

**Under Reimagining Addis Ababa: Assessing the Impact of the City Corridor Project on
Land Use Planning and Zoning Regulations. In the case of Kazanchis. Addis Ababa,
Ethiopia**



Dawit Tamene Haile

**A Thesis Submitted to the department of Architecture
Collage of Civil Engineering and & Architecture**

**Office of Graduated Studies
Adama Science and Technology University**

**May, 2025
Adama, Ethiopia**

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DECLARATION

I declare that this thesis entitled “**Under Reimagining Addis Ababa: Assessing the Impact of the City Corridor Project on Land Use Planning and Zoning Regulations. In the case of Kazanchis. Addis Ababa, Ethiopia**” is my original work. That is, it has not been submitted for the award of any academic masters, degree, diploma, or certificate in any other university for similar purpose. All sources of materials that are used for this thesis proposal have been duly acknowledged through proper citations.

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I, the major advisor/supervisor of this thesis, hereby certify that I have closely Advised/supervised the student while developing this study and read the draft thesis entitled “**Under Reimagining Addis Ababa: Assessing the Impact of the City Corridor Project on Land Use Planning and Zoning Regulations. In the case of Kazanchis. Addis Ababa, Ethiopia**” prepared under my guidance by **Dawit Tamene Haile**. Therefore, I recommend the submission of the proposal to the department for further review and evaluation.

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I hereby certify that the recommendation and suggestion given by the thesis review committee are appropriately incorporated into the final thesis proposal entitled **“Under Reimagining Addis Ababa: Assessing the Impact of the City Corridor Project on Land Use Planning and Zoning Regulations. In the case of Kazanchis. Addis Ababa, Ethiopia”** by **Dawit Tamene Haile**.

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We, the undersigned, members of the Board of Reviewers of the thesis open defense by **Dawit Tamene Haile** have read and evaluated the thesis entitled **“Under Reimagining Addis Ababa: Assessing the Impact of the City Corridor Project on Land Use Planning and Zoning Regulations. In the case of Kazanchis. Addis Ababa, Ethiopia”** and assessed the understanding of the candidate about the proposed research. This is, therefore, to certify that the thesis/dissertation proposal is accepted and we recommend the implementation of the proposal.

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ACRONYMS AND ABBREVIATIONS

- (CCP) - City Corridor Project
- (ERA) - Ethiopian Roads Authority
- (BRT) - Bus Rapid Transit
- (URA) - Urban Redevelopment Authority
- (TOD) - Transit-oriented development
- (NGOs) - Non-Governmental Organizations
- (SDGs) - Sustainable Development Goals
- (APA) - American Planning Association

ABSTRACT

This thesis looks at the impact of the City Corridor Project (CCP) changes the land use planning and Zoning Regulations in Kazanchis, which is one of the active parts of Addis Ababa, Ethiopia. It Assess how the city's big modernization project, which aims to improve infrastructure and connectivity and change the urban setting and how people interact with each other, impacts land use planning and zoning laws. The CCP has a lot of potential for economic growth, but it also has many problems for the people who live there, like the chance of being forced to move and changes to how land is used and its zoning Regulations. Even though the project is meant to improve infrastructure and the economy, there are pressing concerns about whether the current zoning rules are sufficient to accommodate these new developments. This paper tries to assess these problems by looking into the unstable balance between urban growth and the needs of the community. It stresses the importance of planning that includes the opinions of local stakeholders. The main objective is to find out how the City Corridor Project (CCP) changes land use planning and zoning rules in Kazanchis. This includes finding out if there are any changes in land use trends and how well the current zoning laws support sustainable development. To do this, a mixed-methods research technique will be used. This will include both quantitative studies using demographic data, zoning maps, and official city planning papers, as well as qualitative studies based on interviews with local residents, government officials and Professionals. The goal of this thorough method is to get a full picture of how the City Corridor Project (CCP) changes the land use and Zoning Regulations in Kazanchis. In the end, the study's results should add a lot to the talks about urban planning in Addis Ababa and give lawmakers useful ideas for making land use planning and zoning rules and regulations better so that cities keep growing.

Keywords: Urban Development, Land Use Planning, Zoning Regulations, City Corridor Project (CCP), Socioeconomic Impact, Community Engagement, Infrastructure Development

CHAPTER ONE

INTRODUCTION

1.1 Background of the study

This is Addis Ababa, the capital city of Ethiopia. At one point in time, it was a military base in the late 1800s. Now, it is a busy city and the political and economic center of the country. Much trouble has been brought about by the city's fast growth over the years. There are issues such as not enough public services, too much traffic, and bad roads. What the Addis Ababa City Administration did to fix these problems was start the City Corridor Project (CCP). The goals of *ENA (2024)* are to improve city services, make it easy for people to get around, and make the city a better place to live. The main goal of this project is to fix problems that have come up because towns have grown unevenly over time and make life better for the people who already live there. This is why it's very important.

This project, the City Corridor Project, shows how to carefully plan this kind of city. The goal is to improve city traffic and bring life back to areas that aren't getting enough use. Some of the things that make it work better are better services, sidewalks, bus stops, and roads that are bigger. The changes are meant to make Addis Ababa look better and bring in more money. But they also worry people a lot about how to plan land use and zoning. (*Mihretu Mollalign, 2024*) say that good urban governance should find a balance between what the people need and what is best for growth. Know what will happen in the area because of these changes.

The study area is Kazanchis, a place where many residential areas, Commercial like hotels business areas and some governmental buildings and offices area there so one of the active neighborhood of Addis Ababa. Some people might have to move because of these changes, and the land might be used in different ways. It is very important to find out how well the current zoning rules protect the community's needs while still letting new buildings be built (*Tufa (2010)*).

What the people who live there think about these changes and how the project has changed how the land is used are some of the things that need to be looked into. The study (*Mahiteme, 2024*) shows how important it is to plan in a way that considers what everyone thinks.

I will gather different kinds of information to help me reach my goals. Zone maps, official city planning papers, the structural design of Addis Ababa and population counts are some of the numbers that will be used to help with the research. We can hear from business owners, people who live in the area, and city leaders about how the City Corridor Project will change their lives in different ways. We can fully understand how changes to the way Kazanchis cities are built affect how land is used with this in-depth method.

There is money set aside to get information and talk to people who care about what happens. In six months, the study should be done. That being said, you should be honest about how much time you have to study. Giving politicians useful information and ideas on how to make the most of zoning rules and land use planning in a city that is always changing is the main goal of the study. It will add to the current conversations about urban planning in Addis Ababa. A big project like the City Corridor Project could change the rules for zoning and land use planning in Kazanchis and other places. Before they start, Addis Ababa should think about these changes. If you know these things, you'll be better prepared to deal with the issues that arise as towns grow. As we work to make the future better for everyone, you can also make sure that the groups' needs are met first. The city of Addis Ababa is the capital of Ethiopia. It has a long history that shows how it changed from a military outpost in the late 1800s to a busy city that is now the political and economic center of the country. Over the years, the city's rapid growth has caused a lot of problems, such as bad public services, heavy traffic, and not enough infrastructure. To fix these problems, the Addis Ababa City Administration started the City Corridor Project (CCP). According to *Ena (2024)*, the goal is to improve the city's infrastructure and make it easier to get around so that people can live there more comfortably. The goal of this project is to make life better for the people who live there and fix problems with how towns have grown over time.

The City Corridor Project is not a whole way of planning cities. Its two main goals are to improve public transportation and bring back neighborhoods that aren't being used enough. It has better services, drainage systems that work together, sidewalks for walking, and longer roads. These changes will improve the appearance of Addis Ababa and boost the economy, but they also raise important questions about zoning laws and land use planning. To run a city well, you need to know how these changes will affect communities (*Mihretu Mollalign, 2024*). This is because you need to find a balance between what the communities need and what the city needs to grow.

This thesis is assess and study about Kazanchis, which is one of the most active parts of Addis Ababa. Kazanchis has changed a lot thanks to the City Corridor Project (CCP). People from all over the Addis Ababa live and work there. However, these changes could cause problems, such as people having to move and the way land is used changing. One important thing that will be looked into is how well the current zoning rules protect the needs of the community while still allowing new buildings to be built (*Tufa, 2010*). This study is about Kazanchis to show how urban infrastructure projects like City Corridor Project (CCP) can't meet the needs of the community and help the area grow.

What is the purpose of this study? To assess how the City Corridor Project will change the rules for land use planning and zoning in Kazanchis. We need to know how the City Corridor Project (CCP) project has changed how land is used, how the community feels about these changes, and if the current zoning rules help or hurt long-term growth.

To reach these goals, we will use a variety of ways to collect data. We have seen other world official city planning papers, zoning maps, and population counts to get exact numbers that will help us build a solid study base. We will also talk to Residents, Government Officials, and city planners (professionals) to get a wide range of opinions on how the City Corridor Project will affect the area. This is the best way to find out how changes to Kazanchis urban structures affect how land is used.

It is important to think about how the City Corridor might change the rules for zoning and planning how land is used in places like Kazanchis as Addis Ababa starts this big project. People who know how these things work can better deal with the problems that come up when a city grows and make sure that the needs of the community are always put first when making things better for everyone.

1.2 Problem Statement

A big project in Addis Ababa called the City Corridor Project tries to bring the city's infrastructure up to date and make it easier for people to get around. In the Kazanchis neighborhood, I'm most concerned about how this big project could change the rules for planning and land use. Discover how these changes will impact the present use of land and check to see if the current planning rules can handle the expected growth. (*Addis Fortune*, 2024)

Concerns about the City Corridor Project include the possibility that people will have to move. Many individuals may have to vacate their homes and places of work without sufficient funds or assistance when the roads and bridges are fixed. This concept is meant to help us learn more about how the City Corridor Project changes the rules for how Kazanchis land is used and divided into zones. Not much research has been done on how big building projects in Addis Ababa affect the people who live there (*Tuf*, 2010).

These changes are happening quickly, and this study tries to fill in the gaps by finding out how people in the community feel about them and how well the current zoning rules help long-term growth. To make rules that help the group, you need to know how these things fit together. Larger cities are needed.

It's possible that the City Corridor Project will change the towns and cities nearby. This study could help city planners and lawmakers figure out what those perks are. To improve life and make more jobs, it is very important to keep weak groups safe during building projects in Addis Ababa (*Mahiteme*, 2018).

People in this area talk about how zoning laws and land use planning affect towns. This study aims to give them a useful side view. Cities like Addis Ababa have been the subject of many studies, but few have looked at how big building projects change the way land is used in places like Kazanchis (*Colding et al.*, 2020). There will be changes to how people live in the city because of the City Corridor Project. This is the initial research that looks at these changes. From this neighborhood's point of view, not much has been written yet. The study's goal is to find good solutions that promote fair ways of growth thus resolving the issue.

The City Corridor Project and other urban renewal projects in Addis Ababa are moving forward. These changes will have an impact on rules for zoning and land use planning, so it's important to have an awareness of these affects. We will look at the problems that come up when cities grow very quickly and come up with ways to speed up growth that are good for everyone. Urban development workers can better handle situations and make sure that the community's views are taken into account if they know these things.

As part of the City Corridor Project, which will also make it easier for people to get around, Addis Ababa's facilities will be greatly improved. Nonetheless, many people are concerned about how this big project could alter rules for planning and land use, mainly in the Kazanchis neighborhood. Finding out how these changes will impact the present use of land is important, as is ascertaining whether the zoning laws can support the expected growth as the city gets busier. A big issue needs to be more closely examined, as (*Fortune 2022*) Points out, since people and businesses may need to move and the current zoning rules aren't adequate to support long-term growth.

There's a big problem with the City Corridor Project: it might force people to move. For many people, having to leave their homes and places of work without the money or help to do so may be impossible as roads and buildings change. Due to this change, low-income families might not be able to move or get used to living in a new place. Worries are higher because move plans aren't clear. Showing why it's important to let more people help make city plans.

These details will help you understand how the City Corridor Project will alter Kazanchis land use and zoning laws. Plenty of research has been done on how land is used in the towns near Addis Ababa. They didn't look at how big building projects affect the people who live there, though (*Tufa, 2010*). People in the area will be asked how they feel about these changes, as well as how well the current zoning rules support long-term growth in a world where things change quickly. Because you know these things, you can make rules that help both small towns and cities that need to grow.

Leaders and city planners could use this research to learn more about how the City Corridor Project will alter the places nearby. As Addis Ababa tries to improve its business and make itself a better place to live, it's important to make sure that growth projects don't hurt people who are already having a hard time (*Mahiteme, 2018*). Looking at how zoning rules and land

use planning affect this situation is part of the study's goal to find useful information that can help with building cities in the future.

A lot of study has been done on different aspects of urban planning in Addis Ababa, but not many have looked at how large infrastructure projects change how land is used in certain neighborhoods like Kazanchis (*Colding et al., 2020*). This study is unique because it looks at how changes to the city's zoning caused by the City Corridor Project affect how people interact in the neighborhood. This point of view hasn't been looked at much in other studies. This gap will be filled by the study's ideas that can be put into action and its support of fair ways to grow. With projects like the City Corridor Project, Addis Ababa is becoming more modernized. It is important to think about how these changes will impact land use planning and zoning rules in areas like Kazanchis. There are problems that come up when cities grow too quickly. This study will look at those problems and also find ways to help cities grow that are good for everyone. Stakeholders can better handle the complexities of urban development and make sure that community opinions are heard and valued if they understand these issues.

1.3 Research Objective

1.3.1 General Objective

Assess the impact of the City Corridor Project on land use planning and zoning regulations.
In the Case of Kazanchis, Addis Ababa, Ethiopia.

1.3.2 Specific Objectives

- ✓ Assess the changes in zoning regulations introduced by the City Corridor Project and their implications for land use in Addis Ababa.
- ✓ Inspect observance to urban planning standards and regulations during the implementation of the City Corridor Project.
- ✓ Evaluate the strategies for land use allocation within the corridor project, ensuring a balanced distribution between residential, commercial, public spaces and preserved historical sites to promote sustainable urban development.

1.4 Research Questions

- 1) What specific changes have been made to zoning regulations as a result of the City Corridor Project, and how do these changes impact land use in Addis Ababa?

- 2) To what extent are urban planning standards and regulations being adhered to during the implementation of the City Corridor Project?
- 3) What strategies are being employed for land use allocation within the City Corridor Project, and how do they ensure a balanced distribution of residential, commercial, public spaces and Preserved historical sites?

1.5 Significance of the study

It explores the transformative potential of urban infrastructure development in Addis Ababa. The City Corridor Project represents a bold initiative aimed at addressing critical urban challenges such as traffic congestion, limited green spaces, and inefficient land use. By evaluating the project's impact on zoning regulations and land use planning, the study provides valuable insights into how such initiatives can reshape urban landscapes for future generations (*Mollalign, 2024*).

Understanding the implications of zoning changes is essential for sustainable urban development. The corridor project not only aims to enhance the aesthetic appeal of Addis Ababa but also seeks to meet international smart city standards. This study will shed light on how new zoning regulations can promote sustainable practices while accommodating urban growth. By focusing on land use planning, the research highlights the importance of creating a balanced environment that integrates residential, commercial, and public spaces (*ENA, 2024*).

In addition to addressing physical infrastructure, the study emphasizes the socio-economic dimensions of urban planning. The City Corridor Project is expected to stimulate economic growth by improving connectivity and accessibility throughout the city. By assessing how land use allocation strategies are implemented within the project, the research will reveal how these strategies can foster economic opportunities and enhance living conditions for residents (*Tibebu, 2024*).

Moreover, this study recognizes the importance of community engagement in urban development processes. The City Corridor Project involves extensive consultations with stakeholders, including local residents, government officials, and urban planners. By evaluating how these interactions shape land use policies and zoning regulations, the research will provide insights into fostering inclusive urban development that meets the needs of

diverse populations (*Abiebie, 2024*). Environmental sustainability is another critical aspect addressed in this study. The City Corridor Project prioritizes walking, cycling, and public transport to reduce reliance on cars and decrease air pollution in Addis Ababa. By investigating how zoning regulations incorporate environmental considerations, the research will contribute to understanding how urban planning can promote a healthier urban environment while mitigating climate change impacts (*EBC, 2024*).

The significance of this study extends beyond academic inquiry; it has practical implications for policymakers and urban planners in Addis Ababa and similar contexts. By assessing the impact of the City Corridor Project on land use planning and zoning regulations, the research will provide evidence-based recommendations for future urban development initiatives. These insights can guide policymakers in making informed decisions that balance growth with sustainability and community well-being (*Moges Tibebe et al., 2024*).

This study is vital for understanding how large-scale infrastructure projects like the City Corridor Project can reshape urban environments. By examining its impact on land use planning and zoning regulations, the research will contribute to ongoing discussions about sustainable urban development in Addis Ababa and serve as a model for other cities facing similar challenges (*Mollalign, 2024*).

1.6 Scope of the study

The study focuses on evaluating the City Corridor Project initiated by the Addis Ababa City Administration, which aims to enhance urban infrastructure and connectivity throughout the city. This research will specifically analyze the project's effects on land use planning and zoning regulations in Kazanchis, a key area of Addis Ababa, by examining changes in zoning laws, land allocation strategies, and the integration of community needs. (*Wikipedia, 2024; ENA, 2024; Abiebie, 2024*).

1.6.1 Thematic Scope

Focuses on the intersection of urban planning, zoning regulations, and community development. It aims to analyze how the City Corridor Project influences land use patterns and zoning laws in Kazanchis, emphasizing sustainable urban development practices. The study will explore themes such as the integration of green spaces, the preservation of historical sites, and the socio-economic impacts on local communities, particularly regarding housing and business opportunities.

1.6.2 Spatial Scope

This research is concentrated on the Kazanchis area within Addis Ababa, which is a focal point for the City Corridor Project. This includes an examination of specific routes and corridors being developed, such as those connecting key urban centers and neighborhoods. The study will assess how these spatial changes affect land use distribution among residential, commercial, and public spaces, as well as their implications for existing infrastructure and community dynamics.

1.6.3 Temporal Scope

It encompasses both the current phase of the City Corridor Project initiated in December 2022 and its anticipated completion by 2025. The study will evaluate changes in land use planning and zoning regulations over this period, considering both immediate impacts and long-term effects on urban development in Kazanchis. Additionally, it will reflect on past urban planning efforts to contextualize the significance of the current project within the broader timeline of Addis Ababa's urban transformation.

1.7 Limitation of the research

- ❖ **Data Constraint:** One of the significant challenges is the availability and quality of data related to land use planning and zoning regulations in Kazanchis. Comprehensive and current data may be scarce, making it difficult to conduct a thorough analysis of the impacts of the City Corridor Project. However, I had City Corridor Project (CCP) work experience in Addis Ababa Piassa to Legehare project, Bole to Meskel Adebabay project and other Ethiopian cities such as Jemma, Gender and Harar.
- ❖ **Time Constraint:** Time constraints also pose a significant limitation for this research. The study must be conducted within a limited timeframe, which restricts the depth of analysis and engagement with various stakeholders, including community members, urban planners, and government officials. This limitation may hinder the ability to gather diverse perspectives and insights that are essential for understanding the full impact of zoning changes and land use planning in Kazanchis. The need for timely results might lead to compromises in the comprehensiveness of data collection and analysis, potentially overlooking important factors that could influence land use outcomes.

1.8 Operational Definitions

1. **City Corridor Project:** This term refers to the urban development initiative launched by the Addis Ababa City Administration in December 2022, aimed at upgrading key routes and enhancing connectivity within the city. The project includes the construction of bicycle paths, pedestrian walkways, improved roads, parks, libraries, and additional housing, with a completion target set for 2025. It is also known as the Smart City Project, reflecting its goal to meet international urban planning standards.
2. **Land Use Planning:** Land use planning involves the process of evaluating how land is utilized within a specific area, including designating areas for residential, commercial, industrial, and recreational purposes. In this study, it focuses on how the City Corridor Project influences existing land use patterns in Kazanchis and promotes sustainable urban development practices.
3. **Zoning Regulations:** Zoning regulations are legal frameworks that dictate how land within specific zones can be used. These regulations impact property development and land use by specifying allowable activities in designated areas. The study will examine how modifications in zoning regulations due to the City Corridor Project affect land use dynamics in Kazanchis.
4. **Sustainable Urban Development:** This concept refers to urban development practices that aim to meet current needs without compromising future generations' ability to meet their own needs. The research will evaluate how the City Corridor Project incorporates sustainability principles into its planning and execution, particularly regarding environmental considerations and community welfare.
5. **Community Engagement:** Community engagement refers to the processes through which stakeholders including residents and local businesses—are involved in decision-making related to urban development projects. This study will assess how community input is integrated into land use planning and zoning decisions associated with the City Corridor Project.
6. **Socio-Economic Impact:** Socio-economic impact describes the effects of an initiative on a community's social and economic conditions. The study will analyze how changes resulting from the City Corridor Project influence local economies, housing availability, and overall quality of life for residents in Kazanchis.
7. **Urban Resilience:** Urban resilience refers to a city's capacity to anticipate, prepare for, respond to, and recover from various challenges such as climate change and rapid urbanization.

The research will explore how the City Corridor Project contributes to enhancing urban resilience through improved infrastructure and sustainable land use practices.

1.9 The outline of the Proposal

The Chapter 1, Introduction, serves as the foundation of the study, where the background of urbanization in Addis Ababa is discussed, highlighting the pressing need for infrastructure improvements to accommodate rapid growth. This section introduces the City Corridor Project, detailing its objectives to enhance connectivity, improve living conditions, and align with international smart city standards. It articulates a clear problem statement regarding the challenges faced in land use planning and zoning regulations within Kazanchis, setting the stage for the research objectives that aim to evaluate how these regulations are impacted by the corridor project. Chapter 2, literature review, where existing theories and previous research on urban development and zoning regulations are explored. This chapter aims to contextualize the study within the broader academic discourse by identifying gaps in current literature that address similar urban initiatives. It highlights previous studies conducted on urban projects in Addis Ababa and their impacts, thereby establishing a theoretical framework that supports the research. In Chapter 3, methodology outlines the research design that will be employed to gather data. This section details both qualitative and quantitative approaches, including surveys and interviews with stakeholders such as residents and urban planners. The study area of Kazanchis is defined, complete with demographic information and maps to provide context for the research focus. The data analysis techniques are also described, ensuring a robust approach to interpreting findings related to land use planning and zoning regulations. In Chapter 4, the Result and Discussion, to objectively present the findings of your research in a clear, concise, and organized manner. This is a purely descriptive section. I am reporting what I found, without interpretation or opinion. Data Presentation Includes tables, figures, graphs, and statistical summaries to visually represent your data. These should be well labeled and easy to understand. In Chapter 5, the Result and Discussion, to propose specific actions or directions for future research based on the findings and limitations of your study. This section demonstrates the practical value and potential impact of your work.

CHAPTER TWO

2. LITERATURE REVIEW

2.1. Introduction

In-depth examination of the most recent research and discussions regarding the planning of land use, zoning laws, and city expansion in the Addis Ababa region. The City Corridor initiative is a significant construction project that aims to enhance the city's infrastructure, connections, and appearance in accordance with international standards for smart cities. The significance of this program is underscored by the fact that Addis Ababa's ongoing expansion complicates the regulation of land use and introduces new challenges. Previous research has demonstrated the critical importance of incorporating community feedback into urban planning to ensure that new developments address issues such as social and economic justice and displacement, as well as the requirements of various groups. The research demonstrates the critical importance of having a diverse array of land use plans to facilitate the growth of cities over time and mitigate the harmful consequences of significant infrastructure investments. We will be able to determine the potential impact of the City Corridor Project on Kazanchis land use planning and zoning laws by reviewing this. This will ultimately assist us in identifying more effective methods for constructing communities in Addis Ababa.

2.2. Theoretical Literature Review

2.2.1. The Concept of Land Use Planning and Zoning Regulations

At the end Zoning restrictions and making plans for how to use land are things that Plans for how land can be utilized and zoning restrictions are important for city growth because they advise individuals how to use land in a certain area. Planning land use means figuring out the optimum way to use land for diverse things, such as living, working, playing, and doing business. This method helps safeguard natural resources, keep communities from developing too quickly, and make life better for the people who live there. A smart land use plan makes sure that new buildings fit in with the goals of the community and protect the environment. This makes it easier for growth to develop in a planned way. Zoning rules divide land into separate zones, and each zone has its own rules about what can be done there. This helps keep different uses of the land from getting in the way of each other.

One approach to do this is to keep homes apart from factories and other places of business. This keeps prices high and noise levels low. Zoning is a way to control how land is used in various countries. It is also a big aspect of planning a city. It involves dividing a city or town into separate zones or districts based on what kinds of activities are allowed and not allowed. There are different areas for residences, businesses, factories, and farms. Zoning is generally used to keep things that don't go together from happening near each other. This makes it easier to keep track of how land is used. This separation of land uses lowers property values, lowers conflicts, and keeps the public safer and healthier. Zoning, for instance, keeps loud factories out of quiet neighborhoods, which is good for the people who live nearby. Following zoning restrictions is vital for controlling how land is used. Zoning regulations are municipal rules that tell you what you can and can't do with land in certain areas. They can also regulate the size, placement, number, style, and height of structures, as well as where people can live or work.

City governments normally set these policies to satisfy the requirements of the people and make sure that growth is in line with the region's values and aspirations. Zoning rules are adaptable, so local governments can handle new problems that crop up as cities develop and change. How land is used there are various ways that zones are useful for city planning. Setting aside particular regions for certain types of development and lowering conflicts across land uses makes the optimum use of land resources. Zoning restrictions keep neighborhoods unique and keep uses that don't operate well together apart. Zoning also keeps people safer and healthier by restricting factors like how many and how big buildings are and how they affect the environment. As towns develop and grow, appropriate zoning is becoming more and more crucial for the city's long-term growth. The ideals of fairness, sustainability, adaptability, and compatibility are what zoning rules and plans for how to use land are built on. Equity makes sure that everyone has access to the same services. When people are efficient, they make the best use of land resources. Sustainability makes people do things that are good for the environment by using zoning rules. Compatibility makes sure that diverse uses of land near to each other don't get in each other's way. Zoning restrictions can also be amended as the needs of the community change.

These rules assist city planners build cities that are fair, protect natural resources, and meet everyone's needs. It is very vital for a city to have good zoning regulations and land use planning standards. They plan how to use land resources in a way that will promote long-term growth and deal with the problems that come up when cities grow swiftly. Cities like Addis Ababa are working on big infrastructural projects like the City Corridor Project. To figure out how these ideas will impact land use planning and zoning standards, you need to know what they mean.

2.2.2. Land Use Planning and Zoning Regulations in Ethiopia

Land use planning and zoning rules are very important for dealing with the quickly growing city and making sure that development is sustainable. Ethiopia's land use policy is shaped by its unique socioeconomic situation, which includes a growing population, people moving to cities, and a heavy reliance on agriculture. It has been hard to manage land resources well and find a balance between industrialization, urbanization, and food security since there are no clear, written zoning rules. Current methods make it hard to plan land use effectively since different sectors don't work together and coordinate as they should (Haileslasie, 2018). The Ethiopian Constitution gives the government the right to control how land is used and protected, which sets the stage for land use planning.

But these rules have been put into effect in different ways in different areas. Ethiopia is a federal country, which means that each area can make its own rules about how to use land. This could lead to different uses of zoning laws. This decentralization could lead to problems between regional laws and federal rules, making it harder to manage land as a whole (GIZ, 2021). These problems get worse when there isn't a single national land use policy. This could make city governments put short-term financial gains ahead of long-term sustainability. Zoning laws try to control how property is used by designating certain areas for residential, commercial, industrial, and agricultural use. Ethiopia's zoning system is still in its early stages because there is no single set of laws that brings all the different land uses together into a single plan.

Because of this difference, land purchases for industrial parks and investments are being made without enough thought given to the requirements of the community or the effects on the environment. Ethiopia often ignores the need of long-term planning techniques in favor of

large land purchases (*Haileslasie, 2018*) because it wants to quickly put its Growth and Transformation Plans (GTP I and II) into action.

Ethiopia's plans for growth are starting to recognize how important it is to plan land usage in a way that includes everyone. It's important for local communities to be involved in the planning process so that their needs are met and development projects fit in with the culture of the area. Using participatory methods can make land governance more accountable and open, and they can also help communities feel like they own development projects. But the right institutional structures and resources are still not enough at the national and local levels to make participation more effective (*FAO, 2024*). In Ethiopia, improving zoning laws and land use planning depends on new technologies. Planners can make better decisions when they combine remote sensing technology with Geographic Information Systems (GIS). This is because they can collect and analyze data more accurately. These methods let you look at how land is used, how it affects the ecosystem, and where problems or deterioration are likely to happen. Ethiopia can use technology (*ResearchGate, 2024*) to make its zoning rules more effective and encourage land management methods that are good for the environment.

Even with these changes, Ethiopia's zoning and land use planning still face a lot of problems. Because they don't have enough resources, institutions have a hard time enforcing the rules and policies that are already in place. This leads to a lot of informal settlements and changes in land usage that aren't controlled. Sociopolitical factors often make planning harder because different groups may have different interests, which can lead to fights over land rights and how to use it. To solve these problems, it is important to improve the skills of government agencies at all levels and encourage cooperation between public organizations, private businesses, and local communities (*GIZ, 2023*).

A lot of theoretical talk on Ethiopian zoning rules and land use planning focuses on the problems of managing urban growth while making it more sustainable. Without clear zoning rules, it is harder to manage land effectively. This needs a more unified plan that uses new technologies and planning methods that get people involved. As Ethiopia becomes more urbanized, good land use planning will be important to make sure that everyone has fair access to resources and that the environment is protected.

In the end Land use planning and zoning rules are important for urban development because they show what types of land use are allowed in certain locations. Land use planning is the process of figuring out the best way to use land for different uses, such as homes, businesses,

recreation, and industry. This strategy protects natural resources, slows down the rapid growth of cities, and improves the quality of life for people who live there. A good land use plan makes sure that new buildings fit in with the goals of the community and protect the environment. This makes it easier for growth to be organized. Zoning laws divide land into different zones, each of which has its own set of activities that are allowed. This stops different uses of land from getting in each other's way.

Keeping homes away from factories is one way to do this. This keeps prices high and noise levels low. In many places, zoning controls how land can be used. It is also an important part of planning cities. It means dividing a city or town into different areas or zones based on what activities are allowed and what aren't. There are separate areas set aside for homes, businesses, factories, and farms. Zoning's main job is to keep land uses that don't work well together from being close to each other. This makes it easier to keep an eye on how land is being used. Separating different types of land use lowers property values, lowers conflicts, and makes the public safer and healthier. Zoning, for example, keeps noisy factories from moving into quiet neighborhoods, which is good for the people who live there. Following zoning restrictions is a good way to keep an eye on how land is used. Zoning rules are laws that cities and towns make that say what kinds of land uses are allowed and not allowed in certain areas. In addition to controlling residential and occupational areas, they can also limit the size, location, number, design, and height of buildings.

City governments normally set these policies to make sure that expansion is in keeping with the region's values and aims and to suit the needs of the people. Zoning rules are not set in stone, so local governments can deal with new issues that come up as communities expand and change. Use of land Zones are crucial for city development in a lot of different ways. Setting aside certain areas for certain types of development and lowering conflicts between land uses makes the best use of land resources. Zoning rules keep neighborhoods unique and keep uses that don't work well together apart. Zoning also keeps people safer and healthier by controlling things like how many and how big buildings are and how they affect the environment. Better zoning is becoming more and more crucial for the city's long-term growth as communities alter and grow. Equity makes sure that everyone has access to the same services. Planning how land is used and zoning rules are based on the ideas of fairness, sustainability, adaptability, and compatibility. People are most efficient when they use land resources in the best way possible. Sustainability makes people do things that are good for the environment by using zoning rules.

Compatibility makes sure that different uses of land next to each other don't get in each other's way. When the needs of the community change, zoning rules can also be changed.

These rules help city planners build cities that are fair, protect natural resources, and meet everyone's needs. It is very important for a city to have good zoning laws and land use planning rules. They plan how to use land resources in a way that will support long-term growth and deal with the problems that come up when cities grow quickly. Cities like Addis Ababa are working on huge projects to improve their infrastructure, such as the City Corridor Project. To understand how these ideas will change land use planning and zoning rules, you need to know what they mean. (*planning.org*)

2.2.3. The Concept of City Corridor Project (CCP)

The City Corridor Project (CCP) in Ethiopia's main goal is to improve the infrastructure and connections between cities, especially in Addis Ababa. The program that ***Prime Minister Dr. Abiy Ahmed*** started is meant to deal with the problems caused by a quickly growing population and people moving to cities. Problems like worsening traffic, poor infrastructure, and a lower quality of life in cities are getting worse. The CCP wants to build a modern city that can change and improve the lives of the people who live there. They are building roads, bridges, and public spaces to make this happen. This project is an example of a larger trend in city planning that stresses the need for long-term, integrated development strategies to deal with urban growth. The City Corridor Project is unique because it aims to make it easier to get from Addis Ababa's main entry points to other areas.

The project aims to improve the efficiency of transportation and ease traffic congestion by linking different parts of the city through carefully planned corridors. This is very important because a lot of people in cities rely on public transportation. There will likely be separate lanes for buses and bicycles in the corridors, which will encourage environmentally friendly ways to get around. The sidewalks and crosswalks will make it safer for people to walk. The improvements to the infrastructure are meant to make it easier to use the current modes of transportation while also encouraging a shift to more environmentally friendly options, in line with global best practices for urban mobility. The CCP's second goal is to include parks and other green spaces in its projects. The goal of the project is to improve the quality of life for people who live nearby by building parks, community centers, and places to have fun along the corridors. In addition to providing important services that are good for both physical and

mental health, these places are also important for building community and social ties. Adding green spaces to cities is becoming more and more important for making them more livable because they cool down the city, improve air quality, and provide homes for native wildlife.

The City Corridor Project has big goals, but there are a lot of problems that could get in the way of reaching them. Community opposition, a lack of resources, and delays in construction are some of the things that can slow growth. There are worries that the growth of corridors may force people to move, which could raise property values along newly built roads and lead to gentrification. To get past these problems, it's important to use strong strategies to get stakeholders involved, making sure that community views are taken into account during the planning stage. This will make people feel like they own the project and ease their worries about how it will affect vulnerable groups. The City Corridor Project is based on ideas from smart city projects and the ideas behind sustainable urban development. The project fits with ideas that support planning methods that put social equality, environmental sustainability, and economic viability first. (*lincolnst.edu*)

The CCP is a new program that uses technology to improve infrastructure and control traffic in cities. It uses smart traffic lights and real-time data on public transportation to make its operations more efficient. These kinds of changes are very important for dealing with the problems that come with Ethiopia's rapid urbanization and for bringing the country's urban infrastructure up to date. The City Corridor Project is a big step forward in changing how cities grow in Ethiopia by putting health, sustainability, and connectivity first. As Addis Ababa grows into one of Africa's largest cities, programs like the CCP will be very important in shaping its future. Ethiopia wants to show other cities that are facing similar problems how to live in a way that is good for the environment. They are doing this by focusing on building infrastructure that is strong and easy for everyone to get. (*uli.org*)

2.2.4. Cause of City Corridor Project (CCP)

Things had to be fixed right away, as Addis Ababa and its people grew very quickly. This is the reason Ethiopia began the City Corridor Project (CCP). Some big changes have happened in the city's population. This means that more people are moving there and need homes, services, and facilities. As towns get bigger, many places to live are getting worse, there is more traffic, and there aren't enough public transportation options. The CCP wants to make it

easier to get around cities by making major roads better and adding more public transportation choices. This will make the city work better and link better.

These parts of the project are meant to make Addis Ababa a better place to live and work. Getting people out of towns and out of traffic is one of the main goals of the CCP. Many people are stuck in traffic in Addis Ababa, which makes it take longer for everyone to get where they need to go.

As part of the project, bus lanes, bike paths, and walkways for people on foot will be made to encourage people to use other ways to get around and make the roads less crowded. It is easier to get around now that there are more than one way to get around. This is in line with global urban planning trends that stress ecology and relying less on personal cars.

As the population grows, the CCP wants to improve public transportation to help more people get around and make the system work better. The CCP takes care of environmental issues that come up when towns grow. Cities often have trouble with air quality, green spaces, and adjusting to climate change as they grow. The project has parks and other green building features along the routes. These are very important for making people's lives better and giving them more choices. The CCP wants to better the city by adding green spaces. They want to lessen some of the bad effects of towns growing, like heat islands and bad air quality. More and more people are paying attention to the need to make places healthy, which is good for both people's health and the balance of the environment.

People have said bad things about the City Corridor Project and how it affected society, even though it had big plans. A big worry is that people might have to leave their homes because of changes to roads and facilities. Many people who have lived in the area for a long time are afraid that the project will cause them to lose their houses and the people they know. Some people are against the project because they think that its goal of better urban infrastructure could put the needs of investors ahead of those of the community. This could cause growth and social inequality. In order to solve these issues, we need a strong way to involve everyone, especially the groups that will be affected by the plans and choices, so that their opinions are taken into account.

The Big Picture: The same things that make Ethiopia's towns grow also have an impact on the CCP. Building up Ethiopia's infrastructure is very important to the country's government because it wants to bring in foreign investment and help the economy grow. The CCP wants to improve services and public transportation so that Addis Ababa's markets are better linked

and the city is a better place to do business. National development plans call for better facilities to make it easier for businesses to grow and create jobs. This focus on the economy fits with those plans. It is very important to find a balance between economic growth and social justice, and this is something that the project will look at. Because Addis Ababa is growing so fast, there are a lot of problems that need to be fixed. The City Corridor Project does.

To make Addis Ababa a better place to live and work, the CCP is working to improve public transportation, make it easier to get around, fix environmental problems, and boost the economy. For the plan to work, it's important to give careful thought to how it will affect people's lives, especially their ability to move and get involved in their communities. Programs like the CCP will be very important for Ethiopia's progress and meeting the needs of all its people as more people move to cities and the country tries to figure out its next steps for growth.

City Corridor Project (CCP) was started in Ethiopia to help towns deal with the big problems they're having because of how quickly Addis Ababa is becoming more urbanized and getting more people. There are big changes in the city's population because people are moving in and out. This has made more people want homes, jobs, and infrastructure. Things have gotten worse for people to live in, for getting around, and for public transportation in many places as towns have grown. To make it easier for people to get around the city, the CCP wants to fix up the main roads and add more public transportation choices. This will help cities connect and work better.

The project aims to improve three areas in order to make Addis Ababa more eco-friendly and simpler to live in. One of the major reasons for the CCP is that cities need better transportation and less traffic. It takes longer for people from Addis Ababa to get around, and there are big delays because of all the traffic.

Bus lanes, bike tracks, and walkways will be built as part of the project to encourage people to use other ways to get around and to make the roads less crowded. It is easier to get around when you switch to a multimodal transportation system. It also fits with global trends in urban planning that stress sustainability and depending less on personal cars.

To help the transportation system handle a growing population, the CCP wants to make it work better by making public transportation nicer. The CCP also talks about the damage that growing towns do to the environment. It can be hard for towns to get to green spaces, keep the air clean, and get ready for climate change as they grow. The project includes parks and other

green spaces along the corridors. These are needed to improve wildlife and the quality of life in the area. Heat island effects and bad air quality are some of the bad things that the CCP wants to fix by adding green areas to cities. With more attention being paid to environmental sustainability, people are becoming more aware of how important it is to make towns healthy places that support natural balance and human well-being.

People have said bad things about the City Corridor Project and how it affected society, even though it had big plans. A big fear is that people will have to move because roads and infrastructure are getting better. People who have lived there for a long time are afraid that the project will cause them to lose their houses and friends. Even though the project's goal is to improve urban infrastructure, some critics say it might put the needs of investors ahead of those of the community, which could lead to gentrification and social and economic inequality. To deal with these fears, you need a good plan for involving stakeholders. Make sure that groups that will be affected are involved in planning and making decisions so that their views are taken into account.

The big economic forces that are pushing Ethiopia's cities to grow also have an effect on the CCP. Building up Ethiopia's infrastructure is very important to the country's government because it wants to bring in foreign investment and help the economy grow. By making the city's public spaces and services better, the CCP hopes to improve market integration in Addis Ababa and make the city more business-friendly. This focus on the economy goes along with national development plans that use better facilities to encourage industrialization and job growth. Finding a balance between economic growth and social justice is still a big problem that needs to be fixed while the project is being carried out. The City Corridor Project is a big plan to deal with the problems that come up because Addis Ababa is growing so quickly.

The CCP wants to make Addis Ababa more sustainable and livable by focusing on expanding public transportation, making it easier to get around, fixing environmental problems, and encouraging economic growth. For adoption to go smoothly, all social effects must be carefully thought through, especially those related to moving and getting involved in the community. Initiatives like the CCP will be very important in shaping Ethiopia's future growth and meeting the needs of all its people as the country moves forward on its development path while more people move to cities. (*Jane Jacobs, 2003*)

2.2.5. The impact of City Corridor Project (CCP) in Ethiopia

There are a lot of rules and laws that the City Corridor Project (CCP) in Addis Ababa has to obey so that zoning and land use plans work. One of the most important laws is that new building licenses cannot be given out in specific places, like Bole and Yeka, for a while. This is to make sure that the city's plans for overall growth are followed. At this point, the goal is to make sure that urban planning projects don't stand in the way of future building enhancements and that they operate together.

The Addis Ababa City Administration is keeping a careful eye on how the city is growing so that they can be ready for the significant changes that the CCP will bring. The CCP is supported by short-term suspensions of permits and in-depth research done by surrounding universities with the cooperation of the city's Planning and Development Commission.

This study is on Local Growth Plans (LDP) and corridor growth. They aspire to develop towns in interesting ways, such as by making sections car-free, introducing more bike and pedestrian lanes, and mixing places to live, work, and play. This academic involvement indicates a commitment to planning based on evidence by making sure that land use restrictions are based on rigorous research and the requirements of the community. The Addis Ababa City Roads and Transport Bureau is an important aspect of the CCP since it helps with planning for transportation and land use. We need to look at transit-oriented growth that meshes with the city's structural aspirations in order to do this.

The guidelines suggest that the most important thing is to build a complete street along the lines that show where cars should go. The idea is to increase the number of mixed-use buildings while also making walking safer and traffic move more quickly. This technique focuses on public and non-motorized transportation options while also promoting land use principles that are healthy for the environment and make getting around easier. The plan has options to enable residents who may be affected by route extensions move to new homes and receive paid for it. The Addis Ababa Land Development and Management Bureau makes sure that all the legal formalities are taken when someone wants to buy land. This means making sure that people who have to migrate get paid fairly. This strategy intends to make sure that everyone in the city has equitable access to better infrastructure by reducing the negative social effects of urban growth.

The fundamental goal of Ethiopia is to make Addis Ababa a "smart city," and the CCP supports this goal. This vision includes ideas for how the city might grow in the long term by focusing on green spaces, preserving energy, and employing technology in city planning. The initiative gives citizens additional chances to help the economy flourish and places a lot of stress on keeping historic buildings safe. According to these criteria, when creating cities, both long-term economic growth and environmental sustainability should be taken into account. People think that the City Corridor Project will change zoning restrictions so that additional structures can be built along the new pathways. Zoning rules need to be altered to allow residents more choices about how to utilize a site as mixed-use developments become more common. This transformation needs to happen since the population density is predicted to expand and the city's facilities need to be able to accommodate the needs of a wide spectrum of individuals.

In order for the City Corridor Project (CCP) in Addis Ababa to run successfully, it has to obey a multitude of rules and laws. One key thing to do to make sure that new buildings fit in with the city's overall expansion goals is to halt issuing out new building licenses in some locations, like Bole and Yeka, for a short time. The goal at this point is to make sure that different urban planning projects don't get in the way of planned investments in infrastructure and operate well together.

The Addis Ababa City Administration is in charge of both getting the city ready for the huge changes that the CCP will bring and making sure that the city grows. The CCP is supported by the temporary moratorium on licenses and the in-depth research done by local groups with cooperation from the city's Plan & Development Commission.

The major topics of this study are corridor development and Local Development Plans (LDP). People are attempting to find new methods to make communities better, such building locations where people can live, work, and play, as well as regions without automobiles and more lanes for bikes and people walking. This involvement in academics shows a commitment to planning based on evidence by making sure that land use policies are based on rigorous research and the requirements of the community. The Addis Ababa City Roads and Transport Bureau is a significant aspect of the CCP because it decides how land is used and how people get around. This implies looking into growth that is based on public transportation and fits with the city's plans for new buildings.

The rules put a lot of emphasis on establishing a complete street plan for some roads. The idea is to make walking safer and traffic flow better while also encouraging mixed-use developments. This plan puts public transportation and non-motorized transportation choices first and promotes land use practices that are good for the environment. It also helps folks get around more easily. As part of the initiative, they are also drafting plans for how to compensate and relocate people who may be affected by the new routes. The Addis Ababa Land Development and Management Bureau is in charge of making sure that the regulations for buying land are followed. This includes making sure that those who have to move are paid fairly. This method's purpose is to make sure that everyone in the city has the same access to better infrastructure while also reducing the bad consequences that urban growth has on society.

The CCP also backs the country's principal goal of turning Addis Ababa into a "smart city." Some of the most essential themes in this vision for sustainable urban expansion are green areas, saving energy, and employing technology to plan cities. The project puts a lot of emphasis on protecting old sites and offering people more possibilities to assist the economy flourish. When creating cities, these kinds of projects illustrate that we need to think about both the long-term health of the environment and the economy. Lastly, the City Corridor Project is likely to amend the laws for zoning, which will make it possible to build more along the new roads. Zoning laws will need to be amended to allow for more flexible land use as mixed-use buildings become more common. This modification is necessary to make sure that the city's infrastructure can accommodate a lot of different individuals and to get ready for the predicted increase in population density.

2.2.6. List of Policies on City Corridor Project (CCP) Related to Land Use Planning and Zoning Regulations.

- ***Temporary stop to building permits:*** The Addis Ababa City Administration has stopped new building permits and other land-related official services in Bole, Nifas Silk Laphto, Qirkos, and Yeka, among other places. This process makes sure that new building doesn't get in the way of upcoming CCP projects and fits in with the city's general plans for growth.
- ***Putting together local development plans (LDPs):*** Universities in the area have learned a lot about the CCP, especially about corridor growth and Local growth

Plans (LDP). These ideas say that towns should try new things, like making parking lots, bike and pedestrian lanes, and areas where businesses, homes, and recreation can all work together. Using this method shows that you are serious about making decisions about land use based on real facts.

- ***The whole street idea:*** The goal of the project is to put the whole street idea into action along certain traffic corridors. The goals of this strategy are to improve traffic flow and make sure pedestrians are safe. It also encourages mixed-use building projects that make it easier for people to use different types of transportation.
- ***Policies for Compensation and Resettlement:*** The CCP says that people who live near route extensions should get fair compensation and be able to move. The Addis Ababa Land Development and Management Bureau is in charge of making sure that land sales follow the rules. This includes making sure that people who have to leave their homes are fairly compensated. It is backed by the CCP that land use planning include green spaces and long-term design ideas. This takes care of worries about sustainability and the environment. In this case, zoning rules that support eco-friendly building methods like porous surfaces, green roofs, and energy-efficient buildings are included. Cities are better able to handle climate change if they follow these rules.
- ***Zoning law changes:*** As the CCP moves forward, it is expected that current zoning rules will change to make it easier to build projects where more people will be living along the new routes. Addis Ababa's urban planners would be better able to meet the needs of a growing population and encourage healthy growth if zoning rules were less rigid.

2.3. Empirical Literature Review

2.3.1. Lesson from international experience and cases

The City Corridor Project (CCP) in Addis Ababa is greatly affected by international urban development methods, especially when it comes to zoning laws and planning how to use land. The Complete Streets idea is a well-known example that has worked well in many places around the world. This approach puts building roads that are safe for everyone, including pedestrians, cyclists, and people who use public transportation, at the top of the list of things

to do. Addis Ababa can make transportation safer and better for the environment by putting these ideas into the CCP. It can also make transportation easier to use. We can learn from towns that have already adopted Complete Streets and use that knowledge to make the CCP and put it into action. This will make sure that it works for everyone who lives there.

Take Bogotá, Colombia's Bus Rapid Transit (BRT) system as an example. People say that the Bogotá BRT system does a good job of cutting down on traffic jams and making it easier to use public transportation. Addis Ababa could look to Bogotá's success as a model when it builds its own BRT lines. One of the most important things we've learned is that to get support from the community, you need dedicated bus lanes, good ways to collect fares, and strong ways to get people involved. Addis Ababa can learn from Bogotá's mistakes and make its public transportation projects more successful.

Another important thing that can be learned from other countries is how to add green spaces to city corridors. Parks and recreation areas have been well integrated into urban infrastructure projects in cities like Copenhagen. This has made life better for residents and helped the environment stay healthy in the long term. The CCP can also benefit from similar strategies that make sure that green spaces are included in the designs of corridors. This method meets global environmental goals by making cities look better, promoting biodiversity, and reducing the effects of urban heat.

We can learn how to plan land use that works with public transportation networks by looking at what places like Stockholm have done. Transit-oriented development in Stockholm is all about making small, mixed-use neighborhoods that are easy to get to by public transportation. This could help Addis Ababa make its new routes more profitable by building up areas along them. The CCP can help make cities fairer and economically healthy by putting mixed-use developments that include homes, businesses, and places to have fun at the top of their list.

Another thing we can learn from cases in other countries is how important it is to get everyone involved. Urban development projects that work best often need to talk to local groups early on and on over time to make sure that their needs and wants are met. Cities like Melbourne have used a lot of different ways to get people involved in their urban planning. If the CCP does something similar, Addis Ababa may be able to gain people's trust in the area and make them feel like they own the project, which will lead to better results in the long run.

Using different kinds of transportation in cities shows how important it is to have a coordinated plan for zoning and land use. Towns like Curitiba show how using buses, bikes, and walking paths together can make it much easier to get around. The CCP needs to make building a good transportation system that encourages people to use a variety of modes of transportation a top priority. They also need to make sure that zoning laws support this unified approach.

Building permits are temporarily stopped: The Addis Ababa City Administration has stopped giving out new building licenses and other land-related administrative services in some areas, such as Bole, Nifas Silk Laphto, Qirkos, and Yeka. This step-by-step process makes sure that any new buildings fit in with the city's plans for growth and don't get in the way of any planned CCP related projects.

How to make local development plans, or LDPs: Local universities have done a lot of research on the CCP, mostly on Local Development Plans (LDP) and how to build corridors. These ideas support city policies that include parking lots, paths for bikes and walking, car-free zones, and areas where people can work, live, and play all in the same place. This shows that you are serious about making land use decisions based on real information.

The main point of Street is: The program's goal is to put the idea of a "complete street" into action on certain roads. The goal of this policy is to make walking safer and make traffic flow better. It also supports mixed-use developments that make it easier for people to get around in different ways.

Resettlement and Compensation Policies: The CCP says that people who live near corridor improvements should be able to move and get fair compensation. The Addis Ababa Land Development and Management Bureau is in charge of making sure that land deals are legal. This means making sure that people who lose their homes get a fair amount of money.

The CCP supports land use planning that includes green spaces and ideas for building in a way that is good for the environment. This takes into account problems with health and the environment. This includes zoning rules that promote building methods that are good for the environment, such as green roofs, buildings that use less energy, and surfaces that let water pass through them. Cities can better withstand climate change if they follow these rules.

Changes to zoning laws: As the CCP moves forward, it is expected that current zoning laws will be changed to make it easier to build projects that can support more people along the new

routes. Urban managers might be able to better meet the needs of a growing population and encourage long-term growth if Addis Ababa's zoning laws were more flexible.

International urban development practices, especially zoning rules and land use planning, have helped the City Corridor Project (CCP) in Addis Ababa a lot. The Complete Streets idea is a well-known example that has been successfully put into action in many places around the world. This method puts the most important thing first: making roads that are safe and comfortable for everyone, including cyclists, pedestrians, and people who use public transportation. By adding these ideas to the CCP, Addis Ababa can improve sustainable transportation options and make it easier and safer for people to get around. Using information from communities that have adopted Complete Streets, the CCP can be planned and carried out in a way that meets the needs of all its residents.

The Bus Rapid Transit (BRT) system in Colombian cities like Bogotá is a good example. People have praised the Bogotá BRT system for helping to ease traffic and make public transportation easier to use. Addis Ababa is building its own BRT corridors, and Bogotá's BRT may be a good example of how to do it. Some of the most important things we learned are how important dedicated bus lanes, efficient fare collection systems, and strong public engagement strategies are for getting community support. Addis Ababa can learn from Bogotá's mistakes and make its public transportation programs work better.

Another important thing that foreign examples show is how to include green spaces in urban corridors. Cities like Copenhagen have successfully included parks and other recreational areas in their urban infrastructure projects. This has improved the quality of life for residents and helped the environment. The CCP can benefit from using similar strategies to make sure that green spaces are included in corridor designs. This method fits with global goals for sustainability because it makes cities look better, encourages biodiversity, and reduces the effects of heat in cities.

Looking at how cities like Stockholm have dealt with public transportation networks can help us understand how to plan land use better. Stockholm's transit-oriented development focuses on small, mixed-use neighborhoods that make it easier for people to use public transportation. Addis Ababa could use this method as a model to build successful neighborhoods along its new routes. By putting mixed-use developments that include residential, commercial, and

recreational spaces at the top of the list, the CCP can improve social fairness and economic vitality in cities.

Another lesson from international cases is how important it is to get stakeholders involved. Successful urban development projects often need to work with local communities early on and keep in touch with them throughout the project to make sure their needs and concerns are met. Cities like Melbourne have used a lot of public input in their urban planning processes. By putting similar procedures in place in the CCP, Addis Ababa may be able to build trust in the community and give people a sense of ownership over the project, which will lead to better results.

Finally, the use of multimodal transportation systems in cities shows how important it is to have a unified approach to zoning and land use planning. Cities like Curitiba show that combining different types of transportation, such as buses, bikes, and walking paths, can greatly improve urban mobility. The CCP needs to make building an efficient transportation system that makes it easy for people to get around in different ways a top priority. Zoning laws should also support this integrated approach.

Temporary stop on construction permits: The Addis Ababa City Administration has stopped giving out new building licenses and other land-related administrative services in a number of districts, such as Bole, Nifas Silk Laphto, Qirkos, and Yeka. This process makes sure that new buildings fit in with the city's overall development plans and don't get in the way of any future CCP-related projects.

The steps for making local development plans (LDPs) are as follows: Local universities have done a lot of research on the CCP, focusing on Local Development Plans (LDP) and corridor development. These ideas support city policies that include parking lots, bike and pedestrian paths, car-free zones, and the mixing of commercial, residential, and recreational spaces. This method shows that you are committed to making land use decisions based on correct information.

The main idea of Street is: The goal of the program is to put the idea of a comprehensive street into action on certain traffic channels. This policy's goal is to improve pedestrian safety and make traffic flow more smoothly. It also supports mixed-use development projects that make it easier to use different types of transportation.

Policies for Compensation and Resettlement: The CCP says that people who live near corridor extensions should get fair compensation and be able to move. The Addis Ababa Land Development and Management Bureau is in charge of making sure that land purchases follow the law, which includes making sure that people who have to move out of their homes are fairly compensated.

The CCP supports land use planning that includes green spaces and ideas for long-lasting design. This takes care of environmental and long-term issues. This includes zoning rules that encourage building methods that are good for the environment, like energy-efficient buildings, green roofs, and surfaces that let water through. By following these rules, cities and towns can better withstand climate change.

Changes to zoning laws: As the CCP moves forward, it is likely that current zoning laws will be changed to make it easier for projects that can support a larger population along the new corridors to be built. Zoning rules that are more flexible could help urban planners in Addis Ababa better meet the needs of a growing population and encourage long-term growth.

2.3.2. Best practice in City Corridor Project (CCP) refers to Land Use Planning and Zoning Regulations in world wide

Germany: has strict rules about zoning and land use planning, especially when it comes to building roads through cities. It is very important for the country that the rules for land use and the transportation system work well together. This is why multi-stakeholder coordinated planning gets a lot of attention. Many German towns have mixed-use areas. It livens up towns by letting businesses, homes, and parks all live together. The way the planning process focuses on ecology and getting the community involved is a great example of a successful corridor development.

The Urban Redevelopment Authority (URA) in Singapore is a great example of how to run city link projects the right way. It has rules for planning and land use that are flexible and well-thought-out. The URA's detailed planning system lets mixed-use projects with a lot of people be built along transit corridors. Singapore has been able to control growth and make the city easier to live in and get around by combining urban planning with public transportation systems. The city cares about the environment, so it has parks and buildings that don't use as

much energy. The city is now even more well-known for being a leader in building urban passageways.

The Netherlands is known for coming up with creative ways to use land in cities. Dutch towns' land use plans include eco-friendly ways to get around, such as bike lanes and public transportation. These are the most important choices. In the US, zoning laws often allow mixed-use projects that make it easier for people to get around and use cars less. People in the Netherlands are also involved in planning to make sure that new buildings and roads meet their needs and wants.

Some British towns have come up with best practices for city corridor projects that have to do with planning how to use land and following zoning laws. For example, Portland, Oregon has made its zoning rules less strict so that buildings with more than one use and more than one unit can be built along transportation lines. The city now has lively neighborhoods that are easy to walk to and use public transportation because it focused on sustainable growth and getting feedback from the community during the planning process. Agreements between the government and private companies have also helped build corridors all over the country.

Land use planning and zoning laws can help make projects in urban corridors better for the environment, as seen in cities like Copenhagen, Denmark. The city has changed how it looks by making some areas easier to walk through and building good bike paths. Copenhagen's zoning rules allow buildings to have both homes and places to work. This makes it easy to get around the city, so we don't need as many cars. The city cares a lot about the environment, which is why it focuses on green infrastructure in corridor projects.

Transit-oriented development (TOD) has helped Australian cities like Melbourne come up with new ways to plan how to use land in urban corridors. This plan makes areas near transit hubs that are easy to walk to by combining land use with public transportation systems. Most of the time, the zoning rules for these areas let more people live there and do a lot of different things. This helps create strong neighborhoods that are close to public transportation. Australia sets a high standard for how to build corridors well by focusing on eco-friendly design ideas and getting the community involved.

Germany: Germany is known for its strict rules about land use planning and zoning, especially when it comes to building urban corridors. The country puts a lot of effort into multi-stakeholder integrated planning to make sure that the rules for land use and the transportation system work well together. In German cities, mixed-use zoning is common. It promotes the coexistence of commercial, residential, and recreational areas, which makes cities more lively. A good example of corridor development is when the planning process focuses on sustainability and getting people involved.

The Urban Redevelopment Authority (URA) in Singapore is a great example of how to do city corridor projects the right way. Its rules about land use and zoning are well thought out and flexible. The URA's detailed planning framework lets high-density mixed-use projects be built along transit corridors. By combining public transportation with city planning, Singapore has been able to control growth while making the city more connected and livable. The city cares about being green, which means having parks and buildings that use less energy. This makes the city even more famous for being a leader in building urban corridors.

The Netherlands is known for coming up with creative ways to manage land use, especially when it comes to urban corridors. Dutch cities' land use plans include options for sustainable mobility, such as bike lanes and public transportation. These choices are the most important. In many parts of the country, zoning rules make it easier for people to get around and depend less on cars. The Netherlands also uses participatory planning to make sure that development projects meet the needs and wants of the people who live there.

United States: Some American cities have set up best practices for city corridor projects that have to do with zoning and land use planning laws. For instance, Portland, Oregon, has made its zoning rules less strict to encourage buildings with more people and businesses along transportation routes. The city's focus on sustainable growth and getting input from the community during the planning process has made neighborhoods that are full of life and encourage walking and public transportation. Additionally, public-private partnerships have made it possible for corridors to be built successfully all over the country.

Copenhagen, Denmark: Copenhagen is a great example of how zoning and land use planning can help make urban corridor projects better for the environment. The city has changed how it looks by making areas more walkable and building strong bike paths. Copenhagen's zoning

laws support buildings that have both homes and businesses in them. This makes it easier to get around the city and means you don't need to drive as much. The city's focus on green infrastructure in corridor projects shows how serious it is about protecting the environment.

Australia: Cities like Melbourne have come up with new ways to plan how to use land in metropolitan corridors by focusing on transit-oriented development (TOD). This plan builds neighborhoods around transit hubs that people can walk to by combining land use with public transportation systems. In these areas, zoning laws often allow for higher densities and a wider range of uses. This helps build strong communities that are easy to get to by public transportation. Australia sets a high standard for good corridor development by using design ideas that are good for the environment and getting people involved.

2.4. Review Summary and its Gaps

The literature review gives an overview of Addis Ababa's zoning, urban development, and land use planning rules, with a focus on how they affect the City Corridor Project (CCP). It shows how important the initiative is for making cities more connected, improving their infrastructure, and meeting global smart city standards. This is especially true because of the problems that come with cities growing quickly. Previous research has shown how important it is for communities to be involved in urban planning to make sure that everyone gets a fair outcome and to deal with problems like displacement. This evaluation looks at how the CCP has changed how land use planning and zoning work in Kazanchis. It stresses the need for policies that allow for different types of land use to help make cities more sustainable and lessen the possible bad effects of big infrastructure projects.

The review also talks about the best ways to plan land use and zoning in different parts of the world. The review looks at the ideas behind zoning and land use planning laws that control how property can be used for things like business, industry, housing, and recreation. Good land use planning can help cities grow more slowly and improve people's lives by making sure that new buildings fit in with the community's goals and are good for the environment. Zoning laws are rules that split up land into different areas and say what can be done in each one. They help keep people safe and healthy and stop fights over land uses that don't go together.

Zoning is another important part of urban planning. It means splitting up towns into different areas based on what can be done there. Cities make zoning laws that limit things like lot size,

density, and architectural style to make sure that new buildings fit with the community's goals and values. Zoning rules are not set in stone, so local governments can respond to new issues that come up in urban development and adapt to changing circumstances. The empirical assessment builds on the idea of "Complete Streets," which means roads that work for everyone. It does this by looking at cities around the world and drawing smart conclusions about how to build cities. People say that Bogotá's BRT system, which puts dedicated lanes and public interaction first, is a good example for the BRT corridors in Addis Ababa.

Adding green spaces to cities like Copenhagen is one way to make the environment and quality of life better. Transit-oriented development, like in Stockholm, is another way to make society more fair and the economy more stable. Mixed-use districts are a big part of this. The experiences of Curitiba and Melbourne show how important it is for the CCP to have zoning laws that help, good public transportation, and community involvement. These cities have all of these things and more, as well as many ways to get around. The literature study presents an overview of Addis Ababa's rules for zoning, urban development, and land use planning, with a focus on how they affect the City Corridor Project (CCP).

It shows how vital the initiative is for making cities more connected and strengthening their infrastructure while also achieving worldwide smart city requirements. This is especially true given the problems that come with rapid urbanization. Previous study has shown how important it is for communities to be involved in urban planning to make sure that everyone gets a fair outcome and to deal with issues like displacement. This assessment looks at how the CCP has affected land use planning and zoning in Kazanchis. It stresses the need for mixed land-use policies to help create sustainable urban settings and lessen the possible negative consequences of big infrastructure projects.

The review also lists the best ways to plan land use and zoning around the world. The review looks at the theoretical bases of zoning and land use planning legislation in order to control how property can be used for many different purposes, such as business, industry, housing, and recreation. Good land use planning can slow down the growth of cities and make life better by making sure that new buildings fit with the goals of the community and are good for the environment. Zoning laws are a set of rules that divide property into particular zones with allowed uses. They help keep people safe and healthy and stop disputes between land uses that don't go together. Another important part of urban planning is zoning, which is dividing towns

into separate districts based on what can be done there. Zoning regulations, which are laws made by cities, put limits on things like lot size, density, and architectural style to make sure that development fits with the goals and values of the community.

Zoning regulations are flexible, so local governments may deal with new problems in urban development and adapt to changing conditions. The empirical assessment builds on the Complete Streets idea roads that work for everyone by using examples from cities around the world to make smart conclusions about urban development. People say that Bogotá's BRT system, which puts dedicated lanes and public interaction first, is a model for the BRT corridors in Addis Ababa. Copenhagen is an example of a city that has added green spaces to improve the environment and quality of life. Mixed-use districts are also a big part of transit-oriented development, which is a way to make society more fair and the economy more stable, like in Stockholm. The experiences of Curitiba and Melbourne show how crucial it is for the CCP to have supporting zoning regulations, effective transit systems, and community involvement. These cities have all of these things in place, as well as multiple ways to get around.

2.5. Study Gaps

- **Lack of Specific Analysis of the City Corridor Project's Impact in Addis Ababa:** While the People haven't thought enough about how the City Corridor Project will affect Addis Ababa. The literature review puts the demographic and zoning changes in Addis Ababa in context by looking at similar changes that have happened in other countries over time. There hasn't been any conclusive research on what the Addis Ababa City Corridor Project means for the present or the future. It is still not clear how the project will affect the economy, land usage, and zoning in communities like Kazanchis. People are still talking about how well Western models work in Addis Ababa's unique political and economic environment.
- Addis Ababa's zoning rules need to be looked into more to make sure they stay useful and up-to-date as the city grows. This investigation should also look into the city's unique cultural and institutional traits. There hasn't been much talk about how strong and long-lasting Addis Ababa is. The study backs up this idea by looking at strong cities and giving examples from throughout the world.
- There hasn't been enough thorough research done on how the City Corridor Project might affect Addis Ababa. Before comparing Addis Ababa to other countries, the literature

review looks at the city's growth and zoning rules. But that doesn't mean that there isn't any present or future studies on how the City Corridor Project might affect Addis Ababa. It is yet unclear how the project's implementation will affect zoning, land use, and social and economic systems in places like Kazanchis. Even while the models come from all over the world, it's still not clear how well they fit with the political, social, and economic situations in Addis Ababa.

- Here are the problems that Ethiopians ran across while carrying out the approach and how they solved them: The paper talks about how zoning rules have changed over time, using examples from different countries. But the problems that come up when these techniques are put into place or changed in Ethiopia have not been dealt with. This means stopping people from making money from land deals, keeping an eye on informal settlements, following the law, and making sure that the community is involved in continuing political processes.
- People haven't thought enough about how long Addis Ababa will last. The paper talks about City Corridor Project (CCP) and gives examples from different countries. But it doesn't take into account how zoning and land use rules can make Addis Ababa's problems worse. Because of where it is located, Addis Ababa has a lot of unique land use and Zoning Regulations. It is important to think about how changes can affect the City Corridor Project (CCP) projects on land use and Zoning Regulations on the Study area and other parts of the city of Addis Ababa additionally other cities of Ethiopia.

CHAPTER THREE

3. RESEARCH METHODOLOGY

3.1.1. Study Area Graphical Descriptions



Ethiopia

- Ethiopia Is Located Eastern Part of Africa
- Population :- > 120.3 Million
- The Selectes site is located in Addis Ababa, Nifas Silklafo, Jemo Woreda 16, Jemo 1 Condominium
- Action Area :- 122.2 ha
- Addis Ababa is the Capital and Largest City of Ethiopia, There is high economic activity going because of Transpotation transition area from diffrent city part of Ethiopia to middle East part of Ethiopia, this can help for the development of the site.

Addis Ababa

- Addis Ababa, capital and largest city of Ethiopia. It is located on a well-watered plateau surrounded by hills and mountains in the geographic centre of the country.
- Area Covered :- 527,000 Square meter
- Population :- > 5,461,000

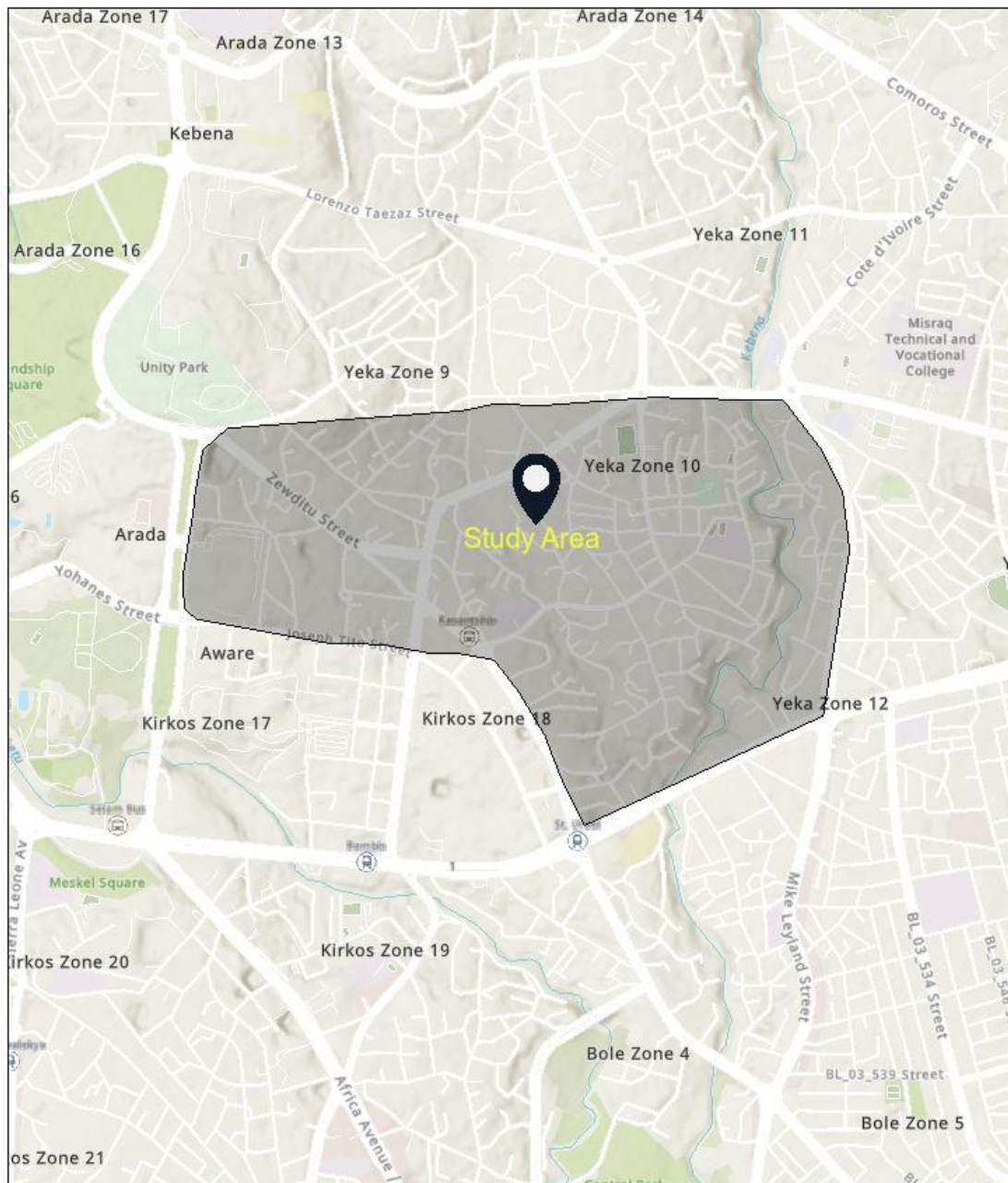


Kazanchis

- Addis Ababa, Kirkos Subcity, Kazanchis
- Action Area :- 797.7 ha
- Latitude :- 9° 01' 88" N
- Longitude :- 38° 46' 48" E

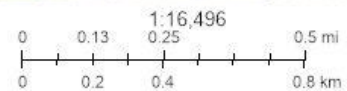
3.1.2. Study Area Kazanchis

Untitled map



22/05/2025

World_Hillshade

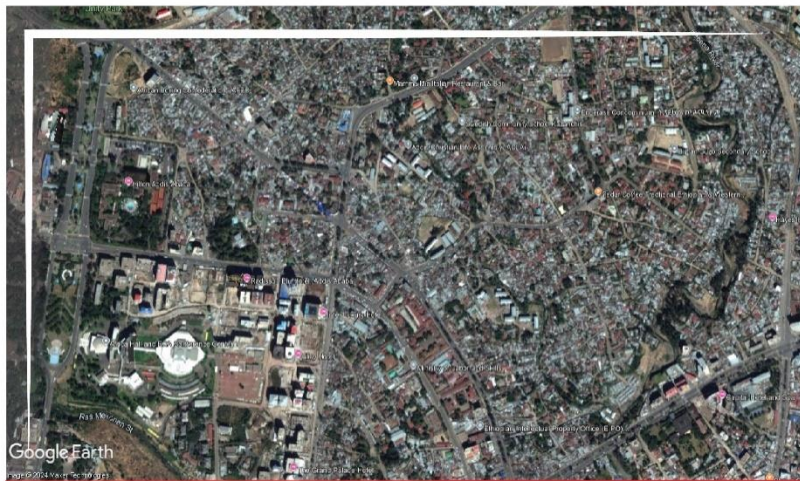


Esri, NASA, NGA, USGS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

3.1.3. Historical Image of the Settlement



2024 G.c

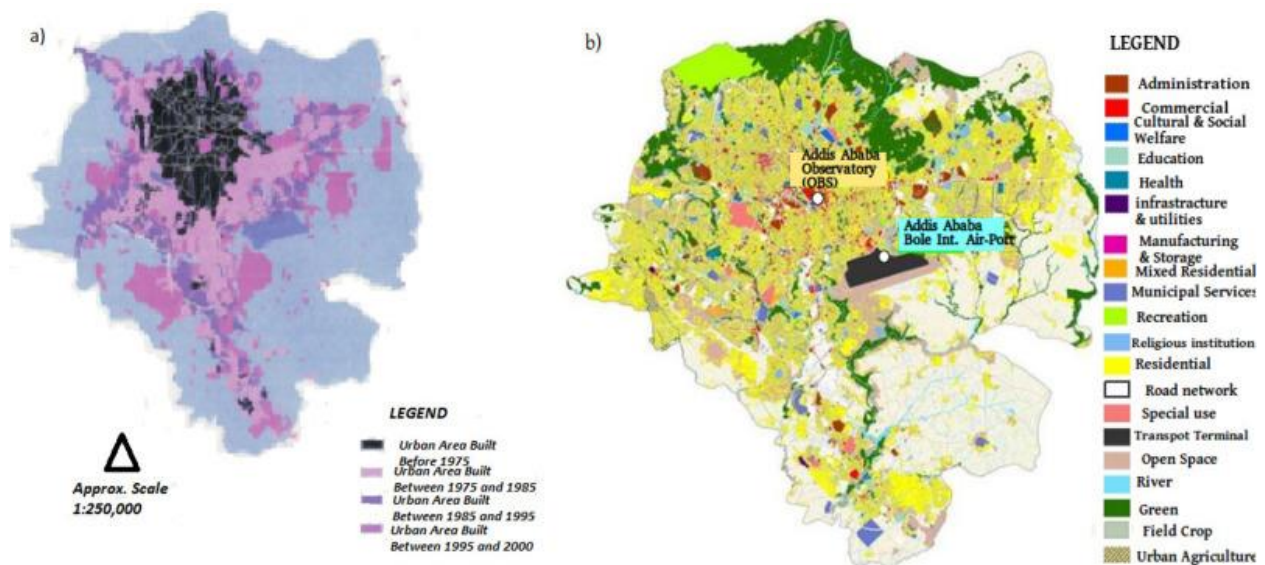
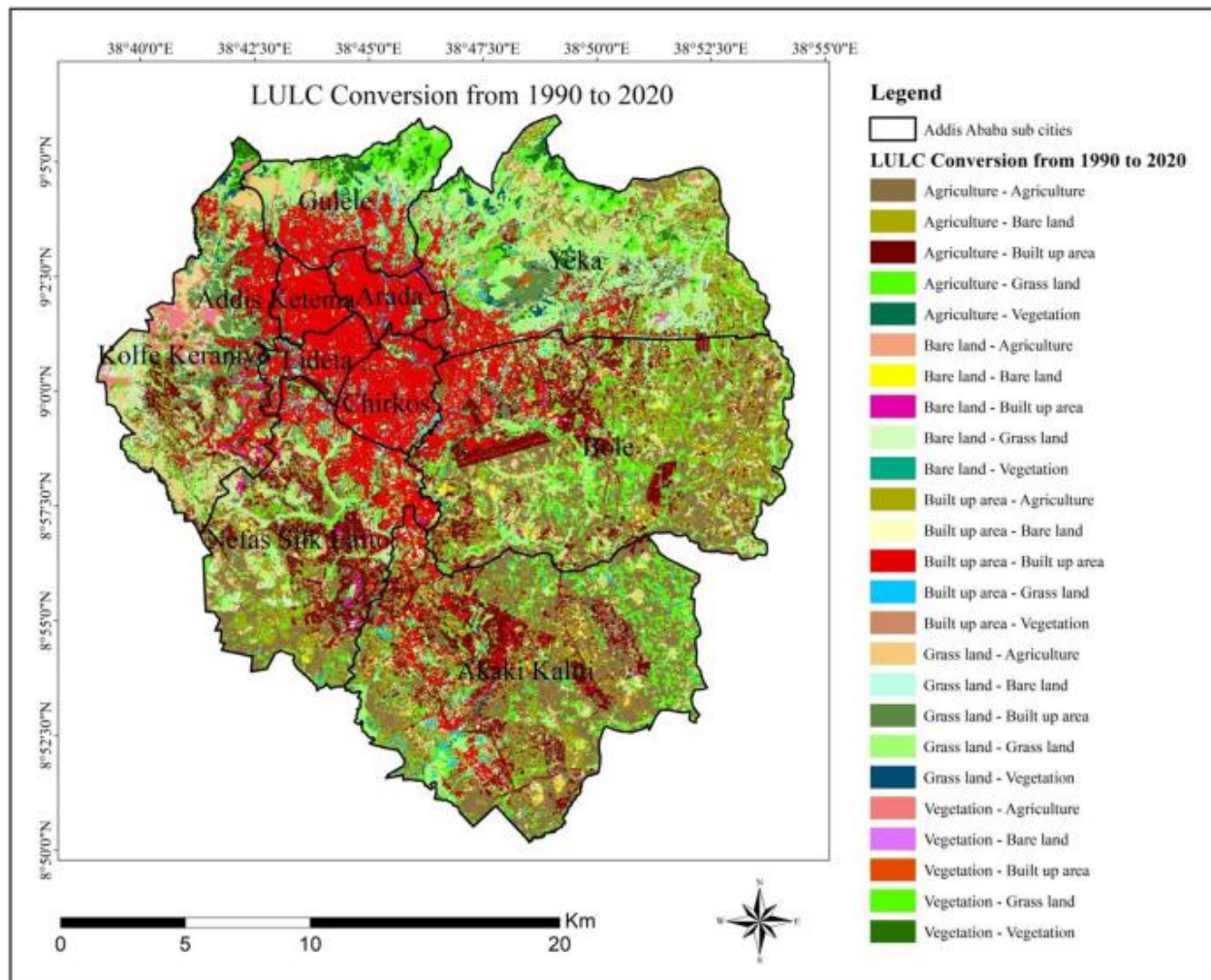


2012 G.c



2000 G.c

3.1.4. Base Map of Kazanchis



3.1.5. Existing land use Map of Kazanchis

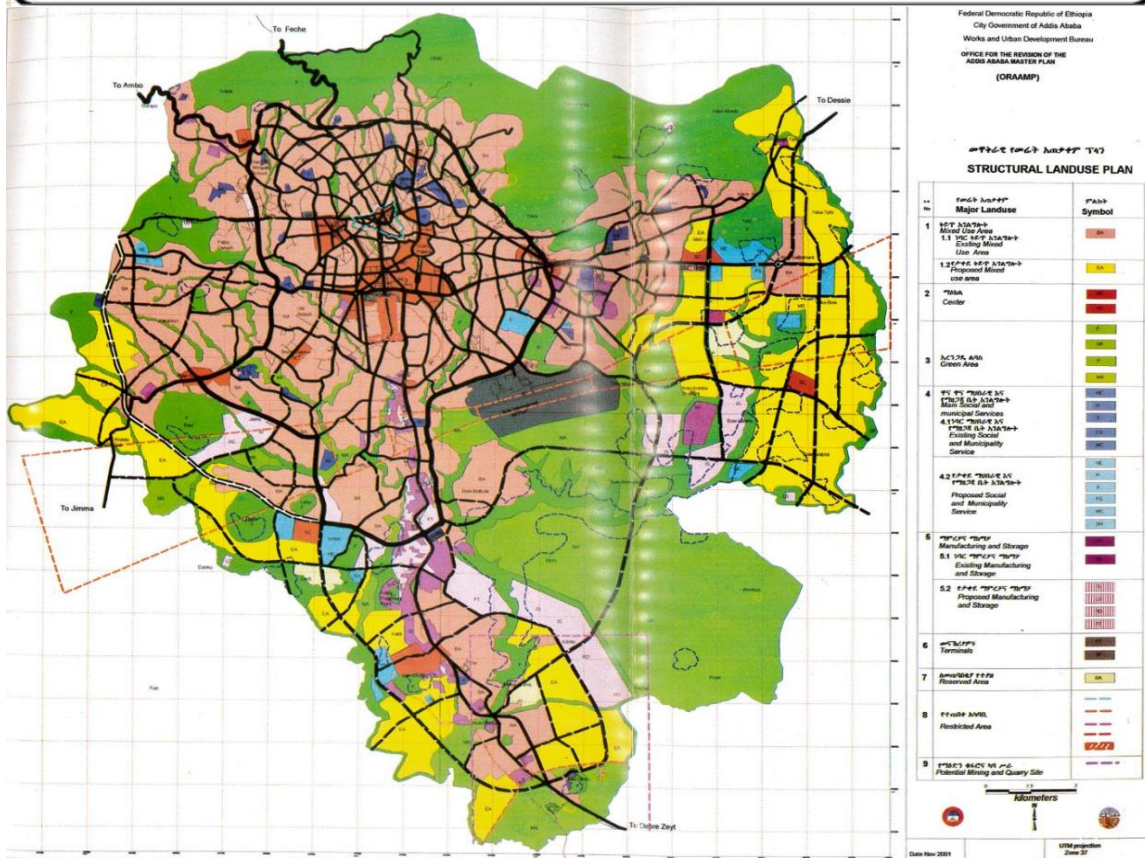
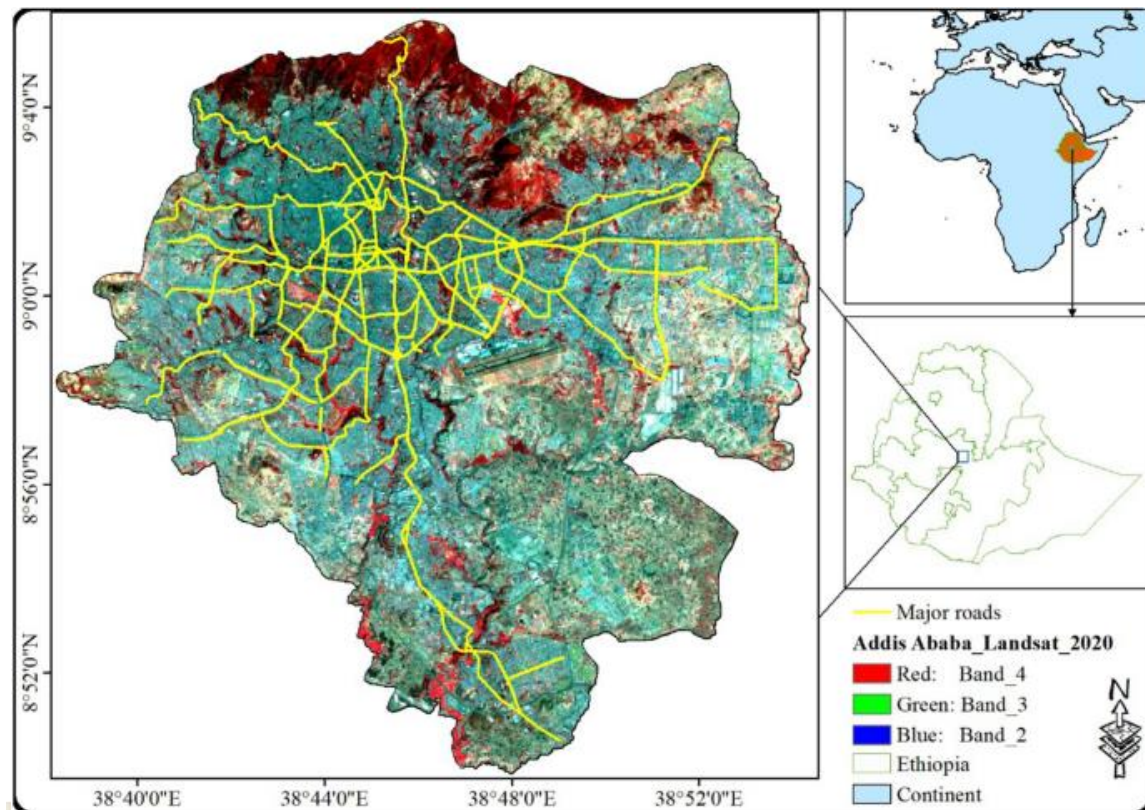


Figure 6-14: Structure Plan

The City Corridor Project (CCP) is changing the neighborhood all the time. Kazanchis is an important area for growth, so the CCP is dedicated to making transportation and infrastructure better in Addis Ababa. This project will have a big effect on local zoning laws and how people use their land by encouraging mixed-use developments that include homes, businesses, and recreational areas. Kazanchis is now better able to fit in with the city of Addis Ababa.

Kazanchis' rapid growth has also led to problems with land use and zoning compliance. To solve problems like traffic, bad public services, and the displacement of established communities, we need to plan ahead for the influx of new businesses and residents. We need to set up good zoning rules so that we can deal with these problems and promote long-term growth that improves everyone's quality of life.

Kazanchis is a lively neighborhood in Addis Ababa that shows how hard it can be to develop and change cities. As the City Corridor Project moves forward, it is important to think about how it will affect Kazanchis' zoning rules and land use planning. This will make sure that all of the city's residents get a fair share of the benefits.

3.2. Research Design and Study Approaches

This approach takes both quantitative and qualitative study methods and puts them together to show how the CCP impacts city life as a whole. Using a mix of methods is good for this study because it lets you compare data with other data, look at problems in cities from different points of view, and look into difficult issues that can't be fully understood with just one method.

To get quantitative statistics for the study, surveys will be sent to people who live, work, or are employed in Kazanchis. The purpose of these polls is to find out how people feel about changes in land use, how pleased they are with enhanced city facilities, and how well they comprehend the zoning rules connected to the CCP. We are going to use statistics to look for trends and connections between how the CCP was put into place and how land use has changed. We will use this data to see how the project will impact measures of urban growth and to find out how pleased locals are with it.

Focus groups and semi-structured interviews with important people, like local officials, urban planners, and people who live in places that the CCP affected, will be part of the qualitative part. For a better picture of the project's social impacts, we will ask people about their dealings with zoning laws, getting involved in the neighborhood, and having to move. In order to find

trends and problems that stakeholders often have, thematic analysis will be used on the qualitative data. We need to know what in the Kazanchis' environment will change how they plan to use their land, so this part of the study is very important.

It's important to use a mix of ways because it shows the full effects of the CCP by using both numbers and words. We will compare the survey results with the information we got from interviews to comprehend them better and make sure they are right. Because of this difference, more study might be done into the specific problems people in the area are having. For instance, this could happen if people say they are worried about having to move even though surveys show they are happy with the new facilities. The results of the study will be more reliable and valid generally after this combined analysis.

Kazanchis will also try to include people from groups that aren't usually studied in order to make sure their voices are heard. This approach uses both quantitative and qualitative study methods to fully show how the CCP has changed the way cities work. Some different types of research methods should be used for this study so that it can look at material from many sources, different points of view, and complicated city problems that one method alone can't solve.

People in Kazanchis, such as residents, business owners, and local government leaders, will be asked to fill out questionnaires as part of the study's quantitative analysis. It is the purpose of these polls to find out how pleased people are with changes to city facilities, how they feel about changes in land use, and how well they understand the CCP's zoning rules. We will look at numbers and trends to see if there are connections between the CCP and changes in how land is used. We will be able to see how the program has changed metrics for community happiness and urban growth with this information.

Urban planners, city lawmakers, and people who have been touched by the CCP will be interviewed and talked to in focus groups as part of the qualitative part. We will learn more about how the project affects people in the community by talking to people who have moved, gotten interested in their community, or told us what they think about zoning rules. We are going to use thematic analysis on the qualitative data to look for problems and trends that keep coming up in the stakeholders' stories. This part of the study is very important for figuring out if the things around the Kazanchis change their plans for how to use their land.

For the mixed-methods approach to fully understand how the CCP works, it needs both numeric and qualitative data. Both the survey results and the information from the interviews will be compared to make sure they are right and to help the interpretations. This difference could mean that more study is needed to find out what problems people in the area are having. People may need more study if survey results show that they are happy with the new facilities but interviews show that they are scared about moving. Most of the time, this integrative study will make the research results more full and reliable.

3.3. Research Paradigm

The study will employ a practical research paradigm to figure out how the City Corridor Project (CCP) will modify the laws for zoning and land use in Kazanchis, Addis Ababa. This framework is appropriate for this study since it helps us employ both qualitative and quantitative methodologies to solve hard problems in the city. The pragmatic technique looks at what works and what doesn't in the real world. This makes it perfect for figuring out how different urban planning projects, like the CCP, affect people.

The study will utilize a mixed-methods approach, which means it will look at both numbers and words. It will look at both large and little amounts of data, as well as case studies and talks with people who have a stake in the matter. Surveys will be issued to people who live in the region, businesses, and government officials to find out what they think about the CCP's changes to zoning and land use restrictions. We will utilize Geography Information Systems (GIS) to produce maps of how land is used now and how it will be used after the CCP is in place. This will make the information bigger. Semi-structured interviews and focus groups with significant persons like urban planners, community leaders, and locals who will be affected will be utilized to learn more about how the project will change people's lives.

We will collect data from a number of different sites to gain a complete understanding of the CCP's effects. We will utilize surveys to learn how people feel about changes in land use, how easy it is to acquire services, and how happy they are with the city's overall progress. GIS examination of land use maps and satellite pictures that are already available will show how land usage in Kazanchis has changed. We will also talk to them and place them in focus groups to collect qualitative data. People will be able to comment about how the CCP has affected their areas and any problems they encountered while it was being put in place.

We will use statistical methods to look at the survey's numbers and see if we can uncover patterns and connections between the CCP's implementation and changes in how land is used. You can use inferential statistics to see if your beliefs about how satisfied individuals are with their community and what they think they receive out of it are correct. Descriptive statistics give a summary of the most important outcomes. GIS makes it easier to understand how land use has evolved over time and how Kazanchis has altered. Thematic analysis will be used to uncover patterns and fresh ideas in qualitative data like interviews and focus groups. This will help you make sense of the numbers.

This study is particularly relevant for ethics, especially as the CCP could have an effect on adjacent communities. People who are interviewed or surveyed will usually say yes after being told what will happen. The study will keep the information of the people who take part private and hidden by keeping it safe and discussing the results as a group. Also, groups that are often left out and may be more affected by the project will be included and their thoughts will be heard during the study process.

We wish to apply this study technique to acquire a complete picture of how the City Corridor Project would modify the laws for zoning and land use planning in Kazanchis, Addis Ababa. This practical study model uses both quantitative and qualitative methodologies to identify important information that may be used in future urban planning initiatives in Ethiopia. The results should help us learn more about how to deal with urban growth in a way that fits the requirements of the community and encourages growth in the future.

3.4. Choice of Methods

A mixed-approaches strategy is used to deal with the study issue's complexity. This means that both types of research are used. This plan makes sure that both objective results, like better transit and different land use, and subjective factors, like how people feel about acceptance and urban identity, are carefully considered. *Creswell (2014)* says that integrating methodologies fits with the pragmatic research paradigm, which is all about being flexible and useful in the real world, which is very complicated.

3.5. Data type and Sources

3.5.1. Sampling Technique

1. Primary Data Sources

Quantitative

- **Survey Results:** Insights into public perceptions of the city's infrastructure and its impact on residents' views of the city.
- **Interview transcripts:** Insights gained from in-depth discussions with local residents, government officials, and urban planners.
- **Emphasize group discussions:** The group exchanges diverse views and perspectives regarding urban development initiatives.
- **The observation notes** provide comprehensive accounts of individuals' interactions with urban environments and their utilization of public services.
- **Case study reports** meticulously examine various urban projects and their impact on residents' perceptions of their communities.
- **Photo voice contributions:** Images captured by residents of the city that reflect their perceptions and sentiments regarding it.
- **Data from Participatory Mapping:** Cartographic representations created by local inhabitants that delineate significant structures and frequented locations.
- **The Questioner** is a research instrument that poses a series of inquiries to elicit information from individuals.

2. Secondary Data sources

- **Government Reports:** These are official papers from the federal or state government that show how cities will grow and new infrastructure projects will be built. Look over success reports, plans for the city to grow, and evaluations of the infrastructure.
- **Census Data:** National statistics offices get demographic data from a lot of different places. One can learn more about a city's population density, demographic makeup, and distribution by looking at its demographic data.
- **Peer-reviewed study** is written up in scholarly journals and articles about things like city growth, infrastructure, and the look of cities. Read what's been written to find studies or theories that can be used in projects that involve building up local infrastructure.
- **Urban planning documents** are things like plans and ideas from urban planning offices

that show how to make infrastructure better. Check out the general plans, the zoning rules, and the strategic growth frameworks.

- **Past research:** studies that looked at how cities worked and looked in similar situations. To make your project easier, use the methods and results of other studies.
- **What the media said:** There are articles, news stories, and reports about the growth of Addis Ababa's city in both local and international publications. Read the news stories to find out how people feel and what they think about city facilities.
- **Reports from Non-Governmental Organizations (NGOs):** These are books that explain how NGOs are helping people make cities better places to live. Check out the opinions of groups that want to solve issues in cities.

3.6. Techniques of Data collection

- Surveys
- Interviews
- Focus Groups
- Geographic Information Systems (GIS) Analysis
- Observational Studies
- Secondary Data Analysis
- Case Studies

3.7. Study Population

- The study population will comprise various stakeholders that interact with or are impacted by urban infrastructure in Addis Ababa. The focus will be on gathering diverse perspectives to understand how infrastructure influences the city's image.
- **Residents of Addis Ababa specifically at Kazanchis:** Individuals living in different neighborhoods, reflecting various socio-economic backgrounds, ages, and educational levels.

Inclusion Criteria:

- Must be at least 18 years old.
- Must have lived in Kazanchis for a minimum of one year.

Exclusion Criteria:

- Temporary residents or tourists.
- Individuals under 18 years of age.

- **Urban Planners and Architects:** Professionals engaged in urban planning, architecture, and infrastructure design in Addis Ababa.

Inclusion Criteria:

- Must have at least two years of experience in urban planning or architecture.
- Must work or have worked on projects related to urban infrastructure in Addis Ababa.

Exclusion Criteria:

- Professionals without relevant experience.
- Those not currently based in Addis Ababa.
- **Government Officials:** Representatives from municipal and regional government involved in urban planning, policy-making, and infrastructure development.

Inclusion Criteria:

- Must hold a position related to urban infrastructure or planning.
- Must have at least two years of experience in their current role.

Exclusion Criteria:

- Officials not directly involved in infrastructure-related decision-making.
- Individuals without relevant experience.

- **Academics and Researchers:** Scholars focusing on urban development, infrastructure, and city image.

Inclusion Criteria:

- Must have published research or conducted studies relevant to urban infrastructure in Addis Ababa.

Exclusion Criteria:

- Academics without relevant expertise.
- Researchers whose work does not pertain to urban issues

3.8. Sample Size Calculation

Define the Population Size

Population of interest residents is approximately 14,000 for the purposes of this study, which includes various stakeholders in Addis Ababa.

Determine the Confidence Level

Common confidence levels are:

90% (Z-score = 1.645)

95% (Z-score = 1.96)

99% (Z-score = 2.576)

$$n = \frac{(Z^2 \times p (1 - p))}{E^2}$$

For this study, we will use a 95% confidence level.

Set the Margin of Error

The margin of error (E) reflects how much error you are willing to accept:

A common choice is 5% (0.05).

Estimate the Proportion (p)

If you do not have a prior estimate, a conservative approach is to use $p = 0.5$, which maximizes the sample size.

Use the Sample Size Formula: The formula for calculating sample size (n) for a population proportion is:

$$n = \frac{((1.96)^2 \times 0.5(1 - 0.5))}{(0.05)^2}$$

$$n = \frac{((1.96)^2 \times 0.5 \times 0.5)}{(0.05)^2} = \frac{(3.8416 \times 0.25)}{0.0025} = \frac{0.9604}{0.0025} \approx 384.16$$

Where:

- Z = Z-score
- Corresponding to the confidence level (1.96 for 95%)
- p = estimated proportion (0.5)
- EEE = margin of error (0.05)

Plug in the Values

Thus, the sample size n is approximately **112**.

Adjust for Population Size

Since the population is finite, we can apply the finite population correction (FPC):

$$N_{\text{adjusted}} = \frac{n}{\frac{1 + (n - 1)}{N}}$$

Thus, the adjusted sample size is still approximately 385.

Final Sample Size

$$N_{\text{adjusted}} = \frac{112}{\frac{1 + 112 - 1}{1,000,000}} = \frac{112}{1 + 0.000384} \approx 112 / 1.000384 \approx 112$$

For the "City Corridor Project: Reimagining Addis Ababa," a sample size of 385 respondents is recommended to ensure a representative sample with a confidence level of 95% and a margin of error of 5%.

Considerations

Stratified Sampling: It may be beneficial to further stratify this sample to ensure representation across different groups (e.g., residents, business owners, urban planners).

Response Rate: Anticipate a certain response rate; if it's expected to be low, consider oversampling to achieve the desired number of completed surveys.

3.9. Sampling Techniques

Stratified Random Sampling

Description: Individuals are divided into smaller groups, or strata, by factors such as where they live, their age, gender, or their social status. It is then decided to pick a random sample from each layer.

Exactly why: Every group in a society is fairly represented by stratified random sampling. People's thoughts on city infrastructure and how it changes how they see the city are very important to know. It's easier to use the data in other situations with this method because it reduces the impact of sampling.

Using deliberate sampling

With this type of non-random selection, people are chosen based on important factors for the study. For example, paying special attention to city planners, community leaders, and business owners who know a lot about how the city works.

We can include people with specific knowledge or experience through purposeful sampling, which helps us understand the problems we're looking into better. Expert opinions can be gathered along with personal data using this method.

Using convenience sampling means picking people who are ready and willing to take part. In public places or at neighborhood events, for example, asking people.

Although it may be slanted, convenience sampling can be useful for getting basic information or when you don't have a lot of time or money. It fastens the process of getting knowledge from many people.

3.10. Data Collection Plan

➤ *Preparation Phase (2-3 weeks)*

Develop Research Instruments:

Finish structured surveys, semi-structured interview guides, and observation tasks to turn them into research tools.

- ***First, get a small group of people to help you improve the questions.***

Get the research team together: Find a group of skilled people who are very familiar with the area and the goals of the study.

Get Ethical Approvals: Send the study plan to the right ethical review boards and ask them to give you permission to do the research.

- ***Getting hired and checking out samples (19 weeks)***

Pick and find people to take part:

Follow the rules you set and use stratified random selection to pick people from the community, company owners, city managers, and other interested parties.

Make an employment plan that includes ways to get in touch with people in public places, on social media, and in neighborhood groups.

Talk to people and set up study groups: Get in touch with the people you picked to help you set up interviews and focus groups at times and places that work for them.

- ***The part where data is collected (3–4 weeks)***

Questionnaires with Structure: Give the surveys to the people you picked. To get more people interested, talk to them in person or use online polls.

Teach the people who are gathering data how to be helpful and know how to answer questions.

Do interviews with some structure: When you talk to people one-on-one, use the guides you made to help them talk about their experiences, but let them answer however they want.

- ***Ask to record talks so you can write them down and really look at them.***

How to get people in a focus group to talk: Get different groups of people together to form focus groups. Use a guide to keep things interesting and get people to talk to each other. Write down what people say and record them so you can listen to them again later.

Lists can help you keep track of conditions and patterns of use while you make regular observations in public places and infrastructure areas.

- ***Work with and look at material for three to four weeks***

For qualitative research, write down and record what people say in focus groups and interviews.

Put the numbers from the surveys into statistics software like SPSS or Excel, clean them up, and then enter them. Only then can you look at the data.

Clean up the data to make sure it is correct and full.

The two types of statistics you need to use to do a quantitative study on poll data are descriptive and inferential.

You can use thematic analysis to find important topics and ideas in qualitative data like interviews and focus groups.

It took two weeks to write reports and share details.

Write a report with background material, methods, results, and ideas about everything you found. This is the last report.

Talk to people in the neighborhood, hold community meetings, or write articles to let them know what you found.

Tips on How to Spend All-Time

From getting ready to sending the results, the whole process of collecting data could take up to 18 weeks. You have enough time with this plan to get ready, gather information, and carefully go over it. This will make sure that the study's outcomes are solid and useful.

3.11. Data Analysis and Interpretation Plan

For the "City Corridor Project: Reimagining Addis Ababa," the data analysis and interpretation will involve systematic processing, coding, and statistical evaluation of collected data. Here's a structured outline of the plan:

Data Processing and Coding

- **Data Entry:** Structured questionnaires will be used to collect quantitative data, which will then be put into statistical software like SPSS or Excel. We will write down and organize the qualitative data from interviews and focus groups so that we can analyze it.

Coding:

- We will use numbers to code the answers for quantitative data. For example, these are the codes for answers on a Likert scale:
 1. Not agreeing at all
 2. Not agreeing
 3. Neutral
 4. Agree
 5. Strongly Agree
- ***Quantitative Data:*** We'll use open coding to find the first patterns. Next, axial coding will be used to organize these thoughts and make them better.
Different ways to look at stats
- ***Descriptive Statistics:*** Use means, medians, modes, and standard deviations to sum up general information and answers. We will make frequency distributions for categorical variables so that we can see how the results are spread out.
What It All Means
- ***Quantitative Interpretation:*** The study questions will be used to look at the data, with a focus on how cities' infrastructure affects how people see them. Statistical significance shows us how differences and links change how people think about infrastructure.
We will use theme analysis to find common thoughts and feelings among people who were interviewed and were in focus groups. We will use both qualitative and quantitative research to get a complete picture of how a city's infrastructure affects its image.

3.12. Ethical Considerations

- Ethical rules need to be followed by the "City Corridor Project: Reimagining Addis Ababa" to make sure the study is honest and everyone involved stays safe. These important moral questions are brought up by this study:
- Informed Consent: Before agreeing to take part, people will be told about the study's goals, methods, possible risks, and rewards. There won't be any problems if they cancel their participation at any time.
- Clear Communication: The permission forms will use simple language so that everyone knows what they are agreeing to.
- Peace of mind and not being seen

- To keep the information safe, all of it will be made anonymous so that the people who took part can remain anonymous. You can either code or delete your personal information.
- **Safe Storage of Data:** Devices that require a password will keep your data safe, and backups will be made in safe places. Authorized researchers will be able to get in.

Getting less damage

- ***Non-Invasive Methods:*** Questionnaires, conversations, and observations will be used in the study to get information from people without hurting them or putting them in great danger.
- ***Relaxed Setting:*** To make sure people feel comfortable sharing their thoughts, researchers will make sure that focus groups and conversations take place in a relaxed setting.
- ***Getting to know and respecting the local culture:*** Researchers will learn how to understand and follow the rules and values of the people in Addis Ababa. For example, they need to know how language, society, and social interactions work.
- ***Being active in the community:*** Talking to people who live in the area and community leaders will help make sure the study is useful and takes into account the views of people in the area.

Being responsible and checking on them

- ***Ethical Approval:*** Before the data is collected, the study plan will be looked over by a commission or board to make sure it is ethical. This makes sure that the right thing to do is to do the study.
- ***Constant Oversight:*** There will be ethical oversight of the study at all times, so that changes can be made if new ethical problems arise.

For being open and responsible

- ***Reporting Results:*** The study's results will be made public and given to everyone who took part. This means that you should show results in a way that makes them easy for people who aren't pros to understand.
- ***Credit for Contributions:*** Everyone who took part in the study will be recognized for their work, and any papers or talks will focus on their ideas.

CHAPTER FOUR

4. RESULT AND DISCUSSION

4.1. Introduction

This chapter was organized per the objectives and research questions, moreover, because the methods and approach want to attain the precise goals laid out in the preceding chapters. The background of the chosen site and also the existing condition of the world were described during this chapter. Resident on study Area, Professionals and Responsible Governmental Stockholders officials were examined and analyzed through questionnaires and interviews with professionals that working corridor project on the study area and direct site observations were discussed during this chapter.

4.2. Demographic Characteristics of respondents

Table 1: Sex categories of the respondents.

Sex Respondents					
Sex		Frequency	Percent	Valid Percent	Cumulative percent
	Male	83	63.4%	63.4%	63.4%
	Female	48	36.6%	36.6%	36.6%
	Total	131	100%	100%	100%

(Source: Field Survey data, 2025)

A total of 131 Resident participants, 83 (62.4%) male and 48 (37.6%) female willing residents participated in the questionnaire survey.

Table 2: Age categories of the respondents.

Age gap resident respondents					
Age Group		Frequency	Percent	Valid Percent	Cumulative percent
	18 - 29	8	6.2%	6.2%	6.2%
	30 - 49	58	44.3%	44.3%	44.3%
	50 - 69	35	26.6%	26.6%	26.6%
	> 70	30	22.9%	22.9%	22.9%
	Total	131	100%	100%	100%

(Source: Field Survey data, 2025)

Table 2 illustrated the age categories of respondents. 6.2%, of the total respondents, were Youth Matured the age of 18-29, 44.3% were between the age of 30-49, 26.6% in between 50-69, and finally, 22.9% of respondents were 70 and above. The result clearly shows that starting from youth up to Adult age societies frequently live on study area.

Table 3: Sex Frequency categories of the respondents.

Marital Status Frequency of respondents					
Sex		Residents	Professionals	Stakeholders/ Governmental officials	Total
	Male	71 55.3%	8 4.6%	4 2.5%	83 62.4%
	Female	41 25.6%	4 6.1%	3 5.9%	48 37.6%
	Total	112 80.9%	12 10.7%	7 8.4%	131 100%

(Source: Field Survey data, 2025)

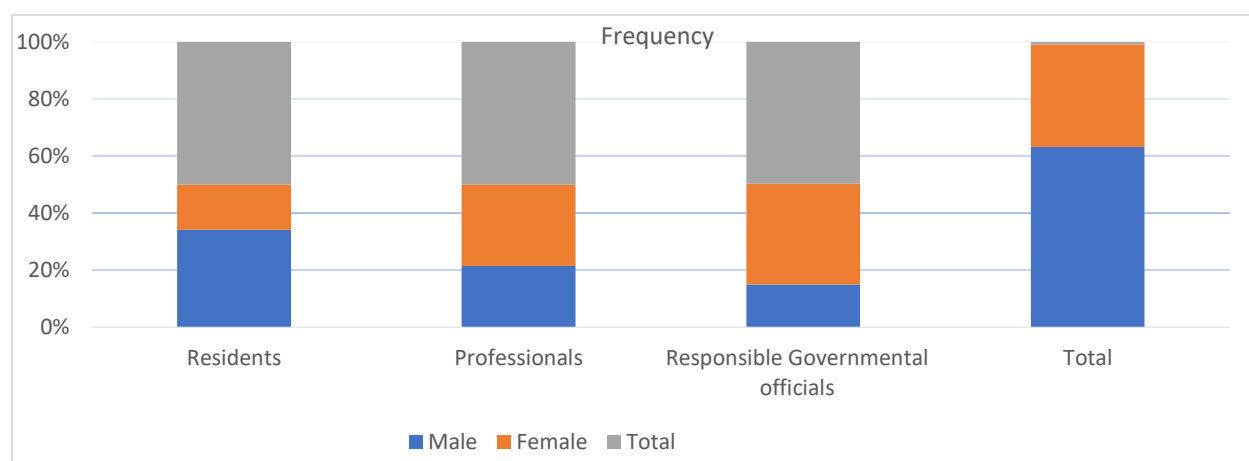


Figure 1: Marital status of respondents

(Source: Field Survey data, 2025)

Table 3 illustrates Respondents frequency by sex. Among a total of 62.4% male and 37.6% female respondents, male have a high percentage of Respondents frequency. Among 62.4% of male respondents, 55.3% of them commute by Residents, 4.6% of them Professionals, and finally 2.5% of stakeholders Governmental officials in descending order respectively.

Correspondingly, among 37.6% of female respondents, 25.6% of them commute by Residents, 6.1% of them Professionals, and finally 5.9% of them commute by Responsible Governmental officials in descending order respectively.

Table 4: Household size categories of the Resident respondents.

Number of household size Resident Respondents					
		Frequency	Percent	Valid Percent	Cumulative percent
Household	0 - 3	65	58.1%	58.1%	58.1%
	4 - 6	40	35.7%	35.7%	35.7%
	7 - 10	6	5.3%	5.3%	5.3%
	11 - 14	1	0.9%	0.9%	0.9%
	Total	112	100%	100%	100%

(Source: Field Survey data, 2025)

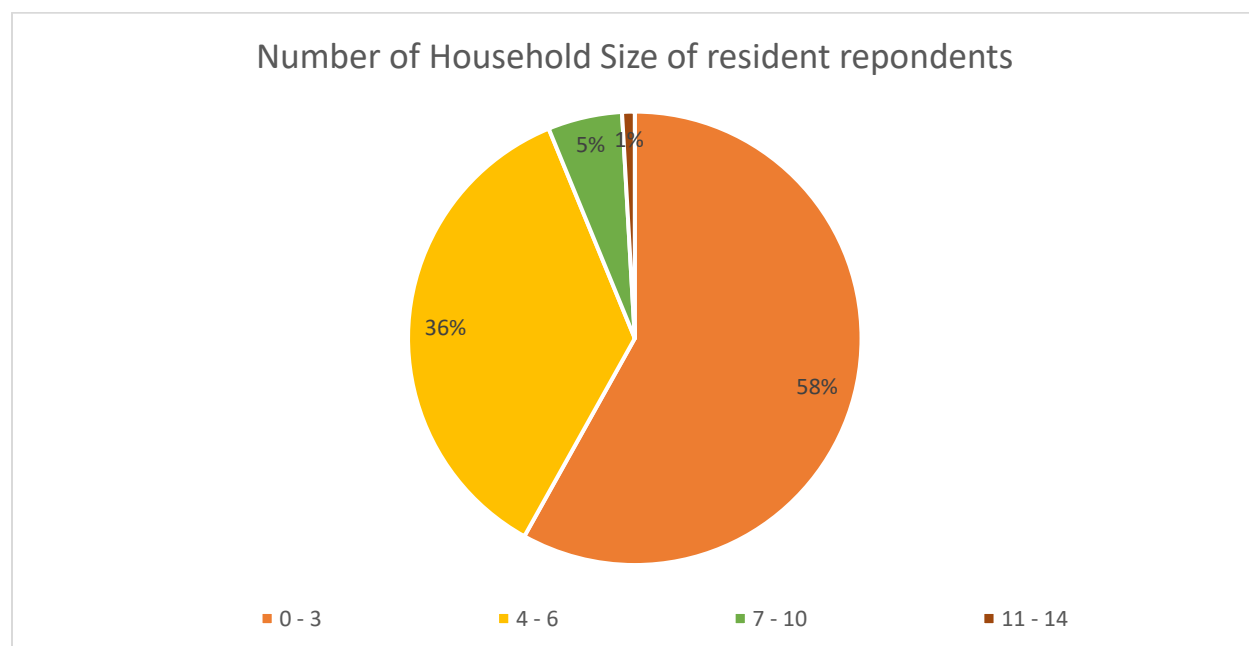


Figure 2: Household of resident respondents

(Source: Field Survey data, 2025)

Table 4 shows the number of household respondents. Households with 0 - 3 members make up the largest percentage at 58.1%, followed by those with 4 - 7 members at 35.7%, households with 7 - 10 members at 5.3%, and finally, those with 11 - 14 members at 0.9%, listed in descending order respectively.

Table 5: Educational level categories of the respondents.

Educational level Resident Respondents					
Educational Level		Frequency	Percent	Valid Percent	Cumulative percent
	High School Graduate	35	26.7%	26.7%	26.7%
	Some Collage	13	9.9%	9.9%	9.9%
	Bachelor's Degree	73	55.7%	55.7%	55.7%
	Master's Degree	8	6.1%	6.1%	6.1%
	PhD Degree	2	1.6%	1.6%	1.6%
	Total	131	100%	100%	100%

(Source: Field Survey data, 2025)

Table 5 details the distribution of educational levels among respondents. Over half (55.7%) held a Bachelor's Degree, while High School Graduates comprised 26.7%. Some College, Master's Degree, and PhD Degree holders represented 9.9%, 6.1%, and 1.6% of the respondents, respectively.

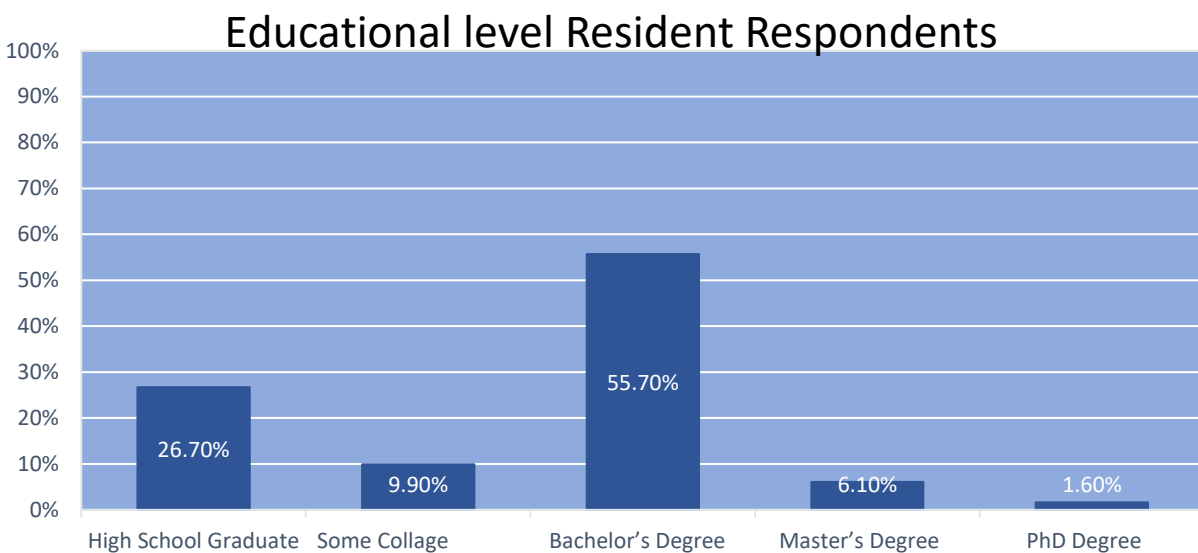


Figure 3: Educational Level of resident respondents result

(Source: Field Survey data, 2025)

4.3. About Awareness and Perception of the City Corridor Project

Table 6: About awareness and Perception of the City Corridor Project

Awareness and Perception on city corridor project			
How aware are you of the City Corridor Project?	Attributes	Frequency	percent
	Very aware	7	6.3%
	Somewhat aware	11	9.8%
	Not very aware	94	83.9%
	Total	112	100%

(Source: Field Survey data, 2025)

Table 6 details about Awareness and Perception of the City Corridor Project Over half (83.9%) held Not very aware, while somewhat aware comprised 9.8%. and not very aware represented 6.3% of the respondents, respectively.

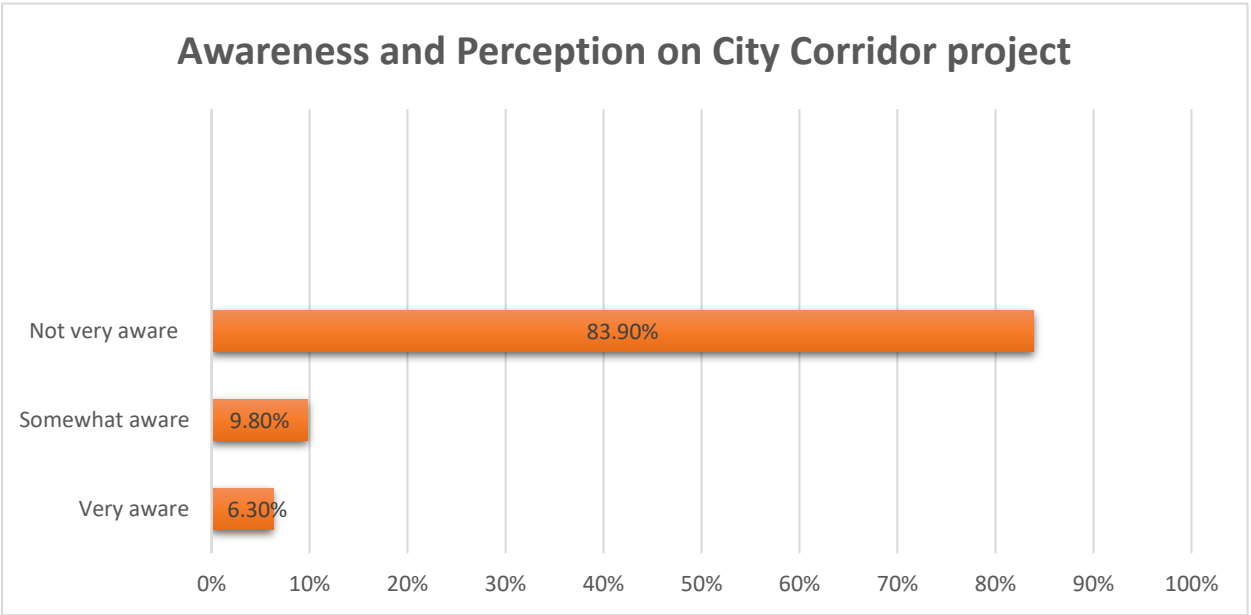


Figure 4: Result of awareness and Perception of the City Corridor Project

(Source: Field Survey data, 2025)

Table 7: About Source of Information to learn about CCP

Source of Information to learn about CCP			
What sources of information have you used to learn about the City Corridor Project?	Attributes	Frequency	percent
	Local news media	21	18.6%
	Social media	74	65.1%
	Community meetings	8	7.2%
	Word of mouth	9	9.1%
	Other	-	0%
	Total	112	100%

(Source: Field Survey data, 2025)

Table 7 details about Source of Information to learn about CCP Over half (65.1%) held Social media, while Local news media comprised 18.6%. and Community meetings, Word of mouth and Other represented 7.2%, 9.1% and 0% of the respondents, respectively.

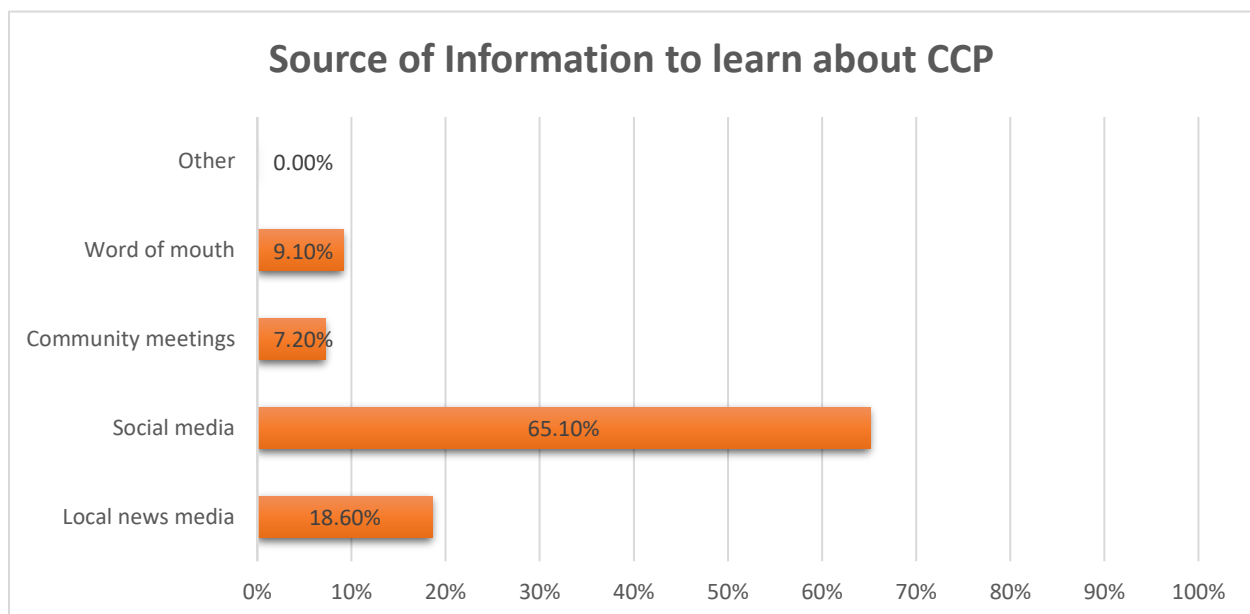


Figure 5: Result of awareness and Perception of the City Corridor Project

(Source: Field Survey data, 2025)

Table 8: About overall perception of the City Corridor Project (CCP)

overall perception of the CCP			
What is your overall perception of the City Corridor Project?	Attributes	Frequency	percent
	Very positive	13	11.6%
	Positive	17	15.1%
	Neutral	20	17.9%
	Negative	52	46.5%
	Very negative	10	8.9%
	Total	112	100%

(Source: Field Survey data, 2025)

Table 8 details about overall perception of the City Corridor Project (CCP) of 46.5% held Negative perception, while Neutral perception comprised 17.9% and Positive perception, Very positive perception and Very negative represented 15.1%, 11.6% and 8.9% of the respondents, respectively.

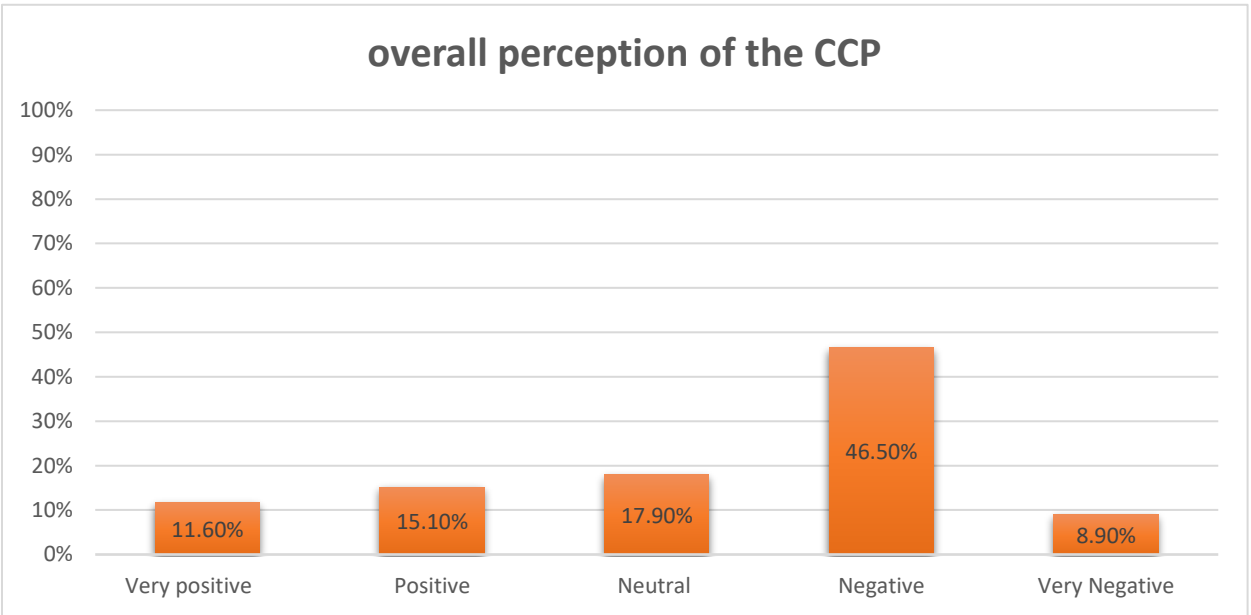


Figure 6: Result of overall perception of the City Corridor Project (CCP)

(Source: Field Survey data, 2025)

Table 9: About feel about the communication from city officials regarding the project

Communication from city officials regarding the project			
How do you feel about the communication from city officials regarding the project?	Attributes	Frequency	percent
	Very clear and informative	4	3.6%
	Somewhat clear	9	8.2%
	Neutral	24	21.4%
	Somewhat unclear	17	15.1%
	Very unclear	58	51.7%
	Total	112	100%

(Source: Field Survey data, 2025)

Table 9 details feel about the communication from city officials regarding the project of over half 51.7% held Very unclear communication, while Neutral communication comprised 21.4% and Somewhat unclear communication, Somewhat clear communication and Very clear and informative communication represented 15.1%, 8.2% and 3.6% of the respondents, respectively.

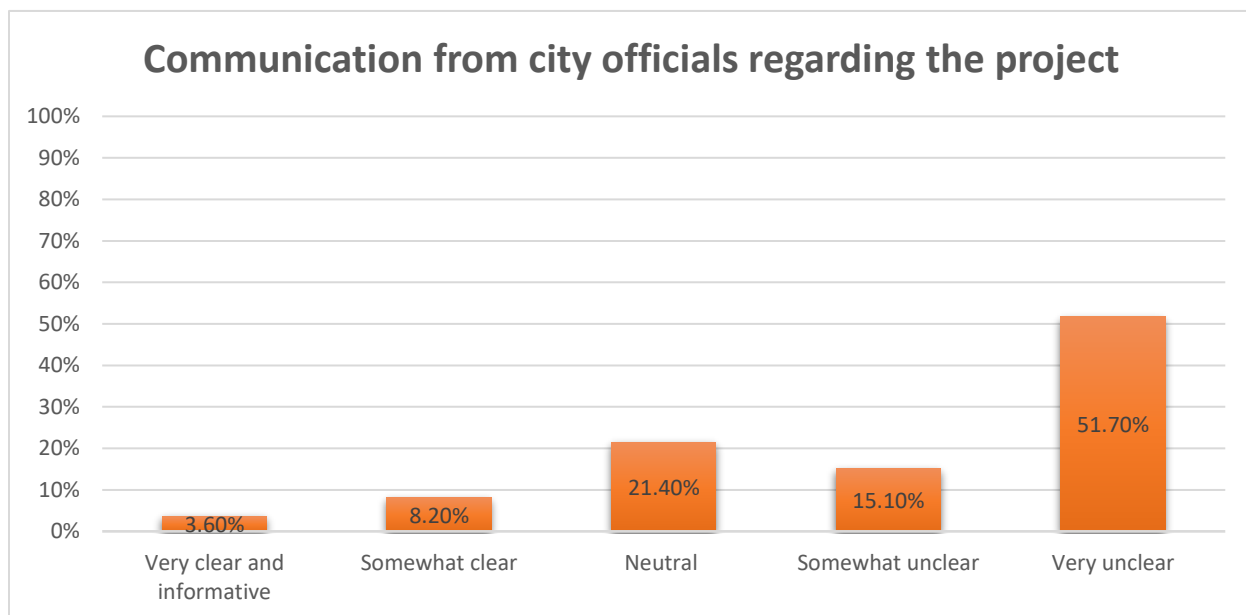


Figure 7: Result of the importance of CCP for the community's development

(Source: Field Survey data, 2025)

Table 10: About the importance of CCP for the community's development

The importance of CCP for the community's development			
How important do you think the City Corridor Project is for the community's development?	Attributes	Frequency	percent
	Very important	3	2.8%
	Important	9	8.1%
	Neutral	73	65.2%
	Unimportant	20	17.7%
	Very unimportant	7	6.2%
	Total	112	100%

(Source: Field Survey data, 2025)

Table 10 details with the importance of CCP for the community's development of over half 65.2% held Neutral, while Unimportant comprised 17.7% and Important, Very unimportant and Very important represented 8.1%, 6.2% and 2.8% of the respondents, respectively.

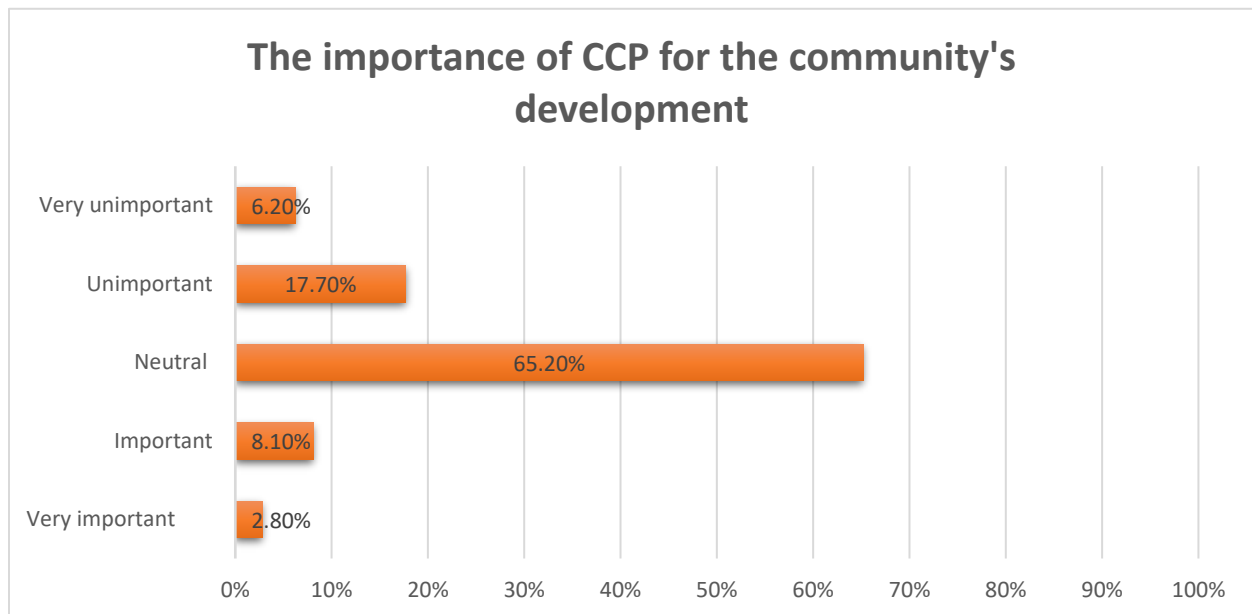


Figure 8: Result of the importance of CCP for the community's development

(Source: Field Survey data, 2025)

4.4. About Impact on Land Use Planning

Table 11: About the Effect of CCP for the land use planning around Kazanchis

The Effect of CCP for the land use planning around Kazanchis			
In your opinion, how has the City Corridor Project affected land use planning in your area?	Attributes	Frequency	percent
	Significantly improved	87	77.6%
	Improved	13	11.7%
	No change	7	6.3%
	Worsened	2	1.8%
	Significantly worsened	3	2.6%
	Total	112	100%

(Source: Field Survey data, 2025)

Table 11 details with the Effect of CCP for the land use planning around Kazanchis of over half 77.6% held Significantly improved, while Improved comprised 11.7% and No change, Significantly worsened and Worsened represented 6.3%, 2.6% and 1.8% of the respondents, respectively.

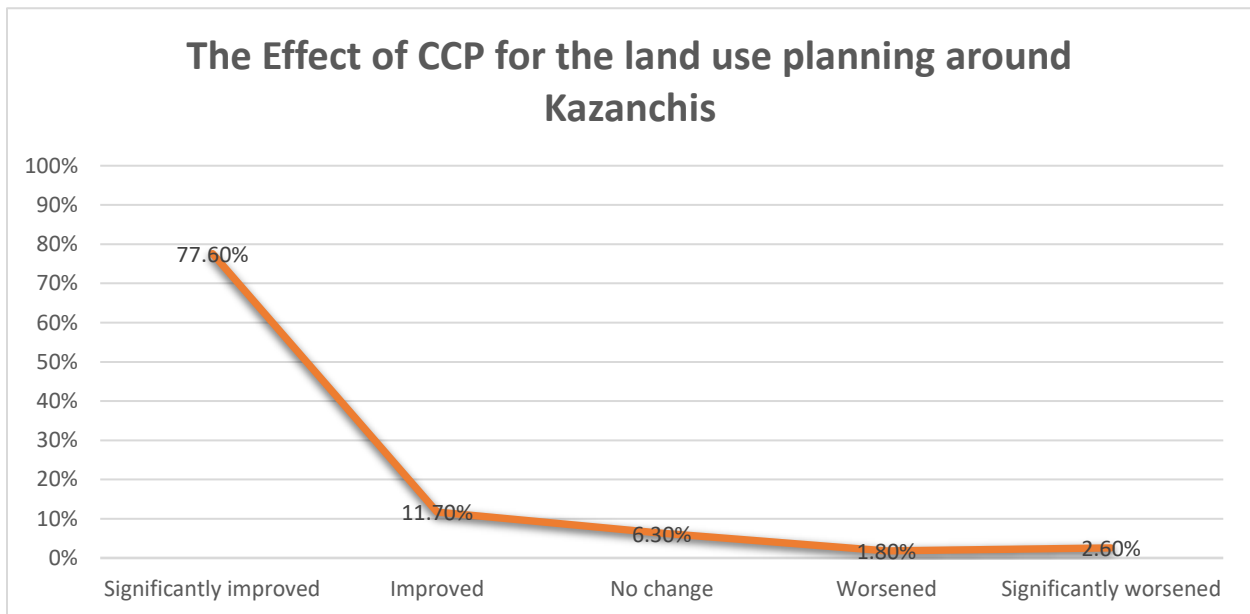


Figure 9: Result of the Effect of CCP for the land use planning around Kazanchis

(Source: Field Survey data, 2025)

Table 12: About observed result of CCP on land use type and its changes

Observed result of CCP on land use type and Its changes				
What types of land use changes have you observed as a result of the City Corridor Project?	Attributes	Frequency	No of Respondents	percent
	Residential development	21	21	7.8%
	Commercial development	94	94	35.3%
	Industrial development	1	1	0.4%
	Green spaces/parks	81	81	30.3%
	Transportation infrastructure	70	70	26.2%
	Other	-	-	0%
	Total	267	267	100%

(Source: Field Survey data, 2025)

Table 12 details with observed result of CCP on land use type and its changes of 35.3% held Commercial development, while Green spaces/parks comprised 30.3% and Transportation infrastructure, Residential development, Industrial development and Other represented 26.2%, 7.8%, 0.4% and 0% of the respondents, respectively.

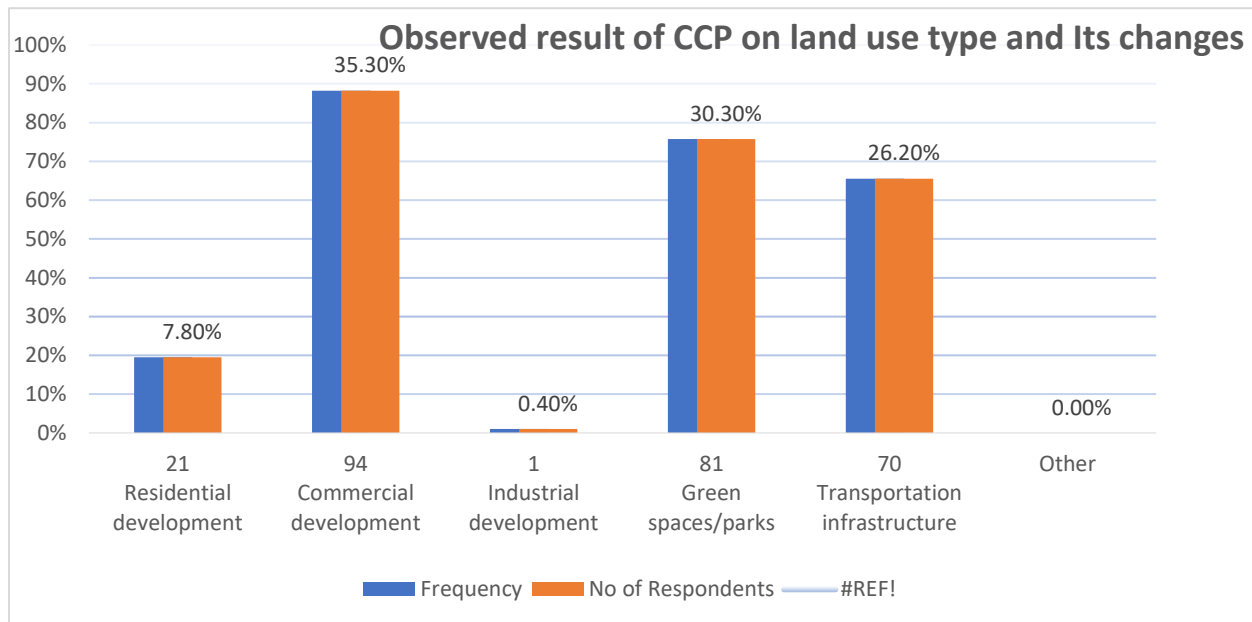


Figure 10: Observed result of CCP on land use type and its changes

(Source: Field Survey data, 2025)

Table 13: About the Changes in property values since the project began

Changes in property values since the project began			
Have you noticed any changes in property values since the project began?	Attributes	Frequency	percent
	Increased significantly	101	90.1%
	Increased moderately	8	7.1%
	No change	2	1.7%
	Decreased moderately	1	1.1%
	Decreased significantly	-	0.0%
	Total	112	100%

(Source: Field Survey data, 2025)

Table 13 details with the Changes in property values since the project began of over half 90.1% held Increased significantly, while Increased moderately 7.1% and No change, Decreased moderately and Decreased significantly 1.7%, 1.1% and 0.0% of the respondents, respectively.

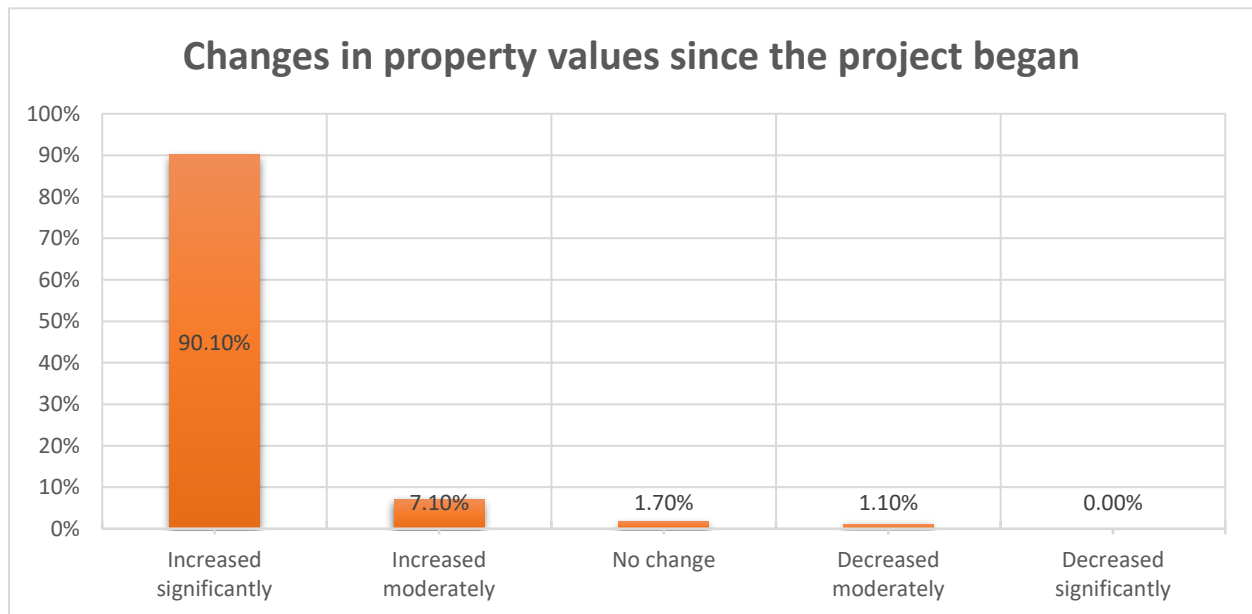


Figure 11: Result of the Changes in property values since the project began

(Source: Field Survey data, 2025)

Table 14: About the Changes in property values since the project began

Changes in property values since the project began			
Do you believe the project has encouraged mixed-use developments?	Attributes	Frequency	percent
	Yes, significantly	92	82.1%
	Yes, somewhat	15	13.5%
	No, not really	4	3.5%
	No, not at all	1	0.9%
	Total	112	100%

(Source: Field Survey data, 2025)

Table 14 details with the Changes in property values since the project began of over half 82.1% held Yes, significantly, while Yes, somewhat 13.5% and No, not really and No, not at all 3.5%, and 0.9% of the respondents, respectively.

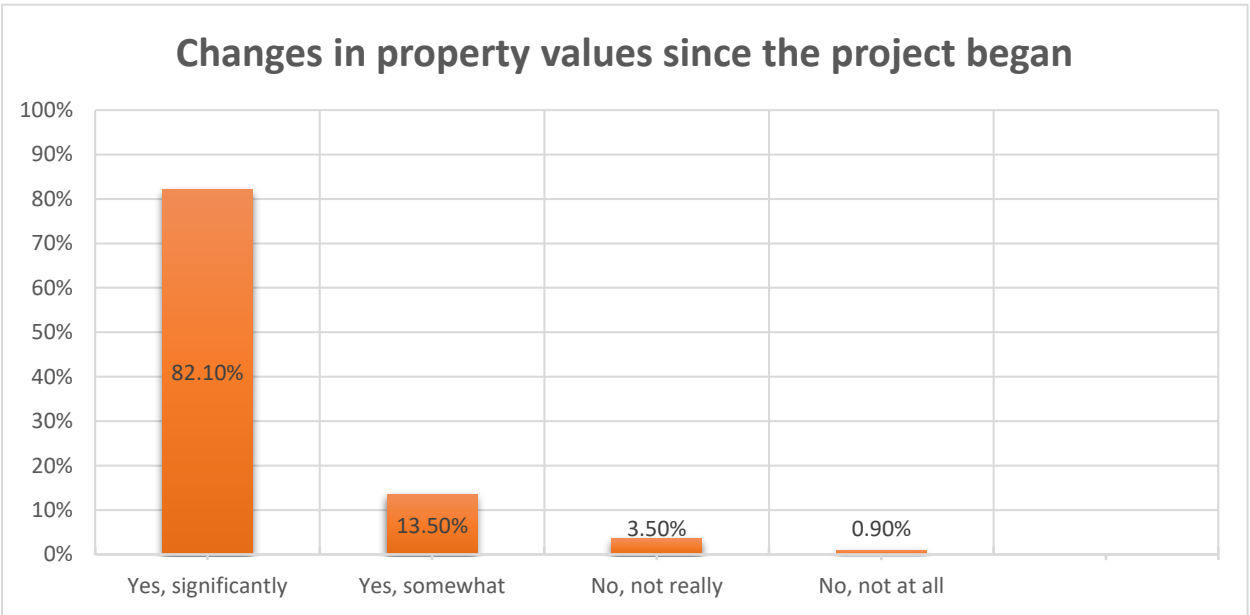


Figure 12: Result of the Changes in property values since the project began

(Source: Field Survey data, 2025)

Table 15: About increasing affordable housing options due to the project

Increasing affordable housing options due to the project			
Have you seen an increase in affordable housing options due to the project?	Attributes	Frequency	percent
	Yes, a significant increase	-	0.0%
	Yes, a moderate increase	-	0.0%
	No change	20	17.9%
	Decrease in affordable housing	92	82.1%
	Total	112	100%

(Source: Field Survey data, 2025)

Table 15 details with increasing affordable housing options due to the project of over half 82.1% held Decrease in affordable housing, while No change 17.9% and Yes, a significant increase and Yes, a moderate increase 0.0%, and 0.0% of the respondents, respectively.

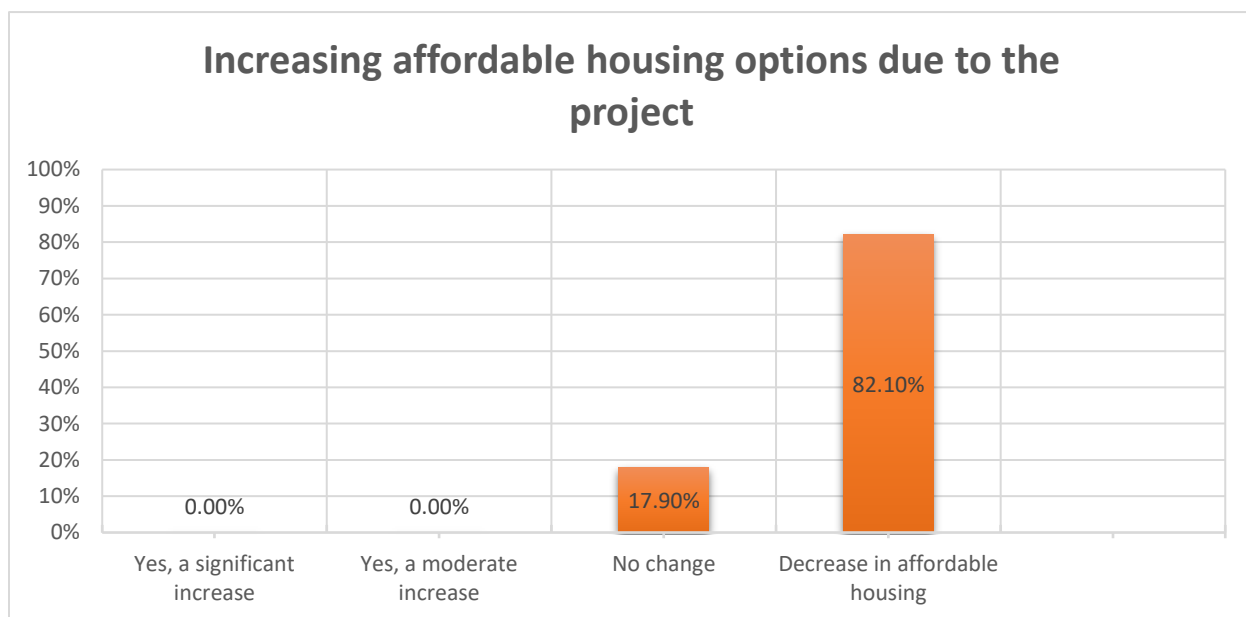


Figure 13: Result of increasing affordable housing options due to the project

(Source: Field Survey data, 2025)

Table 16: About community input adequately considered in land use planning related to the project

Community input adequately considered in land use planning related to the project			
Do you believe that community input was adequately considered in land use planning related to the project?	Attributes	Frequency	percent
	Yes, definitely	32	28.6%
	Yes, somewhat	14	12.5%
	No, not really	56	50%
	No, not at all	10	8.9%
	Total	112	100%

(Source: Field Survey data, 2025)

Table 16 details with community input adequately considered in land use planning related to the project of over half 50% held No, not really, while Yes, definitely 28.6% and Yes, somewhat and No, not at all 28.6%, and 8.9% of the respondents, respectively.

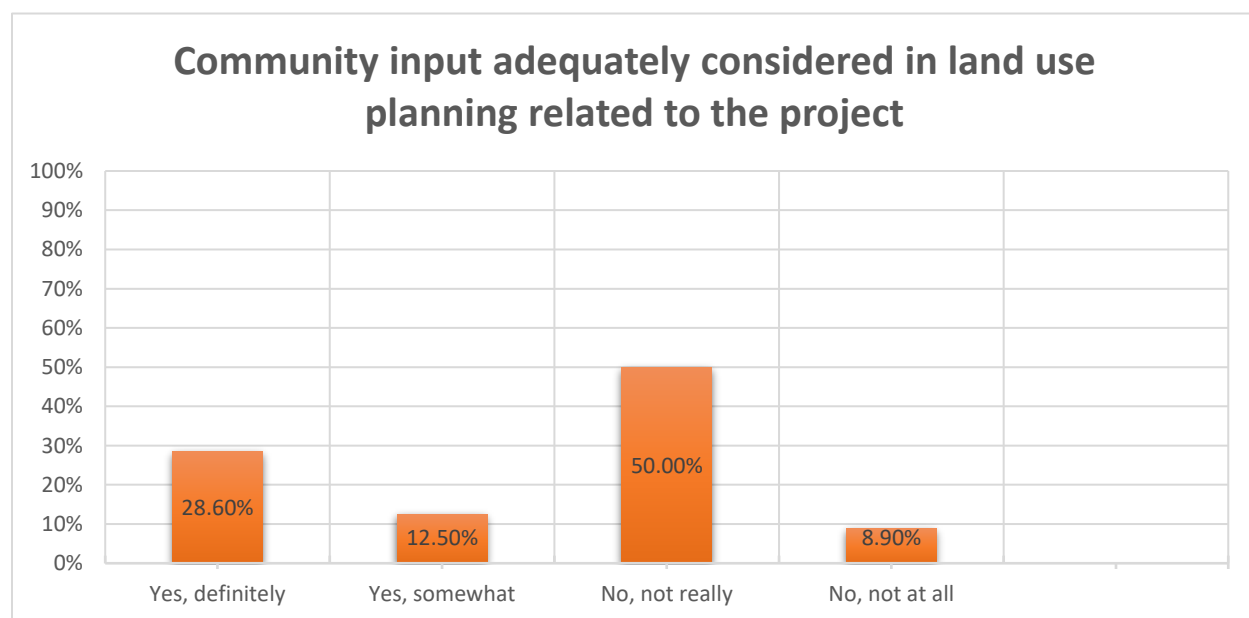


Figure 14: Result of community input adequately considered in land use planning related to the project

(Source: Field Survey data, 2025)

Table 17: About the benefit of City Corridor Project (CCP) on future land use planning

The benefit of City Corridor Project (CCP) on future land use planning			
How do you think the City Corridor Project will affect future land use planning?	Responses	Frequency	percent
	Increased Density and Transit-Oriented Development (TOD): by promoting walkability and lowering dependency on private vehicles, the project may promote higher-density development along transit corridors.	17	3.5%
	Better Infrastructure: By directing growth to particular areas, new roads, utilities, and public transportation can make the area more appealing for future development.	29	6.1%
	Improved Connectivity: More integrated urban planning and more effective land use can be made possible by improved connectivity throughout the city.	20	4.2%
	Mixed-Use Development: By integrating residential, commercial, and recreational areas, the project may encourage mixed-use zoning, resulting in thriving and energetic communities	7	1.4%
	Economic Growth: In the targeted areas, better accessibility and infrastructure can draw in investment and spur economic growth.	95	19.8%
	Job Creation: There may be a large number of job openings as a result of the	73	15.2%

	corridor infrastructure's construction and operation.		
	Attraction of Foreign Investment: Effective execution can draw in additional foreign capital, affecting the priorities for future development.	66	13.3%
	Better Public Transportation: Future plans for transportation may include more ecologically friendly options if there is less dependence on automobiles.	41	8.6%
	More Efficient Land Use: By focusing development along corridors, urban sprawl may be lessened and land use may become more efficient overall.	52	11.4%
	Integration of Green Spaces: Better planning may make it possible to incorporate parks and green areas along the corridors, improving the urban environment.	79	16.5%
	Total	479	100%

(Source: Field Survey data, 2025)

Table 17 details the benefit of City Corridor Project (CCP) on future land use planning of 19.8% held Economic Growth, while Integration of Green Spaces 16.5% and Job Creation, Attraction of Foreign Investment, More Efficient Land Use, Better Public Transportation, Better Infrastructure, Improved Connectivity, Increased Density and Transit-Oriented Development (TOD) and Mixed-Use Development 15.2%, 13.3%, 11.4%, 8.6%, 6.1%, 4.2%, 3.5%, and 1.4% of the respondents, respectively.

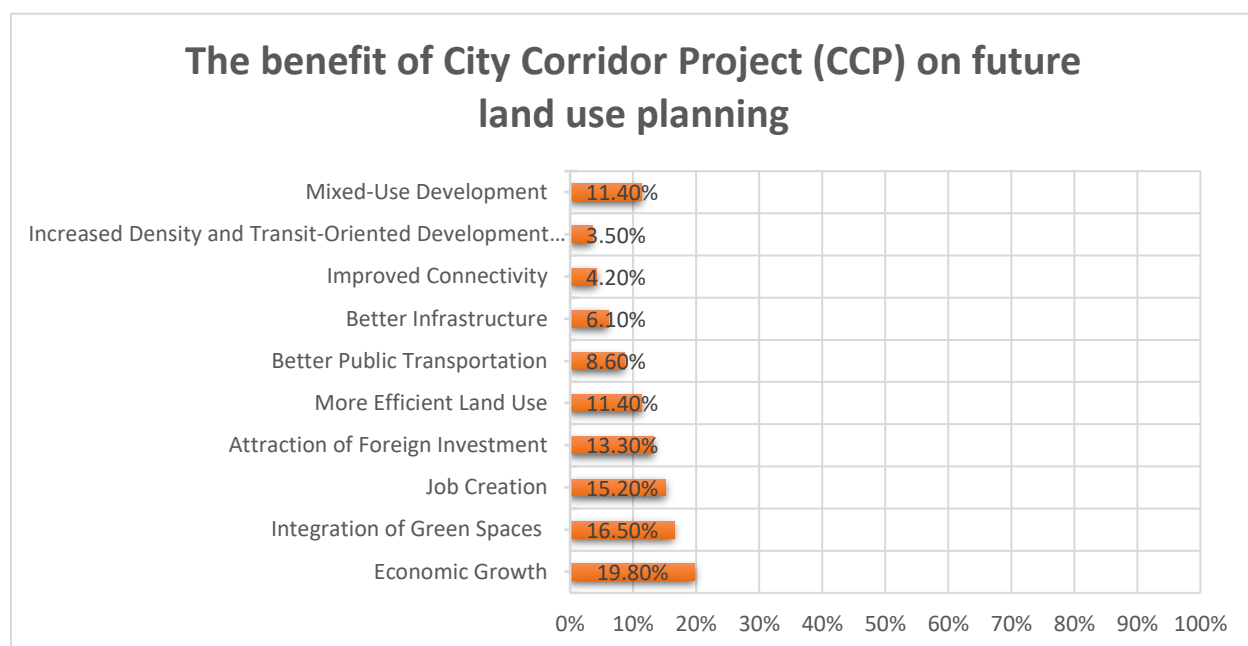


Figure 15: Result of the benefit of City Corridor Project (CCP) on future land use planning
(Source: Field Survey data, 2025)

Table 18: About the effect of City Corridor Project (CCP) on future land use planning

The effect of City Corridor Project (CCP) on future land use planning			
	Responses	Frequency	percent
	Gentrification and Displacement: As land values rise along the corridor, lower-income businesses and residents may be forced out, creating social injustices.	112	13.1%
	Increased Traffic Congestion: Ironically, if the project is not properly managed, it may result in more traffic in other places.	82	9.5%
	Loss of Cultural Heritage: In some places, development may result in the destruction of historically important structures and the loss of local cultural identity.	110	12.8%

How do you think the City Corridor Project will affect future land use planning?	Environmental Degradation: Unless mitigation measures are successfully put in place, construction and increased traffic may have a detrimental effect on the quality of the air and water.	46	5.3%
	Problems with Informal Settlements: The project might make matters worse for the informal settlements that are close to the other city parts and rural areas.	98	11.4%
	Lack of Affordable Housing: The creation of affordable housing options may be constrained by rising land values.	112	13.1%
	Over-reliance on Automobiles: The project may unintentionally increase reliance on cars if pedestrian infrastructure and public transportation are not properly integrated.	31	3.6%
	Unequal Benefit Distribution: Disparities between neighborhoods along the corridor and those farther away may result from benefits not being dispersed equally among all neighborhoods.	88	10.24%
	Increased Land Speculation: The project may lead to an increase in land speculation, which would raise prices and prevent many people from purchasing land.	112	13.1%

	Inflexible Zoning: Strict zoning laws along the corridor may hinder creativity and restrict the range of possible future development.	68	7.9%
	Total	859	100%

(Source: Field Survey data, 2025)

Table 18 details the effect of City Corridor Project (CCP) on future land use planning of 13.1% held Gentrification and Displacement, while Increased Land Speculation 13.1% and Lack of Affordable Housing, Loss of Cultural Heritage, Problems with Informal Settlements, Unequal Benefit Distribution, Increased Traffic Congestion, Inflexible Zoning, Environmental Degradation and Over-reliance on Automobiles 13.1%, 12.8%, 11.4%, 10.24%, 9.5%, 7.9%, 5.3%, and 3.6% of the respondents, respectively.

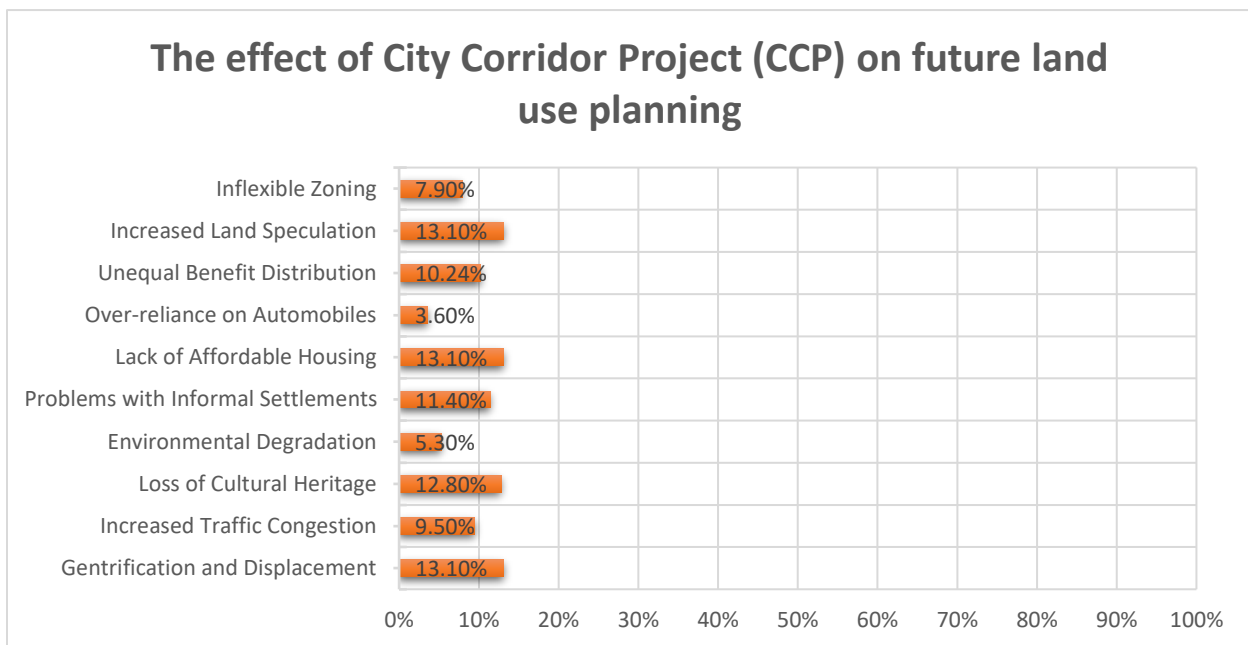


Figure 16: Result effect of City Corridor Project (CCP) on future land use planning

(Source: Field Survey data, 2025)

Table 19: About community input adequately considered in land use planning related to the project

Support zoning changes to accommodate new developments from the City Corridor Project			
Would you support zoning changes to accommodate new developments from the City Corridor Project?	Attributes	Frequency	percent
	Strongly support	62	55.4%
	Support	16	14.3%
	Neutral	21	18.8%
	Oppose	5	4.4%
	Strongly oppose	8	7.1%
	Total	112	100%

(Source: Field Survey data, 2025)

Table 19 details with Support zoning changes to accommodate new developments from the City Corridor Project related to the project of over half 55.4% held Strongly support, Neutral, definitely 18.8% and Support ,Strongly and oppose 14.3%, 7.1% and 4.4% of the respondents, respectively.

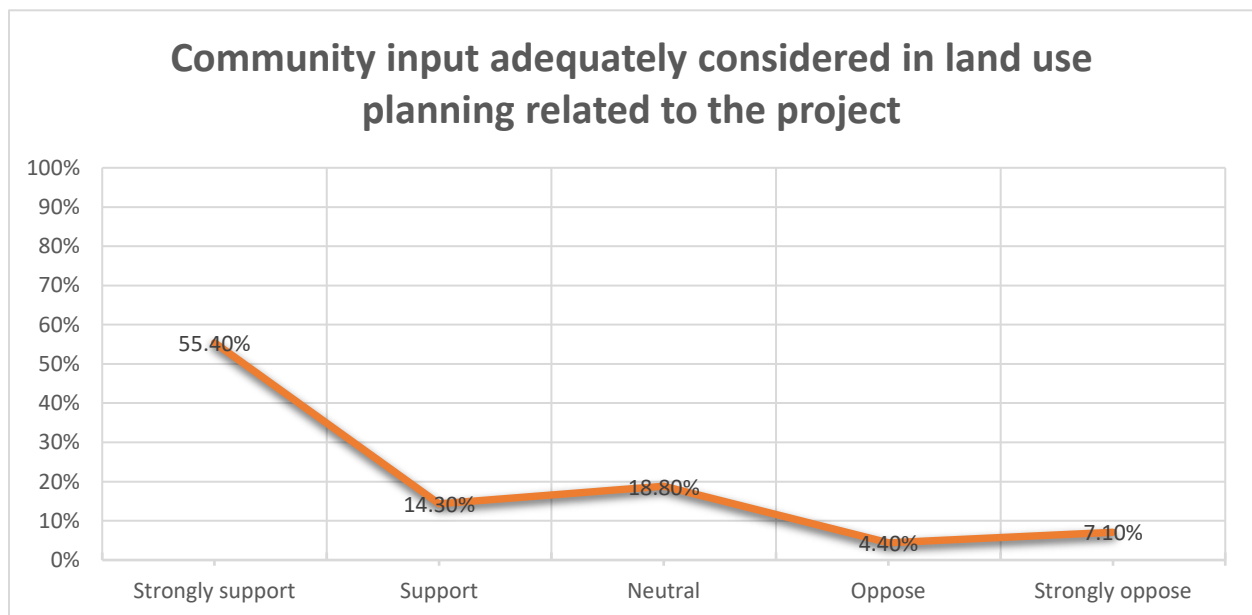


Figure 17: Result of community input adequately considered in land use planning related to the project

(Source: Field Survey data, 2025)

4.5. About Impact on Zoning Regulations

Table 20: About zoning regulations have changed as a result of the City Corridor Project

Zoning regulations have changed as a result of the City Corridor Project			
Do you believe that zoning regulations have changed as a result of the City Corridor Project?	Attributes	Frequency	percent
	Yes	108	96.4%
	No	4	3.6%
Have you participated in any public hearings or meetings regarding zoning changes related to this project?	Yes	112	100%
	No	0	0.0%
	Total	112	100%

(Source: Field Survey data, 2025)

Table 20 details with zoning regulations have changed as a result of the City Corridor Project related to the project of over half 96.4% held Yes, No, definitely 3.6% and on participated in any public hearings or meetings regarding zoning changes related to this project totally 100% held Yes, No 0.0% of the respondents, respectively.

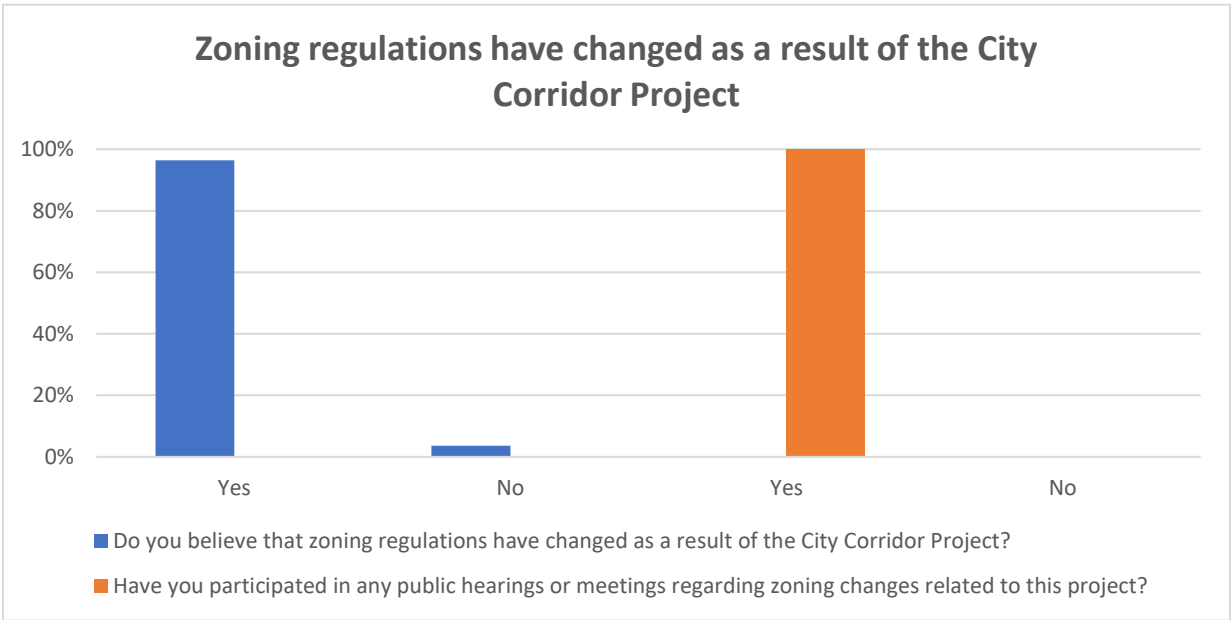


Figure 18: Result of zoning regulations have changed because of the City Corridor Project

(Source: Field Survey data, 2025)

Table 21: About Zoning, regulations are currently adequate to the goals of the City Corridor Project

Zoning regulations are currently adequate to the goals of the City Corridor Project			
Do you feel that zoning regulations are currently adequate to support the goals of the City Corridor Project?	Attributes	Frequency	percent
	Yes, very adequate	90	80.4%
	Somewhat adequate	11	9.8%
	Neutral	11	9.8%
	Somewhat inadequate	0	0.0%
	Very inadequate	0	0.0%
	Total	112	100%

(Source: Field Survey data, 2025)

Table 21 details with Zoning regulations are currently adequate to the goals of the City Corridor Project related to the project of over half 80.4% held Yes, very adequate, Somewhat adequate 9.8% and Neutral 100% and Somewhat inadequate 9.8% of the respondents, respectively.

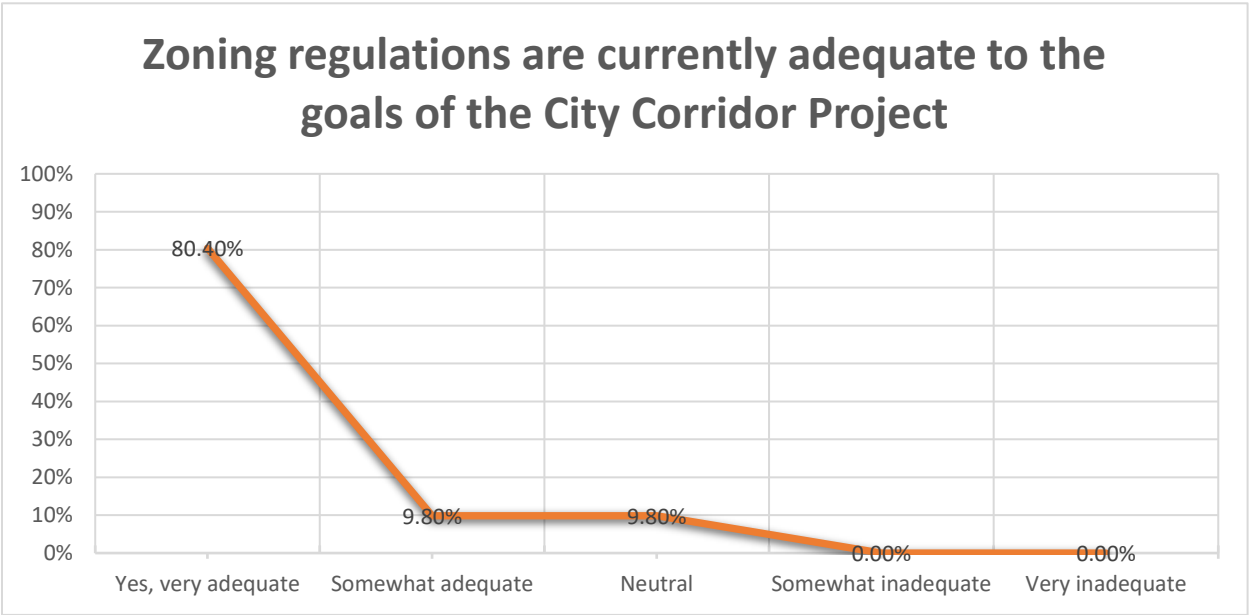
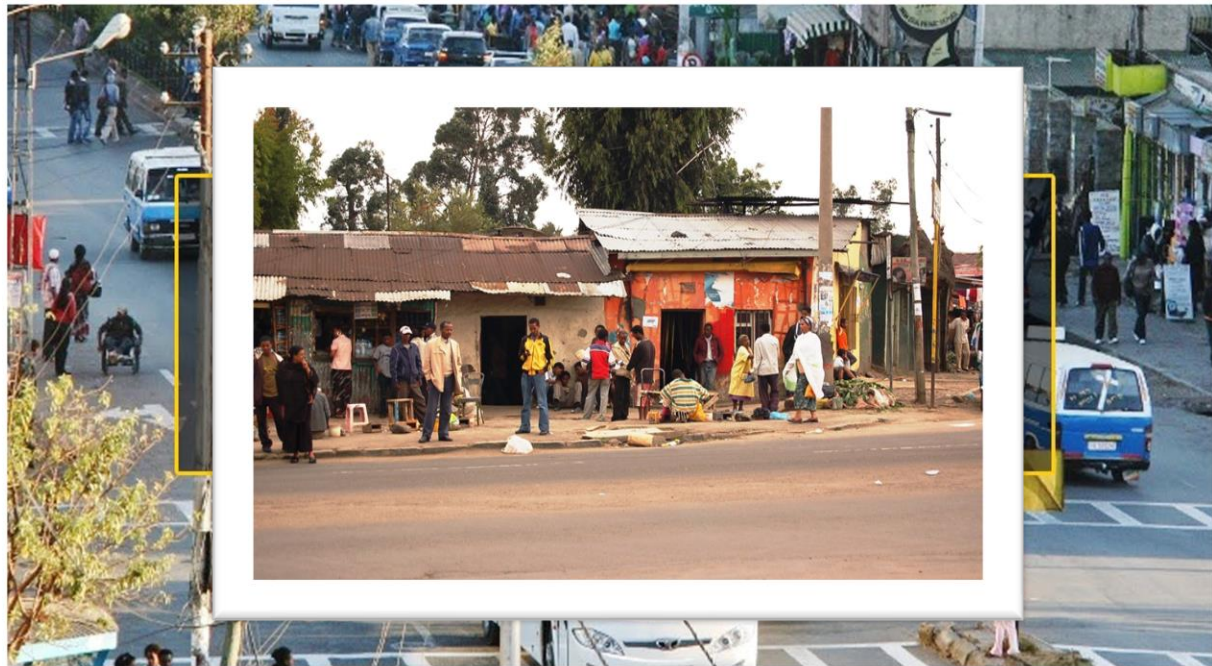
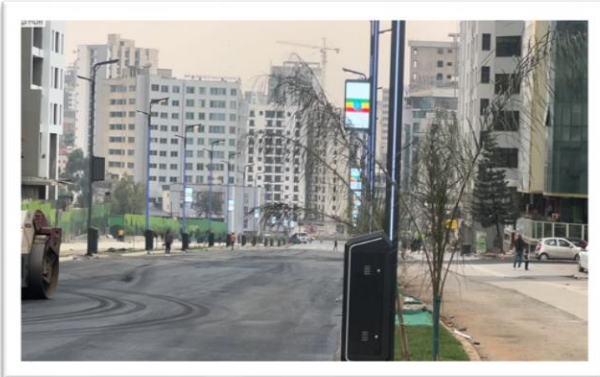


Figure 19: Result of zoning regulations are currently adequate to the goals of the City Corridor Project

(Source: Field Survey data, 2025)

4.6. Photo Analysis Matrix





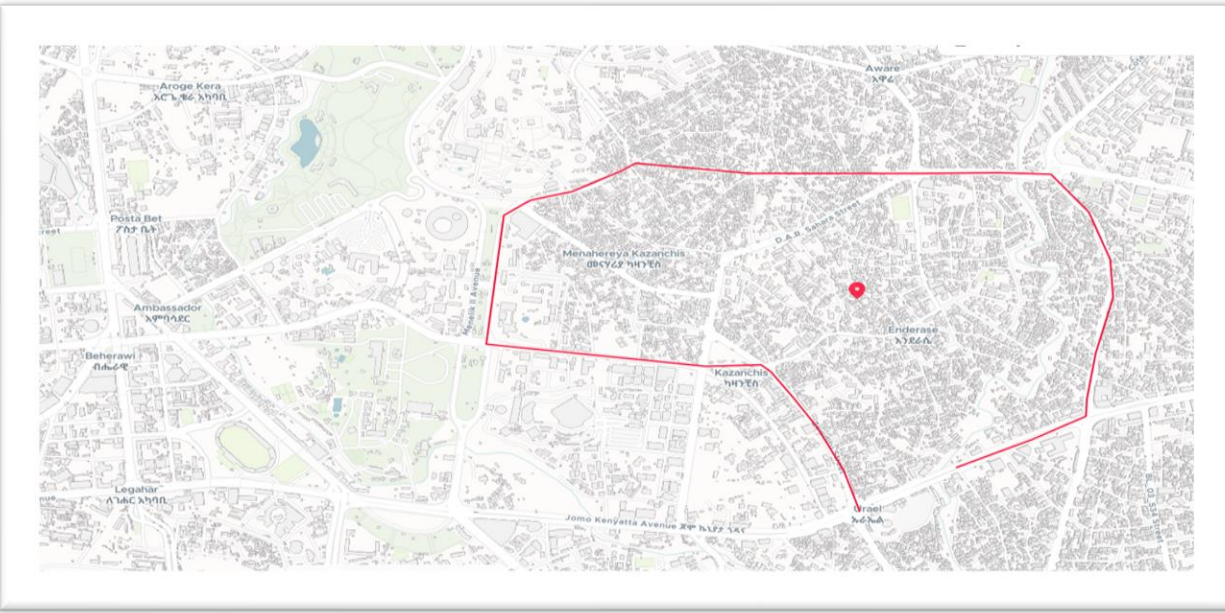


Figure 20: Before and after image of Kazanchis the City Corridor Project

CHAPTER FIVE

5. CONCLUSION AND RECOMMENDATIONS

5.1. Conclusion

The City Corridor Project is a big plan to improve Kazanchis, Addis Ababa. The organization's goals are to improve public spaces, public transportation, and long-term land use. Sustainable growth and urban revitalization are two of the main goals of Ethiopia's capital city. This project fits in with those goals. When there are more people, more towns, and bad infrastructure, problems happen.

Many bad things have been found after a close study of how the project would impact zoning and land use planning:

1. **Improving how land is used:** Kazanchis is being pushed by the City Corridor Project to make buildings that do more than one thing. This change has made the city a more interesting place to live by combining areas for work, living, and fun. Experts say that investments and property values have gone up, especially in business real estate.
2. **Changes to zoning rules:** The project needs to bring the current zoning rules up to date so that new ways of using property can be allowed. There are times when these changes have been good, but they have also made it harder to use land in ways that have been around for a long time. It's now clear that these changes need to be governed by clear rules and standards.
3. **Getting stakeholders involved can be hard for this reason:** There were efforts to include stakeholders in the planning process, but a lot of businesses and people in the community were upset that not many people were there. People have been against and confused about some parts of the project because of this. Everyone needs to be able to communicate well so that their thoughts and feelings are taken into account.
4. **Concerns about the environment:** The project has brought up environmental sustainability, which means that green spaces and eco-friendly habits should be a part of planning how land is used. There aren't any full environmental studies that help make zoning rules yet, though. City Corridor Project helps Ethiopia reach its national growth goals and the Sustainable growth Goals (SDGs). For it to work, though, there must be ways

to keep an eye on it and review it over time, taking into account both short-term and long-term effects.

5.2.Recommendations

Based The following suggestions are made based on the study of how the City Corridor Project changed Kazanchis' land use planning and zoning rules:

1. **Enhance Stakeholder Engagement:** Have regular meetings with community members, civil society groups, and businesses in the area to plan how to involve stakeholders.
 - Make sure that a lot of people can take part by using different ways to reach out, like workshops, open forums, and online platforms.
 - Make it possible for anyone who wants to share their thoughts, worries, and ideas at any time during the project.
2. **Revise Zoning Regulations:** Take a close look at the current zoning rules to make sure they support the goals of the City Corridor Project.
 - Use flexible zoning categories that let people use the land for a variety of purposes while still keeping the character of the community.
 - Make sure that zoning rules include provisions for affordable housing so that people with low incomes don't have to move.
3. **Implement Environmental Assessments**

Make sure that every new building in the corridor goes through an environmental impact assessment (EIA) to make sure that land use is sustainable.

 - Encourage land use planning that includes parks, green spaces, and infrastructure that is good for the environment.
 - Get people to think about the best ways to build cities that are good for the environment by working with groups that care about the environment.
4. **Establish Monitoring and Evaluation Frameworks**
 - Create a complete system to monitor and assess how the City Corridor Project changes land use patterns and zoning rules over time.
 - Use both numbers and words to find out how well goals for sustainability like social justice, economic growth, and environmental health are being met.
 - Publish reports often to let everyone know how the project is going and what changes need to be made based on ongoing evaluations.

5. Foster Public-Private Partnerships

- Encourage community groups, public and private developers, to work together to get the most out of their resources and knowledge so that the project is a success.
- Give businesses reasons to invest in the community centers and low-cost homes along the route.
- Encourage partnerships that come up with new ideas for planning cities and building infrastructure.

6. Promote Capacity Building

- The government should pay for training programs that teach local stakeholders, city planners, and government officials more about how zoning and land use planning work now.
- Talk about what worked well in other cities when they tried to develop their cities in a similar way.
- Remind people who work in city planning to always be learning and getting better.

7. Strengthen Policy Frameworks

- To make a consistent way to plan land use by combining municipal rules with national urban development plans and best practices from around the world.
- Fight for laws that make social justice, economic inclusion, and protecting the environment the most important things to think about when building cities.
- As part of Addis Ababa's overall plan for the city, talk to the people who make decisions about Kazanchis long-term goals.

5.3.Implementation Matrix for the Recommendations

An implementation matrix is a picture that helps you understand, arrange, and remember everything that needs to be done for a project or effort to succeed. As well as an action plan, some people call it a responsibility grid. It's basically a worksheet or table that breaks down a big plan into smaller, easier-to-handle pieces. This makes it clear who is responsible for what, when it needs to be done, what tools are needed, what goals need to be met, and how progress will be marked.

For the Kazanchis Urban Development Project, why is an execution matrix so important?

The Kazanchis initiative is a complex and multifaceted urban development project that needs an execution matrix for the following reasons:

1. Responsibility and Clarity:

- **Problem:** A lot of people and things are involved in urban growth, such as the government, developers, and the community. It might not be clear who is in charge of what if there isn't a clear plan. This could lead to delays and fights.
- Each task is given to a different person or group in the implementation grid, like the "Parks and Recreation Director" or the "Housing Policy Specialist." Since everyone knows what they need to do, they will all be held responsible.

2. Creating attainable goals and allocating resources:

- **Issue:** objectives that are too broad or not clearly stated usually don't work out because they don't consider the resources needed, like money, staff time, and experience.
- **Answer:** The grid makes you think about what tools you need for each process. To make a good budget and use resources well, this makes it simple.

3. How to keep track of progress and finish jobs on time:

- **Problem:** Bad schedules and tracking of progress lead projects to often run behind schedule.
- The matrix gives a fair amount of time to each job to finish it. In this way, you can fix mistakes and change your plans before they happen.

4. Checking for problems and judging progress:

- **Problem:** It's hard to tell if a project was successful without clear goals.

- **Fix:** The list of "Key Performance Indicators (KPIs)" on the matrix shows clearly stated, measured objectives for every job. This lets you see how the project is doing in terms of these goals and where it is falling short.

5. Lowering the risk: • Issue: Problem: Despite the best intentions, plans can go wrong due to unplanned risks and issues.

6. Fix: The "Notes/Risks" part helps you find issues before they happen. How to talk to everyone and get them on the same page:

It's not always easy to make sure that everyone working on a project knows about its goals and success and is on the same page about them.

Answer: The implementation grid is a piece of paper that everyone working on the project can use to see the plan, their part in it, and the current state of the project as a whole.

7. Following through on rules

Problem: Once rules are in place, it should be clear who is in charge of each step and how to keep track of progress over time. It might be enough to make a list of the ways the government works now and figure out what needs to be changed.

The execution matrix tells you who should do what and when. Priorities to keep in mind:

These are just models, so they're flexible. You have to fill in the specifics that are important to your project and situation, like due dates, who is responsible, resources, and ways to measure success. Everyone works together to make the best implementation models.

Living Records: These grids should be looked at often and updated as the project moves forward.

Implementation Matrix for the Recommendations							
Task/Activity (Specific and Actionable)	Responsible Party/Team (Specific Role)	Timeline (Realistic Start/End)	Resources Needed (Specific & Quantifiable)	Key Performance Indicators (KPIs) (Measurable, Delayed/C)	Status (To Do/In Progress/Delayed/C)	Notes/Risks (Detailed & Mitigated)	
1. Enhance Stakeholder Engagement	Stakeholder Engagement Specialist, [Addis Ababa City administration (Community Affairs Department Liaison office)]	Date – Date	Staff time: 40 hours, stakeholder contact database, mapping software	Completed stakeholder mapping document with all key stakeholders identified and categorized.	To Do	Incomplete stakeholder list. Mitigation: Cross-reference with existing community databases, actively solicit referrals.	
2. Revise Zoning Regulations	Zoning Review Team Lead, [Addis Ababa City administration (Planning Commission Zoning Office)]; GIS Specialist, [Organization Name]	Date - Date	Staff time: 160 hours, GIS software license, legal research database access, external consultant (urban planning expert) for gap analysis	Completed digitized zoning database, Completed gap analysis report with recommendations for revisions.	To Do	Difficulty in obtaining historical zoning documents. Mitigation: Collaborate with city archives, conduct interviews with long-time residents and planners. Risk: Scope creep during gap analysis. Mitigation: Clearly define the scope of the gap analysis and adhere to a strict timeline.	

Cont...						
Task/Activity (Specific and Actionable)	Responsible Party/Team (Specific Role)	Timeline (Realistic Start/End)	Resources Needed (Specific & Quantifiable)	Key Performance Indicators (KPIs) (Measurable, Delayed/C)	Status (To Do/In Progress/Delayed/C)	Notes/Risks (Detailed & Mitigated)
Develop detailed EIA guidelines and procedures tailored to the Kazanchis area, outlining the scope of assessment, required data, and review process. Create a checklist of environmental factors to be considered in all EIAs (e.g., air and water quality, noise pollution, biodiversity impacts).	Environmental Compliance Officer, [Addis Ababa City administration (Statistical Agency) Legal Counsel]	Date – Date	Environmental science expertise, legal review, and GIS data on environmental resources, staff time: 160 hours, Consultant support for developing guidelines.	Completed EIA guidelines document, Approved checklist of environmental factors.	To Do	Difficulty in obtaining baseline environmental data. Mitigation: Collaborate with local universities and environmental organizations to collect data.
Develop a detailed data collection and analysis plan to track the impacts of the Kazanchis project on land use patterns, zoning regulations, and environmental conditions. Identify key indicators	Monitoring and Evaluation Specialist, [Organization Name]; Data Analyst	Date – Date	Data management software license, staff time: 120 hours, Consultant support for developing data collection plan	Completed monitoring and evaluation plan, List of key indicators and data sources.	In Progress (50% complete)	Difficulty in accessing reliable data. Mitigation: Establish data sharing agreements with relevant government agencies, conduct primary data collection.
3. Implement Environmental Assessments						
4. Establish Monitoring and Evaluation Frameworks						

Cont...						
Task/Activity (Specific and Actionable)	Responsible Party/Team (Specific Role)	Timeline (Realistic Start/End)	Resources Needed (Specific & Quantifiable)	Key Performance Indicators (KPIs) (Measurable, Delayed/C)	Status (To Do/In Progress/Delayed/C)	Notes/Risks (Detailed & Mitigated)
Host quarterly stakeholder forums at the Kazanchis Community Center to discuss project updates, challenges, and opportunities for collaboration. Establish a "Kazanchis Project Collaborative" website with a dedicated forum for online discussion and information sharing.	Partnership Coordinator, [Addis Ababa City administration (Revenue Authority Finance Department) Community Engagement Manager, [Organization Name]	Date – Date	Forum venue rental: forum, catering: forum, Website design/hosting: Staff time: 100 hours, Facilitation training for Partnership Coordinator	Average attendance at forums: 40 participants, Website forum participation: 10 active threads per month, Number of collaborative projects identified and initiated.	To Do	Risk: Lack of sustained engagement. Mitigation: Develop engaging forum content, offer incentives for participation, showcase successful partnerships.
Conduct a comprehensive review of existing local zoning regulations, building codes, and development policies to identify inconsistencies with national urban development strategies and international best practices.	Policy Analyst, [Addis Ababa City administration Land Administration Bureau Planning Commission]; Legal Counsel	Date – Date	Staff time: 200 hours, access to national and international policy databases, legal consultant specializing in urban development:	completion of policy review, Comprehensive matrix outlining policy inconsistencies and recommendations, Number of policy inconsistencies identified	To Do	Overlap/conflicts between different policies. Mitigation: Clearly define the scope of each policy and ensure they are complementary, not contradictory.
5. Foster Public-Private Partnerships						
6. Strengthen Policy Frameworks						

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APPENDIX

Appendix -1: Questionnaire for Residents respondents in English

THESIS PAPER QUESTIONNAIRE

Thesis Title: Reimagining Addis Ababa: assessing the impact of the city corridor project on land use planning and zoning regulations. In the case of Kazanchis. Addis Ababa, Ethiopia

Adama Science and Technology University

Department of Architecture Collage of Civil Engineering and & Architecture

Sample No: _____

Date: Feb 05, 2025

SAMPLE QUESTIONNAIRE

Questionnaire to be filled by Kazanchis target Resident respondents

Dear respondent: I would like to thank you first of all for taking your precious time to complete this questionnaire!! This questionnaire has been developed to help collect data study reimagining Addis Ababa: assessing the impact of the city corridor project on land use planning and zoning regulations. In the case of Kazanchis. Addis Ababa, Ethiopia as a case study example. Information obtained through this questionnaire will be used for academic purpose and shall be kept strictly confidential. The study is to be submitted to the department of Architecture Collage of Civil Engineering and & Architecture, Office of Graduated Studies Adama Science and Technology University in partial fulfillment of the requirement for Degree of Masters in Urban planning and design policy.

NOTE: You don't need to write your name and you can provide your answer by putting tick mark (✓) on the boxes of your choice and write your real feedback on the blank spaces.

Introduction:

- *"This questionnaire is part of a research study examining the impact of the City Corridor Project on land use planning and zoning in Kazanchis. Your participation is voluntary,*

and your responses will be kept confidential."

Section 1: Demographic Information:

1. Sex
☐ Male ☐ Female
2. Age
☐ 18 – 29 ☐ 30 – 49 ☐ 50 – 69 ☐ > 70
3. Occupation
☐ Self Employed ☐ Private ☐ Governmental
4. Years of Residence in Kazanchis
☐ < 1 Year ☐ 1 – 10 Years ☐ 11 – 20 Years ☐ 21 – 30 Years ☐ > 30 Years
5. Household Size
☐ 0 – 3 ☐ 4 – 6 ☐ 7 – 10 ☐ 11 – 14
6. Educational Level
☐ High School Graduate ☐ Bachelor's Degree ☐ PhD Degree

☐ Some Collage ☐ Master's Degree

Section 2: Questions about Awareness and Perception of the City Corridor Project:

7. How aware are you of the City Corridor Project?
☐ Very aware
☐ Somewhat aware
☐ Not very aware
☐ Not at all Aware
8. What sources of information have you used to learn about the City Corridor Project?
(Select all that apply)
☐ Local news media
☐ Social media
☐ Community meetings
☐ Word of mouth
☐ Other

9. What is your overall perception of the City Corridor Project?
- ☐ Very positive
 - ☐ Positive
 - ☐ Neutral
 - ☐ Negative
 - ☐ Very negative
10. How do you feel about the communication from city officials regarding the project?
- ☐ Very clear and informative
 - ☐ Somewhat clear
 - ☐ Neutral
 - ☐ Somewhat unclear
 - ☐ Very unclear
11. How important do you think the City Corridor Project is for the community's development?
- ☐ Very important
 - ☐ Important
 - ☐ Neutral
 - ☐ Unimportant
 - ☐ Very unimportant

Section 3: Impact on Land Use Planning:

12. In your opinion, how has the City Corridor Project affected land use planning in your area?
- ☐ Significantly improved
 - ☐ Improved
 - ☐ No change
 - ☐ Worsened
 - ☐ Significantly worsened

13. What types of land use changes have you observed as a result of the City Corridor Project? (Select all that apply)
- ☐ Residential development
 - ☐ Commercial development
 - ☐ Industrial development
 - ☐ Green spaces/parks
 - ☐ Transportation infrastructure
 - ☐ Other
14. Have you noticed any changes in property values since the project began?
- ☐ Increased significantly
 - ☐ Increased moderately
 - ☐ No change
 - ☐ Decreased moderately
 - ☐ Decreased significantly
15. Do you believe the project has encouraged mixed-use developments?
- ☐ Yes, significantly
 - ☐ Yes, somewhat
 - ☐ No, not really
 - ☐ No, not at all
16. Have you seen an increase in affordable housing options due to the project?
- ☐ Yes, a significant increase
 - ☐ Yes, a moderate increase
 - ☐ No change
 - ☐ Decrease in affordable housing
17. What type of land use would you like to see more of in your area as a result of this project?
- ☐ Only Residential
 - ☐ Only Commercial
 - ☐ Mixed Use
 - ☐ Other

18. Do you believe that community input was adequately considered in land use planning related to the project?
- ☐ Yes, definitely
- ☐ Yes, somewhat
- ☐ No, not really
- ☐ No, not at all
19. How do you think the City Corridor Project will affect future land use planning?
-
20. What challenges do you foresee in land use planning due to the City Corridor Project?
-
21. Would you support zoning changes to accommodate new developments from the City Corridor Project?
- ☐ Strongly support
- ☐ Support
- ☐ Neutral
- ☐ Oppose
- ☐ Strongly oppose

Section 4: Impact on Zoning Regulations:

22. 21. Do you believe that zoning regulations have changed as a result of the City Corridor Project?
- Yes ☐ No ☐ Unsure ☐
23. If yes, what specific changes in zoning regulations have you observed?
-
24. How do you think these changes in zoning regulations will impact the community?
-
25. Have you participated in any public hearings or meetings regarding zoning changes related to this project?
- Yes ☐ No ☐

26. Do you feel that zoning regulations are currently adequate to support the goals of the City Corridor Project?
- ☐ Yes, very adequate
 - ☐ Somewhat adequate
 - ☐ Neutral
 - ☐ Somewhat inadequate
 - ☐ Very inadequate
27. How often do you think zoning regulations should be reviewed in relation to ongoing projects like the City Corridor Project?
- ☐ Annually
 - ☐ Every two years
 - ☐ Every five years
 - ☐ As needed
28. What specific zoning issues have arisen as a result of the City Corridor Project?
-
29. Are there particular areas within the corridor that you believe require special zoning considerations?
-
30. 29. Do you think that current zoning laws promote sustainable development in relation to this project?
- ☐ Yes, definitely
 - ☐ Yes, somewhat
 - ☐ No, not really
 - ☐ No, not at all
31. What additional zoning measures would you recommend to enhance the project's impact on land use?
-

Section 5: Future Considerations:

32. What additional changes would you like to see in land use planning as a result of the City Corridor Project?

33. 32. What concerns do you have about potential gentrification due to the City Corridor Project?

34. How do you believe public transportation will be affected by the City Corridor Project

35. Would you support increased green spaces as part of land use planning associated with this project?

☐ Strongly support

☐ Support

☐ Neutral

☐ Oppose

☐ Strongly oppose

36. What role do you think local businesses should play in shaping land use around the City Corridor Project?

37. How important is community involvement in future land use decisions related to this project?

☐ Very important

☐ Important

☐ Neutral

☐ Unimportant

☐ Very unimportant

38. What strategies do you suggest for improving community engagement regarding land use and zoning?

39. How satisfied are you with the current state of infrastructure (roads, utilities) in relation to the project's developments?
- ☐ Very satisfied [5]
 - ☐ Satisfied [4]
 - ☐ Neutral [3]
 - ☐ Unsatisfied [2]
 - ☐ Very unsatisfied [1]
40. Would you like to see more pedestrian-friendly designs as part of land use planning associated with the project?
- ☐ Yes ☐ No
41. In your opinion, how can local government ensure that benefits from the City Corridor Project are equitably distributed among residents?
-

Section 6: Additional Comments

42. Please share any personal experiences related to the City Corridor Project.
43. What are your hopes for your community post-implementation of the City Corridor Project?
-
44. What concerns do you have about environmental impacts from the City Corridor Project?
-
45. Do you have any suggestions for improving future projects based on your experience with this one?
-
46. How likely are you to participate in future discussions or surveys regarding land use planning?
- ☐ Very likely
 - ☐ Likely
 - ☐ Neutral
 - ☐ Unlikely

☐ Very unlikely

47. Would you be interested in receiving updates about the outcomes of this research study?

☐ Yes ☐ No

48. Do you think technology (e.g., apps, websites) could enhance community engagement regarding land use planning?

☐ Yes ☐ No

49. How frequently do you think public forums should be held to discuss land use and zoning issues?

☐ Monthly

☐ Quarterly

☐ Bi-annually

☐ Annually

50. What other topics related to land use and zoning would you like to see addressed in future surveys or discussions?

51. Any additional comments or suggestions regarding the City Corridor Project and its impact on land use and zoning?

የመመረቂያ የጥናታዊ ጽሑፍ መጠይቅ

የመመረቂያ ጥናታዊ-ጽሑፍ ርዕስ፡ አዲስ አበባን እንደገና ማሰብ፡ የከተማው ኮሪደር ፕሮጀክት በመሬት አጠቃቀም እቅድ እና በመሬት ክፍፍል ደንቦች ላይ ያለውን ተጽእኖ መገምገም. በካዛንቼስ . አዲስ አበባ፣ ኢትዮጵያ።

አዳማ ሳይንስ እና ቴክኖሎጂ ዩኒቨርሲቲ

የሲቪል ምህንድስና እና እና አርክቴክቸር የስነ-ህንፃ ኮሌጅ ትምህርት ክፍል

ናሙና ቁጥር: _____

ቀን፡ ፌብሩዋሪ 05፣ 2025

የናሙና መጠይቅ

በካዛንቼስ አካባቢ ነዋሪ ምላሽ ሰጪዎች የሚሞላ የናሙና መጠይቅ

ውድ ምላሽ ሰጪ፡ ይህን መጠይቅ ለማጠናቀቅ ውድ ጊዜህን ስለወሰድዱ በመጀመሪያ ለመሰግኖት እፈልጋለሁ!! ይህ መጠይቅ የተዘጋጀው አዲስ አበባን እንደገና ለመገመት የመረጃ ጥናትን ለመሰብሰብ ነው። የከተማው ኮሪደር ፕሮጀክት በመሬት አጠቃቀም እቅድ እና በዞን ክፍፍል ደንቦች ላይ ያለውን ተጽእኖ በመገምገም በካዛንቼስ አዲስ አበባ፣ ኢትዮጵያ። እንደ ጉዳይ ጥናት ምሳሌ በዚህ መጠይቅ የተገኘ መረጃ ለትምህርታዊ ዓላማ ጥቅም ላይ ይውላል እና በጥብቅ ሚስጥራዊ መሆን አለበት። ጥናቱ በከተማ ፕላን እና ዲዛይን ፖሊሲ የማስተርስ ድግሪ መስፈርቱን በከፊል በማሟላት ለሲቪል ምህንድስና እና እና አርክቴክቸር፣ የተመረቁ ጥናቶች ቢሮ አዳማ ሳይንስ እና ቴክኖሎጂ ዩኒቨርሲቲ የስነ-ህንፃ ኮሌጅ ትምህርት ክፍል ሊቀርብ ነው።

ማሳሰቢያ፡ ስምዎን መፃፍ አያስፈልግህም እና በመረጡት ሳጥኖች ላይ ምልክት ምልክት (✓) በማስቀመጥ መልሶትን መስጠት እና በባዶ ቦታዎች ላይ እውነተኛ አስተያየትህን መፃፍ ይችላሉ።

መግቢያ፡-

- "ይህ የናሙና መጠይቅ የከተማ ኮሪዶር ፕሮጀክት በካዛንቺስ የመሬት አጠቃቀም እቅድ እና አከላለል ላይ ያለውን ተጽእኖ የሚመረምር የምርምር ጥናት አካል ነው። የእርስዎ ተሳትፎ በፈቃደኝነት ነው፤ እና ምላሾችዎ በሚስጥር ይጠበቃሉ።"

ክፍል 1፡ የስነ ሕዝብ አወቃቀር መረጃ

1. ፆታ

☐ ወንድ ☐ ሴት

2. ዕድሜ

☐ 18 – 29 ☐ 30 – 49 ☐ 50 – 69 ☐ > 70

3. ሥራ

☐ የግል ስራ ☐ የግል መ/ቤት ☐ መንግስት መ/ቤት

4. በካዛንቺስ ውስጥ የመኖሪያ ዓመታት

☐ <1 አመት ☐ 1 – 10 አመት ☐ 11 – 20 አመት ☐ 21 – 30 አመት ☐ > 30 አመት

5. የቤተሰብ መጠን

☐ 0 – 3 ☐ 4 – 6 ☐ 7 – 10 ☐ 11 – 14

6. የትምህርት ደረጃ

☐ የሁለተኛ ደረጃ ትምህርት ቤት

☐ የመጀመሪያ ዲግሪ

☐ አንዳንድ ኮላጅ

☐ ማስተርስ ዲግሪ

☐ ፒኤችዲ ዲግሪ

ክፍል 2: ስለ ከተማ ኮሪዶር ፕሮጀክት ግንዛቤ እና ግንዛቤ ጥያቄዎች

7. ስለ ከተማ ኮሪዶር ፕሮጀክት ምን ያህል ያውቃሉ?

- ☐ በጣም አስተዋይ
- ☐ በመጠኑ ማወቅ
- ☐ ብዙም አያውቅም
- ☐ በጭራሽ አዋርዱም

8. ስለ ከተማ ኮሪዶር ፕሮጀክት ምን የመረጃ ምንጮች ያውቁ ነበር? (የሚተገበሩትን ሁሉ ይምረጡ)።

- ☐ የሀገር ውስጥ የዜና ሚዲያ
- ☐ ማህበራዊ ሚዲያ
- ☐ የማህበረሰብ ስብሰባዎች
- ☐ የአፍ ቃል ንግግር
- ☐ ሌላ

9. ስለ ከተማ ኮሪዶር ፕሮጀክት አጠቃላይ ግንዛቤዎ ምንድነው?

- ☐ በጣም አዎንታዊ
- ☐ አዎንታዊ
- ☐ ገለልተኛ
- ☐ አሉታዊ
- ☐ በጣም አሉታዊ

10. ፕሮጀክቱን በተመለከተ ከከተማው ባለስልጣናት ስለሚደረገው ግንኙነት ምን ይሰማዎታል?

- ☐ በጣም ግልጽ እና መረጃ ሰጪ

- ☐ በተወሰነ መልኩ ግልጽ
- ☐ ገለልተኛ
- ☐ በተወሰነ ደረጃ ግልጽ ያልሆነ
- ☐ በጣም ግልጽ ያልሆነ

11. የከተማ ኮሪደር ፕሮጀክት ለማህበረሰቡ እድገት ምን ያህል አስፈላጊ ነው ብለው ያስባሉ?

- ☐ በጣም አስፈላጊ
- ☐ አስፈላጊ
- ☐ ገለልተኛ
- ☐ አስፈላጊ ያልሆነ
- ☐ በጣም አስፈላጊ ያልሆነ

ክፍል 3: በመሬት አጠቃቀም እቅድ ላይ ተጽእኖ

12. በእርስዎ አስተያየት፣ የከተማ ኮሪደር ፕሮጀክት በአካባቢዎ ያለውን የመሬት አጠቃቀም እቅድ እንዴት ነካው?

- ☐ በከፍተኛ ሁኔታ ተሻሽሏል
- ☐ ተሻሽሏል
- ☐ ምንም ለውጥ የለም
- ☐ ተባብሷል
- ☐ በከፍተኛ ሁኔታ ተባብሷል

13. በከተማው ኮሪደር ፕሮጀክት ምክንያት ምን አይነት የመሬት አጠቃቀም ለውጦች ተመልክተዋል? (የሚተገበሩትን ሁሉ ይምረጡ)።

- ☐ የመኖሪያ ልማት

- ☐ የንግድ ልማት
- ☐ የኢንዱስትሪ ልማት
- ☐ አረንጓዴ ቦታዎች/ፓርኮች
- ☐ የመጓጓዣ መሠረተ ልማት
- ☐ ሌላ

14. ፕሮጀክቱ ከተጀመረበት ጊዜ ጀምሮ በንብረት እሴቶች ላይ ምንም አይነት ለውጥ አስተውለሃል?

- ☐ በከፍተኛ ሁኔታ ጨምሯል
- ☐ በመጠኑ ጨምሯል
- ☐ ምንም ለውጥ የለም
- ☐ በመጠኑ ቀንሷል
- ☐ በከፍተኛ ሁኔታ ቀንሷል

15. ፕሮጀክቱ ድብልቅ አጠቃቀም እድገቶችን አበረታቷል ብለው ያምናሉ?

- ☐ አዎ ፣ ጉልህ
- ☐ አዎ፣ በመጠኑ
- ☐ አይ ፣ በእውነቱ አይደለም
- ☐ አይ, በጭራሽ አይደለም

16. በፕሮጀክቱ ምክንያት በተመጣጣኝ ዋጋ የመኖሪያ ቤት አማራጮች መጨመር አይተዋል?

- ☐ አዎ, ጉልህ የሆነ ጭማሪ
- ☐ አዎ, መጠነኛ ጭማሪ
- ☐ ምንም ለውጥ የለም

☐ በተመጣጣኝ ዋጋ የመኖሪያ ቤቶች መቀነስ

17. በዚህ ፕሮጀክት ምክንያት በአካባቢዎ ውስጥ ምን ዓይነት የመሬት አጠቃቀም ማየት ይፈልጋሉ?

☐ መኖሪያ ብቻ

☐ ንግድ ብቻ

☐ የተቀላቀለ አጠቃቀም

☐ ሌላ

18. ከፕሮጀክቱ ጋር በተገናኘ በመሬት አጠቃቀም እቅድ ውስጥ የማህበረሰብ ግብአት በበቂ ሁኔታ ታሳቢ ተደርጎ ነበር ብለው ያምናሉ?

☐ አዎ ፣ በእርግጠኝነት

☐ አዎ፣ በመጠኑ

☐ አይ ፣ በእውነቱ አይደለም

☐ አይ, በጭራሽ አይደለም

19. የከተማ ኮሪደር ፕሮጀክት ወደፊት የመሬት አጠቃቀም እቅድ ላይ ተጽእኖ ይኖረዋል ብለው እንዴት ያስባሉ?

20. በከተማ ኮሪደር ፕሮጀክት ምክንያት በመሬት አጠቃቀም እቅድ ላይ ምን ዓይነት ፈተናዎች አስቀድመው ይመለከታሉ?

21. ከከተማ ኮሪደር ፕሮጀክት አዳዲስ እድገቶችን ለማስተናገድ የዞን ክፍፍል ለውጦችን ይደግፋሉ?

☐ ጠንካራ ድጋ

☐

ድጋፍ

- ☐ ገለልተኛ
- ☐ መቃወም
- ☐ አጥብቆ መቃወም

ክፍል 4፡ በዞን ክፍፍል ደንቦች ላይ ተጽእኖ

22. በከተማው ኮሪደር ፕሮጀክት ምክንያት የዞን ክፍፍል ደንቦች ተለውጠዋል ብለው ያምናሉ?

- ☐ አዎ ☐ እርግጠኛ አይደለም

23. አዎ ከሆነ፣ በዞን ክፍፍል ደንቦች ላይ ምን ልዩ ለውጦች ተመልክተዋል?

24. እነዚህ የዞን ክፍፍል ደንቦች ለውጦች ማህበረሰቡን የሚነኩ እንዴት ይመስላችኋል?

25. ከዚህ ፕሮጀክት ጋር በተያያዙ የዞን ክፍፍል ለውጦች ላይ በማንኛውም የህዝብ ችሎቶች ወይም ስብሰባዎች ላይ ተሳትፈዋል?

- ☐ አዎ ☐ አይ

26. የከተማ ኮሪደር ፕሮጀክት ግቦችን ለመደገፍ የዞን ክፍፍል ደንቦች በአሁኑ ጊዜ በቂ እንደሆኑ ይሰማዎታል?

- ☐ አዎ, በጣም በቂ
- ☐ በመጠኑ በቂ
- ☐ ገለልተኛ
- ☐ በመጠኑ በቂ ያልሆነ
- ☐ በጣም በቂ ያልሆነ

27. እንደ የከተማ ኮሪደር ፕሮጀክት ካሉ ቀጣይ ፕሮጀክቶች ጋር በተያያዘ የዞን ክፍፍል ደንቦች ምን ያህል ጊዜ መከለስ አለባቸው ብለው ያስባሉ?

- ☐ በየዓመቱ
- ☐ በየሁለት ዓመቱ
- ☐ በየአምስት ዓመቱ
- ☐ እንደ አስፈላጊነቱ

28. በከተማው ኮሪደር ፕሮጀክት ምክንያት ምን የተለየ የዞን ክፍፍል ጉዳዮች ተፈጥረዋል?

29. በአገናኝ መንገዱ ውስጥ ልዩ የዞን ክፍፍል ግምት ያስፈልጋቸዋል ብለው የሚያምኑባቸው ልዩ ቦታዎች አሉ?

30. አሁን ያሉት የዞን ክፍፍል ህጎች ከዚህ ፕሮጀክት ጋር በተያያዘ ዘላቂ ልማትን ያበረታታሉ ብለው ያስባሉ?

- ☐ አዎ ፣ በእርግጠኝነት
- ☐ አዎ፣ በመጠኑ
- ☐ አይ ፣ በእውነቱ አይደለም
- ☐ አይ, በጭራሽ አይደለም

31. ፕሮጀክቱን በመሬት አጠቃቀም ላይ ያለውን ተጽእኖ ለማሳደግ ምን ተጨማሪ የዞን ክፍፍል እርምጃዎችን ይመክራሉ?

ክፍል 5: የወደፊት ግምት

32. በከተማው ኮሪደር ፕሮጀክት ምክንያት በመሬት አጠቃቀም እቅድ ላይ ምን ተጨማሪ ለውጦች ማየት ይፈልጋሉ?

33. በከተማው ኮሪደር ፕሮጀክት ምክንያት ሊኖር ስለሚች ምን ስጋት አለህ?

34. የህዝብ ማመላለሻ በከተማ ኮሪደር ፕሮጀክት እንዴት እንደሚጎዳ ታምናለህ።

35. ከዚህ ፕሮጀክት ጋር የተያያዘ የመሬት አጠቃቀም እቅድ አካል በመሆን የተጨመሩ አረንጓዴ ቦታዎችን ይደግፋሉ?

☐ ጠንካራ ድጋፍ

☐ ድጋፍ

☐ ገለልተኛ

☐ መቃወም

☐ አጥብቆ መቃወም

36. በከተማ ኮሪደር ፕሮጀክት ዙሪያ የመሬት አጠቃቀምን በመቅረጽ የሀገር ውስጥ ንግዶች ምን ሚና መጫወት አለባቸው ብለው ያስባሉ?

37. ከዚህ ፕሮጀክት ጋር በተያያዙ የወደፊት የመሬት አጠቃቀም ውሳኔዎች ላይ የማህበረሰብ ተሳትፎ ምን ያህል አስፈላጊ ነው?

☐ በጣም አስፈላጊ

☐ አስፈላጊ

☐ ገለልተኛ

☐

አስፈላጊ ያልሆነ

☐ በጣም አስፈላጊ ያልሆነ

38. የመሬት አጠቃቀምን እና የዞን ክፍፍልን በተመለከተ የማህበረሰብ ተሳትፎን ለማሻሻል ምን አይነት ስልቶች ይጠቁማሉ?

39. ከፕሮጀክቱ እድገቶች ጋር በተያያዘ አሁን ባለው የመሠረተ ልማት ሁኔታ (መንገዶች፣ መገልገያዎች) ምን ያህል ረክተዋል?

☐ በጣም ረክቷል [5]

☐ ረክቷል [4]

☐ ገለልተኛ [3]

☐ ያልረካ [2]

☐ በጣም ያልረካ [1]

40. ከፕሮጀክቱ ጋር የተያያዘ የመሬት አጠቃቀም እቅድ አካል ሆኖ ተጨማሪ ለእግረኛ ተስማሚ ንድፎችን ማየት ይፈልጋሉ?

☐ አዎ

☐ የለም

41. በእርስዎ አስተያየት፣ የአካባቢ አስተዳደር ከከተማ ኮሪደር ፕሮጀክት የሚገኘው ጥቅም በነዋሪዎች መካከል በፍትሃዊነት መሰራጨቱን እንዴት ማረጋገጥ ይችላል?

ክፍል 6፡ ተጨማሪ አስተያየቶች

42. እባክዎን ከከተማ ኮሪደር ፕሮጀክት ጋር የተያያዙ ማናቸውንም የግል ልምዶች ያካፍሉ።

43. የከተማ ኮሪደር ፕሮጀክትን ከመተግበሩ በኋላ ለማህበረሰብዎ ተስፋዎ ምንድነው?

44. ከከተማ ኮሪደር ፕሮጀክት የአካባቢ ተፅእኖዎች ምን ስጋት አለዎት?

45. ከዚህ ጋር ባለዎት ልምድ መሰረት የወደፊት ፕሮጀክቶችን ለማሻሻል ምንም አይነት አስተያየት አለዎት?

46. የመሬት አጠቃቀም እቅድን በተመለከተ ወደፊት በሚደረጉ ውይይቶች ወይም የዳሰሳ ጥናቶች ላይ ምን ያህል መሳተፍ ይችላሉ?

- ☐ በጣም አይቀርም
- ☐ ሊሆን ይችላል
- ☐ ገለልተኛ
- ☐ የማይቻል
- ☐ በጣም የማይመስል

47. የዚህ የምርምር ጥናት ውጤቶች ዝመናዎችን ለመቀበል ፍላጎት ይኖርዎታል?

- ☐ አዎ
- ☐ የለም

48. ቴክኖሎጂ (ለምሳሌ፣ መተግበሪያዎች፣ ድረ-ገጾች) የመሬት አጠቃቀም እቅድን በተመለከተ የማህበረሰብ ተሳትፎን ሊያሳድግ ይችላል ብለው ያስባሉ?

- ☐ አዎ
- ☐ የለም

49. በመሬት አጠቃቀም እና በዞን ክፍፍል ጉዳዮች ላይ ለመወያየት የህዝብ መድረኮች ምን ያህል በተደጋጋሚ መካሄድ አለባቸው ብለው ያስባሉ?

- ☐ ወርሃዊ
- ☐ በየሩብ

☐ በየሁለት ዓመቱ

☐ በየዓመቱ

50. ከመሬት አጠቃቀም እና ከዞን ክፍፍል ጋር የተያያዙ ሌሎች ርዕሰ ጉዳዮች ወደፊት በሚደረጉ የዳሰሳ ጥናቶች ወይም ውይይቶች ላይ ትኩረት እንዲሰጡ ይፈልጋሉ?

51. የከተማ ኮሪዶር ፕሮጀክትን እና በመሬት አጠቃቀም እና አካላለል ላይ ያለውን ተጽእኖ በተመለከተ ተጨማሪ አስተያየቶች ካሉት?

Appendix -3: Questionnaire for Professionals and Responsible Governmental Stakeholders officials

THESIS PAPER QUESTIONNAIRE

Thesis Title: Reimagining Addis Ababa: assessing the impact of the city corridor project on land use planning and zoning regulations. In the case of Kazanchis. Addis Ababa, Ethiopia

Adama Science and Technology University

Department of Architecture Collage of Civil Engineering and & Architecture

Sample No: _____

Date: Feb 05, 2025

SAMPLE QUESTIONNAIRE

Questionnaire to be filled by Kazanchis target Professionals and Responsible Governmental Stakeholders officials

Dear respondent: I would like to thank you first of all for taking your precious time to complete this questionnaire!! This questionnaire has been developed to help collect data study reimagining Addis Ababa: assessing the impact of the city corridor project on land use planning and zoning regulations. In the case of Kazanchis. Addis Ababa, Ethiopia as a case study example. Information obtained through this questionnaire will be used for academic purpose and shall be kept strictly confidential. The study is to be submitted to the department of Architecture Collage of Civil Engineering and & Architecture, Office of Graduated Studies Adama Science and Technology University in partial fulfillment of the requirement for Degree of Masters in Urban planning and design policy.

NOTE: You don't need to write your name and you can provide your answer by putting tick mark (✓) on the boxes of your choice and write your real feedback on the blank spaces.

Introduction:

- *"This questionnaire is part of a research study examining the impact of the City Corridor Project on land use planning and zoning in Kazanchis. Your participation is voluntary, and your responses will be kept confidential."*

Section 1: Demographic Information

1. What is your current position?

2. Which governmental department or agency do you represent?

3. How long have you been involved in land use planning or zoning in Addis Ababa?

4. What is your educational background? (Degree, field of study)

Section 2: Awareness of the City Corridor Project

5. How familiar are you with the City Corridor Project?
 - ☐ Very familiar
 - ☐ Somewhat familiar
 - ☐ Not familiar
6. What primary sources have informed your understanding of the City Corridor Project?
(Select all that apply)
 - ☐ Official reports
 - ☐ Workshops or seminars
 - ☐ Media coverage
 - ☐ Community meetings
 - ☐ Other (please specify)
7. How did you first learn about the City Corridor Project? (Open-ended)

Section 3: Perceived Impact on Land Use Planning

8. What has been the overall impact of the City Corridor Project on land use planning in Kazanchis?
 - ☐ Significantly positive
 - ☐ Somewhat positive
 - ☐ Neutral
 - ☐ Somewhat negative
 - ☐ Significantly negative

9. What specific changes in land use patterns have you observed since the project began?
(Open-ended)

10. Have you noticed an increase in mixed-use developments in Kazanchis due to the project?

☐ Yes : If yes, please provide examples

☐ No

11. Has the City Corridor Project led to preserve historical sites and any improvements in public spaces or amenities? Please elaborate. (Open-ended)

12. Do you believe that the City Corridor Project has improved land use efficiency in Kazanchis? Why or why not? (Open-ended)

13. How has the project influenced residential land use in Kazanchis? (Open-ended)

14. Have there been any notable changes in commercial land use as a result of the project?
(Open-ended)

Section 4: Zoning Regulations

15. Have there been any changes to zoning regulations in Kazanchis due to the City Corridor Project?

☐ Yes If yes, please describe these changes

☐ No

16. How would you assess the impact of these zoning changes on local businesses and residents? (Open-ended)

17. Do you think current zoning regulations adequately support the goals of the City Corridor Project? Why or why not? (Open-ended)

18. What types of zoning classifications have been most affected by the City Corridor Project? (Open-ended)

19. Have there been any conflicts between existing zoning regulations and the objectives of the City Corridor Project? (Open-ended)

Section 5: Stakeholder Engagement

20. How effective has stakeholder engagement been regarding the City Corridor Project?

- ☐ Very effective
- ☐ Somewhat effective
- ☐ Not effective

21. Which methods were used to engage stakeholders in discussions about the project?

(Select all that apply)

- ☐ Public consultations
- ☐ Surveys
- ☐ Workshops
- ☐ Social media outreach
- ☐ Other (please specify)

22. What feedback have you received from stakeholders about the City Corridor Project? (Open-ended)

23. How frequently do you communicate with stakeholders regarding updates on the project?

- ☐ Weekly
- ☐ Monthly
- ☐ Quarterly
- ☐ Annually

24. What challenges have you faced in engaging stakeholders effectively? (Open-ended)

Section 6: Challenges and Opportunities

25. What challenges have arisen in land use planning and zoning due to the City Corridor Project? (Open-ended)

26. What opportunities for improvement do you see in land use planning as a result of the City Corridor Project? (Open-ended)

27. Have there been any unintended consequences of the project on land use or zoning regulations? (Open-ended)

28. What specific areas within Kazanchis do you think require immediate attention regarding land use planning and zoning? (Open-ended)

29. How has the project affected informal settlements in Kazanchis? (Open-ended)

Section 7: Future Recommendations

30. What recommendations would you offer for enhancing land use planning and zoning regulations in light of the City Corridor Project? (Open-ended)

31. How can stakeholder engagement be improved moving forward? (Open-ended)

32. Are there specific training or resources that would benefit officials involved in land use planning related to this project? (Open-ended)

33. What additional data or research do you believe is necessary to assess the project's impact more effectively? (Open-ended)

34. Should there be a revision of existing policies to accommodate changes brought about by the City Corridor Project? Why or why not? (Open-ended)

Section 8: Additional Insights

35. How do you perceive the role of the City Corridor Project in the broader urban development strategy of Addis Ababa? (Open-ended)
-
36. What lessons learned from this project could inform future urban development initiatives in Addis Ababa? (Open-ended)
-
37. Do you believe that public transportation improvements associated with the project have affected land use patterns? Please explain. (Open-ended)
-
38. How has community input influenced decisions made during the implementation of the City Corridor Project? (Open-ended)
-
39. What are your thoughts on how this project aligns with sustainable development goals? (Open-ended)
-
40. Have there been any partnerships formed as a result of the City Corridor Project that have impacted land use planning or zoning regulations? (Open-ended)
-
41. In your opinion, what is the most significant positive outcome of the City Corridor Project thus far? (Open-ended)
-
42. Conversely, what do you consider to be the most significant negative outcome? (Open-ended)
-
43. How has technology been utilized in relation to land use planning for this project? (Open-ended)
-
44. Do you foresee any long-term impacts of the City Corridor Project on housing affordability in Kazanchis? Why or why not? (Open-ended)
-

45. What role do you think local communities should play in future urban development projects similar to this one? (Open-ended)

46. How has the project impacted environmental considerations in land use planning and zoning regulations? (Open-ended)

47. What specific metrics are being used to evaluate the success of the City Corridor Project's impact on land use planning and zoning regulations? (Open-ended)

48. Are there any international best practices that could be applied to enhance the effectiveness of the City Corridor Project? Please specify. (Open-ended)

49. Do you have any additional comments or insights regarding the impact of the City Corridor Project on land use planning and zoning in Kazanchis? (Open-ended)
