

# 2023 **Tel Aviv University** Master Plan

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#### **1.** Preamble

# **1.1** General Background

The Tel Aviv University (TAU) campus is situated in the north of Tel Aviv-Yafo and is part of the Ramat Aviv neighborhood. East of the campus lies the Ayalon Highway (Highway 20) and railway; to the south lies the Museum Complex and Hayarkon Park; and situated to the north is the Afeka neighborhood.

The campus, which was designed some 60 years ago as TAU's permanent residence, expressed the vision of the city's founders - to establish a top notch Hebrew academic institution that would draw young people from all over the world.

In November 1969, TAU received full accreditation from the Council for Higher Education and became incorporated. In following years, TAU established itself as a leading world-class educational and research institution, renowned for its scientific achievements in Israel and worldwide. Today, more than 30,000 people make up the campus population, student body, teachers and staff. The size of TAU, its achievements in the field

of research, and its contribution to the world of science and the humanities rank it among the leading universities in the world.

TAU promotes community involvement projects and makes higher education accessible to underprivileged populations. In addition, the campus opens its doors to the public for many events throughout the year in which academic faculty and students promote values of social responsibility and contribution to the community. The 2019 Master Plan, which is presented in this revised brochure, expresses through its buildings TAU's vision as a leading international research body with strong ties to the community.

#### The Current Master Plan: Buildings Planted in Lawns, A Garden City Model Campus

The term 'campus' in Latin means 'field' or 'open area'. During the Roman Empire, this word was used to describe a defined and limited area, where soldiers trained and lived (a military camp) and where the buildings were customarily dispersed in the open space.

Beginning in the early 20th century, the concept of campus related to a spacious area where buildings or large institutions, primarily universities, were sprawled. This was in line with the Garden City concept in urban design that was modernistic at that time, which maintained that the city (or the campus) should be an area with an abundance of gardens and open spaces in which buildings set apart from each "are planted". This concept was contrary to the urban design concepts that prevailed until the late 19th century, which saw the city as a continuum of buildings lining the sides of streets and avenues. The utopian ideas of the Garden City approach also influenced the planning and design of the Ramat Aviv neighborhood by architect Robert Bennett in the 1950s. The homes in the neighborhood were spaced apart from each other, "green lungs" were planted, and the system of roads is typically lined with small gardens and many cul-de-sacs.



#### Preamble

# **1.2** Historical Background

The Tel Aviv University campus, designed by architect Werner Joseph Wittkower, was also in line with the spirit of the times, and its planning and design principles are typical of the academic campuses built in Israel and around the world in the 1950s and 1960s.

Wittkower's first master plan organized the campus according to a clear geometric shape in an orthogonal arrangement.

The plan divided the various departments into three to four-story buildings, with the buildings zoned by function, arranged as separate objects detached from each other and surrounded by wide lawns and gardens.

The original design took advantage of the slopes of the former Sheikh Munis village to enhance the sense of open, pastoral and detached spaces. The manicured green spaces were designed by landscape architects, Dan Zur and Lipa Yahalom. A large, rectangular and green garden was set up in the center of the campus, around which the main buildings of the university were built. This spatial concept was also maintained in TAU's later master plans.





#### Tel Aviv University- Master Plan / Preamble





פרספקטיבה | תכנית האב הראשונה של הקמפוס – שנות ה– 50.

#### Preamble

*1.3* Changes in the Basic Assumptions

The campus sprawls over an area of about 805 dunams. TAU is home to about 15,000 undergraduate students, about 9,000 graduate students, 2,200 doctoral students, and 2,200 exchange students from other universities around the world.

TAU's management does not expect a significant increase in the number of undergraduate students, yet intends to increase the number of graduate students, double the number of overseas students, and increase the number of senior teaching faculty to 1,200.

Today, the administrative staff at the campus has about 2,300 job positions, including positions in projects and research budgets. TAU also employs 1,040 senior faculty members.

In order for TAU to realize its goals, the available spaces for researchers, faculty rooms and labs must be increased. This need is magnified by the desire to improve the physical conditions available to university researchers and students compared to the standards that existed in the past, and to enable TAU to be the preferred choice for students in Israel and around the world. The significance of these changes is a growing need for built-up spaces, which today cover nearly 500,000 sqm.

The public investment on the campus has grown in recent years, and is largely expressed in the construction of new student dorms after years of stagnation in this area. Despite this investment, the demand for dorms and student housing has surged, as it offers a relatively high-quality but low-cost housing solution. This fact calls for TAU to prepare for increasing the built spaces in the coming years, both spaces designated for study and research as well as for ancillary functions, such as housing.

Apart from these changes, the rise in the level of motorization and use of private vehicles has driven up the spaces used for above ground parking lots in the open spaces of the campus. These parking lots disrupt the continuum of the built-up areas as well as the continuum of green spaces, thereby undermining the original ideal of the university planners of "buildings planted between lawns and greenery."

Along with TAU's changing needs, the basic premises in urban design in Israel have also changed: The rapid growth in Israel's population has spawned the need for urban densification and expansion together with the need to strictly conserve the open spaces that are threatened by the encroachment of the built-up areas. This change has led to a transformation in the character of urban construction - the land cover and density have increased, with the buildings rising to heights not seen in the past. Available land resources have become an expensive commodity with prices rising steadily and continually. There is also a deepening understanding that in order to create a vibrant space that encourages innovation and collaboration with the business sector and the community, aligned with TAU's vision, an urban and intensive dimension should be added to the campus to connect it with its environs.

The physical boundaries of the university campus are: Ayalon Highway to the east, Klatzkin Street and the Afeka neighborhood to the north, Chaim Levanon Street and the Ramat Aviv neighborhood to the west, and Rosenfeld Street to the south. In the very near future, the campus will have light rail and metro stations that will improve accessibility. In order to prepare for the needs of the future, TAU must utilize the land area available to it in a way that will increase the scope of construction and diversify land uses.

The shift in the design concept, TAU's future construction needs, and the limited available space all call for searching for new ways to more efficiently use the land, while preserving the campus's green and gardened landscape and conserving buildings of architectural and historical value.

### Tel Aviv University- Master Plan / Preamble





**1.** Preamble

**1.4** Campus Structure



MRTS (Mass Rapid Transit Stations) And Entrance Gates to the Campus







Main Footpaths Latitudinal Paths







#### **Statutory Background**

#### 2.1 The Current Situation

The Tel Aviv Outline Plan, TA / 5000, and the detailed urban plan for public spaces, the Public Spaces Plan, which were approved in 2016, allow for making the necessary changes in redesigning the campus by significantly increasing the university's building rights. The Public Spaces Plan grants TAU total building rights of about 2.4 million square meters, compared with about 0.5 million square meters approved in 2003 in the site-specific urban building plan for the campus -TA/2642.

The provisions of the site-specific plan allow for land cover of up to 40% and require open and green spaces and squares of at least 30%, whereas the Public Spaces Plan cancels these restrictions and prescribes built land cover of up to 60% of the total area.

In the last year, the Tel Aviv - Yafo Municipality has been acting to revise Tel Aviv's urban outline plan TA/5500. Among the proposed revisions is the possibility of raising the permissible height of buildings to be built along Chaim Levanon Street, as well as the creation of an urban continuum between the university and the transportation terminal at the Tel Aviv Fairgrounds. The State of Israel is concurrently working

	TA/2642	TLV Public Spaces Plan
General description	Specific UBP for the Ramat Aviv campus	General urban Master Plan for built-up public areas in Tel-Aviv, that includes provisions for a detailed plan, and replaces previous UBPs
Year approved	2003	2016
Building rights in sq.m.(including Einstein dormitory)	557,066	2,481,328
Built-up land coverage	40%	60%
Construction height	4-8 floors, depending on construction zone	10 floors; with special approval, increase to the height permitted for adjacent lots
Minimum garden area	30%	No required minimum area
Parking spaces	120,000 sq.m. or 5,050 spaces – whichever is higher	According to the standard and parking rules of the TA municipality, spaces may be added beyond the standard if it is public parking
Front building lines	4 m. or 8 m. (depending on the street)	0

on the advancement of TAMA 70, a national outline plan that sets guidelines for detailed plans in the vicinity of metro stations, two of which will be built on the side of the university on Chaim Levanon Street. According to TAMA 70 guidelines, the land uses in areas near metro stations should be augmented and diversified, while ensuring the quality of the public space to encourage traveling on foot, bicycle or public transportation. As will be explained below, even if the scope of construction proposed in the master plan doubles, the proposal will not increase the built-up land cover by more than 40%. The master plan presents principles for development that will enable expanding the open and green spaces compared to the ones existing today, primarily by removing the above-ground parking lots and replacing them with underground parking facilities on the basement floors of the new buildings.

Tel Aviv University- Master Plan / Statutory Backround





Ramat Aviv Campus as presented in Tel Aviv Master Plan TA/5000

# **2.** Statutory Background

# **2.2** System of Roads, the Light Rail and Metro

The Light Rail Green Line Plan was approved in 2017 (northern segment, TATAL/71/C), expropriating a strip of 6 meters of campus land along Chaim Levanon Street for the construction of the railway.

Work on the line began in 2021 and is slated to be completed by 2028. As part of the construction of the light rail, bicycle paths will also be paved on Einstein and Chaim Levanon streets.

TAU will have to make physical adjustments for the route of the line that will run on the western and southern sides of the campus, and this includes moving infrastructure and the campus entrances. In coordinated efforts between the master plan team and the railway planners, it transpired that TAU will be able to recover some of the expropriation areas at the intersection of Chaim Levanon and Rosenfeld streets.

These transportation changes and the reduction in parking spaces, spearheaded by the urban and national planning institutions, require TAU to make the campus accessible to alternative means of transportation to private cars, so that the campus can be reached on foot, by public transportation or bicycle.

The increase in the volume of construction and the transportation transformation present opportunities for developing uses and buildings that will also serve the urban fabric around the campus, strengthen TAU's social connection to the local community, and contribute to it economically, as explained in detail below. This also presents an opportunity to improve the quality of the public space on campus for the benefit of TAU's researchers and students.

National Infrastructure Plan - NIP//101/B was approved in 2022, which is a plan for metro lines in the Tel Aviv - Yafo metropolitan area. The M1 line of the plan passes near TAU and has two stations near the campus: the Aviv station near the Rosenfeld/Levanon intersection and the Entin Square station near the intersection of Levanon and Einstein streets.

The planning around these stations is the primary change in the master plan for construction. The plan offers a new urban space on the south side of the campus, which includes intensive construction for various uses and special housing, open squares and wide sidewalks near the metro stations along Chaim Levanon Street as well as construction of up to 20 stories at specific locations. This construction is a direct continuation of the master plans from the previous years, which proposed an urban side to TAU, which encourages walking and travel by public transportation and bicycles.

"OFN RAMAT AVIV GIMEL RAILWA 20 NEVE GAN N SRAEL LIGHT RAIL GREEN LINE KAKAL BLVD TEL BARU AFEKA NOR RAM01 CHAIM LEVANON ST. RA HA ADA FEKA NEVE OT AFEKA A NOFEL YAN EINSTEIN ST. TEL AVIV KALON KIICKWHAL MAOZA IV VE DAN HADAR YOSE RAMAT AVIV **RAUL WALLENBERG ST.** METRO k Rabin Cent Eretz I Bus Station HAYARKON Metro Station KOHAV HATSAFON "OFNIDAN" Train Station ROKACH BLVD. 482 Light Train - Green Line Main Transportation In Campus Area 0 500 M 1000 M

Tel Aviv University- Master Plan / Statutory Backround

Tel Aviv University- Master Plan / Statutory Backround



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# **3.** Vision and Objectives

*3.1* From Buildings Planted Between Lawns To Lawns Planted Between Buildings

The quest for more efficient use of land resources has led the planners to examine the character and types of construction on various campuses around the world.

In Europe's longstanding university campuses that were modeled after churches and monasteries, one can see higher density and larger land cover construction than those characterizing Israel's campuses.

The model of construction of the old universities is formed by streets that are integrated in the built urban fabric and contain cloisters enclosed by the surrounding buildings. On campuses built during later periods, with a lower land cover than in the historical universities, one can see an attempt to frame the open space and enclose it within the surrounding buildings.

With the "modern revolution" in 20th century architecture, which was primarily characterized by replacing the traditional or historical city with the "garden city" model, this concept has changed. The buildings were constructed detached from each other in forgoing the definition of the open space between them.





#### **Vision and Objectives**

#### *3.1* From Buildings Planted Between Lawns To Lawns Planted Between Buildings

As noted, the historical model of the universities is based on cloisters surrounded by buildings.

Because the perimeter is equal in area to the center, construction along the perimeter allows for more intensive construction than in the center, without compromising the human dimension and the sense of pastoral and green spaces. The reason being is that the sense of open space is greater since the green landscaped areas are perceived as more significant. The green landscaped areas are situated significantly on the plot in a concentrated manner instead of being dispersed within the remaining spaces between the buildings. This method is expressed mathematically-graphically, as illustrated in the diagrams.

The master plan proposed in this brochure seeks to convert the garden city method, which was the premise of the original architectural design for TAU, to a new architectural design premise, which will serve as a vision for future construction:

# "from buildings between lawns, to lawns between buildings".

Instead of buildings set apart from each other, to create

continuums of construction that clearly and distinctly define the urban spaces between them. This will make it possible to meet the needs of the university and increase the built land cover without encroaching upon the open green spaces. This space will be defined in urban terms as "courtyards", "streets" and "squares", delimited by the surrounding buildings and constituting a side-wall for them.

The new master plan offers another means for increasing the supply of land for construction by constructing underground parking facilities in the surrounding areas of the campus and above them the new university buildings. As to be elaborated further on in this brochure, this will enable creating a high quality open space, ensure a continuum of open and green spaces for pedestrians, and allow for increasing the volume of construction on campus without compromising its pastoral feel.



50% תכסית

From Buildings Planted Between Lawns

To Lawns Planted Between Buildings









#### **Vision and Objectives**

# *3.2* Basic Assumptions and Principles

The master plan seeks to establish planning principles that will enable higher-density construction and the development of the campus to meet the future needs of the university.

The plan illustrates how construction on the campus can be rearranged in preserving the existing structure and skeleton - whether by using the unbuilt areas that are presently being used primarily for above-ground parking lots or by new construction that will emphasize the connection of the campus to the surrounding urban space.

The plan essentially seeks to utilize the available spaces within the perimeter of the campus for constructing "fence buildings" - new construction that will replace the perimeter fence of the campus and create an active urban wall for the streets surrounding the university.

The master plan sees the importance of preserving the open green spaces on campus. These are informal spaces conducive for informal meetings and mingling of individuals and groups, so essential for sparking thought and creativity in a university setting. These meetings are no less important than formal study in the classrooms. These spaces preserve the green character of the campus despite the increase in construction volumes: Although the plan increases the built-up land cover, the construction within the perimeters of the campus at the expense of the above-ground parking lots, will allow for relatively low-rise buildings (4-8 stories) that will harmonize with the existing vegetation and green spaces.

Low-rise construction preserves the character of the campus, and is often more efficient than a multi-user high-rise learning and teaching building due to safety standard constraints and requirements. At the edges of the campus near the mass transit stations, the land uses will be more diverse (not only for teaching and academia) and will include special housing, thereby allowing for higher buildings 10-12 stories high, and in

specific cases up to 20 stories. The plan sees the design of the open spaces to be of equal and parallel importance to the design of the built space.

The new construction aims to define the unbuilt areas, and create in them side-walls that will give a sense of place and continuity. This will enable distinguishing between the variety of open spaces and create a continuum that encourages walking and meandering among the various faculties on campus. On the sides of the campus, emphasis is placed on a public space with an urban character, which encourages walking and spending time on street level.

This concept reinforces the goals of TAU's administration to create interdisciplinary research spaces, which open the research space beyond a single faculty or building, and are comprised of a sequence of faculties and different academic research institutions, interfacing each other and physically and academically connected.

Current Built Space-	460,730 SQM
Planned Buildings-	144,660 SQM
Proposed Built Space	
By the Tel Aviv Public Spaces Plan-	575,960 SQM
Proposed Built Space by a New Plan-	220,190 SQM



# **4.** Proposed Plan

# **4.1** Proposed Architectural Design Principles

The master plan aims to create a continuum of buildings by which the open public space can be defined and its quality improved.

To this end, potential spaces have been identified that will allow for significantly increasing the built spaces at TAU, while preserving the feeling of green spaces on campus and the landscape viewed from it.

The construction, which will be carried out primarily along the sides of the campus ("fence buildings") and along the main streets, will opt to increase the built land cover and reduce the need for high-rise construction for the dormitory buildings, a small portion of which will be high-rise buildings.





Tel Aviv University- Master Plan / Proposed Plan





#### **Proposed Plan**

# **4.2** Campus parking

The plan proposes constructing underground parking lots on the outskirts of the campus in order to clear the spaces occupied by above-ground parking lots. By doing so, TAU will be able to minimize the entry of motor vehicles (including two-wheeled vehicles) onto the campus, with the exception of service and emergency vehicles.

Motorized traffic will be able to cross the campus on George Wise Street or Dan Bochner Avenue / Yedidya Frenkel Street, while motorized or electric two-wheeled vehicles will be allocated parking along these streets in parking lots and near the entrance gates.

Although the plan proposes to double the construction areas on campus, the proposed parking spaces will only increase by 40%, so that the ratio of built-up spaces to the number of parking spaces will increase significantly, and the parking standard will be reduced.

This is in harmony with urban trends that see public transportation systems as a preferred alternative to the private car.

	•		
Type Of Parking On Campus Present Situation	Upground Parking spaces (including Ahuzot Hof spaces around the campus)		5,546
	Upground Parking spaces		1,122
	Total No. of Parking Spaces as of 2019		6,668
		Name of Parking Lot	No. of Spaces
Changes In The Balance of Parking In The Short Term (2023)	Total No. of Parking Spaces as of 2019		6,668
		Nano	-450
	Parking Lots To	Campus Southwest	-667
	Be Removed	Mitchell	-129
		Practical Engineering	-154
	Parking Lots To Be Constructed	Broshim	300
		Broadcom	500
		New Mitchell	580
		Practical Engineering	500
	Total No. of Parking Spaces Planned For 2024		7,148
Changes In The Balance Of Parking In The Long Term According To The Master Plan	Obences As Dart Of The	Above Ground Parking Spaces To Be Removed	-4,146
	Mastewr Plan	Potential Addition Of Unferground Spaces	5,560
		Net Change	1,414
	Total No. of Parking Spaces Planned		8,362
	Ratio Between Current Built-up Area and Parking		1 Per 48 SQM
	Ratio Between Built-up Area and Parking According To Master Plan		1 Per 104 SQM

#### הצעה לשינוי במאזן החניה



#### Tel Aviv University- Master Plan / Proposed Plan



32 0 50 100 150 20



# **4.** Proposed Plan

Current buildings
Planned buildings/ Under Construction
Proposed buildings
Proposed buildings Outside The Campus

#### 4.3

#### The Character of the New Construction on Campus

To strengthen the connection between the campus and the surrounding urban space, it is proposed that the new construction be built on the side walls of the campus facing the urban streets in fence buildings to be built along Chaim Levanon Street near the light rail stations.

The fence buildings will be up to eight stories high in some locations, such as in area of the Millie Phillips Student City ("Broshim Dorms"), where the existing buildings reach up to fifteen stories. In other lower-rise areas, the plan proposes to build buildings between 4-6 stories high. The fence buildings will also be able to serve the community and the urban environs through cultural institutions, technological research, commerce and sports.

Much of the new construction on campus that is proposed to be built along Wise Street and Dan Bochner Avenue/ Frenkel Street will be on account of the aboveground parking lots and at the sides of the existing traffic routes in order to create a space with an urban character along them, with the buildings 4-6 stories high. Elsewhere on campus, the new construction will emphasize the campus grid, constructed of longitudinal and latitudinal axes, to improve the orientation for pedestrians.







# **4.** Proposed Plan

# <image>

# **4.4** Principles of Construction Along Streets

The proposed new construction complements and reinforces the intrinsic order of the orthogonal grid of pathways forming the skeleton of the today's campus. The construction will continue the existing building lines, especially on the facades facing the main traffic arteries.

The new construction will preserve existing buildings and incorporate the most prominent and central ones as a means of finding your way and getting around campus. In addition, the main open spaces will be kept, such as the "big lawn", and the main entrance square as well as the facades of the buildings surrounding them.



#### Streets Along The Permeter

#### Barrier Buildings/ A Border And Connecting The Urban Fabric

#### 6-8 Floors

Type A. Public/ Commercial Floor + 5 Floors Type B. Public/ Commercial Floor + 4 Floors + 3 Floors Set Back

- The building sequence delimits the street space and has a Commercial facade.
- The building can contain mixed uses, with an emphasis on uses that can also serve the urban enviroment.

#### Internal Roadways

#### **Construction Along Internal Roadways**

#### 4-6 Floors

A. 4 Floors

B. Public Ground Floor + 5 Floors

Constructions on the interior streets as urban streets and connecting them to the municipal road network



#### **Construction Inside The Campus**

#### 4 Floors

Continued construction relative to the existing building and grids. Creating a continuous internal border for open/ public spaces and pathways on campus

Tel Aviv University- Master Plan / Proposed Plan ......

## 4. **Proposed Plan**

#### 4.5 Principles of Construction on the Main Streets

The 2023 Master Plan offers another model of construction on Rosenfeld and Chaim Levanon streets. This model proposes more intensive construction near the

mass transit stations, sometimes combined with a high-rise building, while preserving an active and spacious street front.

Commercial/ Public Withdrawal High-rise Ground Floor Metro Entrance Campus Entrance Double Trees boulevard Consecutive Side Panel Widening The Pavement Facade, Colonnade allows construction Wide Sidewalk Building Line 0- Floors 4-8 From Facade pavement expan

#### Tel Aviv University- Master Plan / Proposed Plan ۵-----




## 4.

### **Proposed Plan** Program

Academic Compounds				Present Status Including Buildings Planned & Under Construction			Proposed Status According To Master Plan				
Compound No.	Compound Name	Land Area (Dunams)	% Of Total Campus Area	Present Land Covarage	Present Built-Up Area	% Of Total Built-Up Area On Campus	Additional Land Covarge	Additional Built-Up Area	Total Built-Up Area After Construction	% Of Total Built-Up Area After Additional Construction Per Master Plan	Change In Relative Share Of Construction Per Master Plan
1	Humanitaries & Arts	103	12%	33,499	117,739	19.4%	5,348	19,706	137,445	11.6%	+1.9%
2	Administration & Maintance	37	4.3%	12,187	28,006	4.6%	3,938	16,613	44,619	3.7%	+1.0%
3	Biomedical	160	18.7%	4,404	95,290	14.0%	20,745	100,104	195,394	16.5%	+0.2%
4	Dorms	72	8.4%	15,137	122,475	10.0%	9,028	77,396	199,871	16.9%	- 6.8%
5	Social Sci., Economics, Management	86	10%	15,641	66,516	10.9%	13,073	145,293	211,809	17.9%	+6.5%
6	Technology & Science	92	10.7%	28,447	100,619	16.6%	6,695	35,417	136,036	11.5%	- 3.1%
7	Sports	57	6.7%	8,591	19,979	3.3%	9,030	27,850	47,829	4.0%	- 3.9%
8	General, Reserve & Multi-Purpose Building	123	14.4%	7,943	54,762	9.0%	16,499	153,580	208,342	17.6%	+5.9%
-	Roads, Main Lawn, Science Promenade	123.5	14.8%								
	Total	835.5	100%	162,660	500,430	100%	79,982	446,190	946,620	100%	



### Tel Aviv University- Master Plan / Proposed Plan



### **Current Program**

**3D** Current Building Scheme By the Program

### **Proposed Program**

**3D** Proposed Building Scheme By the Program



Humanitaries & Arts

Technology & Science

Administration & Maintance

> Social Sci., Economics, Management

Biomedical

Dorms





2

4525

-50

stade

# **5.** Open Spaces

### 5.1

### Preserving the Green Character of the Campus

The master plan proposes to position the new construction instead of the above-ground parking lots or instead of the open spaces at the sides of the campus. The perimeter buildings will combine commercial, employment, research and teaching spaces.

A model for such a building is the Henry and Susan Samuel Research and Engineering Building on Klausner Street (Broadcom Building, designed by Zarhy Architects and StudioPez) inaugurated in 2021. For more details, see the chapter on "Buildings in Phases of Planning and Construction" in this brochure.

Construction of underground parking lots along the outer perimeter of the campus will significantly reduce motorized traffic within the university, and will therefore require allocating land for internal roads crossing the campus. In this way, part of the area currently used for roads will be vacated, thereby freeing up space for the construction of buildings to replace the perimeter fences. Since most of the planned increase in the builtup land cover (from about 133 dunam to about 263 dunam) will be taken from the asphalt area of the roads, the array of open spaces can be arranged so that the spaces used for landscaping and lawns will increase. This trend is in line with the conditions prescribed in the TAU urban building plan, TA/2642, which prescribes that at least 30% of the campus area must be open green spaces.

Compared to other campuses in the world and to built-up urban fabrics, also after increasing the built area proposed in the master plan, the campus area will remain predominantly unbuilt.



### *5.2* Current Status Vs. Proposed Plan













# **5.** Open Spaces

### **5.3** Proposal for Planting Trees

In the last year, TAU has been working in tandem with the Sustainability Unit of the Tel Aviv-Yafo Municipality to add many more trees and shading facilities on the campus to allow for more comfortable pedestrian movement and to encourage spending time in the open public space.

Both the Municipality and TAU have conducted pedestrian counts, surveys and mapping throughout the campus to pinpoint significant points of movement and stay at certain locations, and based on them devised a work plan for planting new trees and the location of shading facilities.

Current Trees StatusTrees Planting Proposal



### 5.4 Building Cover

Compared to other campuses in the world and to built-up urban fabrics, even after increasing the built-up area proposed in the master plan, the campus area will remain predominantly unbuilt.



# **5.** Open Spaces

### **5.5** Infrastructure for Public Activity

The Tel Aviv - Yafo Municipality has designated a future, green urban thoroughfare in Municipal Outline Plan TA/5000 that will facilitate pedestrian and bicycle traffic from District 2 heading west: from the northeastern neighborhoods of the city to the other side of Ayalon Highway and continuing on to Einstein Street up to the Sde Dov beach.

This green thoroughfare transverses TAU from the Botanical Garden in the east to Entin Square in the west. The thoroughfare passes through the historic heart of the campus lined with iconic architectural buildings, academic buildings, municipal and national cultural institutions as well as the central lawn of the university (Schreiber Square).

The master plan aims to create the physical infrastructure that will enable opening this space to free urban movement in the distant future. In the nearer term, the master plan reinforces a trend that has organically evolved in recent years and proposes adding additional public uses alongside the cultural institutions already located along the thoroughfare in order to strengthen its character as a space that not only serves academia, but the community as well. The plan also proposes to conserve some of the buildings along the thoroughfare, which will be discussed further on in the Conservation Appendix.





## **6.** Traffic & Transportation

## *6.1* Principles of the Transportation Plan

The traffic and transportation system on campus is designed according to the principle of preserving the campus as an open, green and accessible environment that is mostly closed to motorized traffic. Much of the area remains for pedestrian use, for people to move freely in the public space. In addition to pedestrians, the plan allows for the passage of bicycles and operational and emergency vehicles, and improves the connectivity to public transportation up to and from the campus.

This improvement includes the physical connection to the Israel Railway Station (University Station), which will be done via paths, an elevator and an escalator, as well as by the development of the entrance from the train station, as detailed in the chapter relating to the dormitory complex.

In developing this entrance gate, the plan (as can be seen below) proposes to redesign the Rosenfeld-Wise intersection to make it easier for pedestrians coming from the train station to cross the road. In addition to the development that connects the campus to the MRTS (Mass Rapid Transit System) stations, which includes the light rail lines (Green Line stations that are being built on Levanon Street) and the Metro (M1 line stations that are also planned on Levanon Street), the plan still sees the importance of developing and maintaining traditional public transportation (buses) as a central means of commuting to and from campus.

To support the conservation of the open and green spaces on campus, the plan proposes to develop the underground parking infrastructure and adapt it to the national parking standard, so that vacating the existing parking lots will facilitate and support the construction plan and environmental development. Because it is important to encourage non-motorized traffic on campus, the plan proposes to develop infrastructure (lockers and EV charging stations) for personal mobility (LIT - Light Individual Transit), such as electric bicycles and scooters.

Soon the plan will have to be revised to accommodate future modes of transportation, i.e. infrastructure for light motorized transportation and for shared cars, autonomous cars and electric vehicles - that seem to be just around the corner.

These technologies will require operational and parking infrastructure, some of which can be situated in the underground parking lots (e.g. EV charging stations).



Proposed Bicycle Path
Existing Bicycle Path
Proposed Underground Parking Lot
Existing Underground Parking Lot
Metro Station
Light Rail Station



### **6.** Traffic & Transportation

### *6.2* Pedestrian Traffic

The existing network of footpaths on campus includes two latitudinal paths running east-west and a longitudinal path running north-south, which are also preserved in the current master plan.

The north latitudinal path starts at Sally and Lester Entin Square, passes Frenkel Gate (Gate 7) to the Main Campus Square and continues through the Museum of the Jewish People (Beit Hatfusot) to Matatia Gate (Gate 2), from where it crosses Klausner Street through the Steinhardt Museum of Natural History, the Israel National Center for Biodiversity Research, to the Yehuda Naftali Botanical Garden.

The south latitudinal path crosses the campus in the area of the administration and Senate buildings in the center of the campus. The axis runs from Chaim Levanon Street to Albert and Elba Cuenca Avenue in the west, through the Ramniceanu Gate (Gate 4), and reaches the Miriam and Adolfo Smolaraz Auditorium and the Itzhak Alfred Guttman Administration Building. From there the route continues eastward, through Gate 14, the Chella and Moise Safra Gate, crosses Klausner Street in front of the Porter School of Environmental Studies and continues on the Science Promenade, where it splits and descends to the train station or turns onto Rosenfeld Street in the direction of the dorms and



the light rail station to be built near the intersection and Chaim Levanon Street.

The main longitudinal path begins in the north at the Sackler Complex of Medical Sciences. It passes south to the George S. Wise Faculty of Life Sciences, Beit Hatfutsot - the Museum of the Jewish People, the Synagogue and the Cymbalista Center for Jewish Heritage, the Faculty of Exact Sciences, and through the administration buildings continues on to the Engineering Building and Technology Avenues to the Broshim Dorms complex.

The plan proposes to include another square at the southern end of the path, from where one section of the path will split in the direction of the pedestrian gate adjacent to the Broadcom Building, and a second section will lead to the southern entrance gate connecting to the Science Promenade, escalator and train station.

### *6.3* Parking Facilities

In line with TAU's transportation policy principles for removing the above-ground parking lots and

constructing them underground, the first underground parking lot, the Smolarz Parking Lot (Argentina), has been operating on campus since 2008.

The second underground parking lot that was later built is the Museums Parking Lot that has been in operation since 2018. The parking lot in the Broadcom Building is currently under construction, and it is situated on the east side of the campus. Additional parking lots are planned to be built on the outskirts of the campus and will enable diverting the above-ground parking to them. The first parking lot to be built in the coming years is the Mitchell Parking Lot, which is slated for construction north of Entin Square in the area of the open parking lot, the Broshim Campus Parking Lot, which is slated to be built instead of the asbestos buildings between Broshim Campus and the School of Practical Engineers, and the Medical Parking Lot, which is planned to replace the large parking lot near the bus terminal north of the University.

Once the above-ground parking lots are removed, the space can be used in the future for campus development, as elaborated in the previous chapters.



### *6.4* Motorized Traffic Routes on Campus

There are currently twelve large parking lots throughout the campus and several small lots that were originally used for operational vehicles, such as the one adjacent to the Social Sciences Library or to Beit Hatfutsot. Additionally, there are parking spots along the streets crossing the campus.

This situation, which is convenient for private car users, goes against the intention of preserving a green campus, reducing air pollution, facilitating pedestrian safety and comfort, let alone the negative visual and aesthetic blights of the parking lots.

As long as the above-ground parking lots continue to be used, there is no escaping use of the network of internal roads to reach them.

The network of roads is mainly comprised of two roads crossing the campus from east to west, which via Gates 1 and 17 connect to Klausner Street, surrounding the campus from the east, and to Chaim Levanon Street that surrounds the campus from the west. An internal road running north to south connects the two roads as a latitudinal road, and additional access roads emerge from this network of roads leading to the buildings and parking lots adjacent to them.

As stated, the master plan proposes to remove the above-ground parking lots on campus and to build underground parking facilities in their place, which will be accessed from the outer encircling roads. The system of roads on campus will not be entirely eliminated as it is needed for operational and security reasons, but it will largely become part of the system of paths and interconnected walkways that facilitate pedestrian and non-motorized traffic. It will remain wide enough and marked so that it can continue to serve both operational vehicles and emergency and security vehicles.

#### 6.5

### Bicycles and Two-wheeled Vehicles

The network of bicycle paths to and around campus is under development and has not yet been completed. The planned network is presented in the layout plan on page 13 and in the transportation plan on page 49.

The existing bicycle path on the Science Promenade reaches the entrance to the Afeka neighborhood. One can connect through the neighborhood to Kakal Blvd. along quiet streets where the speed limit is 30 km/h. As part of the Green Line segment of the light rail project, a bike path is planned to be paved on Chaim Levanon Street along the west side of the road (on the other side of the campus). The master plan also proposes connecting the bike paths to George Wise Street. The bike paths in the vicinity of the university will connect with Ofnidan - the Greater Tel Aviv Cycle Network - via Hasharon path that passes near the train station and Rokach Avenue (the connection will be via Klausner Street) and the coastal path that passes through Namir Road (via Einstein Street).

There are bike rental stations (Tel-Ofan) scattered throughout the campus, next to the entrance gates as well as two additional stations on campus (next to the Eliyahu Sourasky Central Library and the Engineering Building). As part of the campus development, bicycle traffic is not routed to paths, but rather is integrated with the foot traffic, with the sidewalks and routes cleared of obstacles (such as electricity poles and trash cans).

The master plan assumes that motorized twowheeled vehicles will not be allowed on campus, so that parking for motorcycles and scooters is planned in marked places near the entrance gates.

## **6.** Traffic & Transportation

### 6.6

Buses

Fifteen bus lines serve the campus from all over the Greater Tel Aviv Metropolitan area, with some buses passing through the campus and others reaching it as an end station.

There are two end terminals near the campus: the East Terminal adjacent to the Israel Railway Station and the Klachkin Terminal next to the Sports Center.

The master plan proposes converting the Klachkin Terminal into an underground terminal as part of the parking lot that is planned to be built there or to consider relocating it, e.g. as part of the Atidim Terminal or the Hof Hatchelet Terminal.

### *6.7* MTRS - Mass Rapid Transit System

The MTRS - Mass Rapid Transit System includes the light rail lines that are currently under construction (the Red Line, the Purple Line and the Green Line that pass next to the campus) and the Metro lines, which were approved in 2022 and the detailed planning is currently slated to begin. The Green Line reaches near TAU at the top of Einstein Street and turns onto Chaim Levanon Street near Einstein Square. It then continues on an underground route, south of the campus on Shalom Rosenfeld Street, and runs east on the bridge over Ayalon Highway to the Convention Center. The line has two stations adjacent to the campus, one is at the Einstein Station and the other at Broshim Station next to the School of Practical Engineers. Both stations afford good access to the university, from the Einstein Station located between Entin Square and Gate 4 (Social Sciences), and the Broshim Station adjacent to the dorms and the Broshim Campus.

The line is scheduled to begin operations in 2028 and therefore the master plan relates to the route and the light rail stations in terms of the proposed construction, parking lots and development of gates and campus entrance squares.

In conjunction with the work on the Green Line, TAU is developing the area adjacent to the route of the line, both in terms of environmental development along the expropriation strip and in terms of future construction, e.g. the Azrieli Film School, which is planned to be built between the Buchman-Mehta School of Music and Entin Square, all in line with the principles of the master plan.

The northern section of the Metro M1 line will connect TAU northward to Ramat Aviv, the Gillot interchange and the cities of HaSharon Region. The line primarily runs parallel to Chaim Levanon Street and continues south on a route that connects with Namir Road. The entire line is underground, allowing for intensive construction and its foundation underground, above the railway tunnel.

One station of the line will be located at Entin Square, and will also have a north exit to Gate 8 (Buchner Blvd.) and a west exit to the dormitory complex on Einstein Street. Another station near the Aviv Camp will have a north exit leading passengers to the Practical Engineers complex and the adjacent light rail station on Chaim Levanon Street.

The metro line is currently at the detailed planning phase, and is expected to start running in about a decade - around 2034. Having said that, due to the enormous volume of traffic that it accommodates, National Outline Plan TAMA 70 is already being advanced, which determines the principles for detailed plans to be advanced in the vicinity of the stations. For more details



Proposal for an escalator and elevator from the train station to the University Tzionov Vitkon Architects- Simulation

## **6.** Traffic & Transportation

### *6.8* Connection to the Israel Railway Station

Over the years, the number of commuters to and from the campus on Israel Railways has grown. The University Station is situated relatively far from the center of the campus (more than kilometer away), and it is especially difficult to climb about a hundred steps from the University Station to the cliff where the campus is located.

Despite these difficulties, many visitors to TAU prefer to walk rather than use the buses that reach the campus.

In 2016, the southern cliff was opened and the Science Promenade was built, which allows for comfortably walking between the campus and the University-Convention Center train station. This connection will be completed by an escalator and an elevator that will bridge the sloping section, thus making it even easier for pedestrians. New dormitories are slated to be built in the coming years near the southern entrance to the campus, near the top of the escalator. The master plan proposes to design the built areas so as to highlight the south entrance to the campus and connect it to the technology path.

It is also proposed to consider changing the motorized traffic arrangements at the Rosenfeld-Wise intersection, as shown in the chapter, to improve the flow of traffic and make it safer and more convenient for pedestrians to cross the intersection. By making these changes, the walk from the train station to the heart of the campus will be along a clear and continuous path.



## **7.** Student Dormitories

#### 7.1

#### Background: The Need for Dormitories at TAU

Historically, the reason for building university dormitories was the premise that young students still do not have the maturity to transition from life away from home and need help and supervision. Therefore, university dormitories were designed to protect students from immature behavior by supervising them.

Of course, this premise no longer applies. Today, the need for dormitories in universities is mainly for economic reasons, and as a means of providing affordable housing that make the university and academic studies accessible to underprivileged populations.

Another traditional reason for establishing dormitories, especially on campuses that are isolated from the urban fabric, was to provide accommodation near campus. This consideration is still relevant today, although the transportation systems and personal mobility have improved, and many students work far from the campus. Based on a survey conducted by TAU in 2019, the majority of students lived in neighborhoods outside Tel Aviv (52%) and the vast majority (87%) said they would not consider living more than a one-hour ride by public transportation from the university.



### *7.2* Student dormitories in Israel and in Tel Aviv-Yafo

In 2012, the Trachtenberg Committee recommended increasing the supply of student dormitories as one of the tools for dealing with the national housing crisis and the higher cost of living. Since then, the Government sees dormitories as one of the ways for providing affordable housing.

The rest of the world is also working to increase the supply of student dormitories.

Since the recommendations of the Trachtenberg Committee, the Planning and Budgeting Committee (PBC) has allocated budgets for approximately 10,000 new student beds, after decades in which virtually no student dormitories were built in Israel. Despite the increase in the number of available beds, the average number of dormitory beds in Israel compared to other countries is still low. In fact, dormitory availability in academic institutions in Israel in 2018 was only about 6% (average number of available beds in dormitories relative to the entire student body) compared to about 20% in OECD countries. According to various estimates, approximately another 40,000 beds will be needed in Israel to reach this average.

The cost of housing is a significant cost of living component in Israel, with Tel Aviv-Yafo ranked number one among the cities with the highest cost of living. Tel Aviv is also considered expensive compared to other cities in the world. Therefore, the cost of living out of the total cost of earning a degree is very high and accounts for about 45% of the cost of the academic degree (national average).

The high cost of living in Tel Aviv reduces the availability and accessibility of academic studies at TAU for socially and geographically marginal students and young researchers, limits the number of subsistence scholarships TAU can award. This therefore makes it difficult to attract foreign researchers and students and impairs TAU's ability to compete with other universities in the world.

The low availability of dormitory beds and the high cost of living means that the demand for dormitories substantially exceeds the supply.

According to data on registration and admissions to the dormitories in 2020, for each available bed there were more than three applicants. Those who were rejected or did not find their place in the dormitories had to search for alternative housing in the vicinity of the campus, which is usually more expensive due to open market prices and the lack of small and inexpensive apartments as in the dormitories.

There is a scarcity of 1-2 room apartments in the immediate vicinity of TAU, which are the most suitable for students and young researchers. Part of the pool of old and inexpensive off-campus apartments that existed in the past are in buildings currently undergoing an 'urban renewal' process, thereby taking many relevant apartments for students off the rental market. Additionally, there is no urban housing (affordable housing in urban projects) in the vicinity of TAU, since these projects are concentrated in the south and east parts of the city only.

#### Precentage Of Students For Whom There Are Dormitory Beds Out Of All Students



## **7.** Student Dormitories

## **7.3** A Strategic Plan for the Dormitories

TAU's goals include, among others, increasing the number of advanced-degree researchers and the number of overseas students, which in turn calls for increasing the number of beds in the dormitories. These goals are part of TAU's vision to be a leading international research institution competing with prestigious academic institutions in other countries.

In 2021, TAU's student dormitories had 960 beds in the Einstein Dormitory complex and another 1,760 beds in the Broshim Dormitory complex. In addition to these, space for another approximately 950 beds is under construction as part of the expansion of the Broshim complex, which will bring the total number of beds on campus to about 3,670.

While the average availability of dormitory beds in Israel's universities (not including the colleges) compared to the number of students is 15%, this figure is even lower at TAU and is only 12%, despite the great difficulty for young people to afford the high rent in Tel Aviv, the most expensive city in the country. In light of all the above factors, the master plan has set an availability target of 7,000 beds, which will account for an additional ~3,330 beds to the existing number and those under construction. This target of almost doubling the existing number of beds seems ambitious, but, as explained, it brings the availability and conditions at TAU on a par with what is accepted in OECD countries, and it seems that this still falls short of meeting the full demand for on-campus housing.

#### 7.4

#### A Strategic Plan for the Dormitories

The master plan proposes to place these new beds according to the distribution in the following diagrams. According to the master plan, the location of the dormitories will be near the MRTS (the Mass Rapid Transit System - light rail and Metro) planned along Levanon Street. This is in line with the policies of the national planning institutions to densify construction near transportation hubs, and to concentrate housing, with an emphasis on affordable housing, near the MRTS stations.



# **7.** Student Dormitories

### **7.5** Layout of the Dormitories, Nature of the Construction and Uses

The dormitories will be integrated into some of the "fence buildings" proposed in the master plan, especially in the Innovation District and along Chaim Levanon Street, due to their proximity to the mass transit stations. The dormitories will be integrated in the buildings that will form side-walls between the campus and the surrounding streets and will contain uses and functions for creating a connection with the urban environs, will facilitate an encounter between people from the university and from outside the university, and make the campus accessible to the community. To this end, the dormitories will also contain public spaces, such as retail spaces, clinics and offices.

Due to the closed character and construction of the Einstein Dormitory complex (although it has been redesigned in recent years) and due to the relative distance of the Broshim Dormitory from the Ramat Aviv neighborhood, the retail and public areas in these complexes are hardly used by residents of nearby Ramat Aviv and Afeka neighborhoods. The master plan proposes to locate the future dormitories along the main thoroughfare of Chaim Levanon Street, and to incorporate on the ground floor of the buildings additional public uses that will be available to the general public, such as community and/or educational functions, e.g. a day care center.

The mix of dormitory apartments and the features of the public services offered in them is based on the trends that were identified and the changes that have taken place in recent years among the tenants and registrants for dormitory housing. Most dormitory housing today is in rooms with two beds, but there is a rising demand for private housing (studio apartments) in dormitories, as shown in a survey conducted in 2019 among students, and according to the preferences noted by students registering for dormitory housing.

It also appears that the maintenance of single rooms in dormitories is less expensive and more manageable because of the tenant's direct and full responsibility for his/her room, in contrast with situations where roommates share the responsibility for the condition of the room, and in the event of a failure or malfunction shirk responsibility. It is therefore proposed that the mix of apartments in the new dormitory buildings will largely be made up of single/studio apartments along with a smaller percentage of couple apartments for young researchers. It is recommended that there be as few shared apartments as possible that are not used as apartments for couples or families (usually young researchers from abroad).

The master plan proposes that the construction of dormitories will enable in the future to also operate the dormitories as "vacation apartments" for short-term rentals of a few weeks or months to the general public, e.g. during the summer months when TAU is less active, all on a daily or weekly basis.

Such a decision will impact the mix of apartments and the additional public functions to be offered in the dormitory buildings. This will help to make the university dorms more economically viable, and perhaps even create another economic engine for TAU, so it can continue to subsidize the students' housing prices in relation to market prices.

#### **Students Preference Survey**

\*According to a survey conducted by Dr. Tomer Godovich for Tel Aviv University in 2019



The Innovation District to be built on the south side of the campus will contain additional uses besides teaching: research buildings that integrate the private sector, municipal public buildings, commercial spaces on the ground floor as well as other special residences besides student dormitories, e.g. protected housing and affordable municipal housing.

In this way, the Innovation District will be aligned with the principles of TAMA 70, which encourage the strengthening of employment rights and special housing near the metro stations, conform with TAU's vision of stepping up collaboration with the business sector and the local community, as well as create a built-up urban fabric that will connect the existing transportation terminal on Rokach Blvd. with the Ramat Aviv neighborhood

The district will include different types of buildings, 8-12 stories high, and occasionally up to 20 stories, a vibrant and bustling street floor, squares and public gardens, and will lend an urban feel to the campus.

# **7.** Student Dormitories

## **7.6** Expansion of the Broshim Dormitory Complex

Designed by: Lekner Architects Landscape design: Braudo Maoz

In order to optimally utilize the remainder of available spaces on campus and given the need to increase the stock of apartments for students, a master plan has been developed to expand the Broshim Dormitory complex.

The plan integrates the principles of the general master plan for TAU, develops and specifies them according to the dormitory complex in order to guide the future development and construction in this complex.

Number of existing and planned beds (Phases A - D) = 2,557 Added beds as part of the Dormitory complex plan = 1,400

Total number of beds: = 3,960



Tel Aviv University- Master Plan / Student Dormitories





## 8.

### **New Buildings on Campus**

### *8.1* List of Buildings in Stages of Planning or Construction

#### Building of the Sylvan Adams Institute For Excellence in Sports

Design: Kimmel Eshkolot Architects

Tel Aviv University. Invitation Competition, First place, 2019. The building of the Sylvan Adams Institute for Excellence in Sports was inspired by the research labs that will populate the building. Mimicking the anatomy of the human body, the constructive system was designed like a spring-like structure into which "muscle tissue" was woven. This is represented by a unique louver system having parametric variables.

The challenging conditions of the site - a long and narrow area directly adjacent to the existing sports auditorium dictated a compact architectural 40x10m floor plan. Facing the entrance to TAU from Chaim Levanon Street, the floor plans are stacked on top of one another to form a tall and narrow facade.

The building expands the university's public space by having a recessed transparent ground floor that follows the sidewalk

and provides added value for the institute's visitors in the form of a café and comfortable lounge areas.

### Entry to Faculty of Law and Sandstone Hill Entrance to the Faculty of Law

Design: Nir-Kutz Architects

The new building is designed to add to the Faculty of Law an entrance lobby, an auditorium, research rooms, offices and classrooms.

The Faculty of Law has a main pathway passing it through it that runs north-south. The new lobby organically connects to this pathway and offers, for the first time, a clear and inviting entrance from the south.

Out of respect for the historic building and its architectural image, it was decided to design the new building detached from it and diverted westward as much as possible. The design of the building draws its inspiration from the tectonic structure of Sandstone Hill on which the campus grew.

The new building consists of an entrance floor with an auditorium seating 180 and the faculty's clinics wing, two additional floors

For offices, researcher rooms, and seminar rooms. A 3-story glass structure connects all the floors of the new building with the old Trubovits Law Building.

#### Broadcom Building For Research and Engineering

Designed by: Zarhy Architects and StudioPez

The Engineering and Industry building will complete the cluster of engineering buildings on the southeast side of the campus. In the spirit of the master plan and as part of the landscape development around the building, Gate 17 will be redesigned and define two open spaces for the well-being and pleasure of students, lecturers and visitors: a green garden for the well-being of the students in the northern part and an urban square in the southern part. The ten-story building will house classrooms and open learning spaces on the ground floor. These connect continuously to the development and produce new social spaces and work areas for the users, researchers and students and create opportunities for informal meetings.

To be located in the basement of the building will be a floor for special engineering laboratories containing vibration-sensitive equipment, while flexible and modular laboratory and research floors are planned on the upper floors, creating ideal conditions for the future researchers of the Faculty of Engineering.

As fitting for an engineering building, the facade of the building showcases the 'exoskeleton' of the building, which narrows to the height of the building and creates rational architecture that is part of the architectural tradition on the campus, while having a distinctive and unique architectural identity of its own.



Building of the Sylvan Adams Institute For Excellence in Sports

Entry to Faculty of Law and Sandstone Hill Entrance to the Faculty of Law

Broadcom Building For Research and Engineering

#### The Roman Abromovich Nanoscience And Nanotechnology Building

Designed by: Michel Ramon - France and planned in collaboration with Y.Y. Granot Architects Identity: Beyond Scale

To best complete the TAU campus, without ignoring the complex technical requirements dictated by the needs of the Nanotechnology Center, we envisioned a building of great simplicity.

The architects wanted to create a new kind of iconography, one that will be based on the modern performances of the building and also visually harmonize with neighboring buildings.

They tried to integrate in the plan the element common to architecture and nanotechnology: scale.

The building envelope is a matrix of repetitive vertical lines that create a filter around the building, but without traditional points of reference that give a sense of scale, such as windows or doors - just a geometric landscape subtly inflected by ripples of organic undulations.

The second skin is a sort of exoskeleton controlling the sunlight and the relationship between the inside and the outside. This shape expresses a building dedicated to things that are infinitely small. It is dedicated to our future - a precise geometry creating an iconic architectural design that transcends scale.

#### The Miriam and Moshe Shuster Building The National Center for the Study Of Traumatic Stress and Resilience

Design: Erez Shani Architects

The Post Trauma and Resilience Research Center is a fence building located at the southern end of the campus, near Gate 5 and George Weiss Street. The construction of the project defines a gardened inner courtyard, which is created between the new construction and the existing Naftali building, while the ground floor of the building was designed with a minimalist construction to overlook and provide access to the inner courtyard.

Above the ground floor, where the conference space is located, three more floors of research spaces, faculty rooms and a clinic are planned.

One of the main planning goals was to create spaces for random encounters between the various users of the project, therefore one central atrium was planned near the circulation core in the center of the building, which increases the exposure between the building's floors. Various and informal seating areas were also dispersed in strategic meeting areas, both on the columned floor of the building and near the faculty rooms and the various research spaces.

The project houses a treatment clinic and research spaces under one roof, so that the principle of connection between treatment and research, which serve each other, was expressed at the request of the party commissioning the project.

#### The Pouran and Izak Parviz Nazarian Building The Citizen's Empowerment Center in Israel (CECI) And the Innovative Learning Center

Designed by: Yuval Kadmon Architects

The building - The Citizen's Empowerment Center in Israel (CECI) and the Innovative Learning Center are located at the boundary between the TAU campus and Dr. George Wise Street. The encounter between the different geometries characterizing these complexes has created a structure that forms a minimalist composition of simple elements incorporating semienclosed outdoor spaces that aptly serve the purpose of the building.

The Center for Innovation and Learning is a two-story building with advanced studio rooms for video editing. This is a professional technology center for changing teaching methods with an emphasis on online teaching. The Citizen's Empowerment Center in Israel (CECI) is currently situated on the first floor. The built area is approximately 620 sq.m.



The Miriam and Moshe Shuster Building The National Center for the Study Of Traumatic Stress and Resilience



The Roman Abromovich Nanoscience And Nanotechnology Building



The Pouran and Izak Parviz Nazarian Building The Citizen's Empowerment Center in Israel (CECI) And the Innovative Learning Center

#### The David Azrieli School of Architecture Building

Designed by: Tsionov Vitkon Architects

The School of Architecture Building will be located south of Entin Square, will be a significant landmark at the main entrance gate to TAU, and will define a new street line in relation to Levanon Street. Thanks to the building's unique location - part of the closed campus while at the same time serving as an urban wall that opens to the square and the street - the architectural design offers an active, shaded and pleasant facade south of the square during all hours of the day, a green interlude that clearly marks the walking path leading to the entrance gate. The building opens onto the city and also allows the general public to enjoy its services, whether retail and leisure on the ground floor or exhibitions, shows and other activities in other parts of the building. The new building of the School of Architecture will also create an entrance hall connecting the existing building of the School of Music to the street and the entrance to the campus.

The programmatic openness to the square and the city will enrich the square and make it a pleasant and defined place to stay. Upon entering the building, visitors will encounter a wide and bright square serving a variety of functions. The purpose is to bring the various uses of the building together at the point of entry: the archives, workshops and the open circulation system to the studio floors and other spaces of the building. The design offers a programmatic coherent division. Situated on the first floors are retail, movie theater, restaurant, archive gallery and the core functions of the School of Architecture. During special events for the public, the gallery can open as a separate entity to the square and provide a venue for lectures and workshops. The upper floors combine classrooms and studios, while the informal spaces between them will become exhibition and display spaces connected by a unique system of circulation, like strolling through a museum.

#### The Lorry I. Lokey Graduate Center

#### Designed by: Gottesman - Szmelcman Architecture

The location of the Lorry I. Lokey Graduate Center enriches the campus and reinforces its urban character. High enough to enjoy the breeze and the open vista to the west, the building is split into two interconnecting elements. The choice of these interconnecting elements provides access to the building from several entrances that connect it to nearby buildings and spaces through the floors of the building and the various gardens. In this way, the ground floor creates an intimate and shaded space within the existing grounds.

The upper part of the buildings houses the offices of lecturers and the various bodies partnering with the Faculty of Management. The upper floors enjoy a vista view, and because of their transparency serve as a visual focal point for all those entering the gates of TAU from Sally and Lester Entin Square.

The lower floors the building, which house classrooms and common study areas, is accessible from the ground floor and the garden shared with the School of Music. Accessibility is made possible by integrating the building in the existing landscape spaces, so that its built presence is less prominent and blends in well with the environs.

### Art Center Addition of a Research Department to TAU's Art Gallery Building

#### Designed by: Chyutin Architects

The addition of a Research and Training Institute wing to the Genia Schreiber and Michel Kikoine Gallery buildings is an opportunity to create a unique academic art center in Israel combining the collection of Israeli artwork, academic research, exhibitions and education on the various genres of Israeli art. The center's location at the juncture where the city and the university meet ensures that it will be a center of attraction for both urban and student audiences.

The institute, which has a horizontal architectural appearance, directs various facades to its interfacing outside spaces. An entire upper floor of the institute overlooks a sculpture garden, whereas facing the central lawn is a floor bifurcated by the exterior spaces enclosed within, exposing the occupants of the building to the activity taking place throughout the campus.

The Research Institute strives for a harmonious relationship with its green, landscaped surroundings, and creates work spaces and a generously airy and light structural interior despite it being dug into the topography of the site.

The everyday comfort and sensory experience of the users and visitors of the building are the basis of our design proposal. The courtyards create a microclimate, lowering humidity and temperature, but mostly offering available green outdoor spaces viewed from all the
movement and work spaces at the Research Institute. The addition of the Research Institute's wing to the two existing gallery buildings makes the future Art Center the dominant structural complex in the west main entrance to the campus. The complex, which begins at the urban square, extends along a path ascending to the heart of the campus, and reaches its peak at the entrance plaza of the Research Institute. The design proposed for the institute conducts a respectful and integrated dialog with the existing gallery buildings and sculpture garden, while commanding a powerful architectural presence suggesting its importance.

The David Azrieli School of Architecture Building





Art Center Addition of a Research Department to TAU's Art Gallery Building

The Lorry I. Lokey Graduate Center

## **8**.

#### New Buildings on Campus

# **8.2** Innovation District

TAU and the Tel Aviv-Jaffa Municipality are promoting the establishment of the Innovation District near the future metro station at the intersection of Rosenfeld and Chaim Levanon streets. The construction of the Innovation District involves a statutory process that will take years. In the first stage, the planning of the district was updated with TAU's master plan for 2023. In the next stage, TAU will advance the statutory process in coordination with the Municipality and work to integrate the principles of the Innovation District in the new urban outline plan, TA/5500, which is expected to be enacted within the next two years. After that, a new detailed plan can be initiated, which will define the uses and scope of the rights in the land.

The Innovation District plan will enable diversifying the uses in the south of the campus: municipal public institutions, other types of special housing, research centers in collaboration with the business sector, and commercial spaces will be built alongside new teaching buildings and student dormitories.



#### Tel Aviv University- Master Plan / New Buildings On Campus

#### **Innovation District Projects**

Research centers in collaboration with the business sector

Student Dorms / Affordable Housing

Teaching and Lecture Spaces / Public Spaces

Total Building Area In Innovation District: **550,000** SQM



#### Light Rail

The development of the district will be based on a pedestrian traffic network connecting the mass transit stations (train, metro, light rail) to the campus. The intensive construction will be designed as a continuation of the existing grid in the south of the campus, and will create an urban continuum between the Tel Aviv Fairgrounds and Ramat Aviv.

#### **Rosenfald & Chaim Levanon St. Junction**

Roof Plan





# 8.

#### 8.2

Innovation District



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**9.** Appendix

Appendix A List and Mapping of Buildings
 Appendix B Mapping of Buildings by Year of Construction
 Appendix C Renewable Energy
 Appendix D Sculptures on Campus
 Appendix E The Botanical Garden





**9.** Appendix A.

LIST AND MAPPING OF BUILDINGS \*see specifications in the following pages





Existing Building in construction Building offered Building Public square Walkway Offered road Light train station









Bldg. No.	Built-Up Area	Floors	Faculty	Bldg. No.	Floors	Built-Up Area	Faculty	Bldg. No.	Floors	Built-Up Area	Faculty
1	2	1,712	Administration & Services	47	4	4,640	Engineering	93	1	129	Sport
2	2	6,216	Logistics	48	5	5,590	Engineering	94	2	5,522	Sport
3	4	4,748	Medicine	49	5	3,161	Engineering	95	Destruction		Combined Building
4	9	24,291	Medicine	50	3	5,682	Soc. Sciences & Economics	96	Destruction		Engineering
5	3	5,970	Medicine	51		344	Engineering	97	Destruction		Engineering
6	4	4,188	Medicine	52	4	4,222	Soc. Sciences & Economics	98	Destruction		Engineering
7	3	7,038	Medicine	53	2	1,033	Environment	99	Destruction		Engineering
8	1	1,033	Medicine	54	2	3,080	Logistics	100	Destruction		Engineering
9	1	2,855	Medicine	55	2	1,050	Logistics	101	8/14	17,338	Combined Building
10	8	11,243	Life Sciences	56	2	1,360	Environment	102	8/20	25,920	Combined Building
11	8	11,208	Life Sciences	57	4	3,306	Environment	103	8/14	14,096	Dorms
12	3	4,332		58	1	392	Environment	104	8/14	13,186	Dorms
13	5	5,261	Life Sciences	59	1	1,206	Environment	105	8/14	14,774	Dorms
14	4	4,228	Life Sciences	60	1	460	Environment	106	8	10,632	Combined Building
15	3	10,332	Life Sciences	61			The Standart Institution	107	8	6,512	Soc. Sciences & Economics
16	2	2,136	Life Sciences	62			The Standart Institution	108	8/14	13,736	Soc. Sciences & Economics
17	6	31,036	Life Sciences	63			The Standart Institution	109	8	5,216	Soc. Sciences & Economics
18	4	2,944	Life Sciences	64	2	3,286	Computer Sciences	110	8	12,656	The Standart Institution
19	4	23,052	Life Sciences	65	4	10,332	Combined Building	111	8	12,656	The Standart Institution
20	4	5,728	Sciences	66	2	508	Engineering	112	8	7,816	The Standart Institution
21	2	376	Sciences	67	8	3,904	Engineering	113	8	6,104	The Standart Institution
22	5	24,945	Sciences	68	14	8,862	Combined Building	114	8	6,736	The Standart Institution
23	3	5,845	Arts	69	8	3,176	Dorms	115	20	24,000	The Standart Institution
24		6,692	Soc. Sciences & Economics	70	14	8,876	Dorms	116	8	3,640	The Standart Institution
25	4	8,000	Soc. Sciences & Economics	71	14	9,539	Dorms	117	8	4,864	The Standart Institution
26	2	6,014	Arts	72	8	3,176	Dorms	118	8	8,336	The Standart Institution
27	1	1,855	Arts	73	8	3,240	Dorms	119	8	6,384	The Standart Institution
28	1	586	Arts	74	8	2,792	Dorms	120	8	4,560	Dorms
29	2	1,066	Arts	75	5	3,910	Dorms	121	25	40,400	Dorms
30	1	425	Arts	76	5	3,925	Dorms	122	8	4,032	Dorms
31	2	1,350	Arts	77	5	2,190	Dorms	123	8	4,032	Dorms
32	3	5,688	Administration	78	5	1,980	Dorms	124	8	8,344	Dorms
33		745	Soc. Sciences & Economics	79		2,755	Dorms	125	25	31,425	Dorms
34	8	8,000	Soc. Sciences & Economics	80		4,245	Dorms	126	6	3,576	Engineering
35	4	12,376	Soc. Sciences & Economics	81	5	7,475	Dorms	127	5	7,197	Engineering
36	1	169	Soc. Sciences & Economics	82	3	1,575	Engineering	128	5	2,890	Engineering
37	4	11,196	Administration & Services	83	4	13,363	Combined Building	129	5	2,315	Engineering
38	1 הריסה	225	Soc. Sciences & Economics	84	1	983	Environment	130	5	1,795	Engineering
39	3	3,540	Soc. Sciences & Economics	85	4	10,235	Environment	131	2	186	Engineering
40	3	4,005	Administration & Services	86	1	373	Environment	132	4	1,448	Engineering
41	3	4,818	Administration & Services	87	4	16,016	Engineering	133	6	7,377	Engineering
42	4	4,364	Sciences	88	1	1,003	Environment	134	5	5,937	Sciences
43	3	6,684	Sciences	89	1	188	Environment	135	5	6,462	Sciences
44	4	7,072	Engineering	90	1	160	Environment	136	5	4,305	Sciences
45	4	6,888	Engineering	91	2	10,260	Sport	137	4	5,212	Sciences
46	5	2,335	Engineering	92	2	2926	Sport	138	4	4,924	Administration & Services

**9.** Appendix A.

LIST AND MAPPING OF BUILDINGS \*see specifications in the following pages

	Bldg. No.	Floors	Built-Up Area	Faculty	Bldg. No.	Floors	Built-Up Area	Faculty
	139	3	3,909	Soc. Sciences & Economics	185	4	2,636	Medicine
	140	4	3,480	Soc. Sciences & Economics	186	8	10,240	Administration & Services
	141	4	3,968	Soc. Sciences & Economics	187	4	2,884	Combined Building
	142	6	7,302	Soc. Sciences & Economics	188	4	4,436	Life Sciences
	143	4	2,480	Soc. Sciences & Economics	189	4	14,004	Life Sciences
	144	8	5,040	Soc. Sciences & Economics	190	4	2,430	Life Sciences
	145	6	3,672	Soc. Sciences & Economics	191	4	3,872	Life Sciences
	146	4	4,652	Soc. Sciences & Economics	192	4	3,208	Life Sciences
	147	14	13,216	Dorms	193	6	10,608	Life Sciences
	148	4	3,636	Arts	194	6	10,674	Life Sciences
	149		6,812	Arts	195	4	4,000	Environment
	150	2	2,352	Arts	196	4	4,000	Environment
	151	1	210	Arts	197	4	4,000	Environment
S	152	1	202	Arts	198	4	9,316	Dorms
-	153	1	150	Arts	199	4	16,016	Dorms
	154	4	5,304	Humanities	200	4	2,174	Logistics
	155	6	4,452	Humanities	201	8	8,968	Combined Building
	156	6	4,030	Humanities	202	12	15,816	Combined Building
	157	6	4,704	Arts	203	20	29,700	Combined Building
	158	4	2,296	Arts	204	8	7,552	Combined Building
	159	4	5,104	Arts	205	12	16,296	Combined Building
	160	6	5,724	Life Sciences	206	8	7,016	Combined Building
	161	4	6,440	Logistics	207	12	14,076	Combined Building
	162	4	5,268	Combined Building	208	8	7,016	Combined Building
	163	6	1,296	Combined Building	209	12	17,004	Combined Building
	164	20	24,000	Combined Building	210	8	7,656	Combined Building
	165	6	4,824	Combined Building	211	12	16,104	Combined Building
	166	6	8,532	Combined Building	212	8	7,408	Combined Building
	167	8	7,288	Combined Building	213	12	17,424	Combined Building
	168	8	5,528	Combined Building	214	8	7,056	Dorms
	169	10	16,400	Combined Building	215	12	15,972	Dorms
	170	20	24,000	Combined Building	216	4	6,144	Combined Building
	171	8	7,512	Combined Building	217	4	7,180	Combined Building
	172	8	7,768	Combined Building	218	4	4,840	Combined Building
	173	8	14,092	Combined Building	219	4	9,636	Combined Building
	174	2	4,234	Sport	220	4	10,624	Combined Building
	175	4	3,476	Ageing	221	4	14,532	Combined Building
	176	4	7,768	Ageing	222	4	3,000	Combined Building
	177	4	6,060	Sport				
	178	4	2,472	Sport				
	179	4	4,032	Sport				
	180	4	4,496	Sport				
	181	2	1,142	Sport				
	182	4	3,848	Sport				
	183	8	9,744	Medicine				
	184	4	4,420	Medicine				

Tel Aviv UniversityAccording to Master Plan, Urban Facade Ayalon Highway, View From East



**9.** Appendix B.

List of Buildings and Sites for Preservation

Building No.	Name Of Building	Architect
4	Sackler Faculty Of Medicine	Eldar Sharon
10	Sherman Life Sciences Building	Wittkover / Yisrael Stein
14	Chaim Rosenberg Building For Jewish Studies	Itzhak Yashar
15	Elisa Sourasky Central Library	Shlomit & Michael Nadler, Bixton
18	Cymbalista Synagogue	Mario Botta
19	Gilman Building For Humanities	Wittkover / Yisrael Stein
23	Mexico Building- Fanny Wishniak Faculty For The Arts	Dan Eitan / Izhak Yashar
25	Sharett Building For Educational Sciences	Iliya Balzitzman & Andre Leitersdorf
26	Buchmann- Mehta School Of Music	Yechezkel Rosenberg
27	De Botton Student Center	Nahum Zolotov
31	The Genia Schreiber University Art Gallery	Dan Eitan, Bracha & Michael Chyutin, Ari Goshe
35	Buchmann Faculty Of LAw	Ariel Schiller
37	Smolarsh Auditorium	Yasky Sion
41	George Wise Senate Building	Yoav Kadmon
42	Dan David Classroom Building	Kolker Kolker Epstein
43	Neiman Library Of Exact Sciences & Engineering	Nadler Nadler Blckson & Gil
45	Wolfson Building For Mechanical Engineering	Louis L. Kahn
57	Porter School Of Environmental Studies	Axelrod- Grobman / Cory / Chen
68	The Green House- Gordon Faculty Club	Camillo Manfredi
69	Student Dormitoris	Ilan Lekner / Kaiser



# **9.** Appendix B.

#### 9.1

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#### Conservation of the Heart of the Campus

The Tel Aviv University campus contains a unique space that embodies the values of natural heritage, history, art and society.

The campus was designated in urban master plan TA/ 5000 as a 'conservation area', and now TAU wishes to advance a process of statutory conservation of the heart of the campus - the open public space around Schreiber Square (the central lawn) designed by the architects Dan Zur and Lipa Yahalom, as well as the iconic buildings built around it, predominantly designed by laureates of the Israel Prize for Architecture, and among the university's first buildings on the Ramat Aviv campus.

The master plan proposes the possibility of opening the heart of the campus to the public, alongside a conservation process, as it includes uses of a public and municipal nature that can serve communities outside the university, such as a museum, library, theater hall, etc. In this way, this space will be connected to the green urban thoroughfare marked in the urban master plan, which connects northern Tel Aviv from the beach and Einstein Street in the west to Hadar Yosef and Maoz Aviv in the east with the Ayalon Highway. List Of Buildings & Sites For Preservation

**1 Recanati Building** Idelson, Zippor and Hertz (1968) 10,000 SQM

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- **2** Gilman Building Wittkower and Stein (1965) 14,000 SQM
- **3 The Cymbalista Synagogue & Jewish Heritage Center** Botta (1997) 800 SQM
- **4** Sourasky Central Library Nadler-Nadler-Bixon-Gil (1964) 11,000 SQM
- **5 Mexico Building** Yashar and Eytan (1967) 11,000 SQM
- 6 ANU Museum Building -Museum of the Jewish People Yashar and Gvirtzman (1978), Mintz (2020) 18,000 SQM
- **7** Schreiber Square & the central lawn Zur and Yahalom (1950's) 26,000 sq. Meters

#### 9.1 Conservation of the Heart of the Campus

TAU proposes to prepare documentation files for the buildings and the landscape spaces between them and to promote their conservation gradually: Concurrent with the advancement of a plan for the Cymbalista Jewish Heritage Center, documentation will be prepared for the Sourasky Central Library Building, the Mexico Building and the open landscape space.

After that, documentation files will be prepared for other buildings on the compound.

Based on the conclusions and information presented in the documentation files, the statutory conservation of each building will be advanced. At the end of the process, seven public buildings will be conserved covering a total area of about 65,000 sqm, in an area covering about 70 dunam, and making up about 10% of the campus space.

#### Infrastructure for Urban Public Activity

urban activity alongside it.

Conservation of the heart of the campus will be an important step in reinforcing the urban thoroughfare crossing the campus from west to east. It is proposed in the 2023 Master Plan to develop this thoroughfare in a way that will enable opening it to the public and reinforcing the infrastructure for publicHeart Of The Campus





# **9.** Appendix D.

# *9.2* Renewable Energy

Tel Aviv University currently consumes 70 million kilowatt hours (kWh) of electric power annually.

TAU strives to diversify its energy sources and to increase the share of clean energy sources out of total annual consumption.

In recent years, TAU has made sure to install solar water heating systems in the new dormitory buildings, and it aims to be driven by natural gas that will be stored in the machines building in the north of the campus that will become the energy building.

The gas will be marketed through SuperNG, and will have the capacity to supply a small percentage of the campus's year-round energy consumption of about 100,000 kWh.

In addition to these sources, a cogeneration plant is slated to be built in the energy building in about five years. The opening of the plant depends on the progress in connecting to the regional power grid, and it will have the capacity to supply another 5,000 kWh. Several years ago, TAU conducted a roofs survey that examined on which roofs of the existing buildings can photovoltaic cells or otherwise referred to as solar panels be installed. The survey examined which roofs allow for efficient placement of the panels in terms of free space on the roof, constructive durability and visibility of the roof (to avoid creating an eyesore).

Following the survey, approximately 2,000 sq.m. of solar panels were installed on the roof of the Central Library building in 2017, and another 1,500 square meters were installed on the roof of the Mexico Building in 2019. These two roofs can produce about 320,000 kWh/year, which accounts for 0.45% of TAU's total annual consumption.

Although this accounts for a small percentage of the university's power consumption, the survey indicates a potential space of about 20,000 sq.m. for the installation of solar panels in all TAU's buildings, i.e. a potential for generating 2,500,000 kWh, which would account for about 3.5% of the campus's total annual consumption. In 2021, another system is expected to go into operation on the roof of the Trubovich Building that can provide another 176,000 kWh. Additionally, (as of 2019) other buildings in advanced stages of planning and/or construction were found to be suitable that were not included in the roofs survey. Assuming that their potential is similar to that of the roofs examined in the survey (meaning that only some of them can be used), there is potential space for installing additional solar panels on at least 5,000 sq.m. of roofs with the capacity to generate 600,000 kWh.

The master plan proposes the addition of many future buildings having a total estimated roof area of about 80,000 sq.m. If these buildings are pre-designed to allow for the placement of solar panels on a significant percentage of the new roofs (depending on the use of the building), this will enhance the potential annual energy production on campus by another 6-7 kWh.

This will also significantly increase the volume of solar energy generation and will reach up to 15% of TAU's total annual energy consumption.



## **9.** Appendix E.

# *9.3* Sculptures on Campus

"The sculptures, like the campus gardens, are both a refuge and an abode - a place of relaxation that feeds the senses of the viewer and serves as a lever for spiritual transcendence", to quote the late Prof. Mordechai Omer.

A Museum Without Walls among the colorful and non-stop stream of passers-by, the sculptures standing in the heart of the green lawns of the TAU campus make it a museum without walls, one that is open year-round to the university community and the public at large. TAU is blessed with the privilege and ability to display to the public a constant, evolving and rich exhibition of masterpieces. The finest artists from Israel and abroad exhibit their works on campus and set a mark of quality and artistic excellence uplifting the campus landscape. These artists include Yigal Tumarkin, Menashe Kadishman, Ron Arad, Arnaldo Pomodoro, Meir Pichhadze, Bernard Reder, Giacomo Manzu, and others. The artistic richness of the sculptures derives from a multiplicity of schools of art, styles and textures. The collection reflects the complexity of the human experience and the diversity in the art of sculpture and in the design of the external public space. The differences between the works suggest that art, like knowledge, has many faces, and the entire collection, which is the largest of its kind in Israel, is a source of inspiration and creativity. The exhibition was curated for years with diligence and dedication by the late Prof. Mordechai Omer, who was the director and chief curator of the Tel Aviv Museum and professor at the Department of Art History.

#### When the Space is Filled with Content

The sculptures placed in the open spaces between the buildings draw attention to the buildings that are in dialog with the spaces between them and the statements of the sculptures erected between these spaces. "This is how the spaces are transformed from a supposedly empty place, an in-between transitory place, to a place of speech, text, argument and invitation to engage in dialog", explains Prof. Hanna Naveh of the Yolanda and David Katz Faculty of the Arts.

TAU's Art Assets Committee continues to operate and enrich the campus with works of environmental sculptures and outdoor installations. In 2022, sculptures by Yehiel Shemi, Penny Yassour and Reuven Gross, which were previously placed in the sculpture garden in the recently closed Tefen Open Museum in the Western Galilee, were transferred to TAU. TAU made efforts to place these sculpture works in central points on campus.







Ron Arad s

lptur

The Botanical Garden

# 9. Appendix F. 9.4

The Botanical Garden is a center for botanical research, conservation of rare plant species as well as botanical and environmental education for youth and adults. The garden was established in 1973 and covers an area of about 34 dunam. The garden is an artificial ecosystem that functions naturally and supports a rich diversity of fauna. At the heart of the Botanical Garden is an ecological garden that exhibits native flora of Israel, divided by ecological communities and representative habitats. Another part of the garden contains various collections, such as a collection of tropical plants, beneficial and medicinal plants, and the largest collection of succulents in Israel.

The garden has about four thousand different species of plants, and is the second largest botanical garden in Israel in terms of the number of plant species. In addition, the garden serves as a conservation refuge for the biological diversity of flora in Israel. It conserves over 60% of the species defined as endangered species in Israel. These plants are integrated in the displays of flora used for plant displays and are used for nature conservation teaching and education. The garden engages in research that examines ecological and genetic aspects of these species while creating "reproduction nuclei" for producing plant material to be returned to nature.

Because of the garden's location on the coastal plain, the Botanical Garden also conserves the original flora of the kurkar sandstone ridges, one of the most threatened habitats in Israel.

The diversity of wild plant species in Israel and conservation education forms an integral part of the cultural heritage of the State of Israel, and it is enormously important to conserve them and exhibit them to the general public and to as diverse an audience as possible. Designing the restoration of the Botanical Garden for these goals, while creating a space that will accommodate more visitors and make routes accessible for additional groups, such as families with young children and people with mobility issues.

The site has great educational potential as it is a green open space in the heart of Tel Aviv and part of the TAU campus, in proximity to many cultural hubs as well as to means of public transportation.

This potential is not realized today due to the outdated infrastructure that is not suitable for the general public. The restoration and development of the infrastructure will enable expanding the educational frameworks taking place in the garden today, enable the nearby community and visitors to enjoy a site that is a natural gem in the heart of the city, and will help conserve endangered species and display them to the public.

The Ecological Garden restoration project will include a system of main trails and the development of accessible

hiking trails along the focal points of interest in the garden. Along the walking trails, a system of information and direction signs will be put up as well as congregation and seating areas for teaching and rest. Later on, the displays in the garden will be rehabilitated in the development areas in cooperation with the community by adding plant species representative of the habitats exhibited in the garden.



Landscape development





