

OTHER RELATED POLICIES AND PLANS

◆ Master Plan Jerusalem 2000

On 13 September 2004, then-Mayor of Jerusalem, Uri Lupolianski disclosed the 'United Jerusalem' Town Planning Scheme, known as **Master Plan 2000**, to serve as a mandatory map for land use and a blueprint for other municipal planning purposes. The plan included the addition of 65,000 housing units to existing settlements until the year 2020. The 'stated' target of the plan is a city population made up of 70% Jews and 30% Palestinians. Attempts at geographic and demographic manipulation to counter the current trend, which suggests a population ratio of 60:40 by 2020, include: (1) the construction of the separation barrier, which excludes tens of thousands of Palestinians from living within the municipal borders; (2) the closure regime; (3) house demolition policies; (4) a proposed transportation system that ignores the legitimate planning interests of the Palestinian residents, and (5) the expropriation of private Palestinian land and property (through attempts to apply the 1950 Absentee Property Law). The Master Plan provides for the establishment of more Jewish settlements (for instance, two additional settlements near Har Homa) and numerous other Jewish public institutions. This will involve the further confiscation of Palestinian land, hampering Palestinian development, ignoring Palestinian housing demands, and further fragmenting and isolating Palestinian suburbs from each other as well as from the West Bank. The plan further fails to propose any new industrial, commercial, service or development areas in East Jerusalem while, at the same time proposing to eradicate the Wadi Al-Joz Industrial Area and designating a large track of land between Jabal Al-Mukabber and Ath-Thori as "a nature reserve" (thus precluding future development of these areas).

SAFDIE PLAN – Shelved but ...

The plan, named after architect Moshe Safdie, was initiated by the ILA and the Jerusalem Development Authority during Ehud Olmert's tenure as West Jerusalem Mayor. It called for the construction of some 20,000 housing units on hills stretching over 24,200 dunums to the west of Jerusalem as well as the building of additional roads to serve the new neighborhoods. Despite harsh opposition by environmentalists, and a report by an independent investigator (Tomer Guthalf), that found some 45,500 housing units could be built on existing land reserves in Jerusalem to meet the city's housing demands until 2020, the National Planning and Building Board decided on 6 February 2007 to cancel the plan. This had major consequences for the Palestinians since Jewish expansion is now focused on their land, the construction at Har Homa is an example of this.

◆ The Road Network

Israel is currently building the **Jerusalem Ring Road** on the outskirts of the city, which is intended to reinforce Israeli settlements and connect them with West Jerusalem. It will also join the Givon and Binyamin settlement blocs to the north of Jerusalem, as well as encircle East Jerusalem in order to consolidate Israeli control over the occupied Palestinian parts of the city. The Ring Road is comprised of two main sections, an eastern road and western road, along with three extensions, the Train Road in the south, Road #9 in the center, and Road #20 in the north which splits the center of Beit Hanina. With the

exception of an 11.5-km-long part of the **Eastern Ring Road** (see overview map p. 12-13), which requires the construction of three tunnels and five bridges as it goes through several densely populated Palestinian neighborhoods (Az-Zaim, At-Tur, Ras Al-Amud, Al-Izzariyya, Abu Dis, Sawahreh Al-Gharbiya, Al-Qunbar, and Sheikh Sa'ad to Sur Baher), most of the Ring Road is now completed. The completion of the project involves confiscation of over



Construction of the Ring Road

1,237 dunums of privately owned Palestinian land and the demolition of several Palestinian houses. (PLO Negotiations Affairs Department, *Carving Up the Palestinian Capital: The Israeli Ring Road Around Occupied East Jerusalem*, February 2008).

In addition, work is underway on a road east of Jerusalem to have Palestinian transport between the northern and southern West Bank "**bypass**" East Jerusalem, through a system of tunnels and streets. It is very likely that Israel will use the argument of an existing Palestinian "contiguity route" to support its claim that the implementation of the E-I Plan would not interfere with Palestinian life. Interestingly, a parallel Israeli-only road intends to connect Ma'ale Adumim to Jerusalem. Palestinian traffic will further be diverted from the E-I area by another bypass road south of the Adumim bloc.

◆ The Separation Barrier, Checkpoints and Terminals

On 30 April 2006, the Israeli Cabinet approved a **revised route** of the separation barrier in the Jerusalem area, including the relocation of **Beit Iksa** and its lands from the Jerusalem side of the barrier to the Biddu/Beit Surik group of West Bank villages and the encirclement of **Walajah**, thus isolating the village from its farmland.



Separation barrier at Abu Dis

While Israel claims the barrier provides security to its residents, in actuality it is being created to redefine Jerusalem's borders and its demographic makeup by maximizing the number of Palestinian Jerusalemites living behind the wall while maximizing the amount of Palestinian land on the 'Israeli' side. Accordingly, the barrier deviates from the Green Line to incorporate Jewish settlements while removing Arab neighborhoods with an estimated combined population of at least 60,000 (Kufr Aqab, Qalandia camp, half of Beit Hanina, most of Ar-Ram, Dahiet Al-Barid, Hizma, Shu'fat Refugee Camp, Dahiet As-Salam, Anata, Ras Khamis, and Walajah).



Separation barrier at Ras Khamis/Shu'fat