

Urban Forum 9/9/19 – summary

Present: Avital, Ronit, Hava, Amos and Elias

Agenda:

- Train tracks – update
- Gardening Center – the forum has to decide whether to support the plans
- Purple line – update
- Street renovations – update
- HaZefira St – update

Train tracks – update

- The forum has discussed the subject
- The forum has no objections to high rise buildings along Hebron Road
- There must be a joint response of Ginot Halr and Baka

Update of the discussion in the district council regarding the train tracks – 9/9/19

The community council was represented by Elias, Ronit, Hava Adi Sachs, Adi Perry, Avinoam (substitute), 2 Baka residents

The planning team, headed by Architect Naama Mallis presented a detailed presentation of the plan (I have asked for a copy and will pass it on shortly).

Emmy Arbel on behalf of the municipality, presented the recommendations of the local council which included:

- The local council approved the plan with a number of comments
- To add a public parking lot of 600 extra places (over and above the required norm) to be divided up between the private sub areas.
- Recommendation of graduated building percentages and eight of buildings on the basis of visibility of the project and proximity to the historic city:
- The northern part: up to 250% on 5 floors
- The middle part: up to 300% on 5-7 floors
- The southern part : up to 350% for 10 floors
- To increase the hotel facilities in the mix of utilities
- To determine a binding public frame
- To create a mix of apartments with 25% up to 80 sq.m.

Representatives of the owners, the planners and the Israel Lands Authority spoke at the meeting. The Community Council was represented by Elias who emphasized:

- Public cooperation and the cooperation with the Baka community council
- The support of the community council for the recommendations of the local committee

- The need to examine the mix of usages proposed in the light of the fact that significant traffic plans have been presented which will turn the area into a major traffic hub.
- To register a significant deviation for all critical factors: building rights, floors etc
- The need for an extensive traffic evaluation in order to decide whether an extra 600 parking places is sufficient or whether more or less are required by compiling traffic surveys of all transportation plans proposed for the area.
- To present an estimated traffic table especially on Remez St which is destined to serve the proposed cable car for the offloading of tourist buses
- Determination of a site for offloading and onloading and service entrances and not to accept the existing situation of the Orient Hotel on Bethlehem Road
- Emphasis to be placed on the necessity of presenting the plans to residents in clear language, including simulations and a model in the city model
- Elias also noted the opportunity and the requirement that the plans conform to
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- Avinoam also added a few points from the joint stance of Ginot Halr and Baka with emphasis on transportation which the plan demands.

We will shortly update on decisions taken and submit the updated presentation for your perusal.

Recorded by Elias

Gardening center – update

Information on the plans:

Status after the approval of the statutory plan and in advance of the construction plan

316 units with additional 14% $\text{סבש} > 360$ units

89 units under 75 sq m – about 20% parking lots with 85% land cover – 3 underground floors. They will want to transfer commercial parking from one parking lot to another

Buildings: 2 buildings of 12 floors

2 buildings of 9 and 10 floors

They will request some relief on the commercial/parking area because of the topography

The urban building plans allow for 10 places. They will ask for 11

Pleasant public pathways have to be created through the project from the northern to the southern side (Rehov ben Zakkai). A solution must be found for guest parking on Halafta street.

We would like to see the survey that has been prepared and submitted.

Access must be provided (entry and exit) for the proposed school.

Link to project documents:

https://drive.google.com/drive/folders/1flgk-4QUp_AU9bgDZI2SYI7QiN1TV?usp=sharing

Light Rail Purple Line - Update

Comments of the forum on alternatives to the purple line:

Oranim Junction: to create a real cheek to cheek connection so that passengers do not have to alight and walk a distance to reach the adjacent station

Pierre Koenig street is ideal for a real cheek to cheek connection

The Oranim Junction solution is impractical

The planners have to submit a statutory plan of the approved lines (blue, light blue, green etc.)

The planners have to submit the whole picture (not in pieces)

At the meeting on 15/9 we will collect further comments and ideas from residents

Uninterrupted travel from Emek Refaim to Ben Zakkai is preferable

At the same time we need a meeting with the head of the planning team of the transportation master plan on the principles of involving the public .

The presentation with updated alternatives can be seen at:

<https://drive.google.com/file/d/1L-d4U-NVwEZoUaebXdzSWm2GICYTOILr/view?usp=sharing>

We shall open an online document on the drive where comments can be seen and other comments on alternatives to the purple line added . The link is:

<https://docs.google.com/document/d/1biskBB7WwgJ9FrNKhoN0mZMimocl9wBVmGkLOmHGIE/edit?usp=sharing>

Summary of resident meeting on the purple light rail line – 5.9.19

Present: Shaikie, Hana, Elias, Ronit, Azi Zacks, Amos, Sarah, Nati and about another 20 residents

It is important to note that earlier alternatives were presented at the meeting that were discussed in the forum

The objective of the meeting was to present alternatives to the planning of the purple line and to hear what the residents have to say which was passed on to the planning committee to be discussed when a decision was taken as to the preferable alternative as regards planning and operation of the line.

The timeline for consultation with the publication of the plan:

15/9 presentation of the plan by the planning team to the general public 15.9.2019 at 20:00 in the Zionist Youth Village

28/7 presentation of alternatives to representatives of the communal centers

24/9 receipt of the viewpoint of the communal council

The selected alternative will be presented soon.

Shaikie opened the discussion and explained to the residents that it was important that the planning team not repeat the mistakes from Emek Refaim and to present alternatives and to listen to comments and opinions of the community council/residents before making a final decision.

Elias presented the main points of the plan: to serve the southern part of the city on a horizontal line, to join up the vertical lines (blue, red and green) and to connect 3 main focal points: Hadashha Ein Kerem Hospital, Malcha and the Talpiot industrial zone

Elias also presented the alternatives which are mainly (according to the alternatives for the eastern section of the line) (with indication of relevant alternatives for Katamon residents)

*B1.2 Yehuda HaNasi alternative – Ben Zakkai – Oranim intersection- Pierre Koenig (south) – HaTnufa to Hebron Road

B 2.1 Pat alternative - Rami Levi – Pierre Koenig (North) – Yehuda – East Talpiot

B 2.2 Pat alternative Rami Levi – HaTnufa to Hebron road

B 3.2 Pat alternative – Eliezer HaGadol – Ben Zakkai – Pierre Koenig (South) – HaTnufa to Hebron Road

C 1.2 Yehuda HaNasi alternative – Rami Levi – Pierre Koenig (South) – HaTnufa to Hebron Road

C 2.1 Pat Alternative – Rami Levi- Pierre Koenig (North)- Yehuda – East Talpiot

C 2.2 Pat alternative – Rami Levi – HaTnufa to Hebron Road

C 3.2 Pat alternative – Eliezer Hagadol- Ben Zakkai – Pierre Koenig (South) – HaTnufa to Hebron Road

The more detailed plans of the sections were presented with light rail stations, Oranim intersection and emphasis was placed on the cancellation of parking places and expropriation of private lands to implement the project.

Cancelled parking spots, according to the plans:

60 parking spots on Yehuda HaNasi

80-100 spots on Ben Zakai

About 50 spots on Eliezer Hagadol

Comments raised during the ensuing discussion:

- The statutory element is missing from the presentation, for example the route of the light blue line, so as to correctly assess the proposed alternatives
- It is unclear with which alternatives the blue line could continue its route south/west and which not
- Connections along the line: to allow connection of the purple line North (to the blue line) and further service north now or in the future
- A transportation map including bus routes and the light rail so as to understand the changes in public transportation in the city
- The implications of implementing the plan, as regards parking, public parking lots, crowding along the light rail, high rise buildings etc.
- Plans with parking in each area should already now be pushed ahead
- To find overall parking solutions in the area to look for possible parking lots
- To create parking solutions for the period of building the purple line
- Bends in the line (along Eliezer Hagadol) which although serving both Katamon and the Katamonim, the stations are far apart (no station at all on Eliezer Hagadol) and will make the journey longer and less efficient. A quicker route is preferable.
- Oranim intersection – transfer between stations: a continued journey north to town and south to Talpiot is preferable. It is especially impractical in winter.
- Oranim intersection – there is only one alternative at present. We need to see another one
- Shade and benches – in the transfer areas
- More stations are required. There is an incline on Eliezer Hagadol and it is difficult to get from one end to the other.
- Once the plans are implemented it will be very difficult to travel by private vehicles. Is there an option for connections above the light rail line (elevated bridge)?
- There is no reason for cancelling all the left turns. There are places along the light rail line where a left turn is possible

- We would like a timetable and schedule for the work
- When will the system become operational?
- Will both the blue and purple lines travel along Ben Zakkai? (We could get the answer in the updated presentation that we received and which I passed on by e-mail). It can also be seen in the link:

<https://drive.google.com/file/d/1L-d4U-NVwEZOuabXdzSWm2GICYTOILr/view?usp=sharing>

- Does the plan also refer to future changes, such as autonomous cars?
- There needs to be connections to bicycle paths (also to feed into stations on the purple line)
- There is no information as to expected journey times for each of the alternatives so as to make comparisons between them
- Main intersections: no real connection (such as Ben Zakai and Emek Refaim)
- Why is there no station on Eliezer HaGadol?- We would also like to see alternatives to the the corridor operation of the light rail
- Zebra crossings – can one cross over the light rail tracks? According to the sketch it will not be like Jaffa Road
- Project basket – projects to be developed in the neighborhoods in order to create connections and accessibility to the light rail stations.
- to take the opportunity to update the public domain
- to collate the main points:
 - Journey time considerations – bends versus speeds
 - Travel times for each alternative
 - Connections to other lines
 - Oranim junction appears to be blocked to pedestrian traffic. Transfer route from station to station need to be submitted, vehicle passage, bicycles, light rail etc. the plan for the intersection is unclear

There is a need for continuity between Ben Zakai and Emek Refaim.

Bicycle paths – we would like to see encouragement and accessibility for cycles to the light rail stations

Creation of parking lots and cycle paths

Creation of parking solutions during the period of construction and the running of the purple line

Construction along the light rail tracks

Recorded by Elias

Renovation of streets - update

- Update of public participation and initiation of construction on Palmach and Azza
- Beginning the process of planning King David St on Monday 16.9.19 at 12:00
- The Moriah Co is interested in examining the option of constructing a public parking lot on King David St
- Hebrew Union College is interested in becoming involved. They are planning a new entrance to the site which will coordinate with the vision of the renewed King David St.
- To examine the option of adding parking spaces opposite the pharmacy (there is a wide sidewalk)

HaZfira St (update)

The plan has been approved in the local council – despite objections of all communal factors

We are waiting for a discussion in the district council and for the objections with the submission of the plans

The Moriah parking lot is within school grounds

The plan on the way to the Gymnasia of the urban architect

Next forum in October – a notice will be sent out

Recorded: Elias

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