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Addis Ababa University

Urban Heritage and City Development in Addis Ababa:  
Creating mutual ground between the socio-cultural value and economic  
growth of the city in the case of Leghare area

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A Thesis Submitted to  
The Chair of Conservation of Urban and Architectural Heritage  
Presented in Partial Fulfillment of the Requirements for the Degree of Master of  
Science

Addis Ababa University, EiABC  
Addis Ababa, Ethiopia  
May 2022

## APPROVAL

This is to certify that the thesis prepared by Eden Fikrmariam Workagegnew, entitled: *Urban Heritage and City Development in Addis Ababa: Creating mutual ground between the socio-cultural value and economic growth of the city in the case of Leghare area*, and submitted in fulfillment of the requirements for the Degree of Master of Science [Conservation of Urban and Architectural Heritage] compiles with the regulations of the University and meets the accepted standards concerning originality and quality.

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## DECLARATION

I hereby declare that this thesis is a presentation of my original MSC research work. Wherever contributions of others are involved, every effort is made to indicate this clearly, with due reference to the literature, and acknowledgment of collaborative research and discussions.

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## CONFIRMATION

I state that, Eden Fikrmariam has carried out this research work on the topic *Urban Heritage and City Development in Addis Ababa: Creating mutual ground between the socio-cultural value and economic growth of the city in the case of Leghare area*, under my supervision and it is sufficient for submission for the partial fulfillment for the degree of Masters of Science in Conservation of Urban and Architectural Heritage.

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## **Abstract**

Conservation of urban heritage is a ‘value’ based approach and scholars in the fields of conservation and developers have been aware of such values including the socio-cultural as well as economic values. The objective of this paper is to study the urban heritage located in the center of Addis Ababa, specifically in Leghare area that has become the subject of intervention due to the values of the place. It specifically aims at the change, propose a tool for assessing and mitigating these changes and achieve a common ground where the development of the city won’t affect the existence of urban heritage and where the conservation of such places contributes to the growth of the city. The general methodology used for this research is a case study method focusing on pattern matching and triangulation techniques. It employs the assessment of change by analyzing the Heritage value and relies on the interrelation between intervention approaches of the socio-cultural and economic values of heritage places using primary and secondary data sources. The primary data is collected by direct observation and interviewing and the secondary data is extracted from different published documents, archival records, photographs, written reports on events and formal studies. Based on the data gathered and analysed this paper finds that the urban heritage of Leghare is faced with destructive intervention and is subjected to deterioration in need of immediate conservation and integration measures. Based on the findings, the paper concludes that, there is a strong mutualism between the socio-cultural values of urban heritage and the development of urban places in the city. Therefore, it is recommended to provide a participatory approach between conserving the core urban heritage values for the sustainable socio-cultural and economic development of the city.

Keywords: Conservation, Urban Heritage, Heritage Values, Intervention, City development

## **Acknowledgments**

First and foremost, I would like to thank my research advisor, Mr. Tadesse Girmay. Without his dedicated assistance and involvement throughout the process, the successful completion of this paper would have never been possible. I would like to thank you very much for your infinite support and understanding over the past three years.

Most importantly, I would like to thank God for giving me the strength and wisdom to complete this thesis for his protection and strength, and an ever-present help in the entire situation and challenge that I faced.

I would also like to thank Fasil Giorgis [Associate Professor] for his sustainable and appreciable guidance, sharing his knowledge, skill, experience with no hesitation.

Getting through my paper required more than academic support and none of this could have been possible without the help and support of my dear friend and classmate Yemisrach, my friends and family. I cannot begin to express my deepest gratitude and appreciation.

Finally, I would like to forward my heartfelt appreciation and respect for Addis Ababa University for the Scholarship, and EiABC Conservation of Urban and Architectural Heritage department for giving me the chance to learn under the umbrella of the members, finest teachers and professors in the field that I love.

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## **Abbreviations**

AACTB - Addis Ababa Culture and Tourism Bureau

AACPPO – Addis Ababa City Planning Project Office

AHP: Analytic Hierarchy Process

AATCB: Addis Ababa Tourism and Culture Bureau

ARCCCH - Authority for Research and Conservation of Cultural Heritage

BRT- Bus Rapid Transit

CBD - Central Business District

CDE- Chemin De Fer Ethiopie

CFE - Chemin De Fer Djibouti Ethiopie

CIE - Compagne Imperiale des Chemins de Fres Ethiopiens

CUAH – Conservation of Urban and Architectural Heritage

Ha – Hectare

ICOMOS - International Council on Monuments and Sites

LRT - Light Rail *Transit*

MCC - Main City Center

METEC - Metal and Engineering Corporation

SNEF - National Society of Railway Spaces

UH – Urban Heritage

UNESCO - United Nations Educational, Scientific and Cultural Organization

VBA - Value-Based Approach

## Glossary of local Terms

**Arada:** City centers named in Ankober, Dessie, and Addis Ababa, meaning downtown because of their original function as a hub of entertainment

**Ber:** Gate

**Chikka Bet:** house made of Wattle- an and-daub mixture of clay, straw, and water

**Dejazmach:** A military title below Ras

**Derg:** a military regime that ruled Ethiopia from 1974 to 1991

**Entoto:** The name of the mountain on the northern side of Addis Ababa

**Fetawrari:** A military title that means “Commander of the Front”

**Finfinne:** Former name of Addis Ababa

**Leghare:** Derived from the French word, La Gare meaning train station that changed through time by the society and become the name of the neighborhood.

**Kebele:** An administrative unit of a small region usually having a neighborhood of 30 to 50 households (Got)

**Leoul:** A royal name that means “Prince”

**Lij:** A royal name “a title below “Prince”

**Negadras:** Head of Commerce in the Imperial times

**Ras:** Significant person to the king that means “Head”

**Sefer:** A part of a town or city usually identified by the name of the originator or a cathedral, or a unit composed of several villages.

## **CHAPTER 1. INTRODUCTION**

### **1.1. Background**

The urban heritages of Addis Ababa are places with immense historical significance, are part of human creations which provide local identity reflecting the cultural values and background, representing a source of memory, historical events, and also contributes to the development of the local economy (Beriastos, 2012). Most of these heritages are now located in the historic centers of the city (Fasil Giorgis, 2005). They are the most important components of the historical, socio-cultural, and economic development of the city holding significant position in the formation of socio-cultural and economic development of the city.

A core example for such area is the study site of Leghare. It is a neighborhood located in Kirkos Sub-city along the Ras Mekonen Road, between the neighborhoods of Mexico and Stadium, in the capital city of Ethiopia, Addis Ababa [See Figure 3-1]. This vast complex of 38 hectares was the first train station for the country comprising of different buildings and establishments related to the train service that connected Ethiopia with the port of Djibouti and operated throughout the last century. But due to the high value of its location, the constant change in the physical setting of the city due to “modernization” and the need for economic development, this area is subjected to destruction by the need to build new infrastructure resulting from real estate development-based urban policies, decay of urban heritage areas resulting from the passage of time and excessive use without an overhaul, and continuous population influx (Ebbe, 1999).

While intervening on urban heritage in Addis Ababa, it is important to understand the advantages of sustainable conservation measures and the effect of the destruction of heritage values of the city. To reveal the impact of interventions on heritage places on the physical, socio-cultural and economic values of the heritage places of the city in a holistic manner; approaches from the views of decision-makers, the community, the developers, and the conservationist’s points of view must be incorporated (Cilísia, Guedes, & Breda-Vázquez, 2016).

## **1.2. Statement of the problem**

Most urban heritages in Addis Ababa have survived because they were protected using the conventional method, which is a dynamic process of conserving heritage sites and places by giving ownership to the private or governmental caretakers (Australia ICOMOS Incorporated, 2013). However, due to inappropriate use and lack of proper management, most heritage sites are subjected to overexploitation and lack of maintenance resulting in severe deterioration. When these places are on the edge of destruction, considering their age and over usage, they will be considered as slum areas unfit to be in a developing urban area. For this reason, most heritage sites are demolished and will be demolished in the future to give a way to new urban renewal projects which will satisfy in some levels the need for housing and other facilities of the overgrowing population of the city.

This is the major problem that occurred in the Leghare area, a historical place located in the center of Addis Ababa. It was the first neighborhoods to be formed in the early urban development of the city. It is where the first railway station in the country was built. Despite its immense historical significance, the place is now under threat of destruction because in November 2018, 36 Ha of the area was given to Eagle Hills [Abu Dhabi based real estate developer] by the city government to create a state-of-the-art neighborhood and build a luxury residential complex in Addis Ababa. When completed it will be one of the largest mixed-use development projects in Ethiopia with more than 4000 residences of integrated communities which comprises residential, commercial, hospitality, retail, and leisure facilities.

Based on the design of the Eagle Hills master plan almost all of the buildings around Leghare are and will be demolished to make way for the new construction except the Le Gare station Building and the Lion of Judah statue in front of it. Since last year, the site clearance of the project has started in the North-East quarter of the Leghare area (Gare, 2018). This covers almost 25% of the total site and it has completely wiped out the historic buildings since 2018. Much was lost including the building of Buffet de la Gare, the restaurant built at the time of the formation of the station and was in service for the past 80 years or more. The desire for city development has once again clashed with the need to safe-keep the urban heritage.

### 1.3. Research Questions

Based on the interrelationship between development and urban heritage places and their values, the thesis aims to answer the following questions:

1. What are the values of the urban heritage of Leghare and what is the significance of conserving this area?
2. What are the development plans in the historical setting of the Leghare area and its effects on the urban space?
3. How do we create a balance between urban heritage and city development and a sustainable conservation measure for the urban heritage in the Leghare area?

### 1.4. Research Objectives

**General Objective:** The main objective of this research is to create a common ground where the development of the city won't affect the existence of urban heritage and where the conservation of such heritage places contributes to the growth of the city.

**Specific Objectives:**

1. To assess the socio-cultural and economic values of the urban heritage in Addis Ababa, specifically in the Leghare area
2. To understand and evaluate the need for new development plans and the impacts on the heritage site
3. To investigate the relationship between conservation of urban heritage and city development
4. To provide sustainable conservation measures to be taken for the protection of the heritage buildings in the Leghare area.

### 1.5. Methodology

The general approach of this research is the case study method where strong qualitative analysis is applied with some cooperative quantitative data. It focuses mainly on the comprehensive examinations of phenomena utilizing a particular type of evidence based on observation, process tracing and historical, textual, or field research.

		SOURCES OF INFORMATION		
GENERAL INFORMATION	Legal and historical documents and archives on the Leghare area	<ul style="list-style-type: none"> <li>• International Charters and policies [ICOMOS, AACCH, AATTCB...]</li> <li>• Books [Historical...]</li> <li>• Researches and publications [archives of conservation councils]</li> <li>• Recordings and articles [newspapers, radio recordings...]</li> <li>• Master plans, Urban Plans, and other drawings</li> <li>• Local policies and organization guidelines</li> </ul>		
			PHYSICAL SETTING	SOCIO-CULTURAL VALUES
INTERNATIONAL CASE STUDIES	The High Line Project, New York - United States of America	<b>Aerial real Maps</b> <b>Site Photographs</b> <b>Urban Plans</b> <b>Written Documents</b>	<b>Published Documents</b> <b>Articles</b> <b>Web Sites</b>	<b>Master Plans, Aerial Maps</b>
	Assessment of result in integrating heritage values, conservation, and urban development			
	The Ordener Poissonnier Project, Paris - France	<b>Aerial Maps</b> <b>Site Photographs</b> <b>Urban Plans</b> <b>Written Documents</b>	<b>Published Documents, Articles, Web Sites</b>	<b>Master Plans, Aerial Maps</b>
Assessment of result in integrating heritage values, conservation, and urban development				
LOCAL STUDY AREA	La Gare, Eagle Hills Project, Addis Ababa - Ethiopia	<b>Aerial Maps and Photographs, Site Photographs, Urban Plans</b> <b>Written Documents</b>	<b>Published Documents, Articles, Interviews, Archives</b>	<b>Master Plans, Aerial Photographs,</b>
	Assessment of result in integrating heritage values, conservation, and urban development			

Table 1-1: Information source for the research

This paper used primary and secondary data sources. The primary data was collected by observation and interviewing the residents, Eagle hills, CFE, respective conservation organizations as AACTB, ARCCH, Heritage Watch and professionals about the conservation of urban heritage, urban development practices of the urban heritage of Leghare, and its history in general. The secondary data was extracted from different published documents such as international charters, scientific symposium

reports, and local publications; archival records like urban plans, drawings, virtual recordings, and photographs; written reports on events, formal studies, conducted formal interviews and direct observations to maintain a chain of evidence. To be able to identify the case studies and obtain data about the boundaries of all renewal areas with historical background, the official masterplan of the Leghare area was studied at the very beginning of the research [See Chapter 3 for detailed reference].

## **1.6. Scope of the Study**

This paper mainly focuses on the study of the historic buildings and the urban setting of the Leghare area and their socio-cultural and economic effects in the process of either conservation or intervention.

### **1.6.1. Spatial Scope**

The study area is limited to Addis Ababa's Urban Heritage under renewal programs particularly the 36 Hectares area of the neighborhood of Leghare. The study area is defined as *Leghare Sefer*, one of the earlier urban settlements of the city designated as a historic urban space on the Structural Plan. Buildings and monuments within this scope are examined.

### **1.6.2. Thematic Scope**

The study discusses how to preserve the integrity of the urban heritage that is still intact. The study aims to provide a framework for properly integrating and utilizing the heritage buildings into the ever-changing urban environment. The study examines heritage buildings found in the study area, their current physical condition, their functional use [residential, commercial, and mixed-use] and ownership [private or government]. The impact of the intervention on urban heritage has also been investigated.

## **1.7. Significance of the study**

The purpose of this research is to investigate and address the main conservation issues and intervention methods in urban heritage places by proposing a technique that can be used to create a middle ground between the desire to developing a city and the need to conserve urban heritage in the center of Addis Ababa specifically in the Leghare area. The researcher believes no such measures has been used in Addis Ababa's heritage conservation history. This study examines and recommend

how integration measures might become the greatest conservation method for protecting urban heritage from utter destruction. It further can be applied as a model for the urban heritage places under the threat of destruction in the city. The proposal and recommendations of the study, can be used as a reference to improve the way of intervention on Urban Heritage of Leghare and other places in the city. It also be used in the future as a guide and provide a guideline when it comes to urban renewal projects in heritage places.

### **1.8. Limitations of the study**

Limited numbers of observations, qualitative data collection, and interviews are conducted only to achieve the objectives of the study. Absence of enough historical documents, drawings, sketches, and photographs associated with some of the historic buildings in the Leghare area were as far as the researcher efforts are concerned, made the study difficult to identify the building's original function and other information. Also finding access to some of the restricted areas in the compound of the Leghare heritage area due to security issues have proved to be difficult in gathering the essential data as some of the compound was occupied by the Federal Police Force of the country.

### **1.9. Organization**

This thesis is organized into five Chapters. Chapter one introduces the values of Urban Heritage and conservation issues, provides statement of the problem, objectives and describes the overall scope and heritage-development discourse. Chapter two utilizes peer-reviewed works published by accredited scholars and researchers to provide a brief contextual and historical background of the themes related to the study. As well as, discusses on case studies that can shade light on the impats of intervention on urban heritages. Chapter Three describes the methods and materials used to reach at the findings and conclusions in order to recommend the way forward. Chapter Four Consists of the findings and analyses which are a very important part of the research physical condition and values of historical buildings was assessed in this chapter. Finally Chapter five Provides a summary and interpretation of the results as they attempt to answer the primary research questions. Following the findings of Chapter Five's conclusions, this section offers recommendations.

## CHAPTER 2. LITERATURE REVIEW

This chapter will discuss the concept of heritage conservation and Conservation approaches. It also assesses the historical development of Addis Ababa in terms of its heritage. Moreover, it evaluates the values of heritage based on the various publications that explored the different ways of conservation and the approaches to general research methodologies, as well as the chronological development and contextual review.

### 2.1. Heritage conservation: Theory and Practice

*“The term Restoration and the thing itself are both modern. To restore a building is not to preserve it, to repair, or rebuild it; it is to reinstate it in a condition of completeness which could never have existed at any given time.”*

*Viollet-le-Duc : Dictionnaire raisonné de l’architecture française, Restoration*

It was only since the first quarter of the 19<sup>th</sup> century that the idea of restoration has been entertained, and a clear definition of the restoration of urban heritage has not yet been given. Viollet addressed the practice of restoration in his book “The theory of architecture”. In the section entitled “On Restoration”, he stated that restoration by itself is modern as the idea of restoring buildings from a different era began in the early nineteenth century (Viollet-le-Duc & Ed. by M.F. Hearn, 1990). Due to the novelty of the idea, a clear definition of architectural restoration did not exist, so there was a need for a basic understanding. According to Viollet, the first modern thinking on restoration in France was initiated in 1831 with the concept of restoration of historic monuments. He thought that architects that work on heritage restoration should know more than just the history of the building to restore it but also, they should know the different forms the building were possessed, and know the local and national history (Jackson, 2006).

On the contrary, John Ruskin, a leading art and architecture critic at the time of Viollet had different approaches to the process of restoration and preservation. Among the seven lamps of architecture written in his book, the lamp of memory dealt most directly with Ruskin’s theories on preservation. Ruskin argued that architecture is the core memory of a nation; in his own words he states that “nations could live without architecture and worship without architecture, but could not remember without architecture” (Ruskin, 1889). Ruskin stated that few men knew what restoration meant.

On the contrary to Viollet, he termed restoration as “the most destruction which a building can suffer: a destruction out of which no remnants can be gathered; a destruction accompanied with false description of the thing destroyed.” He believed that any restoration made destroyed the building and its integrity and it was impossible to recreate the original buildings since the restorers did not possess the feelings behind the original creation (Jackson, 2006).

## 2.2. Urban Heritage and Conservation Approaches

*“... and beyond dispute as to the very primal source of the great architecture of old Italy and France. To this day, the interest of their fairest cities depends, not on the isolated richness of palaces, but on the cherished and exquisite decoration of even the smallest tenements of their proud periods.”*

*John Ruskin, Seven Lamps of Architecture: The Lamp of Memory – V*

According to the article ‘Urban Heritage’ by María García-Hernández and Manuel de la Calle-Vaquero, the concept of urban heritage has two meanings. The first meaning corresponds to the list of historic elements situated in urban areas that include mostly heritage buildings, historical monuments, vernacular architecture, historical gardens, and festive events. On the other hand, the second meaning urban heritage can refer to the whole city as heritage, a special type of cultural property that is mainly associated with neighborhoods, urban centers, and historic cities in general (García-Hernández & Calle-Vaquero, 2019). For this research, the first definition of urban heritage is used as most historic buildings in Addis Ababa are found in major urban areas of the city but the city itself is not considered to be historic.

The term *urban heritage* was first used by Gustavo Giovannoni<sup>1</sup> in his book *Vecchie citta` ed edilizia nuova* (García-Hernández & Calle-Vaquero, 2019) (Zucconi, 2014). Although the term became popular a few decades ago, this concept was implicit in the practice of conserving neighborhoods, urban centers, and historic cities undertaken since the mid-20th century (ibid). In the late 20<sup>th</sup> century, the concept of urban conservation that started in Europe extended to other parts of the world. It was

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<sup>1</sup> Gustavo Giovannoni (1873–1947) was a key figure in architecture, urbanism, and conservation during the first half of the twentieth century in Italy, published a book in 1931, *Vecchie citta` ed edilizia nuova* (New building in old cities). He sought to accommodate growth and change in modern cities without

driven by international organizations like UNESCO that establishes a special category of cultural properties, for defining urban heritage, as “groups of buildings” in the World Heritage Convention in 1972, for places generally associated with historic towns (UNESCO, 2005)<sup>2</sup>. More recently, the concept of urban heritage has begun to approach the study of some urban phenomena from a heritage point of view. In the last couple of decades, urban heritage started to be used in a close link to conservation and restoration of historic centers mostly in European cities. Since the beginning of the 21st century, UNESCO<sup>3</sup> started promoting an extended approach to the conservation of urban heritage that goes beyond the protection of individual buildings and monuments and integrates the urban fabric, social, economic, and functional aspects of historic urban areas.

During the 20<sup>th</sup> century, there were some efforts made towards a wider scope of looking at the meaning and protection of heritage. The motive of restoration changed dramatically. It was no longer about buildings and individual use, but also in a wider urban context and economic gain. The conservation of the physical form of the urban



*Figure 2-1 Intervention on the residence of Alfred Ilg in Addis Ababa, Condominium buildings were built around the historic building*

*Source: Heritage Watch Ethiopia*

<sup>2</sup> UNESCO defines “Cultural Heritage” in 1972 World Heritage Convention, Article I, For the purpose of the conservation, as groups of buildings: groups of separate or connected buildings which, because of their architecture, their homogeneity or their place in the landscape, are of outstanding universal value from the point of view of history, art or science;

<sup>3</sup> UNESCO, the *United Nations Educational, Scientific and Cultural Organization*, is a Specialized Agency of the United Nations dedicated to contribute to peace and security in the world by promoting collaboration among nations through education, science, culture and communication in order to further universal respect for justice, for the rule of law, and for the human rights and fundamental freedoms which are affirmed for the peoples of the world, without distinction of race, sex, language or religion, by the Charter of the United Nations.

fabric generated a large amount of wealth for Europe and has done so for centuries, giving rise to the historic fusion of many urban landscapes. Furthermore, it is known that the social, cultural, and psychological significance of the townscape. Peter J. Larkham discussed the need for conservation of urban heritage, to preserve the appearance [Figure 2.1], at least in the book *Conservation and the city*. He argues that conservation to gain economic benefits also exists and while practically strong, they are not intellectually as compelling as these other reasons. Substantial planning problems arise as townscapes age and as the social and economic conditions under which they were created change. Buildings become structurally, functionally, and economically obsolete (Larkhm, 1996).

Larkham further states that the more the townscapes age, adaptation of the townscape becomes necessary, but this is hard to achieve without some sacrifices of the investment of previous societies. He argues that during the great periods of capitalism, investment and development in a property (for example the 1950s and 1960s in many developed countries) such sacrifices received relatively little consideration on preservation, pressures were high on historic sites, and the philosophy of ‘comprehensive redevelopment’ was dominant (Larkhm, 1996). At other times, for a variety of socio-cultural reasons, the conservationist principle will be dominant. In addition, increasingly the reality of urban development in Western societies is about the re-use of urban sites inherited from previous generations. Some two-thirds of residential developments in southeast England, for example, are within existing urban areas (John Pendlebury, 2011). This marked change of attitudes has helped to highlight the problem of accommodating the requirements of previous societies within the townscape legacy from previous generations. This creates many questions (Madgin, 2009).

As a reaction to rapid urban growth which mostly destroys the physical and social values of heritage places and the values they involve, paradigms for intervening heritage places have changed today. When it comes to conservation on urban heritages in developing cities like Addis Ababa, the first question many ask is how do we know and choose what to be preserved (Madgin, 2009). Closely allied to this is the main question of who identifies what buildings to preserve and which areas to be protected, and whether this identification meets with the approval of the population living,

working, and recreating in these areas. Indeed, as a second facet of the problem, to what extent do those influencing urban development and those affected by it have consistent views about the area in which urban development is proposed? Thirdly, how is conservation/ preservation to be carried out: are the buildings and areas identified in any way removed from the natural life-cycle of construction, use, obsolescence, decay, and demolition? Fourthly, what is the nature and scale of changes proposed and carried out to the physical urban fabric (Larkhm, 1996)?

2.3. Values of the Urban Heritage

The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, first published in 1998 and revised in 2013 describes the first question mentioned above as “Places of cultural significance enrich people’s lives, often providing a deep and inspirational sense of connection to community and landscape, to the past and lived experiences” (Australia ICOMOS, 2013). It reflects that heritage values are directly related to the “cultural significance” and that it is an “aesthetic, historic, scientific or social value for past, present or future generations” further describing the concept as “the places that are likely to be of significance are those which help an understanding of the past or enrich the present, and which will be of value to future generations” (ICOMOS, International charters for Conservation and Restoration, 1999).

Heritage values are also in a distinction between two values in the contemporary age, the socio-cultural and economic values (Mason, 2002) (Klamer & Zuidhof, 1999) and when it comes to decision making, the “culturalist” focus on the socio-cultural values of the historic areas whereas the developers focus on the economic potential of urban places. But both values should be considered when it comes to intervention in these areas. The values are further classified into **eleven types** to characterize the urban

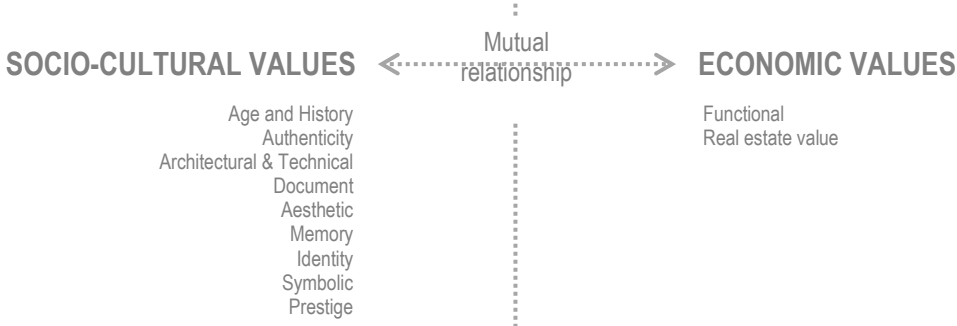


Figure 2-2: The values of Urban Heritage of Leghare

heritage and assess the changes that resulted from the intervention. The classification is based on the aim and scope of the study which in addition was modified to fit into the local frame. Therefore, the values listed below are re-classified to apply them to the selected study area and cover all the aspects of the heritage place by considering the physical setting, social environment, and economic development context. Socio-cultural values consist of age and history, authenticity, architecture and technical, document, aesthetic, memory, identity, symbolic, prestige values, and Economic values consist of functional and real estate values [Figure 2.2]. The detailed descriptions of these values are listed below.

- I. *Age and Historical Value*:** refers to the old appearance and historical value resulting from the link to its specific event in history or the general historical periods that the heritage was present (Alois Riegl, 1903) (ICOMOS, The Venice Charter, 1964).
- II. *Authenticity Value*:** The heritage place may be valued because it is real, not fake, and because it is unique and rare. Important characteristics associated with the authenticity value are the physical integrity and the intactness of the heritage place in its “original” form (ICOMOS, The Venice Charter, 1964).
- III. *Architectural and Technical Value*** is related to the continuity of architectural features and technical aspects of heritage. It is based on the significance of technical, structural, and functional aspects and the workmanship of heritage (Ståle & Richard , 2003).
- IV. *Document Value*:** is the physical aspects of heritage as being a source of information and documentation about the period it belongs. It helps new generations to understand the past and it also represents all the benefits that heritage resources generate for education (Australia ICOMOS Incorporated, 2013).
- V. *Aesthetic Value*:** relates to relative artistic values of the heritage place and is associated with the sensory experience which includes the perceptions of the form, scale, color, texture, and material fabric in addition to the smells and sounds (Ruskin, 1889).
- VI. *Symbolic Value*:** determined by the meanings that are attributed to the heritage place by society. Society’s definition of symbolic value is shaped by both physical or social characteristics (Setha, 2002).

- VII. Identity Value:** Identity value relates to both physical setting and social environment. In terms of the physical setting, the architectural characteristics of the buildings in the heritage place define the identity of the area. Identity value is the consequence of society's ties and connection to heritage places. In this way, the society feels ownership of a heritage place as soon as it attaches identity value to heritage (Setha, 2002).
- VIII. Memory Value:** refers to the continuity of the memories that the inhabitants have created throughout their lives and its ability to create new memories with its interventions' potential (Ruskin, 1889).
- IX. Prestige Value:** refers to the prestige and status that a community or person derives from having a particular heritage asset or living in the heritage place including the prestigious uses, activities, and events (Guerzoni, 1997).
- X. Functional Value:** is related to the economic value and it refers to the maintenance of original use of historic buildings or heritage places. It also refers to the adaptive reuse of historic buildings in heritage places following its values and carrying capacity (Arjo & Peter, 1998).
- XI. Real Estate Value:** Economic value refers to real estate valuation such as the price of the urban land or historic building in the heritage place (Frey, 1997).

This set of values will be used in Chapter 4 to assess the heritage values of the Leghare area and the impact of interventions on its values.

#### **2.4. Urban Heritage of Addis Ababa**

ARCCH defines heritage as “anything tangible or intangible which is the product of creativity and labor of man in the pre-history and history times, that describes and witnesses to the evolution of nature and which has a major value in its scientific, historical, cultural, artistic and handicraft content” (A proclamation to provide for research and conservation of cultural heritage, 2000).

Urban heritage has a universal scope. It is regarded as the layers of historical and physical remains of a society that constitutes contemporary urban areas, that is, the built heritages [buildings, monuments, public areas, and others] with architectural and historical values. In addition to that, Urban heritage includes the urban plan [sites, streets, plots]. Urban heritage is both tangible and intangible. It includes the lives of

people connected to the urban areas and places, customs, culture, and beliefs. As a part of cultural heritage, issues concerning cultural heritage are interdisciplinary and multifaceted. The urban heritage often has a position of being “in-between” the constantly changing nature of the urban environment which in turn putting them under the threat of being destroyed and the protection of its historical values (Karlström, 2004).

For any urban area or a building to be considered as a heritage in Addis Ababa, it must fulfill the list of criteria issued by ARCCCH that is adapted from UNESCO. The list includes the following points: The heritage must be 50 years of age or above, The Historical and Cultural value of the heritage, The architectural quality, mainly the aesthetic value, Contribution of the heritage to educate the society, Location, site, and economic value of the heritage (ICOMOS A. , 1999).

Areas associated with the foundation and growth of the city of Addis Ababa are considered as urban heritage because such areas are the basic integral part of the urban form of the city and fulfill the majority of the criteria listed by AACCH. To be able to find the urban heritages of Addis Ababa, one must look into the origin of the city because the history and the development of the city are the essential ingredients that are needed to understand the values of urban forms of the city. It is said that urban forms are the end products of human activities that make up the social values in space and time. The process of the physical construction of cities is shaped by the inherent culture of the society, political orientation, and other associated dynamics. Dana Tufa<sup>4</sup> states in his paper, *Historical development of Addis Ababa: Plans and Realities*, that the formation of urban space is highly associated with the cultural values of the people and the development of a city provides a certain character to the form of urban spaces in the city. Furthermore, he argues that it is inevitable that the form of the urban space changes with the growth of the city, and the effects of socio-cultural values in the traditional perception of spaces and modernity are analyzed chronologically at the different stages of the development of the city (Tufa, 2008).

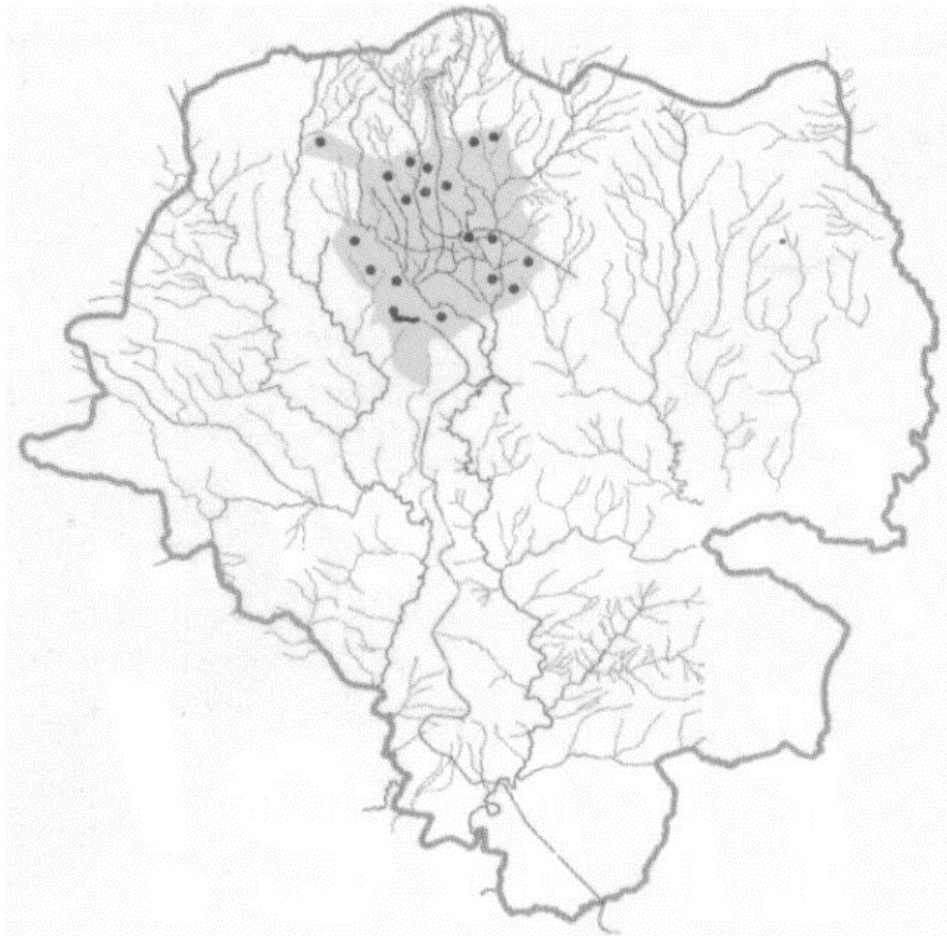
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<sup>4</sup> Lecturer in Department of Urban and Regional Planning Competence Center, EiABC, Addis Ababa University

#### 2.4.1. The foundation and urban development of the city

Addis Ababa was founded in 1886 in the highlands of Entoto with no intention of making it a long-term military, political and administrative center. However, some events on the inception led toward becoming the capital of the empire with the vast economic potential of the location and the fertile lands (Garretson, 1974). The permanent residence of Emperor Menelik was moved from the high hills of Entoto to the nearby Finfinne hot springs in 1888, the present-day Grand Palace. The settlement around the palace was strategic, considering the military and defense mechanism for the palace, and was made by Empress Taytu, the wife of the emperor. This was considered to be the first urban plan in the establishment of the new capital and the initial formation of the urban structure of Addis Ababa (Tufa, 2008).

The original structural layout of the city was based on a traditional land-use system that the settlements were based on a cluster of residences of the officials accommodated around the palace. This cluster of settlements came to commonly be



*Figure 2-3: Early settlement "Taytu's Plan" 1900*

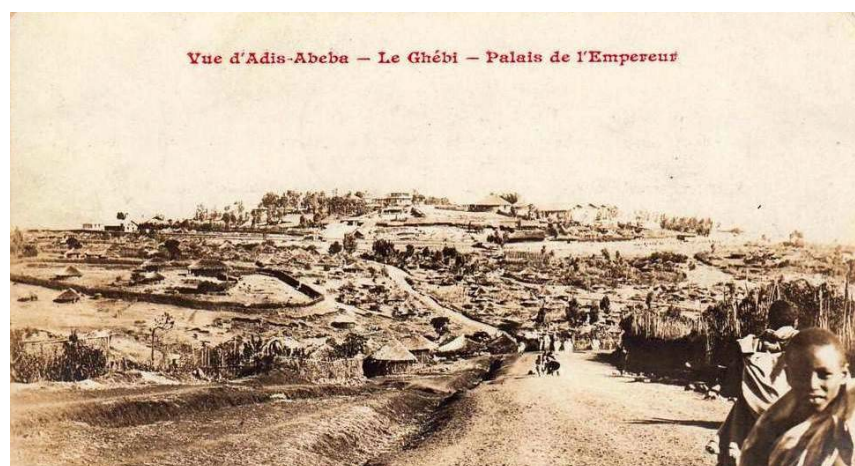
*Sources: Historical development of Addis Ababa: Plans and Realities, by Dandena Tufa*

known as *Sefer* which is equivalent to a camp. Other settlements arise around churches. In the years between 1884 and 1903, ten churches were built around the clusters of the palace. (Pankhurst R. , 2001) These settlements were among the early form of the city and had a significant impact on its development. In the mid-1890s, the city's population increased significantly due to the large settlement of militia after the Battle of Adwa and the development of the long-distance trade routes that facilitated the expansion of commercial activities especially around Arada, the commercial center of the city at that time (Djirata, 2020).

Even if there were political, geographical, and military reasons for the selection of Addis Ababa as the capital of the empire, it was trade that played a major role. The internal trade within Ethiopia was controlled by the appointed Negadras<sup>5</sup> and one was



*Figure 2-4: Addis Ababa, Market Settlement in 1900's and 1910's*  
*Sources : Addis-Abeba, la « Nouvelle fleur », Lycée franco-éthiopien Guebre-Mariam, Addis-Abeba, Éthiopie. Textes et documents pour les enseignants des classes de CE1, CE2, CM1 et CM2, Pascal Bellier, printemps 2015.*



*Figure 2-5: The Palace of the Emperor and settlement around the palace in 1909*  
*Source : Addis-Abeba, la « Nouvelle fleur » Lycée franco-éthiopien Guebre-Mariam, Addis-Abeba, Éthiopie. Textes et documents pour les Enseignants des classes de CE1, CE2, CM1 et CM2, Pascal Bellier, printemps 2015.*

<sup>5</sup> Negadras is a position given to an official as a Ministry of commerce, emperors Personal advisor for economic matters, and responsible for all commercial activities as well as taxation in the city.

appointed in 1890. The urban land character and the establishment of the municipality of Addis Ababa in 1909 led to the transformation and growth of *Sefer*. The clusters of settlements of the early period transformed into integrated urban development areas although they were not still supported by contemporary planning. During the 1910s and 1920s, there were significant developments of modern infrastructure and services like roads, schools, hotels, banks, and hospitals that contributed to the transformation of the original urban form (Pankhurst D. R., 1963).

For this reason, the development of the city followed the infrastructural lines rather than cluster settlements creating that of a multicentered settlement, with the imperial palace [Gebbi], the marketplace [Arada], and the church as the main centers. The other major development of the city was the construction of the Addis Ababa to Djibouti railway in 1917 that facilitated the number of imported goods into the inner city (Giorghis & Gerard, 2019). Later with the construction of the railway station in Leghare in 1929, the city found another center and became the third main public landmark, next to Arada Giorgis and the Gebbi. The development of a link among the

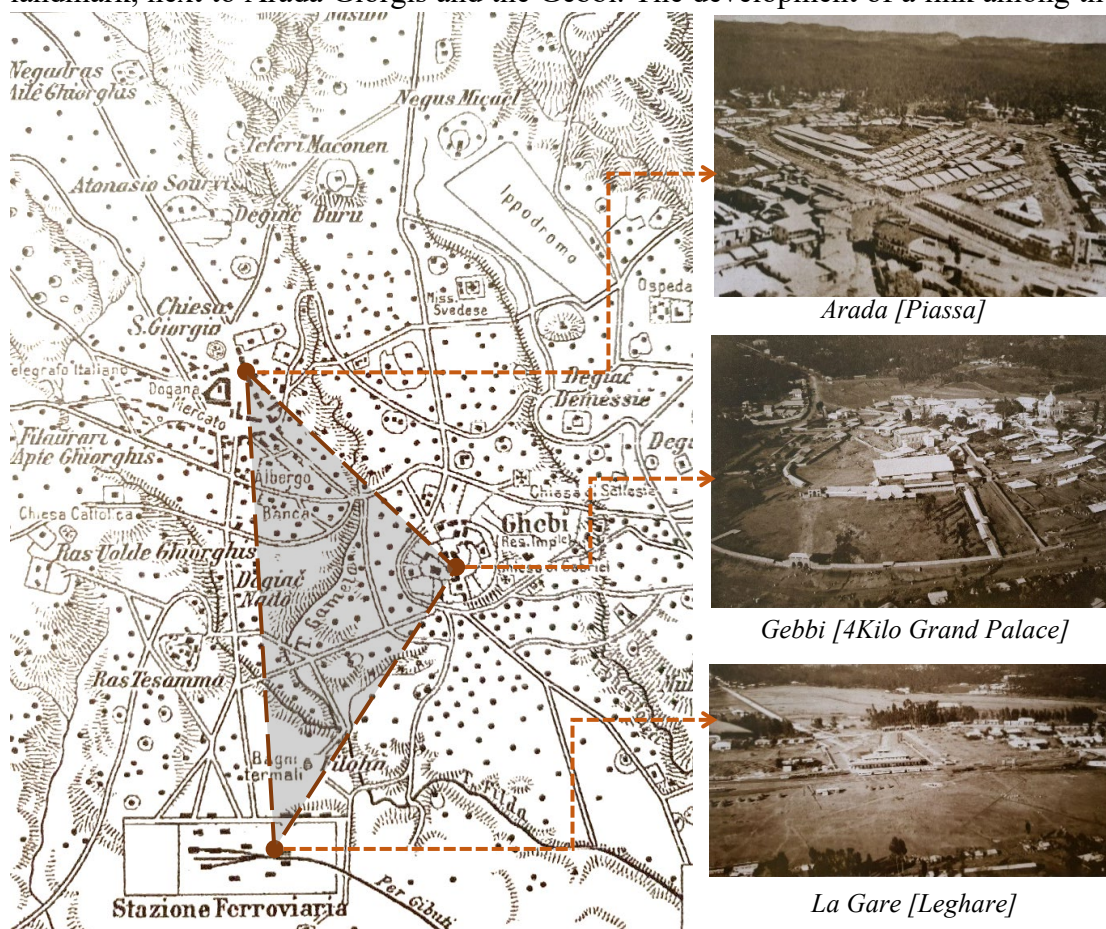


Figure 2-6: Urban Plan of Addis Ababa in the early 20<sup>th</sup> century

Source: Addis Ababa, *The City and Its Architectural Heritage* by Fasil Giorghis and Denis Gerard

three nodes, Arada, Gebbi, and the railway station, was another transformation of the original structure of the city [Figure 2.6] that was very significant for the development of the city in the years to come. These nodes were the hearts of the city representing the Administration, Commercial, and the transportation quarter, the basic forms to have in an urban environment (Pankhurst R. , 2001).

#### 2.4.2. La Gare: The Franco-Ethiopian railway and its history

It was during 1896-1910 that trade routes began to be established in the young city. Immediately after the battle of Adwa, many foreign businessmen flourished in the city and the first individual French traders dominated the commence in Addis Ababa. By the 1898's Indian merchants had begun to move to Addis Ababa attracted by the new business developing in the city. By the 1899's the French community was pushed out by the increasing number of Indian businessmen in the city. The construction of the railway to Dire Dawa made Djibouti the country's major port that facilitated the import/export trade and formally exported goods like coffee, hides, rubber, and other commodities had gone out through Gambela now were conveniently re-routed to the new trade route of Addis Ababa – Djibouti (Garretson, 1974).

It was Alfred Ilg, a Swiss engineer and advisor of Emperor Menelik that arrived in Ankober in 1879 upon the express demand of the Emperor who wanted to have European technicians in his service (Fontaine, 2012). He realized that it would take months to cover the 700km journey from the coast to Ankober, the capital at that time, and initiated the idea of construction of a railway to link Ethiopia to the nearest coast. He was fully aware of the inconvenience of mule transport because of the high cost that is required to transport the low-price commodities such as coffee, skins, and wax which constitutes the basic exported goods of Ethiopia. Traders at this time often took about six weeks on the journey which was almost inevitable to encounter considerable stealing.



*Figure 2-7: Alfred Ilg*  
*Source : Alfred Ilg — Wikipédia*  
*(wikipedia.org)*

The plan was to begin the construction of the railway from the coast and to continue inland bringing in supplies as the project advances. The coast of Djibouti was considered to be more suitable than any other port in the Horn of Africa since it had a small trading population, but possessed plenty of good water and an excellent harbor, and had the additional advantage that the colonial French force was not believed to have any ambitions of expanding their territory inland. The port of Zeila was rejected as it was under the control of the British who were regarded as a national threat for the independence of the country; the port had moreover no decent harbor. Berbera, which was also under the British, possessed a spacious harbor but was too far from Addis Ababa. And additionally, it is known that a French businessman that resides in Addis Ababa named Chefneux was a friend of Ilg, made sufficient interest among the French capitalists to make a definite concession from Menelik.

Even if Menelik was interested in building a railway, it was not an easy job to convince him to do it and he was not sure how it was going to be financed. After many negotiations in which each point of the concession was debated in great detail. Ilg finally obtained the deal to construct on March 09, 1894, from the Emperor's own hands. As it was stated on the Menelik-Ilg concession of 1894, the emperor granted Ilg to establish a company "*Compagne Imperiale des Chemins de Fer Ethiopiens [CIE]*" to build and operate a railway that runs from Djibouti to Entoto in three sections with 99 years of monopoly to the company and return, the Emperor will receive half of the revenue and a parcel of shares. The deal among many others was that the security of the railway was the sole responsibility of the government and the transport of raw materials and troops needs approval from the Emperor (Pankhurst D. R., 1963).

The construction of the railway started in Djibouti in October 1897. The initial task was to build the railway station, the offices, two workshops for repairs, two large houses for personnel, a storage shed measuring 15 by 30 meters, and other various amenities. In the 1900's the governor of Djibouti describes the work progress in its 63<sup>rd</sup> edition: "the two big pavilions that serve as a frame to the central building when seen from outside have long since been finished and are now occupied by the personnel of the CIE. The large veranda of the first floor, closed on all sides by wooden blinds, retains a relative coolness that is probably unheard of to such a degree in any other building in town. The central edifice is also finished. The long concrete terrace on the

first floor serves as a shelter for the gallery found on the ground floor and runs the length of the passenger platform... there are already around twenty double rail lines



Figure 2-8: Djibouti, the railway station of CIF

Source : *Un train en Afrique [African Train], Djibouti – Ethiopie, Hugues Fontaine*

that align or cross each other in front of the passengers' train, and the access to the locomotive garage, the warehouse, and workshops, we passed at the foot of the tower of the two water reservoirs of the station of which the completely metal frames are now finished. Work is underway on the underground pipe that will link the reservoirs to the principal artery of the water board.” (Fontaine, 2012)

As soon as the necessary operations were underway, the railway work began. The track was based on a bed of ballast 2.8 meters wide and 35 centimeters deep. Before the trains were set in motion, all the equipment and supplies were carried by camels and other means (Pankhurst D. R., 1963). The line was opened in June 1900 for the first 107 kilometers, up to the border post of Daouenle and in 1902 the line reached Dire Dawa. At this time there were some disagreements where Menelik refused to give the authorization to continue the works on the second segment. The disagreement was solved when the organization initially controlled by Ilg was transferred to be an exclusive French company, “*La Compagnie du Chemin de Fer Franco-Ethiopien de Djibouti à Addis Abeba*”. In passing, the name of the new company acknowledges the forgoing of the third segment and the choice of a new terminus for the line, Addis Ababa, that thereby definitely becomes the capital of Ethiopia (Fontaine, 2012).

On the 20<sup>th</sup> of July 1912, Tafari, the governor of Harar, travels to Dire Dawa to inaugurate the first segment of the line in construction towards Addis Ababa. The town

was at the early stages of formation and the establishment was a notable event by itself. Built by the railway company's engineers in the early 1900s, it was considered to be the first planned town in Ethiopian history, with government buildings, a hotel, important railway workshops, and several shops. In 1903 Wolynsky, an Italian traveler described the town as 'symmetrical and elegant. The town remained a permanent source of admiration long after the original engineers who planned it had been having left. Rey, an engineer working on the railway in the nineteen twenties, described the town as the most " progressive" and " advanced " town in Ethiopia, with modern roads, piped water, and electric light. It was also the second Ethiopian town, after Addis Ababa, to have a cinema (Pankhurst D. R., 1963).

After the tragic death of Emperor Menelik, in February 1915, the ruling prince Lig Iyassu accompanied by Negadras Haile Giorgis [Figure 2.9], the minister of finance and Director of Chemin de fer, visited the newly-built bridge at Awash. In Dire Dawa, where the passenger building was still under construction and the prince with his delegates rode the track motor car and visited the installation on his arrival to the city. The train station was originally built in the late 1910s. The first building was made of wood and in 1915's it was replaced with a stone building. Lij Iyassu was only 18 years old at this time. Being the son of Ras Mikael of Wello and grandson of Menelik, who in his death bed designated him as his heir at the age of 11. But he only reigned for a couple of years and was never crowned. Just two years after the visit he made to the railroad, Lig Iyassu was deposed in a coup d'état orchestrated by the clergy and the



Figure 2-9: Lig Iyassu with his delegates on the track motor car  
Source : *Un train en Afrique [African Train], Djibouti – Ethiopie, Hugues*

dignitaries of Shoa, in favor of his cousin Tafari Mekonen [later becoming Emperor Haile Selassie], the son of Ras Mekonen. After the overthrow of Lig Iyassu, Zewditu, the daughter and the last child of the deceased Emperor Menelik was crowned as Queen of Ethiopia on the 27<sup>th</sup> of September 1916, and Ras Teferi as the regent prince and heir to the throne (Pankhurst D. R., 1963).

#### 2.4.3 The establishment of the neighborhood of Leghare

The 779 kilometers of the train tracks were completed in 1915 and the whole line was opened on the 7<sup>th</sup> of June 1917. At that time, there was no station built in Addis Ababa. There was a disagreement on where to locate the station and the first draft of the design of the building was not accepted by Ras Teferi. The first design was inspired by the architecture of the French colonial times with its terraced roof and Moorish style<sup>6</sup> and was a shock to an independent Christian country. The project was redrafted where the initial terrace was replaced by a roof and a bell tower was added over the façade to reflect the churches built in the city. On the platform side, a marquee was fixed to provide a shade to the waiting passengers. On the 13<sup>th</sup> of February 1928, Tafari laid the cornerstone of a building conceived by the architects Lagrave and Paul Barrias. The ceremony was held in the presence of the representatives of some European powers which was a strategic move to ensure the sovereignty of the nation and the power of the crown prince Teferi (Fontaine, 2012).



*Figure 2-10: The laying of the cornerstone on the 13<sup>th</sup> of February 1928 with European guests and M. Camut, the General director of the CIE*

*Source : Un train en Afrique [African Train], Djibouti – Ethiopie, Hugues Fontaine*

<sup>6</sup> Moorish architecture is an articulated Islamic architecture of North Africa and parts of Spain and Portugal (former *Al Andalus*), where the Moors were dominant between 711 and 1492. Characteristic elements of Moorish architecture include muqarnas, horseshoe arches, voussoirs, domes, crenellated arches, lancet arches, ogee arches, courtyards, and decorative tile work known as zellij in Arabic or azulejo in Spanish and Portuguese (Wikipedia, 2016).



*Figure 2-11: The terminal building in Dire Dawa, first wooden [picture on the left] later changed to stone [picture on the right] in the 1910's*

*Source : Un train en Afrique [African Train], Djibouti – Ethiopie, Hugues Fontaine*

The territory of the station was a new place situated to the south of the town covering about 38 hectares. It was planned in a way to manage the mutability of vehicles in the city even though Addis Ababa only had few roads that were suitable for motor vehicles at that time. This land selected for building the complex was an uninhabited zone below the imperial palace around which the administrative activities were concentrated. The territory was situated in a strategic location overlooking the municipality building connected by a straight long avenue. This new area later to be called Leghare [a lingering name that originated from the French character ‘*La Gare*’ meaning train station] with the palace and the Arada market [later on to be the location of the municipality] would make up the third angle of a triangle forming the new urban topography [Figure 2.6]. The neighborhood with the new station building in the center is composed of workshops, warehouses, a hotel, customs buildings, a clinic, playing grounds, and the residence for the personnel of the company. It was an all-encompassing urban area to be created in the city at that time. In front of the station building, a bronze statue of the Lion of Judah was installed embossed with the portraits of Menelik II, Ras Mekonen, Empress Zewditu, and Ras Teferi Mekonen on each side of the pedestal of the black granite base in honor of the victory of Adwa.

On the 3<sup>rd</sup> of December 1929, the terminal building was inaugurated in the presence of Empress Zewditu, Ras Teferi, and their delegates with other foreign officials. The building was marvelous with the iconic tower placed in the middle. The terminal building, Sheferaw Bekele explains in his paper titled “The railway trade and politics: a historical survey (1896-1935)”, had a highly symbolic purpose and its design and architecture is the expression of modernity. He further explains “the place where must be reaffirmed in the eyes of all alighting there the country’s identity. Those are

the roles granted respectively to the façade and to the statue of the Lion of Judah that completes it.” (Fontaine, 2012)



*Figure 2-12 : The Inauguration of La Gare terminal building in 1929 [Left], The Terminal building and the Stature of the Lion of Judah in 1930's [Right]  
Source : Un train en Afrique [African Train], Djibouti – Ethiopie, Hugues Fontaine*

### **2.5. Leghare through the changing urban setting of Addis Ababa**

Ever since the train service started in Addis Ababa in the 1920s, it has been operating till the year 2008. The area has been one of the main transportation hubs for over a century. Shortly after the inauguration of the La Gare [Train Station Building], the city was occupied by the Italian invading forces. After many failed negotiations, peace deals, and confrontations on some battlefronts led by the emperor, the Italian forces were finally able to seize Addis Ababa on May 03, 1936; three days after emperor Haile Selassie flee the country (Reta, 2005). The train played a very important role in saving the life of the emperor of Ethiopia as it was with the Franco-Ethiopian train that he escaped capture by the invading forces, as he heads for Djibouti with his family and other delegates in one of the imperial cars.

The Italian's didn't waste time settling in the capital. For three days between the flight of the emperor and the entry of the Italians, Addis Ababa was in the brisk of destruction. the statue of the lion of Judah was removed from its place in Leghare and was



*Figure 2-13 : The obelisk of Dogali in Rome: at the foot of which the lion of Judah was placed*

*Source : Un train en Afrique [African Train], Djibouti – Ethiopie, Hugues Fontaine*

brought to Rome in January 1937, to be placed as a symbolic act of avenging the lost lives of the Italians in the battle of Dogali, at the foot of the Dogali Obelisk.

During the short-lived Italian occupation of the city, the area of Leghारे didn't experience a vital change in its physical structure like the rest part of the city did. There were urban planes prepared during this period but were never actually executed for the Italians didn't stay long in the city. The two noble master plans that were prepared during this period: the guideline sketch of Le Corbusier<sup>7</sup> and the master plan of Guidi and Valle<sup>8</sup> [Figure 2-16 & Figure 2-17]; still kept the principal axis that linked Arada to the Train Station. This main boulevard was the main part of their plans as it was the border that segregated the European quarter to that of the natives in the plan of creating a colonial city. On the plan of Guidi and Valle's plan, the boulevard was the commercial axis connecting Arada Giorgis with the Leghारे train station [south end]. It was planned to be a 5 kilometers long strip with a width varying between 40 to 90 meters

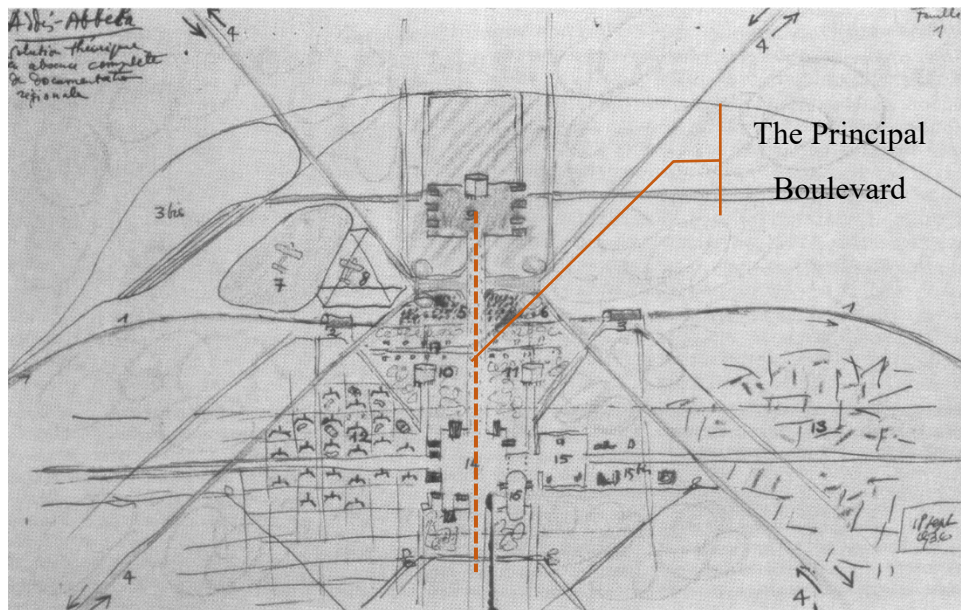
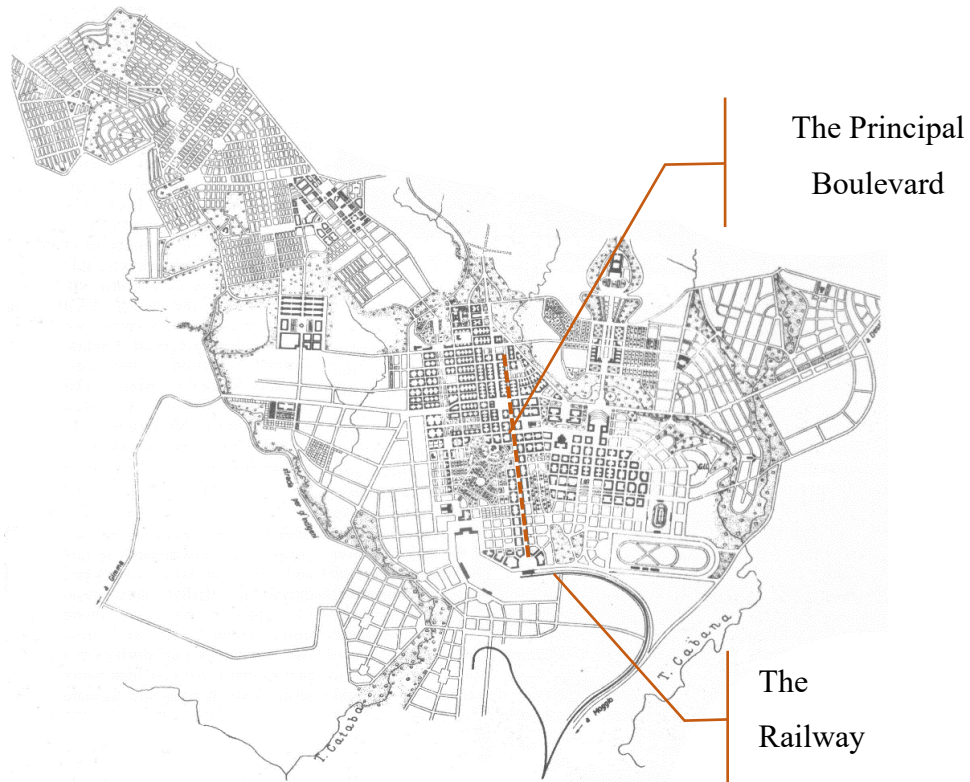


Figure 2-14 : The Sketched Proposed plan for Addis Ababa by Le Corbusier  
Source: *Historical Development of Addis Ababa, Plans and Realities* by Dandena Tufa

<sup>7</sup> Le Corbusier was a Swiss-French architect, designer, painter, urban planner. He was commissioned by the Italians to prepare a master plan for Addis Ababa. He sketched an ideal plan for the city during the period of occupation based on the *Radiant City* concept whereby he conceived the city as a grand boulevard that crosses the city from north to south, hence segregating the neighborhoods into native and European quarters as the city was considered to be a colonial city.

<sup>8</sup> I. Guidi and C. Valle were two well-known Italian architects that were commissioned to prepare a new master plan in the summer of 1936, with all the elements of the colonial ideology in contrast of that of Le Corbusier's which was rejected by the Italian authorities.



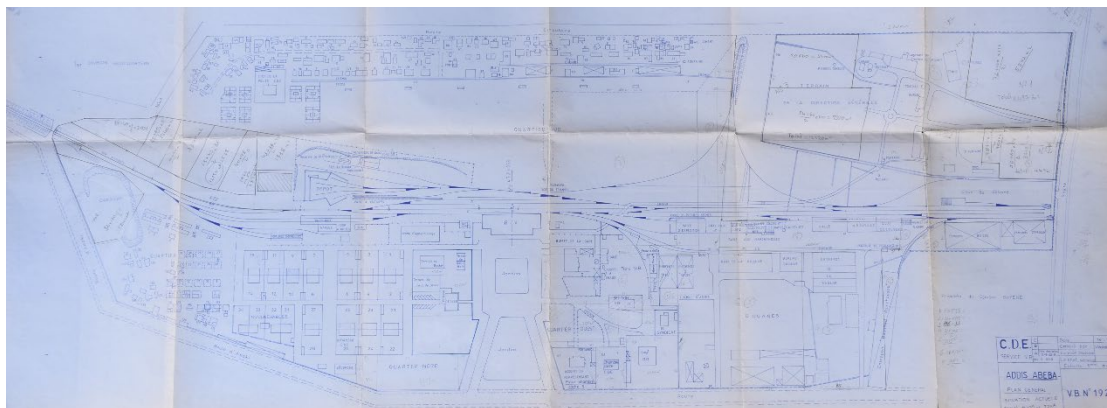
*Figure 2-15 : I. Guidi and V. Valle’s Master plan of Addis Ababa*  
 Source: *Historical Development of Addis Ababa, Plans and Realities* by Dandena Tufa

The following thirty years after the Italian occupation, the city was faced with major urban changes. In the period between 1941 -1974, three known urban plans were commissioned by Emperor Haile Selassie. Most of the plans maintained the general urban morphology developed by the Italians where the central areas like the location and the basic structure of the Leghare were maintained and the principal areas were impacted by the urban sprawl. In the 1965’s a consulting team known as the French



*Figure 2-16: Churchill Road in the 1960’s taken by Bernhard Lindahi*  
 Source: *Wikimedia Commons*

[https://commons.wikimedia.org/wiki/File:Churchill\\_road\\_ca\\_1960.jpg](https://commons.wikimedia.org/wiki/File:Churchill_road_ca_1960.jpg)

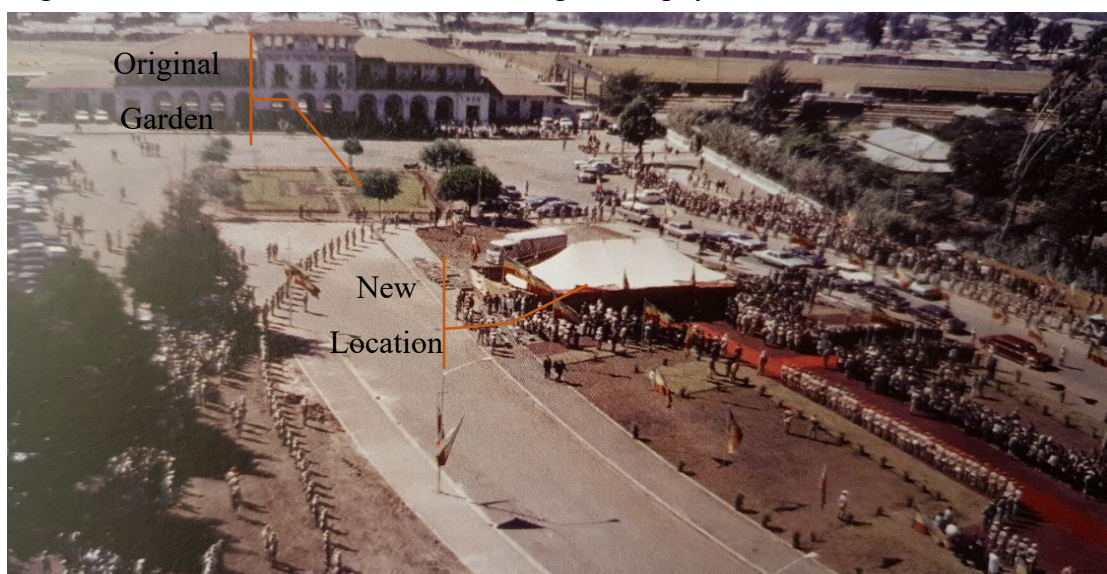


*Figure 2-17: Master Plan of Leghare area in 1963*

*Source: Chemin de Fer Djibouti-Ethiopien [CFE] Head Office Archives [See Appendix I for Enlarged Image]*

Missions for Urban Studies and Habitat led by Luis De Marien prepared a new master plan for the city. The plan was focused on the long monumental axis that runs from the newly built Addis Ababa City Hall to the railway station. This axis was inspired by L. De Marien's reflection of the Champs Elysée in Paris that extends from the Louvre area to the La Defense district of the city.

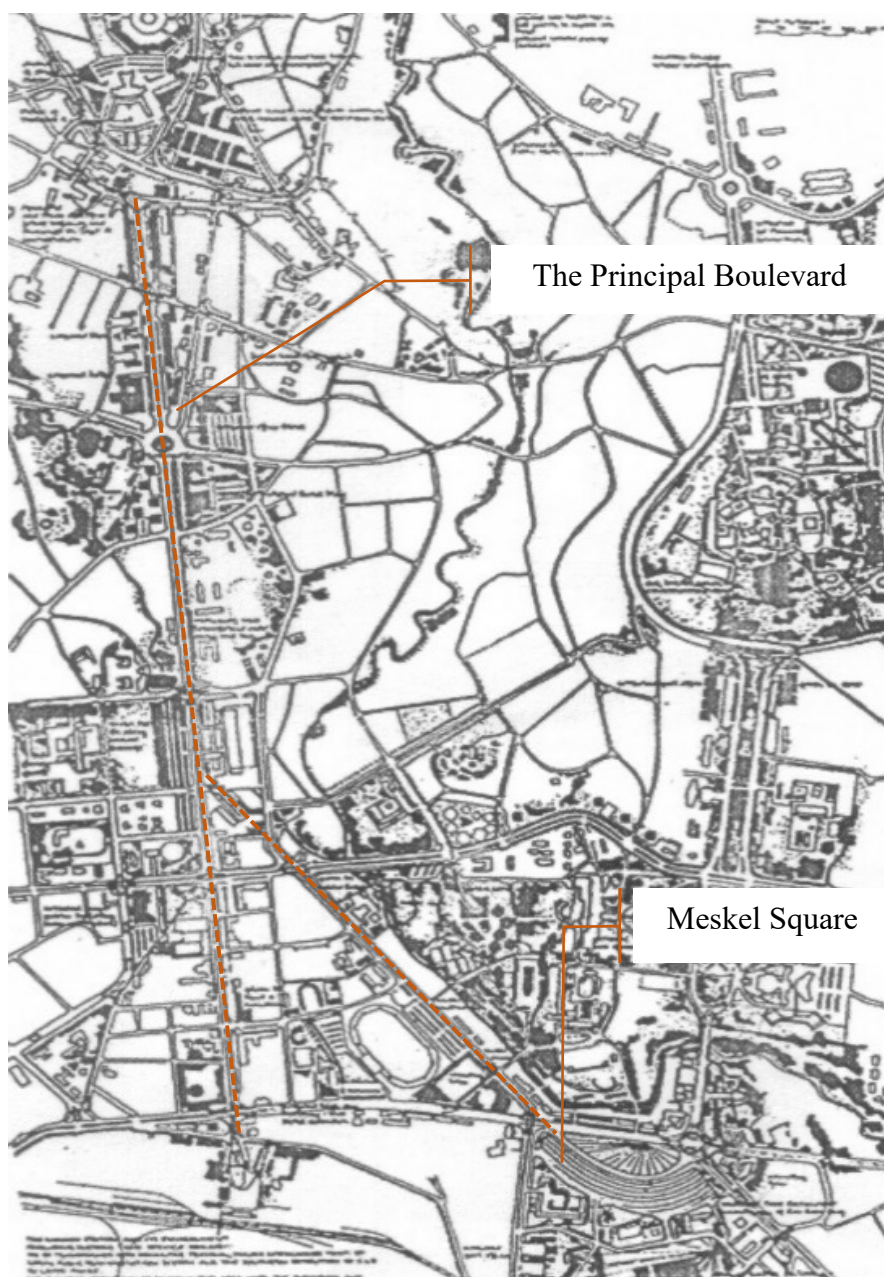
On the 4<sup>th</sup> of December 1971, the Statue of Lion of Judah was returned from Rome after many negotiations by the government and was placed in front of the Leghare train station, not in the original garden but further down in the plaza in front of the garden. The inauguration ceremony was held by Emperor Haile Selassie with all the military parades and big celebrations. This was the major intervention in the area of Leghare that can be considered as the change in its physical form.



*Figure 2-18: The placement ceremony of the statue of the Lion of Judah in the plaza of Leghare in 1971*

*Source : Un train en Afrique [African Train], Djibouti – Ethiopie, Hugues Fontaine*

When the Derg regime took over the political power of the country in 1974, which ruled for seventeen years, the area of Leghare didn't experience a significant change in its actual physical form. But with one of the first major urban development plans made by this government which was the redesign of Meskel Square, built for the public gathering and showcase military parades the area of Leghare was emphasized, as Dandena Tufa said in his paper the Historical development of Addis Ababa, Plans and Realities, the public square was made to be the focal point of the political axis and the link of the Arada – Railway station axis (Tufa, 2008).



*Figure 2-19: 1978 Addis Ababa Masterplan designed by C.K. Polonyi  
Source: Historical Development of Addis Ababa, Plans and Realities by Dandena Tufa*



*Figure 2-20: Principal Boulevard From Leghare Train Station to Addis Ababa City hall [Churchill Road]*

*Source: A view of Churchill Road Addis Ababa Ethiopia The road is a dual carriageway and is busy with traffic Stock Photo - Alamy*

### 2.5.1 The Physical Setting of the Leghare area in 2002

More urban plans were made in the coming years after the downfall of the Derg regime but most focused on the new areas of expansion in the city. The Master Plans of 1998 and 2002 formed the structure of the city as we know it today. The plans were designed based on the development of the main central and sub-central areas of the city. The area around Leghare, as it is one of the major centers of the city, was subjected to some spontaneous development creating decade-lasting congested slum areas.

All of the buildings and the physical setting of the Leghare complex were intact at this time and major urban developments were made just around the property. By this time the train service was still operating as it did for the past century and the Douane [Customs] compound was operated by Ethiopian Revenue & Customs Authority Office before it was moved to Kality in 2004.



*Figure 2-21: The Satellite image of Leghare in Nov 2002*  
*Source: Satellite image from Google Earth*

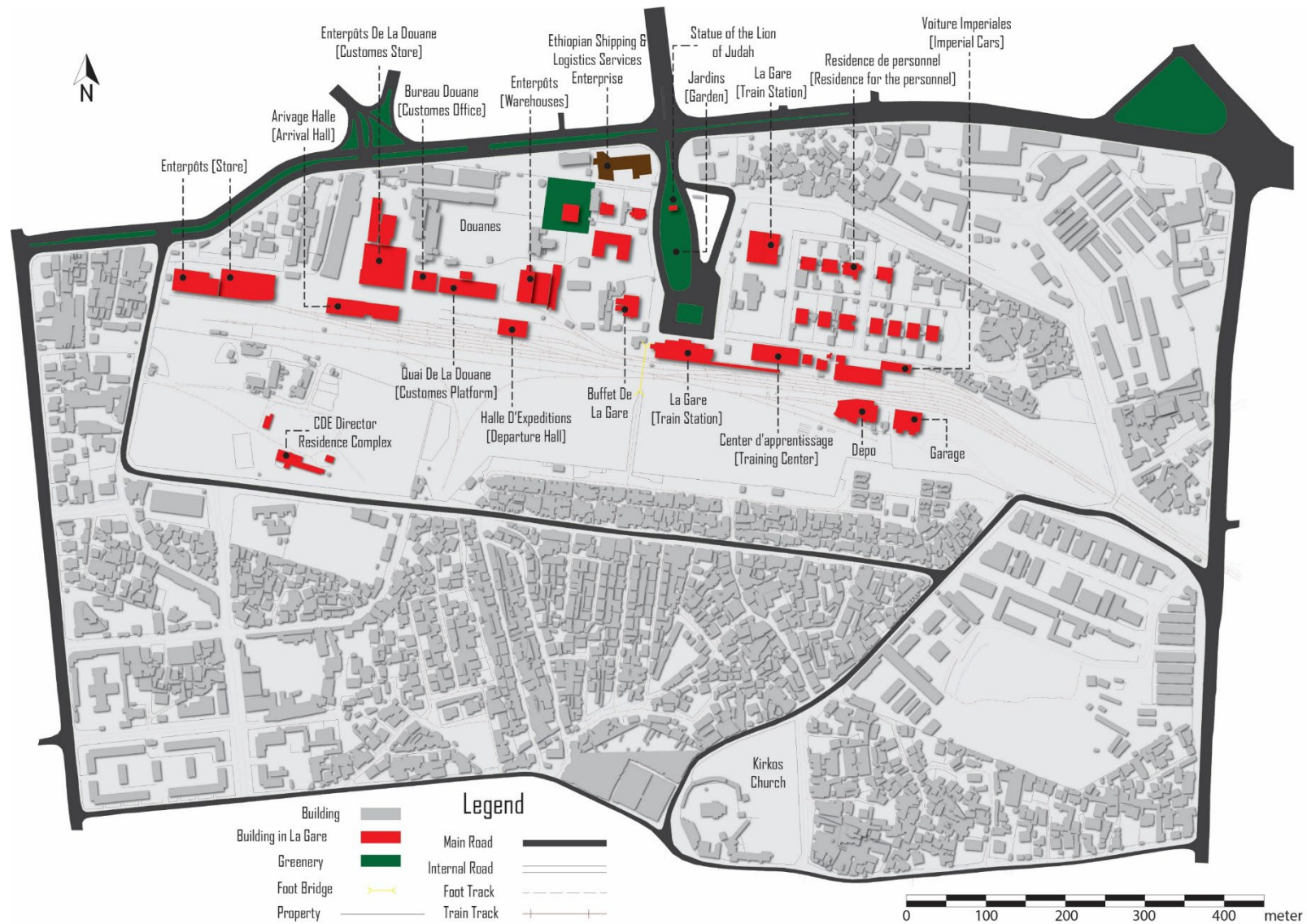


Figure 2-22: Revised Master plan of Leghare in 2002

Source: Satellite image from Google Earth and Leghare Masterplan taken from Addis Ababa Revised Masterplan of 2002

### 2.5.2 The Physical Setting of the Leghare area in 2008

Shortly after the Ethiopian Revenue & Customs Authority Office was transferred to Kality, the customs compound was given to the Federal Police force Division 2 as a residence and office. Most of the existing buildings in this compound were given for the soldiers as a residence. In 2008 the service of the train stopped indefinitely. By this time the area was divided up into some governmental organizations. The main plaza was used as a parking for the public buses and the train station became an office for the CFE and the train cars were out of service and were parked on the track behind the station. The shade that held the imperial cars was converted to be a museum showcasing the train cars used by the late Emperor Haile Selassie. Some extra shades were built in the compound of the General manager office of CFE. The compound next to it was used as another parking for public buses. In the surrounding area, some vacant spaces behind the Leghare compound [below CFE Director Residence Complex] were used to build condominium housing.



*Figure 2-23: The Satellite image of Leghare in Dec 2008,  
Source: Satellite image from Google*



Figure 2-24: Top Right: The Satellite image of Leghare in Dec 2008, Bottom left: Revised Master plan of Leghare in 2002  
Source: Satellite image from Google Earth and Leghare Masterplan taken from Addis Ababa Revised Masterplan of 2008

### 2.5.3 The Physical Setting of the Leghare area in 2013

In the coming years, urban development projects were issued in the city on a large scale. Most development plans were aimed at developing the infrastructure of the city like the transportation system. So many of the projects around Leghare was about constricting roads and railway lines. For example, the Ethiopian Railways Corporation began construction of the double-track electrified light rail transit project in December 2011, and in 2013's, it was in its initial stage of the construction phase. This was the major construction that affected the historical value of Leghare as it was constructed overhead and blocked the very view of Churchill Avenue, the major axis that connected Leghare and City Hall.

On the other hand, inside the open space of the Leghare complex,] built a large warehouse for assembly of railway cars. They also built a new railway adjacent to the old one and was connected it to the warehouse. Some of the old tracks were destroyed in the process.



*Figure 2-25: The Satellite image of Leghare in Dec 2013*  
*Source: Satellite image from Google Earth*

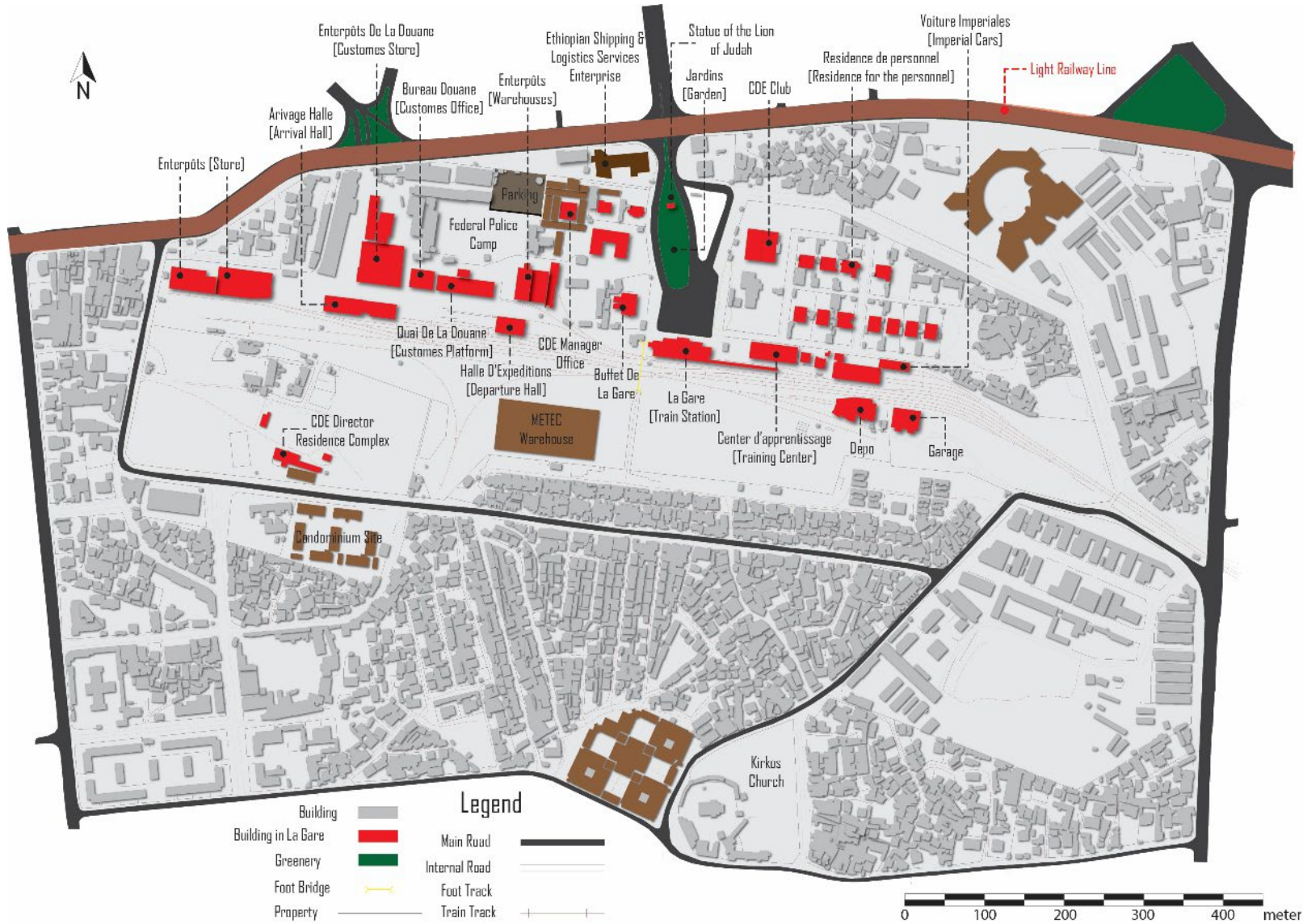


Figure 2-26: Revised Master plan of Leghare in 2002  
Source: Leghare Masterplan taken from Addis Ababa Revised Masterplan of 2013

#### 2.5.4 The Physical Setting of the Leghare area in 2017

Because of the construction of the new road that passes through the Cherkos area connecting Leghare with Bulgaria, some of the areas around La Gare were destroyed. One of the most important buildings to be demolished was the CFE employee club and its surrounding. This road divided the compound into two separate spaces.

Meanwhile, in the compound of Leghare Train Station, the improper settlement in the Federal Police camp enlarged constricting more and more shades with low-quality materials adjacent to buildings and open areas to house the personnel and their families. Due to the congested lifestyle of the camp, one of the customs warehouses in the compound that was used as a residence for the Police force was burned to the ground. It was as old as the La Gare and now only the skeleton of the building is left.



*Figure 2-27: The Satellite image of Leghare in Dec 2013,  
Source: Satellite image from Google Earth*

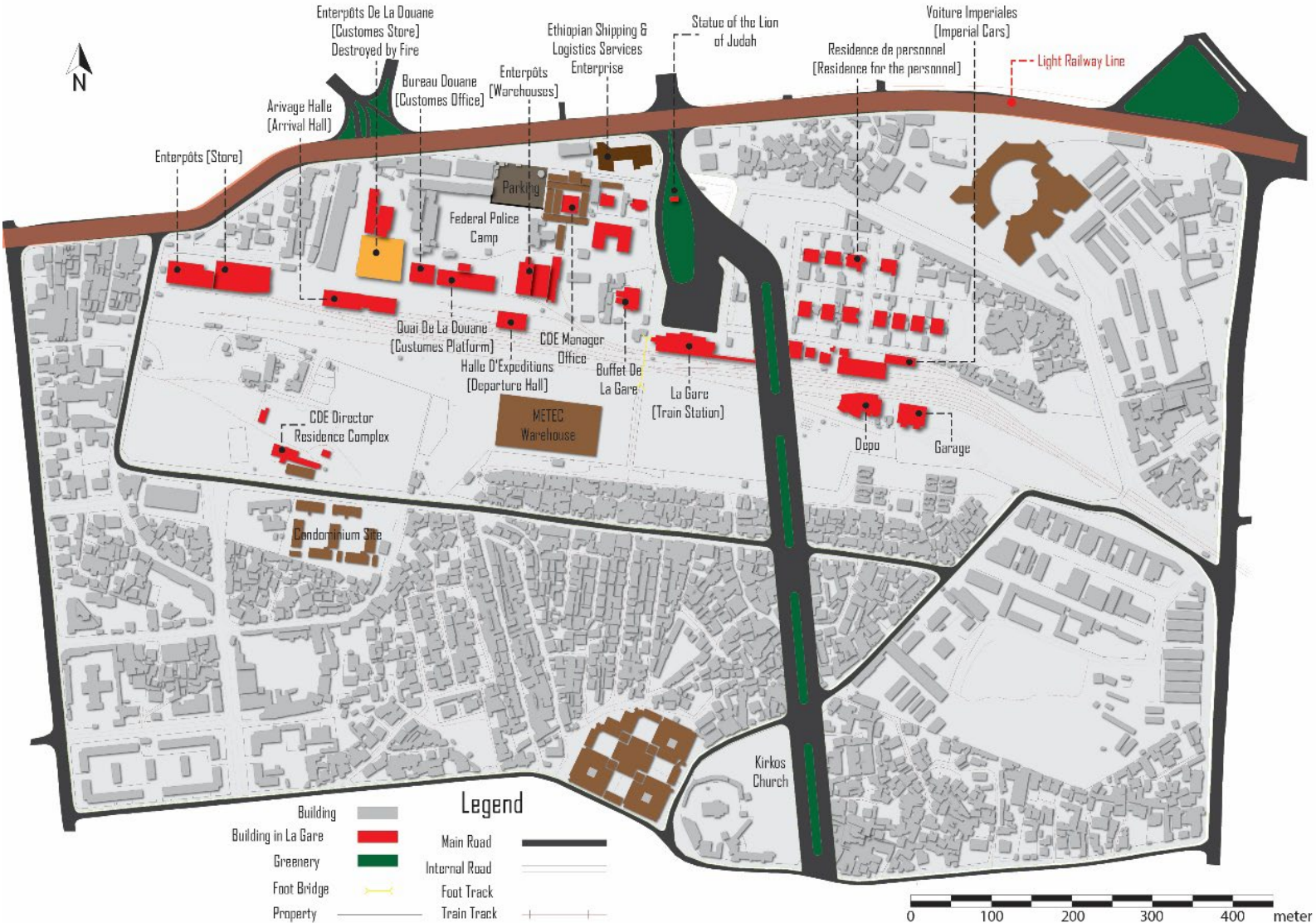


Figure 2-28: Revised Master plan of Leghare in 2002  
Source: Leghare Masterplan taken from Addis Ababa Revised Masterplan of 2013



Figure 2-29 Left- Areal view of the settlement of the Federal Police Camp in the Customs Compound, Right- Burnet Warehouse Building [Burned somewhere in between February and June of 2017]  
 Source: Taken by Writer on December 2019

In September 2017, the city government issued a national urban system in the need of enhancing the urbanization process of urban centers in the city. The national urban system was proposed to address the issue of competitiveness of major urban centers in the global market and attract investment, skilled labor force, and knowledge as well as to have a market for their goods and services. The key ideas considered in this proposal are the role of urban centers as engines for national economic growth that will contribute to the realization of sustainable urban development. The proposal gives

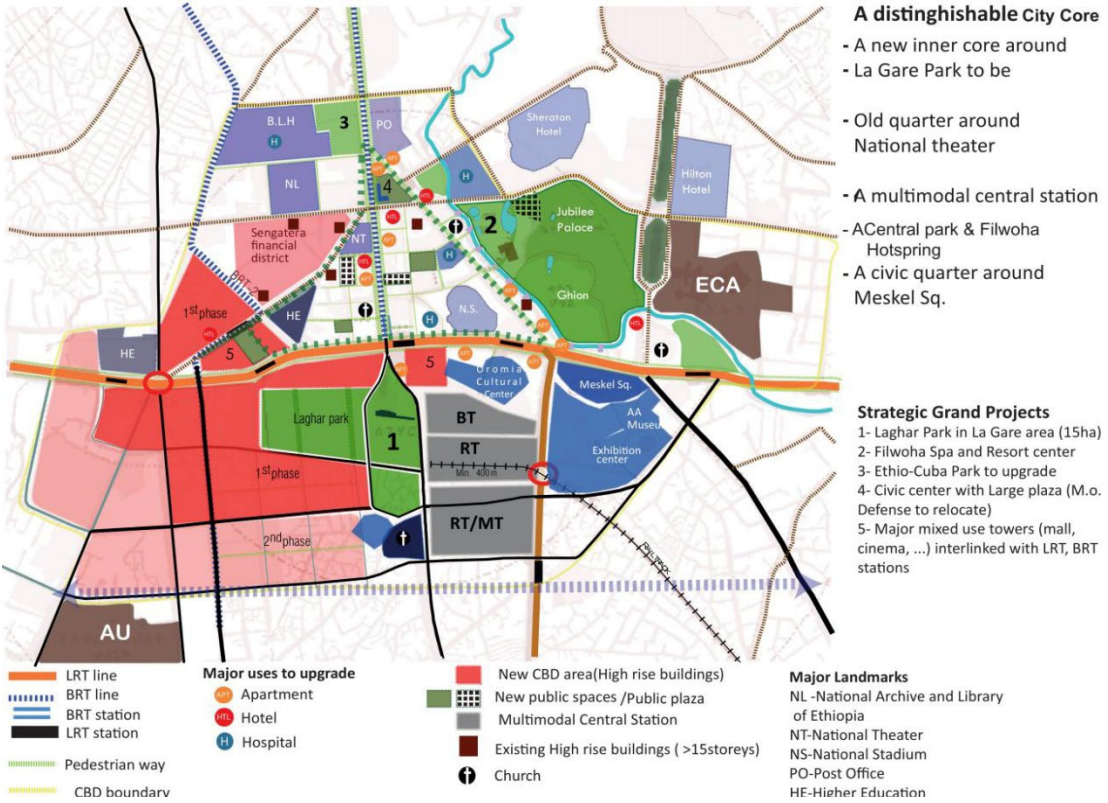


Figure 2-30 Major proposals of the MCC core  
 Source: Addis Ababa City Structure Plan, Final Draft Summary REPORT; Addis Ababa City Planning Project Office

heed to the hierarchical arrangement of urban centers- clustering urban centers under regional urban systems that would constitute the networking of cities.

Many proposals were laid under this system and one of them was Main City Center [MCC] Development and the major concept of this design was to build a strong city center that ensures the growth of the city at a continental level. The development framework consists of developing a distinguishable Central Business District (CBD) around La Gare central station and developing Churchill Road. It proposed to develop a high-density CBD in Cherkos-north that will be linked to Leghare, a multi-model transport hub to ensure seamless intermodal transfers for commuters and ensure diversity of uses housing (AACPPPO, 2017). Based on the MCC proposed land use for the Leghare area, the majority of the open spaces are dedicated to greenery. This design kept some of the urban public areas like the plaza in front of the station and proposed a large area next to it as a public park. Besides this, the design proposed a central transportation hub for the city on the east side of the station. This hub hosts the BRT/city bus station, multilevel underground parking, and regional bus station. But on the contrary, based on the design, almost all of the infrastructure associated with the CFE except the costume's office and the la Gare building will be demolished.

## **2.6. Intervention in Heritage Places**

The need for urban growth mostly goes against the principles of conservation of the social and physical fabric of urban heritage and the values they possess. Urban heritage is considered both a threat and an opportunity for the development of a city. Because of the value of the land, they rest up on, fragile condition, and age, it might seem logical to just replace them with a 'better' development that is considered appropriate for the place they hold. In the current trend, urban heritage in Addis Ababa is considered as a treat to the development of the city and the need for housing. But their values are much more important than that, at least they are worthy of getting equal attention for they deliver a great opportunity for the urban development of areas.

Documents published by international organizations also emphasizes on safeguarding the values for urban heritage (S. Bortolotto, 2013). In their perspective, there is a joint relationship between the conservation of urban heritage and the need for intervention in such urban heritage areas to ensure the development of the city. Development and such intervention in this manner can either preserve or destroy the

values of urban heritage. Interventions made on the urban heritage that are led by international organizations with close knowhow of the values of urban heritage insist on the integration of heritage into the development plan. On the other hand, when it comes to developers-led intervention, the main focus is on economic gain rather than the development of the socio-cultural values of urban heritage places.

Addis Ababa is a city undergoing a constant change in its urban form and the encounter between heritage places and city development is becoming more and more unavoidable. The intension by far is to develop the city's structure through many urban renewal programs. Among many of these programs, the case of Leghare renewal project outstands all was the fact that it was done on a bigger scale than what is conventional in the city. Before the threat was on a single historic building in an area or a group of buildings located in a smaller space, but in this case, it was the whole historic center of Leghare complex that was subjected to the renewal program. So, what could have been done? It is a question that will be answered in the coming case studies. The case studies will show the possibility of urban renewal and development programs working in harmony with the presence and preservation of the heritage around. The solutions presented by this case studies to tackle the core issue will be the base example on to how the case of Leghare should be dealt with. related to such issues will be seen.

The selected two cases are Highline Project located in New York-North America and the Ordener Poissonniers Project located in Paris-France, representing the various motivations of decision-makers, different intervention methods, and different conservation approaches that have been adopted by each case. They are also set based on the sustainable urban design approach that reflects the preservation of the religious and ideological interest or preserving the socio-cultural values of heritage places. In this way, each renewal area under these categories will represent different approaches for intervening heritage places and thus, the impact of different approaches in heritage places will be identified at the end. In general, each case study represents the sustainable urban development made in old railway neighborhoods and profit-oriented urban renewal projects executed in heritage.

## **2.7. Summary and Conclusions**

The concept of Urban Heritage and Conservation became more known in the 20<sup>th</sup> century. By that time Europe was able to effectively practice this concept and was able to generate a large amount of wealth and developed the socio-cultural aspect of their Urban Heritage as described in the first chapters of the literature review. But in developing cities like Addis Ababa the concept is still new. There is a rapid urban growth that often clashes with the protection of Urban Heritage for priority is given to the development and the awareness of the values and protection of such places is very much less. So, the first question, in this case, is to know what to conserve. The literature directs the answer to the value of the Urban heritages in respect of its social, cultural, and economic values. It is known that urban heritages in Addis Ababa are highly associated with the formation of the city itself. They have enormous values in their cultural, social, and economic aspects. Major centers represent the identity, development, and culture of the society that created it as they are the part of growth and transformation of the city. In the Leghare area, among one of the major city centers, there is a clash between the need for development and the need for conservation. Even if the place has enormous historical value, the urges for urban development don't concede the protection of the heritage. In the current situation of the area, there is massive demolition work to make way to the new urban development plan threatening the very existence and physical fabric of the area.

In general, the literature leads to the idea that there is a need to protect urban heritage to keep the values of heritage and transfer them to the next generation. But the inevitable fact is, for their value, whether in their location or physical setting or just the push factor of urban growth, they are exposed to the intervention. Therefore, it is essential to keep the intervention in balance with the conservation of these places to achieve the intentions of both extremes. It is known that a city needs development. But development should not be the enemy of urban heritage. Both can coexist and their integration is an advantage for both ends. We don't see such integration made in the city of Addis Ababa. Most urban heritages are either protected from any development made in their area or they are neglected and completely open for any development whatever the consequences on the heritage are. There are some countries presented with the same challenge and were able to harmoniously integrate urban heritage with

development. So, for reference, two international case studies were selected and studied.

In the cases of Highline Project in New York and the Ordener Poissonniers Project in Paris, the old railway was out of service, the areas were completely abandoned and they were on the verge of destruction for ages and most subjected to demolition before new urban development plans were made and implemented to integrate the area with the new urban development just like in the case of the Leghare area. However, the new urban development plans in the international cases integrated the urban heritage of the surrounding area with the new development plans and ensured the survival and continuity of their heritage, which in turn benefited the new development by increasing the value of the area culturally, socially, and economically. Another important fact that led to the success of the integration of the projects into the historic urban environment is the participation of all the stakeholders. Therefore, creating a balance between the development of the city and the conservation of its urban heritage was a key factor that was realized by the participation and decision of all the stakeholders (Friends of the High Line, 2013) (High Line, 2020) (Ordener Poissonniers) (Immobilier, 2019).

Based on the result of these studies, it is found that the intervention made with the intention of urban development and economic growth in historical areas is a conflicting concept because it has a good intention in terms of the growth of the city which is mostly favored by “economists”, developers as well as higher decision-makers like governmental institutions and local authorities. But it goes against the principles of conservation of heritage which in most cases can be accredited by “culturalists”. Nevertheless, some projects intended to be built in such urban heritage places were able to harmoniously integrate both the historical fabric of the city (the “culturalist” point of view) and ensure the development of the city (the “economist” point of view). It is seen that in the two international case studies that there was a dramatic increase in economic gain, real estate value, an income of the society, and the socio-cultural value of historic urban areas when proper integration to the newly built environment was implemented (Owen, 2008).

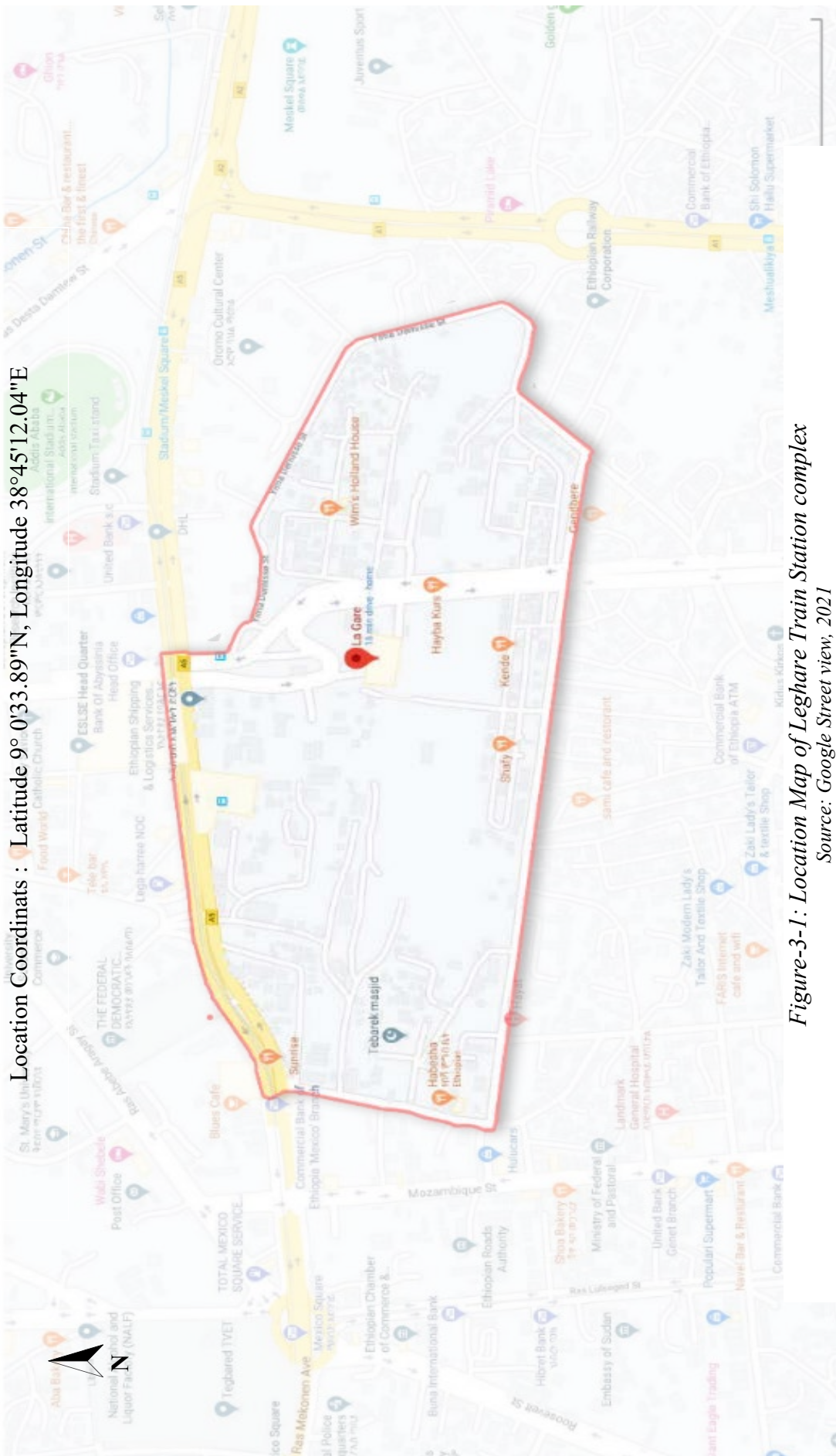
## CHAPTER 3. METHODOLOGY

The general methodology used for this research is a case study method focusing on pattern matching and triangulation techniques. An exclusive survey was conducted to check data availability and researchability of the issue that is on set and developed research questions. To answer the main research questions on how to create a balance between urban heritage and city development; findings and generalization of ideas from the literature review and the international case studies presented in chapter 2 are correlated to the findings from a particular case study on Leghare area described in chapter 4.

### 3.1. Case Selection

The case study area of Leghare was selected with deep investigation and the boundary is set based on the marked border found in the google maps marking the neighborhood as shown in Figure 3.1. It is a neighborhood located in Kirkos Sub-city along the Ras Mekonen Road, between the neighborhoods of Mexico and Stadium, in the capital city of Ethiopia, Addis Ababa. The name “*Leghare*” was derived from the term “*La Gare*” that changed through time meaning “train station” in the French language. This 38-hectare complex was a train station comprising of different buildings and establishments related to the train service that connected Ethiopia with the port of Djibouti and operated throughout the last century. This area is selected for study because it is located in the major urban center of the city with immense historical importance and hold many heritage structures that are currently under the threat of destruction because of the current urban renewal program.

There are 14 historic structures related to the railway within the 38-hectare boundary of Leghare [Figure 3.1]. All buildings are analyzed and the urban setup investigated to shade light on the effects of intervention and to know the exact condition of the area.



Location Coordinates : Latitude 9° 0'33.89"N, Longitude 38° 45'12.04"E

Figure-3-1: Location Map of Leghare Train Station complex  
Source: Google Street view, 2021

### **3.2. Data Collection Method**

Strong qualitative aspects have been used to reach a generalization and some quantitative analysis has also been used to get better outcomes. The suggested approach has been strategically analyzed and adapted to produce suitable recommendation for the intervention process in the Leghare area. Additionally, interviews were conducted in the local language and were mainly focused on evoking opinions about the community and responsible organizations. The interviews contribute to the collection of data on the historic buildings, challenges, awareness, contributions, and prospects.

This paper uses primary and secondary data sources. The primary data is collected by observation and interviewing the residents, respective conservation organizations, and professionals about the conservation of urban heritage, urban development practices of the urban heritage of Leghare, and its history in general. The interviews enlist the help of the local community, the CFE representatives, heritage experts, the ARCCH, Eagle Hills project supervisors and others. The secondary data is extracted from different published documents such as international charters, scientific symposium reports, and local publications; archival records like urban plans, drawings, virtual recordings, and photographs; written reports on events, formal studies, conducted formal interviews and direct observations to maintain a chain of evidence. To be able to identify the case studies and obtain data about the boundaries of all renewal areas with historical background, the latest urban plan of the Leghare area was studied at the beginning of the research.

For better understanding and compare the selected case studies, they are categorized into two categories, i.e., international case studies and Local case studies, based upon their physical setting, socio-cultural values, and the characteristics of the urban development. To assess the impact of interventions on the physical setting, socio-cultural values, and economic context of heritage places; different sources of information were needed. To assess the impact of interventions on physical setting and its associated values, information about both the pre-intervention and post-intervention state of the selected case studies had to be obtained. Thus, archival documents and online sources form an important part of the research. For documenting the pre-intervention state of the case studies, archive documents (i.e., photos, maps, etc.) are used and literature is surveyed for understanding the history of the selected sites. To

document the current state of the selected urban heritage to study i.e., the Leghare area, site visits were conducted at different times. Interviews with stakeholders (residents, architects, planners, organization managers, officers in the municipality, etc.) were also conducted to understand the projects and their impact on the selected urban heritages.

Information on the study area of Leghare was gathered through direct observation of the site and interviews conducted with the residents of the area and other responsible bodies. For those International cases in which the researcher was not able to go and directly assess the sites, for the main reason of them being located in another country, several documents and published researches were used as an indirect source of data.

### 3.3. Data Analysis Method

The majority of data have been analyzed and consulted including international recommendations and charters and local policy documents. Information about the proposed plans for the renewal project of the Leghare area are obtained through literature review, broad observations, and conducted interviews with the local community, decision-makers, responsible governmental organizations, and the real-estate developers. Since the urban development project was commissioned by the government, it attracted the attention of the media so recordings and newspaper articles were also used to have general information about the renewal project

In this study, all heritage structures found in the study area are analyzed and based on their current physical condition, they are divided into six categories: very poor, poor, fair, good, very good, and demolished using the AHP analysis method. The AHP method divides each building component into three main study criteria: building structure, building fabric, and building service. Each element in this sub-group has contributed to the total weightage that are a constant coefficient, as shown in the following table [Table 3.3].

A Historic Structure is considered to be in a “**Very Good**” state if it doesn’t need any maintenance or treatment and is not exposed to any damages. However, it will be considered to be in a “**Good**” state if the components of the building have been regularly maintained and do not show any sign of deterioration of its components, exhibit no wear or tear, minor defects and signs of decay to the surface finishes, and

minimum maintenance request. If the building's vital section or component is required to be repaired, and if the heritage is exposed to inappropriate use or vandalism and its poor state of repair begins to affect surrounding elements, then the structure is considered to be in a “*Fair*” state.

Furthermore, if the components of the structure suffered structural damage, and require renovation, if there are risks of imminent failure, the state of repair is substantial and impacts the surrounding elements or creates potential health or safety risk, the building will be categorized under “**Poor**” state. If the structure is in the verge of destruction and beyond the capacity of maintenance or treatment, it is considered to be “**Very Poor**”. Finally, if the heritage is thoroughly destroyed and no longer exists, the heritage is categorized under **Demolished**.

Criteria	Rate Value	Building Feature
<i>Very Good</i>	5	4.1 - 5
<i>Good</i>	4	3.1- 4
<i>fair</i>	3	2.1 - 3
<i>Poor</i>	2	1.1 - 2
<i>Very Poor</i>	1	0.1 - 1
<i>Damaged</i>	0	0

Table 3-1: weightage of building assessment source ( (Siti Nor Fatimah Zuraidi, 2018)

Type	Building Feature	Weightage	Score	Weightage Score
<i>Building Structure</i>	Foundation	0 - 0.3	1 - 5	0-1.5
	Column			
	Beam			
	Truss			
	Stair			
<i>Building Fabric</i>	Ceiling	0 - 0.3	1 - 5	0-1.5
	Floor			
	Internal Wall			
	External Wall			

Building Service	Roof			
	Door			
	Window			
	Electrical System			
	Sanitary System	0 - 0.3	1 - 5	0-1.5
	Fire protection			
	Final Score		0 - 5	

*Table 3-2: Inspection scale score*  
*Source: (Siti Nor Fatimah Zuraidi, 2018)*

The degree of excellence or decay determines whether the building's physical condition is in very good or very poor condition respectively. The APH method uses the simple formula globe weightage multiplied by the rating value as shown in Table 3-3. Based on the summation of the total values of the building structure, building fabric and building service decides the categorization based on the score as shown in Table 3-2.

Therefore, the total sum values of building structure, building fabric and building service decides the categorization based on the score shown in Table 3-3. After categorizing historical structures based on the criteria listed above, the buildings were compared using a descriptive statistical method to determine their frequency and percentages. Based on the hierarchical structure of the criteria in Table 3-2, a model to evaluate all historic structure's outsourced defects in the study area of Leghare has been created. To do so, scores on a 0-5 scale are set up with increasing importance for each attribute, and therefore every historical structure will be measured and were presented in the Annex [Annex G]. Table 3-2 shows the detailed format to the weightage of the historical structures. Furthermore, the findings will be described and presented in the form of tables, graphs, and charts format.

## CHAPTER 4. RESULT AND DISCUSSION

In this chapter deep study is made on the area in the context of the physical setting, the socio-cultural and economic development of the place, and how the new development proposed by La Gare Eagle Hills is going to affect the area. Furthermore, in the literature review, a brief history and development of the Leghare Train Station and the surrounding area were provided. This part will study the area more in-depth to the current context of the buildings and the site itself to understand the level of the intervention and provide proper recommendations on their coexistence in harmony.

### 4.1.Values of the Urban Heritage of Leghare

Heritage values are in distinction between two values, the socio-cultural and economic values (Mason, 2002) (Klamer & Zuidhof, 1999), and when it comes to decision making, the “culturalist” focus on the socio-cultural values of the historic areas whereas the developers focus on the economic potential of urban places. But both values should be considered when it comes to intervention in these areas. The values are further classified into eleven types to characterize the urban heritage and assess the changes that resulted from the intervention. The classification is based on the aim and scope of the study which in addition was modified to fit into the local frame. Therefore, the values that are listed below are re-classified to apply to the selected study area. The values chosen for this study cover all the aspects of the heritage place by considering the physical setting, social environment, and economic context. Socio-cultural values consist of age and history, authenticity, architecture and technical documents, written document (including educational and academic), aesthetic, memory, identity, symbolic, prestige values, and Economic values consist of functional and real estate values [See Chapter 2].

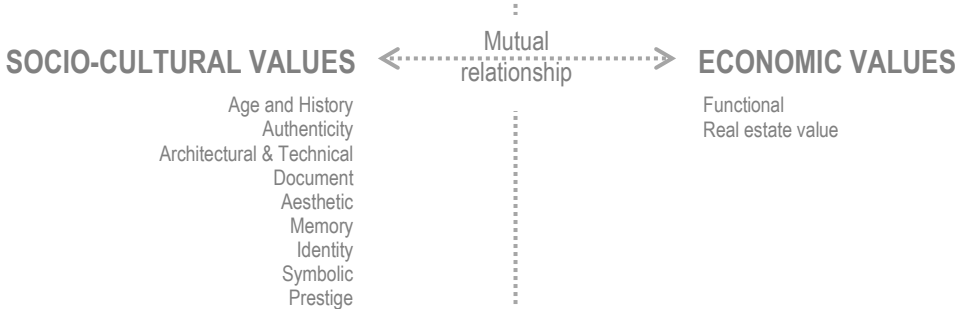


Diagram 4-1: Classification of Values of Urban heritage

Intervention made in Leghare area is extensive and it took into consideration neither the values nor the physical fabric of the historic buildings in the area. Most of the buildings were demolished in the process of clearing up the space for the construction of the Eagle Hills development. Because of their foreign background, it might be considered that they were not aware of the presence of historic buildings in the area, but that was not the case. They were notified of the presence of historic buildings and when they demolished the building of Buffet De La Gare, there was a specific request given to the developer company not to but they went through with the demolition [see Annex F]. They just didn't know the value of that heritage and its input to the new development plans. The major challenge in trying to preserve urban heritage from intervention is that their values in bringing development and economic growth as much as the development would is not known. Even the respect to generating good image of the city and the tourism factor is not considered.

#### **4.2. Physical Setting of Leghare Area**

The railway station and its surrounding area is a vast complex that includes different types of buildings with different purposes related to the train service and most dating back to the formation of the complex. The property includes the main station building [*La Gare*], the statue of the lion of Judah in the main plaza in front of the station, Costumes Office building [*Bureau Douane*] and Warehouses [*Entrepôt*], Arrival halls [*Halle Arrivage*], residence for employees [*Residence de personnel*], General Director of CFE residence compound [*Terrain de la Direction Générale*], Departure Halls [*Halle D'Expedition*], housing for the personnel, the residence for the representative of the company, Hotel [*Buffer De La Gare*], garage and Fuel Stations [*Depot*], Training center [*Center d'apprentissage*], clinic [*Infirmierie*], Imperial cars parking [*Voitures Imperiales*] and employees club and playground for Boules [*Club De Cheminots and Terrain de Jeux Boules*].




Among these historical buildings, some have been demolished to make way for new infrastructural development like roads, some are well preserved and are properly utilized even well after the train service has stopped and some are severely damaged because of excessive use without proper maintenance and preservation measures. The following table summarizes the types of buildings that were listed above by corresponding with the map presented below that shows their locations [Figure 4.7],




condition of these buildings as well as the description of their function in the previous operating years and in the current situation.









Figure 4-1: The Location Map of Historic Buildings in Leghارة Train Station

HERITAGE BUILDINGS IN LEGHARE TRAIN STATION COMPLEX

No	PICTURE	TYPE	DESCRIPTION
01	La Gare [Train Station]	 <ul style="list-style-type: none"> <li>• Three-Story Building</li> <li>• Building Material- crushed stone Wall, Plastered and painted</li> <li><b>Condition: Very Good</b></li> </ul>	<p>Used to be the main passenger train station of CFE, now it is used as an office of CFE on the upper level of the building and Sales office for Eagle Hills real estate on the rest of the building, and Coffee house [Tomoca Coffee and Chocho coffee] and Eagle Hills Sales office on the lower level.</p> <p>Heritage Status: Registered</p>
02	Statue of the Lion of Judah	 <ul style="list-style-type: none"> <li>• Freestanding Statue</li> <li>• Building Material- Gilded Bronze, Base Granite Clad</li> <li><b>Condition: Good</b></li> </ul>	<p>Located in front of the station, it is the icon of the area. But currently, it is unattended and in a very dirty surrounding where it is vandalized by a street boy, no longer a visitor destination.</p> <p>Heritage Status: Registered</p>
03	Buffet De La Gare [Hotel]	 <ul style="list-style-type: none"> <li>• Single Story Building</li> <li>• Building Material- crushed stone Wall, Plastered and painted</li> <li><b>Condition: Demolished</b></li> </ul>	<p>The 87 years old historic building near the station, a hotel and a famous for hosting iconic singers Addis in the '60s and '70s, now demolished while it was in the process of being listed as a cultural heritage site.</p>

	Arrivage Halle [Arrival Hall]		<p>Heritage Status</p> <p>On Process</p> <ul style="list-style-type: none"> <li>• Single story building</li> <li>• Building Material- crushed stone Wall, Metal truss &amp; CIS roof</li> </ul> <p><b>Condition: Fair</b></p>	<p>On Process</p> <p>This building used to serve as a hall for disposing of the incoming trains with goods and merchandise. Now it is used as the store for Federal Police camp.</p>
04			<p>Heritage Status</p> <p>Not Registered</p>	
	Halle D' expédition [Departure Hall]		<ul style="list-style-type: none"> <li>• Single story Building</li> <li>• Building Material- crushed stone Wall, Metal truss &amp; CIS roof</li> </ul> <p><b>Condition: Poor</b></p>	<p>The building was used for trains departing for the port with exported goods and merchandise. Now it is used as the store for Federal Police camp.</p>
05			<p>Heritage Status</p> <p>Not Registered</p>	
	Fuel Station [Dépôt]		<ul style="list-style-type: none"> <li>• Fuel Tankers, Garage</li> <li>• Building Material- crushed stone Wall</li> </ul> <p><b>Condition: Demolished</b></p>	<p>Before the trains were run by fule, it was a steam engine and water was stored, along with the maintenance garage</p>
06			<p>Heritage Status</p> <p>Not Registered</p>	

07	Voitures Imperiales [Imperial cars]		<ul style="list-style-type: none"> <li>• Shades</li> <li>• Building Material-Metal Frames, Metal truss &amp; CIS roof</li> <li>• <b>Condition: Demolished</b></li> </ul>	<p>These shades were build to park the imperial cars. Then it was converted to be a museum for displaying the cars, but now it is destroyed and the cars are sent to the new Andnet Park museum.</p>
08	Club De Cheminots		<ul style="list-style-type: none"> <li>• Shades and buildings</li> <li>• Bouls playground</li> <li>• <b>Condition: Demolished</b></li> </ul>	<p>This compound was used by the employees of CFE to play bouls. The first compound was destroyed when the new road was constructed so they moved it to another location near the clinic.</p>
09	Infirmirie [CFE Clinic]		<ul style="list-style-type: none"> <li>• Single story building</li> <li>• Building Material-crushed stone Wall</li> <li>• <b>Condition: Poor</b></li> </ul>	<p>The clinic served CFE for years, but now it is closed and is used to store archives of the company ever since Eaglehills overtook the main building.</p>
			Heritage Status	Registered
			Heritage Status	Not Registered
			Heritage Status	Not Registered

10	<p>Bureau Douane [Costumes Office]</p>		<ul style="list-style-type: none"> <li>• Single story building</li> <li>• Building Material- crushed stone Wall &amp; CIS roof</li> <li>• <b>Condition: Poor</b></li> </ul>	<p>It was used to collect revenue from taxes from imported and exported goods that comes through the train station. Now it is used as a multi-family residence for the Federal Police Force. It is in really bad shape.</p>
11	<p>Entrepôt [Ware houses]</p>		<ul style="list-style-type: none"> <li>• Single story building</li> <li>• Building Material- crushed stone Wall</li> <li>• <b>Condition: Very Poor</b></li> </ul>	<p>There are warehouses like this in the compound near the customs and they were used to store goods for import/export. Now it is used as a multi-family residence for the Federal Police Force.</p>
12	<p>Douane Entrepôt [Customs Ware houses]</p>		<ul style="list-style-type: none"> <li>• Single story building</li> <li>• Building Material- crushed stone Wall</li> <li>• <b>Condition: Poor</b></li> </ul>	<p>It was used to store imported goods to be taxed that come through the train station. Now it is used as a multi-family residence for the Federal Police Force. It is in a really bad shape</p>
13	<p>CFE Director Office complex</p>	<p>No Photo</p>	<ul style="list-style-type: none"> <li>• <b>Condition: Demolished</b></li> </ul>	<p>Beautiful villas were used as the Director and Deputy Director's office back when the CFE was operating. Now it is demolished to make way for Eagle Hills housing construction.</p>

			Heritage Status	Not Registered
14	CFE Director Residence complex	No Photo	<ul style="list-style-type: none"> <li>• No Access</li> </ul>	Beautiful villas and Compound used as the Director and Deputy Director Residence back when the CFE was operating. Now it is used as a multi-family residence for the Federal Police Force.
			Heritage Status	Not Registered

Table 4-1: Buildings in Leghare Train Station Complex, Their Condition and Description

Table 4-1 shows the study of the buildings in terms of their physical condition, ownership, registration status and fictional use. As per the data gathered from the data that 36% of the historic buildings are demolished in the past three years to make way for the urban renewal program.

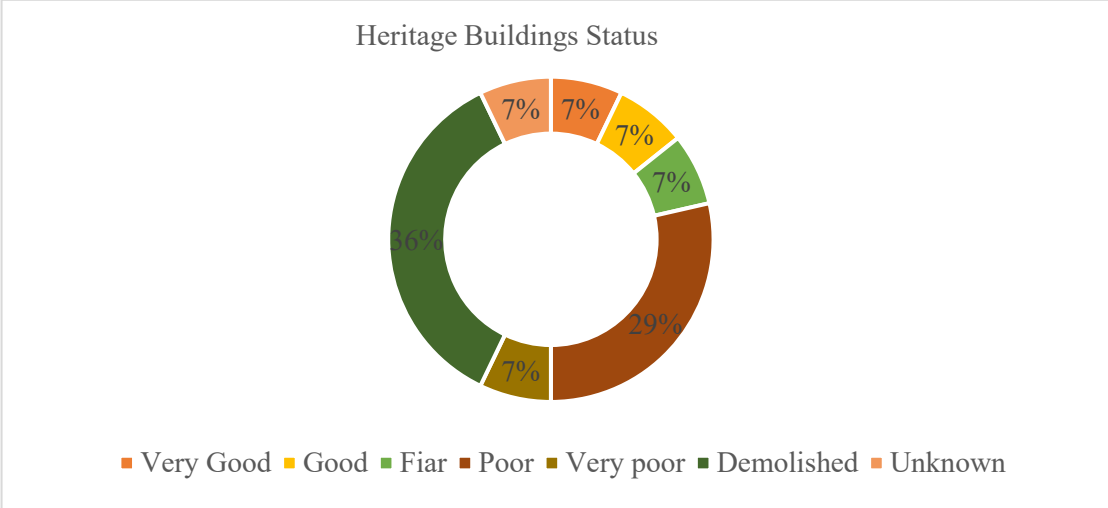
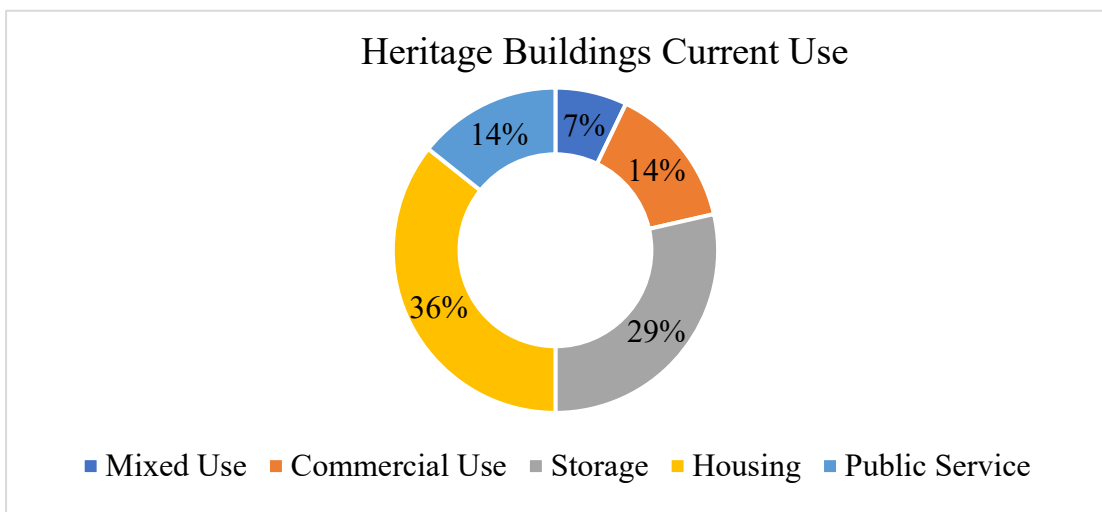


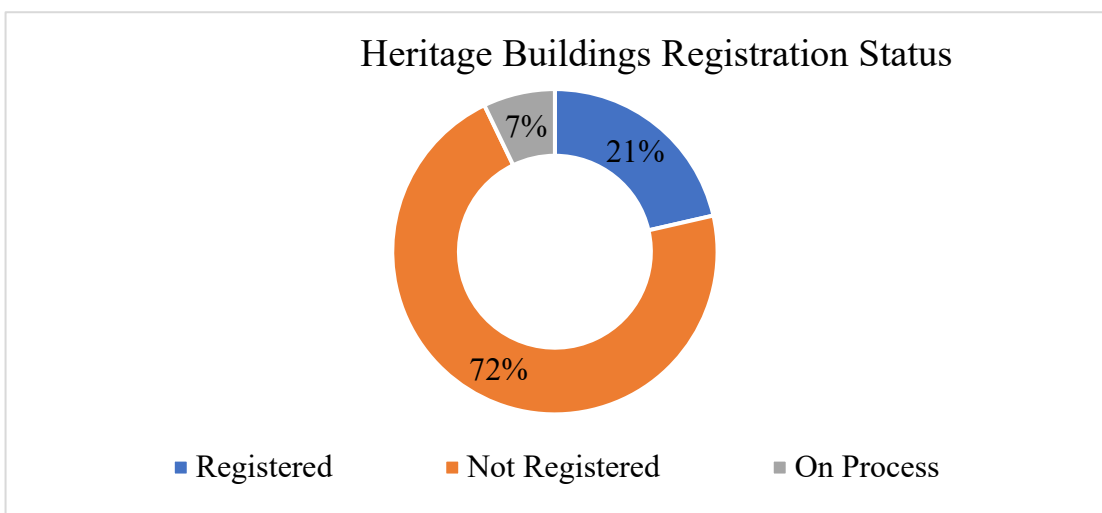
Diagram 4-2: The Status of the Historic Buildings in Leghare Areas

After the conditions of the buildings were deeply analyzed and scored based on the AHP weighting system, it is found that the majority of the historic structures were destroyed or damaged or in a poor condition and the others need adequate maintenance. The buildings in the poor category require the restoration of more than one-fourth of the building component. Furthermore, the research reveals heritage buildings utilized for multifamily residential purposes have a higher percentage (42%) of disrepair [Figure 5-3]. The major defects observed in historic structures are missing or broken windows, damaged railings and posts, stained decking and ceiling, and damaged stairs, cracked and peeled plaster, and stained paintings. The buildings under the categories of fair require fewer repairing measures. These buildings are structurally safe and provide the intended purpose. Nevertheless, these buildings revealed early signs of damage and failures, like cracks, minor peels of plaster, and stained painting.



*Diagram 4-3: The current use of the Historic Buildings in Leghare Area*

Buildings in the "Good" category are those that are structurally sound and fit for their intended purpose. Additionally, these buildings and monuments have few or no defects. These historical structures require regular maintenance like cleaning, paintings, removing overgrown vegetation.



*Diagram 4-4: The Registration Status of the Historic Buildings in Leghare Area*

The Addis Ababa Tourism and Culture Bureau is responsible for registering and conserving heritage buildings in Addis Ababa. However, limited resources and vast maintenance tasks have crippled the bureau's effort in registering more historic places in the Leghare area and only 21% of the buildings located in the study area are officially registered as Heritage.

### 4.3. Eagle Hills: La Gare City Project

As per the data presented, it is visible that the renewal project that is being realized in the study area is affecting the historic buildings. Throughout the political changes of the past century, the city experienced a change in the urban environment and the political change witnessed in 2018 has brought with its similar acts of urban make-believe. A dedicated ‘Megaprojects Office’ was established in the mayor’s office to manage the contracting, partnerships, design and evaluation of major government-held urban projects. Biruk Terrefe in his paper ‘Urban layers of political rupture: the ‘new’ politics of Addis Ababa’s megaprojects’ briefly explains how the city and its new administration imported mega projects fit within the existing urban fabric. He said that the types of these projects tell us about the government’s political priorities and ideological commitments, as well as how the decisions are made and implemented. He further characterizes the new urban images of the city as ‘flashy images of skyscrapers surrounding water fountains and palm trees lavishly tucked in between grand malls.’ With the promotional narrative of them being extremely modern [ibid].



*Figure 4-2: La Gare Eagle Hills Masterplan*

*Source: <https://www.lagare.com/project/la-gare/>*

This description relates to Addis Ababa’s *La Gare* megaproject announced by the Prime Minister’s Office in November 2018. A 36 Ha of the Leghare area was given to Eagle Hills, a private real estate investment and development company based in Abu Dhabi, by the city government to create a state-of-the-art neighborhood in Addis Ababa.

The project was launched in the presence of the current Prime Minister Abiy Ahmed (PHD), Deputy Mayor Takele Uma and Eagle Hills Chairperson Mohammed Alabbar. Alabbar is an Emirati businessman and the founder and chairman of Emaar Properties that is best known for developing Dubai’s Burj Kalifa skyscraper. La Gare Eagle Hills would be one of the largest mixed-use developments in Ethiopia with more than 4000 residences of integrated community which includes residential, commercial, hospitality, retail and leisure facilities. It is a joint venture between Addis Ababa’s City Administration and Eagle Hills valued at 50 billion birr planned to be completed in 2025. The Land was granted to Eagle Hills free of charge for a 99-year lease while the government holds a 27 percent share in the project. These shares represent the value of the land, which means the government doesn’t invest direct money in the project and Eagle Hills finances the entire project from design, procurement to construction.



*Figure 4-3: Design Visualization of La Gare, around the Train station building and other areas*

La Gare is a project that was singlehandedly decided by the small circle of higher officials in the government completely dumbfounding the different governmental and non-governmental organizations like the AACPPO, the Construction Bureau, Transport Programs Management Office and even ARCCH which are directly affected by the project. These stakeholders were completely unaware of these plans were on route, until they were officially announced in November. According to officials in the AACPPO, the existing plans for Addis Ababa’s MCC was outlined in the Structure Plan of the City (2017–2027) including specific plans for the

La Gare project area that laid out standards and principles regulating density, building height and land use that the La Gare project directly contradicts.

But the design of La Gare Eagle Hills Project completely ignores the Structure Plan of the city that provided specific plots of land in the MCC (Figure 4-3 to the multi-modal transport hub encompassing BRT, a central park and mixed-use development. While the Structure Plan was made based on the principle of ‘plot-based development that considered every aspect of urban renewal ideology with a view of complex and interrelated dynamics ranging from traffic flow to economic activity, from densification to mobility, La Gare is an ‘integrated development project’ that is designed to be an isolated gated community without even a single reference to the existing Structure Plan (Figure 4-4) (Terrefe, 2020).

The other concern was raised by ARCCCH. As Desalegn Abebaw, a senior cultural heritage research expert explained the situation:

“We were never consulted about this project. I found out about this just like everyone else when it was announced on the media. The ARCCCH did not know anything about this project until it was already too late. Before we can do anything about it, they started to demolish the historic buildings. We immediately sent a letter to block the demolition order but it was quickly overruled.”



*Figure 4-4: Before [Left] and After [Right] Demolition Photo of Buffet De La Gare  
Source: Left Photo – Video of the demolition posted by Piassa Tube on 18 January 2019, Right -<https://addisfortune.news/bulldozed/>*

According to Manyhun Degu, an Architect working in the Eagle Hills project, the Abu Dhabi based firm was given a clear guideline about the presence of historic properties after this encounter, but based on the current design

of the Eagle Hills master plan that was made public, except the La Gare [Train Station] and the statue of Judah, all buildings in the area with a historical significance are going to be demolished. Even in the case of the La Gare building and the area around, it is designed to be the integrated part of the estate, which will be serving as a plaza and will be surrounded by retail and office buildings and the building itself will be converted to a 5-star restaurant in the future development. In addition to this, Fasika Tadesse, a writer in Addis Fortune newspaper says in an article she wrote about Eagle Hills that, the new design for the La Gare Eagle Hills project proposes to demolish the state shipping enterprise's headquarters building located on Ras Mekonnen Street as well as a multi-purpose building next to it owned by Varnero and the Federal Housing Corporation and was used as a residential apartment, office and commercial space (Tadesse, 2019). On 15 January 2019, Buffet De La Gare and the CFE Manager and Deputy office Buildings were demolished and the demolishing work on the state shipping enterprise's headquarters building started three months later.

#### 4.4. Summary

In General, La Gare is the result of cloning the Gulf's image creation strategy that reflects the need for a short-term political ideology in contrast to the previous political ideology of creating social housing scheme, mass transport system and electrification strategy. Nevertheless, the strategy in which this megaproject was carried out follows the usual way of the federal government side-lining city officials, urban



Figure 4-5 Before [Left] and After [Right] Demolition of Ethiopian Shipping Lines building in progress in 2019

Source: Left Photo – <https://addisfortune.news/eagle-hills-seeks-to-bulldoze-two->  
Right - <https://addisfortune.news/salvage-operation/buildings/>

planners, and the general public in a sense of ‘we know what is best for you’ in the decision-making process.



Figure 4-6: The Satellite image of Leghare in Oct 2019  
 Source: Satellite image from Google Earth

If this project continues and the designed urban plan is realized without any consideration of the historic structures, more than 90% of them will be demolished. The designed urban layout of Eagle Hills Real Estate doesn't follow the original urban plan path of the Leghare Train station. Because of this, most of the buildings planned to be built by the real estate lay on top of the historic structures except the train station building and the statue of the Lion of Judah [See Figure 4-8] Also See Annex H. The radial path design that the Eagle Hills have doesn't respect the linear path design that follows the railway that passes through the railway station [See Figure 4-7] [See Picture

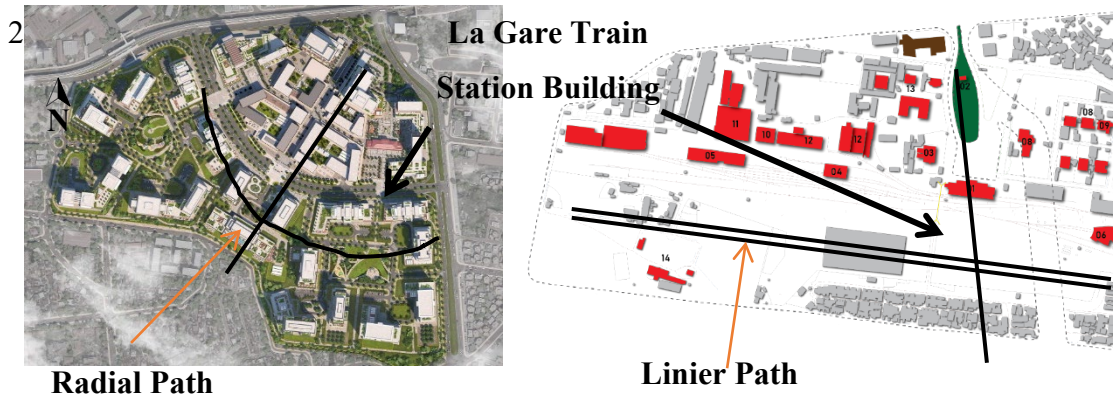


Figure 4-7: Designed Radial Eagle Hills and the original linear Leghare Urban Plan Path Comparison

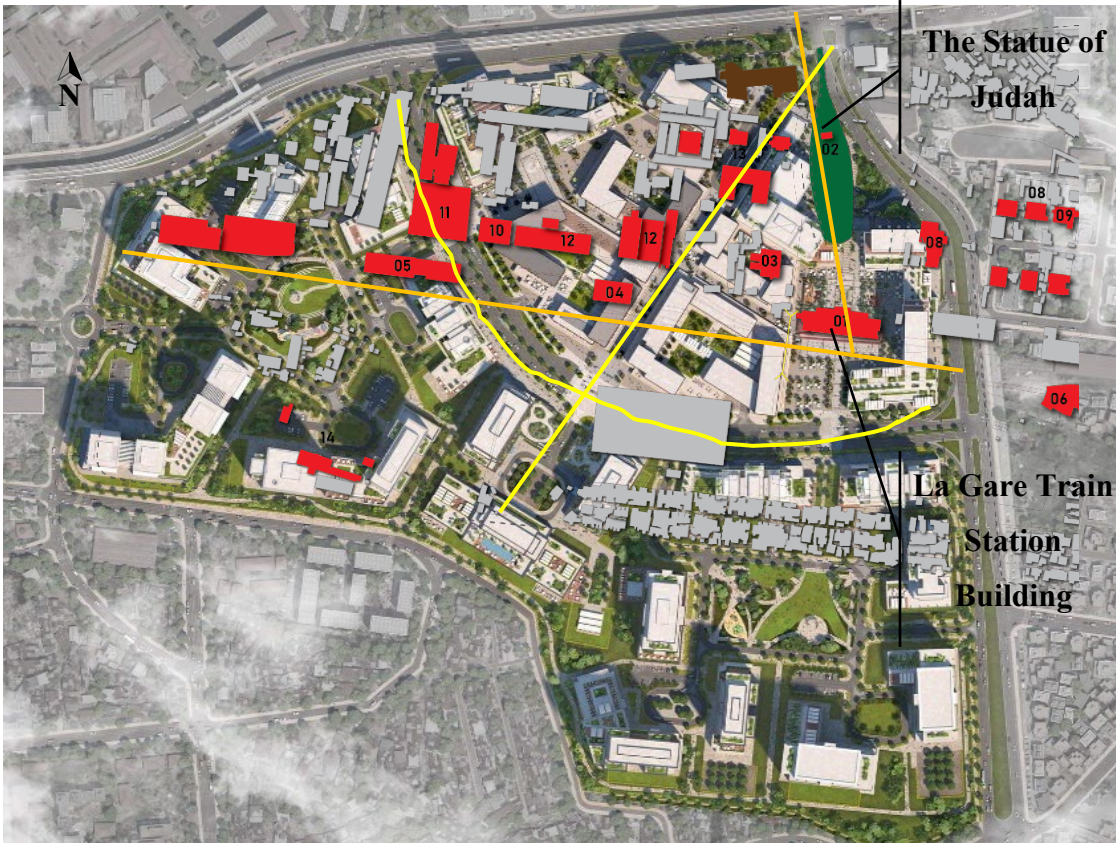


Figure 4-8: La Gare Eagle Hills Masterplan Overlap with the Existing Location Map of Historic Buildings in Leghare Train Station Complex  
Source: <https://www.lagare.com/project/la-gare/> Modified

## **CHAPTER 5. CONCLUSION AND RECOMMENDATIONS**

### **5.1. Summary**

This study focuses on the “urban heritage and city development in Addis Ababa: Creating mutual ground between the socio-cultural value and economic growth of the city in the case of Leghare area, which shows the effects of improperly planned urban development projects in urban heritage places. It is known from the data that 79% of the historic buildings located in the Leghare area are in poor or under poor conditions exposing them to the decision of demolishing as they are considered as slum areas. Based on the data gathered 36% of the historic buildings in the study area have been demolished in the last 4 years because of the urban development plans. One of the urban renewal projects is the Eagle Hills planned in the area of Leghare which if realized will demolish the remaining 54% of historic buildings to make room for the new urban layout proposed by the real estate developers [Figure 4-3].

Furthermore, it is known that the AATCB is responsible for registering and conserving heritage buildings but the limited resources and vast maintenance tasks have crippled the bureau in attempting to advertise, safe keep and maintain these historical buildings. Due to this fact only 7% of the historic structures are registered in the Leghare area further threatening the existence of the other structures left and the development plan proposed by the Eagle Hills failed to integrate the whole urban historic structures and only focused on the registered two, the statue of Judah and the main trains station building, which are the most known by the public are registered as heritage. Therefore, it is essential to ensure all heritage structures with enormous heritage values found in the Leghare area are recognized because the registration of such places ensures the continuity of their existence.

### **5.2. Conclusion**

The city of Addis Ababa faces many issues mostly related with the need for rapid urban development and the urban heritage places which are located in the center of the cities are also affected by uncontrolled urban development. They become subjected to different degrees of interventions ranging from conservation to destruction to create open spaces for new development. These interventions are going to have both

positive and negative impacts on the physical setting, social environment and economic context as well as on the social, cultural and economic values of the heritage places. Based on this challenge that the urban heritage places face today, the thesis has focused on the case of the Leghare area to understand the impact of interventions on the values of urban heritage places.

There are 14 historic structures in the study area of Leghare and more than two-thirds of these historical buildings are on the verge of collapsing and unless immediate actions are taken, they will not survive long. The destructions are mainly caused by the inappropriate use of the historical buildings, lack of firm conservation guidelines, economic constraints, lack of awareness of the values of heritage and most importantly the need for high urban development. Thus, urban renewal development projects proposed in historic places could alter the values of the heritage found in the area positively like those presented in the international case studies or negatively as the case under study, thus the urban heritage in general which will in turn, leads to either integration or destruction of the values.

Based on the studied values of heritage structures of Leghare, it is concluded that the positive values of the heritage will support the need for city development and the negative values will be compromised which gives balance to both the conservation of the heritage and the real estate development plan. The economic and functional values if integrated with the new development plan will increase the values of the new development.

Based on the international case studies, data analysis and local site observation, it is shown that there are enormous socio-cultural and economic benefits and a huge rise in real estate value of an area located in or near properly managed and effectively integrated urban heritage places with the city development plans. Therefore, it is concluded that it will be advantageous and practical to achieve a mutual ground between the conservation and preservation of the urban heritage of Leghare and the Eagle Hills Real-estate development project as both can benefit from the presence of each other ensuring the sustainable development of the city and the conservation of urban heritage in the city. For the sustainable conservation of heritage places, both socio-cultural and economic values of urban heritage places should be considered

before the interventions by establishing common ground between two seemingly contradictory but complementary sets of values.

### **5.3.Recommendation**

Each heritage place has its specific physical setting, social environment, administrative and economic context on which it stands on. In each specific setting, the conservation of urban heritage necessitates the careful examination of each case through the analysis and evaluation of its values. However, some guiding strategies should be considered for intervening in urban heritage places to establish common ground between the socio-cultural and economic values. In order to establish some consensus between these two contradictory and complementary values, the following recommendations should be considered.

- I. *Government approach:*** the principal motivations behind any intervention in urban heritage places should conservation of the socio-cultural value and the public interest should prioritize before the private interest. It is recommended that the rights given by the legal and administrative tools should use carefully and especially for extensive rights such as expropriation.
- II. *Public Participation:*** participatory approaches should be adopted for the continuity of the heritage places. Participation of local people includes meetings with inhabitants, getting feedback from them about the project before its implementation, empowerment of social structure with vocational training courses and the like. In general, innovative strategies for involving local people should also be considered.
- III. *Approach to Adaptive Reuse:*** As much as possible, the original uses and functions which are compatible with the heritage place must be conserved. However, if the existing functions are not suitable for the heritage place, keeping the original uses may not be the best option. Therefore, new uses and functions compatible with the character of the heritage place should be introduced. In these cases, the character of the heritage place, the carrying capacity of the buildings, and the needs of different users [residents, visitors, business owners...] must be carefully analyzed and applied.

**IV. Intervention and Design Approach:** In urban heritage places, preserving the buildings in their setting must be a priority instead of demolishing them. Introducing contemporary elements which are consistent with the heritage place can be adopted as a conservation strategy. The interventions should respect all the historical layers of the sites and reconstruction of the old must be avoided. In the case of the urban renewal interventions, the original historic urban fabric and physical setting should be kept intact and the development plan must work around it and should blend in with the historic environment.

Design Recommendation:

**Urban Design Intervention Proposal**

As mention ed in the previous chapters, based on the proposed design of the Eagle Hills master plan, except the La Gare [Train Station] and the statue of Judha, all

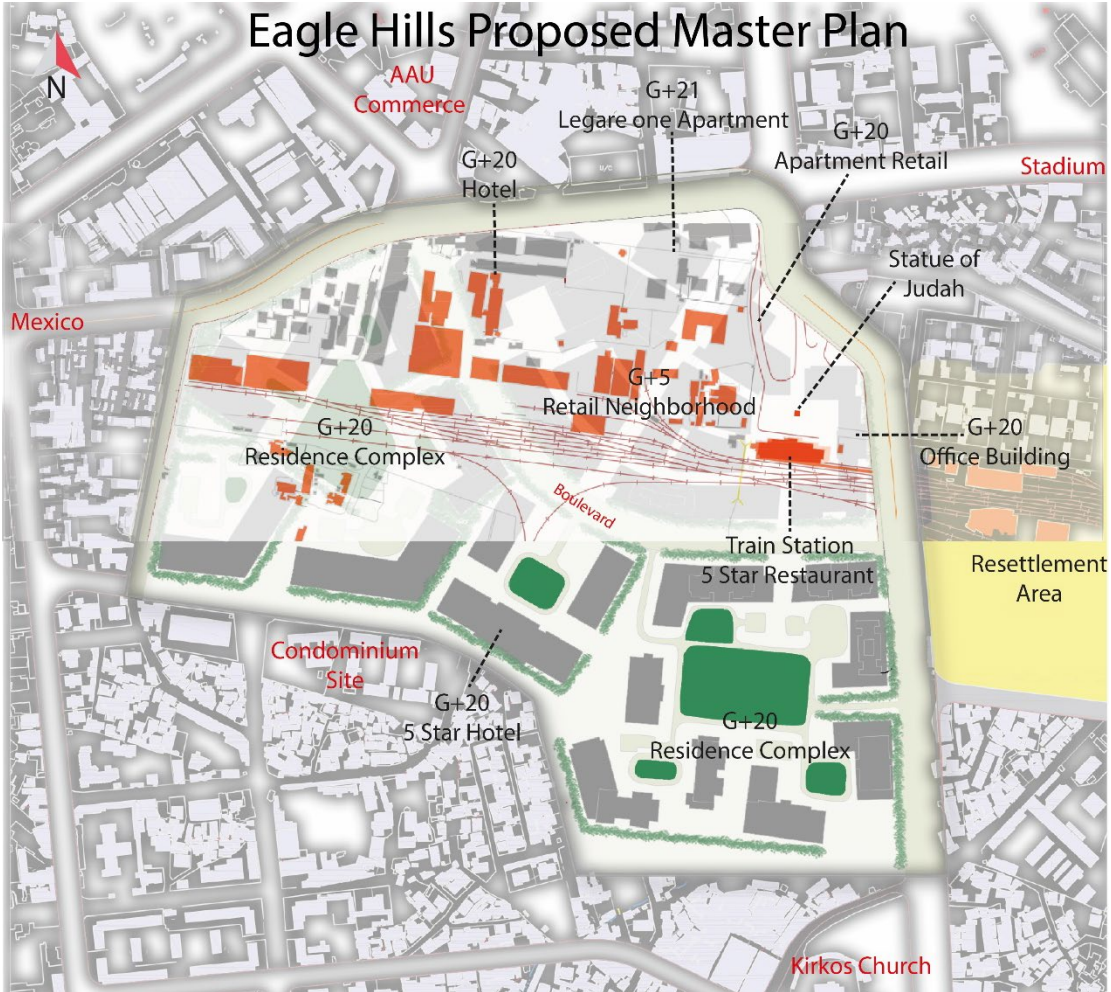


Figure 5-1: Eagle Hills Proposed Master Plan compared to the Existing Historic Structures of Leghare

buildings in the area that have a historical significance will be destroyed. The La Gare Train Station and the area around it is designed to be the integrated part of the estate, which serves as a plaza and will be surrounded by retail and once buildings and the costumes building rests on the main Boulevard of the estate, complete demolition. The La Gare Train Station building by itself will be converted to a 5-star restaurant in the future development plan of Eagle Hills [See Figure 5-1].

The aim of the new urban design proposal is to create a place where both infrastructure development and heritage can coexist and both can be an asset to each other. The fact that there are historical buildings around the area, it increases the value of the new development greatly which impacts the life time of the heritage buildings. Based on this design, the majority of the historic buildings are saved from destruction and were given new purposes that is highly associated with their origin and function that advocates the historical significance of the place. The new urban space is designed

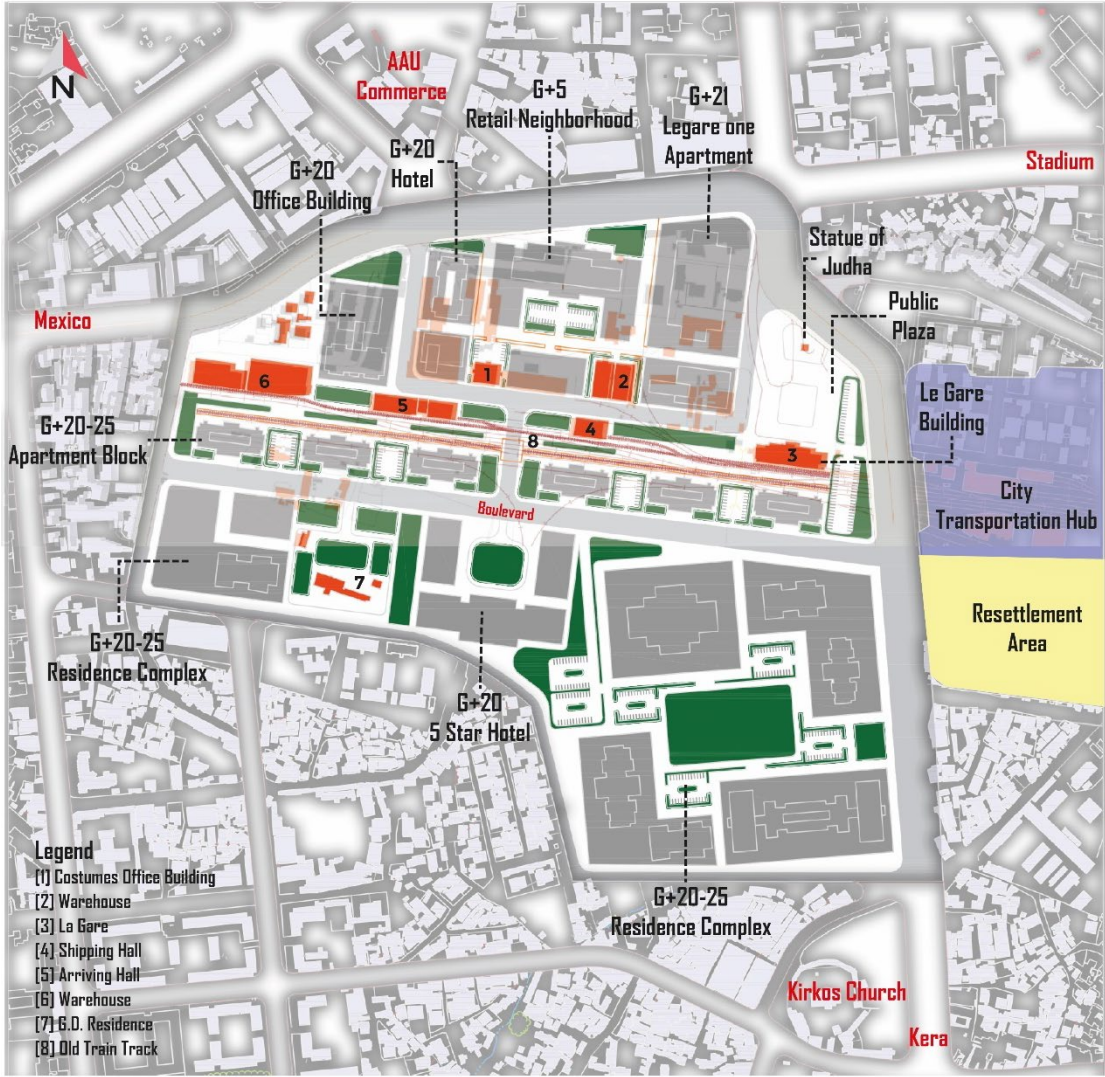


Figure 5-2: Leghare area heritage integrated proposed master plan

in a way that respects the historical significance of the area and is designed around the historic buildings.

In the new proposed Master-plan, all the historical buildings are given new functions using the principles of adaptive reuse and are designed to be open and more accessible to the general public. The buildings along the train track, the Arrival and Shipping Halls, are converted to be a museum for the old and Imperial train cars as the original train tracks pass through them. The costumes building is dedicated for displaying Historical photos and Documents with a library and archive. The main Station is already planned to be a 5-star Restaurant for the Eagle Hills but the in the new design the plaza in front is not included in the property of the real estate and is a public plaza [See Figure 5-2].



Figure 5-4: Train Track and Park



Figure 5-3: Left - Running and Cycling Track, Right - Customs Office Area

Adaptive Reuse Proposal

The costumes office building in Leghare area was built in the years 1929 to 1931's. It was a part of the original design of the Franco Ethiopian railway compound. It was used to collect revenue from taxes from imported and exported goods that comes through the train station. This building served as the main taxation and documentation center for all the goods that comes through the train from Djibouti. It was run by a Syrian business man named *Edelbi*, a close friend and personal advisor of Neggadras (Later Bitwoded) *Hailegiorgis Woldemikael*, Minister of Trade and Foreign Affairs in the time of Lig Iyassu.

The Customs Office Building is a rectangular 21m X 27m single story building with a double height central hall in the middle. It has three entrances, the main grand entrance located in the front and two entrances located on the either side of the building. Following each entrance there is a 6m long corridors that leads to the central hall and

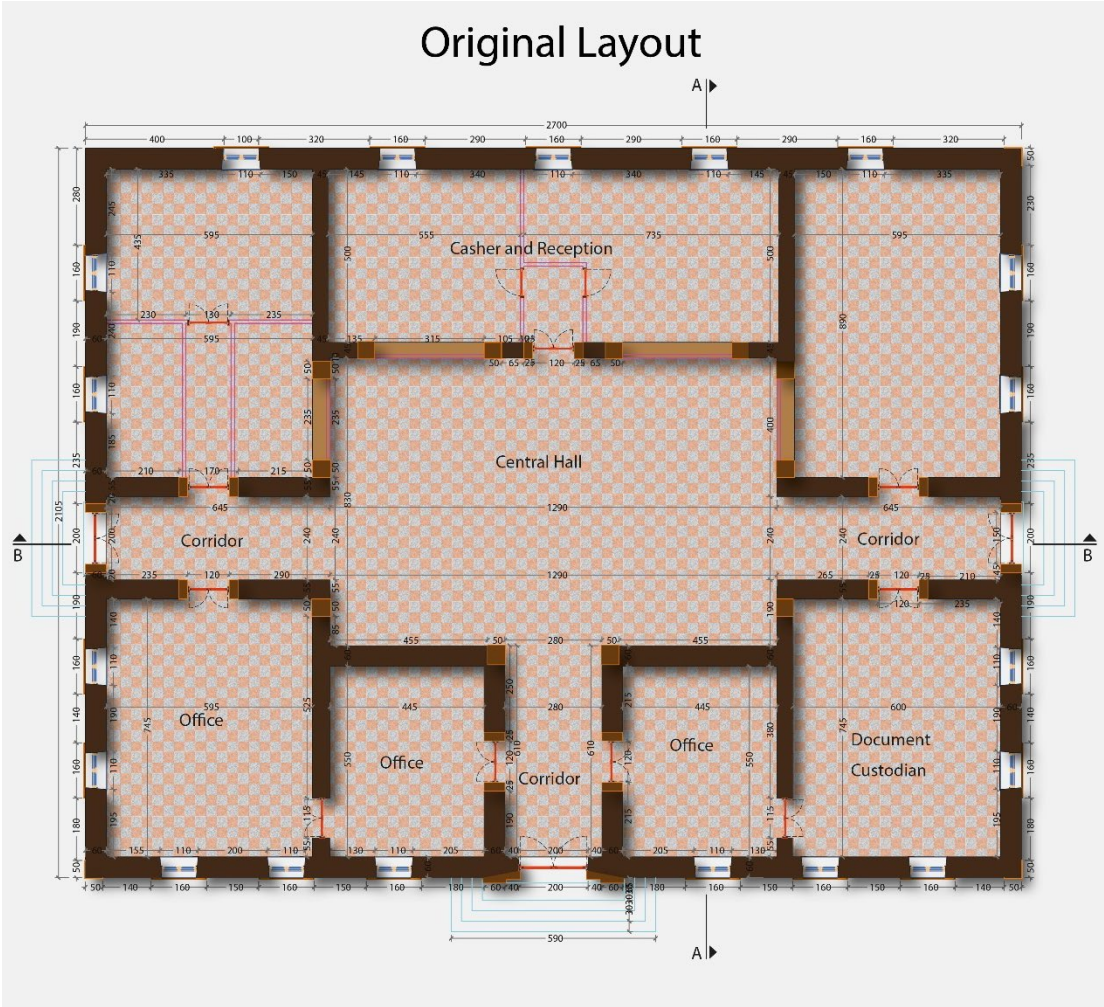


Figure 5-5: Original plan layout for Customes Office Building

on each side of the corridors there are door that leads to the adjacent rooms surrounding the central hall. The central hall 8.30m X 12.90m open space with a height of 8.7m. Originally it served as the main reception hall for the customs and it was where goods are inspected and taxes were paid. The rooms that surrounded the hall served as offices and record rooms for the customs office [See Figure 5-5].

The Concept behind the Adaptive reuse for this building is to create a memorial to the Le Gare and the whole company. Due to the current development most of the buildings associated with the Le Gare will be destroyed without any trace of the train and its services. So, in this proposal the former customs office building will be converted to be an archive and a research center for the Le Gare and the company CDE where all the documents can be kept safely and showcased in keeping the memory and the legacy alive. In this way even though the buildings are lost, the documents will

### New Layout

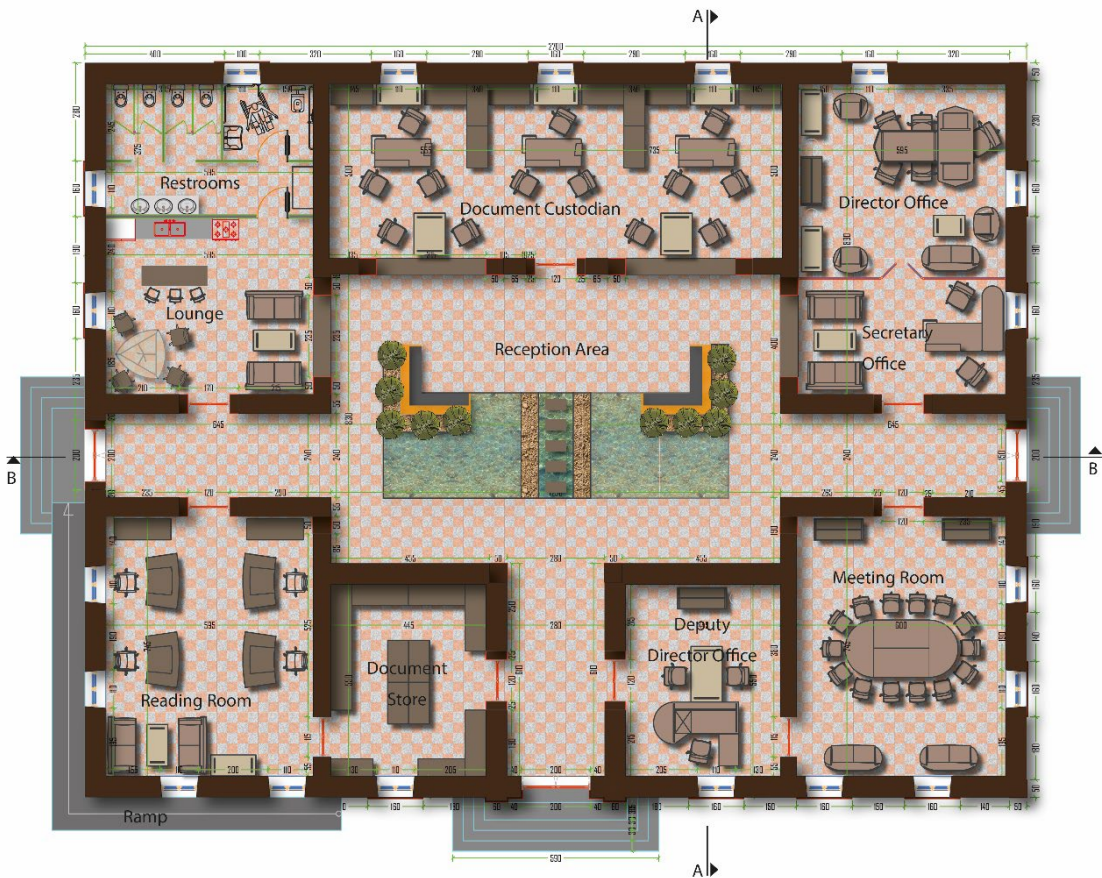


Figure 5-6: Adaptive Reuse Plan Proposal for Customes Office Building

remind what the place used to be and what it meant for the growth of the city in the last century [See Figure 5-6].



*Figure 5-7: Adaptive Reuse Proposal for Customes Office Building*

#### Further Studies

This thesis is geared toward proposing a method for assessing the impact of interventions on the value of urban heritage places and integration measures. Within this setting, the contributions of this thesis are listed below:

- The thesis studies both the conservationist and economist ways of thinking when it comes to urban heritage intervention
- It attempts to reveal the interrelationship between interventions on heritage places, the physical settings of urban heritage places, and the values that heritage places encompass.
- The thesis proposes a method to assess the impact of interventions in the values that heritage places have. The proposed method can be used to assess the impact of the interventions either before the interventions to foresee the potential impact or after the completion of interventions for post-intervention assessment.
- The thesis stresses the necessity to establish common ground between socio-cultural and economic values in the intervention process to ensure the sustainability of urban heritage places.

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## **Appendix**

### **A. Publishable Manuscript**

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Urban Heritage and City Development in Addis Ababa:

Creating mutual ground between the socio-cultural value and economic growth of the city in the case of Leghare area

By Eden Fikrmariam

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#### **1. ABSTRACT**

Conservation of urban heritage is a 'value' based approach and scholars in the fields of conservation and developers have been aware of such values. Both the preservationist and economist approaches emphasize the subjectivity of 'values' that change according to time, context, and the interests of different agents. The objective of this paper is to study the urban heritage located in the center of Addis Ababa, Leghare area that has become the interest of intervention due to the values of the place. The methodology proposed for the assessment of change is analyzing the Heritage value and it relies on the interrelation between intervention approaches, the socio-cultural and economic values of heritage places. Therefore, it is recommended to provide a consensus method between conserving the core urban heritage values for the sustainable socio-cultural and economic development of the city.

#### **2. INTRODUCTION**

Built urban heritage is a component of human creations that contribute to a sense of place by reflecting cultural values and history. Addis Ababa is home to 25% of the urban population in Ethiopia and is one of the fastest-growing cities in Africa. The annual percentage of urban population growth in Ethiopia was reported at 4.8259% in 2018, according to the World Bank's collection of development indicators. The urban heritage sites of Addis Ababa are places with immense historical significance, and most are now located in the historic center of the city. The urban renewal program developed by the city government to tackle the issue of housing proved to be a great threat to historic places as it considered them slum areas to be demolished and redeveloped. Approaches from decision-makers, communities, developers, and conservationists must be incorporated to reveal the impact of interventions on heritage places on the heritage values of the places.

Most urban heritage sites in Addis Ababa have survived because they were protected using the method of Value-Based Approach (VBA). VBA is a dynamic process of conserving heritage sites and places by giving ownership to private or governmental caretakers. However, due to inappropriate use and a lack of proper management, most heritage sites are subjected to overexploitation, resulting in severe deterioration. When these places are on the edge of destruction, considering their age and overuse, they will be considered slum areas, unfit to be in a developing urban area. The urban heritage sites of Addis Ababa are places with immense historical significance, and most are now located in the historic center of the city. The urban renewal program developed by the city government to tackle the issue of housing needs proved to be a great threat to historic places as it considered them slum areas to be demolished and redeveloped. Much was lost, including the building of Buffet de la Gare, the restaurant built at the time of the formation of the station and which had been in service for the past 80 years.

The main objective of this research is to achieve a common ground where the development of the city won't affect the existence of urban heritage and where the conservation of such places contributes to the growth of the city.

This paper mainly focuses on the study of the historic buildings and the urban setting of the Leghare area of Dublin. It examines their socio-cultural and economic effects in the process of conservation or intervention. The study area is limited to Addis Ababa's Urban Heritage under renewal programs.

### 3. METHODS

The case study area is located in Kirkos Sub-city along the Ras Mekonen Road, between the neighborhoods of Mexico and Stadium. The name Leghare was derived from the term "La Gare" that changed through time, meaning "train station" in the French language. Leghare is a vast complex of 38 hectares located in the Ethiopian capital, Addis Ababa. Within the 38-hectare boundary of Leghare, there are 14 historic structures related to the railway. All buildings are analyzed and the urban setup is investigated to shed light on the effects of intervention and to know the exact condition of the area.

Data was collected through In-depth interviews were conducted to gather sufficient information about the effect of the intervention on the urban heritage. Interviews were aimed at evoking opinions about the community and responsible organizations.

Primary data is collected by observation and interviewing the residents, respective conservation organizations, and professionals. Secondary data is extracted from different published documents, such as international charters, symposium reports, and local publications.

The majority of the data has been analyzed and consulted, including international recommendations and charters and local policy documents. Information about the proposed plans for the renewal project of the Leghare area was obtained through a literature review, broad observations, and conducted interviews with the local community, decision-makers, responsible governmental organizations, and the real-estate developers. Since the urban development project was commissioned by the government, it attracted the attention of the media, so recordings and newspaper articles were also used to provide general information about the renewal project. All historic buildings and monuments found in the study area are analyzed and, based on their current physical condition, they are divided into six categories: very poor, poor, fair, good, very good, and demolished using the AHP analysis method. Since the urban development project was commissioned by the government, it attracted the attention of the media, so recordings and newspaper articles were also used to provide general information about the renewal project.

The research design summarizes the methods and procedures used during the research. It also includes the main criteria taken into account and important points that were critical throughout the study.

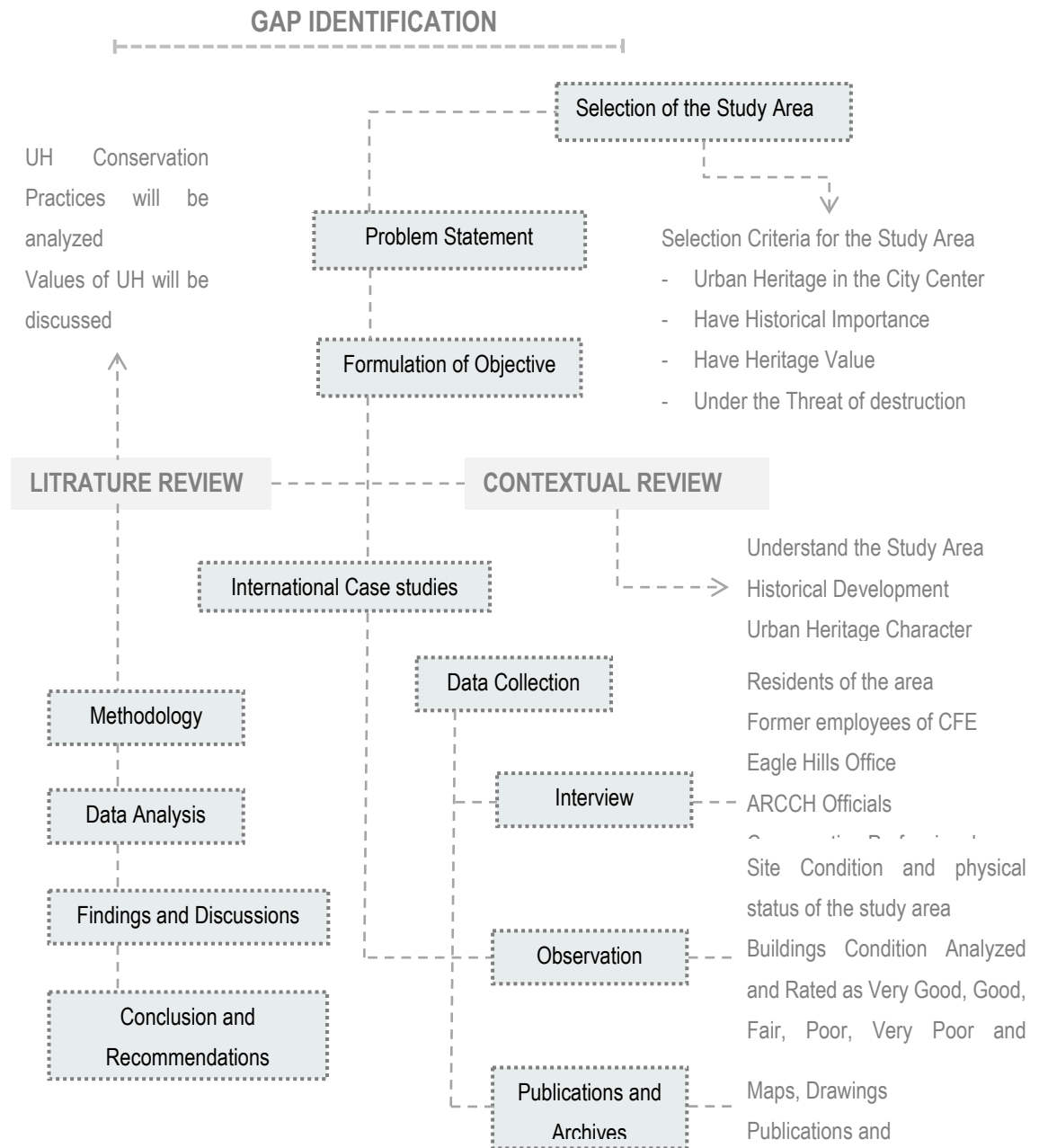


Diagram 1: Research Design and Flow

#### 4. DATA ANALYSIS AND DISCUSSION

##### 4.1. Values of the Urban Heritage of Leghare

Heritage values are in a distinction between two values, the socio-cultural and economic values (Mason, 2002). The values that are listed below are re-classified to apply to the selected study area. The values are further classified into eleven types to characterize the urban heritage.

- i. ***Age and Historical Value:*** Some of the buildings in Leghare are over 85 years old and have historical significance in association with a specific event in the city's history, such as the city's formation, the Italian occupation period, relations with the Royals, and many other topics that were briefly discussed.
- ii. ***Authenticity Value:*** the physical integrity and the intactness of the Leghare area in its “original” form gives it authentic value.
- iii. ***Architectural and Technical Value:*** the French-influenced architectural features, the workmanship of the buildings and the technical aspects are unique to the area.
- iv. ***Document Value:*** The physical aspects of the heritage are a source of information and documentation about the time it belonged to. It helps the new generation to understand the ideology and techniques of design of the past.
- v. ***Aesthetic Value:*** The main buildings in the Leghare complex are astatic in terms of the form, scale, color, texture and material of the fabric.
- vi. ***Symbolic Value:*** The area is considered highly symbolic and is attributed to society. The train station building is considered a landmark and the Statue of Judah is a symbol of freedom and courage.
- vii. ***Identity Value:*** In both its physical and social environment, meaning the architectural characteristics of the buildings, the physical setting and the socio-cultural aspect, the area is an identity to the society and the neighborhood.
- viii. ***Memory Value:*** The city has played host to many famous and infamous events, from the exile of the Imperial family of Haile Selassie I to the Italian invasion.
- ix. ***Prestige Value:*** The prestige and status that the community derives from having this heritage asset or for living in the heritage place are big. Society benefited a lot and their livelihoods are highly associated with the area.

- x. **Functional Value:** As it has been the major gateway for importing and exporting goods, it has played an important role in the economic development of the region. Even after the service of the train was halted, the economic value of the area is enormous.
- xi. **Real Estate Value:** Economic value of the Leghare area is what attracted the urban developers in the first place with the high value of the location of the land in addition to its historic value of the place elevating the price of the real estate.

#### 4.2. Physical Setting of Leghare Area

The railway station and surrounding area is a vast complex that includes different types of buildings with different purposes related to the train service. The property includes the main station building [La Gare], the statue of the lion of Judah in front of the station, garage and Fuel Stations [Depot] Training center [Center d'apprentissage], clinic [Infirmierie] and employees club and playground for Bouls. Some of the buildings listed above are well preserved while others are severely damaged because of excessive use without proper maintenance and preservation measures. The following table summarizes the types of buildings that were listed above by corresponding with the map presented below that shows their locations [Diagram 2] as well as the description of their function in the previous operating years and in the current situation.



## Diagram 2: The Location Map of Historic Buildings in Leghare Train Station Complex

Historic buildings utilized for multifamily residential purposes have a higher percentage (42%) of disrepair. Major defects observed in historic structures are missing or broken windows, damaged railings and posts, stained decking and ceiling, and damaged stairs. The buildings under the categories of fair require fewer repairing measures. These buildings are structurally safe and provide the intended purpose. Nevertheless, these buildings revealed early signs of damage and failures, like cracks, peeled plaster, and stained painting. Buildings in the "Good" category are those that are structurally sound and fit for their intended purpose. These historical structures require regular maintenance like cleaning, paintings, removing overgrown vegetation. The Addis Ababa Tourism and Culture Bureau is responsible for registering and conserving heritage buildings. Only 21% of the buildings located in the study area are officially registered as Heritage.

### 4.3. Eagle Hills: La Gare City Project

A dedicated 'Megaprojects Office' was established in the mayor's office to manage the contracting, partnerships, design and evaluation of major government-held urban projects. A 36 Ha of the Leghare area was given to Eagle Hills, a private real estate investment and development company based in Abu Dhabi, by the city government to create a state-of-the-art neighborhood. La Gare Eagle Hills would be one of the largest mixed-use developments in Ethiopia with more than 4000 residences of integrated community. It is a joint venture between Addis Ababa's City Administration and Eagle Hills valued at 50 billion birr planned to be completed within the coming seven years. The design of La Gare Eagle Hills Project completely ignores the Structure Plan of the city that provided specific plots of land in the MCC. The project is designed to be an isolated gated community without any reference to the existing Structure Plan. The Abu Dhabi based firm was given a clear guideline about the presence of historic properties after this encounter, but based on the current design of the Eagle Hills master plan that was made public, all buildings in the area with a historical significance will be demolished. On 15 January 2019, Buffet De La Gare and the CFE Manager and Deputy office Buildings were demolished and the demolishing work on the state shipping enterprise's headquarters building started

three months later. The ARCCH tried to block the demolition order but it was quickly overruled.

## 5. CONCLUSION AND RECOMMENDATION

### 5.1. Summary

This study focuses on the "urban heritage and city development in Addis Ababa: Creating mutual ground between the socio-cultural value and economic growth of the city in the case of the Leghare area, which shows the effects of improperly planned urban development projects in urban heritage places. The AATCB is responsible for registering and conserving heritage buildings, but the limited resources and vast maintenance tasks have crippled the bureau in attempting to advertise, safe-keep, and maintain these historical buildings. 79% of the historic buildings located in the Leghare area are in poor or under poor conditions, exposing them to the decision of demolition as they will be considered slum areas. One of the urban renewal projects is the Eagle Hills, which, if realized, will demolish the remaining 54% of historic buildings to make room for the new urban layout proposed by the real estate developers.

### 5.2. Conclusion

Urban heritage places in cities such as Addis Ababa are affected by uncontrolled urban development and become subjected to different degrees of interventions ranging from conservation to destruction. More than two-thirds of historical buildings in the study area of Leghare are on the verge of collapsing and unless immediate actions are taken, they will not survive long. The distractions are mainly caused by the inappropriate use of the historical buildings, lack of firm conservation guidelines and lack of awareness of the values of heritage. Urban renewal projects in historic places could alter the values of the heritage found in the area like those presented in the international case studies or as the case study of Leghare area. For the sustainable conservation of heritage places, both socio-cultural and economic values of urban heritage places should be considered before the interventions by establishing common ground between two seemingly contradictory but complementary sets of values.

### 5.3. Recommendation

Each heritage place has its specific physical setting, social environment, administrative and economic context on which it stands on. In each specific setting, the conservation of urban heritage necessitates the careful examination of each case through the analysis and evaluation of its values. Some guiding strategies should be considered for intervening in urban heritage places to establish common ground between the socio-cultural and economic values.

- I. **Government approach:** the principal motivations behind any intervention in urban heritage places should conservation of the socio-cultural value and the public interest should prioritize before the private interest. It is recommended that the rights given by the legal and administrative tools should use carefully and especially for extensive rights such as expropriation.
- II. **Public Participation:** participatory approaches should be adopted for the continuity of the heritage places. Participation of local people includes meetings with inhabitants, getting feedback from them about the project before its implementation, empowerment of social structure with vocational training courses and the like. In general, innovative strategies for involving local people should also be considered.
- III. **Approach to Adaptive Reuse:** As much as possible, the original uses and functions which are compatible with the heritage place must be conserved. However, if the existing functions are not suitable for the heritage place, keeping the original uses may not be the best option. Therefore, new uses and functions compatible with the character of the heritage place should be introduced. In these cases, the character of the heritage place, the carrying capacity of the buildings, and the needs of different users [residents, visitors, business owners...] must be carefully analyzed and applied.
- IV. **Intervention and Design Approach:** In urban heritage places, preserving the buildings in their setting must be a priority instead of demolishing them. Introducing contemporary elements which are consistent with the heritage place can be adopted as a conservation strategy. The interventions should respect all the historical layers of the sites and reconstruction of the old must

be avoided. In the case of the urban renewal interventions, the original historic urban fabric and physical setting should be kept intact and the development plan must work around it and should blend in with the historic environment.

#### Design Recommendation: Urban Design Intervention Proposal

The aim of the new urban design. Proposal is to create a place where both infrastructure development and heritage can coexist and both can be an asset to each other. Based on this design, the majority of the historic buildings are saved from destruction and were given new purposes that are highly associated with their origin and have a function that advocates the historical significance of the place.

- The thesis studies both the conservationist and economist ways of thinking when it comes to urban heritage intervention
- It attempts to reveal the interrelationship between interventions on heritage places, the physical settings of urban heritage places, and the values that heritage places encompass.
- The thesis proposes a method to assess the impact of interventions in the values that heritage places have. The proposed method can be used to assess the impact of the interventions either before the interventions to foresee the potential impact or after the completion of interventions for post-intervention assessment.
- The thesis stresses the necessity to establish common ground between socio-cultural and economic values in the intervention process to ensure the sustainability of urban heritage places.

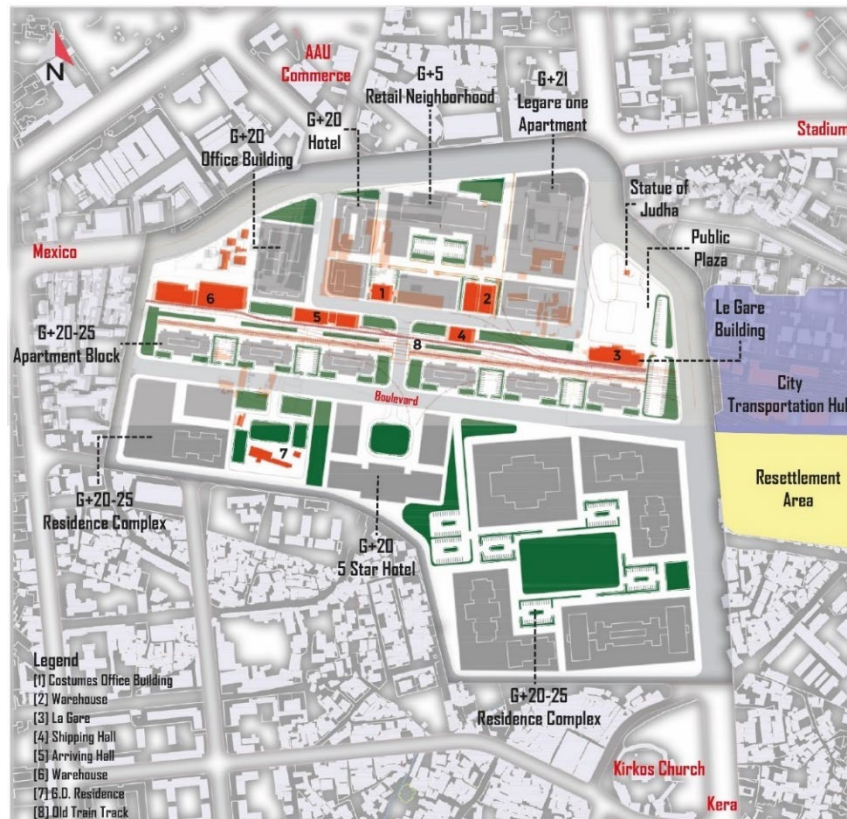


Diagram 3: Leghare area heritage integrated proposed master plan

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**B. Interview question For Addis Ababa Culture and Truism Bureau**

ይህ ቃል መጠይቅ የተዘጋጀው ለአዲስ አበባ የቅርስ እና ጥበቃ ቢሮ ላሲሆን ይህም መጠይቅ የተዘጋጀው በአዲስ አበባ ዩንቨርሲቲ በ conservation of urban and architectural heritage ትምህርት ክፍል ለሚደረግ ጥናት ሲሆን ጥናቱም በዎነኝነት በለገሃር ቅጥር ግቢ ውስጥ የሚገኙ ቅርሶች ያሉበትን ሁኔታ ማጥናት እና የቅርስ የመጠበቂያ ዘዴዎች ላይ ትኩረት አድርጎ የሚሰራ ጥናት ነው። በዚህ መጠይቅ የሚሰብሰበው መረጃ ለዚህ ጥናት አግልግሎት ብቻ ይውላል።

1. በለገሃር ቅጥር ግቢ ውስጥ የሚገኙ ቅርሶች ያሉበትን ሁኔታ ምን ይመስላል
2. በለገሃር ቅጥር ግቢ ከመጠበቅ አንጻር ምን አይነት ሰራዎችን እየሰራችሁ ትገኛላችሁ
3. የለገሃር ቅጥር ግቢ የሚገኙ ቅርሶች አካባቢ እሴቶች ምንድን ናቸው
4. በለገሃር አካባቢ የተሰሩ መሰረተ ልማቶች በተለይም የአዲስ አበባ ቀላል ባቡር ግንባታ በአካባቢው የሚገኙ ቅርሶች ላይ ምን አይነት ተፅዕኖችን ፈጥረዋል
5. ቅርሶች እና የአካባቢ ልማቶች ጎን ለ ጎን እንዴት ተደጋግፍው ለዘላቂ እድገት ማስኬድ ይቻላል

**C. Interview question For community near leghar**

ይህ ቃል መጠይቅ የተዘጋጀው ለገሃር አካባቢ ለሚገኙ ነዋሪዎች ሲሆን ይህም መጠይቅ የተዘጋጀው በአዲስ አበባ ዩንቨርሲቲ በ conservation of urban and architectural heritage ትምህርት ክፍል ለሚደረግ ጥናት ሲሆን ጥናቱም በዎነኝነት በለገሃር ቅጥር ግቢ ውስጥ የሚገኙ ቅርሶች ያሉበትን ሁኔታ ማጥናት እና የቅርስ የመጠበቂያ ዘዴዎች ላይ ትኩረት አድርጎ የሚሰራ ጥናት ነው። በዚህ መጠይቅ የሚሰብሰበው መረጃ ለዚህ ጥናት አግልግሎት ብቻ ይውላል።

1. የለገሃር ቅጥር ግቢ የሚገኙ ቅርሶች አካባቢ እሴቶች ምንድን ናቸው
2. በለገሃር ቅጥር ግቢ ውስጥ የሚገኙ ቅርሶች ላካባቢው ህብረተሰብ ምን አይነት ኢኮኖሚካል፣ ፖለቲካል እና ማህበራዊ ፋይዳዎች ነበሩዎቸው
3. ለገሃር ቅጥር ግቢ ውስጥ የሚገኙ ቅርሶች ለእርሶ ምን መልኩ ተጠቃሚ ነበሩ
4. ቅርሶች እና የአካባቢ ልማቶች ጎን ለ ጎን እንዴት ተደጋግፍው ለዘላቂ እድገት ማስኬድ ይቻላል

**D. Interview question authority for research and conservation of cultural heritage**

ይህ ቃል መጠይቅ የተዘጋጀው ለባህል ቅርስ ጥናትና ጥበቃ ባለስልጣን ሲሆን ይህም መጠይቅ የተዘጋጀው በአዲስ አበባ ዩንቨርሲቲ በ conservation of urban and architectural heritage ትምህርት ክፍል ለሚደረግ ጥናት ሲሆን ጥናቱም በዎነኝነት በለገሃር ቅጥር ግቢ ውስጥ የሚገኙ ቅርሶች ያሉበትን ሁኔታ ማጥናት እና የቅርስ የመጠበቂያ ዘዴዎች ላይ ትኩረት አድርጎ የሚሰራ ጥናት ነው። በዚህ መጠይቅ የሚሰብሰበው መረጃ ለዚህ ጥናት አግልግሎት ብቻ ይውላል።

1. በለገሃር ቅጥር ግቢ ውስጥ የሚገኙ ቅርሶች ያሉበትን ሁኔታ ምን ይመስላል
2. በለገሃር ቅጥር ግቢ ከመጠበቅ አንጻር ምን አይነት ሰራዎችን እየሰራችሁ ትገኛላችሁ

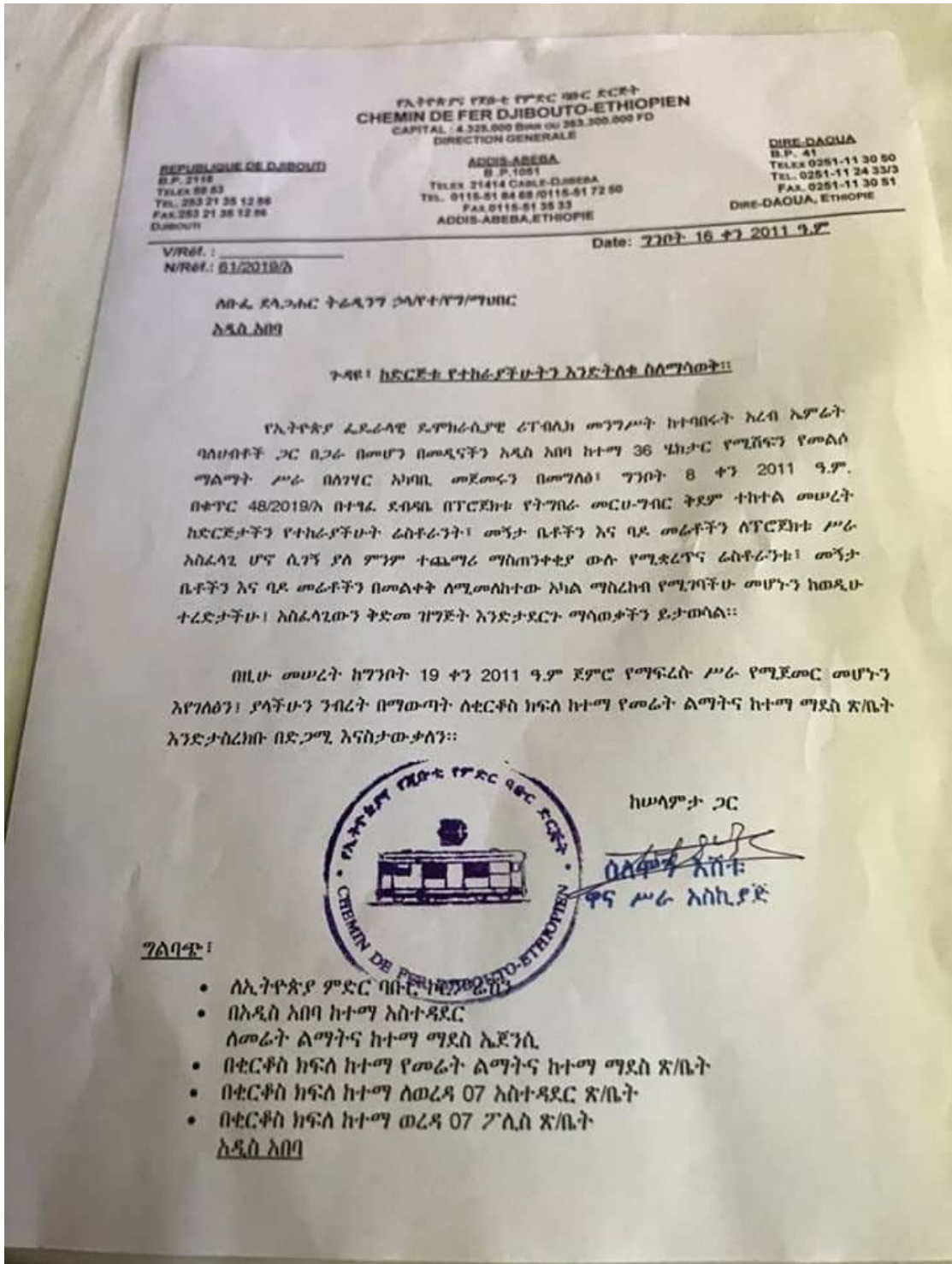
3. የለገሃር ቅጥር ግቢያሚገኙ ቅርሶች አካባቢ እሴቶች ምንድን ናቸው
4. በለገሃር አካባቢ የተሰሩ መሰረተ ልማቶች በተለይም የአዲስ አበባ ቀላል ባቡር ግንባታ በአካባቢው የሚገኙ ቅርሶች ላይ ምን ዓይነት ተፅዕኖችን ፈጥረዋል
5. ቅርሶች እና የአካባቢ ልማቶች ጎን ለ ጎን እንዴት ተደጋግፍው ለዘላቂ እድገት ማስኬድ ይቻላል

### E. Interview question For Eagle Hills

ይህ ቃል መጠይቅ የተዘጋጀው ለ ኢግል ሂልስ ሲሆን ይህም መጠይቅ የተዘጋጀው በአዲስ አበባ ዩንቨርሲቲ በ conservation of urban and architectural heritage ትምህርት ክፍል ለሚደረግ ጥናት ሲሆን ጥናቱም በዎነኝነት በለገሃር ቅጥር ግቢ ውስጥ የሚገኙ ቅርሶች ያሉበትን ሁኔታ ማጥናት እና የቅርስ የመጠበቂያ ዘዴዎች ላይ ትኩረት አድርጎ የሚሰራ ጥናት ነው። በዚህ መጠይቅ የሚሰብሰበው መረጃ ለዚህ ጥናት አግልግሎት ብቻ ይውላል።

1. ኢግል ሂልስ ዋነኛ አላማ እና ስራዎች ምንድናቸው
2. እነዚህ ፕሮጀክቶች በቅጥር ግቢ ውስጥ ተመዝግበው የሚገኙ ቅርሶችን ምን ያክል አካታች ናቸው
3. በለገሃር ቅጥር ግቢ ከመጠበቅ አንፃር ምን ዓይነት ስራዎችን እየሰራችሁ ትገኛላችሁ
4. የለገሃር ቅጥር ግቢያሚገኙ ቅርሶች አካባቢ እሴቶች ምንድን ናቸው
5. የኢግል ሂልስ ፕሮጀክት ሌሎች ባለድርሻ አካላቶችን (ለባህል ቅርስ ጥናትና ጥበቃ ባለስልጣን እና የአዲስ አበባ የቅርስ እና ጥበቃ ቢሮ) ምን ያክል አካታች ነበር
6. ቅርሶች እና የአካባቢ ልማቶች ጎን ለ ጎን እንዴት ተደጋግፍው ለዘላቂ እድገት ማስኬድ ይቻላል

F. Letter of Demolition permit for Buffet De La Gare Building



**G. Weightage of the heritage Structures in study area of Leghare**

1. Weightage of La Gare [Train Station] Building

Criteria	Building Feature	Weightage	Score	Score
Building Structure	Foundation	0.220	5	1.10
	Column	0.100	4	0.40
	Beam	0.100	4	0.40
	Truss	0.050	3	0.15
	Stair	0.100	4	0.40
Building Fabric	Ceiling	0.070	3	0.21
	Floor	0.120	4	0.48
	Internal Wall	0.100	3	0.30
	External Wall	0.080	2	0.16
	Roof	0.070	4	0.28
	Door	0.050	3	0.15
	Window	0.080	4	0.32
Building Service	Electrical System	0.090	3	0.27
	Sanitary System	0.010	2	0.02
	Fire protection	0.010	4	0.02
			Final Score	4.66

2. Weightage of Statue of The Lion of Judah

Criteria	Building Feature	Weightage	Score	Score
Building Structure	Foundation	0.200	5	1.00
	Column	0.090	4	0.36
	Beam	0.090	4	0.36
	Truss	0.000	3	0.00
	Stair	0.000	4	0.00
Building Fabric	Ceiling	0.000	3	0.00
	Floor	0.120	4	0.48
	Internal Wall	0.200	3	0.60
	External Wall	0.300	2	0.60
	Roof	0.070	4	0.28
	Door	0.000	3	0.00
	Window	0.000	4	0.00
Building Service	Electrical System	0.000	3	0.00
	Sanitary System	0.000	2	0.00
	Fire protection	0.000	4	0.00
			Final Score	3.68

**H. Weightage of Buffet De La Gare [Hotel]**

<b>Criteria</b>	<b>Building Feature</b>	<b>Weightage</b>	<b>Score</b>	<b>Score</b>
<b>Building Structure</b>	Foundation	0.000	5	0.00
	Column	0.000	4	0.00
	Beam	0.000	4	0.00
	Truss	0.000	3	0.00
	Stair	0.000	4	0.00
<b>Building Fabric</b>	Ceiling	0.000	3	0.00
	Floor	0.000	4	0.00
	Internal Wall	0.000	3	0.00
	External Wall	0.000	2	0.00
	Roof	0.000	4	0.00
	Door	0.000	3	0.00
	Window	0.000	4	0.00
<b>Building Service</b>	Electrical System	0.000	3	0.00
	Sanitary System	0.000	2	0.00
	Fire protection	0.000	4	0.00
			<b>Final Score</b>	<b>0.00</b>

3. Weightage of Arrivage Halle [Arrival Hall] Warehouse

<b>Criteria</b>	<b>Building Feature</b>	<b>Weightage</b>	<b>Score</b>	<b>Score</b>
<b>Building Structure</b>	Foundation	0.140	5	0.70
	Column	0.090	4	0.36
	Beam	0.090	4	0.36
	Truss	0.090	3	0.27
	Stair	0.000	4	0.00
<b>Building Fabric</b>	Ceiling	0.010	3	0.03
	Floor	0.060	4	0.24
	Internal Wall	0.040	3	0.12
	External Wall	0.050	2	0.10
	Roof	0.020	4	0.08
	Door	0.020	3	0.06
	Window	0.020	4	0.08
<b>Building Service</b>	Electrical System	0.010	3	0.03
	Sanitary System	0.010	2	0.02
	Fire protection	0.000	4	0.02
			<b>Final Score</b>	<b>2.47</b>

4. Weightage of Halle D'expédition [Departure Hall]

Criteria	Building Feature	Weightage	Score	Score
Building Structure	Foundation	0.140	5	0.70
	Column	0.090	4	0.36
	Beam	0.090	4	0.36
	Truss	0.090	3	0.27
	Stair	0.000	4	0.00
Building Fabric	Ceiling	0.010	3	0.03
	Floor	0.060	4	0.24
	Internal Wall	0.040	3	0.12
	External Wall	0.050	2	0.10
	Roof	0.020	4	0.08
	Door	0.020	3	0.06
	Window	0.020	4	0.08
Building Service	Electrical System	0.010	3	0.03
	Sanitary System	0.010	2	0.02
	Fire protection	0.000	4	0.02
			Final Score	2.47

5. Weightage Fuel Station [Depot]

Criteria	Building Feature	Weightage	Score	Score
Building Structure	Foundation	0.000	5	0.00
	Column	0.000	4	0.00
	Beam	0.000	4	0.00
	Truss	0.000	3	0.00
	Stair	0.000	4	0.00
Building Fabric	Ceiling	0.000	3	0.00
	Floor	0.000	4	0.00
	Internal Wall	0.000	3	0.00
	External Wall	0.000	2	0.00
	Roof	0.000	4	0.00
	Door	0.000	3	0.00
	Window	0.000	4	0.00
Building Service	Electrical System	0.000	3	0.00
	Sanitary System	0.000	2	0.00
	Fire protection	0.000	4	0.00
			Final Score	0.00

6. Weightage Voitures Imperiale [Imperial Cars]

<b>Criteria</b>	<b>Building Feature</b>	<b>Weightage</b>	<b>Score</b>	<b>Score</b>
<b>Building Structure</b>	Foundation	0.000	5	0.00
	Column	0.000	4	0.00
	Beam	0.000	4	0.00
	Truss	0.000	3	0.00
	Stair	0.000	4	0.00
<b>Building Fabric</b>	Ceiling	0.000	3	0.00
	Floor	0.000	4	0.00
	Internal Wall	0.000	3	0.00
	External Wall	0.000	2	0.00
	Roof	0.000	4	0.00
	Door	0.000	3	0.00
	Window	0.000	4	0.00
<b>Building Service</b>	Electrical System	0.000	3	0.00
	Sanitary System	0.000	2	0.00
	Fire protection	0.000	4	0.00
			<b>Final Score</b>	<b>0.00</b>

7. Club De Cheminots

<b>Criteria</b>	<b>Building Feature</b>	<b>Weightage</b>	<b>Score</b>	<b>Score</b>
<b>Building Structure</b>	Foundation	0.000	5	0.00
	Column	0.000	4	0.00
	Beam	0.000	4	0.00
	Truss	0.000	3	0.00
	Stair	0.000	4	0.00
<b>Building Fabric</b>	Ceiling	0.000	3	0.00
	Floor	0.000	4	0.00
	Internal Wall	0.000	3	0.00
	External Wall	0.000	2	0.00
	Roof	0.000	4	0.00
	Door	0.000	3	0.00
	Window	0.000	4	0.00
<b>Building Service</b>	Electrical System	0.000	3	0.00
	Sanitary System	0.000	2	0.00
	Fire protection	0.000	4	0.00
			<b>Final Score</b>	<b>0.00</b>

8. Infirmierie [CFE Clinic]s

<b>Criteria</b>	<b>Building Feature</b>	<b>Weightage</b>	<b>Score</b>	<b>Score</b>
<i>Building Structure</i>	Foundation	0.050	5	0.25
	Column	0.030	4	0.12
	Beam	0.030	4	0.12
	Truss	0.020	3	0.06
	Stair	0.000	4	0.00
<i>Building Fabric</i>	Ceiling	0.020	3	0.06
	Floor	0.030	4	0.12
	Internal Wall	0.020	3	0.06
	External Wall	0.024	2	0.05
	Roof	0.021	4	0.08
	Door	0.020	3	0.06
	Window	0.030	4	0.12
<i>Building Service</i>	Electrical System	0.020	3	0.06
	Sanitary System	0.012	2	0.02
	Fire protection	0.000	4	0.02
			<b>Final Score</b>	<b>1.21</b>

9. Bureau Douane [Costumes Office]

<b>Criteria</b>	<b>Building Feature</b>	<b>Weightage</b>	<b>Score</b>	<b>Score</b>
<i>Building Structure</i>	Foundation	0.050	5	0.25
	Column	0.030	4	0.12
	Beam	0.030	4	0.12
	Truss	0.020	3	0.06
	Stair	0.060	4	0.24
<i>Building Fabric</i>	Ceiling	0.020	3	0.06
	Floor	0.030	4	0.12
	Internal Wall	0.020	3	0.06
	External Wall	0.024	2	0.05
	Roof	0.021	4	0.08
	Door	0.020	3	0.06
	Window	0.030	4	0.12
<i>Building Service</i>	Electrical System	0.012	3	0.04
	Sanitary System	0.090	2	0.18
	Fire protection	0.000	4	0.18
			<b>Final Score</b>	<b>1.74</b>

## 10. Entrepôt [Ware houses]

<b>Criteria</b>	<b>Building Feature</b>	<b>Weightage</b>	<b>Score</b>	<b>Score</b>
<b>Building Structure</b>	Foundation	0.020	5	0.10
	Column	0.020	4	0.08
	Beam	0.000	4	0.00
	Truss	0.000	3	0.00
	Stair	0.000	4	0.00
<b>Building Fabric</b>	Ceiling	0.000	3	0.00
	Floor	0.020	4	0.08
	Internal Wall	0.010	3	0.03
	External Wall	0.010	2	0.02
	Roof	0.000	4	0.00
	Door	0.000	3	0.00
	Window	0.000	4	0.00
<b>Building Service</b>	Electrical System	0.000	3	0.00
	Sanitary System	0.000	2	0.00
	Fire protection	0.000	4	0.00
			Final Score	0.31

## 11. Douane Entrepôt [Customs Warehouse]

<b>Criteria</b>	<b>Building Feature</b>	<b>Weightage</b>	<b>Score</b>	<b>Score</b>
<b>Building Structure</b>	Foundation	0.020	5	0.10
	Column	0.020	4	0.08
	Beam	0.030	4	0.12
	Truss	0.020	3	0.06
	Stair	0.010	4	0.04
<b>Building Fabric</b>	Ceiling	0.020	3	0.06
	Floor	0.030	4	0.12
	Internal Wall	0.020	3	0.06
	External Wall	0.024	2	0.05
	Roof	0.021	4	0.08
	Door	0.020	3	0.06
	Window	0.030	4	0.12
<b>Building Service</b>	Electrical System	0.012	3	0.04
	Sanitary System	0.090	2	0.18
	Fire protection	0.000	4	0.18
			Final Score	1.35

12. CFE Director Office Complex

<b>Criteria</b>	<b>Building Feature</b>	<b>Weightage</b>	<b>Score</b>	<b>Score</b>
<i>Building Structure</i>	Foundation	0.000	5	0.00
	Column	0.000	4	0.00
	Beam	0.000	4	0.00
	Truss	0.000	3	0.00
	Stair	0.000	4	0.00
<i>Building Fabric</i>	Ceiling	0.000	3	0.00
	Floor	0.000	4	0.00
	Internal Wall	0.000	3	0.00
	External Wall	0.000	2	0.00
	Roof	0.000	4	0.00
	Door	0.000	3	0.00
	Window	0.000	4	0.00
<i>Building Service</i>	Electrical System	0.000	3	0.00
	Sanitary System	0.000	2	0.00
	Fire protection	0.000	4	0.00
			<b>Final Score</b>	<b>0.00</b>

I. La Gare Eagle Hills Masterplan Overlap with the Existing Location Map of Historic Buildings in Leghore Train Station Complex



Source: <https://www.lagare.com/project/la-gare/> Modified

J. Master Plan of Leghare area in 1963

