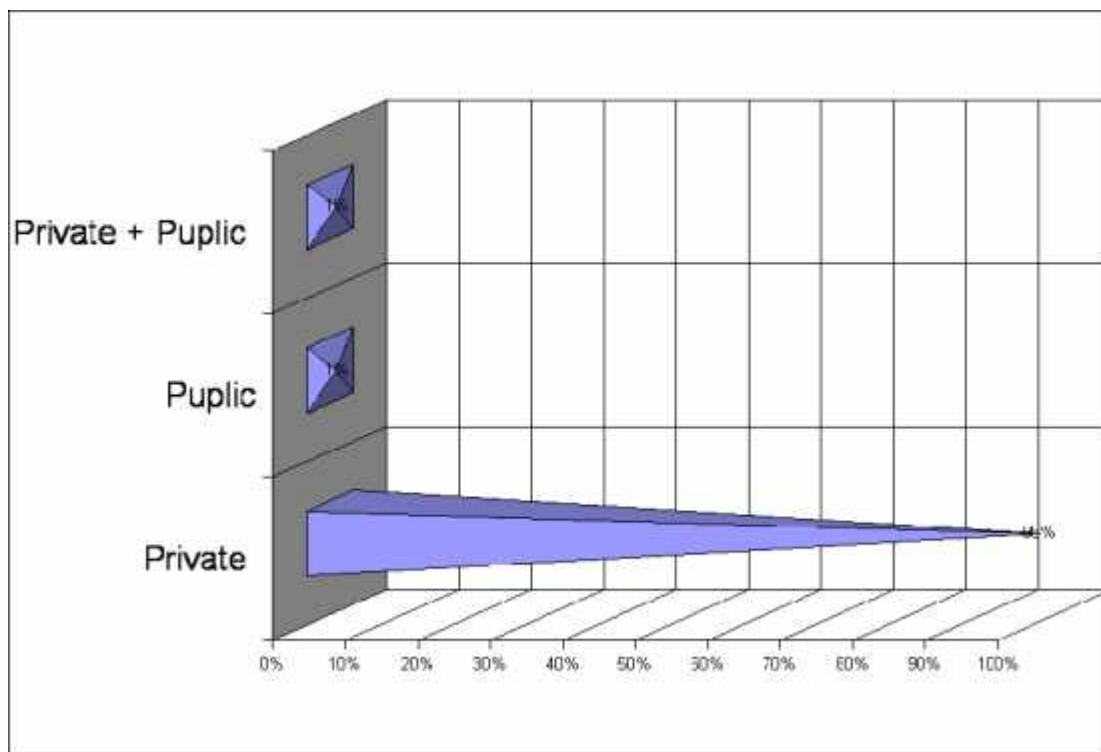


Chart 5.7: The Property of Building  
(Researchers 2007)

## 5.2.2 NON PHYSICAL ASPECTS:

The non physical aspect should be summarized such follow, according to its effects in the city center:

- **Economic Base :**

In past Dura depended on agricultural economy but things have been changed , the economic base depends on the trading by some scattered commercial activities such as supermarkets, backers....etc, in addition to some agricultural industries such as farms.

- **Health :**

The city center contains some private and one single governmental clinics to offer services to the citizen, in addition to a complete health center established by the municipality , but still waiting for funds to be run . Its very important to mention that Dura has suffered from the absence of hospital services and is still depending on Hebron hospital .

- **Education :**

Dura has been distinguished through the past among the other communities in the field of education and they keep that until today .

The over –Crowdedness affects negatively the educational process in the city. Studies conducted by the Municipality indicate the city needs to add anew schools every two years .Today the city has a total of a bout 6779 m of classroom. The note which must be noticed that this crowdedness pass through the city center two time a day one for reaching schools and the other when left it which cause a serious problems to the city center .

- **Sport activities:**

After the completion of the municipal playground according international specifications, it becomes urgent and necessary to build the stadium to host the big local matches. Also this stadium not only for Dura city, but for the Palestinians as whole. The thing must be mentioned that this stadium is located at edges of the city center which will cause some problems to the center and to the stadium it's self. In addition to the importance of stadium to Dura citizens also it is important for the whole District.



### **5.3 SITE PROBLEMS:**

The city center suffering from an ill planning, and illogical human behaviors which caused serious problems which affect our daily life, especially after the recent fast development in Dura city. The following show the undesirable situation and summarized the principle problems:

- **Land Use Problems:**

- Limited urban expansion

- Mixed land use, is apparent in the city center.

- Inefficient old master plan that prevailed about 30 years where as the new master plan of 2003 has not made any change to the state.

- **Ignorance of Historical districts :**

Historical value which is represented by old districts is facing ignorance and lack sufficient attention; many of the old houses were destructed by the initiative of the municipality.

- **Housing Problems :**

This caused by:

- The insufficient land areas in the old city.

- Mixed use.

- Limitation of urban expansion due to the kind of property and small areas.

- The situation of the old districts needs to be rehabilitated.

- **Environmental Problems:**

The main environmental problems are related to the solid waste problems and the transportation problems, besides the ignorance of green cover and vegetation which cause desertification. In addition to uncontrolled development of the city. And the inadequate of open spaces.

- **Transportation Problems :**

- Heavy traffic congestion during work hours.

- Narrow streets.

- Defective road system resulting serious traffic jam.

## **5.4 MAIN GOALS AND OBJECTIVES:**

As we Mentioned that Beauty, convenience and health are the three essential ideals of any city center planning scheme, but here we have to detail our goals and objectives we wish to achieve by the end of this project:

- **Main Goals:**

- Improving the quality of life through the city center by enhancing the urban and social environment in it , which affect the hall city .

- Developing the city center to be an attractive district, which attract the investment in the various sectors in the hall city, so it will increase the income level.

- **Sub-Goals:**

- Create a destination for shopping, employment, entertainment, and other public services that serves the city.

- Create a strong sense of place for the town center that draws upon and respects Dura's heritage and its historic resources.

- Provide community spaces.

- Rehabilitation of the old town to be used for recreational services and to become a new source for income.

- Enhance the transportation system in addition to the road network.

- Ensure accessibility

- Improving the visual appearance of the center through convenient architecture and landscape.

- Providing pedestrian amenities, and increasing the concern of green spaces within the area.

- Offering flexible architecture in meeting the standards and regulations.

- Model of a comprehensive master plan for Dura city center that takes in to consideration the set of current constraint (commercial, demographical growth).

- Put new regulations on building to reduce the crowdedness and to enhance the quality of the city center.

## **CHAPTER 6: CONCEPT AND GUIDELINES**

### **6.1 CONCEPT AND GUIDELINES**

### **6.2 SECOND STAGE WORKING METHODOLOGY**

*If we could first to know where we are  
, and whither we are tending,  
we could better judge what to do ,  
and how to do it .*

*Abraham Lincoln*

## **6.1 CONCEPT AND GUIDELINES:**

Planning Method has to be practiced through different kinds of expertise, and depends on variety of statistic data. There fore, planning process needs to employ a lot of people more than a group of two students.

We believe that the influence of the Municipality is limited now and it will be very limited in the future without enforcement of all legislations available in the country.

Our scope has been oriented towards the achievement of our goals and sub goals. In order to reach a successful end to our project we directed our efforts towards the followings:

- 1- Prepare general directions and working on preparing a general master plan including the whole old city area. This will fulfill the absence of that master plan , in addition to find a legal procedure to apply active measures to maintain the remaining heritage of architectural and urban values .
- 2- That master plan must take into consideration the changes and needs taken place in the fields of demography housing commercial , traffic , and so on .....
- 3- Determining the current needs of all actors of the old city (the residents, the visitors, the traders, and the municipality). That has been reached through the conducted the questionnaire and through the held workshop.
- 4- In order to activate the whole area of the old city redistribution of the main uses has become highly requested. That will be achieved according to the new zoning.

## **6.2 SECOND STAGE WORKING METHODOLOGY:**

Dura old city is very crucial to the future of the whole Dura citizens. The current state of developing policy will guide Dura to the worst. Efforts must be employed to reach an end to the decline taken place.

We are as the planner taking the place of municipality planning staff, we will follow the following steps in order to reach our goals.

We direct our recommendation to both the Municipality and the residents.

- 1- Prepare and conduct the questionnaire.
- 2- Collect and analyze the questionnaire response.
- 3- Prepare and conduct a workshop about the rehabilitation of Dura old city to clarify the attitude of the municipality administration and its staff.
- 4-Get the feed back and the recommendation of the mentioned workshop.
- 5- Review the legislative conditions applied on our case of study.
- 6- Prepare the proposed master plan and building ordinance.
- 7- Go on analyzing the current commercial, residential, and parking status.
- 8- Prepare the needed maps according to the prepared master plan .

## **CHAPTER 7: THE PLANNING STAGE (PROCESS AND PROCEDURE)**

### **7.1 PREFACE**

### **7.2 THE QUESTIONNAIRE**

### **7.3 THE REHABILITATION OF DURA WORKSHOP**

#### **7.3.1 WORKSHOP REPORT**

#### **7.3.2 THE IMPORTANCE OF DURA OLD CITY**

### **7.4 THE OLD CITY GENERAL PLAN**

#### **7.4.1 BUILDING ORDINANCE**

*No person who is not a great sculptor or painter can be an architect.*

*If he is not a sculptor or painter, he can only be a builder*

*John Ruskin*

## 7.1 PREFACE

In order to reach the reasonable goals and promote the kind of life in Dura Old City, we as planners have to think logically towards the old city. We will not succeed unless we use the whole actors in the old city, the inhabitants (the users of the old city) the beneficiary people (the traders) and the administrators of the city (the municipality), in the rehabilitation and the renewal planning process. Acknowledging their importance and their direct role to reach our goals, so we have to maintain their interest. Each party of them has to protect his achievement and his existence. The inhabitants wish to live and stride in the city comfortably, the traders want to win and increase their income, whereas the municipality wishes to apply its regulation and prevent the violation of law. But we are the planners who do not want to ignore the contradiction between the three parties.

First of all, to successful interaction between the municipality and the inhabitants, the municipality has to raise the awareness of the inhabitants through special programs in order to convince them and urge them to act positively. The second is the conduct of the municipality towards upgrading the old city appearance and services.

We are here as students taking the role of Planners to the old city. This role will allow us to deal with all of the mentioned actors. To be too close to the public, and the reality we guided our selves through a questionnaire to measure specific points by asking questions and receiving the responds.

## **7.2 The QUESTIONNAIRE**

We directed our questionnaire to the different sectors of the community as traders, workers, students, drivers, teachers, engineers, municipality employees ... and so on.

In order to let them understand the issue carefully and fill it easily, we distributed the questionnaire in Arabic Language. A Complete copy of the questionnaire has been put in the appendixes. After receiving more than one hundred responds we analyzed the responds and put those in the form of excel charts and figures. All these illustrations are demonstrated later on.

## **7.3 THE REHABILITATION OF DURA WORKSHOP**

We highly understand the importance of widening the base of cooperation and discussion among specialists and how that will be beneficial if it occurs between the academists and executives. By this will be the optimal and that can be reached through workshops.

In our case, we planned for gathering the instructors of the Architectural Department at our university and the municipality engineers and other interests of Dura Municipality in addition of inviting other interests like Hebron Rehabilitation Committee.

The work shop was held in Dura municipality meeting hall on April 15<sup>th</sup>, 2008 under the following title:

***Revival of the old town in Dura city "Visions and suggestions"***

The following report demonstrates the details of the mentioned workshop, its activity, the attendants and recommendations.



### **7.3.1 WORKSHOP REPORT**

**A workshop held by the cooperation between the Departments of Architectural Engineering at Palestine Polytechnic University and Dura Municipality:**

With the title:

**Revival of the old town in Dura city**

**"Visions and suggestions"**

On Tuesday, 15/4/2008 by the Cooperation between the Department of Civil and Architectural Engineering at Palestine Polytechnic University and Dura Municipality, a workshop was held about the old town in Dura, "Visions and Suggestions".

The workshop permeated a presentation about the reality of the old town situation, with the attendance of Arch. Yousef Rabae, Dr. Ghassan Al-Duweik, Dr. Nael Mousa, and Arch. Abed Al-Rahman Halawani from the university, in addition to the participation of the municipality Deputy Mayor, Mr. Walid Sewity and all of the Municipality engineers.

The Deputy Mayor welcomed the attendees, then the Arch. Yousif present a paper including the importance of the old town and the negative abuse by citizens in the reconstruction of the old town in Dura although the contradicts individual interests with the public and ways to get rid of the current situation .

The workshop also presented an image for the licensing policies and the facilities provided by the Municipality for its citizens in the licensing domain.

The workshop discussed the importance of the old town of Dura, and the negative impact of the licensing policies and facilities established by the Municipality... And what procedures to be followed to protect the old town from deteriorating and disappearing

Attendance has criticized Dura Municipality which played a role in encouraging the removal of old buildings, especially important ones, and gives opportunities to relocate it by new ones, that has helped to conceal many of the old town features, and opening the way for the return of overcrowding and new buildings congestion, without the application of clear regulatory standards for reconstruction.

**Summary of reasons for the situation that prevails in the old town from the viewpoint of the participants:**

- 1- The absence of the image they have drawn in mind as a Municipal Council about the form of the old town.
- 2- The Absence of a general plan of the old town whereas Dura general plan as a whole Dura which was adopted in 2003 has neglected the old town.
- 3- The lack of awareness among citizens about the importance of the old town and the value of the place memory as part of the local heritage.
- 4- The Facilities granted by the municipality to its citizens in reconstruction without application of appropriate regulatory requirement
- 5- The absence of executive power and control which limit the irregularities in all its forms.
- 6- The individual preference of his interest versus the public interest.
- 7- Allowing parking anywhere, without any time limitation.

8- Utilizing the sidewalks and part of the street by shops.

9- Lack of follow-up by the police and the municipal staff to the traffic ordinance.

10- Public parking at the bottleneck site CBD contributes significantly to congestion and impeding traffic.

11- The concentration of the commercial activity in the CBD increases the problem of congestion, which has led for land high prices in the old town centre in comparison to the rest of the city.

12- The absence of the wholesale market of vegetables and fruits make the old town as a market in the street

13- Small private estates and multiple owners have made the planners task more difficult.

The participants concluded important fact that the old town has a social, a historical and economic importance, and it requires special care provide budgets, and considers as a priority to the municipality.

In addition, they recognized that dealing with the old town is very complicated and sensitive in many respects.

## **Recommendations**

The participants have come out with the following recommendations:

- 1- Giving the old town the importance it deserves and Preserve Possibilities and resources for development.
- 2- Find a formula for local committee to joint the Municipality and local people to care for the old town similar to the old Hebron Reconstruction Commission, or what is called (Steering Committee), to mobilize funding and efforts.
- 3- Adoption of principle of maintaining some buildings, which have Heritage dimension and the application of Heritage preservation policies.
- 4- Contact with some local and international institutions to provide the necessary funding to preserve some of ancient features, Such as Riwaq establishment in Ramallah.
- 5- Design offering of bold and rapid solutions to rectify the matter.
- 6- Visit the Hebron Reconstruction Commission to take advantages from their achievements and experiences.
- 7- Focusing on the importance of public awareness of the community and through using the media to achieve that.
- 8- Re-evaluation of the building permits Submitted by the municipality.
- 9- Encourage the establishment of commercial and administrative complexes outside of the area of overcrowding, in order to reduce the level of congestion.

10- Applying traffic plan, and work on separation between the mixture of people, shopping and traffic lines.

11- Put a time limitation on trucks movement.

12- Bridge the gap between the old town in Dura previously adopted general plan, that can be reached through adopting a general plan for Dura old town.

13- Using a methodology of questionnaire for specific subjects.

14- Strictly application of the system regarding the construction percentage and number of floors, parking, and non-acceptance of fees instead of providing the required number of positions.

The municipal council should answer to the question, which presented, which is:

**What is the image of the old town in the mind of the Municipal Council in future and what are the means to achieve that image??**



Figure 7.1: Picks from the workshop  
(Researchers 2008)

### **7.3.2 THE IMPORTANCE OF DURA OLD CITY**

We have introduced a paper entitled:

#### **The importance of the Old City in Dura (between today and yesterday)**

Dura Occupies distinguished Centre between the neighboring cities and towns, not only now but for a long time. The truth that everyone recognizes the importance of Dura is where the old town, which carries meanings, historical and social values in the minds of its inhabitants, so it:

1- The old town is still the link between Dura and its clans, and from the fact that all clans housing there.

2- The old image is still engraved in the minds of who emigrated it because of the Palestinian Calamity befell to the Palestinian people, especially junior who are not lucky to see Dura in present .

3- The Dura old schools were centers for the education of the hall region.

4- A mother for about a hundred villages and residential communities, "as mentioned before the catastrophe in 1948".

5- A centre for transportation and road traffic for the remaining villages to the rest of the country.

It is very important to mention the truth that no one denies the importance of Dura center today in several domains and above all the economically important from the viewpoint of its population and its workers

**Because of that importance we could say the following:**

1- No one ignores the inevitability of the shopping from the center of old town, and this is due to many reasons related to either the familiarity to visit it and the presence of many alternatives, which may be the presence of the main Mosque.

2- No one denies contradiction between individual interests against the public interest some times.

3- Also no one of us as "planners" deny the difficulty of dealing with this complicated area from the city especially in the organizational aspects.

We have found the difficulty lies in the quality of a citizen, who is dealing with the municipality, in the old town in general and Center of it in particular. Since this citizen finds contradiction between his interest and the requirements of regulatory aspects.

**If we let the decision for the citizen he will:**

1- Tend to favor his interest over the public interest often.

So this interest had to exploit every square cm from the ground without looking at many environmental and regulatory requirements. The only measure for him is the amount of profit and loss.

2- Therefore, he always works to demolish the existing buildings and replace them by new ones.

3- If some restrictions were imposed by the municipality he resorts often to install new facts on the ground without waiting for the requisite licenses.



Hence, the municipality is suffering from rebellion culture of some citizens on laws due to the ignorance of results or obstinate people against neighbors or sometimes against the municipality. The absence of law application and the lack of police follow up have contributed to that result of law violation.

**The question in light of that is:**

What is the procedure to salvation from this reality?

The answer may be in:

- 1- Re-evaluation of the licensing policies which followed by the municipality.
- 2- Considering the old town situation to be the first priority of the municipality.
- 3- Prepare a building code in particular for the old town taking in consideration its reality and its privacy, in addition to a general plan.
- 4- Strictly application of this building code.
- 5-The building code should include all aspects of life and all uses in the old town.

The Municipal Council should answer the following question:

**What is the image of the old town in the mind of the Municipal Council in future and what are the means to achieve that image??**



Figure 7.2: Newspaper Advertisement  
(about the workshop)  
(Al-Quds Newspaper 16/4/2008)



Figure 7.3: A Copy of the Workshop  
Invitation  
((Researchers 2008)

## 7.4 THE OLD CITY GENERAL PLAN

Dura has witnessed three stages of master plan for the whole town.

The first one had adopted in 1974 when was the boundary of Dura city less than thirty percent of what it is now. The second one was prepared before 1994 but not has been adopted until the third master plan where the boundary of the municipality has been duplicated. The third master plan has been activated in 2003 which includes more than fifteenth thousand dunums. Unfortunately the old town of Dura has been excluded from the building regulations mentioned in the master plan.

Acknowledging the ignorance of the old town from the current master plan of Dura we found that we are in need to prepare a specific master plan for the old town in order to:

1. Help in regulating the urban development in it.
2. Preventing the violation of building regulations.
3. Find a reference for building permits.
4. Solve the problems between neighbors about building rights.
5. Reduce the congestion and high densities.
6. Regulate the traffic circulation.
7. Protect the life style and its sustainability.
8. Put an end to the deterioration in the old city.
9. Prevent contamination of the environment.
10. Preserve the heritage of Dura community socially and historically.

To achieve these goals we found our selves committed to prepare the mentioned master plan for the old city attached with the building ordinance as part of the planning procedure. We would like to remind that preparing the master plan was a recommendation of the workshop mentioned previously. In order to achieve the master plan we consult the Engineering and Planning Department of Dura Municipality who welcomed the idea.

To be close to the nature of planning and to be realistic we read the applied local regulations at the level of Dura and the national level. Also to be just with this old city we read regulations about preservation of the cultural and urban heritage to a quire the required sense about preservation of the all sites.

We have proceeded in the preparation of the master plan requirements according to the applied law (the Regulation Act of Cities, Villages and buildings 79/1966) and the (Palestinian Building Ordinance 3/1996) in order to let the master plan be complied with the activated regulations.

#### **7.4.1 BUILDING ORDINANCE**

In order to let the regulations attached with the master plan readable, understandable and applicable to Dura Municipal staff we find it is reasonable to write it in Arabic language, and for regulatory reasons of our research we put it completely in the appendices.

We would like here to demonstrate a brief about the contents of the building ordinance. The contents includes but not limited to the following:

1. The ordinance legal references.
2. The application of the ordinance.
3. Definition of regulatory terms.
4. Land uses and preservation regulations.
5. Traffic circulation and parking.
6. Authorities of planning.
7. Deconstruction conditions.
8. Building permits, inspection and fees.
9. Compensation.
10. Land acquisition.
11. General rules.

## **CHAPTER 8: PLANNING POLICIES**

### **8.1 THE MAIN USES IN THE OLD CITY**

#### **8.1.1 THE RESIDENTIAL EXISTENCE**

#### **8.1.2 THE COMMERCIAL USES**

#### **8.1.3 THE ADMINISTRATION AND PUBLIC USES**

#### **8.1.4 LIGHT CRAFTS WORKSHOPS**

#### **8.1.5 PUBLIC UTILITIES**

#### **8.1.6 RECREATIONAL USES**

#### **8.1.7 NURSERY SCHOOLS AND KINDERGARTENS**

#### **8.1.8 OTHER PUBLIC UTILITIES**

### **8.2 THE NEED FOR PARKING**

### **8.3 PRESERVATION POLICIES**

### **8.4 CONCLUSION AND RECOMMENDATIONS**

### **8.5 MAPS ILLUSTRATIONS**

*A doctor can bury his mistakes  
but an architect can only advise his  
clients to plant vines*

*Frank Lloyd Wright*

## **8.1: THE MAIN USES IN THE OLD CITY**

The current land uses in the old city of Dura are limited mainly in the residential uses, commercial uses, office buildings and light crafts in small scale. The residents of the old city are depending on the adjacent areas to serve them selves in the fields of education, recreation, health, and other public administrative issues. See map “The Important Fluent buildings “ (1) and (2).

### **8.1.1 THE RESIDENTIAL EXISTENCE**

Through the field work we counted the number of the residential units in the old city which is now about 190 residential units. If we consider the planning period 22 years it means that in 2030 (the target period) the residents will be about 2100 in the old city supposing that they increase naturally in the same rate of the Palestinian community. See table number 8.1.

It is noticeable that housing is not desirable in the old city due to local conditions such as congestion, lack of green areas; the mixture of uses and the absence of available view especially to the north were the linear commercial buildings obstructing the northern view.

Economically the families who are still living in the old city appear to be the low income and poor people depending on the simple houses and little number of cars parking in the streets. From our point of view depending on the history within the last forty years the old city has witnessed emigration. There fore the rate of increase may be not applicable to our case unless improving the local environment which will encourage the residents to stay and increase.

So we urge the municipality to take courageous majors to improve the residential status .

### **8.1.2 THE COMMERCIAL USES**

The Dura City Center (DCC) has witnessed increasing and active commercial activities development; this was noticeable since 1970s of the last century when the municipality at that time started to open roads on the account of old buildings.

Nowadays the commercial uses are dominated the other uses in the vital area of Dura City Center. The linear prototype stores are noticeable where the stores are extended along the sides of the streets. Therefore high percentage of the stores is built by concrete and stones (from the age of reinforced concrete).

According to the building regulations applied until today the municipality approved people to build without setting back beside the street (zero in front set back) and the two sides of the parcel up to 14 meters from the street line. This facility gives the opportunity to utilize all the width of the parcel without any consideration to the parking requirements. The result is the use of street sides as parking which has contributed to the current congestion.

The city center of Dura is the most attractive commercial area behind Hebron Commercial District in the governorate of Hebron. At least this city center serves commercially the residents of south and west of Dura, who are about 70 thousands people. So the number of resident in the old city of Dura is not a function of commercial use.

We counted the number of stores in the whole of old city and it is founded to be about 590 stores (for more details see table number 8.2). In spite of being built before 1980, some of stores are not usable until today due to two reasons:

1. The commercial activities are not distributed uniformly in the whole city center.
2. The low density of residents living in some parts of the old city.

In attempt to evaluate the number of cars parking on the street sides, we counted the number of cars that are found in the streets twice before the sun rise in the dawn. Unexpectedly we found the number of cars is not exceeding 60 cars. This fact justifies the low density of residents living in the old city whereas workers and traders are living out side it.







### **8.1.3 THE ADMINISTRATION AND PUBLIC USES**

Since the establishment of the Palestinian National Authority, the Municipality of Dura has attracted most of the directorates of the Palestinian Authority Ministries. Now the government has established about thirteen directorates to serve the people of south of Hebron region. At the same time Dura is suffering from the lack of administrative buildings to accommodate these public departments. In an attempt to solve this difficulty the municipality built a public administrative complex. In spite of that the complex partially solves the problem. To solve the problem completely we need more administrative complexes to accommodate the rest of public departments in administrative design buildings with the other services connected to them especially parking lots. Therefore, we assign part of the vacant land in the old city to be used for administrative uses.

### **8.1.4 LIGHT CRAFTS WORKSHOPS**

In order to maintain the old style of life in the old city we are lucky to find old store buildings which can be renovated and used for light crafts like simple carpentry and light other metal and copper works. These workshops are located in the center of the previously old village. This location is almost abandoned since the 1980s. We consider improving the conditions there is very essential which needs the renewal of the infrastructure there.

In general, this district is an old one with a little number of floors which means that we must impose restrictions on building renewal and addition.

### **8.1.5 PUBLIC UTILITIES**

Dura owns public lands located into two sites. The first site is about (67,000) m<sup>2</sup> which is a unique site occupying the west south part of the old village at that time. This site has been used mainly for educational uses. It contains many schools in addition to other public uses. The second site is about (150,000) m<sup>2</sup> which occupies the east north side of the old village. This site is used for a mixture of uses including educational, cultural, health, recreational and athletic uses. Until today the two public sites constitute a reserve land for more public uses.

Not only the old city depends on these two sites in offering services to the public, but also the rest of the Dura city residents depend on these two sites. For more see “The Influential Buildings Map 1+ 2 “.

### **8.1.6 RECREATIONAL USES**

Recreation is essential for the human life, so it must be available for people of different ages. The recreation utility needs at least open areas organized and planted for the convenient of the residents. The residential area is distributed into many blocks in the old city, but at the same time the existed open lands is owned by individuals and none of them waive for the benefit of recreation. By adventure , the existence of the public municipal garden and the public swimming pool ( the Siena Garden) in Al- Samaqa and Al-Rozana Park at the east side of the old city solve the recreational issue.

But we encourage the organization of small children gardens inside the blocks of the residential area. Therefore, we assign small children gardens between houses in the land use map.

### **8.1.7 NURSERY SCHOOLS AND KINDERGARTENS**

In spite of the small number of residents in the old town , two kindergartens are existed one of them is public owned by Bent Al reef Society inside the study area of the old town, and the other is private at the north edge of the old city. The current number of population is not enough for opening new kindergartens. It is important to mention that these two kindergartens not only serve the residents of the old city but also serve the whole community of Dura City which justify assigning a place for another kindergarten to be established in the future.

### **8.1.8 OTHER PUBLIC UTILITIES**

The Municipality of Dura has worked on the availability of many public utilities such a health center, a handicapped center, a public library, a cultural center, etc..... At the same time these facilities are within a walk distant from the center of the old city. In the other side, not only the old city is suffering from the shortage of Civil Defense services which justifies assignation of fire station in one edge of the old city.

### **8.2 THE NEED FOR PARKING**

The Center Business District witnesses a mixture of uses whereas the building ratio is approximately 100% in some times. All activities are pouring cars in the streets in addition to that the car terminal stations is located randomly in the center of the city center, therefore the car parking constitutes the main problem in the city center. As mentioned before the number of cars that stay after mid night is very small and not exceeding 60 cars. This number does not constitute a problem at night and insure that the difficulty has come from both the coming cars resulting from the commercial activities and from the terminal car station from three directions.

If we think seriously to solve the problem of car parks we have to take into consideration the reasons for the current congestion which will guide us towards the decentralization of the commercial movement. At the same time street is not wide enough to consume the number of cars at day time. We suggest, solving the issue of car parks congestion, to study the capability of the streets to consume cars. This is clarified in the map “Road Use Analysis “.In order to solve the problem of car parks and solving the traffic jam through the following:

- 1- Adopting the proposed traffic plan by the Municipality, see the map of “Proposed Traffic Plan “.
- 2-Transfer the car terminal stations from the center to the edges of the old city.
- 3-Prevent trucks and service automobiles from entering the Center Business District at day time hours.

4-Utilizing the system of pay counter appliances and limiting the time of parking in the congested areas.

5- Assign one side of the street for car parking only.

6- Transfer car parking from streets to parking lots outside the street itself.

7- Activating the system of ticketing against the violators of the traffic plan.

8- Utilizing the open land on the edges of the old city to consume the parking lots.

For more details see the traffic proposed plan map, it demonstrates the solution in addition to the tables 8.1 and 8.2 which project the number of cars in the old city.

### **8.3 PRESERVATION POLICIES**

We are sure that to maintain the urban and historical heritage, the municipality has to take strictly measures where some of them mentioned in the building ordinance. We would like here to state some of these measures:

1- Form a steering committee to help in making decisions about urban development.

2-Improve the level of public services utilities in the old city.

3-Strictly applying of building regulations.

4-Improving of housing accommodation.

5-Beautification of buildings facades.

6-Applying the restrictions mentioned in the traffic plan.

7-Planting the sidewalks with trees and provision of benches.

## **8.4 CONCLUSION AND RECOMMENDATIONS**

Dura old city is very crucial to the future of the whole Dura citizens. The current state of developing policy will guide Dura to the worst. Efforts must be employed to reach an end to the decline of the taken place.

We direct our recommendation to both the Municipality and the residents. Therefore, we recommend for the followings :

- 1- Encourage the municipality to adopt our proposal about the master the master plan of Dura old city and its attachments.
- 2- Apply remedy procedures to save what is left.
- 3- Enforce the Planning Law Articles of 79/1967 to reduce the current density and to stop law violations.
- 4- Acute application of zoning regulation mentioned in Palestinian Buildings ordinance 1997.
- 5- Stop the facilities offered by the municipality to demolish the old building and build a new one free of fees.
- 6- Put an end to traffic conflict to reduce the jam by adopting our traffic plan ..
- 7- Put an end to the side walks violation by traders.
- 8- Apply improvement of housing a accommodations and beautifications of buildings façade.

## 8.5 MAPS ILLUSTRATIONS

The followings are the maps used to illustrate the analysis, arranged as follow:

- 1- Dura Master Plan
- 2- The Study Area
- 3- Topography
- 4- Entrances
- 5- Streets Network
- 6- Street Names
- 7- Nodes Intersection
- 8- The Site Pattern
- 9- Disattractive Situation
- 10- CBD Central Business District
- 11- Heritage Buildings
- 12- Neglected Historical Sites
- 13- The Drop of the Skyline
- 14- Landmarks
- 15- The Buildings Heights
- 16- Existed Urban Zones
- 17- Vacant Land
- 18- Areas
- 19- Blocks Areas
- 20- The Land Prices
- 21- Proposed Urban Zones
- 22- Proposed Activities
- 23- Important Fluent Building (1)
- 24- Important Fluent Building (2)
- 25- Sketches for Proposed Gardens
- 26- Roads Use Analysis
- 27- Existed Traffic Plan
- 28- Proposed Traffic Plan
- 29- Analysis of Roads Intersection
- 30- Parking Lots
- 31- Street Furniture
- 32- Imaginary Elevation (1)
- 33- Imaginary Elevation (2)
- 34- Imaginary Elevation (3)
- 35- Selected Sites Landscape

## **APPENDICES**

**APPENDIX A: THE OLD CITY GENERAL PLAN  
(BUILDING ORDINANCE)**

**APPENDIX B: THE QUESTIONNAIRE**

**APPENDIX C: VARIOUS SKETCHES**

*When I am working on a problem I never think about beauty. I only think about how to solve  
the problem.*

*But when I have finished, if the solution is not beautiful, I know it is wrong*

*Buckminster Fuller*



**APPENDIX A: THE OLD CITY GENERAL PLAN  
(Proposed)  
(BUILDING ORDINANCE)**

**مشروع نظام البناء والتنظيم في البلدة القديمة في دورا**

: :

: ( ) :

يسمى هذا النظام نظام التنظيم والبناء في البلدة القديمة في دورا لسنة .

**( ) : تعريف حدود المشروع:**

يشمل المشروع البلدة القديمة بالحدود الموضحة على خارطة التنظيم الهيكلي العام للبلدة القديمة والمقرة من قبل اللجنة المحلية للتنظيم والبناء في دورا.

**( ) : سريان أحكام النظام:**

م هذا النظام على كامل حدود البلدة القديمة المحددة في هذا النظام بعد موافقة الجهات المختصة عليه ونشره .

( ) : تسري أحكام هذا النظام على أي شخص طبيعي أو معنوي أو دائرة حكومية أو سلطة محلية أو مؤسسة .

يراعى عند تطبيق هذا النظام أية قوانين أو أنظمة مقررة لأغراض السلامة والصحة العامة وحماية البيئة.

: ( ) :

(اللجنة المحلية، اللجن التوجيهية للإشراف على البلدة القديمة، القبو، التسوية، البناء القديم، البناء التراثي).

ن قانون تنظيم المدن والقرى والأبنية المؤقت رقم وتعديلاته

أو أي قانون يحل محله أو يعدله وكذلك تعتمد التعاريف والمصطلحات الواردة في نظام الأبنية والتنظيم للهيئات المحلية ( أو ما يعدله أو يحل محله من أنظمة.

..اللجنة التوجيهية للإشراف على البلدة القديمة: هي اللجنة المشكلة من قبل اللجنة المحلية للتنظيم والبناء

وتضم في عضويتها من - أعضاء من المهندسين والمهتمين الآخرين من أبناء دورا ومن ممثلي المؤسسات المحلية

الذين يرغبون بالمشاركة فيها لعضوية فيها على أعضاء المجلس البلدي أو العاملين فيها ، ويرأسها أحد أعضاء المجلس البلدي ويسمى في هذا النظام رئيس اللجنة التوجيهية.

**البناء القديم:** هو كل بناء قائم مرخص أو غير صادر له ترخيص كان قد بني قبل عام بنائه .

. : هو كل بناء قديم مميز في شكله ووظيفته التاريخية ولا يزال بناء آمناً للاستعمال، ويشهد على حقبة تاريخية معينة وكان قد بني من مكونات الحجر القديم والجير ويد المحافظة عليه وإعادة استخدامه.

. : الموقع ذو القيمة التراثية من حيث نمط البناء أو علاقته بأحداث أو بشخصيات تاريخية أو وطنية أو دينية أو قومية.

. : النسيج العمراني والمساحات العامة وتنسيق المواقع التي تمثل القيم الثابتة التي بنيت عليها ثقافة

. **التنظيمية :** وهي مجلس التنظيم الأعلى واللجنة اللوائية ( المركزية ) واللجنة المحلية المشكلة بموجب قانون المدن والقرى والأبنية النافذ المفعول ، بنفس الصلاحيات التي أقرها القانون.

. : يعني منع الهدم أو الإضافة غير الموافق عليها من اللجنة التوجيهية وتوفير سبل الاستمرار لإطالة عمر البناء وإعادة استخدامه وتوفير التمويل اللازم لذلك في حال استخدامه لغرض عام.

. : تهيئة ظروف الموقع وما يتبع له من أرض وتزويده بالخدمات الأساسية للحياة من خدمة الكهرباء والماء ووصله بشبكة المجاري ليصبح قابلاً للاستعمال من جديد وتعطى الأولوية في الاستخدام لنفس الاستخدام القديم

. : ينشأ صندوق يسمى صندوق الحفاظ على التراث العمراني والحضري ويهدف إلى توفير التمويل اللازم للحفاظ على المواقع التراثية، وتكون موارده مما يرصد له من ميزانيات من البلدية، ومن الغرامات المتأتية من مخالفة أحكام هذا النظام أو من الهبات والمساعدات الأخرى.

### ( ) :أهداف المشروع:

يهدف المشروع إلى إعداد نظام عام لتنظيم وضبط أعمال البناء والتنظيم داخل حدود البلدة القديمة للمحافظة على ما بقي من معالمها القديمة واستمرارية تلك المعالم حفظا لذاكرة المكان ومنع العبث العشوائي به العشوائية على أبنيتها والرقي بها ورفع مستوى الاهتمام فيها ومستوى الخدمة المقدمة لها

### ( ) :الصلاحيات:

تستخدم اللجنة المحلية الصلاحيات التي خولها إياها قانون تنظيم المدن والقرى رقم / الصلاحيات التي سوف تقر في هذا المشروع.ومن ضمنها) الدمج، الاستملاك، تنظيم حركة المرور، تنظيم ومراقبة ، إخطارات التنفيذ ومراقبة أعمال البناء، وتطبيق عوائد التحسين العامة والخاصة،

### ( ) :

( ) : يحظر هدم المواقع التراثية إتلافها تخريبها أي ضرر بها فصل أي جزء منها عليها، وعلى من يشغل الموقع التراثي و التنظيمية الحفاظ عليه من أي عبث يلحق الضرر بمكوناته ومحيطه.

( ) : لا يجوز تغيير معالم المواقع التراثية عليها دون الحصول على موافقة مسبقة من اللجنة المحلية بالتنسيق من الجنة التوجيهية ووفقا للمعايير

( ) : على السلطات التنظيمية التقيد والمعايير المعتمدة عند دراسة التصاميم المعمارية للمواقع التراثية والمباني ديدة المحيطة بها من حيث أنماطها وارتفاعها وأشكالها وواجهاتها ومواد بنائها وألوانها واستعمالها ومدى انسجامها مع البيئة العمرانية المحيطة بها .

( ) : على الرغم مما ورد في أي تشريع . ، تلتزم السلطات التنظيمية بترخيص المواقع التراثية كما هو في واقعه وإعفائه ن غرامات التجاوز على الارتدادات القانونية النسبة المئوية والطبقية والحجم المقررة .

( ) : على السلطات التنظيمية مراعاة المواقع التراثية عند تخطيط تعديل تصديق أي مخطط تنظيم هيكلية تفصيلي.

( ) : . يمنح مالك الموقع التراثي الحوافز التالية :

- . من ضريبة الأملاك وضريبة الخدمات أو
- . المترتبة عليه للبلدية.
- . من رسوم نقل الملكية عند شراء المبنى التراثي لغايات ترميمه بقصد الحفاظ عليه.

. يتم استرداد مبالغ إليها . ( ) من هذه المادة في حال مخالفة مالك الموقع التراثي للشروط القانونية أو التنظيمية أ التعاقدية للحفاظ على الموقع .

( ) :

. توقع العقوبة التي يقرها القانون على كل من قا

. يعاقب ب التي يقرها القانون :

. أو ساهم قصدا بإلحاق ضرر بأي موقع تراثي أو إي جزء منه.

. - أي إضافة تغيير على معالم أي موقع تراثي دون الحصول على موافقة مسبقة من - التنظيمي

. استخدام تم تحديده من

. يعاقب بغرامة لا تقل عن دينار ولا تزيد على خمسة دينار اشهر

هاتين العقوبتين كل من قام بهدم أي موقع تراثي أي جزء منه.

يلزم ما كان عليه على نفقته الخاصة وفي حال امتناعه عن ذلك تقوم اللجنة

. ما كان عليه على نفقته

( ) : تسجل جميع المواقع التراثية التي يتم شراؤها من مالكيها وفقا هذا ال اللجنة المحلية.

( ) :

- لهذا النظام وتسري أحكامه عليه.

- علاقة هذا النظام مع المشاريع السابقة ( المشاريع التفصيلية ومشاريع الإفراز ) والتي صودق عليها قبل هذا النظام

تبقى سارية المفعول و معمولا بها بالقدر التي لا تتعارض أحكامها مع هذا النظام .

- علاقة هذا النظام مع القانون والأنظمة الأخرى :

تطبق أحكام القانون وأحكام نظام التنظيم للهيئات المحلية و أحكام نظام التنظيم الهيكلي لمدينة دورا الساري المفعول أو

. فيما لم يرد فيه نص في هذا ال

( ) : للتعويض عن الأضرار: يطبق كل ما ورد بخصوص التعويض في قانون تنظيم المدن.

( ) :

. طبق بنود الفصل الرابع من القانون بما يتعلق . الرخص وطلبات الرخص وتخفيف القيود وإجراءات مراقبة الأعمار وإخطارات التنفيذ.

. من نظام أحكام الأبنية والتنظيم للهيئات المحلية بما يتعلق برخص الأعمار.

( ) :التعويض من جراء رفض الترخيص أو منحه بشروط :

تطبق أحكام الفصل السادس من القانون بهذا الخصوص.

( ) :مظهر البناء ومنع الأضرار والمكاره:

. تطبيق أحكام المادة . من القانون، وكذلك تطبيق المادة . من نظام أحكام الأبنية والتنظيم

للهيئات المحلية.

( ) : وحدات المراحيض :

توفير وحدات المراحيض طبقا لما نصت عليه المادة . من نظام أحكام الأبنية والتنظيم للهيئات المحلية.

( ) :

تطبيق أحكام الأبنية والتنظيم للهيئات المحلية.

( ) :

لا يسمح بترخيص أي بناء يكون منشأ من الأسبست أو الزينكو أو بأي مادة لا توافق عليها اللجنة المحلية كما لا يسمح بترخيص أي باب أو نافذة في الطابق الأرضي يبرز عند فتحه على الطريق كليا أو جزئيا .

( ) :السدود التجارية :

تطبيق أحكام المادة . من نظام أحكام الأبنية والتنظيم للهيئات المحلية فيما يتعلق بالسدود التجارية.

( ) :

تطبيق أحكام المادة . من نظام أحكام الأبنية والتنظيم للهيئات المحلية فيما يتعلق بطابق السطح.

( ) :الأبنية الفرعية :

تطبيق أحكام المادة . من نظام أحكام الأبنية والتنظيم للهيئات المحلية فيما يتعلق بالأبنية الفرعية.

( ) :تنظيم حركة السير على الطرق:

تطبيقا لأحكام المادة  
المحلية نظاما لحركة السير يسمى في هذا النظام بالمخطط المروري في  
البلدة القديمة.

( ) :مواقف السيارات :

توفير عدد مواقف السيارات عند إصدار رخص البناء وفق  
والتنظيم للهيئات المحلية.  
كما وردت في نظام أحكام الأبنية

( ) :مشاريع ومخططات التقسيم:

تطبق أحكام القانون بما ورد بهذا  
أن يكون التقسيم أو الإفرز مطابقا لمخططات التنظيم التفصيلي بما في ذلك عرض الطريق.  
يكون الحد الأدنى لمساحات القطع و أبعادها وعرض الطريق وفقا لما تقره اللجنة المحلية.

(20):منع الهدم :

عمليات الهدم غير مسموح بها بشكل عام إلا في الحالات الاستثنائية التالية وبتصريح من اللجنة المحلية بعد تنسيب اللجنة  
التوجيهية.

( إذا كان استمرار وجود البناء يشكل خطرا على " أيلا للسقوط ".  
( إذا كان الهدم لتحقيق مصلحة عامة تقررها اللجنة وتقتضيها ضرورات الاستعمال الجديد للمكان.  
(أن لا يكون البناء قد تم تحديده ضمن الأبنية التراثية لغرض الحفاظ.

(21):

تطبق أحكام الفصل الثامن من القانون بهذا الخصوص.

(22):

:

:

:

. تسمح البلدية بإعادة استخدام الأبنية السكنية القديمة وترميمها وتأهيلها لأغراض إعادة الاستخدام وتزويدها

. يسمح بإضافة محدودة على الأبنية السكنية القديمة بالقدر الذي يساعد على تأهيلها لإعادة الاستخدام وتك  
بترخيص خاص من اللجنة المختصة، وتحقيق شروط التوافق مع القديم أما أعمال الهدم غير مسموح بها بشكل عام إلا في  
الحالات الاستثنائية من هذا النظام وبتصريح من .

. الأبنية الجديدة : يسمح بإضافة مباني سكنية جديدة داخل حدود البلدة القديمة في مناطق الاستخدام السكني ضمن شروط  
تنظيم الموقع بما فيها اختيار حذر للمواد المستخدمة على الواجهات الخارجية.

. يسمح بالمناطق السكنية إقامة أبنية السكن أو أي استعمال آخر مقر في المخطط التفصيلي.

يجوزة المختصة منح رخص مهن ضمن المناطق السكنية بغرض توفير الخدمات المحلية اليومية لمنطقة السكن في  
أحكام الأبنية والتنظيم للهيئات المحلية.

#### ثانيا : الاستعمالات التجارية :

. يسمح بإقامة أبنية للاستعمال التجاري والسكني والمكاتب والخدمات العامة طبقا للمو  
الأبنية والتنظيم للهيئات المحلية أو لأي استعمال آخر يرد على المخطط التفصيلي المقرر.

. المباني التجارية القديمة:

- يحض النظام على تأهيل المحلات التجارية في السوق القديم لإعادة استخدامها كورش للحرف التقليدية الخفيفة أو  
سياحية أو ضمن متحف للفلكلور الشعب .

- يسمح بالإضافات الممكنة التي تضمن المحافظة على النسيج العمراني القديم ويكون ضروريا لتوسيع وتنشيط العمل.

- لا يسمح بالهدم إلا بموافقة خاصة من اللجنة المحلية  
الإضافات على الأبنية الحديثة التجارية:

- تسمح الإضافة العلوية على المباني الحديثة ضمن الشروط التنظيمية المقررة، ولا يسمح بالإضافة العشوائية حفاظا على المنظر العام للنسيج القائم، كما لا يسمح أيضا بالإضافة الأفقية على الدور الأرضي أمام المحلات التجارية ط البناء وحد الشارع يسمح بذلك.
- يسمح بفك الواجهات غير المنسجمة مع ما يجاورها من ناحية خط البناء لغرض تصحيح ال نظر العام وإعادة بنائها ما ينسجم مع مجاوراتها .

#### :أبنية الورش والحرف التقليدية :

يسمح باستخدام مباني المحلات في المناطق المحددة على المخطط العام لأغراض الصيانة وكذلك أعمال الألمنيوم جميعها وورش التنجيد وأعمال الزجاج وما شابه كل ذلك من حرف تقليدية ولا يسمح بأعمال حدادة الأبواب والشبابيك .

- . النشاطات المسموح بها : ( تجارية جملة ومفرق والفواكه ، والمباني الاجتماعية ودور العبادة والمكتبات وورش السيارات ) .
- . حدادة الأبواب ومقالب الرمل والحصة وخراطة الحجر وبيع الحديد والاسمنت ) : .
- .(

#### (23): وقوف السيارات على جوانب الشد :

- مواقف السيارات : : يطبق كل ما ورد في نظام البناء الفلسطيني لسنة .
- ( المنطقة التجارية ) : وقوف السيارات على جانبي الشارع غير مسموح به في كل الأماكن .
- ويسمح فقط بالوقوف في الأماكن المحددة .
- توقف السيارات : يسمح بالتوقف لأغراض النزول للركاب ما عدا في الأماكن المشار عليها في المخطط المروري .
- تحميل وتنزيل البضائع: يسمح بتحميل وتنزيل البضائع من سيارات النقل والشحن في الشوارع الرئيسية المحددة في القديمة من الساعة الخامسة مساء وحتى الساعة صباحا صيفا حتى الساعة صباحا شتاء ، ويسمح بالتحميل والتنزيل طول الوقت في باقي الشوارع .



- : لا يسمح بمرور الشاحنات التي تزيد حمولتها عن ورات من الشوارع الرئيسية المخطط المروري في ساعات الذروة من الساعة السابعة إلى الثامنة صباحا ومن الساعة الواحدة حتى الثانية ظهرا .

- يمنع دخول الشاحنات التي تزيد حمولتها عن طن إلى وسط البلدة القديمة في الأيام الثلاثة التي تسبق يومي عيد عيد من الساعة الثانية ظهرا حتى الساعة العاشرة ليلا ويجب أن يكون ذلك مرفقا بإعلان البلدية ذلك وتحديده بإشارات على الشوارع.

#### (24): استخدام الأرصفة والبساطات وبروز الأبواب عليها:

- لا يسمح باستخدام الأرصفة من قبل أصحاب المحلات التجارية لغرض عرض البضائع أو وقوف السيارة الخاصة أو لأي غرض كان يعيق بدور الأرصفة في استعمالها لحركة المشاة.

- لا يسمح بأي حال من الأحوال ب بروز الأبواب لأكثر من الرصيف .

- البروزات الزجاجية : لا يسمح بأي حال من الأحوال إقامة البروزات الزجاجية على جهة الرصيف أو ما يشبهه سواء كانت من الحديد أو الألمنيو أو غيرها، بالإضافة إلى الزجاج وغيره لغرض عرض البضاعة أو توسعة المحل التجاري ، إلا ضمن ما يسمح به خط البناء .

- : يمنع عمل البساطات على أرصفة الشارع أو خارج أبواب المحلات التجارية إلا ضمن الأماكن المسموح بها للبساطات الم والمشروطة بالحصول على ترخيص ودفع رسم تحددتها البلدية .

- : لا يسمح داخل حدود الشوارع الرئيسية المحددة للباة المتجولون بالبيع منعا النظر عن وسيلة النقل التي يستعملونها .

#### (25): الدعاية والإعلان:

- الدعاية والإعلان : من القانون المتعلق بهذا الخصوص .

#### (26): زرائب الحيوانات:

- منع زرائب المواشي والحيوانات داخل حدود البلدة القديمة ريح خاص حسب تأثيرها على المحيط التي تقع فيه.

**(27): تخفيف القيود على الأبنية القائمة :**

يطبق ما ورد في نظام البناء الفلسطيني الساري بما يتعلق بالأبنية القائمة المرخصة وغير المرخصة والمخالفة لأحكام هذا

**(28): :**

\*يطبق قانون تنظيم المدن الساري ونظام البناء الفلسطيني الساري ونظام التنظيم الهيكلي في كل ما لم يرد فيه نص وفي حال التعارض يطبق ما ورد فيه هذا النظام من أحكام .

**(29): رسوم الترخيص :**

لغايات تطبيق أحكام هذا النظام بما في ذلك فرض واستفاء الرسوم المنصوص عليها في تصنيف الهيئات المحلية تستوفى من نظام التنظيم للهيئات المحلية.

**(30): التأمينات :**

تستوفي اللجنة المحلية التأمينات المنصوص عليها بالمادة من نظام التنظيم والبناء للهيئات المحلية .  
تتطبق أحكام التنظيم والبناء الفلسطيني بما يتعل

**: (31)**

- مع مراعاة أي أحكام خاصة ترد على المخططات التفصيلية عند الترخيص لإقامة أبنية جديدة تطبق الأحكام التنظيمية

:

( )	( )	( )	( )	الطاقية	المئوية		
							المنطقة السكنية
				%	%	الأبنية السكنية	
				%	%	التجارية	
				%	%		
							المنطقة التجارية
				%	%		
				%	%	التجارية	
				%	%		
				%	%		
				%	%	السياحية	
							المنطقة الحرفية
				%	%	التقليدية	
				%	%		
				%	%		
				%	%		
				%	%	السياحية	

## APPENDIX B: THE QUESTIONNAIRE

جامعة بوليتكنك فلسطين  
كلية الهندسة والتكنولوجيا  
دائرة الهندسة المدنية والمعمارية  
تخصص هندسة معمارية



الموضوع: استب

ملحق ب:

مشروع التخرج بعنوان:

### THE REHABILITATION OF DURA OLD CITY “DURA CITY CENTER”

إعادة تأهيل وسط مدينة دورا والبلدة القديمة

إعداد الطالبتين:

خلود ربيعي

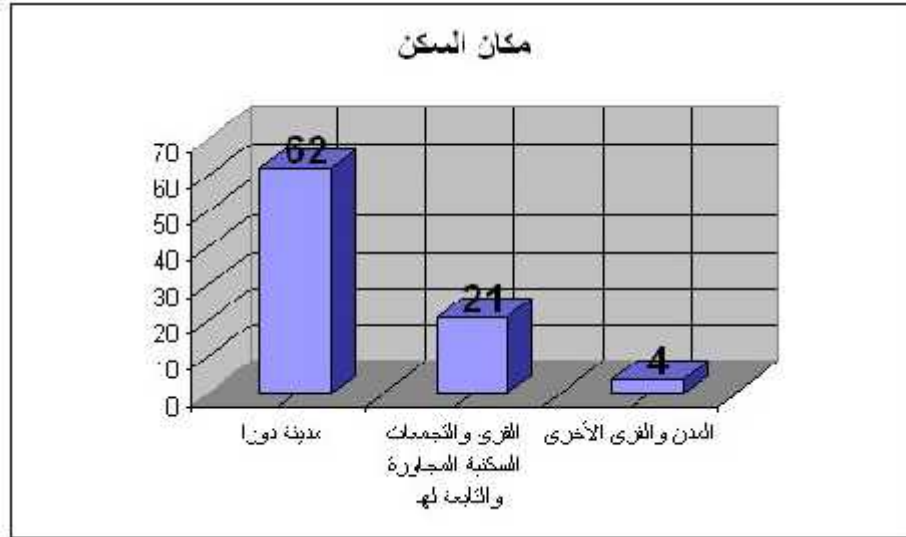
ملاك الرجبي

نمشيا مع خطة الدراسة للحصول على درجة البكالوريوس في الهندسة المعمارية في جامعة بوليتكنك فلسطين تقوم الطالبتان بعمل دراسة عن إعادة تأهيل وسط مدينة دورا والبلدة القديمة فيها. ولغرض الوقوف على حقيقة الوضع في البلدة القديمة وجمع المعلومات عنها ارتأينا توزيع هذا الاستبيان لاستطلاع آراء الناس القاطنين والمرتادين لوسط البلدة القديمة. ولتحقيق الهدف المنشود نرجو من حضرتكم التكرم مشكورين بتعبئة هذا الاستبيان مساعدة لنا في الحصول على المعلومة المطلوبة مع العلم أن المعلومات ستستخدم لغرض الدراسة ولن تستخدم لأي غرض آخر. وقد تم التنسيق مع بلدية دورا مسبقا حول موضوع هذا الاستبيان.

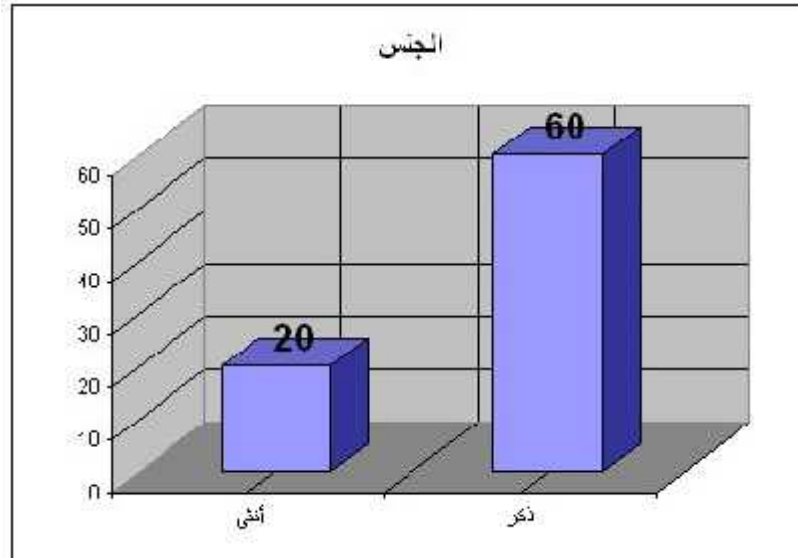
ابريل

الجزء الأول: المعلومات العامة حول المستطلع أراؤهم:

- مكان السكن:
- مدينة دورا
- القرى والتجمعات السكنية المجاورة التابعة لها
- المدن والقرى الأخرى



- الجنس:
- أنثى
- ذكر



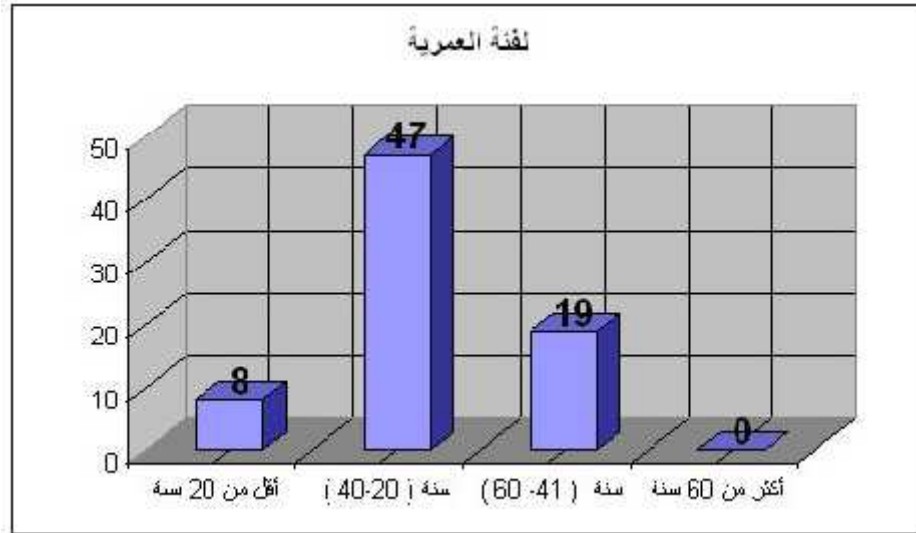
- الفئة العمرية:

- أقل من

- ( - )

- ( - )

- أكثر من



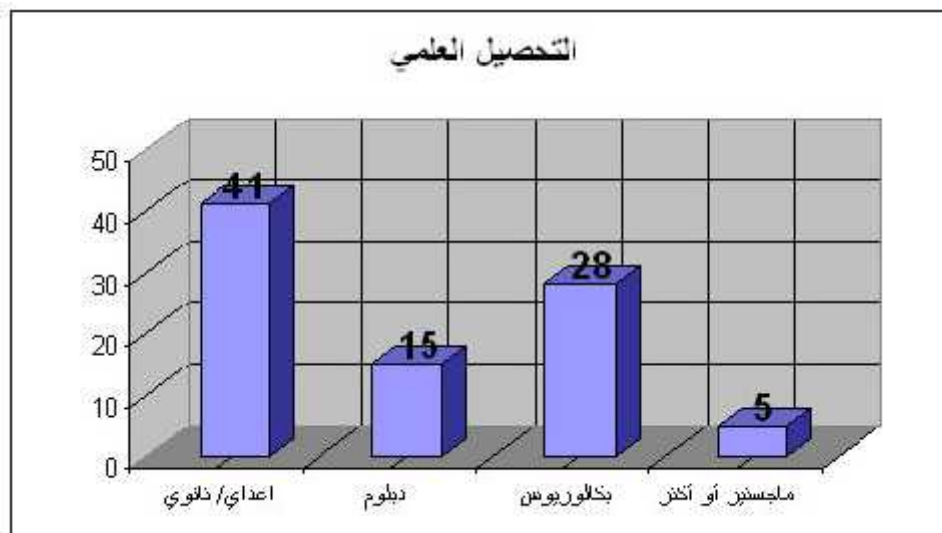
- التحصيل العلمي:

- إعدادي / ثانوي

- دبلوم

- بكالوريوس

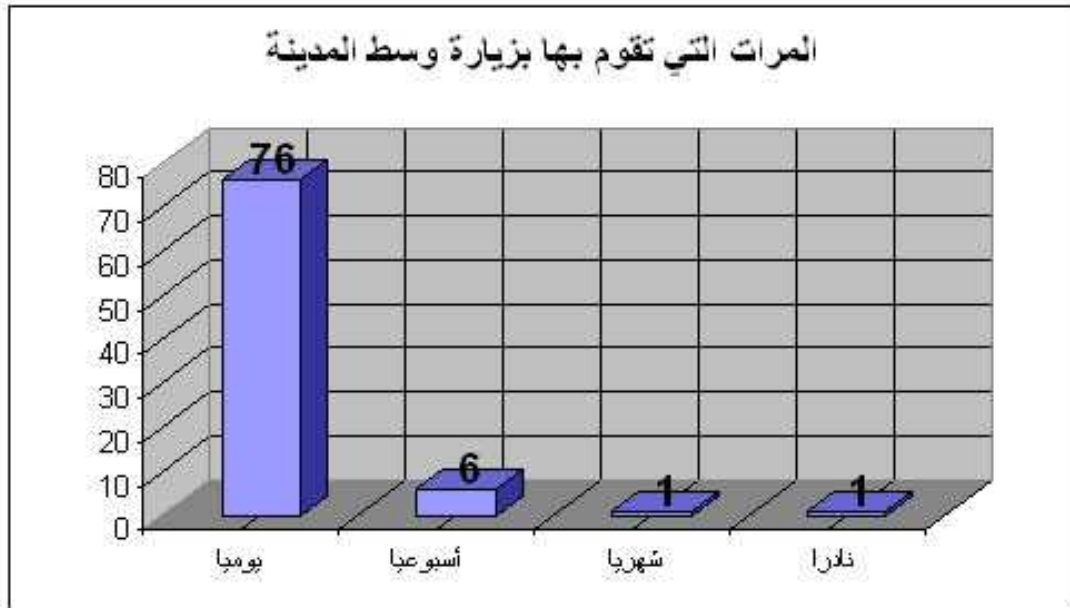
- ماجستير أو أكثر



- مكان ونوع العمل :

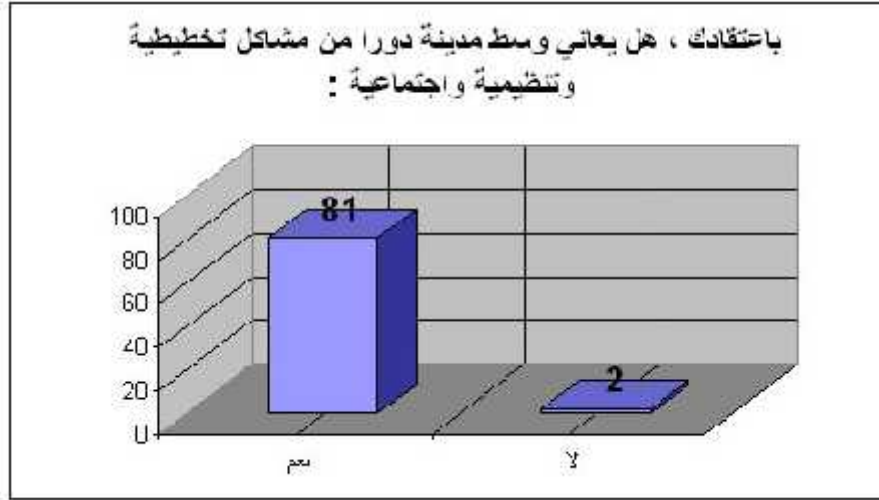
- المرات التي تقوم بها بزيارة وسط مدينة دورا:

- يوميا
- أسبوعيا
- شهريا
- نادرا

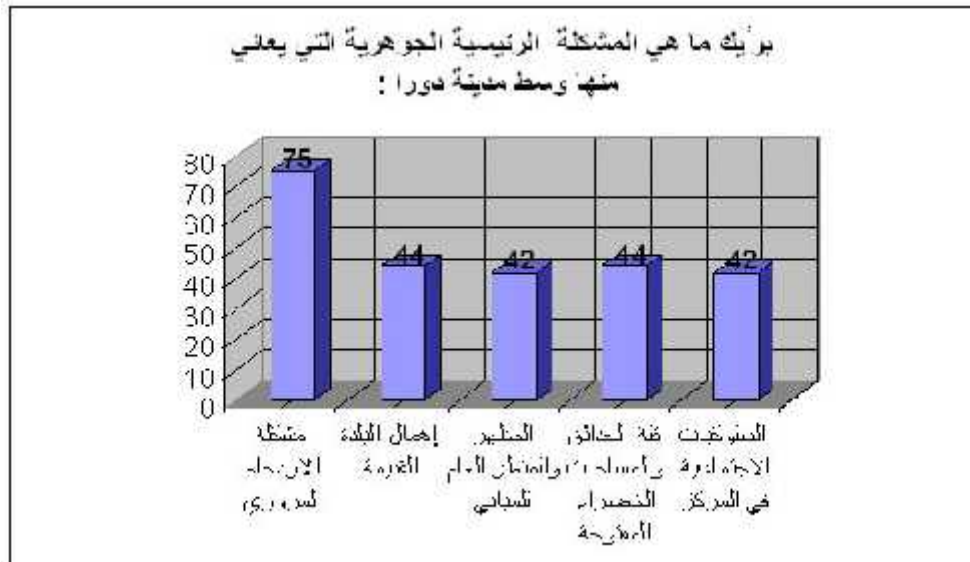


## الجزء الثاني: تشخيص المشاكل التي يعاني منها وسط مدينة دورا :

- باعتقادك، هل يعاني وسط مدينة دورا من مشاكل تخطيطية وتنظيمية واجتماعية
- نعم
- 



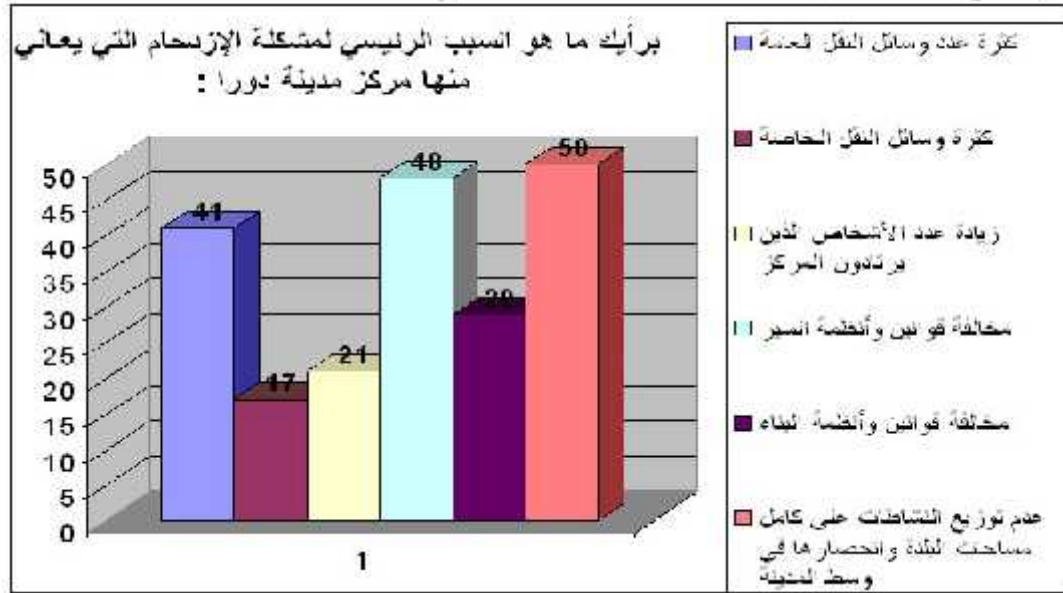
- برأيك ما هي المشكلة أو المشاكل الرئيسية الجوهرية التي يعاني منها وسط مدينة دورا ؟ ( يمكن الإشارة لأكثر من نقطة ) .
- مشكلة الازدحام المروري.
- إهمال البلدة القديمة.
- المظهر والمنظر العام للمباني.
- قلة الحدائق والمساحات الخضراء المفتوحة.
- السلوكيات الاجتماعية في المركز.





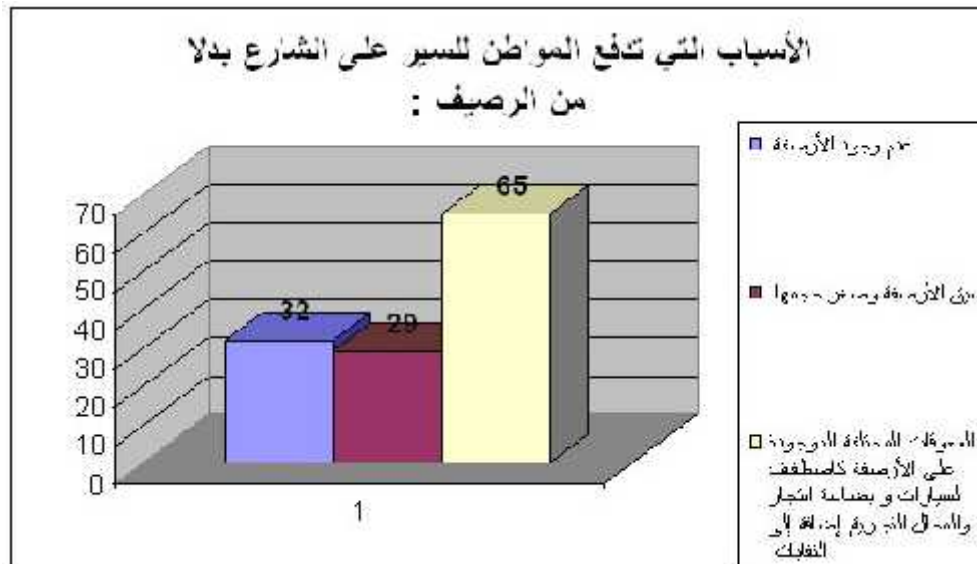
- برأيك ما هو السبب الرئيسي لمشكلة الازدحام التي يعاني منها مركز مدينة دورا

- كثرة عدد وسائل النقل العامة.
- كثرة وسائل النقل الخاصة.
- زيادة عدد الأشخاص الذين يرتادون المركز.
- مخالفة قوانين وأنظمة السير.
- مخالفة قوانين وأنظمة البناء.
- عدم توزيع النشاطات على كامل مساحات البلدة وانحصارها في وسط المدينة.

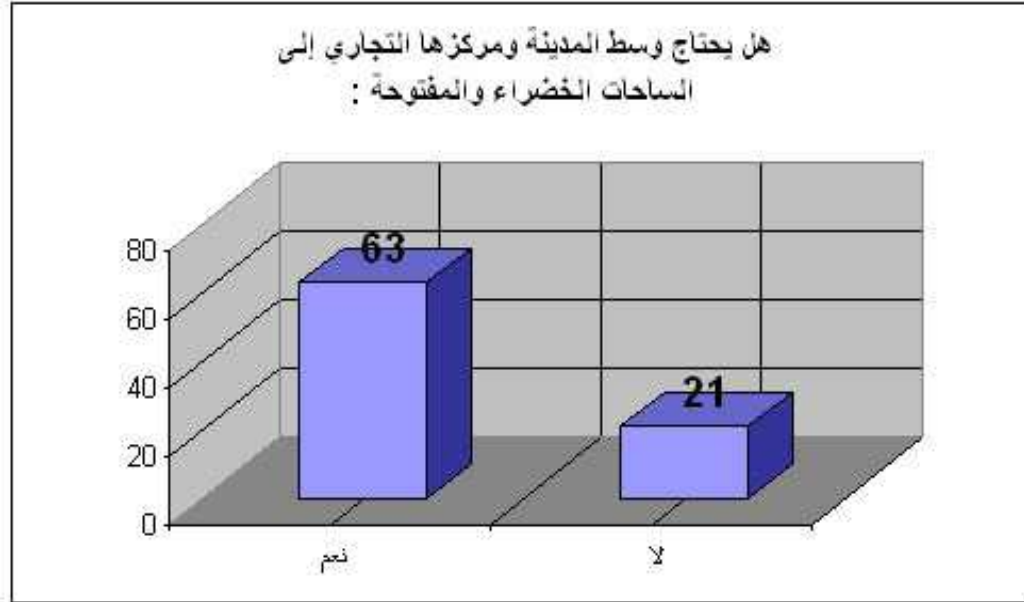


- ما هي الأسباب التي تدفع المواطن للسير على الشارع بدلا من الرصيف ؟

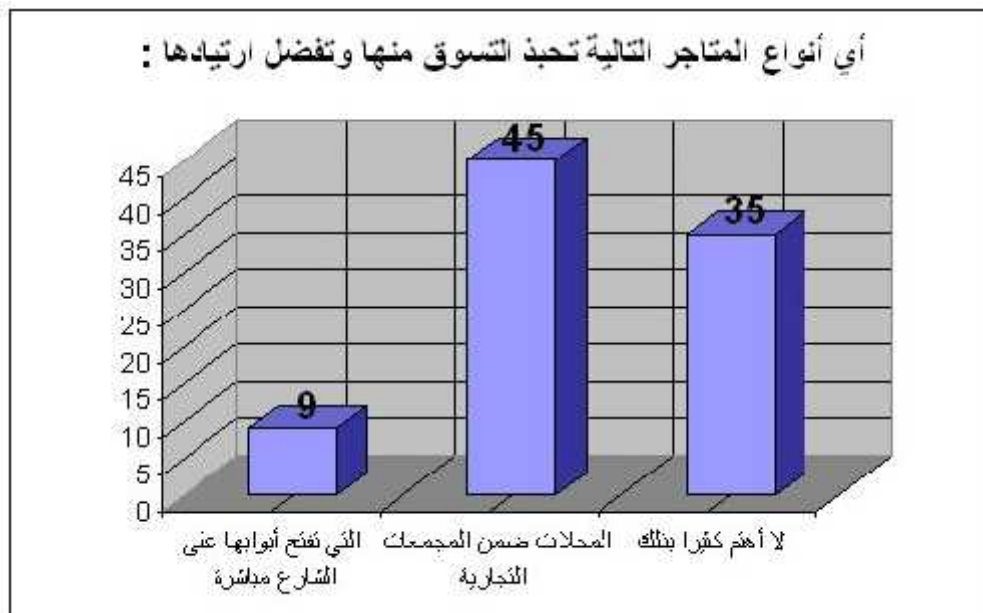
- عدم وجود الأرصفة
- ضيق الأرصفة وصغر حجمها
- المعوقات المختلفة الموجودة على الأرصفة كاصطفاف السيارات و بضاعة التجار والمحال التجارية إضافة إلى النفايات .



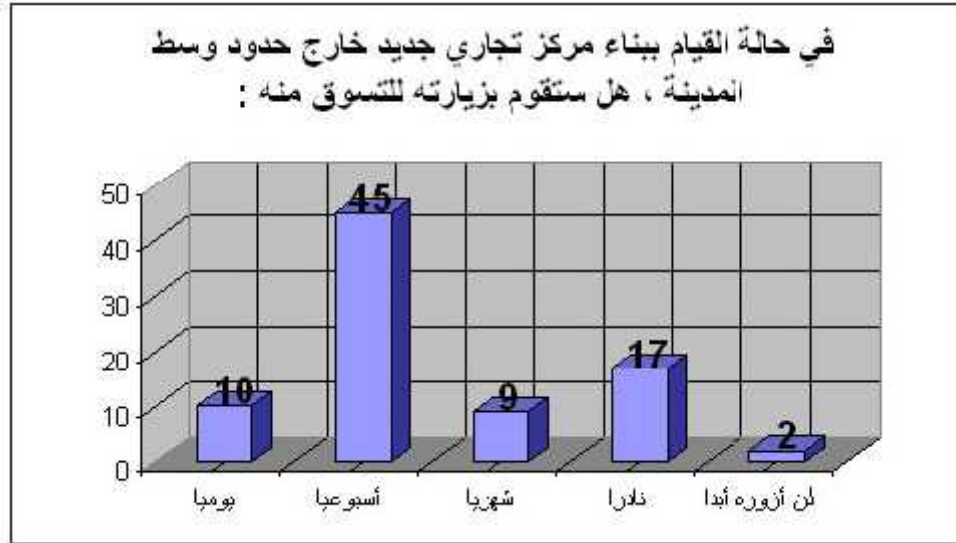
- هل يحتاج وسط المدينة ومركزها التجاري إلى الساحات الخضراء والمفتوحة؟  
- نعم  
-



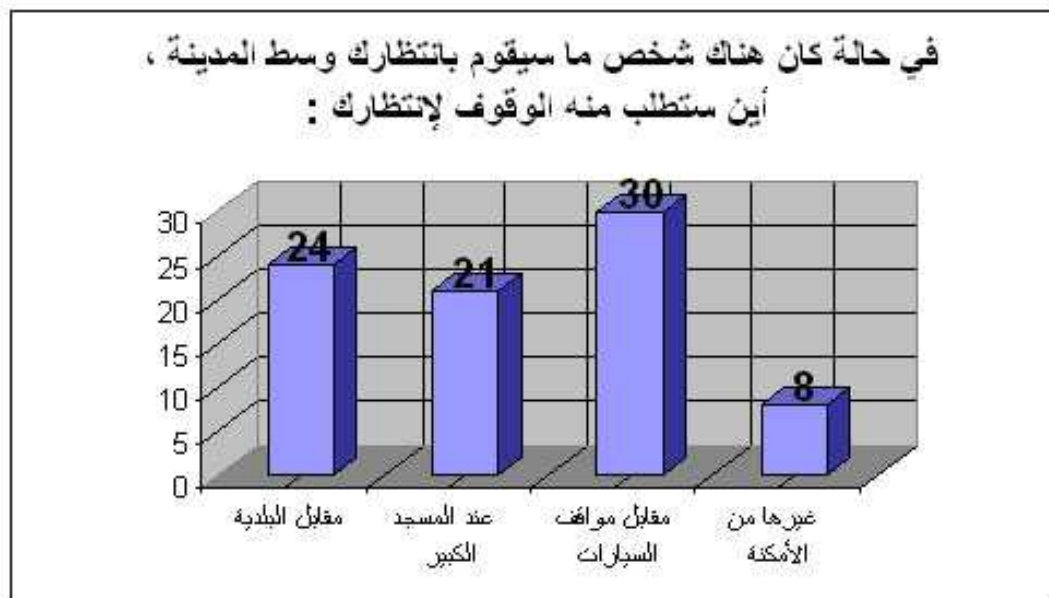
- أي أنواع المتاجر التالية تحبذ التسوق منها وتفضل ارتيادها ؟  
- التي تفتح أبوابها على الشارع مباشرة  
- المحلات ضمن المجمعات التجارية  
- لا أهتم كثيرا بذلك



- في حالة القيام ببناء مركز تجاري جديد خارج حدود وسط المدينة، هل ستقوم بزيارته للتسوق منه:
- يوميا
- أسبوعيا
- شهريا
- نادرا
- لن أزوره أبدا



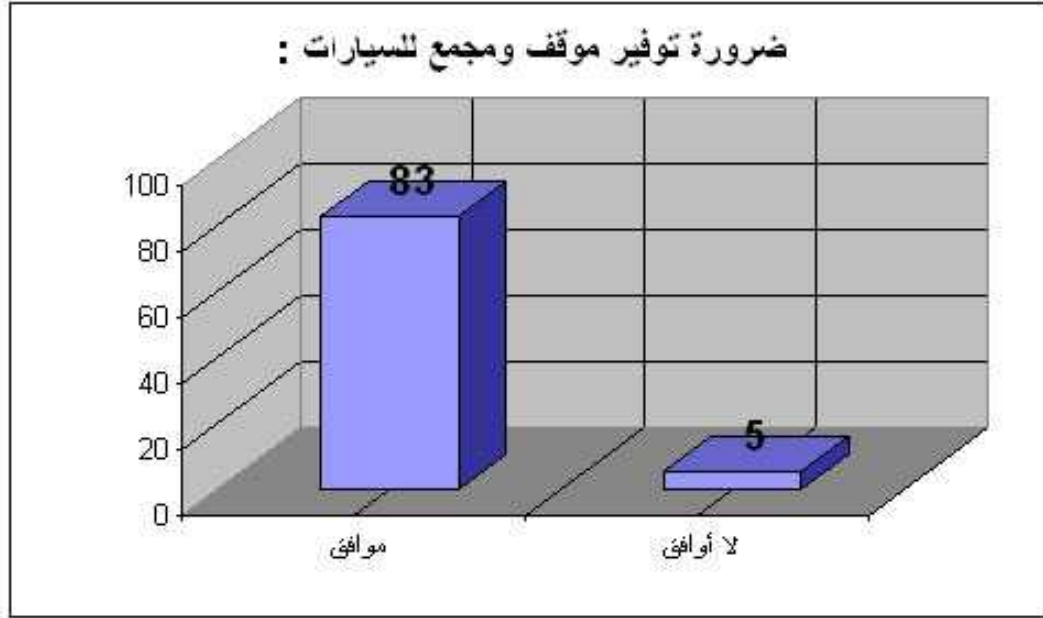
- في حالة كان هناك شخص ما سيقوم بانتظارك وسط المدينة، أين ستطلب منه أن ينتظرك:
- مقابل البلدية
- عند المسجد الكبير
- مقابل مواقف السيارات
- غيرها من الأمكنة حددها .....



الجزء الثالث: من فضلك حدد إن كنت توافق أو لا توافق على ما يلي:

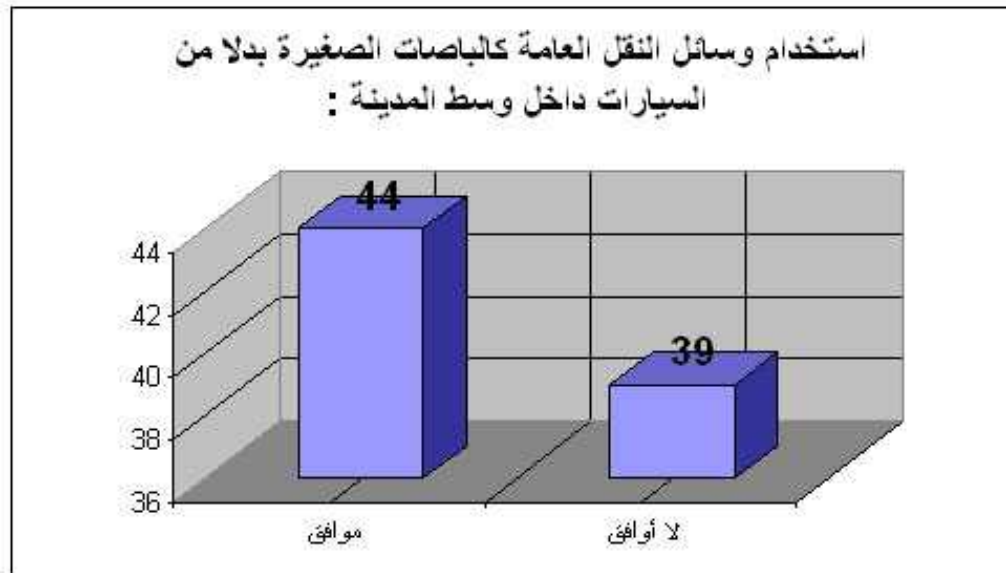
- ضرورة توفير موقف و مجمع للسيارات ؟

- موافق
- لا أوافق



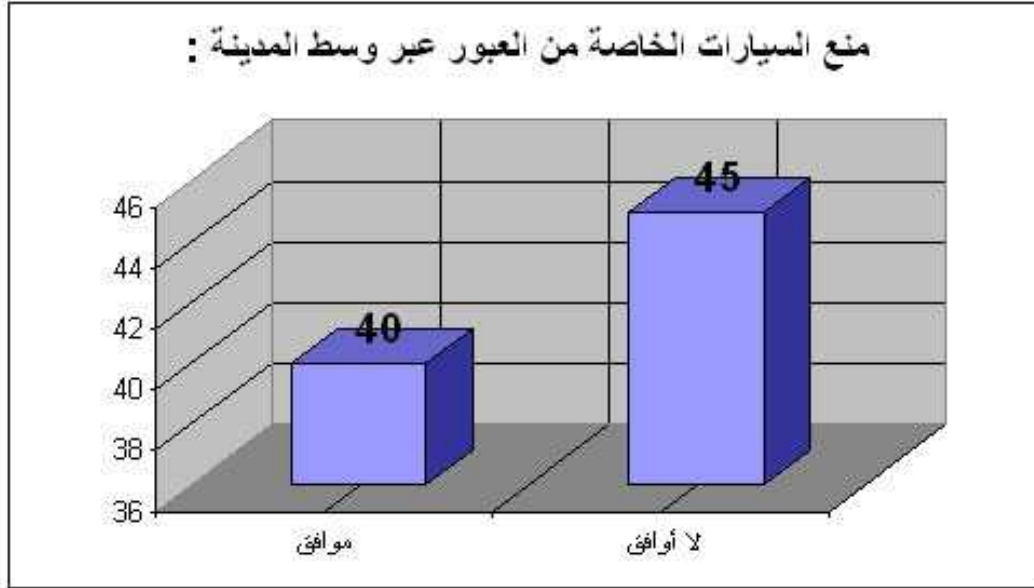
- استخدام وسائل النقل العامة كالباصات الصغيرة بدلا من السيارات داخل وسط المدينة؟

- موافق
- لا أوافق



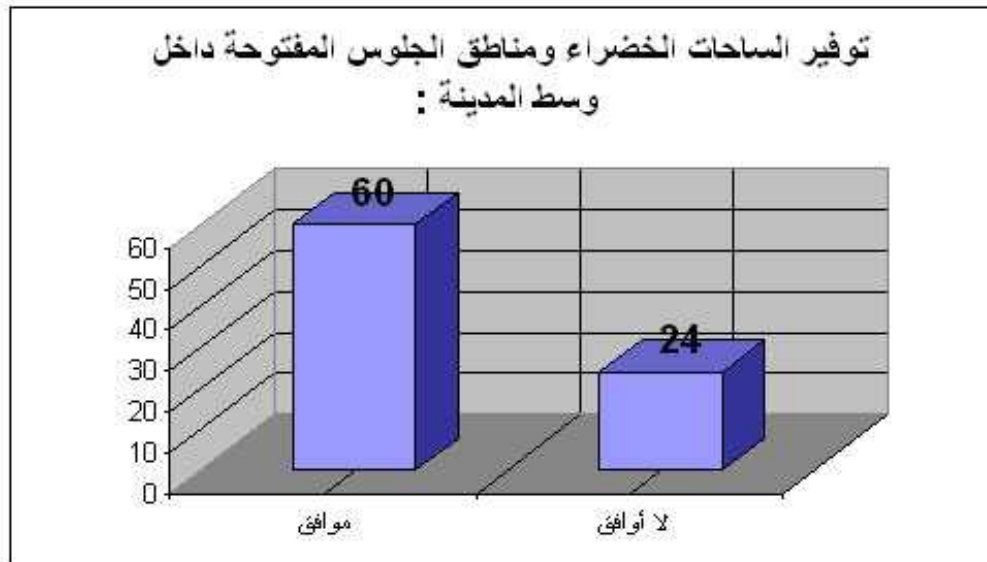
- منع السيارات الخاصة من العبور عبر وسط المدينة ؟

- موافق
- لا أوافق

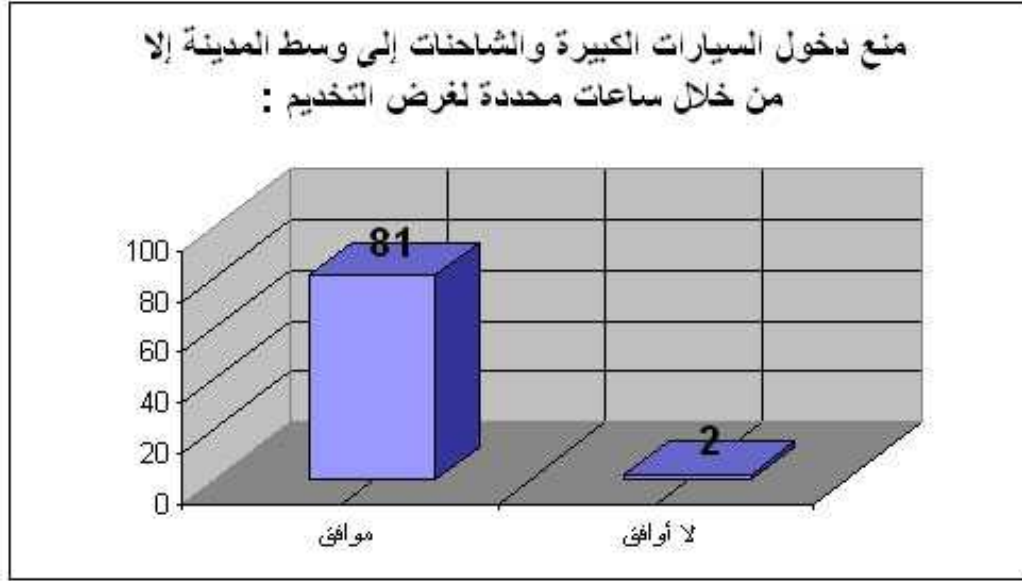


- توفير الساحات الخضراء ومناطق الجلوس المفتوحة داخل وسط المدينة ؟

- موافق
- لا أوافق



- منع دخول السيارات الكبيرة والشاحنات إلى وسط المدينة إلا من خلال ساعات محددة لغرض التخديم ؟
- موافق
  - لا أوافق



#### الجزء الرابع: المكان المفضل لبعض النشاطات :

- اقترح مكانا مناسباً لبناء وإنشاء كل مما يلي سواء كان ذلك داخل حدود وسط المدينة أو خارجها وذلك حسب تطلعاتك ورغباتك:

- أ- بناء مجمع وموقف للسيارات.....  
 أكثر الإجابات تكرارا:  
 بمنطقة السمقه (بجانب الملعب) موقف خرسا بجانب نزلة القدس موقف خرسا حارة المسالمة.
- ب- إنشاء وبناء مجمع تجاري جديد ومميز.....  
 أكثر الإجابات تكرارا:  
 غنيم (طاروس) قرب الكازيه نزلة السمقه شارع البلدية الدوائر أبو جياش وسط البلد.

ج- بناء سوق مركزي للخضار ( ) .....

أكثر الإجابات تكرارا:

منطقة السمقه واد أبو القمره نزلة كريمة منطقة كنار منطقة طريق الفوار منطقة أبو خلف سيارات

د- توفير ساحات مفتوحة و تخصيص أماكن جلوس خضراء .....

أكثر الإجابات تكرارا:

موقف خرسا منطقة السمق منطقة النبي نوح منطقة المدارس وسط البلد المركز الثقافي.

هـ- بناء عمارة .....

أكثر الإجابات تكرارا:

منطقة غنيم الضواحي قرب مدرسة أبو شرار أبو كنار سنجر.

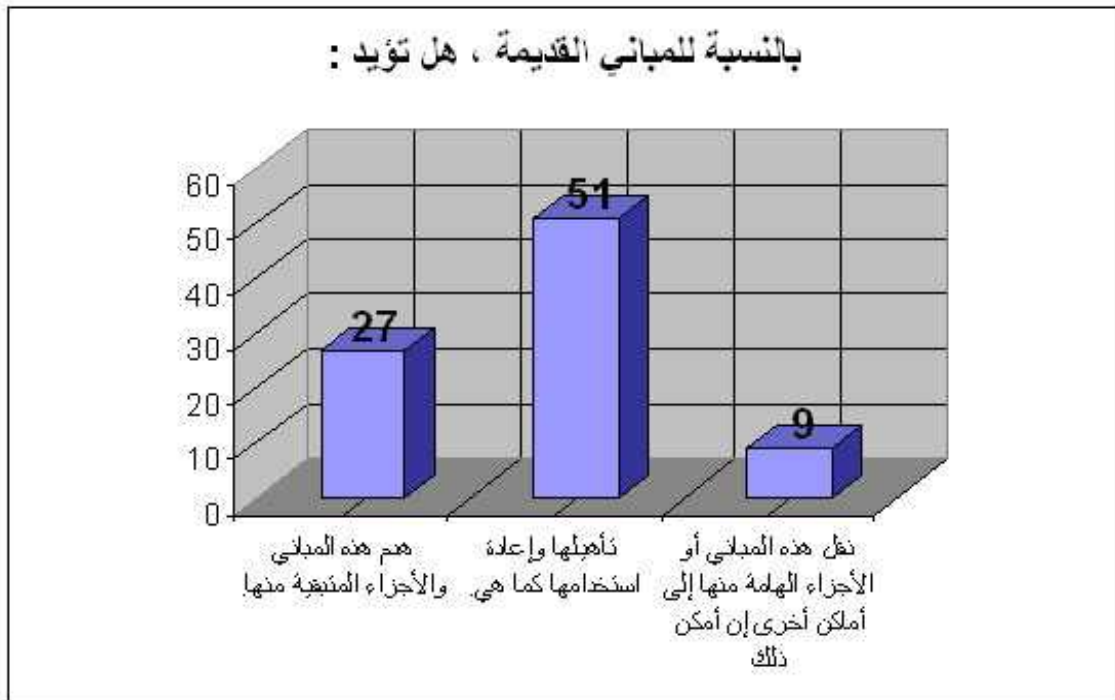
و- تب والمؤسسات العامة .....

أكثر الإجابات تكرارا:

كنار مجمع الدوائر.

الجزء الخامس: ( خاص بالتراث المعماري والنسيج العمراني في البلدة القديمة و وسط المدينة )

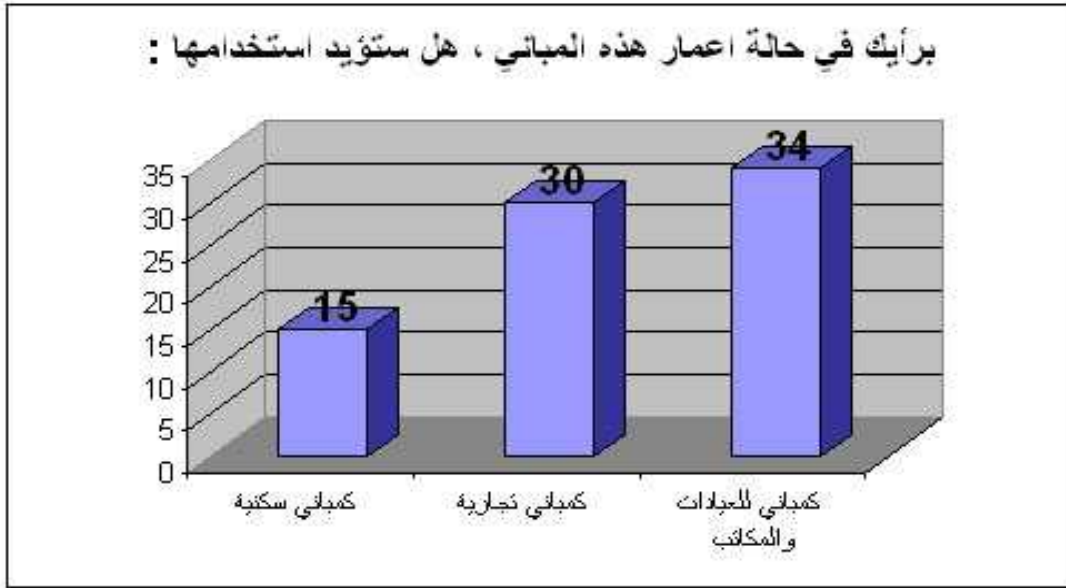
- بالنسبة للمباني القديمة، هل تؤيد:
- هدم هذه المباني والأجزاء المتبقية منها.
- تأهيلها وإعادة استخدامها كما هي.
- نقل هذه المباني أو الأجزاء الهامة منها إلى أماكن أخرى إن أمكن ذلك.





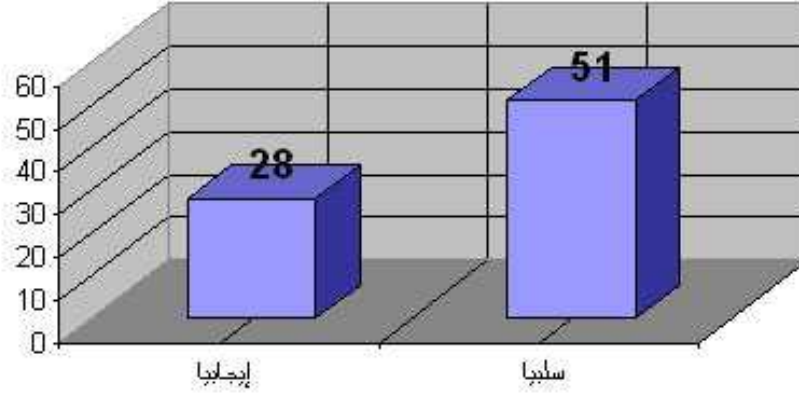
- برأيك في حالة أعمار هذه المباني، هل تؤيد استخدامها :

- كمباني تجارية.
- كمباني للعيادات والمكاتب.



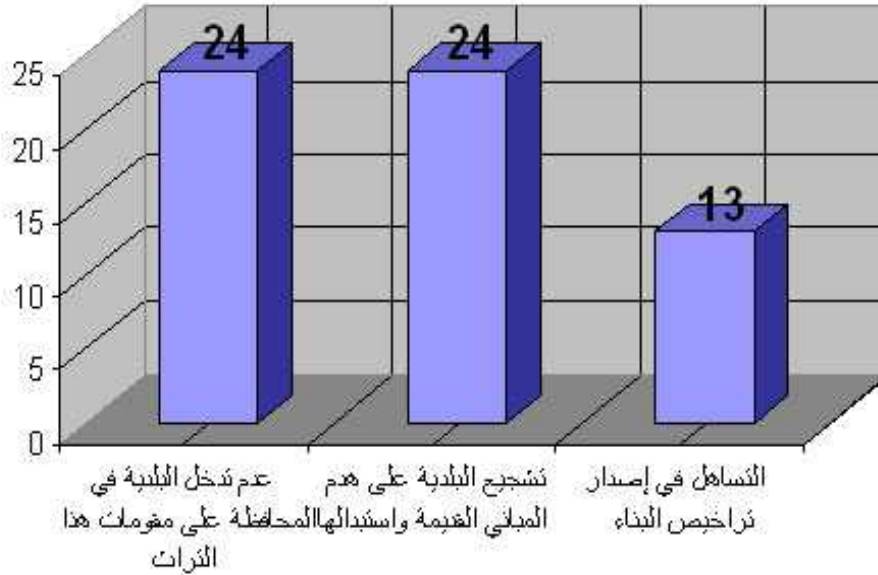
-كيف تقيم دور البلدية في الحفاظ على التراث المعماري والنسيج العمراني في البلدة القديمة ؟  
إيجابيا

كيف تقيم دور البلدية في الحفاظ على التراث المعماري والنسيج العمراني في البلدة القديمة :



- في حالة كان جوابك عن البند السابق ( ) فإن ذلك ناتج عن:
- عدم تدخل البلدية في المحافظة على مقومات هذا التراث.
  - تشجيع البلدية على هدم المباني القديمة واستبدالها.
  - التساهل إصدار تراخيص البناء.

في حالة كان جوابك عن السؤال السابق " سلبيًا " فإن ذلك ناتج عن :



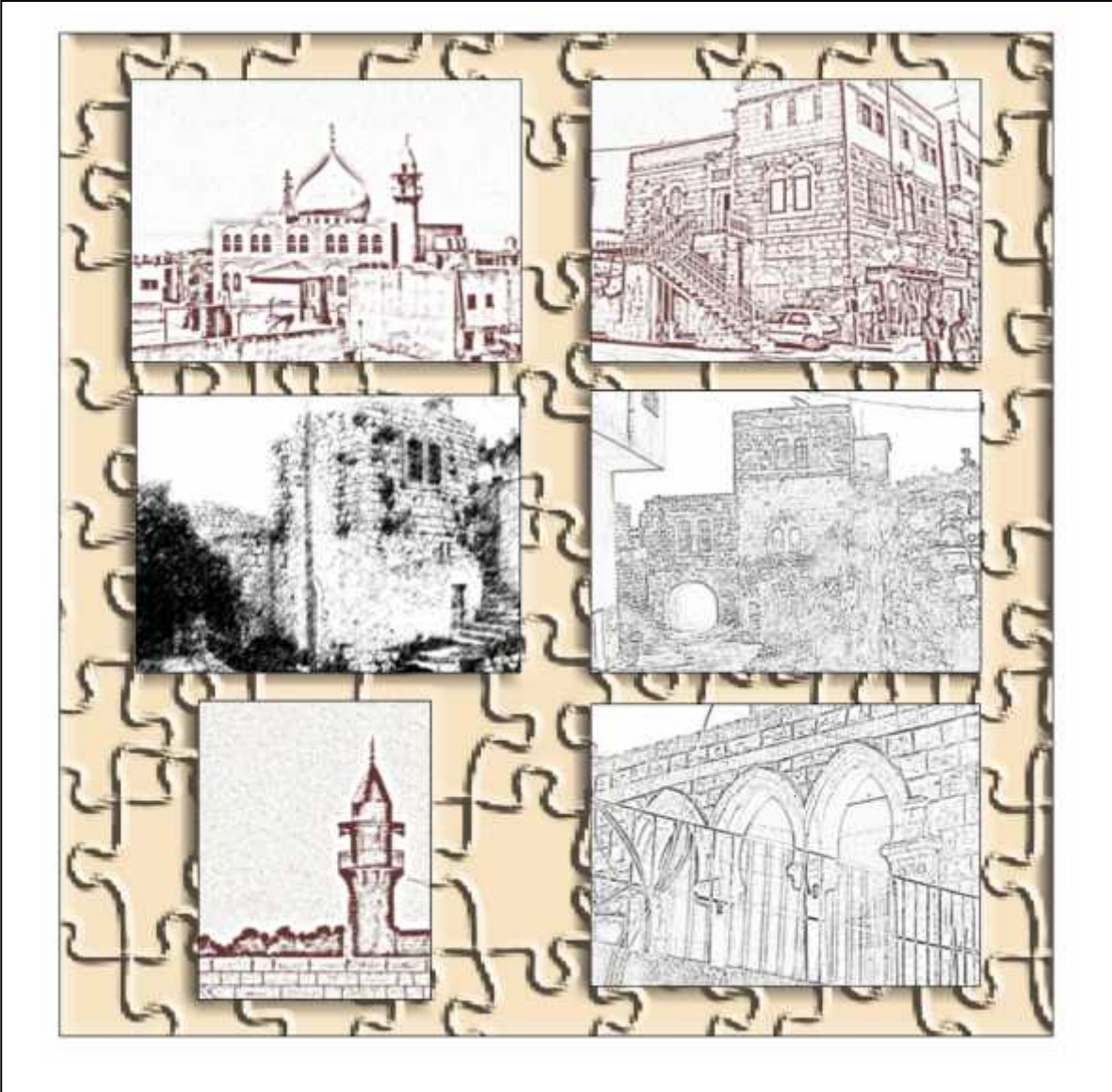
-آفة ملاحظاآ آخرى:

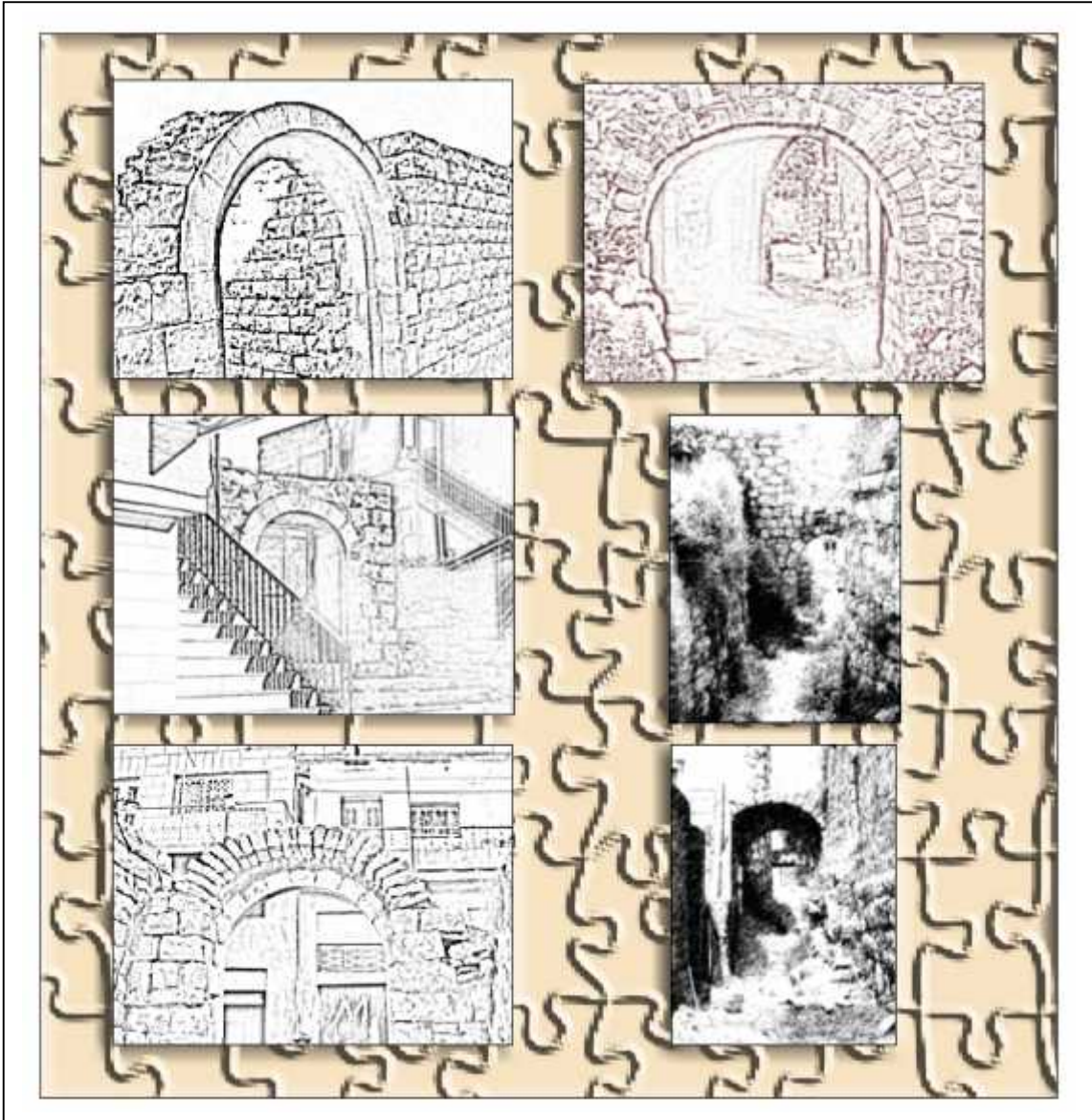
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انتهت سآبانه ( )

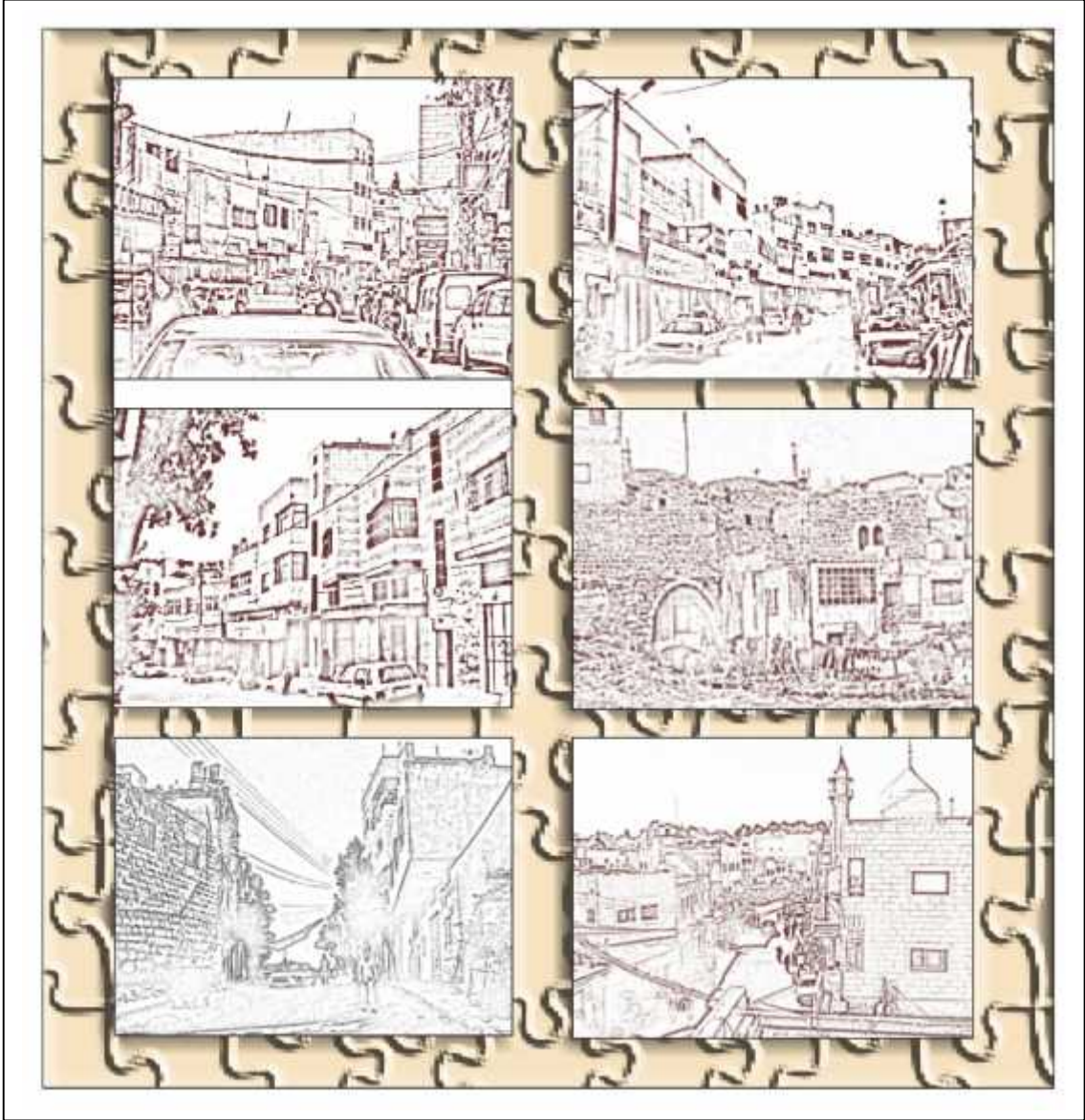
## **APPENDIX C: VARIOUS SKETCHES**

**a) GENERAL PICKS FROM THE SITE , (Researchers 2008) :**

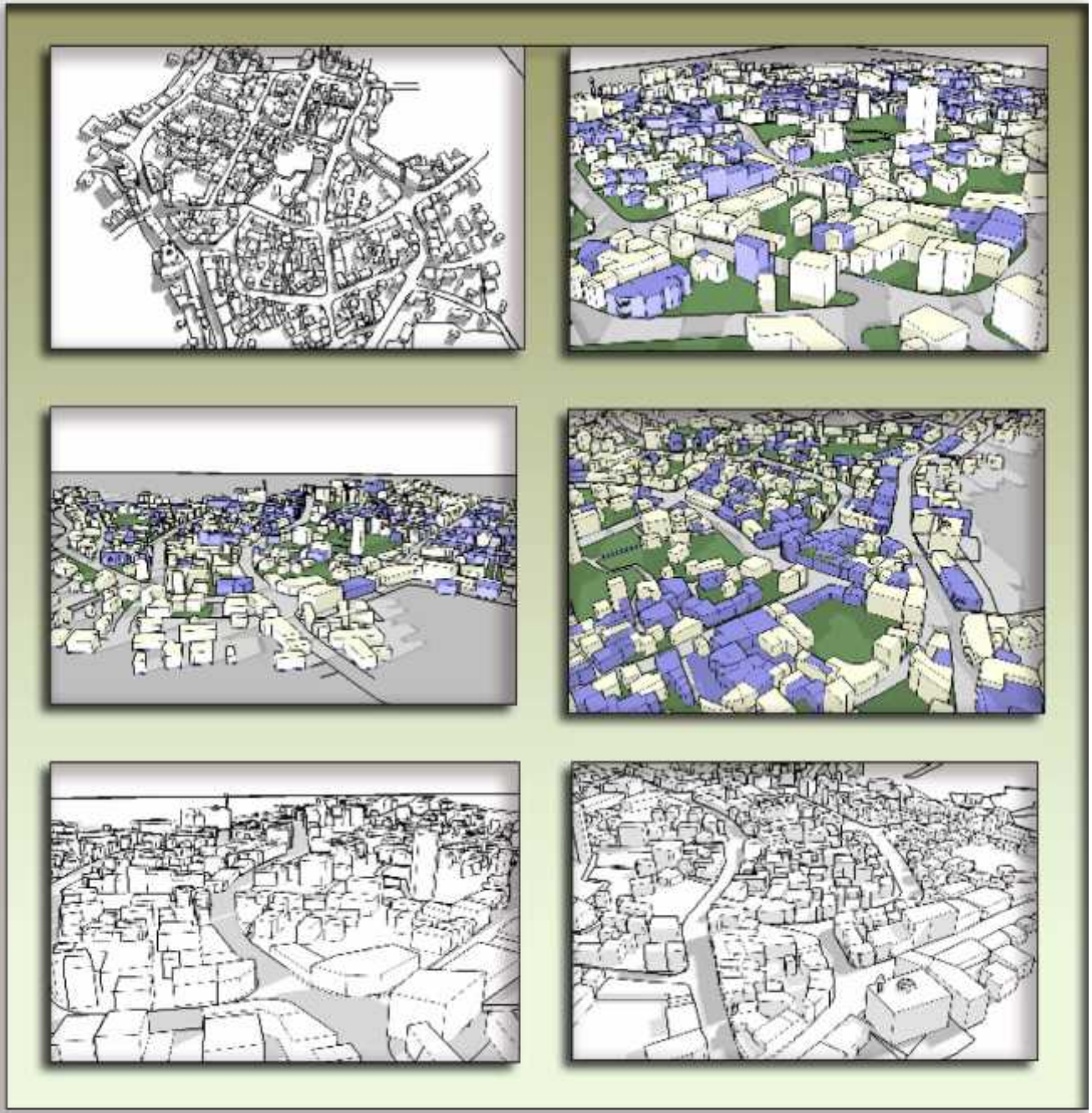




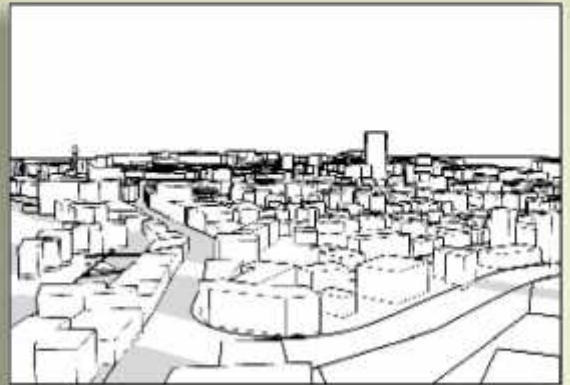
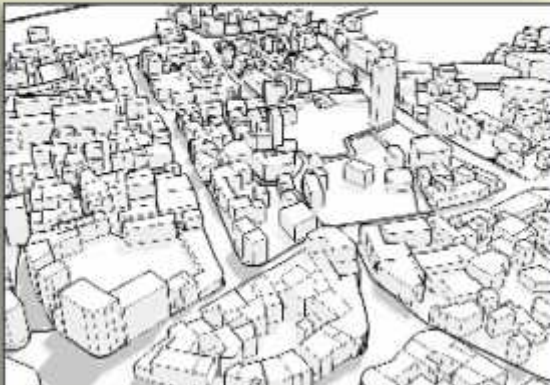
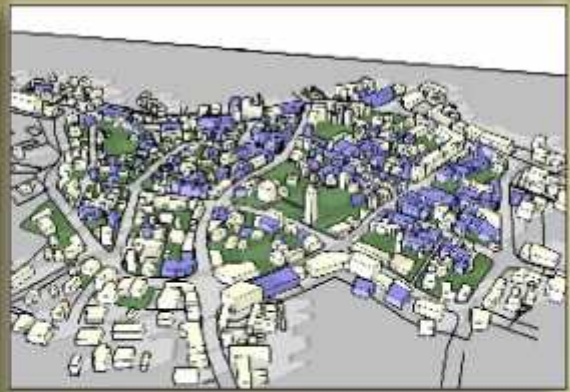




**b) 3D MODELING PICKS, (Researchers 2008):**









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- <http://www.qu.edu.qa/html/campuslife/340ct12jun07.html>
- <http://www.hawaii.edu/hga/urban00/craighattam/urban/guidelines.html>
- [http://www.columbiascgateway.com/content/pdf\\_PZ/DDRC\\_CityCenterGuidelines\\_Website.pdf](http://www.columbiascgateway.com/content/pdf_PZ/DDRC_CityCenterGuidelines_Website.pdf)
- <http://www.planning.org/thecommissioner/summer99-1.htm>
- [websrv.municipality.gov.bh/pls/portal/docs/PAGE/WEB\\_SITE\\_V2/CONF\\_MUN\\_2006/CONFERENCE/Papers/4.doc](http://websrv.municipality.gov.bh/pls/portal/docs/PAGE/WEB_SITE_V2/CONF_MUN_2006/CONFERENCE/Papers/4.doc) (Google Search Engine )

## Resources

- Dura Municipality.
- Berziet University.
- Interviews.
- Network.
- Google Search Engine.
- Workshop.
- The Palestinian Central Bureau of Statistics (PCBS).