

The Touristic Town  
at  
The Pyramids of Giza

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The Approach :

Tourism has been looked at, in the project, as an industry with integrated economical factors. Touristic industry is based on the participation of the masses from local and foreign recourses. The industry aims to enfasize the historical heritage of the country and to preserve the local environment. To the foreign tourist the industry must be based on the originality in introducing the new product of tourism.

In our case the Pyramids and the near by antiquities with the surrounding desert as a background will remain the main raw material for this industry. New aditions to this raw material could be added without hurting the local environment and the holiness of the place.

New ten ~~items~~ items have been added to the main raw material of the industry :-

- 1 - Underground museum.
- 2 - Gave museum.
- 3 - A nobian village.
- 4 - Caves for residence and convalesence.
- 5 - Berried rest-houses.
- 6 - Public and private camps.
- 7 - Desert plantations.
- 8 - Health centre.
- 9 - International zone for conferences and meetings.
- 10- Hotels.

The Economical concept :

The economy of the touristic town is based on the economic balance between the sizes <sup>of</sup> tourism and the public survices provided in the area. With this concept the size and nature of foreign tourism and its recourses have been studied, <sup>the</sup> size and nature of local tourise have been also examined with its future prospect for the year 2000.



The economic study has covered the different seasons of the year which secure the continuity of this industry.

The human concept :-

It is clear that the materialistic effect of life should be balanced with a moral effect. The psychological and physiological effect of the modern life on the human-being has been met by a clear contrast <sup>in</sup> the life in this town. This was the main factor which determined the planning concepts of the town.

The Planning concept :-

As a reflection to the economic and the spiritual concept the planning concept has been developed. It was necessary to determine a "Limitation Line" to differentiate between the direct surroundings of the Pyramids and the other parts of the site. The 100 mt. contour line was considered as the "Limitation Line" in the area. Any buildings within this line was taken under-ground while other buildings outside that line were carefully treated to suit the local environment.

The "Limitation Line" was also taken into consideration in determining the different Zones of the town.

The social structure of the community serving the <sup>town</sup> touristic and its local public services has been determined. This community has been provided with a self contained residential area on the western slopes of the site ~~on the~~ opposite to the approach from Cairo. The existing settlement of Nazlet El-Saman is considered in the new plan as a complimentary factor to the industry. Guest houses and, local handicraft shops, and other local activities have been provided in this settlement.

Zoning :-

The different zones of the settlement has been distributed in the following sense :-

- 1 - The Pyramids and the complimentary berried buildings have been kept within the "Limitation Line".
- 2 - The Nubian village to the south-east, Nazlet El-Samman to the east, the international zone and its hotels to the



north, and the public and private camps to the west, all compose a complimentary industrial belt out-side the "Limitation Line" covering the outer slopes of the site.

- 3 - The tourstic trade centre has been chozen to the left-hand side of the main approach to the area.
- 4 - Clinics and convalescences buildings have been chozen to the north of the site together with the existing health centre.
- 5 - Desert plantation areas have been distributed in the different zones of the area.

Movement within the town :-

In order to keep the charactaristies<sup>of</sup>, the local environment it was neccessary to keep the motor vehicles as far as possible out-side the area depending on charets, horses, donkeys and camels as the main transportation system within the area.

A traffic survey has been carried out and the rood system<sup>in</sup> the area has been classified as follows :-

- 1 - An outer ring rood around the site serving the whole town.
- 2 - An inner ring rood serving the touristic functions.
- 3 - A limited net-work of roods serving the outer parts of the town.
- 4 - An inner net-work of charets roods serving the inner parts of the town.
- 5 - A net-work of foot paths in the different parts of the town.

The rood system within the tourstic area has been deseigned in order to serve the following functions :

- 1 - The over-all quick visit to the whole area.
- 2 - The over-all visit to the different parts of the area.
- 3 - The detailed visit to the different items of the different parts in the area.



Road and street lighting has been kept to the ground level by concealing the lamps in order to avoid any direct lighting in the area.

The Data :-

With the normal rate of increase in the number of tourists the country is expected to receive 900,000 tourists beside 230,000 transit tourists in the year 2000. About 13% of the total number comes in July with an average of 4000 tourists per day.

The <sup>a</sup>capacity of the ~~hotels~~ in Cairo has been examined. The number of total rooms required in the town will amount to about 800 rooms (1st class), 600 rooms (2nd class), 400 rooms in the nobian village and 200 rooms as ~~caves~~ in the ~~philly~~ site.

The future of local tourism has been examined. The town it to provide accommodation for the following sectors of the population :-

- 1 - About 2000 visitors daily to the area.
- 2 - About 3000 person every week from the youth organizations
- 3 - About 3,3000 pupils from the primary schools every week.
- 4 - About 3300 pupils from the preparatory schools every week.
- 5 - About 1400 student from the secondary schools every week.
- 6 - About 700 university student every week.
- 7 - About 2000 visitors from other organizations every week.

This ~~shows~~ <sup>shows</sup> that the town will receive about 4000 local visitors daily, 320(8%) of them will stay at the town. The town will also receive about 4000 foreign visitors dialy, 2000 (50%) of them will use the local residence <sup>high</sup> accommodation.

This size of tourists will require 2000 persons to serve them. With an addition of 30% of this number to serve the new community the size of the residential area will become about 12000 inhabitants.

The areas of the difirent zones of the residential area have been calculated by using the local planning standards. The total area of the residential area amounts to 387 acres.



The old residential area of Nazlet El-Samman has been socially and physically surveyed.

A general plan has been worked out for this area.

The detailed areas of the components of the different parts of the scheme have been determined.

The costs :-

The costs of the different components of the town has been estimated according to the different stages of developments. In the first five years the costs of construction will amount to EL 7.3 million, in the second period of 8 years the costs will amount to EL 6.2 million, the third period of 10 years will amount to EL 5 million and the last period of 12 years the costs will amount to EL 3.5 millions. With these estimations the total cost of the project in the coming 35 years will amount to about EL 22 millions.

The economy of the project then could be examined according to the different stages of construction.

The Mamps :-

The mamps illustrating the study are classified as follows :-

- 1 - Hand uses.
- 2 - Existing building conditions.
- 3 - The existing road system.
- 4 - The traffic survey.
- 5 - The topograply of the site.
- 6 - Tourism survey.
- 7 - The size of foreign and local tourism.



- 8 - Climatoligy.
- 9 - Social survey.
- 10- The site in relation to Cairo.
- 11- Zoning.
- 12- The new roed system.
- 13- The new land uses.
- 14- Public utilities.
- 15- The four stages of construction.
- 16- Physical aspects.
- 17- Physical aspects.
- 18- Physical aspects.
- 19-20- The local environment.
- 21- General layout.
- 22- The Model.