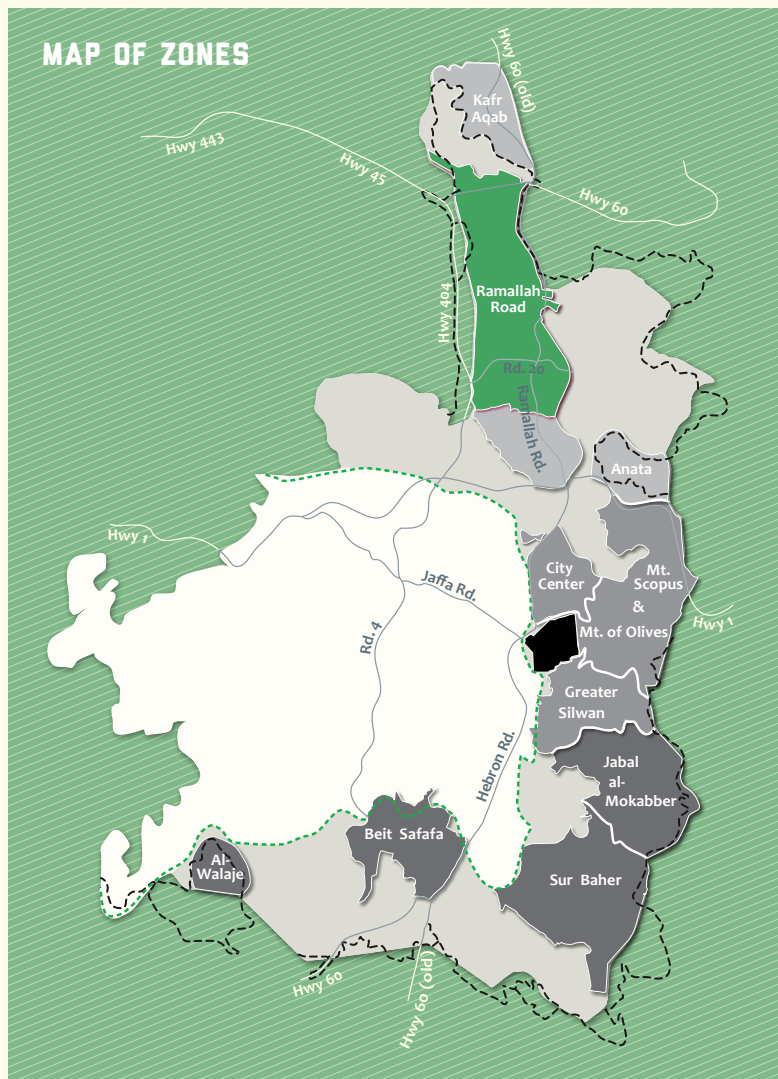


ABOUT THE NEIGHBORHOOD

Beit Hanina is situated along the Ramallah Road in northern East Jerusalem. Its primary residential areas, located on either side of the Ramallah Road, border on Shuafat to the south, the municipal border and the Jerusalem-Modi'in Road to the West, the Atarot Industrial Zone and the defunct Qalandiya Airport to the north, and the Palestinian town of ar-Ram as well as the Israeli post-1967 neighborhoods of Neve Yaakov and Pisgat Zeev, to the east. The Separation Barrier is also an important factor delineating all but the southern boundary of Beit Hanina.

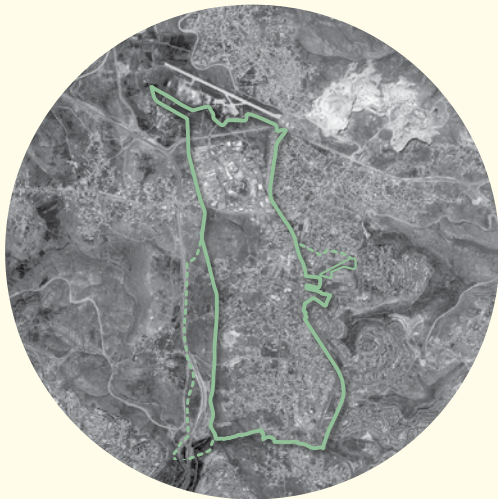
Village lands formerly covered about 15,000 dunam, but after 1967 much of the area that was included within the Jerusalem municipal boundary, was expropriated for the establishment of parts of the Israeli neighborhoods of Neve Yaakov, Pisgat Zeev and Ramot. Beit Hanina al-Balad (the village core), remained to the west (outside) of the municipal boundary at the time. Thus, when permanent Israeli residency was granted to East Jerusalemite Palestinians, many Beit Hanina residents did not receive residency status because they were living, staying, or seeking refuge in

the village core. Upon returning to their lands within the newly established municipal boundary, they found themselves defined as “present-absentees.” Today, most of Beit Hanina al-Balad is defined as Area B (i.e. under Palestinian civil and Israeli military control), and it is trapped on all sides by the Separation Barrier, along with the villages of Bir Nabala, al-Jadeira, and al-Jeeb. From the 1980s onward, urban development of the Jerusalem part of Beit Hanina intensified, and the Ramallah Road became its new center. The neighborhood attracts inward migration of both Palestinian citizens of Israel and Jerusalemite Palestinians seeking to remain on the Israeli side of the Separation Barrier. Due to high demand, housing prices in the neighborhood have skyrocketed, making the neighborhood too expensive for many Palestinians in the city. However, Beit Hanina, along with Shuafat, is still expected by Israeli planning authorities to provide the solution for much of the housing shortage for Palestinians in Jerusalem. Uniquely, there have been several targeted construction projects (for engineers, Palestinian Electric Company workers, and more) throughout Beit Hanina.



FACTS

- Population** 41,000
- Area** 5,237 dunam
- Adjacent Areas** 3,391 dunam



MAP LEGEND

East Jerusalem	Old City
Expropriated Land	Green Line
Northern Zones	Separation Barrier
Central Zones	Roads
Southern Zones	West Jerusalem

MAIN PROBLEMS IN AND AROUND BEIT HANINA

The Jerusalem 2000 Outline Plan

The Jerusalem 2000 Outline Plan (pending deposition) proposes a seemingly significant densification of Beit Hanina. However, only a small part of the potential can be realized, as in neighboring Shuafat. In addition, the outline plan allocates two expansion areas for Beit Hanina. The first is an already built-up area of about 160 dunam (of which 40 are de facto part of Shuafat) in the southwestern al-Ashqariyah quarter. During the last decade, two resident-initiated plans have been approved for part of this expansion area, and even a little beyond it, on a total area of nearly 100 dunam. In other words, a large part of the expansion area was already in planning stages even before the outline plan was approved for deposition. The Beit Hanina-Shuafat Community Center seeks to promote planning for the rest of the expansion area, including the establishment of a new cemetery (see: Road 20). The second expansion area, of about 600 dunam, is located in the mostly vacant area known as Tal al-Adasah, north of the al-Aqabeh sub-neighborhood. In recent years, a general plan for the area has been promoted by local landowners, supported by non-governmental organizations, and in coordination with the Jerusalem Municipality. Proposing some 2,500 housing units, as well as a district park, the plan is in initial stages and has not yet been submitted to the planning authorities.



Al-Aqabeh (photo Bimkom)

Land Registration

Registration of most of the land in Beit Hanina is considered “in progress.” This status hinders the approval of detail plans and the granting of building permits, which are conditioned upon proof of land ownership. In the common case of multiple heirs, agreements must be reached among themselves, or verification of ownership by neighbors and mukhtars must be obtained. Furthermore, attempts by landowners who live in Beit Hanina al-Balad to register their land can result in the declaration of the land as absentee property, which in turn leads to its registration as Israeli state land. The issue is further complicated by the many re-parcelization plans that have been approved (or are in progress) in the neighborhood over the past 15 years. The uncertainty has led to many incidents of land theft using forged documents. Simultaneously, the municipality placed stricter requirements on proof of ownership, making it even harder for residents to get building permits. Recently, the municipality began to operate an experimental permits committee out of the Beit-Hanina-Shuafat Community Center. In an effort to shorten the building application process, the committee verifies ownership for residents interested in legalizing existing construction and/or building new buildings according to an approved plan.

Road 20

The route of Road 20 is mostly based on the historical road that ran east-west from Beit Hanina al-Balad to the Ramallah Road. After 1967, the old road continued to serve the residents of Beit Hanina, among other things to reach the cemetery in the village core. Over the years, the original road was expanded and extended eastward to provide the residents of Pisgat Zeev quicker access to the Jerusalem-Modi'in Road. This new segment severed Beit Hanina in two, leaving pedestrian-only passages via two bridges. The western segment, diverging from the original route in order to bypass the Separation Barrier enclave, was constructed as a massive bridge, to the detriment of the landscape. The blocking of the original road by the Separation Barrier has turned the short drive to the village core into an hour-and-a-half ordeal that involves passing through the Qalandiya checkpoint. Following a petition to the HJC by a village resident who

lives adjacent to the barrier, on the Israeli side, a gate is opened upon coordination, in order to allow him to farm his land beyond the barrier.

Settler Activity

In 2012, the phenomenon of Israeli settlement in the heart of Palestinian neighborhoods in East Jerusalem spread beyond the neighborhoods around the Old City, when a family of 13 was forcefully evicted from its home in Beit Hanina. In the same compound, after ongoing harassment from settlers, two more Palestinian families were evicted. According to newspaper reports, the settlers are planning to submit a plan for dozens of housing units on site. The eviction of the Palestinian families was made possible after the court accepted proof of Jewish land ownership prior to 1948 (a legal option not available to Palestinians regarding their pre-1948 lost property). In addition, of late, settler organizations have tried to cancel a legitimate transaction in which the Hebrew University sold some of its lands in Beit Hanina to the Palestinian organization Majlis al-Iskan, which operates as a de facto Housing Ministry for Palestinians in East Jerusalem.

The Disputed Territory

Near the intersection of the Ramallah Road and Highway 60 (at the entrance to Neve Yaakov), is an area that was originally zoned for public kindergartens. Its proximity to a gas station made it impossible to implement it as such. The community center worked towards developing the area as a public park, while searching for an alternative site for essential public services. They filed a request to rezone the vacant plot across the street, formerly the site of a military base and currently zoned for future planning, as a public high school. The residents of Neve Yaakov adamantly opposed the idea, claiming that it posed a security threat. The opposition was steadfast also when it was proposed to designate the site for a girls' school, kindergartens, or even an institution for the handicapped. Recently a compromise was reached in which the site will be re-planned for Beit Hanina's public services, while an educational facility (apparently a Yeshiva) will be developed for the residents of Neve Yaakov, east of Highway 60. The plan will also entail the regularization of an existing segment of the Ramallah Road, which was previously

slated for cancellation, thus preserving the historical route of the road.

The Unrecognized Neighborhood

Part of the West-Bank village of Qalandiya was included within the municipal boundary of Jerusalem after 1967. This small neighborhood is not contiguous with the residential areas of Beit Hanina and it is trapped between the Atarot Industrial Zone and the defunct Qalandiya Airport, which was built by the British. Approximately one quarter of the area is zoned as industrial, and most of it is unplanned. Several small-scale detail plans were approved, allowing residential construction and hotels. De facto, the land serves for housing and agriculture. The Separation Barrier eats into the western part of the neighborhood, leaving a number of houses on the Palestinian side. One cluster of houses, in the eastern part of the neighborhood, was designated in the Jerusalem 2000 Outline Plan as an existing urban residential area, though the area is not zoned as residential in approved plans.

Dakhyat al-Bareed

The neighborhood of Dakhyat al-Bareed (literally “the postal suburb”) is located in the northeastern part of Beit Hanina, east of Highway 60 and outside of the Jerusalem municipal boundary. Until the erection of the Separation Barrier, this neighborhood was an integral part of the urban fabric of ar-Ram, though it is also contiguous with a small part of Beit Hanina that is east of Highway 60. About a quarter of Dakhyat al-Bareed is classified as Area B, i.e., under Palestinian civil control, and the rest as Area C, under complete Israeli military and civil control. De facto, the neighborhood is cut off physically from ar-Ram and the Palestinian Authority (which provided it with services until the building of the barrier), and administratively from Jerusalem, to which it is now spatially bound. As a result, it receives municipal services from no one, and its residents remain trapped between checkpoints and walls.

BOTTOM-UP PLANNING

Beit Hanina is an excellent example of a place in which alternative grassroots plans have emerged based on local initiatives, cooperation between residents, and organizational support from the community center. The plans aimed to enable construction and to legalize existing houses in areas that were previously zoned as open scenic areas. Plan # 6671 for the Hod at-Tabel sub-neighborhood (Wadi ad-Dam and al-Aqabeh), on 628 dunam in the northwest part of Beit Hanina, was authorized in January 2002. The plan proposes a unique mechanism allowing the landowners whose land remains zoned as open scenic area, to build one residential building on each plot, up to a certain volume. The exact placement of the house is not stipulated precisely in the plan, and is left to the discretion of the landowner, under certain restrictions. This mechanism enables all landowners to realize their right to live on their land and provides flexibility concerning the precise development of the area. Plan # 9713 for the al-Ashqariyah area in the southwest part of the neighborhood, covering about 83 dunam, was authorized only recently (2012). The plan formalizes the status of this residential neighborhood, built spontaneously over the years on land designated as open scenic area. Only part of this area was included in the expansion area proposed in the Jerusalem 2000 Outline Plan, even though planning had begun prior to the approval of the outline plan for deposition. Through collaboration between the residents, a unique mechanism was created for allotting areas for public use. Accordingly, landowners who owned vacant land allocated larger areas than their neighbors and in exchange received higher building rights. Likewise, the residents collectively purchased land to serve as open public area. These two plans testify to the fact that sensitive planning, with full cooperation between residents and based on creative planning ideas, can yield positive results both in order to legalize existing construction and to create a framework for new construction, while strengthening the public and community infrastructure.

Approved Plans for Beit Hanina

Part of Local Outline Plan # 3000b for Beit Hanina and Shuafat	5,195.0 dunam
Total planned area	5,195.0 dunam
Unplanned area	42.0 dunam
Total area of neighborhood	5,237.0 dunam
Two detailed outline plans (3457a, 3458a) rezoned about 3,022 dunam of the area of the local outline plan (3000b), including 29 re-parcelization plans on a total area of about 1,237 dunam. Additional detailed outline plans (6671, 9713, 11448), for Hod at-Tabel and al-Ashqariyah, rezoned another roughly 733 dunam of the area of the original plan. In addition, about 115 dunam were rezoned as part of detailed infrastructure plans (9081a for Road 20, and 8000 for the Light Rail). Likewise, dozens of small-scale detail plans were approved in the neighborhood, increasing building rights in limited areas.	

Approved Plans for Adjacent Areas

Detailed outline plans (1689a + b, 3012, 4572) for the Atarot Industrial Zone	1,563.0 dunam
Small-scale detail plans (5357a, 6330, 3891) in the unrecognized neighborhood	7.0 dunam
Total planned area	1,570.0 dunam
Unplanned area	1,821.0 dunam
Total area of adjacent areas	3,391.0 dunam

The detailed outline plans for the industrial zone also include part of the unrecognized neighborhood. Seven small-scale detail plans were approved in the industrial zone, adding building rights to limited areas. The unplanned area includes areas within the municipal boundary beyond the Separation Barrier, as well as areas on the Israeli side of the Separation Barrier but not included within the municipal boundary.

ZONING STRUCTURE ACCORDING TO APPROVED PLANS ■ DESIGNATION VS. USE - BEIT HANINA

Designation	Plans		Land Use
	dunam	%	
Residential*	2,075	40	Construction in most of the residential areas in the neighborhood is limited to three storeys, though up to five storeys are allowed in the central areas. In many areas, construction is actually higher. Of the areas zoned for housing, east of the Ramallah Road they are almost completely built, while to the west of the road there are still some un-built areas, in particular where re-parcelization plans have only recently been approved. A number of areas designated as open spaces are de facto built-up.
Combined Residential and Commercial**	184	4	On either side of the Ramallah Road, a combination of commercial, residential, office, and hotelier uses is permitted. To the north of the intersection of the Ramallah Road with Highway 60, the commercial axis is planned to continue along a new road that would run parallel and to the west of the Ramallah Road. Despite the desire to create a contiguous strip of intensive commercial use, construction is fragmented.
Open Spaces	1,423	27	The bulk of the open spaces are designated as open scenic areas on which all construction is prohibited, with the exception of the Hod at-Tabel sub-neighborhood (see inset). In addition, some 40 plots are planned as open public areas, on a total area of about 152 dunam. Most of these are small plots that were never developed and serve primarily for roads and parking, and sometimes for agriculture. At the top of Tel al-Ful, where the unfinished structure of King Hussein's palace stands, about 35 dunam are designated for a large public park, though the area has not been developed.
Roads	1,046	20	In the developed residential areas, most of the existing roads are statutory though insufficiently maintained. In areas that have not yet, or only partially, been developed, many unstatutory narrow streets and dirt roads provide access to distant houses. Meanwhile, roads that exist on the plans are not implementable due to existing houses along their route.
Public Buildings and Institutions	437	8	Some 85 plots are designated for public buildings and institutions. More than 65 of these plots were never developed, and on about 12 of them there are existing residential structures, roads, or parking lots. The plots that were developed contain mainly kindergartens and schools (many established well before 1967), as well as one community center that operates in a new building. Of the 15 or so plots planned for institutional buildings, most are developed.
Other	72	1	Including areas for future planning, engineering facilities, and a gas station, as well as unplanned areas.
Total	5,237	100	

* In three quarters of the residential areas in the neighborhood, 50-75% building ratios are permitted, with two to three storeys. In the more central areas (one quarter of the residential areas), up to a 12% building ratio is permitted, with four storeys.

** In these areas, 100-150% building ratios are permitted, with 4-5 storeys. In order to create a contiguous commercial storefront façade, a special stipulation was introduced, enabling the building line to follow the plot line and allowing no distance between buildings (joint walls).

ADJACENT AREAS

Name	Plans		Land Use
	dunam	%	
Atarot Industrial Zone	1,462	43	Most of the area is zoned for industry and roads, as well as for private and open public areas. To establish the industrial zone, the land was expropriated mostly from residents of Beit Hanina. In the northeastern part there is a vacant area of about 25 dunam that is designated for future planning and on which the residents seek to promote a development plan. On the western edge, about 17 unplanned dunam are today caught within the al-Mawahel section of the Bir Nabala enclave.
Unrecognized Neighborhood (Qalandiya)	526	16	Aside from the existing residential buildings, the area contains farmed land as well as un-built land. Most of the planned area is designated for industrial use and for the expansion of the east-west artery connecting Road 45 to Highway 60. About half of the area remains unplanned (see: The Unrecognized Neighborhood).
Dakhyat al-Bareed Enclave	183	5	A sub-neighborhood of ar-Ram, most of which is located outside the Jerusalem municipal boundary but on the Israeli side of the Separation Barrier. The area is entirely built-up (see: Dakhyat al-Bareed).
Seam-zone Enclave	1,220	36	This area is trapped between the municipal boundary and the Separation Barrier and contains a small part of the Hod at-Tabel sub-neighborhood and an isolated house adjacent to the barrier (see: Road 20). The land is owned by Beit Hanina residents, living both inside and out of the municipal boundary, and is mostly used for agriculture.
Total	3,391	100	