Section C
The Eilat Atlas

C

Chapter 3 - Eilat Atlas

3.1 INTRODUCTION TO THE ATLAS: THE MORPHOLOGICAL READING OF EILAT

The following Atlas is not merely a descriptive catalogue of historical images; it is a scientific instrument of diagnosis. In the tradition of urban morphology, this research adopts the "Atlas" as a tool to strip away the functional noise of the contemporary city and reveal its underlying formal DNA. By documenting the morphological evolution of Eilat from a transient 1950s settlement to a saturated 2024 urban fabric, this chapter identifies the structural laws governing the city's growth and the origins of its current ecological fractures.

The visual research is organized into a series of Analytical Plates that operate at different scales, from the territorial logic of the first master plan to the granular typology of the residential blocks and heritage masterworks.

The unifying thread of this Atlas is the investigation of Infrastructural Cleavage. Through the critical reading of original 1954 planning documents and subsequent urban infill patterns, a clear narrative emerges: Eilat was conceived as a "Fortress City", an inward-facing, functionalist entity that utilized the airport and Highway 90 as protective moats rather than ecological bridges. This historical choice prioritized industrial extraction and military defence over the continuity of the landscape, resulting in the Vertical Fracture that today chokes the transition between the Eilat Mountains and the Red Sea.

By analysing the city's architectural typologies, from the primitive "Agency Houses" to the modernist vaults of Zeev Rechter, this Atlas proves that Eilat has reached a state of Surface Saturation. The city can no longer grow through the traditional "addition" of volumes without further destroying its natural resources.

Consequently, this visual investigation provides the scientific justification for the project proposal: a shift from Additive Urbanism to Resilient Subtraction. The findings recorded in these plates dictate the necessity of moving the infrastructure

3.2 HISTORICAL CONTEXT: THE PROCESS OF GROWTH

Eilat, Israel's southernmost city, has a rich history shaped by its location at the northern tip of the Red Sea. Its strategic location has been a vital point for trade routes connecting Africa, the Middle East, and Asia. In biblical times, King Solomon built a fleet of ships there, highlighting its early importance in maritime trade and military campaigns (Azaryahu, 2005). Over the centuries, Eilat's control shifted among various empires, including the Romans, Byzantines, and Ottomans, who utilized its strategic position for their own economic and military advantages (Carmel, 2010).

Post-1948, after becoming part of the newly established State of Israel, Eilat's strategic military importance was underscored during the early years of the state. It served as Israel's only maritime gateway to the Red Sea and the Indian Ocean, making it a focal point for Israel's naval strategy. This strategic positioning was crucial during the Suez Crisis of 1956 and the subsequent Six-Day War in 1967, where Eilat's port played a vital role in Israel's logistics and military operations. The capturing of the Sinai Peninsula during the Six-Day War further cemented Eilat's position as a critical asset for Israel, providing unfettered access to the Red Sea.

The late 20th century marked a period of economic transformation for Eilat. Initially reliant on its port for trade, the discovery of phosphate deposits in the Negev Desert and the development of chemical industries in nearby areas such as the Dead Sea brought about an industrial boom. This was further supplemented by the government's incentives to businesses and individuals to move to Eilat, aiming to develop the region's economy and infrastructure.

The latter half of the 20th century and the early 21st century witnessed Eilat's emergence as a premier tourist destination. The government and private sector invested heavily in tourism infrastructure, leading to the construction of numerous hotels, resorts, and entertainment venues. Eilat's unique coral reefs, marine biodiversity, and year-round warm weather attracted both domestic and international tourists, making it a hub for scuba diving, snorkelling, and other water sports.

Concurrently, the city became a centre for environmental and marine conservation efforts. The establishment of the Coral Beach Nature Reserve and the underwater observatory allowed visitors to explore and learn about marine ecosystems without harming them. Eilat's commitment to preserving its natural beauty while promoting tourism is evident in its eco-friendly initiatives, including solar energy projects aimed at reducing the city's carbon footprint.

Eilat has also grown into a cultural and

recreational hotspot. The city hosts various international events and festivals, including the Eilat Chamber Music Festival, the Jazz Festival, and sports competitions, which draw audiences from around the world. The development of the Eilat Promenade, with its shops, restaurants, and nightlife, alongside the Dolphin Reef, where visitors can interact with dolphins, has added to the city's appeal as a diverse and vibrant tourist destination.

Eilat's reputation in Israeli popular culture as a unique and distinct destination began early on, influenced by its remote location and the allure of the Red Sea. This unique cultural positioning helped Eilat evolve into a major tourist resort, capitalizing on its geographical and environmental assets to attract visitors from Israel and beyond (Azaryahu, 2005).

Eilat's transformation from a military outpost established in 1949 to a bustling tourist city reflects its strategic importance and adaptability to the extreme desert environment. The city has grown significantly over the years, with developments expanding up to the mountain front, illustrating a pattern of rapid urbanization on previously natural alluvial fans. This urban expansion, coupled with the establishment of infrastructure, highlights the challenges and considerations in managing natural flood risks in an arid zone (Grodek, Lekach, & Schick, 2000).

Looking forward, Eilat is poised to continue its growth as a tourist destination while balancing the needs of development with environmental preservation. Plans for further infrastructure development, including upgrading the Eilat Port and expanding the Ramon Airport, are set to bolster the city's economic and tourist capacities. As Eilat navigates the challenges of modernization and sustainability, its rich history and strategic importance will undoubtedly continue to shape its trajectory in the years to come.

3.3 THE FIRST PLAN OF THE CITY

The 1954 Master Plan represents the transition of Eilat from a transient military camp to a planned urban entity. Prepared by the Planning Division of the Ministry of Interior under the direction of Architects Arieh Efrat and Yosef Shvaid, the plan established Eilat as a “Southern Gateway” with a multifunctional program including mineral industry, deep-sea fishing, military defense, and tourism (Ministry of Interior, 1954). The document emphasizes a centripetal urban form, designed to project sovereignty and institutional presence at the state’s southernmost periphery (Ministry of Interior, 1954).

The plan’s spatial logic is dictated by topographical determinism. Planners divided the area into four distinct zones based on the “bowl” formed by the Edom and Midian mountains. Zone B (the salt flat plain) was identified as unsuitable for foundations due to a high water table, which forced the residential core to “climb” the western slopes of Zone C (Ministry of Interior, 1954). This established a permanent vertical hierarchy: the city occupies the higher elevations for views and climate control, while the lower “delta” is reserved for the logistical threshold of the airport and the port (Ministry of Interior, 1954).

אילת - המצב הגיאוגרפי

Eilat - Geographical situation

אילת --- שער הדרום לישראל

Eilat---- the southern gateway to Israel

- נמל מוצא למחצבי הנגב וים המלח ותעשיה הכרוכה במחצבים
- תזונת גבול במעבר למצרים ולירדן
- נמל דיג בים-סוף ותעשית דגים
- מקום נופש חרפי
- מרכז מינהלתי וחרבותי לנגב הדרומי ולערבה
- בסיס צבאי

- Port of origin for Negev and Dead Sea minerals and industry involving minerals
- Border feeding in transit to Egypt and Jordan
- Deep sea fishing port and fish industry
- A relaxing vacation spot
- Administrative and cultural center for the Southern Negev and Arava
- Military base

אילת קשורה עם יתר חלקי המדינה

Eilat is connected with the rest of the country

- באויר – מרחק 75 דקות מלוד.
- בכביש – מרחק 195 ק"מ מסדום
  ומרחק 235 ק"מ מבאר-שבע
- בטסילת ברזל – שתקום עם בנית הנמל
- בים – עם יתר נמלי הארץ.

- By air - 75 minutes from Lod.
- by road - 195 km from Sedom and 235 km from Beersheba
- by railway - which will be built with the construction of the port along with the rest of the country's ports
- By sea - with the rest of the country's ports

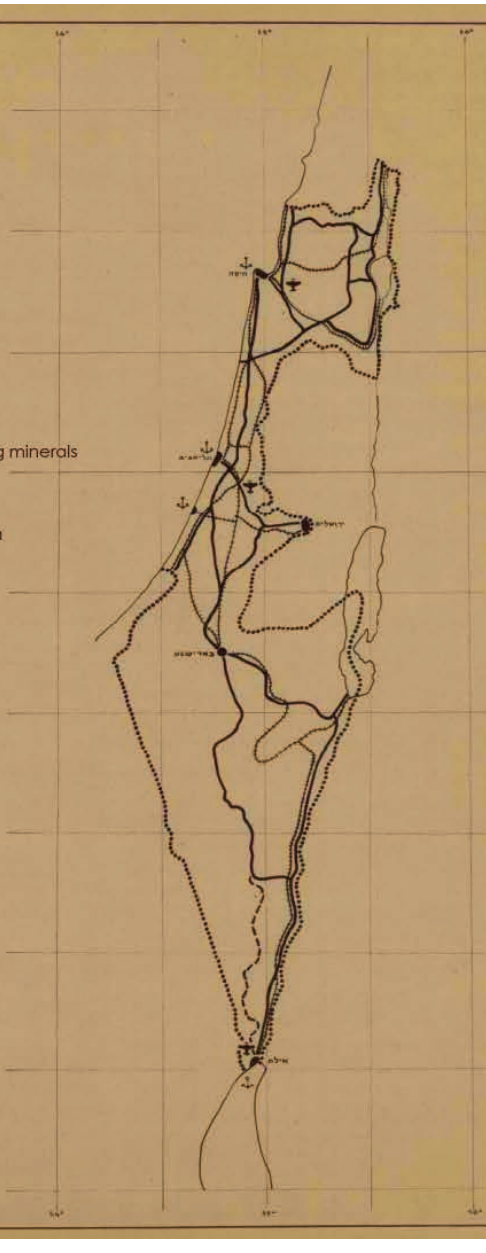


Figure 16. *Geographical Situation the first city plan, 1954. Source: Eilat's archive*

3.3.1THE ‘FORTRESS CITY’ PRINCIPLE

The guiding principles of the 1954 Master Plan established Eilat as a ‘Fortress City’. Driven by geographical isolation and security concerns, the planners mandated a high-density, inward-facing urban morphology. By proposing a perimeter of four-storey buildings to act as a symbolic wall and strictly separating the civic access routes from the port , the plan formalised the initial infrastructural severance between the urban fabric and the Red Sea coastline.

TOPOGRAPHICAL BACKGROUND PLAN,
1954 (SCALE 1:20,000)

Figure 17. *Figure x Topographical background 1/2000- the first city plan, 1954. (Source: Eilat's archive)*

3.3.2 PLANNING BACKGROUND DATA, 1954 (SCALE 1:20,000)

The 1954 planning data reveals an urban strategy heavily dictated by topographical and climatic determinism. The extreme desert conditions and the high water table of the salt flat plain forced the initial urban footprint onto the western slopes. This established a permanent vertical hierarchy that prioritised elevated residential zones for climate control, whilst relegating the lower delta strictly to logistical infrastructure.

PLANNING BACKGROUND DATA, 1954
(SCALE 1:20,000)

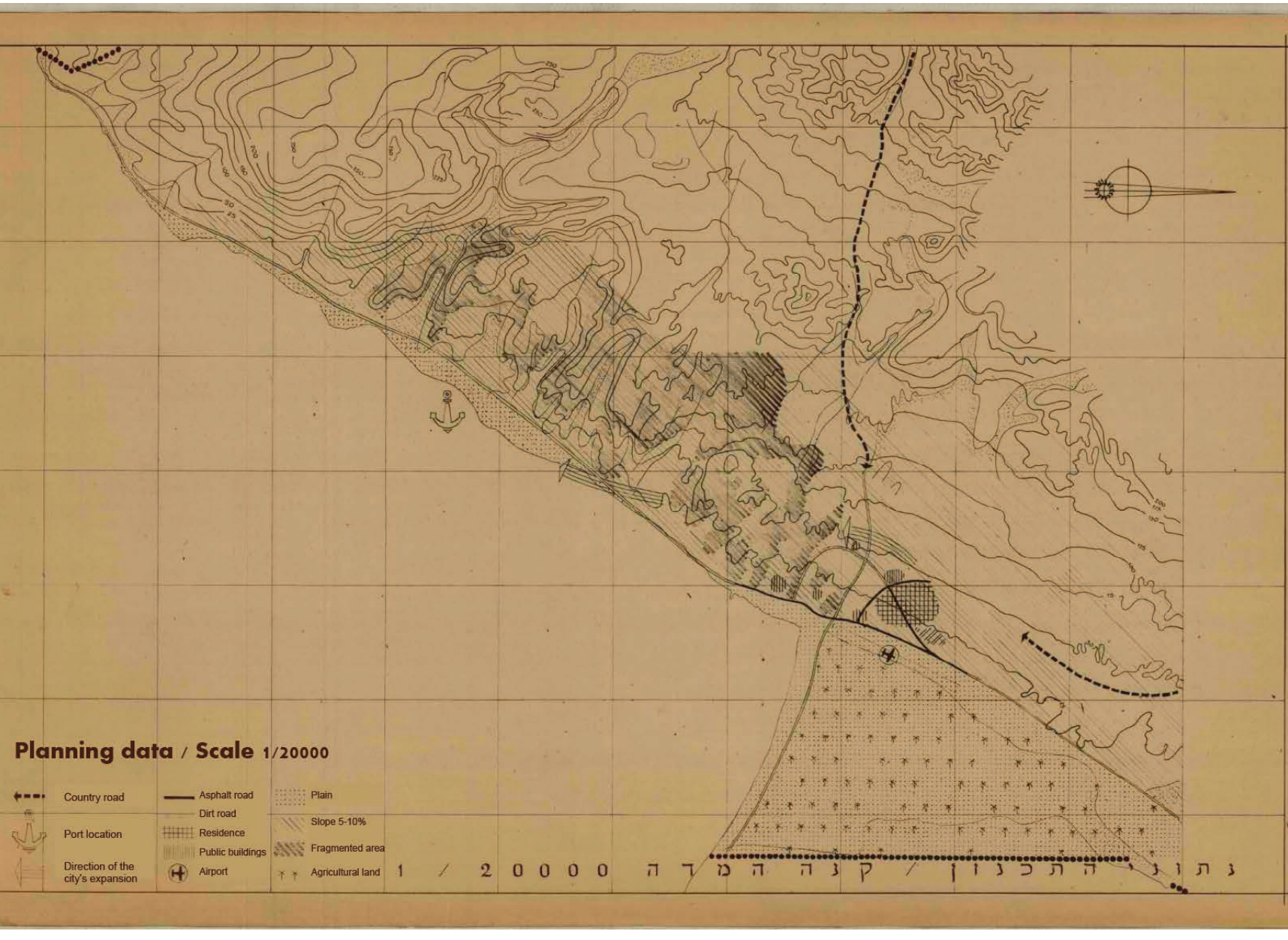


Figure 18. *Planning Data 1/20000- the first city plan, 1954. (Source: Eilat's archive. Translate by Author)*

3.3.3 ORIGINAL FIRST PLANNING REQUIREMENTS

To establish this functionalist separation, the 1954 Master Plan dictated the following foundational spatial directives:

A. The Port:
The port will be constructed in the future approximately 2.5 kilometres south of the corner of the bay, in a location where the wide valleys enable the establishment of industrial facilities behind it.

B. Access Routes:
In addition to the existing road to Be'er Ora, two new roads will be paved: one from the north and one from the west.
A railway line will be laid parallel to the existing road, with railway facilities and a freight station built near the airport, forming the city's transportation hub.

C. Direction of Urban Expansion:
The city will expand from the existing residential area southwards towards the proposed port, ensuring continuity, centralisation, and construction on the hills overlooking the area and the bay.

D. Preservation of Existing Infrastructure:
Efforts will be made to avoid any harm to existing structures and facilities.

(Translated from the original Hebrew planning document: Ministry of Interior, 1954)

MASTER PLAN PROPOSAL, 1954 (SCALE 1:20,000)

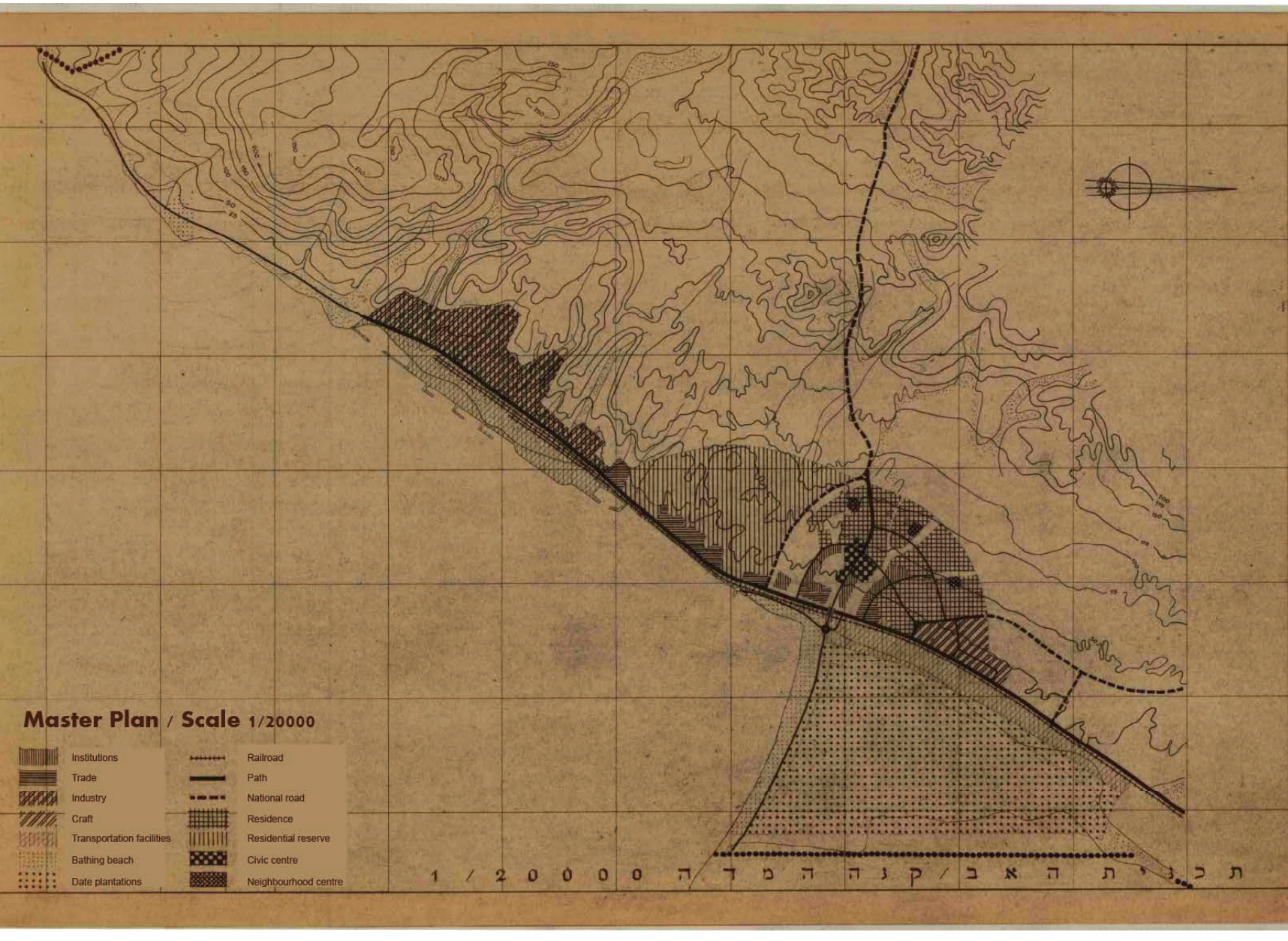


Figure 19. *Master Plan 1/20000- the first city plan, 1954. Source: Eilat's archive*

TOPOGRAPHICAL BACKGROUND, 1954 (SCALE 1:5,000)

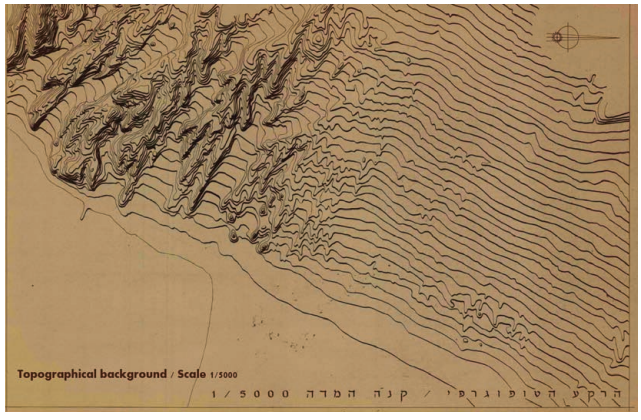


Figure 20. *Topographical background 1/5000- the first city plan, 1954. (Source: Eilat's archive)*

TOPOGRAPHICAL SURVEY, 1954 (SCALE 1:5,000)

Figure 21. *Topographical Survey 1/5000- the first city plan, 1954. (Source: Eilat's archive)*

A defining morphological principle of the 1954 plan is the concept of the 'Fortress City'. Due to its extreme geographic isolation, the planners designed a centripetal, inward-facing urban form, explicitly intending to provide residents with a sense of security against the harsh desert environment (Ministry of Interior, 1954). This was manifested through the "Wall" effect: the plan specified that four-storey buildings should be constructed along the city's outer ring to create a physical and symbolic enclosure when viewed from the desert (Ministry of Interior, 1954). This inward orientation prioritised internal gardens and civic density over a direct ecological connection with the wilderness.

Crucially, the 1954 plan formalised the infrastructural severance that characterises Eilat's contemporary coastline. By positioning the airport at the base of the topographic slope and mandating distinct access routes for the urban centre and the port, the plan established an impermeable boundary between the civic realm and the Red Sea.

This separation was a functional necessity for 1950s logistics, but it resulted in a "chronic fracture" where the primary traffic axis, Highway 90, became a barrier that severed the biological and public continuity between the mountain ecosystem and the coral reef (Ministry of Interior, 1954).

EXISTING LAND USE SURVEY, 1954
MASTER PLAN (SCALE 1:5,000)

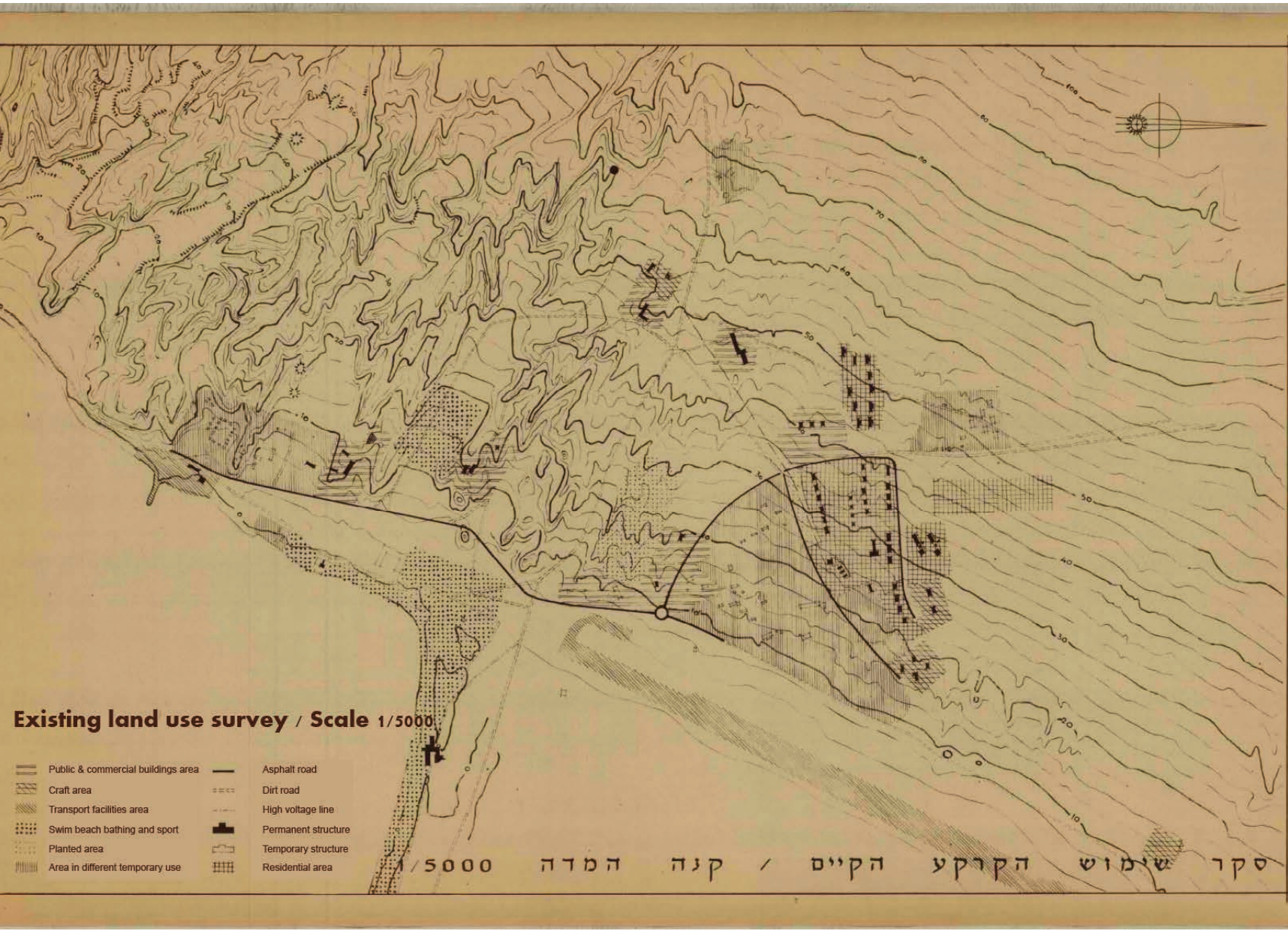


Figure 22. *Existing Land Use Survey 1/5000- the first city plan, 1954. (Source: Eilat's archive)*

3.3.4 SCHEMATIC FIRST MASTER PLAN OF THE CITY

The Schematic Master Plan illustrates this early functionalist separation. The spatial logic demanded distinct zoning, isolating the residential outer ring from administrative and commercial hubs. Crucially, the planners preserved a central ‘frozen zone’ , delaying the development of a cohesive civic centre and reinforcing a fragmented urban layout that prioritised logistical efficiency over spatial continuity.

SCHEMATIC MASTER PLAN, 1954
(SCALE 1:5,000)

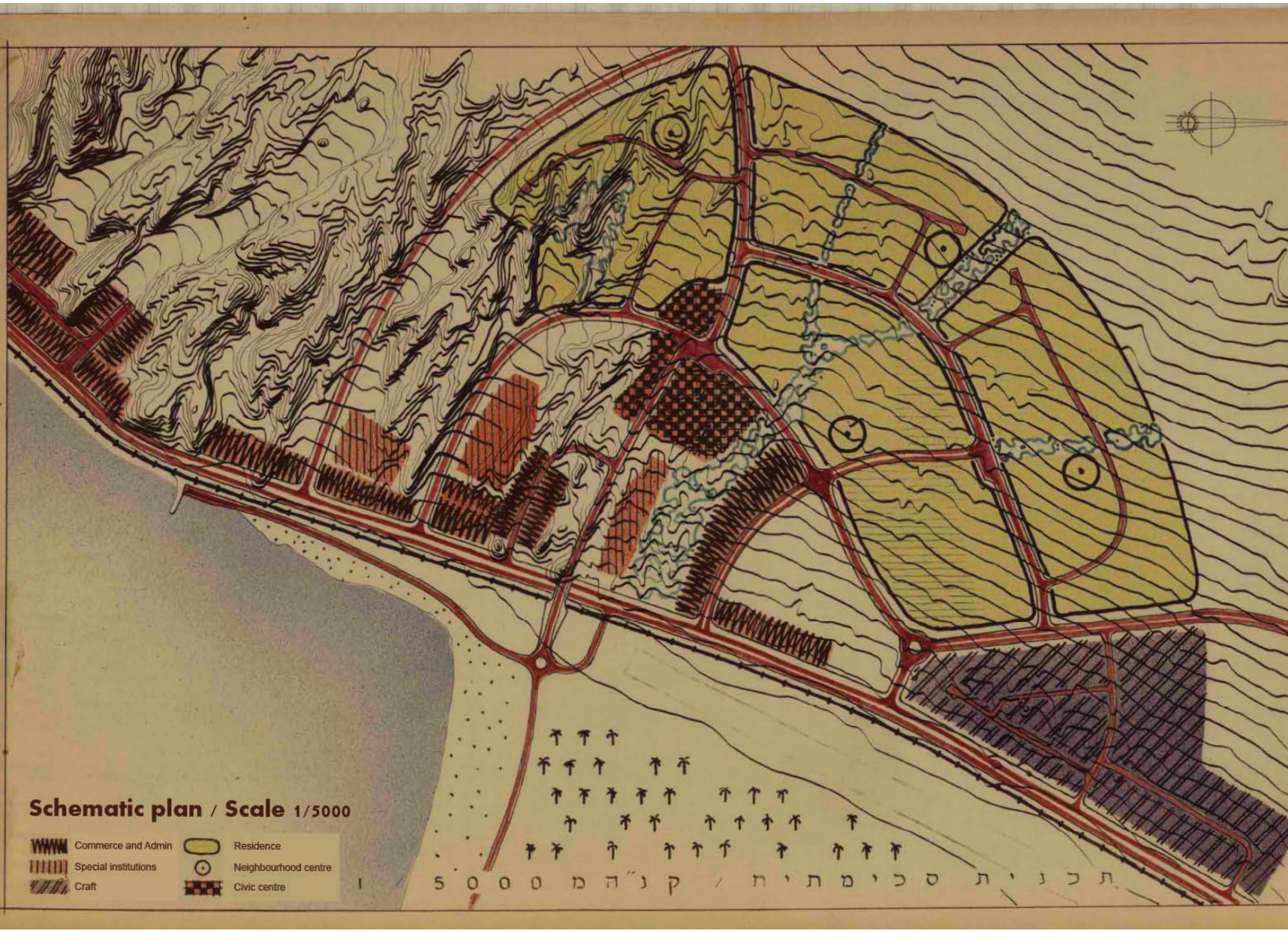


Figure 23. *Eilat First Schematic plan 1949. (Source: Eilat's Archive)*

THE FIRST VISION OF THE CITY

Figure 24. *Eilat First Master plan 1949. (Source: Eilat's Archive)*

DETAILED MASTER PLAN VISION, 1954
(SCALE 1:5,000)

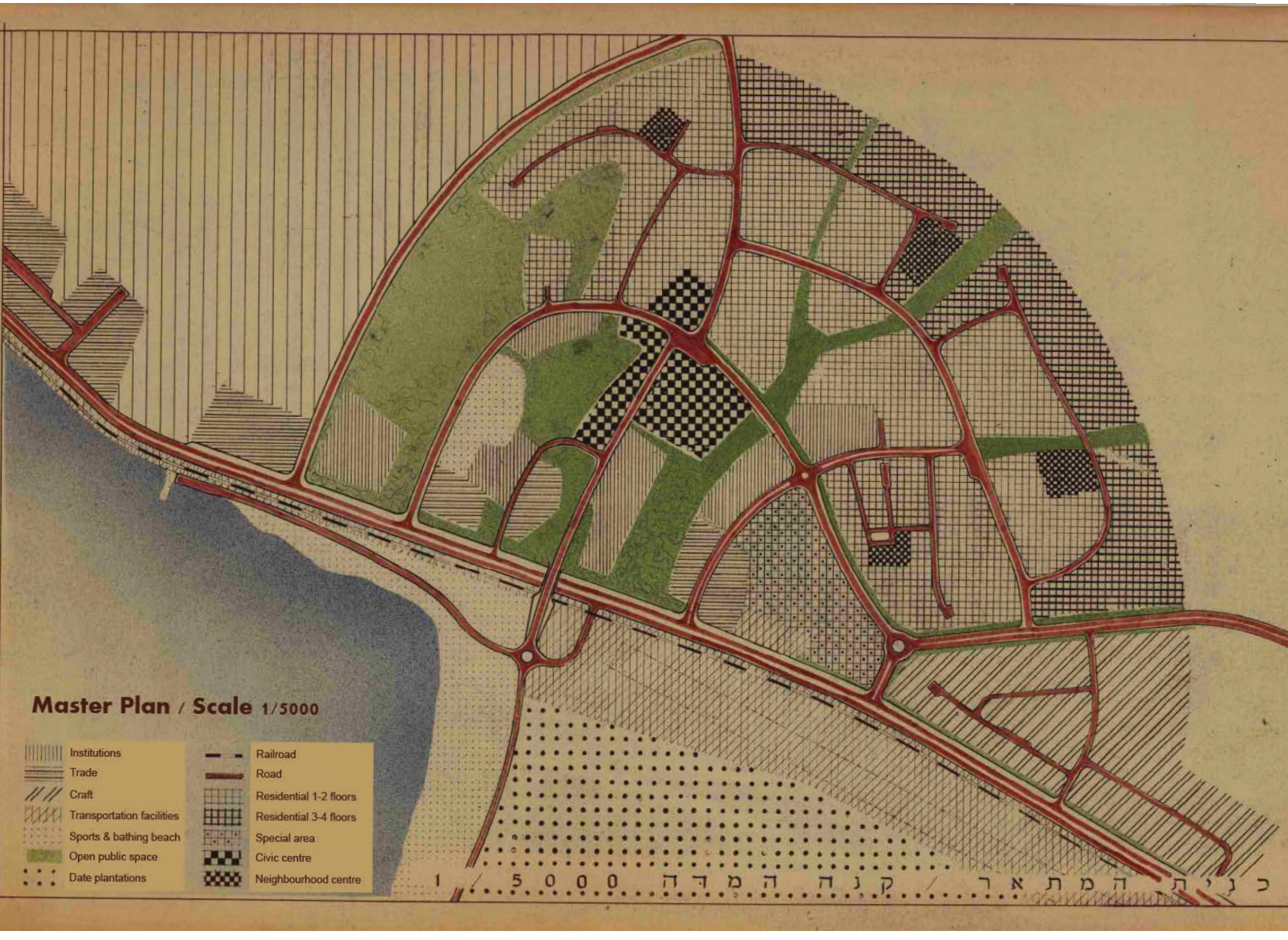


Figure 25. *Eilat First Master plan 1949. (Source: Eilat's Archive)*

3.4 EILAT CITY EVOLUTION

The morphological evolution of Eilat originates from a central node adjacent to the southern threshold of the former airport. Designated in early master plans as the 'civic centre', this area served as the foundational core for public and commercial development (Ministry of Interior, 1954). From this nucleus, the city expanded along a clear spatial divide: residential neighbourhoods stretched westwards, terracing up the topographical incline of the Eilat Mountains (Grodek, Lekach, & Schick, 2000), whilst the tourism sector established itself eastwards along the Red Sea coastline (Azaryahu, 2005).

As the city grew, its urban expansion adopted a radial pattern dictated by the steep topography. This morphology is bisected by a primary infrastructural axis, Sderot HaTmarim. Functioning as the city's critical arterial spine, this boulevard cuts perpendicularly across the residential terraces towards the mountain backdrop. Consequently, it acts as a spatial framework that manages the transition between the inland residential and commercial districts and the coastal tourist enclave. This development pattern reflects Eilat's ongoing negotiation with its extreme natural geography.

PRE-URBAN LANDSCAPE OF THE EILAT COASTLINE. 1948

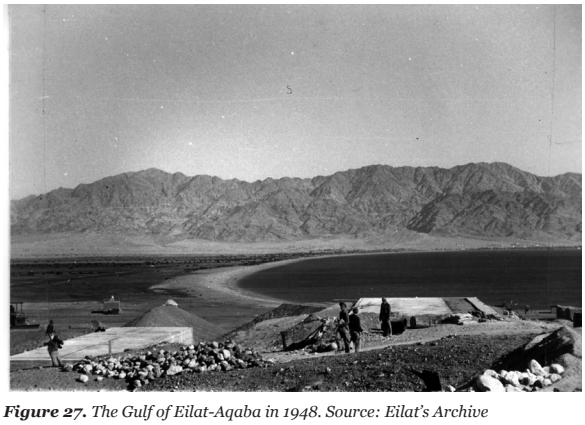


Figure 27. *The Gulf of Eilat-Aqaba in 1948. Source: Eilat's Archive*

CONTEMPORARY SATURATED URBAN FABRIC (2024)

Figure 26. *The Gulf of Eilat-Aqaba in 2024. Source: Eilat's Archive*

Chapter 3

3.4.1 EARLY PERIOD

PRE-URBAN MORPHOLOGY: THE UMM AL RASHRASH OUTPOST (1945–1948)

1945 - BEFORE ESTABLISHMENT

Figure 30. *Aerial Survey of the Pre-Urban Coastal Plain (1945). Source: National Library of Israel.*

1945- The area of the city was almost empty, without any building.

1946

Figure 28. *Figure 2: Ground View of the Umm Al-Rashrash Police Post (circa 1948). Source: Eilat City Archive.*

Only the 2 main roads can be recognized.

1948

Figure 29. *Figure 3: Aerial View of the Initial Settlement Footprint (1948). Source: Eilat City Archive.*

Prior to formal urban planning, the morphological condition of the coastal plain was defined by extreme topographical isolation. As evidenced by the 1945 aerial surveys, the site, then the British Mandate police post of Umm Al-Rashrash,lacked any permanent residential fabric. The built environment was restricted to rudimentary, transient structures anchored solely by two primary dirt routes, highlighting the profound spatial detachment of the bay before the structural interventions of the 1950s.

Drawing 14. *Eilat Plan, 1945.*
Source: Author

EARLY PERIOD

INITIAL SETTLEMENT NUCLEUS: THE TRANSIENT CAMP (1949–1951)

1949

Figure 31. *Aerial View of the Early Transient Settlement (1949). Source: Eilat City Archive.*

Following the establishment of the State of Israel, the initial 1949 settlement manifested as a highly informal, scattered footprint. The urban grain consisted primarily of temporary housing and military infrastructure situated on the lower alluvial plain. This early phase lacked a cohesive structural grid, functioning purely as a logistical anchor point prior to the implementation of strict topographical zoning.

FIRST SETTELMENTS - 1952

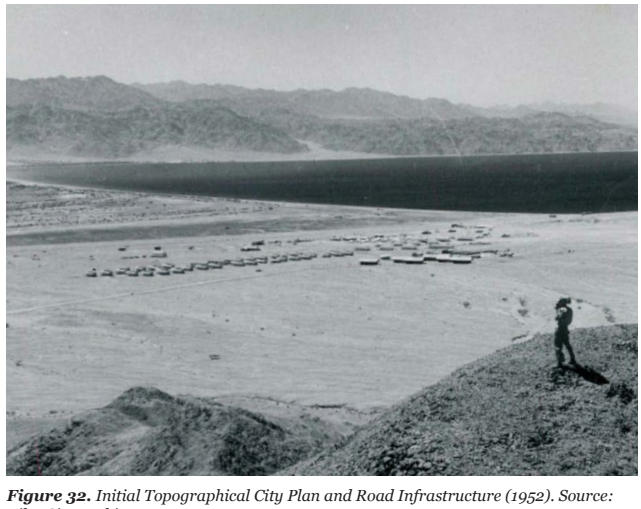
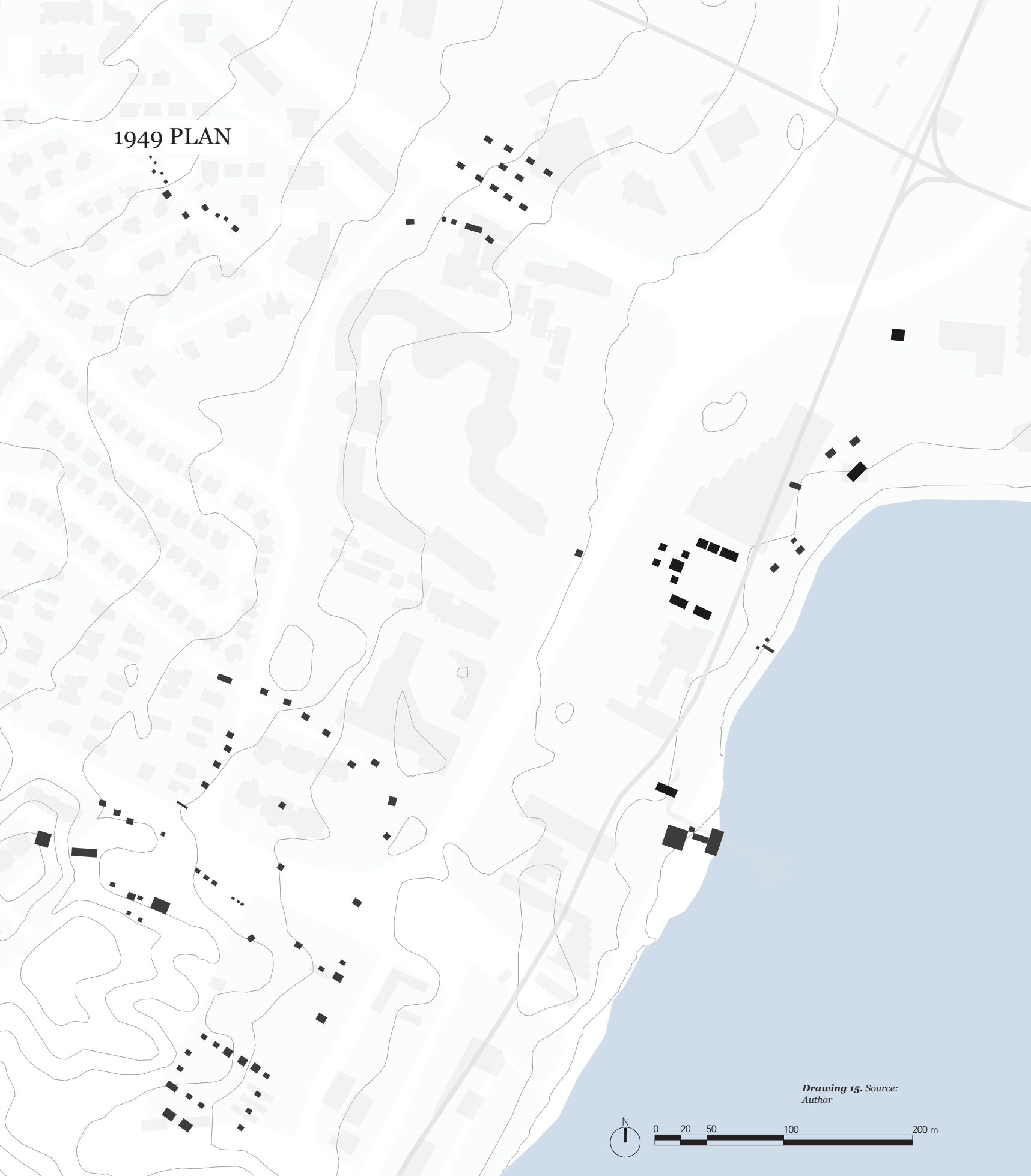


Figure 32. *Initial Topographical City Plan and Road Infrastructure (1952). Source: Eilat City Archive.*

1951

Figure 33. *"Shchuna Alef" (Neighbourhood A)- The first Neighbourhood of Eilat in 1951, (Source: Eilat's Archive)*



Drawing 15. *Source: Author*

EARLY PERIOD

FORMALISING THE CIVIC CORE: EARLY NEIGHBOURHOOD GRIDS (1956–1959)

INITIAL CITY SHAPE - 1956

Figure 34. *Aerial View of the First Formative Neighbourhoods and Airport Runway (1956). Source: Eilat City Archive.*

By 1956, the city began to exhibit the structural 'Fortress City' directives of the 1954 Master Plan. The informal scatter of the early settlement was replaced by rigid, delineated residential blocks. Crucially, the aerial morphology demonstrates the deliberate shift of residential development away from the shoreline. The new neighbourhoods form a distinct cluster ascending the western topographical slope, formally severed from the coastal zone by the insertion of the airport runway.

EILAT CITY PLAN - 1956

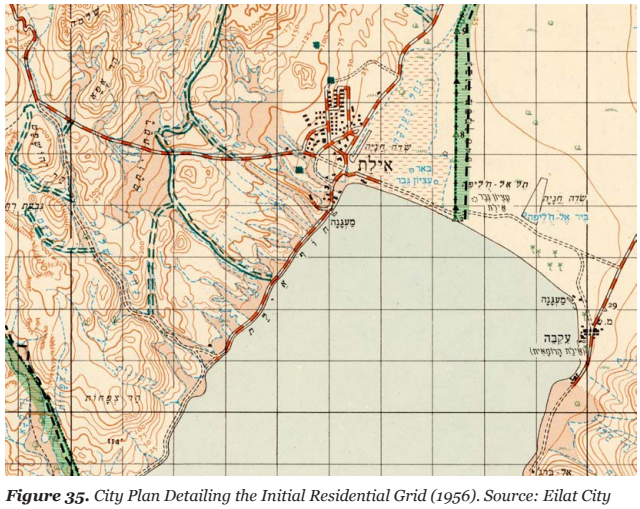


Figure 35. *City Plan Detailing the Initial Residential Grid (1956). Source: Eilat City Archive.*

EILAT CITY PLAN - 1958

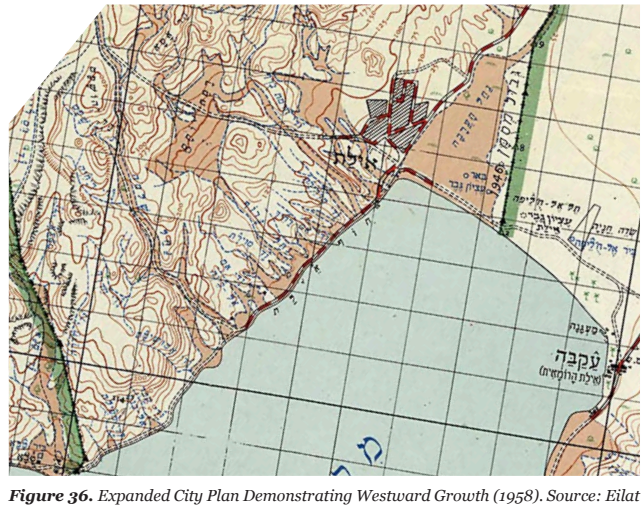
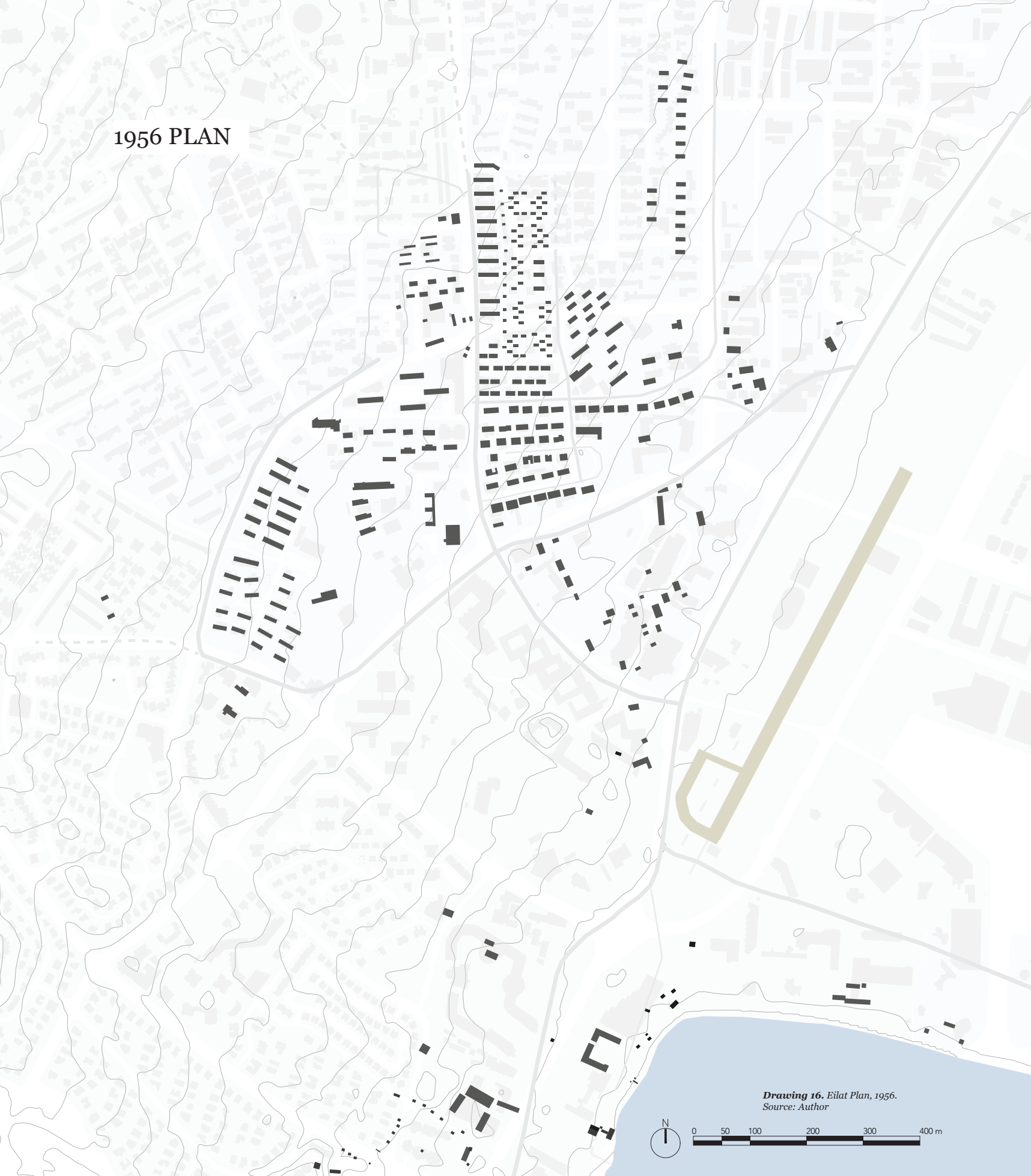


Figure 36. *Expanded City Plan Demonstrating Westward Growth (1958). Source: Eilat City Archive.*

1956 PLAN



Drawing 16. *Eilat Plan, 1956.*
Source: Author

EARLY PERIOD

SATURATION OF THE CIVIC CORE AND COASTAL DIVIDE (1964–1968)

1964 - ARIAL VIEW

Figure 38. *Aerial View of the Expanding Urban Grid (1964). Source: Eilat City Archive.*

WE CAN SEE CLEARLY THE SHAPE OF THE BLOCKS

Figure 37. *Aerial View Detailing the Coastal Hotel Strip (1968). Source: Eilat City Archive.*

CITY PLAN, 1960

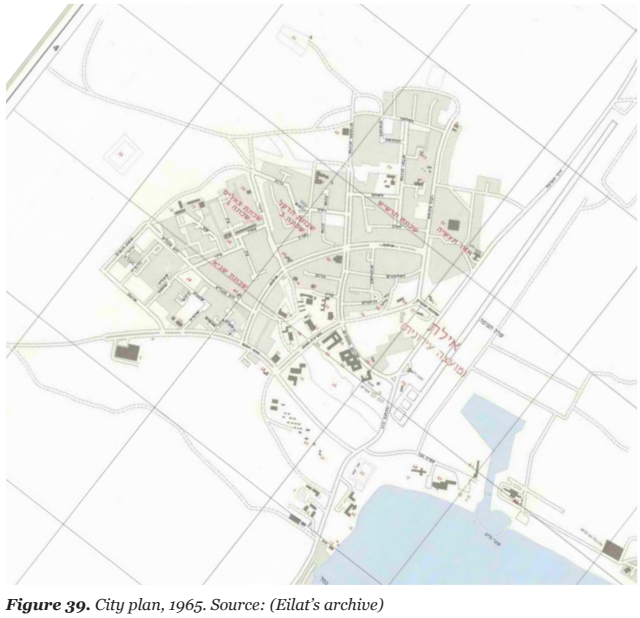


Figure 39. *City plan, 1965. Source: (Eilat's archive)*

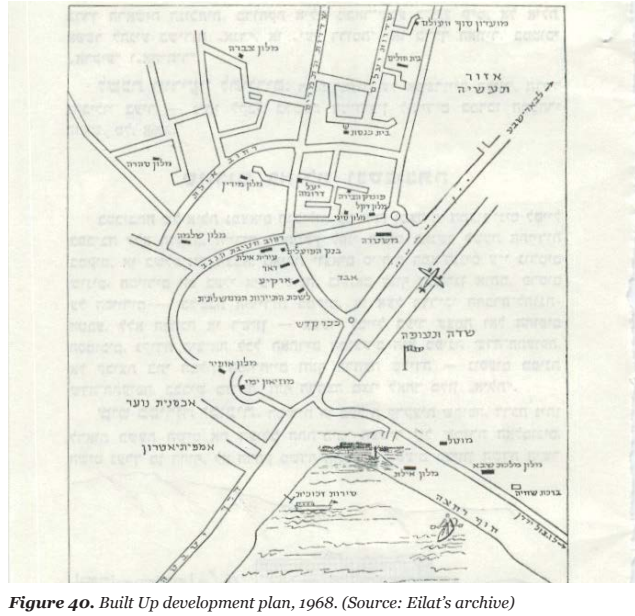


Figure 40. *Built Up development plan, 1968. (Source: Eilat's archive)*

Drawing 17. *Eilat Plan, 1968.*
Source: Author

EARLY PERIOD - HISTORICAL PLANS

SATURATION OF THE CIVIC CORE AND COASTAL DIVIDE (1964–1968)

Figure 43. *Floor number plan, 1968. Source: Eilat's archive*

Figure 44. *Surface development plan, 1954-1965. Source: Eilat's archive*

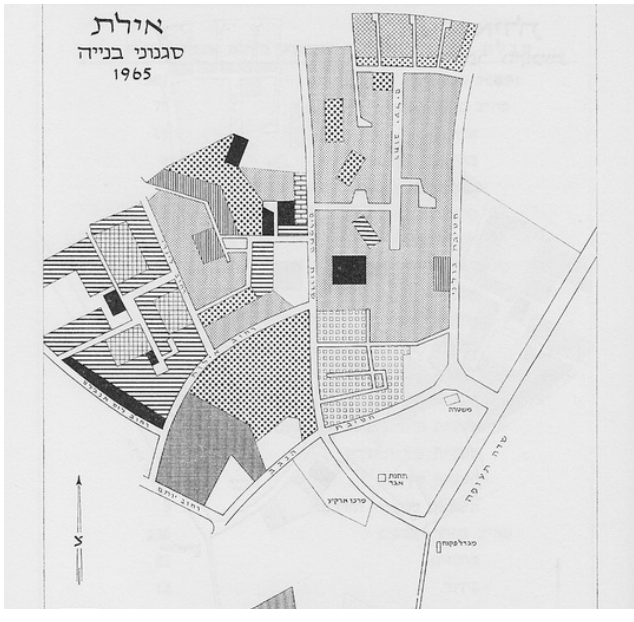
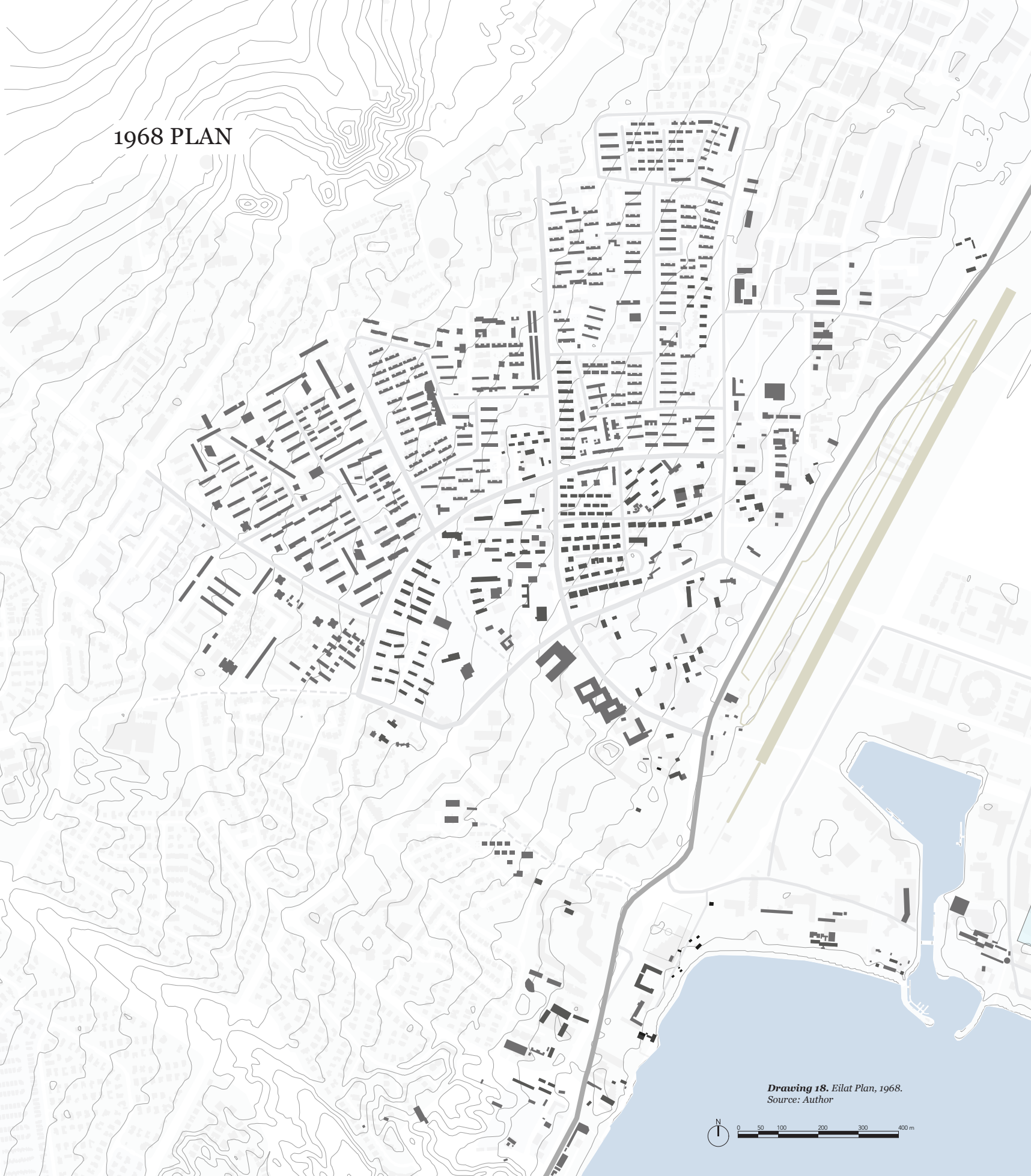


Figure 45. *Building Types, 1965 Source: Eilat's archive*

Figure 42. *Built up area development, 1954-1965. Source: Eilat's archive*

1968 PLAN



Drawing 18. *Eilat Plan, 1968.*
Source: Author

EARLY PERIOD

HISTORICAL PLANS

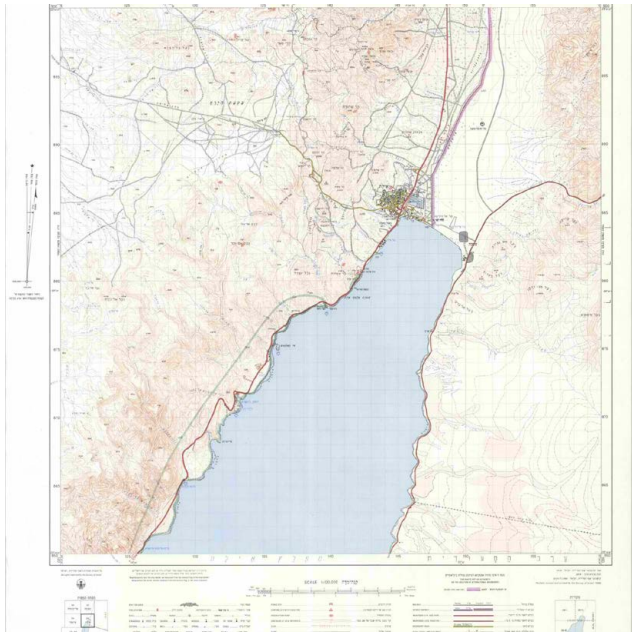


Figure 50. *City Plan, 1/100000, 1976. (Source: Eilat's archive)*

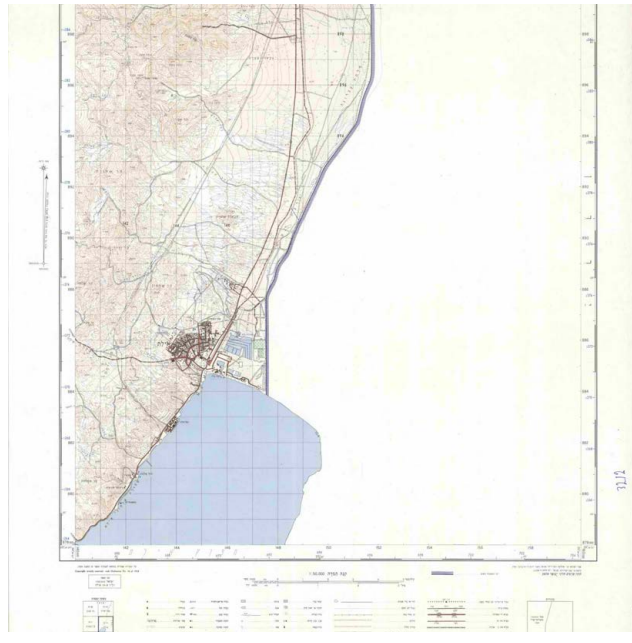


Figure 49. *City Plan, 1/50000, 1979. (Source: Eilat's archive)*

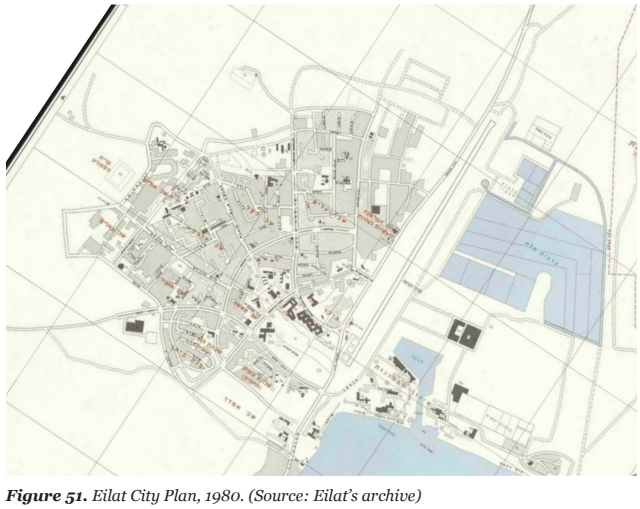


Figure 51. *Eilat City Plan, 1980. (Source: Eilat's archive)*

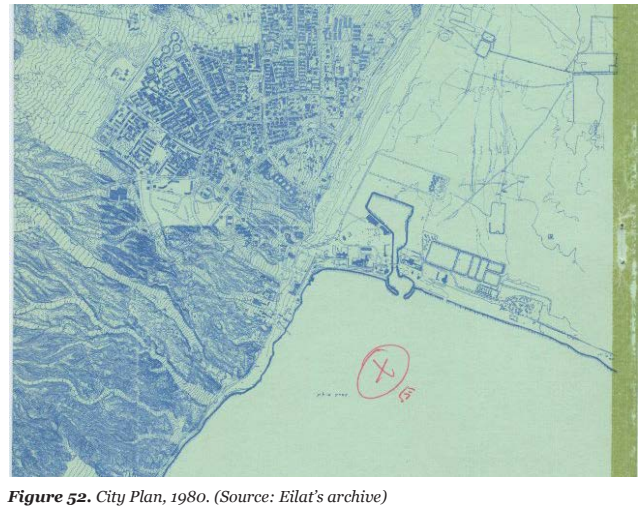


Figure 52. *City Plan, 1980. (Source: Eilat's archive)*

Drawing 19. *Eilat Plan, 1977.*
Source: Author

EARLY PERIOD - HISTORICAL PLANS

HISTORICAL ARIEL VIEW

1990

Figure 53. *Arial view of Eilat, 1990. (Source: Eilat's archive)*

1982

Figure 54. *Arial view of Eilat, 1982. Source: Eilat's archive*

April 82. In the west is the industrial area and the city of Eilat and in the east of the Gulf of Eilat, the lagoon and salt ponds.

1990 PLAN

Drawing 20. *Eilat Plan, 1990.*
Source: Author

EARLY PERIOD - HISTORICAL PLANS

1968

Figure 56. *Arial view of Eilat, 1968. (Source: Eilat's archive)*

1977

Figure 58. *Arial view of Eilat, 1977. (Source: Eilat's archive)*

1990

Figure 57. *Arial view of Eilat, 1990. (Source: Eilat's archive)*

2000 A NEW LAGUNE IS APEEARING

Figure 55. *Arial View 2000. Source: The National Library of Israel*

2000 PLAN

Drawing 21. *Eilat Plan, 2000.*
Source: Author

3.4 THE URBAN FABRIC

3.4.1 EVOLUTION MORPHOLOGY

1945 - 1949

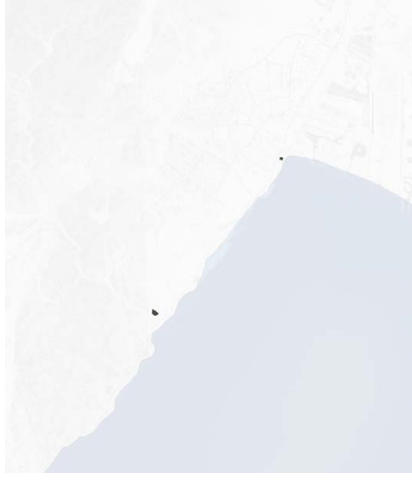


Figure 64. *Eilat Urban Block plan 1945-1949. (Source: Author)*

1950 - 1954

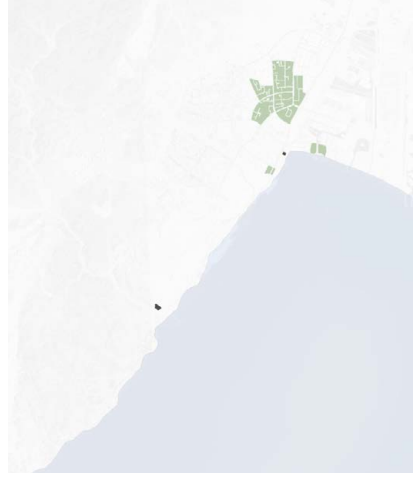


Figure 66. *Eilat Urban Block plan 1950-1954. (Source: Author)*

1955 - 1960

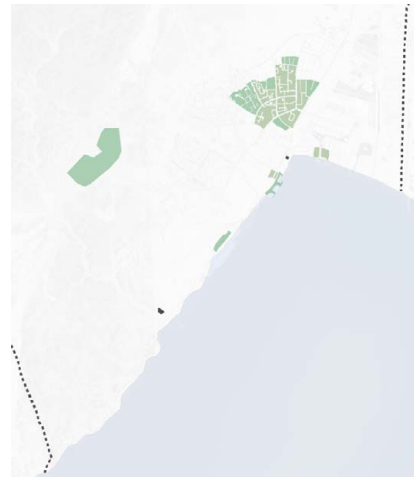


Figure 68. *Eilat Urban Block plan 1955-1960. (Source: Author)*

1961 - 1970

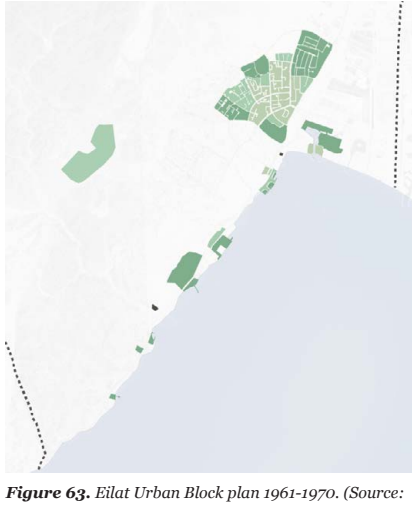


Figure 63. *Eilat Urban Block plan 1961-1970. (Source: Author)*

1971 - 1980

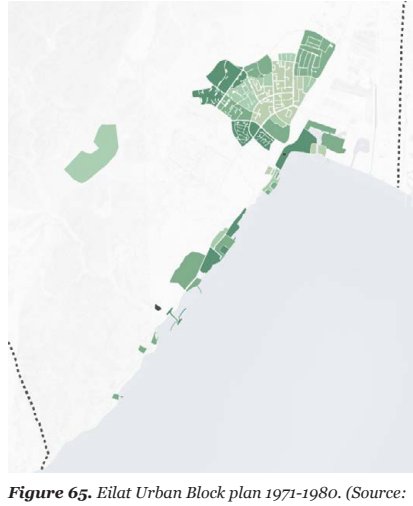


Figure 65. *Eilat Urban Block plan 1971-1980. (Source: Author)*

1981 - 2000

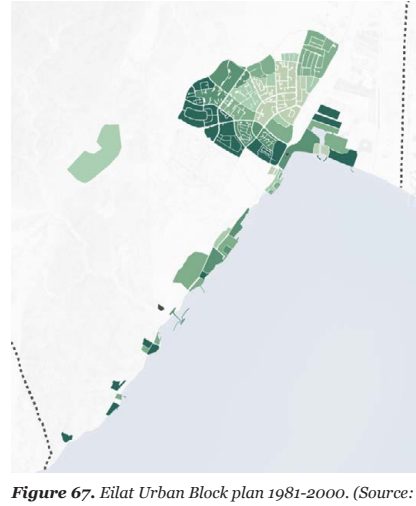
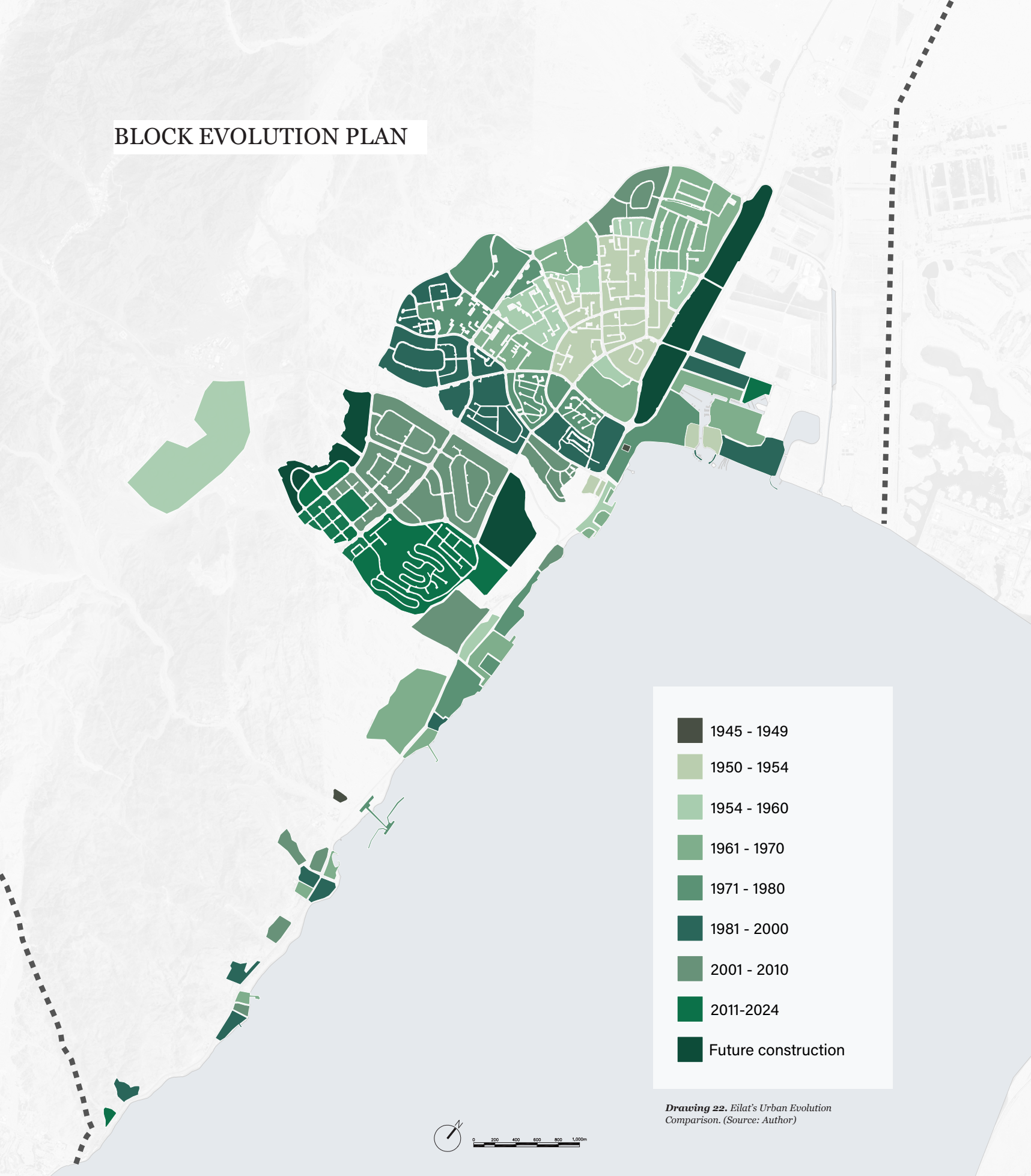


Figure 67. *Eilat Urban Block plan 1981-2000. (Source: Author)*

BLOCK EVOLUTION PLAN



Drawing 22. *Eilat's Urban Evolution Comparison. (Source: Author)*

THE URBAN FABRIC

EVOLUTION MORPHOLOGY

2001 - 2010

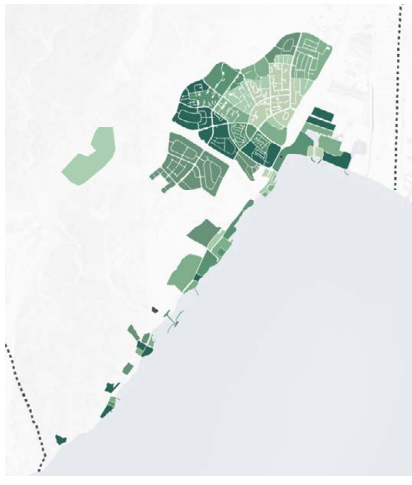


Figure 69. *Figure x Eilat Urban Block plan 2001-2010, Source: Author*

2011 - 2026

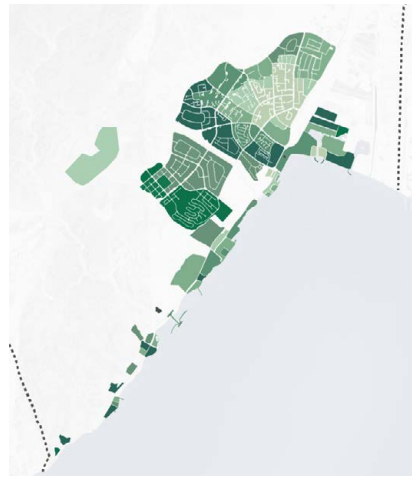


Figure 70. *Figure x Eilat Urban Block plan 2011-2024. (Source: Author)*

FUTURE PROJECTS

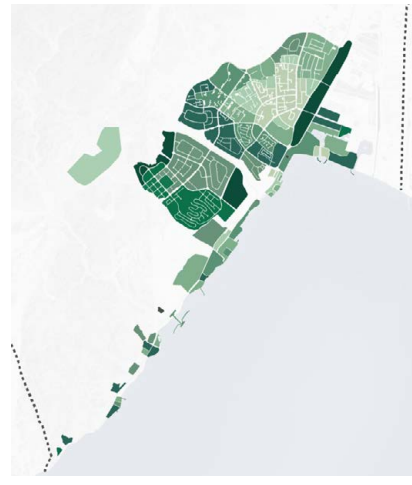
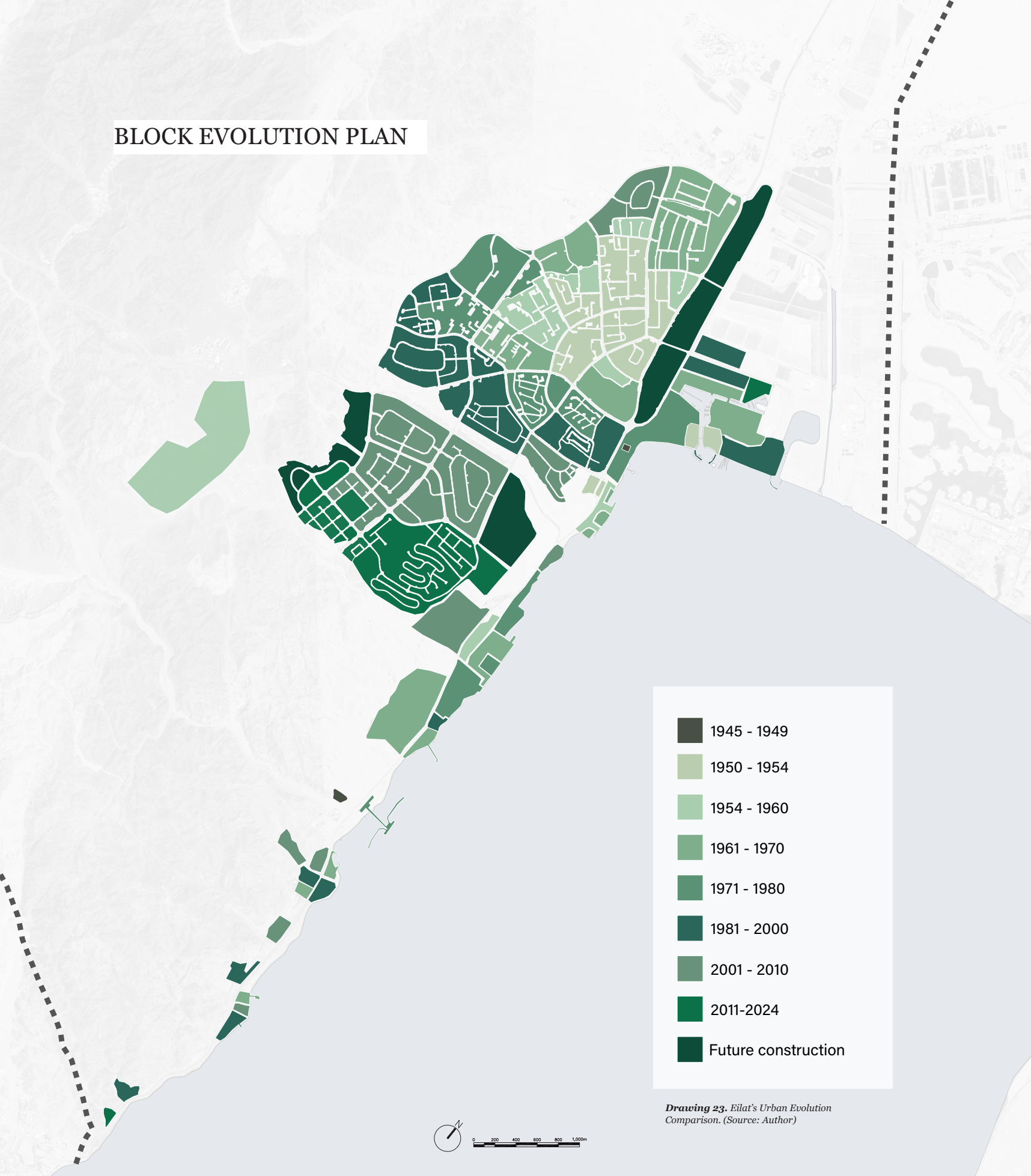


Figure 71. *Eilat Urban Block plan Future Construction, (Source: Author)*

BLOCK EVOLUTION PLAN



Drawing 23. *Eilat's Urban Evolution Comparison. (Source: Author)*

3.4.2 LAND USE MAPPING

NORTH-TO-SOUTH ORIENTATION

Northern Entrance and Industrial Zone: The industrial zone is typically located at the northernmost tip, where the city meets the main highways leading into Eilat. This area is characterized by logistics, storage, and light industrial facilities. It serves as a crucial node for goods entering the city and the region.
Ramon Airport: Further north of the city centre, though not always detailed in city maps, is the Ramon Airport. Opened to replace the older Eilat Airport, it is designed to accommodate both domestic and international flights, significantly enhancing

CENTRAL ZONE

Tourist District and Beachfront: This zone is the heart of Eilat, bustling with hotels, resorts, beaches, and the promenade. It stretches along the coast of the Red Sea, offering direct access to beaches and marine activities. The area is designed to accommodate tourists with various attractions, including shopping malls, restaurants, and entertainment venues.
Residential Areas: Behind the beachfront and tourist district, several residential neighbourhoods provide housing for the city's permanent population. These areas are designed to offer a quieter, more suburban quality of life, with access to schools, parks, and community services.
City Centre and Commercial: This mixed-use area is where the urban fabric becomes denser, hosting a variety of commercial establishments, government buildings, and cultural institutions. It's a hub for local commerce, administrative services, and social interaction, bridging the residential

WATERFRONT AND COASTAL AREA

Marina and Northern Beaches: The Marina, situated in the city centre along the coastline, is a hub for recreational boating and serves as a launch point for marine tours and diving expeditions. Adjacent to the Marina, the northern beaches are lined with hotels and resorts, capitalizing on the scenic views and access to the Red Sea.
Coral Beach Nature Reserve: Towards the south end of Eilat's coastline, this protected area is a significant ecological zone, renowned for its preserved coral reefs and marine life. It's a crucial site for environmental education

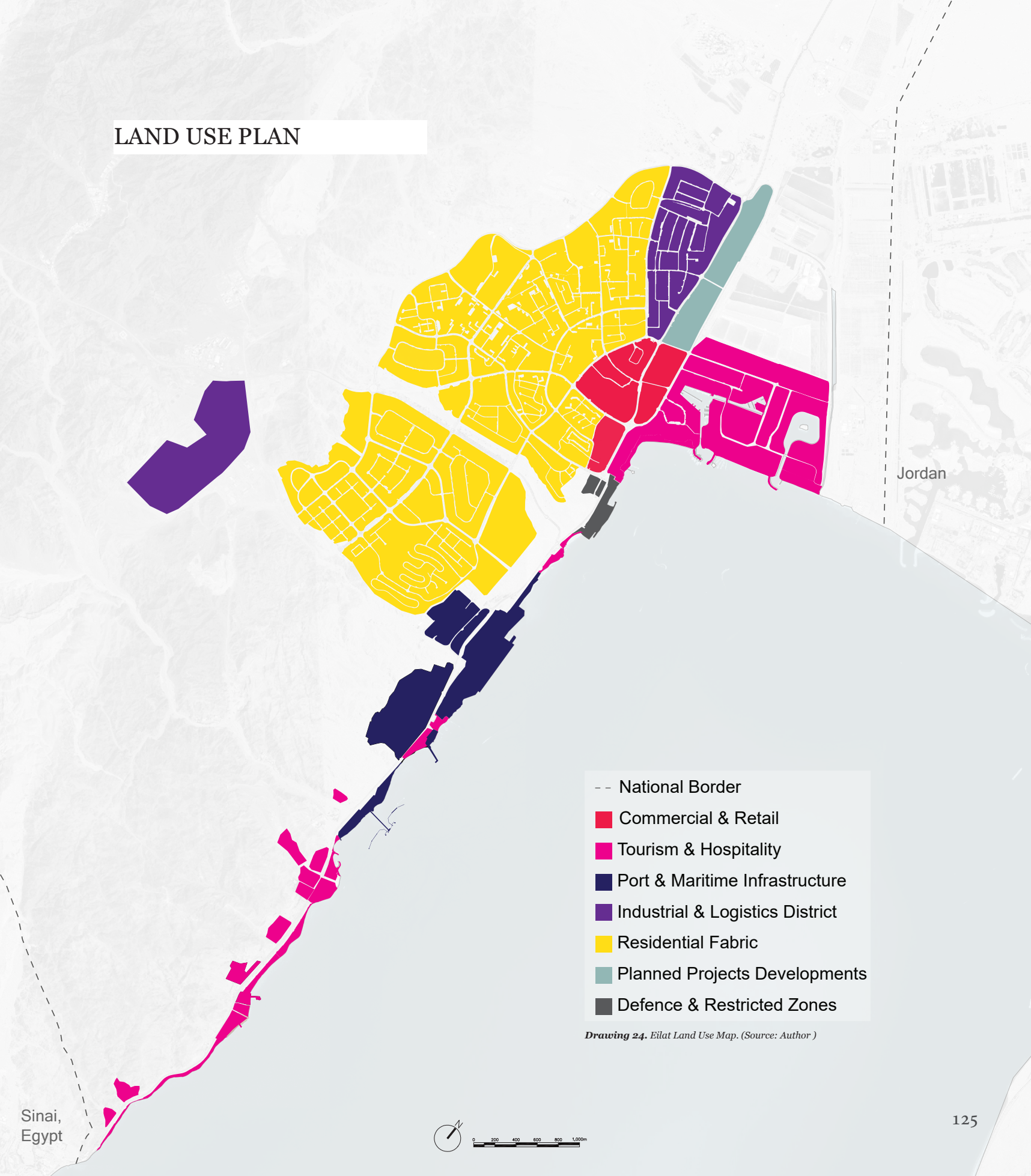
SOUTHERN TIP

Port of Eilat: Located at the southernmost part of the city, the Port of Eilat is a key commercial zone. While its importance for Israel's maritime trade has diminished with the development of other ports, it remains a logistical and industrial area.
Border Crossings: At the southern tip, near the port, are the border crossings into Jordan (Yitzhak Rabin Terminal/Wadi Araba Crossing) and a bit further, into Egypt (Taba Border Crossing), marking Eilat as a gateway between countries.

SURROUNDING ENVIRONMENT

Mountains and Desert: Encircling the city, especially to the north and west, the rugged terrain of the Negev Desert and the mountainous landscapes provide a natural barrier and a stunning backdrop to the city. These areas are less developed but serve as recreational and exploration zones for residents and tourists alike.

LAND USE PLAN



Drawing 24. *Eilat Land Use Map. (Source: Author)*

3.4.3 MORPHOLOGY

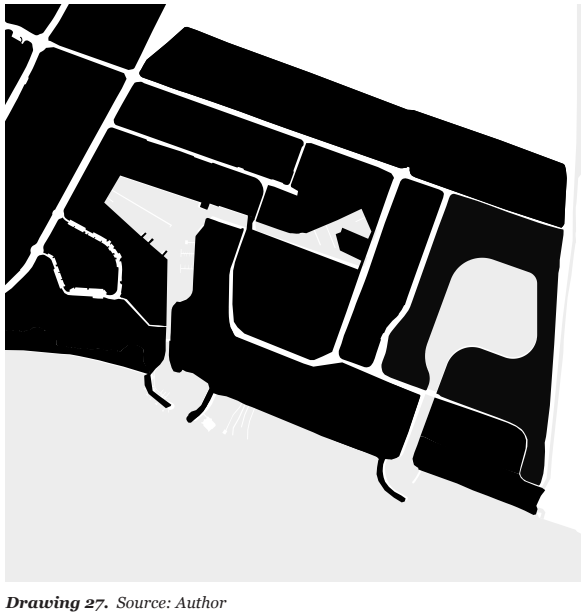
Mountains and Desert: Encircling the city, especially to the north and west, the rugged terrain of the Negev Desert and the mountainous landscapes provide a natural barrier and a stunning backdrop to the city. These areas are less developed but serve as recreational and exploration zones for residents and tourists alike.

CITY CENTRE

Drawing 25. *Source: Author*

Drawing 26. *Source: Author*

TOURIST AREA



Drawing 27. *Source: Author*

Drawing 28. *Source: Author*

INDUSTRIAL AREA

Drawing 30. *Eilat's Morphology. Source: Author*

Drawing 31. *Eilat's Morphology. Source: Author*

HARBOUR

Drawing 29. *Eilat's Morphology. Source: Author*

Drawing 32. *Eilat's Morphology. Source: Author*

NEW NEIGHBOURHOOD

Drawing 34. *Eilat's Morphology. Source: Author*

Drawing 35. *Eilat's Morphology. Source: Author*

OLD NEIGHBOURHOOD

Drawing 33. *Eilat's Morphology. Source: Author*

Drawing 36. *Eilat's Morphology. Source: Author*

3.5 FIRST RESIDENTIAL NEIGHBOURHOOD

3.5.1 HA'ESHEL NEIGHBOURHOOD

1958 - BUILDINGS AT ESHEL NEIBORHOOD

Figure 72. *Arial View 1958. (Source: The National Library of Israel)*

1950S

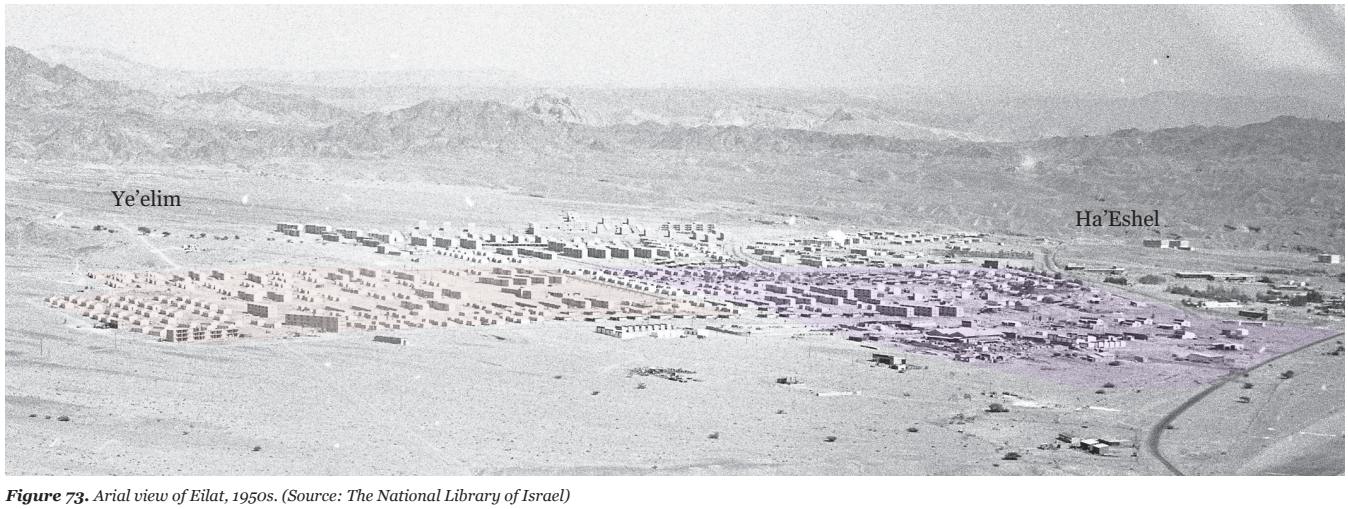
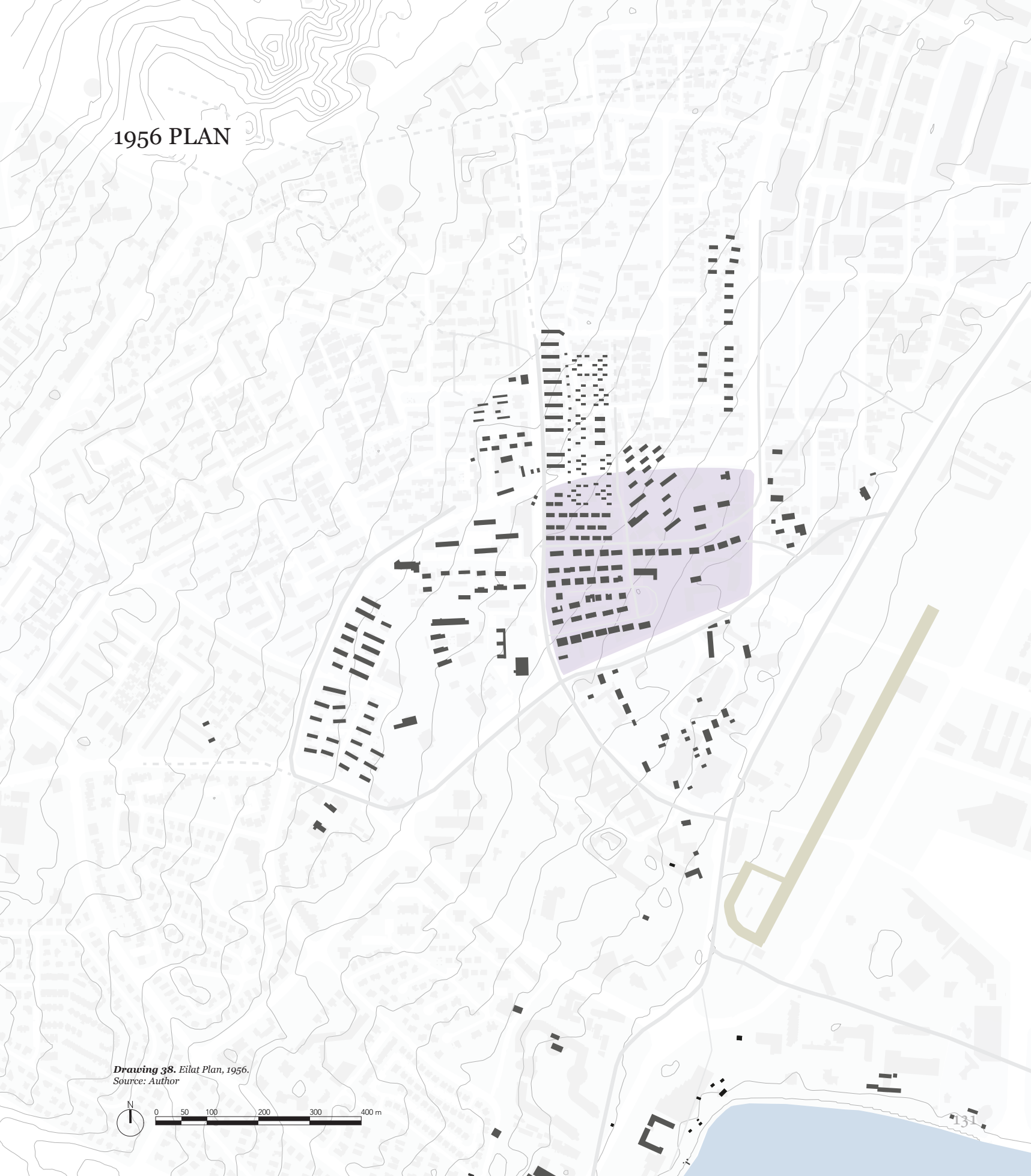


Figure 73. *Arial view of Eilat, 1950s. (Source: The National Library of Israel)*

1956 PLAN



Drawing 38. *Eilat Plan, 1956.*
Source: Author

FIRST NEIGHBOURHOODS

HA'ESHEL NEIGHBOURHOOD - 1968

1958

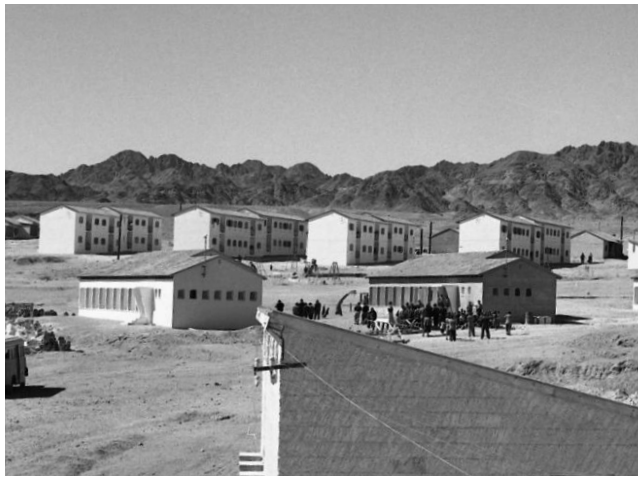


Figure 77. *Arial view of Eilat, 1958. (Source: The National Library of Israel)*

1961

Figure 79. *View towards Eshel and Yeélim Neighbourhoods, 1961. (Source: Eilat's archive)*

ESHEL - 1963

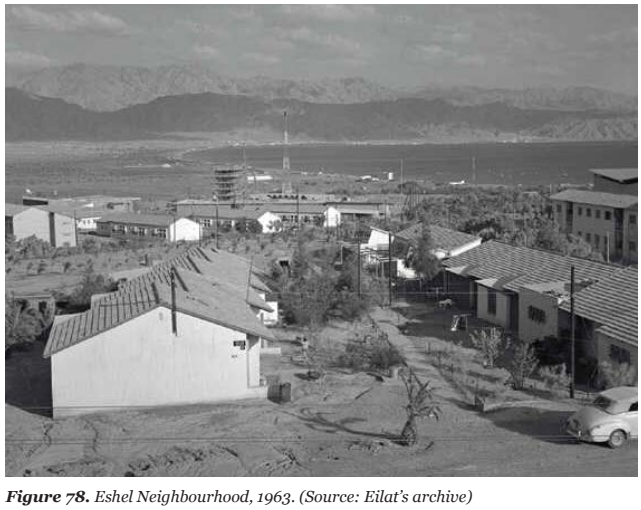


Figure 78. *Eshel Neighbourhood, 1963. (Source: Eilat's archive)*

1963

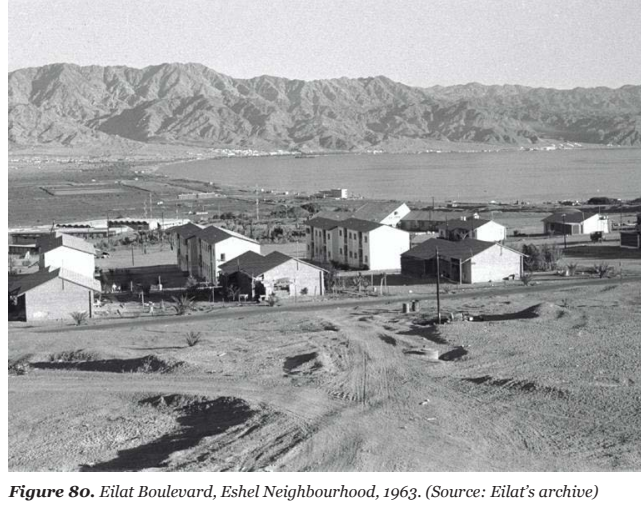


Figure 80. *Eilat Boulevard, Eshel Neighbourhood, 1963. (Source: Eilat's archive)*

1968 PLAN

Drawing 39. *Eilat Plan, 1968.*
Source: Author

FIRST NEIGHBOURHOODS

3.5.2 YE'ELIM NEIGHBOURHOOD

Figure 82. *Arial view of Eilat, 1956. (Source: The National Library of Israel)*

1950

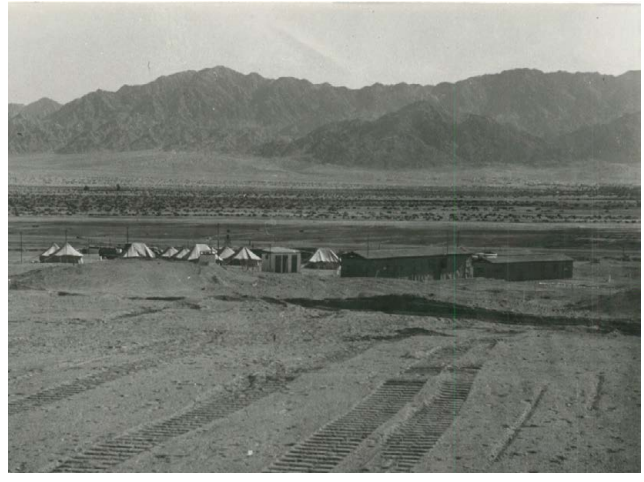


Figure 81. *Ye'elim Neiborhood, December 1950. (Source: Eilat's archive)*

1950S

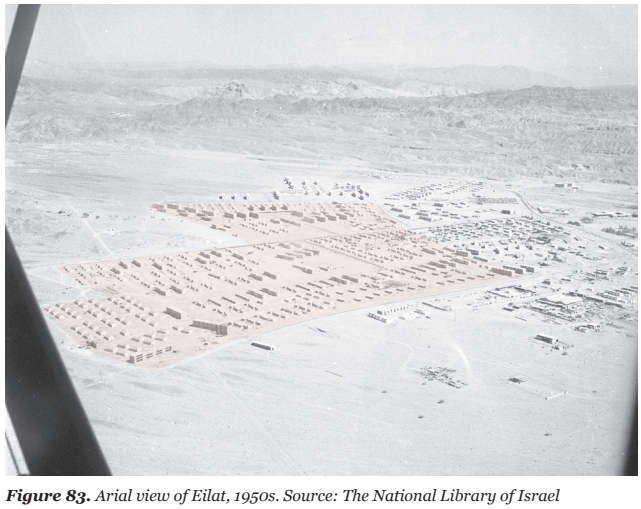
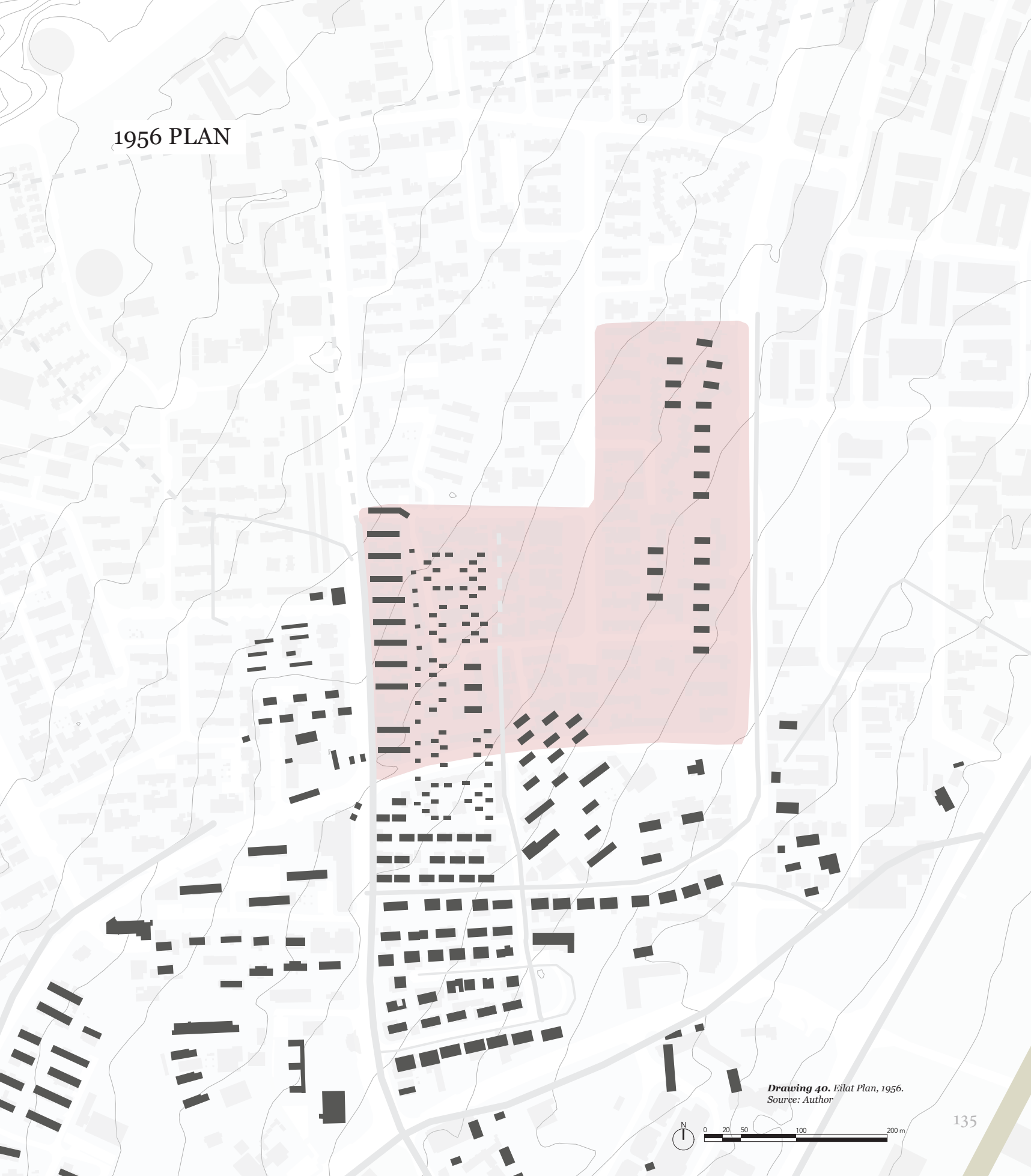


Figure 83. *Arial view of Eilat, 1950s. Source: The National Library of Israel*

By 1954, the initial grid has expanded, yet the city remains subservient to the geography. This panoramic view reveals a low-density urban carpet that hugs the topography, maintaining a strict horizontal datum against the vertical dominance of the mountain range. The architecture acts as a mediator between the vast, open desert floor and the human scale, creating a porous edge where the boundaries of the city are still permeable and undefined.

1956 PLAN



Drawing 40. *Eilat Plan, 1956.*
Source: Author

FIRST NEIGHBOURHOODS

YE'ELIM NEIGHBOURHOOD

1951

Figure 87. *Ye'elim Neiborhood in 1951. Source: Eilat's archive*

1954

Figure 84. *Ye'elim neighbourhood, 1954. Source: Eilat's archive*

1963 - EXPENTION OF THE BLOCLK

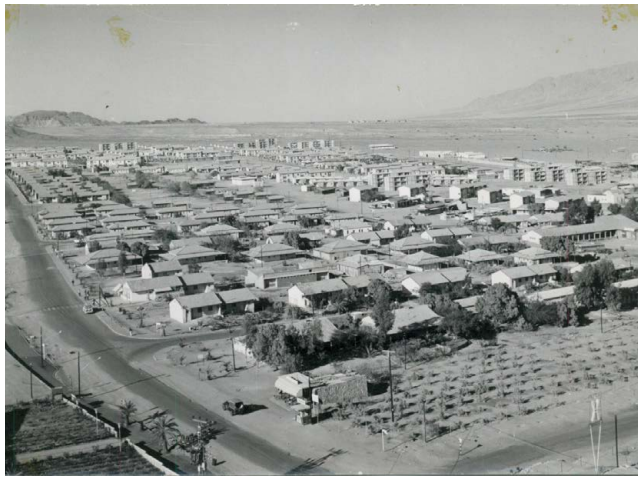
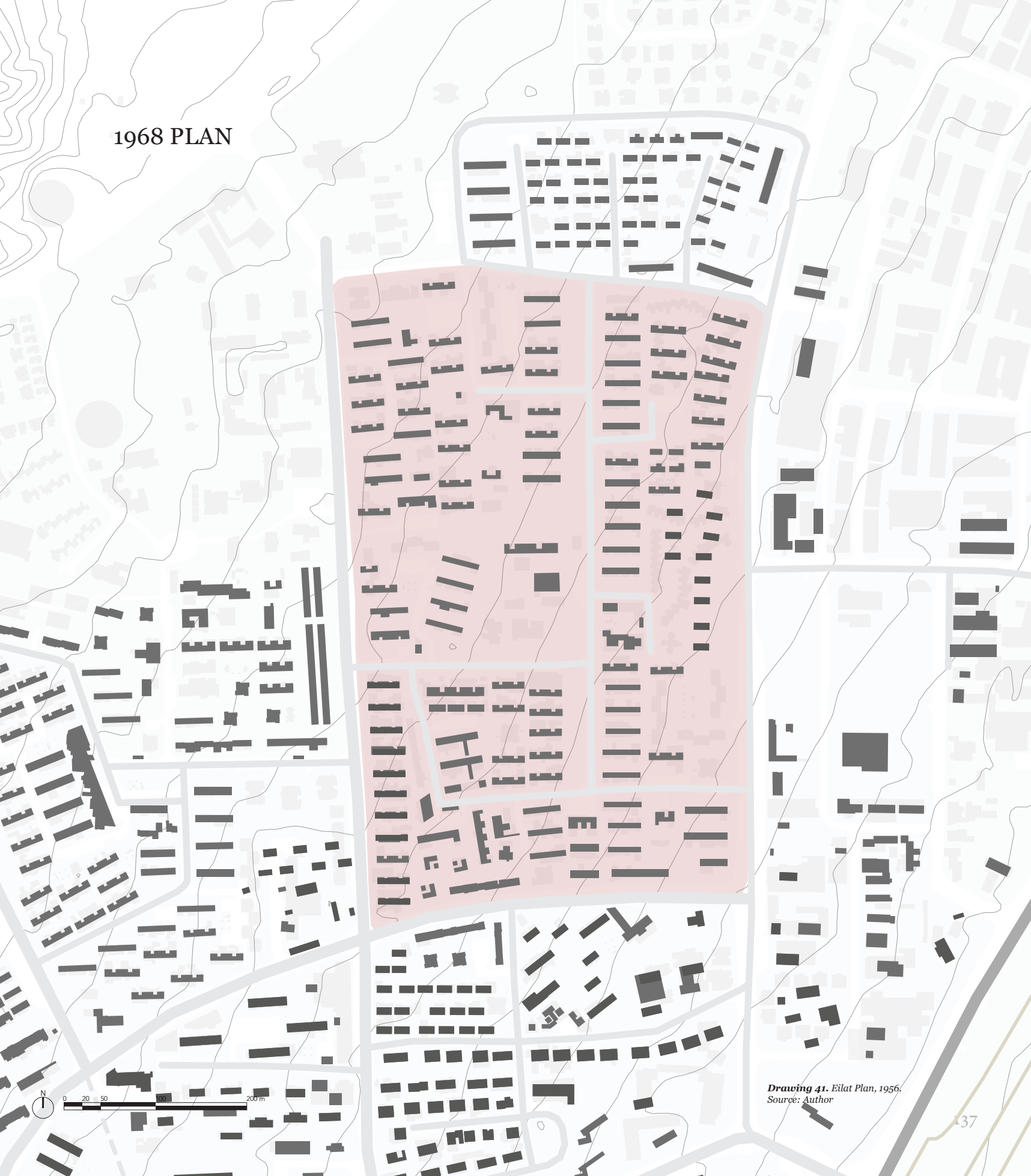


Figure 86. *Conquering the Arid: The Vegetative Layer, 1963. (Source: Eilat's archive)*

1961

Figure 85. *The Littoral Gaze: Reorienting the Grid, 1961. (Source: Eilat's archive)*



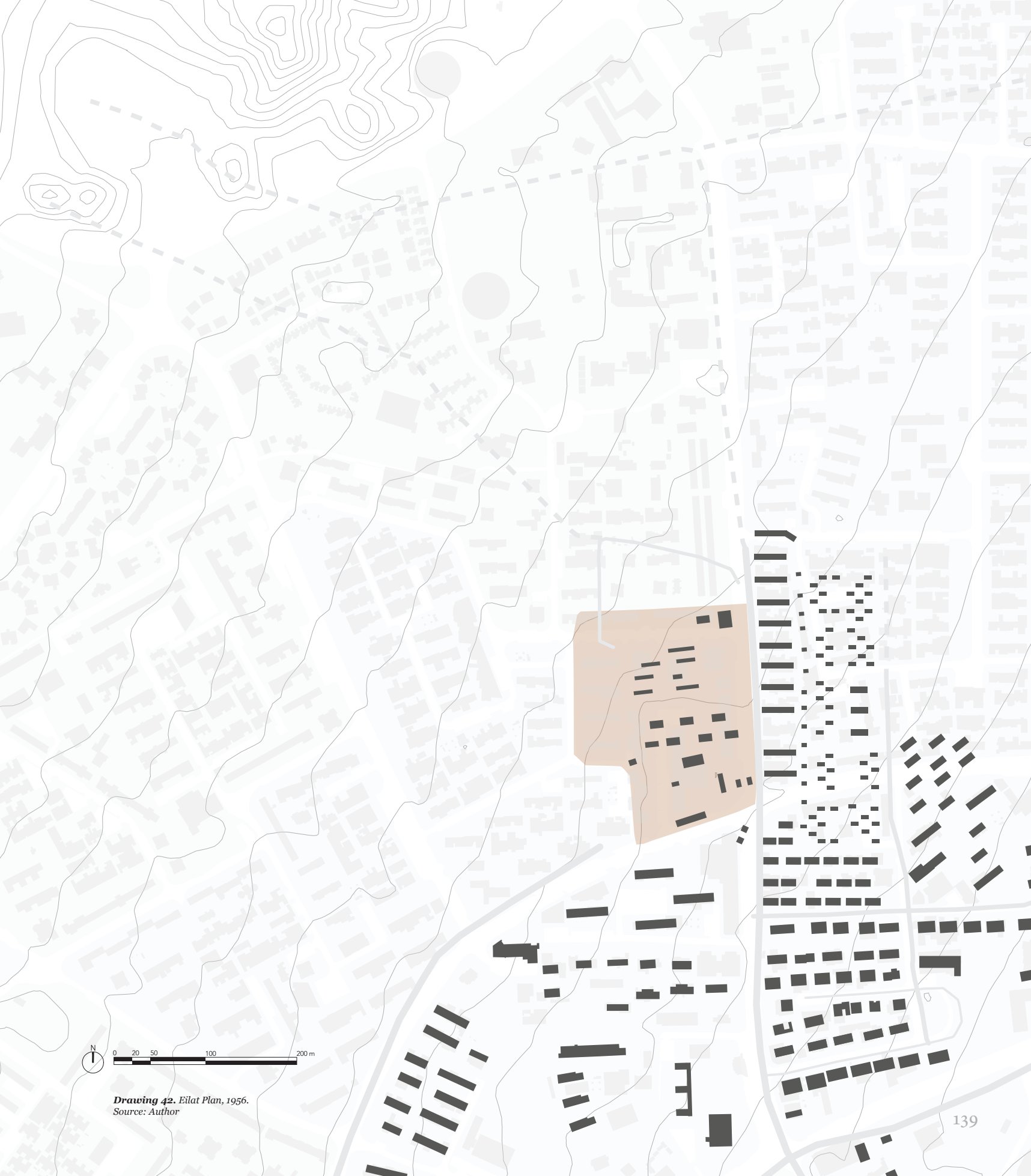
Drawing 41. *Eilat Plan, 1956.*
Source: Author

FIRST NEIGHBOURHOODS

HA'EDEKEL NEIGHBOURHOOD

1950S

Arial view of Eilat, 1950s. (Source: The National Library of Israel)



Drawing 42. *Eilat Plan, 1956.*
Source: Author

FIRST NEIGHBOURHOODS

HA'EDEKEL NEIGHBOURHOOD

1960S - YE'ELIM AND HA'DEKEL NEIBORHOOD

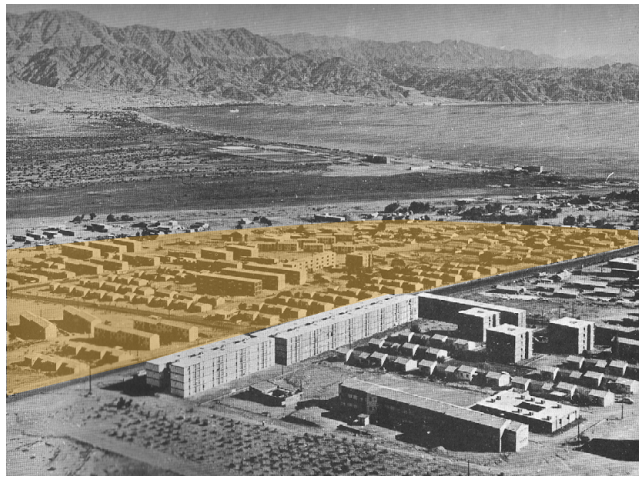


Figure 88. *City Arial View in the 1960s. (Source: Eilat's archive)*

1963

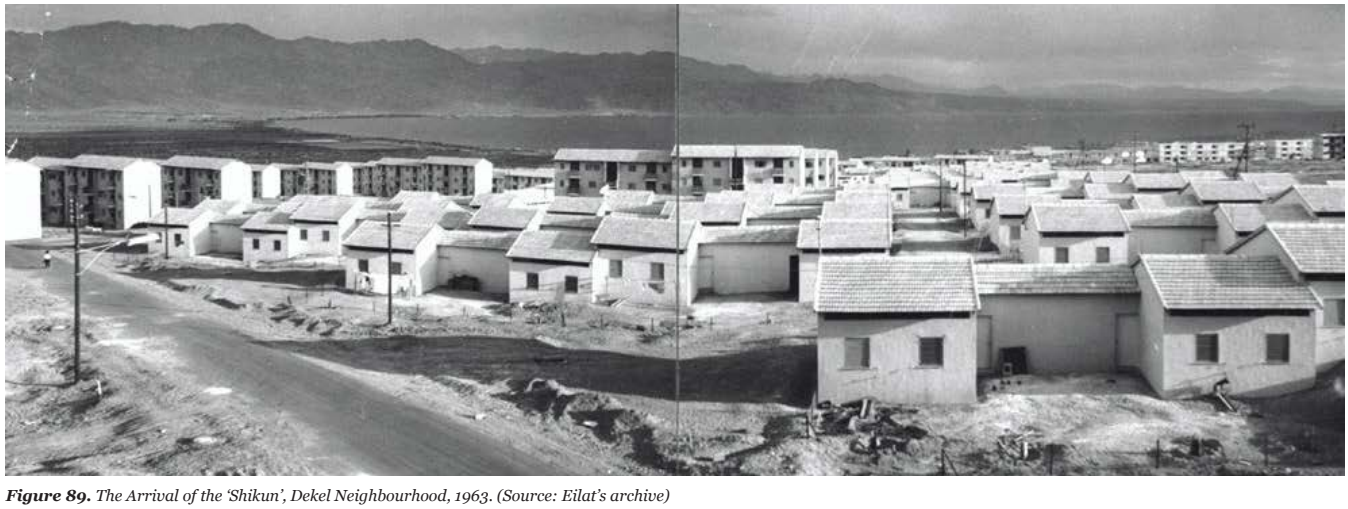
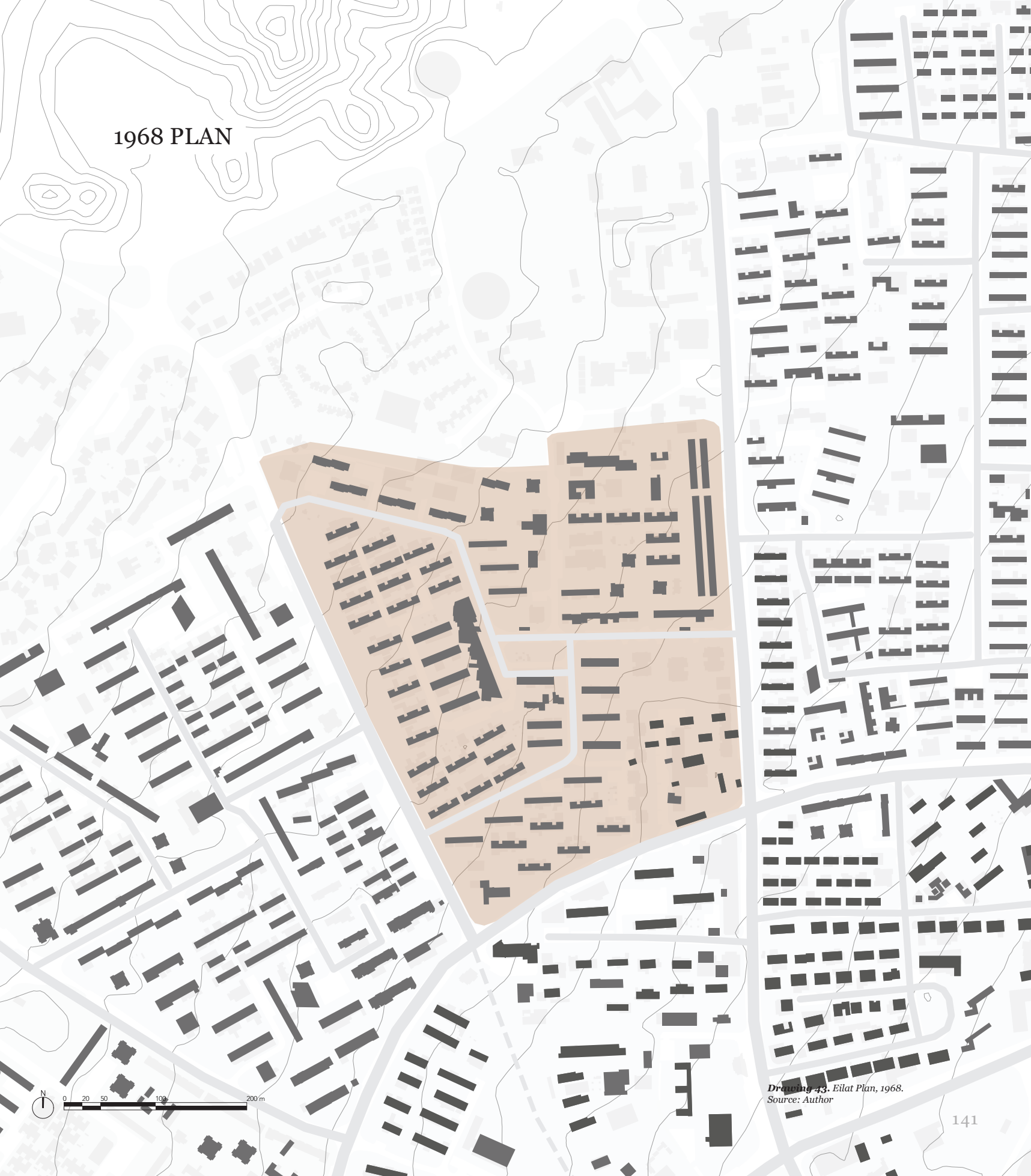


Figure 89. *The Arrival of the 'Shikun', Dekel Neighbourhood, 1963. (Source: Eilat's archive)*

This photograph captures a pivotal shift in Eilat's urban morphology: the transition from the horizontal "Garden City" model to the vertical Modernist block. In the foreground, the single-story units maintain the scale of the pioneer settlement. However, the background is dominated by the rising "Shikunim", multi-story housing slabs raised on pilotis (columns). This juxtaposition marks the moment when state-planning directives for higher density began to override the initial, low-slung logic of the desert town.

1968 PLAN



Drawing 43. *Eilat Plan, 1968.*
Source: Author

FIRST NEIGHBOURHOODS

HA'EDEKEL NEIGHBOURHOOD - 1977

1964

Figure 91. *Ha'Dekel Neighbourhood, 1964. Source: Eilat's archive*

1963

View of the Dekel Neighbourhood, 1963. Source: Eilat's archive

1975

Figure 90. *Ha'Dekel Neighbourhood, 1975. Source: Eilat's archive*

Drawing 44. *Eilat Plan, 1977.*
Source: Author

FIRST NEIGHBOURHOODS

ARAVA NEIGHBOURHOOD - 1968

1981

Figure 92. *Aerial View of Neighborhood Dekel (Arava), 1981. Source: Eilat's archive*

2008

Figure 93. *Figure x: , Arial View of the Ofir and Arava Neighbourhood- Los Angeles St. (2008. Source: Eilat's archive)*

Drawing 45. *Eilat Plan, 1977.*
Source: Author

3.6 MAIN ROADS AND BOULEVARDS

3.6.1 HA'TMARIM BOULEVARD

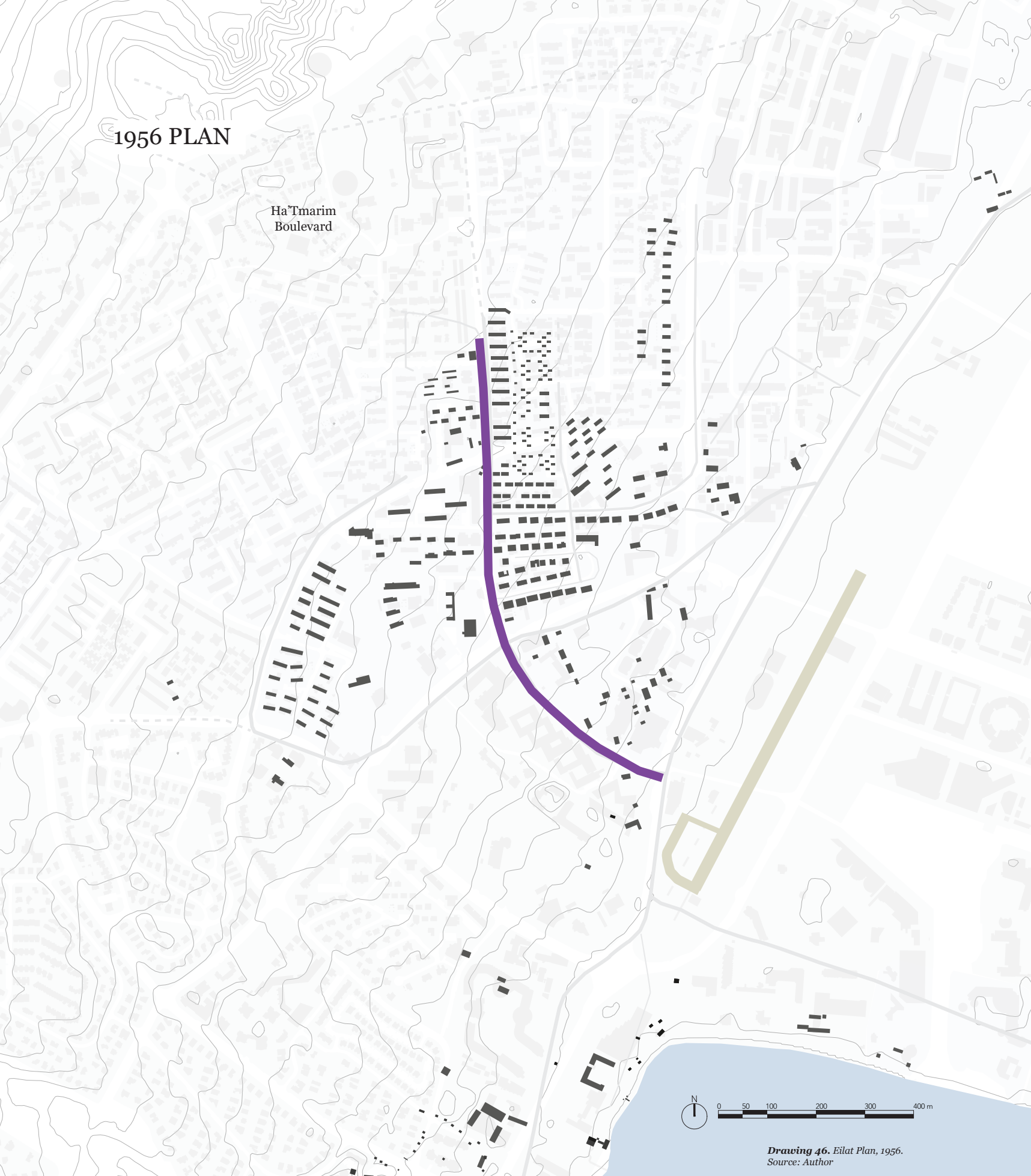
1952 - HA'TMARIM BOULIVAERS AS A DIRT ROAD

Figure 94. *Ha'Tmaim Bolevard, 1952. (Source: Eilat's archive)*

1956

Figure 95. *Ha'Tmaim Bolevard, 1956. (Source: Eilat's archive)*

Ha'Tmarim Boulevard is the first main street of the city. In early 50s the boulevard was only a dirt road. By 1956, the boulevard begins to live up to its name ("The Dates"). This image documents the deliberate implementation of landscape architecture as a tool for urban cooling and definition. The planting of young date palms along the median serves a dual purpose: visually scaling down the wide, dusty street to a human proportion, and beginning the long-term biological process of creating a shaded microclimate in the centre of the arid city.



Drawing 46. *Eilat Plan, 1956.*
Source: Author

MAIN ROADS AND BOULEVARDS

HA'TMARIM BOULEVARD - FROM DIRT ROAD TO ASPHALT

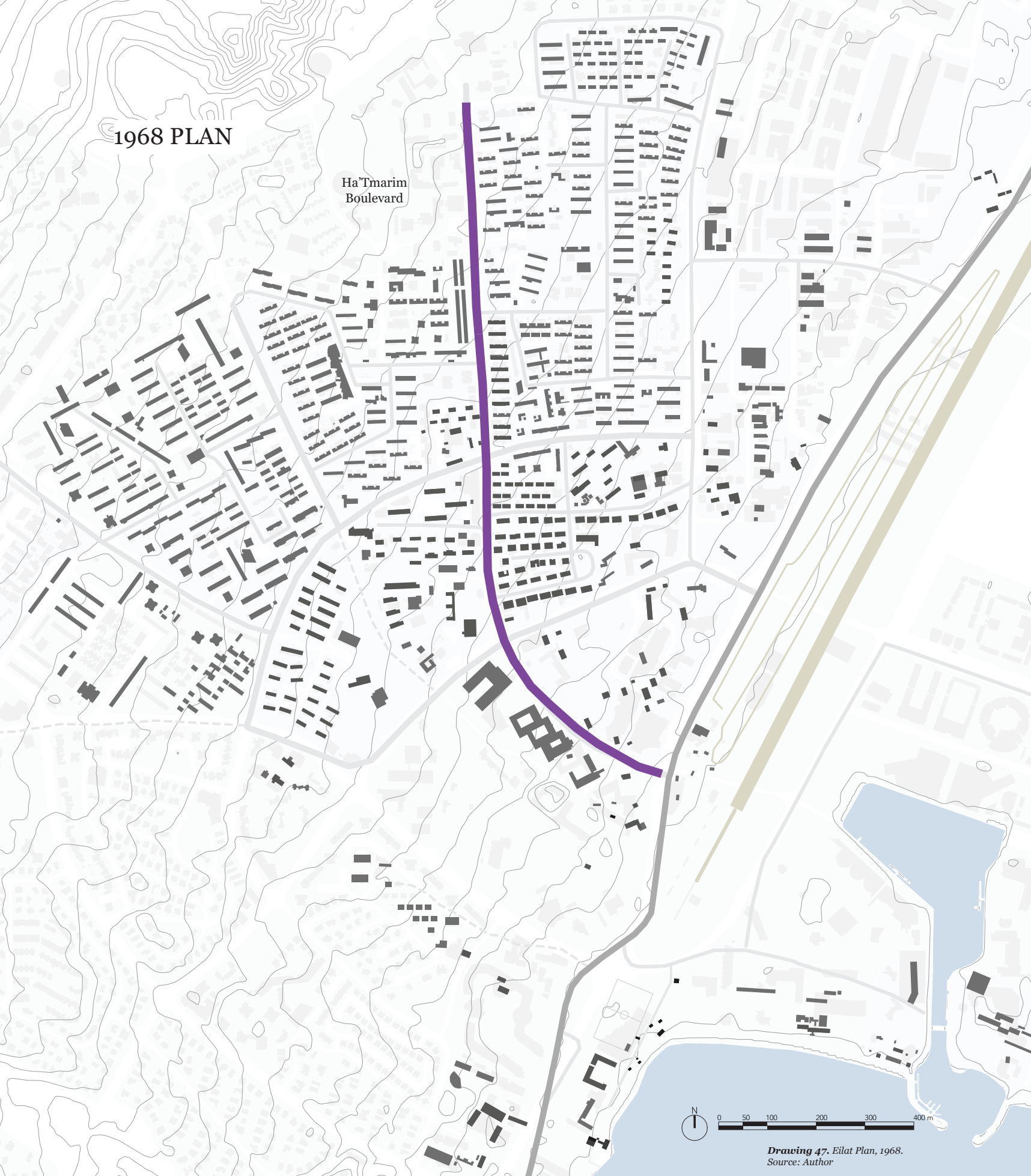
IT WAS A DIRTT ROAD AT 1961

Figure 97. *Ha'Tmaim Bolevard as the Semi-Paved Centre 1961. (Source: Eilat's archive)*

1962- AN ASPHALT ROAD

Figure 96. *Sderot HaTmarim, 1962. (Source: Eilat's archive)*

A decade after its founding, Eilat's main street remains in a transitional state. The photo reveals a hybrid infrastructure: the road is graded but lacks defined sidewalks or drainage, blurring the line between the public street and the private lots. The architecture consists of small, single-story commercial shacks and cottages, indicating that capital investment in the city centre was still minimal. It represents the "small town" era before the arrival of the massive concrete developments of the 1970s.



Drawing 47. *Eilat Plan, 1968.*
Source: Author

MAIN ROADS AND BOULEVARDS

HA'TMARIM BOULEVARD

1961

Figure 98. *Civic Anchors: The Philip Murray Centre at Ha'Tmaim Boulevard, 1961. (Source: Eilat's archive)*

1973

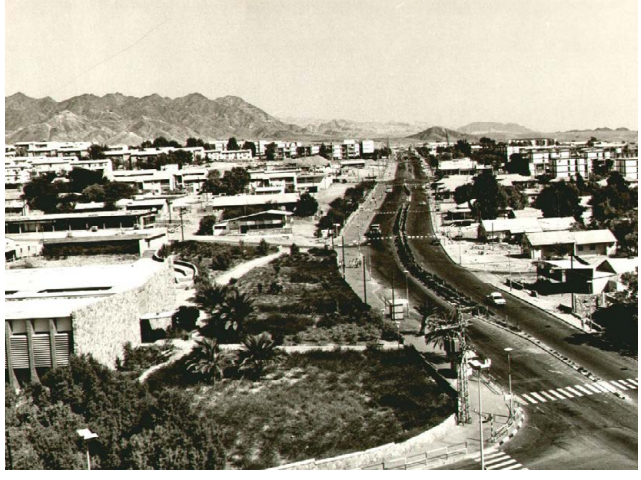
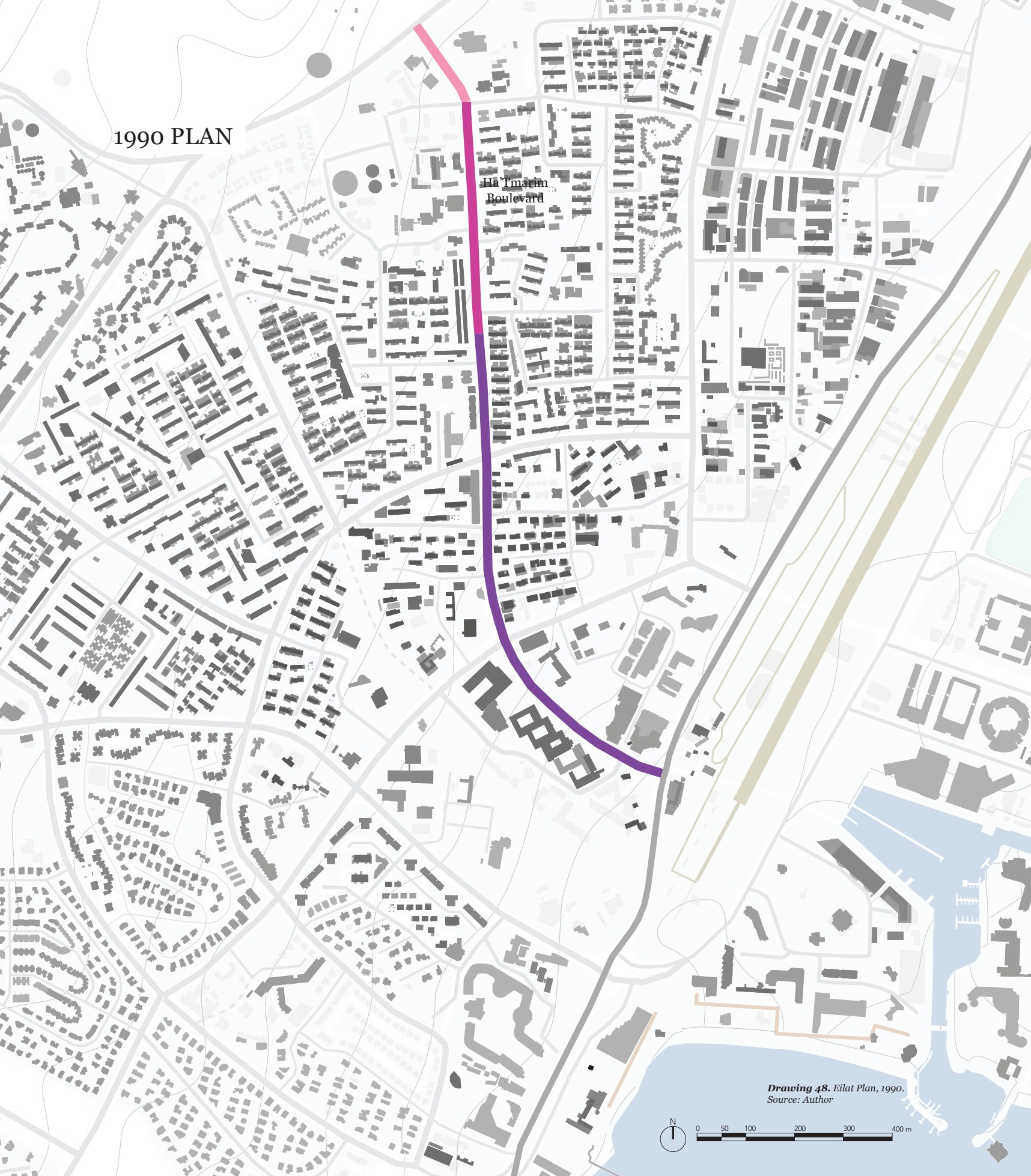


Figure 99. *HaTmarim Boulevard- Eilat;s main street, March 1973. (Source: Eilat's archive)*

1982

Figure 100. *Ha'Tmaim Boulevard, 1993. (Source: Eilat's archive)*

Comparing these images documentation reveals the rapid pace of urban infill. The voids between buildings have begun to close, creating a more continuous street wall. The distinct separation between the "civic side" (stone-clad cultural buildings) and the "residential side" (housing blocks)is fully establishedin 1993, solidifying the zoning logic that would define Eilat's downtown for decades.



Drawing 48. *Eilat Plan, 1990.*
Source: Author

MAIN ROADS AND BOULEVARDS

3.6.2 YOTAM ROAD

1975

Figure 104. *Yotam Road and Tzofit tahtit neighbourhood, 1975. (Source: Eilat's archive)*

1982

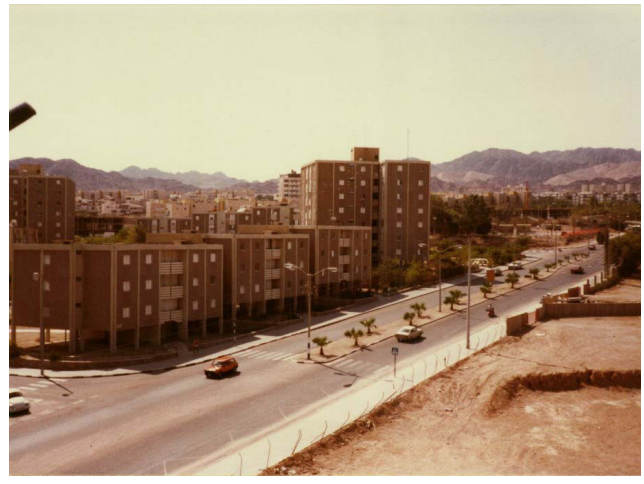


Figure 102. *Yotam Road , 1982. (Source: Eilat's archive)*

1982

Figure 103. *Yotam Road, 1982. Source: Eilat's archive*

1982-

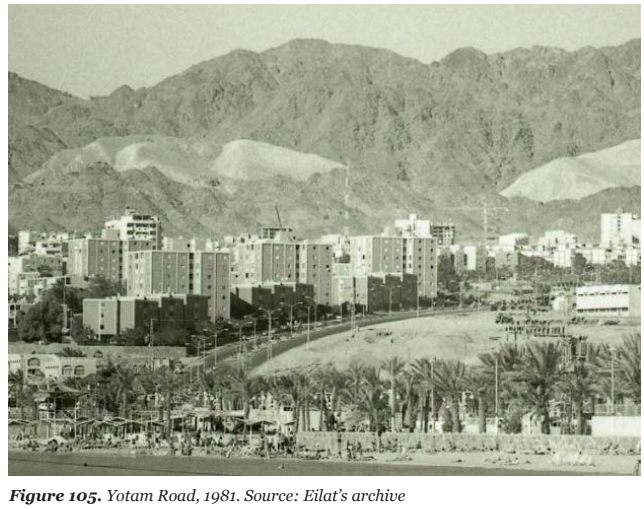


Figure 105. *Yotam Road, 1981. Source: Eilat's archive*

1977 PLAN

Drawing 49. *Eilat Plan, 1990.*
Source: Author

MAIN ROADS AND BOULEVARDS

3.6.2 YOTAM-EILOT JUNCTION

EILOT AVENUE - 1974

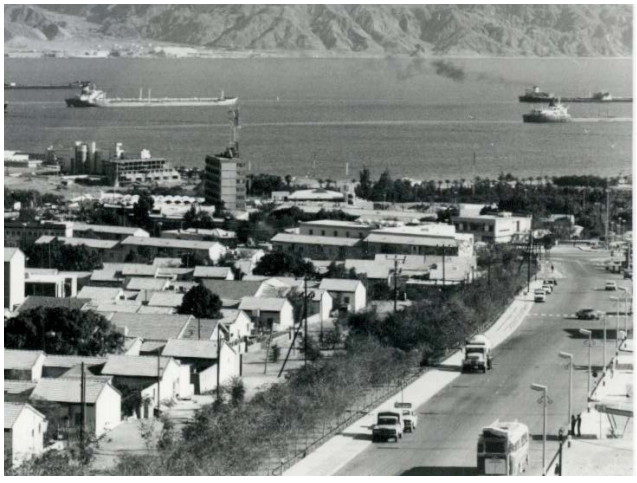


Figure 108. *Eilot Avenue, 1974. (Source: Eilat's archive)*

Yotam Road Junction 1982

Figure 107. *Yotam Road Junction, 1982. (Source: Eilat's archive)*

YERUSHALAIM HASHLEMA ROAD - 1987

Figure 106. *Figure x Water skiing at the northern coast, 1987. Source: Eilat's archive*

Dereh Yerushlaim, 1987

1977 PLAN

Drawing 50. *Eilat Plan, 1968.*
Source: Author

MAIN ROADS AND BOULEVARDS

3.6.3 90 ROAD : ARAVA ROAD

1982

Figure 109. *Figure x , 1982. Source: Eilat's archive*

April 82. To the west of the industrial area and the city of Eilat and to the east of the Gulf of Eilat, the lagoon and salt ponds and the seaweed factory

1982

Figure 110. *Figure x, 1982. Source: Eilat's archive*

The Arava Road (road 90)after adding the grass - September 1982

1981

Figure 111. *Figure x, 1981. Source: Eilat's archive*

The Arava Road (road 90)after adding the grass - September 1981

Drawing 51. *Eilat Plan, 1968.*
Source: Author