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throughout the 1970s. New towns were seen as mega-structures until the development of Ramot 02 in the late 70s, first to offer an urban model more sympathetic with popular taste. Now housing is increasingly in the hands of the private market, which is opting for the real estate picturesque of international suburbia, and building it in small-scale increments. The doctrinaire megastructure is discredited, but what other model is there to fill the vacuum?

Pisgat Zeev, North Jerusalem, works hard to establish a viable model for future urban development and is at the right scale to offer a practical blueprint. It accomplishes the traditional European idea of a city: hierarchically ordered streets lined with buildings. As with Karmi's proposals for New Acre (see p24), a geometric armature orders the plan. But in this case the armature for the city is not so much physical as a framework of regulations to establish scale and urban form. The architectural diversity this enables while effecting a general unity is important. It promotes a local sense of identity and commitment among residents. Sited on the watershed between the desert and the sea, the town faces east into a desert climate. The courtyard is climatically sound here, and it is used as one of the ideas of the city. The popular yearning for the picturesque is addressed in a winding system of streets and alleys that respond pragmatically to the topography, and in fusing the Garden City with the urban park. Here the city is built in a park - a tenet also of heroic modern urbanism. The battle to be fought in Israel (and elsewhere) is to prevent urban development which is determined only by a popular fabricated picturesque. Fortunately, this last big scheme to be built redresses much of the negative response to the megastructure and leads towards an urbanism more

being than the traditional zoning, segregation of traffic, abandonment of the traditional corridor street in favour of the block-in-the-park. Unnecessarily wide roads isolated neighbourhoods in an urban desert.

Pisgat Zeev, the first stage in the North Jerusalem plan, attempts to avoid recent mistakes by renewing the urban values of the past. Here the urban pattern is conceived as an integrated system of residential, recreational, and commercial activities within the framework of traditional urban spaces: alley, street, avenue, square, public park - all defined by a continuous hard-edged facade.

The plan is based on a hierarchical grid of a main street (lined with five-storey houses, commercial arcades, and public squares), and intersecting secondary streets (lined with four-storey houses). They form the urban block. This, in turn, contains a sub-system of local residential streets lined with two and three-storey houses encircling a small park - the 'heart' of the block. These open spaces are all linked by a system of diagonal footpaths and stepped alleys radiating from the main park at the summit of the site. To suit the differing needs of the population, a variety of dwelling types is collected together to foster an integrated community.

A team of architects, landscape planners, traffic and infrastructures engineers drew up the master plan. Detailed site plans of each urban block were prepared, with planning principles and regulations. To achieve the objective of small-scale diversity within large-scale unity, the residential units were designed by 30 different architectural firms, supervised and co-ordinated by the site planning team.

Edited from a text by the site-planning architects: Y & O Ya'ar, Y Korin, A Shinar, Tel Aviv, 1985

Jerusalem Post-1967: The New Neighbourhoods Gilo, Ramot, and North Jerusalem

Jerusalem was walled until 130 years ago, when its modern urban development began. The city expanded district by district, each belonging to a particular ethnic, religious, social, and economic background, and each developed separately. In 1948 the city was divided. The eastern section, controlled by the Hashemite Kingdom, developed along the Jerusalem/Ramallah axis; the western section, located in the State of Israel, developed to the west. Mount Scopus and the Hebrew University were Israeli enclaves in the eastern section, connected by convoys. While it was the capital of Israel, the functional centre was Tel Aviv.

In 1967, the city was reunited under the State of Israel. New municipal boundaries were set, and a new political

people could be included. Compared to Western Jerusalem before 1967, the municipal area after 1967 was tripled.

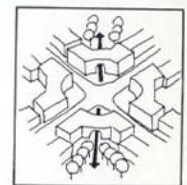
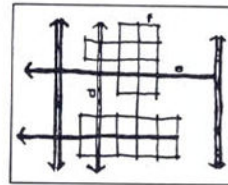
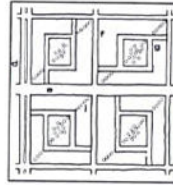
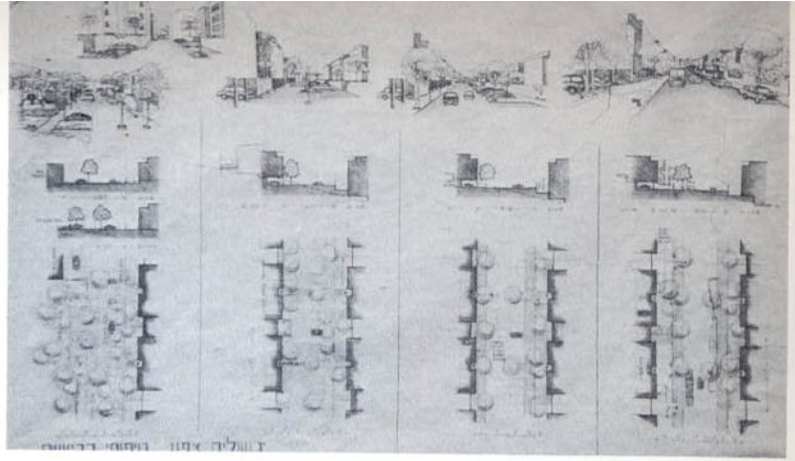
The government policy now was to turn Jerusalem into the capital of Israel that could not be divided again. Districts were built to connect the western city with Mount Scopus, Ramat Eshkol, and French Hill. The university campus at Mount Scopus and the Jewish Quarter of the Old City would be redesigned. Four new neighbourhoods were built - Neve-Yaakov, Ramot, Gilo, and Eastern Talpiot - to dominate the entrances to Jerusalem.

The economic, cultural, emotional, and political situation at that time created a building style typical of post-1967 Jerusalem. With a feeling of euphoria architects confronted

private spatial hierarchies; and zoning. The tradition of only building on hilltops was incorporated in the plan.

Gilo: 1970-76

Gilo (A Yasky and Associates, architects in charge) is on the highest ridge south of Jerusalem, at the approaches from Bethlehem and Beit Jala. It is part of the system of 'walls surrounding Jerusalem' and its architecture gives a clear expression to this principle. Its 9,000 dwellings are grouped into precincts of 700-1,000 families. Each precinct is surrounded by a road and parking bays; no roads cut through it. The precinct is a functional unit, with a school, nursery, school, creche, synagogue, club, etc. for



Left: Jerusalem after reunification of the city in 1967. The broken line follows the new limits of the city and shows the new neighbourhoods: 1 East Talpiot 2 Gilo 3 Ramot 4 North Jerusalem

Right (and aerial view over page): Gilo, overlooking Jerusalem from the south, has a system of residential precincts isolated from each other by roads.

