Development Opportunities in Egyptian Less-Inhabited Cities: Qaha as a Case Study

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Abstract: *In the last three decades, Egyptian cities have witnessed fast growth in population, which contributed to the continuous expansion and transformation in the urban fabric of both, metropolitan areas and less inhabited cities. Fueled by internal migration, the growth is significantly higher in the former as people often seek job opportunities in destination cities that are better than the ones available in their hometown. This process has led to the creation of formal and informal settlements on the outskirts of metropolitan destination cities and came with a higher price in departure areas, where either large area of prime agricultural lands has been lost, or the urban fabric status has deteriorated. Cities transformed by emigration do not naturally need to be in deteriorating conditions; however, the emigration process itself is indeed a development constraint to Departure cities. Even if the departure of some population groups is a core feature of the departure area, its development should not be reduced to abandoned structures, absence of the urban life and deterioration. Departure cities' rhythm and public spaces are similarly influenced by awaiting the gradual return of emigrants and related urban arrangements, as well as the possible consequences that might occur. This paper deepens on the urban and territorial regeneration opportunities in Egyptian less-inhabited cities to grow into new urban centers ending the efflux phenomenon and attracting people away from chocked metropolitan cities. To reflect on such opportunities, Qaha will be demonstrated as a case study to analyze both, limitations and probabilities of interventions. Based on the findings, recommendations including the proposal of integral development projects depending on the identified needs of each, the territorial, demographic economics, and social factors in the study area, are made to reverse the negative effects of emigration.*

Keywords: *Emigration, urban deterioration, development opportunities, Egyptian cities, Qaha.*

Mısır'ın Daha Az Yerleşik Şehirlerinde Kalkınma Fırsatları: Qaha Alan Çalışması

Öz: *Son otuz yılda Mısır şehirleri, hem metropol alanların hem de daha az nüfuslu şehirlerin kentsel dokusunda sürekli genişleme ve dönüşüme katkıda bulunan hızlı nüfus artışına tanık oldu. İç göçün tetiklediği büyüme, ilkinde, insanlar genellikle kendi memleketlerinde mevcut olanlardan daha iyi olan hedef şehirlerde iş fırsatları aradığından, büyüme önemli ölçüde daha yüksektir. Bu süreç, metropoliten hedef şehirlerin eteklerinde resmi ve gayri resmi yerleşimlerin oluşmasına yol açtı ve büyük tarım arazilerinin kaybedildiği veya kentsel doku durumunun bozulduğu çıkış bölgelerinde daha yüksek bir fiyatla geldi. Göçle dönüşen şehirlerin doğal olarak kötüleşen koşullarda olmaları gerekmez; ancak, göç sürecinin kendisi gerçekten de Ayrılış şehirleri için bir kalkınma kısıtlamasıdır. Bazı nüfus gruplarının ayrılması, hareket alanının temel özelliği olsa bile, gelişimi terk edilmiş yapılara, kentsel yaşamın yokluğuna ve bozulmaya indirgenmemelidir. Ayrılan şehirlerin ritmi ve kamusal alanları, göçmenlerin kademeli dönüşünü ve ilgili kentsel düzenlemelerin yanı sıra meydana gelebilecek olası sonuçları beklemekten benzer şekilde etkilenir. Bu makale, Mısır'ın daha az yerleşime sahip şehirlerinde, akış*

olgusunu sona erdiren ve insanları tıkanmış metropol şehirlerden uzaklaştıran yeni kentsel merkezlere dönüşmek için kentsel ve bölgesel yenilenme fırsatlarını derinleştirmektedir. Bu tür fırsatları yansıtmak için Qaha, müdahalelerin hem sınırlamalarını hem de olasılıklarını analiz etmek için bir vaka çalışması olarak gösterilecektir. Elde edilen bulgulara dayalı olarak, göçün olumsuz etkilerini tersine çevirmek için her birinin belirlenen ihtiyaçlarına, bölgesel, demografik ekonomiye ve çalışma alanındaki sosyal faktörlere bağlı olarak bütüncül kalkınma projeleri önerisini içeren önerilerde bulunulmuştur.

Anahtar Kelimeler: *Göç, kentsel bozulma, gelişim fırsatları, Mısır şehirleri, Qaha.*

1. INTRODUCTION

Migration can be clearly defined as relational a phenomenon, which is always associated by Departure and Arrival cities; all immigrants are emigrants in the first place. And we can define Departure cities, as cities in which spaces are fundamentally shaped by emigration (i.e., the deterioration of the urban fabric due to changes in population fueled by the emigration process. Migration occurs when an individual permanently relocates from point X to Y.

The relation between the emigration process and development is supposed to offer a convenient cycle, which is practically appealing; the more the economic situation in the country of origin improves, the more the inequality among countries is reduced and this offers vast opportunities for local residents. Accordingly, people will be less triggered to emigrate from their homeland and the rhythm of migration will slow down. If the living standards improved further, the migration curve is expected to shift as old emigrants return to their homeland [1].

Although it might be convincing that on the long term, the improved economic conditions will contribute to a change in the migration pattern and decrease the rate of emigration, common migration policy statements reflect that putting resources in development is an effective approach towards reducing the mass outflows of people from their country of origin.

2. CONSEQUENCES OF EMIGRATION ON DEPARTURE CITIES

While the migration phenomenon may have brought about positive outcomes in certain areas, it was the contributing factor behind deterioration in other areas. The phenomenon sure came at a high price, now that both, emigration and immigration, are affecting the urban fabric and the human scale in Arrival and Departure cities.

In the current mass emigration from the MENA region to Europe made the local governments in countries of origin, in a race with time to control the outflows. As a result, we see imitation and recombination of the western styles as a trigger to reduce the net emigration. Property investments by the diaspora is one of the reasons contributing to the spread of Turbo Architecture, however, the influence of this process on the urban setting of a Departure city is not limited to investments [2]. In cities of origin, almost every year, many variations of apartments and single-family houses are being built; in this sense, emigrants are the clients and at the same time the investors. Yet, most of these second homes or potential return homes remain unoccupied for a long period of time.

In both the Arrival and Departure cities, with a higher chance to occur in the latter, symbols as well as relationships triggers the relational proximity to Elsewhere; in destination countries, immigrants can find several places named after their countries of origin. An example to consider is the influence the mass emigration from Kosovo to Switzerland left on the built environment. In the Kosovan capital Pristina and

its hinterland, we can find a Swiss Diamond Hotel, a Swiss Casino, a Swiss IT-Factory, a Swiss Wellness Park and numerous boutiques, barbers and diners, which carry the name Swiss. The Swiss flag, likewise the flag of the United Kingdom, France and China, is global. It appears that the idealization of the urban setting in target countries is the reason behind the frequent negative narratives of one's own city [3].

3. NEW POTENTIALS IN LESS-INHABITED (DEPARTURE) CITIES

As a first approach towards investing in any city, the investor, either the public sector or the private one, should consider the ideal conditions for an attractive urban investment. Outlining the assessment of urban investment attractiveness given in scientific resources, it may be possible to define an investment attractive city as "a city where the environment is favorable for investment, there are available region's natural resources and the concentration of workforce potential" [4]. The academic research recognizes the forming factors of investment attractive cities as static and variable.

Static factors are always the irreplaceable factors, which portray particular characteristics of cities. These include the geographical location (coastal cities, cross-border cities or towns, and so forth), capacity, significance on the local level (the capital, the locale's biggest metropolitan area, resorts), and existing natural resources (useful either for tourism or for production). The other factors are variable, which are usually framed to maintain or improve the urban investment attractiveness factor: the urban setting, livelihood conditions, demography, the workforce, practicality of the business area, accessibility to education, the communal sense of belonging, and the adequacy of healthcare systems [5].

By recognizing the attractive factors for investment, researchers broaden our knowledge that market visionaries focus solely on cost-benefit ratios. The dynamics that drive us to certain locations are directly linked to estimates of cost production: land, labor, transportation and natural resources cost. In a logical setting, there are always other factors that would emphatically create an attractive environment for investments. These include the convenience to access target markets as well as the reaching suppliers, the degree of competency in the market, the proximity of institutions offering correlative types of services (financial, educational, social, etc.), the scale of regional economic development, successful competitors in the region, the independence of the management authorities in companies [6].

3.1. Natural Resources

One of the key resources that come on the top of natural resources list is the land source itself as a finite resource. Land provides space for various human activities and supports terrestrial ecosystems that provide vital services for the urban society (such as biodiversity, production of food, open spaces for recreational areas, etc.). Land use and management are one of the major factors determining the capacity of ecosystems to provide further developments and/or future investments. All landforms, either mountain, desert, forest or agricultural have potentials in a way or another and can have a significant impact on any future development strategies.

It is true that the landforms have an impact on investors or aiding countries decision, however, there are other factors affecting the investment attractiveness factor in a city. This includes the land price, geographical location and connectivity to other cities and/or countries. The lower the land price, the more attractive the land is for investors. In addition, the strong connections to other areas locally or internationally, ensure more or closer markets, easier trade and the proximity of labor and products to the land. In that sense, it is logical to think that even within each Landform, the investment attractiveness factor differs from one place to another.

Landforms are not the only natural resources affecting the investment attractiveness factor in a city; Water-bodies and renewable energy sources are other factors that have a significant impact as well. These include the fresh and salt-water bodies, as well as wind and solar energies.

3.2 Human Resources

After discussing the importance of natural resources, mainly represented in Landforms, it is clear that it has significant impacts on the production and development or investment decision-making. However, the Land is a passive factor whereas human resources are an active factor of production. Actually, it is the human resource that makes production or development possible, using the land.

Human resources are often demographics represented in numeric and graphical data showing a set of indicators. These data are usually published by the local government and offered to private or public investors. The indicators are a sign of either healthy or poor urban society and investment field, and thus directly affecting the investment attractiveness factor in a city. Each indicator is a potential in a way or another, which definitely has a significant impact on foreign direct investments (FDI) or governments' development strategies. These indicators include:

- Population: are estimated by gender, age group, geographical location and growth rate.
- Labor: reserves the capacity to provide the market with the necessary quality and amount of human effort required to produce goods and services.
- Income, Expenditure and Consumption: are estimates on the average annual wages and their main sources, expenditures on products, services or activities

3.3 The Know-How Resources

An integral part of Human resources is the know-how, which also plays a crucial role in impacting the investment attractiveness factor in a city. The know-how is a term for practical knowledge on how to accomplish a certain operation. It is believed that the rate of know-how transfer is influenced by characteristics of effective learning, accuracy of the specified purpose, learning and assessment methods, and both the external and internal environment characteristics of the stakeholders engaged in the process [7]. There are several know-how resources that might affect the investment attractiveness factor, these include the labor skills, education and the governmental polices that ensures stable, encouraging and suitable conditions for both, workers and investors.

4. EGYPTIAN LESS-INHABITED CITIES

This chapter will be addressing Egypt, an African Mediterranean country, as a pilot project to introduce the methodology behind selecting Qaha as a case study. The methodology includes the analysis of the current situation of Egyptian cities that hold opportunities for re-urbanization. This analysis will undergo a process of evaluation to evaluate the current socio-economic and territorial situation.

The aim behind the evaluation process is to filter the cities and towns in Egypt in order to select the cities, which are most suitable for re-urbanization as new Arrival Cities. The filtration process will start by analyzing vital figures of 211 cities and towns in Egypt and shrinking the selection until arriving to the case study.

The first in a series of evaluation is filtering the Egyptian cities by the average growth rate in the previous 20 years and the current density. Given that the data on the areas of cities and the population in 1996 and

2017 is extracted as an average of data from several sources due to lack of data in the case of depending on one source, and to guarantee transparent results[1].

Lower growth rates and densities can be assumed to be initial indications for emigration or urban deterioration. Thus, cities that have relatively low densities and lower growth rates than that of the average between 1996 and 2017 are shortlisted for further evaluation.

As a result of the previous analysis, 29 Egyptian cities were shortlisted. The results include the following:

- City on the Red Sea
- 2 Cities on the Mediterranean
- 3 Desert cities
- 7 Cities in 1 Upper Egypt along the Nile valley
- 16 cities in the Nile Delta

The second in the series of evaluation is filtering the 29 Egyptian cities by the area of developable lands. The satellite images of the 29 shortlisted cities were compared together in the same scale to showing the current territorial state of the selected cities, from which, it can be seen whether the city holds opportunities for urbanization or not.

Given that some cities were eliminated due to their very low capacity to expand, either because it has been built on agricultural lands or lack significant voids necessary for urbanization. Cities that hold opportunities for urbanization were shortlisted to undergo another evaluation in the series of evaluations.
As a result of the previous analysis, 13 Egyptian cities were shortlisted. The results include the following:

- 1 City on the Red Sea
- 1 City on the Mediterranean
- 2 Desert cities
- 1 City in Upper Egypt along the Nile valley
- 8 cities in the Nile Delta

The third in the series of evaluation is analyzing the 13 cities by the area of developable lands, available for urbanization and future regeneration. Given that the data provided on the urban areas and areas of developable lands are measured by the author from Google Earth.

Developable lands include voids, under–utilized urban land on potentially most valuable locations (such as waterfront and harbor areas) and declined or abandoned industrial or military areas.

The evaluation occurs through mapping the developable lands in each city of the 13 cities, besides, calculating the current urban area and the area of developable lands in order to calculate the area of developable lands as a percentage from the urban area.

[1] Due to lack of data in some cases and conflicting data in other cases, these statistics and figures were obtained as an average of data from 3 different sources as follows:
Retrieved from http://citypopulation.de/Egypt-Cities.html in Oct. 2020.
Retrieved from http://worldpopulationreview.com/countries/egypt-population/cities/ in Oct. 2020.
Retrieved from http://www.capmas.gov.eg/Pages/Publications.aspx?page_id=7195&Year=23354 in Oct. 2020.

After analyzing the developable lands in terms of mapping and calculations, comes the fourth and last in the series of evaluation. This evaluation has been designed using marks to assess the 13 cities by attractiveness factor. The higher the assessment mark, the more attractive the city is for re-urbanization. Given that the assessment marks were distributed among certain criteria through strong observations and initial research.

These criteria include the Geographical location, Significance on the National level, Natural resources, Regional connectivity, Capacity for urbanization, Industrial and production activity, and the Agricultural activity. The assessment marks were distributed as follows:

Table 1. Evaluation criteria & assessment method for cities holding opportunities for re-urbanization (Author)

<table>
<tr><th>Evaluation</th><th>Geo-graphical Location</th><th>Significance on the National Level</th><th>Natural Resources</th><th>Regional Connectivity</th><th>Capacity for Urbanization</th><th>Industrial / Production Activity</th><th>Agricultural Activity</th></tr>
<tr><td>0</td><td>Not Present</td><td>Not Present</td><td>Not Present</td><td>Not Present</td><td>Not Present</td><td>Not Present</td><td>Not Present</td></tr>
<tr><td>1</td><td rowspan="2">Desert City</td><td>Very low</td><td rowspan="5">One mark for each:
Agriculture,
Sea,
River,
Canal,
Minerals.</td><td rowspan="5">One mark for each:
Main Road,
Highway,
Railways,
Near Airport,
Port.</td><td>0-10 %</td><td>Very low</td><td>Low Capacity & Quality</td></tr>
<tr><td>2</td><td rowspan="3">Rural city with one mark for each:

River
Canal
Proximity to a main city</td><td>Low</td><td>10-20 %</td><td>Low</td><td>Low Capacity - Medium Quality</td></tr>
<tr><td>3</td><td>Normal</td><td>20-30 %</td><td>Moderate</td><td>Moderate</td></tr>
<tr><td>4</td><td>High</td><td>30-40 %</td><td>High</td><td>High Capacity - Medium Quality</td></tr>
<tr><td>5</td><td>Coastal City</td><td>Very High</td><td>40+ %</td><td>Very High</td><td>High Capacity & Quality</td></tr>
</table>

Although all the 13 cities are eligible for development, the fact that 8 cities out of the 13 are agricultural cities within the Nile Delta draws a disturbing conclusion in that region. This indicates one dominant reason of emigration; the rate of people still farming and cultivating is decreasing, instead, they tend to seek for more urban life in the metropolitan cities.

It is true that the evaluation process shows the higher opportunities in Port Fouad, Ras Ghareb and Qaha respectively, However, being aware of the disaster that would happen if agricultural cities were kept neglected without healthy development, one of the cities within the Nile Delta will be selected as a pilot project to show what kind of developments opportunities these cities are holding. Therefore, Qaha, being

on top of the list of agricultural cities upon evaluation and the most proximate to the capital of Egypt, is selected to be the case study.

Table 2. Evaluation for the 13 Egyptian cities holding opportunities for re-urbanization (Author)

City / Town	Geo-graphical Location	Significance on the National Level	Natural Re-sources	Regional Connectivity	Capacity for Urbanization	Industrial / Production Activity	Agricultural Activity	Evaluation /35
Būr Fu'ad	5	5	3	3	5	5	0	26
Ras Ghārib	5	4	3	4	5	4	0	25
Qahā	3	3	3	4	4	4	4	25
As-Sarw	4	3	4	3	1	3	5	23
Quṭūr	3	2	3	4	3	1	4	20
Fāraskūr	3	2	3	3	2	1	5	19
Qallīn	3	2	3	3	2	1	4	18
Sīdī Sālim	2	2	3	2	2	1	5	17
Kafr Shukr	3	2	3	3	1	1	4	17
Basyūn	2	1	3	2	2	2	4	16
Mūṭ	1	2	2	3	4	2	2	16
Qifṭ	3	3	2	4	2	1	1	16
Al-Khārijah	1	2	1	3	4	2	1	14

5. CASE STUDY: QAHA

In this chapter, it is intended to deep on and evaluate, through several development factors, the current situation in the city of Qaha as the Egyptian city holding the most opportunities for re-urbanization and future developments. The chapter is divided into two parts; the first part is about the urban situation of the city in order to investigate and analyze the urban weaknesses and economic opportunities of the city. The second part is about the smart growth of the city, which is possible through strengthening its weaknesses and make use of the opportunities to prepare the city for global economic competition. This will be carried out in a form of proposal for a strategy of re-urbanization for Qaha.

The analysis of the urban situation includes the following:

- Territorial factors (Infrastructure, utilities and services – Transportation – Housing)
- Demographic Economics factors (Population – Employment – Production Centers)
- Social factors (Integration and Social cohesion – Accessibility to Education - Accessibility to Healthcare)

Qaha is one of the cities studied by the UN-HABITAT and included in its project "Strategic Urban Planning for Small Cities (SUPSCP)[2]", which focuses on urban-rural linkages in order to develop small and medium rural enterprises; on improving the living conditions of slum dwellers.

The city is one of two cities included in the Centre of Toukh in Al Qalyubia Governorate, according to the latest administrative division. It is located in the Delta, on Cairo – Alexandria Agricultural road, 25 kilometers away from Cairo, the capital.

5.1. Analysis of the Current Situation

Qaha has been always a rural village till 1976 when it became a city by a governmental decision. It started by a capacity: of 29 feddans, and since then, no strategic plan was made for the city.

The city grew, in an unplanned way, East and West to reach the main mobility axes. And because the city is confined between a highway and the railways, the city grew to the North and South. However, the limitations of the surrounding context and the lack of strategic planning do not allow much extensions around the city, especially that it is surrounded by Agricultural lands from all directions. Thus, the further expansion of the city stretched irregularly to take the shape of the surrounding residential masses at that time.

While on the Eastern side overlooking the railway lines, the expansion grew linear parallel to the railways. However, these extensions again grew without strategic planning, which was the reason behind the emerge of irregular unplanned masses to the East of the railways. Still without a strategic plan for the city, in the end of the 20th century the government has put an urban border for Qaha as shown in (Figure 1).

[2] This project provides fundamental facts and data for the case study, which are obtained from the official UN-HABITAT website upon project data in Egypt, Africa. Retrieved from https://unhabitat.org/city-profile-for-strategic-urban-plan-of-qaha-city/ in Oct. 2020.

Figure 1. Current Situation | Urban Border in Qaha (Author)

5.2. Limitations for Intervention

- **Territorial**

Qaha started as a small rural village back in the 1930s, and it continued to grow in an unplanned in all directions, with the absence of a strategic plan, until it got confined between the highway and the railways. However, the informal sprawl continued to the east beyond the railways.

Being a rural city, it is surrounded by Agriculture lands from all sides. And accordingly, the current urban border, set by the government in 1976, limits its capacity to formally expand and lower the opportunities for investments or providing vital services.

The urban core of the city is so dense with very poor overall urban qualities, which makes the livelihood level there in a deteriorating condition. Moreover, it is hardly accessible because most of the streets are very narrow and unpaved.

The population suffers from poor quality of drinking water due to higher levels of manganese. There are 10% of the population who lacks continuous access to safe drinking water.

Due to the informal urban sprawl that happened in the city, about 30% of the areas are deprived from a continuous and good quality of sanitation.

Most of the main roads leading to the highway are in poor condition and need to be maintained.

Housing represents around 92% of the total land-use in Qaha. So, there is relatively no housing crisis in the city. However, it lacks the accessibility to affordable housing. This is more likely to be the result of absence of public or social housing.

- **Demographic Economics**

Although the city has plenty of production centers, it lacks commercial spaces and small businesses such as workshops to encourage the local products industry. Moreover, there is one single local market in the city with inadequate products, which is insufficient to meet people demands, so the population relies on neighboring cities.

- **Social**

The lack of governmental services in the city, which increases the administrative dependency on Banha, the capital of the governorate.

The population suffers from the extreme lack of public spaces and green areas in the city, which decreases the wellbeing level. Moreover, except the only club and youth center, the city is in desperate need for leisure spaces.

The number of educational services seems to be enough for the population, however, there are no technical, industrial, and vocational schools nor universities. This increases the educational dependency on the neighboring cities as well.

There are insufficient healthcare services in the city. And the only hospital in the city is situated in the far North, and deprived from many medical services.

5.3. Opportunities for Intervention

- **Territorial**

Qaha can be considered a city with a relatively high territorial capacity for re-urbanization, and therefore it holds many investment opportunities.

The city is well connected on the regional level with the rest of Egyptian cities. This is due to its proximity from the capital, and because of the enclosure created by the agricultural highway and railway lines.

The small scale of Qaha makes the city lies within a walkable distance from the center of the urban core. Which increases the alliances and synergies between home, work and leisure.

Because of the narrow streets, people tend to walk, or use bicycles and Tuk-tuks for far distances. As for the reachability to neighboring cities, people have to use microbuses, which are on the outskirts of the city, or the train. This lowers the percentage of noise and air pollution in the urban core of the city.

- **Demographic Economics**

Qaha has been maintaining a slow growth rate, and it is even expected to have a lower growth rate in the future.

More than half of the population is out of workforce for several reasons. Around two thirds of the total workforce are employed and one third are unemployed. This ensures the availability of human resources as labor force for future investments.

Although there isn’t a remarkable difference between the ratio of males and females in the society, the number of males employed is almost triple the number of females, which paves the way for female dependent industrial activities.

The private sector is the most dominant in the labor market, followed by the city council and the governmental sector respectively, which raises the level of competition in the market.

The level of production in Qaha, although not identified by numbers due to lack of data, seems to be moderately high, which makes the city eligible for national competition contributing to the Egyptian economy.

The productions in Qaha mostly rely on the preserved food industry, followed by agriculture, which are always in high market demand, and would attract more investors to the city.

Qaha maintains a strong commercial tie with the neighboring cities in terms of trading.

- **Social**

The level of education in the city is an average. Most of the educated population have only obtained an intermediate degree and only 9% obtained their bachelor degree. Which ensures the availability of moderately educated labor force required for most industrial, commercial and production activities.

5.4. Strategies for Re-urbanization

In small-scale cities like Qaha, the concept of re-urbanization and adaptation to higher levels of attractiveness has not yet been implemented. The structure of an attractive city can play a vital role as spaces oriented to the development of the city towards globalization, which opens the discussion for large-scale projects boosting vast economic opportunities.

Thus, the aim of the following strategies is to introduce guidelines for the characteristics and functions of a re-urbanization plan for eventual areas to be implemented and diffuse with the existing urban areas in Qaha, increasing the city overall attractiveness factor. Since each city is different and has its own identity, the re-urbanization plan for each city has to be adapted according to the needs of city and not only a prototype that might be implemented anywhere else.

From the previous sub-chapter, we can conclude that the city holds many economic development and expansion opportunities, yet it is currently facing some urban challenges due to lack of services, in addition to the relatively low livelihoods and poor urban qualities in many areas of the city. Therefore, a set of guidelines is proposed aiming to improve the overall urban situation of Qaha, opening new gates for future economic and urban developments, as follows:

- **Territorial**

Impose a new urban border as an extension of the city to absorb the growing population

Add all the new areas to the extension, whether it was vacant lands or cultivated areas that are included in the new border and classify their land-use according to their respective purpose

Develop a communication strategy to maintain a dialogue with property owners and compensate those who will be affected, either by buying the land or relocating their properties within the eventual strategic plan

Efficiently plan the eventual added lands for residential, production, education, public services and spaces expansions respectively

Develop and apply urban design guidelines to control property development and restoration

Work on a strategic plan to ensure the availability of public spaces in the city

Implement social housing projects to accommodate the youth and newly-formed families

Set up a monetary fund to develop the poor areas in the city

Plan the new residential areas around the informal areas to limit further sprawling

Engage the private sector in housing investments, which raise the level of competition in the market and accordingly lowering the prices

Improve the accessibility to the heart of the city and encourage the investments in small-scale businesses on the ground floor

Develop the unplanned area to the East of the railways by improving the urban quality and strengthening its connection the Western area and the regional roads

Implement a main parking lot for microbuses with a set of smaller stations on the outskirts of the city, in order to facilitate the people movement to and from Qaha

Pave the still deteriorating unpaved roads in the urban core, and encourage having a pedestrian friendly environment in the heart of the city, which is already clogged

Encourage replacing the Tok-toks by environmentally friendly small electric cars

Ensure the supply of clean water and healthy sanitation to deprived areas in the city

- **Demographic Economics**

Implement an area specified to craftsmanship in the city where most of the workshops shall move to in order to encourage the small business and the industry of local products, which will eventually lower the unemployment rate

Specify an area on the agricultural highway to accommodate large-scale industrial projects, which will positively contribute to unemployment

Ensure the availability of vacant lands in the future, required to accommodate different development projects or providing vital related services

Develop and expand the local market in Qaha, by finding a more suitable area for it and transform its original space into an urban public space

Plan new markets areas in the city to meet people essential demands

Create a central business district at the edge between the existing fabric and the new extension, as future medium of diffusion between both living societies

Establish vocational schools and workshops to train the females in Qaha on developing the ready-made clothing industry, which would eventually equalize the employment ratio between males and females

Set up monetary funds to provide the needed financing for establishing small businesses

Engage the private sector with the farmers aiming to increase the quality and quantity farming and cultivating in Qaha, through expanding in food and dairy products industry, exporting crops, and establishing new poultry farms city

- **Social**

Establish a governmental complex to facilitate the process of issuing official documents and permissions instead of going to Banha

Facilitate the permissions and paperwork required to establish new business to encourage more economic developments

Implement a network of secondary medical centers to include all the missing specializations and cover the whole urban area

Establish more educational institutes, including private schools, in order to expand the educational services to include the compulsory education, as well as vocational, industrial and technical schools

Establish a public library and cultural hubs to increase the general cultural level

Create urban public spaces oriented to higher level of social interaction

Establish public gardens in the areas of extension according to international urban design standards, to meet the demands of the share of green spaces per capita and achieve adequate living standards

Engage NGOs and non-profit organizations in the development process

Raise awareness for the importance of public participation and engage the inhabitants in the planning process of the extension

6. FINDINGS AND CONCLUSION

The case study selection methodology included a filtration process for 211 cities and towns in Egypt. From those, only 13 cities showed the first signs of emigration. In which, 8 cities are in the Nile Delta, indicating higher rates of emigration and possibly deterioration of the urban fabric and public services in such region related to agriculture. The analysis showed the availability of developable lands for future regeneration and the capacity for re-urbanization in all the 13 cities.

The territorial, social and demographic economic analysis in those cities shows the lack of governmental, educational, commercial, healthcare services and facilities, as well as relatively low quality for livelihood conditions, which increases the dependency on the neighboring cities and eventually urges emigration.

The situation in Qaha raises a need for interdisciplinary urban design strategies and rethinking guidelines to direct future developments towards a productive city approach, which if adopted, would not only limit the emigration from the city, but turn it into a hotspot that absorbs the surplus of the neighboring cities as well.

Departure cities hold many opportunities for future developments; however, it usually lacks both, the required financing for such developments and the proper planning from the local governments. One could recognize that the solution to the problem may be in the origin of it. Accordingly, the paper raises the question of whether such collaborative strategies, that involves both the Departure and Arrival cities, would end the phenomenon of emigration.

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