12th Session_city for people:
Conception of the long-term urban development for Irkutsk city up to 2036

31st January-20th February
Baikal International University of Urban Planning Design was founded in 1999 on the initiative of Irkutsk administration, jointly with Irkutsk State Technical University and with the assistance of planning institutes and public organizations.

The principle of carrying out creative workshops of the WU of Urban Planning is based on the experience of Summer Workshops of the European University of the Urban Planning (Les Ateliers, Cergy-Pontoise, France), where the original procedure and strategy of holding summer workshops was created. These workshops have been holding all over the world for more than 28 years.

The main goal of the workshops is to create competitive programs and implement them in the work of design groups, comprising young specialists with different vocational training, representatives of different countries and cultures that come to see each other for the first time.

This program is an original model of training of young specialists of different professions related to the city and its districts development. Having no analogues in Russia, WU gives the opportunity to the participants of workshops to reach a new higher level of conceptual thinking in the qualitative sense, exceeding the bounds of traditional education.

The program also allows exchanging of vast experience in mastering analytic and designed approaches in the framework of international interdisciplinary partnership, in the work with dynamically developing urban planning systems of Siberian cities. The settled “Image” of WU was formed as a multi-purpose centre of raising the international level of professional skills.

The members of International Jury appreciate professional scientific practical amount of projects produced by international teams.

Over 10 years more than 1000 young specialists, assistants, experts, members of international Jury, representatives of 42 universities from 21 countries took part in our innovation educational programs (The UK, Germany, Spain, Italy, China, South Korea, Lebanon, Mexico, Mongolia, Norway, Russian Federation, Turkey, France, Switzerland, The USA, Japan, etc.)

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Irkutsk is one of the largest cities in Siberia and the administrative center of Irkutsk Oblast, situated 5,185 kilometers (3,222 mi) by rail from Moscow. Population: **593,604** (2002 Census); **622,301** (1989 Census).

The city proper lies at the Angara River, a tributary of the Yenisei, 72 kilometers (45 mi) below its outflow from Lake Baikal, and on the bank opposite the suburb of Glaskovsk. The river, which has a breadth of 580 meters (1,903 ft) is crossed by the Irkutsk Hydroelectric Dam and three other bridges downstream. The Irkut River, from which the town takes its name, is a smaller river which joins the Angara directly opposite the town.

The main portion of the city is separated from several important landmarks—the monastery, the fort, and the port, as well as its suburbs by another tributary, the Ida, or Ushakovka River. Additionally, the two main parts of Irkutsk are customarily referred to as “the left bank” and “the right bank”, with respect to the flow of the Angara river.

Иркутск является одним из крупнейших городов Сибири и административный центр Иркутской области, расположенного 5185 километров (3222 миль) по железной дороге из Москвы. Население: **593 604** (перепись 2002 года); **622 301** (1989 перепись).

Собственно город расположен на реке Ангара, приток Енисея, 72 км (45 миль) ниже ее отток из озера Байкал, и на берегу напротив пригороде Глазково. Река, которая имеет ширину в 580 метров (1903 футов) проходит Иркутской гидроэлектростанции и трех других мостов вниз по течению. Река Иркут", из которого город получил свое название, является меньше река, которая соединяет Ангара прямо напротив города.

Основная часть города отделена от нескольких важных ориентиров: монастыря, форт, и порт, а также его пригороды другой приток, Ида, или Ушаковки реки. Кроме того, две основные части Иркутской принято называть “Левый берег” и “Правый берег”, по течению реки Ангара.
PART 1:
TOPIC OF THE SESSION

ЧАСТЬ 1:
ТЕМА СЕССИИ
12th Session_city for people:
Conception of the long-term urban development for Irkutsk city up to 2036
31st January-20th February

Actuality of the Session
2011 is the year of 350-year-old anniversary of Irkutsk city. Therefore the methodological commission of WU recommended that 12th session should deal with working out of long-term conception of Irkutsk city development up to 2036, when city will celebrate its 375-year-old anniversary.

Nowadays Irkutsk city is developing in accordance with its master plan. It concerns the engineering-transport infrastructure development, preservation of the historico-cultural heritage, rehabilitation and renewal of settlements with the demolition of dilapidated shelters, improvement of public and yard access areas and other relevant positions.

The master plan was approved by the municipal duma determination in 2007. Its conception had been worked out in 2003. A new master plan includes the project of restricted areas and zones of regulated historical and cultural monuments development in Irkutsk city, concerning the archaeolog-ical and architectural monuments.

The conception is a strategical and prognostic document, a program, which answers on the questions what to do and where to head for.

The main point of master plan is space organization. Therefore the elaboration object in conception must be, first of all, a territorial planning framework. And in addition to it the socio-economic processes. Besides it doesn’t deal with detailed determination, but with development strategy, its basic pri-orities and possible alternatives.

Purpose of the session
To work out a conception of the long-term urban development for Irkutsk city up to 2036. (Irkutsk - 375)

The participants will be given the following tasks:
- The demographic evolution’s variants (growth, stabilization of population or depopulation on the basis of analysis of its dynamic and development tendencies), choice of a type of territorial development (broadening or intensification of territorial usage), constraint satisfaction of urban development (ecology, seismicity, flood and etc.)
- Possibility of cities (settlements) satellites development and development of existing settlements’ integration in a urban system. Development of transport system, including motor, urban (tram, trolleybus) and suburban (railway) transport.
- Possibilities of adoption of new transport mode. Housing development (the main types; introduction of new areas and redevelopment of existing housing) System of the social centers, arrangement of green spaces and natural territorial framework, engineering infrastructure development

12-я сессия Город для людей
Концепция долгосрочного развития городов для города Иркутска до 2036
31-ого января - 20-ого февраля

Актуальность сессии
2011 годом 350-летнего юбилея города Иркутска. Поэтому методологической комиссией WU рекомендован 12-й сессии должна заниматься разработкой долгосрочной концепции развития города Иркутска до 2036 года, когда город будет отмечать свое 375-летие.

В настоящее время Иркутска города развивается в соответствии с его генеральным планом. Это касается развития инженерно-транспортной инфраструктуры, сохранения историко-культурного наследия, восстановления и обновления поселений со сносом ветхого жилья, совершенствование государственного и двор зоны доступа и других соответствующих должностей.

Генеральный план был утвержден городской Думой определения в 2007 году. Его концепция была разработана в 2003 году. Новый генеральный план включает в себя проект запретные зоны и зоны регулируемого памятников истории и культуры развития в городе Иркутске, в отношениях археологических и архитектурных памятников.

Концепция стратегических и прогностических документ, программу, которая отвечает на вопросы, что делать, где голова.

Суть генерального плана является организация пространства. Поэтому разработка концепции объекты должны быть, прежде всего, территориальной основы планирования. И в дополнение к его социально-экономических процессов. Кроме того, он не занимается подробное определение, но со стратегий развития, ее основные приоритеты и возможные альтернативы.

Цель сессии
Разработать концепцию долгосрочного развития городов для города Иркутска до 2036 года. (Иркутск - 375)

Участники будут поставлены следующие задачи:
- демографического развития в вариантах (рост, стабилизация населения или депопуляции на основе анализа динамики и тенденций развития), выбор типа территориального развития (расширение или усиление территориального использование), ограничение удовлетворения городского развития (экология, сейсмичность, Наводнение и тд.)
- Возможность городов (населенных пунктов) - определение развития и развития существующих поселений интеграции в городской системе. Развитие транспортной системы, включая двигатель, городские (электрический и троллейбусные) и пригородные (легкорельсовый) перевозки.
- Возможности принятия нового вида транспорта. Жилищное строительство (основные типы, внедрение новых направлений и реконструкции существующего жилищного фонда) Система социальных центров, расположение зеленых насаждений и природных территориальных рамах, развитие инженерной инфраструктуры...
REGIONAL ANALYSIS  АНАЛИЗ РЕГИОНА

IRKUTSK OBLAST REGION_  ИРКУТСКАЯ ОБЛАСТЬ_
Statistics  Статистика
Area  : 767,900 sq km
Population  : 2,786,000 (79.5% urban territories)
Average density  : 3.7 per sq km (in Russia 8.7)
Other Facts  : 25% of Russia’s aluminum
: 8% of Russia’s cardboard and over 50% of its pulp

Irkutsk_agglomeration  Иркутск_агломерация  Irkutsk_districts  Иркутск_районы

Irkutsk districts
1-Правобережный район
2-Октябрьский район
3-Свердловский район
4-Ленинский район
1-Pravoberezhniy district
2-Oktyabrskiy District
3-Sverdlovskiy District
4-Leninskiy District

Angarsk
Shelekhov
REGIONAL ANALYSIS  АНАЛИЗ РЕГИОНА

IRKUTSK_local setting  ИРКУТСК_местных условиях

05
IRKUTSK_evolution

1682 _ Received the city status.
1764 _ The Eastern Siberia general-governor location.
1784 _ First master plan.
1898 _ Trans Siberian Railway.

1970 _ Received the special status of a historical city.
1998 _ The Irkutsk CHD was included by the UNESCO Committee into the Preliminary List of World Culture Heritage “as a complex of monuments of archaeology, history and architecture”.
2001 _ The Irkutsk region and Irkutsk city have become the members of Russian Union of Historical cities and regions.

IRKUTSK_features

Heritage_city centre Наследие_Центр города

Educational Institutions Учебные заведения
Public Spaces Общественных мест
Wooden Houses Деревянные дома
New Development_city outskirts Новые разработки_Окраины города

Lake Baikal_major tourism source (70kms from Irkutsk) Озеро Байкал_основный источник туризма (70 км от Иркутска)
REGIONAL ANALYSIS

IRKUTSK_facts

Manpower and Economic Activity
- Manufacturing (basic industry) 51,800 (59%)
- Small and medium firms 26,200 (10%)
- Non industrial employment 98,000
  - education 28,800
  - health and social services 22,600
  - art and culture 3,500
  - federal administration stuff 8,900 (9%)
  Total students 60,000 (10%)

Land use_total territory 30,700 ha.

- Total Area of residential, industrial and other estates 10,900
- Residential Areas 6,600
- Industrial Sites 2,800
- Recreation, open spaces, forests 8,000

Balance
- Total area of residential, industrial and other estates 35.6%
- Residential Areas 21.5%
- Industrial Sites 9.1%
- Recreation, open spaces, forests 26.4%
- Agricultural lands 23.9%

Climate
- Irkutsk has a borderline subarctic climate, just short of a humid continental climate, characterized by extreme variation of temperatures between seasons. Temperatures can be very warm in the summer, and cold in the winter. However, Lake Baikal takes its effect, such that temperatures in Irkutsk are not as extreme as elsewhere in Siberia. The warmest month of the year in Irkutsk is July, when the mean temperature is 18 °C (64.4 °F), the highest temperature recorded being 37 °C. The coldest month of the year is January, when the mean temperature is −19 °C (−2.2 °F). Precipitation also varies widely throughout the year, with the wettest month also being July, when precipitation averages 119 mm (4.70 in).

Climate data for Irkutsk (normals 1971–2000)

<table>
<thead>
<tr>
<th>Month</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Record high °C (°F)</td>
<td>2.3 (36.1)</td>
<td>10.2 (50.4)</td>
<td>20.0 (68)</td>
<td>29.2 (84.6)</td>
<td>34.5 (94.1)</td>
<td>35.0 (95)</td>
<td>37.2 (99)</td>
<td>34.1 (93.4)</td>
<td>29.5 (85.1)</td>
<td>25.6 (78.1)</td>
<td>14.1 (57.4)</td>
<td>4.6 (40.3)</td>
<td>37.2 (99)</td>
</tr>
<tr>
<td>Average high °C (°F)</td>
<td>-14.8 (65.7)</td>
<td>-10.5 (13.1)</td>
<td>-1.7 (28.9)</td>
<td>7.9 (46.2)</td>
<td>16.3 (61.3)</td>
<td>22.9 (72.2)</td>
<td>24.6 (76.3)</td>
<td>22.0 (71.6)</td>
<td>15.3 (59.5)</td>
<td>7.1 (44.8)</td>
<td>-4.4 (24.1)</td>
<td>-12.9 (10.8)</td>
<td>-8.1 (43)</td>
</tr>
<tr>
<td>Average low °C (°F)</td>
<td>22.1 (71.8)</td>
<td>23.4 (74.1)</td>
<td>-15.8 (3.6)</td>
<td>-4.8 (24.4)</td>
<td>1.6 (34.7)</td>
<td>7.6 (45.7)</td>
<td>11.4 (52.5)</td>
<td>9.3 (48.7)</td>
<td>2.6 (36.7)</td>
<td>-4.4 (25.1)</td>
<td>-14.9 (6.8)</td>
<td>-22.7 (7.9)</td>
<td>-5.5 (23.3)</td>
</tr>
<tr>
<td>Record low °C (°F)</td>
<td>-49.7 (8.57)</td>
<td>-44.7 (–4.35)</td>
<td>-37.3 (–35.51)</td>
<td>-31.8 (–25.2)</td>
<td>-14.3 (–5.6)</td>
<td>-6.0 (21)</td>
<td>0.4 (21.7)</td>
<td>-2.7 (27.1)</td>
<td>-11.9 (10.5)</td>
<td>-30.5 (–22.9)</td>
<td>-40.4 (–40.7)</td>
<td>-46.3 (–51.3)</td>
<td>-49.7 (–57.5)</td>
</tr>
<tr>
<td>Precipitation mm (inches)</td>
<td>12 (0.47)</td>
<td>9 (0.35)</td>
<td>13 (0.51)</td>
<td>19 (0.75)</td>
<td>33 (1.3)</td>
<td>62 (2.44)</td>
<td>129 (4.72)</td>
<td>86 (3.39)</td>
<td>50 (1.97)</td>
<td>30 (1.2)</td>
<td>18 (0.71)</td>
<td>19 (0.75)</td>
<td>471 (18.54)</td>
</tr>
</tbody>
</table>

Source: pogoda.ru.net
REGIONAL ANALYSIS  
АНАЛИЗ РЕГИОНА

Framework_natural landscape  
Схема природных ландшафтов

New Housing Development coming along River  
Развитие жилищного строительства вдоль реки
Master plan amendments_2010

Генеральный план поправки 2010
### REGIONAL ANALYSIS

**АНАЛИЗ РЕГИОНА**

#### Zones of residential use
- Buffer or objects of industry and engineering and transport infrastructure
- Zones of airport noise above 60 dB
- Automobile roads
- Standing at 1% of the area
- Meeting by catastrophic destruction of hydroelectric station
- Zones of water bodies protection
- Riverside protection line

#### Zones of protection of the essence of water supply
- 1st belt
- 2nd belt

#### Very protected areas
- Very endangered natural territories
- Habitats of rare species

#### Development restrictions for the areas with objects of cultural heritage
- Buffer of protection zones
- Buffer of park protection zones
- Buffer of lighting devices
- City forests

#### Legend
- Park
- Industrial area
- Railway
- Railroad
- Road
- Waterway
- Wind power station
- Small power station

#### Zones of special use
- Conservation
- Closed conservation
- Objects of special regulations
- Zones of planned development

#### Objects of technical and engineering and transport infrastructure aimed to be replaced or to change the function

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1. Zone of airport noise above 60 dB
2. Automobile roads
3. Standing at 1% of the area
4. Meeting by catastrophic destruction of hydroelectric station
5. Zones of water bodies protection
6. Riverside protection line
7. 1st belt
8. 2nd belt
9. Very endangered natural territories
10. Habitats of rare species
11. Buffer of protection zones
12. Buffer of park protection zones
13. Buffer of lighting devices
14. City forests
CONFERENCES

**Ruslan Khotulev**  
City Configuration

**Alexander Ladeyshikov**  
Evolution of Irkutsk

**Ivan Golovnych**  
Urban Issues

**Khitsenko Nikolai**  
Historic Centres

**Mikhail Gunidin**  
The Murmansk Project

**Dr. Victor Kuzevanov**  
Botanic gardens as ecological resources of Urbanization

**Alex Mikhailov**  
Transport Infrastructure of Irkutsk
Divide development into stages
- Vladimir Nechitaylo

How to show the new quality within the old borders?
-Meerovich

symbiosis

Agglomeration or a compact city
- Mikhaylov

CRAZY IDEAS!!!

rivers of Irkutsk

Where are the possibilities for realization?

Who is a parasite – citizens for the region or inhabitants of the region for the city?
-Vladimir Rasputin

City for people

super region

What to do further?
-Ruslan K.

Standard of life for the 2036?
-Sergey Sena

Russia is an unpredictable country
-Meerovich

Area + sources + possibilities

Railway is not a barrier, but a spine
-innovations

-Sergey Sena

relation between the city and nature

Irkutsk as a city for students?

-Russia is an unpredictable country
-Meerovich

Urban planning language

city borders

city management and urban design

Include the suburbs
- Oleg Usov

destroy the central market
-Sergey Sena

“What will be in 2036 different from present?”
-Sergey Sena

*-words extracted by the work groups during the initial presentation of teams held on 5th and 12th February, 2011
PART 2: PROJECTS

ЧАСТЬ 2: ПРОЕКТЫ
1. Linn Kopperdal_ Architect_ Norway
2. Maria Shivtorova_ Architect_ Russia
3. Benjamin Felbrich_ Architect_ Germany
4. Marjorie Grimaldi_ Water manager_ France
5. Anastasia Kosolapova_ Architect_ Russia
IRKUTSK by 2036 - attractive, beautiful and clean
Иркутск 2036: привлекательный, красивый, чистый.

Irkutsk environment stakes
Of all the fresh water in the world, only 1% is accessible to people through rivers and lakes. Of this 20% is in Lake Baikal. Irkutsk might play an important role in the future picture of geopolitical and water management issues. To be legitimate and influential, Irkutsk needs to be an example in urban environmental management. However, Irkutsk is facing environmental issues, such as air and water pollution, mainly due to industrial activities and transport threats.

Irkutsk today, medium city with a LARGE potential/russian
Some of the most immediate issues for the city are transport and traffic, the lack of jobs for young people, which further make a negative impact on the city economy, and the lack of connection and coherence between the different parts of the city.

On the other hand, Irkutsk has a great potential to grow and develop in the future. The city is a traffic node between east and west. The city is unique due to its location on the waterfront of the river Angara, which comes from Lake Baikal. The city also benefits from a strong, unique and distinctive historical identity; today overlooked by inhabitants, but which could enrich the people’s everyday quality of life.
For all these reasons, the Irkutsk region appeals to all and has the potential to attract a diverse range of people and activities - tourists, small local businesses, innovative industries, international traders and artists.
But first of all, Irkutsk is a city of student (1 in 5 of inhabitants). But, the lack of student infrastructure is today part of limiting the number of students to come and study.

Planning principals
- Use water as fundament for new grid
- Encourage compact city development through the development of new business centers, generated by the new and improved transportation system.
- Developing new business center around given transport junctions
- Managed water sensitive urban design in harmony with the existing urban fabric
- Make Irkutsk a city for student by integrating and connecting student life within the innercity
- Valued and preserved riverbanks facilities for leisure and social meeting for the enjoyment and benefit of Irkutskian, student and tourists

Our vision, Irkutsk by 2036
Recently, Irkutsk State Technical University got the status as Innovation University. We believe that this is a big potential in the possibilities of improving the quality of the education institutions, hence attract business and improve the economy of the city. By 2036, we forecast that the city would have around 650 000 inhabitants (130 000 student).

We want make Irkutsk an attractive, beautiful and clean city by 2036 for the next generation, where student want to come, live and stay.
According to us, by 2036, standards of the quality of life would be high standards of life including efficient and clean transport system, social facilities, innovative economy and recreational areas.

Основа развития Иркутска
Из всего количества пресной воды имеющейся в мире, лишь 1 % доступен людям из рек и озер, а 20 % находится в Байкале. Мы предполагаем, что Иркутск может занять важное место в будущей геополитической картине мира и карте водных ресурсов. Если усилить развитие этого направления, то Иркутск может стать примером рационального использования окружающей среды.
Однако сейчас Иркутск сталкивается с экологическими проблемами, такими как загрязнение воздуха и воды, в основном из-за промышленной деятельности и большого количества транспорта, что угрожает экосистемы озера Байкал, Ангара и других водных ресурсов.

Обычный город с огромным потенциалом
Некоторые из самых насущных вопросов для города: отсутствие грамотной связи и согласованности между различными частями города, общественный транспорт и пробки, а также отсутствие рабочих мест для молодых специалистов. Все это негативно влияет на экономику города.
Несмотря на это, Иркутск имеет огромный потенциал для развития в будущем. Он является связующим звеном между Востоком и Западом. Особенность города заключается в его географическом расположении, исторической ценности, которую сегодня не ценят жителями, но разумное использование которых могло бы улучшить качество жизни людей.
Из всего этого следует, что Иркутская область может привлечь людей и имеет потенциал для расширения привлекаемых сфер деятельности: хозяйственной деятельности, туристов, небольших местных предприятий и инновационных отраслей.

Но в первую очередь, Иркутск – студенческий город (каждый 5 студент). Но отсутствие развитой инфраструктуры не дает возможности жить и обучаться всем желающим.

Иркутск 2036
Недавно Иркутский Государственный Технический Университет получил статус инновационного университета. Мы считаем, что это большой толчок для возможности улучшения качества образовательных учреждений в регионе и, следовательно, привлечь бизнес и улучшить экономику города. Мы прогнозируем к 2036 году, что город будет иметь около 650 000 жителей (140 000 студентов).

Мы хотим сделать Иркутск привлекательным, красивым и чистым городом для следующего поколения, куда каждый человек захочет бы приехать, учиться и остаться. В 2036 году уровень и качество жизни будут высоким. Все это будет происходить за счет создания эффективных транспортных систем, объектов социальной сферы, инновационной экономики и рекреационных зон.

Принципы планирования.
- Выделение использования воды в качестве ключевого элемента формирования сети города
- Способствовать развитию компактного города через развитие новых бизнес - центров, которые образовались с появлением новой улучшенной транспортной системы.
- Разработка новых бизнес-центров вокруг предложенных транспортных узлов
- Создание новой городской среды, находящейся в зависимости от воды, которая будет вписываться в существующую ткань города
- сделать Иркутск городом для студентов
- сохранить набережные, которые будут служить зонами отдыха для Иркутян и туристов
Water as fundament for new grid

As a modern city, water cycle starts to be cutting-off in Irkutsk by the disappearance and degradation of water ways.

The introduction of green corridors is the base of the grid/ the future development of the agglomeration and city fabric.

Irkutsk is already a green city but a more sensitive approach in urban development is needed in order to preserve this asset. Several tools are proposed:

- Water and green protected areas; green spaces along the water protection zone have to be protected; we propose areas that can not be developed to ensure this.
- Water sensitive urban design for new developments must be provided to integrate the water cycle into the urban fabric which is not just managing water but also providing and promoting options for alternative transportation whenever possible (pedestrian, greens streets, bike lanes and mass transit infrastructure);
- Treatment of polluted industries located within the protected water areas as new clean industries, or rehabilitated as dwelling, business or culture areas;
- A protected urban park would be located along the Irkut River to preserve the existing wetland.

Theses corridors will function not only in the summer and mild periods of the year, but will be a vital tool to clean the polluted snow and ice before it returns to the Angara River and eco-system.

Benefits

Through water sensitive urban design, multi-uses spaces would be provided by cost sharing.
In order to ensure the future sustainable development of the region, connections with the wider cities of the region are fundamental.

- At the Irkutsk region scale, a fast train between Irkutsk, Angarsk, Shelekhov and the Lake Baikal will be introduced creating a key axis. This fast train will have strategically chosen stops along the new train line, accordingly to wanted water
- We introduce institutional belt to stop the city further growth of agglomeration to spread to the green areas
- A new and bigger airport is essential in the future growth and development of Irkutsk. The new airport should be positioned in the western part of Irkutsk to reinforce the industry and business area located between Irkutsk and Angarsk. This site also fit according to our water sensitive analyses. Located on the same river side of the railway, the connection between airport and train station will be easier, cheaper and faster.
- In addition we introduce a direct link to the central railway station, and further to Lake Baikal, to attract more tourists not only to pass through the city, but to stop and enjoy.
Compact design development
Компактное развитие

We have decided to take the stance of concentrating urbanisation around some of the new transport junctions in continuity with the existing built fabric of the city, and not let the future development take place outside of the border. This will create new and dense business centers within the city boundaries and further lead to preservation of sensitive areas. Distance 1.5km

Мы решили выбрать место концентрации городской среды вокруг некоторых новых транспортных узлов, соединяя его с существующей тканью города, и не позволять городу развиваться вне своих границ. Это позволит создать новые бизнес центры в границах города и сохранить чувствительные зоны. Дистанция в 1.5 км

An autonomous city
Автономный город

The city will generate flows of energy, water and innovation providing green jobs. Attractive, beautiful and clean, Irkutsk will be ready to answer the needs and value of the next generation, offering them an environment to realize all their possibilities.

Город будет способствовать возникновению потоков энергии, воды и инноваций, которые, в свою очередь, создадут новые рабочие места в сфере экологии и инноваций. Привлекательный, красивый и чистый Иркутск сможет удовлетворить потребности и интересы будущих поколений, предоставив среду, которая поможет реализовать их возможности.

A fast train, growth around the given stops, institutional belt and blue and green preservation zone

Скоростной поезд, развитие вокруг заданных остановок, институциональный пояс и зелёные зоны сохранения
At a lower scale, water sensitive urban areas have been located within inner Irkutsk in order to:
1. Increase the density of existing housing;
2. Provide sensitive design around water ways and wetland;
3. Protect existing green and blue corridors.

New centers of development at the transport junctions

In order to decrease the pressure of traffic in the town center and encourage people to use public transport, we introduce new centers of development.

Within the boarder of the city located on existing transport junctions, they provide shorter distances by mixing the uses in the city and decentralizing public and municipal necessary spaces.

Transport junctions and centers of development

Decentralization, centers of development, compact city

Water sensitive principles

Чтобы снизить давление транспортного движения в центре города и заставить людей использовать общественный транспорт, мы предлагаем создать новые центры развития.

Находясь на существующих транспортных развязках в границах города, они предоставляют более короткие расстояния за счет смешанного использования и децентрализации необходимого общественного и городского пространства.
A new campus area would attract a further level of local, national and international engagement in the area, including students, academics, researchers, business contract and partnership.

Located on the other side of the river, the campus of Irkutsk State Technology University is currently significantly isolated from the rest of the city center and many of the other universities. We want the different campuses which are integrated within the city on both riversides.

- The central railway station is the key point of departure for refurbishing the area.
- The direct link this area will have to the rest of the agglomeration will also strengthen the area as an entrance point to Irkutsk.
- Within this area the varied range of campus buildings and public spaces are woven into the urban fabric close to the transport junction.
- New dormitories in wooden style would help the next generation to get appropriate historical heritage and make the wooden houses back to live in the urban fabric.
- Redeveloping the area in front of the station and along the riverbanks on both sides would help to generate business, attract people and money.

**Connection**

It is our aim to provide both physical and visual connection which will provide integration with the rest of the city without compromising the unique and valued identity of the current community.

To improve the link we propose

- a new bus line that continuously travels from one side of the river to the other, no waiting necessary.
- The installation of pedestrian bridge and social infrastructures along the banks and on the island will further add to connections physically and visually with the center of the city.
- At a smaller scale, by providing new business centers (enterprise, shop and market) completed by local level infrastructures and services such as a health center, a kinder garden, schools and colleges the local community will benefit from increased levels of connection and interaction.
- By providing recreational activities along the Angara river banks and along the Lake Baikal, inhabitants, student and tourists will be able to enjoy the vibrant water environment. The river banks also provide an unrivalled focal point to further wider tourism and social connection.

**Зона нового студгородка приведет к более высокому уровню местных, национальных и международных соглашений на данной территории, включая студенческие, академические, исследовательские и бизнес контракты и сотрудничества. Расположенный на другом берегу реки, студгородок ИрГТУ в настоящее время изолирован от центра города и многих других университетов. Мы хотим создать различные студгородки, которые будут объединены внутри города на обоих берегах реки.**

- Центральная ж.д. станция является ключевым пунктом реабилитации территории.
- Прямой доступ этой территории к остальной части агломерации укрепит развитие этой территории как главного входа в Иркутск.
- В рамках этой территории общественные пространства и ряд разных строений студгородка являются вплетенными в городскую ткань, соприкасаясь с транспортными развязками.
- Новые здания общеоежий в деревянном стиле позволят передать соответствующее историческое достояние нашим будущим поколениям и возродить деревянную застройку в ткани города.
- Реконструкция территории перед станцией вдоль берегов реки поможет бизнесу стабильно развиваться, привлекать людей и деньги.

**Связь**

Наша цель – предоставить физическую и визуальную связь, которая будет способствовать слиянию с остальной частью города, не подвергая риск уникальность сложившейся застройки.

Чтобы улучшить эту связь мы предлагаем:

- Новую автобусную линию, которая непрерывно функционирует от одного берега реки к другому.
- Строительство пешеходного моста и социальных инфраструктур вдоль берегов и на островах создаст дополнительные визуальные и физические связи с центром города.
- Если будут созданы новые бизнес-центры (предприятия, магазины и рынки), дополнительные инфраструктурами местного уровня и услугами, такими как центры здоровья, детские сады, школы, колледжи, местная застройка будет находиться в выгодном положении за счет повышения количества связей и взаимодействий.
- Если расширить рекреационную зону вдоль берегов реки Ангара и озера Байкал, жители города и туристы смогут в полной мере насладиться красотой водной среды. Берега реки также представляют собой отличную возможность для дальнейшего развития туризма и расширения общественных связей.
1. Katerina Burukova _Landscape architect_ Bulgaria
2. Matthias Schmaus _Transportation engineer_ Germany
3. Alexander Martyushov _Architect_ Russia
4. Ekaterina Goryacheva _Electric system engineer_ Russia
5. Clemence Cazemajour _Economist_ France
Our long term urban planning proposition is to bring urbanity closer to the people of Irkutsk.

For us, a city for people is a network, connecting people and people’s needs in a compact space. Citizen, people of the agglomeration, stakeholders, tourists, investors, students, elderly: they all share the same will to have their essential needs fulfilled within reach.

Open accessibility is then a flexible, resilient framework based on three scenarios coping with an open future. The accessibility is ensured by the reorganization of the transport system and the installation of satellite centers in eight districts. The concept is covered by an “open source” approach, meaning to involve different actors in the process of urban development.

1. Open future

What will life look like in Irkutsk in 2036? We have set up three scenarios, negative, inertial and controlled development, using population, economic and motorization variables. For us, the best scale to understand these trends and their impact is the regional level, which is the ecosystem of Irkutsk. In order to combine the internal growth with its interactions with external factors we keep our framework flexible by:

• New urban satellite centers which will carry on the growth of the city, whatever happens in the future

• Compensation zones, which are promising new axis of development (such as the airport area), but which content depends on non-controllable factors for the city
2. Satellite centers

According to a survey, nowadays every third person is going to the center of Irkutsk every day.

In the center are concentrated major shopping and entertainment facilities, public recreation areas, commercial organizations and the administration. All this causes a high gravitation.

By creating or strengthen satellite centers this pressure can be taken form the inner city and the accessibility to the everyday needs of the people can be risen. We identified eight districts which can be supplied by one center each. We took into consideration: new transportation hubs and system, growth potential, density and others.

The new centers will lead to multi-functional districts; they will attract business, trade and services. The central part of each shall be an attractive pedestrian street or place. But also in the surrounding area of the district shall be a mixture of utilization. Every satellite center needs to find its own identity; this process can be supported by public participation as in district councils.

Even if we make the single districts more attractive, the inner city will stay the center of Irkutsk. It is important to stress its character one of a kind, especially in terms of tourism. Also political power as well as major cultural recreation offers shall be located here.

2. Центры микрорайонов

По данным опроса, каждый третий житель Иркутска ежедневно посещает центр города.

В центре сосредоточены крупные торговые и развлекательные объекты, зоны общественного отдыха, коммерческие организации и администрация. Все это привлекает большой поток людей.

С помощью создания новых или укрепления существующих центров-спутников поток населения в центр города и доступность до объектов повседневных нужд могут быть существенно снижены. Мы определили восемь районов города, в которых предлагаем создать такие центры. При этом мы уделели особое внимание новой транспортной системе с её транспортными узлами, потенциал роста, плотность застройки и др.

Создание новых центров предполагает создание многофункциональных территорий; они будут привлекательны для ведения бизнеса, торговли и сферы услуг. Центральной частью спутниковых центров станут пешеходные зоны (улицы или площади).Центр каждого района приобрести свою индивидуальность при помощи жителей (например, в районных советах).

Даже если мы сделаем районы города более привлекательными, центральная часть должна сохранить свои основные функции. Важно подчеркнуть характер центра города как исторического. Особенно это важно для туризма. Кроме того, в центральной части останутся администрация и культурные объекты.
Green zones

Currently in Irkutsk there are no pedestrian and recreational zones. Therefore, the city needs to strengthen the green system. We propose to:

• Create **green corridors** along the coastlines and combine parks of micro-districts and downtown districts into a single system,

• Organize in the city well-lighted and safe **pedestrian green zones**, preserving the historical hydrographic network,

• Create a **system of parks in close proximity**.

Electric power system

Another way to improve the appearance of the city and release the new spaces, for example, for extending of roads is the dismantling of the main electric lines poles and using the cable lines in the ground. We propose to use only cable lines in the city using air lines only establish connections between different cities.

Зеленые зоны

В настоящее время в Иркутске не организованы пешеходные и рекреационные зоны. Поэтому город нуждается в усилении зеленой системы. Мы предлагаем:

• Создание **зеленых коридоров**, проходящих вдоль береговых линий и объединяющих парки микрорайонов и центра города в единую систему.

• Организацию в городе хорошо освещаемых и безопасных **зеленых пешеходных зон**, сохраняя историческую гидрографическую сеть.

• Создание **системы парков шаговой доступности**.

Электроснабжение

Еще один способ улучшить внешний облик города и освободить новые пространства, например, для расширения дорог – демонтаж опор линий электропередачи и прокладка кабельных линий в земле. Мы предлагаем в городе использовать только кабельные линии, оставив воздушными только линии электропередачи, связывающие Иркутск с другими городами.
3. **Hub-based, flexible transport system**

The transport system shall be more hierarchic organized. Before all, for mass transport is Bus Rapid Transit (BRT) and Light Rail (LRT) the most important mean of transport. The intermodal connections are concentrated on traffic hubs; they shall become the new entrances to the city.

The major objective in traffic planning is to attenuate the increase of car traffic and its negative impact to the city and the people. At the same time, the needs of the people shall be accessible for everyone; especially older people have to be taken into account. Both, traffic demand and traffic offered shall be influenced. The traffic demand is changed by making the identified satellite centers more attractive – as explained; pedestrian streets or squares play in this context an important role.

Concerning the traffic offered, it is reasonable to combine measures of positive and negative planning.

There are six fundamental measurements:

1. **Light Rail Transit (LRT)**

The system shall be the main connection between the North West area (Irkutsk 2 etc.), the Main Station and the South West area. It uses the railroad facilities which already exist (only one extra rail is necessary). With this comfortable system, the train use will become stronger and less people will use busses for their way to the inner city (in combination with the cable car). On regional level we suggest to extend the line towards Shelekhov and Angarsk to offer an adequate mass transport system to the agglomeration of Irkutsk.

2. **Bus Rapid Transit (BRT)**

Because of the costs (comparison: 426 km new BRT are as expensive as 7 km of Subway train) and its advantages we recommend setting up a BRT system. These are busses with high comfort, fast access, which are going on their own lanes and have priority on crossroads. The system is very flexible.

3. **Cable Car**

The construction of new bridges might make the traffic situation in the inner city even worth, strengthening the important connection between the main station and the inner city. We recommend a cable car. These systems are already integrated in the public transport system of some cities. An example can be found in Koblenz, Germany. The modern system has a capacity of 3.800 P/h per direction, speed of 16 km/h, is accessible and works while a wind velocity of 100 km/h. Furthermore, the system is easier to install than other solutions.

The station in the inner city will be located right in the beginning of the future pedestrian zone. It will relax the traffic situation on the old bridge and can become a significant symbol for the city, what will attract tourism.

3. **Транспортная система**

Система общественно транспорта станет намного лучше при иерархической организации. Прежде всего, для дальних путешествий наиболее приемлемыми являются системы скоростного автобусного сообщения и скоростных трамваев. Основные связи сосредоточены в транспортных пересадочных узлах, которые должны стать новыми въездами в город.

Основной задачей в разработке транспортной схемы является уменьшение транспортных потоков и их негативного воздействия на город и его жителей. В то же время, все необходимые объекты должны быть доступными для всех групп населения; особенно это очень важно для пожилых людей. Оба, спроса на перевозки и движения должны быть предложены влиянием. Спрос изменяется в зависимости от расположения центров тяготения в микрорайонах-спутниках. В этом случае пешеходные улицы или площади играют важную роль.

Если говорить о предложениях транспортных компаний, то имеют смысл разделять положительный и отрицательный результат осуществления нашей концепции.

Мы выделили шесть основных инструментов для решения данной проблемы:

1. **Скоростной трамвай**

Такая система будет выполнять функцию основной транспортной связи между Северной частью города (Иркутск 2 и т.д.), железнодорожным вокзалом и Южной частью города. Такой вид транспорта должен использовать максимум существующих железнодорожных объектов. Эта система предлагает удобный вид транспорта, что приведет к увеличению спроса на использование именно такого вида транспорта, и всё меньше людей будут использовать автобус. Чтобы добиться в центре города. Кроме того, мы предлагаем соединить этой трамвайной линией города автобусами – Шелехов, Иркутск и Ангарск.

2. **Скоростной автобус**

Поскольку система скоростного автобуса сравнительно не дорогая (для сравнения, строительство 426 км дорога для скоростного автобуса имеет такую же стоимость как 7 км метрополитена) и обладает высоким уровнем комфорта, мы предлагаем внедрение такой системы в городе. Скоростные автобусы движутся по выделенным полосам и имеют приоритет на перекрестках.

3. **Канатная дорога**

Строительство новых мостов может еще больше усугубить ситуацию в центре города. Поэтому мы постарались найти новый способ укрепить важную связь между железнодорожным вокзалом и центральной частью. Наше решение – канатная дорога. Такая система общественного транспорта уже широко применяется в других городах. Например, в г. Кобленц, Германия. Современные системы канатные дороги имеют следующие характеристики: 3800 чел./час в одном направлении со скоростью 16 км/ч. Кроме того, такая система может работать даже при скорости ветра 100 км/ч. Канатная дорога просто в установке и гораздо дешевле альтернативных вариантов.

В центральной части города в начале будущей пешеходной зоны (ул. Карла Маркса) будет располагаться станция. Канатная дорога позволит разгрузить старый Ангарский мост, а, кроме того, для туристов она станет одним из символов города.
4. Организация движения в центральной части города

На наш взгляд, движение в центральной части города должно быть реорганизовано. Во-первых, необходимо строительство второй кольцевой дороги для частного транспорта. Насколько это возможно, это кольцо должно использовать две дороги с односторонним движением. Самой большой проблемой является пересечение транспортным кольцом улиц Ленина и Карла Маркса, поскольку улица Карла Маркса должна, по нашему мнению, стать полностью пешеходной. В этом месте мы предлагаем построить туннель.

Внутри транспортного кольца планируется ряд пешеходных улиц, связывающих центральный рынок, улицу Карла Маркса и площадь Кирова. Это позволит избежать транзитных перевозок внутри кольцевой дороги. На протяжении кольцевой дороги мы предлагаем строительство многоэтажных парковок.

5. Организация движения по внешней кольцевой дороге

Для постоянно увеличивающегося количества частного транспорта необходимо создать непрерывное движение по внешней кольцевой дороге. Мы придерживаемся кольцевого типа, предложенного генеральным планом. Особенно важно в этом случае, что фрагментация между центром и рекой в Северо-Западе могут быть уменьшены за счет создания зеленых мостов.

6. Создание транспортных узлов в городе

Транспортные узлы планируются на основе всех основных функций пересадочных пунктов. Организация таких транспортно-пересадочных узлов является основой нашей транспортной системы. Мы определили семь транспортных узлов в городе, три из которых расположены вблизи основных магистралей при въезде в город.

Такие транспортные узлы дают огромные возможности сначала для торговли, а позже они станут хорошим местом для офисных зданий. Урегулирование движения позволяет создать безопасные пешеходные зоны с транспортной системой. Некоторые транспортные узлы будут связаны с центрами микрорайонов. Кроме того, транспортные узлы будут иметь охраняемые многоуровневые парковки, что позволит уменьшить транспортный поток личного транспорта в центр города.

4. The inner city

The traffic in the inner city has to be reorganized. Firstly, there shall be a second ring road within the city for the private transport. As far as possible, this ring shall use two single one way roads, so the fragmentation of the inner city will be minimal. The biggest problem of the ring is the crossroad Lenin Street and Karl Marx Street, which shall be pedestrian zone completely down to the riverbank. A solution might be to build a tunnel here.

Within this ring we suggest a cross of pedestrian areas, Karl Marx Street and a connection of the central market / Square Kirov’s. It will help to avoid transit traffic within the inner ring road. At the ring road multi-storey parking shall be installed.

5. The outer ring road

It will be necessary to concentrate the growing private transport on main roads, for example on a continuous ring road. We adhere to the ring road of the master plan, even if we are aware of the problems. Especially the fragmentation between the city and the river in the North West area of the city might be lowered by building green bridges.

6. Transport hubs

Transport hubs can be placed on all important points of intermodal traffic changes and are the base of our solution. We identified seven points; three of them are located close to the major roads entering the city. They shall become the new entrances to the city.

The hubs offer the possibility to locate trade, further on they will become good locations for office and business buildings. The settlement will lead to a win-win situation for the settled business and the public transport. The trading area and the transport system are connected by pedestrian zones. Some of the hubs are also the central points of the satellite centers. They shall be the location for secure Park + Ride multi-storey garages, so the inner city will suffer less under the car traffic.
4. Open source

Open source comes from the software vocabulary.

The idea is to get involved different actors, especially citizens, the administration, investors and transport companies in the urban development processes.

Traffic management

Different mobility management tools should be installed to influence the citizen awareness concerning mobility matters. Especially due to the fact that motorization is not developed that much, there is a high potential for it. As the public transport is organized better, job or student tickets are a possibility. A Public Private Partnership between the private organized public transport and the municipality seems to be necessary, especially in the beginning.

Political involvement

Citizens are a main asset in our project. We hope to rely on already existing structures of civil participation to coproduce the city. Especially in planning processes the publicity shall be participated.

As real estate in Irkutsk is heavily based on property, not rentals, we hope to rely on the network of individual owners of the buildings. They should be allowed to take care of the public surroundings of their buildings, supported financially on some projects and receive advices on how to use temporarily or permanently vacant space. We have imagined examples of architecture plugins allowing transformation of space at a micro scale: stairs to install a shop at a building upper floor, or inside gardening kit for vacant apartments for instance.

Economic incentives

As for the stakeholders, we have to cope with them: flexible framework and mixture of use in the satellite centers allow us to present a very attractive offer. Still, economic incentives can be used as a starter, such as taxes discount in the first years of a shop landing. Other economic incentives could be for the city to get involved in the first constructions of the satellite centers, which will be perceived as a trust lever for the investors.

4. Открытый исходный код

Открытое программное обеспечение — программное обеспечение с открытым исходным кодом.

Идея нашей концепции заключается в привлечении различных «актеров», особенно жителей города, администрации, инвесторов и транспортных компаний, в процесс городского развития.

Транспортный менеджмент

Должны быть найдены различные инструменты, позволяющие влиять на осведомленность жителей в вопросах транспорта. Для этого существует высокий потенциал, особенно потому, что уровень автомобилизации не настолько высок. Если работа общественного транспорта хорошо организована, то студенты и работающие люди чаще пользуются проездными билетами. Необходимым является и партнерство между частными и муниципальным общественным транспортом.

Политическое участие

Жители города - главные участники нашего проекта. Мы надеемся, что можно использовать уже существующие процедуры участия жителей в развитии города (например, публичные слушания). Кроме того, важно уделять внимание участию средств массовой информации в процессе планирования.

Как мы сможем создать на основе индивидуальных владельцев, которые должны будут поддерживать внешний вид своих зданий в соответствии с общей концепцией района, получая для этого финансовую поддержку. Таким образом, мы хотим привлечь к жизни города и предприимателей.

Экономические стимулы

Что касается инвесторов, мы должны сделать микро-центры привлекательными с позиции ведения бизнеса, многофункциональными и гибкими. В качестве экономического стимула в самом начале реализации нашей концепции может быть использовано снижение налоговой ставки на ведение бизнеса вне центра города. Также экономическими стимулом для развития города может стать строительство новых гиперцентров, которые будут восприниматься инвесторами как потенциально привлекательные для ведения бизнеса.
1. Andrey Kostyuchenko _ Transportation engineer_ Russia
2. Neha Nandan Mungekar _ Urban designer_ India
3. Daphne Celet _ Economist_ France
4. Diana Felber _ Architect_ Germany
5. Dmitry Ilin _ Architect_ Russia
A city for which people?

People have different needs according to:
- their age, their gender, a disability
- their activity: students, people working, people non working, retired people
- the duration of their staying in the city: resident population, non-permanent population.
People can live thanks to air, water, plants and animals and these elements have to be protected.

Irkutsk is:
a city with an area of influence at the regional and national level: economics, university, research
a city of water: city on the rivers Angara and Irkut, river channels and swamps
a city with a continental climate
a multicultural city

Concept – design the approach

We design the city by following the spirit of place.
The spirit of place is made of:
the physical settings
the dynamics
the habits of the inhabitants
the image of the city.

SPIRIT OF COLOURFUL IRKUTSK
BRIEF INTERPRETATION

КОРОТКАЯ ИНТЕРПРИТ
**What will have changed in 2036?**

- People live longer (today in Russia, the life expectancy is 63 for men, 74 for women. 
  Tomorrow, life expectancy might reach 80?)
- People care about animals
- Drinkable water has become an expensive good
- People want to grow their own vegetables or eat natural products
- Work time is more flexible

**Что изменилось в 2036 году?**

- Люди заботятся о животных
- Люди живут дольше
- Питьевая вода всё нужнее и нужнее
- Люди предпочитают только натуральные продукты
- Время работы стало более гибким

**REGIONAL LEVEL**

The cities of Irkutsk Agglomeration are very well interconnected and Irkutsk agglomeration is connected to the world.

**Перемещение аэропорта.**

Почему? Потому что аэропорт, находящийся в черте города опасен для жителей и загрязняет город. Жилые районы не будут загрязняться после переноса аэропорта в центре агломерации рядом с федеральной трассой.

**Дух города полный красок IRKUTSK VISION**

**Development of tourism**

Irkutsk region has a great touristic potential thanks to the nature (Lake Baikal, Regional Park) and the heritage. But there are capacity limits in transport infrastructure, housing facilities and the flow has to be controlled in order to prevent the natural areas from any environmental damage. In order to achieve this goal, the existing infrastructures will be used both to attract and control the tourist flows.

**Развитие туризма**

Иркутский регион имеет большой туристический потенциал за счет уникальности природы региона (озеро Байкал, Региональный парк) и исторического наследия. Туристический поток должен контролироваться с целью защиты природных богатств местности. Поэтому существующие инфраструктуры должны использоваться как для привлечения, так и для контроля туристического потока.

**Development of agriculture**

Today Irkutsk region produces half the food it consumes. In 2036, the cities could sustain themselves in a bigger proportion thanks to more agricultural areas and new methods.

**Развитие сельского хозяйства**

Сегодня Иркутская область производит половину той сельскохозяйственной продукции, которую она потребляет. К 2036 году она сможет снабжать себя с/х продукцией уже больше, чем на половину благодаря новым с/х угодьям и новым технологиям.
Strategy at the regional level

Региональная стратегия
CITY LEVEL  НА УРОВНЕ ГОРОДА

Existing structure  Существующая ситуация

Districts – Center and sub-centers  Районы – центры и под-центры

Accommodating growth  Сбережение зелёных границ

University area  Университеты

Multiple sub-centers - Многофункциональный под-центры

Retaining bio-diversity  Сбережение Био-разнообразия

Decentralizing services - Децентрализация инженерных систем

Public transport network  Общественный транспорт

Green corridors  Зелёные коридоры
Transforming the Jilkino area

Irkutsk: a city center with three hearts

The river accessible by people
Irkutsk: A city for pedestrians

Иркутск: город для пешеходов

Compact development of the city

Компактное развитие города

Greens in the city: connected and useful

Зелёные пространства: едины и используемы в дальнейшем
1. **Denichka Manolova**  _Landscape architect_  Bulgaria
2. **Pavel Kovsharov**  _Heat network engineer_  Russia
3. **Daria Shipanovskaya**  _Architect_  Russia
4. **Ilia Lagunov**  _Transportation engineer_  Russia
5. **Marina Lima Medeiros**  _Urban Designer_  Brazil
FOR A SIBERIAN WAY OF LIFE

The region of Siberia has a unique landscape and big variety of resources. The living conditions in the region are extreme because of the hard weather and the difficult accessibility of this area, but this is the reason why this region is so attractive. In order to propose a Siberian way of life, we should see and realize the connection between the people and the nature. The natural heritage of Siberia should be preserved for the next generations.

The conception is based on our expectations for the year 2036. The Russian government is going to separate the territory of Russia to 25 macro-regions and we see a great potential in Irkutsk to become the capital to the East Siberian macro-region (Irkutsk, Chita, Ulan-Ude).

Irkutsk has a strategic position. While Moscow has good relationships with European countries, Irkutsk has strong connection to Asia. Irkutsk is also a gate for the Baikal Lake. This fact and the important historical heritage in the center of the city make Irkutsk a symbol of Siberia. But in the moment Irkutsk does not have the infrastructure to become a capital, so we propose steps of developing. The first stage is the improving of the city environment and the economy in the city. The second stage is creation of a new administrative center and new business center.

The main priorities are the city to grow inside the border, to improve the already existing infrastructure and to increase the density in the low-density areas. Understanding the needs of the people in Irkutsk we provide mixed-use in dwelling areas and new identities for the four main regions: Leninsky district, Pravoberezhniy district, Oktyabzskiy district, Sverdlovskiy district. The city environment will be improved by creating more social spaces and more green areas in the city center and in the districts. The general principle, which we use in the landscape planning, is to connect the disorganized green areas, and to connect the green areas inside the city with the green areas that are outside the city. In out project we tried to proposed new green areas for every district. Unfortunately this is not possible for all of the districts and we invent Public Private Partnership for these areas.

In the Sverdlovskiy District the connection between the green areas is extremely important to the improvement of the Research institutions that exist in the area. Those institutions can become main source of incomes for the students that live in Irkutsk.

The creation of new green zones cannot solve the problem with the pollution in the region, so we are proposing to reduce the industry park. It is necessary to create legal instrument to control the pollution from the industries and to transform some of the factories in recycling factories.

To solve the transport problems of the city we propose:
- To develop highway network: to build new roads, to create a ring with uninterrupted traffic and to organize the speed exit from the city.
- To strengthen the role of the public transport and to develop the network: tram-train, trolleybus, bus.
- To create change hubs;
- To organize special bus routes of uninterrupted traffic.

Siбирский образ жизни

Сибирский регион обладает уникальным ландшафтом и разнообразием ресурсов. Условия жизни в регионе тяжелые, так как из-за суровых погодных условий и труднодоступности территории, но это также является и причиной привлекательности региона. Чтобы предложить Сибирский образ жизни, мы должны увидеть и осознать связь между людьми и природой. Природное наследие Сибири должно быть сохранено для будущих поколений.

Концепция основана на нашем видении того, что будет происходить в 2036 году. Российское правительство собирается разделить территорию России на 25 макрорегионов, и в Иркутске мы видим огромный потенциал стать столицей Восточно-сибирского макрорегиона (Иркутск, Чита, Улан-Удэ).

Иркутск занимает стратегическое положение. Во время как Москва связана с Европейскими странами, Иркутск связан с Азией и является воротами к Байкалу. Этот факт и важное историческое наследие в центре города делает Иркутск символом Сибири. На данный момент Иркутск не имеет инфраструктуры, чтобы стать столицей, поэтому предлагаем шаги к его развитию. Первый этап - улучшение окружающей среды города и экономики города. Второй — создание нового административного центра и нового бизнес-центра.

Главными приоритетами являются рост города внутри его границ, улучшение существующей инфраструктуры и увеличение плотности застройки на территориях неплотной застройки. Понимая потребности людей в Иркутске, мы создаем зеленые зоны в центре города благодаря созданию большого количества общественных и зеленых зон, что улучшает окружающую среду города. В нашем проекте мы пытались создать зеленые зоны в каждом округе. К сожалению, это невозможно сделать в каждом округе, и мы привлекли государственно-частное партнерство для этих зон.

В Свердловском районе соединять зеленые зоны очень важно, чтобы улучшать Исследовательские институты этого округа. Эти институты могут стать главным источником дохода для студентов, живущих в Иркутске.

Создание зеленых зон не решит проблему загрязнения в регионе, поэтому мы предлагаем сократить зону промышленных предприятий. Необходимо контролировать уровень загрязнения на законодательном уровне и трансформировать часть этих заводов в перерабатывающие.

Для решения транспортных проблем города предлагается:
- Строительство новых автодорог, изменение класса существующих автодорог, создание кольца с непрерывным движением, и организация скоростного выезда из города;
- Усиление роли общественного транспорта и развитие сети: tram-train, троллейбус, автобус;
- создание пересадочных узлов;
- создание специальных автобусных маршрутов с непрерывным движением.
**SIBERIA IN 2036**

**LIFE**
- Better mobility
- Local economies
- More time for leisure
- Better jobs opportunities
- Diversity of communication

**SPACE**
- Clean and safe city
- Green and blue networks (white network)
- Microclimates in public spaces
- Identity and mixed uses in all districts
- Accessible city

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**The average time that an Irkutskian takes to go from home to work every day**

- **42 min**
- **27 min**

*Time to get from home to work with the proposed public transport system*

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**BUILDINGS / INFRASTRUCTURE**
- Effective public transport system
- Green infrastructure (green areas inside public and private buildings)
- Mixed-use buildings
- Up to 5 floors dwelling buildings
- Redistribute and improve of the existing infrastructure

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**Инфраструктура/здания**
- Эффективная система общественного транспорта
- Зелёные инфраструктуры (зелёные зоны внутри общественных и частных строений)
- Здания смешанного пользования
- Жилые здания до 5 этажей
- Перераспределение и улучшение существующей инфраструктуры

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**Medium density proposal and new green area.**

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**Proposal for green areas inside the University**

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IRKUTSK - SYMBOL FOR SIBERIA

Иркутск — символ Сибири

Connections of Moscow and Irkutsk
связь Москвы с Иркутском

REGIONAL SCALE

Региональный уровень

New political division
Новое политическое разделение

New airport

Old airport

Main stations in the railway
Irkutsk is divided in four districts, but nowadays the city center is the main core of the economical life of the city. It’s necessary to create identities and new economical strategies for the 4 districts and keep the historical center as a symbolic place for all citizens of Irkutsk.

Иркутск разделен на 4 округа, но сегодня центр города является ядром экономической жизни города. Необходимо создать уникальный образ и новые экономические стратегии для 4 округов и сохранить исторический центр символическим местом для всех жителей Иркутска.
ECOLOGY

PROPOSED PROJECTS
In order to implement the big changes that Irkutsk need in its infrastructure and for the construction of the main projects is necessary to have strategies for the budged of all those proposes. We propose new strategies for increasing the density of degraded housing areas and improve the mixed-use of these areas.

**ASIAN GAMES IN IRKUTSK**

**PUBLIC PRIVATE PARTNERSHIPS**

**государственно-частное партнерство**

Public Private Partnerships are legal instruments that could be used in the operations to build new administrative buildings, new research centers and specially to increase density of dwelling areas creating new green areas.

ГЧП — это правовой инструмент, который может быть использован для постройки новых административных зданий, новых исследовательских центров и особенно для увеличения плотности жилых зон, создавая новые зеленые зоны.
1. Pratik Rajan Devi__ Urban designer__ India
2. Alexei Ostroverhov__ Architect__ Russia
3. Maria Simichihina__ Architect__ Russia
4. Karl Patrik Karlsson__ Architect__ Sweden
5. Stephan Wasielewski__ Transportation engineer__ Germany
Our concept is based on the main resource every city needs: people.

A city is a living organism which can not survive without people. We realized that many young people are coming to Irkutsk to get educated and then leave the city because the lack of opportunities for them. This Brain-Drain must be stopped.

The first step of our concept is to create an identity for the city. People who identify themself with the city will stay, and grow with the city. This leads to the second step. The symbiosis between people and the city, we call it integration. People will identify and integrate themselves with the city and its particular story. The third step of our concept is innovation. The city and its inhabitants start to re-invent themself over and over again. As a result of this process, identification and integration will continue - the circle is closed.
Stage one: new interventions - 2011-2016

By improving the traffic conditions we create a city in which everyone can travel easily, explore spaces like the pedestrian zone, interact with other people and increase his and the public social live quality.

The bus transportation will be organized as a Bus Rapid Transit System, integrated in to the existing road network on separate lanes. Smaller bus-ses and microbuses can connect the main lines with smaller areas.

Another addition to the public transport network will be a rapid train. In the first stage of our masterplan a railway will be constructed inside the city, using an existing corridor. It will connect the city center with peripheral areas.

Identification: 2011-2016

Шаг первый: нововведения 2011-2016

Благодаря улучшению транспортной ситуации мы создаем город, в котором каждый сможет легко передвигаться, общаться с другими людьми, что говорит о повышении его социальных качеств жизни.

Автобусные маршруты будут организованы как скоростная система, имеющая дорожную сеть с отдельными полосами для движения. Маршрутное такси будет соединять микрорайоны.

Еще одно дополнение к сети общественного транспорта - это скоростной поезд. Он будет иметь смешанные функции: внутри города будет использоваться как трамвай, и соединять все районы города, а за границами города он будет функционировать как скоростная электричка. Такой поезд связет центр города с периферийными районами.
To keep social equity, some parts of the city need to be integrated, developed and densified inside the city borders to provide enough functions and space for people. We have identified four primary development areas that we want to integrate with the existing city fabric.

We also want to establish a new eco-district between Irkutsk and the two districts Novolenino and Irkutsk 2.

The transport network will be increased. An additional BRTs-loop through the new eco-district and a rail link over the river Angara will ensure the connection of the city and the region.
Stage three: new interventions - 2026-2036

After giving identification and integration to the city, the process of Innovation will start and close the circle.

Therefore we create a new business district and technology park at the former airport which provide enough space for new innovative ideas.

The new public transport and a new road bypass will establish a connection the new business district and technology park.

By providing new opportunities people will stay in Irkutsk. The social life will increase, new cultural aspects will be added to the city. Public transportation systems allow everyone easy access to all parts of the city. People will come together and not live separated anymore.
We propose, the new airport, east of Irkutsk, between the city and lake Baikal. We think the lake Baikal is an interesting region for developing eco-tourism. Therefore we provide the possibility to increase the railway to possible locations at lake Baikal.

By introducing a new axis though the city, linking Angarsk and Shelechov with the airport via Irkutsk, we will strengthen the links of the whole region and beyond.

If due to any reasons the airport will be located anywhere else, our key interventions of our masterplan proposals do not fail.

We expect a growing population of the city, caused by our interventions. The attractiveness of the city will increase by increasing the social life.

We want the city of Irkutsk in 2036 to become:

- a city for the future, a city for business, a city for living, a city for people.
PART 3:
JURY

ЧАСТЬ 3:
жюри
Irkutsk by 2036: Attractive, Beautiful, Clean

Advantages
The team was good in speaking about the future development of the city of Irkutsk. The strength lies in the conception of the project. The team pointed out the key issues of the city, environment and university. They also were concerned for the natural resources of the city such as the reserve for the fresh water resources and the project is very important and practical. The team also talked about green zones and green corridors and the team also dealt with all scales like the macro, meso and micro etc. They addressed the issues on regional level, city level and area level. Their proposal included to develop new centres integratively so not only to make one but have a multi-centre approach.

Disadvantages
The pedestrian bridges are nice but they are very small to connect the university areas. The team also forgot one important issue which is urban life in the city, so the future development was not explained as far as the quality if life is concerned. Another important missing aspect was the implementing strategy of the vision. The team did not talked at all about the phasing, so how the project will come in to shape was not clear.
City for people

Advantages

The idea of creating sub centers of the city and also the space organization was found very efficient by the jury. The attempt to stimulate development was also found very appropriate in regards to the current density of the city. The diverseness in the composition of the Team was very much appreciated by the Jury. And also, what such diverse team was able to do in such a short time was very good. The slogan of open accessibility was much appreciated. The Team nicely picked up the idea of nice Russian life. They give scenarios in a controlled way. In such a workshop it is important to decide what is main line which should be focussed on and what is of less priority, which the Team was able to do very well.

Disadvantages

The jury found it good that they put a lot of effort for the transportation system but the worrying part was about the realization of the scheme. The proposal of making the street of Karl Marx was found very unrealistic by the Team. The question about the financial aspect of the proposal was also little unclear. The team was also asked about the question that they should make it clear that whom are they addressing the solutions to and for whom are they making the scheme. Are they addressing to the people of the city or are they addressing to the city officials. The team was also reminded that the issue of addressing the city structure is very important and they need to take care of it.
Advantages
The Team was highly appreciated for their concept of -Spirit of Place. Each of the layers were explained in their own way. Proposals about quality of life come out very strongly. They developed plans and set of tools. There was a conversation between the strategy and quality of life which is very difficult to achieve. Practical and strategical offers were balanced in the proposal. The Team was able to make some very good points- 1-rural citizens. 2-spirit of place-they did not give correct answers to this but they mentioned that this thing must be made in the development plans of the city. Phasing was also good.

Disadvantages
Tourism, which was one of the important proposals of the was criticized as it is not the main source of income for the city. Level of tourist facilities are not very high in the city. What the team was doing about the energy resources was not clear. Some ideas were not very strong like drinking tea with neighbours etc. What is the identity and what is the way about it was not clear. And not clear about the genius loci also.
TEAM D_3rd PRIZE

For a Siberian Way of Life

Advantages

It is very important to mention to project Irkutsk as a capital, not of may be Siberia but atleast of Asia Pacific region. The team was also appreciated for its concerns of the quality of life. The concern for reducing the overall travel time from 42 minutes to 27 minutes of the people of Irkutsk was also much appreciated by the jury. The idea of defining Irkutsk in to 4 zones, each having a distinctive function was also a found contributive. The team also took care of the economic part of the proposal so that the proposal can be more justifiable. The proposal was oriented towards the problems of the people which the jury found very good.

Disadvantages

The team talked about improving the quality of life of the people of Irkutsk but what exactly they are talking with that was not clear and also how they are going to actually do it. The team drew the agglomeration borders of the city but there were never actual borders. There are no answers in the Team’s proposal about the proposed Siberian way of life. The order of the overall proposal was also not found correct by the jury. The jury was also not very convinced about the approach of Traffic management as one of the most important things of the overall proposal.
The Team made a new master plan which was not the goal of the workshop. The proposal of the New Airport location has some problems, as right now the city of Irkutsk is gateway to Baikal and by this new location it will be not. The phasing is not proper. Gap of 6 yrs is too less to reach the goals. The focus on the centre cannot be the main thing. We normally give a lot of priority to historical centers but are they the most important things and the rest of the city not? What it mean for the future development of the city is not clear from the proposal.

Advantages
This team has a great proposition as a transport hub, not only the railway lines but also the automobile transport. The team has a very different vision about the Airport, very different from all other as it want the location of it on the Eastern side of the city. The idea to block vehicular traffic at the city centre is very good. The Heritage of the city was also taken care of which is a plus for the team’s plan. The proposal to create new centres of development is also important. The team also talked about logistics as an important thing that it can be the one as growing point function of the city. The main idea was the solution of shortage of greens inside the city.

Disadvantages
The Team made a new master plan which was not the goal of the workshop. The proposal of the New Airport location has some problems, as right now the city of Irkutsk is gateway to Baikal and by this new location it will be not. The phasing is not proper. Gap of 6 yrs is too less to reach the goals. The focus on the centre cannot be the main thing. We normally give a lot of priority to historical centers but are they the most important things and the rest of the city not? What it mean for the future development of the city is not clear from the proposal.
I study at Irkutsk State Technical University on architecture faculty. I enjoyed studying there.

Other than studying I do have a lot of hobbies. Firstly, I love photography. It's a hobby and also my job. I make photoshoot for everyday people who are not professional models. They want to have good and unusual pictures. I do not want photography as a profession in the future, because I want to take pictures only for myself and for my soul.

Also I like snowboarding. Unfortunately I can't snowboard for various reasons, such as when it becomes cold, not enough snow and being very busy. But when I do have time, I do go with my friends snowboarding.

I'm a 27 year old football playing architect student from Bergen, Norway, currently studying in London, UK. Before I went into architecture I studied art history, philosophy, photography, museology and sociology. In addition to knowledge about engineering and contemporary building technology I see it as highly valuable for architects to have insight and qualifications in these subjects as well.

My name is Benjamin Felbrich. I am a 23-year-old architecture student from Dresden / Germany. Right now i am in the 4th year of my studies and will finish it in 2013. The reason for me to take part in this workshop is to meet people from other countries and to experience their style to work on a certain urban planning issue. On the other hand, of course i want to visit the interesting city of Irkutsk and discover the conditions of the sibirian winter, which make this workshop very special. I am looking forward to learn a lot during this three weeks.

Hi! I am Marjorie, 28 years old. I am from the south of France, from Nice. I have been working for 4 years now in different countries and context (Australia, South Africa, etc.). Now, I am working in a landscape consultancy in Paris focused on water sensitive design. As water resource manager, I am deeply concerned about scarcity of water and I am very exciting to work in Irkutsk, near to the Baikal Lake, one of the biggest water resources in the world.

My name is Anastasia Kosolapova. I'm 21 years old. I'm studying in Irkutsk State Technical University of Department of Architecture. I will graduate university in this year. Also I was student of the Department of Applied Linguistic. I graduated it in 2010. So, I have qualification of translator in sphere of profession communications. In 2009 I was studying in University Roma La Sapienza of exchange. And that year I was learning Italian language. Now, I'm working in public corporation IrkutskGiprodorNII. I'm urban planner. I have worked in Departmnt of Urban Planning since august 2010. Till there I worked more than 3 year in IrkutskGrajdanProekt So, I have experience in sphere of architecture four years.
My name is Clémence Cazemajour. I am currently working part time at a transportation company, and studying urban economics and literature. Well, more specifically I am studying transport on demand and French anarchist novels of the late XIXth century. Cannot be more specific I guess. I like to understand how cities are shaped, and how it is expressed in places, people and literature. I also enjoy walking in the dusty streets of Eastern Paris, watching elderly people, and cooking strange dishes. I have been travelling a lot in Asia, but never had the chance to discover eastern cities and its delicacies, so I am very happy to be there, in Irkutsk.

Katerina is from Ukraine, but she is studying in Sofia-Bulgaria. She is student from the landscape architecture class in the University of Forestry. Now she is 21 years old and she is in her fourth year at the university. She also wants to take master degree in architecture. Her interests are contemporary architecture and landscape planning.

My name is Alexander Martyushov. I am from Russia, Irkutsk. I study at the Irkutsk State Technical University . My specialty is Architecture. I'm 21 years old. I like traveling, riding on the bicycle, hiking, playing guitar. My favorite is round trip.

My name is Ekaterina Goryacheva. I'm 24 years old. I'm from Irkutsk. I graduated the Irkutsk State Technical University in 2008. I was a student of the energy department and the applied linguistics department. Thus I have two higher education and two specialties. My first specialty is power supply engineer and my second specialty is popular scientific literature translator. After studies I have got a job in designing institute Irkutsk-Grazhdanproekt on a post of electrical engineer. On this post I plan a part of the master plans such as the power supply and communications. This work is very interesting for me because I should imagine the city or whole region through tens years.

My name is Matthias Schmaus. I am studying at the University of Stuttgart in Germany. My course is environmental engineering. My main subjects are transportation engineering, environmental planning and noise pollution. I have been studying now since 4,5 years and I am about to graduate, my plan is to finish my studies in 2011. I was doing an internship at the traffic planning of the city of Stuttgart, where I was focusing on bicycle traffic and mobility management.
I study at ESSEC Business School in Paris and I have chosen a major in urban economics. I am participating to the winter university for the first time and I am really excited about it. I have lived in several different towns in France and I think that is a reason why I am so interested in development projects for cities. To try to understand how a city has developed, is developing or could develop is thrilling because it requires to know about history, geography, economy, geology, culture,… I am looking forward to try to understand Irkutsk!

Chatter-box, foodie, explorer, photographer and an artist are what my friends refer me. I am Neha from India. Neha means ‘Sacred Dewdrops’, gentle and delicate; but I am quite contradictory to the name. A feisty traveller and an inquisitive designer is what portrays me. I am from Mumbai, coastal city with glamour, Bollywood and spicy food. The sea inspires me. I am not so a mountainous person, but yes for holidays I love the higher altitudes. I am an Urban designer, and have experience in working with environmentalists, conservationists, civil engineers.

My name is Diana Felber. I’m studying architecture at the Dresden University of Technology and been in my last year of studies. I’m going to start my thesis project in fall. The topic will be in between architecture and urban design, because I specialized in urban design. Before I will start this last big project I wanted to attend in this very special workshop to learn more about Russian cities, especially Irkutsk. It will be very interesting to use my knowledge in the context of an international workshop and to work with students from all over the world.

Hello my name is Dmitriy!

I am a student of Architecture Department of the city of Irkutsk. I am currently working as an artist in the theater's drama and its training activities. I also like to combine with participation in a variety of architectural phenomena, local and national levels. I think the main thing that gave me learning architecture, it’s free. Liberty: A selection of thoughts, actions, and of course freedom of expression.

Hello! My name is Andrey Kostyuchenko. I’m 24. In 2008 I got a diploma on Informational Systems and Technologies after 5-year studying at the Saratov State Technical University. Since February 2009 I have been working as an urban modeling and transport bureau engineer at Peterburgsky NIPIGrad, Ltd. My work includes frequent business trips to different Russian cities. I like my job very much and I want to proceed in it and to develop this sphere as a science not only in Russia. My hobby is travelling and historical research expeditions, as well as sport. I like to go to the theatres and museums. It inspires me and gives me new ideas for projects not only connected with my job but also with my life. I love my life and my friends!
I am a curious person interested in architecture, urbanism, design, arts, science, music, travel and almost everything. I quite appreciate my friends with whom I like to share the best things in life: travel, talk and go out to dance. I’ve been to the Summer Workshop of Cergy-Pontoise in September/2010 where I made good friends, and now I’m here at Irkutsk hoping to do the same thing.

Pavel Kosharrov_Russia
Heat Engineer
Irkutskgiprodornii

My name is Pavel Kovsharov. I’m 22 years old. I graduated the Irkutsk State Technical University in 2010. I was a student of the building and municipal economic department. Today I’m student of the Baikal State University of Economic and Jurisprudence. After studies I’ve got a job in the public organization Irkutskgiprodornii. I’m heat network engineer of the urban-planning department.

Daria Shipanovskaya_Russia
Student, Architecture
Irkutsk State Technical University
shipanovskay@mail.ru

Hi my name is Daria Shipanovskaya. I am from Irkutsk. I study in the Irkutsk State Technical University. I love my city. I want to contribute to the development of Irkutsk that’s why I am participating in the workshop. I like to spend my time with my friends. I like sports and I see all types of games especially the Olympics and world championships. I enjoy this very much. I like to read books especially classics and also current affairs.

Ilya Lagunov_Russia
Engineer
Research and Design Institute of Urban Planning, St. Petersburg
liv8603@yandex.ru

Hello. My name is Ilya. I’m 25 years old. I’m living in St. Petersburg. This beautiful city is situated on the Neva River. I usually do some work or outside activities at my free time. Currently I work in the field of urban planning as an engineer at Federal State Unitary Enterprise “Russian Research and Design Institute of Urban”. To keep fit I snowboard, skate or ride a bicycle. But I’m not a professional sportsman because my mental work is very time consuming. In order to do my work well I try to communicate more with people and be positive. My job consists basically of the intellectual work. I need to be inspired by something in order to create new projects. I like hard techno music and sometimes go to clubs to listen to it, but I also like to go to the theaters and museums.

Denichka Manolova_Bulgaria
Student, Landscape Architecture
University of Forestry, Sofia
denichka_manolova@abv.bg

Denichka was born on 3rd of May 1987 in Sofia-Bulgaria. She is student of the University of Forestry, which is located in Sofia. She is doing her master degree in landscape architecture and she is about to graduate during the summer of 2011. She is interested in urban planning, landscape planning and children playing environment. She took part at the urban planning class of Prof. Atanas Kovachev. Professor Kovachev is the dean of the Faculty of Ecology and Landscape architecture in the University of Forestry.
My name is Patrik, 32 years old from Stockholm, Sweden. I studied architecture at University of Newcastle and RMIT in Australia. After my architectural degree, I moved home to Stockholm after living abroad for 7 years. After four years of experience of practicing architecture I started to study a Master of sustainability and design at University of East London (UEL). Before my I started my architectural profession, I worked as a chef as well as playing football at a high level. Sport and Music are my two biggest interests excluding design.

Mariya Simichihina
Architect
Irkutskgiprodornii

My name is Mariya Simichihina. I am 25 years old. I was born in Ulan-Ude, Buryatiya. I have a small family with my father and sister. I live in Irkutsk 7 years. I graduated Irkutsk Technical University in 2009. I was a student of the architecture department. I am architect-desiner. I work in the public corporation Irkutskgiprodornii in the department of urban planning. On this post I have working 2 years. My work is very interesting for me. I’m optimistic, gregarious, considerate.

Patik Devi
Student, Urban Design
CEPT University, Ahmedabad

My name is Patik Devi. I am studying urban design ae CEPT University,Ahmedabad,Gujrat,India. I am graduated in Architecture (B.Arch – bachelor's degree in Architecture) from University Of Pune,Maharashtra,India.

I am interested in studying Morphology of growing cities & contemporary concepts in urban design & sustainable cities.

My other interests are sketching & photography. My purpose of coming here to share ideas with people from other discipline, and find solutions of urban issues on various scales.

Alexey Ostroverchov
Student, Architecture
Irkutsk State Technical University

Ostroverkhov_OstrovA_Alexei
Birthday: February 8, 1987
Hometown: IRKUTSK

About me:I play in youth theatre, like create architect models, make graphic design, like snow and winter sports. Favorite Music: METAL, Bass and Keyboardssound Favorite Movies: Forrest Gump

Education: Irkutsk State Technical University - ARCHITECT

Stephan Wasielewski
Student, Transportation engineering
University of Stuttgart

I am 25 years old and come from Stuttgart, Germany. I am studying environmental engineering, focusing on transport engineering. Before I started to study I worked as a business management assistant.

I hope to integrate some good ideas to solve the transport problems in Irkutsk to our upcoming masterplan.
My Name is Albrecht Degering, and I’m an architect from Germany. I’m 25 years old, and currently working at the Dresden Technical University. Additionally I have my very own office, where I’m doing different project in architectur and urban design as well as web and print design. I’m one of the assistants of the Baikal Winter University, and in Irkutsk for the fifth time. Three years ago I participated, as most of you do now, and directly fell in love with the city. For me it’s the second time as an assistant. I’m waiting for three interesting weeks of collective and constructive work in the teams. Let’s make Irkutsk a better place!

Hello, my name is Anastasia Kascheyeva. I study in Irkutsk State Technical University. I’m doing my diploma now and currently working at the Winter Workshop as an assistant. I have participated in this workshop for the 2nd time. In 2010 I was a participant and in 2011, I am an assistant. I’m very glad of participating at the Winter Workshop, because I can meet new people, changing new ideas and emotions, and as a result I can get new friends from all world. My goal is to create new projects for my city, but before that I want to receive experience from worlds’ experts in sphere of urban design, landscape and architecture. I am currently working in the sphere of architecture and design. In the future I plan to work in urban design.

Hi my name is Maria Belik but people call me Masha from Rasha. I am from Irkutsk. I study in the Irkutsk state technical university pursuing my final year and I work in Irkutskgrjadnproekt. I like dancing and spend time with my friends. I was a participant last year and helper for 3 times previously. And this year I am an assistant. I like to travel and have been to many countries. I am currently working on Master Planning Department. And now I work in Project Studio. My final studio project is about large scale housing in between Irkutsk and Angarsk as a sub-city. I am a member of the club of young architects of Russia. We do some projects, organize festivals and participate in different cities.

My main occupation is a designer at one building company. I want to receive experience from worlds’ experts in sphere of architecture and design, landscape and architecture. I am looking forward to have a great experience at the workshop.

Hello, my name is Larisa Krylova. Since 2008 when first time I met with our WU (Baykal Winter University of Urban planning ) I start to take a part in this workshop. My 1-st step in WU was as participant and then I contin ued work as assistant. And all of my colleagues and friends from WU want me to go to take a part in summer work shop to represent our WU team and our Irkutsk State Technical University. So, I invite everyone who wants to try himself as an architect or urban planner in “extrimal” surroundings to participate in WU!
Hey! My name is Katerina Masnikova, I’m 20 years old and studying architecture at the Department of Architecture & Design, Irkutsk State Technical University. Also I work as a manager in the WU team. Actually it’s my 3rd year of work, and next year I will participate.

I’m interested in foreign languages, urban planning and traveling. I’m crazy about different international workshops and new acquaintanceships. In the nearest future I plan to get a grade at one of the European universities.

Being an Architect and PhD Student in Urban Planning, I’m working on research project concerning transportation planning.

I have been working for winter workshop as a member of the management team 4 years I also participated in Les Ateliers, Paris (Summer Workshop) as assistant 2 years ago

I have graduated from the Irkutsk State Technical University with a degree in Architecture and succeeded in doing an international diploma project in Germany

I’m keen on music especially dubstep and trip hop and I’m crazy about freestyle skiing.
FACEBOOK _ TRANSLATORS

**Anna Barychnikova**  
Student  
Irkutsk State Linguistic University  
barbi-ba@mail.ru

My name is Ann. I’m 20. Now I’m a student of the Irkutsk State Linguistic University. Here at the university I study languages. While studying at school I understood that my future profession would be certainly connected with this sphere. Languages are my passion. I study French, English, Spanish and would like to study Italian. At my free time I do some sports like fitness, skiing in winter and swimming, cycling, badminton in summer and also listen to music. Music is my second passion. It always supports me and helps me to relax. I also practice singing and take part in some performances.

**Eugenia Kraineva**  
Student, Architecture  
Irkutsk State Technical University  
xxx

My name is Eugenia and I’m a helper. I’m 21 years old. I study in state technical university of Irkutsk. I study in architectural faculty in 5th course too.

**Olga Kichaykina**  
Student  
Irkutsk State Linguistic University  
olyaka89@mail.ru

My name is Olga. I am 21. I am a student of Linguistic University. I will be interpreter of French and English. It is my fourth year of study and now I have my practical training in Baikal Winter University of urban planning design. It is really a great opportunity for me to improve both foreign languages and to learn a lot about engineering, landscaping and so on.

**Valeria Kol’gan**  
Student, Architecture  
Irkutsk State Technical University  
psychozaic@mail.ru

I’m from Irkutsk. I’m study in ISTU. I’m architect. I am 22 years old. I like traveling. I dreams to visit all country! I like meeting with new people. I love my friends. I prefer SUMMER and hate cold!

**Anna Tkach**  
Student  
Irkutsk State Linguistic University  
xxx

My name is Ann. I’m 19. I’m studying at the Irkutsk State Linguistic University. I study French, English, and Spanish. I am also studying at the Irkutsk State University by correspondence; my special field is “organization administration”. My hobby is sport. I am fond of martial arts and I go in for boxing and kickboxing. Besides, I like to play football and especially to watch it. I’m supporting the local football team and attend its matches in all cities of Russia. I spend a lot of time reading, especially books concerning history and philosophy. I love to learn new things, expanding my horizon of knowledge in every aspect.

**Dasha Skvortcova**  
Student, Architecture  
Irkutsk State Technical University  
xxx

Hi! I’m Dasha and I’m helper on a Winter University. Actually, I’m student in State Technical University of Irkutsk. I’ve been studying here since 2007 year. My future professional is architected. I was born in Irkutsk and I’m living here now.

**Natalia Sangaeva**  
Student, Architecture  
Irkutsk State Technical University  
natsan11@rambler.ru

Hello! Well, I’m Natasha, I’m a helper on a Winter University. Actually, I’m a student, I’ve been studying here since 2007 year. Before that I was studying in another town. Studying steals most of my time.

**Elena Graf**  
Student, Architecture  
Irkutsk State Technical University  
lenutsa_ne@mail.ru

Hi! My name is Lena. I’m 21 years old. I’m from Angarsk (Russia). I’m a student of Technical University. I study in architectural faculty in 5th curs (years). I like dynamic life, when I’m a hardworking person. I love my friends and all life! I’m sure, I’m a very happy person.
FACEBOOK INTERNATIONAL JURY

Bernard Etteinger_France
Specialist
Urban institution, Il-de-France, Paris

xxx

Jean-Michel Guenod_France
Urbanist
Cergy-Pontoise, Paris
jmguenod@free.fr

P V. K. Rameshwar, India
HOD, Urban Design
CEPT University, Ahmedabad
shilanyas.ram@gmail.com

PVK Rameshwar is Head of the Department of Urban Design at CEPT University and teaching the students this course since 1988. He is actively participated in many workshops in India and abroad.

Barbara Engel, Germany
Urban Planner
City development office, Dresden
barbara.engel@dresden.de

Roland Karthaus, The UK
Senior Urban Designer
University of East London/ Think Place
roland.karthaus@think-place.co.uk

Walter Vogt, Germany
Academic Chief Counsellor
Stuttgart Technical University
xxx

Nicolas Detrie_France
Director
Ateliers, Paris
nicolas.detrie@ateliers.org

Having worked at Les Ateliers since May 2007, I have animated and participated in different building stages of the organization. Financial and social restructuration, formalization and method development, communication, network structuring, management and organization of around 10 workshops. I discovered Les Ateliers through two participations (Irkutsk and Marseille 2007) and having been an assistant in Benin (2005). At the time I was a student at I'ESSEC and was involved in the Chaire d'Economie Urbaine. I worked for two years at the SNCF (French national rail company) on the development of the multi-modal TER (train express regional), then, after an eightmonth-long university exchange in Brazil, on behalf of the OPAC SUD Marseille, I followed a definition contract for Mediterranean social housing.
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<tr>
<th>No.</th>
<th>Name</th>
<th>Position, Organization and Additional Information</th>
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<tbody>
<tr>
<td>1</td>
<td>Baryshnikov Vitaly</td>
<td>head of Architecture and Urban Planning department, doctor of Architecture, professor // Irkutsk // Russia</td>
</tr>
<tr>
<td>2</td>
<td>Bolsakov Andrey</td>
<td>head of Architecture and Urban Planning department, doctor of Architecture, professor // ISTU // Irkutsk // Russia</td>
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<td>3</td>
<td>Bocharov Yury</td>
<td>academician of the Russian Academy of Architecture and Construction Sciences, professor // Moscow // Russia</td>
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<td>4</td>
<td>Buntovskiy Nikolai</td>
<td>main architect of “Chitaarchproyect” // Chita // Russia</td>
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<td>5</td>
<td>Geevsky Oleg</td>
<td>deputy of the State Duma // Irkutsk // Russia</td>
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<td>6</td>
<td>Golovnikh Ivan</td>
<td>head of ISTU // Irkutsk // Russia</td>
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<td>Grigorjewa Ana</td>
<td>corresponding member of the Russian Academy of Architecture and Construction Sciences, vice-president of Architect Union of Russia, laureate of the Russian Federation State Prize // Irkutsk // Russia</td>
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<td>Demyakov Sergei</td>
<td>chief architect of the Public corporation “IrkutskgiprodorNII” // Irkutsk // Russia</td>
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<td>Druzhinin Inna</td>
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<td>head of architecture office “N.L.Zhukovsky” // Irkutsk // Russia</td>
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<td>Novosibirsk State Academy of Architecture, Ph.D in Architecture, associate professor // Novosibirsk // Russia</td>
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<td>Meerovich Mark</td>
<td>Ph.D in Architecture, Doctor of Historical Sciences, member of the Russian Academy of Architecture and Construction Sciences, professor // Irkutsk // Russia</td>
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<td>Pashkov Vladimir</td>
<td>minister of economic development, labor, sciences and high school in the Administration of the Irkutsk region // Irkutsk // Russia</td>
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<td>Petrovich Mikhail</td>
<td>leading specialist of “Peterburgsky NIPi Grad”, Ltd. // Sant-Petersburg // Russia</td>
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<td>Prokudin Alexandr</td>
<td>chief architect of the center of the preservation of the historical heritage // Irkutsk // Russia</td>
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<td>Sena Sergei</td>
<td>Volgograd State University of Architecture, Urban Planning Department docent, head of the department of the Russian Association of Restorers in the South Federal Region // Volgograd // Russia</td>
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<td>Serebrennikov Sergei</td>
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<td>the main specialist in the economics, “IrkutskgiprodorNII”</td>
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<td>member of the public chamber of the Irkutsk region // Irkutsk // Russia</td>
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<td>deputy chairman of the urban planning committee of the Irkutsk Administration // Irkutsk // Russia</td>
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<td>Chumakov Sergei</td>
<td>leading architect of the design institute “Irkutsk Promstroproyect”, member of the Irkutsk Regional Organization of the Union of Architects of Russia // Irkutsk // Russia</td>
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<td>38</td>
<td>Chupin Victor</td>
<td>head of the Institute of Architecture and Construction of ISTU // Irkutsk // Russia</td>
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</table>
The study focusses on the long term development of Irkutsk which also is the topic of the session. The study highlights the problems of single nucleus, which in the present case is the City Centre. Right there is a concentration of lot of activities in the centre which is leading to problems like congestion, traffic jams etc. The study tries to highlight some basic suggestions to solve the problem. There is also a proposal to make a large agglomeration of all the 3 cities- Irkutsk, Angarsk and Shelekhov and propose new centres in between with new functions to overcome the problems of monocentric development in the centre. Some of the proposals include the making of a New Airport, introducing new modes of Transport etc.

The study highlights that there are a lot of religions in Russia so a great diversity of people. In such a diverse environment the study proposes the use of larger infrastructure projects as the way forward for the future development of the city in the form of winter olympic games.

The study highlights that Russian unlike the earlier times having shortage of power so therefore there is the need to take care of energy generation and utilization in a more efficient way. The proposals include establishment of new power plants and strategies to save power at all levels from macro to micro, that is the dwelling level.

The study discusses Transport hub as a part of the external communication system (as exemplified by the city Ulan-Ude). The study exemplifies the Master plan as a basic document of the territorial planning. Objectives include-
1. Identification of the total intensity of the structure of traffic and passenger flows in the planned sections.
2-Comparison of the real burden of public and individual transport with the capacity of sections of the transport network.
3-Identification of problem areas of the street-road network.

The study discusses Inner City Planning Strategy of Dresden. Some question include-
What must be done to position the city for the future?
Which common objectives can be defined?
What are the guiding spatial images and development visions?
How can the objectives be realised?
In order to realise the above the proposals include using tourism as an economical aspect and redeveloping Dresden as “City of Art” and strategically brings together all graphically depictable elements of the Planning Strategy, as essential statements can be summarised in eight guiding principles.
Clemance Cazemajour
Fostering economic development through public transportation: The Havre case

The study discusses the similarities between the case of Irkutsk and Havre and then discusses the Havre case in detail further. In order to protect its historical center, the Havre as defined a protected perimeter: the ZPPAUP (Architecture, Urbanism and Landscape Heritage Protected Area). The study responds to the needs of service in the future centralities and achieving a better articulation of transportation and urbanism and articulating a multimodal (car, walk, buses, railway…), and multilevel (country, state, city) transportation system.

Daphne Celet
Schéma de Cohérence Territoriale = Territorial Coherence Scheme

The study is an example of the French territorial planning framework document – “SCoT”: a conception of the long-term urban development at a metropolitan scale. A SCoT is a general master plan document created by a 2000 law and in which the principles of sustainable development must be applied.

The case study is Montpellier in France. General objectives include limiting urban sprawling, developing inner-city transport lines.

Daria Shipanovskaya
Irkutsk 2036: City for People

This is another study which also concerns with the long term development of Irkutsk with slightly different perspective. Some proposals include: Restricting private cars from entering the city center, Reducing the trajectory of public transport, Converting streets with busy traffic into pedestrian streets and pedestrian zones.

So the study focuses on improving the public transport in the city and also tries to emphasize the need of putting suburban development as important objectives for the further development of the City.

Denichka Manolova, Katerina Burukova
District Development in Sofia, Bulgaria

The study area is the city of Sofia in Bulgaria. The project was in the outskirts of Sofia as an example of master planning. Proposals include creation of Housing, Green space, pedestrian networks etc.

Dmitry Ilin
Irkutsk 2036: City for People

The study discusses the need to invest in human capital as one of the more awareness generating and important goals of the strategic urban development. It says that over the last century the development of Russian cities was associated exclusively with the idea of growth and because of that a demographic crisis still remains.

So the study says that at first of all Irkutsk needs to create a very specific relationship that could change people’s attitudes.
Karl Patrik Karlsson
*Hammarby Sjöstad: a revitalisation of an industrial site into a sustainable residential neighbourhood.*

The study area is the city of Stockholm in Sweden. Presentation focusses on elements like land use plan, urban structure, design and character, infrastructure, street and pedestrian pattern, parks and water areas, development and redevelopment etc. The proposals include building typology, volumes and right of usage, environmental issues; noise, risk, sun, particles, street and pedestrian plan and parking, condition for building permission, project coordination etc. The project also focusses on sustainable solutions like energy conservation, water management and sewage disposal etc.

Linn Kopperdal
*Kokstad: A Suburbia waiting for a change*

The study deals with the industrial area called kokstad. The vision includes the use of strategies like more efficient energy use, reuse of energy and waste products, varied urban structure to create exciting public spaces, Good routes for public transport, bicycles and pedestrians. The proposal introduces new tram system as the base structuring element and tries to show how an Urban Resource section can be built around it.

The study is an example of how Transport and Urban Form are linked together.

Maria Shivtorova
*Irkutsk 2036: City for People*

The study lists problems of Irkutsk and tries to highlight the potential of Irkutsk in the form of Water and water-power resources, Mineral resources: timber, coal, oil, gas, etc. As the main thoroughfares connecting the central part or Russia, Siberia and Far East passes through the Irkutsk Oblast so there are big possibilities of the recreation industry development connected with the Lake Baikal. Also, the biggest in the world Angaro-Lensky artesian basin of mineral water is situated here. So overall the study tell us about the possibility of developing Irkutsk as a city having a lot of resources.

Marina Lima Medeiros
*HERITAGE PROTECTION POLICY AND URBAN PLANNING IN BRAZIL: THE CASE OF THE DOWNTOWN OF FORTALEZA*

The presentation focusses on the case of downtown of Fortaleza. It discusses the notion of changing centralities of Brazil. The study further discusses the brazilian legal instruments of urban planning.

The study discusses the heritage protection policy of the master plan of fortaleza and the tools uses to achieve it and giving suggestions for the same. Major proposals include Create a specific legislation for the area, creation of Cultural Corridors, promoting the reuse of abandoned buildings and reestablish housing in the area, prohibition of land uses that mischaracterize historic buildings etc.

Marjorie Grimaldi
*The water cycle, framework of the new city of Kabul (Afghanistan)*

The study is a proposed project in Afghanistan which tries to analyse the water cycle in the new city of Kabul and proposes a framework for water mangament for the same. The study demonstrates the reuse of strom water and waste water and how the water can be recycled back in to the system. Some features include the creation of different water filtering plants at various locations following the hieracrhcy of the city which itself ins generated from the proper consideration of the flow of water. The study demonstrates the concerns for the water management joined with Urban Planning to get a new framework of Development.
**Matthias Schmaus**  
*Scenario technique in strategic traffic planning: the examples of the TDP Düsseldorf and the TDC Stuttgart*

The study deals with showing possible scenarios for the two cities. Types of scenarios include:
- Trend- or frame-scenario: Future without determining changes in development,
- Alternative-scenario: "What if…?" determining changes,
- Contrast- or aim-scenario: View from a designated future to the present.

Major proposals include, Creating one "trend-scenario" (actually a prognosis), thinking about it with all your know-how, Creating beside it ‘alternative-scenarios’ only for “new” futures, Working with very small, very pointed “scenarios”.

**Neha Nandan Mungekar, Pratik Rajan Devi**  
*OPEN ‘PRODUCTION POWER’ HOUSE*

The study area is the city of Ahmedabad in India. The proposals focuses on the issue of the presence of the industries in the city and its effects. It stresses that people living in these areas need to be linked to the main course of city too.

The proposal include shifting out the large scale industries and keeping the small scale industries and then trying to create a new framework in the form of linking the existing greens, creating pedestrian spaces etc. The proposals also include making new typologies based on the analysis of the local conditions and establishing new connections.

**Stephan Wasielewsky**  
*Long-Term Urban Traffic Development In Stuttgart And Munich*

The study shows scenarios for development for the cities of Munich and Stuttgart which include:
- economical growth and increasing population by migration,
- stagnation of economics and population
- decreasing economics and population

From these scenarios the study tries to propose the future land usage by economically integrating the city into the region and preservation of the status as an industrial and education center.
PHOTOS_ WORKSHOP