

2.6 Living Environment in the Study Area

2.6.1 People's Perception on Living Environment

(1) Outline and objective of the opinion poll survey

Two opinion poll surveys, one for households and the other one for enterprises, were carried out from June to July 2007 to clarify the public perception on urban planning. The survey aimed to analyze current living and business conditions and their issues, public perception regarding current and future study area. The results were used as the baseline information for formulation of a strategic urban development master plan in this study.

As for households, the willingness to move to new urban communities from other parts of the study area and financial conditions provided for citizens, especially for low to middle income groups, were key factors for acceleration of development in new urban communities. The survey focused on their opinions in these factors. It was also important to promote allocation of new business environment or new investments in the study area. The survey included enterprises, chambers of commerce and industries, and workers syndicates in the Greater Cairo.

(2) Methodology

Interview style questionnaires provided in advance were used for both households and enterprises. In the case of households, the samples were selected randomly by a two layers sampling system. The master record for sampling established in the survey of Egypt Demographic and Health Survey 2005 (Ministry of Health and Population) was used. In the actual survey, a total of 1,320 samples were selected for interview and 1,241 were interviewed. Details of the samples are shown in Table 2.6.1.

Table 2.6.1 Number of Sample for household and Number of Interviewed Household

Governorate	Number of Primary Sampling Units	Number of Segments	Number of Households	Interviewed Household
Cairo	29	58	870	818
Qaliobeya	4	8	120	110
Giza	11	22	330	313
Total	44	88	1,320	1,241

Source: Opinion Poll Survey for Urban Planning in GCR, JICA Study Team, 2007

For enterprise, it included state owned enterprises, chambers of commerce, chamber of industries and workers syndicates in addition to private companies. KOMPASS, provided by Al Aharam News Paper, which is company database in Egypt was used for selection of enterprises and the enterprises which has more than 50 employees in the Greater Cairo were extracted as a master record. Approximately 400 enterprises were selected randomly from each category.

Table 2.6.2 Number of Samples for Enterprises including Syndicates

Enterprises	Samples Selected	Interviewed
Chamber of Industry	16	16
Chamber of Commerce	3	3
Workers Syndicates	54	54
Enterprises	396	397
Total	469	470

Source: Opinion Poll Survey for Urban Planning in GCR, JICA Study Team, 2007

Table 2.6.3 shows a method of multi-state random sampling applied to the opinion poll survey.

Table 2.6.3 Sampling Method applied for Opinion Poll Survey

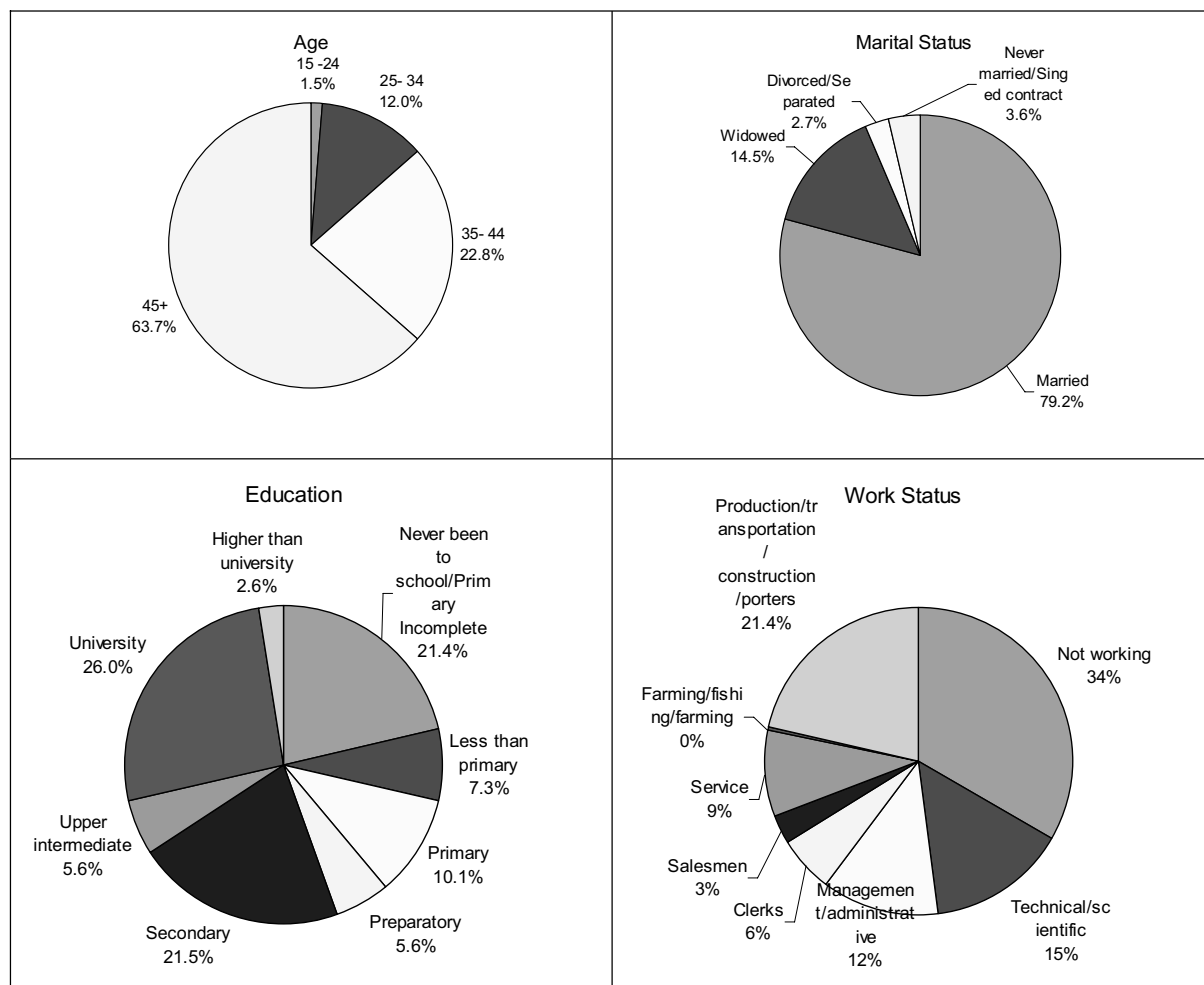
Statement	Description
Frame for Sampling	The frame of Egypt Demographic and Health Survey (EDHS) 2005 was used for the selection of the households. The EDHS sample was a master sample frame that was nationally representative and covered all governorates of Egypt. For the study area, the frame included 142 areas called segments, which covered 71 Primary Sampling Units (PSU). More than half of the segments (88 segments) were selected.
Sample Selection: First Stage	PSU's of the 2005 EDHS were used as a frame for the survey. For wide representation, the number of PSU's to be selected from each governorate was determined based on the fact that on average 30 households will be selected from each PSU (15 households from each segment). This gave 44 PSU's. Then, the PSU's selected from three governorates were selected randomly (proportional to size) (i.e. representative to the three governorates, Cairo, Giza, and Qaliobeya). In the EDHS, two segments were selected from each PSU for listing. In this survey, the same two segments were chosen (88 segments in total).
Sample Selection: Second Stage	Using the household listing in these segments, a systematic random sample of around 15 households was selected from each segment (88 segments). This gave 1320 households for the survey.

Source: Opinion Poll Survey for Urban Planning in GCR, JICA Study Team, 2007

(3) Result of people's perception

The age group of the head of responded household is predominantly more than 45 years old by 63.7%, followed by the group 35-44 years old by 22.8%. Nearly 80% of the respondents are married.

Of the respondents, 28.6% had university (undergraduate) degree or higher, while 28.7% had less than primary or never had formal educational. Regarding the work status, 34% of the respondents are not working, although the reason why this rate is so high is unknown.

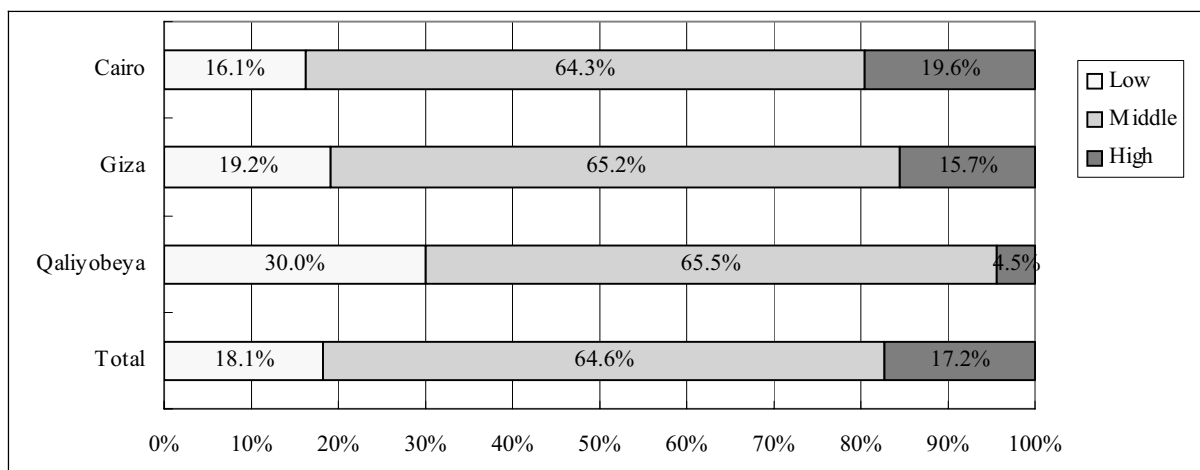


Source: Opinion Poll Survey for Urban Planning in GCR, JICA Study Team, 2007

Figure 2.6.1 Characteristics of Households' Respondents in the Opinion Poll Survey

The result showed income group in the study area consisting of low, middle and high income groups. The definition was set in accordance with income tax ratio amended in 2005. Annual income more than LE20000 equivalent to more than LE1671 monthly was set to high income group, and between LE5,001 and LE20,000 was set to middle income group, less than LE5,000 was set as low income group.

Low, middle, and high income groups were represented by 18.1%, 64.6% and 17.2% respectively. Among three governorates, the share of high income group in Cairo was rather high by 19.6%, and the share of low income group in Qaliobeya was higher by 30%, while middle income group was similar share among the three governorates.

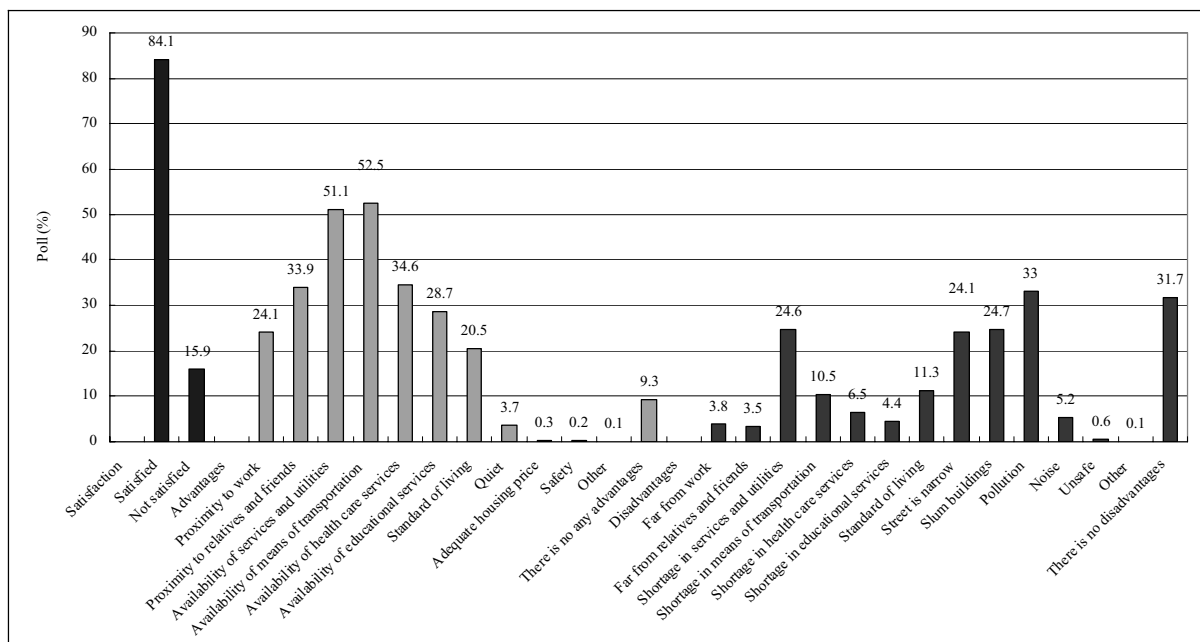


Source: Opinion Poll Survey for Urban Planning in GCR, JICA Study Team, 2007

Figure 2.6.2 Responded Households by Household Income

1) *Perception of current living area*

Total of 84.1% of respondents were satisfied with the current living area, and the reasons were “availability of mean of transport” (52.5%), “availability of service and utilities” (51.1%), “availability of health care facilities” (34.6%), “close to their relatives and friends” (33.9%), “availability of educational services” (28.7%) which were highly marked. Reasons why they moved to current house were “marriage” (38.1%), “previous housing unit has limited space” (20.6%), “To live independently” (18.0%), and “bad living environment” (17.9%).



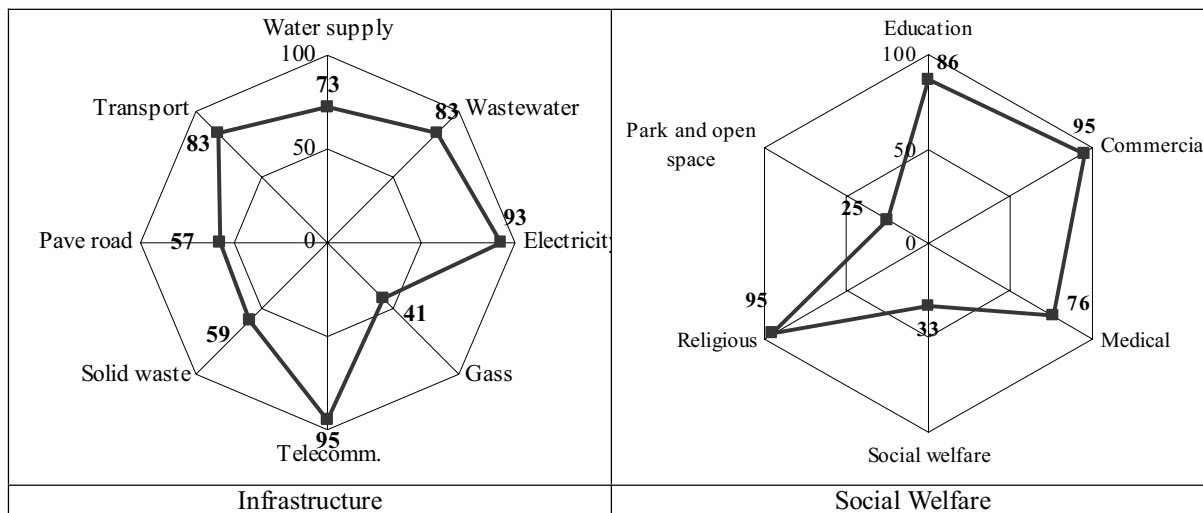
Source: Opinion Poll Survey for Urban Planning in GCR, JICA Study Team, 2007

Note: Total respondents were 1,241 households.

Figure 2.6.3 Advantages and Disadvantages of Current Living Area

2) *Perception to infrastructure and social welfare facilities*

More than 50% of respondents were satisfied with existing infrastructure other than gas supply, while more than 80% represented their satisfaction with transportation, wastewater, and electricity. With regard to social welfare, more than 75% of respondents were satisfied with education, commercial, religious, and medical, while park and open space were relatively low at 25%.



Source: Opinion Poll Survey for Urban Planning in GCR, JICA Study Team, 2007

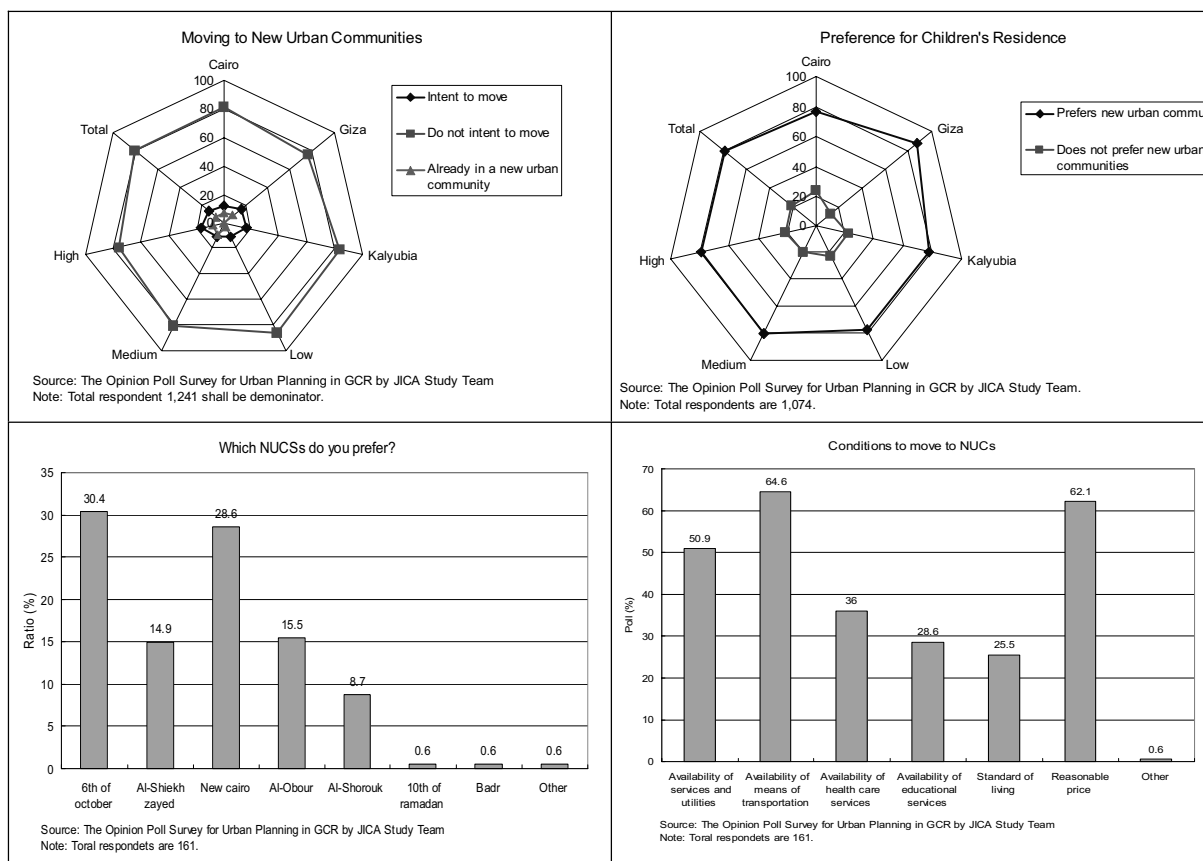
Note: Total respondents were 1,241 households.

Figure 2.6.4 Satisfaction with Existing Infrastructure and Social Welfare

3) *Willingness to move to new urban communities*

About 6.7% of respondents had already moved to new urban communities, and 80.3% respondents did not intend to move to new urban communities. Only 13% of respondents intended to move to NUCs. While for their children’s residence in future, respondents preferred to live in new urban communities by 79.0%.

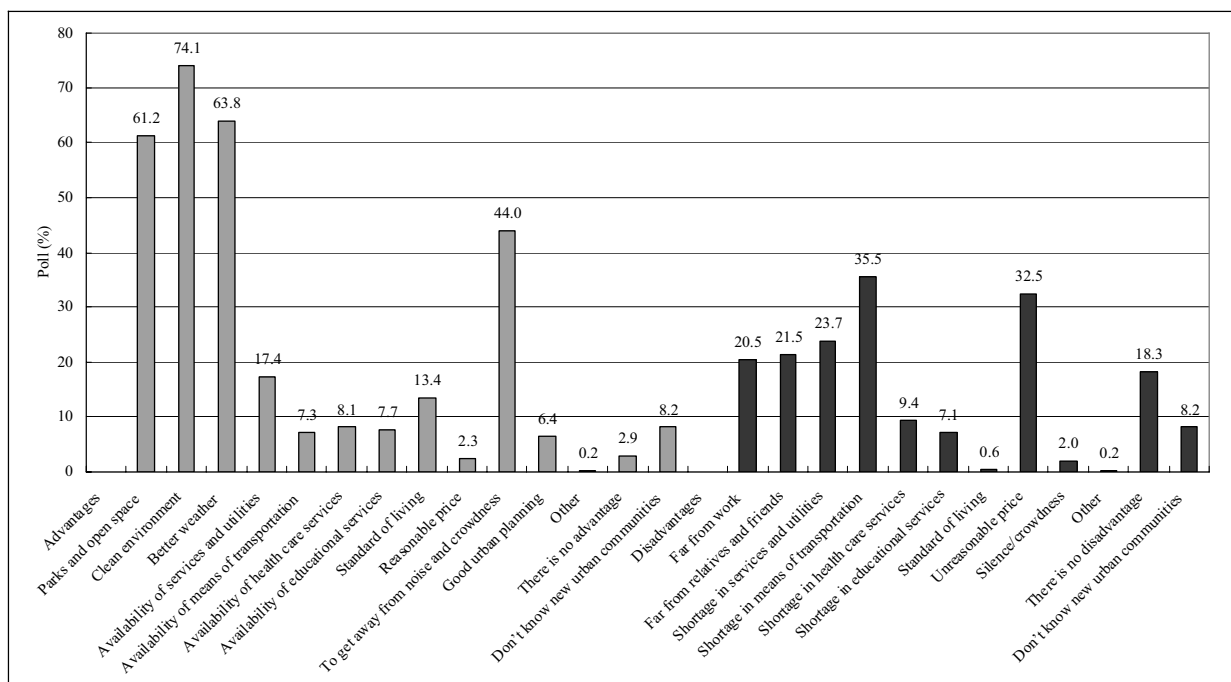
Preference of new urban communities were “6th of October” (30.4%), “New Cairo” (28.6%), “Al Obour” (15.5%) “Al Sheikh Zayed” (14.9%). The respondents clarified the conditions to move in to new urban communities were “availability of transportation” (64.6%), “reasonable price” (62.1%), and “availability of service and utilities” (50.9%).



Source: Opinion Poll Survey for Urban Planning in GCR, JICA Study Team, 2007

Figure 2.6.5 Willingness to Move to New Urban Communities

Natural environmental aspects such as “clean environment” (74.1%), “better weather” (63.8%), “parks and open space” (61.2%) and “to get away from noise and crowdies” (44.0%) were highly ranked as advantages. While for disadvantage about NUCs, “Shortage in means of transportation” (35.5%) “Unreasonable price” (32.5%), “Shortage in services and utilities” (23.7%) “Far from relatives and friends” (21.5%), and “Far from work (20.5%)” were major response.



Source: Opinion Poll Survey for Urban Planning in GCR, JICA Study Team, 2007

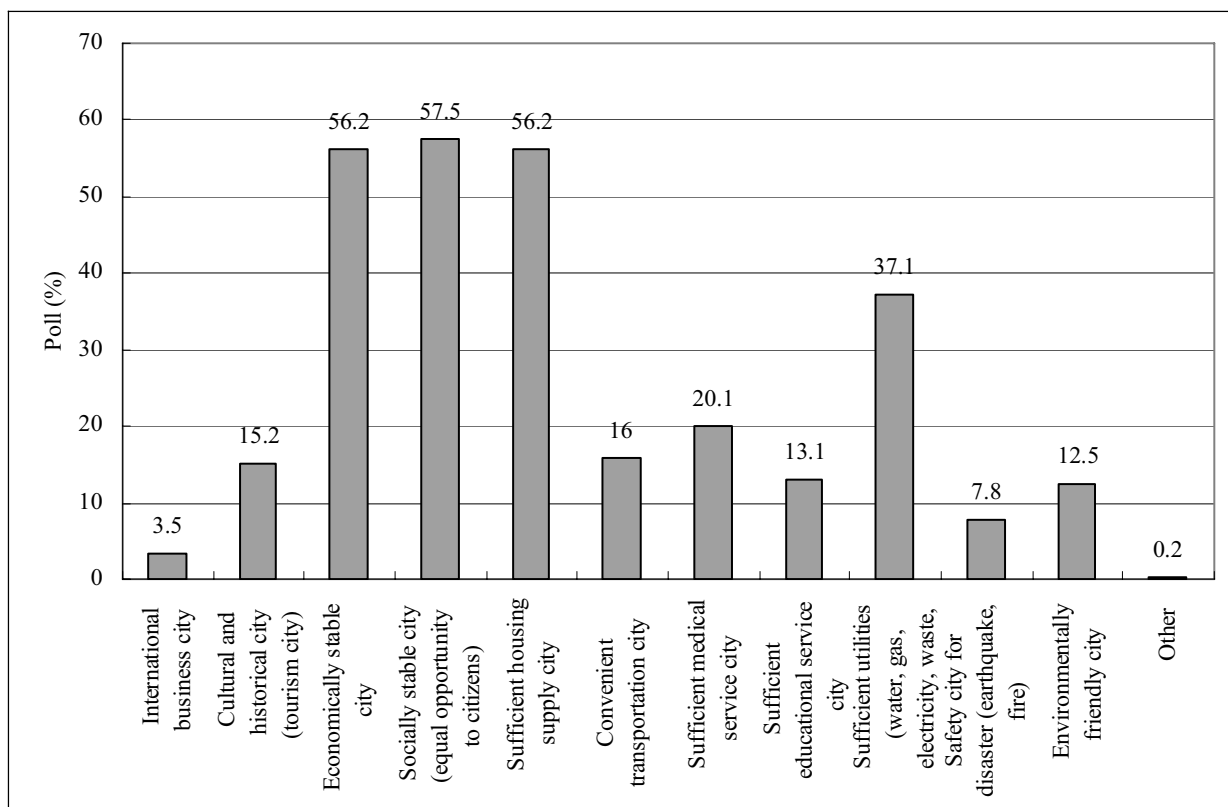
Note: Total respondents were 1,241 households.

Figure 2.6.6 Advantage and Disadvantage of New Urban Communities

4) *Future image of the study area*

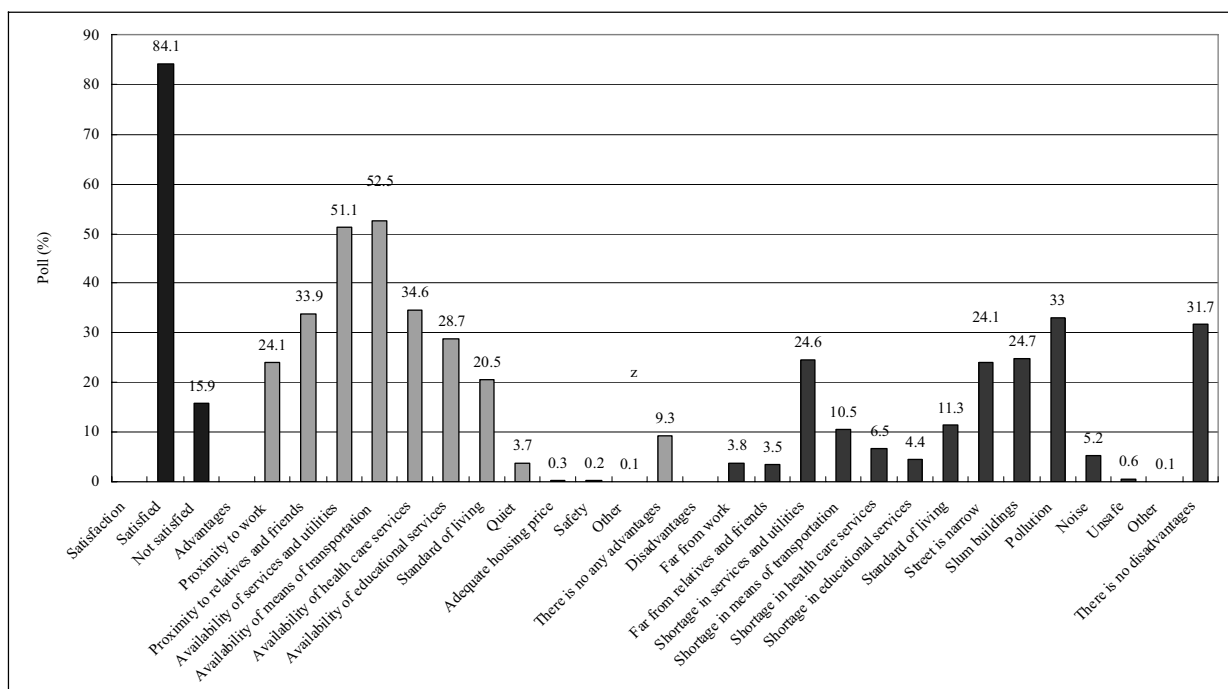
There were three largest opinions on future image of the study area which were “Socially stable city (equal opportunity to citizens)” (57.5%), “Economically stable city” (56.2%), “Sufficient housing supply city” (56.2%). The next was “Sufficient utilities (water, gas, electricity, waste, and telecommunications) city” (37.1%). Beside this opinion, the respondents remarked over crowding population in the study area by 58.0%.

Concerning aspects should be improved in the study area were represented by socioeconomic and housing sectors that were “Economic stability and sufficient job opportunity” (59.2%), “Housing supply which meets various income levels” (52.9%), “Social stability (equal opportunity to citizens)” (49.6%).



Source: Opinion Poll Survey for Urban Planning in GCR, JICA Study Team, 2007
Note: Total respondents were 1,241 households.

Figure 2.6.7 Desirable Future Image of the Study Area for Households

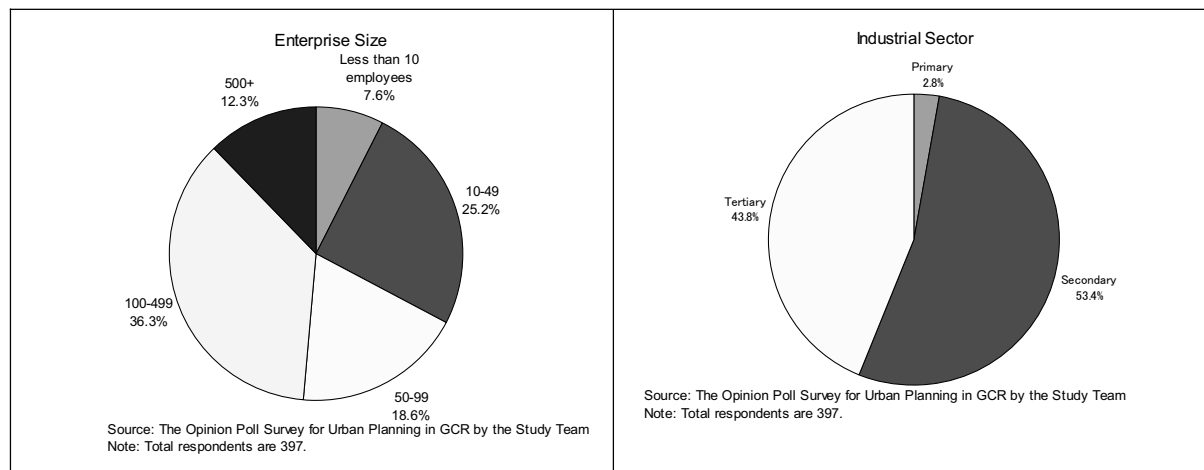


Source: Opinion Poll Survey for Urban Planning in GCR, JICA Study Team, 2007
Note: Total respondents were 1,241 households.

Figure 2.6.8 Aspects to Change for Future of the Study Area

(4) Result of questionnaires survey for enterprises

The opinion poll survey interviewed 397 enterprises in this study and 30% were in new urban communities. The survey focused on companies which had more than 50 employees, though 32.8% were less than 50 employees. Largest group among sample was 100-499 (36.3%) after 10-49 (25.2%) and 50-99 (18.6%). Enterprises more than 500 were at 12.3%. By industrial sector, primary, secondary, and tertiary industries were 2.8%, 58.4%, and 43.8%, respectively.



Source: Opinion Poll Survey for Urban Planning in GCR, JICA Study Team, 2007
Note: Total respondents were 397 enterprises.

Figure 2.6.9 Characteristics of Responded Enterprises

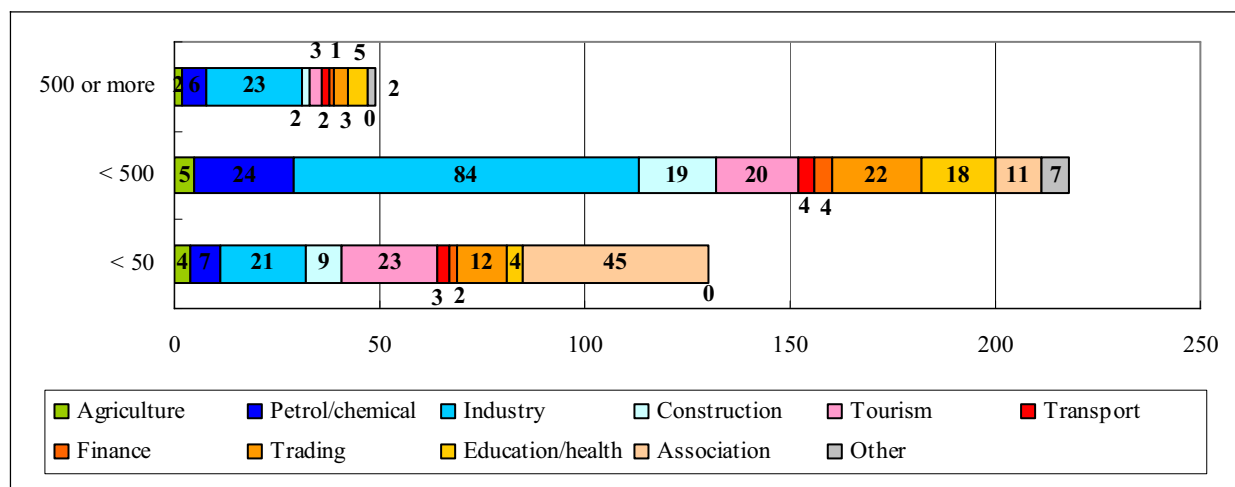
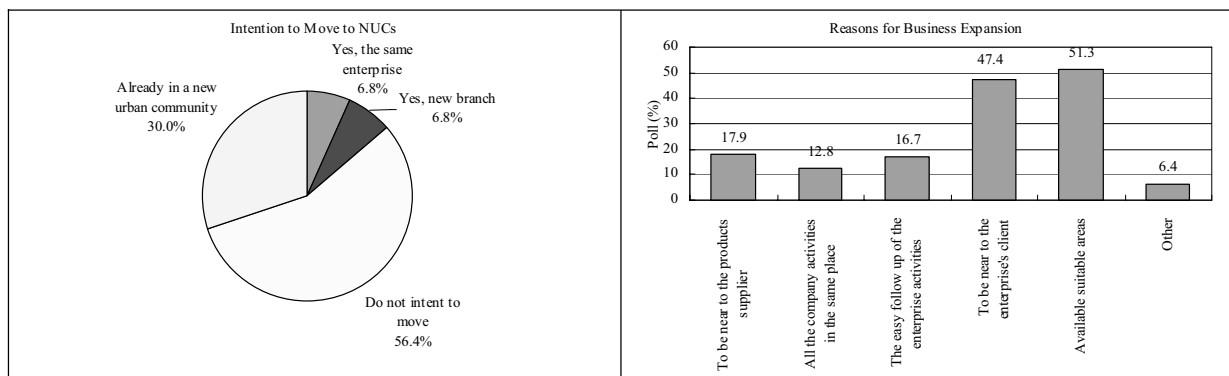


Figure 2.6.10 Responded Enterprises by Number of Workers and Main Activities

1) Willingness to move in to new urban communities

Thirty percent of respondents have already moved to new urban communities. However “do not intend to move” marked at 56.4%. It was “intention to move” by 13.6% which included to have new branch. Reasons why they moved to new urban communities were “vast space” (44.4%), “far from crowded” (24.2%), “near to their market” (11.1%) and “availability of service and utilities (11.1%).

Thirty-eight percent of companies have expansion plan and 33.2% were with current activities and 4.8% were with other activities. The locations intended to establish new activities were “same place” (42.2%) and 45.6% showed to have new civilities in new urban communities such as New Cairo (12.8%), 6th of October (6.9%), Al Obour (6.4%). 9.9% intended to have new establishment in other place in the study area. The reasons why they intended to expand their business were “Available suitable areas” (51.3%), “To be near to the enterprise's client” (47.4%), and “To be near to the products supplier” (17.9%).



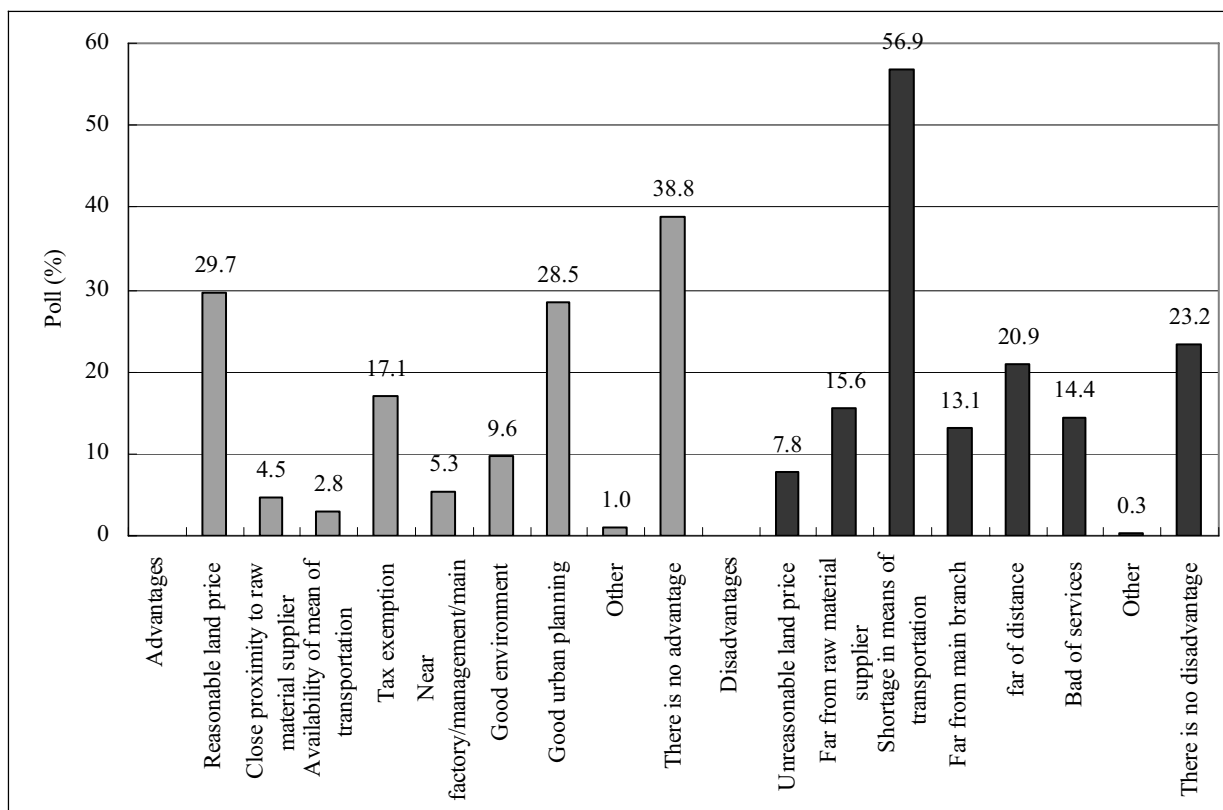
Source: Opinion Poll Survey for Urban Planning in GCR, JICA Study Team, 2007

Note: Total respondents were 397 enterprises.

Figure 2.6.11 Intention to move to New Urban Communities

Advantages of NUCs were that highest mark was “There is no advantage” (38.8%), and second and third were “Reasonable Land price” (29.7%) and “Good urban planning” (28.5%) respectively. “Tax exemption” (17.1%) was also remarkable poll. While disadvantages of NUCs were “Shortage of transportation” which was remarked by 56.8%, “There is no disadvantage (23.2%), “Far form existing urban area” (20.9%), “far from raw material suppliers” (15.6%).

Concerning reasons why they do not intended to move to NUCs were “Far” (44.2%), “It is useless to move to new urban communities” (39.3%), “Cost of building new facilities/plants” (21.0%), “Shortage of transport” (15.2)%. In addition, what supports they need were “Availability whole of services and facilities”, “Financial support”, “Tax exemption”.



Source: Opinion Poll Survey for Urban Planning in GCR, JICA Study Team, 2007

Note: Total respondents were 397 enterprises.

Figure 2.6.12 Advantage and Disadvantage of New Urban Communities for Enterprises

(5) Summary of the findings from the opinion poll survey

Four points, living conditions, housing, new urban communities and future Cairo are summarized and the results shall be taken in consideration for further planning works.

1) *Infrastructure and urban service*

- Waste disposal management shall be improved
- More space for parks and open space as a amenity space for the people
- Street pavement in the communities shall be improved

2) *Housing*

- Providing more housing supply for all income group
- Real estate market shall be improved and affordable and applicable housing loan shall be established.
- Proper property registration shall be enhanced

3) *New urban communities*

- Urban services and functions such as commercial facilities, educational and medical services, infrastructure, urban transport, etc. shall be enhanced
- Job opportunities shall more be created for enhancement of self sufficient function.
- More affordable housing supply for excessive population in agglomeration
- New job opportunities in new urban communities
- Promotion of more commercial and industrial development

4) *Future of the study area*



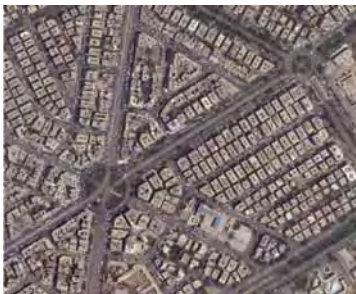
- Environmental aspects shall be considered such as air pollution and noise abatements.
- More urban centers with sufficient transport system
- Promotion of high value added industrial development and more industrial zones.



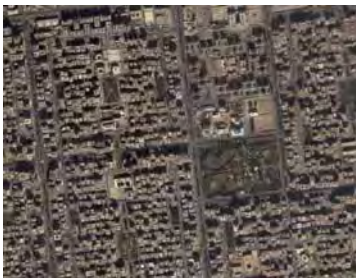


2.6.2 Characteristics and Context by Planning Zone


(1) Typology of existing built-up areas in the study area

Existing built-up area in the study area was divided into nine types in terms of characteristics of urban form such as building formation, spatial characteristics, land use, etc. based on aerial/satellite images shown in Table 2.6.4.

Table 2.6.4 Urban Development Typology in the Study Area

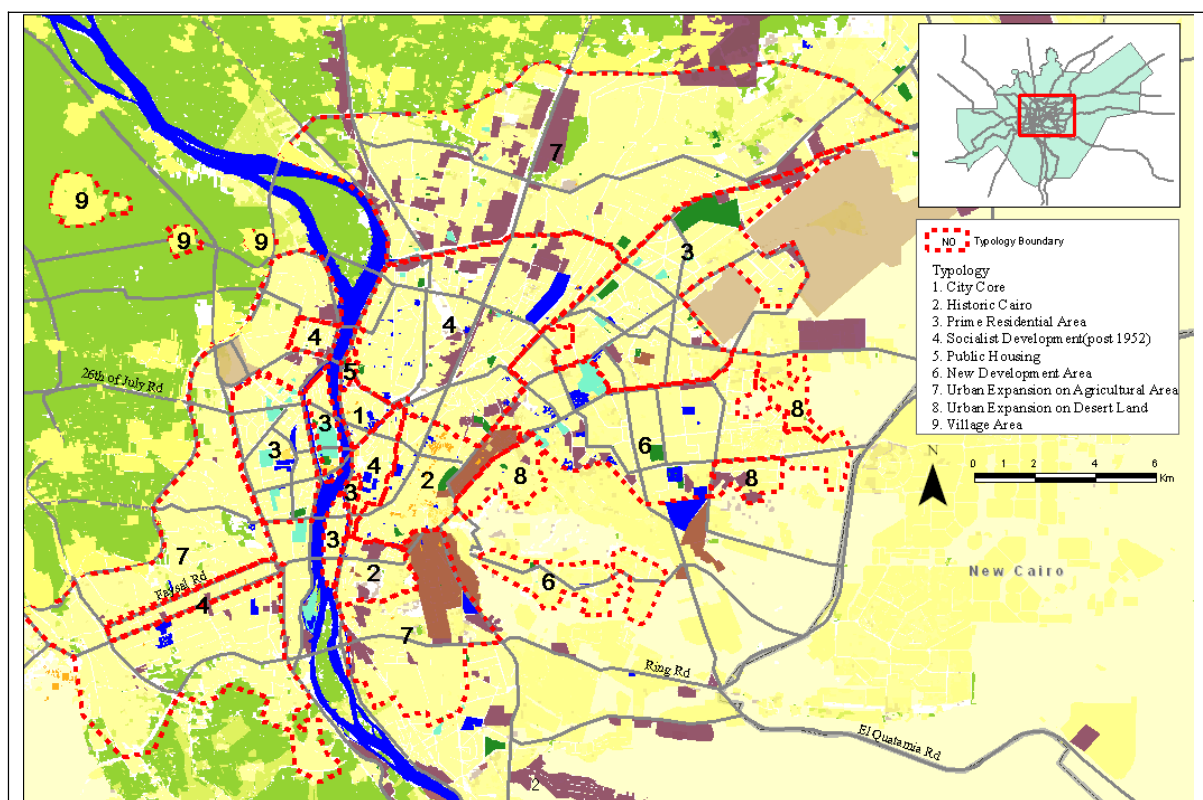
Type	Location	Characteristics of Built-up Area	Density
<p>1. City Core</p> 	<p>Down town Cairo (19c-20c), Governmental Premises, Garden City</p>	<p>One of traditional commercial centre in Cairo European style buildings with active retail commercial activities and business premises, some residential apartments are seen in upper floors. South of down town, there is a Governmental building quarter with socialism style and some European buildings which were converted to governmental use. Road net work is well facilitated.</p>	<p>600-1,000/ ha</p>
<p>2. Historical Cairo</p> 	<p>Cairo Islamic area The City of the Dead Darb el Ahmar Bab El Sharia</p>	<p>Extremely high population density (Bab El Sharia, 109,000p/km² in 1994), and shanty house on the top of buildings. It is saturation level and population growth stated to decrease by 1.78% in 90's. Cemetery is occupied by informal residence with extremely high population density. Narrow road (less than 3m) and car can not path through the area and many of the roads are crud suck.</p>	<p>More than 1,000/ ha</p>
<p>3. Prime Residential Area</p> 	<p>Heliopolis, Maadi, Helwan, Mohandessen, Zamalek, Rawda Island</p>	<p>The development started end of t19th century to beginning of 20th century for the extension of Cairo urbanized area with electric railway systems, and it has still been kept sufficient living environment. Helwan was turned into industrial zone after the independent Maadi and Helwan were remote areas in the past, but adjacent areas were urbanized as informal settlement in 1950s and 1960s, it is continuous urbanized area.</p>	<p>100-150/ ha</p>

Type	Location	Characteristics of Built-up Area	Density
<p>4. Early Sub Division</p> 	Shubra, Hadaiq al-Qubbah, Ain Shams, Abbassya	In 1950s urban expansion has extended to the north and east of historical Cairo. Now some parts are quasi-informal feature housing Large scale unused lands are seen in this area such as railway depots.	500-800/ha
<p>5. Public Housing Area</p> 	El Zauwya Al Hamra, Shubra, etc.	Public housing areas were developed in out skirt of Cairo urbanized areas started in 1950s in connection with industrial developments. Housing units are standard type with about 50-70 m2 and target was for low income group.	appx 500/ha
<p>6. New settlements and communities</p> 	New urban communities and satellite cities including Nasr City (10th of Ramadan 15th of May 6th of October Badr Al Obour New Cairo Al Shorouk Al Sheikh Zayed)	It is well planned housing development areas and employment opportunities are also provided in the communities. The developments were started 1950s in case of Nasr City and new urban communities and satellite towns have started in 1970s by NUCA. Public sector devoted at beginning while recently private sector is major player in housing construction. Many of them have enough space to absorb excesses population from Cairo.	Less than 238 person/ha (100 person/F eddan) 150-200 /ha
<p>7. Extension on Agricultural Land</p> 	Shubra Al Khaymah (northern Cairo) Dar es Salaam (Southern Cairo) Giza (along the ring road, 26th of July Road)	In peri-urban area, next to built-up areas on former agricultural lands, expansions of encroachments are seen in Giza and Qaliobeya governorates.	50-250/ha
<p>8. Extension on desert land</p> 	Manshiet Nasser,	Informal housing on desert land on east side of the historical Cairo, Mokattam hill. The government has launched slum upgrading schemes and some informal housing area has been upgraded by donor's supports. This is actually illegal housing and extremely high poverty conditions.	Over 1,500/ha

Type	Location	Characteristics of Built-up Area	Density
9. Village Area 	Giza, Qaliobeya (suburb of Cairo)	Out side of the Cairo agglomeration, villages are existed as an agricultural centre while extensions of housing units are seen.	Less than 100/ha

Source: The Study Team and images are obtained from Google Earth June 2007.

Note: Density is estimates in 2006 and based on *shiakha* boundary.



Source: The Study Team and images are obtained from Google Earth June 2007.

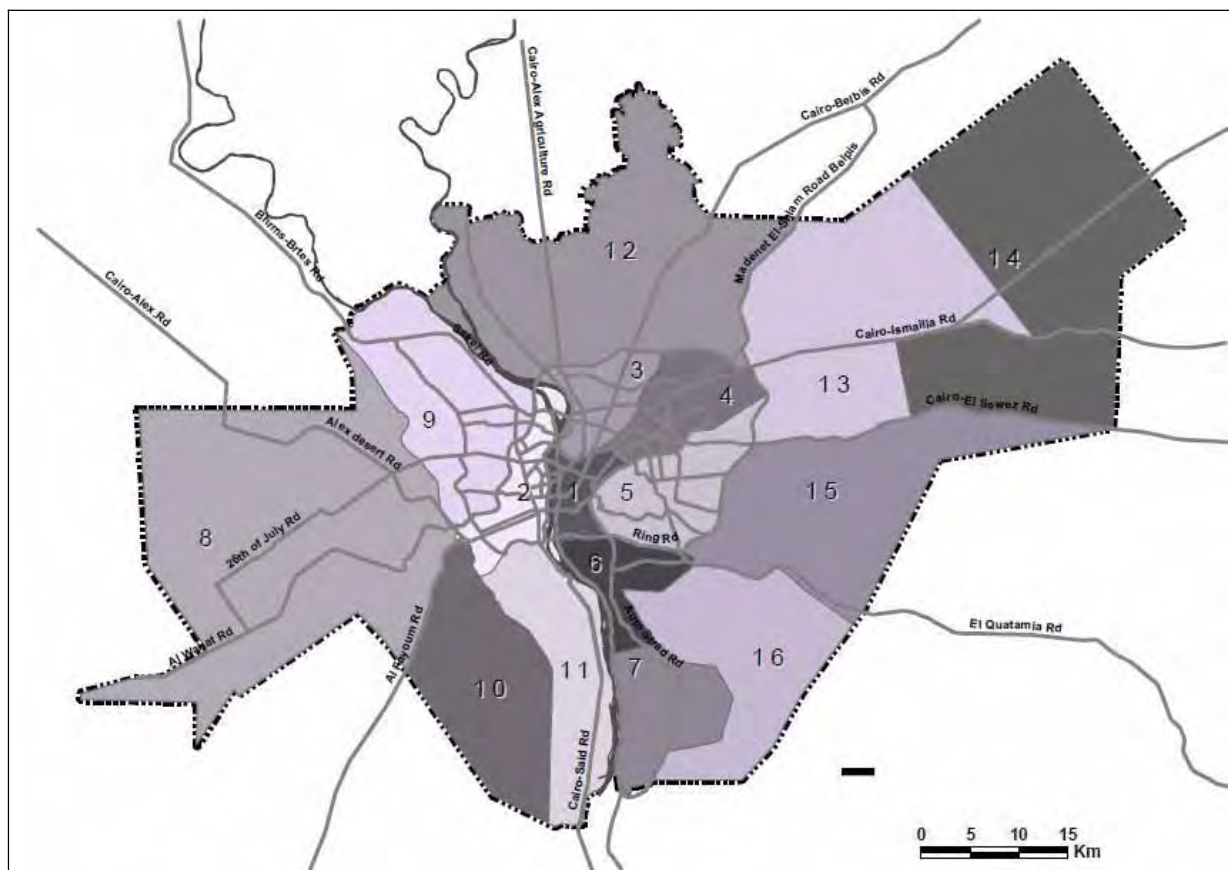
Figure 2.6.13 Distribution of Typology in the Study Area

(2) Homogeneous sector proposed in the 1982 master plan

The existing master plan in 1982 proposed the homogeneous sector to classify the study area into 16 zones. The criteria for the identification of homogeneous sector have been set up to take into account four issues: 1) population to be one to two million, 2) a minimum of 80% of the labor force employed within the same sector, 3) at least one man service center in each sector, 4) local transportation system, 5) physical boundaries between sectors, and 6) following the *shiakha* limits and physical barriers.

(3) Planning zone of the study area

Following the criteria and concepts of the homogeneous sector proposed in the 1982 master plan, the study area was divided into nine planning zones that recognize the existing conditions in the study area, as shown in Figure 2.6.14. The planning zones were set up on the basis of: administrative boundaries of governorates and *shiakha*; population; population density; and physical boundaries such as railways, primary roads, and compound built-up areas.



Source: JICA study team

Figure 2.6.14 Distribution of Planning Zone in the Study Area

(4) Characteristics and context by planning zone

Characteristics of existing built-up areas by planning zone have been examined to identify the issues and constraints to be taken into account for the master plan of the study area. Indicators to be taken consist of the following topics.

- 1) Existing land use including major land uses, transportation facilities, major public facilities, and informal areas,
- 2) Socio-economic profiles including population, population density, and household incomes,
- 3) People's perception to living environment in terms of provision of infrastructure and social welfare facilities, and

4) Statistics and distribution of informal areas.

Differentiation between the demarcation of homogeneous sector and planning zone was observed outside the main agglomeration, since the urbanization progressed in new urban communities and villages and small towns. The characteristics and existing land use by planning zone are shown from Table 2.6.5 to Table 2.6.20.

Table 2.6.5 Characteristics and Context of Planning Zone 1

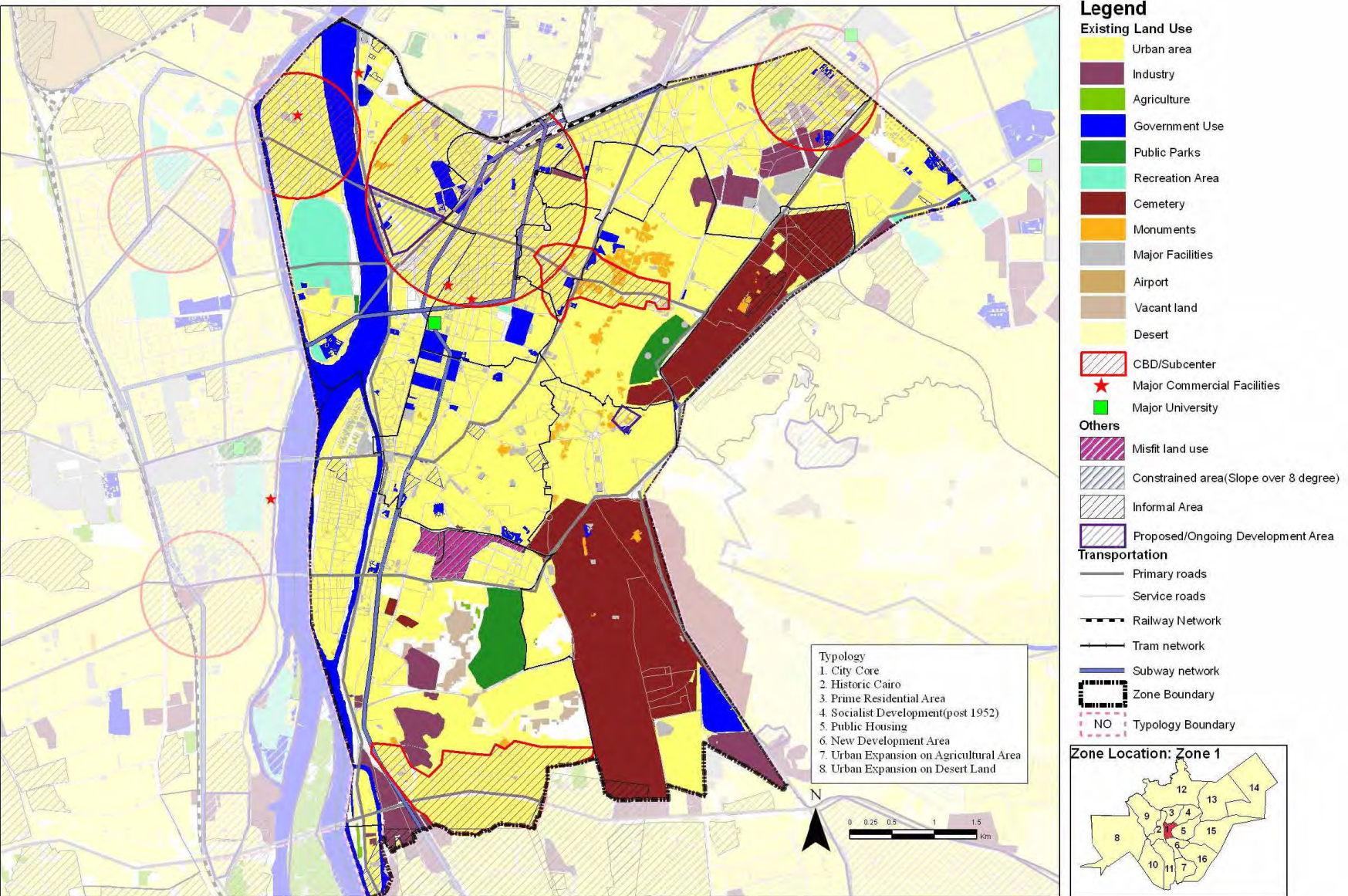
Profile				
<i>Location</i>				
- Planning Zone 1 is located in the central part of main agglomeration. It is bounded by Sabtiyah road and Ramsis road in the north, Al-Nasr road in the east, Ring Road in the south, and Nile river in the west. It includes Zamalek and Al-Manyal islands.				
<i>Historical context and Typology</i>				
- City Core area of Cairo Central Business District (CBD) is located in the central part of Planning Zone 1 along the Nile river. Buildings of governments, commerce, and a national museum are located in the CBD.				
- In the outskirts of the CBD in the south and southeast, there are Historical Cairo areas, which are major tourism areas named Old Cairo and Islamic Cairo. The Planning Zone 1 contains many heritage buildings and tourism spots.				
- High-class residential and commercial areas incl. five star hotels are formed in the southwest and north west of the CBD. Those areas are called Garden City and Zamalek. Five star hotels and high-rise housings are located along Nile river.				
- Along the eastern and southern boundary, extensions on desert land areas are observed. Those areas were originally used for cemeteries only, and are recently occupied by some residents.				
Indicators of Existing Conditions				
<i>Socio-economy</i>				<i>Indicators</i>
Statement	Unit	Plann. Zone	Study Area	<p style="font-size: small; margin-top: 5px;">Note 1: Not available data is rated at 0. Note 2: Planning Zone ■ Study Area ◆</p>
Population in 2006	1000	937	16,101	
Growth Rate in 1996-2006*2	% per year	-0.7	2.22	
Population Density*1	person per ha	218	257	
No. of Household	1000 household	246	4, 007	
Household Size	person per HH	3.8	4.0	
Household Income*3	LE/HH/month	1,008	1,072	
<i>Land Use</i>				
Category	Zone (ha/%)	Study Area (ha/%)		
Built-up area	3,200/ 68.1	52,100/ 11.9		
Agriculture	0/ 0.0	80,500/ 18.4		
Industry	200/ 4.3	11,800/ 2.7		
Bare land	800/ 17.0	5,100/ 1.2		
Airport	0/ 0.0	5,900/ 1.4		
Desert	100/ 2.1	272,600/ 62.5		
Water	200/ 4.3	3,400/ 0.8		
Open space	200/ 4.3	5,100/ 1.2		
Total	4,700/ 100.0	436,500/ 100		
<i>Characteristics of Urban Area</i> (Note: Urban area includes lands other than agriculture, desert and water.)				
Category	Unit	Plann. Zone	Study Area	
Urban area	ha	4,300	80,000	
Share of urban area*4	%	98	23	
Open space per capita*5	m ² /capita	2.1	3.2	
Industrial to urban area*6	%	5	15	
Cemetery to urban area*7	%	14	7	
<i>Informal Area</i>				<p style="font-size: small; margin-top: 5px;">Note: Planning Zone ■ Study Area ◆</p>
Category	Unit	Plann. Zone	Study Area	
Population	1000	5	2,097	
No. of Household	1000 household	1	524	
Land Area	ha	64	4,100	
Share to total population*8	%	1	13	
Share to urban area*9	%	1	5	

<i>Range of Indicators</i>									
Rank	*1	*2	*3	*4	*5	*6	*7	*8	*9
1	>400	>5	<800	>80	<1	>30	>30	>30	>30
2	<400	<5	<1000	<80	<2	<30	<30	<30	<30
3	<300	<3	<1200	<60	<4	<20	<20	<20	<20
4	<200	<2	<1500	<40	<6	<10	<10	<10	<10
5	<100	<1	>1500	<20	>6	<5	<5	<5	<5
Constraints and Issues to be Changed									
<p>1) Land use:</p> <ul style="list-style-type: none"> - Ninety-eight percent of the total land area excluding Nile river has been developed for urban areas. New urban development needs to be carried out by the regeneration of the existing built-up areas. - Urban development projects are scheduled to relocate a tannery, and ministries' buildings. In addition to those proposed sites, potential sites shall need to be identified for the regeneration in accordance with the requirement of the improvement of the existing built-up areas. Urban development will need to focus on enhancing the existing potentials, such as monuments and cultural assets other than business activities in order to prevent further concentration on this zone. - Although large parks and recreation areas have been developed in this zone, open space per capita is still at the low level of 2.1m² per capita. <p>2) Transportation</p> <ul style="list-style-type: none"> - In the north, a city terminal of Ramsis station is located, and connected with multi modes of railways, trams, Metro, and buses. Metro Line 1 and Line 2 run across this planning zone. New Metro Line 3 is scheduled to implement shortly. Even though public transportation is provided, further efforts related to transportation are required to provide car parking areas and convenient walkways. <p>3) Informal area</p> <ul style="list-style-type: none"> - Informal areas are limited to 1% to the total population and urban area. <p>4) People's perception</p> <ul style="list-style-type: none"> - Infrastructure: People recognized the existing infrastructure and social welfare facilities with satisfaction higher than the average rate in the study area. - Public facility: People expressed the relatively low satisfaction with gas and parks. <p>5) Conclusion</p> <ul style="list-style-type: none"> - Further concentration should be avoided, while upgrading works shall be required in this zone. - New public parks at six locations of 1) ministries' buildings, 2) cemetery in the east, 3) cemetery in the southeast, 4) tannery, 5) factories in the south, 6) government use in the north. - Refurbishment of façade - Upgrading of pedestrian ways by 1) raising up the surface level of pedestrian ways, 2) street lighting, and holiday promenade (vehicle-free promenade as pilot program) - Parking area at ministries' buildings and government use. - New cultural center at ministries' buildings for art museums, movie theater, concert hall, artificial park, residences, and hotels. - Public open space along Nile river - Protection and improvement of Old Cairo, Islamic Cairo and heritage buildings - Protection of the heritage of the CBD area 									
Opinions raised in the Workshops by Responsible Governorate Officials									
<i>[List of Topics]</i>									
1 Promoting open spaces including new ones by private and public and improved existing ones by private and public									
2 Improvement for historical, cultural, and natural assets									
3 Improvement for transportation system such as car parking, traffic congestion, new roads, and pedestrian ways, etc.									
4 Improvement for misuses such as factories, polluting resources, and cemeteries, etc.									
5 Others									
6 Needs									
7 Vision									
<i>[General Comments]</i>									
G.1 Need to relocate factories and handy crafts shops at Bab al-Shaareya to be relocated to Qatameya									
G.2 Planned and Large-scale projects including a) Maspeero Triangle (to be extended to down town), b) a leather processing factory to be replaced by commercial and administration services and housing for existing people in down town, c) two underground stations of the Metro Line 3 at Bab al-Shaareya and Geish Square, and d) zone for technology renovation, of which construction was already									

<p>commenced.</p> <p>G.3 Centers and commercial areas including a) areas around Azhar – Attaba and commercial axes consisting of b) Qasr Al-Aini road, c) Mohamed Aly road, d) Gamaleya, e) Sabteya, f) Fagala, g) Ramsis, and h) Wekalet Al-Bala</p> <p>G.4 Proposed projects including a) improvement of traffic problems and parking areas, b) relocation of special markets such as paper markets and handicrafts shops, c) development of new public parks and Horreyya park</p> <p>G.5 Future visions including needs to a) coordinate between different entities, b) control the informal areas, c) control the special style areas, d) separate the misuses such as abuses, e) readjustment of the existing agglomeration, and f) establishment of a new committees to control the special building</p>			
Abdeen	Al Moskey	West Cairo	Down Town (Middle Cairo)
<p>1.1 Lack in green area</p> <p>1. Need to provide public parks inside the Hai</p> <p>2.1 A lot of unique style and design buildings and historical places.</p> <p>2.2 Need to renovate and maintain those assets.</p> <p>3.1 Too difficult traffic conditions, especially during rush hours.</p> <p>3.2 Insufficient parking areas, especially due to old buildings without garages</p> <p>3.3 Too narrow streets</p> <p>4.1 Need to relocate commercial and light-industrial areas, which affect the environment and also cause crowded places</p> <p>6.1 Need to provide further public services for people and for commercial and industrial areas</p> <p>7.1 Need to widen streets</p> <p>7.2 Need to maintain utilities</p> <p>7.3 Need to maintain old areas</p>	<p>1.1 No vacant lands for green area</p> <p>2.1 Need to maintain and renovate heritage places</p> <p>4.1 No existing industrial zones and factories</p> <p>6.1 No vacant land, since most of lands is owned by people.</p> <p>7.1 Need to reorganize commercial area of street seller, which causes congested areas</p>	<p>1.1 Existing large parks including the fish park, and the Horreya park</p> <p>1.2 Existing museums including Mahmoud Mokhtar, Egyptian Museum, and Opera Museum.</p> <p>1.3 Need to renovate the existing museums and improve traffic conditions around them</p> <p>2.1 Need to maintain and renovate Zamalek and Garden City having special buildings style and many embassies and consulates</p> <p>2.2 Need to formulate transportation plans in those areas</p> <p>3.1 Need to establish traffic network with one traffic direction</p> <p>3.2 Needs to develop underground garages at parks and sporting clubs in Zamalek</p>	<p>1.1 Need to provide green areas in the eastern side along Salah Salem Road and in Sheeha Playground area</p> <p>2.1 Need to maintain heritage area with the special style like Khan al Khalily as a commercial area for tourists, galleries and gold workshops</p> <p>2.2 Need to renovate commercial areas outside the tourism area like Al-Azhar and Moskey and vegetable markets beside Fatimate Cairo Fence (Bab Al-Fotouh)</p> <p>3.1 Need to prepare e plan for the street networks in the historical area</p> <p>3.2 Need to carry out a study to widen the streets</p> <p>3.2 Need to improve the walk ways specially along the historical areas like Moaez Ledin Allah street</p> <p>3.3 Need to provide underground garages in Azhar and Gawhar al-Qaed streets</p>
Bab al-Shaareya	Masr al-Qadima	Al-Sayedda Zeinab	Cairo Governorate
<p>1.1 Need to provide public parks.</p> <p>1.2 Need to develop a new axis in north Gamaleya.</p> <p>2.1 Need to renovate the Old Cairo Fence</p> <p>3.1 Need to provide an underground garage by BOT in Bab Al-Shaareya square and Geish square</p> <p>3.2 Need to formulate new regulations to widen streets</p> <p>4.1 Need to relocate handicrafts workshops to Qatameya or Obour (Qatameya is preferable, because of close location.)</p> <p>4.2 Need to relocate carton workshops distributed in most of the Shiakhas</p> <p>5.1 Need to specify vacant lands which are resulted from applying the new right of way for roads, as public parking areas to be used temporarily until all the street will be provided.</p> <p>6.1 Need to improve the existing roads network</p> <p>6.2 Need to specify the right of way for the streets</p> <p>7.1 Need to coordinate among different entities for planning and implementation</p>	<p>1.1 No vacant land to provide new parks.</p>	<p>5.1 Need to provide public services and utilities including sewerage, electricity, water supply, especially for informal areas</p> <p>6.1 Need to restore archeological sites</p> <p>6.2 Need to remove informal areas</p> <p>6.3 Need to renovate sewerage networks</p> <p>6.4 Need to improve traffic problems</p> <p>7.1 Need to specify the Sayedda Zeinab as a special area for religious and tourists activities</p>	<p>1.1 Need to provide public parks in all renewed areas in Zeinohm, Tal al-Aqareb, al-mawardy.</p> <p>1.2 Need to provide walkways along the Nile</p> <p>1.3 Need to utilize the Cornish as parks</p> <p>1.4 Need to provide specific heritage parks for tourists to include Fostat and Magra al-Oyoun Fence to the Citadel</p> <p>2.1 Need to enhance maintenance of Fostat area and Amr Ibn Al-Aass Mosque as cultural center</p> <p>2.2 Need to maintain heritage areas inside Ezzbet Khayrallah informal areas, like Istabl Antar</p> <p>2.3 Need to formulate new regulations to control and provide statistics of all heritage areas</p>

Administrative Unit within Planning Zone					
Name of Hay and Local Units	Name of Shiakha, Madinah and Qurah (ID No.)	Name of Hay and Local Units	Name of Shiakha, Madinah and Qurah (ID No.)		
Cairo Governorate		West of Cairo	Darb Nasr (116)		
Misr al-qadima	Abû al-Su'ûd wa al-Madâbigh (31)	Abdin	Sanân Bâshâ (117)		
	Athar al-Nabî (32)		Sûq al-'Asr (118)		
	al-Anwar wa 'Ishash al-Bârûd (33)		Sharkas (119)		
	al-Khûkha wa al-Qanâya (34)		'Ishash al-Nakhl (120)		
	al-Diyûra (35)		al-Gayyâra (121)		
	al-Rûda wa al-Miqyâs (36)		al-Rihânî (122)		
	al-Kufûr wa Sa'î al-Bahr (37)		al-Zahhâr (123)		
	al-Manyal al-Sharqî (38)		al-Faggâla (124)		
	al-Manyal al-Gharbî (39)		al-Qabîla (125)		
	'Ayn al-Sîra (40)		al-Qulaly (126)		
	Fumm al-Khalîg wa Dîr al-Nahâs (41)		'Urâbî (127)		
	Kûm Ghurâb (42)		Clût Bik (128)		
	Al-Sayyeda Zeinab		al-Insha wa al-Munîra (43)	Down Town	al-Bâtniyya (129)
			al-Baghâla (44)		al-Dâwwûdiyya (130)
al-Hanafî (45)		al-Darb al-Ahmar (131)			
al-Darb al-Gadîd (46)		al-Surûgiyya (132)			
al-Sibâ'in (47)		al-'Imarî (133)			
al-Sayyida (48)		al-Ghûriyya (134)			
al-'Atrîs (49)		al-Qirabiyya (135)			
al-'Aynî (50)		al-Mugharbilîn (136)			
al-Kabsh (51)		Bâb al-Wazîr wa al-Gharîb (137)			
Hadâ'iq Zinhum (52)		Taht al-Rab' (138)			
Khayrat (53)		Hârat al-Rûm (139)			
Darb al-Gamâmîz (54)		Darb Sa'âda (140)			
Zinhum (55)		Darb Shaghlân (141)			
Sunqur (56)		Sûq al-Silâh (142)			
Tûlûn (57)	al-Azhar (143)				
Al-Khalifa and Al-Moqatam	al-Imâmîn (59)	Bab Al-Shaareya	al-Bîraqdar (144)		
	al-Baqlî (60)		al-Gamâliyya (145)		
	al-Tûnsî (61)		al-Hamzâwî (146)		
	al-Hattâba (62)		al-Khurunfish (147)		
	al-Hilmiyya (63)		al-Khawâs (148)		
	al-khalifa (64)		al-Darrâsa (149)		
	al-Sayida 'Aisha (65)		al-Sha'rânî (150)		
	al-Salîba (66)		al-'Utûf (151)		
	al-Qâdriyya (67)		al-Kurdî (152)		
	al-Mahgar (68)		al-Mashhad al-Husaynî (153)		
	Darb al-Husr (69)		al-Mansûriyya (154)		
	Darb Ghaziyyâ (70)		Bâb al-Futûh (155)		
	'Arab al-Yasâr (71)		Bîn al-Sûrîn (156)		
	Abdin		al-Balâqisa (78)	Al-Wayly	Gawhar al-Qâ'id (157)
al-Gazîra al-Gadîda (79)		Khân al-Khalîlî (158)			
al-Dawâwîn (80)		Qasr al-Shûq (159)			
al-Sâha (81)		al-Banhâwî (160)			
al-Saqqâ'yîn (82)		al-Shumbukî (161)			
al-Shaykh 'Abdallah (83)		al-Sawâby (162)			
al-Fawwâla (84)		al-'Adawî (163)			
Bâb al-Lûq (85)		al-Mansî (164)			
Rahbat 'Abdîn (86)		al-Nasr (165)			
Ghayt al-'Idda (87)		Bâb al-Bahr (166)			
Al-Moskey	al-Ramlî (88)	Al-Wayly	Bâb al-Sha'riyya (167)		
	al-Shaykh Nadâ (89)		Birkat al-Ratly (168)		
	al-Tamâr (90)		Darb al-Iqmâ'iyya (169)		
	al-'Ashmâwî (91)		Sidî Madyan (170)		
	al-Liwâ' Amîn al-Sharîf (92)		Abû Khûda (171)		
	al-Minâsra (93)		al-Ganzûrî (172)		
	al-Nûbî (94)		al-Sakâkîni (173)		
	Darb al-Ginîna (95)		al-Zâhir (174)		
West of Cairo	Safiy al-Dîn (96)	Al-Wayly	al-Qubîsî (175)		
	Kûm al-Shaykh Salâmâ (97)		Ghamra (176)		
	al-Ismâ'iliyya (98)		al-Dimirdâsh (198)		
	Gardîn Cîti (99)		al-Sarâyât (200)		
	Qasr al-Dûbâra (100)		al-'Abbâsiyya al-Bahariyya (201)		

West of Cairo	Ma'rûf (101)	Al-Wayly	al-'Abbâsiyya al-Sharqiyya (202)
	Abû al-'Ilâ (102)		al-'Abbâsiyya al-Gharbiyya (203)
	al-Ahmadîn (103)		al-'Abbâsiyya al-Qibliyya (204)
	al-Turgumân (104)		Bin al-Ganâyin (206)
	al-Gallâdîn (105)		Ganâyin al-Wayliyya (207)
	al-Gawâbir (106)		West Nasr City
	al-Khutîry (107)		West of Cairo
	al-Sabtiyya (108)		Abû al-Fidâ (277)
	al-Sandabîsî (109)		al-Gabalâya (278)
	al-Shaykh 'Alî (110)		Umar al-Khayyâm (279)
	al-Shaykh Farrâg (111)		Muhammad Mazhar (280)
	al-'Adawiyya (112)		Mansheyet nasser
	al-'Ilmî (113)		al-Sultân Barqûq (284)
	al-Qalâya (114)		al-Mugâwrîn (285)
	Hûd al-Zuhûr (115)		Qâytbây (286)
	Al-Bassatin and Dar Al-Salam	al-'Isâwiyya (291)	
		Dâr al-Salâm (292)	



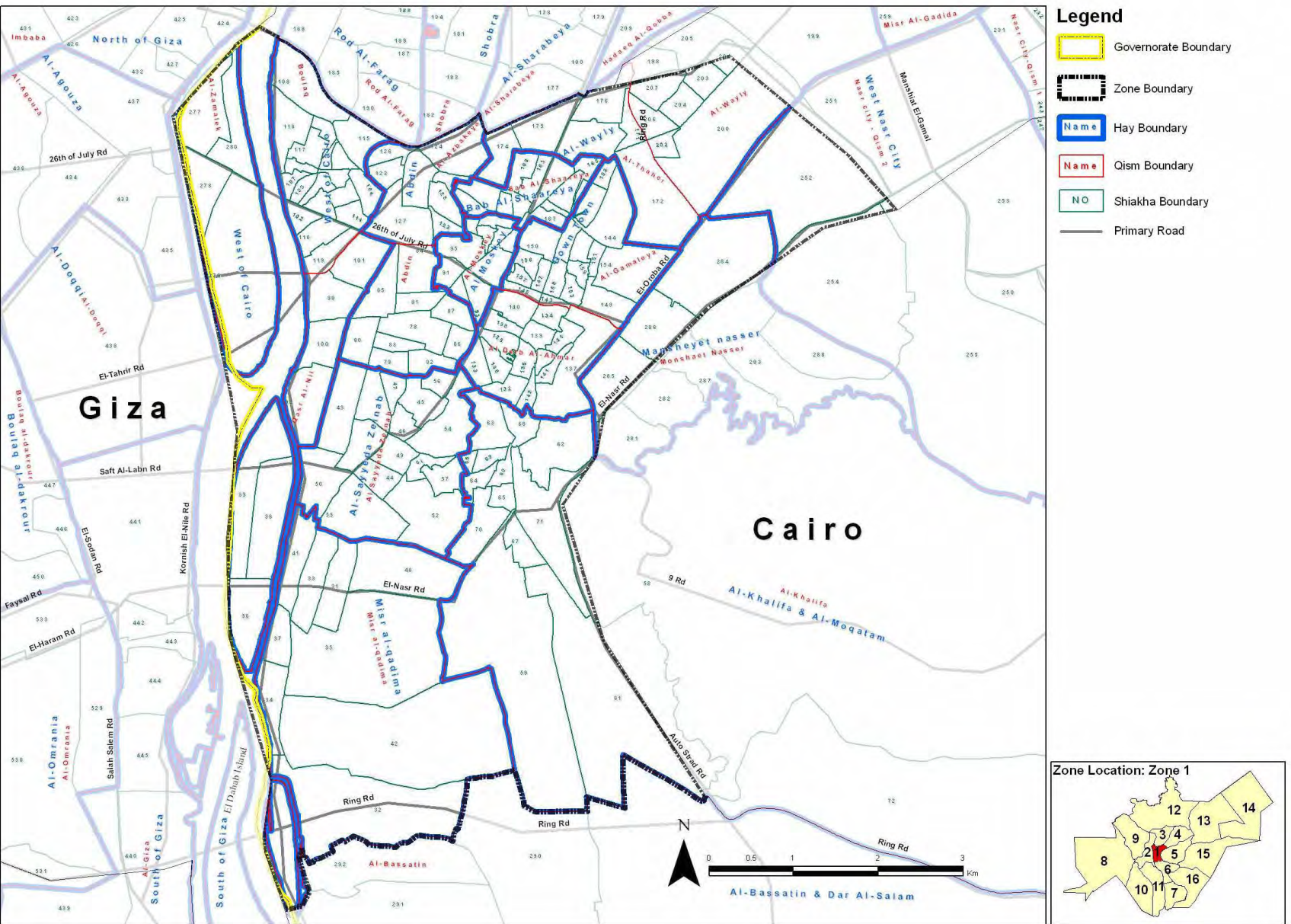


Table 2.6.6 Characteristics and Context of Planning Zone 2

Profile				
Location				
<ul style="list-style-type: none"> - Planning Zone 2 covers the majority of urbanized areas within Giza Governorate on the western side of the River Nile. The zone is bounded on the east by the River Nile and Zamalek Island, on the north, west and south by the ring road. 				
Historical context and Typology				
<ul style="list-style-type: none"> - The northern part of the zone centers around a well planned City Sub-Center of Muhandesin, which was developed since the early part of the 20th Century for government officials and middle class engineers etc. - The southeastern part is the urban areas along Dokki and Giza, which are serviced by Metro Line No. 2. - From the Giza Sub-Center area to the west, there are parallel roads leading to Pyramids, along which are relatively regularly urbanized area with shopping/commercial facilities and shops for tourists. - Areas outside of the above three areas are either informal areas or areas needing upgrading. - Population density is estimated relatively high at 392 persons per ha, and more than 90% of the total land other than river and agricultural lands are used for urban areas. - Open space is limited to 2.0m² per capita. - Informal area occupies large part at more than 20% in terms of population and land area in this zone. - New urban plan is under approval for this zone. - This zone contains many new project of upgrading roads; a zoo and university. - The northern part is under study by GOPP to create a new urban area around the airport. 				
Indicators of Existing Conditions				
<i>Socio-economy</i>				<i>Indicators</i>
Statement	Unit	Plann. Zone	Study Area	<p style="font-size: small;">Note 1: Not available data is rated at 0. Note 2: Planning Zone —■— Study Area —◆—</p>
Population in 2006	1000	3,447	16,101	
Growth Rate in 1996-2006 ^{*2}	% per year	2.4	2.22	
Population Density ^{*1}	person per ha	392	257	
No. of Household	1000 household	840	4, 007	
Household Size	person per HH	4.1	4.0	
Household Income ^{*3}	LE/HH/month	1,039	1,072	
Land Use				
Category	Zone (ha/%)	Study Area (ha/%)		
Built-up area	5,800/ 73.9	52,100/ 11.9		
Agriculture	1,000/ 12.7	80,500/ 18.4		
Industry	200/ 2.5	11,800/ 2.7		
Bare land	0/ 0.0	5,100/ 1.2		
Airport	100/ 1.3	5,900/ 1.4		
Desert	0/ 0.0	272,600/ 62.5		
Water	450/ 5.7	3,400/ 0.8		
Open space	300/ 3.8	5,100/ 1.2		
Total	7,850/ 100.0	436,500/ 100		
Characteristics of Urban Area (Note: Urban area includes lands other than agriculture, desert and water.)				
Category	Unit	Plann. Zone	Study Area	People's Perception on Public Facility
Urban area	ha	8,800	80,000	
Share of urban area ^{*4}	%	99	23	
Open space per capita ^{*5}	m ² /capita	2.0	3.2	
Industrial to urban area ^{*6}	%	3	15	
Cemetery to urban area ^{*7}	%	0	7	
Informal Area				
Category	Unit	Plann. Zone	Study Area	<p style="font-size: small;">Note: Planning Zone —■— Study Area —◆—</p>
Population	1000	989	2,097	
No. of Household	1000 household	241	524	
Land Area	ha	1,740	4,100	
Share to total population ^{*8}	%	29	13	
Share to urban area ^{*9}	%	20	5	

<i>Range of Indicators</i>									
Rank	*1	*2	*3	*4	*5	*6	*7	*8	*9
1	>400	>5	<800	>80	<1	>30	>30	>30	>30
2	<400	<5	<1000	<80	<2	<30	<30	<30	<30
3	<300	<3	<1200	<60	<4	<20	<20	<20	<20
4	<200	<2	<1500	<40	<6	<10	<10	<10	<10
5	<100	<1	>1500	<20	>6	<5	<5	<5	<5
Constraints and Issues to be Changed									
<p>1) Land use:</p> <ul style="list-style-type: none"> - Ninety-nine percent of the total land area excluding Nile river and agricultural lands has been developed for urban areas. New urban development needs to be carried out by the regeneration of the existing built-up areas. - Muhandesin is a well planned Sub-Center, but serviced little with the public transport. Metro Line No.3 is planned to pass through this area, which shall improve the transport condition dramatically, and the Muhandesin area shall be eligible for substituting a part of the Cairo CBD functions now concentrating in Planning Zone 1. - Commercial areas along the Metro Line 2, including Dokki and Giza, needs to be improved as they constitute the Gateway to the Pyramids. <p>2) Transportation</p> <ul style="list-style-type: none"> - The Western Corridor now proposed for the Pre FS of this study shall improve the transport conditions in the northern part of this zone in conjunction with the planned Metro Line 3. - The Metro Line 4 which is planned to pass through Giza and the Pyramids through the Pyramid roads shall be the trunk transport line when implemented both for the tourists and residents of the eastern area of the zone 2. <p>3) Informal area</p> <ul style="list-style-type: none"> - Informal sector occupies a large part of population and land areas at more than 20% in this Planning Zone, and continuous improvement process with the mechanism to enhance the self help concept needs to be implemented one after another. <p>4) People's perception</p> <ul style="list-style-type: none"> - Infrastructure: people recognized lower satisfaction for water supply, gas, solid waste management, and paved road than the average rate in the study area. - Public facility: People recognized lower satisfaction for social welfare and parks than the average rate in the study area. <p>5) Conclusion</p> <ul style="list-style-type: none"> - Further concentration should be avoided, while upgrading works shall be required in this zone. - New public parks at five locations by regenerating informal areas 1) in the north of Imababa, 2) in the west of inner ring road, 3) in the north of Faysai road, and 4) in the south of Faysai road. - Public open space along Nile river - Refurbishment of façade along Faysai road. - Upgrading of pedestrian ways by 1) raising up the surface level of pedestrian ways and 2) street lighting along Faysai road. - Regenerating at Giza station square and its surroundings. - Improvement of informal areas - Agricultural lands in the main agglomeration and islands in the north shall be used for public parks and productive green areas, such as agriculture, garden, small garden, etc. 									
Opinions raised in the Workshops by Responsible Governorete Officials									
<p><i>[List of Topics]</i></p> <ol style="list-style-type: none"> 1 Promoting open spaces including new ones by private and public and improved existing ones by private and public 2 Improvement for historical, cultural, and natural assets 3 Improvement for transportation system such as car parking, traffic congestion, new roads, and pedestrian ways, etc. 4 Improvement for misuses such as factories, polluting resources, and cemeteries, etc. 5 Improvements for informal areas 6 Others 7 Needs 8 Vision 9 Infrastructure 									

North Giza	Omraneya	South Giza	Giza city	Haram
1.1 Need to maintain and improve Nile street around Imbaba areas	1.1 Need to develop recreational areas in Teraet al-Zomor along Thalatheny street	1.1 Need to develop public parks around the zoo	1.1 Need to provide parks are along Faissal street	1.1 Need to improve Moubarak park behind Fayoum
1.2 Lack of existing open spaces	2.1 Need to maintain heritage, palaces and villas	1.2 Need to provide new open spaces in over populated areas in Moneib, Qassabgy, Dahab Island	2.1 Need to develop museums in Giza, Haram, and 6 th of October	1.2 Improve Khadiga Bent Khowayled park
1.3 Need to utilize spaces under bridges for open spaces	3.1 Need to provide parking areas along Haram and Faissal streets	2.1 Need to regulate protectorates in Qarassaya and Ben al-Bahreïn	3.1 Need to improve for the traffic conditions in Faissal street, Giza street, Haram, Remaya, and Moneib	1.3 Need to provide parks along canals in Mansoureya
3.1 On-going pilot projects in Western Imbaba and Mounira	4.1 Need to relocate markets	2.2 Need to remove all encroachments along Nile river	3.2 Need to study the multi-storied garages	2.1 Need to develop the Nazlet al-Semman area as an archeological area
3.2 Need to improve Imbaba street		3.1 Need to relocate the the Egypt railway around Moneib	3.3 Need to relocate public bus garages from the main agglomeration	3.1 Ongoing bridge project to interlink the south and west areas
3.3 Need to improve the informal areas along the railway line		3.2 Need to provide underground parking garages in Giza square and Cairo University	3.4 Need to extend the metro line in Faissal and Haram and then to 6th of October	3.2 Ongoing road project for an access to the ring road
4.1 Need to improve the Imbaba area to be the housing and commercial areas		3.3 Need to complete the Waly bridge	3.5 Need to connect the Waly bridge to the trunk roads and over the Mariotteya canal	4.1 Need to relocate the Nazlet al-Semman cemetery area from the archeological area
5.1 Need to improve governmental housing areas having large amount of informal areas		4.1 Need to relocate the tobacco factory in Giza square	4.1 Need to relocate factories and pollution resources	5.1 On-going projects of a technology center by the electronic government project
5.2 Need to provide infrastructure in Imbaba and West al-Monira		5.1 Need to provide the sewerage system in Qassabgy area like Teraet al-Zomor	5.1 Need to relocate all informal houses to improve the traffic condition	6.1 Need to provide the financial resources for schools
5.3 Need to improve informal areas on agriculture lands in Amal city		6.1 Need to complete the Waly bridge to solve the traffic problem	6.1 Need to provide hospitals in Giza	6.2 Need to provide the financial resources for streets and a sewerage plant
6.1 Need to renovate and relocate deteriorated areas		7.1 Need to improve the area along Al-Bahr Al-Aazam street, and the Nile areas	7.1 Need to develop new cities in the desert areas	7.1 Need to provide a sewerage network
6.2 Need to provide open spaces		8.1 Need to improve the Moneib area, Qassabgy, Old Giza, and Dahab Island	7.2 Need to develop tourisms areas along the Nile river	7.2 Need to improve the overhead telephone lines to cable lines in Monshaet al-Bakary village
6.3 Need to improve public awareness of importance of streets and public properties		9.1 Need to provide covers on all canals	8.1 Need to provide housing units for people living on the states lands in Kobry al-Khashab and Dokki in the similar way in which people in Agouza area carried out	7.3 Need to develop a bridge or tunnel in Faissal and Haram
8.1 Need to develop the Imbaba island		9.2 Need to complete the sewerage network project in Moneib	9.1 Need to carry out periodic maintenance of the infrastructure	8.1 Need to improve the informal areas (90% of works completed)
8.2 Need to improve living condition		9.3 Need to reorganize the trunk road network		9.1 On-going projects of a water plant in north of Haram, sewerage projects in al-Amal, and road projects in north of Haram
8.3 Need to improve informal areas in Ard al-Hadad, Amal City		9.4 Need to improve the access to the ring road in bah al-Aazam street		

Administrative Unit within Planning Zone			
Name of Hay and Local Units	Name of Shiakha, Madinah and Qurah (ID No.)	Name of Hay and Local Units	Name of Shiakha, Madinah and Qurah (ID No.)
Giza Governorate		Boulaq al-dakrou	Nazlat Khalaf (451)
North of Giza	al-Munira (423)	Al-Ahram	Nazlat Bahgat (452)
	Tâg al-Duwal (424)		Ghatâty (453)
	Gazîrat Imbâba (425)		Kafirat al-Gabal (454)
	Abd al-Na'im (426)		Kafirat Nassâr wa Funduq Minâ Haws (455)
	Kafr al-Shawâm (427)		Minshât al-Bakkârî (456)
	Kafr al-Shaykh Ismâ'il (428)		Nazlat al-Batrân (457)
	Madînat al-Tahrîr (429)	Nazlat al-Simmân (458)	
North of Giza	Madînat al-'Ummâl (430)	Giza-Markaz	Abû al-Numrus (464)
North of Giza	Matâr Imbâba (431)	Giza-Markaz	al-Harrâniyya (465)
	Mît Kardak (432)		al-Manâwât (466)
Al-Agouza	al-Hûtiyya (433)		Tirsâ (467)
	Gazîrat Mît 'Uqba (434)		Zâwiyyat Abû Misallam (468)
	'Izbat al-'Agûza (435)		Shubrâmant (469)
	Mît 'Uqba (436)		Tamûh (470)
	Madînat al-Awqâf (al-'Alâm) (437)		Manyal Shîha (471)
Al-Doqqi	al-Duqqî (438)		Mît Shammâs (472)
South of Giza	al-Munîb (439)		Mît Qâdûs (473)
	Gazîrat al-Dahab (440)		Nazlat al-Ashtar (474)
	Hâra 1 (441)	Bani yosef (475)	
	Hâra 2 (442)	Warraq - Markaz	
	Hâra 3 (443)	Warrâq al-'Arab (523)	
	Hâra 4 (444)	Gazîrat Warrâq al-Hadar (525)	
	Sâqyat Makkî (445)	Gazîrat Muhammad (526)	
Boulaq al-dakrou	Abû Qatâda (Nûfal al-Gadîda wa Nûfal al-Qadîma) (446)	Al-Omrania	al-Tâlbiyya (528)
	Bûlâq al-Dakrûr (447)		al-'Umrâniyya al-Sharqiyya (529)
	Zimîn (448)		al-'Umrâniyya al-Gharbiyya (530)
	Kafr Tuhumus (449)		al-Kanîsa (531)
	Minshât 'Ilyân (450)		al-Kûm al-Akhdar (532)
		al-Haram (533)	

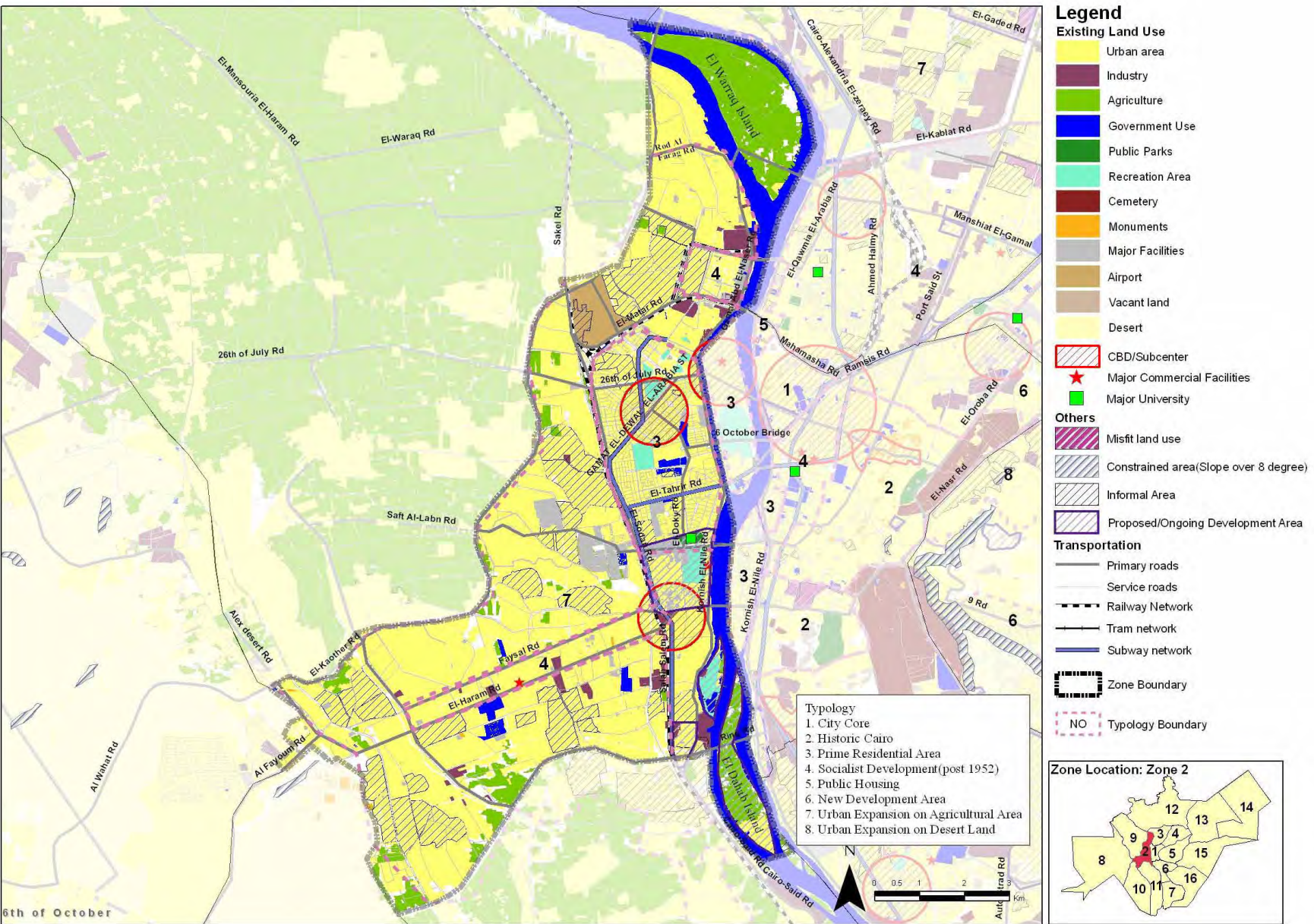


Table 2.6.7 Characteristics and Context of Planning Zone 3

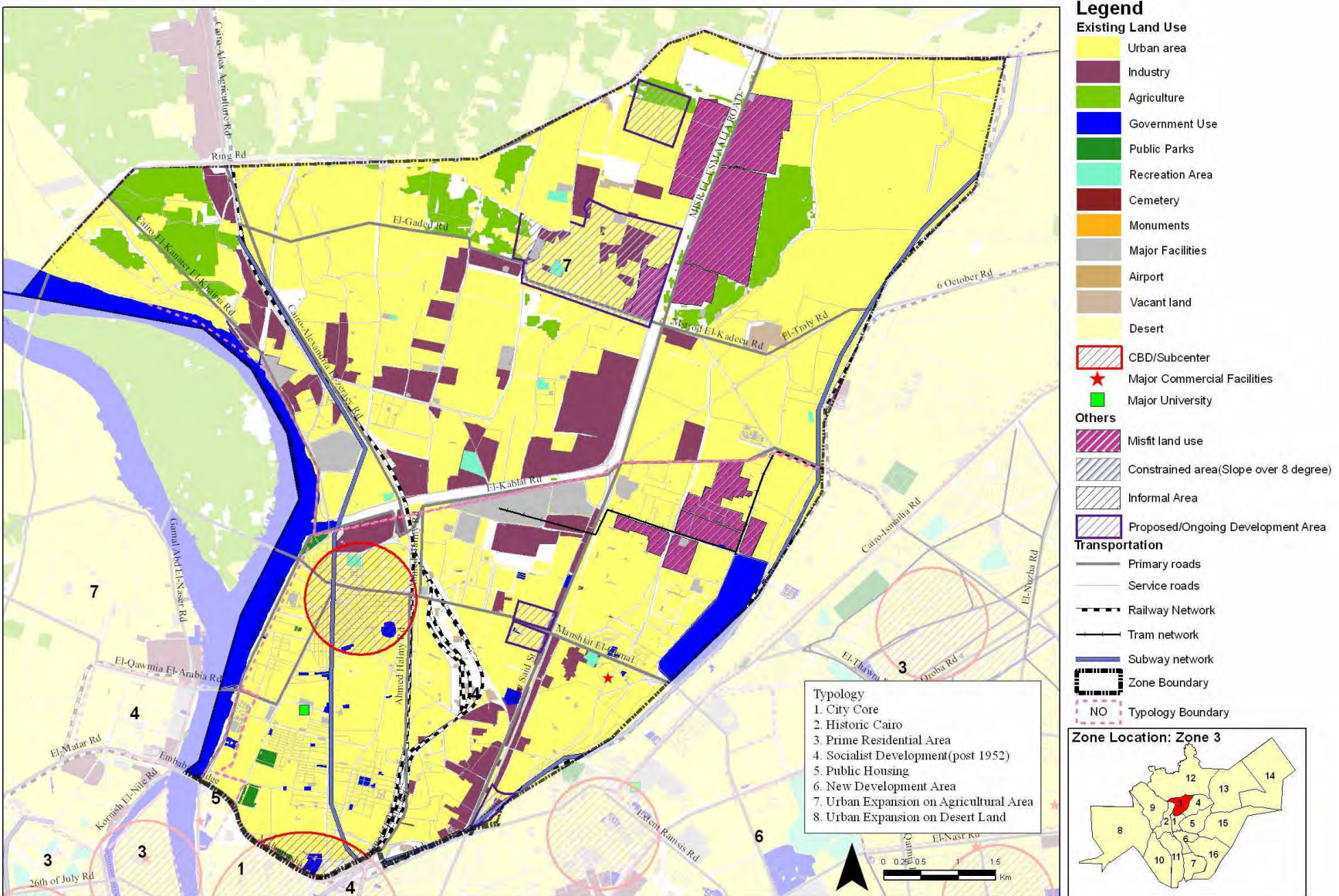
Profile				
Location				
- Planning Zone 3 is located in the north of Planning Zone 1 and within the Ring Road. It is bounded by Ring Road in the north, Bur Said road in the east, Sabtiyah road and Ramsis road in the south, and Nile river in the west.				
Historical context and Typology				
- Early Sub Division area forms the built-up area within the inner ring road, and its northern outskirts are covered by Extension on Agricultural Land area.				
- Industrial areas and a marshalling yard occupy large parts of lands in this zone. Along the Nile river, new urban development project are on-going to supply new commercial and office buildings.				
- Population density is estimated relatively high at 545 persons per ha, and 100% of the total land other than river and agricultural lands are used for urban areas.				
- Open space is limited to 0.8m2 per capita.				
- Informal area occupies part of this zone at 6% in population and 14% in land area.				
- Industrial areas in Shiek Kheina are planned to be relocated outside				
- Shiek Kheina city is developed according to the Master plan approved in 1997.				
Indicators of Existing Conditions				
<i>Socio-economy</i>				<i>Indicators</i>
Statement	Unit	Plann. Zone	Study Area	<p style="font-size: small;">Note 1: Not available data is rated at 0. Note 2: Planning Zone ■ Study Area ◆</p>
Population in 2006	1000	3,814	16,101	
Growth Rate in 1996-2006 ^{*2}	% per year	0.7	2.22	
Population Density ^{*1}	person per ha	545	257	
No. of Household	1000 household	953	4, 007	
Household Size	person per HH	4.0	4.0	
Household Income ^{*3}	LE/HH/month	1,044	1,072	
<i>Land Use</i>				<p style="font-size: small;">Note: Planning Zone ■ Study Area ◆</p>
Category	Zone (ha/%)		Study Area (ha/%)	
Built-up area	5,500/	71.4	52,100/ 11.9	
Agriculture	500/	6.5	80,500/ 18.4	
Industry	1,100/	14.3	11,800/ 2.7	
Bare land	100/	1.3	5,100/ 1.2	
Airport	0/	0.0	5,900/ 1.4	
Desert	0/	0.0	272,600/ 62.5	
Water	200/	2.6	3,400/ 0.8	
Open space	300/	3.9	5,100/ 1.2	
Total	7,700/	100.0	436,500/ 100	
<i>Characteristics of Urban Area</i>				<p style="font-size: small;">Note: Planning Zone ■ Study Area ◆</p>
(Note: Urban area includes lands other than agriculture, desert and water.)				
Category	Unit	Plann. Zone	Study Area	
Urban area	ha	7,000	80,000	
Share of urban area ^{*4}	%	100	23	
Open space per capita ^{*5}	m ² /capita	0.8	3.2	
Industrial to urban area ^{*6}	%	16	15	
Cemetery to urban area ^{*7}	%	0	7	
<i>Informal Area</i>				
Category	Unit	Plann. Zone	Study Area	
Population	1000	605	2,097	
No. of Household	1000 household	151	524	
Land Area	ha	1,000	4,100	
Share to total population ^{*8}	%	6	13	
Share to urban area ^{*9}	%	14	5	

<i>Range of Indicators</i>									
Rank	*1	*2	*3	*4	*5	*6	*7	*8	*9
1	>400	>5	<800	>80	<1	>30	>30	>30	>30
2	<400	<5	<1000	<80	<2	<30	<30	<30	<30
3	<300	<3	<1200	<60	<4	<20	<20	<20	<20
4	<200	<2	<1500	<40	<6	<10	<10	<10	<10
5	<100	<1	>1500	<20	>6	<5	<5	<5	<5
Constraints and Issues to be Changed									
<p>1) Land use:</p> <ul style="list-style-type: none"> - All of the total land area excluding Nile river and agricultural lands has been developed for urban areas. New urban development needs to be carried out by the regeneration of the existing built-up areas. - Two environmentally-polluted factories are designated to relocate from their original locations. The relocation projects will provide vacant lands near planned Metro Line 4, and need to identify the suitable land use in this planning zone. In addition to two factories, other factories will need to relocate to improve the living environment in this zone. - Areas along Nile river have opportunity to promote commercial and business activities, and will need to promote for transforming the main activities from industrial to services in this zone. <p>2) Transportation</p> <ul style="list-style-type: none"> - Metro Line 2 runs across this planning zone, and Line 1 operates along the eastern boundary. <p>3) Informal area</p> <ul style="list-style-type: none"> - Large amount of informal area is spread over this zone and need to be upgraded. Vacant lands after relocating factories will be utilized for betterment of this zone and informal areas. <p>4) People's perception</p> <ul style="list-style-type: none"> - Infrastructure: People recognized higher satisfaction for every type of infrastructure than the average rate in the study area. - Public facility: People recognized lower satisfaction for parks than the average rate in the study area. <p>5) Conclusion</p> <ul style="list-style-type: none"> - Further concentration should be avoided, while upgrading works shall be required in this zone. - In the north to inner ring road, agricultural lands will be used for public parks and productive green areas, such as agriculture, and garden, etc. - Factories along Metro line 4 and Nile river will be relocated, and converted for public parks and well-planned mixed use, such as residential and commercial. - Public open space along Nile river - Improvement of informal areas 									
Opinions raised in the Workshops by Responsible Governorete Officials									
<p><i>[List of Topics]</i></p> <ol style="list-style-type: none"> 1 Promoting open spaces including new ones by private and public and improved existing ones by private and public 2 Improvement for historical, cultural, and natural assets 3 Improvement for transportation system such as car parking, traffic congestion, new roads, and pedestrian ways, etc. 4 Improvement for misuses such as factories, polluting resources, and cemeteries, etc. 5 Improvements for informal areas 6 Others 7 Needs 8 Vision 9 Infrastructure 									

Sharabeya	Rod Al-Farag	Sahel	Hadaek Al-Qobba	Shobra
4.1 Need to relocate the wood fabrics area	1.1 No need to provide new green areas	1.1 Need to provide new parks in low cost and economic housing areas	1.1 Need to provide the green area along trunk roads by relocating the informal areas	1.1 Need to provide the public parks by relocating the informal areas
4.2 Need to relocate factories and workshops	3.1 Need to implement the road network plan to widen the roads	3.1 Need to improve the traffic congestion in the intersection of Rod al- farag street. and Gesr al Bahr street as well as areas in Dawaran Shobra	1.2 No vacant lands available for green areas	2.1 Need to maintain the old buildings used for more than 100 years
5.1 Need to control the expansion of informal areas	3.2 Need to implement the trunk road projects of Geziret Badran and ezzbet al- Safih parks	3.2 Need to provide parking areas along trunk roads	2.1 Need to maintain old places such as Rihany Palace, Studio Misr and Joes Institute	3.1 Need to implement the Ahmed Badawy tunnel, as the trunk route between Shobra, Al-Sahel, Rod al-Farag and down town
6.1 Ongoing project to develop housing and services in Misr al-Olia	5.1 Need to control the expansion of informal areas	4.1 Need to relocate workshops in Bahethat al-Badia street	3.1 Need to implement the approved road network plans	3.2 Need to implement a road to connect between Ahmed Helmy street and Mahmoudy to work with the existing axes of Kholoussy-Ahmed Helmy – Shobra
6.2 Natural gas networks obstructed by existing railways	6.1 Need to implement the existing plans approved in 2003	4.2 Need to relocate the crafts shops in Bahethat al-Badia	3.2 Need to widen the both sides of roads properly	4.1 Need to relocate all factories from the housing areas
7.1 Need to inspect building conditions in all areas	7.1 Need to improve deteriorated areas such as Hekr abou Doma, Ezzbet al Safih, Sidy farag according to the approved plans	5.1 Need to improve four informal areas in Sahel	4.1 Need to relocate cemeteries surrounded by houses	5.1 Need to relocate the informal areas to NUCs and replace them with green areas
	7.1 Need to inspect building conditions in all areas	5.2 Need to control the expansion of informal areas	4.2 Need to relocate industrial areas along Khalig street and PortSaid street	5.2 Need to relocate the informal areas by providing open and green areas in Ezzbet Gerges and al-Assal
		6.1 Need to update the existing plan of Hay approved in 1964	4.4 Need to relocate villas along Misr – Sudan street and industrial areas on Khalig street	5.3 Need to control the expansion of informal areas
		6.1 Need to provide social services, hospitals such as Sahel hospital	4.5 Need to improve deteriorated areas such as Ezzbet Abou Hashish	6.1 Ongoing project to develop the school and public sporting center for youth
		7.1 Need to improve deteriorated areas across the Hay	5.1 Need to relocate informal areas such as Ezzbet Abou Hashish	7.1 Need to inspect building conditions in all areas
		7.2 Need to inspect building conditions in all areas	5.2 Need to control the expansion of informal areas	9.1 Need to improve the water supply in informal area
		9.1 All infrastructure already developed in areas except informal areas	6.1 Need to formulate a plan for the housing areas, which will not allow any commercial activities	
			6.1 Need to implement a general plan without exceptions	
			7.1 Need to reduce the land and housing prices in order to encourage the people to live in NUCs	
			7.1 Need to inspect building conditions in all areas	
			9.1 Need to provide water supply other than the electricity and sewerage	

East of Shoubra al Kheima	West of Shoubra al-Kheima	Al-Khossoss	Governorate
<p>1.1 Need to provide public parks in Prince Aziz</p> <p>2.1 Need to maintain Virgin church in Mostorod</p> <p>3.1 Need to provide a road to connect Ismailia canal, 15th of May street, new road in Bahtim –Mostorod road, and the ring road</p> <p>3.2 Need to widen Bahtim Balqass to solve traffic problem in Bahtim square</p> <p>3.3 Need to complete the road 135 to the ring road</p> <p>3.4 Need to provide public bus stations in Prince Aziz, Bahtim road extended to 15th of May</p> <p>4.1 Need to relocate the garbage dumping areas by developing the sporting area</p> <p>4.2 Relocate polluting factories</p> <p>5.1 Need to improve the informal areas over the eastern side</p> <p>9.1 Need to upgrade the water supply and sewerage networks in Bahtim and old Mostorod</p>	<p>1.1 Need to provide open spaces</p> <p>2.1 Need to maintain Mohamed Ali Palace</p> <p>3.1 Need to provide the multi-storied garages</p> <p>3.2 Need to connect Ahmed Orabi road to the ring road by the new 50m width road</p> <p>3.3 Need to extend the Nile road to Qanater road</p> <p>3.4 Need to establish a road parallel to Cairo Alex agricultural road to solve the traffic problem</p> <p>3.5 Need to provide a tunnel at beginning of Alex road</p> <p>4.1 Need to relocate the rubber and tile factories</p> <p>5.1 Need to improve the informal areas</p> <p>6.2 Ongoing project in the Old Sharqaweya (Seidy Khedr) area in the Nile river</p> <p>9.1 Need to improve the water supply in informal areas</p> <p>9.2 Need to extend the sewerage to the Sharqaweya area</p>	<p>1.1 Need to provide an open area along Ismailia road</p> <p>2.1 Need to maintain the archeological sites of Princess Neama Palace</p> <p>3.1 Need to build an access to the ring road</p> <p>3.2 Need to provide bus stations under the ring road and inside the city</p> <p>3.3 Need to formulate a street network plan</p> <p>4.1 Need to relocate the cemeteries in the city</p> <p>4.2 Need to relocate the technical workshops</p> <p>4.3 Need to relocate the farmyards around the city</p> <p>6.1 Need to designate the urban growth boundary</p> <p>6.2 Need to develop service centers such as primary, preparatory, and secondary schools as well as hospitals, police stations and fire stations</p> <p>9.1 Need to provide the services, street networks, and garbage collection systems</p> <p>9.2 Need to provide water supply and sewerage outside the ring road</p> <p>9.3 Need to build storage tanks for drinking water</p>	<p>3.1 Need to develop a new road in parallel to Alex. desert road to</p> <p>4.1 Need to relocate the pig farms around the housing areas</p> <p>4.2 Need to relocate the Khossous disposing areas</p> <p>6.1 Need to relocate Khossous into tourist attraction areas by developing the agricultural-archeological-recreation sites</p> <p>6.1 Need to extend the metro lines to connect Khossous with Qalioubia (Qalioub – Toukh – Benha)</p> <p>9.1 Need to provide services and utilities in informal areas</p> <p>9.2 Need to extend the sewerage, water supply, and natural gas</p>

Administrative Unit within Planning Zone			
Name of Hay and Local Units	Name of Shiakha, Madinah and Qurah (ID No.)	Name of Hay and Local Units	Name of Shiakha, Madinah and Qurah (ID No.)
Cairo Governorate		Hadaeq	al-Wāyḷī al-Kabīr Gharb (213)
Al-Sharabeya	Al-Sharabeya (177)	Al-Qobba	Hadā'iq al-Qubba (214)
	al-'Izab (178)		Masākin al-Amīriyya al-Ganūbiyya (215)
	al-Zāwiya al-Hamrā' al-Balad (179)		Manshiyat al-Sadr (216)
	Mahmasha (180)		al-Zaytūn al-Gharbiyya (219)
Shobra	al-Tir'a al-Būlāqiyya (181)	Al-Zaytoon	al-Masākin al-'Amīriyya al-Shamāliyya (221)
	al-Shamāshirgī (182)	Al-matareya	al-'Izab (wa Tal al-Husn) (222)
	al-'Attār (183)		al-Matariyya al-Bahariyya (223)
	Gisr Shubrā (184)		al-Matariyya al-Gharbiyya (224)
Rod Al-Farag	Ibn al-Rashīd (185)		al-Matariyya al-Qibliyya (225)
	al-Mabyada (186)	Shagarat Maryam (226)	
	Gazīrat Badrān (187)	'Arab Abū Tawīla (227)	
	Rūd al-Farag al-Balad (188)	'Arab al-Hisn (228)	
	Tūsūn (189)	'Ain Shams al-Gharbiyya (229)	
Al-Sahel	Qusūrat al-Shawām (190)	Al-Zawya	al-Amīriyya (270)
	As'ad (191)	al-Hamra	Masākin al-Zāwiya al-Hamrā' (271)
	al-Barrād (192)	Al-Marg	al-Marg al-Bahariyya (296)
	al-Khāzindāra (193)	Al-Marg	al-Marg al-Qibliyya (297)
	al-Sāhil (194)	Al-Marg	'Izbat al-Nakhl (299)
	Burhām (195)	Qaliobeya Governorate	
	Sharīf (196)	Shobra al-kheima	Shubrā al-Khayma (395)
Minya al-Sirg (197)	Qism 1	Bigām (396)	
Hadaeq Al-Qobba	al-Hadā'iq (209)	Shobra al-kheima	Damanhūr Shubrā (397)
	al-Khāssa (210)		Bahtīm (398)
	al-Qubba (al-Balad) (211)	Qism 2	Musturud (399)
	al-Wāyḷī al-Kabīr Sharq (212)	Khussoss	al-Khusūs (419)



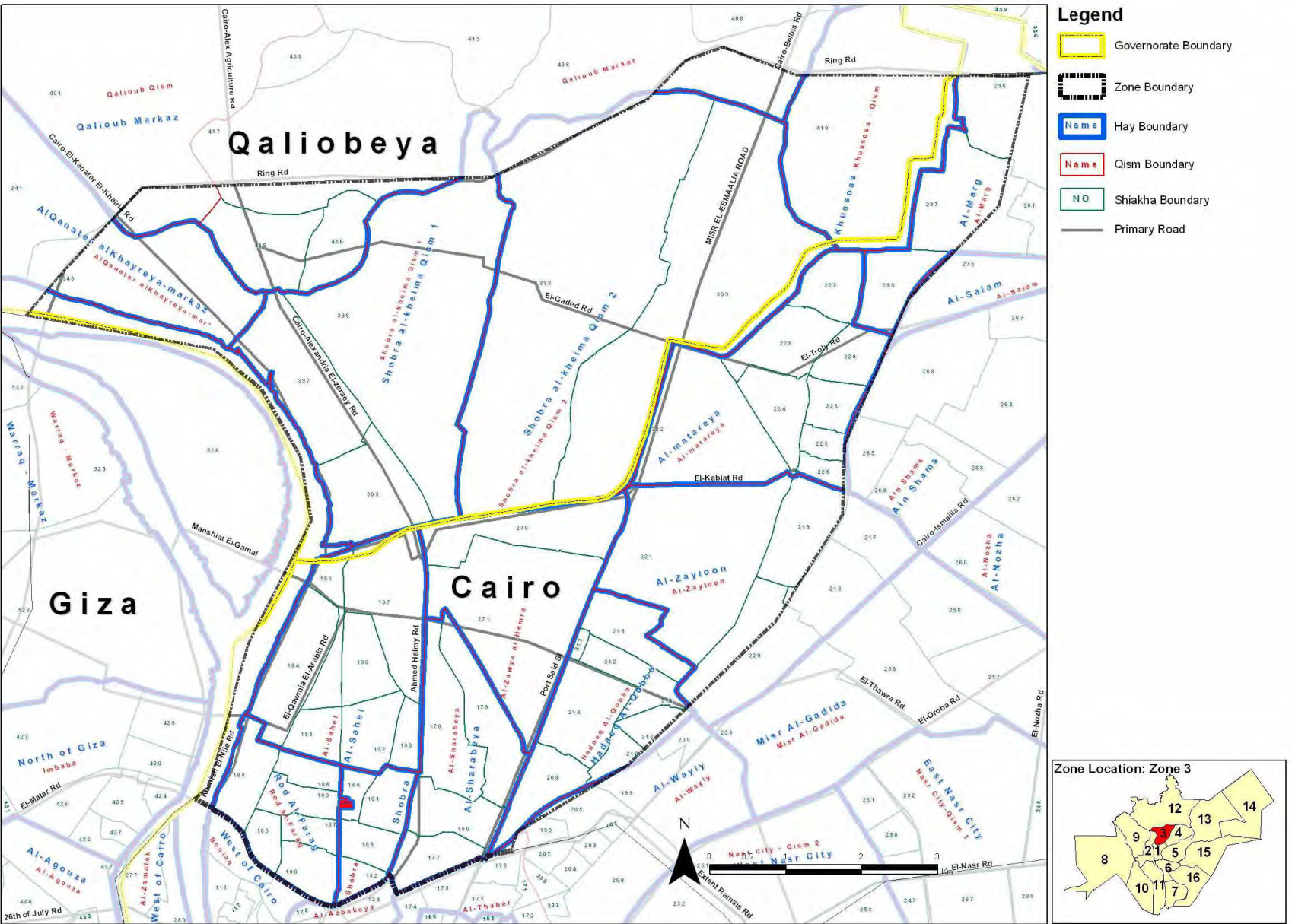


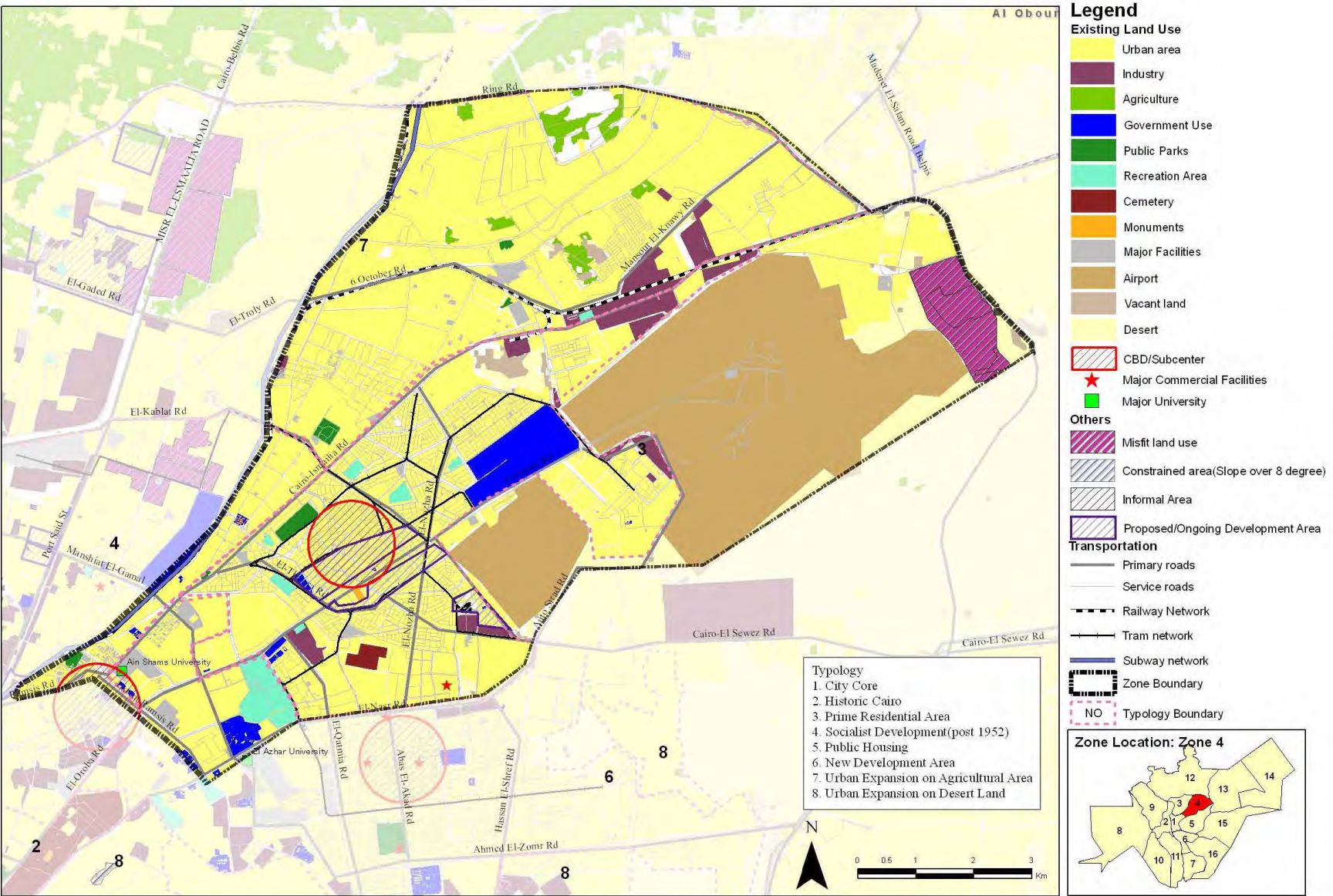
Table 2.6.8 Characteristics and Context of Planning Zone 4

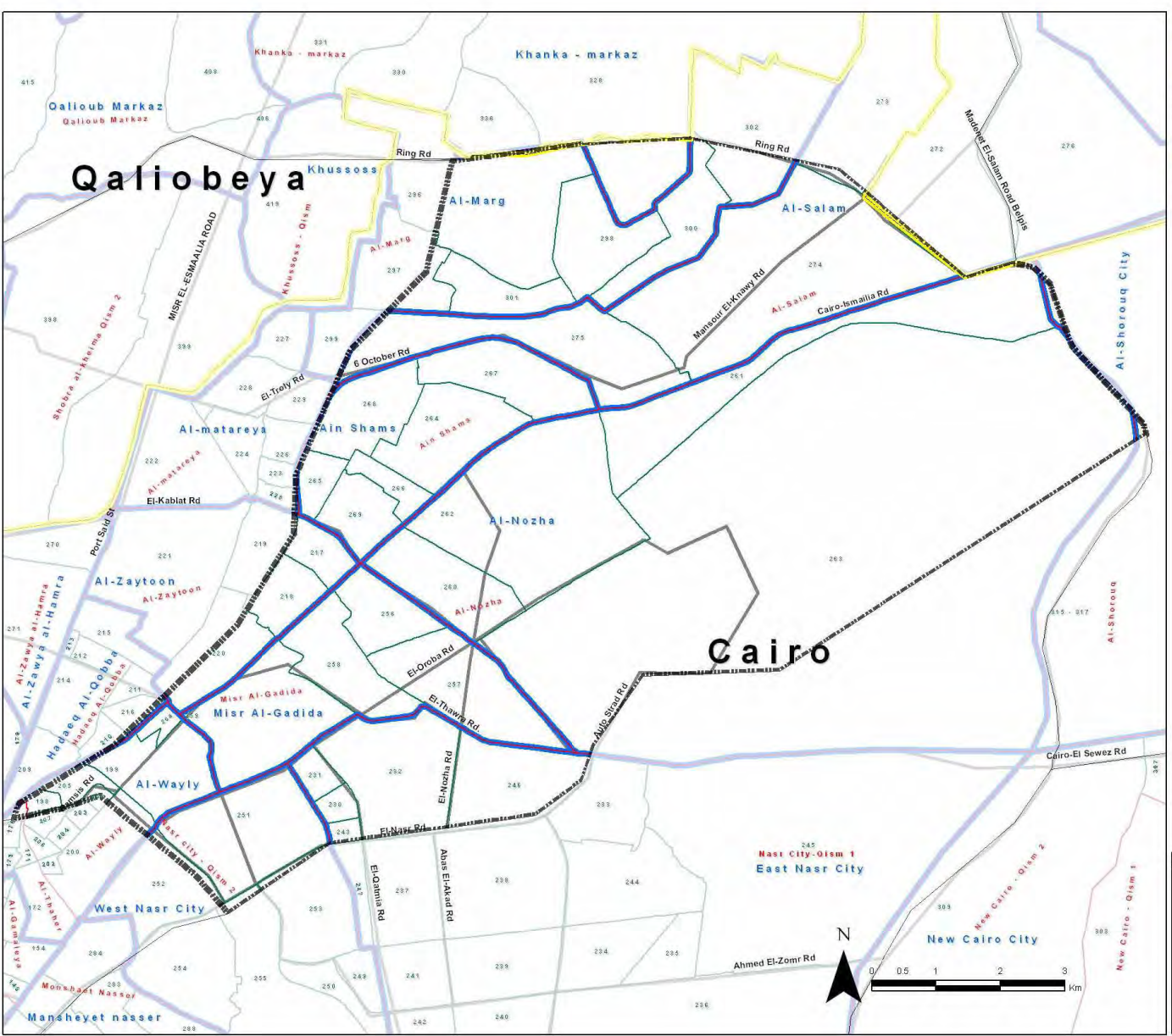
Profile					
<i>Location</i>					
- Planning Zone 4 is located in the northeast of Planning Zone 1 and within the Ring Road. It is bounded by Bur Said road in the west, Ring Road in the east, Al-Nasr road in the south.					
<i>Historical context and Typology</i>					
- Prime Residential Area covers large part of this planning zone. It provides residential areas with favorable living environment, and is called Heliopolis. In the east of Heliopolis, lands are covered by an international airport and informal areas, which are categories in Extension on Agricultural Land.					
- New settlements area is placed closely to Planning Zone 1 in the southwest. It provides governmental buildings and military facilities with low density.					
- Population density is estimated relatively low at 139 persons per ha, and 90% of the total land other than river and agricultural lands are used for urban areas.					
- Open space is amounted 6.3m ² per capita.					
- Informal area limitedly occupies part at 9% and 4% in terms of population and land area in this zone, respectively.					
Indicators of Existing Conditions					
<i>Socio-economy</i>				<i>Indicators</i>	
Statement	Unit	Plann. Zone	Study Area	<p style="font-size: small;">Note 1: Not available data is rated at 0. Note 2: Planning Zone ■ Study Area ◆</p>	
Population in 2006	1000	1,263	16,101		
Growth Rate in 1996-2006*2	% per year	2.2	2.22		
Population Density*1	person per ha	139	257		
No. of Household	1000 household	332	4,007		
Household Size	person per HH	3.8	4.0		
Household Income*3	LE/HH/month	1,365	1,072		
<i>Land Use</i>					
Category	Zone (ha/%)		Study Area (ha/%)		
Built-up area	5,500/	53.9	52,100/		11.9
Agriculture	200/	2.0	80,500/		18.4
Industry	400/	3.9	11,800/		2.7
Bare land	300/	2.9	5,100/		1.2
Airport	2,000/	19.6	5,900/		1.4
Desert	1,000/	9.8	272,600/		62.5
Water	0/	0.0	3,400/		0.8
Open space	800/	7.8	5,100/		1.2
Total	10,200/	100.0	436,500/	100	
<i>Characteristics of Urban Area</i>					
(Note: Urban area includes lands other than agriculture, desert and water.)					
Category	Unit	Plann. Zone	Study Area		
Urban area	ha	9,100	80,000		
Share of urban area*4	%	90	23		
Open space per capita*5	m ² /capita	6.3	3.2		
Industrial to urban area*6	%	5	15		
Cemetery to urban area*7	%	0	7		
<i>Informal Area</i>					
Category	Unit	Plann. Zone	Study Area		
Population	1000	114	2,097		
No. of Household	1000 household	30	524		
Land Area	ha	370	4,100		
Share to total population*8	%	9	13		
Share to urban area*9	%	4	5		
				<p style="font-size: small;">Note: Planning Zone ■ Study Area ◆</p>	

<i>Range of Indicators</i>									
Rank	*1	*2	*3	*4	*5	*6	*7	*8	*9
1	>400	>5	<800	>80	<1	>30	>30	>30	>30
2	<400	<5	<1000	<80	<2	<30	<30	<30	<30
3	<300	<3	<1200	<60	<4	<20	<20	<20	<20
4	<200	<2	<1500	<40	<6	<10	<10	<10	<10
5	<100	<1	>1500	<20	>6	<5	<5	<5	<5
Constraints and Issues to be Changed									
<p>1) Land use:</p> <ul style="list-style-type: none"> - Heliopolis (or Prime Residential Area) forms the preferable residential areas. Low-dense and planned urban areas are formed along Al-Ismailiya road. Those areas need to be preserved with upgrading for living environment <p>2) Transportation</p> <ul style="list-style-type: none"> - Interregional trunk road (Al-Ismailiya road) runs across this zone, and receive the heavy traffic road of interregional and internal mobility. Mass public transportation is limited to a tram passing through Heliopolis, and needs to be encouraged. Planned Metro Line 3 will need its early implementation, which will contribute to better accessibility. <p>3) Informal area</p> <ul style="list-style-type: none"> - Informal area is limited to the northeast part. Its amount is relatively smaller than that of other planning zones. Upgrading of living environment will be required for betterment. <p>4) People's perception</p> <ul style="list-style-type: none"> - Infrastructure: People recognized lower satisfaction for wastewater, electricity, and solid waste management than the average rate in the study area. - Public facility: People recognized lower satisfaction for education than the average rate in the study area. <p>5) Conclusion</p> <ul style="list-style-type: none"> - This zone forms the preferable conditions in terms of population density and open space per capita. It needs to be maintained as the heritage, and the improvement shall focus on maintenance works and installment of public transportation. 									
Opinions raised in the Workshops by Responsible Governorete Officials									
<p><i>[List of Topics]</i></p> <ol style="list-style-type: none"> 1 Promoting open spaces including new ones by private and public and improved existing ones by private and public 2 Improvement for historical, cultural, and natural assets 3 Improvement for transportation system such as car parking, traffic congestion, new roads, and pedestrian ways, etc. 4 Improvement for misuses such as factories, polluting resources, and cemeteries, etc. 5 Improvements for informal areas 6 Others 7 Needs 8 Vision 9 Infrastructure 									

Heliopolis	Ain Shams	Al Nozha	Wayly
<p>2.1 Need to maintain the heritage areas from Baron Palace</p> <p>2.2 Need to maintain the Gamea square and Orouba area with the villas style</p> <p>3.1 Need to improve the traffic jams around Roxy square, Mahkama square, Haroon square, Gamea square, and Salah EIDin square</p> <p>3.2 Need to provide parking areas and widen trunk roads</p> <p>4.1 Need to relocate industrial areas in Almaza</p> <p>4.2 Need to relocate Suhag vegetables market causing the pollution</p> <p>5.1 Need to improve the informal area in Almaza</p> <p>6.1 Need to enhance public participation by their contribution of money and time</p> <p>6.2 Need to establish the committee by the people</p> <p>6.3 Need to reorganize the administrative departments</p> <p>6.4 Need to restrict the cutting trees and removing public parks</p>	<p>1.1 Need to provide public parks and sporting areas</p> <p>3.1 Need to provide the walkways across the Gesr al-Suez street</p> <p>4.1 Need to relocate cemeteries inside the housing areas</p>	<p>3.1 Need to provide the parking areas</p> <p>3.2 Need to improve traffic problems in Joessef street, Ammar Ibn Yasser, and Farid Semeka</p>	<p>1.1 Need to develop public sporting clubs</p> <p>2.1 Need to coordinate the style of new housings with the existing old buildings</p> <p>3.1 Need to utilize the vacant lands for stopping areas, which are provided due to the control of building lines</p> <p>3.2 Need to improve the traffic problem sin the middle of Daher street in front of Frer school</p> <p>4.1 Need to relocate industrial areas transferred from the housing areas</p> <p>4.2 Need to relocate areas for car technicians inside the housing areas</p> <p>5.1 Need to improve the informal areas in Wayly, Ezzbet Mahly, Ezzbet Abdel Nabi, and Ezzbet Hareedy</p> <p>6.1 Need to develop the high-class housing areas in Abasseya and Daher</p> <p>6.2 Need to improve buildings in Mansheyet al-Sadr and M. Naguib streets</p> <p>9.1 Need to develop the natural gas supply</p>

Administrative Unit within Planning Zone			
Name of Hay and Local Units	Name of Shiakha, Madinah and Qurah (ID No.)	Name of Hay and Local Units	Name of Shiakha, Madinah and Qurah (ID No.)
Cairo Governorate		Al-Nozha	al-Nuzha (260)
Al-Wayly	al-Za'farân (199)		al-Hâykstib (261)
	al-Muhammadi (205)		al-Matâr (Aéroport) (262)
	Kûbrî al-Qubba (208)		Shîrâtûn al-Matâr (263)
Al-Zaytoon	al-Zaytûn al-Bahariyya (217)	Ain Shams	al-Zahrâ' wa Masâkin al-Hilmiyya (264)
	al-Zaytûn al-Sharqiyya (218)		Hilmiyyat al-Zaytûn (265)
	al-Zaytûn al-Qibliyya (220)		Hilmiyyat al-Na'âm (266)
East Nasr City	al-Tawfiq (230)		Tulumbât 'Ain Shams (267)
	al-Sharikât (231)	'Ain Shams al-Sharqiyya wa 'Ain Shams al-Gharbiyya (268)	
	al-Gûlf (232)	Manshiyat al-Tahrîr (269)	
	Masâkin al-Muhandisîn (246)	Birkat al-Nasr (274)	
West Nasr City	al-Istâd (251)	Al-Marg	Birkat al-Hâg (298)
Misr Al-Gadida	al-Bustân (256)		Kafr al-Pacha (300)
	Almâza (257)		Kafr al-Shurafâ (301)
	al-Muntaza (258)		Kafr abu sir (302)
	Manshiyat al-Bakrî (259)		





- Legend**
- Governorate Boundary
 - Zone Boundary
 - Hay Boundary
 - Qism Boundary
 - Shiakha Boundary
 - Primary Road

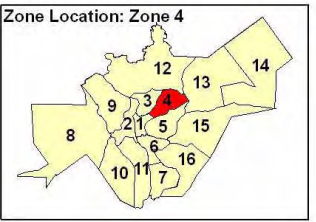


Table 2.6.9 Characteristics and Context of Planning Zone 5

Profile				
<i>Location</i>				
- Planning Zone 5 is located in the southeast of Planning Zone 1 and within the Ring Road. It is bounded by Al-Nasr road in the north, Ring Road in the east and south, and Autostrad road in the west.				
<i>Historical context and Typology</i>				
- New settlements areas dominate existing built-up areas. Those consist of Nasr city and Madinat Al-Muqattam area. Nasr city is a newly developed area with good urban planning for commercial and residential uses.				
- In the southwest, steep slopes cover vacant lands, which are unsuitable for new development.				
- In the east, most of lands are covered by desert, and will be potential for new development. New government area is planned to locate in this area in the east of New Cairo NUC.				
- At the foot of steep slope, there are informal areas, which encroach on the cemetery.				
- Population density is estimated relatively low at 65 persons per ha, while the population growth rate was at the high level at 3.9% per year in 1996-2006. The urban area is still limited to 34% to the total land.				
- Open space is amounted 3.5m ² per capita.				
- Informal area limitedly occupies part at 3% and 4% in terms of population and land area in this zone, respectively.				
Indicators of Existing Conditions				
<i>Socio-economy</i>			<i>Indicators</i>	
Statement	Unit	Plann. Zone	Study Area	
Population in 2006	1000	858	16,101	
Growth Rate in 1996-2006 ^{*2}	% per year	3.9	2.22	
Population Density ^{*1}	person per ha	65	257	
No. of Household	1000 household	195	4, 007	
Household Size	person per HH	4.4	4.0	
Household Income ^{*3}	LE/HH/month	1,461	1,072	
<i>Land Use</i>			<p style="font-size: small;">Note 1: Not available data is rated at 0. Note 2: Planning Zone — Study Area —◆</p>	
Category	Zone (ha/%)			Study Area (ha/%)
Built-up area	3,400/	25.6		52,100/ 11.9
Agriculture	0/	0.0		80,500/ 18.4
Industry	400/	3.0		11,800/ 2.7
Bare land	400/	3.0		5,100/ 1.2
Airport	0/	0.0		5,900/ 1.4
Desert	8,800/	66.2		272,600/ 62.5
Water	0/	0.0		3,400/ 0.8
Open space	300/	2.3		5,100/ 1.2
Total	13,300/	100.0		436,500/ 100
<i>Characteristics of Urban Area</i>				
(Note: Urban area includes lands other than agriculture, desert and water.)				
Category	Unit	Plann. Zone	Study Area	
Urban area	ha	4,500	80,000	
Share of urban area ^{*4}	%	34	23	
Open space per capita ^{*5}	m ² /capita	3.5	3.2	
Industrial to urban area ^{*6}	%	9	15	
Cemetery to urban area ^{*7}	%	4	7	
<i>Informal Area</i>				
Category	Unit	Plann. Zone	Study Area	
Population	1000	29	2,097	
No. of Household	1000 household	7	524	
Land Area	ha	170	4,100	
Share to total population ^{*8}	%	3	13	
Share to urban area ^{*9}	%	4	5	
<i>People's Perception on Public Facility</i>				
<p style="font-size: small;">Note: Planning Zone — Study Area —◆</p>				

<i>Range of Indicators</i>									
Rank	*1	*2	*3	*4	*5	*6	*7	*8	*9
1	>400	>5	<800	>80	<1	>30	>30	>30	>30
2	<400	<5	<1000	<80	<2	<30	<30	<30	<30
3	<300	<3	<1200	<60	<4	<20	<20	<20	<20
4	<200	<2	<1500	<40	<6	<10	<10	<10	<10
5	<100	<1	>1500	<20	>6	<5	<5	<5	<5
Constraints and Issues to be Changed									
<p>1) Land use:</p> <ul style="list-style-type: none"> - Future urbanization will progress in the east direction, since the western part is covered by existing built-up areas and steep slope areas. Good urban planning realized the Nasr City. Its surrounding areas will be developed for the new governmental area, and need further well-planned urbanization to prevent deterioration of desert and vacant lands in the east. - In the south of Nasr city, the industrial areas and cemeteries occupy the lands. New development of those activities needs to prevent for ensuring the provision of well-planned urban areas. <p>2) Transportation</p> <ul style="list-style-type: none"> - Interregional mobility deeply relies on Al-Nasr road. Mass public transportation is limited to a tram line. Taking into further urbanization in the east, new public transportation needs to be installed. <p>3) Informal area</p> <ul style="list-style-type: none"> - Informal area exists at the foot of Madinat Al-Muqattam. Upgrading works will be required. <p>4) People's perception</p> <ul style="list-style-type: none"> - Infrastructure: People recognized lower satisfaction for water supply, solid waste management, and paved road than the average rate in the study area. - Public facility: People recognized satisfaction at the level same with the average rate in the study area. <p>5) Conclusion</p> <ul style="list-style-type: none"> - Future urbanization in the east of this zone shall be well-planned and controlled in the aspects of urban planning. - Control of land development and land purchase in the east of this zone, which include new government areas and large desert lands. - Primary roads in the north and south direction in the west of new government area. - Well-planned distribution of residential area and public parks in the east of this zone. - Public transportation, such as tram and Metro - New sub-center in and around the new government area. It will need to be interlinked with New Cairo NUC. 									
Opinions raised in the Workshops by Responsible Governorete Officials									
<p>[List of Topics]</p> <ol style="list-style-type: none"> 1 Promoting open spaces including new ones by private and public and improved existing ones by private and public 2 Improvement for historical, cultural, and natural assets 3 Improvement for transportation system such as car parking, traffic congestion, new roads, and pedestrian ways, etc. 4 Improvement for misuses such as factories, polluting resources, and cemeteries, etc. 5 Improvements for informal areas 6 Others 7 Needs 8 Vision 9 Infrastructure <p>[General Comments]</p> <p>G.1 Archeological sites:</p> <ul style="list-style-type: none"> - Archeological sites maintained and protected by regulating the height and style of buildings in Khalifa and Moqatam Hay - Need to improve the entrances of Moqatam area and provide a road passing over the investment area of Manheyet Nasser - Need to redevelop Ain Moussa area (at the top of the hill) into a tourism area - Need to develop the walkways in Fatimic Cairo. - Traffic problems in West of Nasr city - Ongoing projects of the forestations near dumping sites at Al-Wafaa w Al-Amal. <p>G.2 Misuses:</p> <ul style="list-style-type: none"> - Need to relocate 32 casting factories in Al-Tounsey will be relocated to Badr City. - Need to relocate 150 casting and metal melting workshops inn Ezzbet al-Arab in West of Nasr city - Need to coordinate between different concerned entities in the course of planning for any project <p>G.3 Problems related to utilities</p> <ul style="list-style-type: none"> - Need to provide utilities capable for the future incremental population - Need to provide the natural gas in Moqatam and Khalifa - Need to provide the garbage collection services by private companies - Need to carry out the periodic maintenance <p>G.4 Others:</p> <ul style="list-style-type: none"> - Need to maintain all buildings built by the governorates 									

West Nasr City	Moqatam and Khalifa	Al-Zawya al-Hamra
<p>1.1 Green spaces available in West of Nasr City</p> <p>1.2 Ongoing project of a new public park with 17000 m² by relocating a brick factory</p> <p>2.1 Need to renovate any heritages and special building</p> <p>3.1 Need to improve the road networks of trunk roads and sub-main roads.</p> <p>3.2 Ongoing project to provide the stopping areas under bridges along the trunk roads</p> <p>6.1 Need to enhance three areas of Ezzbet al-Arab, Al-Gabarat (workshops), and Ezzbet Nassar</p> <p>9.1 Need to provide infrastructure in the informal areas</p>	<p>1.1 Need to provide open spaces and green areas in Khalifa</p> <p>2.1 Need to maintain the archeological sites and regulate the building styles</p> <p>3.1 Need to provide the underground garage in Sayyeda Aaasha</p> <p>3.2 Need to improve means of transportation between Moqatam and the rest of governorates</p> <p>3.3 Need to provide a road from Iamar investment area to Mansheyet Nasser</p> <p>4.1 Need to afforest the cemeteries and relocate people living there</p> <p>6.1 Need to provide the natural gas system</p> <p>6.2 Need to pave the street by tiles following the old style to make the city an open museum</p>	<p>1.1 Need to provide the Aasher park, and al-Emam park</p> <p>3.1 Need to pave all trunk roads and maintain them</p> <p>4.1 Need to relocate misuses in Mogamaa al-Senaat st.</p> <p>6.1 Need to Improve the garbage collection services</p> <p>6.2 Need to develop Abou Leila, Ezzbet al-Arab, Al-Amireya al-balad, and Masaken al-Zawia al-Qadima</p> <p>6.3 Need to improve health and educational services</p> <p>9.1 Need to complete the natural gas sytem in Abou Leya, Ard Al-Geneina, al-Kharta Al-Gadida, and Al-Qasrein</p>

Administrative Unit within Planning Zone			
Name of Hay and Local Units	Name of Shiakha, Madinah and Qurah (ID No.)	Name of Hay and Local Units	Name of Shiakha, Madinah and Qurah (ID No.)
Cairo Governorate		East Nasr City	al-Mantiqa 7 (242)
Al-Khalifa and Al-Moqatam	al-Abâgiyya (58)		Râb'a al-'Adawiyya (243)
	Sabaen Faddan (72)		Sharq al-Mantiqa 6 (244)
	Al-Saeed (73)		'Izbat al-Haggâna (245)
	Sobhi Hussen (74)		Mantiqat al-Sinimâ (247)
	Atlas C (75)		Madinat al-amal (248)
	Al-Abd (76)		West Nasr City
Al-Giza (77)		al-Hayy 6 (250)	
East Nasr City		al-Hayy 6 (250)	
al-Nâdi al-Ahlî (233)		Gâmi'at al-Azhar (253)	
	al-Mantiqa 9 (234)	'Izbat al-'Arab (254)	
	al-Mantiqa 10 (235)	Nâdi al-Sikka al-Hadîd (255)	
	al-Hayy 10 (236)	Mansheyet nasser	al-Khazzân (281)
	al-Mantiqa 1 (237)		al-Mi'adisa (282)
	al-Mantiqa 6 (238)		al-Mahâgir (283)
	al-Mantiqa 8 (239)		Minshât Nâsir (287)
	al-Wafâ' wa al-Amal (240)		Suzan Mubarak new housing units (288)
	al-Hadiqa al-Dawliyya (241)		

