Two Lands, One System | Redefining the Border Crossing

Matthew Trulli

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TWO LANDS, ONE SYSTEM
Redefining the Border Crossing

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“In Israel, architecture, just like war, is a continuation of politics through other means...and the political realities it creates are often more dominant and conclusive than any stylistic, aesthetic, experimental or sensual impact they might have.”

-Eyal Weizman

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The Israeli and Palestinian populations each have their own distinct infrastructural system, which operates independently and fails to connect the people in this region. This thesis contends that if a two-state solution is implemented under the guidelines of the 2003 Geneva Accord, new connections can stitch the populations of Israel and Palestine together through a reimagined border system.

These divisive infrastructural networks, which are a result of tense relationships, have also sparked increased violence throughout the region, particularly in Jerusalem. The French Hill, located north of the Old City in Jerusalem, is positioned at a critical point in the infrastructural network that would allow it to become the preeminent crossing between the two nations. Here, the confluence of major highways, public transport, and densely populated communities creates a node where the border crossing can exist.

The border crossing will engage multiple modes of transport in an effort to not only link them, but also allow for interaction between them. The key link in the crossing will be a market that aims to facilitate the exchange of goods and ideas in a setting that promotes interaction amongst those that pass through. The border crossing will become one part of the larger border system that will move away from the traditional built wall and invert itself to allow for topography to act as the new border.
DI -
A prefix occurring in loanwords from Greek, where it meant "two," "twice," and "double."

COM -
A prefix meaning "with," "together," "in association," and "completely."
The Conflict

Since the beginning of Israel there has always been conflict. The Israeli-Palestinian conflict has persisted since 1948 and has only grown to be more complicated and involved. Throughout the conflict there have been two periods of increased tensions and violence. The first came between 1987 and 1993, while the second between 2000 and 2005. These periods of violence saw suicide bombings within Israel carried out by Palestinians and retaliatory attacks by the Israeli government on the Palestinian people.

Due to these periods of increased violence, many security protocols and installations were put in place to secure Israel from attacks as best it could. The most well known security measures came in the midst of the Second Intifada when the construction of the West Bank barrier started in 2002. Since the construction of the barrier has begun, suicide bombings in Israel have almost completely vanished.1

While the barrier aims at controlling violence, it is also helping to protect a mechanism in the landscape which has caused escalated tensions for so many years. This comes in the form of the settlements which have laid claim to many hilltops throughout the West Bank in the name of Zionism. Settlers and Palestinians have clashed as more settlements have been built or expanded. In response to these clashes, more security measures are put in place to prevent such incidents which in turn end up causing more uproar.

This creates a never ending cycle of divisive intervention which in turn causes continuous conflict.

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Political Landscape

Architecture in Israel is inherently political. Every aspect of the country has been carefully planned in a strategic way that capitalizes on the influx of immigrants directly correlating to the expansion of settlements established in the landscapes. The Israeli government has politicized the construction of settlements as land grabs within the west bank and as strategic outposts overlooking the Palestinian villages that lie in the valleys between them.1

Palestinian towns of Qalqilya and Hable separated by the wall
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Since the 1967 war, settlements have been built in the West Bank to claim land for the state of Israel. The main concept behind settlements is that when the time comes for the separation of land into an Israeli state and a Palestinian state, that Israel will be able to claim the land that it has already built upon for its own. Settlements are built strategically on hilltops to gain a visual advantage over the Palestinian villages that lie in the valley. These settlements create islands in the landscape which range in size from under 100 to more than 60,000, incorporating housing, commercial space, institutional space, and religious space in a highly planned city layout.
Divisive transportation is one of the main mechanisms in which Israel separates its citizens from Palestinians within the West Bank. A comprehensive network of roads, tunnels, and bridges allow Israelis to travel from Israel proper to settlements within the West Bank without ever seeing a Palestinian car. These roads are controlled by various checkpoints and roadblocks which prevent Palestinian cars from ever gaining access to these secured roads.

The Israeli water supply network is comprehensive and integrates Israel “proper” with the West bank, taking advantage of the aquifers which reside under the West Bank.

Palestinian Villages

Palestinian villages tend to reside within the valleys of the West Bank, with some of the larger cities elevated to hilltops. These villages and cities are characterized by an unplanned sprawl of mostly residential buildings with some commercial and institutional buildings. The villages and cities are closed off from the landscape of the West Bank and Palestinian must obtain special permits in order to leave their enclaves and move into the Israeli occupied areas that create the threshold between the Palestinian villages and the Israeli settlements.

West Bank Access Restrictions. United Nations Office for the Coordination of Humanitarian Affairs. 2015
There are roads within the West Bank that permit travel by both Israelis and Palestinians. Although these roads are open for Palestinian travel, access to these roads can vary depending on the level of heightened security during times of conflict which directly correlates to the access that the military grants to Palestinians in leaving their villages. While Palestinians are granted access to this road network, they are forbidden to drive into Israel “proper” and thus have a very restricted number of roads on which they can drive.
The Palestinian water supply network is not nearly as comprehensive as the Israeli network and mainly runs on a series of wells which tap directly into the aquifers below with only small amount of water lines to run from those wells.

West Bank Barrier Wall

The barrier constructed by the Israeli government to surround the West Bank is the largest project in the history of Israel. The wall was conceived as a security measure to protect Israeli citizens from attacks brought by Palestinians residing in the West Bank. Posed as a “temporary” solution, the wall is seen as an elastic and possibly ever changing snake in the landscape which can move and re-route depending on political changes which warrant the inclusion or exclusion of certain areas and villages. The route of the wall has been highly contested as it falls within the 1967 Armistice Line and envelops areas of the West Bank into Israel.

West Bank Access Restrictions. United Nations Office for the Coordination of Humanitarian Affairs. 2015
Checkpoints During Conflicts

During times of heightened conflict, more checkpoints are activated in an effort to further restrict access throughout the West Bank. This further complicates Palestinian movement throughout the territory as they must pass through several checkpoints in order to move from one village to another.

West Bank Access Restrictions. United Nations Office for the Coordination of Humanitarian Affairs. 2015
Road Blockades

The largest network of vehicular restriction throughout the West Bank is roadblocks (large moveable concrete barriers), gates, and earthen mounds that cut off Palestinian access from Israeli roads and, in some cases, cut off Palestinian roads from other Palestinian roads in an effort to create a more “secure” network of travel. These restrictive measures are ever changing as the situation in the West Bank does. At a moments notice any of these divisive elements can be removed or added for “security reasons” dictated by the Israeli military.

West Bank Access Restrictions. United Nations Office for the Coordination of Humaitarian Affairs. 2015
Presence on the landscape has shifted over the years as an increasing population looks to spread out and claim more land. As the map shows, in more recent times, Israeli’s have moved away from the coastal plain into the hills of the West Bank, the Negev Desert, and the northern region. This movement has often been motivated by a desire to claim land for the state of Israel and establish new centers of Jewish community within the larger context of the country. This effort has lead to an urban sprawl which is going towards creating a continuous blanket of small urban centers connected by the sprawl around them.

The locations of Palestinian enclaves, villages, and cities is in direct correlation to the outcome of the 1948 War of Independence in which many were displaced due to the fighting. The main locations of Palestinian residence are in the western portion of the West Bank which was under Jordanian control until Israel took it over in the War of 1967. Recently, Palestinians have expanded villages in the West Bank and in the northern region of Israel between the West Bank and Lebanon.

Over 400 Palestinian villages have been destroyed throughout Israel since before the inception of the State of Israel in 1948. Many were either destroyed in wars or taken over and subsequently destroyed in the creation of communities for Israelis. Some of the remnants of these villages can still be seen today as ruins in the landscape.
Moshav Nahalal, Jezreel Valley, northern Israel
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Creating Community

Communities are important in the creation of a nation. Israel has established many varieties of community typologies over its history that aim to create a network not only within themselves but amongst each other. Many of the historical community typologies in Israel have been agriculture based, creating a resource that the country needed at the time of its inception.

Today, Israel harbors both agricultural and commercial centers throughout its landscape of communities. Some are exclusive to Israel, like the Kibbutz, Moshava, and Moshav, while others can be found elsewhere in the world like the city. Within these communities, networks of citizens working together for a common welfare share many amenities and benefits of their shared labor.

For example, Kibbutzim are a collective community typology which is built upon a shared interest in the success of the entire community. Everything both physical and monetary is shared throughout the community and the labor force is separated into specific tasks which help the system run as a whole. 1

While communities have the potential to nurture social engagement, they also have the power to create divisions amongst each other. Settlements in the West bank have been used as divisive elements in the separation of Israelis and Palestinians and have furthered the explicit nature of the two system state. Settlements became the catalyst for enlargement of specific road and infrastructure networks that aimed at providing expediency for isralies at the cost of restriction for palestinians.

Moshava
1880-1948

- Agriculture
  settlement built on private land
- Established by the first large wave of immigrants

Kibbutz
1910-Now

- Communal living
- Agriculture based
- Separation of live and work
- Community owned

Moshav
1930-Now

• Cooperative agricultural community
• Administrative/public center
• Individually owned farms of similar size

Homa Umigdal
1936-1939

• Built in a single day to claim land
• Constructed by immigrants
• Created a blanket of Jewish land occupation

Ma’Abara
1950’s

- Emergency built camps for Jewish immigrants from Asia and Africa
- Built out of fabric and cheap metal
- Temporary housing

New Town
1950-Now

- Spread Jewish population over contested areas
- Currently isolated

Nahal Outpost
1951-Now

- Built in collaboration with the JNF and IDF
- Populated border next to Jordan and Egypt
- Built as security nodes
- House 120 soldiers

Community Settlement
1980-Now

- State sponsored gated communities
- Located in areas dominated by Palestinians
- Built on hilltops for strategic reasons

Caravan Outpost
1990–Now

- Minimized open areas between permanent settlements
- Has its own administrative governance
- Unplanned
- Located on hilltops

Caravan Park
1990’s

- Quick-fix temporary housing
- Housed immigrants from Ethiopia and the former Soviet Union

New Concentration Town 1990’s

- Consolidation of Bedouins into planned cities

Individual Settlement 2000-Now

- Built by the JNF an given to settlers to claim land
- Large farmland plots

Palestinian City
2000

- Unplanned sprawl
- Urban center
- Open periphery

Caravilla
2005-Now

- Housing for evacuated settlers from Gaza
- Single family homes made up of 2 mobile homes
- Meant as a temporary housing solution

Single Building Settlement
2009-Now

- Individual homes
- Occupied by Israeli settlers

Kibbutz Degania Bet

Kibbutzim are agricultural based communities that rely on an interlaced network of jobs and responsibilities by community members for the success and prosperity of the community as a whole. Kibbutz Degania Bet was built by immigrants in 1920 as the first planned Kibbutz in Israel. Kibbutzim are designed with three main areas for community life, industrial production, and agriculture. Everything in the complex is community owned and thus everyone shares in the labor and profits. Location of the Kibbutz is also strategic as Degania Bet was built atop a hill in order to keep a watchful eye on its Syrian neighbors, who at the time of construction, resided just in the valley below.
Settlement 
Modi’in Illit

Israeli settlements began after the 1967 war and have been built to claim land for Israel in strategic land grabs throughout the West Bank. Modi’in Illit is the most populous settlement in the West Bank, accommodating for over 63,000 residents. Its location just east of the Green Line caused the West Bank barrier to be routed around the eastern side of the settlement placing it in a zone that is within Israeli space but also within the official West Bank borders. This is an example about how the strategic locations of settlements have helped to shape the route of the barrier and claimed West Bank land for Israel.
Palestinian Village Bil’in

Palestinian villages are categorized as being unplanned and spanning over wide swaths of land. The village works in a similar way to a tree, hosting its commercial streets in the center with the most dense fabric and dissapating like branches away into decreasing density and increasing agricultural land. Palestinian villages are off limits to Israeli citizens and are often hosts to protests against the isolation of Palestinians. Bil’in has weekly protests along the barrier wall that aim to bring an end to the heavily policing of Palestinians and blockades of movement within the West Bank.
Checkpoint along the barrier between Israel [lower] and the West Bank [upper]
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Divisive Intervention

The wall. The checkpoint. The settlement. These can all be classified as divisive interventions within the landscape. As a means to control the movement of people or through the means of excluding people, these interventions have created separation and turmoil within Israel and the West Bank. Not only do these elements work singularly but together create a larger network of divisiveness which aims to create two realms, that of the privileged and that of the oppressed. Throughout the conflicted history of Israel, when violence erupts, more divisive elements are added to the network. While this strengthens the security of the Israeli people, it often comes at the price of creating distress for Palestinians which then usually ends up causing more violence. This perpetual circle of intervention and violence only seems to exacerbate the conflict and cause more pain for everyone involved.
The Fence

Border protection both along international boundaries and between Israeli and Palestinian space consists of various systems including the fence threshold. The system incorporates ditches, barbed wire, tall fences, ground sensors, fine sand, watch towers, and surveillance cameras to prevent any person from crossing. These zones are patrolled and watched over by the IDF and create a no man’s land that’s more reminiscent of the Berlin Wall than many of the international borders that exist today.

The Wall

The most recent variation of the barrier has been the concrete wall system which, since 2002, has enclosed much of the West Bank from Israel. The purpose of this wall was to create a temporary barrier against suicide bombers that had plagued Israel for years and intensified during the Second Intifada which started in 2000. The wall consists of 24 foot high concrete panels which are prefabricated off site and trucked in. Guard towers are intermediately dispersed along its path in strategic locations near villages and border crossings. In some places the wall is raised on a berm to gain a stronger presence in the landscape and further deter anyone from attempting to break through.

Pedestrian Checkpoint

Palestinians must go through an extensive process in order to move from their villages and cities into Israeli controlled space. Once a permit is obtained for movement out of Palestinian controlled space, pedestrians have to go through a security and screening queue in order to enter Israeli space. They must [1] queue inside a fenced corridor along the wall, [2] move through a revolving door to enter the secure area, [3] pass through metal detectors, [4] present their exit permit to an IDF officer, [5] exit the secure area through revolving doors, and finally enter into Israeli space on the other side of the wall [6].
Vehicular Checkpoint

vehicular checkpoints through the barriers [3] are intended to ensure that only Israeli vehicles are allowed to enter from the West Bank [1] into Israel “proper”[2] along the major roadways [5]. Much like a toll booth, these security booths stop cars at a gate [4] and are searched by IDF soldiers, while the occupants of the cars must show identification proving that they are Israeli or have a Palestinian exit permit. Along with these vehicular checkpoints are offices and area in which cars can be searched [6] as well as access for military vehicles to the road that runs on the Israeli side of the wall [7] allowing for the IDF to patrol the wall from the inside.
One Way Vehicular Checkpoint

Blast Wall

Free Passage into West Bank

Secure Checkpoint into Israel
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Movement|Road Networks

One of the most explicit components of the two systems is the extensive road networks which separate Israeli and Palestinian movement whenever possible. Since the construction of the barrier wall, all roads within the Israel proper side of the wall have been designated as Israeli only and prohibit the travel of cars with Palestinian license plates. On the contrary, roads within the West Bank that travel through, to, and in the close vicinity of Palestinian Villages and cities are off limits to cars with Israeli license plates. Due to the complex route that the barrier wall takes through the landscape, peninsulas and islands of land have been created that require special roadway conditions in order to keep the status quo for roadway separations. many of these conditions involve elevational separation whereas Israeli roads pass above Palestinian roads below. Three distinct conditions of encounter between Israeli and Palestinian roads are been classified as the land bridge, the trench connection, and the divided roadway. The land bridge is an element of the Israeli system which aims to connect two areas of Israeli controlled land through a raised and walled in roadway that cuts through Palestinian space and only provides few passages underneath for Palestinian movement. The trench connection is an element of the Palestinian system and creates a connection between two Palestinian spaces across an Israeli controlled space through a roadway dug deep into a trench that passes under the Israeli space without any possibility of interaction or exit. The third condition, the divided roadway, is an element of both systems and occurs where the barrier wall cuts down the center of an existing road delegation passage on one side for Israelis and one side for the Palestinians.

Beyond the explicit separation of the roadways, there are major differences between the qualities and systems along each. Israeli roads are usually well kept, multi-lane expressways that have rest stops, and are well lit allowing for travel at high speeds. Palestinian roads are usually kept up to a sub par quality and rarely are lit or wider than a single lane in each direction wihtout rest stops or gas stations other than within villages.
Greater Jerusalem

Jerusalem and its surrounding municipalities are at the center of the two networks and possess many conditions of interaction between the two. Jerusalem is an interesting condition because not only does the barrier wall closely surround the city to separate the capital of Israel from the capital of the Palestinian Authority next door, but within it, it encompasses former Palestinian villages that were encompassed with East Jerusalem when the wall was built. Peninsulas and islands of both Israeli and Palestinian land are bisected by the two road networks which result in distinct conditions of interaction.
Road Conditions

LAND BRIDGE: This condition occurs when an Israeli highway [Route 443] passes through Palestinian land in the West Bank, connecting two areas within Israel proper. The highway is raised up on berms and walled in while small punctures underneath allow for limited Palestinian movement.

DIVIDED ROAD: This condition occurs when the wall has been built down the middle of an existing road [Route 60] and Israelis and Palestinians travel on both sides in both directions.

TRENCH THROUGH TERRITORY: This condition occurs when a Palestinian road connects two villages through an Israeli peninsula of land and must pass below the surface through a trench, which passes under the barrier wall, Israeli highways, and Israeli crops.
Itineraries

Travel around the greater Jerusalem region can be difficult for both groups on the networks. Many obstacles and road conditions prohibit travel along routes that would prove to be the fastest and most efficient. Israelis are unable to drive on certain roads in the West Bank that pass through or near Palestinian villages but have the advantage of the Israeli highway network and passage through Israeli space in Jerusalem and beyond. Palestinians have the most difficult time in driving from village to village. Due to the restrictions on Palestinian cars in Israeli space, Palestinians wishing to travel from the north to the south of Jerusalem must make a roundabout detour around the entire center of the city, encountering slower road speeds, that are unlit and only one lane in each direction. Palestinian travelers take much longer routes with longer driving times while Israelis speed through from settlement to city to beyond.
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The 2003 Geneva Accord is a draft Permanent Status Agreement meant to end the Israeli-Palestinian Conflict. Drafted over the course of two years, this 50 page agreement was released on December 1, 2003 and meant to provide a detailed resolution on the creation of a Palestinian state in junction with an Israeli state. This new plan outlines the new border between the two nations and details how many of the Israeli settlements in the West Bank will be enveloped into Israel with a land swap of equal value back to the Palestinians. In Jerusalem, this includes several settlements that are connected to Israel through a single road connection and become peninsulas in the landscape.

In this agreement, Jerusalem, with the exception of the fore mentioned settlements, would resort back to the 1967 borders and control over the eastern half of the city would return to the Palestinians, while western Jerusalem would remain under Israeli control. The Old City would become an international zone between the two countries and would be controlled by a third party such as the UN. This would alleviate most of the tensions surrounding who has claim to the old city, and prayer and visitation of specific sites within the Old City would remain mostly unchanged.

This agreement is the most recent plan on an agreement between the Israelis and Palestinians and the basis for this thesis design.
The current barrier security wall surrounds the Eastern and Western portions of the city of Jerusalem. Constructed by the Israeli Defense Forces, the wall is meant to protect Israeli citizens from potential attacks from Palestinians on the eastern side of the wall along with claiming land on the west side of the wall as Israeli land.
The 1967 Green Line was an armistice line drawn after the Six Day War to designate Israeli land, to the west, and Palestinian land, to the east. This line has been largely ignored in the construction of the barrier security wall and the designation of Israeli controlled Jerusalem.
The actual border of the municipality of Jerusalem in no way correlates to any current border of the city. This is mostly because Israel has absorbed so much extra land with the wall that the border of the city is now irrelevant.
The borders of the 2003 Geneva Accord attempt to return East Jerusalem to
the Palestinians while enveloping the existing Israeli settlements into Israel. Due
to this, many peninsulas with single road access exist within this plan.
The French Hill has been chosen as the site of intervention within the 2003 Geneva Accord due to its location along Route 1, the only major road leading from Tel Aviv to the Dead Sea. At this crucial point, the majority of vehicular traffic from Israel would pass into Palestinian land. Also intersecting in this site is Route 60, the main north-south route through Jerusalem as well as public transportation in the form of light rail and bus transport.
The Geneva Accord almost directly correlates its borders to the demographics of Jerusalem and its surrounding municipalities. In the center, the Old City has been designated as an international zone under control by a third party, such as the UN.
The current distinction of Israeli only and Palestinian only roads within the greater Jerusalem area speaks to the high level of separation that the two populations continue to face in today’s situation. The distinctions between the roads has only grown stronger and more explicit through the construction of the barrier wall and the implementation of checkpoints.
The proposed roads system would be controlled separately by the two nations but interconnected through a series of border crossings. These select crossings would be located at points of high traffic and lie along major routes, connecting cities in both countries and allow for swift travel amongst the lands.
The French Hill, in today’s condition, is a contentious site. Located at the convergence of Jewish and Arab neighborhoods, this site is a hotbed for protests and violence. Major intersection in this area often become the scene of the crime during clashes and times of escalated conflict. In the past few years, many incidents have occurred here involving pedestrians, vehicles, and the light rail. Violence can be facilitated here because of the three large intersections that exist at the convergences of the major roads which pass through the area. In a two state solution, these roads would have to be modified in order to allow passage between the countries in a swift manner and allow for unimpeded travel within each country respectively.

On my site visit to Jerusalem, I was able to experience the current infrastructural condition and look into the future at a way that it could be changed. My travels took me along Route 443, the connection expressway linking Tel Aviv to Jerusalem through the West Bank. On this road I was able to see the implementation of checkpoints, barrier walls, fences, and topography used in a divisive way to keep Palestinians out and Israelis safe while traveling to Jerusalem. After driving through Jerusalem, I passed through another checkpoint and into the West Bank, driving on a secondary road with Palestinians alongside a Palestinian village and the barrier wall.
The French Hill, as with the entire city of Jerusalem, is mountainous and therefore has to deal with drastic changes in topography. The site lies at the beginning of a valley traveling westward that travels between designated Israeli ad Palestinian space allowing for an infrastructural solution that deals with the change in elevation.
Amongst the several open areas for potential sites in the French Hill, one stands out for its location along Route 1, the main highway connecting the two nations. It is also situated along routes of public transport and between neighborhoods that would use amenities of a re visioned border crossing. [Site C chosen]
Existing Infrastructure

The existing infrastructure will have to be changed in a major way in order to comply with travel around the new borders. Routes 1 and 60 will need to be connected through an interchange road that allows for only one point of transfer between Israel and Palestine while still allowing for unimpeded travel for each of the populations on both sides of the border.
Site Visit: Militarized Border [Current Condition]

On my travel to Jerusalem, I encountered the current militarized border with the elements within the landscape. Driving along Route 443 through the West Bank, these images capture the border wall, watch towers, security fence, and use of topography that allows Israelis quick and safe travel while inhibiting Palestinian access to the same.
The potential for creating a new border crossing within the parameters of the 2003 Geneva Accord lies at the intersection Route 1, Route 60, and the public transportation system at the French Hill. The idea is a way in which a less intrusive border can still retain its security purposes but be more pleasing to the eye and potentially removable in stages as relations between the two nations ease.
Creating a Connection

Using the Geneva Accord border as a base parameter for the design, I am envisioning how a border crossing, both in the vehicular and pedestrian sense, would operate in the French Hill alongside a new type of border. The design uses the idea of infrastructure as its basis, creating a connection between Israel and Palestine through a bridge buildings that houses several programs including customs and immigration centers for both countries, a bus terminal, a light rail station and vehicular checkpoints for the Route 1 crossing. This structure would be integrated with the new border type to create a seamless transition between the two countries.

With the project moving towards a peaceful situation between the populations, the project, including the border itself and the border crossing building, will be designed in a way that allows for a de-escalation of separation between the two countries over time. Both the design of the border and of the border crossing will allow for the removal of obstructions in phases, from its most rigid and separated to the most connected. These phases will allow for the border to become less visually intrusive and move accessible over time as relations ease and will allow the border crossing structure to change over time to become a pathway between two modes of public transport and house new programs that both populations would be allowed to use on a daily basis, replacing the customs and immigration programs initially placed there.
Proposed Road Infrastructure

The proposed infrastructure changes the connections between routes 1 and 60, adding a connector road that allows for one point of crossing between the two countries.
Connecting Infrastructure

The Arab neighborhood of Shu’Afat lies along the new border and is bordered on the east by Route 60 which will remain under Israeli control.

The bus terminal for the Palestinian Bus Authority at the French Hill crossing.

A new route for Route 1 and a new vehicular checkpoint for quick transfer between nations.

A centralized market between the bus and light rail terminals allowing for access on a daily basis by people of both populations.

The northern terminus for the Jerusalem Light Rail system that connects to Israeli Jerusalem (West Jerusalem).

A newly designed border that allows for deconstruction based on political relations and is built into the ground to blend into the landscape.

The Israeli neighborhood of Giv’At Hamivtar has easy access to the market and the light rail.
The Arab neighborhood of Shu’fat lies along the new
border and is bordered on the east by Route 60 which
will remain under Israeli control.

The bus terminal for the Palestinian Bus Authority at
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A newly designed border that allows deconstruction
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to blend into the landscape.

The Israeli neighborhood of Giv’At Hamivtar has easy
access to the market and the light rail.
Establishing a New Border Type

WEST BANK

ISRAEL

1
Security Barrier
Guard House
Thickening the Checkpoint
WEST BANK
PALESTINE ISRAEL
THICKENED BORDER
ISRAEL
A New Border

The design of the new border is meant to be more visually appealing while still maintaining a high level of security. The border would be built down instead of up and would be able to be broken down element by element as tensions ease and a less rigid border is needed.

Phase 1

Phase 2

Phase 3

Phase 4

Phase 5
The new border crossing would create a connection in two directions. The east-west connection at ground level would connect Israel and Palestine on Route 1, while the structure built north-south would create a pedestrian connection between the Israeli and Palestinian public transportation systems while housing a market where both populations can purvey their goods.
Border Crossing Diagrams
The Border Crossing
Floor Plans

PUBLIC TRANSPORTATION
Scale 1/32’=1’

CUSTOMS
Scale 1/32’=1’

MARKET
Scale 1/32’=1’
Short Sections

SECTION B-B
Scale 3/32"=1'

SECTION C-C
Scale 3/32"=1'
Long Section
The market is the mixing space. The location within the border crossing where people moving across the border will come in contact with one another and participate in joint activities such as shopping, viewing the landscape, eating, and performing.

Route 1 is the main highway linking Tel Aviv (Israel) and Ramallah/Dead Sea (Palestine). Here, the highway moves underground where the border crossing occurs and where access to parking is available.

The new border opposes the traditional built up border for a double trench with land between. This border maintains necessary security protocols for international borders while allowing visual access across a continuing landscape.

The Jerusalem Light Rail brings people from Israeli Jerusalem to the border, which acts as the northern terminus. The light rail connects the border crossing to nearby neighborhoods and the rest of Jerusalem. This level also has two pedestrian walkways to allow access for those that live nearby.

The border control is where immigration and customs occurs. Both Israel and Palestine have their own border crossing which screens and validates people before reaching the market level. From this level, one can view the landscape and the market level below.

Pedestrians from nearby Palestinian neighborhoods will access the border crossing via a bank of elevators from below the crossing up to the bus terminal.

The Palestinian Bus Terminal connects to the greater Palestinian public transportation network via bus routes. This terminal will play a major role in connecting those crossing the border to Palestinian points north and east of the border crossing.

The roof becomes a sculptural element at the center of the border crossing to signify the location where interaction is at its highest point. It symbolically represents the two nations coming together and interacting with each other.

Border Control

Bus Terminal

Sculptural Roof

Pedestrians

Bus Terminal

Border Control

Light Rail Station

ISRAEL

PALESTINE
Light Rail Station Rendering
Customs Hall Rendering
Market Rendering
Qalandia Checkpoint, Jerusalem
Appendix

Preface
Contention
[Di-]/[Com-]
Conflict
Political Landscape

Atlas
Israeli System
Palestinian System
Restrictive Elements
Presence on the Land

Com-
Creating Community
Israeli Community Typologies
Locations
Kibbutz/Settlement/Palestinian Village

Di-
Divisive Intervention
The Fence
The Wall
The Checkpoint

Site [Jerusalem]
Movement|Road Networks
Itineraries

A New Order
The 2003 Geneva Accord
The French Hill | Site Visit
Creating a Connection

Appendix
Since the recent escalation of anti-Semitic tensions throughout Europe, the immigration rate of Israel has started to climb from its stagnant rate of about 16,000 to more than 32,000 in 2014 and already 30,000 by September of 2015. Most of these immigrants are coming from France which has seen an uptick in terrorism and anti-Semitism. In eastern Europe, conflicts within Ukraine and an ever increasing aggressive Russia has led to over 14,000 Jewish immigrants into Israel from these two countries. Those that can afford it have moved to Tel-Aviv, Jerusalem, and Netanya which are urban centers of commerce and culture. Those who cannot afford the high real estate prices have been forced to move into many of the settlements in the West Bank including the five largest settlements. These settlements are continually the flash point of social conflict between Israeli’s and Palestinians and thrust settlers into the center of the fight. In October 2015, tensions erupted in almost daily violence in the West Bank and Israel putting settlements and occupation back in the news.

WHO’S COMING IN 2015?

- Single People: 35%
- Married Couples: 35%
- Single Mothers with Children: 25%
- Other Single Families: 5%

WHERE ARE THEY LIVING?

- Private Housing (in Israel): 25%
- Public Housing (in Israel): 5%
- Family Already in Israel: 40%
- Settlements in the West Bank: 30%
Immigration to Israel in 2015
Immigration 1948-2015
Israeli Immigration Operations
The conquering of land has been vital to the establishment of civilizations for centuries and not much has changed in the modern era. Claiming land is the most essential part in establishing any nation and Israel is not immune to this necessity. Since before the state was formally established on May 14, 1948, new immigrants to Palestine would try to claim land for the Jewish people by any means necessary. This came in different forms including Homa Umigdal which was the establishment of a wall and a tower by which a community could be established within and take over the surrounding land. Another tactic was the establishment of Moshavim and Kibbutzim, agrarian based communities in which the labor and land was generally shared. These three types of communities established strongholds over strategic land in Israel which aided in the establishment of the Jewish state during the Six Day War that started on May 15, 1948.¹

Throughout the Zionist campaign of grabbing land in the name of Judaism, many Arabs were displaced from their homes and over 400 villages were taken over or destroyed. Many of these have been lost to time but in some cases there are still remnants that litter the landscape.²

The recent movement of Israeli’s into the West Bank since 1967 has led to increased tensions between Israeli settlers and Palestinians who see this breach of territory as an act of aggression. Israel has conquered many of the hilltops in the West Bank in an effort to gain a strategic advantage over the landscape.

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The landscape of Israel has been molded and manipulated throughout the years since the country was founded in an effort to control the cultivation and access to the land. Many efforts by the Israeli government have created areas for agriculture that not only aim to serve the needs of the population but in some cases has covered the plans of destroyed villages and erased the evidence of their existence.

In the West Bank, and throughout Israel, security is of the utmost concern. Due to many conflicts and acts of violence, the Israeli government budgets the largest portion of its spending to security measures. Many of these measures have taken the form of creating separation. Many of these elements create a divisive landscape in which the initial goal is to divide and then use various means of mediation to stitch places and people back together again. Divisive elements such as fences, walls, and checkpoints regulate the flow of people into designated areas and corridors to which they can coexist next to, above, and below each other without ever having to interact.

The most prevalent means of separation has been the barrier wall which is currently in the process of surrounding most of the West Bank to encapsulate Palestinians villages and restrict their access to Israel “proper.” Due to political pressure to keep as many established settlements within the confines of Israel, the wall has been rerouted, in some cases diving deep into the west bank to grab a settlement or two and then returning back to the armistice line. This has increased the initial length of the wall from about 350 km to over 700 km, more than twice the original distance. This has not only separated Israeli’s from Palestinians, but Palestinians from Palestinians in places where the wall separated close Palestinian villages in an effort to grab an Israeli settlement further from the green line.  

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The 1967 armistice line was established after the Six Day War in which armies from neighboring Arab nations planned a coordinated attack on Israel in an attempt to destroy the Nation. The United Nations established the lines of separation between Israel proper and the West Bank. These areas became known as the Israeli Occupied Territories which were ruled over by the Israeli government and the IDF (Israeli Defence Forces) and are technically not a legitimized part of the country. These areas have come under much scrutiny in regards to the many settlements, defensive interventions, and separations that have been created and built within these areas.
The barrier constructed by the Israeli government to surround the West Bank is the largest project in the history of Israel. The wall was conceived as a security measure to protect Israeli citizens from attacks brought by Palestinians residing in the West Bank. Posed as a “temporary” solution, the wall is seen as an elastic and possibly ever-changing snake in the landscape which can move and re-route depending on political changes which warrant the inclusion or exclusion of certain areas and villages. The route of the wall has been highly contested as it falls within the 1967 Armistice Line and envelops areas of the West Bank into Israel “proper.”

West Bank Access Restrictions. United Nations Office for the Coordination of Humaitarian Affairs. 2015
Barrier Under Construction

The wall has been under construction since 2002 but still has not been completed because of petitions and lawsuits brought by both Israeli settlements and Palestinian villages. The planned route of the wall is constantly changing as political powers try to push the wall as far into the West Bank as possible, claiming as many settlements on the “Israeli side” as they can manage.

West Bank Access Restrictions. United Nations Office for the Coordination of Humanitarian Affairs. 2015
Certain sections of the wall have yet to be constructed as the wall tries to grab as many settlements as it can. Drawing international condemnation for its route inside the 1967 Armistice Line, the government has had to rethink and replan its route in order to appease some of the concern.
Settlements in the West Bank have one purpose, to claim land for the state of Israel. The fact that there are people residing in the settlement is only to create a means for claiming the land in the first place. The Israeli government has built settlements in the West Bank using the narrative that they need more housing for citizens and immigrants and that there is not sufficient room available in Israel other than in the barren Negev desert.

In many cases, the government’s directive towards architects has been to prioritize the speed of construction and establishment over any aesthetic. Settlements are not meant to be architecturally pleasing but to be fortress-like and lay claim to the hilltops of the West Bank.1

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Transport

The West Bank has one of the most complicated networks of transport found anywhere in the world. In an effort to completely isolate Israeli’s and Palestinians from one another, the government has created increasingly separate road systems that allow Israeli’s to travel from areas within Israel “proper” to settlements in the West Bank without ever having to pass a Palestinian car.

This system has created interesting conditions whereas Israeli roads pass over Palestinian villages on bridges, then under Palestinian villages through tunnels, then pass over a Palestinian road that connects to villages. The separation of roads happens in three dimensions, making the distinction between what is Palestinian and what is Israeli even more complicated.

Furthermore, the Israeli government has created an Israeli only bus route which connects some of the major settlements within the West Bank to West Jerusalem without having to stop or interact with Palestinians.1

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Israeli Bus Routes

The network of bus routes within the West Bank serves only the Israeli settlers and is forbidden for any Palestinian. These routes snake through the landscape connecting many of the more prominent settlements with West Jerusalem (fully under Israeli control) which allows for citizens to live in the settlements and commute to work within Israel each day. This lack of public transportation available to Palestinians, and their lack of vehicular access into Israel, means that the only way in which they can travel into Israel “proper” is in a taxi.

Movement throughout the West Bank and between Israel and the West Bank is monitored by various checkpoints which regulate who is given access to roads and settlements. The checkpoints, manned by the IDF, grant access to Israeli cars to Israel and prohibit Palestinian cars, which have their own license plate and are not permitted to drive into Israel “proper.” The checkpoints also ensure that Israelis and Palestinians stay on their respective roads and that access to Settlements is monitored.1

Throughout the network of roads in the West Bank are gates, roadblocks, and earthen mounds which further regulate and restrict movement based on current conflicts or access due to construction or

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Permanent Checkpoints

Scattered along the barrier and throughout the West Bank, military checkpoints are the main tool in regulating movement between restricted spaces. While both Palestinians and Israelis must travel through these checkpoints, the purpose is for the restriction of Palestinians into certain locations while Israelis move freely between Israel and the Occupied Territory.

West Bank Access Restrictions.
United Nations Office for the Coordination of Humanitarian Affairs. 2015
Cultivate

The cultivation and manipulation of landscape can create divisive conditions through the use of organic implementation. In Israel, the landscape is carefully planned by the government in an effort to maximize the amount of arable land that it can utilize and in the allocation of cultivated land, claim the land for the state of Israel. This was done through many of the early community typologies that were constructed around agricultural economies that aimed to spread Zionism and Judaism across the landscape.

Resources necessary for the cultivation of land, such as water, has been carefully planned by the Israeli government to make sure that it allows for as much land to be categorized as agriculturally sustainable in order for them to justify their presence there. In contrast, Palestinians have a meagre water supply network which creates a lack of cultivated areas within the confines of their territory.
The topography of Israel rises slowly from the Mediterranean up to the high point in the West Bank which reaches about 2,100 feet and proceeds to drop off quickly into the Dead Sea Basin which lies at the lowest point on earth, -1,400 feet below sea level.
The diversity of Biomes in Israel lends itself to a variety of climates that range from a desert in the south to a skiable mountain in the northeastern part of the country.

Israel Ministry of Foreign Affairs. 2015. ‘THE LAND: Geography And Climate’.
Land allocated for National Parks

Land within Israel has either been transformed into national parks or designated as future locations of national parks in order to create a claim to the landscape and reserve the areas for future use, whether that be for actual parks or not.

Very little of the land in Israel is privately owned. Most of this land is located in urban centers and slightly in their periphery.

Land Owned by the Jewish National Fund

The Jewish National Fund [JNF] is a non-profit organization whose aim is the progression and expansion of Zionism, or the belief that Jews have the right to belong in the state of Israel. The own more than 13% of the land in Israel which they use for many purposes including the planting of trees.

The Israeli government controls the majority of the land and allocates it as it wishes. Much of this land is used for military purposes and is restricted to the public.

Areas Suitable for Cultivation

These areas have been deemed by the government to be suitable for cultivated by either irrigated or non-irrigated methods.
Forestation within Israel lies at the higher elevations as well as in the biomes which support the climate suitable for that particular vegetation.
One Land, Two Systems
Divisive Elements and their Restrictions

This thesis contends that divisive architecture restricts itself to political agendas that do not consult the needs and aspirations of citizens and inhibits the nurturing of community and social engagement between two distinct peoples thus resulting in the creation of two distinct systems within the state. The two systems, the Israeli and the Palestinian, occupy the same land and have been divided and fractured by years of land grabs, wars, and political moves aimed at raising the profile of the Israeli system at the cost of the Palestinians. While the Israeli system is governed by the state government of Israel and the Palestinians by the Palestinian Authority, Israel and its military have final say in the allotments of land the movements of the people who reside there. This is nowhere more present than in Jerusalem. Designated as an international city for all religions, Jerusalem was meant to be a place for all that was not governed by any nation but a conglomerate that would allow for the safe visit of religious persons from all over the world. After the conquer of the West Bank in 1967 by Israel, Jerusalem in its entirety came under the control of the Israeli government who sought to claim it as the capital. Over the years, escalating conflicts between Israelis and Palestinians lead the government and the IDF (Israeli Defense Forces) to find a solution that would restrict Palestinian movement into Israel and throughout the West Bank. The solution was the creation of two systems, one that allowed for swift and unimpeded movement and one of checkpoints, restrictions, and separation. The construction of the barrier wall since 2002 has made the two systems more explicit, defining permitted and forbidden spaces and regulating the flow of people and resources. While the wall separates the Palestinians from Israeli space, the designation of Israeli only roads in the occupied territories on both sides of the wall gave the IDF a tool in its fight against the Palestinians and “terror”, a restrictive network of roadways that would compel Palestinians to stop at multiple checkpoints, take roundabout routes, and greatly slow their rate of movement in an effort to suppress their freedom of movement and their possible interactions with Israeli citizens. This separation is made up of many components which can be classified as DI-, those that create division through elements of separation, and COM-, those that create division through the creation of communities or groupings of people. The two component groups work in tandem to create freedom for the Israeli system and isolation for the Palestinians. This thesis analysis and brings attention to the issues and components of these two systems, using the greater Jerusalem region as a site, and investigates the conditions of flows and separations in vehicular movement and water resources.

Through an extensive mapping exercise of the two systems and analysis of the movements and restrictions present in the Jerusalem region, the project identifies three conditions of encounter between the vehicular flows of the Israeli and Palestinian systems that place both groups within close contact but never allows for interaction. These three conditions have been classified as the land bridge, the trench connection, and the divided roadway. The land bridge is an element of the Israeli system which aims to connect two areas of Israeli controlled land through a raised and walled roadway that cuts through Palestinian space and only provides few passages underneath for Palestinian movement. The trench connection is an element of the Palestinian system and creates a connection between two Palestinian spaces across an Israeli controlled space through a roadway dug deep into a trench that passes under the Israeli space without any possibility of interaction or exit. The third condition, the divided roadway, is an element of both systems and occurs where the barrier wall cuts down the center of an existing road delegation passage on one side for Israelis and one side for the Palestinians. Through investigations of these conditions and their locations within the greater Jerusalem area, interventions can be designed that will not only raise awareness to the presence of separation and the two systems but possibly allow for explicit interaction in the very places where interaction has been forbidden and denied. The analysis focuses on the extensive creation of maps that graphically describe the two systems and their elements. The maps work from the scale of the country through the scale of the West Bank region to the greater Jerusalem area to see how the two systems interact. Diagrams of daily movement and the restriction or lack thereof that are present for the two groups give a glimpse into how both the DI- and COM- elements have been utilized in an effort to separate. Distinctions between the DI- and COM- elements allow for insight into how they create the framework for this thesis’ exploration of movement and flows through the lens of the road and water networks. These two networks are tightly linked in their restrictions and have correlations between that can be uncovered and made more explicit through interventions on existing conditions. The two system state creates a realm of oppression while putting blinders on those who helped in its creation.

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