Chapter 6

Conclusions and Recommendations

The research hypothesized that not all American New Urbanism principles need adaptation to fit in the Egyptian physical and social context. Generally, principles can be classified into three main groups: applicable principles, not applicable principles, and already applied principles. According to the principles' appropriating process in chapter 5, fig 6-1 shows that the research hypothesis is approved, as a number of principles is applicable on Egyptian new cities with no required adaptations.

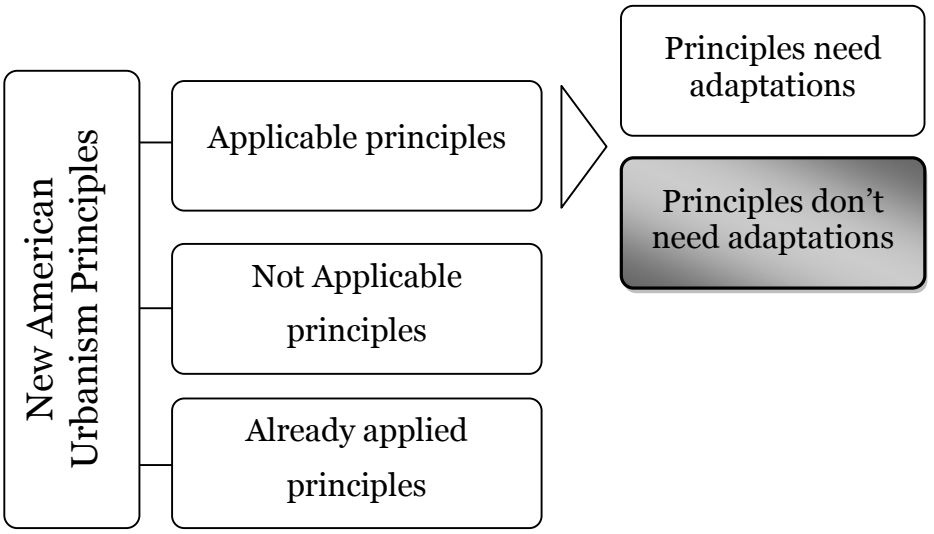

Fig 6-1: Principles classification according to applicability status
Source: Researcher

Principles' status		New Urbanism Principles:
Applicable Principles	Principles **need** adaptation	Walkability
		Connectivity
		Mixed Uses

		Mixed Housing
		Parking Alternatives
	Principles **don't need** adaptation	Human Scale
		Public Spaces
		Safety
		Sustainability
		Smart transportation
		Self-Governing Neighborhood
Not Applicable principles		----------
Already applied principles		Increased Density

Table 6-1: Principles classification according to applicability status
Source: Researcher

According to table 6-1, and the appropriating process in chapter 5, Egyptian New Urbanism Principles can be articulated as follows:

1. Walkability

Most activities should be within 4 to 6 min walk (approximately 200 m to 320 m) from home and work

2. Connectivity

Interconnected hierarchal street network on city and neighborhood level, network is allowed to mix the interconnected streets with the cul-de-sac system on local street level, only with providing pedestrian routs across the blocks to increase network efficiency and ease pedestrian movement.

3. Pedestrian friendly design

3.1. Human Scale

Streets should be treelined, designed (width to height ratio) for both autos and pedestrian. Entrances and porches should face the street.

3.2 Creating public open spaces

Creating public spaces, plazas, and green areas, Public spaces should be well defined at the center of each neighborhood, and surrounded by civic buildings

3.3 Safety

Neighborhood design should support safety by creating walkable and livable streets and open spaces

4. Diversity

4.1 Mixed uses

Neighborhood should have balanced mix of activities: housing, offices, school, religious building, and recreational use. Spatially, in small sized neighborhood (approximately 350 m radius); activities should be concentrated in neighborhood center. In case of larger neighborhood size, Neighborhood should be multi-centered, and it is possible to connect centers with activities that do not contradict with residential use.

4.2 Mixed housing

Neighborhood should have wide range of housing types, differ in size and price. Every city council should define some guidelines such as; colors, floor height, and openings heights….etc, to avoid monotony of repetitive prototypes, and the chaos of unregulated individual buildings

5. Smart transportation

Encouraging walking as daily transportation, as well as providing light rail network or shuttle buses. Light rail may occur within a boulevard at the neighborhood edge. Boulevards should also be detailed for pedestrian use. Bus corridors can pass through neighborhood centers on conventional streets. All of these should be landscaped to reinforce their continuity

6. Parking Alternatives

Each residential block should have parking space - located in the interior of a block and accessed by alleys, or underground parking for the individual buildings, on street parking should only be for visitors. Commercial centers and public activities should be provided with underground parking.

7. Sustainability

Cities should be planned toward sustainability as follows:

1- Environmentally: Energy conservation strategies, natural ventilation, day lighting, landscape treatments, micro-climate, urban growth boundaries, and greenbelts should be essential part of plans at all levels, from city master plan to buildings design.

2- Economically: Mixed use plan that creates balance between people living in a community and the jobs available there

3- Socially: Creating more livable and diverse public domain by increasing social activities and interaction.

8. Increased density

Residential density should range from 65 to 100 persons/ acre, accomplished density should reach the target density to reduce infrastructure cost per capita and increase its efficiency.

9. Self-governing neighborhood

Encouraging and facilitating establishment of non-governmental organizations formed by residents themselves to take responsibility for their maintenance, security, physical changes,