



AGA KHAN TRUST FOR CULTURE
Aga Khan Cultural Services - Egypt

**AL-DARB AL-AHMAR REVITALIZATION PROJECT
BAB ZUWAYLA –AL-MAHRUQ GATE TOURIST ROUTE**

NOVEMBER-2008

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EXECUTIVE SUMMARY

The Darb al-Ahmar area is well known for its cultural heritage resources, yet little ventured into by tourists. As one of the poorest districts of historic Cairo, it has been marginalised due to its peripheral location at some distance from the central tourist bazaars and for its overall state of dilapidation. The high cultural and architectural value of this historic district has been compromised by rampant physical and socio-economic decline. ADAA is still rich with cultural assets, but these remain dormant tourism potentialities. Fortunately with the opening of the al-Mahruq community gate, it now sits on the frontier of an immense garden landscape.

The creation of al-Azhar Park, completed in 2004, has produced opportunities to awaken these latent tourism potentialities as part of a comprehensive urban revitalisation strategy. Within this strategy, a responsible tourism approach can play an active role in preserving the traditional built fabric, while notably improving the community's livelihood.

There are many examples in the world for establishing historic areas; however, few have practical implications to Darb al-Ahmar's current situation unless there is a shift in the performance of both local residents and the Cairo Governorate. The current environment in Darb al-Ahmar does not lend itself to these types of sustainable solutions. Therefore beyond the scope of many of the proposals in this report, active community participation and assistance with local institution-building are essential aims; they assist in the process of custom-tailoring various components of the proposal to local needs and securing these projects in a sustainable local context. Furthermore, in order to ensure future sustainability, advancing dialogue on a governmental level must commence too, in the form of cooperative agreements; foremost being the approval of the ADAA Master Plan.

To support these efforts, the proposed plan expects similar efforts in formulating and initiating integrated programmes to take place by AKF, AKMICA and AKCSE to boost these physical interventions.

This report summarizes the interventions proposed by AKCSE in a pilot project area linking Bab Zuwayla to al-Azhar Park at al-Mahruq Gate. The report is structured in three parts: (i) defining the context for tourism in the area, (ii) an urban analysis of the existing conditions over the three boundary work stages of the link, and (iii) the actual proposed physical interventions on the segment from Qijmas al-Ishaqi Mosque to Aslan Square. The study took place through a cooperative partnership of the open space and infrastructure, housing rehabilitation and planning units in Cairo.

Examinations of the circulation patterns, infrastructure (water, electrical and sewage), horizontal streetscape (pavement and solid waste), vertical streetscape (signage, lighting and vegetation), the state of building conditions towards rehabilitation (integrity) and services and local business activities was investigated in order to understand the existing circumstances that provide a foundation for initializing a responsible tourism strategy.

Towards cultivating a suitable tourism atmosphere, a daunting list of deficiencies was drawn, foremost being: a dilapidated inventory of buildings ill-suited for presentation and an expansion of tourism; a rickety collection of poorly paved and maintained roads that undermine fluid circulation; outdated and overwhelmed infrastructure grids unable to support an increase in demand; absence of a suitable solid waste collection system; nearly nonexistent public and private facilities that cater to tourists; a scarcity in media and informational systems that interpret the area's cultural assets, and a local commercial presence ill-prepared and lacking in knowledge to understand contemporary tourism in Egypt.

With this understanding proposals were drawn up and presented in this report as a set of realistic solutions aimed at responding to the primary needs of a sufficient tourism network, and more importantly, providing benefits to the local community. Interventions on the physical level addressed by this report include:

Traffic and accessibility: Improving and controlling circulation through road widening at key problem areas, restricting vehicle movement by creating non-motorized and pedestrian zones, enforcing no parking laws and controlling street encroachments.

Infrastructure: Before any paving activities take place upgrading the sewage, water and electrical systems to the long term betterment of residents and businesses in the area.

Pavement and solid waste: Defining pavement types by matching materials to usage (in close coordination with the traffic and accessibility proposal) and suggesting realistic refuse collection points based on the limitations of the current service provider.

Signage, lighting and vegetation: The proposed scheme refreshes existing general elements and supplements them with tourist-focused improvements.

Interventions in selected buildings: To expedite impact, the rehabilitation focuses on façade improvement at selected buildings to enhance the visual framing of the passage.

Services and local activities: Recommendations start with development of a credit scheme based on criteria defined by AKCSE and AKAM for financing local businesses willing to explore tourism ventures. Additional social and business programmes will be conducted in conjunction with these loans, a separate product from this report.



Potentials for Responsible Tourism

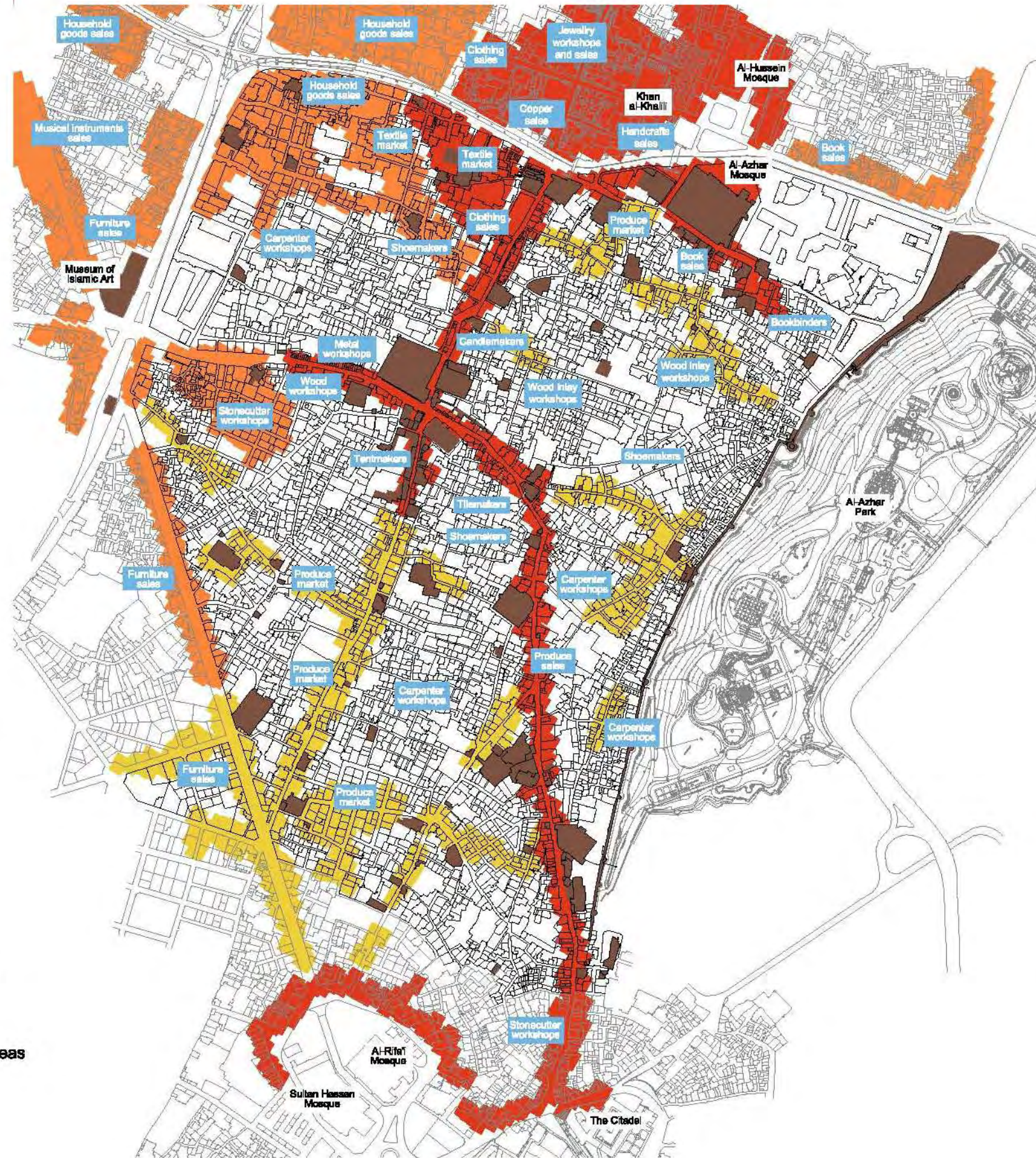
Al-Azhar Park, completed in 2004, has created opportunities for parallel rehabilitation efforts in al-Darb al-Ahmar (ADAA), the impoverished and densely built-up district that borders the Park. Nonetheless, in spite of this and its central location the area continues to lag behind other parts of Cairo.

One of the reasons is an investment deficit in the area's significant physical, social, economic and cultural assets. ADAA is rich with dormant tourism potentialities, and the introduction of a responsible tourism strategy can play an active role in preserving the traditional built fabric while notably improving the community's livelihood by revitalizing many of these latent resources, including:

- More than 120 registered monuments and significant buildings, many either in dilapidated condition or underused. These buildings, if restored and adaptively reused in an intelligent sustainable manner, can serve as catalysts for nurturing a network of community and tourism services and facilities.
- An active community of artisans practicing crafts dating back centuries that face problems chiefly related to a lack of exposure to end users/customers, moreover, a lag in development that addresses more utilitarian designs and contemporary needs.
- ADAA is a lively residential and commercial area with a concentration of assets related to traditional Egyptian community life and activities. Providing visitors with the means to explore this unique environment represents a more sustainable and responsible approach than currently practiced in Egypt, a method that hastily bus shuttles in and out quantities of tourists rather than focus on the quality of their experience, and more importantly, the benefits to local communities.

Legend:

- Registered SCA monuments
- Predominantly contributing commercial activities
- Potential tourism-oriented areas
- Predominantly city-wide commercial areas
- Predominantly community-oriented commercial areas



Monuments serve as highly-visible and tangible tourism assets



Crafts are a vital part of Darb al-Ahmar's economy



Street life is an important contributor to the area's character

POTENTIALS FOR RESPONSIBLE TOURISM

Defining Tourist Routes in al-Darb al-Ahmar

This expanded agenda of AKTC's programmatic priorities in Darb al-Ahmar coincides with the opening of community gates to and from al-Azhar Park.

These modern gates lie near or at historic gateways into the celebrated city of the past. Beyond, deep in Darb al-Ahmar, as they move to and from the Park, visitors will walk the same old circulation patterns that connected these gates and in the process pass the monuments that have lined them for centuries.

But selection and identification of appropriate visitor itineraries is based not only on identifying high-value architectural places, but also the social activities that have potential to contribute to cultural tourism development in Darb al-Ahmar.

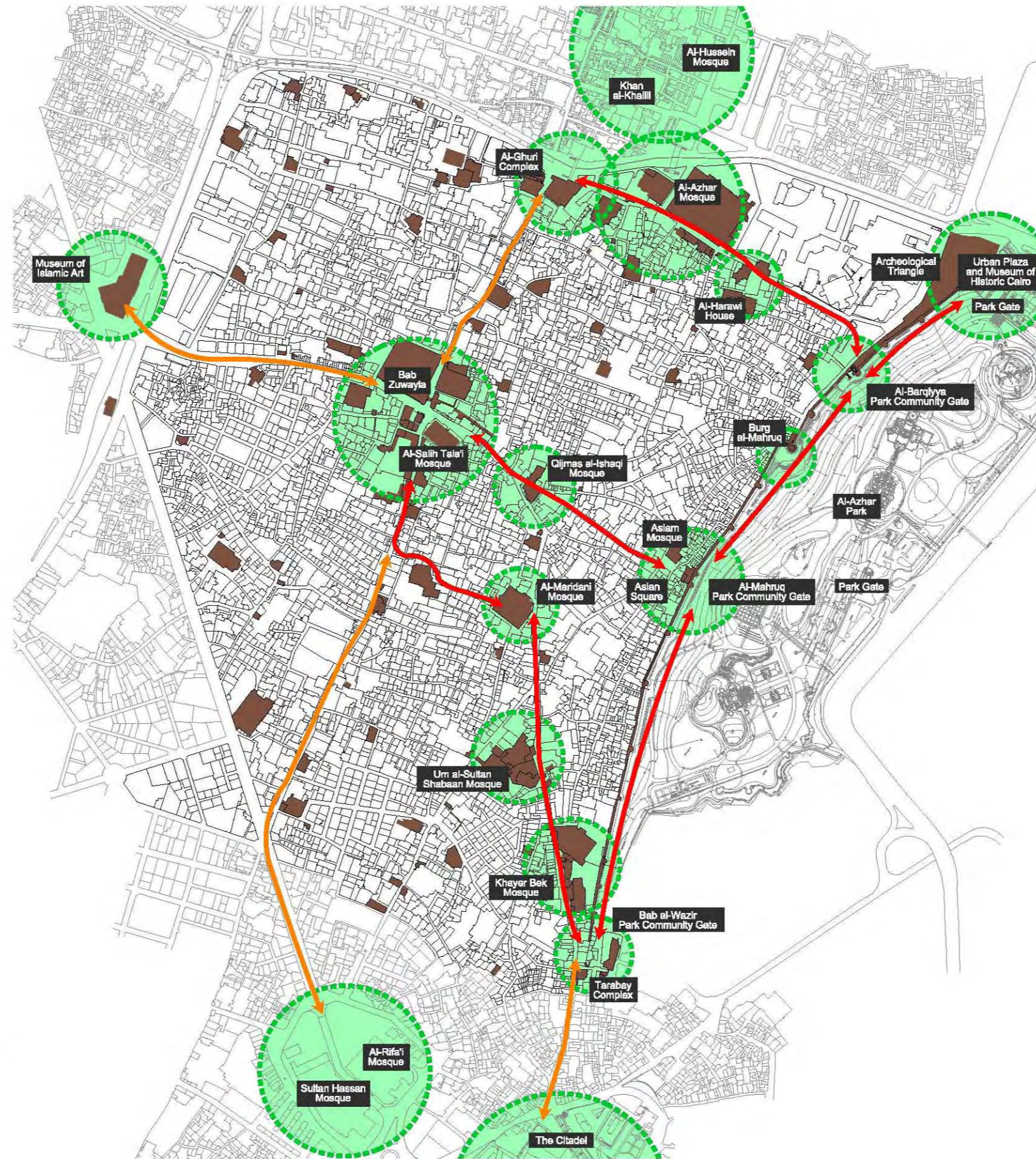
Layering these various analyses identifies concentrated clusters or nodes of interest that are important to tourism development; the Bab Zuwayla, Qijmas al-Ishaqi Mosque, and Aslan Square areas are examples of these nodes. Circulation between points of interest was also measured by similar criteria towards defining a web of nodes and corridors with cultural tourism potential.

Finally, those passages that show a sympathetic association or linkage to al-Azhar Park and its activities were identified as priority. The corridor following the Fatimid Wall trace; roughly connecting Bab Zuwayla, Qijmas al-Ishaqi Mosque, Aslan Square and al-Marhuq Gate at al-Azhar Park is an illustration of this rule. Details of the planning rationale upon which this exercise took place include:

- linking ADAA's existing attractions to AKTC's ongoing physical construction, rehabilitation or restoration actions such as al-Azhar Park and/or a number of its social programming activities;
- investigating the existing tourist itineraries either by observational study or through itineraries described in tourist guidebooks;
- identifying routes with maximum exposure to local businesses and crafts;

Legend:

- Registered SCA monuments
- Nodes of visitor interest
- ↔ Proposed route for AKTC-sponsored cultural tourism development
- ↔ Additional cultural tourism links for development



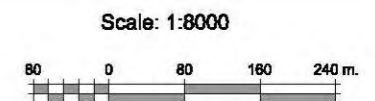
- and avoiding predominantly residential streets to respect the community's privacy.

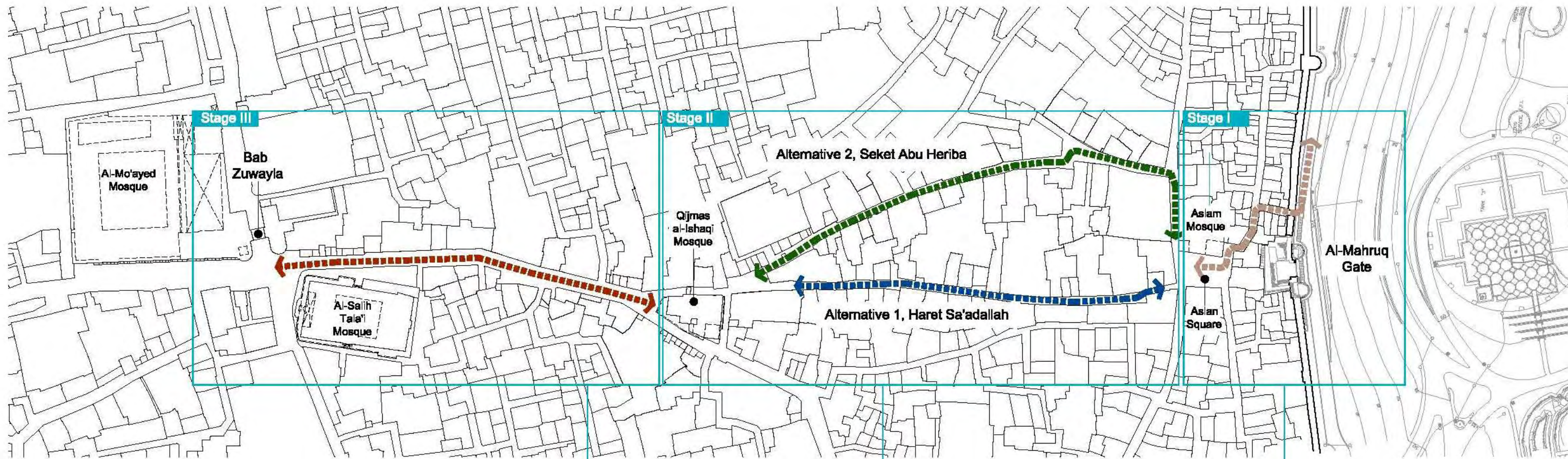
Consequently, it must be reiterated that the selection of routes was a comprehensive judgment not limited to merely physical planning, but also recognizing and seizing opportunities for pro-active support. Here, along these corridors, developmental assistance is proposed towards community strengthening and economic expansion. The introduction of responsible and successful tourism in ADAA will also rely on the following:

- improving and promoting Darb al-Ahmar access to and from al-Azhar Park;
- rehabilitating housing, infrastructure and open spaces along the proposed corridors;
- introducing micro-credit and SME financial assistance geared towards cementing local partnerships in upgrading facilities, services and businesses lining the routes;
- analyzing existing and potential user groups by entailing the participation of tourist specialist with an experience and interest in the future of the area;
- enlisting governmental agencies in active support;
- creating an information network, marketing and media plan and interpretive points that can be linked to AKTC's future Museum of Historic Cairo and the soon-to-reopen Museum of Islamic Art;
- and ensuring active community involvement in the process—from the planning stage—through implementation—to a final sustainable scenario, as a means of building stakeholdership.

DEFINING TOURIST ROUTES IN AL-DARB AL-AHMAR

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Work Stages of the Bab Zuwayla - al-Mahruq Gate Tourist Route

On a planning level the Bab Zuwayla - al-Mahruq Gate corridor commences and ends at concentrated nodes of interest and midway passes a secondary focus point at Qijmas al-Ishaqi Mosque. Seen in larger scale (see inset map) it provides the first half of an intersectional historic route between two modern Darb al-Ahmar primary nodes of interest: Museum of Islamic Art and al-Azhar Park and intersects with the primary north-south route of Shari'a al-Muizz. The work plan consists of three stages:

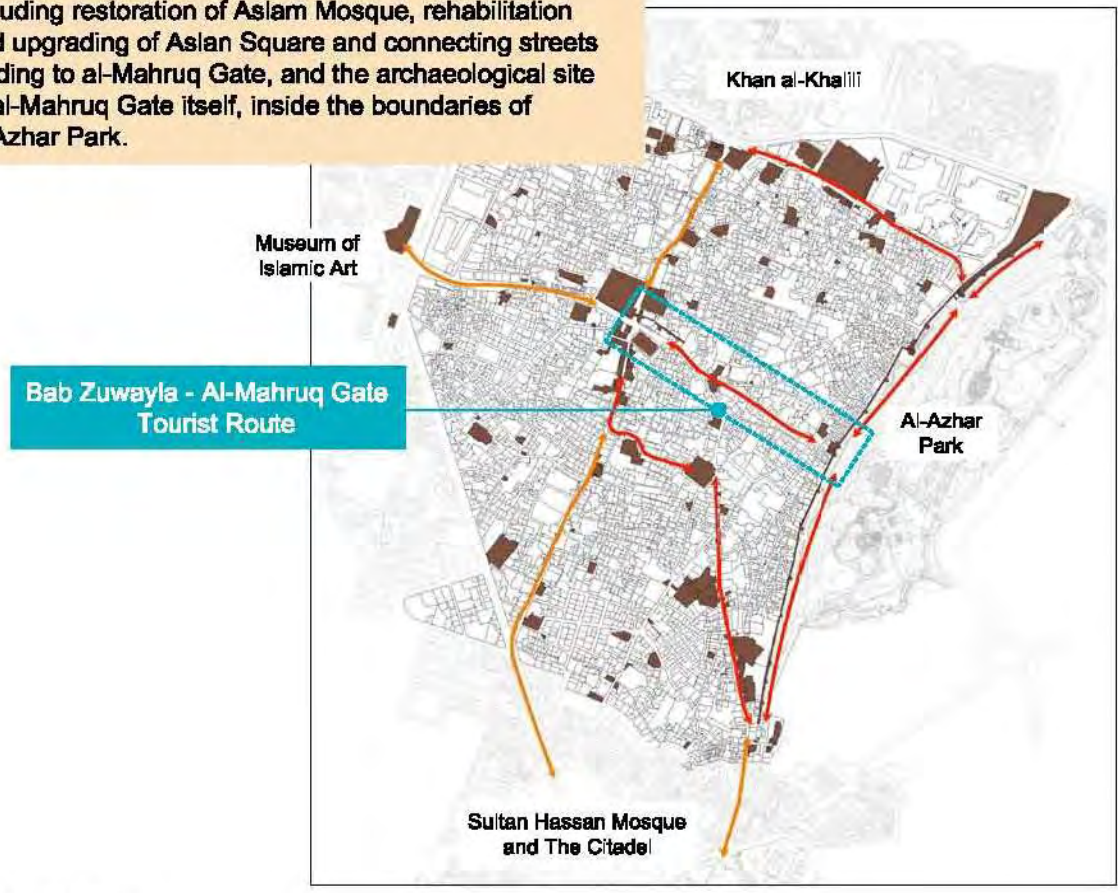
Legend:

- Stage I: Al-Azhar Park-Aslan Square
- Stage II: Alternative 1, Haret Sa'adallah
- Stage II: Alternative 2, Seket Abu Heriba
- Stage III: Bab Zuwayla - Qijmas al-Ishaqi Mosque

Stage III is the west segment of the proposed tourist route starting at Qijmas al-Ishaqi Mosque and Shari'a al-Darb al-Ahmar and ending at the Bab Zuwayla node, overlapping with the area's primary street and public transportation route. This stage will require a high level of Government and local business cooperation and extensive changes to the infrastructure and open spaces.

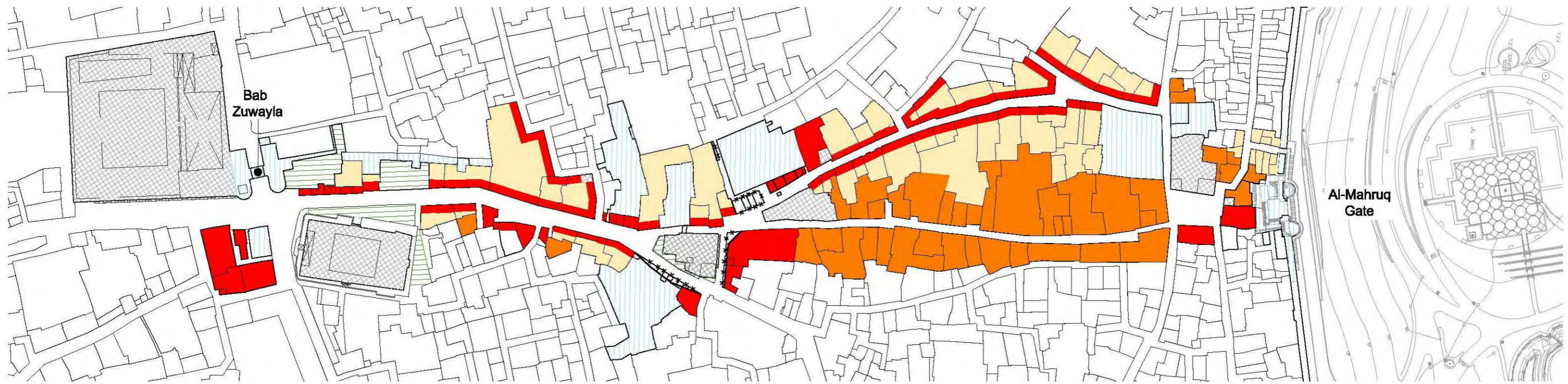
Stage II is the east segment of a proposed tourist route along either one of two alternatives: the primarily residential Haret Sa'adallah or busy Seket Abu Heriba, that follows the trace of the original Fatmid Wall. Both begin at Aslan Square near al-Azhar Park and end behind Qijmas al-Ishaqi Mosque, where beyond the two alternatives merge and intersect with Shari'a al-Darb al-Ahmar. The analysis of each takes into account not only the physical infrastructure of the passages, but also consider possible restoration and planning initiatives in Stage III at the Qijmas al-Ishaqi Mosque and its two surrounding Master Plan detailed action areas.

Stage I in essence constitutes the Aslan Detailed Action Area from the ADAA Master Plan, including restoration of Aslan Mosque, rehabilitation and upgrading of Aslan Square and connecting streets leading to al-Mahruq Gate, and the archaeological site of al-Mahruq Gate itself, inside the boundaries of al-Azhar Park.

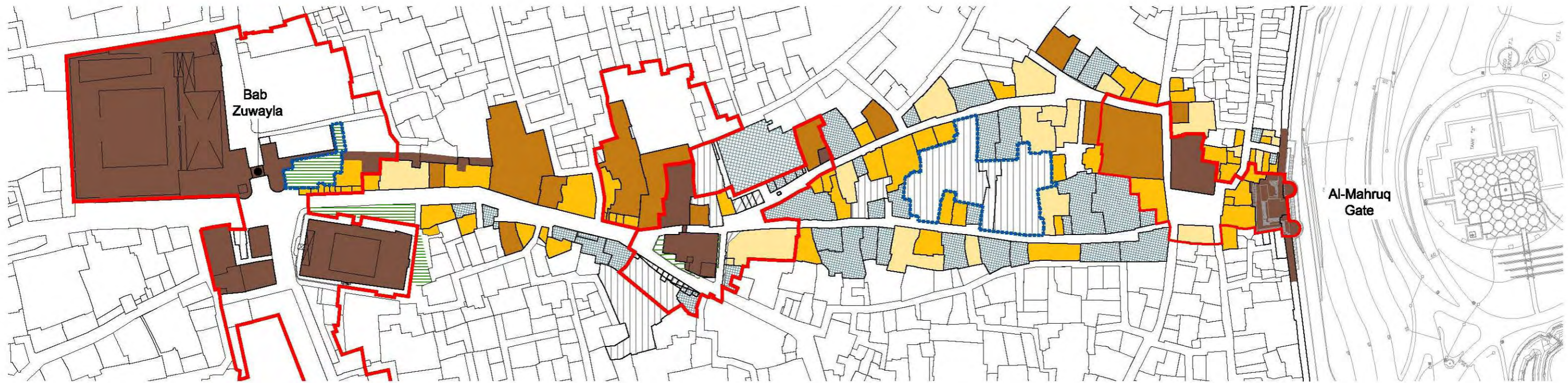


WORK STAGES OF BAB ZUWAYLA - AL-MAHRUQ GATE TOURIST ROUTE

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Land Use:

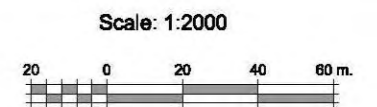


Forms of Intervention:



THE PILOT PROJECT IN CONTEXTUAL TERMS OF ADAA MASTER PLAN INFORMATION

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Monuments and Significant Buildings

The route is anchored by two clusters of monuments and significant buildings encircling Bab Zuwayla and Asian Square. Midway between the two is Qijmas al-Ishaqi Mosque surrounded by a combination of secondary monuments, significant buildings, and a collection of community-focused social and commercial facilities. Between al-Ishaqi Mosque and Asian Square lies Haret Sa'adallah, where AKCSE has executed two housing interventions to date. It is primarily a residential corridor lined with modern apartment blocks, ruins and vacant plots. Meanwhile, Seket Abu Heriba is a mix of monuments, traditional buildings and modern constructions that follow the trace of the former Fatimid Wall from Bab Zuwayla, where AKCSE is currently doing two housing interventions.

Legend:

- Monuments / primary attractions
- Significant buildings / secondary attractions



1 Bab Zuwayla



2 Qijmas al-Ishaqi Mosque



3 Aslam Mosque



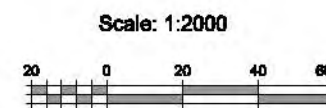
4 25 Shari'a al-Darb al-Ahmar



6 2 Seket Abu Heriba

EXISTING ANALYSIS: MONUMENTS AND SIGNIFICANT BUILDINGS

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Traffic and Accessibility

Improving traffic movement is crucial to establishing a friendly environment for visitors. At present, the route from Bab Zuwayla to Qijmas al-Ishaqi Mosque (Stage II) is one of the most problematic locations on busy Sharia al-Darb al-Ahmar, where illegal parking is uncontrolled, street encroachments common and two-way traffic constricts into a street width of just over three metres (all within 30 metres of the new police station gate); traffic jams (and often street fights) are a regular occurrence throughout much of the day.

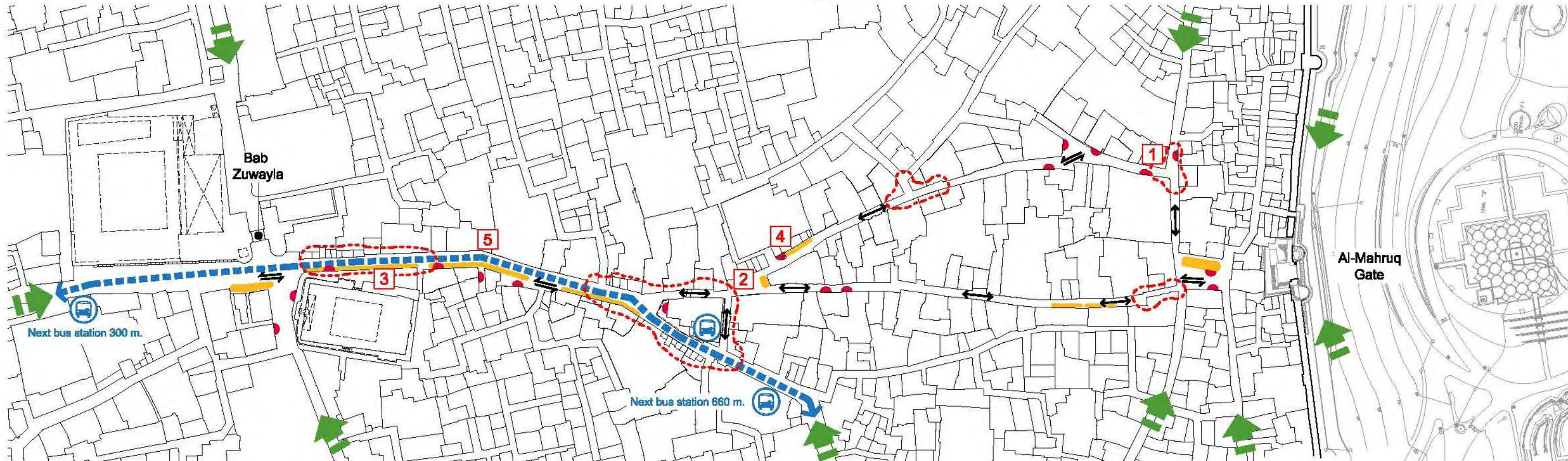
From al-Ishaqi Mosque to Aslan Square vehicular and pedestrian movement is narrow on busy Seket Abu Heriba where traffic congestion has been compounded from the closure of Burg al-Zafar Street by AKTC. In contrast, movement of all kinds is nearly non-existent on the even thinner Haret Sa'adallah.



1 Two-way vehicle movement - two lanes



2 Two-way vehicle movement - one lane



Legend:

- Public transportation route
- Public transportation drop off point
- Primary access points
- Two-way vehicle movement - two lanes
- Two-way vehicle movement - one lane
- Existing parking areas
- Physical constriction to traffic flow
- Activities that encroach on the public right-of-way



3 Double parking along al-Darb al-Ahmar Street



4 Activities that affect traffic flow



5 Illegal parking on both sides of al-Darb al-Ahmar Street

EXISTING ANALYSIS: TRAFFIC AND ACCESSIBILITY

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Proposal of Traffic and Accessibility

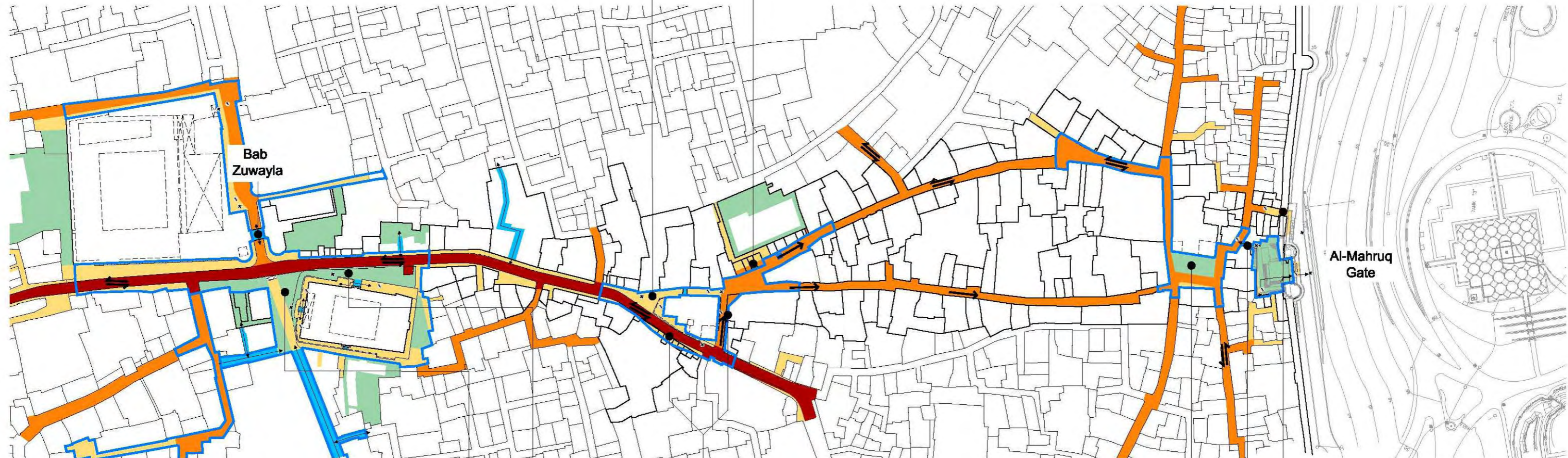
Solving the physical limitations to traffic around Qijmas al-Ishaqi Mosque not only benefits a mistreated monument, but be the largest gift AKTC can provide to improving the daily routine of area residents. The planning team has proceeded with initial studies and recommendations that include restoration of the monument core, collaring the monument with a pedestrian zone for visitors, street widening to improve traffic flow, and design schemes that crack down on illegal parking.

Improving traffic flow on Seket Abu Heriba is challenging,

but would not only help visitors move to and from al-Azhar Park, but also dramatically the lives of the inhabitants. Alternatively, upgrading Haret Sa'adallah would not require substantial changes and instead route visitors through a predominantly residential street with little traffic complications.

Restore the original street level and prohibit vehicular traffic

Commercial activities will be replaced to widen the space in front of a school



Legend:

- One-way vehicle movement
- ↔ Two-way vehicle movement
- + - Street leveling
- Public place - sitting zone
- Pedestrian circulation
- Access through private lots
- Primary vehicular circulation
- Secondary vehicular circulation
- Street, parking area or public open space subject to special design guidelines

Redesign and unify open spaces

Define vehicular and pedestrian zones

Increase the street width to facilitate improved traffic flow

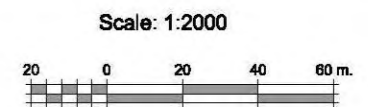
Redesign of Asian Square

Secondary access to Al-Azhar Park

Primary access to Al-Azhar Park

PROPOSAL: TRAFFIC AND ACCESSIBILITY

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Infrastructure

The proposed route either via Haret Sa'adallah or Seket Abu Heriba is served by three infrastructure networks:

1. A water network based on a potentially harmful asbestos main pipe with house connections in poor condition.
2. Sewage connections served by a main pipe in an acceptable state, conversely accessed by manholes and inspection chambers that are in bad condition that require immediate rehabilitation and house connections in a similar state.
3. An electrical network with cables, distribution and building connection boxes in bad condition, all require replacement.



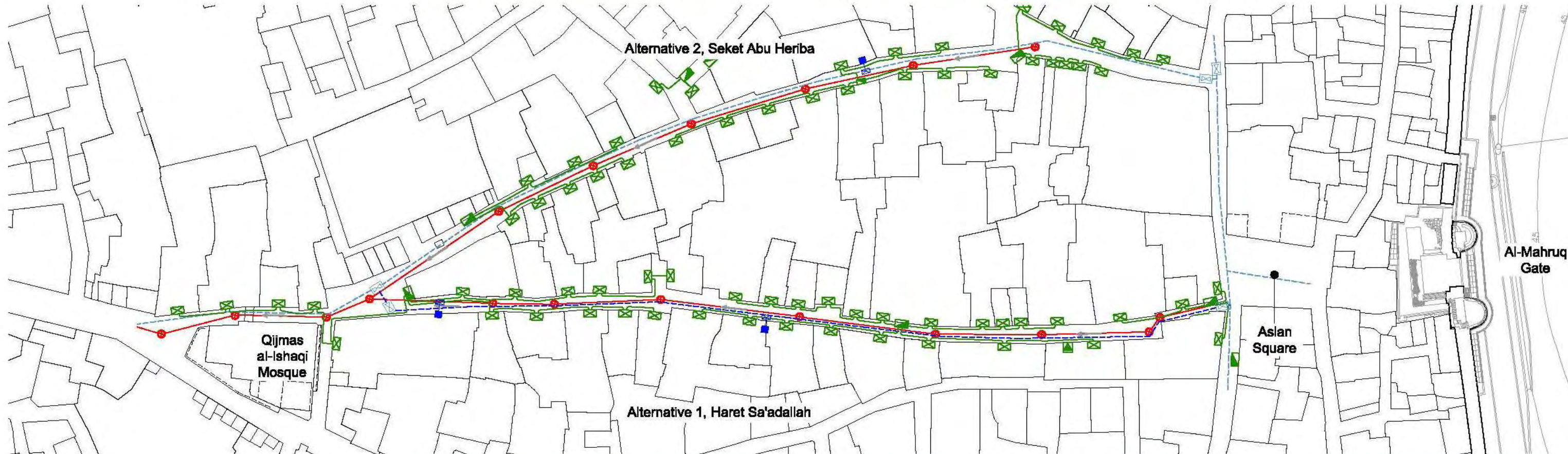
Building connection box with a broken steel cover



Building connection box in a dangerous condition



Electrical distribution box in a poor condition



Legend:

- Manhole
- Verified-clay sewage pipe V.C. - Ø9inch
- Asbestos fresh water pipe - Ø200mm
- Asbestos fresh water pipe - Ø150mm
- Water valve
- Fire hydrant
- Electrical cable
- Transformer
- Electrical distribution box
- Electrical building connection box



Manhole cover in bad condition



Manhole shaft in bad condition



Inspection chamber covered by a stone block

EXISTING ANALYSIS: INFRASTRUCTURE

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Sewage Network

The main sewer lines under both routes will not require extensive intervention, but to improve the efficiency of flow and reduce blockage possibilities, one of the main sewers in Haret Sa'adallah must be completely replaced. This segment is almost 30 meters long and is on the eastern edge of the route, in direct connection with Aslan Square.

In both routes the entire manhole system needs refurbishment, this comprises rehabilitating manhole bodies, ladders and covers. For the maintenance of the sewer lines this is an essential procedure, not to mention, an action that will improve services for residents and unify street surface aesthetics.

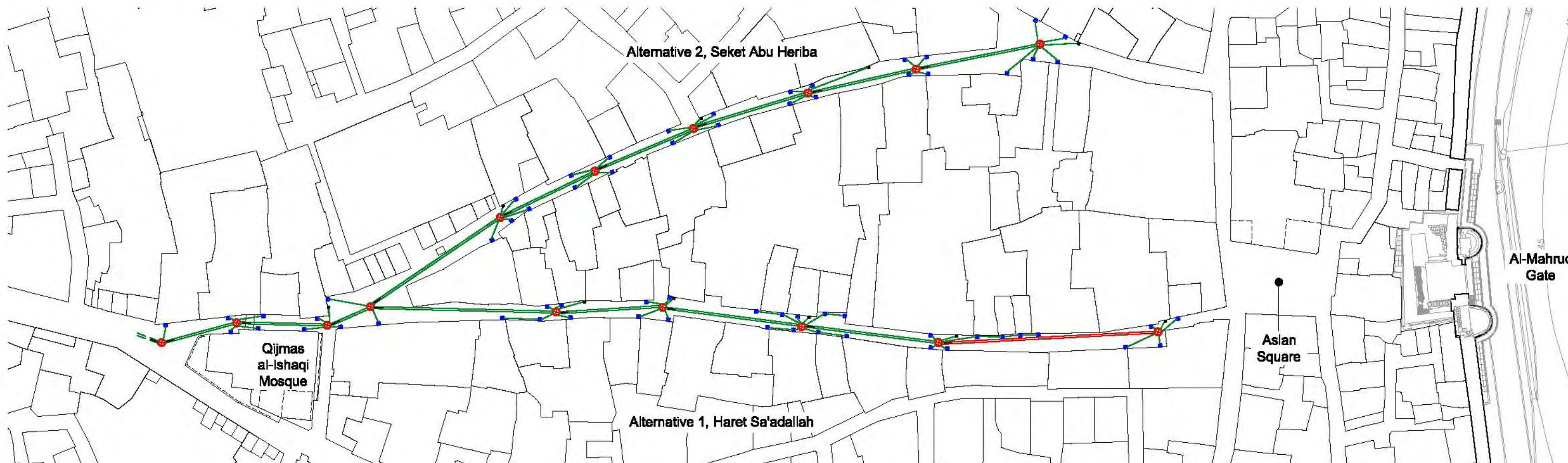
To cover connections for all plots, each route will require approximately 31 inspection chambers. These will connect to the aforementioned manholes via 160 mm diameter U.P.V.C pipes. In addition, whichever route is selected, six catch basins will also be installed to prevent water accumulation along the line.



New manhole cover



New inspection chamber cover



Legend

- Existing manhole to be rehabilitated
- Existing V.C. main sewage pipe - Ø9inch
- New U.P.V.C. sewage pipe - Ø225mm
- New U.P.V.C. sewage pipe - Ø160mm
- New catch basin
- New inspection chamber

Bab Zuwayla - al-Mahruq Gate Link - Stage II
Alternative 1: Haret Sa'adallah

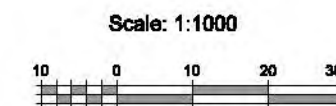
| Category | Current Condition | Proposed Intervention | Quantity | Preliminary Cost |
|-----------------------------|------------------------------------|----------------------------------|----------|-------------------|
| Sewage Network | | | | |
| Manholes | Existing manholes are deteriorated | Restoration of existing manholes | 10 | EGP 40,000 |
| Catch basins | There are no catch basins | Provision of new catch basins | 6 | EGP 15,000 |
| Inspection chambers | Existing chambers are deteriorated | Replacement of existing chambers | 31 | EGP 35,000 |
| Total Sewage Network | | | | EGP 90,000 |

Bab Zuwayla - al-Mahruq Gate Link - Stage II
Alternative 2: Seket Abu Heriba

| Category | Current Condition | Proposed Intervention | Quantity | Preliminary Cost |
|-----------------------------|------------------------------------|----------------------------------|----------|-------------------|
| Sewage Network | | | | |
| Manholes | Existing manholes are deteriorated | Restoration of existing manholes | 10 | EGP 40,000 |
| Catch basins | There are no catch basins | Provision of new catch basins | 6 | EGP 15,000 |
| Inspection chambers | Existing chambers are deteriorated | Replacement of existing chambers | 31 | EGP 35,000 |
| Total Sewage Network | | | | EGP 90,000 |

PROPOSAL: INFRASTRUCTURE - SEWAGE NETWORK

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Water Network

All main pipes need to be replaced with U.P.V.C pipes, as the current lines are made of dangerous asbestos, a public health risk.

Equally a health hazard, the lead pipes serving as house connections have to be replaced, many are in a deteriorated state.

The proposal also includes the installation of seven new fire hydrants to fulfill fire and department regulations.



House connection fixed on a water pipe Ø160 mm



Water valve



Surface box for a house connection



Legend:

- New water valve
- New U.P.V.C water pipe (Ø200mm)
- New U.P.V.C water pipe (Ø160mm)
- New house connection
- Fire hydrant

Bab Zuwayla - al-Mahruq Gate Link - Stagell
Alternative 1: Haret Sa'adallah

| Category | Current Condition | Proposed Intervention | Quantity | Preliminary Cost |
|----------------------------|--|----------------------------------|----------|--------------------|
| Water Network | | | | |
| Main line | Existing line is old and made of asbestos | Replacement of the existing line | 260 m | EGP 105,000 |
| House connections | Existing connections are in poor condition | Improvement of house connections | 31 | EGP 20,000 |
| Fire hydrants | No fire hydrants available | Provision of new fire hydrants | 7 | EGP 105,000 |
| Total Water Network | | | | EGP 230,000 |

Bab Zuwayla - al-Mahruq Gate Link - Stagell
Alternative 2: Seket Abu Heriba

| Category | Current Condition | Proposed Intervention | Quantity | Preliminary Cost |
|----------------------------|--|----------------------------------|----------|--------------------|
| Water Network | | | | |
| Main line | Existing line is old and made of asbestos | Replacement of the existing line | 300 m | EGP 175,000 |
| House connections | Existing connections are in poor condition | Improvement of house connections | 31 | EGP 20,000 |
| Fire hydrants | No fire hydrants available | Provision of new fire hydrants | 7 | EGP 105,000 |
| Total Water Network | | | | EGP 300,000 |

PROPOSAL: INFRASTRUCTURE - WATER NETWORK

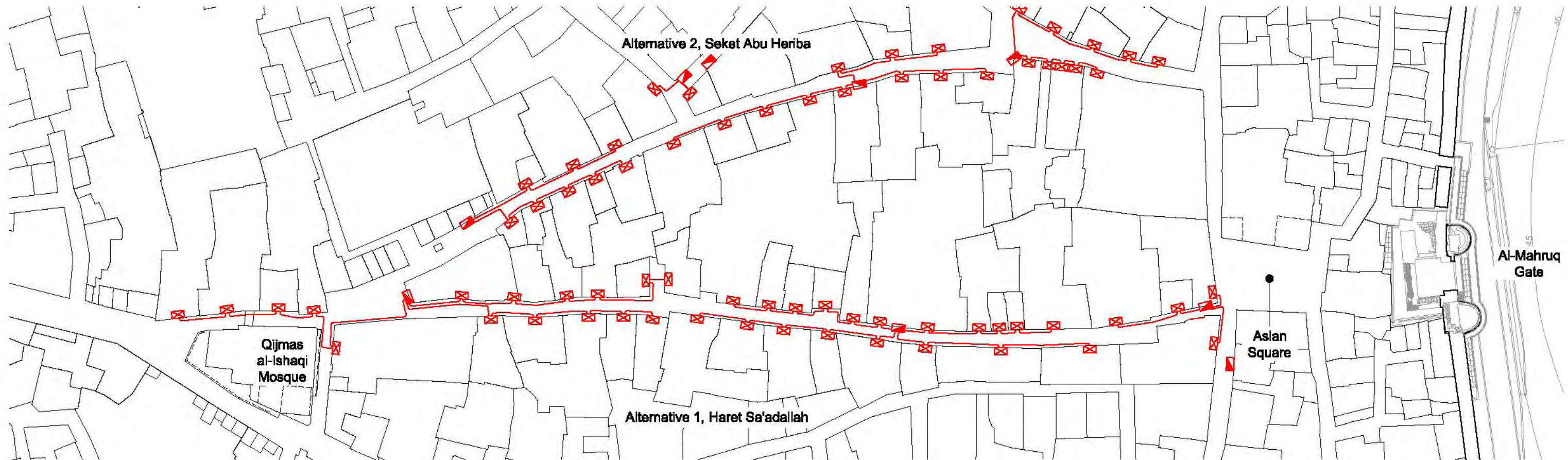
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Electrical Network

At almost 30 years of age, the existing low-voltage cables are deteriorated and require replacement in both routes, moreover, additional cable lines are necessary to overcome current deficiencies. Under Seket Abu Heriba, with supplying destinations farther afield, run six medium-voltage cables; four of these require complete substitution up to the section joints just beyond the Stage II area boundaries.

In addition, there is also a need for the following measures in either route selected:

- A new system design to boost the electrical network capacity through redistribution of electrical loads.
- Replacement of the old distribution boxes with safer and more efficient models.
- Where required, replacement of the building connection boxes that are deteriorated, missing a cover or with old steel latch covers. New PVC boxes will be used as per the electrical authority specifications.



Legend:

- New distribution box
- New building connection box
- New electrical cable

Bab Zuwayla - al-Mahruq Gate Link - Stage 2
Alternative 1: Haret Sa'adallah

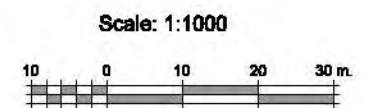
| Category | Current Condition | Proposed Intervention | Quantity | Preliminary Cost |
|----------------------------------|---|--------------------------------|----------|--------------------|
| Electricity Network | | | | |
| Distribution boxes | Existing boxes are deteriorated | Replacement of existing boxes | 3 | EGP 15,000 |
| Connection boxes | Existing boxes are deteriorated | Replacement of existing boxes | 20 | EGP 5,000 |
| Low-voltage cables | Existing cables are deteriorated (30 years old) | Replacement of existing cables | 1,400 m | EGP 120,000 |
| Total Electricity Network | | | | EGP 140,000 |

Bab Zuwayla - al-Mahruq Gate Link - Stage 2
Alternative 2: Seket Abu Heriba

| Category | Current Condition | Proposed Intervention | Quantity | Preliminary Cost |
|----------------------------------|---|--------------------------------|----------|--------------------|
| Electricity Network | | | | |
| Distribution boxes | Existing boxes are deteriorated | Replacement of existing boxes | 3 | EGP 15,000 |
| Connection boxes | Existing boxes are deteriorated | Replacement of existing boxes | 17 | EGP 4,000 |
| Low-voltage cables | Existing cables are deteriorated (30 years old) | Replacement of existing cables | 1,000 m | EGP 101,000 |
| Medium-voltage cables | Existing cables are deteriorated (30 years old) | Replacement of existing cables | 1,200 m | EGP 200,000 |
| Total Electricity Network | | | | EGP 320,000 |

PROPOSAL: INFRASTRUCTURE - ELECTRICAL NETWORK

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Pavement and Solid Waste

The passage from Bab Zuwayla is a gentle slope upward to Aslan Square full of surface obstacles where street paving and repair has been haphazard and unfocused. In particular, the pavement around Qijmas al-Ishaqi Mosque is disastrous in its contempt of the monument and for facilitating transport movement. Garbage collection is inadequately collected and there are few containers. On a daily basis, garbage lies piled high against the 15th century al-Ishaqi Mosque and at the foot of Haret Sa'adallah. In general trash accumulates in front of vacant or ruined plots; there are several on Haret Sa'adallah.



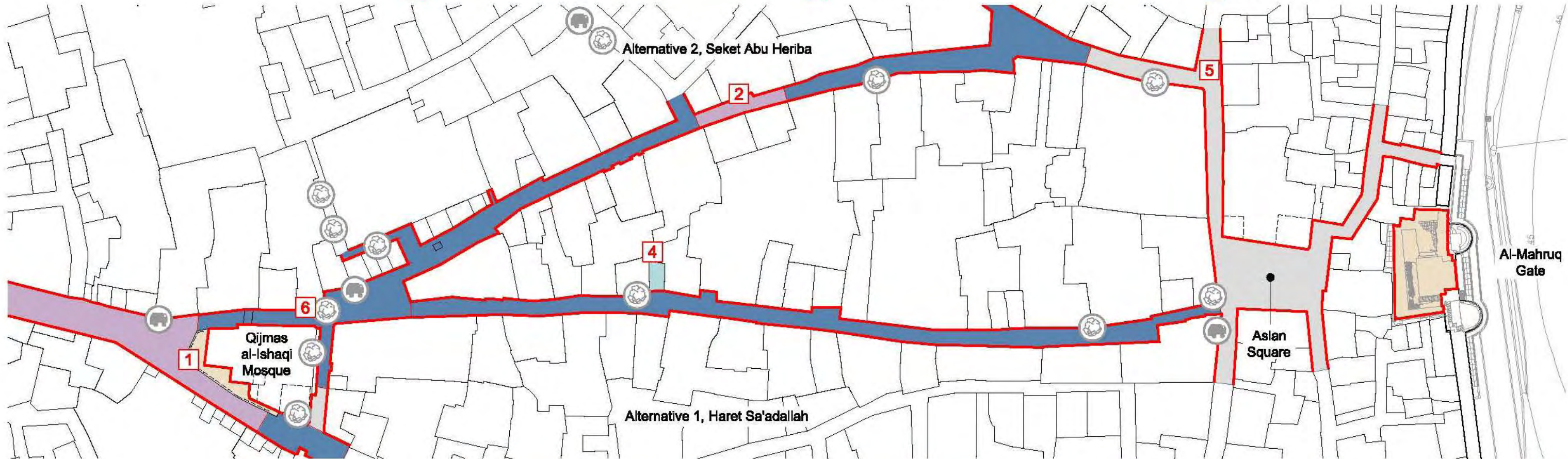
1 Original Tiles



2 Asphalt in medium condition



3 Asphalt in poor condition



Legend:

- Original stone tiles
- Asphalt in medium condition
- Asphalt in poor condition
- Tiles
- Unpaved due to current infrastructure improvements
- Solid waste accumulation
- Solid waste collection



4 Tile paving



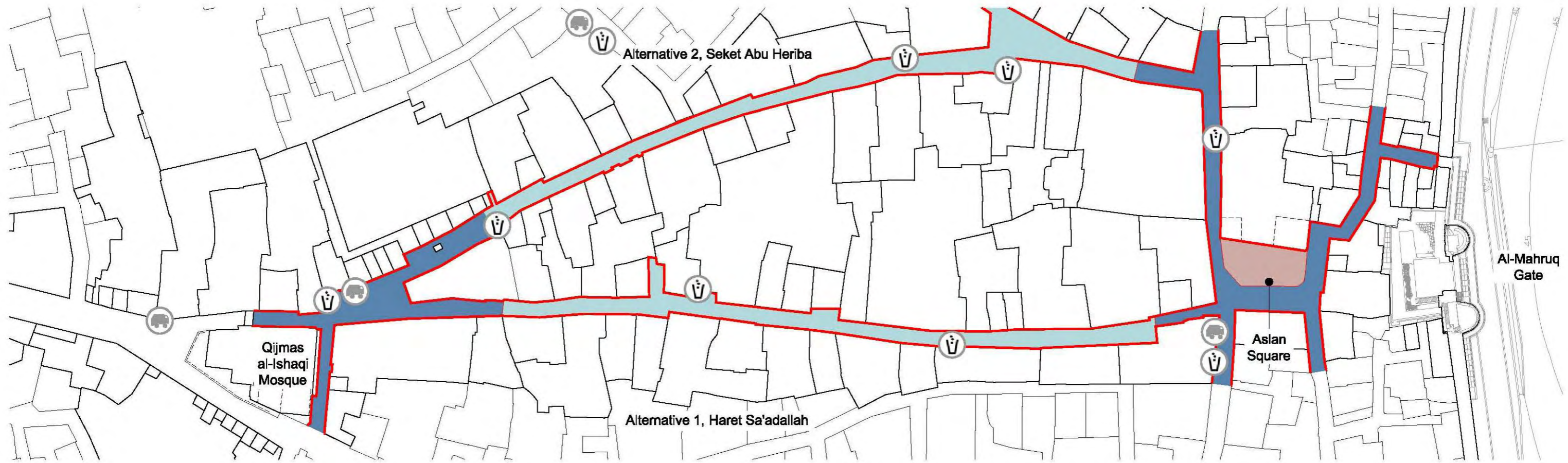
5 Unpaved due to infrastructure improvements



6 Solid waste heap at Qijmas al-Ishaqi Mosque

EXISTING ANALYSIS: STREETScape - PAVEMENT AND SOLID WASTE

NOVEMBER-2008

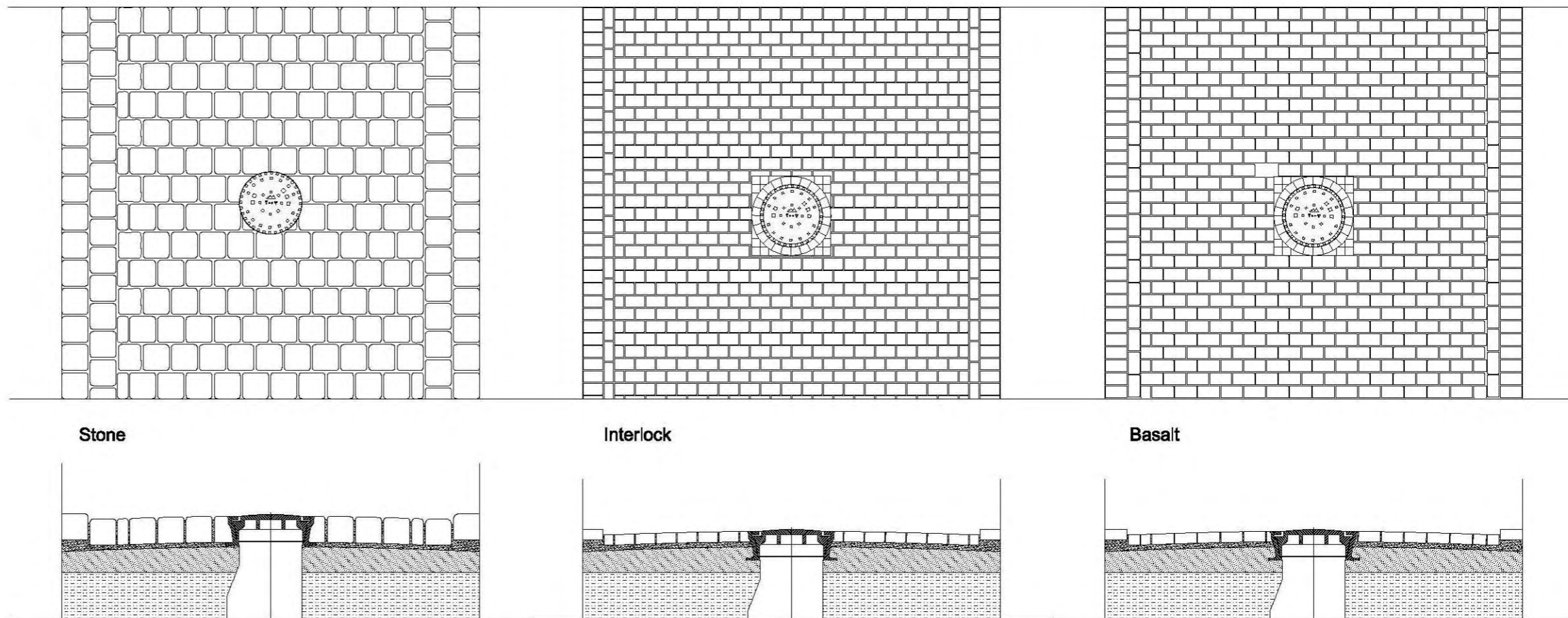


Proposed Pavement and Solid Waste Collection

The physical improvement of the built environment encourages tourism along the proposed route. The proposed pavement makes walking through the passage a more safe and pleasant experience, it also reduces dust. Solid waste is a severe environmental problem in ADAA and must be tackled on a macro scale. The proposal suggests a realistic test example to be further reviewed and developed in cooperation with the current solid waste management agency AECC and district officials .

Legend:

- Basalt
- Interlock
- Stone
- ♻️ Solid waste bins
- ♻️ Solid waste collection point



PROPOSAL: PAVEMENT AND SOLID WASTE

NOVEMBER-2008

Signage, Lighting and Vegetation

Traditional blue and white street signs used throughout Cairo identify the route and are printed in Arabic and sometimes English and there are no wayfinding signs. Along the proposed route many street signs are missing, covered or damaged; not enough remain or are clearly visible to offer assistance. Existing lighting fixtures are modern, but in poor condition and unevenly distributed, furthermore, most are not part of a network; many are switched on by a hand switch. There are few traditional lighting fixtures left in Darb al-Ahmar and none are functional. Vegetation is limited to a few trees, many survivors from a previous AKCSE planting campaign. Locations are uncoordinated in arrangement yet healthy and contribute to shading passages and overall appearance.



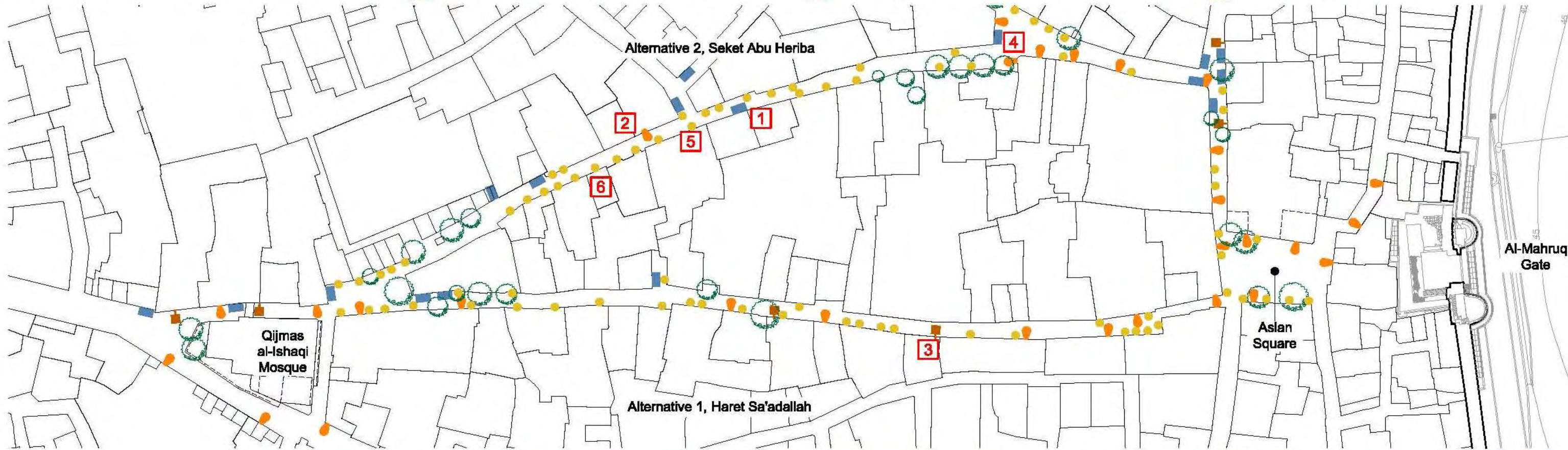
1 Traditional street name sign of Seket Abu Heriba



2 Modern lighting fixture in Seket Abu Heriba



3 Private Lighting



Legend:

- Traditional street name signs
- Modern public lighting fixture
- Private lighting
- Traditional lighting fixture
- Existing trees



4 Private Lighting



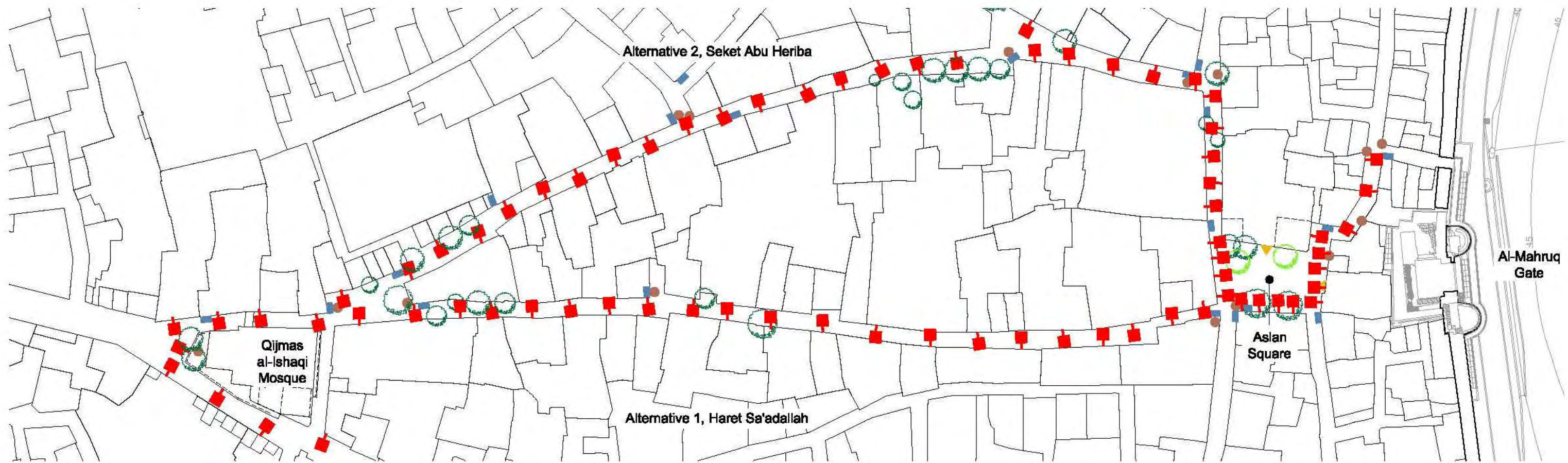
5 Traditional lighting fixture in Haret Sa'adallah



6 Trees along Seket Abu Heriba

EXISTING ANALYSIS: STREETScape - SIGNAGE, LIGHTING AND VEGETATION

NOVEMBER-2008



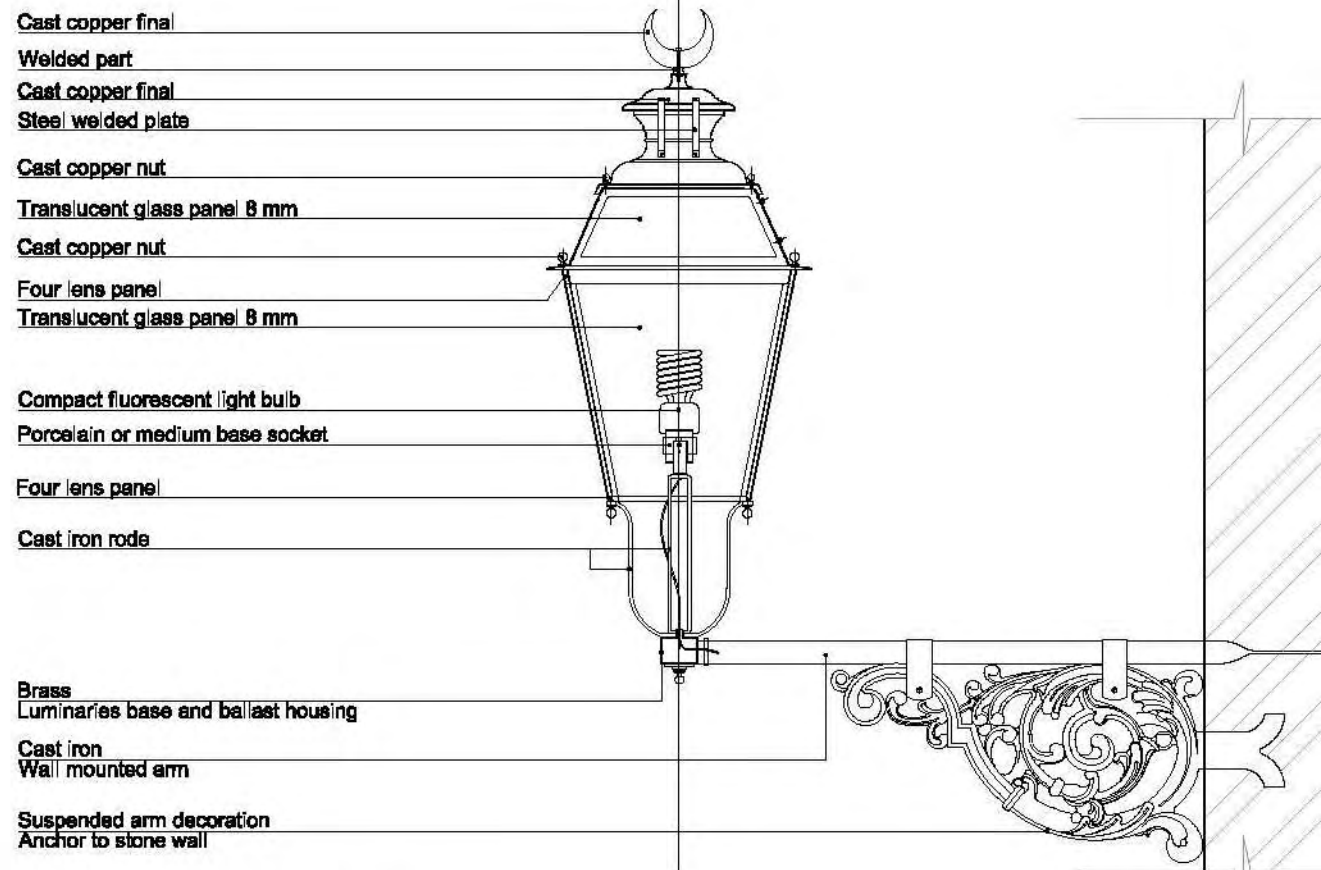
Purposed Streetscape Improvements

To enhance the 'vertical valley' of the route, the proposed scheme refreshes existing general elements, such as street signs and trees. It also supplements them with tourist-focused improvements; in particular, reintroducing public lighting designs that reflect the historic nature of the area and a wayfinding system to assist visitors in locating their way to major destinations.

Where possible the maintenance of these elements and exclusion of other non-contributing modifications will be stipulations rolled into business loan and housing rehabilitation contracts. In addition, maintenance agreements must be forged with government entities and passage of the complete ADA Master Plan to establish any realistic chance of a sustainable environment.

Legend:

- Improved traditional street name signs
- New directional signs
- ▲ New monument marker signs
- New lighting fixtures
- Existing trees
- Proposed new trees



Section of the proposed new lighting fixture



Sample for monument marker signs



Proposed new directional signs

PROPOSAL: SIGNAGE, LIGHTING AND VEGETATION

NOVEMBER-2008

State of Integrity

In architectural terms, this area has its own distinct traditional character, much of it derived from the pre- and early-twentieth-century buildings that still stand amongst the ever-increasing number of modern apartment blocks. Many traditional buildings have been altered or renovated in ways that are incompatible with their original design. The most common types of alterations and additions were recorded and evaluated in terms of compatibility—that is, whether or not these changes were compatible with the existing building, a valuable tool in assessing the historical, typological and architectural integrity of a given structure towards decisions of intervention.



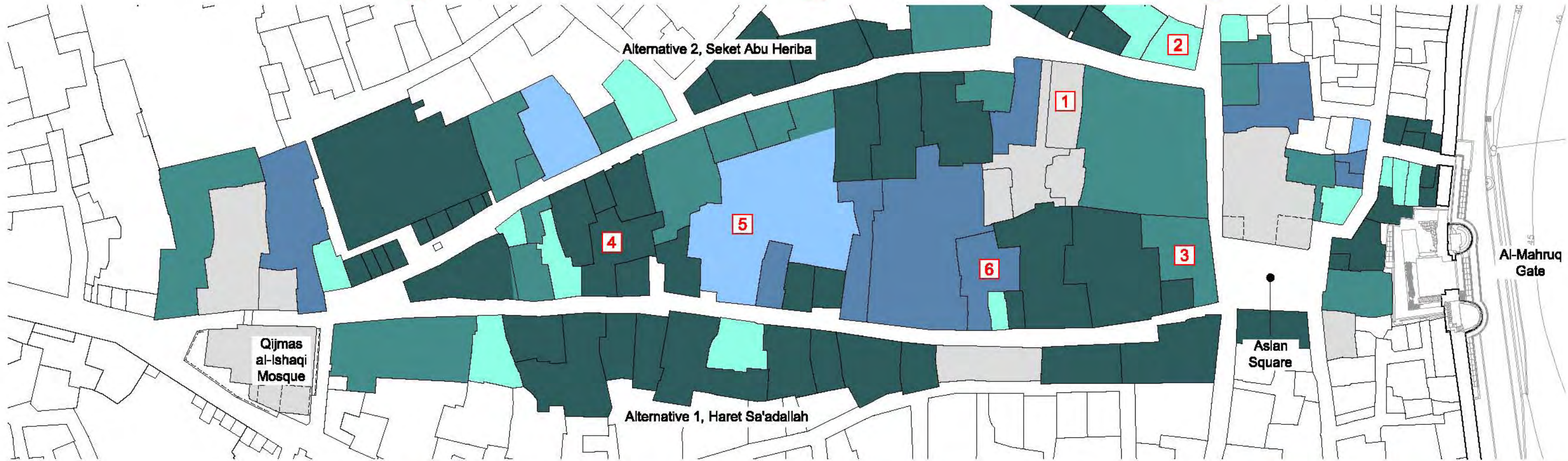
1 Building with full historic integrity



2 Reversibly altered building



3 Irreversibly altered building



Legend:

- Building with full historic integrity
- Reversibly altered building
- Irreversibly altered building
- New construction
- Partial ruin
- Total ruin



4 New construction



5 Partial ruin



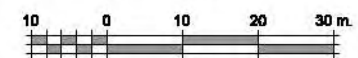
6 Total ruin

EXISTING ANALYSIS: STATE OF INTEGRITY OF BUILDINGS

NOVEMBER-2008



Scale: 1:1000



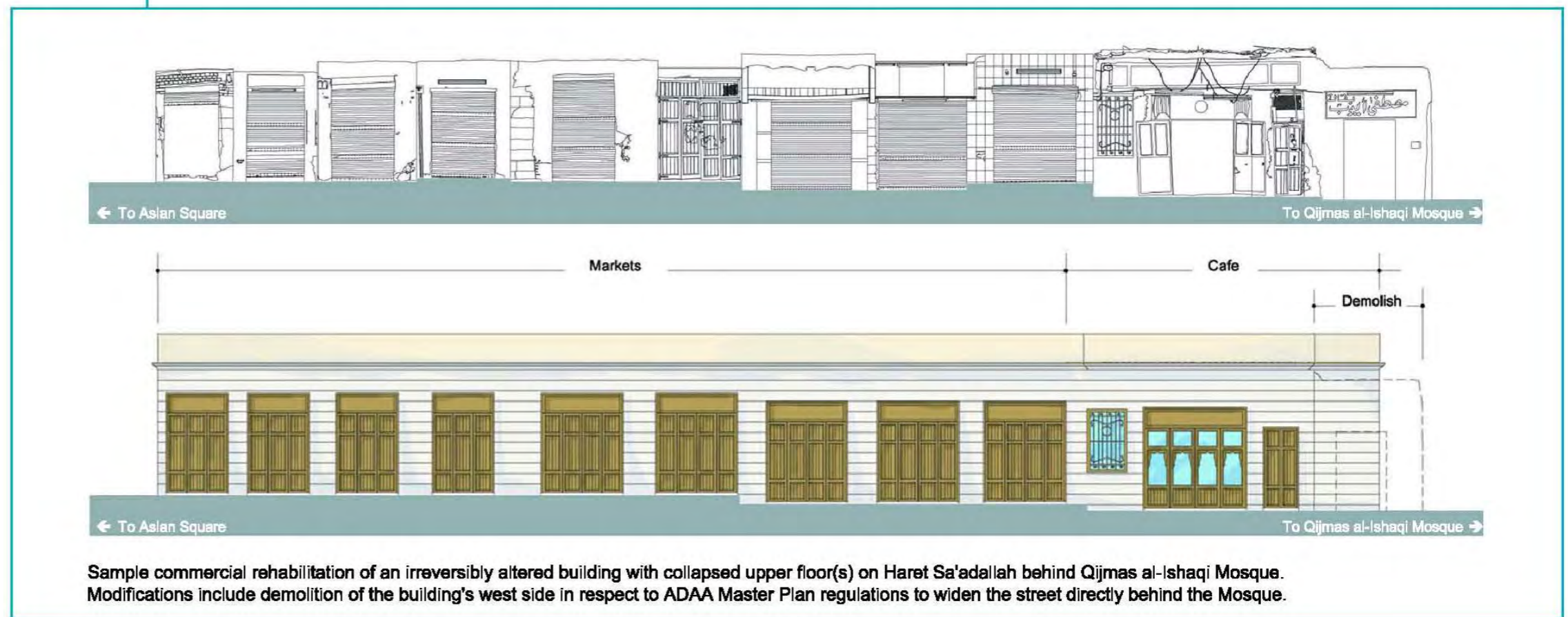


Proposed Intervention in Selected Buildings

To expedite the process in conjunction with other proposals, the Housing Rehabilitation Programme (HRP) will intervene on a façade improvement level at selected buildings along the chosen route. This is not a complete building renovation, but rather cosmetic intervention in a building elevation and its fixtures (lighting and commercial signage) that aim to improve the overall appearance of the streetscape. Like the ongoing façade interventions at Zuqaq al-Baheriyya, there are risks in this policy, as it undermines the existing housing co-pay credit scheme already in practice.

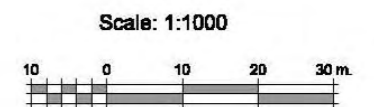
Legend:

- Proposed HRP façade interventions along Haret Sa'adallah
- Proposed HRP facade interventions along Seket Abu Heriba
- HRP ongoing / completed houses
- HRP Completed façade interventions
- Other agency housing improvements



PROPOSAL: INTERVENTIONS IN SELECTED BUILDINGS

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Services and Local Activities

Commercial interests such as coffee shops, restaurants, retail businesses and workshops, as well as the street furniture (e.g. sitting areas, sun shades and drinking water facilities) they introduce generate a certain activity or vibe to a streetscape. The continuity and mix of these activities and attractions play an important role in defining a unique sense of place and enrich the tourism experience. In the study area, many cluster near and complement the major tourism resources of monuments and historical buildings. While Haret Sa'adallah, predominantly a residential corridor, has little of this activity, the busy Seket Abu Heriba has multiple layers of streetscape character.

Legend:

- School
- Police station
- Public drinking water facility
- Children play swings
- Retail food outlet
- Restaurant / coffee shop
- Traditional handicrafts / Workshops

Criteria in Selecting Small and Medium Enterprise Loans

It is not a desirable outcome to direct financial assistance towards a goal of a complete commercial tourism landscape, but rather a reasonable mix indicative of the historical local identity of the area. *These are not exclusionary rules but preferred circumstances for receiving financial aids:*

Socio-economic

- Does not support child labour
- Tourist related
- The willingness of the recipient to long term improve and openness to developing sustainable business policies
- Preferences are given to al-Darb al-Ahmar residents

Legal

- Have a respectable reputation and does not have a criminal record
- Owns the business
- Has the capacity to pay back the loan
- Business must be functioning for more than 6 months
- Must be an Egyptian national w/appropriate ID
- Between 22 and 55 years of age
- Has a fixed business premise and investment plan generating sufficient cash to service the loan
- Purpose of the loan cannot be for existing liabilities
- Business cannot be involved in any illicit activity

Physical and Environmental

- Environmentally-friendly activities and does not contribute to pollution
- Interested in maintaining a sympathetic style that matches the aesthetic values of a traditional setting
- The business premise is in good condition and well maintained
- Hygiene and safety are factors to be considered while providing loans, specially for restaurants, cafes and other food outlets

Eligibility Criteria from AKAM side

- Owns the business
- Fixed business premises
- Has a feasible investment plan generating sufficient cash to service the loan
- Purpose cannot be for existing liabilities
- Business cannot be involved in any illicit activity
- Business must be functioning for not less than 6 months
- Egypt national w/appropriate ID
- Between 22 and 55 years of age

| # | Activity | Tourist Potential | # | Activity | Tourist Potential |
|----|----------------------|-------------------|----|---------------|-------------------|
| 1 | Coffee shop | Medium | 25 | Grocery | Medium |
| 2 | Restaurant | Low | 26 | Cloth dying | High |
| 3 | Restaurant | Medium | 27 | Restaurant | Medium |
| 4 | Restaurant | Medium | 28 | Coffee shop | Medium |
| 5 | Grocery | Medium | 29 | Wood workshop | Medium |
| 6 | Arabesque | Medium | 30 | Wood workshop | Medium |
| 7 | Restaurant | High | 31 | Coffee shop | Medium |
| 8 | Restaurant | High | 32 | Dyemaking | Medium |
| 9 | Grocery | Low | 33 | Wood workshop | Low |
| 10 | Coffee shop | Low | 34 | Wood workshop | Medium |
| 11 | Grocery | Medium | 35 | Coffee shop | Medium |
| 12 | Coffee shop | Medium | 36 | Bookbinding | Medium |
| 13 | Sandwiches - Grocery | Medium | 37 | Upholsterer | Medium |
| 14 | Arabesque | Medium | 38 | Shoemaking | Low |
| 15 | Arabesque | High | 39 | Shoemaking | Low |
| 16 | Coffee shop | Medium | 40 | Bakery | Medium |
| 17 | Grocery | Low | 41 | Shoemaking | Low |
| 18 | Restaurant | High | 42 | Shoemaking | Low |
| 19 | Coffee shop | Medium | 43 | Essences | Medium |
| 20 | Grocery | Medium | 44 | Upholstering | Low |
| 21 | Grocery | High | 45 | Restaurant | High |
| 22 | Coffee shop | Medium | 46 | Coffee shop | Medium |
| 23 | Coffee shop | Low | 47 | Grocery | Medium |
| 24 | Restaurant | Medium | | | |

EXISTING ANALYSIS: SERVICES AND LOCAL ACTIVITIES

| Criteria | Seket Abu Heriba Explanation | Rank | Haret Sa'adallah Explanation | Rank |
|---|---|------|---|------|
| Historic significance | Seket Abu Heriba travels directly east from Bab Zuwayla towards al-Mahruq Gate. In all likelihood, the street paralleled the course of the Fatimid walls and the corner of Seket Abu Heriba and Shari'a Abdullah Guweiny streets formed the southeast corner of the Fatimid city | ✓ | Haret Sa'adallah runs parallel to the south and was most likely a secondary passage developed between Bab Zuwayla and Al-Mahruq Gate. | - |
| Authentic values | Aesthetically, the Abu Heriba corridor is vibrant and a typical example of Darb al-Ahmar at its best. | ✓ | Haret Sa'adallah is a quiet zone of low density activity. | - |
| Work previously initiated by AKCSE | There are two housing rehabilitation programme projects in the Seket Abu Heriba corridor. | - | The AKCSE housing rehabilitation programme has been active in the Haret Sa'adallah corridor and completed two projects. The owner/renter commitment was 30% in both cases. | ✓ |
| Tourism resources, monuments and significant features | Seket Abu Heriba is more rich with monuments, significant buildings, other locals activities that will play a significant role in the attracting tourism | ✓ | Haret Sa'adallah is generally poor and the activities that may occur is limited to few | - |
| Social concerns | The commercial nature of Seket Abu Heriba means there are less social concerns regarding privacy | ✓ | Haret Sa'adallah is primarily a narrow residential street that offers its inhabitants a certain sense of privacy; introducing a large number of outsiders has certain risks | - |
| Economics | Commercial density is higher on the Abu Heriba corridor including side-by-side workshops, a famous soup restaurant in the area and several other eateries, two bakeries, NGO offices, coffee shops, and various small retail outlets. | ✓ | On Haret Sa'adallah existing business are limited to small furniture workshops, a bakery and a couple coffee shops that support workers | - |
| Environment | Seket Abu Heriba has a wider physical width and allow for more sun, exposure, and ventilation, which makes it a more pleasant experience | ✓ | Haret Sa'adallah is a narrow stretch and not as shiny during the day, it also does not provide comfortable walking when crowded | - |
| Vitality | Seket Abu Heriba is more vital, and has presence in the street longer times of the day, this reflects more safety and provides a sense of friendliness | ✓ | Much lower vitality | - |
| Adaptive reuse | Several monuments and significant buildings lie along the Abu Heriba corridor. Some of these significant buildings, such as the palace house near Aslam Mosque, offer excellent adaptive reuse potential. | ✓ | There are none on Haret Sa'adallah. Development opportunities primarily lie in new construction on vacant plots. | - |
| New development | Most plots have been developed. Recently several were infilled with apartment blocks. | - | Several plots on the north side remain in ruins and vacant, one plot stretches to Seket Abu Heriba. | ✓ |
| Infrastructure, general | Closing the Abu Heriba corridor will temporarily create a major disruption to traffic and the area's circulation network. The closure of Burg al-Zafar Street by AKCSE increased traffic flow on Seket Abu Heriba corridor. | - | Less complicated for infrastructure repairs and replacement. | ✓ |
| Infrastructure, material quantities and labor measured in length | Aslam Square to the space between Sa'adallah and Q'jmas al-Ishaqi, including the north-south articulation to the Square, is 272 metres. | - | Haret Sa'adallah is straighter without articulation and 217 metres in length. | ✓ |
| Infrastructure, electrical network | At almost 30 years of age, the existing low-voltage cables are deteriorated and require replacement in Seket Abu Heriba; moreover, additional cable lines are necessary to overcome current deficiencies. Under Seket Abu Heriba, supplying sources farther afield, run six medium-voltage cables; four of these require complete substitution up to the section joints just beyond the Stage II area boundaries. In addition, there is also a need for the following measures: a new system design to boost the electrical network capacity through redistribution of electrical loads, and replacement of the old distribution boxes with safer and more efficient models. Where required, replacement of the building connection boxes that are deteriorated, missing a cover or with old steel latch covers. New PVC boxes will be used as per the electrical authority specifications. <u>Cost estimate: 320,000LE</u> | - | Same as Seket Abu Heriba except for the four medium-voltage cables mentioned. <u>Cost estimate: 140,000LE</u> | ✓ |
| Infrastructure, water network | The main pipes need to be replaced with UPVC pipes, as the current lines are made of dangerous asbestos, a public health risk. Equally a health hazard, the lead pipes serving as house connections have to be replaced, many are in a deteriorated state. The proposal also includes the installation of new fire hydrants to fulfill fire and department regulations; in both cases seven. <u>Cost estimate: 300,000LE</u> | - | Same as Seket Abu Heriba with a slight cost decrease because of length. <u>Cost estimate: 230,000LE</u> | ✓ |
| Infrastructure, sewage network | The main sewer lines will not require extensive intervention, The entire manhole system needs refurbishment; will require approximately 31 inspection chambers; and connections to the aforementioned manholes via new 160 mm diameter UPVC pipes. In addition, whichever route is selected, six catch basins will also be installed in the vicinity to prevent water accumulation along the line. <u>Cost estimate: 90,000LE</u> | - | The main sewer lines will not require extensive intervention, but to improve the efficiency of flow and reduce blockage possibilities, one of the main sewers in Haret Sa'adallah must be completely replaced. This segment is almost 30 meters long and is on the eastern edge of the route, in direct connection with Aslam Square. The entire manhole system needs refurbishment; will require approximately 31 inspection chambers; and connections to the aforementioned manholes via new 160 mm diameter UPVC pipes. In addition, whichever route is selected, six catch basins will also be installed in the vicinity to prevent water accumulation along the line. <u>Cost estimate: 90,000LE</u> | ✓ |
| Pavement | Replacement of the current surfaces with a combination of cut stone and brick materials. <u>Cost estimate: 510,000LE</u> | - | Replacement of the current surfaces with a combination of cut stone and brick materials. <u>Cost estimate: 420,000LE</u> | ✓ |

* Table shows the criteria of selecting the best alternative for tourism development interventions by AKTC where: (✓) is better or has more preference than (-)

EVALUATION OF ALTERNATIVES FOR WORK STAGE II

NOVEMBER-2008

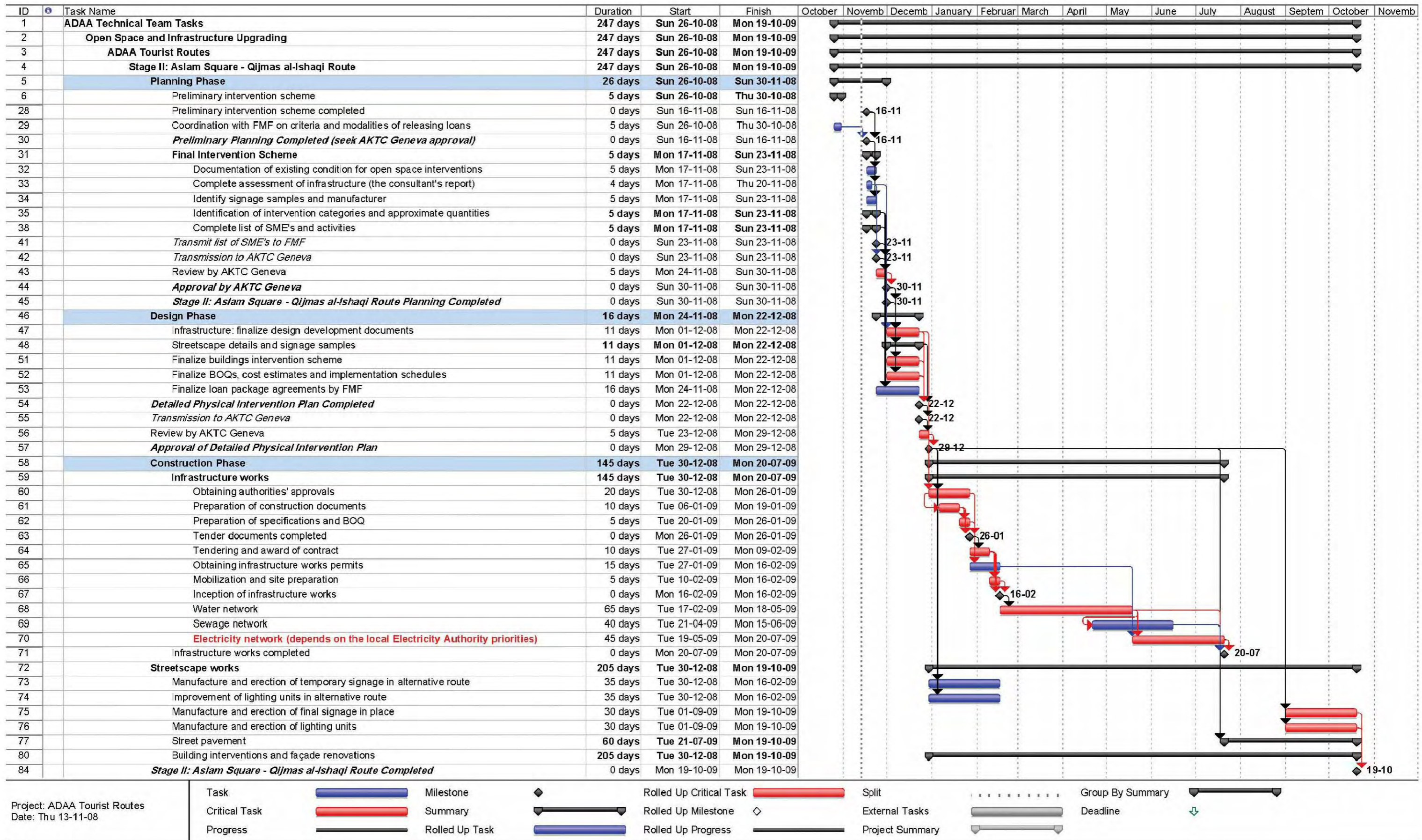


Estimated budget for Alternative 1, Haret Sa'adallah

| Category | Current Condition | Proposed Intervention | Quantity | Preliminary Cost |
|----------------------------------|--|------------------------------------|--------------------|----------------------|
| Water Network | | | | |
| Main line | The existing line is old and made of asbestos | Replacement of the existing line | 260 m | EGP 105,000 |
| House connections | Existing connections are in bad condition | Improvement of house connections | 31 | EGP 20,000 |
| Fire hydrants | No fire hydrants available | Provision of new fire hydrants | 7 | EGP 105,000 |
| Total Water Network | | | | EGP 230,000 |
| Sewage Network | | | | |
| Manholes | Existing manholes are deteriorated | Restoration of existing manholes | 10 | EGP 40,000 |
| Catch basins | There are no catch basins | Provision of new catch basins | 6 | EGP 15,000 |
| Inspection chambers | Existing chambers are deteriorated | Replacement of existing chambers | 31 | EGP 35,000 |
| Total Sewage Network | | | | EGP 90,000 |
| Electricity Network | | | | |
| Distribution boxes | Existing boxes are deteriorated | Replacement of existing boxes | 3 | EGP 15,000 |
| Connection boxes | Existing boxes are deteriorated | Replacement of existing boxes | 20 | EGP 5,000 |
| Low-voltage cables | Existing cables are deteriorated (30 years old) | Replacement of existing cables | 1,400 m | EGP 120,000 |
| Total Electricity Network | | | | EGP 140,000 |
| Pavement | | | | |
| Interlock pavement | Asphalt in poor condition | Interlock pavement | 900 m ² | EGP 180,000 |
| Basalt pavement | Asphalt in poor condition | Basalt pavement | 900 m ² | EGP 240,000 |
| Total Pavement | | | | EGP 420,000 |
| Other Streetscape Works | | | | |
| Lighting | Existing lighting is inconsistent and deteriorated | Replacement with traditional units | 30 | EGP 30,000 |
| Signage | No directional signage available (only street names) | Provision of directional signage | 17 | EGP 8,000 |
| Facades | Street facades are deteriorated | Improvement of some facades | L.S. | EGP 295,000 |
| Total Other Streetscape | | | | EGP 333,000 |
| Consultant Fees | | | | |
| Supervision fees | | | 5 month | EGP 45,000 |
| Total Consultant Fees | | | | EGP 45,000 |
| Grand Total | | | | EGP 1,258,000 |

Estimated budget for Alternative 2, Seket Abu Heriba

| Category | Current Condition | Proposed Intervention | Quantity | Preliminary Cost |
|----------------------------------|--|------------------------------------|----------------------|----------------------|
| Water Network | | | | |
| Main line | The existing line is old and made of asbestos | Replacement of the existing line | 300 m | EGP 175,000 |
| House connections | Existing connections are in bad condition | Improvement of house connections | 31 | EGP 20,000 |
| Fire hydrants | No fire hydrants available | Provision of new fire hydrants | 7 | EGP 105,000 |
| Total Water Network | | | | EGP 300,000 |
| Sewage Network | | | | |
| Manholes | Existing manholes are deteriorated | Restoration of existing manholes | 10 | EGP 40,000 |
| Catch basins | There are no catch basins | Provision of new catch basins | 6 | EGP 15,000 |
| Inspection chambers | Existing chambers are deteriorated | Replacement of existing chambers | 31 | EGP 35,000 |
| Total Sewage Network | | | | EGP 90,000 |
| Electricity Network | | | | |
| Distribution boxes | Existing boxes are deteriorated | Replacement of existing boxes | 3 | EGP 15,000 |
| Connection boxes | Existing boxes are deteriorated | Replacement of existing boxes | 17 | EGP 4,000 |
| Low-voltage cables | Existing cables are deteriorated (30 years old) | Replacement of existing cables | 1,000 m | EGP 101,000 |
| Medium-voltage cables | Existing cables are deteriorated (30 years old) | Replacement of existing cables | 1,200 m | EGP 200,000 |
| Total Electricity Network | | | | EGP 320,000 |
| Pavement | | | | |
| Interlock pavement | Asphalt in poor condition | Interlock pavement | 1,350 m ² | EGP 270,000 |
| Basalt pavement | Asphalt in poor condition | Basalt pavement | 900 m ² | EGP 240,000 |
| Total Pavement | | | | EGP 510,000 |
| Other Streetscape Works | | | | |
| Lighting | Existing lighting is inconsistent and deteriorated | Replacement with traditional units | 35 | EGP 35,000 |
| Signage | No directional signage available (only street names) | Provision of directional signage | 25 | EGP 12,000 |
| Facades | Street facades are deteriorated | Improvement of some facades | L.S. | EGP 373,000 |
| Total Other Streetscape | | | | EGP 420,000 |
| Consultant Fees | | | | |
| Supervision fees | | | 5 month | EGP 45,000 |
| Total Consultant Fees | | | | EGP 45,000 |
| Grand Total | | | | EGP 1,685,000 |



PROPOSAL: TIME SCHEDULE

NOVEMBER-2008