



Addis Ababa
City Government
Plan & Development
Commission



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POLITICAL SCIENCE

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Deutsche Gesellschaft
für Internationale
Zusammenarbeit (GIZ) GmbH

Technical Report 1.1 | Urban Housing and Retrofitting

The Addis Ababa City Block

Inclusion and livelihood through the horizontal-
above-vertical concept

A Technical Report commissioned by the Addis Ababa Urban Age Task Force



URBAN AGE

Addis Ababa Urban Age Task Force

The purpose of the Addis Ababa Urban Age Task Force (AAUATF) is to support the City of Addis Ababa in advancing its strategic development agenda. The Task Force's work builds upon the Addis Ababa City Structure Plan (2017–2027), exploring opportunities for compact and well-connected urban growth that can be delivered through integrated city governance.

In addition to advisory activities and capacity building, it identifies strategic pilot projects to address complex urban challenges around housing, urban accessibility, green and blue infrastructure, and urban governance.

The AAUATF is a partnership between the Addis Ababa City Plan and Development Commission (AACPDC), LSE Cities at the London School of Economics and Political Science, the Alfred Herrhausen Gesellschaft, and the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH.

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Glossary

Term	Definition
AACB	Addis Ababa City Block
AA UATF	Addis Ababa Urban Age Task Force
AACPDC	Addis Ababa City Plan and Development Commission
HBE	Home-Based Enterprise
LSE	London School of Economics and Political Science
EIABC	Ethiopian Institute of Architecture Building Construction and City Development
H/V	Horizontal Above Vertical

Note

The first name followed by second and third names is used in referencing Ethiopian authors, according to Ethiopia's naming system.

1. Introduction

The Addis Ababa Urban Age Task Force (AA UATF) was launched to support the Ethiopian capital in sustainably managing a period of rapid population growth and intense urban change. It is a partnership between the Addis Ababa City Plan and Development Commission (AACPD), LSE Cities at the London School of Economics and Political Science, the Alfred Herrhausen Gesellschaft, and the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH.

The Addis Ababa City Government is committed to pursuing compact and connected growth and innovative urban governance, and the Task Force is providing knowledge, global perspective and new ideas to advance that goal. In particular, the AA UATF is identifying urban development pilots for strategic interventions in three interrelated areas: housing and urban intensification, accessibility and streets, and green and blue infrastructure. It also is addressing the cross-cutting issue of urban governance. This report focuses on the housing component.

The Addis Ababa City Structure Plan (2017–2027)¹ lays out three strategic objectives that guide this work: First, over 10 years, the City of Addis Ababa plans to build about 650,000 housing units on 43 km² in the inner part of the city at an average of 150 units per hectare (ha). Second, about 35% of the total housing is to be for low-income groups, and in central areas that are redeveloped, the City is committed to rehousing people locally. Third, future housing development is to be mixed-use, aiming for an appropriate balance between housing, economic activities and infrastructure.

In support of the Task Force's mission, the Addis Ababa EMC (Executive MSc in Cities) Lab of LSE Cities, 2019, brought together some of the world's leading urban thinkers and practitioners for a workshop at the LSE, including the Urban Age Task Force Housing sub-group. Through a design thinking approach,² the Horizontal Above Vertical (H/V) concept was born as a new way to house low-income people and support the continuity of their livelihoods. Following the LSE workshop, the author of this report developed and elaborated the concept further, and held validation workshops, on 5 and 26 May 2021, with professionals and government officials, respectively. Important inputs were gained and incorporated into the concept as presented here.

¹ See https://c40-production-images.s3.amazonaws.com/other_uploads/images/2036_Addis_Ababa_Structural_Plan_2017_to_2027.original.pdf?1544193458

² For an overview of design thinking in the policy realm, see Mintrom, M., and Luetjens, J. (2016). "Integrating design thinking into policymaking processes offers great value for citizens and government." LSE Impact of Social Sciences blog, 8 November. <https://blogs.lse.ac.uk/impactofsocialsciences/2016/11/08/integrating-design-thinking-into-policymaking-processes-offers-great-value-for-citizens-and-government/>

2. The Horizontal Above Vertical (H/V) Concept

Imagine: An older woman living in an informally built single-storey, 3 m-by-6 m house in the inner city earns her income by preparing and selling drinks, renting out bunk beds, and providing storage and a shed for street vendors; she even keeps goats. She does all of this out of her home.

Imagine: A main street in an old inner-city residential area. Shops made out of metal sheets line the street, hiding houses behind them. The owners of the houses earn income by renting out these shops, while the shop-keepers earn money by selling goods. It is a combination of Gulit (open street shops), home-based enterprises, rental shops, and micro and small enterprises.

Imagine: Another inner-city street lined with houses, where activities related to households, businesses, recreation and social functions all happen concurrently. People cook, do laundry, garden, do woodwork, raise chickens, sit outside, sell charcoal, khat, food and drinks, work as tailors, shine shoes, rent out bicycles and more.

Imagine: Informal extensions of housing, mainly in the city's intermediate zone and outskirts, provide extra rooms to accommodate older and married children, to rent out for additional income, to run home-based enterprises, or to accommodate additional household functions. (In the majority of cases, the motivation is to generate more income.)

This is how a majority of low-income people in Addis Ababa's inner city live, as documented in master's theses done at the Ethiopian Institute of Architecture Building Construction and City Development (EiABC), and presented in more detail in Annex 1. In fact, Addis Ababa has been dubbed the "Blue City", after the blue tarpaulins that cover the shops (see Figure 1). Having even a fraction of the city's prime spaces not just to live in, but to generate income, is vitally important for low-income people. Given this reality, the H/V concept aims to enable the City to use land for housing as efficiently as possible while preserving existing livelihood options.



Figure 2: Conceptual image of an H/V apartment building



Figure 1: The "Blue City": informal shops covered in blue tarpaulins

Photo by Elias Yitbarek Alemayehu



Figure 3: Vietnamese “tube houses”

Source: <https://www.flickr.com/photos/hmoong/11063752254/>

The H/V concept would place horizontally laid out conventional apartments (Horizontal) for middle-income people above vertically laid out, narrow-frontage duplexes (Vertical) for low-income people, as shown in Figure 2. The lower housing units would have direct access to the street level and flexible spaces to accommodate home-based enterprises and extra rooms to sublet. The narrow frontage concept was inspired by the so-called Vietnamese “tube houses” (see Figure 3), tall walk-up buildings with a narrow frontage (2–4 m) built for a single household, with access to the street level and the possibility for incremental development. Since such units, by themselves, would likely not provide the high density required to meet housing needs in the inner city of Addis Ababa, the H/V concept would add conventional apartments (Horizontal) above them.

Addis Ababa is going through a rapid transformation. Informally built, government-owned inner-city settlements, known as Kebele housing, are being demolished, and the inhabitants are typically relocated to new housing on the outskirts of the city. Recently, policy-makers have decided to shift away from this type of urban redevelopment, and instead favour projects that allow people to keep living in the inner city, an approach dubbed “co-development”. At a media briefing in June 2021, an official from the Addis Ababa Housing Development and Administration Bureau explained that the goal of the new approach is to provide residents access to more modern housing and amenities while enhancing their livelihood and maintaining their social relationships.³ However, the

details of how this will be done, in terms of housing form, legal framework and financing, have yet to be determined.

The H/V concept could fit well with that approach and also preserve options for income generation. The majority of low-income people in Addis Ababa rent single-storey Kebele houses from the government, paying a small amount – an average of about 20 Birr per month (about US\$0.41). To augment their livelihoods, inhabitants sublet rooms and engage in home-based enterprises (HBEs). The houses’ direct access to the street level is convenient for HBEs and for selling products. However, when Kebele residents are displaced by an urban redevelopment project, even if they get housing on the outskirts of the city, it may be in multi-storey buildings where they do not have those options, and their livelihoods are put in jeopardy.⁴ (For more on life in Kebele housing, see Annex 1.)

Addis Ababa needs multi-storey housing to use land more efficiently, so keeping people in single-storey Kebele houses is not an option. The H/V concept grew out of an effort to address this, with a focus on three questions:

1. How could the livelihood of low-income people be maintained in redevelopment projects while fulfilling high density requirements?
2. Could there be a win-win situation for the government, the private sector and inner-city residents?
3. How can mixed incomes and functions be maintained in housing development, in order to have a vibrant city?

The next section examines how H/V housing could fit into redeveloped neighbourhoods in Addis Ababa.

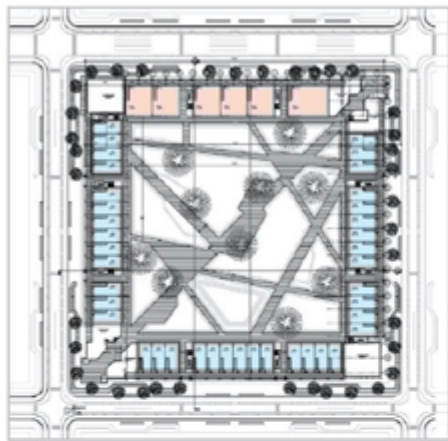
3. The Addis Ababa City Block

The streets in a city divide it into blocks of buildings and related facilities. A particularly efficient way to use urban land is to create perimeter blocks, with contiguous buildings along the entire street frontage. Perimeter blocks are used in many cities around the world, such as Berlin, Barcelona, Buenos Aires, London, Paris and São Paulo (see Annex 2), and are essential parts of the urban fabric. The main reasons for using perimeter blocks are to maximise efficiency – in contrast to standalone buildings with wasted spaces between them; to clearly define spaces; and to achieve the required density without building skyscrapers. Perimeter blocks have implications for the street network and the social life of residents. As a result, the proper design and layout of a perimeter block is of paramount importance in developing a liveable city.

The H/V concept at its fullest involves perimeter blocks of 120x120 m or 80x80 m, both referred to hereafter as the Addis Ababa City Block (AACB), and shown in Figure

4. The dimensions are adopted from the City Structure Plan (2017–2027), which describes “high density mixed residence land use” along mass transport corridor lines, “with a depth of up to 80 m or 120 m” (p. 50). The plan calls for commercial activities and businesses at the ground level of buildings, aiming to create lively streets.

The area of the buildings’ footprint in relation to that of the courtyard would vary across city blocks, depending on the required function and availability of land. This would affect the depth of the buildings (see Figure 5). At only 14 m deep, the default for buildings in the AACB would be relatively shallow, compared with the city blocks in other countries (e.g. 20 m building depth in Barcelona). However, blocks with building depths of 16–20 m could also be developed as necessary. Of course, these are indicative measurements; the actual size will depend on a specific design brief, financial feasibility and building regulations, such as daylight requirements.



120m x 120m



80m x 80m

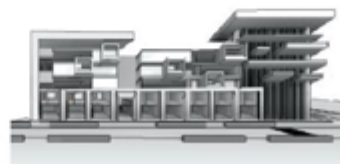


Figure 4: The Addis Ababa City Blocks: 120x120m and 80x80m

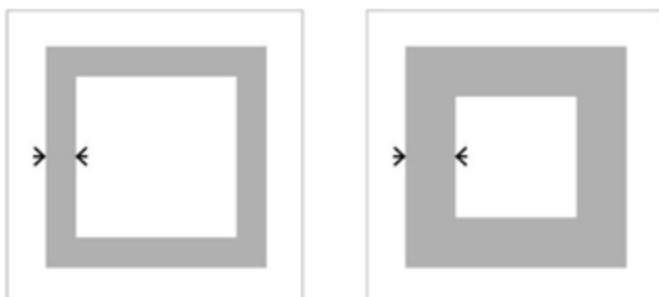


Figure 5: AACB options for building depth: shallow and deep

³ <https://www.fanabc.com/> visited 14 June

⁴ While the quality of the new housing provided is significantly better, low-income people’s lives and livelihoods can be significantly disrupted. See, e.g., Gardner, T. (2016). Ethiopians adjust to life in Africa’s most ambitious social housing project. Reuters, 25 October. <https://www.reuters.com/article/us-ethiopia-landrights-cities-idUSKCN12P1SL>

See also Imam and Yonas (2018)

4. The H/V Concept Principles

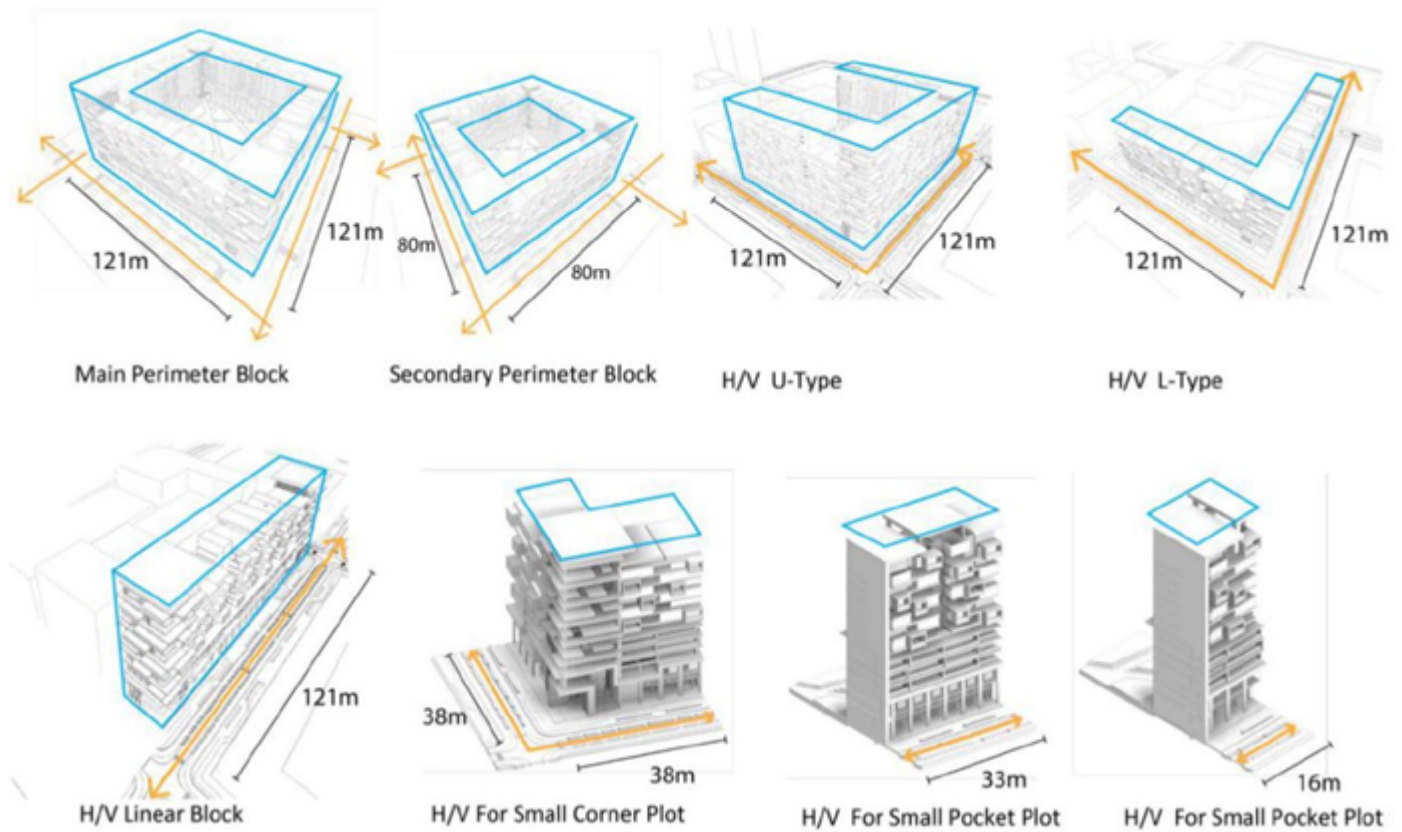


Figure 6: Options of building blocks for different plot sizes and shapes

4.1 Flexibility

Addis Ababa evolved organically, without formal planning, in its early decades, resulting in an inner city with a wide range of plot sizes and shapes:⁵ from very small pockets, to large plots of more than 500 m². The H/V housing concept is deliberately flexible in order to meet the needs of different plots as well as density and height regulations for the various zones of the city, and to provide the functional and income group mixes needed for financial viability.

As noted above, in areas slated for urban redevelopment, large tracts of old settlements have been cleared to make way for new construction. In such areas, including along mass transport corridor lines and in vacant lands located in the outskirts, the H/V concept could be implemented in city blocks. For sites that cannot accommodate city blocks in their entirety, partial, U- or L-shaped blocks could be built, or else single linear blocks. On smaller plots, there are three options: 38x38 m corner plots, or pocket plots with 33 m or 16 m of frontage (see Figure 6). For sloped sites, a configuration of linear blocks could be used, as shown in Figure 7.

The height of the buildings erected on those parcels could also vary: from walk-ups with as few as five storeys, to large buildings that are three times as tall, as shown in Figure 8. The City Structure Plan (2017-2027) lays out different density requirements for central, intermediate and peripheral locations, with the former requiring the tallest buildings.

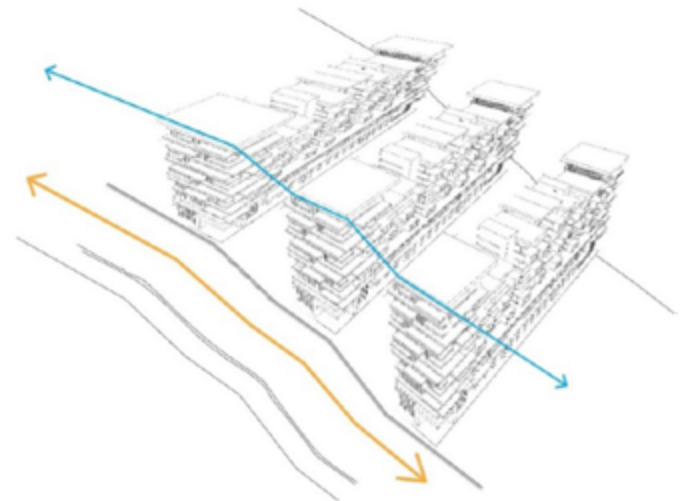


Figure 7: Possible block arrangement for sloping sites

Another dimension of the H/V concept's flexibility is that it can accommodate people of different incomes in various proportions, including low- and middle-income households as well as young citizens who have just joined the workforce. One of Addis Ababa's unique features is that different income groups now live side by side, and most buildings have mixed functions. The H/V concept continues this legacy, as discussed further below.

⁵ For historical perspective, see, eg, UN-Habitat, 2017. The State of Addis Ababa 2017: The Addis Ababa we want. United Nations Human Settlements Programme, Nairobi. <https://unhabitat.org/the-state-of-addis-ababa-2017-the-addis-ababa-we-want/> For the characteristics of inner city neighbourhoods, see Elias Yitbarek Alemayehu (2018).

4.2 Livelihood, continuity, income generation, and direct access to street level

The H/V concept addresses the need of the low-income people to stay in the inner city in order to continue their livelihoods and maintain their social networks. As noted, the housing units for low-income residents would be duplexes with direct ground-level access, and the spaces would be flexible, to accommodate home-based enterprises, production units and rooms to sublet (see Figure 9). Direct access to the ground level is essential for income generation. HBEs, the most common mechanism used to generate income, depend on the immediate street for visibility to attract consumers. Furthermore, while HBEs take some space in the interior, they often extend

onto the street, appropriating additional space. The H/V concept would provide even more space for HBEs by putting production units and stores at the basement level. In contrast, the new housing that is now being built for low-income people is not conducive for running HBEs, since the majority of the rooms are in upper storeys, without direct access to the street level.

Low-income people also earn money by renting out or subletting a room or bunk beds – usually at the expense of their own privacy, since it happens within the same space. In conventional housing units, even if there is more than one room, the tenant has to pass through the private spaces of the renter. Though this is a common feature of low-income people's lives, housing intended for them does not take it into account. Better-designed duplexes could change this.

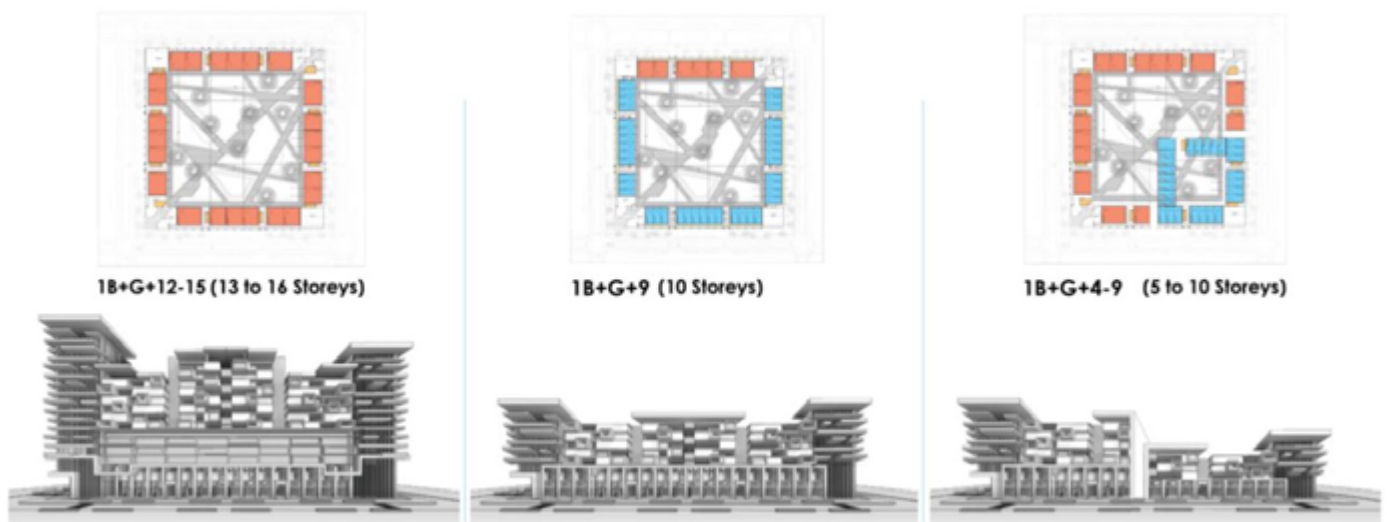


Figure 8: Addis Ababa City Block height flexibility (B=basement; G=ground floor)

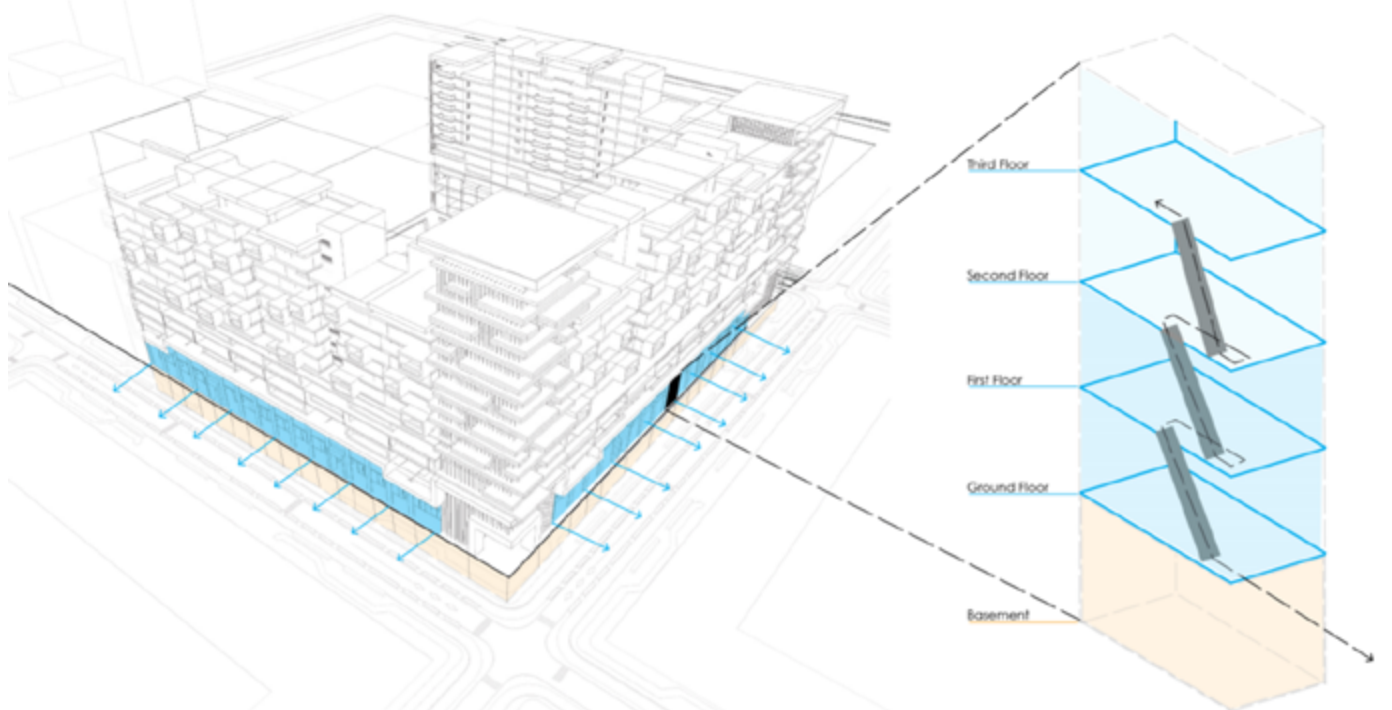


Figure 9: Layout of duplex units with direct access to the ground level

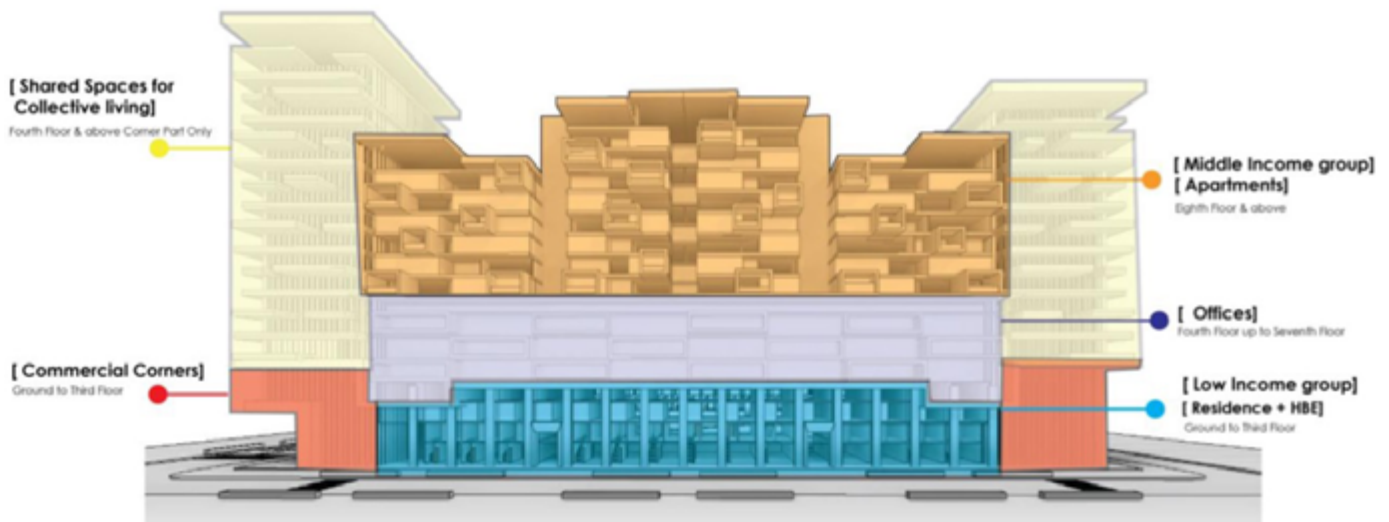


Figure 10: Income and functional mix in an H/V building

4.3 Functional and income mix

The H/V concept is basically a mixed-use residential development - that is, residential buildings with space for compatible functions. Mixed-use housing is considered as a positive characteristics of Addis Ababa. Newly developed gated communities, mainly on the outskirts of the city, are eroding that model in pursuit of greater security and prestige. Still, overall, city life remains vibrant, thanks to the mixed functions of urban spaces and the intermingling of income groups. The latter avoids stigmatising the poor and contributes to street safety, while the functional mix reduces the need to travel long distances and contributes to socio-economic activity. Building on this legacy, the H/V concept would combine spaces for businesses, offices, HBEs and production units with shared living spaces for the youth and housing for low- and middle-income people (see Figure 10).

The mix of functions and income groups could give rise to concerns about security, segregation of access, management of common spaces, etc. In order to address these challenges, two types of H/V city blocks are proposed: one for those in the lowest two quintiles of the income pyramid, in 80x80 m blocks, and another for those in the next two quintiles, in 120x120 m blocks. It is also possible to combine functions and income groups in different ways: within a single city block; by placing one city block within another; or by building a mix of city blocks within a neighbourhood (see Figure 11). The latter would create the greatest degree of access segregation, while the first option would provide the least. However, even when income groups are mixed in a single block, separate access can be provided, as shown in Figure 12.

Figure 11 also shows how spaces could be provided for social and communal facilities. Depending on the number of H/V blocks in a given area, different kinds of facilities might be required. Within a single city block, green areas, children's playgrounds and open sitting areas may suffice. At the neighbourhood level, nurseries/kindergartens, clinics and spaces for social functions would be appropriate.



Figure 11: a) Option 1 - income and functional mix within the same city block



Figure 11: b) Option 2 - income and functional mix between two city blocks, one enclosing the other

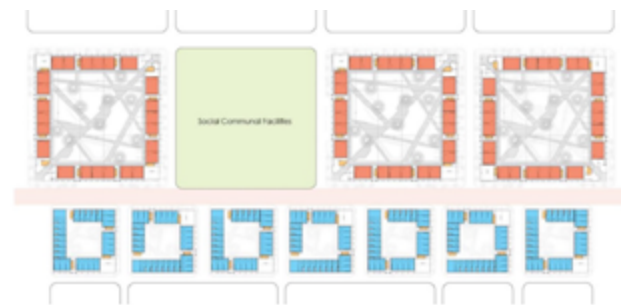


Figure 11: c) Option 3 - income and functional mix between two city blocks, at a neighborhood level

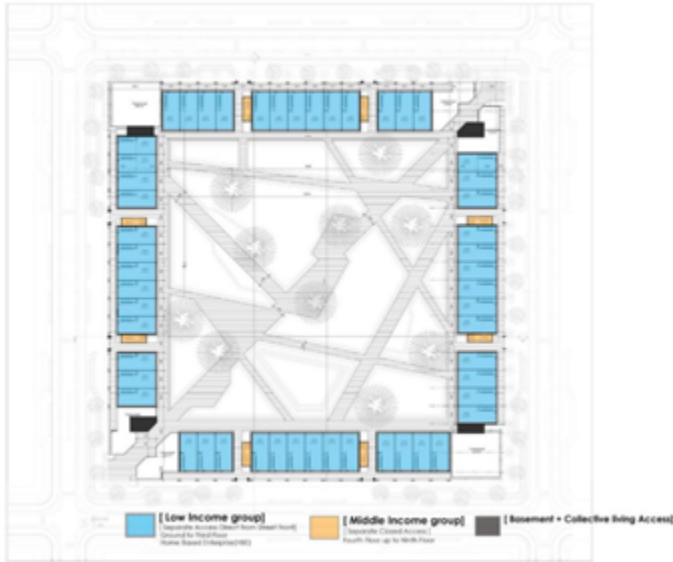


Figure 12: Separate access points for people of different income groups within a single city block

The H/V concept does not include car parking facilities. Residents would be expected to use other options for mobility, such as public transport, walking or cycling, or new services, such as shared vans. Omitting parking garages not only reduces construction costs, but frees up the basements of buildings, which are usually allocated for parking, to instead be used for production units and storage for HBEs. Storage facilities for middle-income residents in the upper floors would also be provided in the basement. The hope behind providing space for production units in the basement is that HBEs will use those spaces instead of appropriating parts of the immediate streets for such purposes (see Figure 13).

4.4 Densification

The land within Addis Ababa’s administrative boundaries is nearly all occupied. The city seems to have no option but to grow vertically, both on the little remaining vacant land, and by redeveloping built-up areas. This is why the H/V concept envisions all multi-storey buildings: from walk-ups to 16-storey high-rises. By developing city blocks, the H/V concept creates additional density relative to the stand-alone buildings developed in the city to date. Erecting stand-alone buildings generally results in leftover spaces that are either wasted, or prone to appropriation and unintended uses. On the other hand, the contiguous layout of city blocks could allow Addis Ababa to meet its residential density needs with lower building heights (see Figure 14). City blocks provide strong definition of spaces, clearly demarcating private, semi-private and public spaces. Open courtyards and streets are well defined, with well-delineated setbacks and pedestrian spaces. Furthermore, with buildings along the entire length of each street, there is no waste of land in between.

The prevailing view today, however, is that the way to achieve high residential density is to erect stand-alone high-rise buildings. For example, Ethiopia’s condominium

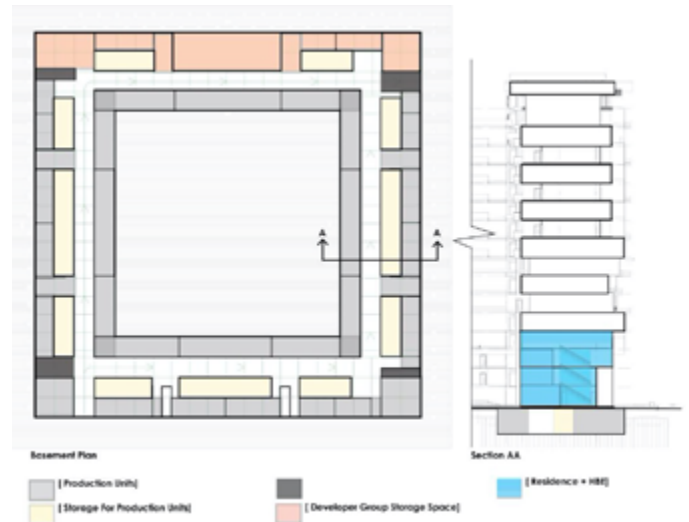


Figure 13: Basement plan and section showing production units and storage

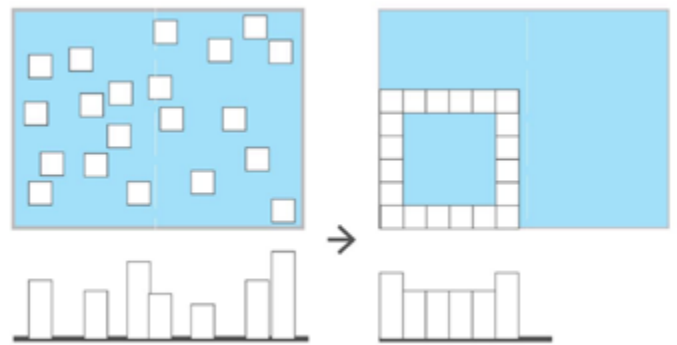


Figure 14: Comparison between stand-alone buildings and a city block

development programme started with walk-ups, but gradually increased building heights, to eight storeys and higher now. The main goal of that programme is to provide “decent housing” for low- and middle-income people. However, it is now well established that they are neither affordable nor responsive to the socio-economic conditions of the target groups, especially low-income households. Taller buildings are more expensive to construct, and, as discussed in Section 4.2, living high above the street level is incompatible with many low-income people’s livelihoods. In contrast, the H/V concept provides an alternative compact, efficient housing form that achieves density with lower-rise buildings. Figure 15 and Table 1 compare the net density of 40/60 condominium housing (a major government programme that provides units to households who have saved up at least 40% of the cost and having 60% loan from a bank) and H/V city blocks with similar building heights. Beyond numbers, it is worth considering the land efficiency and the quality of the social life engendered by the compact configuration of the Addis Ababa City Block. For a similar number of residential units, the city blocks require half as much land as the condominiums.

Table 1: Summary of density comparison between the 40/60 condominium housing and the AACB

Sample site	Height	Plot Area	Residential Units	Residential Units	Households
Bole Ayat 40/60	G+9	4.25	490	115.4	115
Beshale Site Three*	G+7	2.46	471	191.4	191
Bole Emperial Site	2B+G+12	3.45	480	139.1	139
Ehil Negid	2B+G+12	2.76	360	130.4	130
AACB high-rise	1B+G+12-15	1.44	340	236.1	316
AACB medium-rise	1B+G+9	1.44	230	159.7	204.1
AACB low-rise	1B+G+4-9	1.44	176	122.2	163.6

**Ehil neged Neighborhood Design
2B+G+12 typology**

130.4 Units /ha [130 Households/ ha]
360 Residential Units on 2.76 ha



Source Land and design preparation core process

Beshale Site Three G+7 Block-5

191.4 Units /ha [191 Households/ ha]
471 Residential Units on 2.46 ha



Source LP Architects and Engineers Consulting PLC

**BOLE EMPIRIAL SITE Neighborhood Design
2B+G+12 typology**

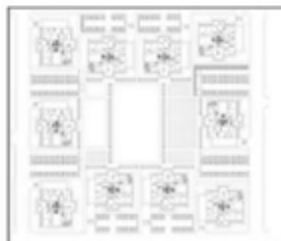
139.1 Units /ha [139 Households/ ha]
480 Residential Units on 3.45 ha



Source Addis Ababa Saving Houses Development Enterprise

Bole Ayat 40/60 II G+9

115.4 Units /ha [115 Households/ ha]
490 Residential Units on 4.25 ha



Source Addis Ababa Saving Houses Development Enterprise

Figure 15: a) Density calculation for 40/60 condominium housing

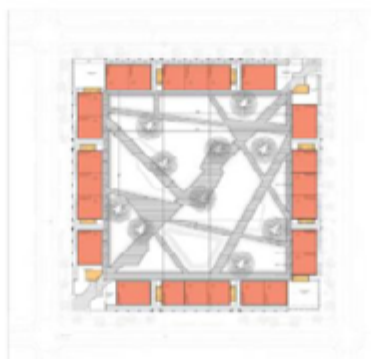
1B+G+9 typology

159.7 Units /ha [204.1 Households/ ha]
[258.3 households/ha if rental included]
230 Residential Units on 1.44 ha



1B+G+12-15 typology

236.1 Units /ha [224 Households/ ha]
[516 households/ha if rental included]
230 Residential Units on 1.44 ha



1B+G+9 typology

122.2 Units /ha [163.6 Households/ ha]
[182.6 households/ha if rental included]
176 Residential Units on 1.44 ha

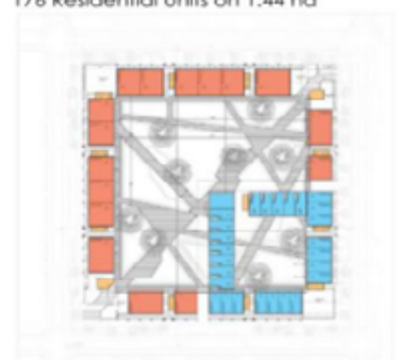
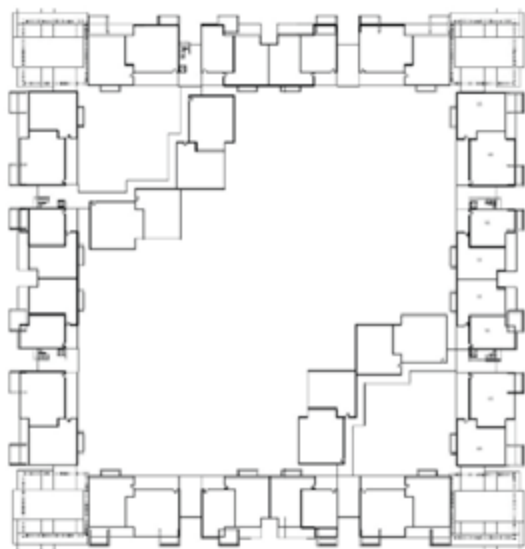
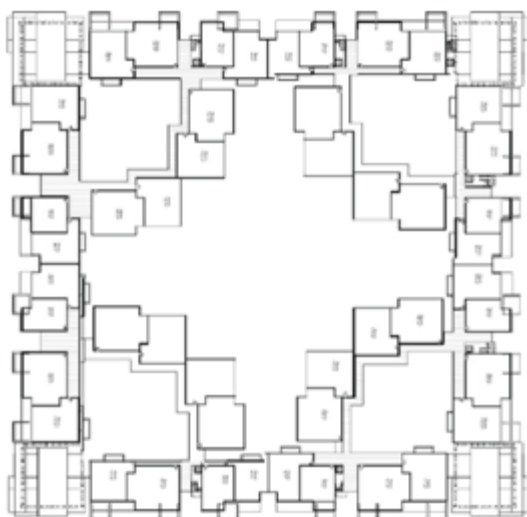


Figure 15: b) Density calculation for city blocks with H/V buildings of different heights

With the passage of time, residential areas may need to be transformed to accommodate ever-increasing economic and socio-spatial demands, resulting in further densification. If the additional density is not developed with care, particularly in multi-storey blocks, the results could be detrimental to the safety, health and common interests of residents. The H/V concept includes densification options that could be implemented as needed. Figure 16 illustrates two options for adding housing unit modules at the corners of the city blocks' courtyards.



Densification Plan 1



Densification Plan 2

Figure 16: Addis Ababa City Block densification plans 1 and 2.

4.5 Cross-subsidies between Horizontal and Vertical units in the H/V model

More than other parts of Addis Ababa, the inner city has highly developed infrastructure, facilities, amenities and services that attract the private sector, the government and residents. The government wants to improve land use efficiency, generate revenue and change the city's image; the private sector wants to maximise profits; and residents want to maintain their homes, jobs and social networks, which are crucial for their survival.

The Addis Ababa City Structure Plan (2017–2027) shows most of the inner city is slated for urban redevelopment, continuing a process that was already underway (see Figure 17). As noted earlier, to date, the practice with such projects has been to relocate low-income people to the urban periphery. The government has announced publicly that it will now enable residents to stay in the inner city, but the details of the plan remain unclear.

One of the central questions in the development of the H/V concept was whether it is possible to create a win-win situation for all the main actors – the government, private developers and low-income residents. Since land in Ethiopia is state-owned, the government could give an incentive in the form of reduced lease prices to developers who are willing to invest in mixed-use buildings, provided that they are willing to subsidise housing for low-income people as envisioned in the H/V concept. They would then generate profits from the “horizontal” units for middle-income households and from commercial spaces, while providing affordable “vertical” units for low-income households, so they stay in the inner city and continue their livelihoods (see Figure 10 above). Through their home-based enterprises and room rentals, low-income households would also be able to generate more income and pay off any debts. The idea is that housing for low-income people is not just decent shelter, but an investment in a better life.

Depending on the financial feasibility of different projects, there could be other options that might be more attractive to some developers. One is for the developer to own all the functions located on primary streets, from the ground up, and locate units for low-income people on secondary streets. Another option is for the developer to house low-income people on a separate block within the bigger city block. A third option is to have completely separate blocks for higher-income and lower-income groups (see Figure 18).

Housing development

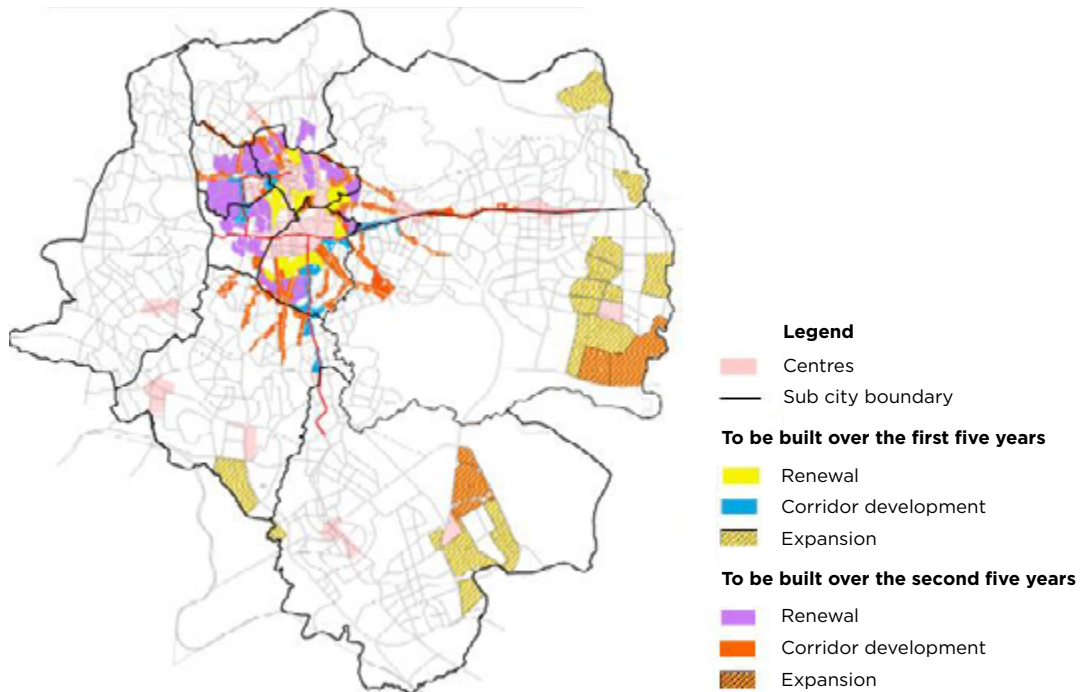


Figure 17: Planned interventions for various parts of the city

Source: Addis Ababa City Structure Plan (2017–2027), Figure 52.

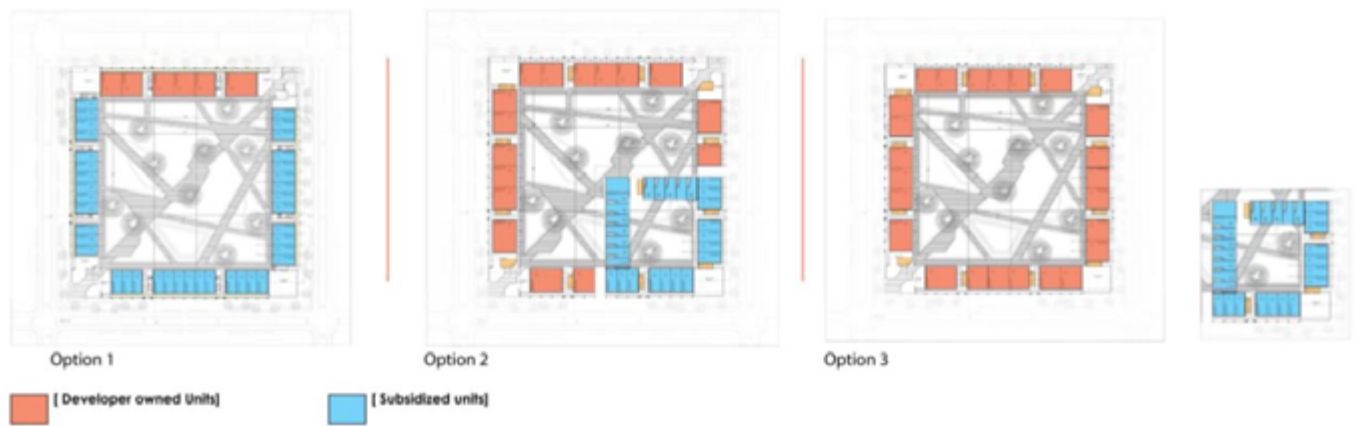


Figure 18: Options for combining developer-owned units with housing for low-income people

4.6 Visualising the Addis Ababa City Block

This section presents conceptual renderings of the H/V and city block concepts.



Figure 19: Frontal view of an H/V building taking up the full width of a city block



Figure 20: Corner view of an H/V building taking up the full width of a city block



Figure 21: Street view of a city block



Figure 22: City block built in an area cleared for redevelopment



Figure 23: City block built in an area cleared for redevelopment

5. Conclusion

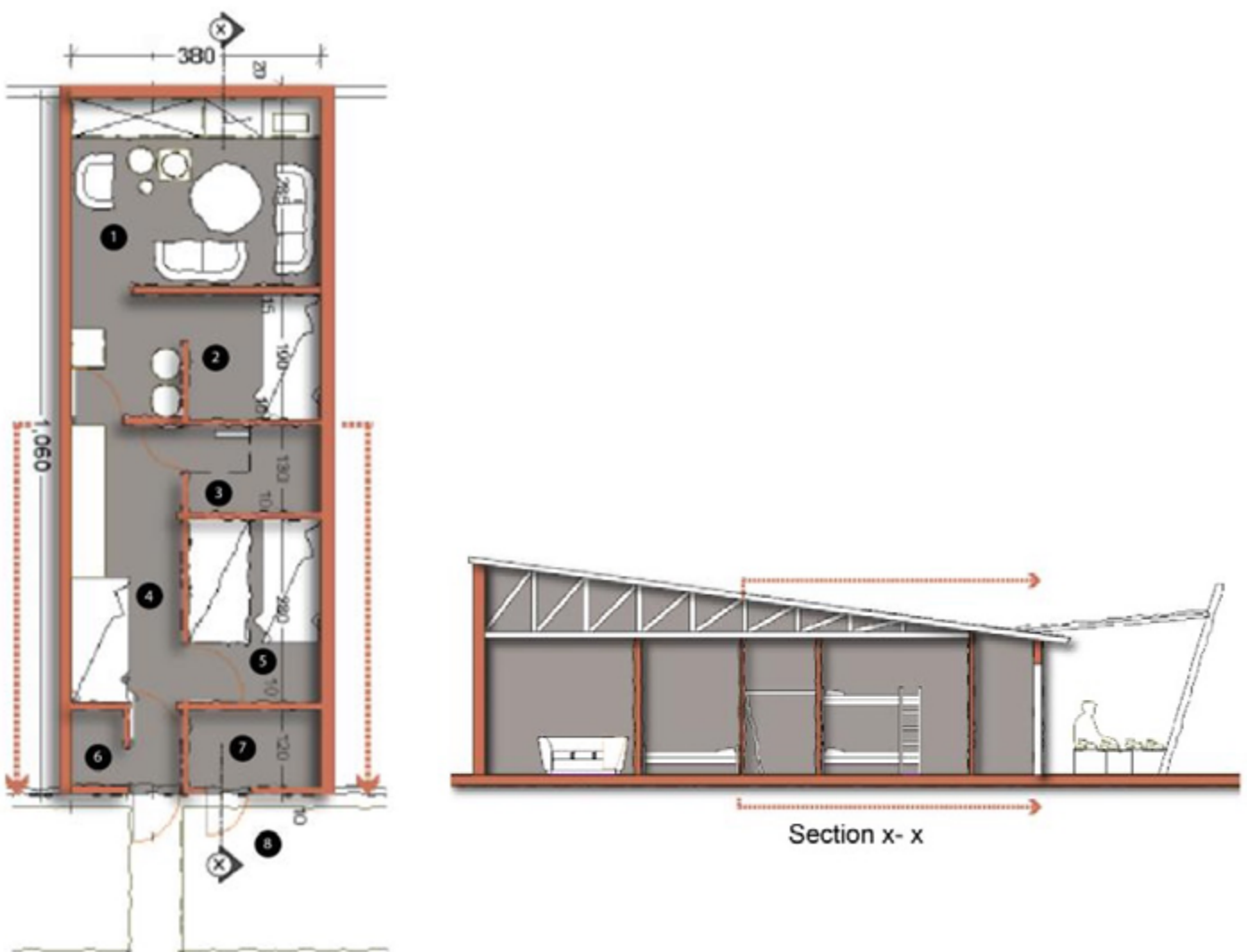
The informal economy embodied by the “Blue City” shows how important it is for low-income people’s livelihoods to be able to occupy even a small piece of land in Addis Ababa’s core. Yet the government has greater ambitions for the city and has been demolishing Kebele housing, then leasing the cleared land to private developers to generate more revenue and improve the city’s image. Being moved to the urban periphery, in turn, has disrupted the livelihoods and social networks of low-income people.

The H/V concept addresses critical issues of livelihood continuity and the need to increase density; creating a win-win situation for the government, private developers and inner-city residents; and maintaining a vibrant city by having mixed-income, multi-function urban blocks – all in line with the City of Addis Ababa’s own priorities. The H/V concept offers a housing form that accommodates low-income people’s need for income generation, giving them direct street-level access. It provides opportunities for private developers to profit from housing for middle-income people and commercial areas. And it enables the government to generate revenue, through additional taxes, while advancing social justice by avoiding the displacement of low-income people. All this would be done while fulfilling the city’s aspiration for a better image and increasing the density of development in the inner city.

Annex 1

Low income group income generation mechanisms and connection to the ground, extracted from master's theses:

1. Home-based enterprises
2. Utilisation of interior spaces in informally built houses
3. Living and cooking space
4. Space for preparing beverages
5. Storage space with KOTE
6. Space for selling local beverages and rental of bunk bed
7. Rental bunk bed room
8. Goat-keeping space
9. Rental storage for the street markets
10. Clothing and shoe display in street market



Source: Eyerusalem Tadesse (2014)

2. Street-side small businesses on the streets of inner-city settlements



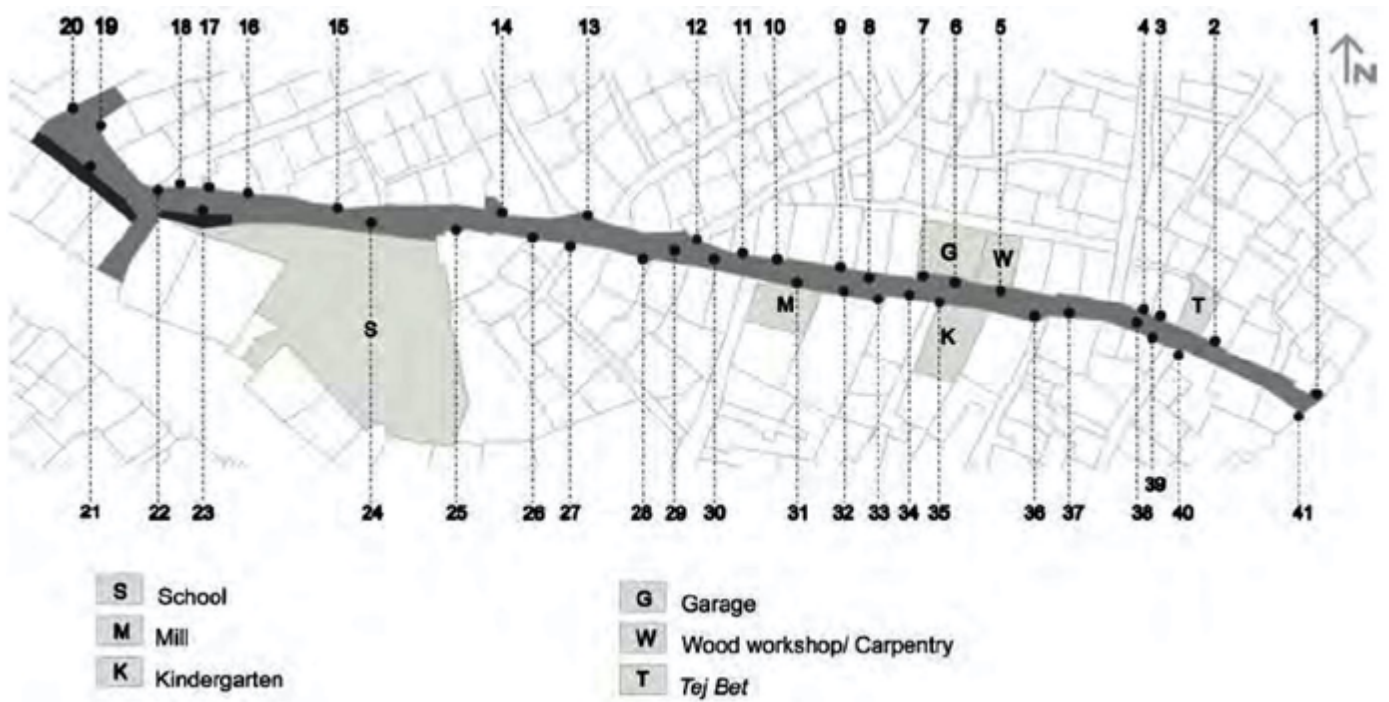
Source: Endalk Alemu (2014).

3. Backyard extension for income generation



Source: Alemayehu Hailemariam (2015).

4. Street activities: connection between the house and the immediate street



Place of activities	Activity 1	Activity 2	Activity 3	Activity 4
1	Coffee and tea business	Meeting place	Sitting place	
2	Guilt			
3	Coffee and tea business	Meeting place	Sitting place	
4	Sitting place	Meeting place		
5	Carpentry activities			
6	Garage activities			
7	Guilt	Meeting place	Cooking/food prep	
8	Little children playing			
9	Blow-drying			
10	Sitting place	Meeting place	Cooking/food prep	
11	Garbage collection			
12	Sitting place	Meeting place		
13	Sitting place	Meeting place		
14	Sitting place	Meeting place	Cooking/food prep	
15	Guilt			
16	Cooking/ food prep			
17	Garbage collection			
18	Cloth washing/drying			
19	Cloth drying robes			
20	Cloth drying robes			
21	Arkeba shop extensions	Meeting places	Cooking/food prep	Sitting

Place of	Activity 1	Activity 2	Activity 3	Activity 4
22	Sitting place	Meeting place		
23	Arkeba shop extensions	Social places	Cooking/food prep	
24	Football play area	Meeting place		
25	Cloth washing/drying	Cooking/food prep		
26	Cloth washing/drying	Cooking/food prep		
27	Guilt			
28	Cooking/food prep	Blow-drying		
29	Football play area	Meeting place		
30	Cloth drying robes			
31	Sitting place	Cooking/food prep	Meeting place	
32	Cooking/food prep			
33	Cloth washing/ drying			
34	Guilt	Meeting place	Cooking/food prep	
35	Guilt			
36	Garbage collection			
37	Sitting area	Meeting place		
38	Little children playing			
39	Charcoal selling			
40	Charcoal selling			
41	Guilt			

Source: Metadel Sileshi, 2016

Annex 2



Berlin Block, Germany



Barcelona Block, Spain



Buenos Aires Block, Argentina



London Olympic Village Block, United Kingdom



Paris Block, France



São Paulo Block, Brazil

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Policy Brief 1 | *The Addis Ababa City Block: a high-density, mixed-use and inclusive housing solution for the urban core*

Technical Report 1.1 | *The Addis Ababa City Block: inclusion and livelihood through the horizontal-above-vertical concept*, by Elias Yitbarek Alemayehu

Technical Report 1.2 | *Finding Housing Affordability: cost estimates and affordability paths for the Addis Ababa City Block*, by Jacus Pienaar

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Addis Ababa Urban Age Task Force

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The Task Force is a partnership between the Addis Ababa City Administration Plan & Development Commission (AAPDCo), LSE Cities at the London School of Economics and Political Science, the Alfred Herrhausen Gesellschaft, and the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH.

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