

2.7 WADI QADDUM

ABOUT THE NEIGHBORHOOD

Wadi Qaddum abuts the eastern edge of the city, sitting on a hill and on both sides of a tributary of Wadi an-Nar (the Qidron Valley) that slopes down from the Mount of Olives. The neighborhood, named after the Qaddum Valley, in which it sits, stretches from Jericho Road in the north to the central channel of Wadi an-Nar in the south; and from the Separation Barrier and Jerusalem's municipal boundary in the east to the Old Bethlehem Road in the west. The western border of the neighborhood was determined arbitrarily, since in effect the neighborhood is part of the built-up continuum stretching westward through the area of Ras al-Aamud to the center of Silwan.

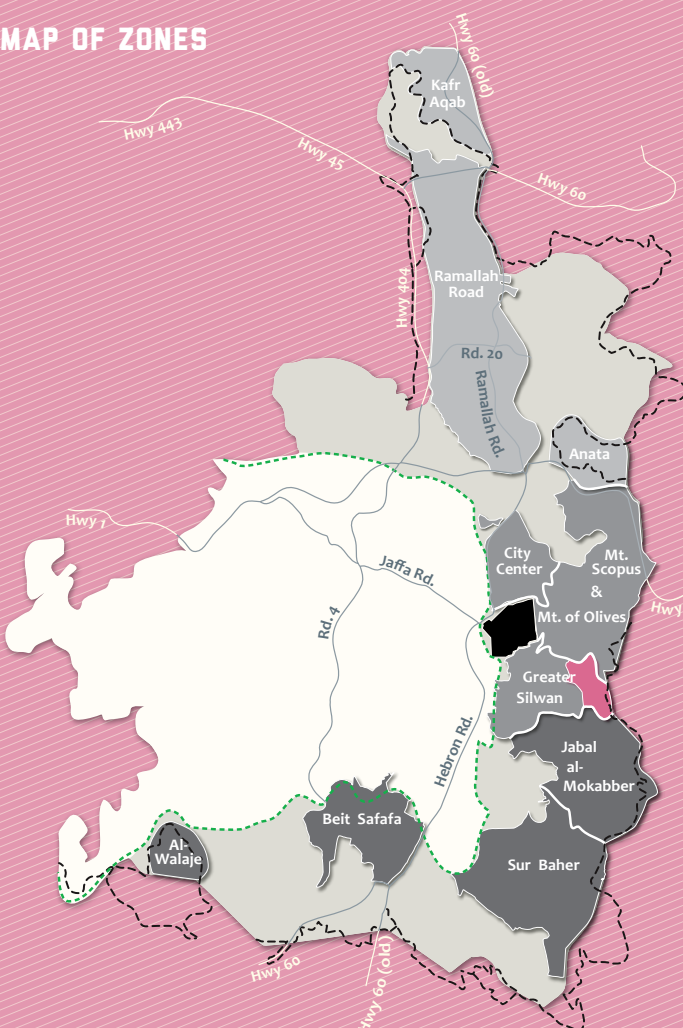
Wadi Qaddum developed spontaneously, without any planning infrastructure, from the early 1970s onward. Prior to this, the land was vacant, with the exception of a few structures. In the subsequent decades, construction continued at a slow pace, with new residential structures being added but construction remaining sparse. The significant construction boom began in the 1990s and 2000s, at which time the

population of the neighborhood grew and many houses were built.

Most of the built-up area of the neighborhood is in its northern part, on the steep slopes descending to the valley and on the hill that rises up above it. Some of the construction is denser, with houses being practically contiguous. The neighborhood is particularly neglected, with no internal roads, no public structures, and no sanitation services.

The Jerusalem Municipality drew up a plan for the neighborhood (also including the area of Ras al-Aamud) proposing a rural future for Wadi Qaddum. This does not correspond with development trends on the ground. The neighborhood suffers from a severe housing shortage, due to low building rights and a lack of residentially zoned areas. As a result, many of the houses are not legal. In addition, there are plans to run a main urban artery through the heart of the neighborhood; its implementation threatens to disrupt the lives of the residents.

MAP OF ZONES



FACTS

Population 11,000
Area 631 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 WADI QADDUM

Roads

The situation of the roads is probably the most severe issue faced by the residents on a daily basis. Most of the roads in Wadi Qaddum have never been paved, and residents use dirt roads or defective roads that were paved many years ago. The inner roads are especially neglected, but the situation is bleak also for vital arteries surrounding the neighborhood. The Old Bethlehem Road, for example, though used intensively by the residents of Wadi Qaddum as well as by thru traffic, is narrow and dangerous, with old asphalt, no sidewalks or security railings, and no street lighting. Many accidents have taken place on this road, with children being injured and cars rolling off the side of the road into the courtyards of the neighborhood's houses. Another direct result of the neglect of the roads is that there is no garbage collection whatsoever in parts of the neighborhood.

Insufficient Schools

Wadi Qaddum suffers from a severe lack of educational structures. The plots allocated in the plans to schools and kindergartens



Makeshift Sidewalk (photo Bimkom)

Winter Flooding

A single sewerage line and one drainage line run through the middle of the neighborhood, both of which are old, worn out, and underserved. The drains are completely clogged and the protruding manhole covers cause frequent accidents. The drainage system cannot withstand the annual volumes of precipitation. During heavy rains, rainwater draining into the valley from the Mount of Olives, ash-Shayyah, and Ras al-Aaumud causes strong water currents to flow from the direction of Jericho Road into the neighborhood. Rainwater also regularly drains into the neighborhood from the direction of Ras al-Aaumud, causing flooding of roads and entrances to homes. Some of this rainwater infiltrates the sewerage system, causing runoff, accompanied by hazardous odors. A puddle forms at the bottom of the neighborhood every winter, preventing access to the houses near it. Residents have taken matters into their own hands and built a small makeshift sidewalk in the area where the biggest puddles sit all winter long (see photo).

The Eastern Ring Road

The Eastern Ring Road is planned to run north-south through the eastern edge of the city. According to plan # 4585b, part of the central section of the road will run through the heart of Wadi Qaddum – in the central valley and eastern bank of the neighborhood. Its implementation would have far-reaching implications for the neighborhood: cancellation of some 25 dunam of land previously allocated as residential, slating of 15 structures for demolition (some of which have already been demolished), and rendering other existing and planned roads obsolete. Moreover, the road would separate the eastern residential areas of the neighborhood from the rest of the neighborhood and cut off the few dirt roads that connect between the two sides of the valley. The road is planned to connect to the neighborhood through a huge interchange in the center of the neighborhood, trapping a large cluster of houses in an enclave and only partially restoring the connections that will be cut off by it. Needless to say, the road is intended as an urban artery for thru traffic and not to solve the traffic problems in the neighborhood.

The Jerusalem 2000 Outline Plan

Although the Jerusalem 2000 Outline Plan, which awaits deposition, includes two expansions for Wadi Qaddum, one of them (an area of 35 dunam) has already been slated for the construction of the Kidmat Zion settlement (see below). More than half of the second expansion area was already zoned for development in the previously approved outline plan for the neighborhood. These ostensible expansions are all the more problematic in light of the stipulation in the Jerusalem 2000 Outline Plan that all expansions must be planned (or re-planned) prior to the approval of any development in their area. In other words, plots that formerly needed no further planning in order to be developed, were frozen by the new outline plan. Furthermore, the densification proposed in the outline plan for the existing residential areas can only be partially realized because of stipulations that require parking solutions and proximity to a wide road. These conditions are almost impossible to meet in Wadi Qaddum. It seems that it will be impossible to fully realize the potential densifications, and that in the residential areas in the north of the neighborhood it will be possible to add only a very small number of housing units.

The Kidmat Zion Settlement

Detail Plan # 7659, for the erection of a new Jewish-Israeli settlement in Wadi Qaddum, looms over the already distraught neighborhood. The settlement is planned on the eastern bank of the main valley of the neighborhood, near the Separation Barrier. This land is zoned in the neighborhood plan (# 2668) for residential construction, public buildings, and open scenic areas. Before 1948 this piece of land had been owned by Jews, and after 1967 it ended up in the hands of the General Custodian. In the early 1990s, Jewish-American multimillionaire Irwin Moskowitz bought the land from the Custodian, and by the end of that decade, following an initiative by the ultra-orthodox Ateret Kohanim organization, the Jerusalem Municipality began planning a new Jewish neighborhood on the site. In March 2009 the plan was frozen following an opinion by the legal advisor to the municipality that it would be inappropriate for the municipality to engage in planning on this land, because it is privately owned. Despite this opinion, at the beginning of April of 2012, the mayor of Jerusalem announced plans to resume the planning process. At present (2013) the area remains vacant with the exception of two structures housing a few settler families.

CUT OFF FROM THE ROAD TO JERICHO



Dramatic Topography (photo Bimkom)

APPROVED PLANS IN THE NEIGHBORHOOD

Part of Outline Plan # 2668 for Ras al-Aamud and Wadi Qaddum	458.0 dunam
Three small-scale detail plans (3223, 3698, 3025)	7.0 dunam
Part of Detail Plan # 4585b for part of the Eastern Ring Road	144.0 dunam
Total Planned Area	609.0 dunam
Unplanned area	22.0 duanm
Total Area of Neighborhood	631.0 dunam

Dozens of small-scale detail plans have been approved, with no added area for the neighborhood.

ZONING STRUCTURE ACCORDING TO APPROVED PLANS ▪ DESIGNATION VS. USE

Designation	Plans		Land Use
	dunam	%	
Residential*	242	38	Most of the residential construction in the neighborhood is in the northern part of the neighborhood, on the hill and on the steep slopes descending into the valley. Residential zoning does not entirely correspond with the borders of existing residential areas. Moreover, construction is denser than approved in the plans, and many apartment buildings rise to four or five storeys. In the south of the neighborhood, in areas that are not zoned as residential, some low-density clusters are found.
Open Spaces	101	16	Most of the open space of the neighborhood is defined as open scenic area. This designation is found mostly in the valley and on the gentle slopes in the southern part of the neighborhood. In fact, these areas contain several homes, dirt roads, and improvised dumping sites. One compound of about 15 dunam, on the slope descending into the valley from the west, is designated for sports, while the meager 5 dunam or so zoned as open public areas are scattered between the residential clusters of the neighborhood. Both the sports area and the open public areas remain undeveloped and stand vacant.
Neighborhood Roads	71	11	While vast areas of Wadi Qaddum have been allocated for the development of roads, few of the planned roads have actually been built. And those that have, were developed only partially. The residents use vital existing roads, though these are not statutory. Many of the roads are narrow and extremely steep and in bad physical condition.
Highways	105	17	The area designated for expropriation for the route of the Eastern Ring Road is larger than the entire area allocated for neighborhood roads. This road is not intended primarily for the benefit of residents of the neighborhood.
Public Buildings and Institutions	60	10	Although in the neighborhood outline plan, eight plots were designated for public buildings, none of these have been developed. On part of one of them, the Jerusalem Municipality erected a caravan site that serves as a temporary school. A mosque and kindergarten were built by the residents on a small plot designated as an open public area (see: Insufficient Schools)..
Other	52	8	Area for future development, a hotel, gas stations, and unplanned areas.
Total	631	100	

* Neighborhood plans allow for only rural-style construction. In 18% of the residential areas, a 25% building ratio is allotted, with a minimal plot size of 400 m2. The remaining allotted residential area allows for a 50% ratio, with only two storeys (and with a similar stipulation as to plot size).