URBAN REGENERATION PROJECT FOR HISTORIC CAIRO

C I T A D E L NEIGHBOURHOODS REINTEGRATION PROJECT

Research-based Urban Design Proposal

for Sayeda Aisha Market Area

DR. DINA K. SHEHAYEB



airo has been a dominant political, cultural, commercial and religious capital throughout history playing a prominent role during Fatimids, reaching its golden age during Mamluks, and sustaining its cosmopolitan significance during Ottoman times. Due to its unique peculiar skyline, it has been known to scholars and historians as "City of the thousand minarets".

Historic Cairo was inscribed on the World Heritage List in 1979 recognizing its "absolutely unquestionable historical, archaeological and urbanistic importance." Upon ICOMOS recommendation, the inscription was based on the following criteria:

- Several of the great monuments of Cairo are incontestable masterpieces;
- The historic centre of Cairo groups numerous streets and old dwellings and thus maintains, in the heart of the traditional urban fabric, forms of human settlement, which go back to the middle Ages;
- The historic centre of Cairo constitutes an impressive material witness to the international importance on the political, strategic, intellectual and commercial level of the City during the medieval period.

URHC Goals and Objectives In July 2010, UNESCO-WHC launched the Urban Regeneration Project for Historic Cairo (URHC) in the framework of a larger program of technical assistance to the Egyptian Government concerning the management of the World Heritage Site, focusing on the following objectives:

- 1. The preparation of a Conservation Plan for Historic Cairo's "Core and Buffer Zones", which would include the Management Plan required by the WH Operational Guidelines;
- 2. The establishment of an institutional framework to undertake and develop a sustainable urban conservation policy, promoting coordination and collaboration amongst different institutions, administrations and agencies concerned with the management of the World Heritage Site;
- 3. The creation of an appropriate and shared information platform for urban conservation.

To achieve these goals, an interdisciplinary team of local and international consultants are collaborating with the concerned bodies to develop a set of protection measures in order to uphold the site's Outstanding Universal Value, to prevent further decay of the historic urban fabric and to enhance the socio-economic conditions of Historic Cairo.





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Citadel- Neighbourhood Reintegration Project

Research-based Urban Design Proposal for al-Sayeda Aisha Market Area



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TABLE OF CONTENTS

	rorwara	
	Acknowledgement	5
PHAS	E ONE Data collection and Analysis	
1	INITROPLICTION	0
١.	INTRODUCTION:	
	1.1 Aim and Objectives	
	1.2 Methodology	9
2	INITECONICINIC THE CTHOY AREA	10
2.	INTRODUCING THE STUDY AREA:	
	2.1 Sayeda Aisha as "Gateway"	
	2.2 History and Time line	
	2.3 Study Area Connections to Surrounding Neighbourhoods	16
2	STREET DYNAMICS:	18
٥.	3.1 Urban Transformation	
	3.2 Describing the Area:	
	·	
	3.2.a Experiencing Sayeda Aisha Street	
	3.2.b Experiencing Midan Salah el- Din	
	3.3 Understanding the Street as Activity Settings	
	3.3.a Sayeda Aisha Street	
	3.3.b Midan Salah el-Din	38
	3.4 Perception of Local Community	42
	3.5 Street Character Analysis	44
	3.5.a Sayeda Aisha Street	
	3.5.b Midan Salah el-Din	
	3.6 Mobility Study	
	3.6.a Sayeda Aisha Street	
	3.6.b Midan Salah al-Din 3.7 Modalities of Appropriation of Public Space.	48
	3.7 Modalities of Appropriation of Public Space:	50
	3.7.a Relation to the Edge	50
	3.7.b Territorial Functions within Activity Settings	53
	3.7.c Modalities of Appropriation Analysis	54
1	KEY ACTIVITY SETTINGS	60
4.		
	4.1 The Microbus System of Settings	
	4.2 The Waste Disposal Node	
	4.3 The Fresh Produce Enclosed Market	62
5.	CONFLICTS AND POTENTIALS	64
PHAS	E TWO Intervention Principles and Proposal	
6.	SCENARIOS OF INTERVENTION	68
7	TREE ANALYSIS OF OBJECTIVES	70
/.	TREE ANALISIS OF OBJECTIVES	70
8.	KEY COMPONENTS OF INTERVENTION	72
	8.1 Reconnecting Citadel to Historic Cairo	73
	8.1.a Walkability	
	8.1.b Multi-Modal Mobility Plan	
	8.1.c Restoring the "View" to the Citadel	
	8.2.d Link A: Food, Culture and Leisure	
	8.2 Public Space Revitalization	
	8.2.a Regulating Appropriation of Public Space	
	8.2.b Revitalizing Community Space	
	8.2.c Rehabilitation of Key Activity Settings	80
	The Microbus System of Settings	
	The Waste Disposal Node	
	The Fresh Produce Enclosed Market	
	8.3 Adaptive Reuse	
	2.2	
9.	DETAILED PLAN FOR SAYEDA AISHA MARKET STREET	83
	9.1 City-Scale Segment: Attracting Visitors to the Citadel Area and Sayeda Aisha Market Street	
	9.2 Neighbourhood Segment: Revitalizing the Street for the Local Community	
10	CONCLUSION	
,		
	List of Abbreviations	94
	Appendix	95
	References	107

FORWARD

- In the framework of the programme Safeguarding of Cultural Heritage in Egypt, in consultation with the UN-ESCO World Heritage Centre, responsible national authorities and project team of "Urban Regeneration Project for Historic Cairo" (URHC project), the Individual Specialist shall participate in the implementation of the Action Project in the identified pilot area of Historic Cairo ("Action Project Layout", June 2013).
- The Consultant will be in charge of a study to understand the dynamics of appropriation of public space by the different market activities in the market of al-Sayeda Aisha Street, and their impact on the life of the neighbouring residential areas.

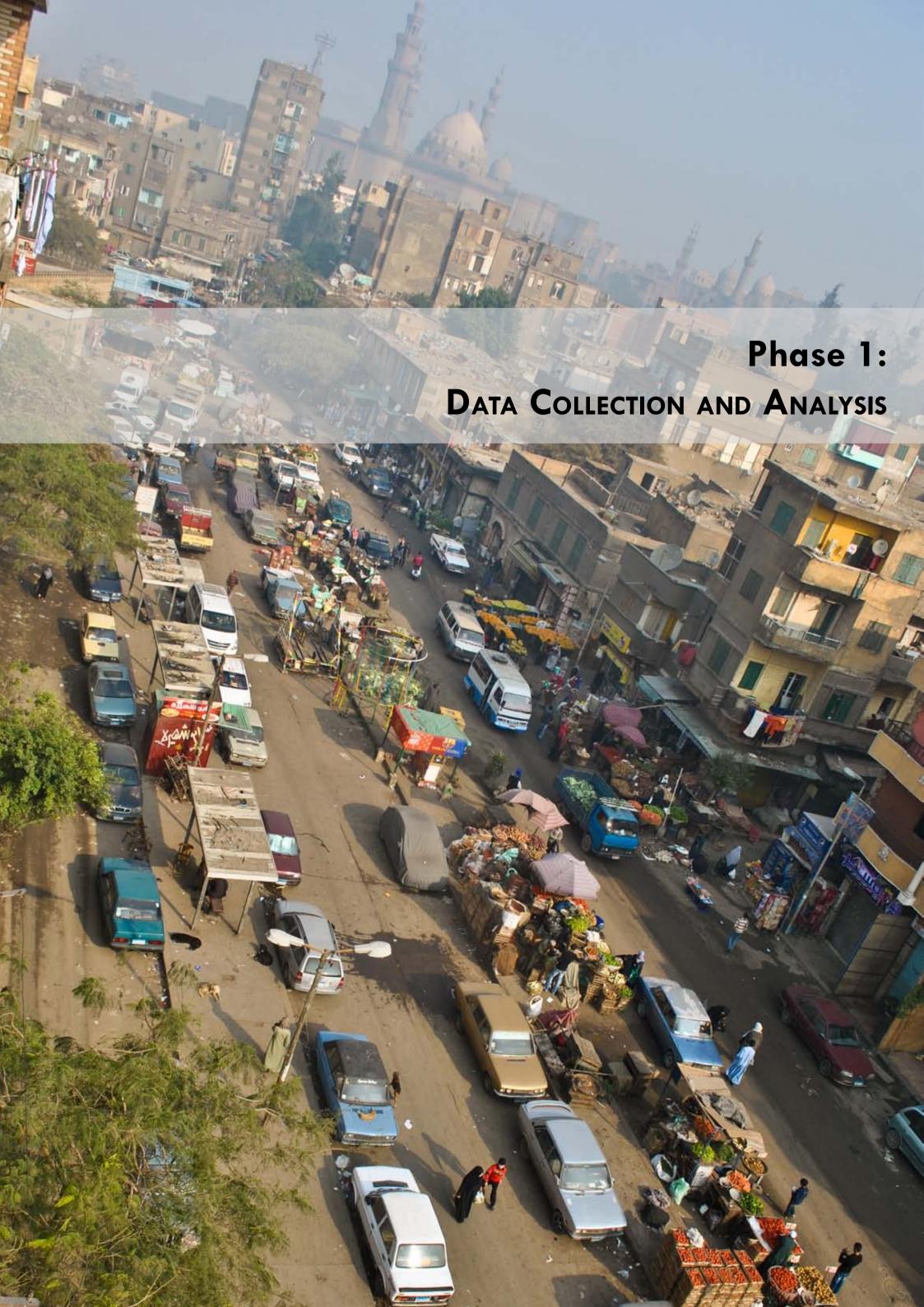
In particular, the Consultant shall:

- Collect the available material on the identified area (maps, photos, studies, projects); purchase, if required, additional elements (i.e. satellite images or Cadastral maps), after consultation and approval by the UNESCO World Heritage Centre.
- 2. With the support of the URHC project team, obtain the required permission to access the area and carry out the survey.
- 3. Conduct a study through direct observation and interviews to vendors and customers, in order to:
 - i) identify temporary and continuous uses of the public spaces and dedicated constructions and structures;
 - ii) characterise the commercial activities and the related services, the patterns of accessibility and movement of customers and the system of delivery of goods;
 - iii) identify main sources of environmental and visual pollution.
- 4. Draft a proposal of physical re-organization and management of the market area to reduce its functional and spatial disorder, the lack of appropriate infrastructure and hygienic services and to relief the vehicular traffic circulation.
- 5. Participate in the Action Project workshops, tentatively planned in January and March 2014, to present and discuss results of the activity, and give inputs for the historic fabric regeneration of the Project area.
- A later request was voiced by the UNESCO World Heritage Centre Consultant Daniele Pini to explore the connection between the local communities along al-Sayeda Aisha Street and the Citadel; both the view from the street, and the accessibility to Bab el-Azab and the adaptive uses it would house. This request necessitated expanding the survey and study area to include Midan Salah al-Din space with its two streets and middle island currently occupied by services, a museum and public gardens.

ACKNOWLEDGMENT:

- It is with the assistance of several people that this research has been made possible. The study team would like to acknowledge the supporting team of Ahmed Abdel Aty; Khaled Nour and AbdAllah el-Attar for their contribution in the mobility studies, and Amr AbdAllah for the three-dimensional model of the proposal. We would also like to thank them for their efforts in training members from the Cairo Governorate Unit of Heritage Conservation.
- Acknowledgment is due to Mohammad el-Azzazy for assisting in the surveying during the base map preparations. Proof reading and final production comments is credited to the interns Heba el Dewedar and Harshavardhan Jatkar, who contributed to the final editing and formatting of the report conducted by Alya Sabry from Shehayeb CONSULT.
- Last but not least, gratitude is due to the URHC team for facilitating the fieldwork and providing assisting data when needed.





1. INTRODUCTION

In the framework of "Urban Regeneration for Historic Cairo" an Action Plan has been proposed as a step forward in developing a conservation plan for Historic Cairo (HC). The Action Project's main concern is to enhance the presence and the use of some outstanding monuments through a comprehensive strategy and preservation for the area, which necessitates the improvement of public space, rehabilitation of housing stock, enhancing cultural and tourism-related activities, revitalisation of areas of commercial and craft activity and generally the improvement of environmental and living conditions.

"The Study Area for the Action Project (see map below) has been identified based on the following considera-

- The presence of the Citadel, an outstanding heritage feature and a largely under utilized urban asset, which is completely separated from the historic fabric, but a potential "hinge" between Historic Cairo and the metropolitan area;
- The presence of important "anchor" monuments notably the Mosques of Ibn Tulun and Sultan Hassan, besides the Citadel - and some of the major historic "spines" with high heritage value, but heavily dilapidated in many parts and in need of revitalisation;
- The presence of large derelict areas with high potential for regeneration programmes;
- The presence of economic activities (namely markets, and some scattered tourist attractions) of interest of a larger urban area." (Pini, D. 2013: page 6)

This study focuses on the public spaces surrounding the Citadel, namely, al-Mansheya Street -also referred to as al-Sayeda Aisha Street (SA street), Midan Salah al-Din (Midan SD), and Midan el-Remela with particular attention to SA Market area. The rationale is that these public spaces constitute the forum of interaction between communities from surrounding neighbourhoods and potential visitors to the Citadel and Historic Cairo at large.

Intervention in the urban fabric, uses and layouts of those public spaces can modify those dynamics towards serving the revitalization of both neighbourhood and monument.

1.1 AIM AND OBJECTIVES

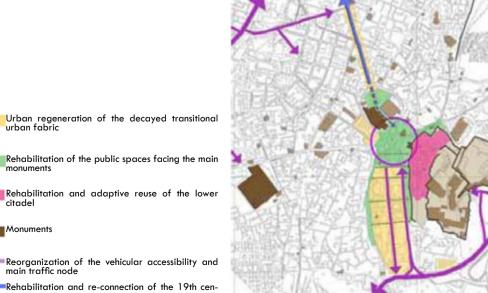
- Resolve the conflicts between different uses along SA Street that include traffic congestion, environmental pollution resulting from poor waste management, and the rapid encroachment on public space. The aim is to improve it for local community and unblock its potential for economic revitalization.
- Establish connection between the residential neighbourhoods and the CITADEL (across al-Sayeda Aisha and Midan Salah al-Din) including maintaining and restoring visual links to the Citadel and exploring pedestrian access links to the Citadel.

The study is therefore divided into two phases:

- Research Phase (1): An empirical study of the pilot area in Historic Cairo "Al-Sayeda Aisha Street" to understand the dynamics of appropriation of public space by the different market activities in al-Sayeda Aisha Street, and their impact on the life of the neighbouring residential areas. The empirical study also extends to study mobility issues of al-Sayeda Aisha Street vis-à-vis surrounding neighbourhoods and monuments of HC.
- Proposal Phase (2), A detailed urban design proposal for upgrading the market of al-Sayeda Aisha Street through the rehabilitation of the enclosed market and the redesign of street furnishings, sidewalks and Right of Ways, as well as suggestions for the adaptive reuse of certain buildings.

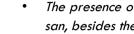
Scope:

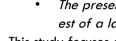
- The focus of the proposal is al-Sayeda Aisha Street and any necessary links to Midan Salah al-Din streets and the public spaces at the foot of the Citadel.
- Surrounding neighbourhoods considered in the study area include the three shiakhas flanking SA street, namely Darb el-Husr, al-Bogali and al-Sayeda Aisha. However, the study reveals the relation to other shiakhas in the vicinity as much as they relate to the street dynamics in SA.
- Multi- modal mobility around al-Sayeda Aisha Street is a significant dimension and will be addressed in the research as well as in the proposed plan at a schematic level that should be verified and developed further based on an in-depth mobility study.
- The lower portion of al-Sayeda Aisha Street consists of a system of settings associated with integrated Microbus stations which will be addressed as much as it impacts the proposal for al-Sayeda Aisha Street.





















































1.2 METHODOLOGY:

The study is divided into two phases; a research study phase and a design and planning phase. The research phase adopts an exploratory bottom-up approach applying both quantitative and qualitative research methods to understand the dynamics in the public spaces.

The focus of the study is al- Sayeda Aisha Street. The level of detail in data collection and analysis in Midan Salah el-Din streets (which consists of two parallel streets that refer to as SD- West and SD- East for the convenience of the study) is much less, and was implemented by Ahmed Abd el-Aty and trainees from the Cairo Governorate unit of Heritage Conservation.

Proposals for intervention will follow from the research study. The research study therefore ends in outlining potentials and conflicts as well as the main issues. This is followed by the discussion of three possible scenarios of intervention each reflecting a different relation between community and monument. Based on the chosen scenario the study proceeds in the development of detailed objectives, guiding principles and partial solutions recommended to guide and be part of any project proposal for intervention. The study ends with a demonstrative proposed project as an example of implementing those recommendations.

PHASE 1 | RESEARCH STUDY

The research phase of the study has one main goal and that is to understand the dynamics of SA Market Street in order to guide the planning and design of interventions that would serve linking the neighbourhood to the Citadel in an effective and sustainable manner. Understanding street dynamics necessitates the adoption of integrative concepts and methods to maintain the interrelations between physical The research methods applied therefore originate mostly in the field of Environment Behaviour Studies adapted to urban design studies by the main researcher (Shehayeb, D., 1995), (Shehayeb, D., 2012). Integrative conceptualization of the urban environment is acheived through describing the environment in terms of fixed, semi-fixed and non-fixed feature elements (Rapoport 1990). This helps capture the relation between people and place; that is to describe the market street in its socio-physical totality (Shehayeb, D., 1997). Understanding the street dynamics in these terms helps better predict people's behaviour; behaviour of residents, shop owners, street vendors or visitors towards any intervention.

Research objectives:

- · Identify temporary and continuous uses of the public spaces and dedicated constructions and structures; as well as their underlying patterns and modalities of appropriation.
- Categorize the commercial activities and the related services; as well as patterns of accessibility and movement of customers, goods, ..etc.
- Identify main sources of environmental and visual pollution.
- Reveal conflicts, potentials and perceptions by the local community.

Historic and background data compilation:

The following steps were taken in preparation for the field study:

- Collecting the available material on the identified area (maps, photos, studies) in close coordination with UNESCO World Heritage Centre
- Digitizing and compiling study area maps: 1945 Cadastral map ARC 2001 map parts of Satellite photo.
- Analysing available data sets: GIS data CAPMAS data
- Obtaining additional needed data (previous projects, ownership, building permits...) from Cairo governorate with the assistance of UNESCO World Heritage Centre, Governorate and District.

Exploratory field visits

Initial visits to the area by all research team members were conducted at different times of day and night. The aim of this step was to:

- Seek introduction to the community
- Identify street segments of different character
- Explore and determine the scope of the field work required

Data Collection Methods

With the support of the URHC team, the research team obtained the required permission to access the area and carry out the survey. The following data collection methods were implemented during the period between November 2013 and February 2014:

- 1. Urban Survey: A physical survey was conducted to update existing maps regarding building lines, plot subdivisions, building heights of SA Street edges, the strip between SA Street and Midan SD street, and Midan SD Western edge.
- 2. Behavioural Mapping: Behavioural observation of public space use to document pattern of activity settings at different times of the day and days of the week to discern the salient patterns for analysis.
- 3. Mobility Counts: Systematic counts of flow and type of passersby and vehicles (cars, taxis, microbuses, motorcycles, tricycles, tok-tok,) were conducted at different times of the day observing direction of flow as well as points of congestion. Mobility of goods was assessed through recording locations of loading and unloading, parking of related vehicles.
- 4. Photographic Documentation: Documenting the view of the Citadel and al-Sultan Hassan/El-Refaei Mosques from different parts of the street.
- 5. Interviews: Unstructured interviews were conducted to collect more detailed data and understand the interrelations and interdependence between actors (vendors, residents, shoppers, ...), community perceptions of problems and potentials of the market street.

Implementation of data collection methods were as follows:

1- Behavioural Mapping

Behavioural Mapping of salient use patterns are conducted combining several techniques (Zeisel, 1986) to pave the way for several analysis.



Base Map:

Base maps are prepared from the complied map developed by the research team, modified according to the results of the urban survey as well as the documentation of street edge characteristics; permeability and type of activity at Ground Floor level of all buildings.

- Fixed features: permanent physical features: property lines (plot subdivision) building lines building façade fenestration and entrances – ground floor shop divisions, fenestration and entrances.
- Semi-fixed feature elements: Street furniture including fences lighting poles sidewalk ground cover – vegetation – planters – garbage cans – bus stops – kiosks....

What to Observe:

The base maps are then used as a backdrop upon which to document the observation of behaviour and use of the street space. The following are the detailed list of what was observed:

- Non-fixed feature elements include; movable street furniture (chairs tables...), behaviour (who is doing what, where, when and how), mobility (flow of people – goods – vehicles...).
- Traces of Use: erosions additions connections
- Public messages: signs graffiti territorial markers

Time Sampling:

Timings and days of observation where chosen so as to cover the diverse patterns of activities in the street through out the week; regarding school or work days and special days.

SA street was divided into 3 segments according to the team's initial visits to the site, each divided into frames of observation. The six surveyors were divided into pairs that work together taking photographs and documenting activities as shown in the maps on the right. Each frame was surveyed at least once in every time slot indicated in table below.

2. Unstructured Interviews

FRI (Official national day off)	SAT TUES WEDN THURS (Weekdays)	SUN (Expected Vendors' day off)	Mon (Expected Butchers' day off)
Before Prayer 9:00 to 10:30 am	7:00 to 9:00	7:00 to 9:00	7:00 to 9:00
After Prayer 1:30 to 3:30 pm	11:00 to 2:00	11:00 to 2:00	11:00 to 2:00
	3:00 to 5:00	3:00 to 5:00	3:00 to 5:00
	After sunset	After sunset	After sunset

A total of 13 interviews were conducted with shop owners, residents, street vendors and microbus drivers. (See appendix C for sample of interview sample questions)

The interviews aimed at providing information regarding the following aspects:

- Place attachment (family, property, length of residence in the area)
- Investments in the area and future plans (business, housing for the kids...)
- Selling/buying patterns range of clients
- Flow of goods and materials
- Maintenance and cleanliness patterns
- Relation to Local Authorities
- Perceived value of market
- Perceived value of the Citadel (proximity view) and other monuments
- Perceived value of Public space (SA + Midan SD)
- Perceived problems of public space of market activity
- Opportunities and Threats
- Desired improvements to the area
- Propensity to invest and participate in improvements

Interviews also helped in providing information about transformations in street use overtime as well as some explanation of the relationships between different actors in the street activity settings.

First Level of Analysis

The first level of analysis involves descriptive analysis of street dynamics in an attempt to discern the patterns that underlie the chaotic appearance of the street space. Following a detailed description of the street characteristics and happenings, the analysis of the street in terms of "activity settings" (Rapoport, 1986) reveals patterns of association between street characteristics and activities. The type of shops along the street and the mobility routes of different users together add another layer that, with the distribution of activity settings, portrays the nature of SA Street environment while maintaining its socio-physical totality.

1. Urban Transformation

- Historic evolution
- **Property lines**
- Private and public spaces

2. Street Edge

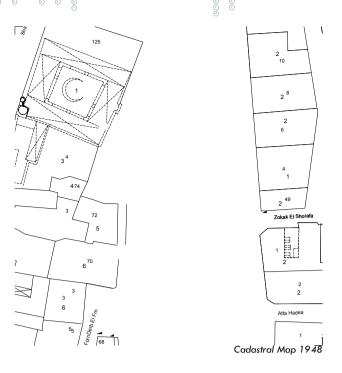
- Space (form size physical connectivity)
- Edge characteristics (land ownership property land use plot subdivision...)
- Commercial /Service catchment areas (type of shop concentration of types)
- Mobile and Stationary activity zones

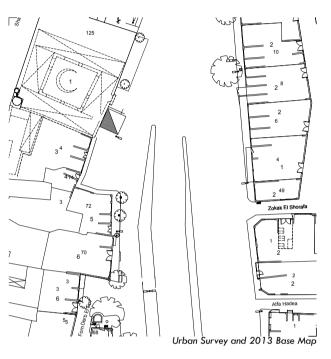
3. Street Furniture:

- Public street furniture (type and location...)
- Informal fixed and semi fixed additions (edge projections light structures fences territorial markers...)
- Non-fixed yet repeated furniture
- Waste collection spots
- Parking (residents businesses....)

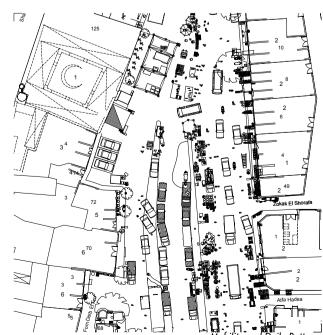
4. Mobility:

- Permeability: links between Midan SD and SA Market Street
- Intensity of Use (numbers of people passing by moving stopping)
- Type of Flow: Vehicular Pedestrian
- People (residents outsiders tourists employees...)
- Waste material (manufacturing waste residential garbage street litter)
- Peak hours of vehicles and pedestrians
- Modes of transportation (types of vehicles for each type of flow...)











5. Activity Settings

- Activity: What they do, when and how...
- Supporting environment (fixed and semi-fixed feature elements)
- Actors who are essential to the setting (e.g. Street vendors shoppers...)
- Patterns of distribution

6. Perceived Value, Problems, Potentials and Needs:

- Perceived Value
- Needs and Wants
- Perceived Problems
- Potential and Suggested Solutions

Second Level of Analysis:

The second level of analysis mainly explores explanations behind the revealed patterns of street dynamics. The Modalities of Appropriation method used was developed in an earlier study on HC also contracted by URHC project (Shehayeb, D., 2012). It analyzes activity settings to identify the key characteristics of the environment (in its socio-physical totality) that act as prerequisites for any activity setting to occur. This analysis helps better predict future user behaviour vis-à-vis any proposed intervention and is therefore a basis to guide the scenario-making stage, to ensure anchoring any proposed solution in sustainable patterns of use of public space.

- 1. Modalities of Appropriation (zoom-in) (based on activity setting and mobility analysis results)
 - Space characteristics (size shape connectivity degree of "publicness"...)
 - Right of Way (location relative to space)
 - Type of Passersby (local district several districts city...) / (resident client worker)
 - Anchors (solid walls public property "demarcators" such as fences, overhangs steps... within space or at the edges)
 - Need in surrounding areas
- 2. Potentials and Conflicts
- 3. Key Issues

PHASE 2 | URBAN DESIGN PROPOSAL

For proposal development to be strongly grounded in research study findings, it is necessary to start the design thinking phase with a Problem Space Planning PSP exercise where issues become the main goals that are unpached into sets of interrelated design objectives. Scenarios are then explored to fulfil those goals and objectives. In this study three scenarios are proposed as different ways of achieving those goals.

Problem Space Planning PSP - Tree Analysis of Objectives for Intervention

The PSP involves the goals break down of the issues / objectives into sub-objectives and design criteria to guide the design phase.

The Three Scenarios of Intervention:

- Scenario 1 Heritage Conservation: Area as entrance to HC monuments
- Scenario 2 Neighbourhood Upgrading: Area as multi-community services
- Scenario 3 Integrated City / Neighbourhood Revitalization: a mix of scenario 1 and 2
- The three scenarios differ in the importance they give to each issue as well as the means of achieving them. Each scenario encompasses proposed interventions in terms of land use, mobility routes and domains of interaction (locations and activities) between local communities and outsiders (Egyptian or foreign visitors, shoppers...etc.).
- Certain interventions will be present in all scenarios, for example, the redesign of the Enclosed Fresh Produce Market in al- Sayeda Aisha.

Expected Outcomes:

- Key principles for the design and management of SA street and the surrounding area, that guide the design of key components that should be part of any comprehensible solution around the Citadel.
- Physical detailed plan for the upper part of SA Market Street and Midan SD is developed as a demonstration project showing proposed street layout and furniture, as well as interventions including areas of (adaptive reuse), addition or demolition at plot level.
- Three-dimensional block model of the street helps show the connections to the monuments.
- A proposed architectural design of the Enclosed Fresh Produce Market embodies key design criteria for this building type.
- A suggestive mobility plan in area surrounding the Citadel and study area proposes a multi-modal connecting plan to be received by traffic experts.





2. INTRODUCING THE STUDY AREA

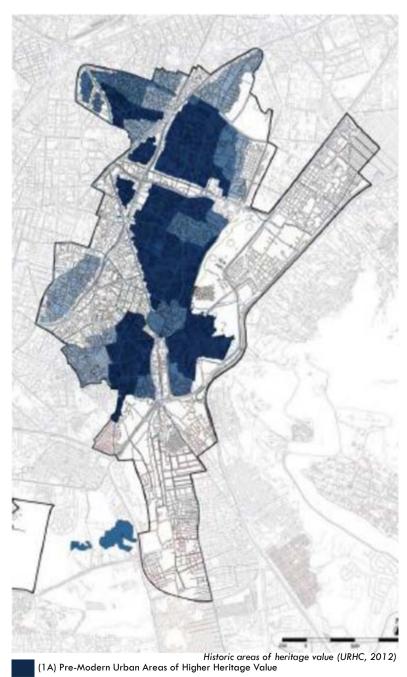
2.1 SAYEDA AISHA AS "GATEWAY"

The study area comprising of SA Market Street and the multiple spaces known as Midan SD together form one of the rare large public spaces in HC as well as a major gateway to the Historic Core of highest Heritage Value, as well as the gateway to the valuable Historic Cemeteries to the South (see maps below).

According to the criteria for establishing heritage value determined by the URHC project, this part is considered as a transitional fabric of minimal comparative value. However, this area holds within it meanings and activities that go back in history and role in the historic city.

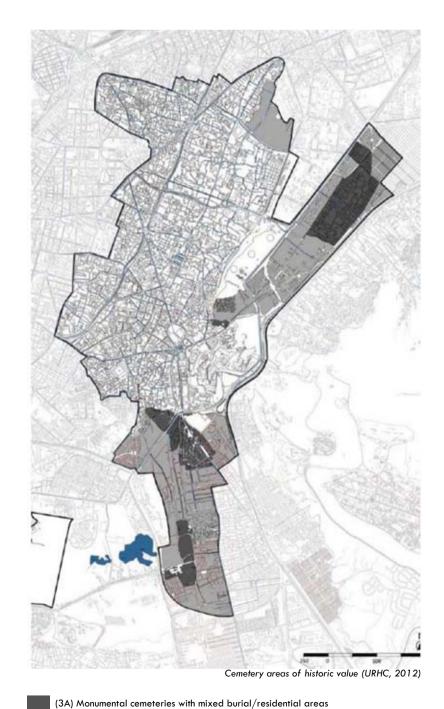
SA Street and Midan SD are parts that have witnessed major transformations over history, yet, throughout time, SA street was always the gateway to the South, to the cemeteries and the marginal communities that grew with them since the 9th century (Suyuti study, Shehayeb 2009).

In modern days SA Market Street and Midan SD remain a gateway to Cairo's city centre; to its most vibrant nodes such as Midan al-attaba and Midan Ramses. With the introduction of Salah Salem road, SA Market Street becomes a mobility node also playing a part in connecting the peripheral extensions of the modern city.



(1 A Sensitive) Pre-Modern Urban Areas of Higher Heritage Value

(1B) Pre-Modern Urban Areas of Relative Heritage Value

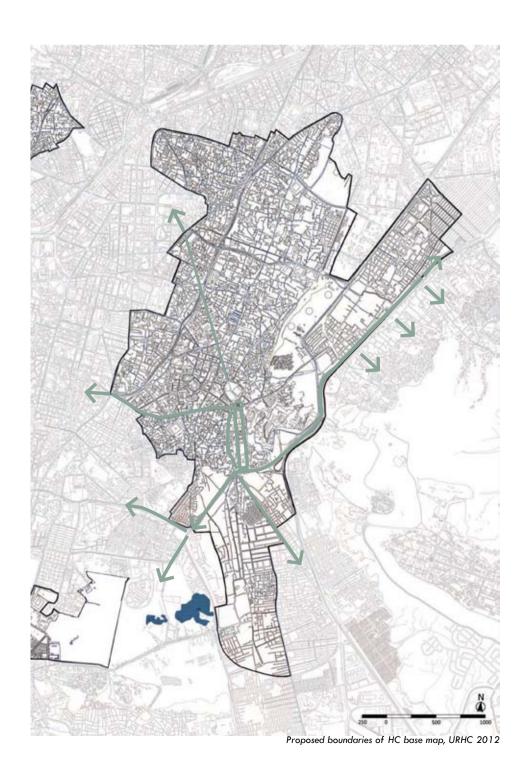


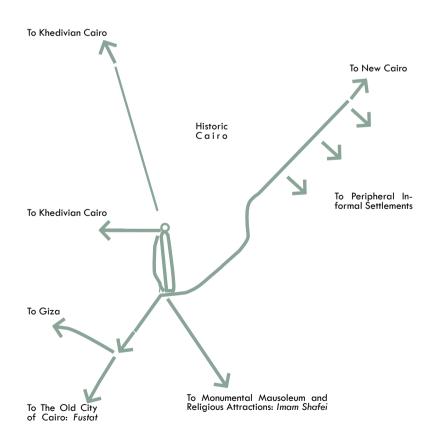
(3B) Monumental cemeteries with prevailing burial areas



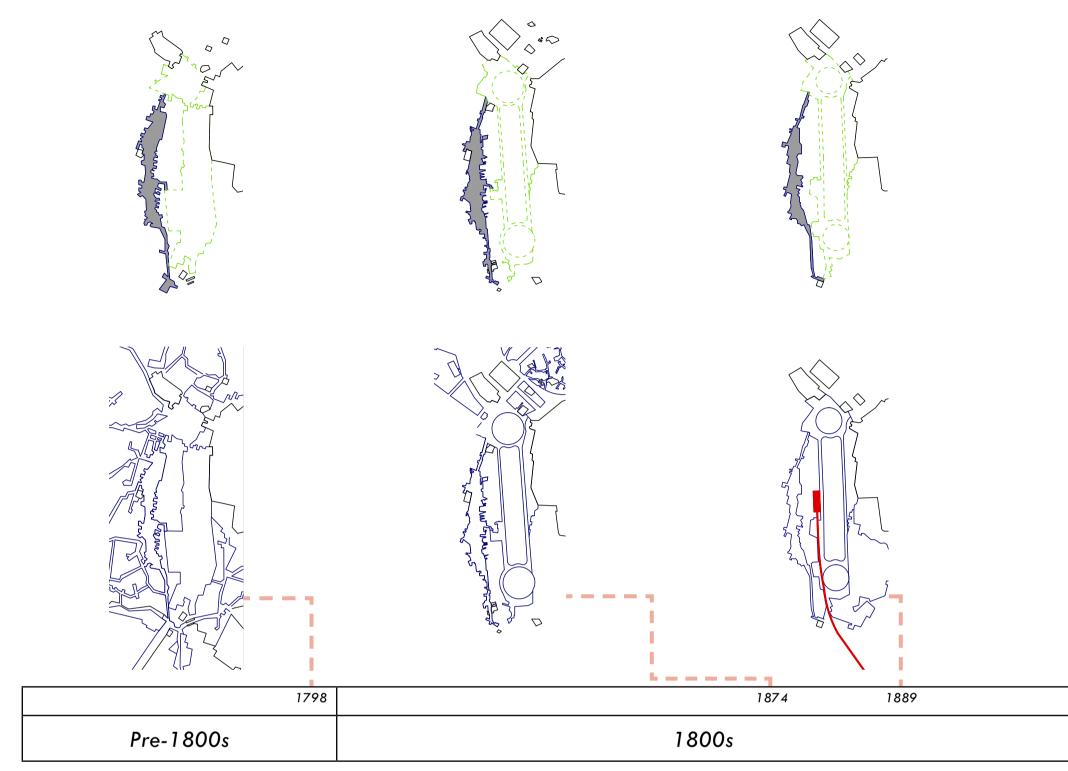


photo Flickr photo archive_ref: "leaving cairo" , © craizdgoat.





2.2 HISTORY AND TIME LINE



876 - 879: Modern Salah El-Din Square dates all the way back to the Tulunid era in the late 800s, in which Ibn Tulun began the founding of the Al-Qata'i. Main features of the area were the famous Ibn Tulun Mosque, a hippodrome (currently Salah El-Din Square), and a palace complex, which overlooked a square (rumoured to be what is commonly known now as Remela Square).

1218 - 1238: Sultan Kamel declared the Citadel as the sultan's main residence, reviving the surrounding areas. He ordered the moving of the livestock market to Rumayla Square (Remela square), at the foot of the Citadel, to better serve the purpose of the hippodrome.

Early 1300s: During the reign of al-Nasir Muhammad, who had ordered the main stables to the Citadel be placed in the square (below the Citadel), the hippodrome (known as al-Midan) was primarily used to serve as training ground for the renowned Mamluk cavalry and used by the Sultan to play polo alongside his amirs. The square was also used to accommodate more public events such as horse races, tournaments, festivities, as well as acting as the main space in which to attend the prayers for the Two Feasts. Nasir Mohammed further revitalized the area by ordering soil to be brought from the Nile banks to the square to be able to plant palm trees and other plants to provide shade and decoration to city's most public space. Water wheels were constructed and a stone wall built to surround and protect the area. The square, for years to come, would then be known as Qaramaydan, Turkish for the Black Square, due the rich and dark colour of the newly brought soil.



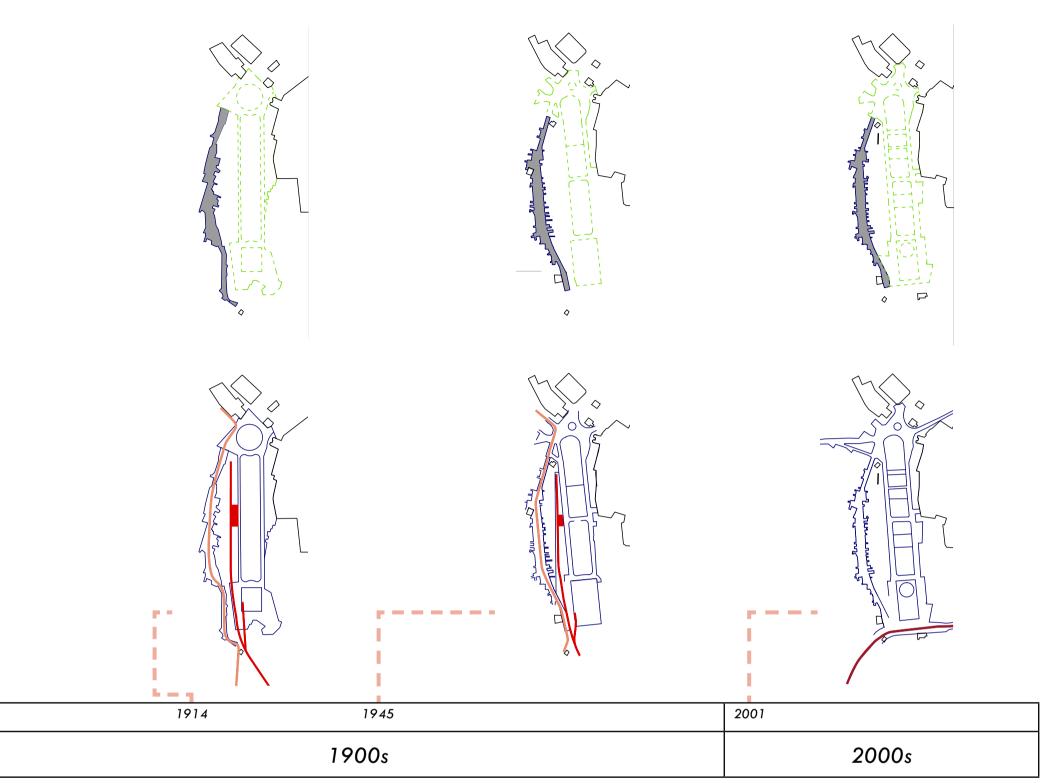
1873 – 1875: At the time of *Ismail* Pasha, a major campaign was launched with the target to modernize Egypt. Inspired by Haussmann's Paris, the Khedive, along with Ali Mubarak the Khedive's right-hand man in matters of education and public works, decided to lay a master plan to transform Cairo into a city to rival any European capital. Part of this grand plan was to link major squares across Cairo with large boulevards (like Paris) to help solve Cairo's growing traffic problem (due to increasing number of carriages owned by the public at the time) and to "break into" medieval Cairo by making the old city more accessible. Salah El-Din square (better known as Muhammad Ali square at the time) was one of two successful squares in medieval Cairo to be redesigned, linked and made accessible, the other being Bab el-Hadid. The link was made from Attaba square to Salah El-Din square via the Muhammad Ali Boulevard which had been already introduced by the French and completed in 1875.



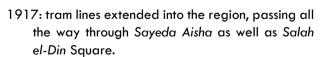
1894 – 1898: Baron *Empain* was granted permission to provide Cairo with a tramway system. The first 6 lines to be placed used Al-Attaba el-Khadra to represent central Cairo and act as the main station linking to six other major stations across the capital; Qasr al-Ayni and Old Cairo, Bab al-Luq and Nasiriyya, Bab el-hadid, Bulaq, Fajjala and Abbasiyya, and finally Salah El-Din square (Muhammad Ali square). By that time there was also a train station connecting the Citadel through Salah El-Din square to Helwan.

This freight train line was said to be used by the military forces stationed in the Citadel.

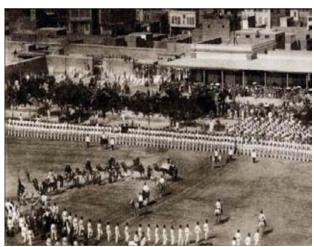








- A prison known as Qaramaydan is built to replace the Southern roundabout of Muhammad Ali's Hippodrome.
- Elderly from cemetery communities remember how they used to hop on the tram from al Imam al-Shafei to go and play around the great mosques; al-Sultan Hassan and later el-Refaei.
- Elderly residents of the surrounding districts reminisce good old times when they used to play football in the public open space of Midan Salah el-Din. It was a league between el-Khalifa, Arab el-Yassar and the Cemetery communities from the South.



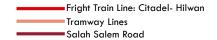
1940's: The kings of Egypt parade in a public ceremony, the beginning of the annual trip of the hand-stitched shroud of the Holy ka'ba to Hijaz in Saudi Arabia. Once again the Midan becomes the ground for a city-wide public celebration. This parade reminisces the celebrations al-Nasser Muhammad intended for this public space when he first transformed it into what was later re- As ferred to by Turks as "Qaramaydan".

1962: The Salah Salem road was inaugurated connecting the area to the other vital areas of the city; al-Fustat and New Cairo.



2000's: The tramway lines were removed from Sayeda Aisha Street, but it still remains quite a significant public transportation route. Later a public bus station was introduced to Sayeda Aisha street only to be removed in a few years time and a smaller bus station was located at the foot of the Citadel.

for Midan Salah el-Din, buildings and services along the Midan have been increasing gradually, leaving less open spaces that usually invite the community.



2.3 Study Area Connections to Surrounding Neighbourhoods

The map to the right shows SA Market catchment area analysis according to functional distance by travel time measured from the Enclosed Food Market within SA Street. It indicates that communities from the Southern 'cemetery' neighbourhoods, such as al-Qadreya, al-Kharta and el-Suyuti are less than 20 minutes away on foot from the Market. Considering this and looking at the location of other Fresh Produce Markets in the surrounding districts (map below), it becomes evident why SA Market is the main food shopping destination for residents from those neighbourhoods; a pattern that was revealed in previous studies (Shehayeb, 2009- el-Suyuti study). Residents from other surrounding shiakhas such as al-Mahgar, al-Helmeya and Darb al-Gamameez have closer Fresh Produce Markets, especially when we add to the CAPMAS GIS data of formal markets (map below) al-Megharbeleen's market street.

The connection of the Southern 'cemetery' communities to adjacent Midan Salah al-Din is equally strong because of the lack of services in their neighbourhoods. The schools, the youth centre, and the multiple social services offered by the NGO are rare commodities for the cemetery communities (map below).

From the interviews with shop owners in SA Street further socio-economic connections are revealed with surrounding neighbourhoods. Many shop owners along the street live in the three shiakhas at its edge; Darb el-Husr, Bogali and SA. Some of them have roots in el-Khalifa and have been there for generations, but many originally come from further neighbourhoods mainly from the South; from al-Qadreya and al-Kharta and some from Arab el-Yassar.

The URHC study of Darb el-Husr records the manifestation of the economic decline of the three shiakhas along SA street. This decline is evident in the physical decay of the urban fabric as well as the decline of production (number of workshops) and its displacement by storage spaces (map of Darb el-Husr - opposite

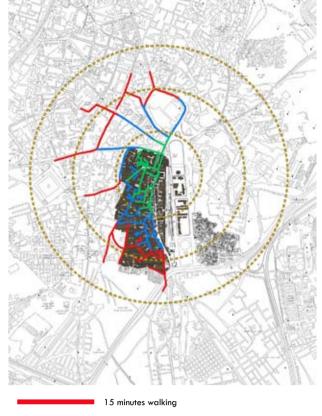
Accounts from elderly craftsmen in HC; reveal how vibrant el-Khalifa district was with workshops (Khayameyya Oral Histories, 2014).

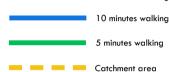
With the decline came low property value and workshop space was rented as storage space, and dilapidated buildings were bought by newcomers from peripheral areas to HC.

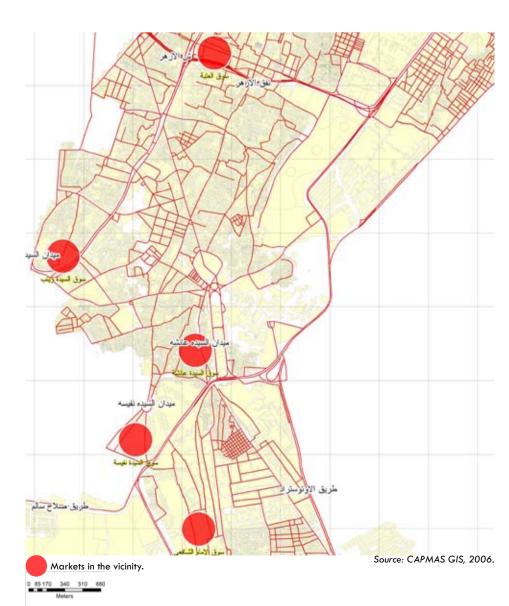
This phenomenon may explain the cognitive distinction made between current communities of SA and those of their neighbours to the North (al-Darb el-Ahmar and Helmeya).

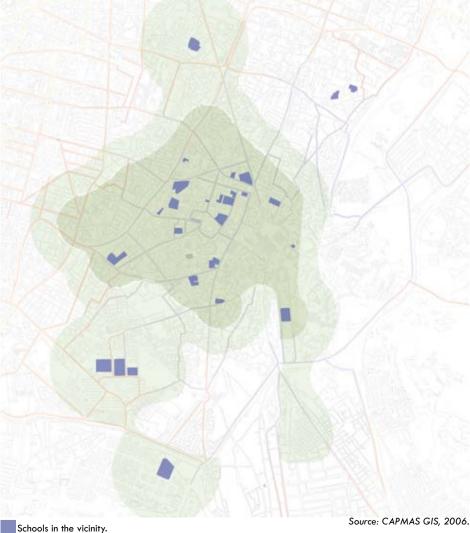
Am Fouad, an elderly from al-Qadreya; in his daily seat between the spice shop and the jewellery shop explains how as a boy he and his friends would jump on the tramway that used to run from al-Imam al-Shafei up to Helmeya without paying to go play in the public spaces around the monuments; public space around el-Refaei mosque, and in Midan Salah al-Din were leisure areas for communities of the South. Throughout his accounts he referred to the Northern neighbourhoods as the Medina, perceiving SA Street to be outside its limits.

This perception seems to be relatively reciprocal, as al-Darb el-Ahmar community considers SA Street with adjacent shiakhas as an unsafe area with a lot of thugs due to incoherent communities and economic decay.

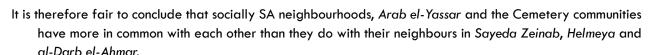




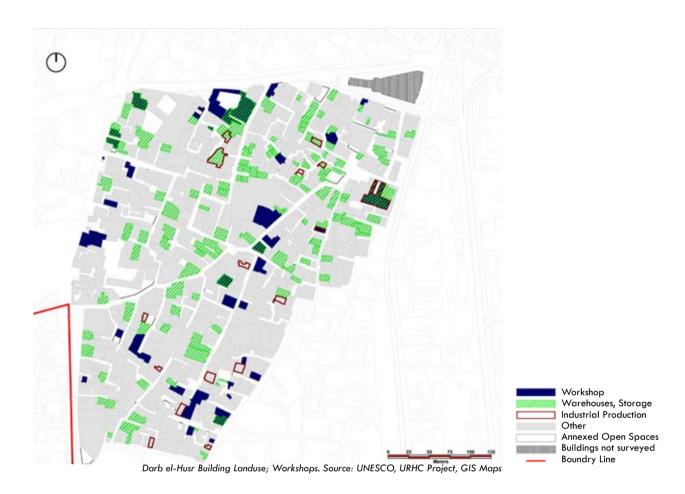


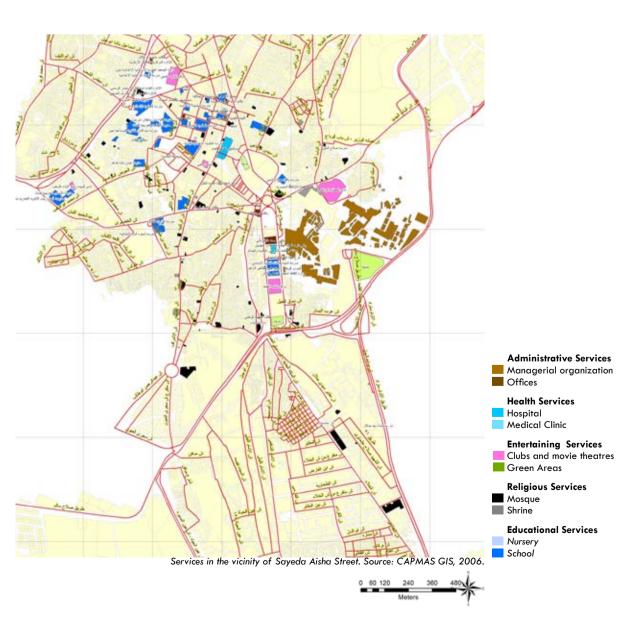






As explained in detail in the forthcoming sections, SA Street has a third group of actors; where it is their work location and they come from neighbourhoods further away such as Misr al-Qadima, Ain al-Sira and even Giza. These are mainly the street vendors and those working in the microbus business.





12 123 123 45 6 7

3. STREET DYNAMICS

3.1 Urban Transformation

Base Map Preparations

The Cadastral Maps of 1945 (scale 1:500) were combined together to contain the targeted scope of work. The maps were then digitized and chosen as a basis for the subsequent urban survey. The Cadastral maps were preferred due to their appropriate scale and accuracy, which provides the required level of detail for the urban design work. It also shows the plot subdivisions, unlike the CAPMAS map of 2006 which is rather abstract, showing only the outline of the built mass. The satellite image was taken as a secondary verification source as it includes the third dimension of depth and shadows, which makes it a blurry and inaccurate source.

When a wider scope was needed, other separate detailed urban areas were introduced to the compiled Cadastral maps; Darb el-Husr area (obtained from URHC in a parallel study, 2013), and al-Darb el-Ahmar area (obtained from Shehayeb Consult, 2012). As for Midan SD and the Citadel premises, the American Research Centre (ARC) recently updated map of 2001 was obtained from URHC. The resulting study area compiled map was embedded into the larger CAMPAS map for larger scale analysis.

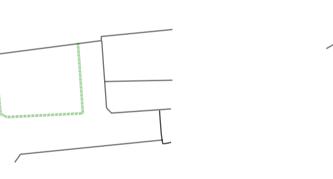
Many efforts were made to obtain needed detailed data from the governorate and the district, concerning land subdivisions, buildings lines and land ownership and their official status that shows violations and other information, but all efforts were in vain. Thus, complete vision and knowledge of the study area was developed through analysing available CAPMAS GIS data of 2006 that was translated into maps; and through urban surveys and behavioural observation. Comparing data collected with CAPMAS GIS data confirms that the latter is inaccurate. For example, the commercial activities map indicates very few commercial activities in SA Street which is in contradiction with the actual reality, also one can notice that there are many uncovered parts and missing data in the CAPMAS GIS maps (see map on the right).

Urban surveying

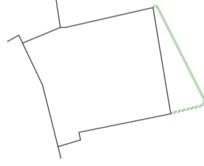
The urban survey updated the plot subdivisions along SA Street and the Western portion of Midan SD, indicating new constructions and transformations from the Cadastral maps of 1945 and the ARC physical survey map of 2001.

These transformations include the addition of some buildings (fig. 1), or extensions in the public space (fig. 2), e.g. blocking part of a zogag or a street. **Demolition** of some buildings results in more public space (fig. 3). Other transformations such as plot subdivisions (fig. 4) and other plots merging together to form one bigger plot (fig. 5); the removal of the tramway through SA Street and train station (Old Helwan) in the built strip between SA Street and SD Western Street (fig. 6 opposite); as well as street and sidewalks transformations along SA Street, planned to accommodate a public bus station.

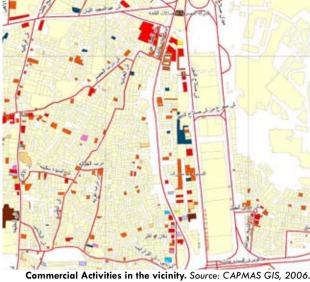
The twin maps below show all transformations in SA street as explained earlier.



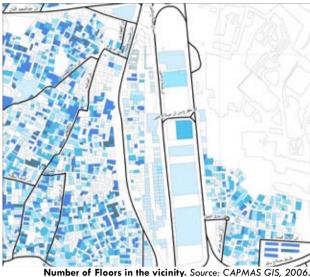
Plot Addition



Plot Edge Extension (fig. 2)



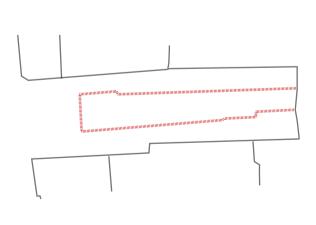
Shop Store Kiosk Company Pharmacy Restaurant Storage Bakery Exhibition Coffee shop / Cafeteric



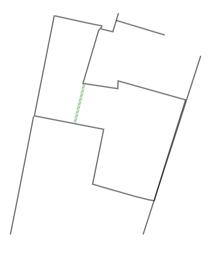
1 Floor 2 Floors 3 Floors 4:5 Floors 6 Floors or more



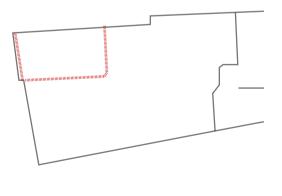
Governmental Public Sector Private Sector Private Property Other



Plot Demolition (fig. 3)



Plot Subdivision (fig. 4)



(fig. 5)



The detailed study of SA street shows that the street is in fact naturally divided into sectors according to specific characteristics (see map on the right). Given the width of the street space, these characteristics differ longitudinally and transversely; that is across the two sides of the street. As a result SA Market Street was divided into nine sectors.

Ground floor shops and entrances were documented in all nine sectors followed by a documentation of the different uses along the edge of the street. Sidewalks and street furniture along the edge and within the street space were also surveyed to develop the base map that was used to document salient behavioural patterns and activity settings.





Added Plots
Demolished Plots Monument
Demolished Plot Lines Added Plot Lines

SA Sector Lines

) 12 123 12 3 45 6 7

3.2 Understanding the Area

In this section, the study area will be introduced and closely described, in an attempt to transfer the full experience of SA street as realized by the surveyors. SD street will be described more briefly, as it was surveyed by the Governorate team during their hands-on training. The surveyors documented the physical environment, community behaviour, the social interaction between street vendors and shoppers, shop types and mobility flows along SA and SD streets. They visited the street several days during the week including speciality days, and at different timings through the day, in order to capture an accurate picture of the most common street patterns, as a basis to the analyses in the forthcoming sections. Through interviewing an old resident of the street, the activity of most shops along the street about 40 years ago were documented roughly, solely depenant on this person's memory (see appendix D).

3.2. EXPERIENCING SAYEDA AISHA STREET

Sayeda Aisha Street is a longitudinal space oriented North-South. Surveyors divided the street into nine sectors, where the term "Sector" is used to refer to a certain portion of SA street (as marked in the corresponding maps opposite the text). The term "building strip" in the description ahead, refers to a continuous number of adjacent buildings without any side alley or side street. The term "building line" refers to the line formed by the building edges along the street. The description will first introduce the general atmosphere of a given sector, followed by detailed description of the Western and Eastern edges separately.

Sectors 1,2 and 3

Entering Sayeda Aisha street from the North, one experiences enclosure well defined by the continuous building line along the relatively narrow entrance of the street; low rise buildings (three stories high on average). Two sidewalks of average 1.5 meter width flank the 11 meter wide street. After the first side street on the West; Sekket el-Remela, the sidewalk widens to become 6 meter wide, thus allowing additional activities to appear.

The Western edge of the street consists of a one-storey strip buildings mainly serving ready to go food and tiny diners, that offers fish, liver-and-brain, sausages and a pickle shop. Other neighbourhood shops are found; toy shop, clothes mending shop, along with a juice bar and fabric store. Most of these activities occupy the sidewalk, and along its curb on the road, these activities extend the cooking grills or the few tables and chairs of the diners or whatever goods they sell, preventing cars from parking on that side completely. In some cases a chair or more can be found in front of a shop hosting a casual conversation with no particular service as found at the toy shop or the clothes mending shop.

Right after Sekket el-Remela -as sector 2 starts- the building line recedes giving more space to the sidewalk and the street, attracting different activities. The first coffee shop in this street finds enough space for extending its tables right in front of the shop without trespassing on its neighbouring pharmacy, though usually occupying the space of its other neighbour; the sweet maker. The sweet maker places its display at the sidewalk border across the coffee tables. The restaurant on the edge is not intruded upon and the closed shop in the same strip does not seem to mind. Street vendors start appearing, usually at the edge of the road; either pushing carts as the two old men selling aluminium utensils and glassware, or displaying the goods in boxes on the road as the woman selling bread.

The street differs significantly after the side street called el-Remah -as sector 3 starts-; it is the main pedestrian artery for the residential area of Darb el-Husr. Bearing a constant flow of pedestrians into SA street. The sidewalk shrinks back to a normal 2 meter width, while the street width remains the same. Along this strip, there used to be 2 groceries, foul and falafel diners, 2 koshary shops, 3 bakeries, a tobacco shop, a roaster, a delicatessen meat diner and one butcher. Now there is a massive cluster of vegetables at the corner. Hiding behind it is a sugar shop that can hardly be seen from the street, do not or will not try to display any goods. But he seems satisfied having 2 chairs placed in front of him to chat with his friends.

Next, a dense concentration of butchers appear mixed with a grocery shop, a dairy shop, a cell phone shop, a vegetable vendor, a juice bar, ending with a jewellery shop that opens in the afternoon. It is impossible to park cars along this curb as it is completely appropriated by the shop owners who cross the 2 meter sidewalk. Vegetables, butchers' counters, grocery boxes are found on the street. As for the juice bar, he places what used to be 2 concrete paving blocks, with sugarcanes stuck in them in front of his shop.

After Haret el-Kawalen, a residential building of architectural value houses a barber, juice bar and a coffee shop on the ground floor. The juice bar that used to be a fez shop (tarboosh), places the cement blocks with sugarcanes in front of his shop. As for the barber shop, along the sidewalk on the road a vegetable cart stands along with another street vendor who sells loofahs.

Eastern edge has its entrance marked with an arcade heritage building (see 1869 photo of Muhammad Ali square, page 14), that last housed a well known fabric retail store, currently abandoned for 3 years. Following that an alley leads to the monumental "el-Ghoury Mosque", that local people still use for praying. After that, there is a mix of retail shops (clothes and shoes), juice and sweet makers, along with neighbourhood shops; such as a bakery, a supermarket, a hardware store, ending with the first kebab diner as it meets a recess in the next building.

Unlike the entire street, there is only one street vendor in this strip who occupies the street selling bread in front of the mosque entrance. There is another one occupying the sidewalk, in front of an abandoned entrance, preparing tea for passersby who occasionally have a seat on the curb or the planter nearby; cars stop for a cup of tea as long as the traffic allows for it. The space along the sidewalk curb is often used as parking space or shop extensions but barely exceeding the sidewalk.

A recess is found along this strip that is in fact an entrance to an abandoned soda factory. Where a couscous cart is set up in front of the unused entrance. The couscous cart and its aged owner are so famous and loved in the street that people recall when they used to buy couscous on their way back from school. It is also said that people from outside the district come to buy specifically from him in large quantities.

After the recess, more food is offered; two kebab diners, two butchers and a coffee roaster shop. These shops en-

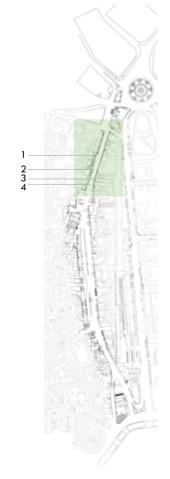


1-Street view towards Sultan Hassai



2-Vegetables street vendor at Darb El-Husr Entra







123 6 6 8 1 2 3 12

tirely use the sidewalk and exceed it by putting a few chairs, a grill, a butchers' counter or their motorcycles. Moving on to Sector 3, marked by Haret el-Remah on the opposing Western edge, appears the Enclosed fresh produce Market that offers meat, chicken, fish, vegetables and fruits. It is in such a pitiful state, with a dense congested spill of fruits, vegetables, meat and house-ware plastics along its edge. The market used to be a horses' stable as this entire street used to be a horse and camel market; "el-Gammala". Shoppers stall and stop as they pass by this sector to buy goods. The traffic congestion peaks at noon with all the women shopping to prepare lunch.

As the market ends, the building line takes a slight angle widening the street, with a grocery and a dairy shop along its edge. Right in front of the dairy shop a Suzuki mini truck parks for selling cabbages from the early morning in a secondary parking lane. It obstructs the vehicular flow that has already been slowed by the spill of merchandise and street activities; butchers working on the street, shoppers slowing down and more pedestrians coming through due to the Darb el-Husr inlet. There is always a lady selling cream and cheese, sitting on the road next to that truck.

Then comes the coal vendor, who has been living and working in the area for generations. He doesn't allow street vendors to occupy the space in front of him, so he parks his car or motorcycle a bit far from the sidewalk. The adjacent plastics shop extends his goods 4.5 meters away from his 1.8 meter sidewalk, yet there is a street vendor sitting in the street in front of his extended goods.

Sectors 4 and 5

Leaving Sector 3 and entering Sector 4 the perception of enclosure diminishes and is replaced by ambiguity perceived by a vague building line. It deeply recesses from the Western side, followed by another recessed building that marks the beginning of Sector 5. These building recesses form an irregular space uneasy to recognize, as it seems to be randomly appropriated by scattered light weight structures. The vehicular flow though has its Right of Way(RoW) defined by two lines of street vendors on each side, preserving its linearity and width.

The Eastern edge of the street used to have a fuel station, a carpenter workshop, a flour shop, a coffee shop, and a spices shop. Now it is occupied by a mix of fresh produce products (vegetables, fruits and spices) along with two neighbourhood activities namely; a detergents shop and a lawyer's office. The detergents shop extends a few empty barrels and a curb block reaching the RoW. The vegetable and fruit shops extend their merchandise on the road, and organize them by means of movable umbrellas. The umbrellas are aligned so as to form paths leading the passersby from the RoW into the shops. Usually the paths' end closer to the road are met with a complementary street vendor sitting on the road. The spices shops do not extend any of their merchandise; one of which leaves the space in front of his shop vacant, while the other's space is occupied by a vegetables vendor. Whereas the path to the lawyer's office is contoured by 2 clothing displays; mannequins hung on wires and metal meshes.

One can hear sounds of vendors and shoppers chatting in the background as the shoppers intensity increases by noon.

All these activities' edges are aligned to the following building's protrusion, which defines the new building line further as one moves South. This building has always housed a spices shop, a house-ware and a hair-dresser. The spice shop and the house-ware shop extend their merchandise, the first to save a parking spot as been observed repeatedly, and the other to prevent street vendors from occupying the space in front of his shop. On the other hand the hairdresser does not use any external space, and so the space is occupied by two street vendors selling vegetables along the RoW.

Moving on ahead into Sector 5, the buildings are of 2 stories on average, with 1.5 meters sidewalk. Whose windows are of uniform height and width. This strip of buildings used to occupy spice shops, a coffee shop and neighbourhood shops; a well-known soap shop, a gas cooking stove (babour) shop, and others. The coffee shop and spice shop still exist along with jewellery shops, a retail shop, a poultry shop and other neighbourhood shops. The spice shop mark a parking spot by a ladder in front of his shop. Other shops extend to use the road as well reaching the RoW.

The vehicular flow is not dense at this sector of the street unless there is an apparent block in the way.

The Western edge of the street used to host a central wholesale grocery shop, a coffee shop and a sewing machines shop. Now it is occupied by storages, a grocery, a butcher (that used to be in the enclosed market), along with a few car related activities(workshops, rent office and accessories shop). There are also three closed shops, a coffee shop and some neighbourhood shops. The edges are mainly used for social seating by shop owners and car repair mechanics. Then the side alley Atfet Ragab Meshmesh marks Sector 5, in adjacency with Sharea' al-Boqali, which is the entrance to the Boqali neighbourhood (a densely populated neighbourhood that lack the diverse services found in SA street and beyond). A coffee shop along that entrance extends its coffee tables and chairs to the opposing side piazza of "al-Jarkasi" mosque, whose minaret is registered as a monument. The piazza (9 meters wide on average) hosts neighbourhood activities; school children playing, women resting, residents chatting and smoking shisha under the shade of the surrounding vegetation. This side of the street is acknowledged by the local shop owners to have the best view of the Citadel along the entire SA Street.

There is much space afforded as Sector 4 starts along the Western edge, due to the irregularity of the Western building line. This space is occupied by three elements that re-articulate the space, namely; a street vendor's light structure, a butcher's kiosk and a parking zone. All together form three separate islands with two paths in between, in order to access the shops along the edge. At the time when there was a tram operating and running through SA street, that space used to be occupied by a street vendor selling dates along with a few other vegetables street vendors. Later when the tram was removes, the district placed a fenced parking lot which was resented by the nearby shop owners at the edge. So they signed a group complaint to the district and it promised to put three planters. Instead, the district placed a butcher's kiosk in one of the designed planters in front of the butcher's shop at the building's edge.

Secondly, a light weight structure mushroomed on the second planter. Whose owner is a nearby resident who started as a secondhand sanitary units' street vendor, selling on a pushing cart along the RoW, then expanded to a structure; made of wooden posts and covered by some aluminium and fabric scraps, along with a closed kiosk. It currently sells miscellaneous demolished building's fixtures along with some ceram-



1 - Retail street vending in sector 4



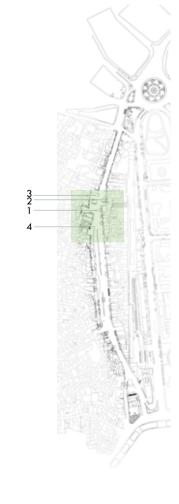
2- Clustered umbrellas, Shop extensions and street vendors



3- Sanitary / junk street vendor



4- Kids playing in front of al-Jarkasi Mosque







ics, poultry and groceries. Selling occurs from the side facing the RoW of SA Street while its surrounding sides are used for display and storage.

While the third element is the unfenced (informal) parking lot, located at the entrance of *al-Boqali* Street in front of "*al-Jarkasi*" mosque, accommodating private cars mostly owned by residents and a few other cars related to the car repair workshops, which are being fixed in the parking lot. Along the edge adjacent to the RoW, few street vendors aligned themselves namely; fish vendor, clothes vendor with two kiosks on the back for storage and a mobile vegetable vendor.

"Al-Jarkasi" mosque accentuates al-Boqali neighbourhood entrance on one side, and due to its slight deviation from the RoW along SA street, a wide open space is afforded in front of the solid wall of the mosque. There are three kiosks placed on the road along the curb of the piazza (on the side facing SA Street); one of which for services distribution. Street vendors aligned themselves in front of these kiosks; a lettuce vendor with a mobile truck for storage, a raw delicatessens vendor, and a fish vendor. Along the solid wall of the mosque a fenced green patch (3 meters wide) was placed as a monumental buffer, but it accumulates waste. Subsequently a lightweight structure used for storing vegetables mushroomed along the fence. While the selling activity occurs along the RoW. In the same line there is a kiosk and an electricity room, where in the evening, it hosts a shepherd with his sheep.

Later appears two residential buildings with closed shops at the ground floor and a 1 meter sidewalk. There is a small parking space formed by a protrusion in the building line, bound from the South by a coffee shop's sidewalk.

After "al-Jarkasi" mosque the street grows wider and divides longitudinally by two central sidewalks. The sidewalks once shaped a public bus station that was operating until a few years, and the street width was originally a parking area for the tram. The street is then divided into 3 lanes; the main vehicular flow continues ahead in the Eastern lane, flanked by shopping opportunities on both sides either shops or street vendors. Rarely do any vehicles take the Western lane, only possible residents on the Western side or cars escaping the traffic in the Eastern lane. Whereas the middle lane hosts several stagnant activities; cars park on both sides and many seem unused for years, also street vendors facing the Eastern lane store their merchandise or park their trucks, while carts' horses are also to be found eating or parking. This constantly leaves the lane in a miserable state with dirt and vegetable wastes everywhere.



The two central sidewalks continue throughout this sector dividing the street with its activities in a similar manner as it started in the previous sector.

The following building block on **the Eastern edge** hosts a spice shop with a ladder marked on the road and a few displayed items on the sidewalk, a jewellery shop and a fruits shop that severely extends fruits on the road. As for the following set of shops, they seem to cater for the neighbourhood either on a daily basis (grocery, pharmacy,...) or perhaps on longer intervals (such as motorcycles, jewellery). The regular habit of merchandise extended on the road is still valid, whether it is the shop's own extension or a street vender along the building edge, as in the case of the salted fish shop accompanied by a street vendor selling lemon and onions. The uncustomed pattern found here is a coffee shop that sells vegetables on it's sidewalk and on the road. The street vendors along the Eastern curb mainly sell vegetables, with a few exceptions of raw delicatessens, fish or shoes. Here appears the first stop for children's recreation, as there is a set of swings and a trampoline to be found in the middle lane, the swings are locked and the trampoline's net is removed if the owner is not around, and street vendors along the curb take the advantage to store their merchandise there. Whereas when the owner is present, kids are invited to play and swing on their way back from school or during their mother's daily shopping.

The Western edge shops experience much fewer traffic than the Eastern edge, it is calmer and more quiet, lacking all the noise and dynamic movements of the market on the Eastern edge, almost isolated further by the static middle lane. It starts by a cornered building adjacent to a side street, hosting a spice shop, a drinking spot for passersby in the traditional pottery bottles, and a memorial structure for a martyr that used to live in the street. Usually a couple of people chatting are seen in that spot.

Shops along that edge are few in comparison to East side shops, and are mostly neighbourhood shops such as bakery, watches, electrical supplies and a coffee shop that extends its coffee tables and chairs along the curb of the opposite sidewalk. Hardly any street vendors are found here.

The Western sidewalk is 3 meters wide, designed to park the former buses and host the bus sheds for users as they wait. Now those bus sheds are used by passersby to take a rest, or a snack, while enjoying the unobstructed Citadel's view from this sidewalk or bus shed.

Sector 7

Sector 7 is marked by the side alleys Atfet el-Mansal and Atfet el-Halawany on the Western and Eastern edges respectively. It starts with a characteristic change in the two central sidewalks; the Eastern sidewalk stops, and the Western one widens forming a platform of around 8 meters. Maintaining the main vehicular route on the East, and a slow lane to its West. More side alleys on the West introduce al-Boqali neighbourhood residents into SA street. However, this connection is strictly pedestrian as the continuous sidewalk prevents vehicular access. Buildings of 5 stories high on average are found on both edges. Shops catering to the community are still scarce, while street vendors have decreased severely.

On the Western Edge After Atfet el-Mansal, there is a coffee shop extending its tables on its sidewalk, crossing over the shaded narrow lane and spreading more tables on the wide central platform. The coffee shop owner stores chairs on the corner of the sidewalk in case needed. And there is a kiosk set up on the corner of the sidewalk that is usually found closed. Next comes another side alley, following that some neighbourhood activities; foul & falafel shop, a private garage and a grocery.

As the Eastern sidewalk stops, and the middle lane disappears, so does the vegetable vending carts on the road, and the vehicular flow continues in its regular RoW with more space added to one side. There is always a huge garbage pile on the road that does not obstruct the vehicular flow, in fact, there is a convenient space afforded for the garbage collection truck to load the garbage without vehicular obstruction. Random garbage collectors usually come to pick whatever could be recycled or reused, leaving organic



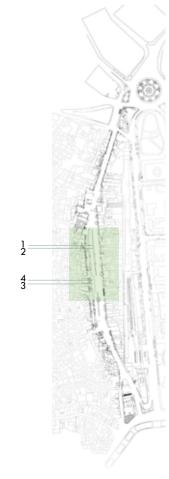
1 - Street view from Eastern sidewal

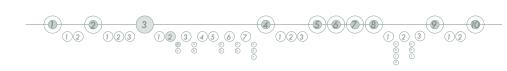






4- Commercial seating on the sidewalk swelling







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waste that donkeys and stray animals dig in for meals. The abandoned wide platform is perceived by the community as an open space and utilized in many different ways due to its distinguished shape and location. Cars park along the outermost curb of the swelled platform; some of those cars still seem unused for years. The platform hosts other activities other than the very lively coffee tables of the opposite coffee shop; a koshary cart is always located near the tables, a foul cart is located along the Western curb of the platform on the road, right in front of the side alley where it can be easily seen. There is also an abandoned display cupboard near the foul cart. Finally before the platform narrows back again to the regular sidewalk width, there is a tobacco kiosk surrounded by a few chairs, with a group of young men sitting around, who the community wish they could find better things to do or label them with a bad reputation.

On the Eastern Edge, entering Atfet el-Halawany will lead you to a monumental mosque "Moustafa Pacha" that is used by the community, and currently run by a well-known local religious NGO, that is housed in a prominent building in SA street right after one building. Following Atfet el-Halawany, a famous retail shoe store "Bata" is housed in a 2 storey building with a narrow sidewalk. A fish street vendor sets up his 4 umbrellas at the corner of the sidewalk on the road. Then comes the religious NGO building, where a vegetable street vendor is clustered at the corner of the building's sidewalk.

Sector 8:

Moving ahead into Sector 8, the street here takes a similar form to what it has been before the Eastern sidewalk stops, as it starts again, it shapes the regular vehicular flow in the Eastern lane, the middle lane and the Western lane.

Street vendors appear again along the vehicular flow, but they do not sell vegetables; retail is more common in this sector, and there is one fish vendor and a tent like structure selling and storing fruits. The central sidewalks return to what they used to be in the previous sectors; a 3 meter wide Western sidewalk hosting 4 bus sheds, that the community use to rest and eat a snack, and edge shops use it for storage, whereas the Eastern sidewalk is of less width. Cars park along both curbs of the sidewalk, abandoned and unused cars are still to be found. In the middle lane, cars rarely pass through, as it is usually occupied for car maintenance by nearby car mechanics.

The Western sidewalk ends with another swelling in width, accommodating 2 kiosks (one of which is the districts' bread distributor), while chairs and coffee tables are well shaded by trees. As the Eastern sidewalk ends way before it meets the Western one, causing an irregular open space, defined from one side by the vehicular flow, while the other side is a group of interrelated activities. These activities are namely the kiosk on the swollen sidewalk, sequenced by its extensional umbrella, then a gap until it meets a few displays of baby clothes that is parallel to the vehicular flow. A few more fruit vendors appear along this strip and a street vendor selling raw meat delicatessens.

Most shops extend on the sidewalk and on the road as is common throughout the street, except for a few peculiarities; some coffee shops and diners extend their tables on the other side of the street, crossing the vehicular RoW, and serving the customers from one edge to the opposite sidewalk. This custom is repeated a few times from the Western edge, and once quite severely from the Eastern edge.

The Western Edge hosts a few services of neighbourhood scale that are mixed with several coffee shops and ready-to-go meals and snacks. The narrow lane characterized by its low traffic is easily crossed over as previously mentioned by shop extensions of that edge. Such as the coffee shop that extends the coffee tables on the sidewalk, and placing them under the bus shed, so does the koshary shop who crosses over with its tables and marking a space by planters along the curb.

The Eastern Edge starts with the side alley Atfet el-Mettayesh. After Which appears an old looking one storey building with an architectural value; red bricks and delicate fer-forger windows and doors, occupied by a car mechanic from the street side. Later a house-ware store and food products occupy the edge, followed by a telecoms-and-electronics centre and a coffee shop that have the same owner. That specific coffee shop owner appears to be quite powerful as he appropriates the street spaces along both edges of the sidewalks, as well as the Eastern sidewalk, placing numerous chairs and decorative planters on both sides. People are seated watching passersby and all what is happening in the street from this seating location. The coffee shop owner even placed the shisha coal-burner on the opposite Eastern sidewalk, so as to ease serving the customers on that side.







3- Koshary shop crossing RoW from the edg

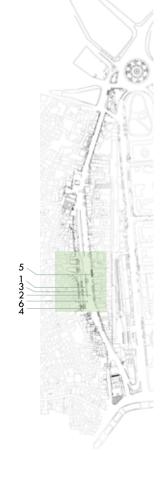


4- Coffee shop crossing over

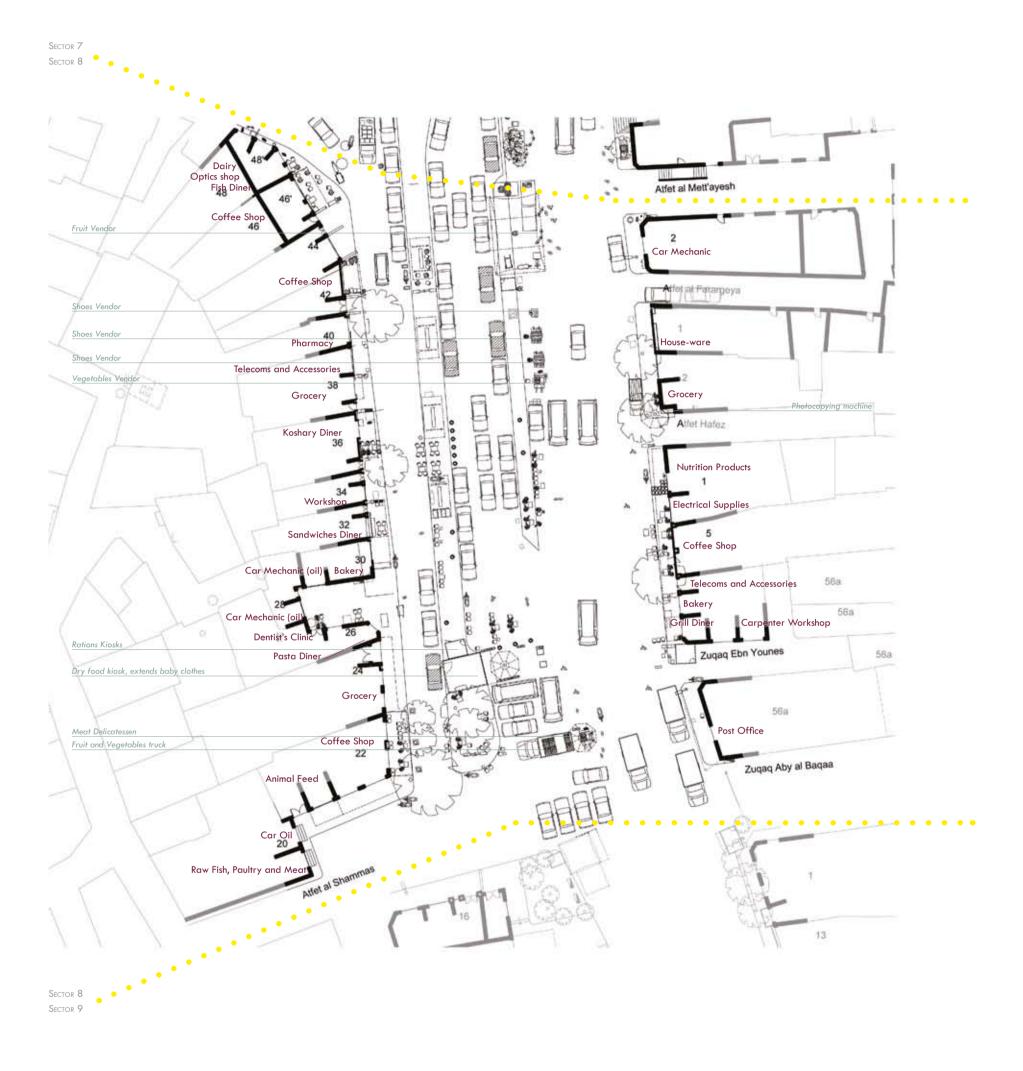




6- Kiosk and coffee shop appropriating public space







Sector 9:

This sector is a combined zone consisting of two major features, the Southern end of SA street and its fusion into an incomprehensible open space with a dense microbus station and what seems to be another market. This complex zone meets Salah Salem road in a high traffic node. Separating it from the Southern communities of al-Qadreya and al-Kharta beyond Salah Salem road. This high vehicular artery connects to distant areas of Greater Cairo.

Going South in sector 9 in SA street, the shop types start to differ, there are a few neighbourhood shops such as dairy, barber, nut roaster and foul and falafel shop. But what is more noticeable is the immense appearance of mortar and paint supply stores, along with its craftsmen as tile and mosaic vending shops or workshops. Coffee shops, diners and blacksmiths are too common as well. The regular pattern of shop extensions is still valid.

The street then splits into 2 streets, one of which is more dominant continuing on with the vehicular flow to Salah Salem road, while the other becomes a side street with fabric overhangs. At the corner of that split, lies a grand coffee shop, with a distinguished architectural style. In the space formed in front of the coffee shop, stands a sausage and liver stand, with tables and chairs surrounding it. And another street vendor with a miniature display sits beside the sausage stand selling tea packs and crackers.

The shops along that main street where the vehicular flow continues, are mostly cell phone shops with its accessories, diners serving snacks, many juice bars and some shoe shops.

The building line ends with a sharp-angled edge of an old building, where a staircase is seen directly afterwards. By taking that flight of stairs, one heads to the West side of SD street, and this is considered the first link from SA street to SD street for pedestrians. As one passes by the staircase the sense of open space is immediately felt, as one approaches a chaotic cluster of microbuses.

The noise is recognized by microbus drivers calling for their destination lines, some street vendors selling fruits are calling for shoppers, as well as the traffic buzz of the congested node of Salah Salem road at Sayeda Aisha's Mosque.

It turns out that the microbuses are parked in an station and leaks up to SD street to complete their destination lines. Street vendors mainly selling retail items, fruits, telephone accessories, are found along the microbuses route from Salah Salem road entering SD street or SA Microbus station. Passersby heading to the microbus station stop to shop for fruits or other items, or may rest a while in one of the coffee shops or diners along the street.



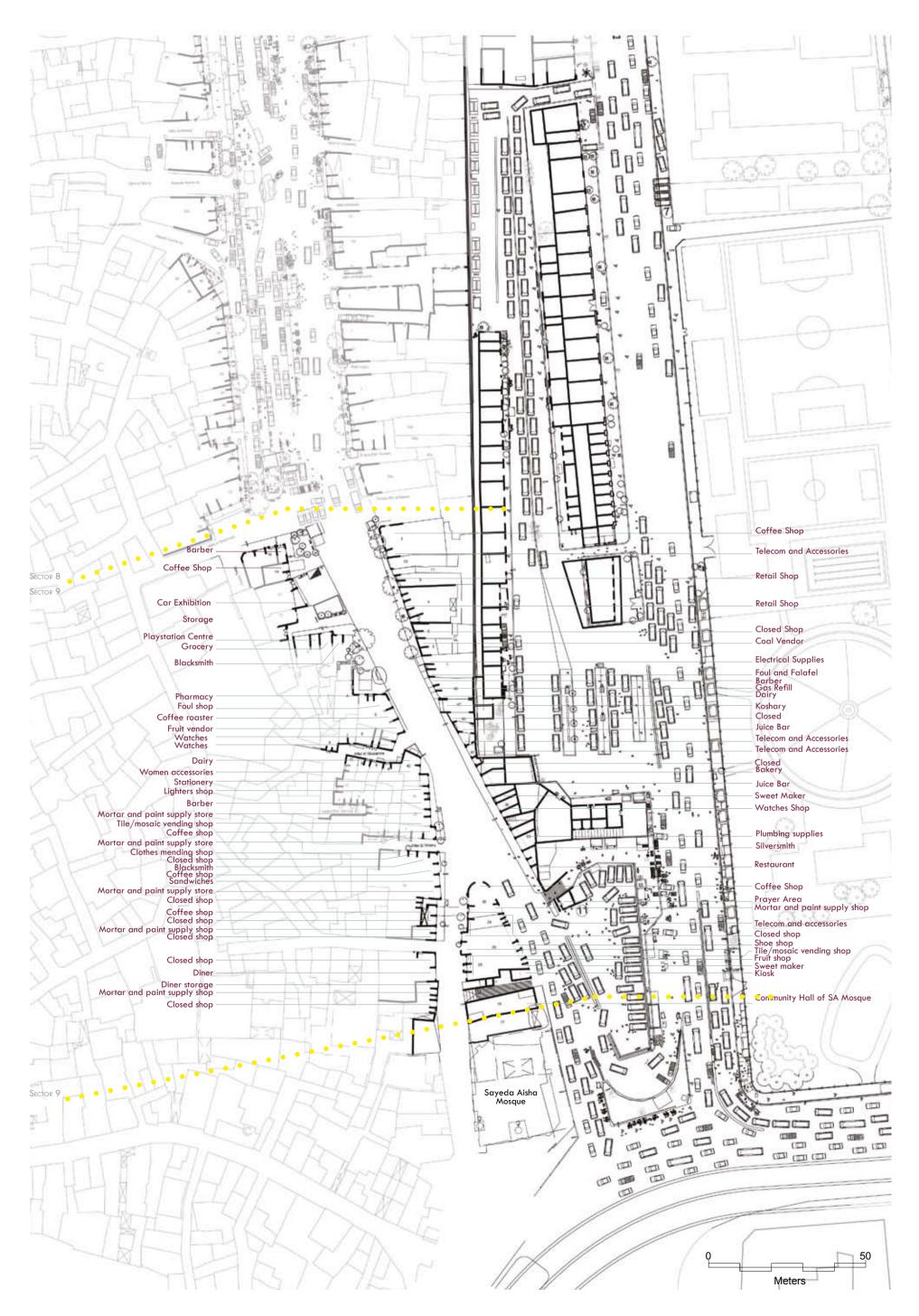












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3.2.b Experiencing Salah el-Din

The space known as Midan Salah el Din consists of two parallel streets referred to in this study as Salah el-Din West (SD-West) and Salah el-Din East (SD-East), with a public land between the two streets currently occupied from North to South. From the North it is occupied by a public well tended garden, yet fenced and hardly accessible. Sometimes one would see people inside; it is said that hustlers controlled by the police (near by el-Khalifa police station) are the main users.

A mausoleum and museum of Moustafa Kamel is hardly known or visited despite its handsome structure and exposure. The lateral street where the museum entrance lies is quite scenic with overhanging trees, framing the view of Mohammed Ali's mosque on top of the citadel.

An NGO providing several functions (nearly 7000 meters square) is located South of the museum; it offers a wedding hall, a mother-and-child care unit and a deaf-and-dumb care unit among other services. The users are mostly women frequenting the place during the day time.

A lateral street then separates the NGO's vast premises from an elementary school and a girls' secondary school. Operating entrances to these schools are located along SD-East. The continuous solid wall is the common feature between those facilities and the Southern youth centre that occupies nearly 9000 meters square.

The Southern-most part has a water station followed by a small public garden that is hardly visible through a crowd of street vendors and string of kiosks along the garden's fence. Pet vendors coming from the Southern market Souk el-Hamam (meaning pigeons market), sell birds and pets in that garden.

SD-East street is a two-way traffic artery. Heading from the Northern roundabout of Midan SD till it intersects with Salah Salem Road from the South, or vice versa. The Northern roundabout is basically a huge under-utilized garden, that enjoys the beautiful scenery of Bab el-Azab, the Citadel, and the three surrounding monumental mosques; el-Sultan Hassan, el-Refaei and el-Mahmoudeya. Very few users use the garden in the roundabout, it is fenced and has one opening without any shade at all. Scattered around the roundabout, other mobility islands are found orienting the mobility movement and defining the different streets that connect this area to main destinations in Cairo. Most of these islands are planted with greenery, except for the largest among them located at the entrance of SA street. As it hosts a post office building, surrounded by a few other services, public toilets, koshary stands, random kiosks of snacks and local bread outlets. The post office though is almost unnoticeable due to a huge bush of trees that covers this specific island.

Near Bab el-Azab, at the foot of the Citadel, lies a bus station that used to be inside SA street, residents of SA resent the fact that the bus station is currently far away from them at the Citadel. The bus station has a few kiosks for buying the tickets and some snacks. Some landscape and trees surround Bab el-Azab.

Then comes the Organization of Public Cleanliness that stretches 90 meters along SD- East at the foot of the Citadel with 7 light weight structures (bathroom facilities, bread outlet, and others unknown). There are also a few buildings representing the manager's office and a former administrative building that got burned. Many of these structures were built with temporarily materials and seemingly unplanned.

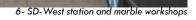
Moving on South, one approaches the commercial node of the neighbourhood Arab el-Yassar; a relatively old area with heritage buildings in ruins, few monuments and diverse public housing buildings. Along the edge of this neighbourhood lies a row of neat residential buildings of fair architectural value. Recently more coffee shops have been opening in the ground floor of these buildings. Among these buildings, a 19th century government building that housed the ex-ruling party administration, which now stands roofless after it was burnt in 2011.

SD- West is edged by a heritage arcade building (previously mentioned in Sector 1 of SA street). Currently from SD-West side it is used as a very lively coffee shop. Followed by a another diner/coffee shop. Then for quite a stretch until the communal NGO, it is purely occupied by car and motorcycles mechanics workshops and its associated services of oils and angle adjustments, as well as many marble and mosaic factories and workshops.

Later comes a branch of Egypt's local Telecommunication Exchange Network building. The marble workshops continue on as one heads South with more concentration, mixed with the car mechanics, until one approaches the chaotic scene of the microbus station, meeting Salah Salem road at a complex transportation node that will be later addressed in details.













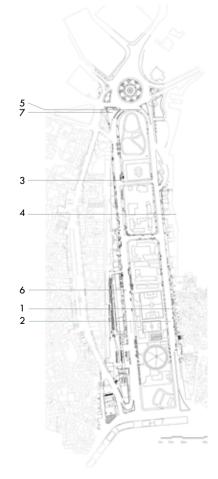
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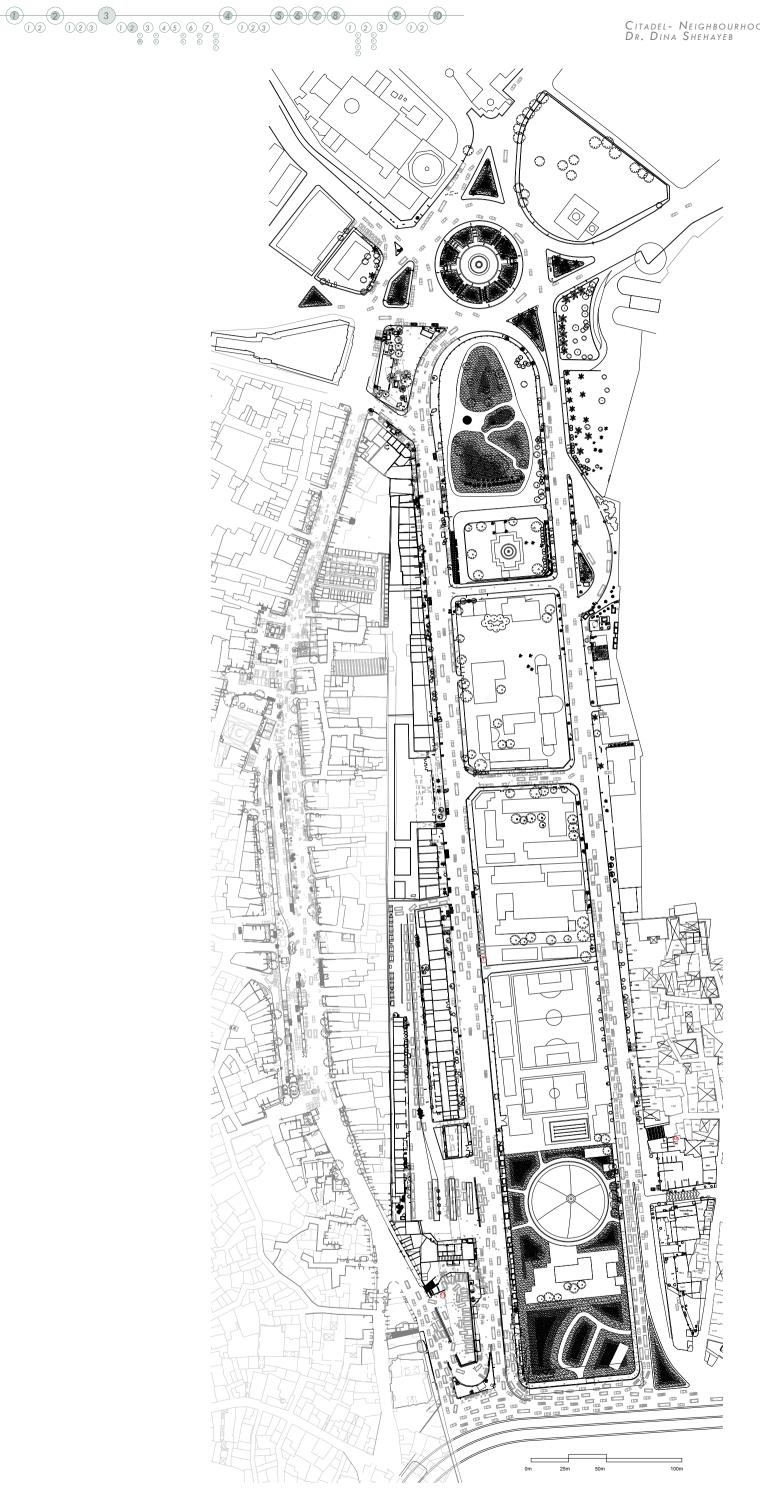
1 - Residential area SD- East





3- Moustafa Kamel's museun





3.3 ACTIVITY SETTINGS ANALYSIS:

The characteristics of a space affords opportunities that are perceived by actors, who acknowledge that opportunity and appropriate that space to become an activity setting. What kind of activity will a space host? How much space will it occupy? How will the actors make use of it, are all questions to be examined in the following section. Exploring the type of activity settings and their distribution provides a better understanding of the street dynamics and community practices that should be taken into consideration in any intervention.

In this section, activity settings and ground floor uses are identified along both SA and SD streets. The activity settings are the activities that occupy the public space. Surveyors identified the most common types of activities and categorized them as follows: commercial seating, selling and buying, workshops and income generating activities, storage, waste, parking and territorial markers. The ground floor uses simply indicate the type of shop or services provided at ground floor level, such as a coffee shop, a car mechanic or a post office.

3.3.a Sayeda Aisha Activity Settings

Common extensions from the buildings' edge, along the sidewalk and sometimes on the road involve what is referred to in this study as "Social Seating", where the shop owner sits with a few chairs for friends, neighbours, residents or regular clients. This habitual behaviour serves several purposes, including attracting customers, knowing what is going on in the street and safeguarding the displayed merchandise. It is a practise that nurtures social interaction among community members that, in turn, contributes to community building.

Mostly, the sidewalk is not wide enough to accommodate this traditional and useful pattern, and leaves hardly any space for the pedestrian flow that ends up sharing a portion of the road with the vehicular flow. Even in rare places where the sidewalk is wider, the discontinuity of the pedestrian RoW forces pedestrians to walk on the road. The sidewalk continuity is also interrupted with the change in level at each side street or alley making it tiring for shoppers with wheeled bags or school children to use it.

Occasional widening of the sidewalk is quickly appropriated by what is referred to as "Commercial Seating", where the space is seen as an opportunity to extend tables and seats to host clients in diners or coffee shops, hence generating profit and satisfying a community need. It was observed that the presence of the coffee shop is almost at equidistant intervals along the street, so as to serve the locals in the neighbourhood.

As seen from the opposite analysis, the "Buying and Selling" activity is the most common activity throughout SA street, whether the activity is represented in street vendors or at the ground floor shops. However, the lack of "Buying and Selling" activity represented in street vendors in the public space along the Northern sector before Sekket el-Remela (which is the main inlet to Darb el-Husr neighbourhood: Sector 1), could be explained by their preferences in choosing their selling spots with the maximum number of passersby.

The Vegetable street vendor lady for instance chose indeed a strategic spot, right as soon as Sekket el-Remela meets SA street; she is the first vegetable vendor that passersby from this pedestrian inlet meet. Although she doesn't own a shop, she extends her goods on the road occupying quite a large space visually obstructing the shops behind her. She is known as a tough woman, hard to deal with, raising 4 young men known as a troublemaker. Her power reflects in the spread of her territorial claim.

The presence of a few chairs in front of kebab diners that do not intend to seat customers to eat, is referred to as "Territorial Markers", exercised to prevent any street vendor from occupying the space in front of one's shop. This pattern is found repeatedly in the street, where shop owners extend their goods or any random items (chair, curb block, ladder, motorcycle,...) just to protect that space in front of them from occupancy. Fear of street vendors occupying that space is justified as passersby will notice the street vendor before the shop, and may not notice the shop at all, thus leaving the shop quite distant from the RoW, and jeopardizing the shop's business livelihood. This explains another noticeable pattern in the street activity; shops extending their own goods far away from their shop in an attempt to reach the RoW. The best example of that happens at the clustered umbrellas arranged along the Eastern edge of the street in Sector 4. They may seem as street vendors, where in fact they are shop owners who filled the gap between the building edge (i.e. their shop) and the vehicular RoW with their goods, in order to reach the cars passing by, assuming that pedestrians will manage to manoeuvre the vehicles.

Another pattern is that street vendors may mushroom around a shop extension but they would be selling complementary non-competing items to the main shops' items, (e.g. vegetable shop with complementary herbs and greens street vendor, or salted fish shop with complementary lemon street vendor). In such cases street vendors are not harming the business, perhaps maybe an advantage, as the customer will be tempted to buy an item (tish) while seeing its complementary need (lemon) together.

Much of the dense concentration of vegetable stalls at the entrance of the Enclosed Market's edge and the entire street, is the result of the inefficient design of the Enclosed Market, which does not fulfil the seller nor the buyer's needs. As it was shown from the study, some street vendors already have selling stalls in the Enclosed Market, but prefer selling in the street. They mentioned that if the Enclosed Market had better design and facilities, they would resume selling from inside. Another fact about their preference to sell on the street, is their proximity to the RoW and maximum user exposure.

As previously mentioned in the street description, the government put up a butcher's kiosk in the open space in Sector 4 (see map in page 23). Shortly after its erection, three kiosks then 2 others were also set up, to sell their goods in close contact to the RoW. Note that the initial action taken here (placement of the butcher's kiosk) was originally a government action; indicating that it is reasonable to assume that people copy that action (erecting kiosks in public space), after getting the signal that has been legally done before.

Patterns of appropriation and activity settings are repeated in a similar behaviour as one moves South, retaining similar motivations, in an attempt to achieve similar goals. But these patterns and activities differ according to the space afforded and the surrounding supporting environment and opportunities.









4-Ladder marking spot **Ground Floor Land Use** Coffee shop Commercial: Non-Food Food Workshop/ Income Generating Storage Professional Office **Public Spaces Activity Settings Commercial Seating** Selling/Buying: Non-Food Food Social Seating Non-Sales/Income Generating Storage Parking

Waste

Marker



The fresh produce street vendors continue on into the wider sectors of SA street along the Eastern lane. The Western edge of the street remains distant from the RoW of pedestrian and vehicular flows bringing stagnation to that edge and the middle lane of the street. Not useful for "Selling and Buying", these spaces afforded some room for other activities and needs to be fulfilled. This central strip of the street offers no more opportunity than to be used for parking ,storage or waste disposal by street vendors and surrounding shops.

"Waste" is disposed of in spaces along heavy daily pedestrian flow, or else it would have been appropriated by a more profitable activity, seizing the opportunity of the large number of clientele. Hence it is often distant enough from any attractive space with frequent passersby.

"Storage" areas, whether in public space or in buildings, are also often found in areas with low RoW or passersby potential.

"Car Parking" appears in spaces which serve residents or shop owners. It is a growing need in the fabric of HC, thus it is fulfilled in any surplus space with low potential for income generating activities such as "Buying and Selling" or "Commercial Seating".

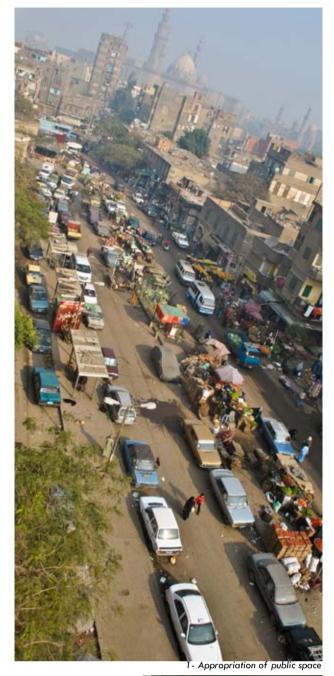
However, ramifications of these activity settings in the middle lane of the street, leads to the concentration of stray dogs and grazing sheep and goats; a scene that communicates neglect, low hygiene and insecurity. The shops on the Western edge, isolated thus from the main RoW, suffer themselves from stagnation and many neighbourhood commercial shops stand permanently closed. This negative cycle may have been initiated by the deserted bus station lanes, later to be even more isolated by the type of activities of the middle lane and the line of street vendors along the main RoW. These street vendors found the curb West of the main RoW offering enough space in the width of the sidewalk and enough neglected space behind it (in the middle lane) to store all their merchandise without worrying about trespassing on anyone's right.

Activities that do not need to be exposed to a high intensity RoW as much as "selling and buying", but rather space is the more needed affordance also found opportunity in that middle lane. The activity setting "Non-sales / Income generating" represents such activities that include offering a service in return for profit, such as car repair mechanics, or workshops. The space that is afforded by the middle lane of the street is utilized by car mechanics along the building edge who appropriate it for repairing and parking cars under repair.

The other activity regularly seen in this strip, is the appropriation of the former bus sheds, where people enjoy sitting under their shade, enjoying the Citadel's view, observing the street's dynamic activities, without having to pay for it. This is another form of social seating that is not related to a shop or street vendor. Passersby stop to rest during shopping, because it is on their way and it is inviting. Similar bus sheds are differently used further South, closer to the coffee shops and concentration of diners. They are used for commercial seating or for storage.

Midway through the street, the selling and buying activity of specifically fresh produce, decreases gradually, and transforms more into retail selling; more street vendors selling shoes and clothes appear mixed with occasional fresh produce street vendors. This may be due to their proximity to the end of SA street, where the Microbus station is located, at the intersection with Salah Salem road.

For the same reason, the concentration of coffee shops' almost equidistant intervals increases further South (Sectors 8 and 9), probably because of their close exposure, as previously mentioned, to the more "city scale" zone, catering to a wider range of clients coming to and from different destinations; offering them stops for a break or ready to go snacks.

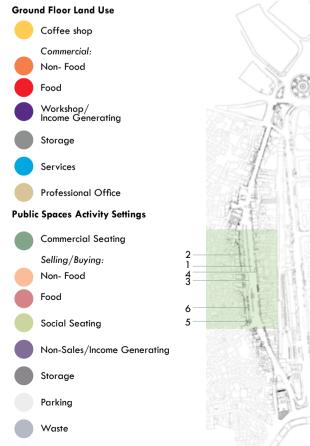












Marker



The distribution patterns of activity settings in this segment of SA street is similar to that of the previous segment; the concentration of coffee shops and diners continues on in this Southern-most segment of SA street, and increases conjointly with some juice bars, in addition to the vivid appearance of tile maker's shops/workshops and blacksmiths. It is reasonable to assume that this amount of coffee shops caters to these craftsmen as well as they work. According to the studies, these craftsmen find their clients, pick up work offers and set their deals with clients in coffee shops.

This segment of SA street is closest to the Darb al-Ghozeya Shiakha; an area infamously known for its drug dealing activity, where coffee shops are likely to be an environment for such an activity to occur. This reveals the multiple role of the coffee shops; a work environment as well as an entertaining environment well located and needed within this context.

This segment's adjacency to the Microbus station zone, where a lot more outsiders are introduced, adds yet another function to the coffee shops and diners that serve as a waiting area for this transportation hub. The high frequency of potential customers justifies the retail and fruits vending activity. Retail such as clothes, shoes, cell phone cards and accessories are items more likely to be found in transport nodes, to be bought on the go. Fruits are also a complementary food item, bought spontaneously on the way home, or to take on a visit, sometimes simply because they look attractive.

As inorderely as the Microbus station may seem, it is in fact a complete and successfully functional system, composed of diverse complementary settings that fulfil the basic needs of passengers and drivers, regardless of the quality these services.

As soon as one approaches the station from SA street, the previously mentioned commercial activity settings appear whether in shops or street vendors. Also along the staircase up to SD microbus station, snack kiosks are found, and public toilets that passengers and drivers use, even though they are poorly maintained.

The Microbus station is supplemented by maintenance areas to repair the vehicles and maintain them in all sorts of ways. It can be concluded that the microbus system of settings within its own boundaries is quite efficient and complete with its eating, resting, socializing, shopping, maintaining and travelling activity settings both for passengers and drivers.

As for the microbuses seen along Salah Salem road, they form another rather informal microbus station with different destinations complementary to the formal station mentioned above. This station lacks all amenities. For example an abandoned traffic police kiosk (a masonry room within a fenced area) becomes the commonly utilized toilets for drivers, passengers and street vendors, not to mention the waste accumulated around it. The resulting chaotic scene of street vendors, waste and microbuses stopping almost anywhere, is evidence to the traffic congestion along Salah Salem road, caused by this additional station.



Abandoned traffic point / perceived toilets at Salah Sale



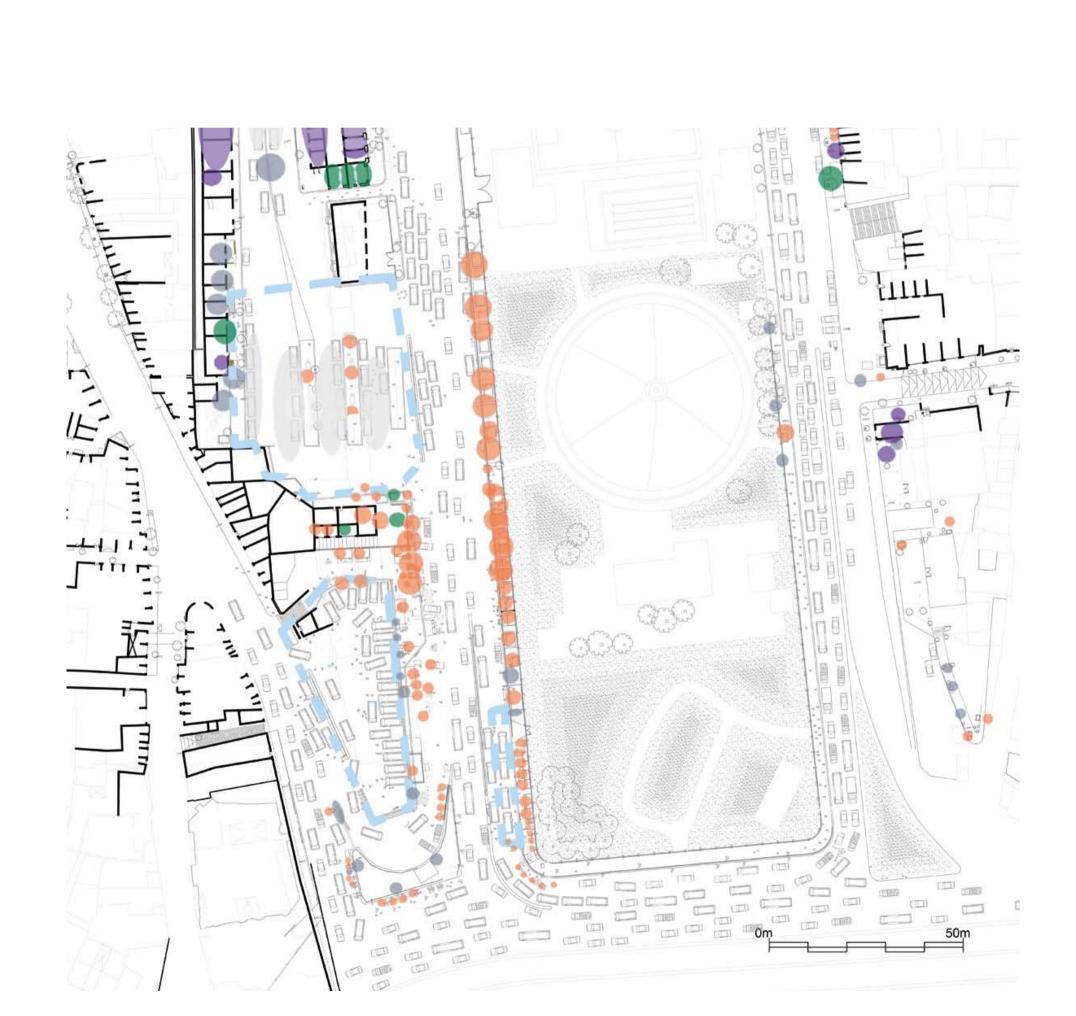


4- Retail shopping along SD-West and the view to the









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3.3.b SALAH EL-DIN ACTIVITY SETTINGS

As shown in the opposite analysis, there is a low beat of activities occurring along the two way street referred to as SD- East. The street is surrounded by solid walls; those of the public services (schools, youth centre and health care centres) from one side, and the wall of the Citadel from the other side, making that stretch of the street less frequented by passersby, especially that the residential area of Arab el- Yassar has a small frontage of the street.

SD- West on the other hand is quite dynamic, especially its Southern portion. It is busy with two main activities; the microbus station and the marble business. The microbus station mentioned in the previous segment extends halfway through that segment of SD- West basically for parking and maintaining the vehicles. There are sufficient mechanics, car repair, oil and tires workshops in that area that caters to the station.

This microbus station extends in a side street parallel to SD-West, and is separated by the supplementary microbuses workshops from SD- West. Marble workshops mingle with the microbus-related workshops facing the inner side street, while they display their products along SD-West, so as to attract passersby.

This mixed zone of microbus-related and marble workshops results in many issues perceived by the microbus business stakeholders(vehicle owners, station managers, drivers,...), who complain that sharp edges of the marble chippings that collect on the ground damage the vehicle tires. More over, the dust produced from glazing the marble precipitates, mixes with the greasy matter on the ground (from vehicle oils) and forms sluggish dirt, which results in blocking the sewage system. All this contributes to an uneven and bumpy ground level, which disrupts vehicle movement.

The public toilets dedicated for that station are in very poor conditions; hardly maintained, even though they are managed by a group of hustlers that get paid for such poor service. Among other issues that arise in that area, is how isolated it is from any social interaction or surveying, and is poorly lit at night to the extent that it became perceived by the community that illegal activities are expected to occur there, such as drug dealing, theft or even kidnapping.





3-SD East- Commercial seating

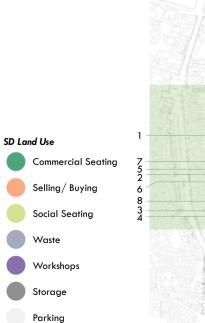








6- SD West side street- Marble cutting 28/01/2014 1 West side street- Marble cutting





123 12 3 45 6 7

Commercial Seating

Social Seating

Workshops

Parking

Transit Station





More open public spaces should mean more opportunity for recreational and social activities for the community, yet the study shows that there are several under-utilized public spaces in Midan SD. Open spaces such as the garden in the round-about; is highly exposed to vehicular traffic, on a sloped road, with no clear or safe pedestrian crossing routes, making it unappealing and inaccessible. Another under-utilized example is the public garden of CCBA, in the middle of Midan SD street (between SD- East and SD- West). This garden although well kept, is fenced and locked most of the time. A large billboard hangs over the fence's entrance stating "Cairo Cleanliness and Beautification Agency', which makes it seemingly private and far from inviting for people to use. Add to that the difficulty for pedestrians from SA street and Darb el-Husr residents to link to this part of Midan SD, because of the vehicular dominant environment.

Very few spaces along SD-West are appropriated as commercial seating, which indicates that few realize the privilege of the Citadel's view, as most of this strip is occupied by car mechanics or marble factories and workshops.

Placing a post office on the Western traffic island in the Midan, triggered several consequences. Other activities mushroomed around and appropriated that same island, after perceiving the post office erection as an invitation to appropriate the public space. However, these activities are also related to the vehicular RoW emphasizing the low potential of the pedestrian flow.

That low potential to support pedestrian movement may also explain why the public bus station at the foot of the Citadel is under-utilized. If compared to the microbus station at the Southern most-end of SA street and in SD-West, one notices that not much commercial activity surrounds the public bus station (except for one kiosk selling dry snacks), in contrast to the high commercial selling and buying activities around the Southern microbus stations, or the commercial seating. This directly relates to the number of passersby along these different parts of Midan SD.



1 - Garden in Roundabout at Bab el-Azak

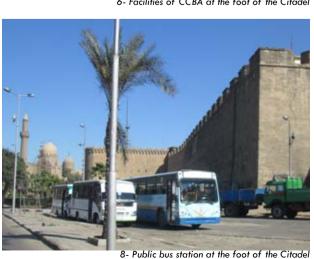


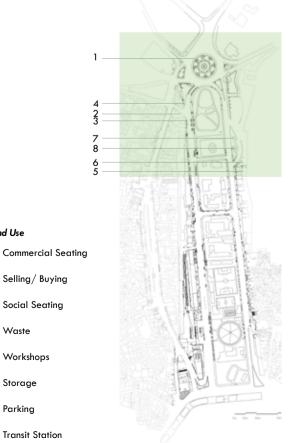


4- Post office, kiosks and other activities at mobility island









SD Land Use

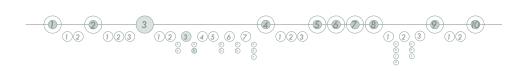
Selling/Buying Social Seating

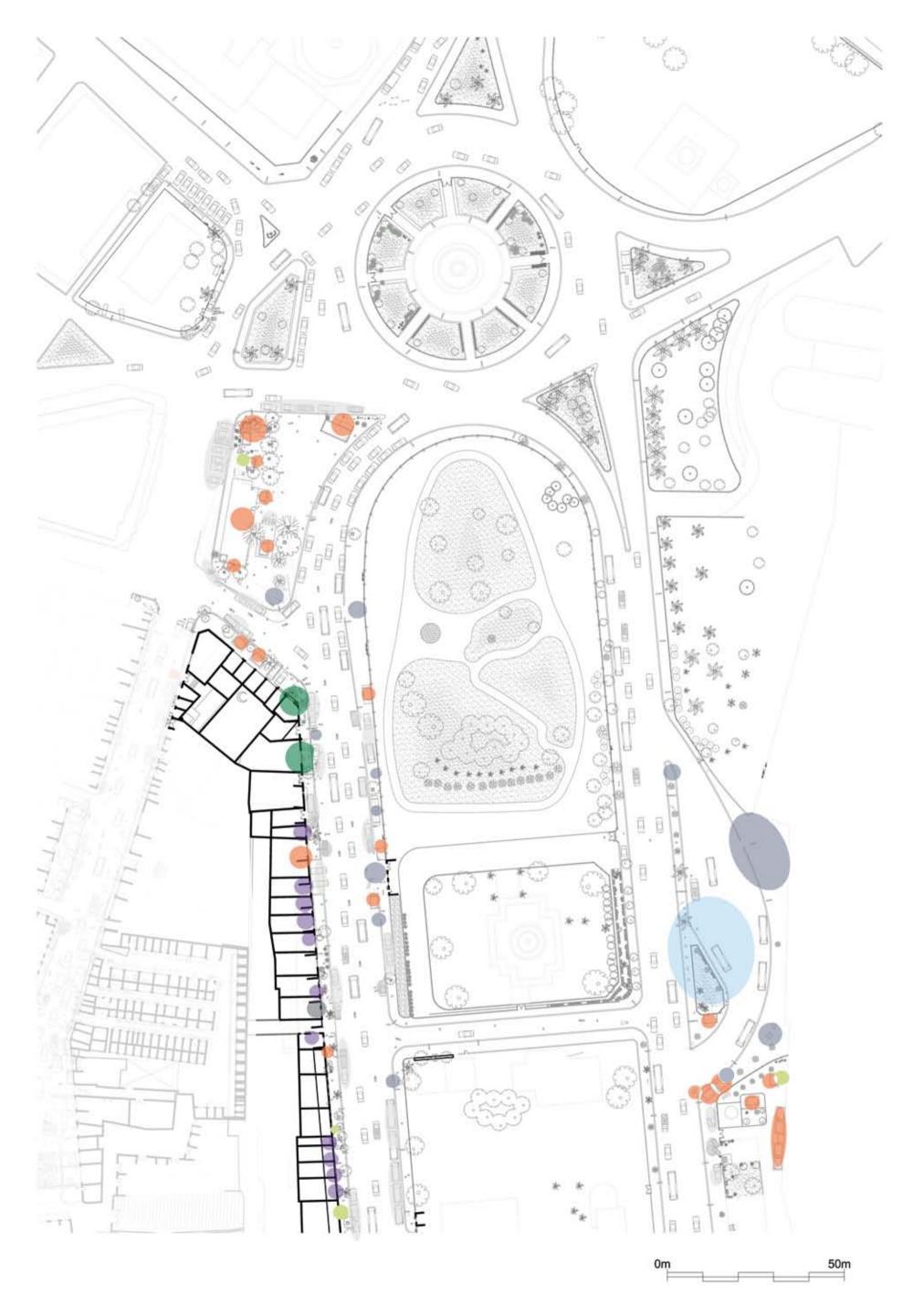
Waste

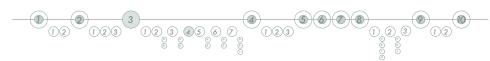
Workshops Storage Parking

Transit Station

7- Public bus station at the foot of the Citade







3.4 Perceptions of Local Community

The local community of SA area experiences SA Market Street daily, whether residents living in the area, or street vendors and business owners. Acknowledging the values of the surrounding environment, the problems, or needs are subject to people's perceptions. Different users are expected to have different perceptions of the same place, where one influencing factor is 'how' and 'for what purpose' they use this place. The study explored perceptions of the local community through instructed interviews using an interview guide (see appendix C). The resulting responses are quite valuable, and should be put into consideration in the generation of the plan, or should there be any community participation.

Perceived Value of the Surrounding Environment

Residents have a strong sense of Place Attachment; the family house, the street, the neighbours, childhood memories, and familiar shops and shop owners are all part of what many refer to as 'home', for the residents who grew up in the neighbourhood, as well as their offsprings, in case of those who are lucky to build a family house to accommodate their children. They feel safer in the area they grew up in, even though they admit illegal acts by some residents in the area. Some of SA residents may have other properties in other districts of the city, as in the case of the spice shop owner (originally from al-Kharta) who owns 2 other apartments in Nasr city, but he prefers living in SA to be close to his workplace, friends and neighbourhood relations. The work-home proximity is another acknowledged value. This strong attachment reveals itself in other scenarios such as that of the ceramic craftsman, who grew up in SA street, but could not manage to go on living there after marriage so he lived in al-Basateen (a nearby informal area), yet he still comes to SA daily to work, drop his kids to school and meet his friends in his favourite coffee shop; his main concerns is to return to live in SA again.

Most residents acknowledge the advantage of living in SA street, with its **spectacular Citadel's view**. They recall times when it was more accessible to visit the Citadel; when nearby schools used to take regular trips to the Citadel, but now it is more difficult, even forgotten. Several residents also recall the festivals and parades that used to occur in *Midan* SD and SD Street; whether it was public festivals, military ceremonies, or the popular religious parade of sending the *Ka'ba's* shroud to Mecca. They see the potential of the place as a touristic site that never got its chance.

Living close to a **commercial street** is often perceived as an advantage, as they can fulfil their shopping needs for various items any time. Also their **proximity to one of the main transportation nodes** ensures their connectivity to the surrounding districts especially for the ones working outside SA neighbourhoods.

Shop owners who may be residents of the street or nearby areas, also acknowledge the advantage of living and working in the same area. Old families who have worked for generations in the street are full of pride towards their families and their uninterrupted business, such as the majority of the spice shops, who have followed in their parent's business without selling the shops, nor shifting the career. Spice shops recall a time -that was not too long ago- when they had foreigner clients who enjoyed shopping for spices in SA street. Having roots in the place for so long, people look up to the family leaders with respect as influential members of the society and problem solvers to any issue concerning the street.

Shop owners closer to the microbus station at the end of the street, who are more exposed to a wider variety of clientele emphasized the value of their proximity to a main public transportation hub in the heart of Cairo which transformed SA street into a public and commercial venue.

Street vendors only acknowledge the fact that SA street is a public and commercial street, thus an opportunity to be exposed to a large number and variety of clientele. These clients are not limited to passersby on foot, for the study reveals that clients coming in private cars used to visit the street to buy from street vendors, indicating their popularity to outsiders in addition to the insiders from the district.

Perceived Problems

Residents perceive the street as neglected, unclean and not orderly in comparison to what it used to be. Together with the shortage of police interference after the January 2011 revolution. The number of street vendors has increased tremendously transforming the street into a complete mess in their opinion. The increase of vegetable street vendors compounded with the poor performance of the Enclosed Market building design, provoked most stall tenants to move into the street as it is more profitable then selling from the Enclosed Market, gradually transforming their stalls into storage areas.

Residents perceive their social status as SA residents as being inferior to that of other city areas, such as al-Megharbelin area. Al-Darb el-Ahmar and the Northern neighbourhoods of HC are referred to as "the City", where the shops sell better goods, and they believe it has a better clientele and socio-economic class of residents. This perception is manifested in actual experiences; for instance, a SA resident found much more respect in formal dealings when he renewed his national identity card with his new residence location al-Maadi instead of SA.

Residents of the building strip between SA street and SD-West are aware that their property plots are not included within the **Official Regulating Lines of Re-Planning this area** (to widen *Midan SD*), so that should any building be demolished or collapse, to abide by these Planning Regulations (any new construction is prohibited). However, a few buildings have been built anew within this strip, and others are rising fast. Paradoxically, some have actually acquired a building permit, reflecting the poor supervision and/or the corruption of the District. Any building of relative height in this strip blocks the view to the Citadel from SA street and *Darb el-Husr* Area. And destroys the beautiful skyline of the Cairene minarets and the Citadel.

People's opinion regarding **safety** varies; some feel safe as long as they are within their neighbourhood, while others realize the transformation and the elevated level of violence in the fights across the years. The drug dealing families are perceived to be as old as the Citadel, but lately their fights have grown severe and usually ending with people getting hurt or even dying, in addition to accidently hurting someone completely uninvolved in the dispute. The most popular reasonable justification behind these actions and high level of drug dealing, from the residents' point of view, is **unemployment**.



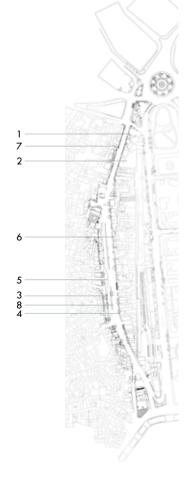
1 - Street tea make



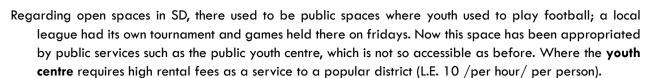




4- Coffee shop boy







One resident mentioned that the bus station situated at the foot of the Citadel, is damaging to the Citadel visitors and tourists, while others expressed that is too tiring to walk that far and that it was more convenient when the public bus station was inside SA street.

Public housing that was built in the period of president *Gamal Abd-el-Nasser*, is perceived as a negative misplacement next to the monument of *Sultan Hassan*. An elderly resident sees that in addition to the ugliness of these buildings next to the Citadel, the allocation of new residents from outside the neighbourhood with no sense of belonging caused a lot of deterioration to the urban fabric. In his opinion this was one of the main factors that triggered the decline of SA neighbourhood.

Many **Shop owners** want street vendors out of the street as they are seen as a source of chaos and uncleanliness. Shop owners and residents realize that they are outsiders to SA area, and that they come from more rural districts (*Giza*, *Nahya*, *Kerdasa*,..), they fear they will increase in number even more and introduce others to the street.

There are shop owners who are harmed by the street vendors' presence in the street, especially if they sell the same item, as the street vendors are more likely to be closer to the main RoW, making the shop invisible or out of the shoppers reach (especially to shoppers in vehicles), or that clients are repelled by the crowd around the shop. Some shop owners then explain why they extend their own merchandise so that street vendors would not come and disturb their business. However in a few cases, street vendors may be an attractant to the shoppers and bring them closer to the shop, especially if the street vendor is selling a complementary item to that of the shop.

Shop owners (and residents) who enjoy the Citadel view fear the illegal trespassing in building heights that are currently rapidly increasing in the building strip between SA and SD. As one butcher (who used to enjoy a complete unobstructed view to the Citadel) narrates; "there used to be a French painter, who visited my butcher shop every year with his painting equipment just to paint the Citadel, but now that the view is disrupted by surrounding buildings, the painter stopped visiting".

The general street condition of neglect and congestion is also seen to affect the shop owners as well, as customers from further destinations of the city stopped shopping from the street. Shop owners recall specific customers who stopped shopping precisely for this reason, explaining that it is difficult to park their cars, and the general uncleanliness of the street has become repelling.

Street vendors are commonly known to pay sort of a bribe to the police and/or District officials so as not to prevent them from selling in the street. This action seems to have increased after the 2011 Revolution, and is repeated with the microbus drivers in the Southern microbus stations, even more vividly, that police officials working in SA microbus station refer to themselves as working in the "Gulf" (indicating high profit). In other cases street vendors pay informal rent to shop owners if they appropriate the space in front of them. The worse case is when street vendors pay for street bullies; in order to let them sell in peace granting them protection from police, from shop owners and theoretically from bullies like themselves.

Needs and Wants

There is a general need for orderly and hygienic waste disposal in the street, including domestic and commercial waste.

Residents dislike the current situation of the street; they throw the blame on street vendors as being the source for the chaotic situation, however they do depend on them for shopping quite regularly. Residents also expressed a pressing need for recreation for themselves and their children, as they lack a proper and secure playing area for children. As stated by one of the residents when she recalled playing as a kid and climbing the wall to cross to the other side of SD: "back when kids used to play". Adding to that, her worries of leaving any kids in the street unattended as it has become highly insecure due to the high rates of bullying and street fights.

Unemployment as previously noted is driving many youth of the area to seek profit on illegal activity. Locals need to find decent jobs, they consider this issue a top priority and are totally willing to participate in any project or plan that would offer job opportunities. Low level of education is also a problem that is perceived related.

Shop owners require an equal opportunity regarding the selling and buying activity between shops and street vendors. Reaching a balanced ground where neither street vendors have to pay any "floor" rent to shop owners, nor will street vendors hide and run from authorities or have their goods confiscated or harm the shops' opportunity to sell.

Street vendors demand to be offered legal renting stalls or spots organized by the District, so there will be no need to illegally pay separate officials or bullies from the area.

Suggested Solutions

Residents propose that there should be a community centre that provides personal development and technical skill courses for the youth. They also aspire a reconnecting link to *Midan SD*, as it was seen favourable. Residents propose planned and regulated kiosks to house the street vendors scattered along the street, so the street can be clean, neat and more organized. One proposal was that those unemployed youth could start a waste disposal private project to solve the waste issue and make a living out of it.

Shop owners: propose that street vendors should be totally removed from the street so that it will be clean and empty as it was. Or be moved to sell in SD streets or elsewhere.



i- Social conversation at extended coffee table



6- Shop owne



7- Social conversation at cloth mending shop



8- Youth at coffee sh

3.5 STREET CHARACTER:

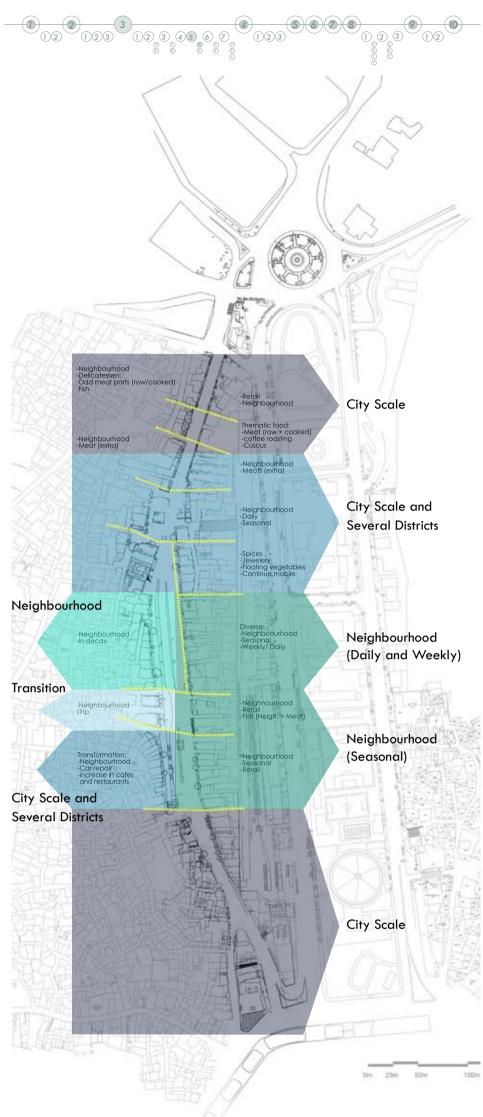
3.5.a Sayeda Aisha Market Street

SA Street is definitely a market street as it has always been throughout history. Urban transformations that were presented earlier reveal a fluctuation between being a city scale thematic market to a neighbourhood commercial spine serving several surrounding neighbourhoods. The uses along the edge of SA Street and the type of activity settings within its public space indicate that it currently serves both functions.

The fresh produce shops and stalls, butchers and ready-to-go food shops are in themselves neighbourhood commercial items bought either daily or weekly. However their concentration in such large numbers elevates the level of that street segment to at least several districts thematic market. When complemented by speciality food producers such as sausage, salted fish and pickle makers, and a string of spice shops, it has the potential to elevate it more to "city scale" (Northern most end).

The middle section of the street falls back to serve several districts with its utensil and retail shops, car repair, pharmacies and barbers. The items sold are bought "seasonally", rather than daily or weekly, yet their variety and undistinguished quality does not attract shoppers from too far. It should be noted that there is a slight difference in part of this segment between the Eastern and Western sides of the street, as explained earlier, due to the difference in exposure to the main pedestrian and vehicular RoW which, in its turn, relates to the physical characteristics of the street and the opportunities it offers.

The lower-most section of the street is once more public with shops and street activity settings that relate to the significant mobility node at its edge; the Microbus stations. Here the activities cater to transit passengers, drivers and more. It is city scale because of the large diversity of its users; passersby are anonymous like around any large scale mass transit station.





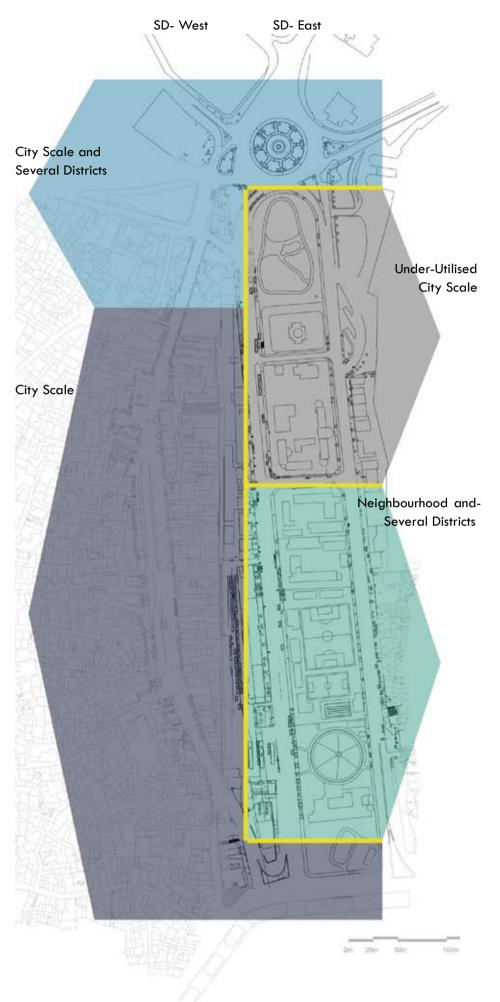
3.5.b MIDAN SALAH el-Din

The two streets of SD are mostly public due to their connectivity to city scale arteries, however, the public services located along the middle island between the two streets are typically district-level and serve several surrounding neighbourhoods.

There is but one neighbourhood that is physically connected to Midan SD and that is only part of Arab el-Yassar, and has a relatively small population because of the ruinous state of its heritage buildings.

Along SD West are the car-repair shops serving the Microbus stations as well as car owners from surrounding areas and beyond. They can be easily reached from various districts through Salah Salem road.

The marble cutting and carving activity is originally associated to the nearby historic cemetery where cenotaphs for new burials are always needed. Their physical isolation yet high accessibility and closeness to the city scale artery Salah Salem opens up their business horizon to be "city scale".



3.6. MOBILITY STUDY

The following mobility study explains the magnitude and nature of both the vehicular and pedestrian flows along SA and SD.

Surveyors recorded the vehicular and pedestrian counts at specific points and diverse timings, all along the two streets. Surveying locations are marked on each corresponding map, along with charts that inform about the type of vehicles, or passersby. In conclusion, this analysis demonstrates the most common mobility conditions in the street scene.

3.6.a Sayeda Aisha Mobility Analysis

Sayeda Aisha Vehicular Flow

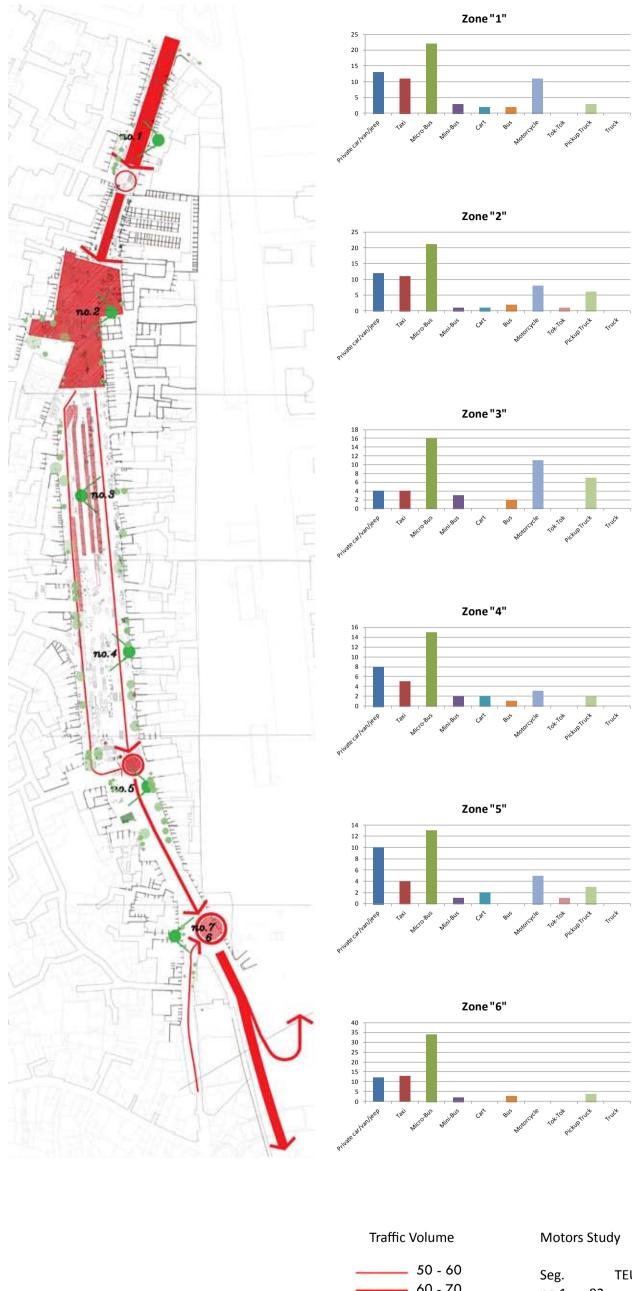
The counts of vehicles passing a certain point is not just indicative of traffic volume as in magnitude, but rather it is indicative of the degree of congestion.

This means that the thick line appearing in Sectors 1, 2, 3 and 4 of SA street indicates congestion; where a certain number of cars are passing the counting point at the same time, in comparison to the thinner line (less vehicles) passing the persons counting point in Sector 6. The total number of vehicles in that segment of SA street does not change much since there are hardly any cars or buses entering and exiting the street from any side streets. The difference in line thickness is therefore more an indication of vehicular density in the street rather than shear magnitude or numbers.

This analysis is useful to show where traffic is slow and congested along the street. This also supports the studied patterns of activity settings and helps explain community behaviour and how it is interrelated with the vehicular RoW.

The congestion at counting point no.1 is magnified by the narrowness of the street along this specific stretch. It slightly widens further South, however the congestion is still there due to the pedestrian inlet from Darb el-Husr, which introduces shoppers who stop and halt to shop especially with the proximity to the Enclosed Market. At counting point no.2, the perception of the street space seems to fade due to the huge open space, but the RoW is maintained, defined by the street vendors. Vehicles find their way to and from side streets through the street vendors and parking lots. At counting points no.3 and no.4, the congestion decreases. As the street widens, the main RoW continues on along the Eastern lane, yet the Western lane is used by traffic connecting to the neighbourhoods. Not many would take the Western route, because of the distance from the RoW, which also explains the stagnation in the middle lane. Moving on to counting point no.6, traffic remains the same until it meets the beginning of the microbus station. This is where it gets heavily congested, where several microbuses park, stop, pick up passengers and either merge into Salah Salem road or turn upward towards SD-West.

The charts differentiate between the different types of vehicles from motorcycles all the way up to public buses and trucks. The density of vehicles plotted in the map is calculated after transforming each vehicle type to its equivalent in "standard units." For example, a motorcycle is calculated as 0.5 standard unit, and a microbus as 1.3 standard units and so on. The tables in Appendices A and B show these transformations in SA street and Midan SD respectively.



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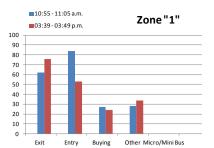


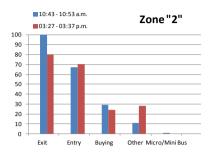
The map to the right shows the results of the pedestrian counts that were conducted at six points along SA Street. It reveals the number of mobile pedestrians passing through a certain location (yellow line in opposite map), and it indicates pedestrians that are standing in the street space (blue dots in opposite map).

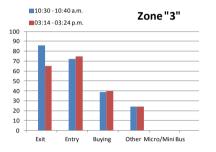
The map shows concentrations of pedestrians around the Enclosed Fresh Produce Market and its spill out onto the public space, which is also the same location of the side street that introduces Darb el-Husr residents onto SA street. Starting from zone 3, the pedestrians mostly walk along the street space edges, yet the map shows again the concentration of the movement along both sides of the Eastern vehicular lane, confirming their relation to the street buying and selling activity settings (vendors and shops). As the street vendors decrease in zone 4, it reflects upon the magnitude of pedestrians present. Midway through zone 5, the presence of pedestrians increases again as one approaches the Southern most segment of SA street, where the tiles business and coffee shops increase noticeably, and craftsmen are found working, relaxing, eating and meeting clients. Moving ahead to zone 6, more pedestrians are introduced because of the microbus station. Residents, shop owners, workers and passersby frequent the Southern microbus station at SA street as described earlier.

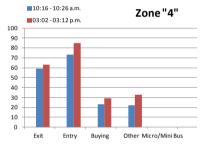
The charts to the right indicate the pedestrian magnitude differentiated by whether they are moving or standing or engaged in buying and selling activity. This data is documented for two different timings. The mapping of activity settings along the street (type and distribution - see page 32) lends an explanation to this mapping of pedestrian movement.

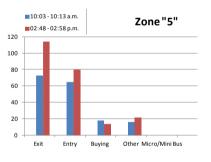


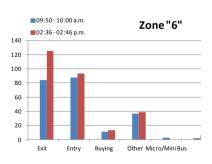


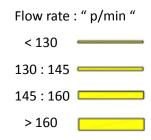








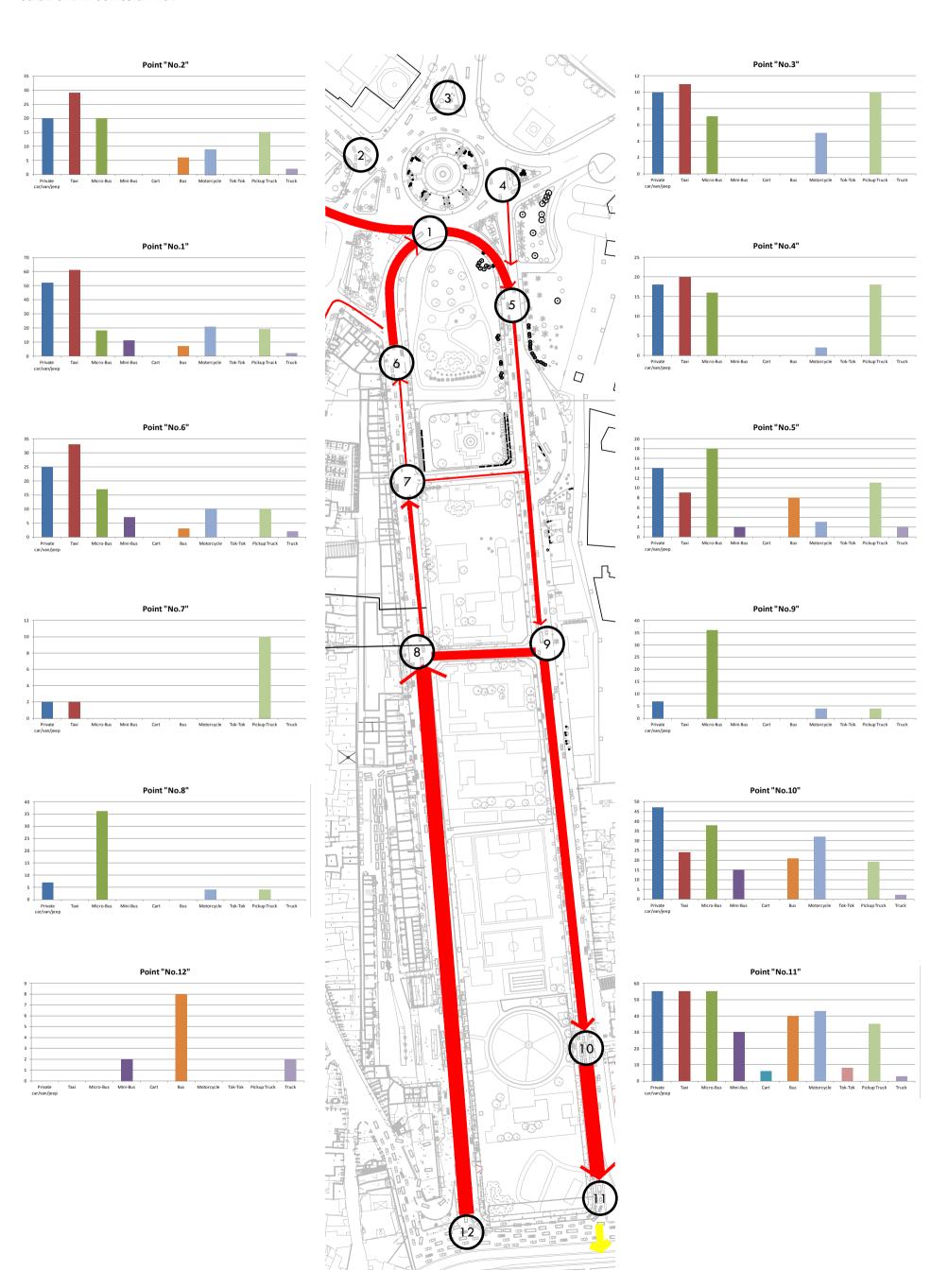




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3.6.b SALAH EL-DIN MOBILITY ANALYSIS

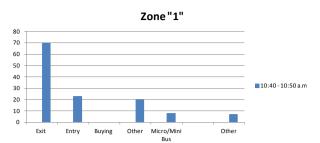
Salah el-Din Vehicular Flow

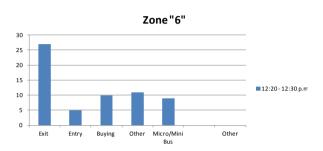




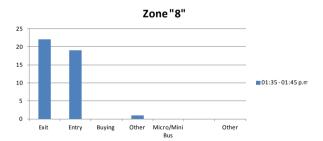
Salah el-Din Pedestrian Flow

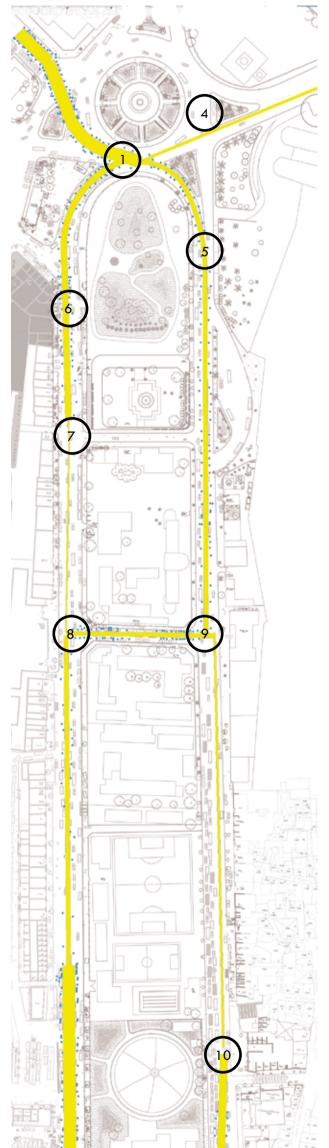
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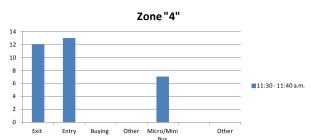


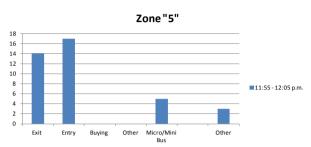


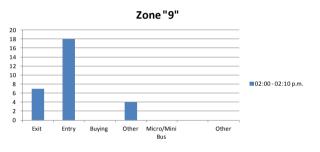


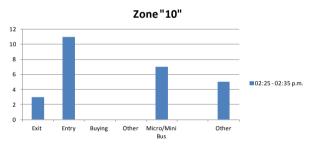


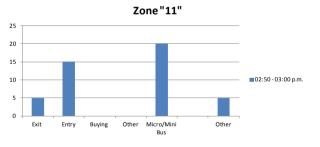
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Flow rate : " p/min " 30 > 30 - 51 51 - 72 72 <



3.7 Modalities of Appropriation of Public Space

To understand the dynamics of the street, it is important to explore the modalities of appropriation of the public space that resulted in the different types of activity settings that were discussed in the previous section. A series of analysis were performed on the same behavioural mapping data-set to explore the logic behind the spatial distribution of the different activity settings along the street, as well as the social and physical characteristics that comprise the supporting environment. The first of these analyses maps activity settings in terms of their relation to the function at the edge of the street.

The following analysis explores the territorial functions of the appropriation of public space. Territorial claim differ in their purpose, and this analysis distinguishes between territorial claim to afford space that is necessary for the main activity to take place, territorial claim to secure resource (more space) for complimentary activity, and lastly, territorial claim to control space and protect it from other's encroachment.

In conclusion, the last part of this section is dedicated to presenting the different modalities of appropriation, that were witnessed in the study area. The discussion is organized to reveal the underlying factors that influence the development of those activity settings. Understanding these modalities helps predict future attempts at appropriating public space so that any proposed intervention would be in line with those patterns and deliberately avoid designing the possibilities that would lead to undesirable appropriation of public space.

3.7.a RELATION TO THE EDGE:

By comparing data from the urban survey indicating the type of shops along the edge of the street with data from the behavioural mapping exercise about activity settings within the public space, it was possible to establish the activity settings that are extensions from the edge and those that can be considered "stand alone" even if they are spatially close to the edge.

Looking at the map opposite, one can immediately see how activity settings define the main RoW along the wider part of SA Street. The traditional extensions from the edge practiced by shop owners can be seen more along the main RoW than along the Eastern edge of the street that recedes away from it. In high catchment areas where numbers of passersby, thus potential shoppers, is high, the appropriation of public space increases and "stand alone" activity settings appear in front of extensions from the edge settings. The width of extensions from the edge settings is pretty much consistent with a few exceptions. Same applies to "stand alone" activity settings. This results in a void between the line of "stand alone" activity settings in the middle of the street space along the main RoW and the Eastern edge. Given the potential of this space for more stationary behaviour, the map in the middle shows that the space is appropriated mainly for parking cars, with occasional storage and waste disposal. The third map reveals how the design of sidewalks may have an influence on the distribution of those activity settings along the entire street. This shows most clearly in the part where the middle sidewalk is interrupted







Extension

Stand Alone

The main RoW sustains almost a constant width throughout the entire street length. Any increase in the physical width of the street is quickly filled with some type of activity setting. Like an unwritten rule, the "extensions from the edge" and the "stand alone" activity settings leave a span of around 8 meters of unobstructed space for vehicular traffic. Previous studies in HC had revealed that the RoW in pedestrian dominant streets is 4 meters (Shehayeb, 2001 - 2012). This study results reveal yet another habitual pattern pertaining to vehicular arteries such as SA street. Further studies are needed to corroborate this working hypothesis. Even when the space is wider along the middle segment of SA street, the RoW remains pretty much the same sustaining the regular 8 meters width and narrowing down to a minimum of 6 meters where street vendors spread more vigorously. This escalation has happened recently since 2011 when the government stopped of checking vendor behaviour.

The street cross sections A-A and B-B clearly show how the Western edge of SA street is cut-off from the RoW and how all the space between it and RoW becomes open for complete appropriation.





Appropriation of street in wider sectors











3.7.b Territorial Functions within Activity

SETTINGS

Being a market street, "buying and selling" is the most dominant type of activities.

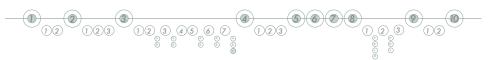
The map opposite presents the results of the behavioural observation showing how each activity setting can be analysed to distinguish between "active" and "passive" portions, where active portions refer to the physical environment that supports buying and selling (the main activity), and the passive portions support complementary activities such as storage, seating... etc.. This analysis helps reveal the different functions of the territorial claim; in other words, it articulates the reasons behind the appropriation of public space.

Going into more detail one discovers that passive portions of activity settings in "stand alone" activities mostly reflect their need for storage; while for the activities along the edge, it reflects their need to protect their exposure and connection to the RoW. Shop owners put territorial markers to fulfil that need. This passive portion of an activity setting is not dispensable and reminds us that the functions it serves have to be considered and provided for in any future intervention / management plan.

A deeper look into the different activity settings shows a variation in size that ranges from 1.5 to 4 meters. Only rarely do stand alone activity settings related to buying and selling reach a maximum of 10 meters even if more space is available.

10 m





3.7.C MODALITIES OF APPROPRIATION ANALYSIS

The analysis confirms that variables that best predict the modality of appropriation are still: ANCHOR, RoW, SPACE, and NEED (Shehayeb et al, 2011), with the addition of supporting environments that may not be the primary reasons that attracts appropriation, but rather certain conditions that add privilege to the setting, that would make a user already there, stay longer such as the shade of a tree or a good view.

The type of activity setting that would appear depends more on the available SPACE, and its relation to the closest RoW. Available space can be as small as the side of a road, or as wide as a sidewalk or deserted bus lanes. The government, impersonated by the District is the primary actor in appropriating public space, moreover, with no regard to any other tenets of effective appropriation. We see the appropriation that occurred to Midan SD; the historic Midan known since its inception and until well into the 20th Century to be the grounds of seasonal festivities and parades. We also see the appropriation of the green traffic island at the beginning of SA Street with its bread outlet, public toilets and Post Office. The latest, is the construction of a reinforced concrete structure right on the asphalt road of SD West, by the Cairo Cleanliness and Beautification Agency as a storage shed for their waste collection carts! They have even appropriated the public garden between Moustafa Kamel Museum and Remela Square, fenced it and put up a sign as if they are its private owner.

The following discussion presents examples of the existing modalities of appropriation of public space according to the different combinations of ANCHOR characteristics, SPACE size, and type of RoW.

	RoW		Range of Users						
	Adjacent	Through	Local	Within district	Several Districts	City +	Pee Nee Nee Nee Nee Nee Nee Nee Nee Nee	Anchor	Supporting Environment
1	•			•			Selling & buying	Curb	Mosque Entrance
2	•						Selling & buying	•Curb •Difference in level	Microbus station entrance
3	•					•	Selling & buying	•Fence •Difference in level	
4	•				•		Commercial seating	•Coffee shop	•Citadel View •Shade
5		•					Commercial seating	•Solid wall	•Monument (un- claimed) open space •Citadel view •Street view •Shade
6	•			•			Commercial seating	•Coffee shop	•Sidewalk width •Citadel view •Street view •Shade
7	•		•				Social seating	•Curb	•Street view •Shade
8	•			•			Social seating	•Solid wall	•Street view •Shade •Sittable Mastaba
9	•					•	Selling & buying	•Fence	•Microbus station •Shade
10	•				•		Selling & buying	•Solid wall •Curb	•Shade •Wide space
11	•		•				Social Seating	•Bus shed	•Street view •Shade
12	•				•		Commercial Seating	•Bus shed	•Street view •Shade •Space
13	•		•				Storage	•Bus shed	•Shade •Space

Right of Way (RoW):

The physical component of the RoW is the unobstructed space left clear to allow the passage of pedestri-ans or vehicles or both.



Anchor(s):
The "affordances" in the physical environment; i.e. those particular elements that are perceived and utilized by the actors to support an activity setting.

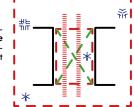


Space:The characteristics of the physical space; its dimensions, proportions, as well as the permeability of its edges that determines the affordances of the space.

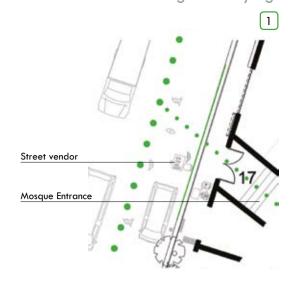


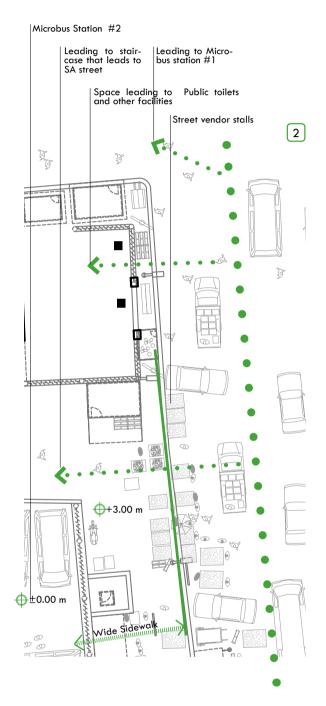
Need:

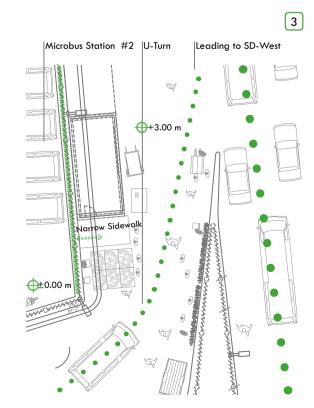
The unfulfilled needs of the surrounding areas that appear wherever there is **space** to accommodate it and an **anchor** to support it. This influences type of activity that would appear.



Selling and Buying:







[4]

Commercial Seating

Variability of activities with RoW:

Among the 4 factors influencing the modality of appropriation; RoW is the most influencing factor in determining the type of activity. The number of passersby, who they are, from surrounding neighbourhoods, or from all over the city, and the mobility mode they utilize, if any, is what defines the *Potential Functional Opportunities* afforded by a certain location. The presence of a wall, a step or even a light pole may then serve as an 'Anchor' to the activity. If this activity fulfils a pressing 'Need' it will be realized in a very small space.

Examples (1) to (8) illustrate the variety of activity types showing how characteristics of the RoW influence type of activity. Given that SA was always a route for large numbers of passersby and a market street, and income generation is a growing need in the surrounding communities, the most dominant activity type is 'selling and buying' rather than "production" (see example (1), (2) and (3) in opposite page)

When space is available at a high intensity RoW, 'commercial seating' is often the most second dominant activity after 'selling and buying'. "Watching people" is one of the most engaging pass times that keeps other people in coffee shops and at dwelling doorsteps; this is usually afforded by RoWs with high magnitudes of pedestrian movement. A scenic view, such as the view to the citadel comes as a second-best (see example (4), (5) and (6).

Coffee shops serve fulfilling the need for leisure but mostly for men. There is hardly any place for women to meet or sit together except for a few places (bus shed, *mastaba*, street curb) that afford "social seating".

Cases (7) and (8) illustrate when appropriation was for community members to sit and spend leisure time; the need for a place to sit and chat socially, to rest on the way from and to the market, the need to watch children play on holidays or on their way back from school. This is what we call "Social Seating", which is usually associated to pedestrian RoW of medium or low intensity, or at a considerable distance from the high intensity pedestrian flow.

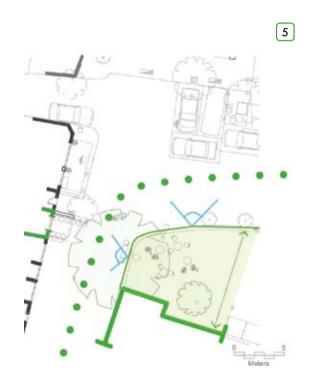
If the RoW has vehicular dominance, the appropriation of public space can house a car-related activity or service. Sometimes the RoW simply provides needed uncongested access with hardly any on-lookers meeting requirements of workshops that do not need contact with clients, such as the marble carving, and tile making workshops in SD.

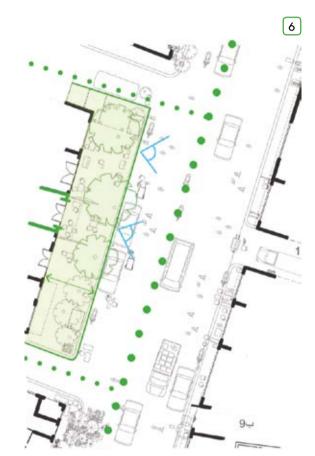
Similarly, other activities manifested themselves in spaces that did not have the potentials afforded by the proximity to any RoW of any kind. That explains why the need for parking resident cars and the need for disposing of domestic and commercial waste along the stagnant middle lane of SA street.



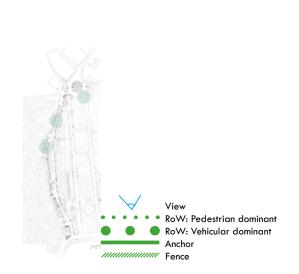
Activity settings, especially those away from the edge have utilized certain elements of the street to 'Anchor' their activity. We see the the sidewalk "curbs" and fences are the most appropriated as anchors. Both are continuous linear elements that hardly have an owner claiming them. Sometimes a free standing element also was utilized as anchor, such as the solid wall of a mosque, or a solid wall of a building or a kiosk or the bus shed. There again, they are elements that no one has ownership of.

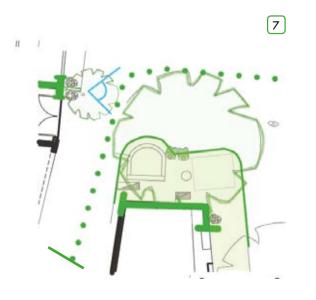
This analysis cautions that such elements in the proposed plan have to be considered carefully, understanding the possibilities their presence to different street users groups. Upon this understanding, the design should give certain possibilities a deliberate precedence over others by accentuating certain Potential Opportunities for people to perceive.

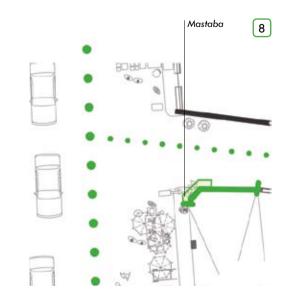




Social Seating







Governmental Interventions:

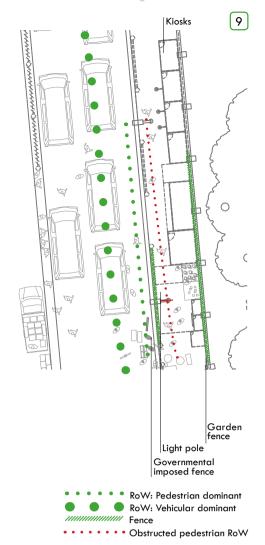
Appropriation of public space is not confined to shop owners and street vendors, the government namely the District Government authorities practise appropriation of public space.

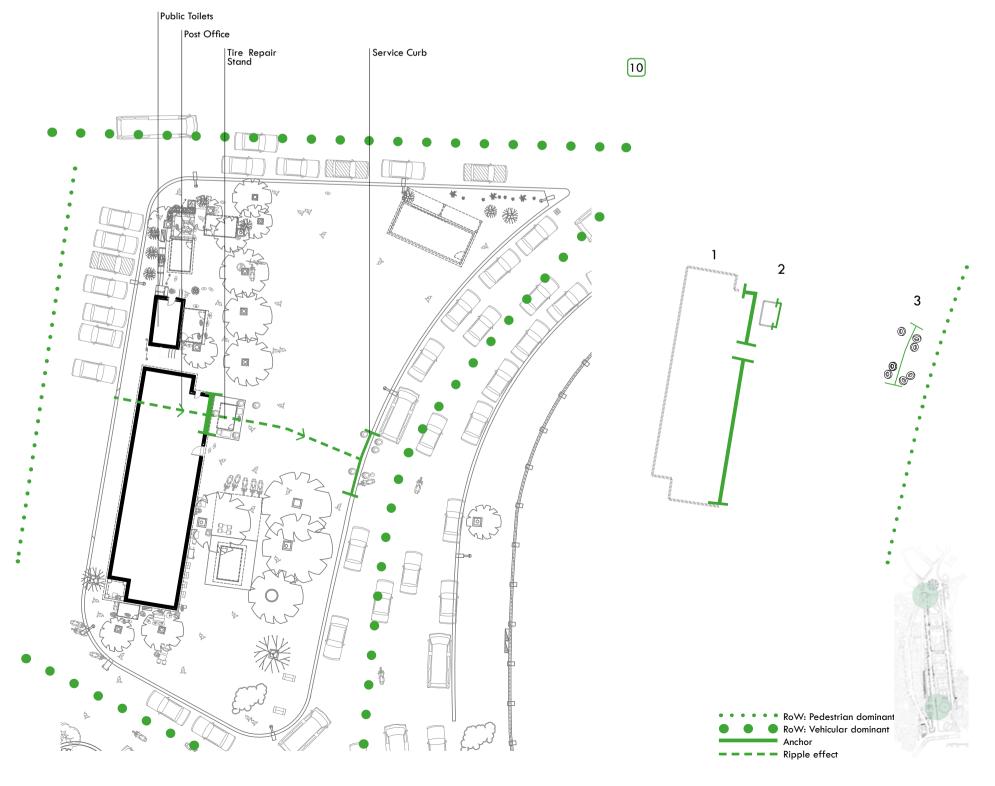
One repeated pattern is the construction of public service facilities on public sidewalks, such as in the case of the traffic island at the entrance of SA street. The location and orientation of the Post Office structure, the Public toilets and the Bread outlet kiosk do not follow the modalities of appropriation inherent rules. As explained earlier, they do not face the natural RoW of their prospective users (pedestrians from surrounding neighbourhoods). This causes both conflict or under-utilisation of the services.

The analysis shown in example (10) below also shows that despite their mislocation, the presence of these structures is perceived as 'anchors' for other appropriations that take better advantage of what this location affords. As an example we see in the illustration below, the ripple effect caused by the solid wall of the toilets which serves as 'anchor' to the tire repair stand which stretches out to reach its related RoW (vehicular traffic in Midan el- Remela), and uses the sidewalk curb as its secondary anchor to display its

The other example of governmental intervention occurs at the vending kiosks that are situated along the garden fence at the Southern-most end of SD- West street, (see example (9)). The kiosks are not integrated with the fence, leaving a space between each kiosk and the fence, sometimes used by vendors as extra storage, and sometimes just as negative space where waste accumulates.

This strip of selling and buying seemed to conflict with the microbus station spill-out leading the traffic authorities to erect an iron fence along the sidewalk curb to isolate vehicles from pedestrians, or in another sense, encouraging people to walk on the sidewalk. This caused the kiosks' vendors to practise their selling activity from behind the fence; which makes vendors and customers circulate between 2 fences in a narrow sidewalk; the public garden's fence and the later erected fence, and manoeuvring light poles in their way. This eventually becomes a rare case, as pedestrians walk on the street anyway due to a strong interrelated association between buying from the kiosks and using the microbuses, the fence then becomes only a barrier for users who avoid using the sidewalk and prefer to buy through the fence.



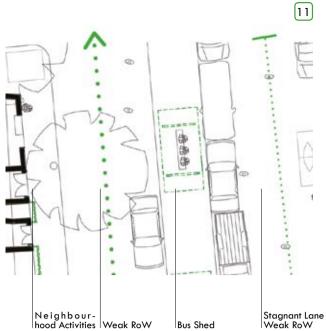


One Anchor Multiple Activities

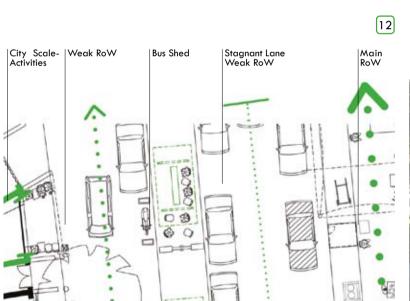
Another government intervention was the bus station that was developed a few years ago in SA street. The bus stop sheds, after losing their original function, were appropriated by different users for different uses.

- 1. The main use and the most interesting was their appropriation by local community as a resting spot; a place for school children or women shoppers to rest or meet.
- 2. Nearby sidewalk coffee shops appropriated them to provide shaded seating to their customers.
- 3. Located along the relatively low vibrant stagnant lane of the street width, they were used by nearby street vendors to store their goods or means of transportation.

Examples (11) and (12) show how this standard element served as an 'anchor' to multiple activity settings depending on its location; those closer to local pedestrian flow became the "social seating" spots, and those closer to the concentration of coffee shops that served a wider public, became the "commercial seating".

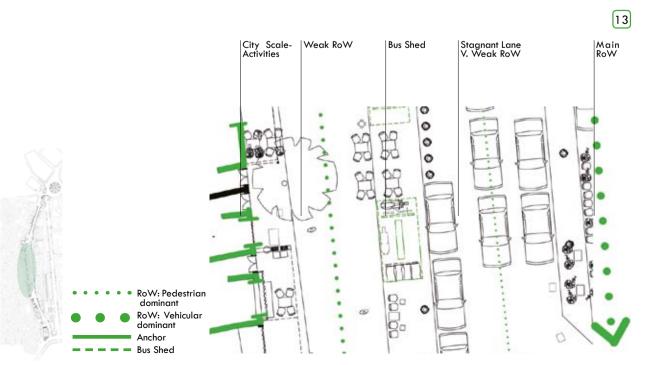




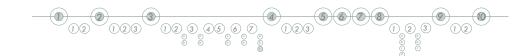












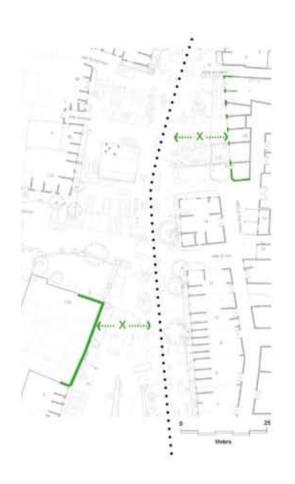
Street Edge Characteristics and RoW

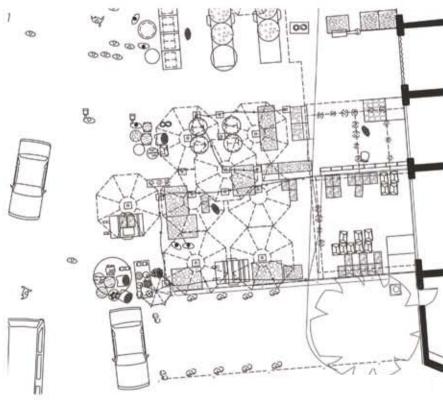
So far the behavioural mapping of "buying and selling" activity settings has shown the strong relation to the main RoW. The comparison presented here reveals how characteristics of the edge of the space also influence the spatial distribution of the activity settings. The two spaces to the right, involve spaces of approximately the same size, measured by the distance between the edge of the street and the RoW. However, the edge of the space differs from one to the other, each initiating a different modality of appropriation.

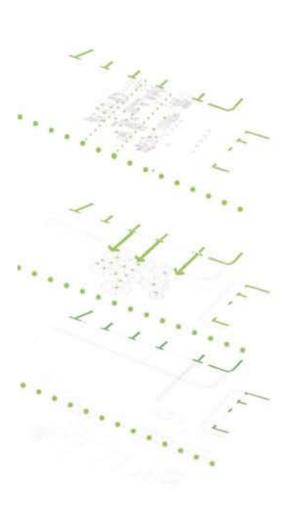
In the first space, the edge consists of a string of shops selling vegetables and a building entrance leading to a local law firm. The street vendor stalls in the space in front of the shops are not aligned along the main RoW, but are aligned perpendicular to it facing the paths that lead to those openings in the edge (shop doorways and building entrance); by far a less important RoW.

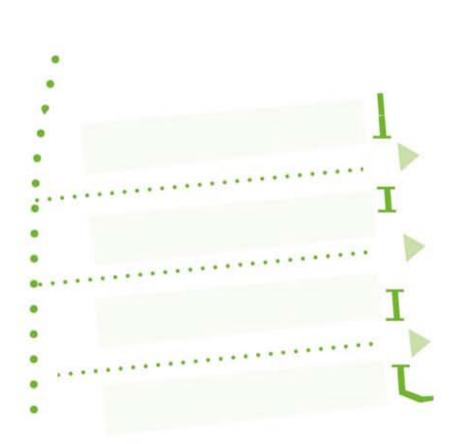
The second space is defined by the Historic Mosque's sidewall (all solid with no openings) with its strip of fenced lawn. This solid wall and fence that belong to no one, serve as an **anchor** to the "selling and buying" activity setting that orients its 'active' front towards the main RoW. In this case, the appropriator made use of the space beyond the functional range described in the previous analysis and used it for extended storage.

From this comparison it is therefore acceptable to generalize that accessibility at the edge of a space may create one or more secondary RoW that could be used to divert the congestion caused by stationary shoppers along the main RoW. Also, that excessive space along a solid wall with low potential opportunities for much else, would attract stationary activities of secondary priority; this is ti say it would fulfil other needs such as storage or waste disposal.

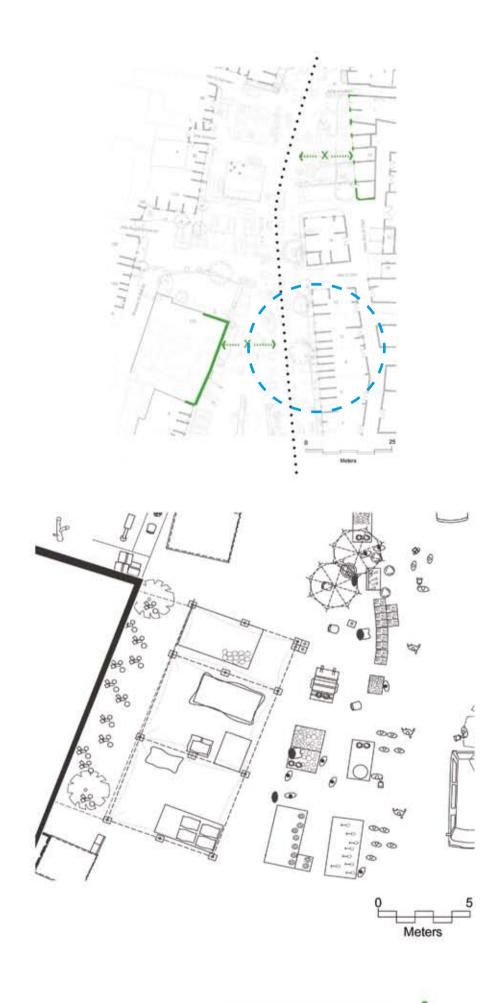


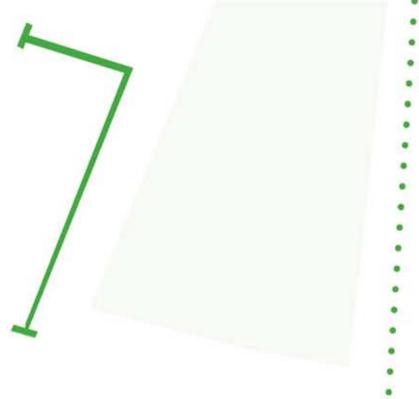


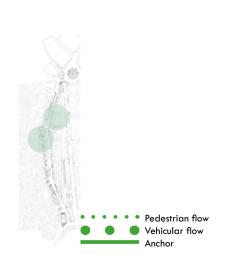


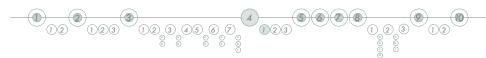












4. KEY ACTIVITY SETTINGS

The following systems of activity settings represent great significance to SA street, reflecting in every aspect of the street dynamics; mobility, street characteristics, related activities and community behaviours.

These activity settings are namely; the Southern microbus stations at SA street and SD-West, the main waste disposal node and the Enclosed Market along SA street. This section will portray how these systems are currently operating.

4.1 THE MICROBUS SYSTEM OF SETTINGS

The SA microbus area is a system of settings that consists of 3 microbus stations each with its own characteristics. The difference in destinations is reflected in the waiting time passengers spend at the station, the type of supporting services and commercial activities around it, and the size of its backstage vehicle maintenance area.

Station 1: Furthest destination span across Cairo and Giza. Longest waiting time for outgoing passengers. Largest backstage area, with car mechanic workshops car wash services and resting areas for drivers. Passenger loading also occurs within that backstage maintenance area. Supporting activities include retail and accessories, public toilets, and a cafeteria.

Station 2: Equally far destinations, mainly linking HC to densely populated peripheral neighbourhoods (daily work trips). Fruit vending is the most dominant supporting activity, commonly associated with the daily

Station 3: Closest destination points. Shortest waiting time. Provides access through inner city Cairo, linking to other major mobility nodes; exchange to Cairo's Western districts. Supporting activities do not go beyond a few coffee shops and kiosks (snacks, drinks, tobacco, cell phone cards...etc..).









Equally close to both station 1 and 2 are a few fast food and drink shops; traditional coffee houses, juice makers... etc..

Gains: The three stations together form a complimentary system that serves 3 functions:

- An exchange node for those travelling between North East Cairo and South East Cairo and Giza.
- An entry point for those who work in HC and live in Cairo's Eastern periphery (informal areas) and
- An exit point for those who live in HC and work in Giza or extensions of Cairo.

Conflicts:

- Traffic congestion at the entrance of SD-East and Salah Salam road due to lack of dedicated space to accommodate Station 3.
- Low safety along SD-West lower half because of uses that only work half day; schools, governmental services, marble carving workshops.
- The marble workshops conflicting activities (see Activity Settings analysis page 32).

4.2 THE WASTE DISPOSAL NODE

Previous Waste Collection

- There used to be six waste bins distributed along the street, years later, each three bins they were grouped together at one point.
- The district's waste truck used to come in twice a day to collect the waste.

Current Waste collection

- Commercial and residential waste of the entire street is compiled at one point almost halfway in the street.
- The district's waste truck come in to remove the accumulated waste once a day, sometimes once every

Location

- Located in the middle lane of the street with the least mobility, appropriated mostly by parked cars, some are completely unused (discarded/forgotten/...).
- Anchored along the old bus shed's pavement (doesn't belong to anyone in particular).
- Relatively far from the main RoW seemingly unattractive for any other activity.
- Unattractive to nearby activities that require appropriation of that space; in front of a retail shop and religious NGO.
- Located near one of the main artery outlets from Darb el-Husr to SA street (possibility of more passersby to dump their waste).

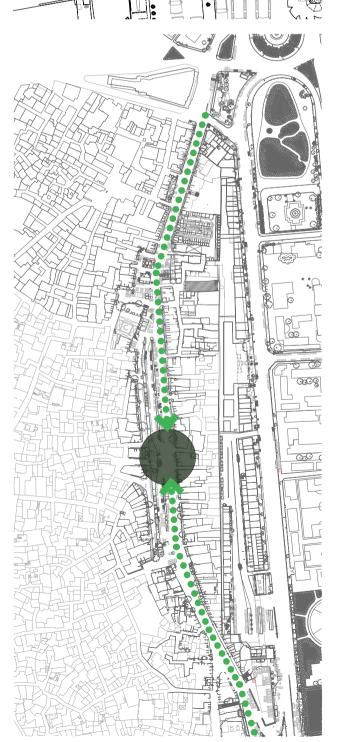
Status

- All garbage accumulated together; solid waste and organic waste, from all users of the street.
- Scavengers trying to sort garbage for recycling purpose result in scattering garbage all over the place.
- Donkeys, stray dogs and cats eat from this scattered garbage.
- Whereas street vendors throw their waste around their stalls in the street.

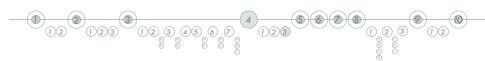












4.3 THE FRESH PRODUCE ENCLOSED MARKET

The market directory official of el-Khalifa district stated that the Enclosed Market in SA street was established on a state owned land in 1983 by a parliamentarian from el-Khalifa district. Vendors currently in the Enclosed Market were street vendors informally working at the intersection between Darb el-Husr, al-Saliba and el-Khalifa streets. After moving them to the Enclosed Market, other street vendors took their place and once again another informal market appeared at the original location.

The Enclosed Market was a major addition to the sales of fresh produce in SA street. Its presence triggered the attraction of more street vendors to occupy the public space along SA street. It includes 104 units, covering nearly 2000 m², and sells a variety of fresh produce; mainly vegetables, chicken and meat and some fruits. Very few units sell grocery and house-ware items, while a few units were designed for storage. There are 2 tea and coffee serving units and a WC to serve for the vendors. The plan below shows the design and existing condition of the market, including the appropriation of space outside the rental units.

Units inside the market are rented from the directory with fixed amounts depending on their location. 10% of the lease revenues are kept for maintenance. Last rehabilitation of the market was in 2000 and included the renovation of floors, sanitation and toilets. Then in 2004, a part of the roof truss was restored.











Problems and Needs

The following points summarize the problems perceived by vendors as well as shoppers of the Enclosed Market. As illustrated in the analysis below many of these problems are related to the market structure design and resulted in vendors converting their units to storage spaces and moving into the street.

- Deteriorating roof structure.
- Inappropriate floor material and drainage.
- Poor natural and artificial lighting.
- Poor natural and artificial ventilation.
- Steps in the floor are inconvenient especially for women with roller carts.
- Lack of waste disposal management or a collective waste point.
- Physical barriers (walls) between the units is not in line with the desirable vegetable shopping experience, as walls decrease visibility, and vendors beside the main entrances have more selling op-
- Lack of regular maintenance for the market.
- Lack of water outlets needed for meat and chicken vendors.

Vegetables

Grocery Spices

Coffee shop

Inactive zone

Meat and chicken

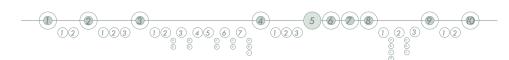
- Small, dirty and dark entrances give a bad image to the market and do not encourage customers to
- Lack of parking space near the Enclosed Market.











5. CONFLICTS AND POTENTIALS

- C: The current SA Enclosed Market has major design and operation flaws that is causing many of its vendors to move out onto the street public space, yet, once redesigned to attract vendors in again, it would decongest SA street segment that is most crowded.
- C: There are a few conflicting activities such as the two car repair shops and recycled fixtures and furniture tent in sector 5 of the street that are in conflict with the character of the surrounding uses and its future potential. Such conflicts could be resolved either by relocating the activity or inciting business owners to change activity. This could be done with the few workshops that exist along SD- West in front of the Historic Wall of Qaramaydan.
- C: The appropriation of public space by the government to build missing public services eats away the public space and is insensitive to the value of visual access to monuments as spectacular as the Citadel's Mosque of Mohammed Ali. Often these services are not located or oriented to best serve the community, as is the case with the three structures that were added on the green island at the entrance of SA Street from Midan Remela. They do not follow the modalities of appropriation smartly. Such services could be relocated and/or redesigned to maximize local community utilization and at the same time not diminish the perception of heritage site value.
- C: The spread of coffee shops in the Southern-most segment of SA street threatens to overtake the neighbourhood commercial middle segment that is currently suffering economic decline and stagnation. The new design should aim at protecting this segment with its community amenities such as children play area, social seating and waste disposal functions from that invasion.
- C: There is a continuous underlying tension between local community and intruding communities that come to SA street to earn their living; a situation where the delicate balance of "Living and Working" that is found in other parts of the Historic City (Shehayeb et al, 2012) is violated here in SA street, where one community is working in the territory of another. This hypothesis explains some of the fights and violence in the street. It applies to the street vending community in the Fresh Produce Market segment, as well as the communities in microbus system of settings at the Southern end of the street.
- C: The poor conditions and unfulfilled needs of street vendors as well as the two formal Microbus Stations and their complimentary system of settings, lies at the root of much unruliness and violation of lawfulness by drivers and street vendors. It also gives rise to the practice of hustling and paying bribes and regular royalties to various parties including policemen. Regularization of much of those activities; providing them with efficient space, infrastructure, supporting environments, as well as good management would minimize most of the congestion, negative behaviour currently witnessed in and around SA Street.
- P: The natural segmentation of SA street into segments lends itself to the introduction of visitors and tourists to the upper segment as a thematic food market. This segment is also where the view of the Citadel is enjoyed at street level.
- P: The appropriation of public space follows certain patterns that, when understood, could be depended upon to re-organize activity settings in the public space through sensitive streetscape design fulfilling the needs and functions required.
- P: There are a few dilapidated buildings and vacant lots that afford room for redesign such as the ambiguous inner plot adjacent to the remaining portion of the Historic Wall of the Citadel, appears as a vacant lot in the CAPMAS GIS data yet the urban survey conducted in the study indicates a two-storey structure that is currently not utilized and violating the MoA monument buffer.
- P: In the morning, the breakfast food carts appear all along the street, catering to shops as well as residents on their way to work and school. These carts disappear after offering lunch to shop owners and employees around noon. This practice has no negative impact since as long as the new sidewalk design offers locations that do not obstruct pedestrian or vehicular flow, and has waste disposal opportunity spread alongside.
- P: The newly introduced hop-on hop-off 8-passenger tricycle is only used within al-Darb el-Ahmar along the main vehicular thoroughfare. This mode of transportation with its traditional Khayameyya fabric shade offers an inexpensive, compatible, and pleasant-looking mode of mobility; it can be used to move visitors for short distances between points of interest.
- P: Midan SD spaces offer access to visitors to surrounding monuments and heritage sites and can serve as a gateway to the core of HC and the Historic Southern and Eastern Cemetery areas.

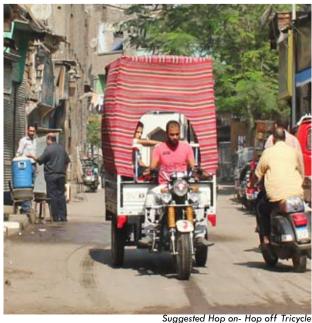




Conflicting recycled fixtures and furniture ter







Suggested Hop on- Hop off Tricyc



POTENTIAL VIEW

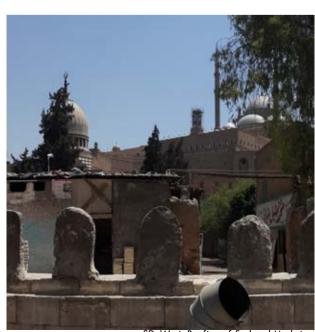


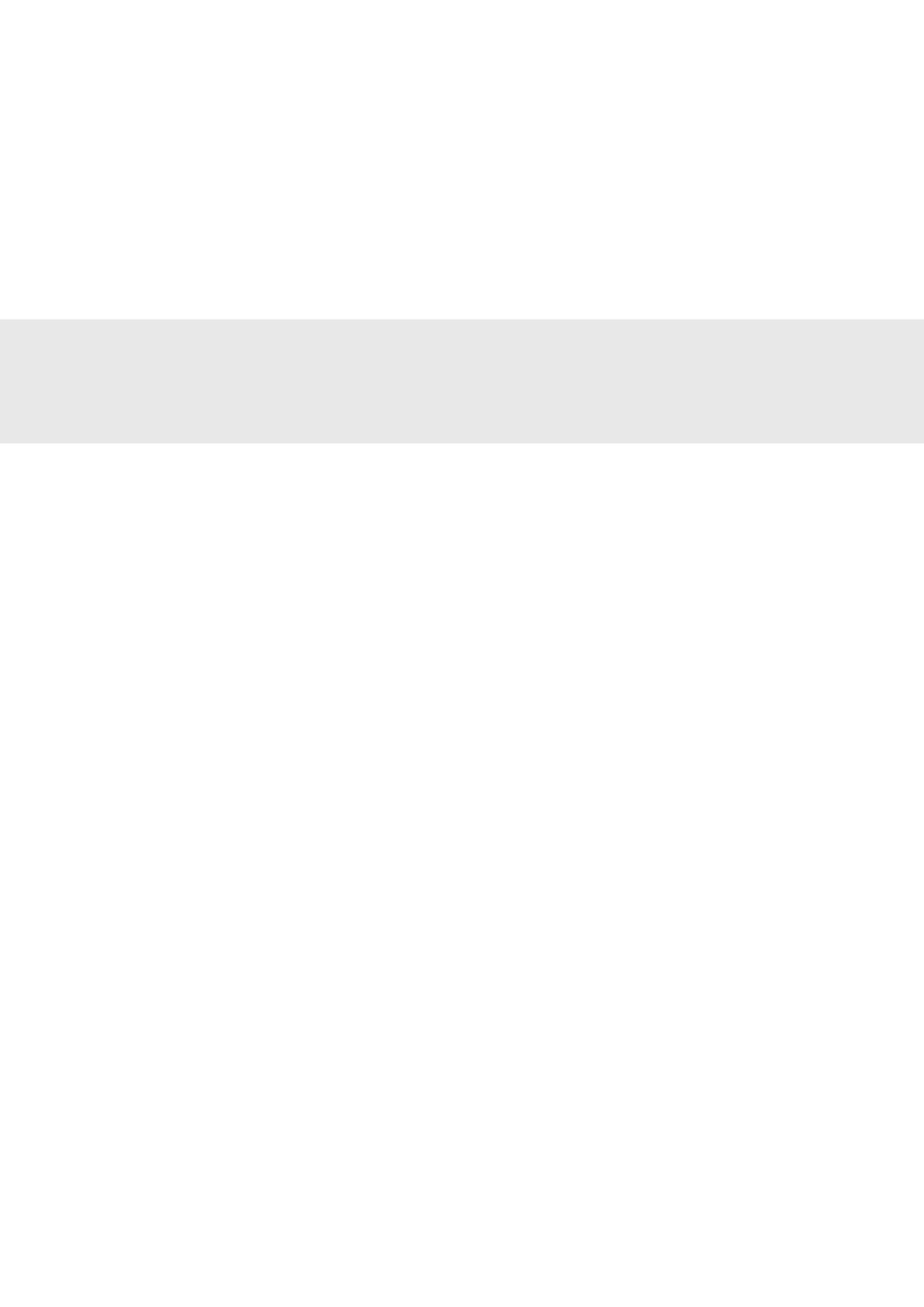
















6. SCENARIOS OF INTERVENTION:

According to the outcomes of the data analysis in the previous section of the study, it has been deduced that one of the following three scenarios could be taken further into the detailed proposal of the urban regeneration project. Each proposal is based on close consideration to the attributes of people and place, street dynamics and hidden potentials.

- 1. Scenario 1 Neighbourhood Upgrading: Priority to community services
- 2. Scenario 2 Heritage Conservation: Area as entrance to HC monuments
- 3. Scenario 3 Integrated Heritage/Neighbourhood Revitalization: A dynamic "living" heritage scenario; a balance between scenario 1 and 2

Certain interventions will be present in all scenarios:

- Redesign of the enclosed Fresh Produce Market in SA street to decongest the public space..
- Maintaining the mass transit system of settings of microbuses, while complimenting them with a multimodal integrated mobility plan.
- Redesign of the street furniture in SA street to resolve conflicts and sustain the Market.

Scenario 1:

Concept:

Connecting local communities from surrounding neighbourhoods to the Citadel through attracting communities to use and enjoy *Midan Salah-el-din*'s public spaces and community services inviting them to engage in the cultural activities to be introduced within the Citadel after activating *Bab el-Azab*.

Involves:

- Restoring/adding access links from SA to SD streets.
- Adaptive reuse inside the Citadel and Midan SD that compliments the Community Service theme inside SD, providing services that fulfil community needs.
- · Connecting the Southern neighbourhood communities directly to Midan SD.
- · Revitalizing SA Market Street as a neighbourhood commercial spine

Outcome:

- Increased community attachment to the Citadel .
- Transportation nodes stays as they are.
- SD West remains with low mobility rates, but active as a pubic space for community activity settings.
- Possible extension of fresh produce market into SD.
- Increased connectivity between SA and Southern neighbourhood communities.
- Hardly any outside visitors walk SA street protecting the privacy of the local community.

Threats:

- Local communities dominate the public spaces of SD East and West appropriating them inefficiently
 to their needs and lifestyle to an extent that would discourage / obstruct the access of visitors.
- Fresh produce sales would take over SD West and conflict with the view of the Citadel and the surrounding monuments.
- Upgrading efforts of monuments and surrounding public spaces would not be visible to communicate
 to both local communities and visitors the significance of the place, or its potentials.

Scenario 2:

Concept:

Designing SD to be the main access route to HC.

Involves:

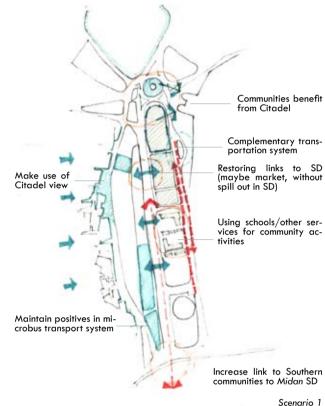
- Preparing SD to cater for outsiders visiting HC in terms of walkability, entertainment, rest areas, transportation,
- Transforming SD's public spaces and facilities uses from community-oriented services to entrepreneurial activities:
- Revitalizing of SA market without connecting it to SD, to be used only by communities from surrounding neighbourhood.
- Moving the micro bus stations system and its complementary activity settings inward into SA street.
- Discouraging interaction between local community and outsiders.

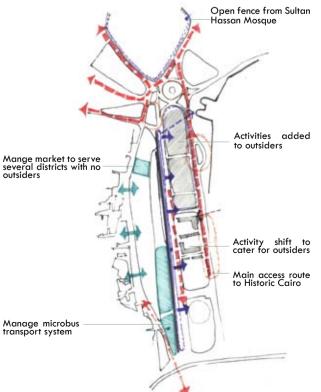
Outcome:

- Economic opportunity for some members of the surrounding neighbourhoods who can capitalize on the presence of large numbers of outsiders/ tourists.
- Activities at the edge of SD-West will transform naturally; creating opportunity for sales of HC crafts, coffee shops,.... etc..
- SA street economic vitality will depend solely on the buying power of local communities.

Threats:

- Abusing the economic opportunity and illegally increasing building heights along SD-West; which will negatively affect SA street as it loses its Citadel view as a positive asset.
- Depriving the local community as well as communities from the Southern neighbourhoods (who are currently the main users of SD public facilities) from freely enjoying SD public spaces and public facilities
- Local communities may feel detachment from the Citadel
- Losing the identity of the SA Market Street in order to fulfil outsiders' needs.





Scenario 2



Scenario 3:

Concept:

Integrated scenario; achieving equilibrium between providing community services and linking the local communities to the Citadel, as well as maintaining a quality gateway to HC to outsiders.

Involves:

- Designing access links from SA to SD strategically to balance between visitor access to the area and maintaining local community privacy.
- Adaptive reuse inside the Citadel and Midan SD that serves both insiders and outsiders.
- Facilitating direct access from SA and SD streets to the Citadel.
- Connecting communities from the Southern neighbourhoods directly to Midan SD by facilitating safe crossing and sustaining their walk all the way to the Citadel.
- Engaging local communities in the adaptation of uses and design of the area to cater to outsiders needs while effectively serving local communities.
- Developing the mobility system to serve both insiders and outsiders.
- Making use of all heritage assets, the tangible and the intangible ones; the Citadel, the monuments, the thematic market, the view... etc..
- Redesigning the street space in SA guided by the rules of appropriation of public space and street dynamics revealed by the study.
- Diversifying the economic opportunity opened to local community members to avoid over-dominance of one type of activity or a selected few from the community.

Outcome:

- Economic revitalization of both SA Market Street as well as surrounding monuments and cultural at-
- Transforming the area to be a gateway to HC; a comfortable, entertaining route for visitors designed to capitalize on heritage activities offered by local communities as well as the monuments in the area.
- Community service and urban upgrading that would benefit surrounding neighbourhoods and attract visitors at the same time.
- Increased attachment to the Citadel by both local communities and visitors
- Heritage conservation activities and places as a platform to increase interaction, knowledge of and opportunity for collaboration between local communities and other Egyptians.

Threats:

- Failing to achieve balance between the integrated plan, where either side, insider or outsider, dominate the overall character of the area; urban space and activities.
- Intrusion of outsiders beyond planned spaces into the local community's private domain of residential streets triggering a dynamic of urban transformation towards commercial uses and gentrification.

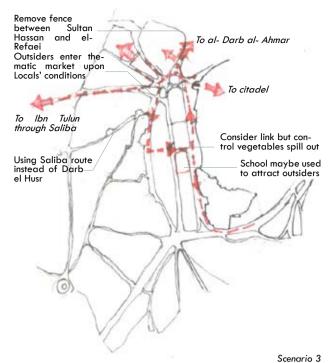
Choosing a scenario

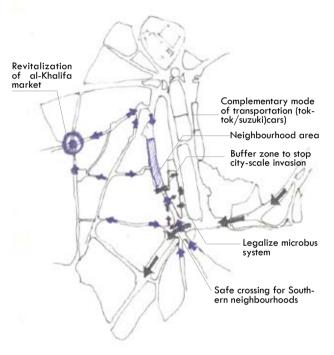
Weighing the outcomes of each scenario and considering the threats and potentials, it has been resolved to proceed on with Scenario 3 as the main conceptual intervention scenario.

The integrative concept behind this chosen scenario, which is a mix between scenario 1 and 2, offers benefits to all parties involved; the local community shall benefit from the public spaces, facilities, transportation and the economic boost of the fairly new and different clientele, whereas the visitors/outsiders shall enjoy the facilitated access route to HC and the Citadel, while knowing more about what they can offer in terms of intangible heritage; such as traditional products, crafts, food and activities. The Governorate on the other hand, would be satisfied if the dynamics of the place result in less violation of the law, less congestion, less reason for conflict, and additionally yield some revenue that would help it conduct its role in the upkeep, order and cleanliness of the public spaces and public services it is responsible for. Achieving this balance and succeeding in engaging all parties involved, will better serve the ultimate goal sought by this study and complementary ones; and that is Heritage Conservation. Heritage that is 'alive and living' in many cases. Heritage that includes both tangible and intangible components.

Much of this heritage is currently in decline; at the root of the problem lies several intertwined factors; the poor policies and regulations practiced by the State, poor management that depletes public funding leaving little for heritage conservation, and last but not least, the decreasing, almost lacking, perceived value of this heritage due to the increasing ignorance about it that is shared by all sectors of Egyptian society; rich and poor; residents and visitors, state and people....

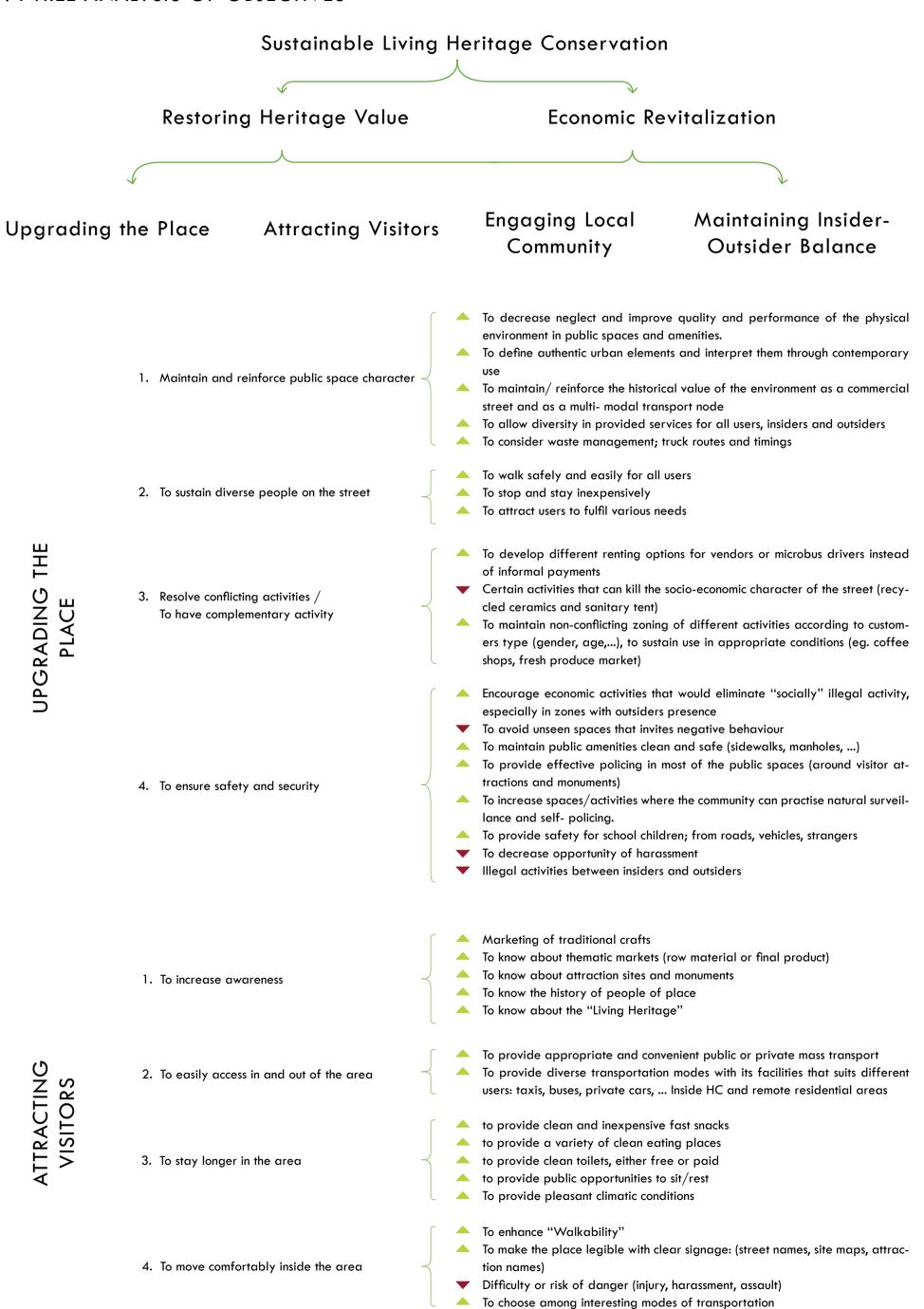
The following section is therefore dedicated to unpack the main goal into several key objective and subobjectives in what we refer to as the tree analysis of objectives. This analysis is an attempt to map how these sub-objectives, together, contribute to achieving the main goal, and how they can be unpacked into smaller groups of design objectives that would guide the further development of the proposed scenario, first into partial solutions of key components and then into a detailed proposal for the redesign of SA





Scenario 3

7. TREE ANALYSIS OF OBJECTIVES



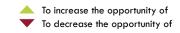
To enhance unique community identity and promote self-potential

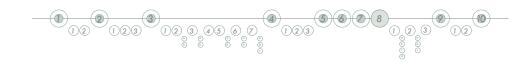
- To know about the history/value of the place (locals and outsiders)
- To support activities/professions regarded as unique (eg. clothes mending, spices, thematic food)
 - For local economic activities to survive in the global economic pressure
- ▲ To maintain strong identity of local activities / products
- To earn the community a sense of ownership of places where interaction occurs with outsiders
- 2. To communicate societal appreciation of tangible and intangible heritage in the area
- ▲ To conserve and protect monuments and buildings with architectural merit
- To revitalize under-utilized space near monuments directing their appropriation to positive impacts
- To attract visitors
- 3. To perceive benefits in the surrounding environment and that it may attract visitors
- ▲ To be aware of economic opportunities and mutual benefit for locals
- To raise awareness of the monumental "View" value
- To benefit from proximity of monuments to local communities
- To enjoy high quality services
- ▲ To perceive the aesthetic value of surrounding urban fabric
- 4. To sustain strength of community relationships
- To ease access and provide safer conditions in mobility routes used by locals
- To interact on a daily and occasional basis (common activities, local events and festivals)
- To limit insiders imposition over shared domains
 To protect room for diversity

2. To limit outsiders intrusion / To maintain local

privacy

- ◆ To raise awareness about the mutual benefits of effective public integration
- To willingly accept inviting visitors with their different behaviours and activities.
- To possibly shift careers for outsider- catering activities only when needed.
- To provide multi- functioning opportunities that ensure use by different users over different time periods
- To clarify boundaries between outsiders' interests/attractions and the local activity settings
- To provide effective way-finding for outsiders directly to the points of attraction
- To provide exclusive spaces where economic activities can occur without intruding on community privacy
- To sustain exclusive spaces for the local community's leisure and need-based activities.
- To ensure that the outsiders' activities and behaviour are in line with community
- To vitalize neighbourhood commercial activities to protect it from being taken over by other city-scale activities
- To manage outsiders access routes without disturbing local community
- ▼ To allow for touristic activities on days of private community festivals





8. KEY COMPONENTS OF INTERVENTION

Based on the previous tree analysis of objectives, this chapter presents the concepts and principles that guide the design of key components that should be part of any comprehensible solution around the Citadel. Those key components are discussed around three main issues, which aim at resolving conflicts and activating the utilization of potentials to best fulfil the main objectives of the project that would lead to sustainable preservation of the historic city.

Reconnecting the Citadel to Historic Cairo, while maintaining its role as marking an entrance to HC, as well as fostering a city-scale public space. This will be achieved through several key components: walkability, multi-modal mobility, restoring the "View" to the Citadel, connecting Citadel to SA Market Street.

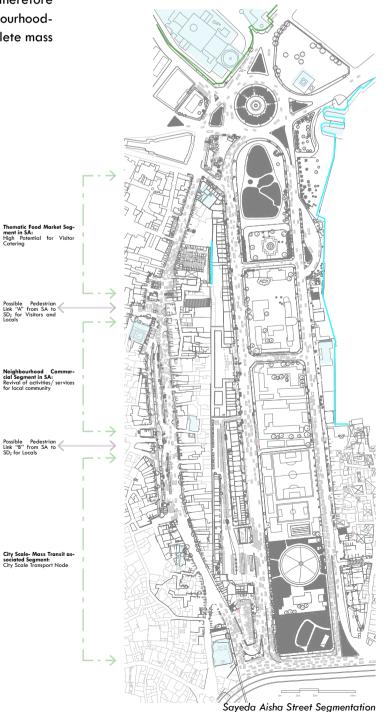
Public Space Revitalization, which involves improving the experiential quality of public space, bearing in mind its social and economic dimension, in addition to the physical considerations. The key components that are considered vital to achieving that involve: regulating the appropriation of public space, revitalizing community space (Link B), rehabilitation of key activity settings (the fresh produce enclosed market, the microbus system of settings, the waste disposal node).

Adaptive Reuse, where already existing buildings are either to modify their previous use or to be introduced to a completely new use that best serves achieving the objectives.

First, it is essential to note that from here onwards, SA Market Street would be referred to as consisting of Three Main Segments according to their associated character. This street segmentation is inspired and built upon by what the study has revealed about the current situation, it maintains the natural street segmentation that serves best the proposed scenario.

The street segments of SA Market Street are:

- 1. The Thematic Food Market Segment: This segment currently characterized by its exceptional food interest in selling food products or offering dining and eating places. The proposal aims at maintaining such attributes and increasing its opportunities to flourish and sustain it by introducing diverse clientele to this segment of the street, who will probably be around the area visiting the monuments or entering HC or specifically visiting SA Market Street.
- 2. The Neighbourhood Commercial Segment: This segment that is now rather decaying, due to the poor utilisation of public space unlike other parts of the street, will be vitalized to serve neighbourhood clientele through an appropriated design that corresponds to the community's patterns of shopping and applies the rules of appropriation of public space revealed in the analysis.
- 3. City Scale- Mass Transit-associated Segment: This segment will remain as it is, as the nearest segment to the microbus stations in the South-most end of SA street, where several coffee shops and carrepair mechanics appear providing mutual benefit to each other. Coffees shops that are relatively excessive in that segment of the street could be a potential threat, any proposal should therefore aim at restricting this sprawl of excessive publicness and influx of strangers into the neighbourhood-commercial segment. Equally significant is to enhance this transit node to function as a complete mass transit system that relate to the Citadel and the rest of HC, as explained further on.





8.1 RECONNECTING CITADEL TO HISTORIC CAIRO

Connecting local communities to the Citadel can be promoted by enhancing accessibility and visual connection between the Citadel and the neighbourhoods along SA Market Street. Better accessibility from SA street to the Citadel can be achieved by providing pleasant, safe and interesting walking conditions on the route through Midan el-Remela. The other strategy involves creating a physical link between SA Market Street and Midan SD; a link that would strengthen the connection between the Citadel and its surrounding serving multiple functions.

8.1.a WALKABILITY

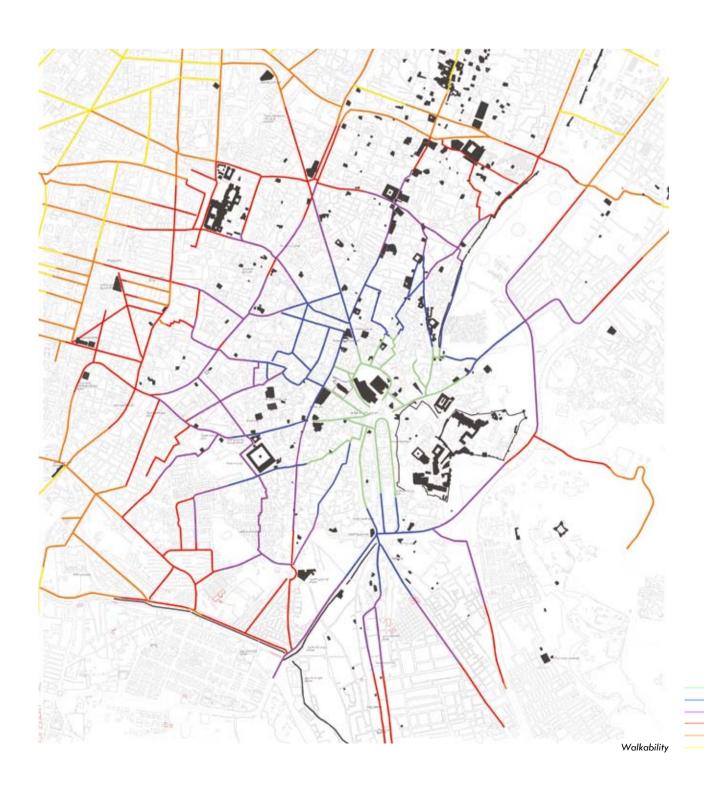
The main aim of this analysis is to explore the ease of accessibility to Bab el-Azab (the South-Western gate of the Citadel). Functional distance is mapped in different colours indicating the time take to walk to Bab el-Azab from surrounding areas. For residents of surrounding areas this analysis may be indicative to their propensity to go to the citadel premises and take part in the new activities harboured there. For outsiders or visitors, this map shows the travel time needed to arrive to the gate from the different entry points to HC. Since there are no formally recognized entrances, we assumed they would be the nearest transportation nodes where different modes of mobility pass and drop off visitors such as:

- el-Ghoury Mosque along al-Azhar Street (near the Bazaar)
- Midan Bab al-Khalq (near the Islamic Museum)
- Midan Sayeda Zeinab (near Mosque of Ibn Tulun)
- · Azhar Park (neighbourhood gate)
- Salah Salem Road (vicinity of al-Azhar Park)

The idea is to better predict how much time would a visitor have to spend if he or she would be visiting more than one Historic Site in the vicinity of the Citadel, and what routes is he or she more likely to take.

This exercise is then followed by a closer analysis of those routes to examine their "walkability" for outsiders; that is the attributes that would encourage visitors and sustain their interest to walk that route. The routes chosen offer beautiful monuments, interesting markets, and traditional craft production spots as 'attractants'. That can be complemented with tasty snacks and traditional foods to go. But all this would need to be complimented with a relatively safe and clean ground surface to walk on, and a clean toilet every now and then.

The analysis of routes also reveals that due to the large scale of HC districts visitors need a mode of transportation that could move them from one point of interest to another to save energy and travel time.



10 Min. 15 Min. 20 Min. 25 Min. 30 Min. and more

(12,3,45,6,7)

8.1.b Multi- Modal Mobility Plan

The underlying concept of any mobility plan for the study area should address two main objectives. The first, is to offer accessibility to HC and the Citadel area from different parts of the city using different means of transport (public mass transit, taxis, tourist buses, and private cars) that would serve both visitors to the area as well as resident and working populations in HC. The second, is to provide the choice, again for visitors as well as local community members, to walk or ride between key destinations. Together, these objectives would help attract visitors to HC, connect the Citadel to the rest of HC, thus contributing to the revitalization of the place.

Accessibility to Historic Cairo and the Citadel:

Northern Eastern and South Eastern districts and Giza:

Previous studies show that although an estimate between 60-80% of the economically active population in popular districts walk to work, a substantial 20-40% take on daily trips to work using mass transit means. The two formal microbus stations at the Southern end of SA street offer diverse destinations used by many on daily basis; residents who work outside and those who live outside and work in HC. Previous studies also indicate that a significant portion of the population who used to live in HC neighbourhoods have now moved to newer peripheral districts, such as Al-Basateen, Mansheyet Nasser, and al-Nahda and Salam, yet their work and relatives remain in their old neighbourhoods (Shehayeb, 2012). This situation generates large numbers of daily trips connecting HC to those destinations through the two formal micro-bus stations at the Southern end of SA and SD-West streets. While many come by private motorcycles or motorbikes known as "vespas", some use the available mass transit; the 'microbus.' Those coming by microbus, walk through SA Market Street to surrounding areas where they work. Until further development of Cairo's public transit system, those microbus stations can be upgraded to be also used by some visitors coming from Giza and Northern locations.

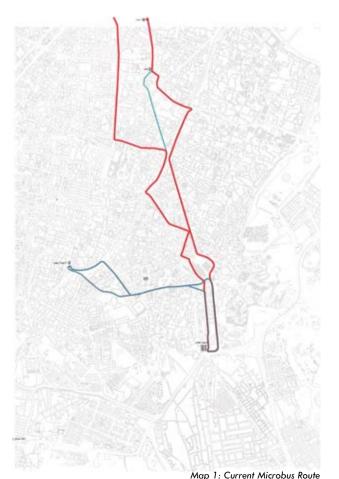
North Western districts and Downtown Cairo:

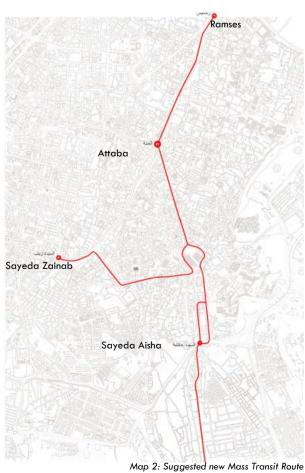
For those residents working in further districts such as downtown Cairo, and districts beyond it, or reversely, for those residing in such areas coming to work in the vicinity of the Citadel, the connection between the Citadel / Sayeda Aisha and three major mobility nodes; Attaba, Ramses, and Sayeda Zeinab Squares becomes essential. The important point here is to change the current mode of transportation from run-down, polluting microbus vehicles informally operating under Sayeda Aisha bridge and causing much congestion (referred to as Station 3 in analysis section) to larger public transit vehicles carrying larger numbers offering a safer, cleaner environment. This could be electric-powered trolleys, or regular 60 passenger buses.

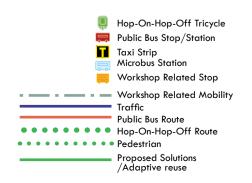
This would decrease the congestion and pollution within the city streets, and depending on slower and smaller modes, such as the suggested hop-on-hop-off, for branching into the smaller distributors within each neighbourhood (see map 2).

Visitors to the area are also encouraged to use the mass transit modes of transportation. Car and tourist bus parking lots should be kept to the minimum and when provided, should be connected to other modes of transportation; namely pedestrian route networks with its complementary hop-on-hop-off tricycle explained ahead. Taxi stops to be used by both residents as well as visitors are also located so that they connect with the proposed pedestrian route network.



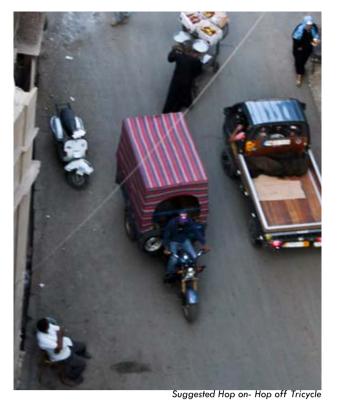


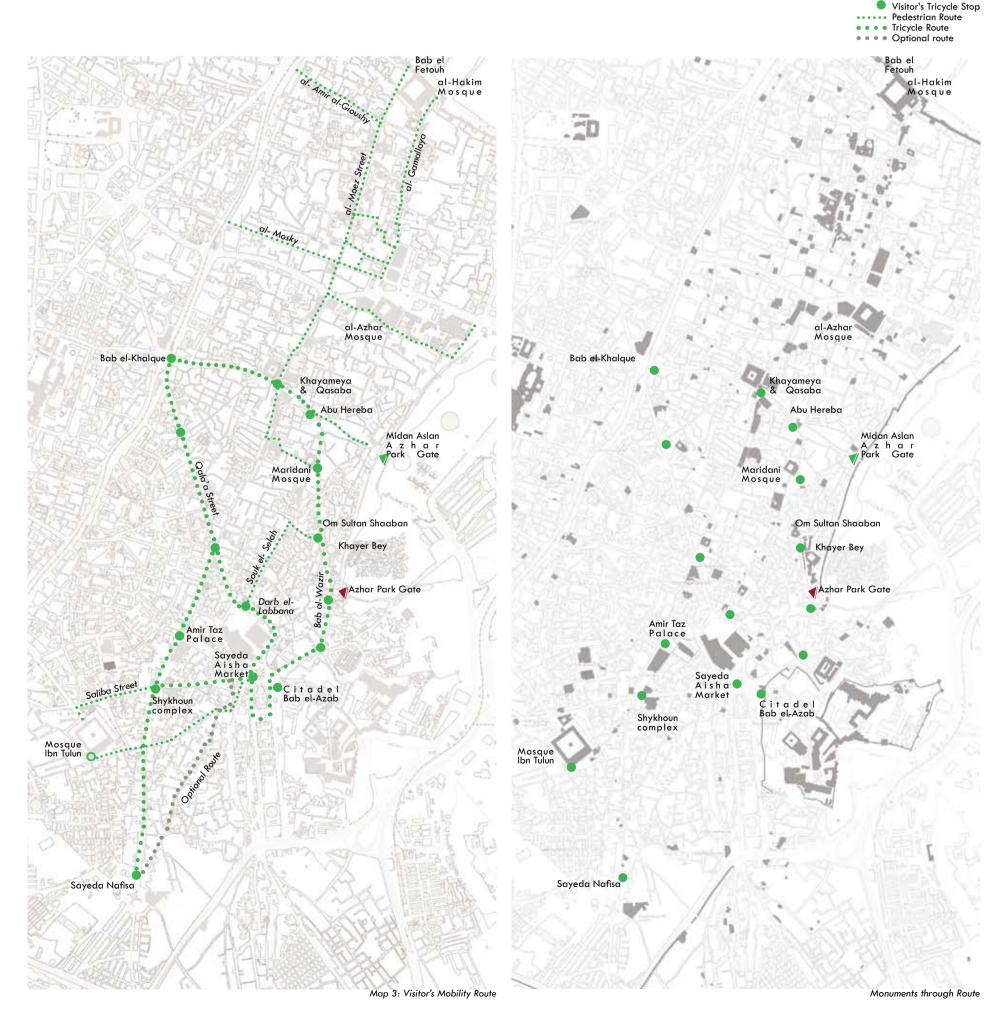




Mobility within Historic Cairo:

The newly proposed hop-on hop-off 8-passenger tricycle will connect visitor destinations along the main thoroughfares of HC districts. This mode of transportation with its traditional khayameyya fabric shade offers an inexpensive, compatible, and pleasant looking means of moving visitors short distances between points of interest. These points include monuments, thematic markets, and concentrations of specialized traditional crafts workshops such as the tentmakers in Qasabet Radwan. The proposed route for this mode of transportation (see map 3) shows how it is complementary to potential walking routes connecting key sites and attractions in HC. However, there are spaces of interest that this proposed mode of transportation cannot enter such as market streets. Yet, in streets where it is feasible it actually serves encouraging outside visitors because it saves travel distance between two destinations (historic monuments) when the route between them is not so interesting or not too comfortable. The suggested route only covers el-khalifa and al-Darb el-Ahmar areas with a suggested route that takes visitors all the way down to Sayeda Nafisa Mosque. Al-Saliba street, and al-Moezz street remain on the walking routes because they are too interesting to ride through. If the barrier dividing al-Azhar Street is removed, the route could be extended to link with al-Gamaleyya as well. At each stop, the management plan should make sure there is a clean WC available and signage to the nearby points of interest. A map showing the route and briefly describing the destination points of interest should be available all over HC shops, kiosks and information desks. This mode of transportation is not confined to visitors. It should be provided at such frequency enough to serve local communities as well making it easier for local community members to see and consider walking to the new activities introduced within the Citadel from Bab al-Azab.





8.1.c RESTORING THE "VIEW" TO THE CITADEL

The spectacular Citadel View is of the strongest asset in SA Street, however some local community members often forget the view or rather get used to it, while others highly appreciate it, and maintain that such view is a priority right. These people are residents, shop owners or business owners. However, many locations that actually enjoy the Citadel view, and in few locations the view to Sultan Hassan Mosque and other nearby monuments, remain under-utilized. These spaces are appropriated by certain activities, neglected or inaccessible in a way that does not invite people.

The proposal should focus on restoring the Citadel view as a public advantage that should be enjoyed by everyone, including the local community in SA. The analysis indicated which areas/spots in SA street most enjoy the Citadel View, and which buildings actually blocked the view from SA street and Darb el-Husr residents.

The proposal should address how to maximise these vital locations and best make use of such potential; either by:

- Reorganizing the urban environment to invite public use by everyone, thus providing public spaces that can host different activities; community festivals and shows, providing places to rest which increases social interaction, also restoring the habit of frequently visiting the citadel due to the enhanced visual connection.
- By adapting spaces to invite new businesses or services that could economically benefit from the View.
- By introducing adaptive reuse to specific buildings and spaces in the most scenic spots to best fit the overall intervention.

Areas of conflict to be resolved by the proposal:

The first conflict is currently one of the islands in Midan el-Remela, where it is located right across the Northern entrance of SA street, in front of the heritage arcade building. This island hosts a post office and other mushrooming activities such as a bread outlet, public toilets and a tire repair workshop (detail case p. 54). In addition, a huge mass of foliage; all together obstruct the visual connection between pedestrians walking through SA street and Midan el-Remela, cutting the visual connection to Sultan Hassan Mosque and Bab el-Azab of the Citadel. Aiming to resolve this visual discontinuity between the community and the heritage monuments and the Citadel, it is suggested to clear this island, and relocate the post office in SA street in the proposed Community Link (B) along the Neighbourhood Segment of the street. Another desired outcome; the heritage arcade building will be visible from the Midan (it currently hosts a coffee shop). It is expected that opening such views of the Midan, Sultan Hassan and the Citadel will be a huge advantage and serve the multiple objectives.

The second area of conflict involves the most scenic and largest public space in SA Market Street along the Thematic Food Market Segment. It is recognized by the locals as the best area with the Citadel View. There arises three conflicts; one is a high rise residential building that is located in the built up strip between SA and SD, obstructing the scenic Citadel View. The other 2 are conflicting activities; the street vending stall (tent) that sells second-hand ceramics, sanitary equipment and recycled furniture, and a car mechanic workshop. These activities are in conflict with the current and proposed character of the thematic food market street, and therefore should be relocated elsewhere.

Key messages and actions regarding the Citadel View:

Prevention of more illegal increase in building heights in the built up strip between SA and SD, is a must. Not only that it affects the proposed intervention of maximising the gained value of such an attribute, but also because it deprives the community from their right to enjoy the surrounding. It is indeed a threat that should be controlled lest others will complete constructing in this strip as currently ongoing. Control and reverse actions should be considered.

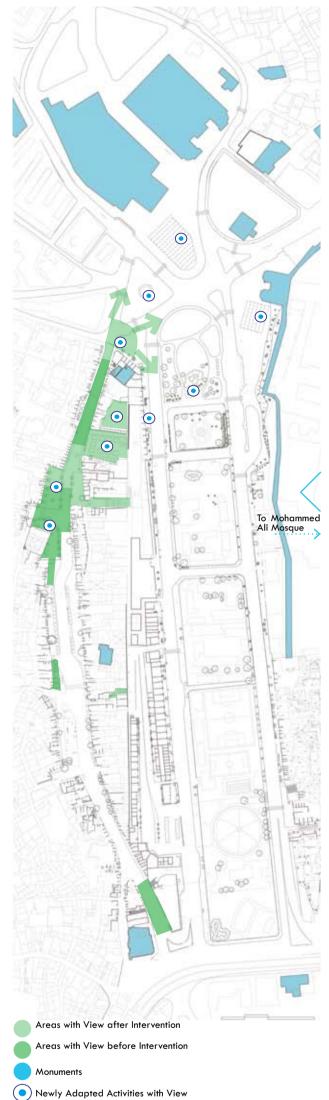
As will be shown in the following section, the 2 designed links between SA and SD have been chosen with strong preference of visual connection to the Citadel. The view also serves to facilitate way finding to users and attract visitors to reach SD in case of Link "A".

Places that could be utilized to benefit from the Citadel View include rooftops of buildings, especially in the built up strip between SA and SD. Introducing this idea can accommodate several activities, that could economically and socially engage the community, in addition that it will not violate any regulations.

Areas in SA and SD- West that enjoy the View should be targeted to a service or business that focuses on capitalizing based on the View as a strong asset (with consideration to building heights and associated regulations). It is proposed to utilise a strip in SD- West to attract bazaars and galleries. It is also expected that other unintended adaptive reuses in that strip would contentedly shift their activity to those that capitalize on the Citadel View, without planned intervention.

8.1.d Link "A": FOOD, CULTURE AND LEISURE

To attract visitors and shoppers from distant parts of the city, the plan should provide easy access by means of different modes of transportation (taxi, bus, or private car). This necessitates the integrative planning of stops, parking spaces and pedestrian routes. Establishing the pedestrian link between SA Market Street and Midan SD-West would allow nearby access to multi-modal mobility networks without having them congest the SA Market Street itself, or jeopardize the life of pedestrians. Following the scenario of enhancing the thematic, city-scale character of the Northern segment of SA Market Street, while sustaining the neighbourhood character of the middle segment of the street, the proposed pedestrian link to be used, not exclusively, by visitors should not go further South than at the boundary between those two segments of the street. From Midan SD revitalization perspective, visiting museums and craft galleries is often not enough to attract visitors without knowing that they can stop, rest and eat nearby. This opportunity will be provided in the revitalized SA Market Street, with its adaptive reuse of certain key locations such as the proposed restaurant above the Enclosed Market. Such elements would visually attract visitors from SD public spaces and direct them to SA thematic markets. This link referred to as Link







"A" would connect tangible and intangible aspects of heritage. Establishing the pedestrian link "A" would serve several functions:

For visitors:

- 1. Provide visitors with stops and parking spaces for different modes of transportation of their choice. .
- 2. Reinforce and compliment attractants in each street by providing access between them (Public garden, Museum, Traditional Craft Display in SD street - Thematic Food Market in SA street).
- 3. Avoid visitor infiltration into neighbourhood segment of the SA Market Street.
- 4. Provide the possibility to visit the Historic Wall.

For local community:

- 1. Maximize the utilization of existing public spaces and public amenities by local community members, namely the public garden, and the Moustafa Kamel museum in SD.
- 2. Bring local communities closer to the re-activated Citadel Gate, "Bab el- Azab," and other cultural amenities around it.

Comparison between alternatives for Links "A"

Option 1: Atfet El Ramly off Haret Abou el -Debl

The advantage here would be the proximity to the Historic Wall monument so that people crossing over could see it from above, once the two meter wide pit is well lit and clean. The main disadvantage is wayfinding; it is harder to find the access from SA Market Street because the bending alley does not provide visual access to the Citadel or any hint that it may lead to the other side. Because it is so close to the Market restaurant it would be only reasonable to have a side entrance access from the alley directly up to the restaurant, but that could have the disadvantage of discouraging some visitors from entering SA Market Street itself.

Option 2: Plot no. 23, Haret Abou el -Debl

This Atfa (alley) is closer to the boundary of the SA Market Street segment that welcomes visitors and therefore is a better-located inlet/outlet into the street space. The alley has a straight access that enjoys a beautiful view of the Citadel's mosque providing a strong incentive for visitors to want to cross to the other side. From the SD-West side it is further from the entrance into the back space along the Historic Wall, and so if chosen, should be designed so that the staircase is visible as soon as one enters that space.

Weighing the advantages and the disadvantages of the two options, it is recommended to adopt option 2 as the culture and leisure link with special attention given through detailed design as to its accessibility from SD- West side. This will be shown in detail in the proposed plan presented further ahead.





Link A: Option 2



8.2 Public Space Revitalization

When community practices are closely examined, it appears that they are patterns that have significant driving forces imbedded in human needs; whether they are economic, social or psychological needs, with explanations in Environmental Behavioural Studies (EBS). Those same needs when taken into consideration in the regeneration plan, and specifically designed to encourage positive dynamics of public space, will result in a more effective implementation. Local community will willingly participate, and appreciate the fulfilment of such need, hence, the community will protect and cherish the intervention as it turns out to serve its own benefit.

8.2.a REGULATING APPROPRIATION OF PUBLIC SPACE

In the analysis phase of the study, the issue of appropriating public space has been closely addressed. Most of the analyses were conducted to understand the street dynamics and how people utilize public space; when is it neglected, who appropriates that space, how, and for what reason.

It can be concluded that the public space is unevenly appropriated, in other words; dominance of certain actors or activities take over the public space, while, this leads to the space losing it's quality and potential to be appropriated by more actors fulfilling more needs that the local community is thirsty for in public spaces. Thus the need for a design that achieves a more efficient appropriation of public space. There are quite a lot of spaces that are neglected or turn out to be "negative space" (appropriated by waste or unused cars).

Knowing that the activity that suits SA street character the most is selling and buying, therefore the study aims at enhancing that activity without ruining all the available space, but rather add to it fulfilling quality public space for sitting, playing and socializing. Currently selling and buying activity is practised from shops and street vendors, and their behaviour depends on how to make use of the available space to best benefit for their selling activity; as previously mentioned, shops extend their merchandise on the pavement and/or street, while street vendors are found located along the vehicular RoW, both aiming to maximise selling frontage.

Given such a wide street, and knowing the extent of space needed for each activity setting and its relation to the RoW, spaces should be designed carefully so as not to lead to negative space once more. In the proposed intervention, it should be taken into consideration to fulfil those needs, which clients (residents or visitors) seek as well while being guided by the rule of appropriation derived from the analysis. Side walks could be designed wide enough to allow space for shops to extend their merchandise without obstructing the pedestrian RoW. Ensuring a continuous sidewalk for shoppers and passers by, so they do not need to walk on the road with vehicles, as they currently do. Finally, locating street vendors on the sidewalk's edge, to allow them exposure to the vehicular RoW on one side and the pedestrian RoW on the other. This subdivision of the current RoW into three separate axes benefits both vendors and shoppers as well as ensures the unobstructed flow of vehicles and pedestrians.

Another phenomena that should be addressed in the proposal is the excessive appearance of coffee shops in the Southern-most segment of SA street (the city-scale mass transit-related segment). The proposal should contain their presence in their current segment where they are in line with the segment's character; its activities and its actors, noting that they should not sprawl further North into the neighbourhood commercial segment. The proposal should aim at keeping the regular equidistant intervals of coffee shops along the neighbourhood commercial segment to maintain its character dedicated to serving the local community.

Places where community members can sit and socialize casually without having to order a drink or snack are rarely available in the current situation, or happen by chance (sitting on neglected bus shelters, or on the curb of the sidewalk, or in front of a shop with a shop owner). Whereas the proposal should afford places for such essential social needs; by revitalizing under-utilized spaces to accommodate public seating.

Which brings up other community needs as such as entertainment and enjoying other public spaces beyond SA street, such as the garden, and community services is SD, that will be addressed in the following section.

8.2.6 REVITALIZING COMMUNITY SPACE

Link "B": Mobility and Services

The study reveals that few members of the local communities West of SA Market Street actually utilize Midan SD public spaces and services. The public facilities in the middle section of the Midan (the Community Centre, the 2 schools, and the Youth Centre) serve more Hattaba, Arab El-Yassar and Cemetery communities, but they still remain under-utilized. Associated to that is the scarcity of pedestrians along Midan SD streets, especially SD-West, and the related safety concern. The proposed plan enhances the connectivity between the local community around SA Street and those services, bearing in mind that this would not lead to social conflict since there already exists strong social ties between SA local communities and the current users of these services.

Establishing the pedestrian link "B" between SA Street and Midan SD-West street would serve several functions:

For local communities:

- 1. Maximize the utilization of existing public services and public space by local communities from el-Khalifa District and beyond.
- 2. Enhance mobility within HC by accommodating a mass transit 'stepdown' network that connects the city scale stations at the Southern edge to different parts of HC.
- 3. Ensure the presence of more people in the public space and the inner portion of the station to enhance safety.
- 4. Maximize the utilization of the 'linear' inner portion of Mass-transit Station 2 and activate existing seating and canopies for passenger waiting.





Current Situation





5. Community access from SA Street at this location marks the boundary between the Neighbourhood Commercial segment of the street and the more City-Scale segment associated to the Mass-transit stations.

Comparison between alternatives for Links "B"

Option 1: Atfet el-Halawany

This Atfa provides possible access at a strategic point, right at the end of the Microbus Station 2 passive area that eliminates any interference between station activity and access to the Community Services in the street beyond. There is a vacant lot adjacent to the separating wall offering ample space to situate a staircase. However, this atfa, is strictly residential and has multi-storey apartment buildings along both branches. Also, its location vis-à-vis SA Market Street (in the middle of the neighbourhood segment) raises some fears, namely that introducing a new pedestrian flow there may pull street vendors and coffee shops from flanking segments, intruding on the community privacy currently enjoyed in this segment.

Option 2: Atfet El-mettayesh

Here the prominent NGO building marks the entrance of the alley. It only has one multi-storey residential building. All others are one-storey high seemingly used as storage. All buildings are heritage buildings (one hundred years old) and most of them could be easily rehabilitated to accommodate new uses. Another advantage is that visibility from the station side is unobstructed and one can see part of SA Market Street therefore enhancing wayfinding. The disadvantage in this link, is that it creates a pedestrian flow that does not necessarily all target the station; those pedestrians would be walking along the station to go through the existing outlet that leads to SD-West.

Choice of Links in the Proposed Intervention:

After weighing the advantages and disadvantages of the different options, it is recommended to implement option 2 as the Community Service Link as will be shown in the proposed detailed plan.



Link B: Option



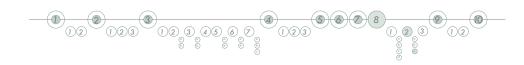
Link B: Option







Link B: Option 2



8.2.c Rehabilitation of Key Activity Settings

The following three key activity settings are of significant influence on SA Market Street, however, their current status is not functioning to its maximum potential, with some negative impact appearing along the street and affecting the community. Any proposed scenario should, therefore, address their rehabilitation applying the following basic guidelines deduced from the analysis.

Microbus Station Rehabilitation

The microbus station problems can be easily solved by several intervention and management actions, namely:

- Conflicting marble workshops are encouraged to move to more economically viable locations nearby; locations that fulfil their functional requirements of space and access to potential markets.
- Rehabilitation of the microbus station infrastructure with focus on heavy-duty ground cover and a sewage system with special inspection holes that can handle greasy matter.
- The backstage supporting activities such as the vehicle maintenance workshops and coffee shops that
 serve drivers and other personnel would remain as they are. The removal of the marble workshops
 would free the lane they appropriated, thus increasing the capacity of the station avoiding any spill
 out of vehicles onto surrounding streets.
- The community link "B" from SA Street would provide a pedestrian flow from and to the community services in SD Street, thus ensuring natural surveillance throughout day and evening hours, that would, in turn, enhance safety in that area.
- Customer serving kiosks and vendors that surround the station would remain, re-designing their 'anchors' to avoid negative under-utilized spaces in their back.
- The public toilets could be managed by a private entity (from the community) for fees, affordable to customers, yet profitable for those running it, possibly with some contribution and inspection from the local authorities.

These changes would enhance the operation of the stations and minimize the congestion that is currently occurring along Salah Salem Street, irrespective of whether the vehicle type would be upgraded in the future according to a wider traffic plan of the city or not.

Waste Management Proposal:

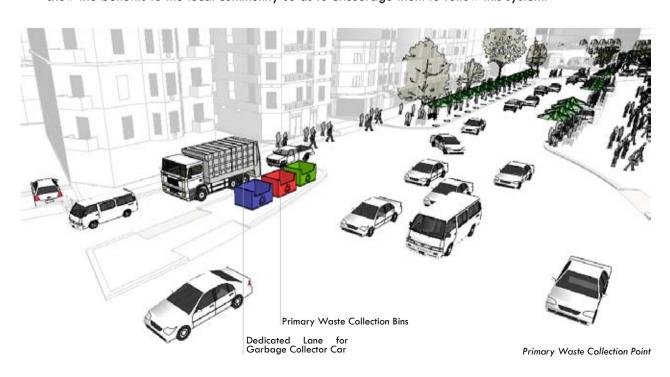
SA street waste management proposal for solid and organic waste recommends having two separate systems; one for residential waste and one for commercial/production waste. This proposal resonates the recent agreement between CCBA and the private companies that is supposed to be effective from March the 15th, 2014.

Residential waste collection is best to be a door-to-door service that can be removed every day or every other day. Attempts in other districts show that residents are willing to sort garbage at the source if collection schedules are respected and implemented strictly by the authorities undertaking them.

Commercial and production activities (shops, workshops, ...) should bring their waste to a collection point where the CCBA garbage trucks will be removing waste accumulated twice per day to preserve cleanliness. Also to avoid on-site sorting of waste by garbage pickers for recycling purposes, which results in garbage scattering all over the place, sorting bins can be introduced in the form of large separate containers. The location of these containers is recommended to remain in the same central location along SA street; this is because this location has proved quite suitable for the garbage collection trucks to load without obstructing either pedestrian or vehicular flow.

A different system is required to collect organic waste especially from street vendors who cannot leave their stall unattended to go throw in the central collection point. Instead they can have smaller waste collection bins designed into their individual stalls, which they would dump the garbage in the collection truck as it passes by their stall in appropriate fixed hours. This system is also advisable for the Enclosed Fresh Produce Market, which also has organic waste including vegetables, fruits, meat and chicken. The small individual waste bins in every unit will be emptied by the garbage collector twice per day to avoid unpleasant smells and unseemly appearance.

The implementation of this new waste management system should be developed in participation with the different groups within the local community in order to agree upon the most effective time schedule for each. This should be accompanied by a raising awareness campaign to build capacities of those involved, and show the benefits to the local community so as to encourage them to follow this system.









Sayeda Aisha Enclosed Fresh Produce Market Rehabilitation

The Enclosed Market is a major influential factor in SA Street and nearby communities, as it highly affects the street dynamics including traffic, hygiene, and the daily shopping needs of several communities. The Enclosed Market has negative and positive impact on the street, yet the study reveals that with some intervention, the negative impact can be neutralized, and the positive one maximized.

The current congestion and environmental pollution caused by fresh produce street vendors is partially caused by the pitiful conditions within the Enclosed Fresh Produce Market that drove leasing vendors out onto the street. The root of the problem lies in the fact that this market was poorly designed since its inception in the 1980s. The analysis shows how the design violates the basic functional requirements of an enclosed fresh produce market, corroborating findings from previous research has explored those requirements through participatory design with both vendors and shoppers (Shehayeb, 2001).

The new design (opposite) should be guided by the following:

- Uniform floor level providing unobstructed circulation paths between stalls.
- Floor drains should not be placed along the middle of the circulation path not to cause tripping of shoppers.
- No vertical partitions between vegetable stalls for vendors to achieve equity and enhance the visual experience of shoppers.
- Zone poultry, meat and fish vending stalls along the periphery wall of the enclosed market. Those stalls should be provided by water outlets, ample natural ventilation and an appropriate drainage system that can accommodate the organic refuse specific to these items.
- The market roof could be utilized by an income generating activity, preferable related to the market specialization, to provide the District with an extra source of income to finance the maintenance of the Market structure.

Overcoming the problems perceived by vendors and offering them extra amenities, coupled by offering a comfortable and pleasing shopping experience to customers, the new design will attract customers and leasing vendors back into the Enclosed Market.





8.3 ADAPTIVE REUSE

Adaptive reuse of specific existing buildings in SA Street and Midan SD is primarily addressing one or more of the following three objectives:

- Maximizing Value of Under-utilized Areas: wether they be neglected, or in a poor state, or inaccessible for community use, or functioning with a lower capability than it could.
- Resolving Conflicts: that is removing or resolving any conflicting actors or activities that would not be in line with the proposed intervention, or would decrease its effectiveness.
- Capitalizing on the Potential: as previously mentioned in the Citadel View section, that is making the best out of the Citadel View as well as the nearby monuments of Sultan Hassan Mosque and el-Refaei.

Shown opposite, the proposed plan map, with the involved buildings in the adaptive reuse plan marked by numbering. These buildings are:

(1) National Party Headquarters / Museum

Capitalizing on the heritage function of this building, the proposed plan recommends its transformation into a museum dedicated to the hand-made stitching of the shroud of the Holy Ka'ba in Mecca. This tradition started in the 1940's when the Royal Keeper of the Holy Ka'ba decided to assign the annual making of the shroud to Egyptian tentmakers known as "Khayameyya". The shroud would be stitched in various workshops in HC, and when ready, would start its trip to Hijaz from that building in a full-fledged celebration along the vast public space known as Midan SD; a parade of cavalry and marching troops would follow the Sovereign of Egypt while he walks carrying the folded cloth through the public space. The last known who performed this act was King Farouk during his reign (1936 - 1952). A recent oral history of "Khayameyya" confirms that this celebration is still alive in the memory of local communities (Shehayeb & Aboulata, 2013), and could be a source of pride and self-esteem to have other Egyptians and Moslem pilgrims to nearby shrines come to their area to share this memory with them.

(2) Heritage Arcade building

Rehabilitation of the heritage building separating SA Street from Midan SD would involve revealing its arcade façade that is currently embedded inside the various shops and coffee shops. This would emphasize the entrance of the street and add value to the current sidewalk coffee shops. It currently houses a few abandoned (closed) shops and storage spaces that could be re-adapted to house activities that would make better use of the magnificent view of the citadel and the monuments around Midan el-Remela. The traffic island is joined to add more sidewalk space to be appropriated by the coffee shops.

(3) Art and Craft Gallery area

Car repair and marble cutting workshops along the Northern edge of SD-East are encouraged, by choice, to change their activity with the advent of outside visitors who want to pass through the link "A" and go to SA Market. The proposed plan offers them the scenario of turning their premises to showcase spaces and outlets for traditional products of workshops from the surrounding neighbourhoods. Some businesses such as the 'mosaico' tile-making factory may chose to stay and focus on reviving heritage patterns. Other business owners will perceive it as more profitable to change their activity to capitalize on the new street users. Alternative locations for car repair and marble cutting activity should be possible nearby to propose to the business owners.

(4) Soda Factory / Food court piazza

The closed soda factory that adjoins the Enclosed Fresh Produce Market is violating the Antiquities rule of keeping free space around any monument. The plan proposes its transformation into an open space that affords seating to the various thematic food places along the narrow first sector of SA Street. Complimentary food shops that offer ice cream, juice and desert can surround this food court; it is a refuge from the bustling street.

(5) Community service along Link "B"

Restoring the few deteriorated heritage buildings along the alley chosen to link to the Microbus station and community services along Midan Salah el Din, offers an opportunity to add a few community services closer to the SA neighbourhoods; services related to children and elderly are always in demand, and a general Social Service Centre would serve as a beacon of information to direct local communities to the different socio-economic services provided by the Ministry of Social Solidarity.

(6) Open space in Sector 4 along SA Street:

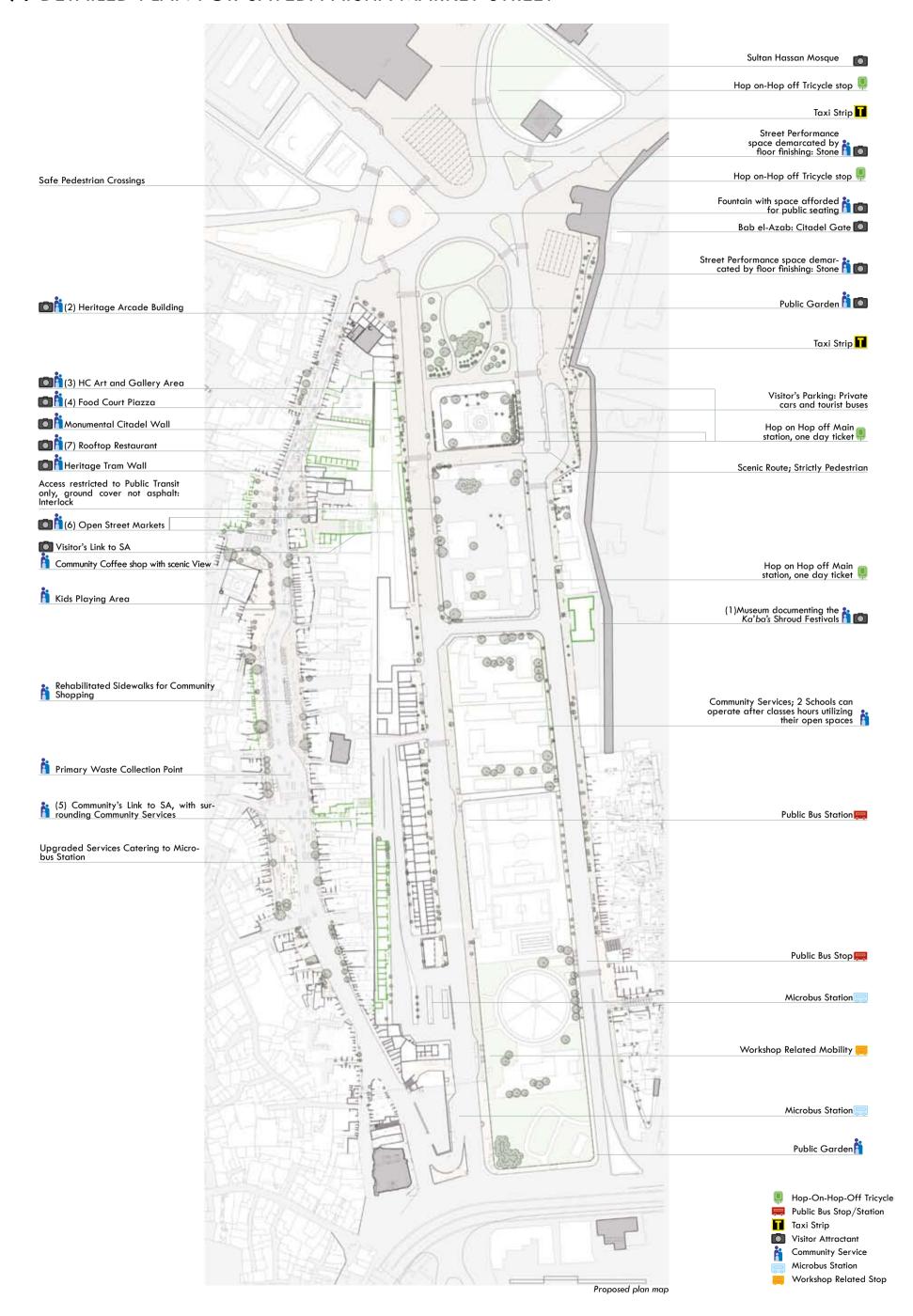
This open space currently abused by the recycling fixtures and furniture tent and the butcher's kiosk, will be regenerated and prepared to host a thematic open air market, marked by light poles and umbrellas, so visitors can shop in a clean and decent place while enjoying the view of the citadel. As well as the open space in the opposing sidewalk, which will be regenerated to accommodate the same activity.

(7) SA Fresh Produce Enclosed Market with its Rooftop Restaurant:

The current fresh produce enclosed market will remain to serve as it does, only rehabilitated to maximize its value. By applying integration of the proposed scenario, and following the character of the Thematic Food market Segment, the Enclosed Market's rooftop shall be reused as a distinguished restaurant with an impressive clear View to the Citadel and to the mosques of Sultan Hassan and el-Refaei. Attracting accordingly visitors and tourists to enjoy a pleasant meal with an outstanding View.



9. DETAILED PLAN FOR SAYEDA AISHA MARKET STREET



9.1 CITY-SCALE SEGMENT: ATTRACTING VISITORS TO CITADEL AREA AND

SAYEDA AISHA MARKET STREET

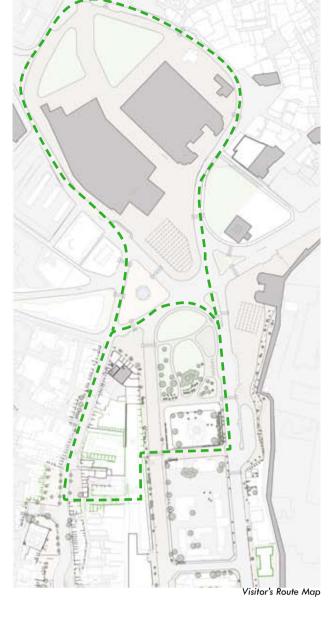
Rehabilitation of SA Market Street is integrated with its economic revitalization, which largely depends on attracting shoppers from distant parts of the city. Most important is to unblock the access to SA Market Street and connect it to the surrounding visitor destinations including the monuments such as the Citadel, the Sultan Hassan and el-Refaei Mosques as well as other potential attractions. The proposed plan clears the green island at its entrance from the adhoc additions made by the municipality; the post office and public toilets and the mushrooming activities they attracted. Even trees on this platform of the sidewalk should be trimmed so as to open the view to and from the monuments (see 3D shot). Possibly appropriated by coffee shops from the edge for seating customers, this platform can also house a taxi stop and the HC Tour Hop-On-Hop-Off stop; the first to provide a way out to outside visitors after shopping, and the second to help connect between the different visitor destinations.

Here the proposal seeks to emphasize the existing thematic food characteristic of the street. Thematic food production in the Northern-most part of SA Market Street; current sausage-makers, couscous stand and pickle-labs, are complemented by the salted fish-makers and other thematic food that used to be there before. Supporting activities such as speciality food restaurants and traditional coffee houses encourage visitors to spend time and money in the place.

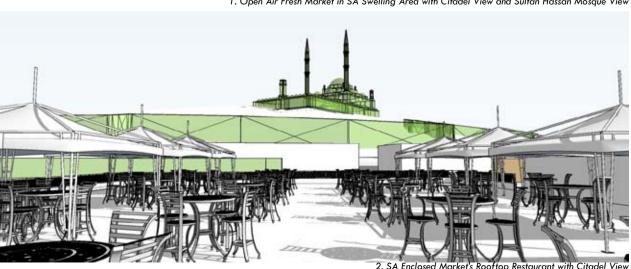
A piazza is introduced in the inner block space adjacent to the Historic Monumental Citadel Wall with tables and seating where customers can eat from the different ready-to-go food providers along the main street. This precious space compensates these activities for not having the room to extend commercial seating along the main street. It can also protect the Historic Wall from encroaching structures and offer the opportunity to enjoy it as a backdrop for the piazza.

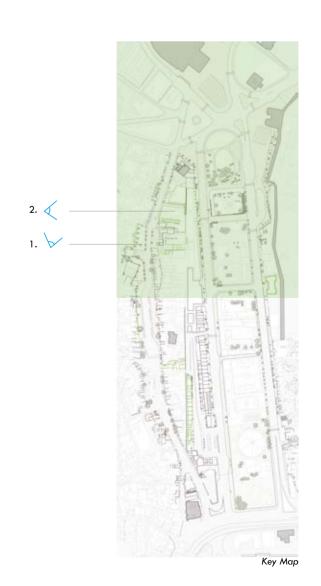
Resident pedestrian flow pouring out of Darb el-Husr brings local community and visitor together in the Fresh Produce Market part vibrant with vendors selling assorted meats, fresh vegetables and fruits. Although those items may seem to be daily and weekly shopping items, their concentration raises the catchment level of the market from neighbourhood scale to several districts and city scale. The renovated Enclosed Fresh Produce Market is a focal point in this segment, offering hygienic fresh fish and poultry products as well as organic vegetables and herbs to both locals and visitors. The upper floor of the Market structure can house an open-air restaurant that offers a spectacular view of the Citadel and Sultan Hassan Mosque, as well as access to the remaining portion of the Monumental Citadel Wall in the back. Once the Monumental Citadel Wall is uncovered and restored, this landmark would attract visitors to move between the two public spaces; SA Market Street and Midan SD, serving as an observatory, where visitors from each side would get a glimpse of what is offered on the other side.

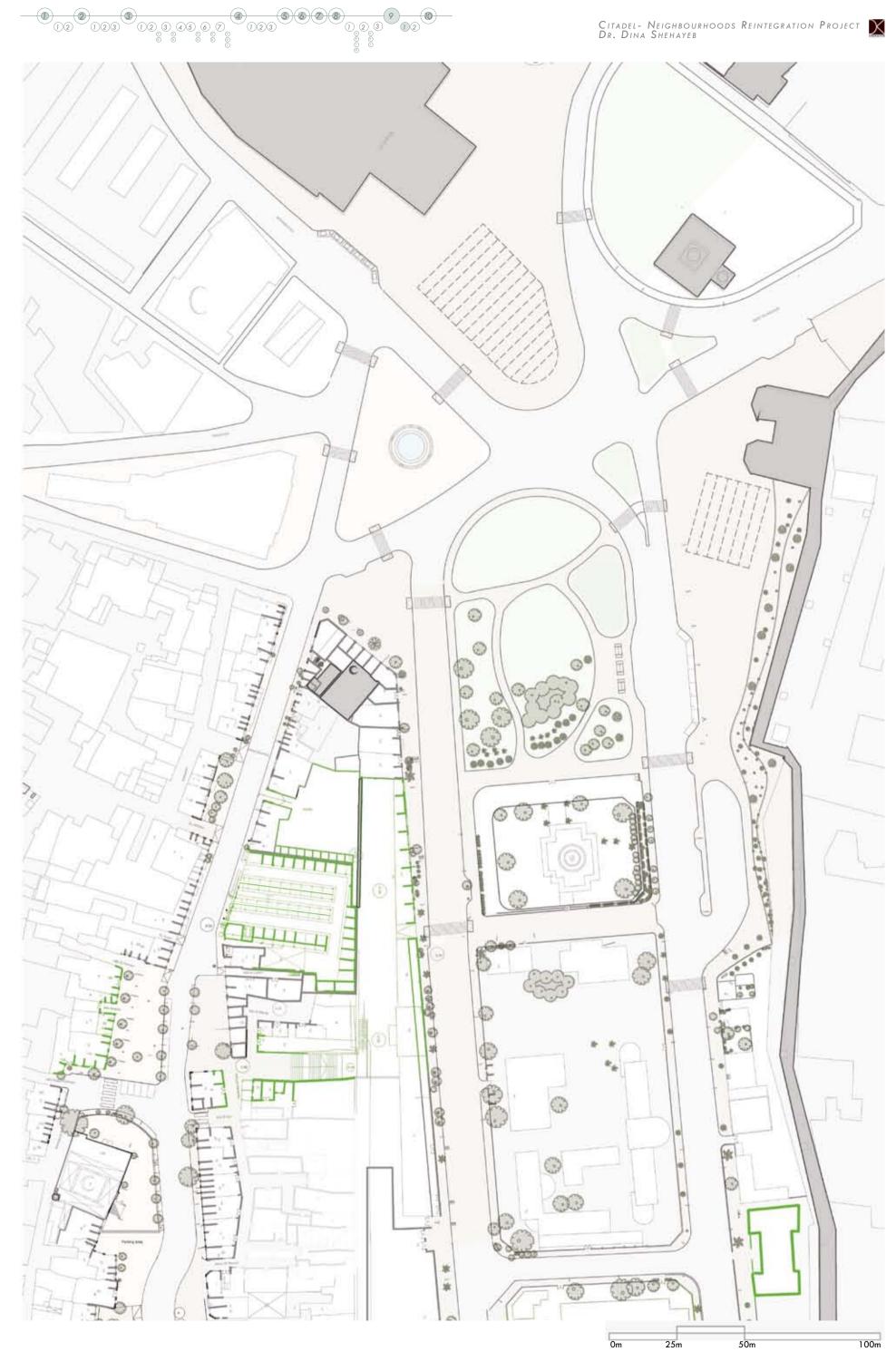
Soon after the Enclosed Market, SA street widens along the Western edge and gives room to an Open Food Market Place surrounded at the edge by delicatessen shops, bakeries, sweet shops and coffee roasters, each having some sidewalk seating. This space is acknowledged by the local shop owners to have the best view of the Citadel along the entire SA Street. The colourful stalls occupying the middle portion of the space do not obstruct the view to the Citadel. The Historic Mosque defining this enclosure has more commercial seating; tables and chairs on its elevated platform that are catered to from nearby coffee shops, and ice cream shops. Across the vehicular RoW a string of spice shops, are the last attractant along the Eastern edge of the street. Together, they mark the end of this segment designed to attract visitors.











Link "A" | Culture And Leisure

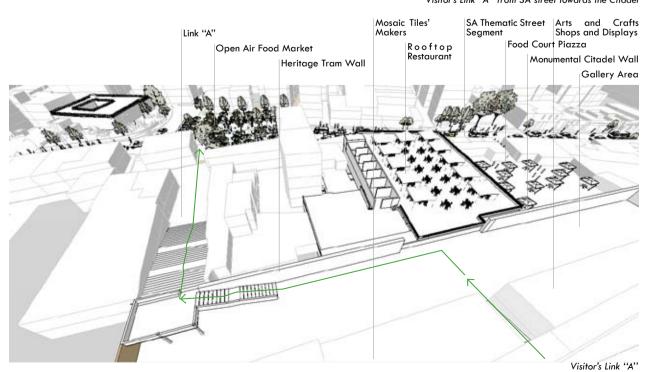
Visitors coming from SD would be attracted to this strip of shops and workshops, where a taste of **Historic Cairo's traditional crafts** are displayed as an advertisement to motivate visitors (both Egyptian and tourists) to enter further into Historic Cairo. Craftsman associations such as "Al Darb el-Ahmar association of Craftsmen" would have a **gallery** with brochures and maps that let visitors know the exact location of varied workshops and how to get there. The display galleries along SD should be available to all workshops from inside surrounding areas and should also serve as a 'portal' to know about heritage crafts and historic Sites in further areas of HC such as al-Gamaleyya, Bab al-Shaareya and the cemeteries to the South.

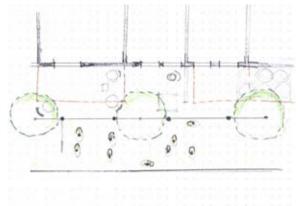
A HC Tour Map is available in all shops and galleries, information booths and kiosks indicating monuments, thematic markets and concentrations of interesting workshops to visit. It should also indicate the mobility means available, including the newly introduced hop-on hop-off tricycle route that connects the heritage sites, as well as arrival and departure modes of transportation such as taxi stops, bus stations and parking lots. The strip of shops enjoys a magnificent view of the Citadel, but then there is an intriguing open space leading to what seems to be a **Monumental Wall** crowned with crenellations and a colourful canopy in the background.

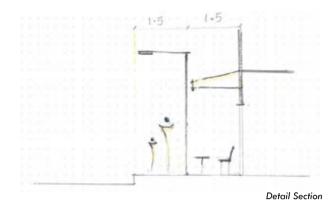
The visitor passes by the mosaic tile-maker's workshop through a comfortable ramp to the 'Art & Gallery area'; the Historic Citadel Wall serves as a backdrop for cultural activities and events; story telling, music, art, ... but without serving food. The visitor sees the market's rooftop as a nice open air restaurant with the spectacular view of the Citadel and Sultan Hassan Mosque. A flight of stairs going over the heritage Tram Wall (which bounded the old tram station) invites visitors to attempt reaching the inaccessible rooftop, as its in a different level. But access to the rooftop restaurant requires the visitor to first enter SA street. The visitor then takes the staircase which will be easily seen from the gallery area, heading upwards to a point where one can see the scenic view of the Citadel and Sultan Hassan mosque as one crosses the heritage wall. Clear signage leads visitors through an alley to discover SA Market Street with all its coffee shops and food. Walking through the open air market in a mixed and integrated open space with the community; a visitor can find food, drink and a clean toilet; places to rest, eat and enjoy the view of the Citadel maybe buy speciality food to take back, whether spices, traditional sausages or couscous. Remembering the market's rooftop restaurant, the visitor enters the Enclosed Fresh Produce Market, experiencing the market space to find the staircase that leads to the upper floor.

Through out the segment walking conditions are improved by linking sidewalks across dead-end alleys and providing them with a ramp to allow infrequent access of resident cars or emergency vehicles into the alleys. The sidewalk width is increased where needed to accommodate the display spill out and social seating practiced by shop owners along the edge; not exceeding the allowed 1.0 metre range. After that an unobstructed pedestrian route should be no less than 1.5 metres at its narrowest (see detail drawings left).

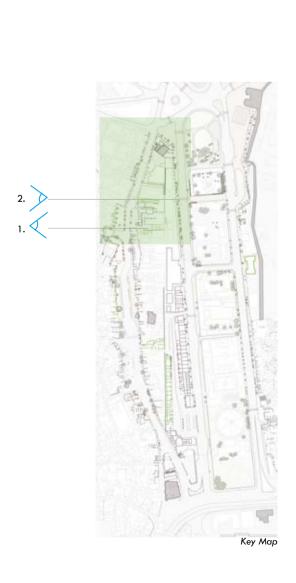








Detail Plan







9.2 NEIGHBOURHOOD SEGMENT: REVITALIZING THE STREET FOR THE LOCAL COMMUNITY

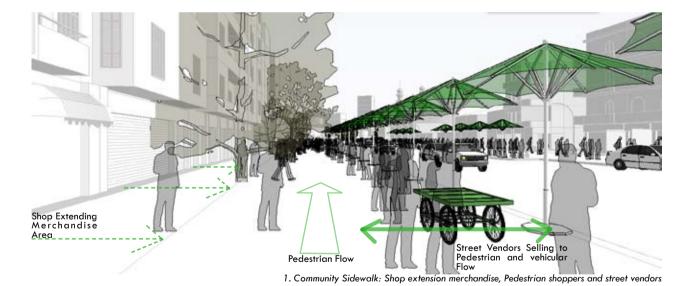
The rest of the platform surrounding the al-Jarkasi Mosque has the much-appreciated Children Play Area. The colourful swings and trampolines offer local community children a place of leisure. Along the street edge after the Mosque a Children's Library and a Cyber Café just for girls do not disrupt the peace of residents entering their homes.

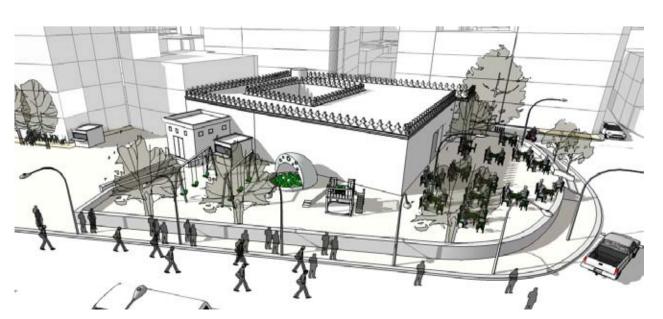
The shops along this segment of the street reflect a more neighbourhood character; offering daily, weekly and seasonal goods needed by households nearby. Shoppers are mostly local community members coming on foot to the street for their daily and weekly needs, or walking to the stations on their way to and back from work. Like in the previous segment, improved walking conditions are achieved by linking sidewalks across dead-end alleys. But moreover in this segment, moving the vehicular RoW to the centre of the space dividing it longitudinally into two comprehensive pedestrian streets. This allows the Eastern and Western edges of the street to offer wide and continuous shopping walkways, separated from vehicles and their exhaust, convenient with shops on one side and street vendors on the other, provides a safe and pleasant experience for shoppers pulling their wheeled shopping bags and children buying snacks or photocopying homework on the way back from school. Occasionally a small bench in the shade of a tree or a 'mastaba' along the building line, offers a place to rest and chat. The street vendors can sell from both sides, to pedestrian shoppers along the walkway (the majority) and to occasional shoppers who come by car and use the parallel curb-parking.

The need for resident parking from the surrounding edge of SA Market Street is accommodated in occasional small parking lots in locations that do not disrupt the flow of pedestrians or the selling and buying activity.

Waste disposal of residential and non-food commercial activities along this segment remain in the same central location within the street (as previously addressed). A special slow lane is created to accommodate the garbage collection truck without obstructing the vehicular traffic flow. The location of the bins is also strategic because it is on the way of the pedestrian flow that crosses the street to access the newly opened community link "B" to the microbus stations and SD-West schools and other community services.

The link "B" and Haret El-mettayesh mark the end of the segment designed to be reinforced as a neighbourhood commercial street. The Western edge has a few workshops and related supply shops, mostly car repair shops. The concentration of coffee shops serves a mix of customers lending the space a more public character. The current territorial behaviour exercised by those coffee shop owners is keeping street vendors away from that strip. The proposed design reinforces that by offering them the full width of the wide sidewalk space to extend their seating while maintaining a narrow vehicular access simply serve car repair shops. The two activities are not in conflict since people waiting for their car to be repaired can enjoy sitting at those coffee shops.

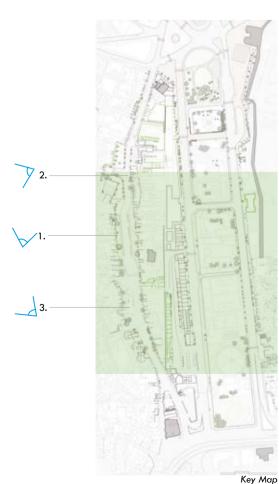




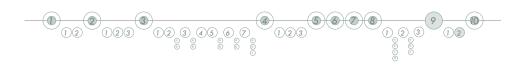
2. Al-Jarkasi Zone; Coffee shop and Kids Area

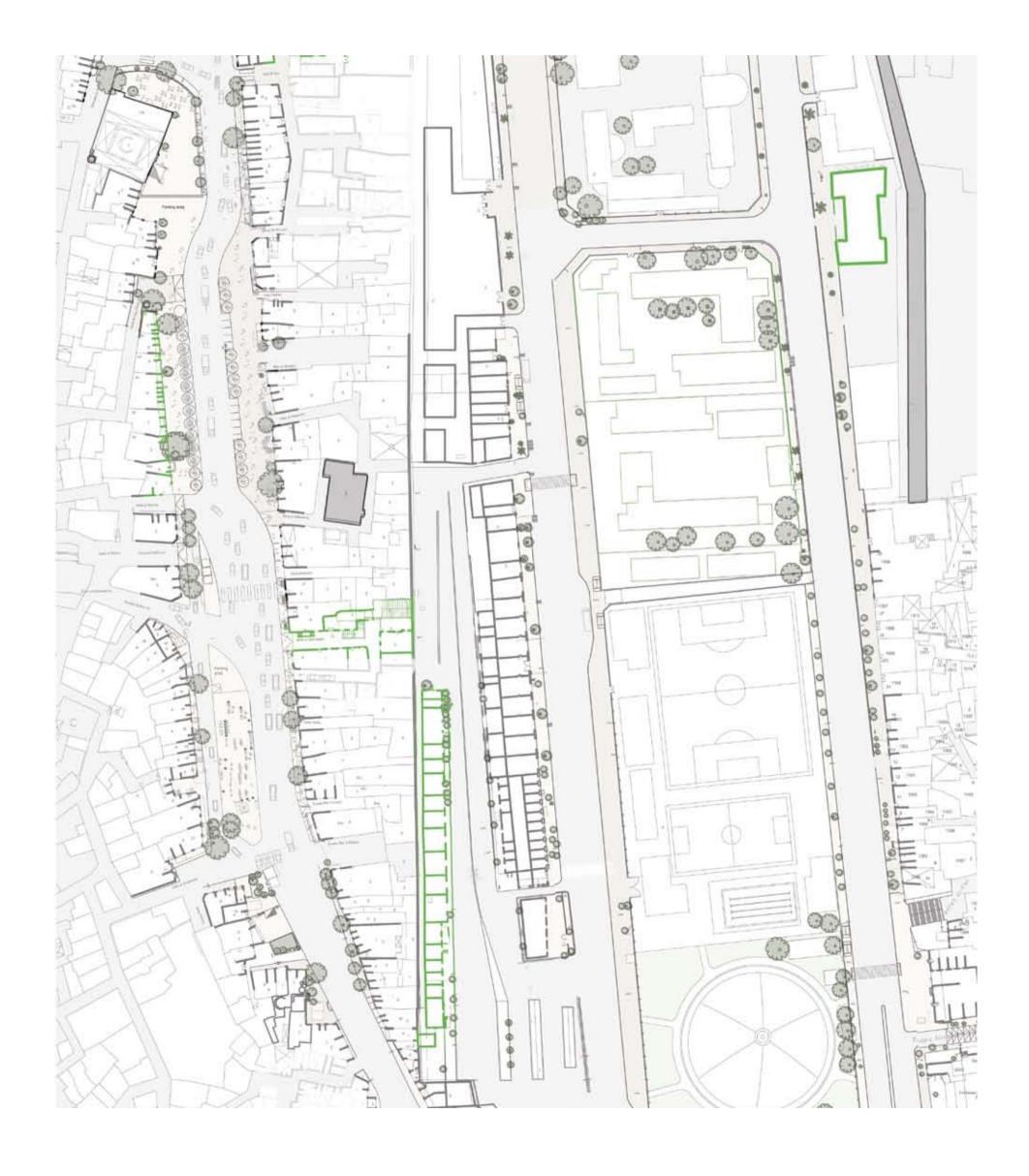


3. City-scale Sidewalk: Coffee shops extending their tables and chairs, with car repair lane



Key Map

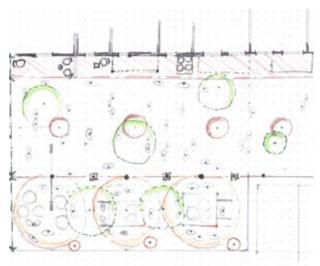




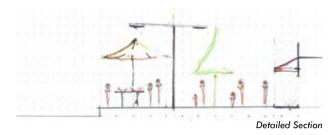
Link"B" Community Services

For those using the microbus stations for their daily trips to work, the link offers a safe and quiet access route to the stations separated from the large crowds who use the stations as an exchange node that connects remote destinations such as Giza and New Cairo. The alley that forms this link is only used by the local community surrounding SA Market Street, as the buildings along its edge would house community service providing uses. In addition to the existing NGO and clinic, the rehabilitated heritage buildings house a Social Service Centre, a Women's Club, and an Elderly Home or any other social solidarity services that fulfil local community demand (Ministry of Social Solidarity has 34 different services it regulates and offers (MSS, 2011)). The alley will be well lit at night and is overlooked by the 5-storey residential building at its deepest end. These uses together emphasize the safe and private character of the link. This thematic use of buildings from SA side and existing community services at the other end in SD-West, along with the narrowness of the alley, are believed to discourage commercial activity and street vendors from encroaching on this route.

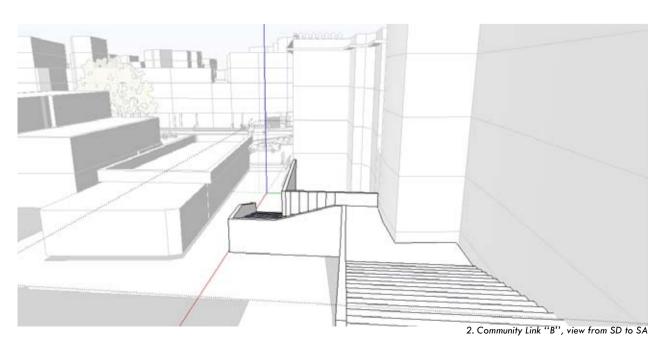
Shops in this segment do not depend much on shoppers coming by car, yet occasional parking interrupts the line of street vendors to provide loading and unloading of goods to and from the shops, allow the waste collection vehicles to stop and pick up the waste from shops and street vendors, and provide short term parking to occasional shoppers who do come by car (see detail drawings left).



Detailed Plan



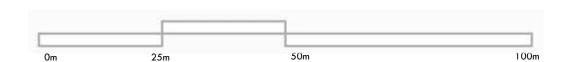


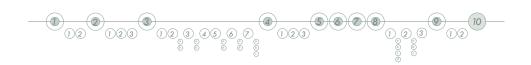












10. CONCLUSION

The main value of this urban study and proposal is that it presents a 'solved example' of how to base an urban design solution on an understanding of the meaning, use and history of a place. The research part shows what data to collect, what questions to ask and how to analyse them. It explains how to uncover patterns and hidden rules underlying the street dynamics and transformation; parameters that would be the building blocks of any solution. Challenges and needs, potentials and threats are translated into design and planning objectives to guide the design process.

Community practices, when closely examined, are patterns that have significant driving forces; economic, social or psychological needs that are explained in the human sciences. Most are universal needs, shared by humans in many contexts, yet their manifestation into behaviour varies by culture. Those same needs when taken into consideration in any regeneration plan, and the design succeeds in accommodating them, the result will be a more effective built environment, where the local community willingly participates and plays its role; giving life to the intervention, to the plans and the designs. Engaging the local community will ensure the sustainability of positive outcomes; they would protect and cherish the intervention as much as they perceive it serving the community's benefit.

In such an urban fabric, intervening is a delicate matter, that should only be based upon a deep understanding and genuine intent to protect both tangible and intangible heritage. One of the distinguished areas in Historic Cairo, significant not only for its monuments, but also for its remarkable "living heritage" that is to be addressed and protected equally. The study identifies key components, concepts and principles and explains how they achieve the objectives through a demonstration project proposal. Revitalization of the Citadel surroundings was achieved without compromising its heritage characteristics which included it being a 'gateway' to the historic city, a city-scale public space, and a market street. The proposed mobility plan could be the starting point for a more detailed mobility study that include a traffic expert. Yet, the overall proposal succeeds in utilizing potentials, resolving problems and capitalizing on existing gains in the area with the least disruption; but rather by redirecting the natural dynamics of the place. This was evident in the proposed detail plan for the redesign of SA Street, where the proposed segmentation in SA street along the natural distinct characteristics of each segment, makes the proposed scenario actually applicable; the Thematic food Market segment, the neighbourhood segment and the city-scale mass transit- related segment.

Adopting such a naturalistic approach in both the research and the design proposal is what sets apart this study from the mainstream urban regeneration projects. Understanding and seeking to restore value to both people and place is key to sustainable implementation of any Citadel-Neighbourhood Reintegration Project.



LIST OF ABBREVIATIONS

ICOMOS International Council on Monuments and Sites
URHC Urban Regeneration project for Historic Cairo

UNESCO-WHC United Nations Educational, Scientific and Cultural Organization-World Heritage Centre

WH World Heritage

ROW Right of Way

SA Sayeda Aisha

SD Salah el-Din

HC Historic Cairo

GIS Geographic Information Systems

CAPMAS Central Agency for Public Mobilization and Statistics

ARC American Research Center

PSP Problem Space Planning

NGO Non-Governmental Organization SD-West Salah el-Din Street - Western axis SD-East Salah el-Din East - Eastern axis

MoA Ministry of Antiquities
MSS Ministry of Social Solidarity

CCBA Cairo Cleaning and Beautification Agency



APPENDIX A: VEHICULAR STUDIES IN SAYEDA AISHA

				Po	int of C	ollection	"No.1"	- Date	of Col	lection: \	Wednes	day 22/	/1/2014	4							
											hicle Ty										
Time of Day: 10:20 -10:30 a.m.	Private car/van/jeep	Unit(s)	Taxi	Unit(s)	Micro-Bus	Unit(s)	Mini-Bus	Unit(s)	Cart	Unit(s)	Bus	Unit(s)	Motorcycle	Unit(s)	Tok-Tok	Unit(s)	Pickup Truck	Unit(s)	Truck	Unit(s)	Total Units
Existing SA towards Salah Salem (One-way)	13	13	11	11	22	33	3	6	2	5	2	5	11	5.5	0	0	3	3	0	0	82
Entering SA from Salah Salem (Violation)	1	1	0	0	0	0	0	0	1	2.5	0	0	5	2.5	0	0	0	0	0	0	6
Parking and Servicing	12	12	0	0	0	0	0	0	0	0	0	0	7	3.5	0	0	2	2	0	0	18
				Ро	int of C	ollection	"No.2"	- Date	of Col			day 22/	/1/2014	4							
										Ve	hicle Ty	ре									
Time of Day: 10:45 -10:55 a.m.	Private car/van/jeep	*1.00	Taxi	*1.00	Micro-Bus	*1.50	Mini-Bus	*2.00	Cart	*2.50	Bus	*2.50	Motorcycle	*0.50	Tok-Tok	*1.30	Pickup Truck	*1.00	Truck	*6.00	Total Units
Existing SA towards Salah Salem (One-way)	12	12	11	11	21	31.5	1	2	1	2.5	2	5	8	4	1	1.3	6	6	0	0	75
Entering SA from Salah Salem (Violation)	1	1	0	0	0	0	0	0	0	0	0	0	5	2.5	0	0	0	0	0	0	4
Parking and Servicing	1 <i>7</i>	17	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	23
				Ро	int of C	ollection	"No.3"	- Date	of Col		Wednes	day 22/	/1/201	4							
Time of Day: 10:45 -10:55 a.m.	Private car/van/jeep	Unit(s)	Taxi	Unit(s)	Micro-Bus	Unit(s)	Mini-Bus	Unit(s)	Cart	Unit(s)	sng sng	Unit(s) *2.50	Motorcycle	Unit(s)	Tok-Tok	Unit(s)	Pickup Truck	Unit(s)	Truck	Unit(s)	Total Units
Existing SA towards Salah Salem (One-way)	4	4	4	4	16	24	3	6	0	0	2	5	11	5.5	0	0	7	7	0	0	56
Entering SA from Salah Salem (Violation)	0	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Parking and Servicing	20	20	4	4	0	0	0	0	0	0	0	0	8	4	0	0	9	9	0	0	37
				Ро	int of C	ollection	"No.4"	- Date	of Col	lection: \	Wednes	day 22/	/1/2014	4							
	0.									Ve	hicle Ty	ре									
Time of Day: 11:00 -11:10 a.m.	Private car/van/jeep	*1.00	Taxi	*1.00	Micro-Bus	*1.50	Mini-Bus	*2.00	Cart	*2.50	Bus	*2.50	Motorcycle	*0.50	Tok-Tok	*1.30	Pickup Truck	*1.00	Truck	*6.00	Total Units
Existing SA towards Salah Salem (One-way)	8	8	5	5	15	22.5	2	4	2	5	1	2.5	3	1.5	0	0	2	2	0	0	51
Entering SA from Salah Salem (Violation)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking and Servicing	15	15	0	0	1	1.5	0	0	0	0	0	0	4	2	0	0	0	0	0	0	19
				Ро	int of C	ollection	"No.5"	- Date	of Col			day 22/	/1/2014	4							
Time of Day:	d _e	II-nt		I lett t		I lasted h		I laster to			hicle Ty		ø)	I lasted A		I last to		11-1-7		I land to	۶ <u>۰</u>
11:11 -11:21 a.m.	Private car/van/jeep	*1.00	Taxi	*1.00	Micro-Bus	*1.50	Mini-Bus	*2.00	Cart	*2.50	Bus	*2.50	Motorcycle	*0.50	Tok-Tok	*1.30	Pickup Truck	*1.00	Truck	*6.00	Total Units
Existing SA towards Salah Salem (One-way)	10	10	4	4	13	19.5	1	2	2	5	0	0	5	2.5	1	1.3	3	3	0	0	47
Entering SA from Salah Salem (Violation)	3	3	0	0	0	0	0	0	1	2.5	0	0	4	2	0	0	1	1	0	0	9
Parking and Servicing	15	15	2	2	0	0	0	0	2	5	0	0	2	1	0	0	1	1	0	0	24
				Ро	int of C	ollection	"No.6"	- Date	of Col			day 22/	/1/2014	4							
T. (5	Q.										hicle Ty										
Time of Day: 11:22 -11:32 a.m.	Private car/van/jeep	*1.00	Taxi	*1.00	Micro-Bus	*1.50	Mini-Bus	*2.00	Cart	*2.50	Bus	*2.50	Motorcycle	*0.50	Tok-Tok	*1.30	Pickup Truck	*1.00	Truck	*6.00	Total Units
Existing SA towards Salah Salem (One-way)	12	12	13	13	34	51	2	4	0	0	3	7.5	0	0	0	0	4	4	0	0	92
Entering SA from Salah Salem (Violation)	0	0	0	0	0	0	0	0	0	0	0	0	9	4.5	0	0	0	0	0	0	5

PEDESTRIAN STUDIES IN SAYEDA AISHA

				Pedestrian Behaviour - Date of Collection: Sunday 12/1/2014								
						Pedestria	n movement	table - Zone	e "1"			
	Time of Day				Valking	Standing		Get	ting Off Tra	nsportation		
				Exit	Entry	Buying	Other	Micro/	Mini Bus	Other		
				LXII	Lilliy	boying	Oillei	Entry	Exit	Oillei		
10:55	10:55 а.m. 11:05 а.m.			62	84	27	28	0	0	1		
03:39	03:39 p.m. 03:49 p.m.				53	24	34	0	0	0		

					Pedestriar	n Behaviour	- Date of Co	ollection: Sun	day 12/1/2	2014
						Pedestria	n movement	table - Zone	e "2"	
	Time of Day				Valking	Si	tanding	Get	ting Off Tra	nsportation
					Entry	Buying	Other	Micro/	Mini Bus	Other
				Exit	Lilliy	Boying	Oillei	Entry	Exit	Oillei
10:43	10:43 а.т. 10:53 а.т.			100	67	29	11	1	0	0
03:27	03:27 p.m. 03:37 p.m.				70	24	28	0	0	1

					Pedestriar	Behaviour	- Date of Co	llection: Sun	day 12/1/2	2014		
						Pedestria	n movement	table - Zone	e "3"			
	Time of Day				Valking	S	anding	Get	ting Off Tra	ng Off Transportation		
					Entry	Ruving	Other	Micro/	Mini Bus	Other		
				Exit	Emry	Buying	Officer	Entry	Exit	Omer		
10:30	10:30 а.m. 10:40 а.m.			86	72	39	24	0	0	0		
03:14	03:14 p.m. 03:24 p.m.				75	40	24	0	0	0		

						Pedestriar	n Behaviour	- Date of Co	ollection: Sun	day 12/1/2	2014	
							Pedestria	n movement	table - Zone	e "4"		
	Time of Day				٧	Valking	St	randing	Get	ting Off Tra	insportation	
					Exit	Entry	Russing	Other	Micro/	Mini Bus	Other	
					LXII	Lilliy	Buying	Office	Entry	Exit	Olliei	
10	10:16 а.т. 10:26 а.т.			a.m.	59	73	23	22	0	0	2	
03	03:02 p.m. 03:12 p.m.				63	85	29	33	0	0	0	

						Pedestriar	n Behaviour	- Date of Co	ollection: Sun	day 12/1/2	2014
							Pedestria	n movement	table - Zone	e "5"	
	Time of Day				٧	Valking	S	anding	Get	ting Off Tra	nsportation
					Exit	Entry	Russing	Other	Micro/	Mini Bus	Other
					LXII	Lilliy	Buying	Office	Entry	Exit	Olliei
10:	10:03 а.т. 10:13 а.т.			a.m.	73	65	18	16	0	0	1
02:	02:48 p.m. 02:58 p.m.			114	80	14	22	0	0	2	

				Pedestrian Behaviour - Date of Collection: Sunday 12/1/2014								
						Pedestria	n movement	table - Zone	e "6"			
	Tim	ne of Day		Walking Standing Getting Off Trans						nsportation		
					Entry	Buying	Other	Micro/Mini Bus		Other		
				Exit	Lilliy	Doyling	Olliei	Entry	Exit	Oillei		
09:50	09:50 a.m. 10:00 a.m.			84	88	11	37	3	2	0		
02:36	02:36 p.m. 02:46 p.m.				93	13	39	0	6	0		

APPENDIX B: PEDESTRIAN STUDIES IN SALAH EL DIN

					Pedestrian B	ehaviour - D	ate of Colle	ection: Wedr	nesday 12/2	2/2014
						Pedestria	n movement	table - Zone	e "1"	
	Time of Day				Valking	St	anding	Get	ting Off Tra	nsportation
					Entry	Buying	Other	Micro/	Mini Bus	Other
				Exit	Lilliy	Boying	Officer	Entry	Exit	Offier
10:40	10:40 а.m. 10:50 а.m.				23	0	20	8	0	7

				Í	Pedestrian Behaviour - Date of Collection: Wednesday 12/2/2014								
						Pedestria	n movement	table - Zone	e "4"				
	Time of Day				Valking	St	anding	Get	ting Off Tra	nsportation			
				Exit	Entry	Buying	Other	Micro/	Mini Bus	Other			
				LXII	Lilliy	Boying	Officer	Entry	Exit	Omer			
11:30	11:30 a.m. 11:40 a.m.				13	0	0	7	0	0			

					Pedestrian B	ehaviour - D	ate of Colle	ection: Wedr	esday 12/2	2/2014
						Pedestria	n movement	table - Zone	e "5"	
	Time of Day				Valking	S	anding	Get	ting Off Tra	nsportation
				Exit	Entry	Buying	Other	Micro/	Mini Bus	Other
				EXII	Emry	Boying	Officer	Entry	Exit	Omer
11:55	11:55 a.m. 12:05 p.m.				1 <i>7</i>	0	0	5	0	3

					Pedestrian B	ehaviour - D	ate of Colle	ection: Wedr	esday 12/2	2/2014
	Time of Day					Pedestria	n movement	table - Zone	• "6"	
					Valking	Standing		Get	ting Off Tra	nsportation
				Exit	Entry	Buying	Other	Micro/	Mini Bus	Other
				LXII	Lilliy	boying	Olliei	Entry	Exit	Omer
12:20	12:20 p.m. 12:30 p.m.			27	5	10	11	9	0	0

					Pedestrian Behaviour - Date of Collection: Wednesday 12/2/2014								
						Pedestria	n movement	table - Zone	e "7"				
	Time of Day				Valking	St	anding	Get	ting Off Tra	nsportation			
				Exit	Entry	Buying	Other	Micro/	Mini Bus	Other			
				LXII	Lilliy	boying	Olliei	Entry	Exit	Omer			
01:10	01:10 p.m. 01:20 p.m.				6	0	0	0	0	0			

				ı	Pedestrian Behaviour - Date of Collection: Wednesday 12/2/2014										
				Pedestrian movement table - Zone "8"											
	Tin	ne of Day		>	Valking	St	anding	Getting Off Transportation							
				Exit	Entry	Buying	Other	Micro/	Mini Bus	Other					
				LXII	Lilliy	boying		Entry	Exit	Onlei					
01:35	p.m.	01:45	p.m.	22	19	0	1	0	0	0					

					Pedestrian B	ehaviour - D	ate of Colle	ection: Wedr	nesday 12/2	2/2014				
					Pedestrian movement table - Zone "9"									
	Tin	ne of Day		٧	Valking	St	anding	Getting Off Transportation						
				Exit	Entry	Buying	Other	Micro/Mini Bus						
				EXII	Eniry	Buying	Officer	Entry	Exit	Other				
02:00	p.m.	02:10	p.m.	7	18	0	4	0	0	0				

				Pedestrian Behaviour - Date of Collection: Wednesday 12/2/2014										
				Pedestrian movement table - Zone "10"										
	Tin	ne of Day		٧	Valking	St	anding	Getting Off Transportati						
				Exit	Entry	Buying	Other	Micro/	Other					
				LXII	Lilliy	Boying	Olliei	Entry Exit		Offier				
02:25	p.m.	02:35	p.m.	3	11	0	0	7	0	5				

- Neighbourhoods Reintegra na Shehayeb	TION PROJECT
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					Pedestrian B	ehaviour - D	ate of Colle	ection: Wedr	nesday 12/2	2/2014				
					Pedestrian movement table - Zone "11"									
	Tim	ne of Day		٧	Valking	St	anding	Getting Off Transportat						
				Exit	Entry	Buying	Other	Micro/	Other					
				LXII	Lilliy	Doyling		Entry Exit						
02:50	p.m.	03:00	p.m.	5	15	0	0	20	0	5				

VEHICULAR STUDIES IN SALAH EL DIN

	Table	No."1-	1" - To	otal Nun	nber of	vehicles	Per Hou	r at Col	lection P	oint "No				ikhoun S	ot. with R	emela S	quare (meat Ki	OSK)			
											Ve	hicle Ty	ре					1				
Time o	of Day	Private car/van/jeep	*1.00	Taxi	Unit(s)	Micro-Bus	Unit(s) *1.50	Mini-Bus	Unit(s)	Cart	Unit(s)	Bus	Unit(s)	Motorcycle	Unit(s) *0.50	Tok-Tok	Unit(s)	Pickup Truck	Unit(s) *1.00	Truck	Unit(s)	F 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
10:30 a.m.	10:40 a.m.	25.0	25.0	33.0	33.0	15.0	22.5	7.0	14.0	0.0	0.0	3.0	7.5	10.0	5.0	0.0	0.0	10.0	10.0	2	12	13
10:30 a.m.	10:40 a.m.	27.0	27.0	28.0	28.0	3.0	4.5	4.0	8.0	0.0	0.0	4.0	10.0	11.0	5.5	0.0	0.0	9.0	9.0	0	0	9
	Total	52.0		61.0		18.0		11.0		0.0		7.0		21.0		0.0		19.0		2.0		22
Table No."1-2" - Total Number of Vehicles Per Hour at Collection Point "No.2" - Between Electric Company and Mosque																						
	Vehicle Type																					
Time o	of Day	Private car/van/jeep	*1.00	Taxi	Unit(s) *1.00	Micro-Bus	Unit(s) *1.50	Mini-Bus	Unit(s) *2.00	Cart	*2.50	Bus	*2.50	Motorcycle	Unit(s) *0.50	Tok-Tok	Unit(s) *1.30	Pickup Truck	Unit(s) *1.00	Truck	Unit(s)	
10:55 a.m.	11:05 a.m.	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	
10:55 a.m.	11:05 a.m.	19.0	19.0	29.0	29.0	20.0	30.0	0.0	0.0	0.0	0.0	6.0	15.0	9.0	4.5	0.0	0.0	15.0	15.0	2	12	1:
	Total	20.0		29.0		20.0		0.0		0.0		6.0		9.0		0.0		15.0		2.0		12
	Table No."1-3" - Total Number of Vehicles Per Hour at Collection Point "No.3" - Upper Section of Remela Square																					
		de			11.14.		11.573		11.573			hicle Ty		ø	11.1.7		11.573	*	11.47		11.57	
Time	of Day	Private car/van/jeep	*1.00	Taxi	*1.00	Micro-Bus	*1.50	Mini-Bus	*2.00	Cart	*2.50	Bus	*2.50	Motorcycle	*0.50	Tok-Tok	*1.30	Pickup Truck	*1.00	Truck	*6.00	
11:10 a.m.	11:20 a.m.	10.0	10.0	11.0	11.0	7.0	10.5	0.0	0.0	0.0	0.0	0.0	0.0	5.0	2.5	0.0	0.0	10.0	10.0	0	0	4
11:10 a.m.	11:20 a.m.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	
	Total	10.0		11.0		7.0		0.0		0.0		0.0		5.0		0.0		10.0		0.0		4
Table No."1-4" - Total Number of Vehicles Per Hour at Collection Point "No.4" - Infront of El-mahmoudeya Mosque Vehicle Type																						
Time o	of Day	Private car/van/jeep	Unit(s)	Taxi	Unit(s)	Micro-Bus	Unit(s)	Mini-Bus	Unit(s)	Cart	Unit(s)	Bus	Unit(s)	Motorcycle	Unit(s)	Tok-Tok	Unit(s)	Pickup Truck	Unit(s)	Truck	Unit(s)	
	T	Pr car/	*1.00	·	*1.00	Mic	*1.50	W	*2.00		*2.50		*2.50	Mot	*0.50	01	*1.30	Pickı	*1.00		*6.00	i
11:20 a.m.	11:30 a.m.	10.0	10.0	9.0	9.0	9.0	13.5	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	8.0	8.0	0	0	4
11:20 a.m.	11:30 a.m.	8.0	8.0	11.0	11.0	7.0	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	10.0	0	0	4
	Total	18.0		20.0		16.0		0.0		0.0		0.0		2.0		0.0		18.0		0.0		81
	Tabl	e No."1-	-5" - T	otal Nur	mber of	Vehicles	Per Hou	ır at Col	llection F	Point "N		front of hicle Ty		vzab (En	itrance),	from SA	to Rem	ela Squ	are			
Time o	of Day	te /jeep	Unit(s)		Unit(s)	Bus	Unit(s)	sus	Unit(s)	_	Unit(s)		Unit(s)	ycle	Unit(s)	×	Unit(s)	ruck	Unit(s)	- V	Unit(s)	
	,	Private car/van/jeep	*1.00	Taxi	*1.00	Micro-Bus	*1.50	Mini-Bus	*2.00	Cart	*2.50	Bus	*2.50	Motorcycle	*0.50	Tok-Tok	*1.30	Pickup Truck	*1.00	Truck	*6.00	
11:45 a.m.	11:55 a.m.	10.0	10.0	9.0	9.0	9.0	13.5	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	8.0	8.0	0	0	4
11:45 a.m.	11:55 a.m.	4.0	4.0	0.0	0.0	9.0	13.5	2.0	4.0	0.0	0.0	8.0	20.0	1.0	0.5	0.0	0.0	3.0	3.0	2	12	ž
	Total	14.0		9.0		18.0		2.0		0.0		8.0		3.0		0.0		11.0		2.0		9
Table No."1-6" - Total Number of Vehicles Per Hour at Collection Point "No.6" - Infront of CCBA Public Garden																						
		d e	lp!s/s\			55	linia/-\					hicle Ty		Φ			د/ء/ءارا	- 8	Unit(s)			
Time o	of Day	Private car/van/jeep	Unit(s)	Taxi	Unit(s)	Micro-Bus	Unit(s)	Mini-Bus	Unit(s)	Cart	Unit(s)	Bus	Unit(s)	Motorcycle	Unit(s)	Tok-Tok	Unit(s)	Pickup Truck		Truck	Unit(s)	
	T	i –	*1.00		*1.00	*	*1.50		*2.00		*2.50		*2.50	¥	*0.50	•	*1.30	Pic	*1.00		*6.00	
12:10 p.m.	12:20 p.m.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	
12:10 p.m.	12:20 p.m.	25.0	25.0	33.0	33.0	17.0	25.5	7.0	14.0	0.0	0.0	3.0	7.5	10.0	5.0	0.0	0.0	10.0	10.0	2	12	1
	Total	25.0	1	33.0	ı	17.0		7.0		0.0	I	3.0	ı	10.0	1	0.0	1	10.0	ı	2.0	ı	13

			Table	No."1-7	" - To	tal Num	ber of V	ehicles I	Per Hour	at Coll		oint "No.		the Mou	stafa Ka	mel Mu	seum					
		d é	11.57		11.57		11.57		11.54			cie iy		ø)	11.54		11.54	×	11.57		11.54	Ŋ
Time o	of Day	Private car/van/jeep	*1.00	Taxi	*1.00	Micro-Bus	*1.50	Mini-Bus	*2.00	Cart	*2.50	Bus	*2.50	Motorcycle	*0.50	Tok-Tok	*1.30	Pickup Truck	*1.00	Truck	*6.00	Total Units
01:00 p.m.	01:10 p.m.	2.0	2.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3
01:00 p.m.	01:10 p.m.	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	10.0	0	0	11
	Total	2.0		2.0		0.0		0.0		0.0		0.0		0.0		0.0		10.0		0.0		14.0
		T ₁	able No	."1-8" -	· Total	Number	of Vehic	cles Per	Hour at	Collecti	on Point	"No.8"	- At the	Materno	al Care (Centre (Citadel)					
	Vehicle Type																					
Time o	of Day	Private car/van/jeep	*1.00	Taxi	*1.00	Micro-Bus	Unit(s)	Mini-Bus	Unit(s)	Cart	*2.50	Bus	Unit(s)	Motorcycle	*0.50	Tok-Tok	Unit(s)	Pickup Truck	Unit(s)	Truck	*6.00	Total Units
01:25 p.m.	01:35 p.m.	3.0	3.0	0.0	0.0	27.0	40.5	0.0	0.0	0.0	0.0	0.0	0.0	3.0	1.5	0.0	0.0	1.0	1.0	0	0	46
01:25 p.m.	01:35 p.m.	4.0	4.0	0.0	0.0	9.0	13.5	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.5	0.0	0.0	3.0	3.0	0	0	21
	Total	7.0		0.0		36.0		0.0		0.0		0.0		4.0		0.0		4.0		0.0		67.0
		Т	Table No."1-9" - Total Number of Vehicles Per Hour at Collection Point "No.9" - At the Maternal Care Centre (Citadel)																			
											Ve	hicle Ty	ре									
Time o	of Day	Private car/van/jeep	*1.00	Taxi	*1.00	Micro-Bus	*1.50	Mini-Bus	*2.00	Cart	*2.50	Bus	*2.50	Motorcycle	*0.50	Tok-Tok	*1.30	Pickup Truck	*1.00	Truck	*6.00	Total Units
01:50 p.m.	02:00 p.m.	4.0	4.0	0.0	0.0	9.0	13.5	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.5	0.0	0.0	3.0	3.0	0	0	21
01:50 p.m.	02:00 p.m.	3.0	3.0	0.0	0.0	27.0	40.5	0.0	0.0	0.0	0.0	0.0	0.0	3.0	1.5	0.0	0.0	1.0	1.0	0	0	46
	Total	7.0		0.0		36.0		0.0		0.0		0.0		4.0		0.0		4.0		0.0		67.0
Table No."1-10" - Total Number of Vehicles Per Hour at Collection Point "No.10" - Residential Area After National Party Building (Entrance), from SA Sq. to Remela Sq. Vehicle Type																						
The		dee	Unit(s)		Unit(s)	sn	Unit(s)	s	Unit(s)		Unit(s)	,	Unit(s)	<u> </u>	Unit(s)		Unit(s)	nck	Unit(s)		Unit(s)	its
Time o	of Day	Private car/van/jeep	*1.00	Taxi	*1.00	Micro-Bus	*1.50	Mini-Bus	*2.00	Cart	*2.50	Bus	*2.50	Motorcycle	*0.50	Tok-Tok	*1.30	Pickup Truck	*1.00	Truck	*6.00	Total Units
02:15 p.m.	02:25 p.m.	38.0	38.0	15.0	15.0	30.0	45.0	15.0	30.0	0.0	0.0	21.0	52.5	25.0	12.5	0.0	0.0	10.0	10.0	2	12	215
02:15 p.m.	02:25 p.m.	9.0	9.0	9.0	9.0	8.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	3.5	0.0	0.0	9.0	9.0	0	0	43
	Total	47.0		24.0		38.0		15.0		0.0		21.0		32.0		0.0		19.0		2.0		257.5
		Т	able No	."1-11"	- Tota	l Numbe	er of Vel	nicles Pe	r Hour a	t Collec				ering fro	m Remel	a Sq. to	SA Sq.					
		e d	Unit(s)		Unit(s)	s	Unit(s)		Unit(s)		Ve Unit(s)	hicle Ty	Unit(s)	<u>•</u>	Unit(s)		Unit(s)		Unit(s)		Unit(s)	ŧ
Time o	of Day	Private car/van/jeep	*1.00	Taxi	*1.00	Micro-Bus	*1.50	Mini-Bus	*2.00	Cart	*2.50	Bus	*2.50	Motorcycle	*0.50	Tok-Tok	*1.30	Pickup Truck	*1.00	Truck	*6.00	Total Units
02:40 p.m.	02:50 p.m.	55.0	55.0	35.0	35.0	45.0	67.5	30.0	60.0	3.0	7.5	40.0	100.0	30.0	15.0	5.0	6.5	20.0	20.0	3	18	385
02:40 p.m.	02:50 p.m.	0.0	0.0	20.0	20.0	10.0	15.0	0.0	0.0	3.0	7.5	0.0	0.0	13.0	6.5	3.0	3.9	15.0	15.0	0	0	68
	Total	55.0		55.0		55.0		30.0		6.0		40.0		43.0		8.0		35.0		3.0		452.4
	Table No."1-12" - Total Number of Vehicles Per Hour at Collection Point "No.12" - At Bus Stop																					
	Vehicle Type																					
Time o	of Day	Private car/van/jeep	*1.00	Ταχί	*1.00	Micro-Bus	*1.50	Mini-Bus	*2.00	Cart	*2.50	Bus	*2.50	Motorcycle	*0.50	Tok-Tok	*1.30	Pickup Truck	*1.00	Truck	*6.00	Total Units
03:15 p.m.	03:25 p.m.	0.0	0.0	0.0	0.0	0.0	0.0	2.0	4.0	0.0	0.0	8.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	2	12	36
03:15 p.m.	03:25 p.m.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0
	Total	0.0		0.0		0.0		2.0		0.0		8.0		0.0		0.0		0.0		2.0		36.0

APPENDIX C: UNSTRUCTURED INTERVIEW SAMPLE QUESTIONS

Questions for shop owners:

Questions targeting personal information:

- Where do you live?
- How long have you lived in the area?
- · Do you have any relatives in the area?
- Do you come from the area? father's/grandfather's/family house?
- What are the boundaries of the area that you consider yourself belonging to? Specify the area.
- Do you know the area's history?
- Are there any social differences between the 'shiakhas' or are they just administrative boundaries?
- Do the current residents originate from here or have they moved in from different regions?
- Has there been a change of activities? Specify the former activities.
- Schools that the children are enrolled in: Where?

The route

Means of transportation?

 What are the universities and institutes that your children are enrolled in: where?

The route?

Means of transportation?

Questions targeting information related to work and practiced activities:

- Where do you work?
 - Do you work in neighbouring areas?
 - Do you work in other distant areas?
- · How long have you been working in the area?
- Describe the daily trip to work; Means of transportation, route, duration?
- From where are the raw materials / products brought?

How are the goods transported?

What is the timing of loading and unloading?

How are the goods loaded?

- Are the current shop owners residents in this area? or do they come from different regions?
- Is the area inviting for outsiders to rent in?
- Is there any harm resulting from the presence of street vendors?
- Do you think there is any gain from the perspective of customers?
- Who are the clients of the marble businesses along SD- West?
 Do clients actually need to visit the workplace? Or telephone calls can be sufficient for operating the business?
 How often do the clients visit the workplace?
- Will you(marble craftsman/ business owner) switch careers if there is an opportunity for tourism?

Questions targeting the activities in Sayeda Aisha Street:

- Where do the customers come from?
- Can you specify the extent of services of the market and to what extent the neighbouring areas are dependent on it?
- Have the activities changed over time?

In what way?

And where?

- Are the activities and products in the street market related to one another?
- Are the activities complementary to one another?
- Any existence of a certain activity due to the presence of another in the market?
- Is there a certain system for the distribution of the activities in the street?
 (e.g.: are there specific zones for certain activities? selling of certain products in specific zones? Car waiting areas? Kiosks?)
- Do street vendor cause any harm? Are they associated to:

Garbage?

Violence?

Fights?

Traffic jams?

- How are the responsibilities distributed in the Enclosed Market?
- Is there someone responsible for the Enclosed Market?
- What is the government's role in relation to the Enclosed Market?
- Are all the activities permanent or are some of them temporary appearing in certain times? (Weekly, seasonal or during a certain time of day)

How did street vendors start appearing?
 How did it evolve to what we see today?

Questions targeting development of the area:

- What are the problems existing in the area that have to be solved?
 Can you prioritize them?
- Is there any willingness for collaboration and participation in any solution?
- How safe is the area?
- How much freedom of movement do women and girls have during different times in the day?
- Is the street considered safe for visitors from outside the area; women, girls, children, tourists?
- What are the reasons for the spread of the problem with drugs:?
 Are the drug dealers residents of the area or are they dealers from outside?

Questions targeting the relation between the street and the neighbouring areas, and how that in turn affects the street:

 What is the effect of the presence of el-khalifa police station on the street corner?

Are there any problems with the police?

Are there any bribes given to the police to keep the street vendors out of trouble?

 What is the relationship between the neighbouring areas with the street and the market? Darb el-Husr

al-Bogali

Sayeda Aisha

al-Qadreya

Southern cemeteries

Arab el-Yassar

Salah el-Din street

Questions for the residents:

Questions targeting personal information:

- How long have you been living in the area?
- Do you have any relatives in the area?
- How long has your family been living in the area? father/grandfather/ family house?
- What are the boundaries of the area that you consider yourself belonging to? Specify the area.
- Do you know the area's history?
- Are there any social differences between the 'shiakhas' or are they just administrative boundaries?
- From where do the current residents come from originally? From SA or have they moved in from different regions?
- What schools are your children enrolled in: Where?

The route?

Means of transportation?

What universities and institutes are your children are enrolled in: Where?

The route?

Means of transportation?

- Where do you work? in neighbouring areas?
- Describe your daily trip to work: Means of transportation?

The route? The duration?

Questions targeting SA street history and daily use patterns:

- How do you dispose of waste?
- Where do residents park?
- Are the parked cars owned by residents from the edge?
- Who owns the old dumped cars?
- Since when have the current drug families been around? How was their lifestyle before different from now? drug dealing/ fights /?
- What was the value of the previous public bus lines?
- What do you think of the current bus station at the foot of the Citadel?
- Was there ever links to SD? Where?

When?

When did it disconnect?

Why?

- What sort of activity/ service do you use in SD?
- Has there been a change of activities in SA street? Specify the former activities?
- How old are the coffee shops? When did they become so concentrated in the Southern most segment of SA street?
- Do the concentrated coffee shops in the Southern most segment of SA street have any relation to drugs?
- Who are the clients of the coffee shops in the Southern most segment of SA (nearest to the microbus bus station)?

Questions targeting Sayeda Aisha market and its effects on the dwellers:

- Do you use Sayeda Aisha market street?
- How frequently do you use the market street: Daily

Day after Day Weekly

Monthly?

Rarely?

- What are the products you buy from the market street?
- What are the advantages of the presence of the market street in the
- Are there problems resulting from the presence of the market street in the area?

What are they?

- Do you buy from street vendors?
- What do you buy from street vendors?
- How frequently do you buy from street vendors? Daily

Day after Day Weekly Monthly? Rarely?

- Is there any advantage of the presence of street vendors in the area?
- Is there any disadvantage/problem resulting from the presence of street vendors in the area?

What are your proposed solutions to these problems?

- Do you use the Enclosed Market street?
- How frequently do you use the Enclosed Market: Daily

Day after Day Weekly Monthly? Rarely?

- Is there any disadvantage/ problem resulting from the presence of Enclosed Market in the area?
 - What are your proposed solutions to these problems?
- When did the food/fresh produce selling activity appear?
- From where did the neighbouring dwellers shop from before the appearance of the market?
- What kind of fresh produce (or any product) did the market street originally serve?
 - (meat, fish, chicken, vegetables, fruits, soap, spices,....)
- When did the vegetables and fruits take over?
- From where are the goods and products brought? How is the goods transported?

What is the timing of loading and unloading?

- How is the goods loaded?
- From where do the current shop owners originally come from? From SA or have they moved in from different regions?
- Is the area inviting for outsiders to rent shops or work in any?

Questions targeting the Microbus stations:

- Who owns the land? Government, private, Is it a forcefully obtained empty piece of land?
 - Are there any royalties paid? or rent?
- What is the effect of the microbus station on the market and the activities in the market?
- Did it change activities or roles?
- Did it cause problems?
- What are the means of transportation in and out of the area?
- What is the range of users of the microbus station?
- Did the number of people from outside the area increase due to the presence of the microbus station?

Questions targeting the suspended public bus station in SA street:

- When did the public bus station start operating?
- When was it suspended?
- What was the reason for its suspension?
- What changed during and after the suspension of the public bus station?
- Where there problematic consequences?
- Is the re-utilisation of this public bus station preferable?
- What are your suggestions for dealing with this public bus station? How can it be utilized?
- Who were the users of this station?
- What are the mobility substitutes after it had been suspended?
- Is the location of the suspended public bus station related to the presence of the street vendors in the area?
- What were the destinations of the previous public bus lines that were in SAŚ
- What are the destination of the current public bus lines in SD?
- Were the microbuses complementary to the public bus lines or conflicting?

Questions targeting Midan SD:

- Any perceived value of the roundabout garden?
- Was it ever used by the community? When?

In what ways?

Who are the users of the services on the island in front of the police station?

When do they use it?

How do they access these services?



Questions for street vendors:

Questions targeting personal information:

- Where do they come from?
- Where do they live?
- Do they have any relatives?
- What is their relation with the shop owners?
- What is their relation with the residents?
- What is their relation with the District officials?

Questions targeting their activity in the market street:

- Is your location here fixed or mobile?
- Do you pay any rent for your presence here?
 To whom?
- What are your daily and weekly working hours in the market street?
- Who are your customers?
 - Are they from inside or outside the area?
- Do you face any problems in the market street?
- Do you own a selling stall in the Enclosed Market?
 What do you use it for?
- How often do customers use the Enclosed Market?
- Will you use the Enclosed Market for selling if it's refurbished?
- Do you leave the cart in a specific place in the market street?

Questions targeting the movement of the stock:

- From where do get the merchandise / items you sell?
- How do you dispose of waste?
- Do you need an area for storing the goods or tools?

APPENDIX D: MEMORIES OF SA STREET SHOPS (40 YEARS AGO)

Shoe shop Tobacco shop (Liver shop currently) Vegetables shop Saadi shoes Belya fish Mortar and Paint shop Tobacco shop (pickles currently) Reyad House-ware Barber (Lingerie shop) Undertaker (textile currently) Tobacco shop Samy Cloth mending shop

Coffee shop Sweet maker Koshary (Ibn el-balad restaurant currently) Salama Grocery Fool and falafel Bread shop Dairy and frozen meat Tobacco shop Meat delicatessen Fish shop Bread shop Bakery (Butcher currently) Workshop (Vegetables currently) Koshary (Juice bar currently) Grocery Butcher Coffee maker (Jewellery shop currently)

> Barber Fez shop (Juice bar currently) Coffee shop

Ration food storage Coffee shop (Butcher currently) Singer sewing machines shop (Closed Car rental)

> Al-Jarkasi mosque Coffee shop

Abbas outdoor floodlights shop Mahmoud Barbershop Car tires shop Street corner Fool and falafel Clothes mending shop Abd el-Kareem radio shop Coffee shop Optics shop Bakery Coffee shop House-ware Coffee shop Koshary Koshary Closed shop (Vodafone currently) Coffee shop Mogamaa el-Ahram: Newspaper agency Coffee shop House House Bardini mosque Clothes ironing shop Fool and Falafel Shaghelhom coffee shop Dawaran Coffee shop Residential rooms

Wood lathe workshop

Big retail store Shoe shop (juice bar currently) Baba abdo Ibn fadaly shoe shop Tobacco shop Pastry shop (bakery currently) Salted fish shop Samy kebab diner Hammad factory Coffee shop (kebab diner currently)

(The rest is the same)

Supermarket (dairy currently) Horse stable, The Enclosed Market currently Grocery Coal shop Flour shop Carpenter workshop Gas station Coffee shop Spice shop Spice shop

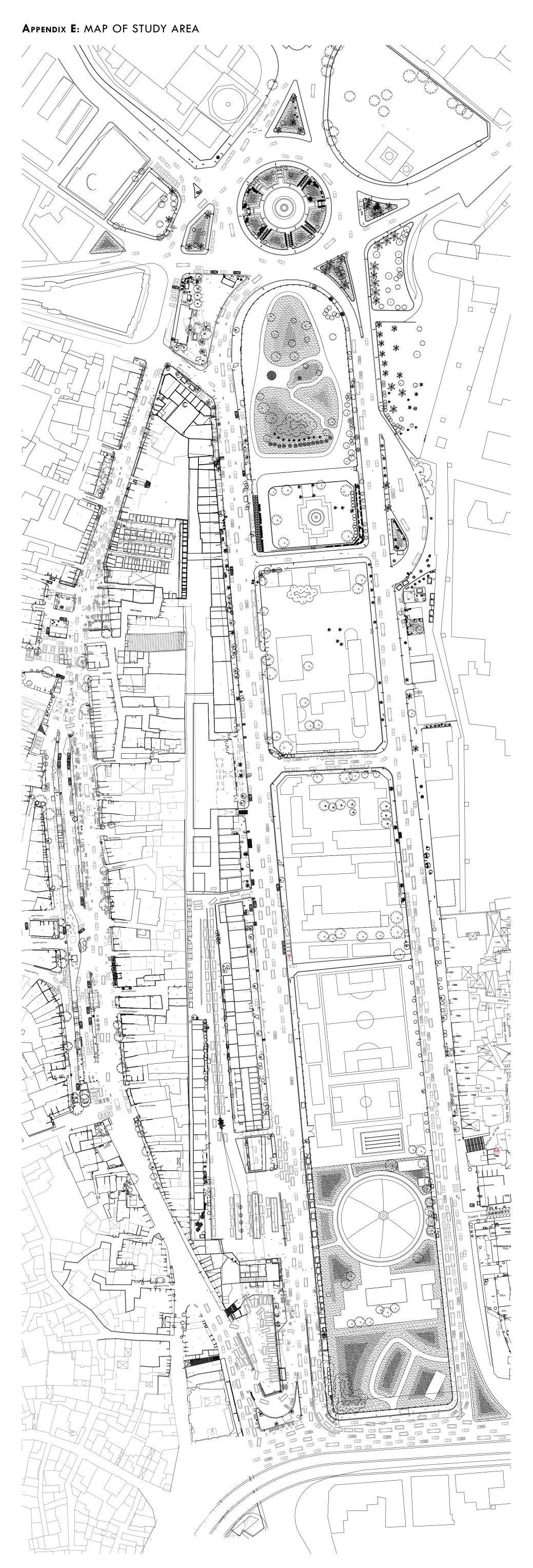
Barber Shams soap shop (coffee shop currently) Kotkot Gas cooking stove store Fahmy Gas cooking stove accessories Barber Spice shop Closed shop Spice shop Pharmacy Barber Coffee shop

Closed Shoe maker (grocery currently) Pharmacy Closed **Empty land** Silversmith

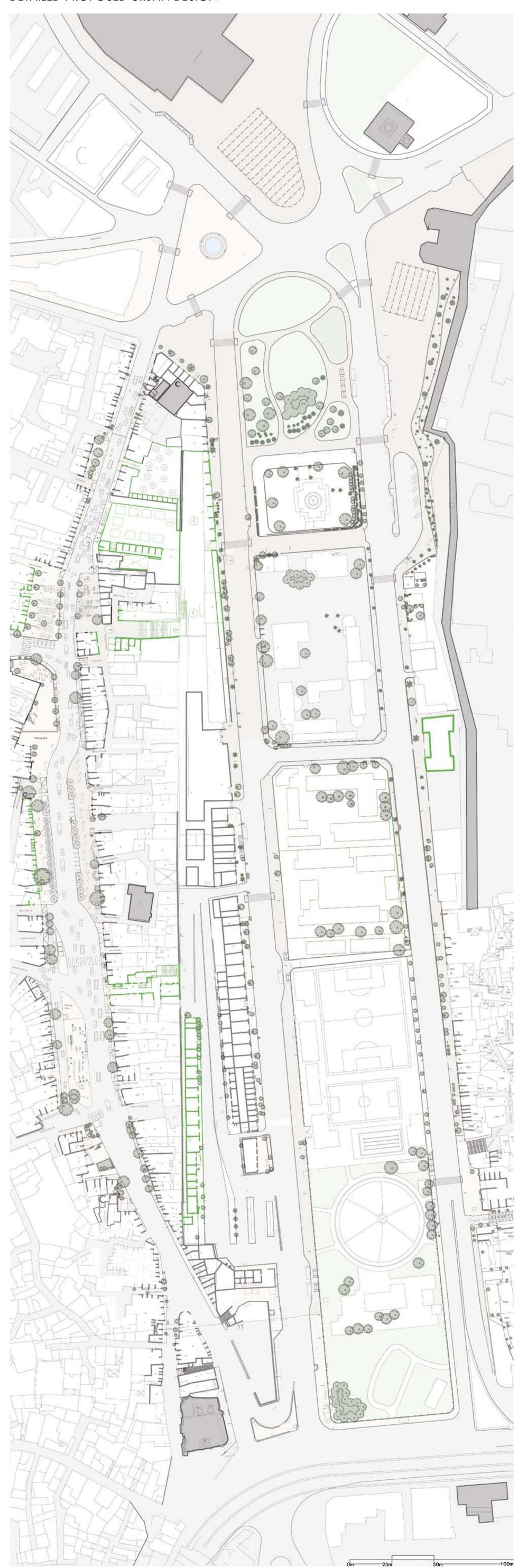
Spice shop Goldsmith

Pharmacy

Bakery (Bata currently: Shoe shop) Faheem shoes shop after mosque



DETAILED PROPOSED URBAN DESIGN



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URHC REPORT



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