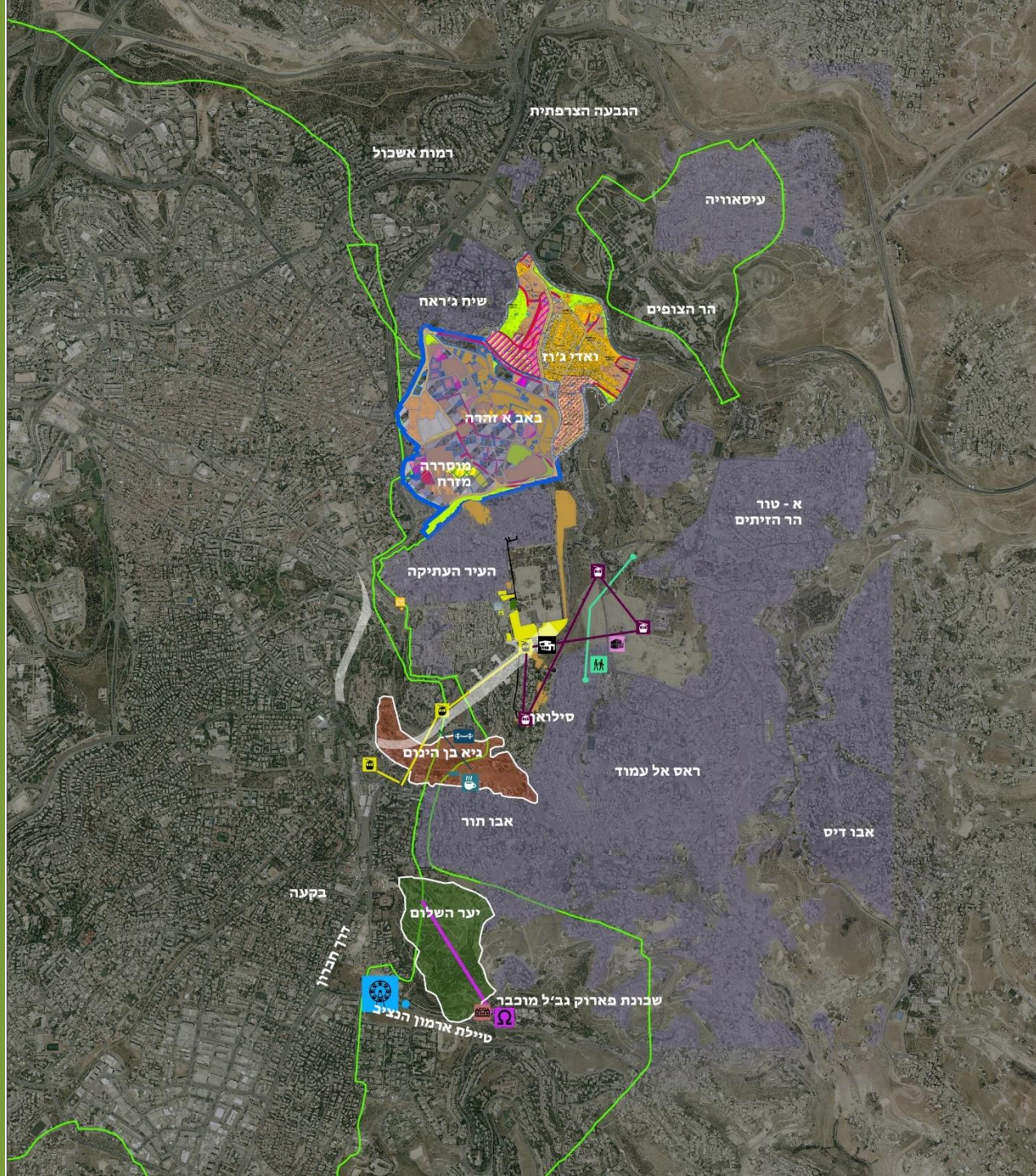






















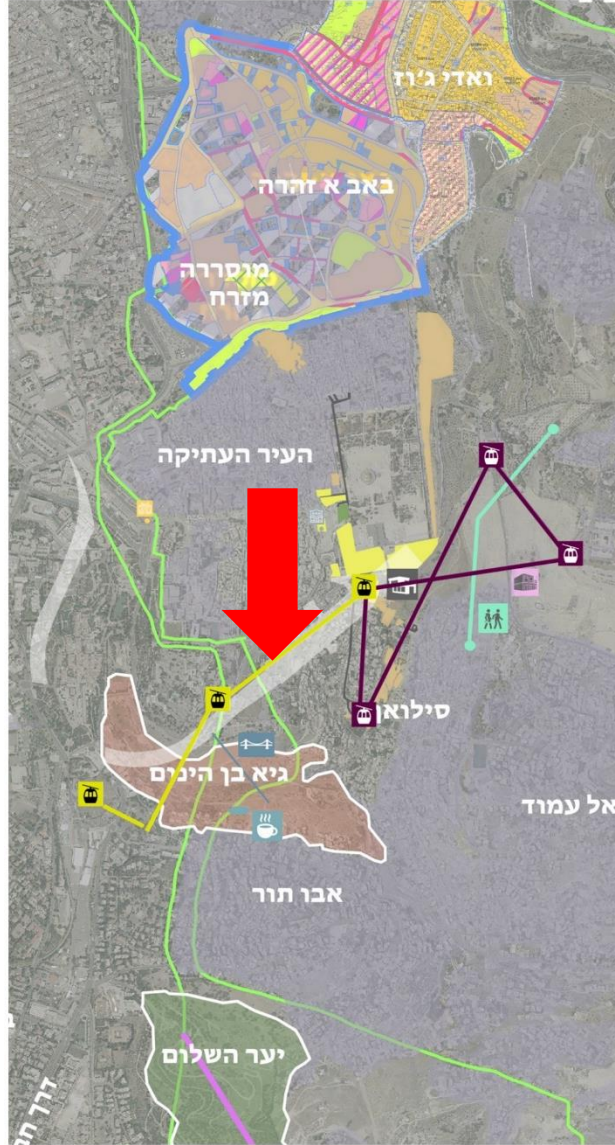
Jerusalem - Invasive Plans Promoted in the Old City Basin

Projects Compilation

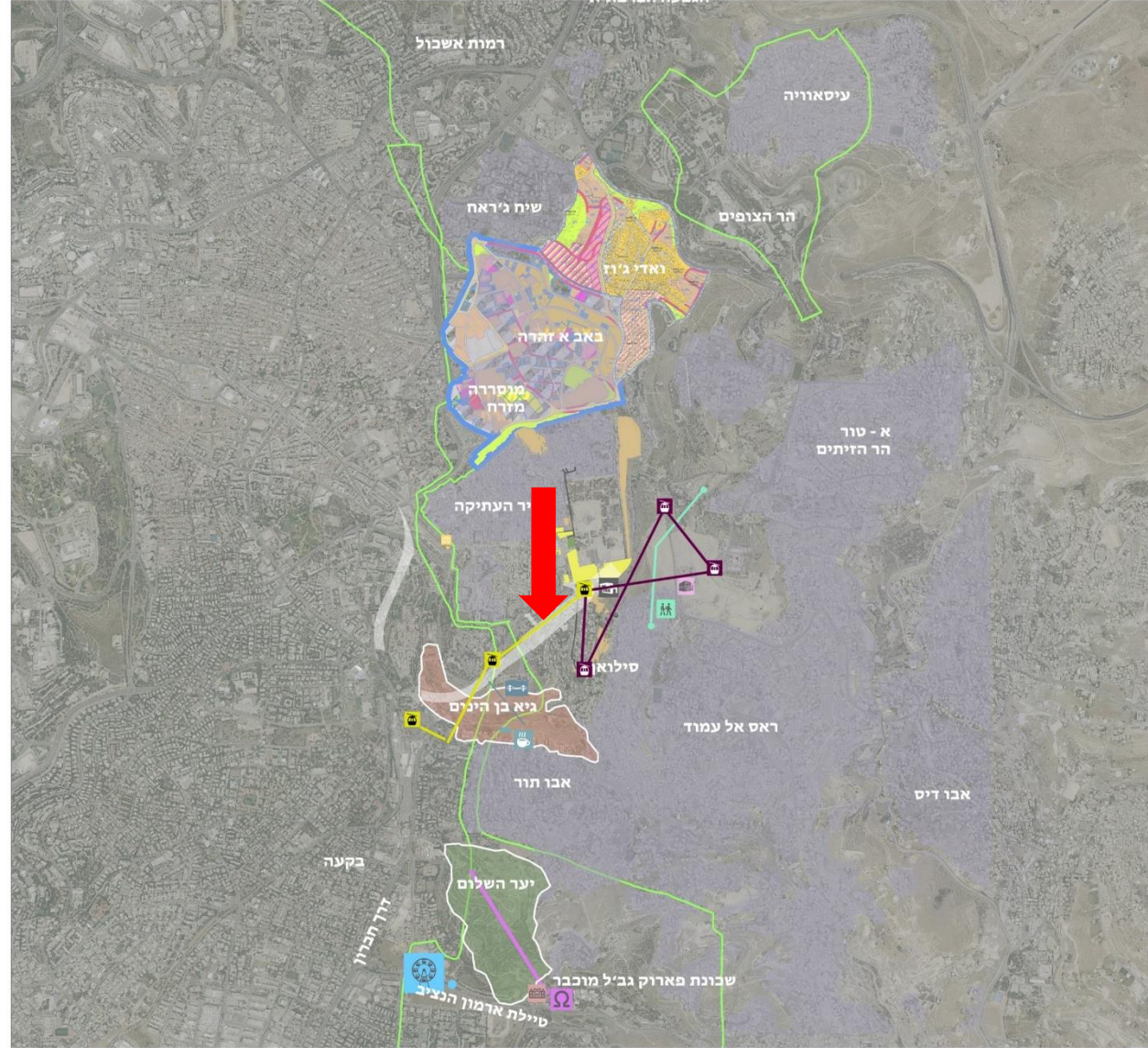
-  Gey-Ben-Hinom Coffee
-  Observation Wheel
-  Omega Route
-  Approved Cable Car
-  Planned Cable Car
-  Uziya Walkway
-  Old Excavations
-  Ground-level Excavations
-  Underground Rail
-  Palestinian Neighborhoods
-  Silwan Tunnels
-  The 'Green Line'
-  Visitors' Center - Mt. of Olives
-  Kedem Complex
-  Shats House
-  Gey-Ben-Hinom Bridge
-  Beit HaLiva
-  Jaffa Gate



-  Gey-Ben Hinom-Coffee
-  Observation Wheel
-  Omega Route
-  Approved Cable Car
-  Planned Cable Car
-  Uziya Walkway
-  Old Excavations
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-  The 'Green Line'
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-  Kedem Complex
-  Shats House
-  Gey-Ben-Hinom Bridge
-  Beit HaLiva
-  Jaffa Gate



The Cable Car
Project



General
Map



Project	Location	Initiator	Implementer	Approving Entity	Budget	Status	Objectors
Cable car to the "Western Wall"	Gey-Ben-Hinom and Silwan	Jerusalem Municipality and the Ministry of Tourism	Jerusalem Development Authority	On May 28, 2017, the government approved the venture. A petition has been filed against the project and is awaiting a High Court decision.	NIS 220M	Waiting High Court Ruling	Architects, Emek Shaveh, Peace Now, Arab Center for Alternative Planning, Citizens of Silwan



Description



















The length of the route will be 1,397 meters, and it will include four stations. According to the latest plans, the cable car will include 41 trolleys hung about 73 meters apart.

The cable car is intended to carry tourists from the first station complex in the Baka neighborhood (West Jerusalem) to the Kedem complex of the Elad Association (Silwan – East Jerusalem). It will include stations next to the Old City Wall, over the Gey-Ben-Hinom area and the houses of Silwan neighborhood.

Notes

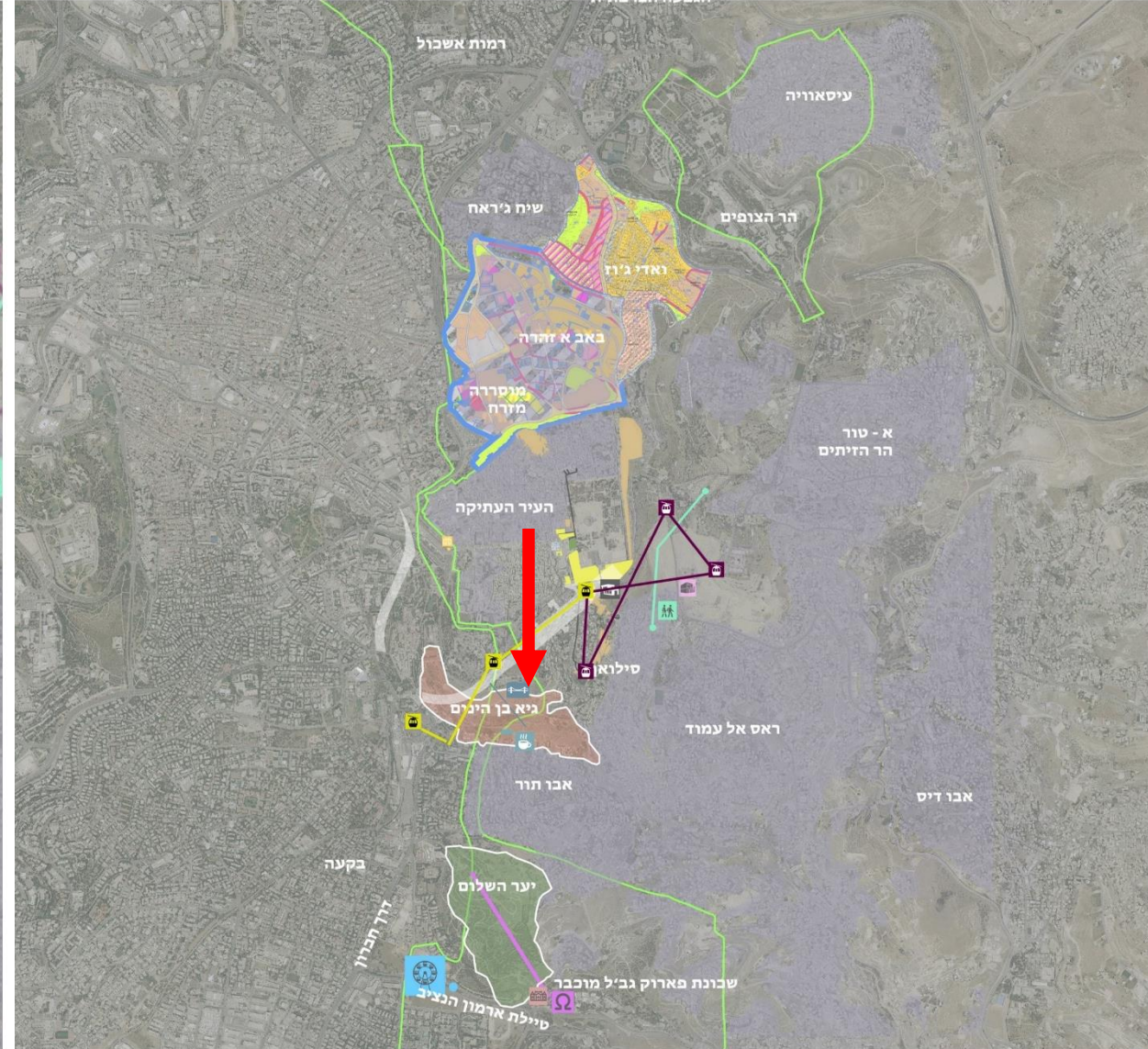
According to phase 2 of the plan, the cable car is supposed to pass above the Kidron Valley to the top of the Mount of Olives and the Seven Arches Hotel, to another station near a panoramic view of Jerusalem, and from there the cable car is planned to connect to another light rail line to the Mount of Olives.

However, in 2017, the government decided to approve only the cable car section up to the Dung Gate and cancel the additional sections to the Mount of Olives to prevent international opposition to the project in the sensitive complex.

-  Gey-Ben-Hinom Coffee
-  Observation Wheel
-  Omega Route
-  Approved Cable Car
-  Planned Cable Car
-  Uziya Walkway
-  Old Excavations
-  Ground-level Excavations
-  Underground Rail
-  Palestinian Neighborhoods
-  Silwan Tunnels
-  The 'Green Line'
-  Visitors' Center Mt. of Olives
-  Kedem Complex
-  Shats House
-  Gey-Ben-Hinom Bridge
-  Beit HaLiva
-  Jaffa Gate



Gey-Ben-Hinom
Bridge



General
Map



Project	Location	Initiator	Implementer	Approving Entity	Budget	Status	Objectors
Gey-Ben-Hinom Bridge (Rababa Valley)	Gey-Ben-Hinom	Moriah Jerusalem Development Corporation	Jerusalem Development Authority	Finance Committee	(not available)	In March 2016, the Jerusalem Development Authority applied for a building permit (No. 2017/219) without publishing the project and with no public debate. Under execution.	Emek Shaveh, Peace Now






















Description

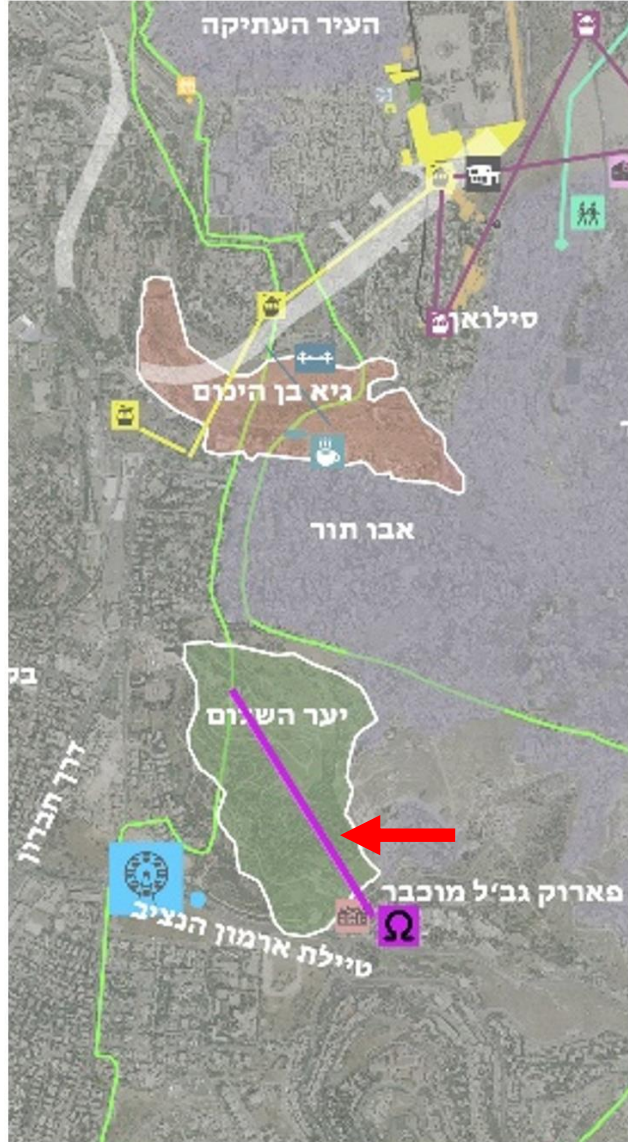
A hanging cable bridge, 206m long and 35m high above the Ben Hinom Valley. The bridge is designed for pedestrians crossing from the Abu Tor area towards the Christian cemetery.

The bridge is planned to start from an area controlled by the Elad settlers' association on the slopes of the Palestinian Abu Tor neighborhood (from South), heading towards a public road on the southern slopes of Mount Zion (North end).

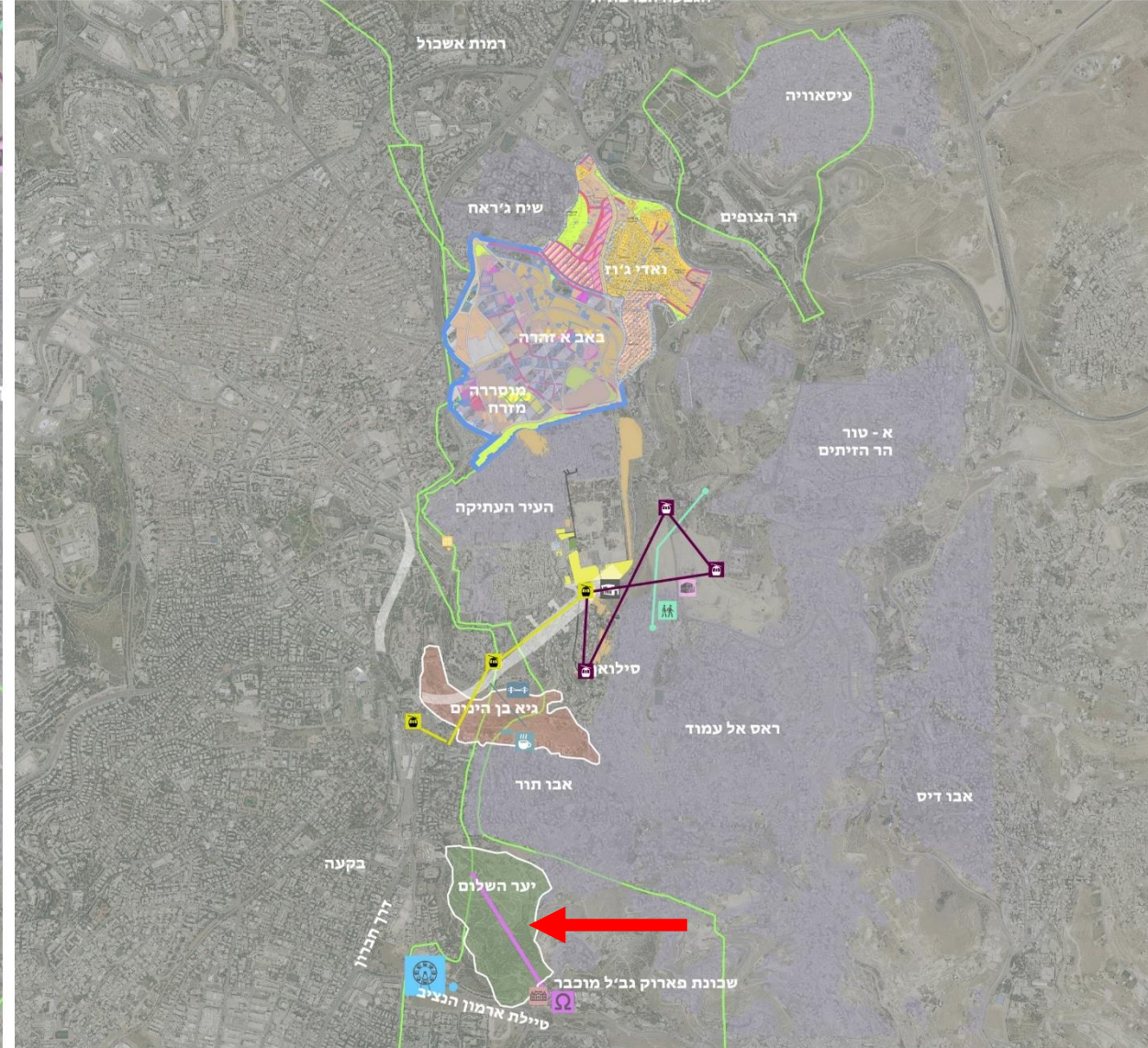
Notes

Jerusalem's master Plans EM/9 and EM/6 main purpose is to preserve and protect the Old City Basin from rapid development and construction that may harm the traditional nature of this special area. These plans do not allow such significant construction works, do not allow for expropriation of land without a specific plan, and they explicitly demand preparation of detailed plans with the approval of the District Planning Committee.

-  Gey-Ben-Hinom Coffee
-  Observation Wheel
-  Omega Route 
-  Approved Cable Car
-  Planned Cable Car
-  Uziya Walkway
-  Old Excavations
-  Ground-level Excavations
-  Underground Rail
-  Palestinian Neighborhoods
-  Silwan Tunnels
-  The 'Green Line'
-  Visitors' Center Mt. of Olives
-  Kedem Complex
-  Shats House
-  Gey-Ben-Hinom Bridge
-  Beit HaLiva
-  Jaffa Gate



Omega Route



General
Map



Project	Location	Initiator	Implementer	Approving Entity	Budget	Status	Objectors
Omega Route – Peace Forest	Peace Forest	Elad Association	Elad Association	Jerusalem Municipality		Permit granted under plan EM/9, which was approved 40 years ago.	Emek Shaveh, Peace Now



Description

The planned omega (**Tyrolean traverse** - crossing through free space between two high points on a rope) is the longest similar facility in Israel, as it will stretch along 784 meters - from the High-Commissioner's Palace (Armon HaNatsiv) to the Peace Forest near Abu Tor neighborhood.

The installation includes two concrete pillars covered with wood, four meters high, between which the cable will be stretched.

The project will harm the historic basin landscape of Jerusalem, because it does not suit the character of the city.

Notes

The permit is problematic because the area in question is considered a acknowledged forest in accordance with the National Outline Plan for Forests (TMA22). Therefore, in order to qualify the permit and the activities of Elad, an amendment of the status of the forest was required. For this purpose, the District Planning and Construction Committee met to discuss this issue in March and July 2019 and to prepare for the change in forest status. This amendment was later approved by the National Planning and Building Council.



Project	Location	Initiator	Implementer	Approving Entity	Budget	Status	Objectors
Silwan Tunnels	Silwan	Elad Association	Israel Antiquities Authority	Jerusalem Local Planning and Building Committee	NIS 40M	In the process of excavation (this is an archeological excavation for which a building permit is not required).	Emek Shaveh, Peace Now


















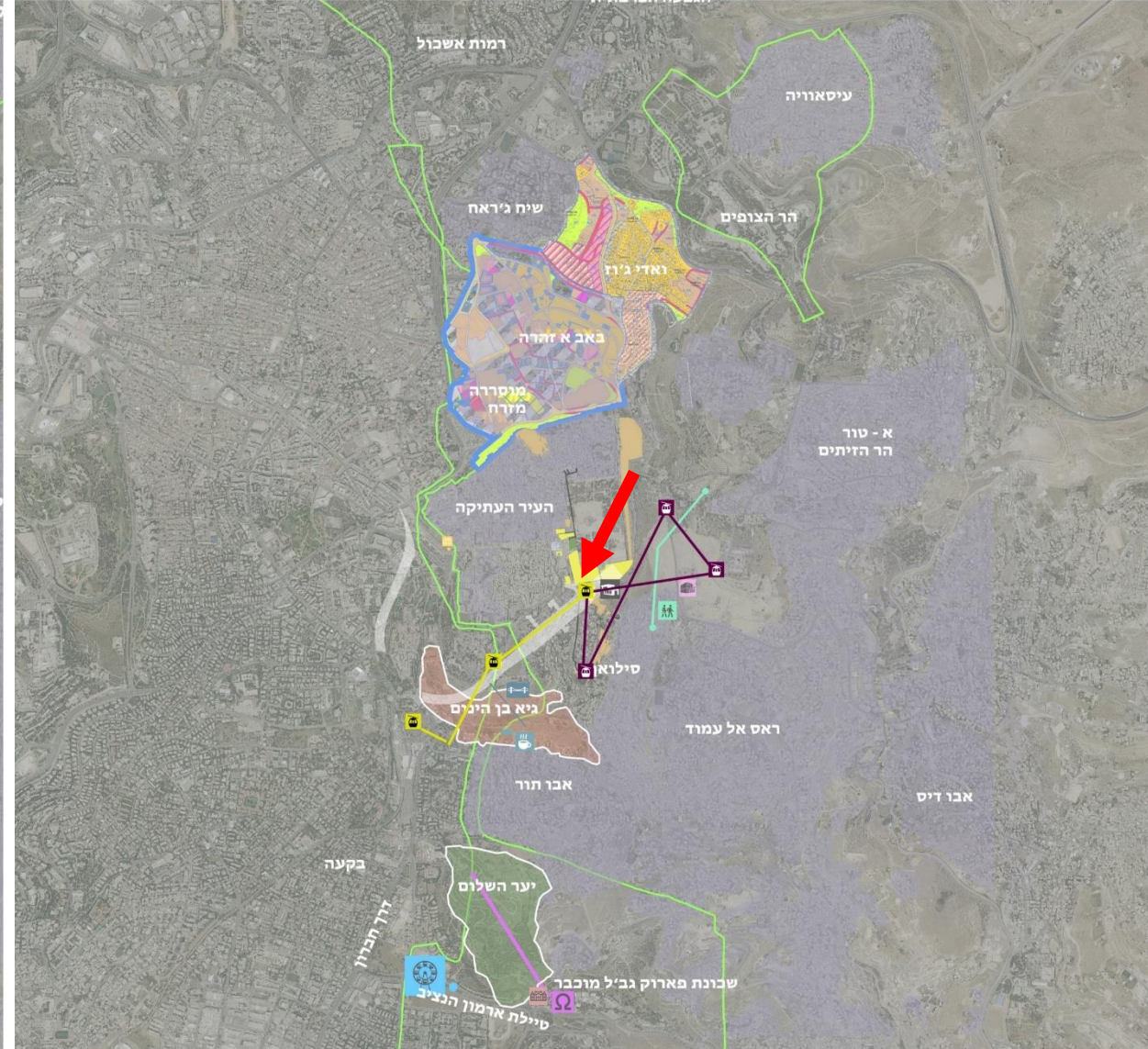
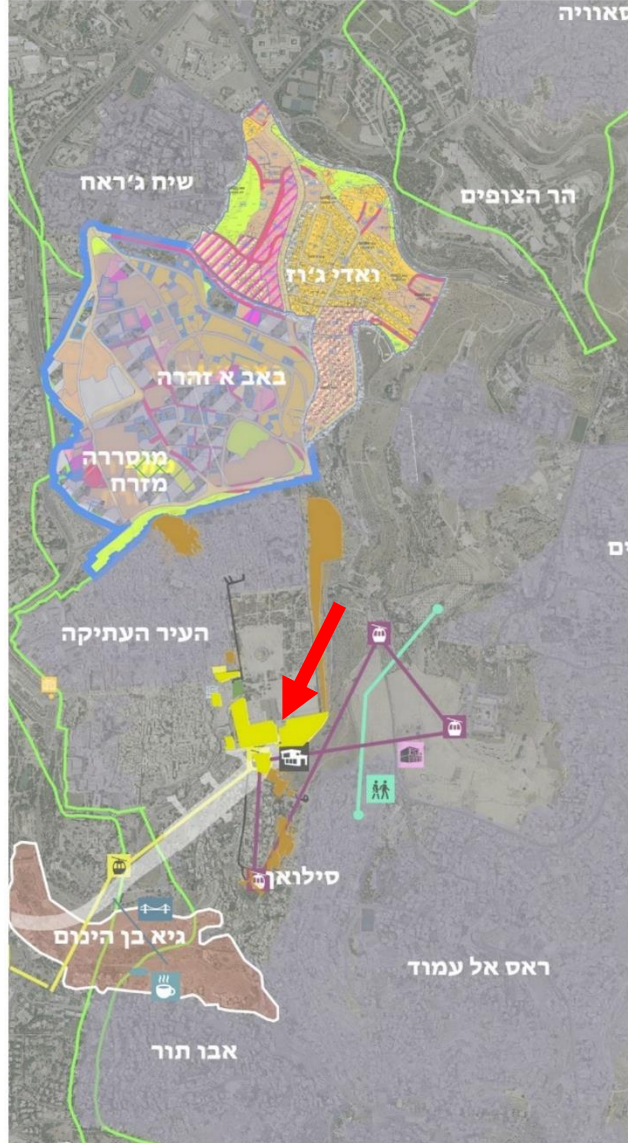
Description

The tunnel is a controversial archeological excavation carried out in recent years at the initiative of the Elad settlers' association. It lays under houses of the Palestinian neighborhood Silwan very close to the Al-Aqsa Mosque and the Haram a-Sharif. The tunnel that passes under the "Shiloah Pool" towards the "Temple Mount" passes under the Wadi Hilweh neighborhood's houses, crosses under the Old City Walls until the southern edge of the ""Western Wall" Square".

Notes

The excavation of the tunnel takes place about 3 to 4 meters below the houses of Silwan. Since the excavation of the tunnel began, cracks have developed in many houses, collapses have occurred and pits have opened above the excavation route. About five Palestinian families were forced to leave their homes because of the damage to their houses. Officials at the Israel Antiquities Authority shrugged off the excavation, calling it "poor archeology" and failing to meet safety requirements and conditions.

-  Gey-Ben-Hinom Coffee
-  Observation Wheel
-  Omega Route
-  Approved Cable Car
-  Planned Cable Car
-  Uziya Walkway
-  Old Excavations
-  Ground-level Excavations
-  Underground Rail
-  Palestinian Neighborhoods
-  Silwan Tunnels
-  The 'Green Line'
-  Visitors' Center Mt. of Olives
-  Kedem Complex
-  Shats House
-  Gey-Ben-Hinom Bridge
-  Beit HaLiva
-  Jaffa Gate



Ground-Level Excavations - the “"Western Wall" Square” and areas adjacent to the “"Western Wall"” tunnels in the Muslim Quarter; General Map



Project	Location	Initiator	Implementer	Approving Entity	Budget	Status	Objectors
Ground-Level excavations	The ""Western Wall" Square" and areas adjacent to the ""Western Wall"" tunnels in the Muslim Quarter	Ministry of Religious Affairs	The ""Western Wall"" Heritage Foundation	Jerusalem Local Planning and Building Committee	NIS 40M	Out of the 488m that are the full length of the "Western Wall", 57m were exposed in the "Western Wall" Square.	Emek Shaveh, Peace Now






















outJerusalem.com

Description

Archaeological excavations under the Muslim Quarter and the "Western Wall" Square were designed to connect two buildings in the "Western Wall" Square: "Beit HaLiva" and the "Strauss House".

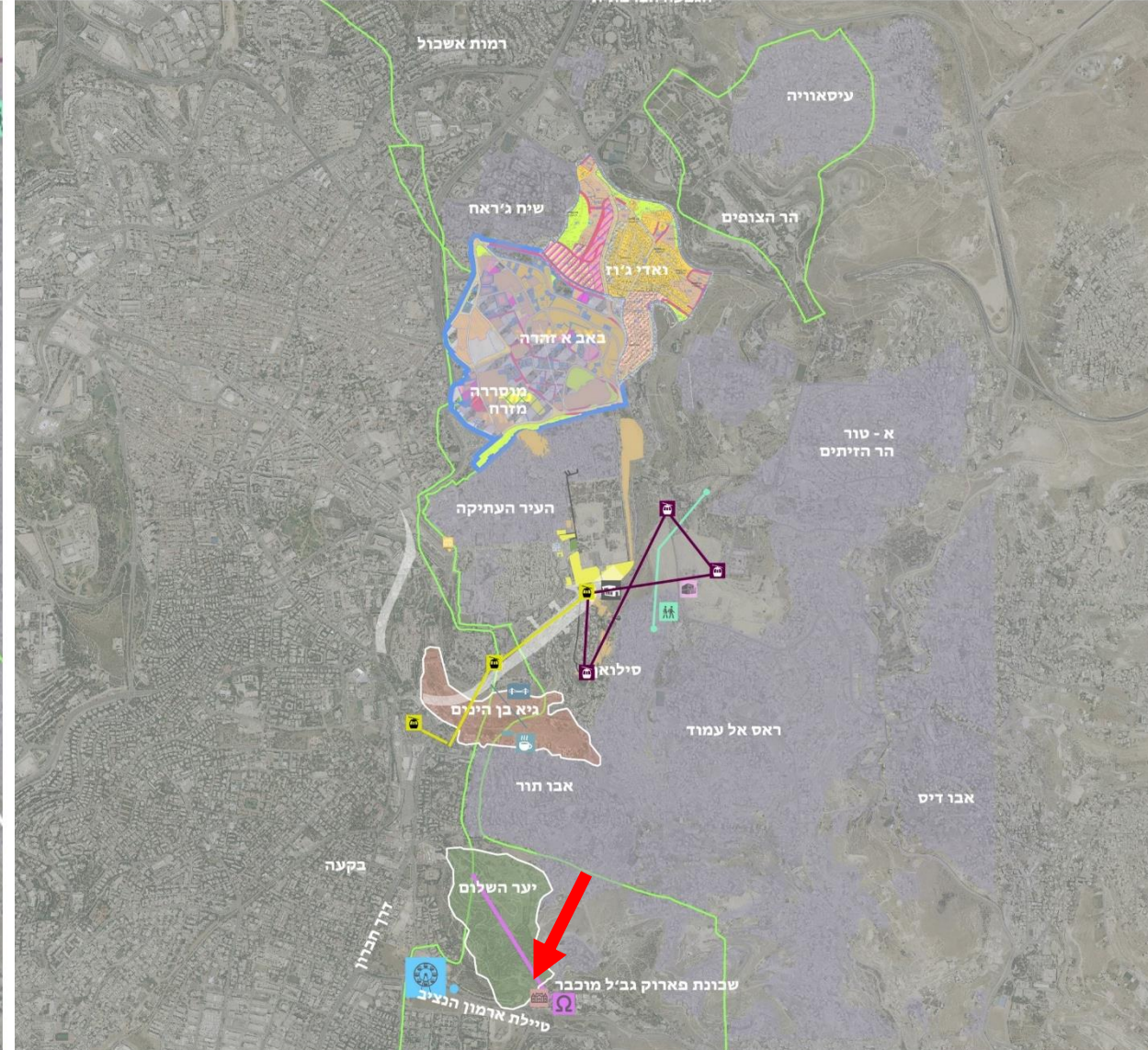
Notes

Remains from the Abbasid period (8th century AD) and from earlier periods such as a small theater (Odeon) from the Roman period (2nd century AD) were uncovered in the excavations.

-  Gey-Ben-Hinom Coffee
-  Observation Wheel
-  Omega Route
-  Approved Cable Car
-  Planned Cable Car
-  Uziya Walkway
-  Old Excavations
-  Ground-level Excavations
-  Underground Rail
-  Palestinian Neighborhoods
-  Silwan Tunnels
-  The 'Green Line'
-  Visitors' Center Mt. of Olives
-  Kedem Complex
-  (Beit) Shats House 
-  Gey-Ben-Hinom Bridge
-  Beit HaLiva
-  Jaffa Gate



Beit Schatz and
Armon HaNatsiv
Public walk



General
Map



Project	Location	Initiator	Implementer	Approving Entity	Budget	Status	Objectors
Beit Schatz and Armon HaNatsiv Public Walk	Armon HaNatsiv Public Walk	Elad Association	Governmental Tourism Company	Jerusalem Municipality	NIS 46M	The permit is approved – under construction	Emek Shaveh, Peace Now



Description

Beit Schatz is a nickname for a ruined building located on the outskirts of Al-Farouk neighborhood in Jabal Mukaber, below the UN headquarters in the Government House, and near the eastern end of the Schroever Public Walk.

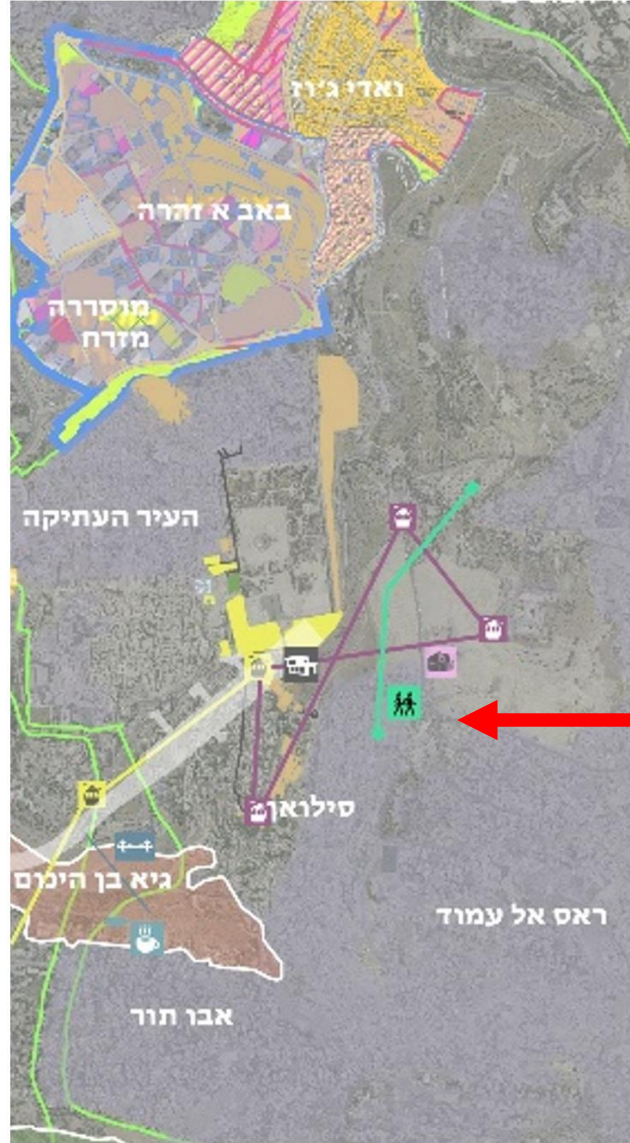
The project will be built at the end of the Schroever Public Walk near the entrance to the Jabal Mukaber neighborhood, in a building designated for preservation.

The complex is planned to accommodate about 150 visitors per hour.

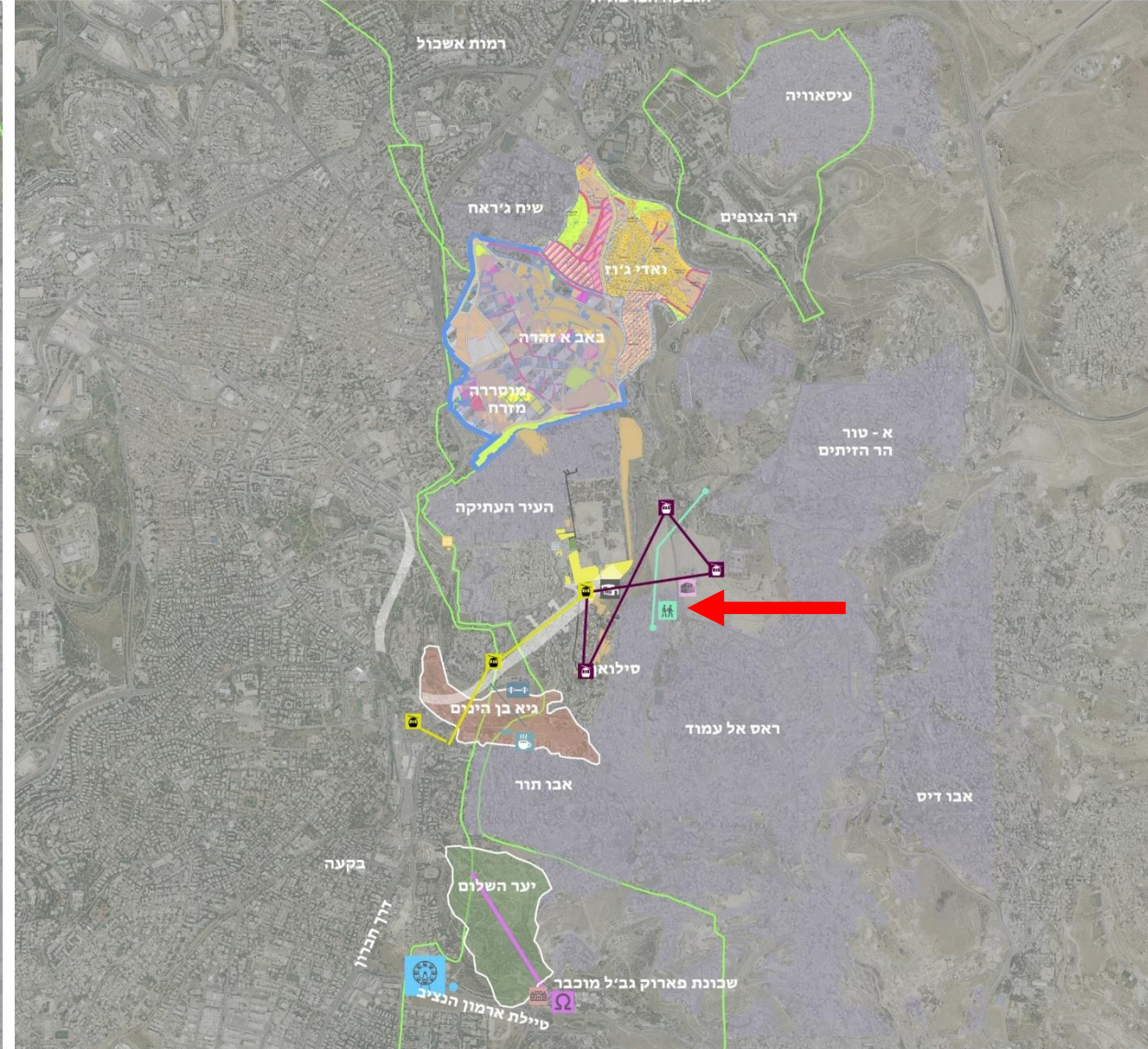
Notes

In order to avoid due planning process, i.e prepare and deposit a master plan, hear and discuss objections, etc., the municipality decided to allow the construction of the visitor center on the pretext of "stone cladding" for an existing structure as part of sanitary improvements allowed in the area according to the plan EM/9; a building permit that does not require publication, objections or any public hearing.

-  Gey-Ben-Hinom Coffee
-  Observation Wheel
-  Omega Route
-  Approved Cable Car
-  Planned Cable Car
-  Uziya Walkway 
-  Old Excavations
-  Ground-level Excavations
-  Underground Rail
-  Palestinian Neighborhoods
-  Silwan Tunnels
-  The 'Green Line'
-  Visitors' Center Mt. of Olives
-  Kedem Complex
-  Shats House
-  Gey-Ben-Hinom Bridge
-  Beit HaLiva
-  Jaffa Gate



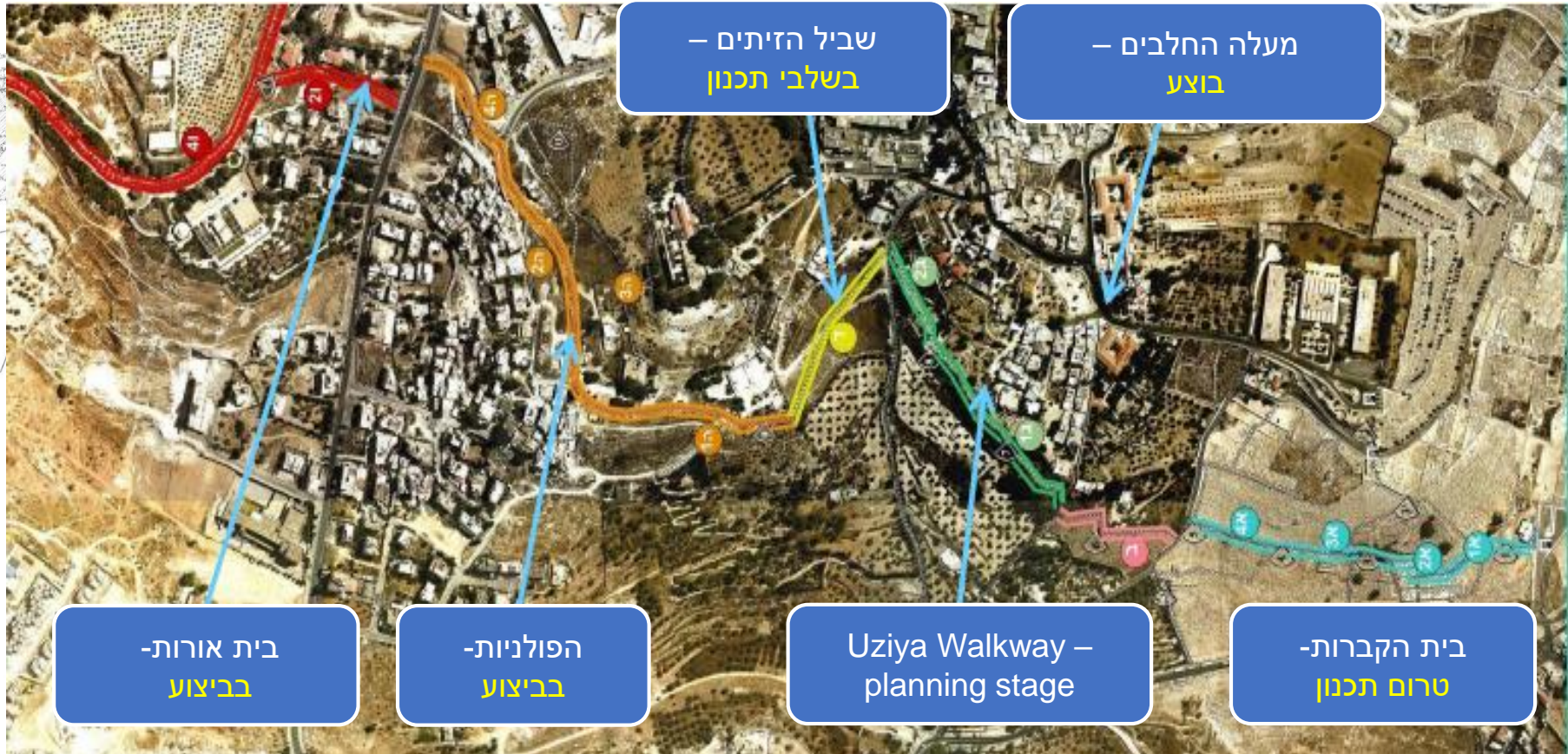
Uziya Walkway



General
Map



Project	Location	Initiator	Implementer	Approving Entity	Budget	Status	Objectors
Uziya Walkway	Mount of Olives	Jerusalem Municipality and Jerusalem Development Authority	Jerusalem Development Authority	Jerusalem Municipality	NIS 46M	The permit was issued	Emek Shaveh, Peace Now



שביל הזיתים –
בשלבי תכנון

מעלה החלבים –
בוצע

בית אורות-
בביצוע

הפולניות-
בביצוע



















Uziya Walkway –
planning stage

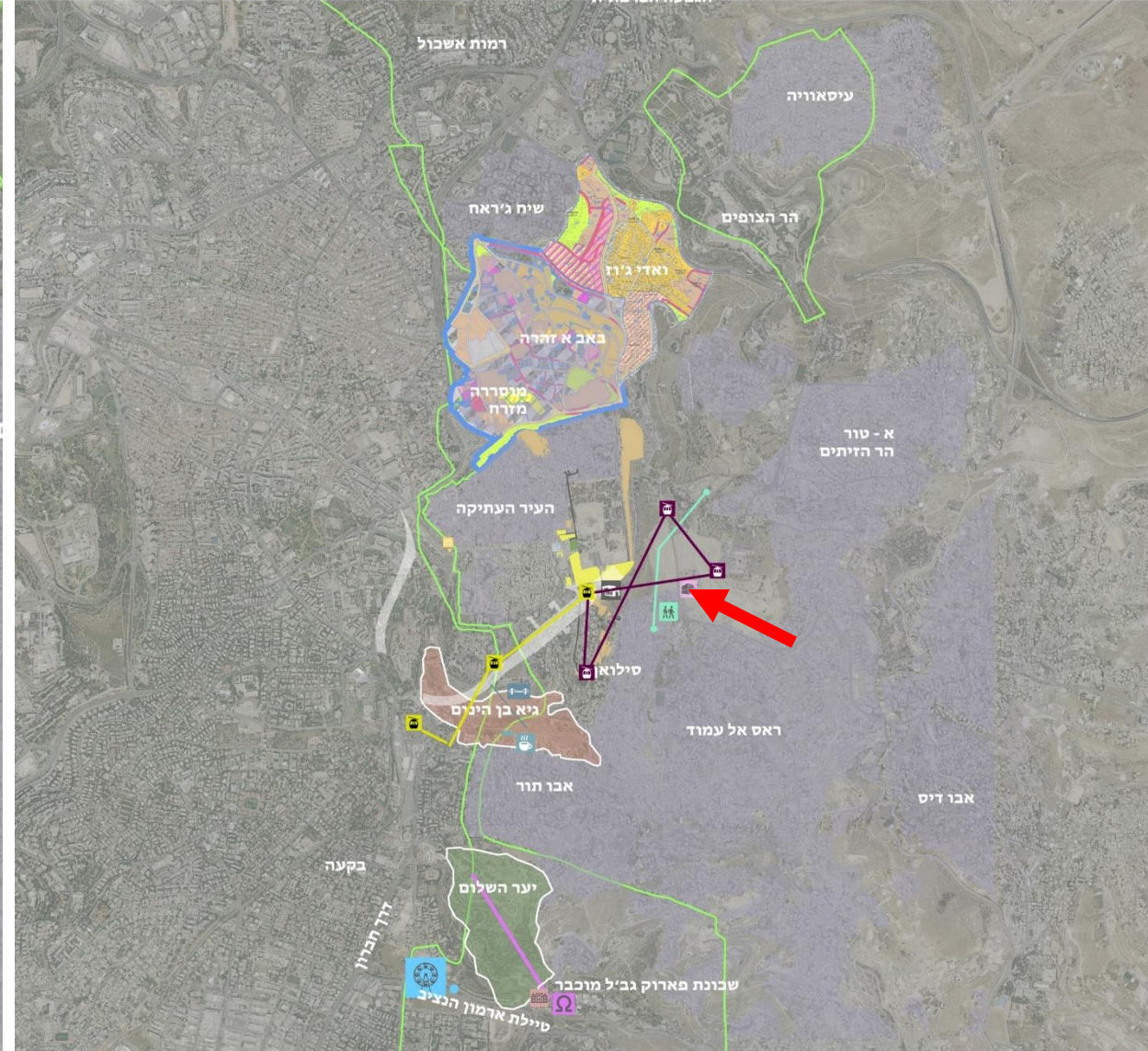
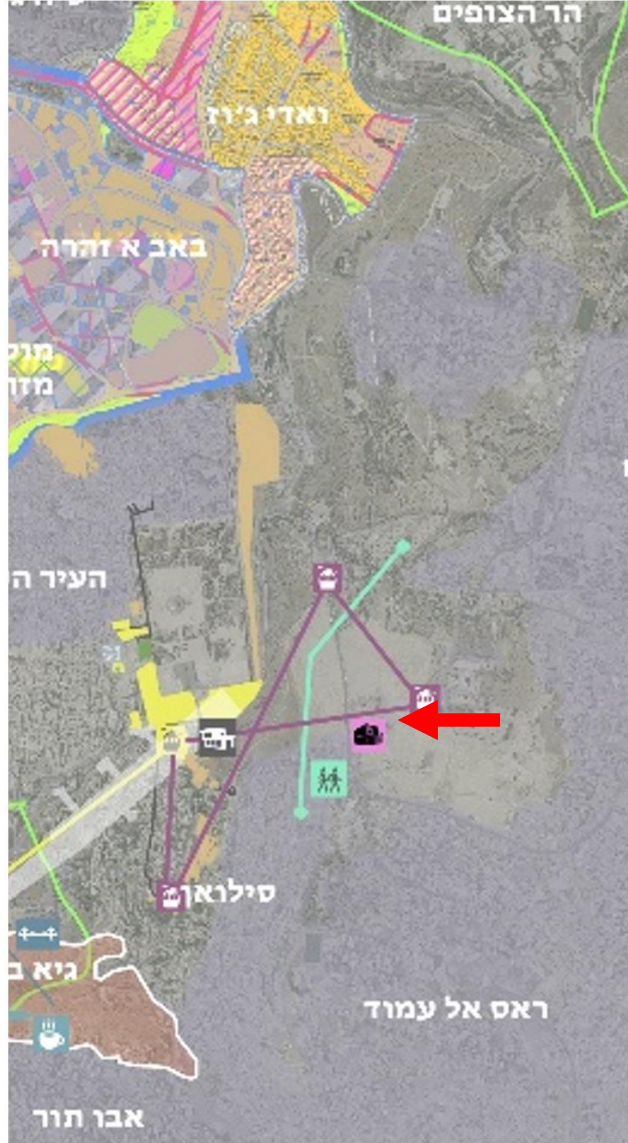
בית הקברות-
טרם תכנון

Description

The new walkway, which will be called Uziya Walkway or Mid-Height Walkway, is planned to be built over a route of 3.6 km along the western slope of the Mount of Olives, and its area extends over about six dunams. The walkway will connect the Jewish neighborhood of “Beit Orot” to the small settlement “Beith HaHoshen”. To develop the walkway, Palestinian privately-owned lands will be expropriated.

Notes

-  Gey-Ben-Hinom Coffee
-  Observation Wheel
-  Omega Route
-  Approved Cable Car
-  Planned Cable Car
-  Uziya Walkway
-  Old Excavations
-  Ground-level Excavations
-  Underground Rail
-  Palestinian Neighborhoods
-  Silwan Tunnels
-  The 'Green Line'
-  Visitors' Center Mt. of Olives
-  Kedem Complex
-  Shats House
-  Gey-Ben-Hinom Bridge
-  Beit HaLiva
-  Jaffa Gate



Visitors' Center
Mt. of Olives

General
Map



Project	Location	Initiator	Implementer	Approving Entity	Budget	Status	Objectors
Visitors Center - Mt. of Olives	Southern end of Mount of Olives; near Ras Al-'Amud Mosque	Jerusalem Development Authority	Jerusalem Development Authority	District Planning Committee		A detailed city building plan approved in August 2019 and received a permit but has not yet been built	Emek Shaveh, Peace Now


















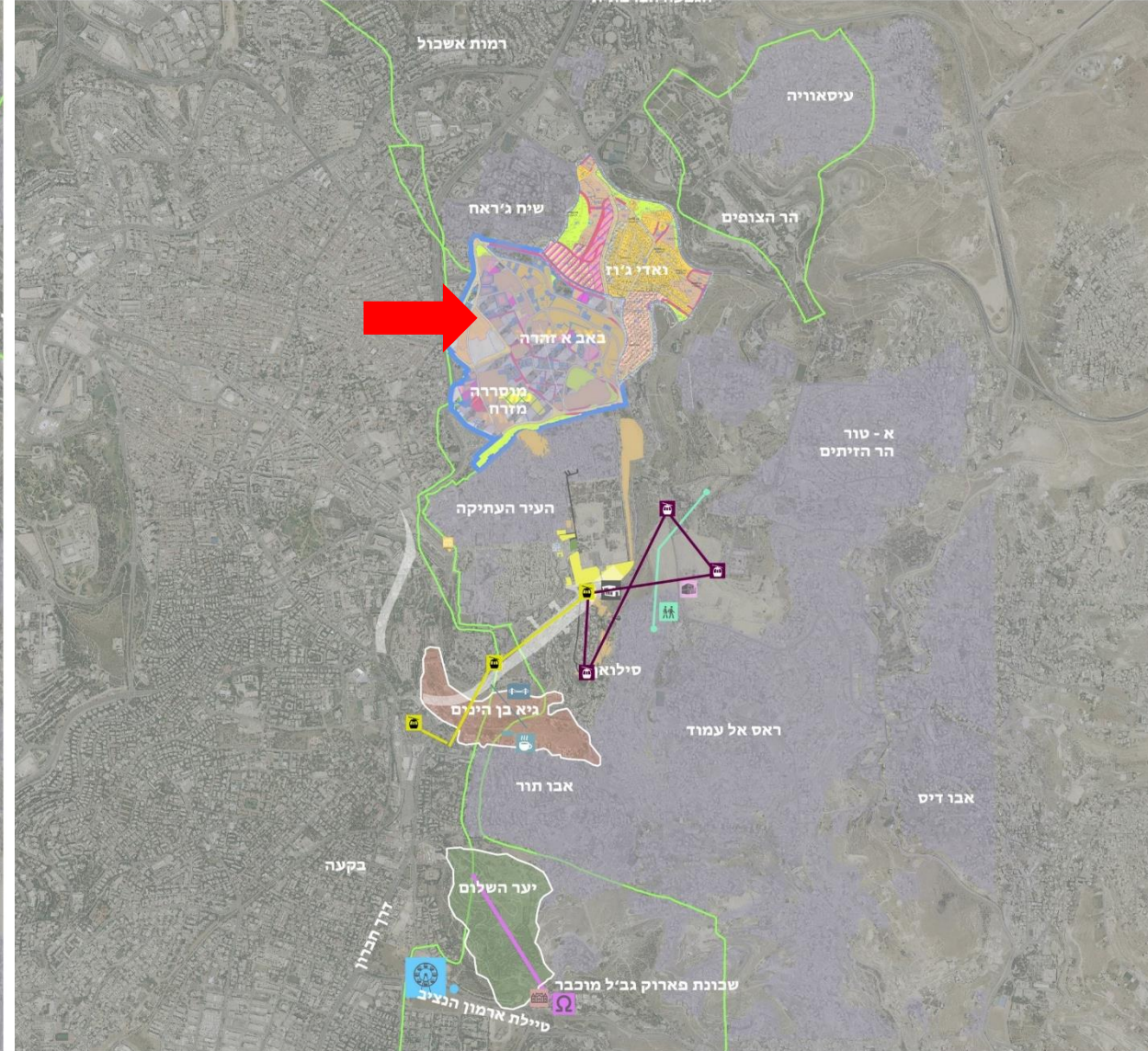
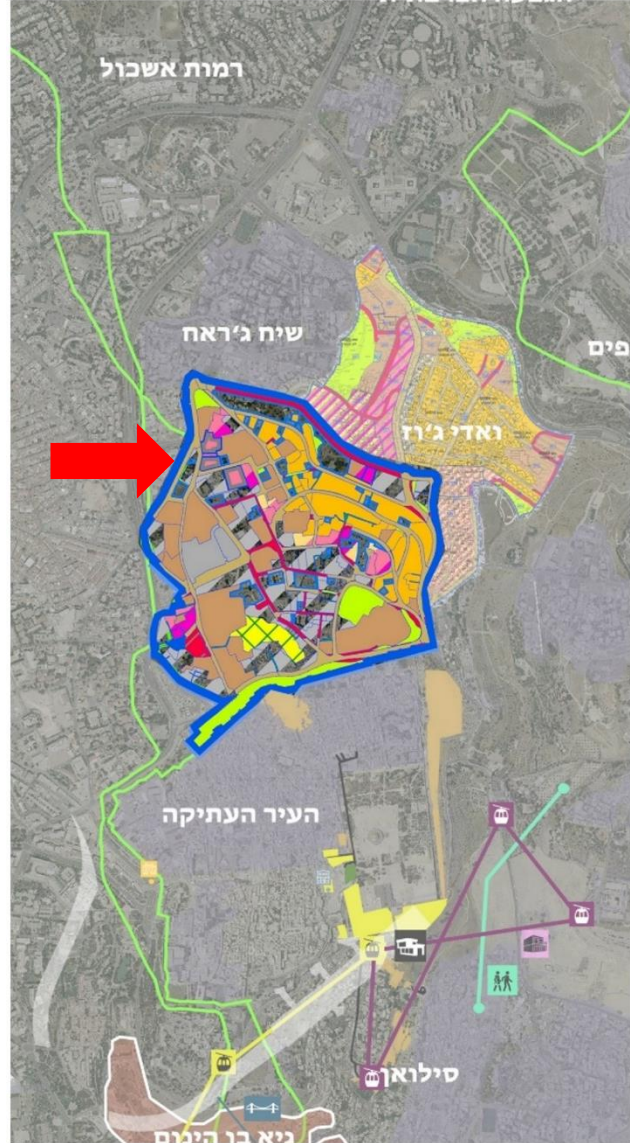
Description

In April 2017, a special plan was deposited. The plan aims to expropriate an area of est.1,300 square meters within the Jewish cemetery on the Mount of Olives, adjacent to the Ras Al-'Amud Mosque (Master Plan No. 470484). The plan, initiated by the Jerusalem Development Authority, intends to allocate the expropriated area for public purposes (plot 10 in block 29991), in order to build a center for visitors to the adjacent cemetery.

Notes

This is a particularly sensitive area, in the historic basin of Jerusalem on the Mount of Olives, opposite to the Old City and the Haram Al-Sharif, and adjacent to an active mosque.

-  Gey-Ben-Hinom Coffee
-  Observation Wheel
-  Omega Route
-  Approved Cable Car
-  Planned Cable Car
-  Uziya Walkway
-  Old Excavations
-  Ground-level Excavations
-  Underground Rail
-  Palestinian Neighborhoods
-  Silwan Tunnels
-  The 'Green Line'
-  Visitors' Center Mt. of Olives
-  Kedem Complex
-  Shats House
-  Gey-Ben-Hinom Bridge
-  Beit HaLiva
-  Jaffa Gate



East Jerusalem City Center – Master Plan (Bab A-Zahera Neighborhood – North of the Old City Walls)



Project	Location	Initiator	Implementer	Approving Entity	Budget	Status	Objectors
East Jerusalem City Center – Master plan	Salah a-Din St., Bab A-Zahera, Nablus Rd. etc.	Jerusalem Municipality	Jerusalem Municipality	District Planning Committee		Deposited for objections	ACAP, several Palestinian institutions, private land owners




















Description

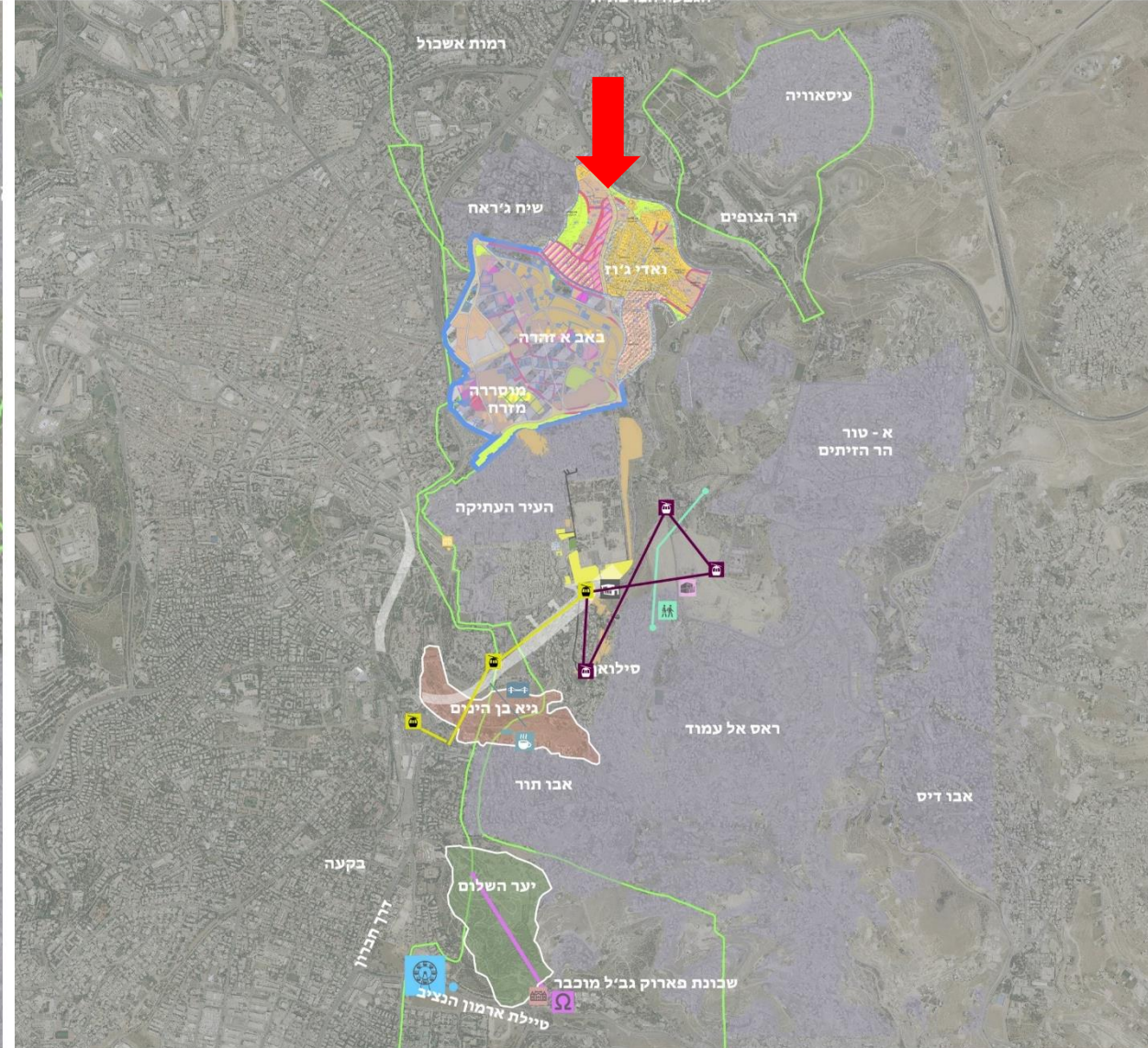
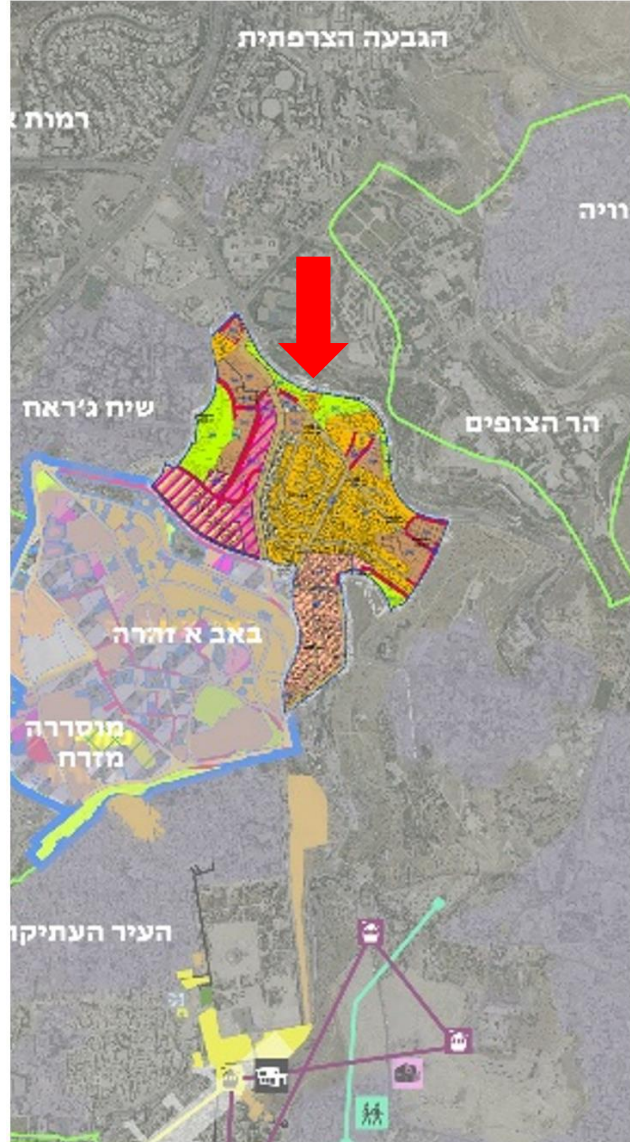
The plan applies to an area of 707 dunams which belong to Bab a-Zahara neighborhood. The plan's objective, as formulated by its initiators, is "preservation, development, regulation of planning and building rights for the East business district center," including the addition of construction areas and the determination of provisions for conservation and development.

Notes

The provisions of the plan place heavy restrictions on building and development rights in the business district center. The restrictions are expressed in the determination of various types of construction bans, such as:

- Limitation of the number of floors, low construction percentages, violation of the principles of distributive and spatial justice, violation of the property rights of community public institutions, fictitious liability for improvement taxes, expansive and limiting definition of significant deviation from plan, cumbersome conditions for obtaining building permits and sweeping powers for the city engineer accordingly.

-  Gey-Ben-Hinom Coffee
-  Observation Wheel
-  Omega Route
-  Approved Cable Car
-  Planned Cable Car
-  Uziya Walkway
-  Old Excavations
-  Ground-level Excavations
-  Underground Rail
-  Palestinian Neighborhoods
-  Silwan Tunnels
-  The 'Green Line'
-  Visitors' Center Mt. of Olives
-  Kedem Complex
-  Shats House
-  Gey-Ben-Hinom Bridge
-  Beit HaLiva
-  Jaffa Gate



Silicon Wadi –
Wadi Al-Joz Plan

General
Map



Project	Location	Initiator	Implementer	Approving Entity	Budget	Status	Objectors
Silicon Wadi – Wadi Al-Joz Plan	Wadi Al-Joz	Jerusalem Municipality		District Planning Committee		Approved at the Local Planning Committee	






















Description

A part of the plan promoted by the Jerusalem Municipality - a huge high-tech complex will be built in Wadi Al-Joz, and will include about 200,000 Square meters of employment space alongside 50,000 Square meters of commercial space and another 50,000 Square meters for hotels.

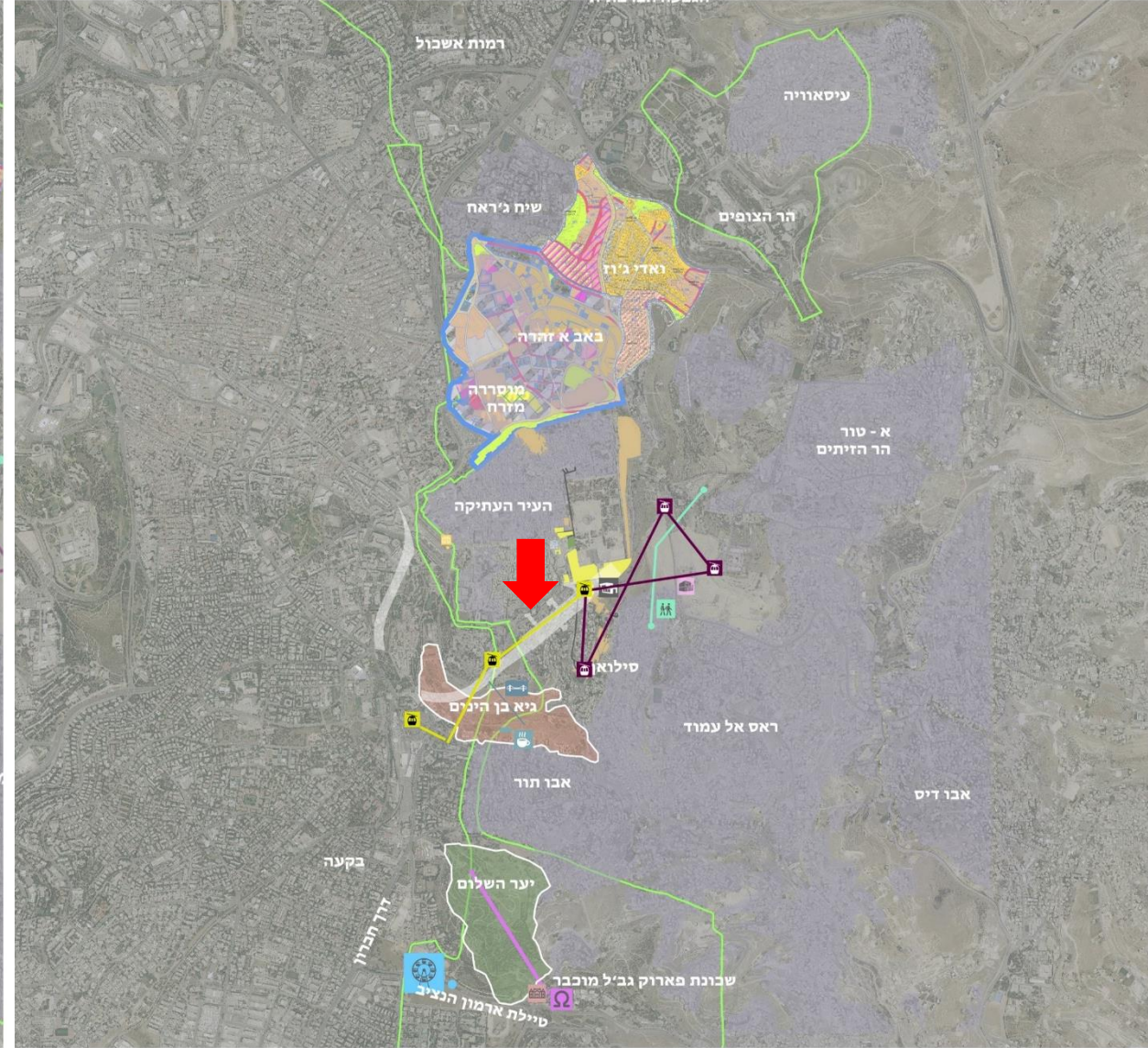
Notes

The plan for the high-tech complex in Wadi Al-Joz, which Jerusalem Municipality brands as "Silicon Wadi" of Jerusalem, includes the evacuation of about 200 existing businesses, mainly garages. In their place, the plan seeks to build about 200,000 Square meters of employment space, emphasizing high-tech. This is in addition to 50,000 Square meters of commercial space and another 50,000 Square meters designated for hotels.

-  Gey-Ben-Hinom Coffee
-  Observation Wheel
-  Omega Route
-  Approved Cable Car
-  Planned Cable Car
-  Uziya Walkway
-  Old Excavations
-  Ground-level Excavations
-  Underground Rail 
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-  Silwan Tunnels
-  The 'Green Line'
-  Visitors' Center Mt. of Olives
-  Kedem Complex
-  Shats House
-  Gey-Ben-Hinom Bridge
-  Beit HaLiva
-  Jaffa Gate



Underground
Rail



General
Map



Project	Location	Initiator	Implementer	Approving Entity	Budget	Status	Objectors
Underground Rail	Gey-Ben-Hinom; the Old City; Silwan	Ministry of Transportation		National Infrastructure Committee		Initial planning phase	Israel Nature and Parks Authority; Emek Shaveh; ACAP






















Description

In February 2012, the National Infrastructure Committee announced the plan of the railway route to the "Western Wall".

The railway route includes a strip under the houses of Wadi Hilweh (Silwan) neighborhood parallel to the Old City wall. Dozens of Palestinian homes are located above this route. These are the houses above which the cable car will be built. Even if these two plans are not at the street level, it is clear that the ventilation openings, the infrastructure above-ground and other elements, will be built "next door" and in some cases in the Palestinian residents' private lots.

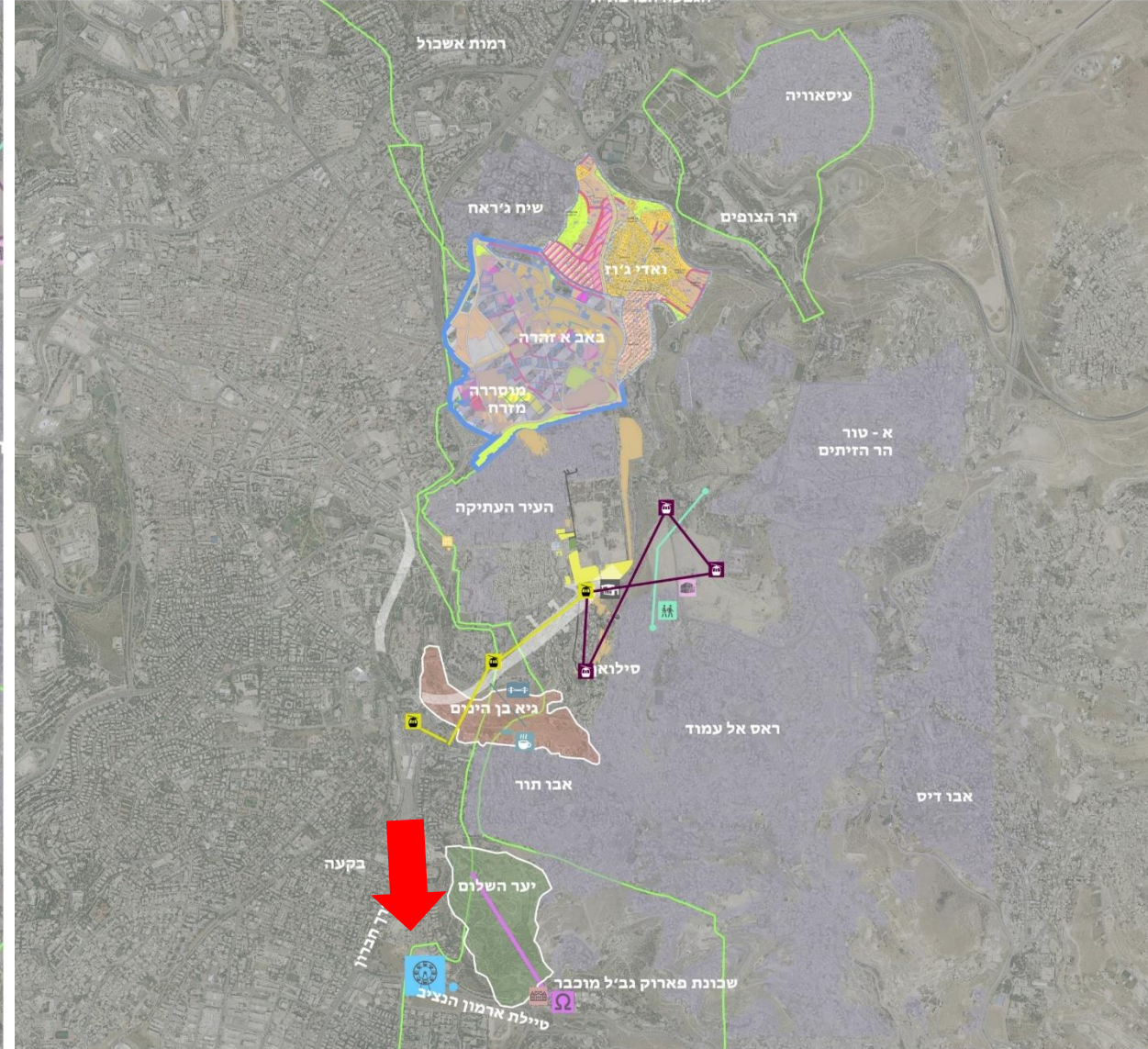
Notes

The implementation of the plan will damage dozens of Palestinian houses in Silwan, as it intends to enable massive connections to the "City of David" and the Elad settlers' associations sporadic settlements. The project will destroy the archeology in the area of the station at the "Western Wall" and will damage the Gihon spring near the route.

-  Gey-Ben-Hinom Coffee
-  Observation Wheel 
-  Omega Route
-  Approved Cable Car
-  Planned Cable Car
-  Uziya Walkway
-  Old Excavations
-  Ground-level Excavations
-  Underground Rail
-  Palestinian Neighborhoods
-  Silwan Tunnels
-  The 'Green Line'
-  Visitors' Center Mt. of Olives
-  Kedem Complex
-  Shats House
-  Gey-Ben-Hinom Bridge
-  Beit HaLiva
-  Jaffa Gate



Observation
Wheel



General
Map



Project	Location	Initiator	Implementer	Approving Entity	Budget	Status	Objectors
Observation Wheel	Armon HaNatsiv / Government House	Jerusalem Municipality and Jerusalem Development Authority				Planning phase	Families/funders of the public walk and archaeologists' organizations






















Description

The wheel will be placed in the western part of the public walk, designed to be 40 to 60 meters high. It joins a series of attractions planned to be built in the city's historic basin.

The construction of the wheel is being promoted in cooperation with the Jerusalem Development Authority, as part of a comprehensive plan to renovate the Government House / Armon HaNatsiv public walk.

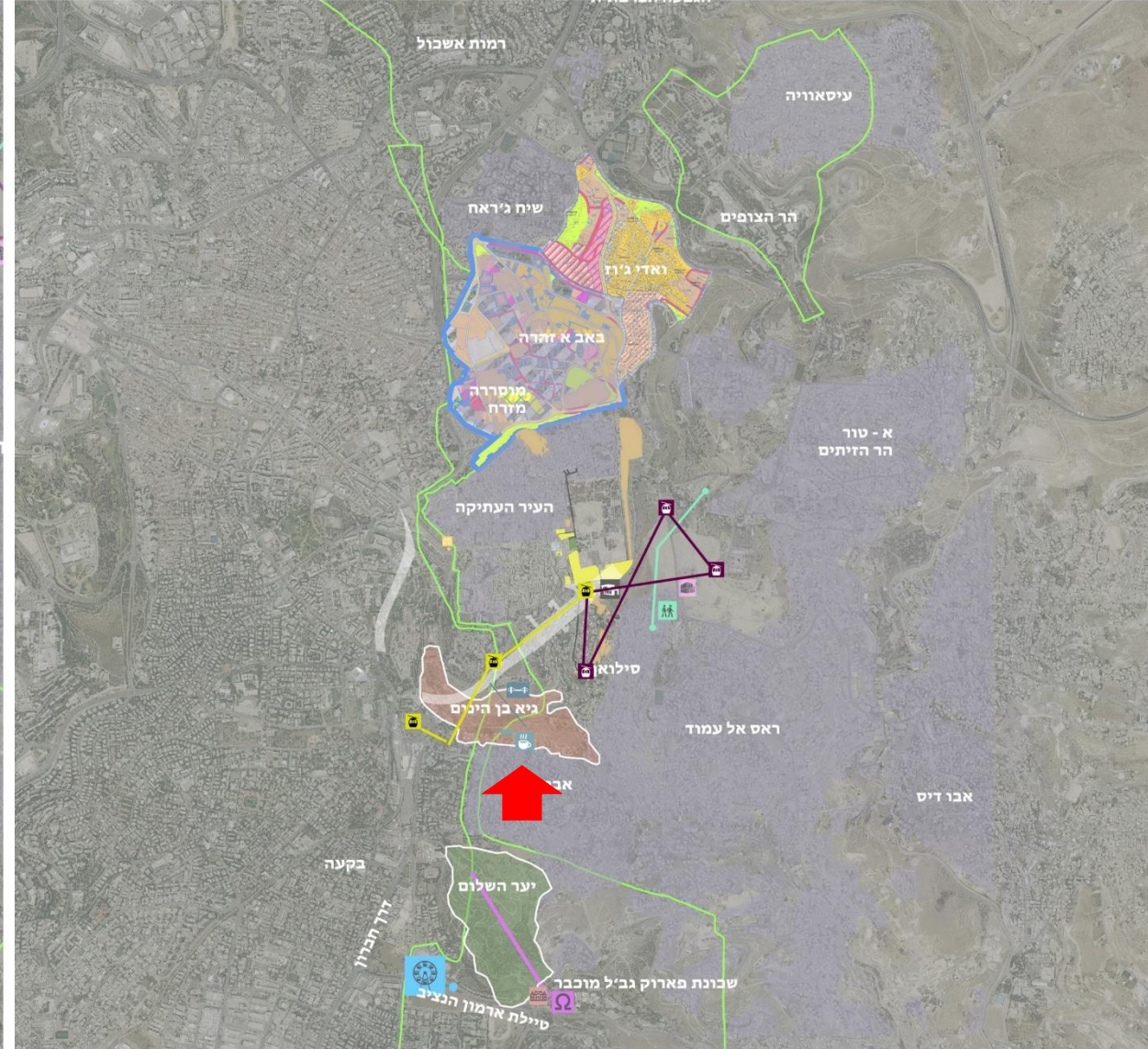
Notes

The feasibility study of the project was completed about six months ago, and a planning firm was hired to prepare a detailed construction plan.

-  Gey-Ben-Hinom Coffee 
-  Observation Wheel
-  Omega Route
-  Approved Cable Car
-  Planned Cable Car
-  Uziya Walkway
-  Old Excavations
-  Ground-level Excavations
-  Underground Rail
-  Palestinian Neighborhoods
-  Silwan Tunnels
-  The 'Green Line'
-  Visitors' Center Mt. of Olives
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-  Shats House
-  Gey-Ben-Hinom Bridge
-  Beit HaLiva
-  Jaffa Gate



Gey-Ben-Hinom
Coffee



General
Map



Project	Location	Initiator	Implementer	Approving Entity	Budget	Status	Objectors
Gey-Ben-Hinom Coffee	Abu Tor; Gey-Ben-Hinom	Elad Association	Elad Association			Operational	Emek Shavehh Peace Now A Palestinian family






















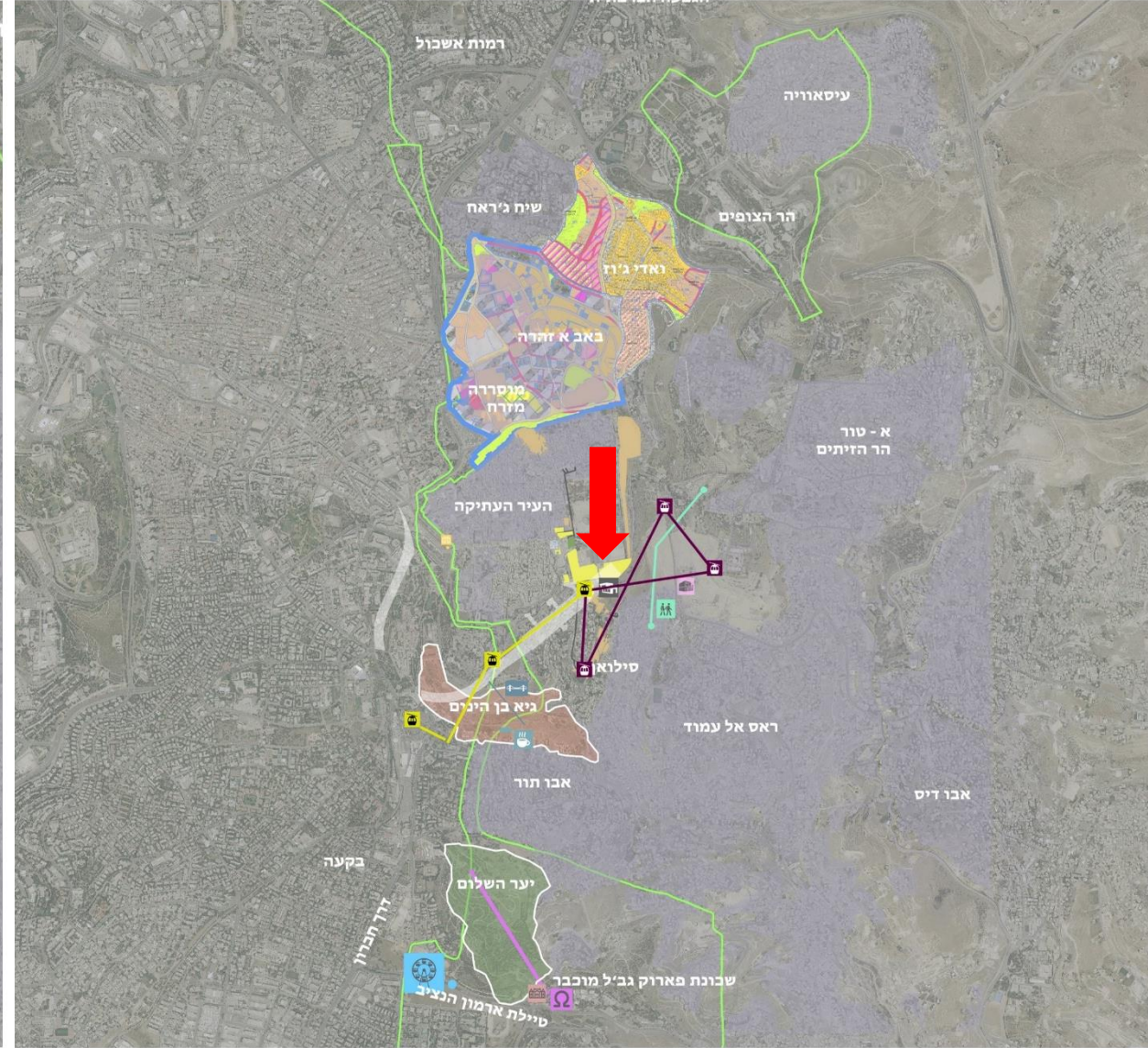
Description

Elad started operating a "cafe" in the Ben Hinom Valley, on the outskirts of the Palestinian neighborhood of A-Thuri (Abu Tor). It is a 3 dunams lot with a small building (about 50 Square meters). The building is located about half a kilometer east of the Jerusalem Cinematheque, only tens of meters from the houses of the Palestinian neighborhood of Abu Tor.

Notes

According to the claims of Elad Association, it purchased the property from a Palestinian prisoner, who he claimed lived in the area for several years, but never owned the land. The landowners, which their ownership over the land was never challenged, are now required to convince the court that the ownership documents in their possession (from the Turkish period and the property tax books) are authentic and sufficient to prove their ownership in order to evacuate the coffee shop. The case in the court have been heard since 2008.

-  Gey-Ben-Hinom Coffee
-  Observation Wheel
-  Omega Route
-  Approved Cable Car
-  Planned Cable Car
-  Uziya Walkway
-  Old Excavations
-  Ground-level Excavations
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-  Shats House
-  Gey-Ben-Hinom Bridge
-  Beit HaLiva
-  Jaffa Gate



Kedem Complex

General
Map



Project	Location	Initiator	Implementer	Approving Entity	Budget	Status	Objectors
Kedem Complex	Silwan	Elad Association and Israel Nature and Parks Authority	Israel Nature and Parks Authority	The government of Israel	NIS 4M governmental funding and NIS 6M from Elad Association	Only missing the approval of the Antiquities Authority after the completion of the archeological excavations that are currently underway.	Emek Shavehh Peace Now





















Description

A press release stated that the compound is part of the Old City Walls National Park, about 30 meters from the Old City walls at the northern entrance to the City of David, which is also the northern entrance to Silwan neighborhood, next to the Dung Gate. The height of the building will be up to 7 floors. The complex will include more than 15,000 Square meters of commercial, tourist and parking areas, as well as the "Bible Hall" and the cable car station, which are considered as two national projects.

Notes

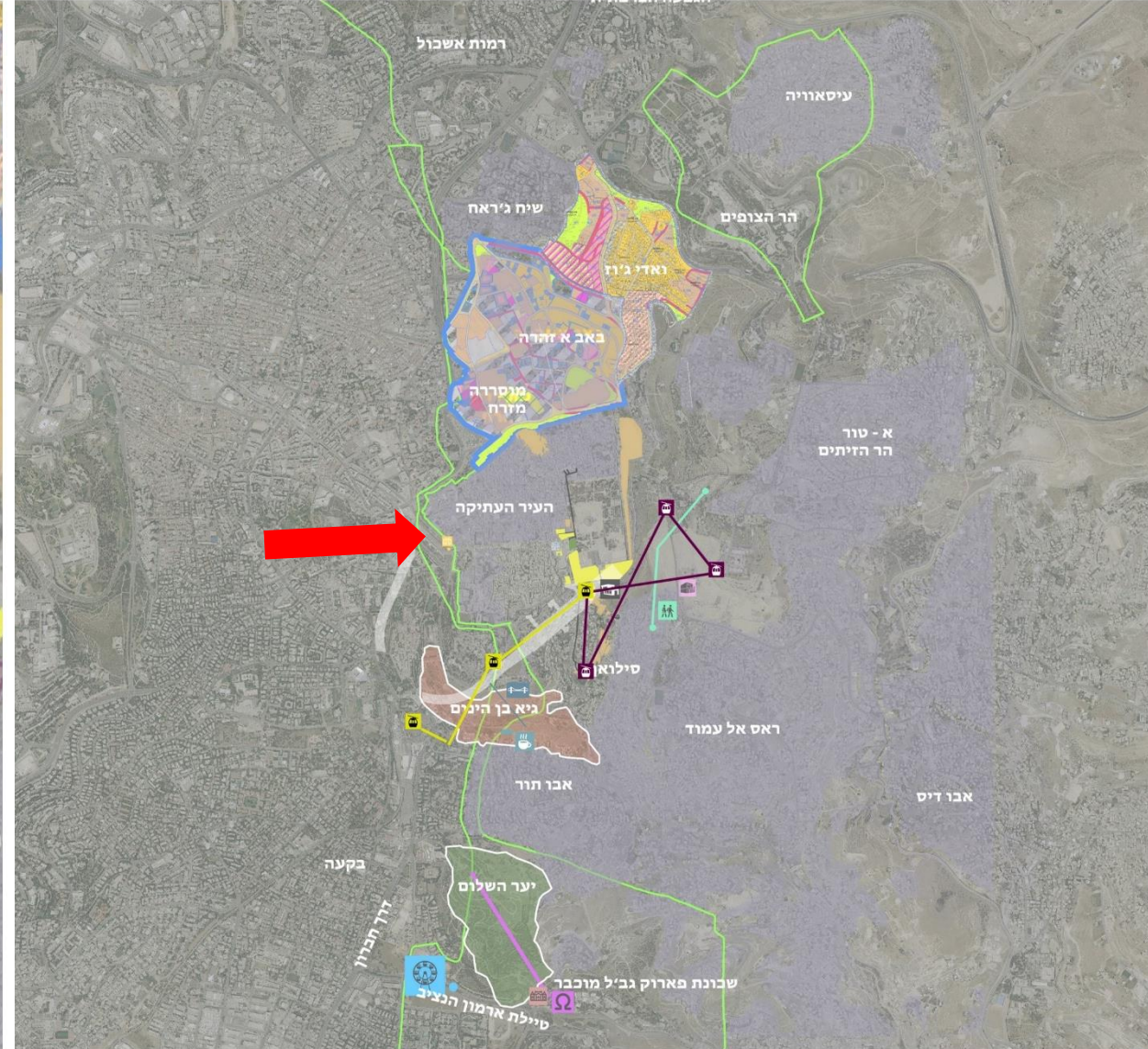
The Kedem complex is a joint initiative of the Elad Association and the National Nature and Parks Authority. The government's decisions indicate government involvement from the planning stage, through the approval of the plan to its financing. This is the most ambitious project built in the vicinity of the Old City walls.

The final approval of the plan will be granted after the completion of the archeological excavations at the site.

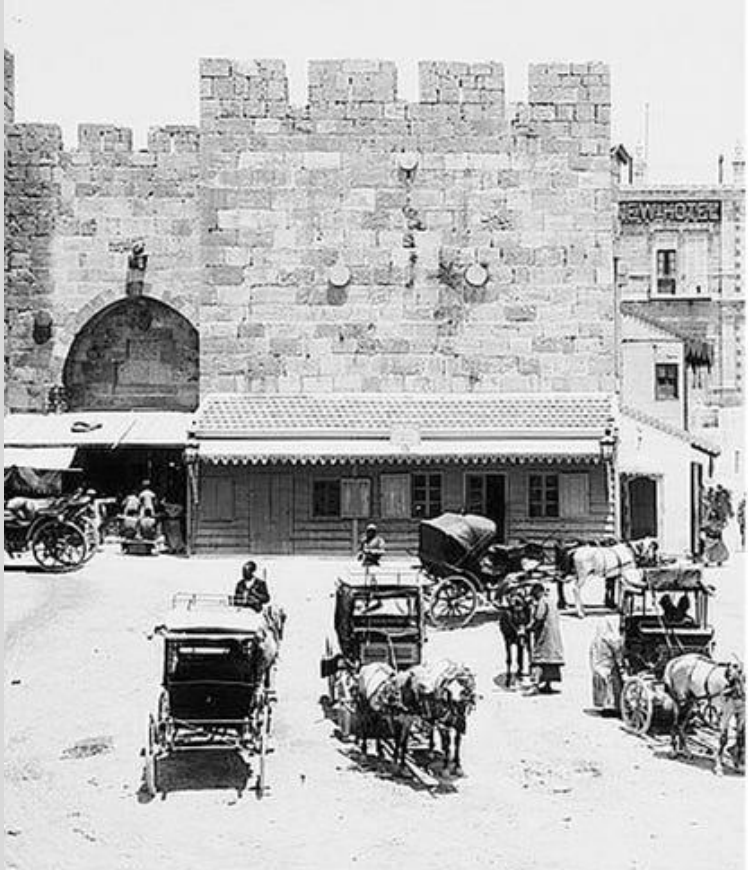
-  Gey-Ben-Hinom Coffee
-  Observation Wheel
-  Omega Route
-  Approved Cable Car
-  Planned Cable Car
-  Uziya Walkway
-  Old Excavations
-  Ground-level Excavations
-  Underground Rail
-  Palestinian Neighborhoods
-  Silwan Tunnels
-  The 'Green Line'
-  Visitors' Center Mt. of Olives
-  Kedem Complex
-  Shats House
-  Gey-Ben-Hinom Bridge
-  Beit HaLiva
-  Jaffa Gate



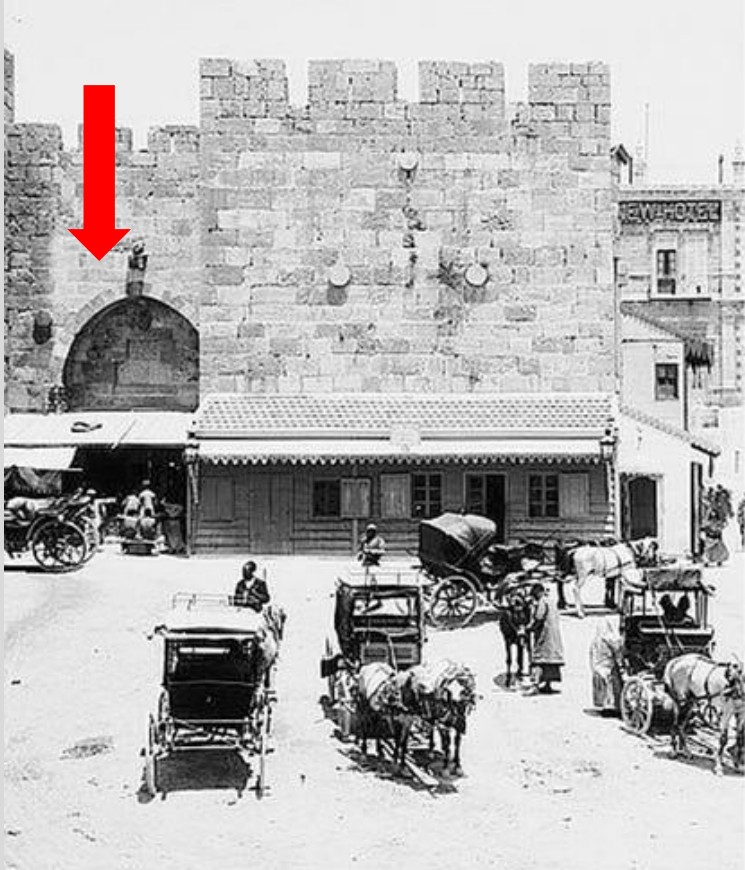
Jaffa Gate



General
Map




















Project	Location	Initiator	Implementer	Approving Entity	Budget	Status	Objectors
Jaffa Gate	The Old City; Jaffa Gate	Jerusalem Municipality and Jerusalem Development Authority	Jerusalem Development Authority	The District Planning Committee	Jointly funded by the Ministry of Jerusalem and Heritage, the Tower of David Museum, and the Municipality through the Jerusalem Development Authority	Approved by Local Planning Committee; deposited by the District Planning Committee	Emek Shavehh Peace Now

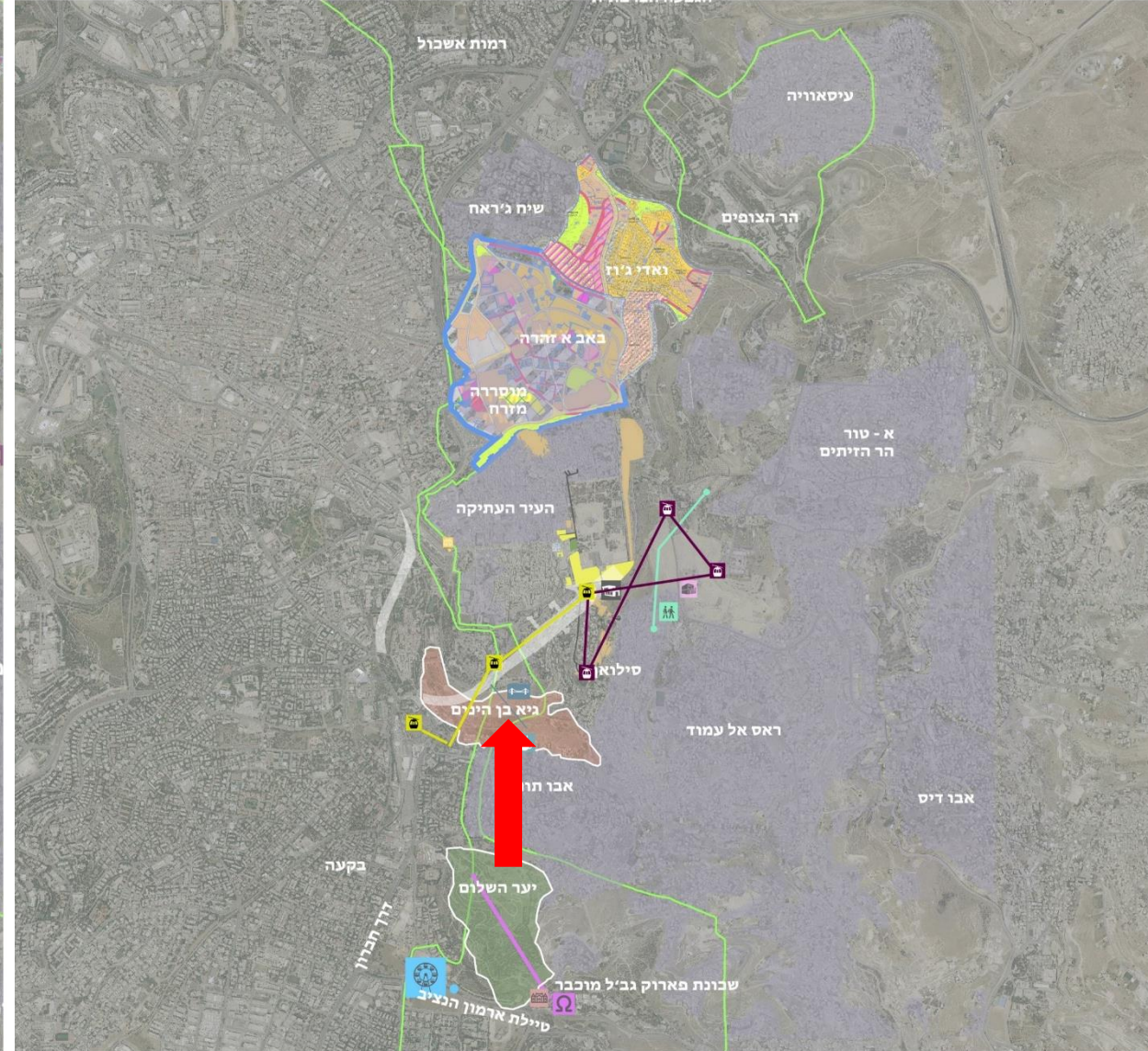
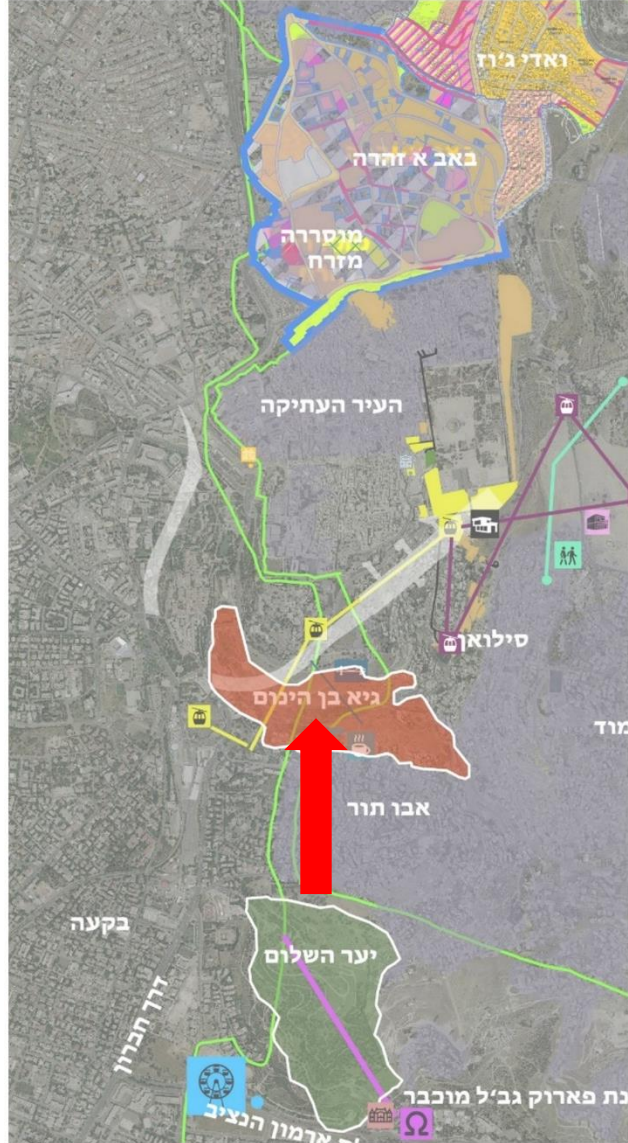


Description

A plan to assemble a new and accessible entrance to the Old City - by an elevator and a tunnel that will connect Teddy Garden to the outdoor Square in front of the Jaffa Gate, and to the Tower of David Museum. The plan also proposes the preservation and regulation of the Byzantine excavation complex and its opening to visitors, the use of areas under the Mamilla Bridge and Yitzhak Kariv and Jerusalem Brigade streets, and the development of all the open areas in the complex.

Notes

-  Gey-Ben-Hinom Coffee
-  Observation Wheel
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-  Approved Cable Car
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-  Shats House
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-  Beit HaLiva
-  Jaffa Gate



Ancient
Agriculture at
Gey-Ben-Hinom

General
Map



Project	Location	Initiator	Implementer	Approving Entity	Budget	Status	Objectors
Ancient Agriculture at Gey-Ben-Hinom	Gey-Ben-Hinom	Jerusalem Development Authority	Jerusalem Development Authority			Under construction	Emek Shavehh Peace Now A Palestinian family



















שעבר

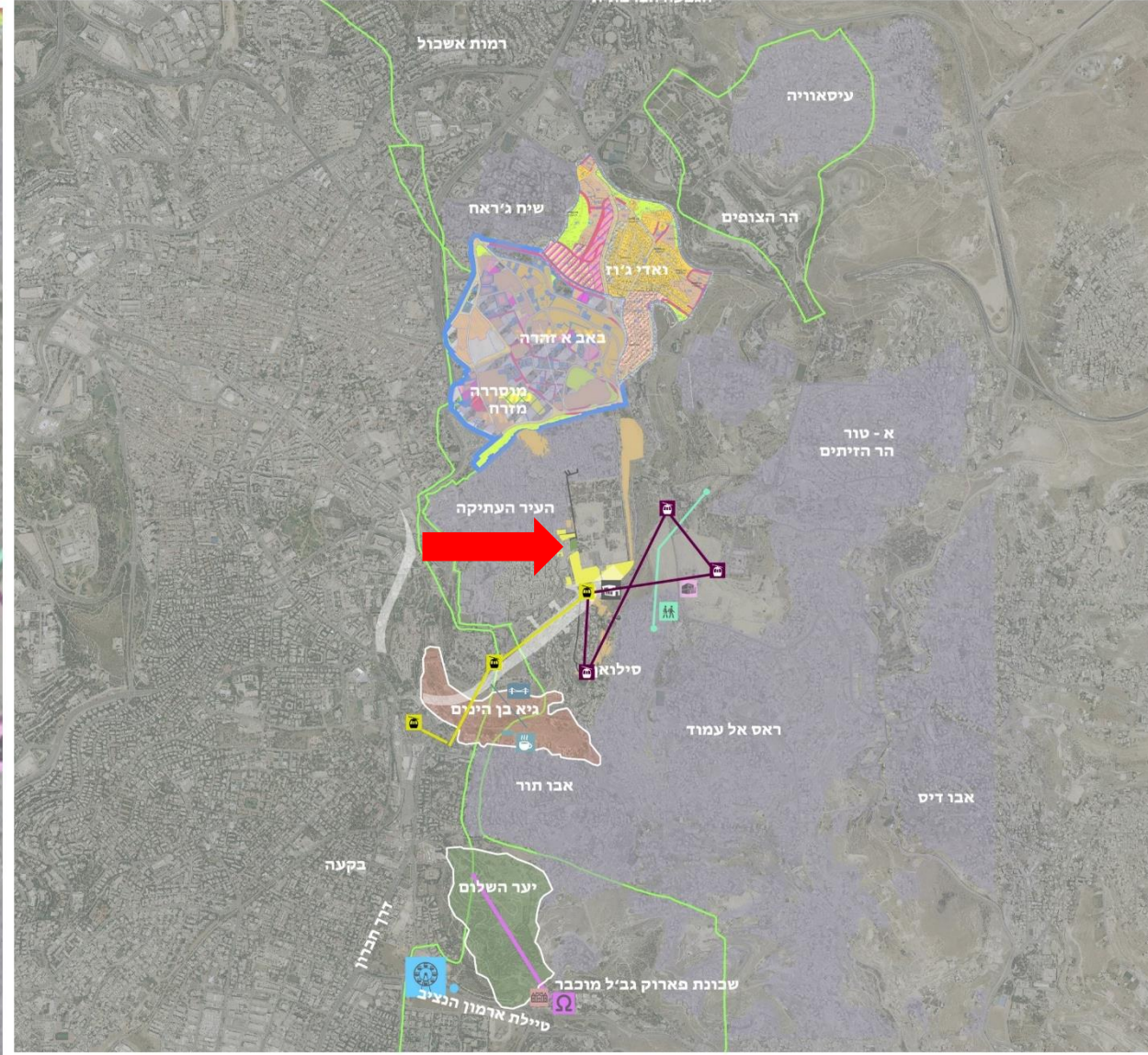
Description

The landscaping work is carried out by the Nature and Parks Authority through landscaping orders issued by the Jerusalem Municipality on about sixty dunams of privately owned Palestinian land belonging to residents of Silwan and Abu Tor. Landscaping orders are a means for the municipality to actually expropriate unused private green spaces since they are located in the heart of a national park where construction is prohibited. Additional areas for which landscaping orders have been issued are the areas adjacent to the "Beit BaGey" settlement complex.

Notes

The development works of the Nature and Parks Authority are a real blow to the historic character of the valley. The works that simulate an agricultural landscape while pushing traditional Palestinian agriculture out of the area reveal the absurdity and political use made by the state, the municipality and the settlers' associations in the national park. On the one hand, they use the law to prevent the Palestinians from using their land, and on the other hand, they circumvent the law through various manipulations and destroy the ancient (Palestinian) landscapes of the national park.

-  Gey-Ben-Hinom Coffee
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Beit HaLiva\The Core House ("Western Wall" - Heritage Foundation House);



Project	Location	Initiator	Implementer	Approving Entity	Budget	Status	Objectors
Beit HaLiva\The Core House ("Western Wall" Heritage Foundation House);	The "Western Wall« Square	"Western Wall" Heritage Foundation	"Western Wall" Heritage Foundation	District Planning Committee		Under construction	Prominet archaeologists; ACAP



Description

A monumental fortress-like building is planned to be erected right in front of the "Western Wall" for the use of the "Western Wall" Heritage Foundation. There are three proposed alternatives to the core house project, which is planned to be built in the Northwestern corner of the "Western Wall" Square: the original alternative includes 1,910 Square meters of gross built-up area (including passages, stairs, and toilets), while the other alternatives slightly reduce the areas to 1,505 sq.m. by subtraction from the southern part of the building block.

The "core house" will rise to a height of two floors (4.70 m each).

Notes