

12th Session_city for people:

Conception of the long-term urban development for Irkutsk city up to 2036

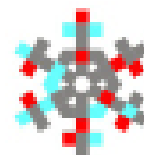
31st January-20th February



12-я сессия Город для людей:

Концепция долгосрочного развития городов для города Иркутска до 2036

31-ого января - 20-ого февраля





Irkutsk oblast Administration
Принимательство Иркутской области



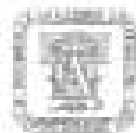
Irkutsk Administration
Администрация города Иркутска



Irkutsk State Technical University
Иркутский государственный технический университет



Les Ateliers, France
Летние мастерские архитектурного университета градостроительства (г. Сержь-Польуа, Франция)



Russian Academy of Architecture and Construction Sciences
Российская академия архитектуры и строительных наук



THE ORGANIZATION ОРГАНИЗАЦИЯ



INTERNATIONAL
BAIKAL WINTER
UNIVERSITY OF
URBAN PLANNING
DESIGN

IRKUTSK
RUSSIA



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, Georgia, Spain, Italy, China, South Korea, Lebanon, Mexico, Mongolia, Norway, Russian Federation, Turkey, France, Switzerland, The USA, Japan, etc.)

Международное сотрудничество между Летними Мастерскими Европейского градостроительного университета и архитектурным факультетом Иркутского государственного технического университета успешно развивается уже почти 20 лет.

Летние Мастерские Европейского университета градостроительства (г. Сержи - Понтуаз, Франция) были созданы в 1982 году и в течение 28 лет носили это название. Была создана собственная оригинальная методика и стратегия проведения летних сессий, апробированных на различных территориях во Франции и в разных странах мира. Данные мастерские были созданы по инициативе управления городского общественного обустройства г. Сержи - Понтуаз в лице Артура Кирша и Бертрана Варнье.

Организационно – методические принципы МБЗГУ основываются на 28-ти летнем опыте Летних Мастерских Европейского Университета Градостроительства (г. Сержи – Понтуаз – иль де Франс, Франция).

Проект строительства новых городов имел целью реорганизовать территорию Большого Парижа и уменьшить нагрузку на сам Париж, а также создать сбалансированные города – жилье – рабочие места – крупные элементы инфраструктуры (скоростные автодороги, скоростные железные дороги и т. д., в том числе и университеты).

Международный Байкальский Зимний Градостроительный Университет – инновационная проектно – образовательная программа, суть которой – развитие международного междисциплинарного сотрудничества в области градостроительства. Сессии Зимнего Университета ежегодно собирают в Иркутске молодых специалистов представителей разных стран и культур, профессионально связанных с развитием городов и их территорий.

В проектно – инновационных образовательных программах за годы существования МБЗГУ приняли участие более 1 000 молодых специалистов, ассистентов, экспертов, членов международного жюри, представители 42 университетов из 21 страны мира.

CREDITS:

Designed By-Kamal Kataria
Suggestions and Corrections-Nicolas Detrie, Artem Olshevich
Translation-Albrecht Degering, Artem Olshevich
Special thanks-Anastasia Nesterova, Katerina Masanikova
Photos-Fedotova Ksenia, Kamal Kataria, Pratik Devi

Website-www.winteruni.com
Edition-First
Date-February, 2011

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TERRITORY

IRKUTSK_Russia

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).

территории

ИРКУТСК_Россия

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).



IRKUTSK_geography

ИРКУТСК_география



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.

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

WINTER WORKSHOP

Зимняя школа



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 дума 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 archaeological 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 priorities and possible alternatives.

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

Актуальность сессии

2011 год годом 350-летнего юбилея города Иркутска. Поэтому методологической комиссии WU рекомендовал 12-й сессии должна заниматься разработкой долгосрочной концепции развития города Иркутска до 2036 года, когда город будет отмечать свое 375-летнему юбилею.

В настоящее время Иркутской города развивается в соответствии с его генеральным планом. Это касается развития инженерно-транспортной инфраструктуры, сохранения историко-культурного наследия, восстановлению и обновлению поселений со сносом ветхого приютов, совершенствование государственного и двор зоны доступа и других соответствующих должностях. 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 отношении археологических и архитектурных памятников.

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

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



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

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 депопуляция на основе анализа динамики и тенденций развития), выбор типа территориального развития (расширение или усиление территориального использования), ограничение удовлетворения городского развития (экология, сейсмичность, Наводнение и т.д.)

Возможность городов (населенных пунктов) - спутники развития и развития существующих поселений интеграции в городской системе. Развитие **транспортной** системы, включая двигатель, **городские** (трамвай, троллейбус) и **пригородных** (железнодорожных) перевозок.

Возможности принятия нового вида транспорта. Жилищное строительство (основные типы, внедрение **новых направлений** и **реконструкции** существующего жилого фонда) Система **социальных центров**, расположение зеленых насаждений и природных **территориальных рамках**, развитие инженерной инфраструктуры

REGIONAL ANALYSIS АНАЛИЗ РЕГИОНА

IRKUTSK OBLAST REGION_ Statistics

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

ИРКУТСКАЯ ОБЛАСТЬ_ Статистика

Района : 767 900 кв км
Население : 2 786 000 (79.5% городских территорий)
Средняя плотность : 3.7 за кв км (в России 8.7)
Другие факты : 25% алюминия в России
 : 8% из картона в России и более 50%
 его целлюлозы

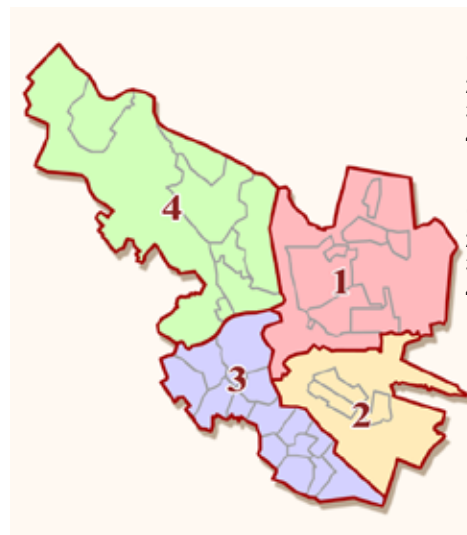


Irkutsk_agglomeration

Иркутск_агломерация

Irkutsk_districts

Иркутск_районы



- 1-Pravoberezhniy district
- 2-Oktyabrskiy District
- 3-Sverdlovskiy District
- 4-Leninskiy District

- 1-Правобережный район
- 2-Октябрьский район
- 3-Свердловский район
- 4-Ленинский район

REGIONAL ANALYSIS АНАЛИЗ РЕГИОНА

IRKUTSK_local setting

ИРКУТСК_местных условиях



REGIONAL ANALYSIS АНАЛИЗ РЕГИОНА

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.

ИРКУТСК_Эволюция

- 1682 _ Город впервые получил статус города
- 1764 _ Первый генерал губернатор Восточной Сибири
- 1784 _ Первый генеральный план
- 1898 _ Транссибирская железная дорога



- 1970 _ Город получил специальный статус исторического города
- 1998 _ Иркутск был включен в предварительный список всемирного наследия ЮНЕСКО как комплекс памятников археологии, истории и архитектуры
- 2001 _ Иркутская область и город Иркутск стали участниками Российского союза исторических городов и регионов

IRKUTSK_features

Heritage_city centre

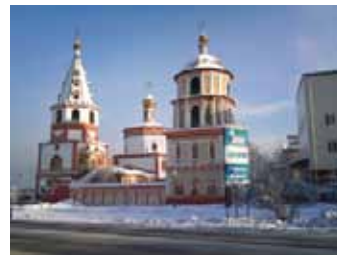
Наследие_Центр города



Educational Institutions
Учебные заведения



Public Spaces
Общественных мест



Wooden Houses



Деревянные дома



New Development_city outskirts

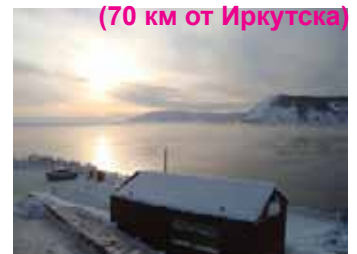


Новые разработки_Окраины города



Lake Baikal_major tourism source (70kms from Irkutsk)

Озеро Байкал_основный источник туризма
(70 км от Иркутска)



REGIONAL ANALYSIS АНАЛИЗ РЕГИОНА

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.

Types of use	Total Hectares
Total Area of residential, industrial and other estates	10,900
Residential Areas	6,600
Industrial Sites	2,800
Recreation, open spaces	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%

ИРКУТСК_факты

Кадровая и экономическая активность

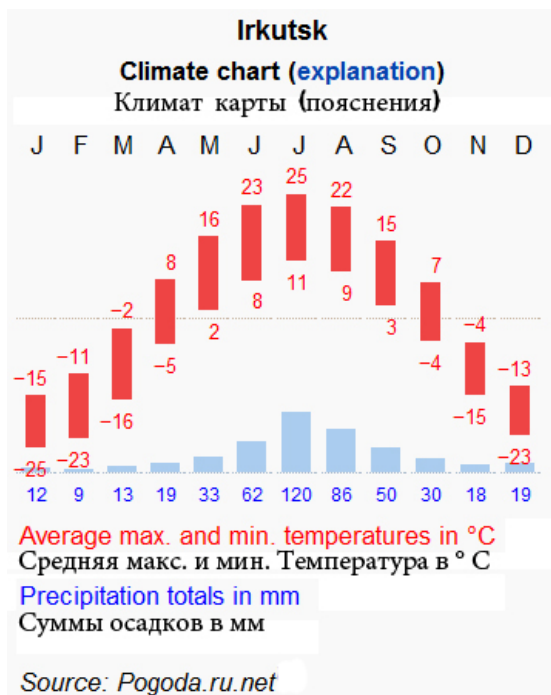
Производство (основные отрасли)_	51,800 (59%)
Небольшие и среднего размера фирмы _	26 200 (10%)
Занятость населения не в промышленности_	98,000
-образование_28,800	
-здравоохранение и социальные службы_22,600	
-Искусство и культура_3,500	
-Административный персонал_8,900 (9%)	
Всего студентов_	60 000 (10%)

Землепользования_общей площадью 30700 га.

Типы использован	Всего Га
Общая площадь жилой, промышленной и другой недвижимости	10,900
Жилые районы	6,600
Промышленные зоны	2,800
Рекреация, открытые пространства	8,000

Баланс

Общая площадь жилой, промышленной и другой недвижимости	35.6%
Жилые районы	21.5%
Промышленные территории	9.1%
Рекреация, открытые пространства, леса	26.4%
Земли занятые сельским хозяйством	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).

Климата

Климат Иркутска умеренный резко континентальный. Зима суровая и долгая, погода зимой почти всегда ясная, лето влажное и тёплое, пасмурное. Климат Иркутска смягчается Иркутской ГЭС и другими электростанциями Ангарского каскада: средняя температура января составляет -18,3 °C, средняя температура июля +17,7. Абсолютный максимум температуры зафиксирован на уровне +37,2 °C (июль 1915 года), абсолютный минимум -49,5 °C (январь 1915 года). Среднегодовая температура составляет 0,6 °C, среднегодовая скорость ветра — 2,1 м/с, среднегодовая влажность воздуха — 72 %. Среднегодовое количество осадков составляет 472 мм, из которых больше половины приходится на летний период. Абсолютный максимум осадков зафиксирован на уровне 797 мм (1938 год), абсолютный минимум — 209 мм (1884 год)

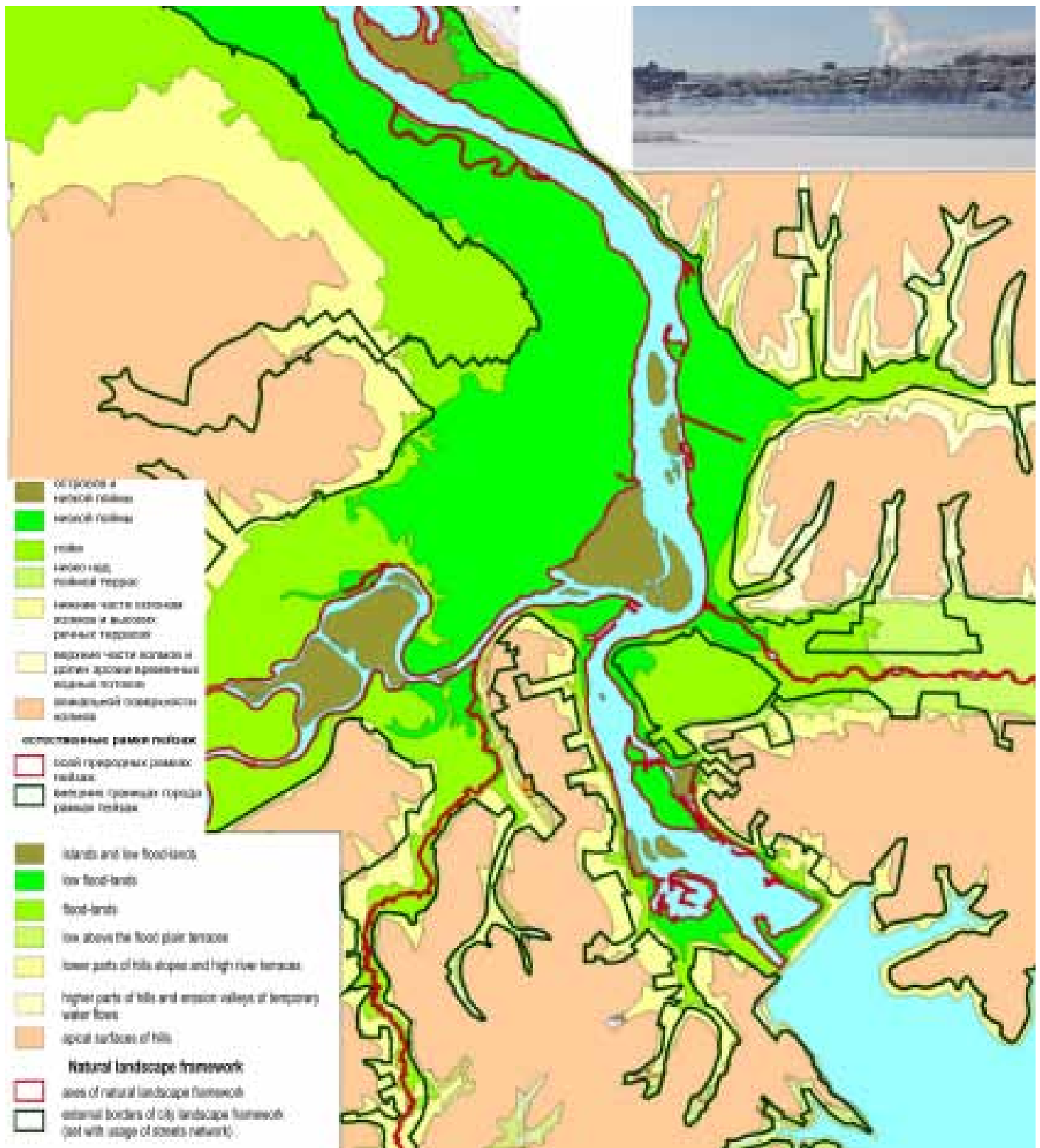
Month	Месяц	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year
Record high °C (°F) Рекордно высокие °C (°F)		2.3 (36.1)	10.2 (50.4)	20.0 (68)	29.2 (84.6)	34.5 (94.1)	35.0 (95)	37.2 (99)	34.1 (93.4)	29.5 (85.1)	25.6 (78.1)	14.1 (57.4)	4.6 (40.3)	37.2 (99)
Average high °C (°F) Средняя высокая °C (°F)		-14.8 (5.4)	-10.5 (13.1)	-1.7 (28.9)	7.9 (46.2)	16.3 (61.3)	22.6 (72.7)	24.6 (76.3)	22.0 (71.6)	15.3 (59.5)	7.1 (44.8)	-4.4 (24.1)	-12.9 (8.8)	6.1 (43)
Average low °C (°F) Средняя низкая °C (°F)		-25.1 (-13.2)	-23.4 (-10.1)	-15.8 (3.6)	-4.8 (23.4)	1.6 (34.9)	7.6 (45.7)	11.4 (52.5)	9.3 (48.7)	2.6 (36.7)	-4.4 (24.1)	-14.9 (5.2)	-22.7 (-8.9)	-6.5 (20.3)
Record low °C (°F) екардно низкие °C (°F)		-49.7 (-57.5)	-44.7 (-48.5)	-37.3 (-35.1)	-31.8 (-25.2)	-14.3 (6.3)	-6.0 (21)	0.4 (32.7)	-2.7 (27.1)	-11.9 (10.6)	-30.5 (-22.9)	-40.4 (-40.7)	-46.3 (-51.3)	-49.7 (-57.5)
Precipitation mm (inches) Осадки мм (дюймы)		12 (0.47)	9 (0.35)	13 (0.51)	19 (0.75)	33 (1.3)	62 (2.44)	120 (4.72)	86 (3.39)	50 (1.97)	30 (1.18)	18 (0.71)	19 (0.75)	471 (18.54)

Source: Pogoda.ru.net

REGIONAL ANALYSIS АНАЛИЗ РЕГИОНА

Framework_natural landscape

Схема_природных ландшафтов



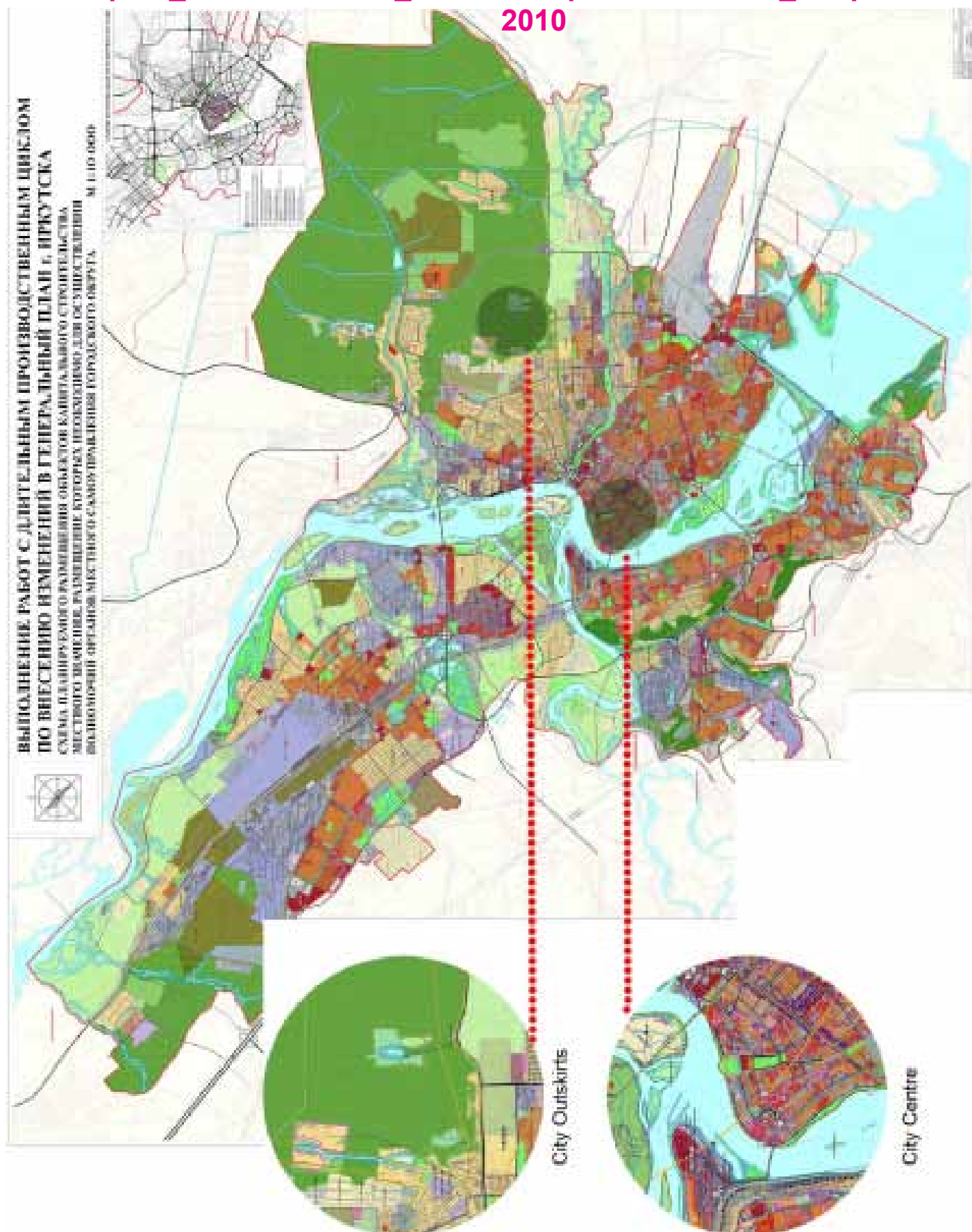
New Housing Development coming along River

Развитие жилищного строительства вдоль реки



REGIONAL ANALYSIS АНАЛИЗ РЕГИОНА

Master plan_ammendments_2010 Генеральный план_поправки 2010



REGIONAL ANALYSIS АНАЛІЗ РЕГІОНА



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!!!

Where are the possibilities for realization?

rivers of Irkutsk

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

-Vladimir Rasputin

City for people

What to do further?
-Ruslan K.

super region

Standard of life for the 2036?

-Sergey Sena

city borders and territorial development

Agglomeration is a positive idea
-Vladimir Vyrzheykin

Russia is an unpredictable country

-Meerovich

Area + sources + possibilities

Railway is not a barrier, but a spine
-Sergey Sena

innovations

relation between the city and nature

city borders

Irkutsk as a city for students?
-Meerovich

urban planning language

Include the suburbs

-Oleg Usov

city management and urban design

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



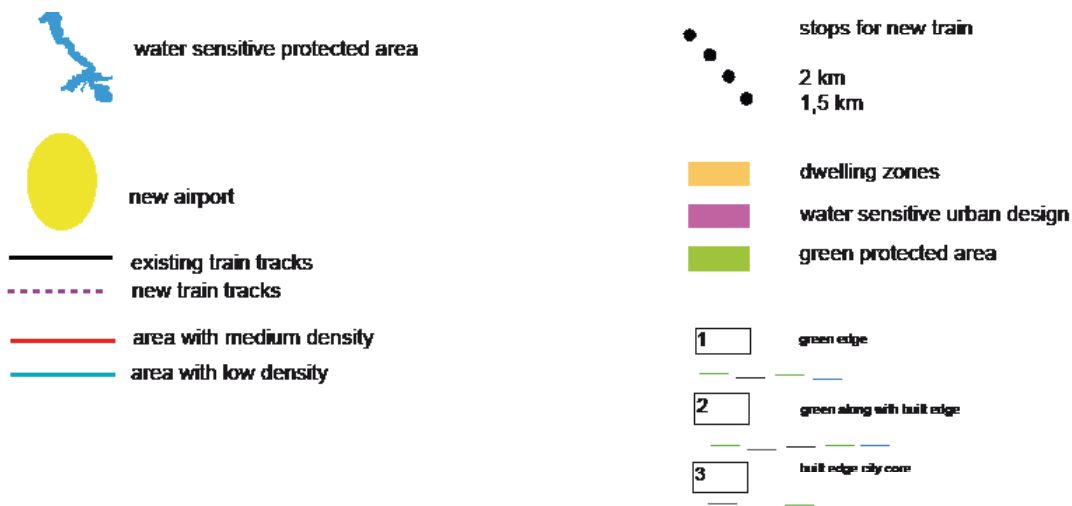
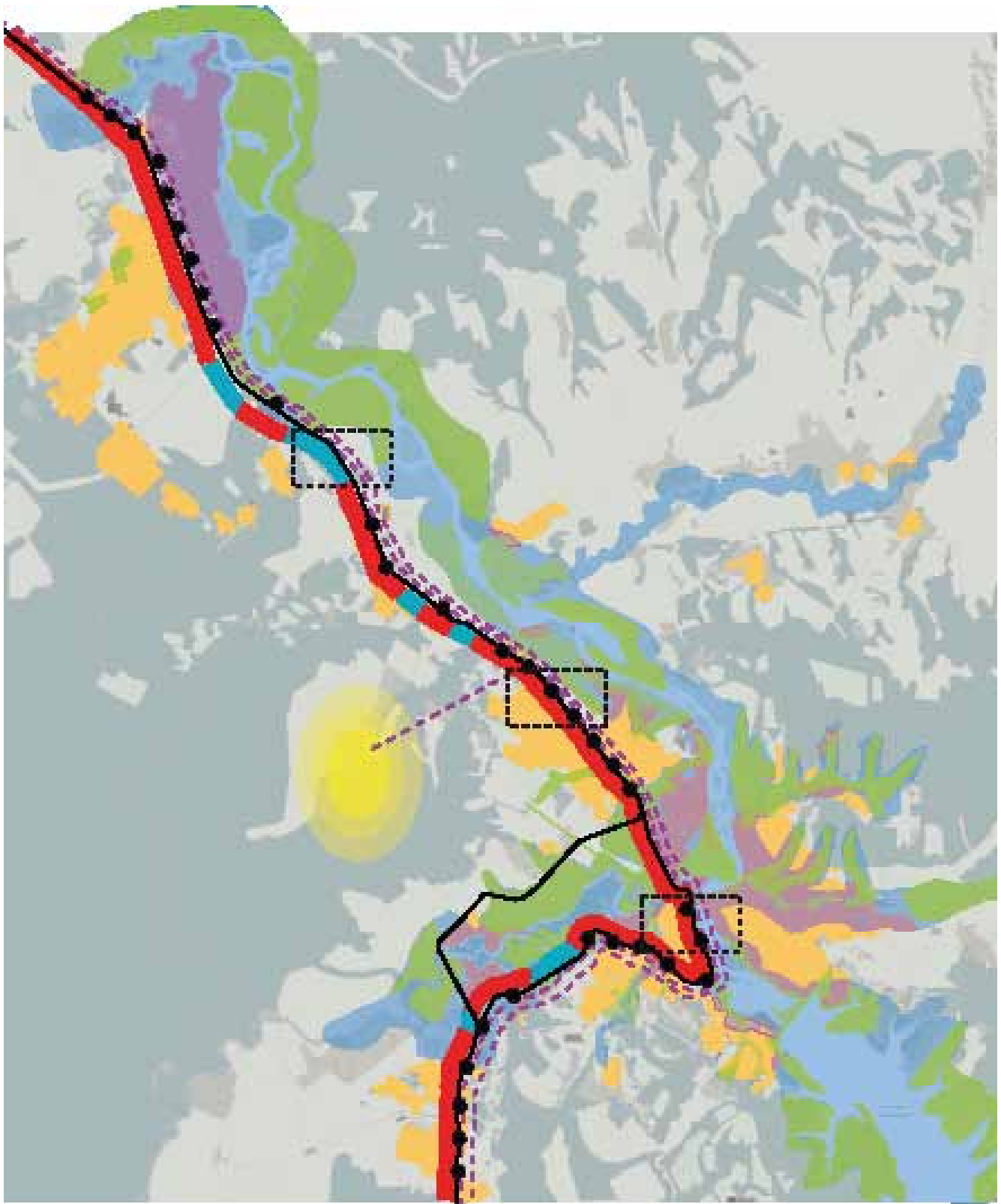
PART 2: PROJECTS

ЧАСТЬ 2: ПРОЕКТЫ

TEAM_A



- | | | | |
|----|------------------------------|----------------|---------|
| 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 influent, 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 threaten

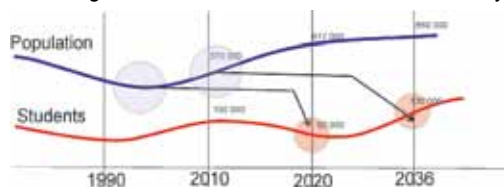
Irkutsk today, medium city with a LARGE potential/ russian

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.



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, explore, 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

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

Основа развития Иркутска

Из всего количества пресной воды имеющейся в мире, лишь 1 % доступен людям из рек и озер, а 20 % находится в Байкале. И 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, Ангары 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, которые сегодня не ценятся 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 захотел бы приехать, учиться и остаться.

В 2036 году уровень и качество жизни будет 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-центр 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

MACRO – Irkutsk region Макро - Иркутская область

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.

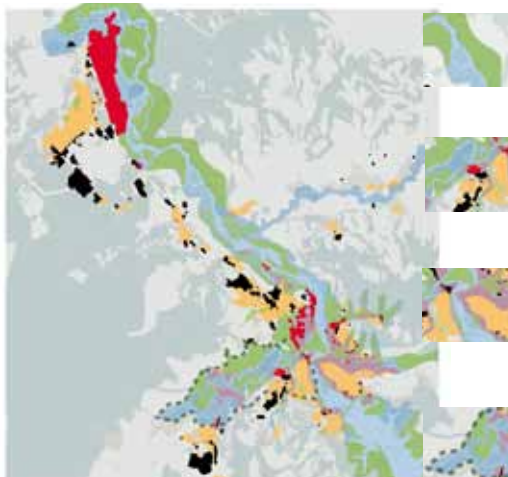
Irkutsk is already a green city but a more sensitive approach in urban development is needed in order to preserve this asset. Several tools are proposed;

- 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.

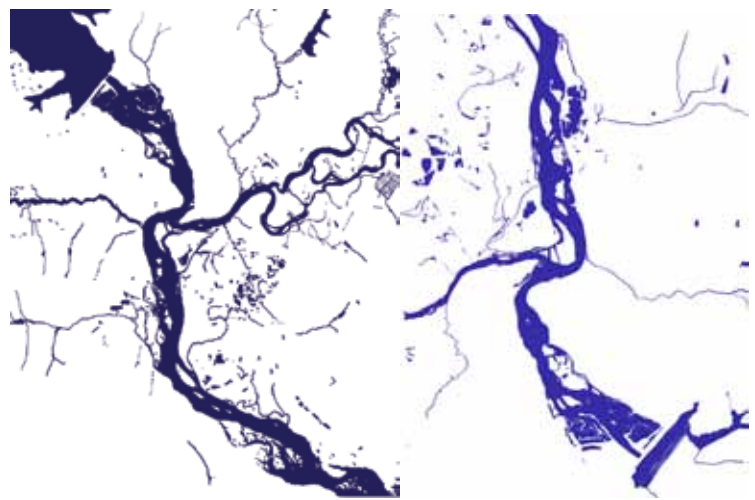


Water and green protected areas

Treatment of polluted industries

Water sensitive urban design

Protected urban park



Irkutsk area 1990

Irkutsk area 2010

Вода как основа новой городской сети

В современном Иркутске гидрологические циклы нарушены из-за того, что водные пути постепенно исчезают. Введение зеленых коридоров является базой будущего развития агломерации и городской ткани. Иркутск на данный момент является зеленым городом, но необходим более внимательный подход в городском развитии с целью сохранить это ценное качество. Предлагается несколько инструментов для решения этой задачи:

- Защищенные водные и зеленые зоны: зеленые пространства вдоль защищенных водных зон должны находиться под защитой; для этого мы предлагаем создание зон, где не будет вестись строительство
- Для новых разработок должна быть создана городская планировка, которая зависит от водных ресурсов; необходимо сделать водные циклы и ткань города единым целым; мы не должны просто заниматься водоустройством, но также предоставить опции для альтернативных видов транспорта, где это возможно (пешеходные зоны, зеленые улицы, велодорожек, инфраструктуры массового транспорта)
- Меры по регулированию загрязняющей промышленности, которая расположена в защищенных водных зонах и будет заменена на экологически чистую промышленность, либо реконструирована в жилую, культурную, либо бизнес зону.
- Вдоль реки Иркут будет расположен защищенный городской парк, который позволит сохранить существующие заболоченные территории.

Эти коридоры будут функционировать не только летом и в теплое время года, но также будет важным инструментом по очистке загрязненного снега и льда, перед тем как он попадет в реку Ангару и в экосистему.

Преимущества.

С созданием городской планировки, отвечающей требованиям водных ресурсов, пространства для универсального пользования будут предоставлены за счет совместного распределения затрат.

New efficient transport system to control the urban development

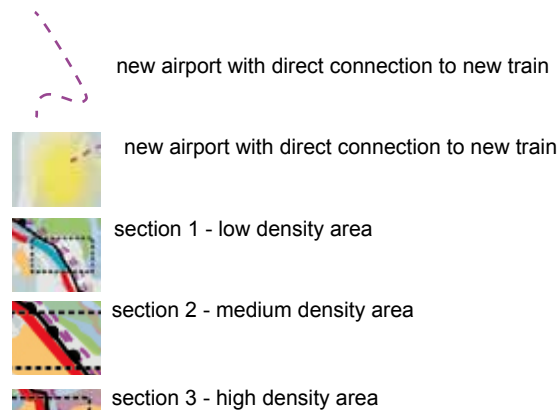
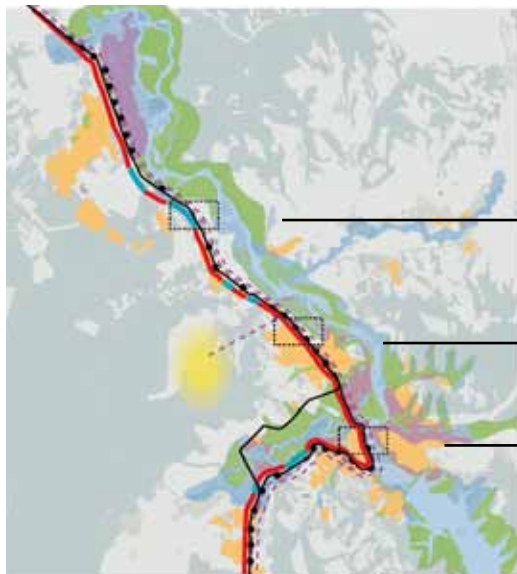
Новая эффективная транспортная система, которая позволит контролировать развитие городской среды

In order to ensure the future sustainable development of the region, connections with the wider cities of the region are fundamental.

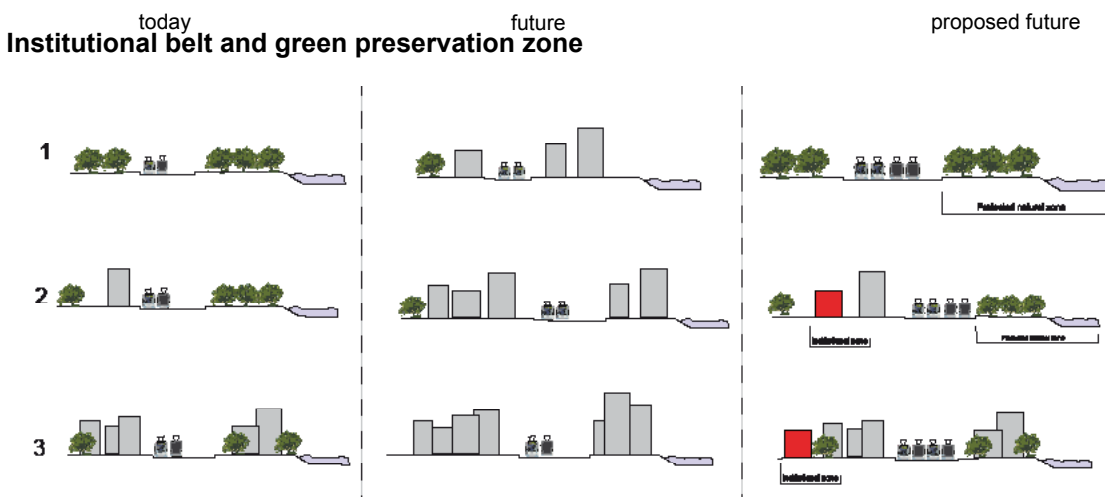
- At the Irkutsk region scale, a fast train between Irkutsk, Angarsk, Shelekhov and the Lake Baikal will be introduced creating a key axis. This fast train will have strategically chosen stops along the new train line, accordingly to wanted water
- We introduce institutional belt to stop the city further 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.

Чтобы вступить на путь устойчивого развития области, нам нужно усилить связь между крупными городами области, что является крайне важным моментом

- В масштабе Иркутской области будет представлена новая скоростная линия поездов между Иркутском, ангарском, Шелехово и озером Байкал, которая станет ключевой транспортной осью. На этой линии будут находиться остановки, выбранные с учетом спроса воды.
- Мы предлагаем создание пояса ведомственных учреждений с целью остановить дальнейшее распространение агломерации на зеленые зоны
- Для будущего развития и роста Иркутска существенно необходим новый крупный аэропорт. Он должен быть расположен в западной части Иркутска, чтобы стабилизировать развитие промышленной и бизнес зон, расположенных между Иркутском и Ангарском. Это место также подходит исходя из наших анализов, связанных с зависимостью от водных ресурсов. За счет расположения железной дороги на том же берегу реки, связь между ж/д станцией и аэропортом будет легкой, быстрой и дешевой.
- Мы также хотим ввести прямую связь с центральной ж.д. станцией и далее с озером Байкал с целью привлечения большего числа туристов, которые бы не только проезжали через город, но и останавливались там и проводили там время.



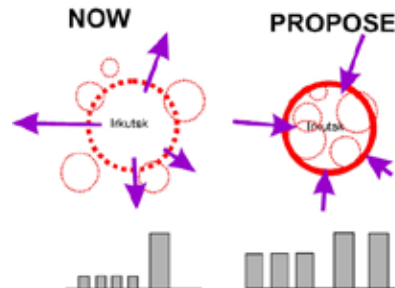
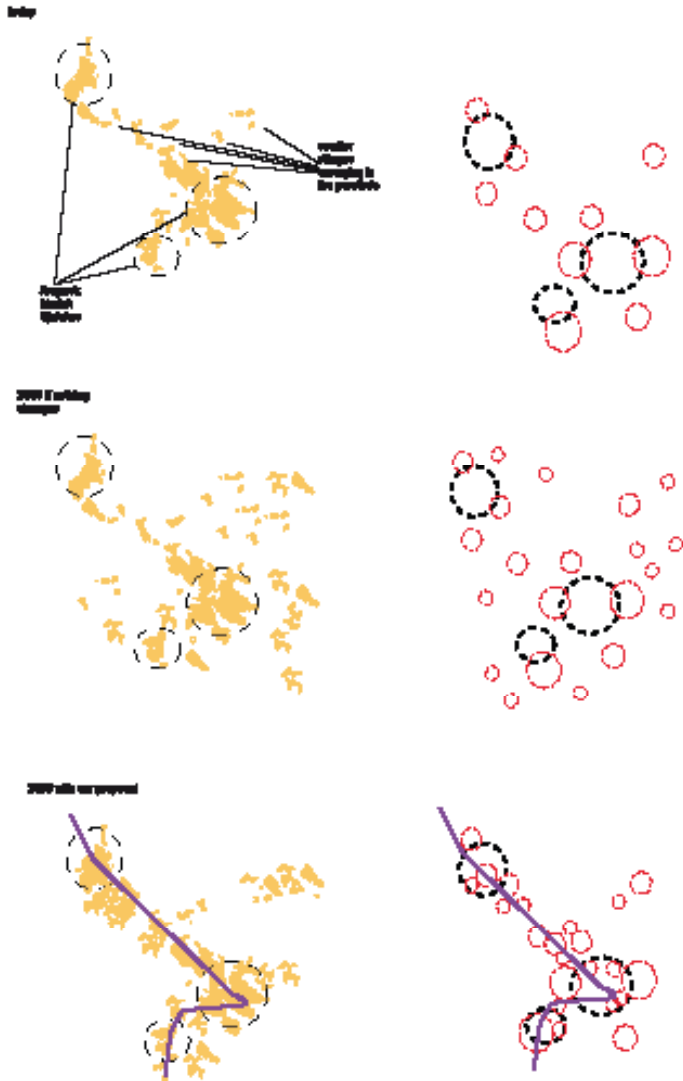
Institutional belt and green preservation zone



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

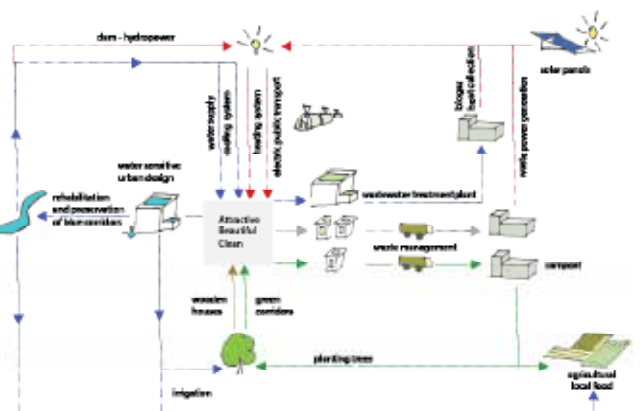
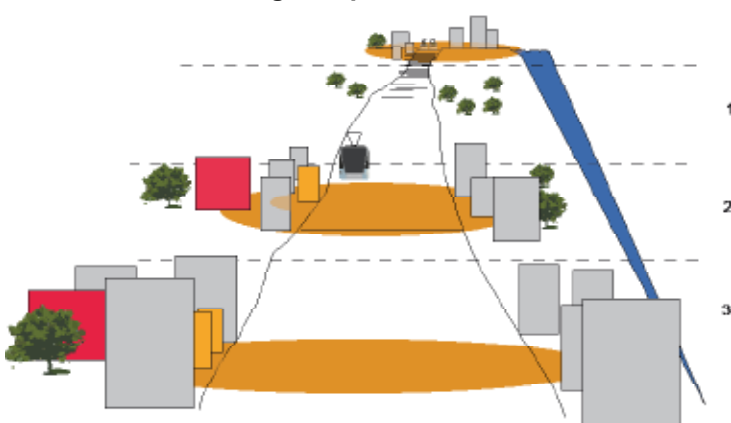


An autonomous city Автономный город

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



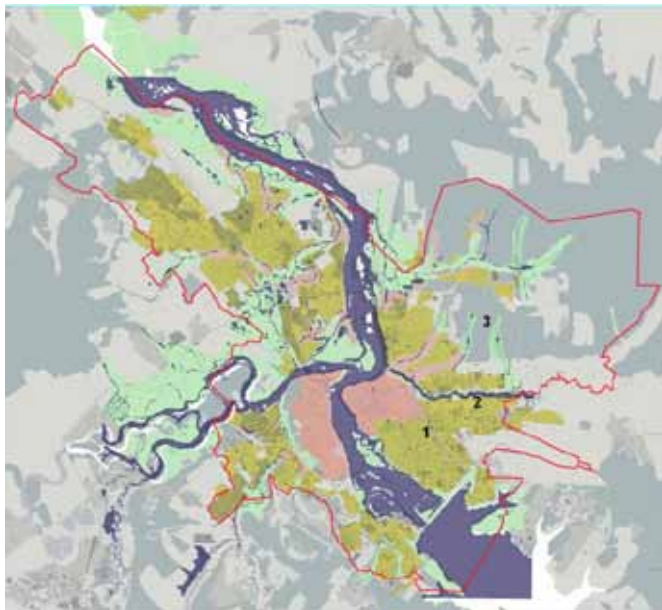
MESO – Irkutsk city

Мезо. Иркутск

Water sensitive Irkutsk Водочувствительный Иркутск

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.



New centers of development
Новые центры развития

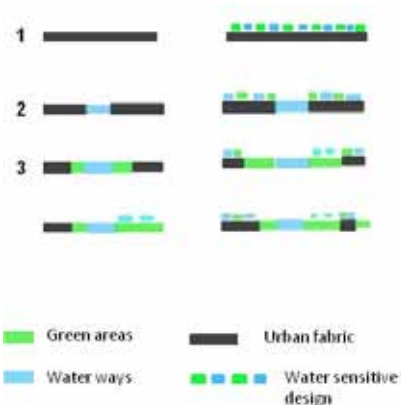
Transport junctions and centers of development Транспортные узлы и новые центры развития



Decentralization, centers of development, compact city

В мелком масштабе городские зоны, которые чувствительны к воде были расположены внутри Иркутска с целью:

1. Повысить плотность существующей жилой застройки
2. Создать чувствительную конструкцию вокруг водных путей и заболоченных территорий
3. Защитить существующие зеленые и водные коридоры



Water sensitive principles

Новые центры развития вокруг транспортных развязок

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



Green streets in high density areas Зеленые улицы в зонах с высокой плотностью

MICRO – A green campus inner city

Микро. Зеленый студгородок внутри города

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.
- Redoing 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 общежитий 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 риску 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), дополненные 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.



TEAM_B



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



Ring road

Light rail transport

Tram

Bus rapid transit

Sky train

Transport hubs

Inner city

Districts

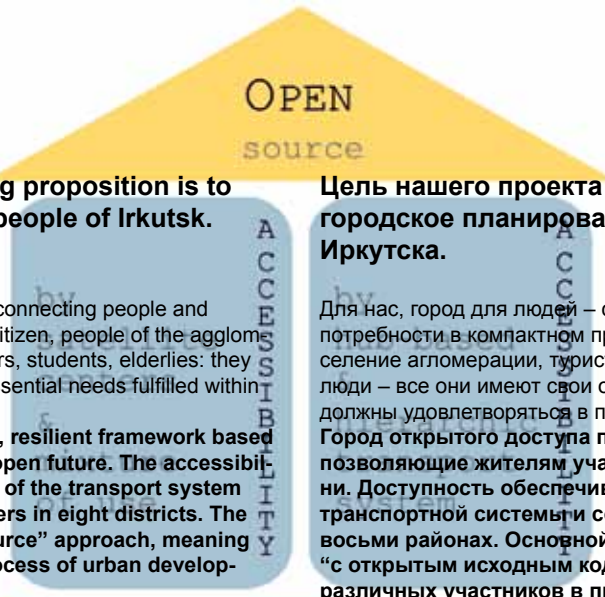
Compensation zones

Green areas

Satellite centers

Open Accesibility

Город открытого доступа



Our long term urban planning proposition is to bring urbanity closer to the people of Irkutsk.

Цель нашего проекта сделать долгосрочное городское планирование ближе к жителям Иркутска.

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, elderlies: they all share the same will to have their essential needs fulfilled within reach.

Для нас, город для людей – сеть, объединяющая людей и их потребности в компактном пространстве. Жители города, население агломерации, туристы, инвесторы, студенты, пожилые люди – все они имеют свои основные потребности, которые должны удовлетворяться в пределах пешеходной доступности. Город открытого доступа подразумевает гибкие рамки, позволяющие жителям участвовать в городской жизни. Доступность обеспечивается за счет реорганизации транспортной системы и создания спутниковых центров в восьми районах. Основной подход к разработке концепции “с открытым исходным кодом” предполагает вовлечение различных участников в процесс городского развития.

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 / 1. Открытое будущее

1. Open future

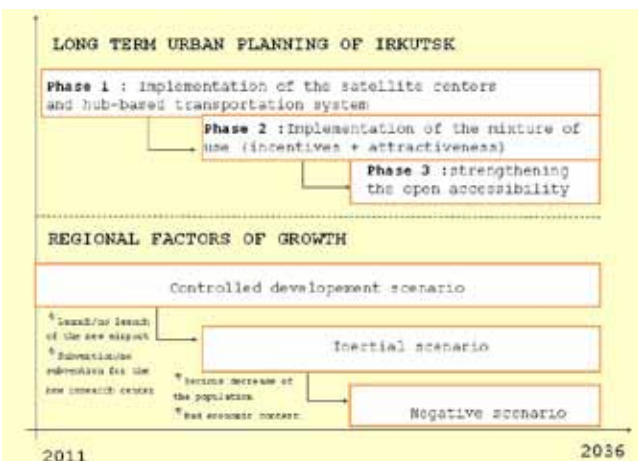
1. Открытое будущее

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:

Как же будет выглядеть Иркутск в 2036 году? Мы определили три сценария развития города (негативное, инертное и управляемое развитие) на основе данных о населении, экономической ситуации в городе и уровне автомобилизации. Для нас, самый удобный масштаб рассмотрения этих сценариев – региональный, поскольку он затрагивает естественную экосистему Иркутска. Чтобы объединить внутреннего рост и его взаимодействие с внешними факторами, мы предлагаем гибкие рамки развития с помощью:

- 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

- Новых городских центров, которые будут способствовать росту города, независимо от того, что будет происходить в будущем;
- Компенсационных зон, которые станут новыми осями развития города (например, территория аэропорта), но функции этих зон зависят от неконтролируемых факторов.



2. Satellite centers

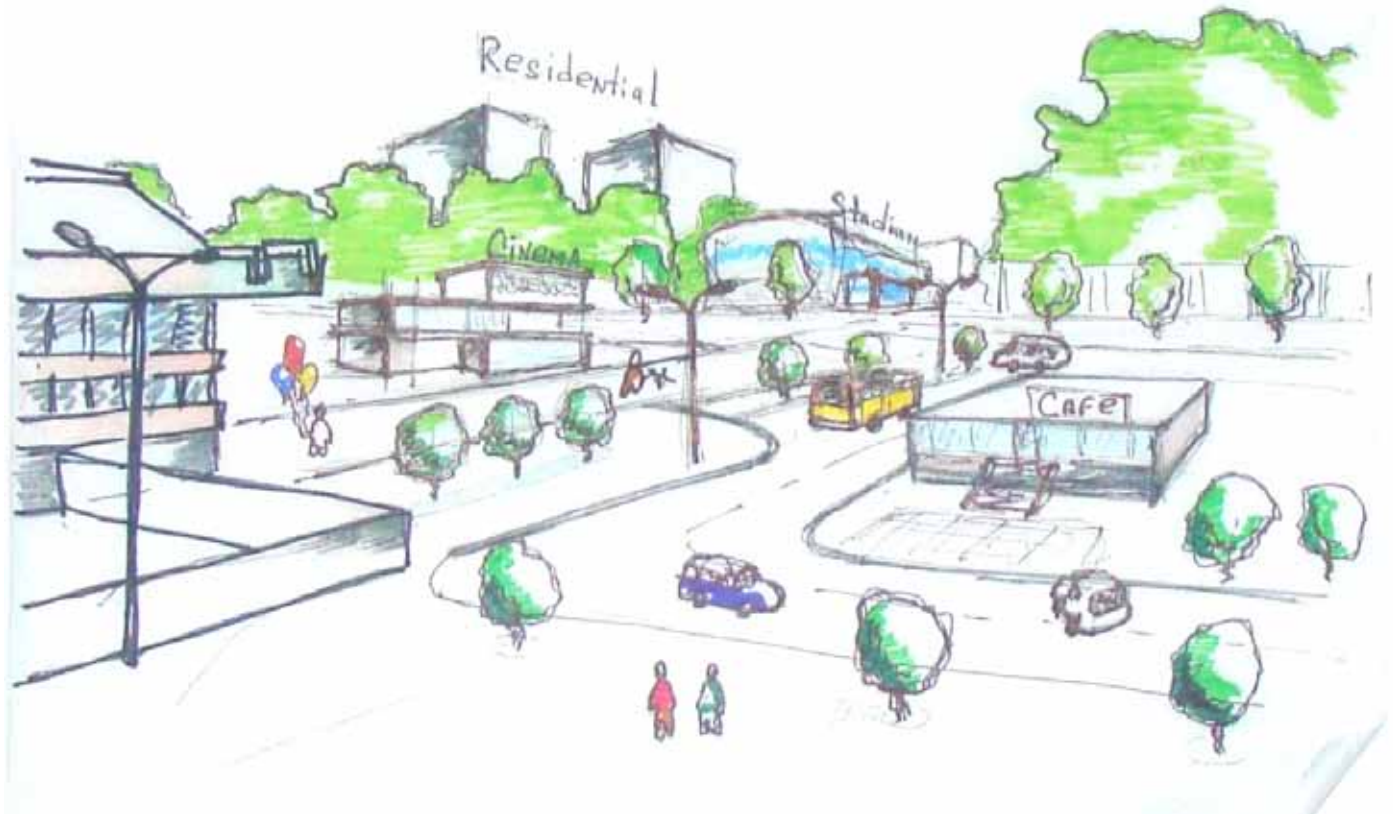
According to a survey, nowadays every third person is going to the center of Irkutsk every day.

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.



Satellite Center with pedestrian area

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 уделили 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.

Центр-спутник с пешеходными пространствами

Green zones

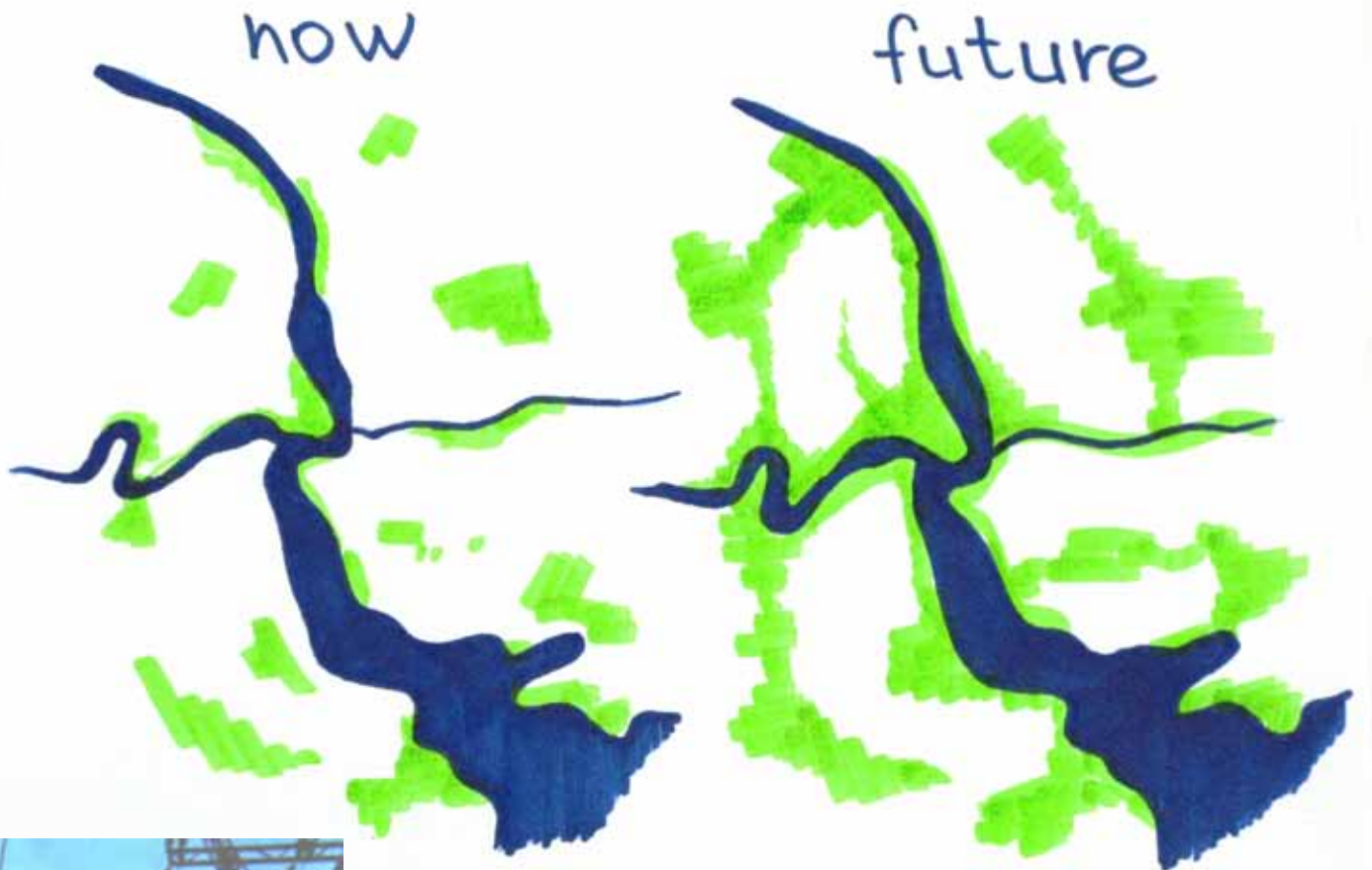
Currently in Irkutsk there are no pedestrian and recreational zones. Therefore, the city needs to strengthen the green system. We propose to:

- Create **green corridors** along the coastlines and combine parks of micro-districts and downtown districts into a single system,
- Organize in the city well-lit and safe **pedestrian green zones**, preserving the historical hydrographic network,
- Create a **system of parks in close proximity**.

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**.



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.



Электроснабжение

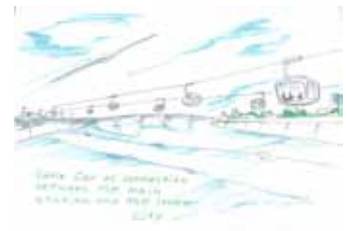
Еще один способ улучшить внешний облик города и освободить новые пространства, например, для расширения дорог – демонтаж опор линий электропередачи и прокладка кабельных линий в земле. Мы предлагаем в городе использовать только кабельные линии, оставив воздушными только линии электропередачи, связывающие 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 будут 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 доступны 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 предложении транспортных компаний, то имеет 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 использования именно такого вида транспорта, и всё меньше людей будут использовать автобус, чтобы добраться в центр города. Кроме того, мы предлагаем соединить этой трамвайной линией города агломерации – Шелехов, Иркутск и Ангарск.

2. Скоростной автобус

Поскольку система скоростного автобуса сравнительно не дорогая (для сравнения, строительство 426 км дорог 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 постараемся 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 проста 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. 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. 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.

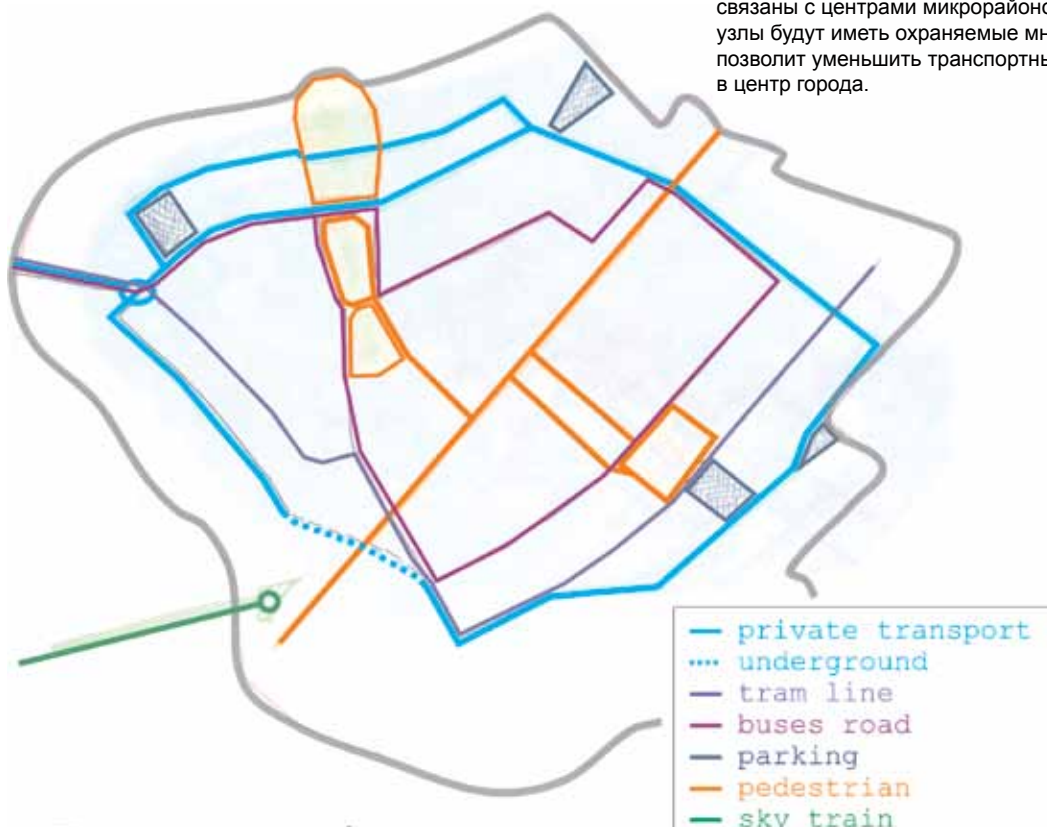
5. Организация движения по внешней кольцевой дороге

Для постоянно увеличивающегося количества частного транспорта необходимо создать непрерывное движение по внешней кольцевой дороге. Мы придерживаемся кольцевой дороги, предложенной генеральным планом. Особенно важно в этом случае, что фрагментации между центром и рекой на 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 приведет расположенный здесь бизнес к беспроигрышной ситуации. Транспортные компании также только выиграют от создания таких узлов. Торговые зоны будут связаны пешеходными зонами 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. 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 частным 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.

Кроме того, в Иркутске недвижимость находится в руках собственников, а не сдается в аренду. Мы надеемся создать на сеть 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 предпринимателей.

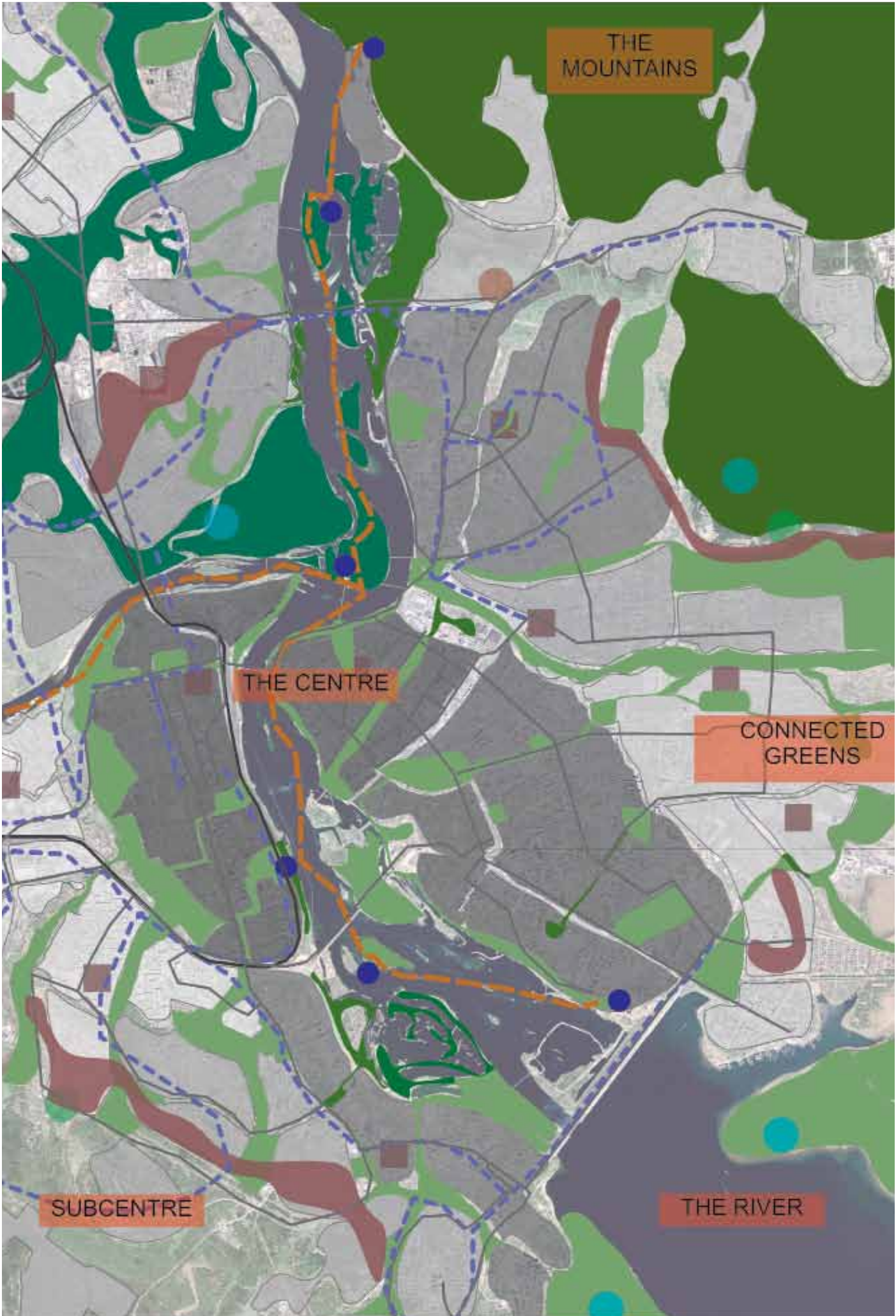
Экономические стимулы

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 экономическим стимулом для развития города может стать строительство новых гиперцентров, которые будут восприниматься инвесторами как потенциально привлекательные для ведения бизнеса.

TEAM_C



- | | | | |
|----|------------------------------|--------------------------|---------|
| 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 |



SPIRIT OF COLOURFUL IRKUTSK

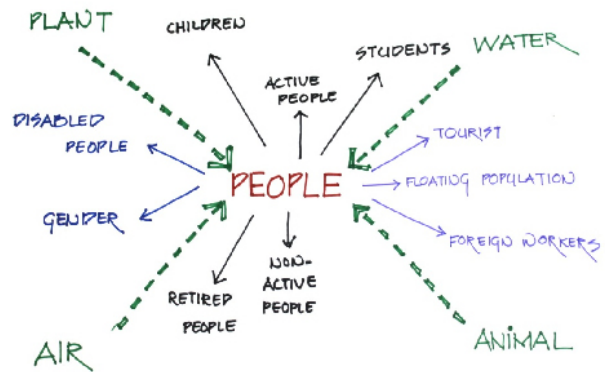
BRIEF INTERPRETATION

IRKUTSK

КОРОТКАЯ ИНТЕРПРИТАЦИЯ



A city for which people?

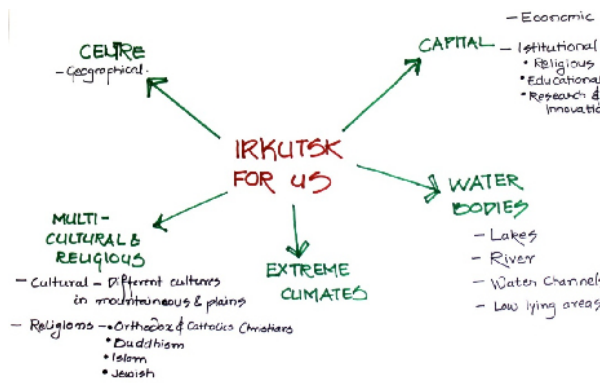


People have different needs according to :
 - their age, their gender, a disability
 - their activity : students, people working, people non working, retired people
 - the duration of their staying in the city : resident population, non-permanent population.
 People can live thanks to air, water, plants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

Кто жители города ?



У людей есть разные потребности в соответствии с :
 - Возрастом, полом, и разными физическими отклонениями
 - С показателем занятости: студенты, работающие люди, не работающие люди, престарелые
 - Продолжительностью пребывания в городе: постоянное население, временное население.



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



Иркутск это :
 Город который имеет большое влияние на регион: как экономическая, образовательная и исследовательская столица
 Город воды
 Город с резко континентальным климатом
 Мульти культурный город

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.



Мы разработали концепцию развития города, следуя духа места.
 Дух места построен из:
 Физических параметров
 Динамики
 Привычек
 Отображения города



VISION

What will have changed in 2036 ?

- People live longer (today in Russia, the life expectancy for men=63, for women 74 -> tomorrow life expectancy 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

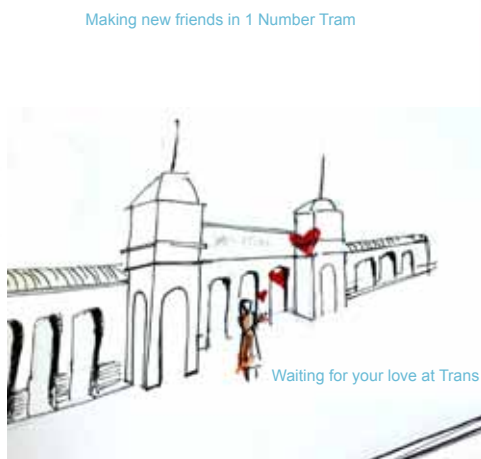
Что изменилось в 2036 году?

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



'Walk through the trees'

'CHAY' with neighbours



Making new friends in 1 Number Tram

Waiting for your love at Trans – Siberian railway



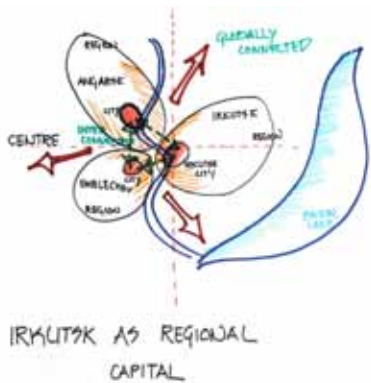
Drinking vodka with friends next to the river

BEAUTIFUL CITY LIFE

REGIONAL LEVEL

РЕГИОНАЛЬНЫЙ УРОВЕНЬ

Inter and intra connection



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

Shifting the airport
Why? Because the airport in the city is polluting and dangerous. The new location is at the center of Irkutsk Agglomeration, near a federal highway and the housing areas are not reached by the pollution.

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 infrastructures, 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.

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.

Existing structure

Города, входящие в агломерацию Иркутска, имеют хорошую взаимосвязь. Агломерация Иркутска имеет хорошую связь с внешним миром.



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

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.

Развитие сельского хозяйства

Сегодня Иркутская область производит половину той сельскохозяйственной продукции, которую она потребляет.

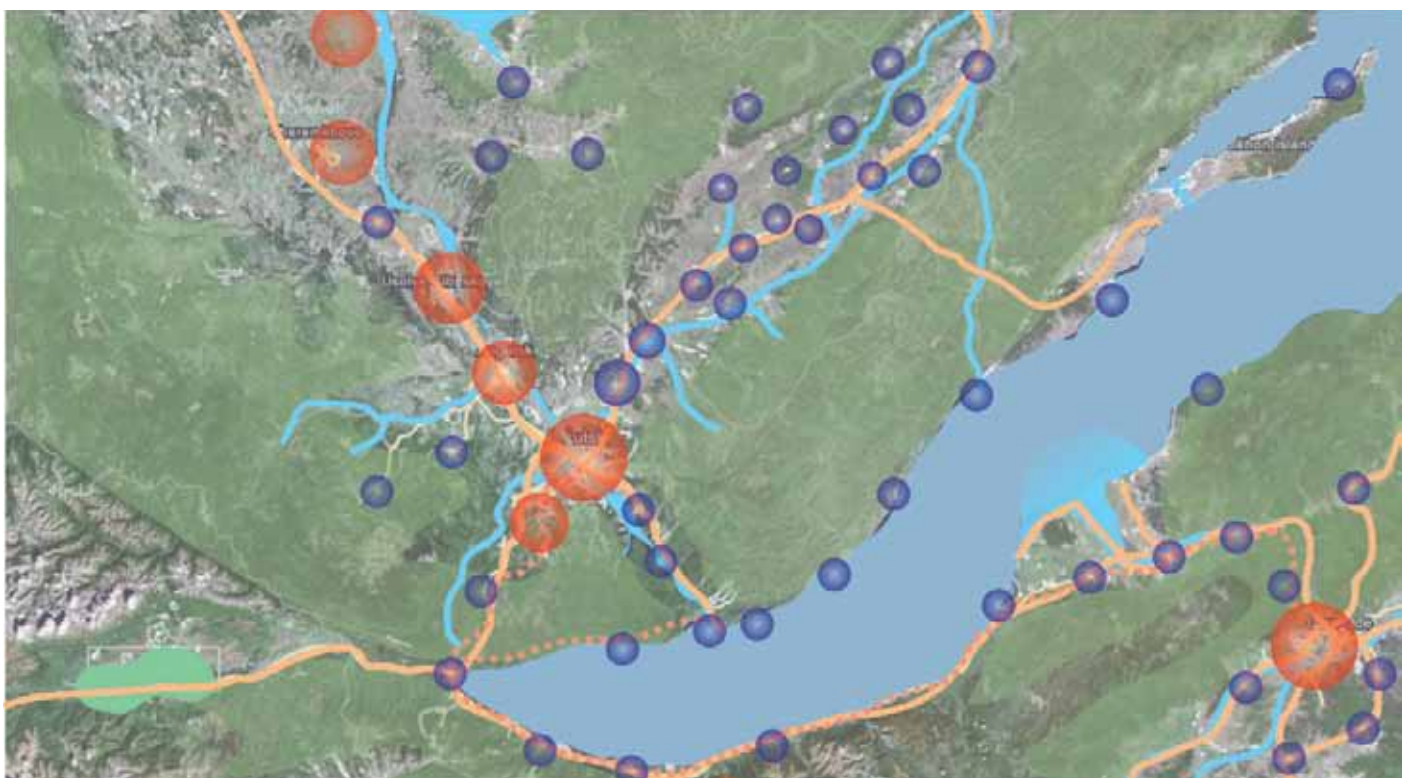
К 2036 году она сможет снабжать себя с/х продукцией уже больше, чем на половину благодаря новым с/х угодьям и новым технологиям.

REGIONAL LEVEL РЕГИОНАЛЬНЫЙ УРОВЕНЬ



Strategy at the regional level

Региональная стратегия





CITY LEVEL НА УРОВНЕ ГОРОДА

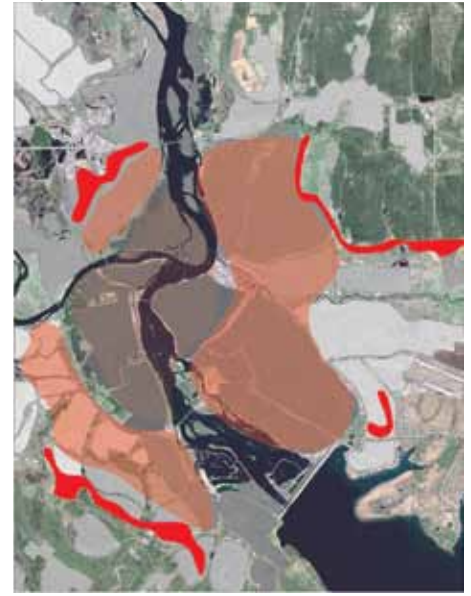
Existing structure
Существующая ситуация



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



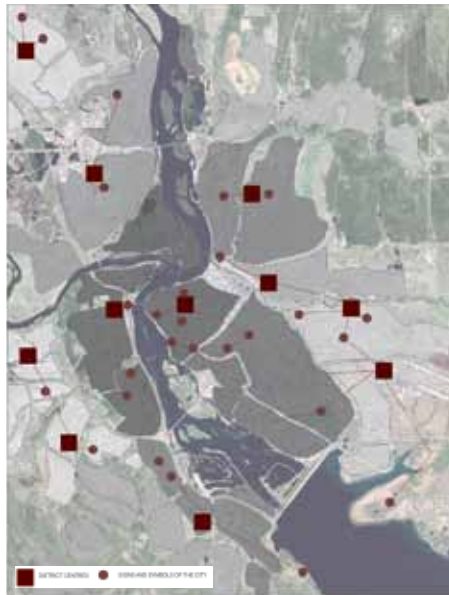
Accommodating growth
Сохранение зелёных границ



University area
Университеты



Multiple sub-centers - Многофункциональный под-центры



Retaining bio-diversity
Сохранение Био-разнообразия



Green corridors
Зелёные коридоры



Decentralizing services - Децентрализация инженерных систем



Public transport network
Общественный транспорт



NEIGHBOURHOOD LEVEL

НА УРОВНЕ МИКРОРАЙОНА



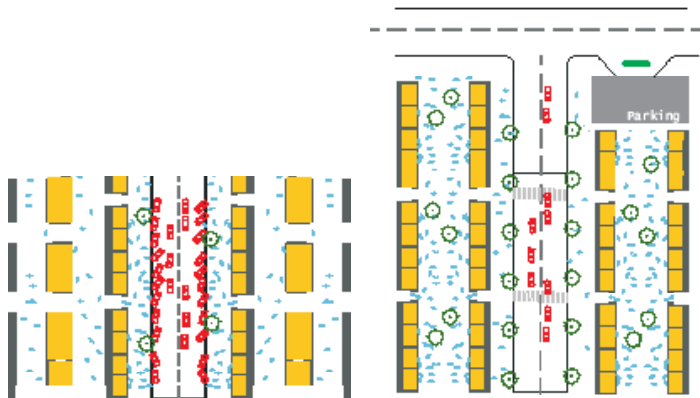
Transforming the Jilkiino area

Трансформация Жилкино



Irkutsk : a city center with three hearts

Иркутск: центр города с тремя сердцами



The river accessible by people

Река доступная людям





NEIGHBOURHOOD LEVEL

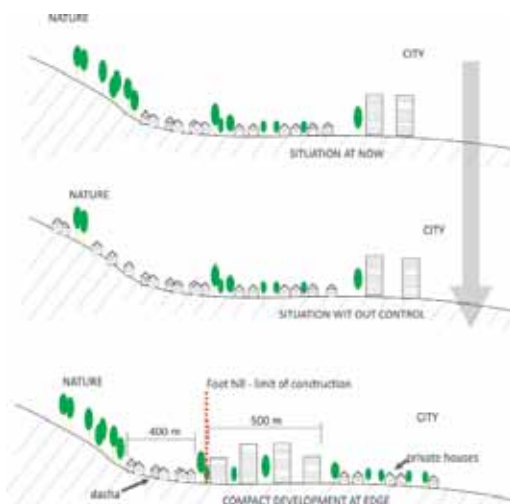
Irkutsk: A city for pedestrians



Иркутск: город для пешеходов



Compact development of the city



Компактное развитие города



Greens in the city : connected and useful



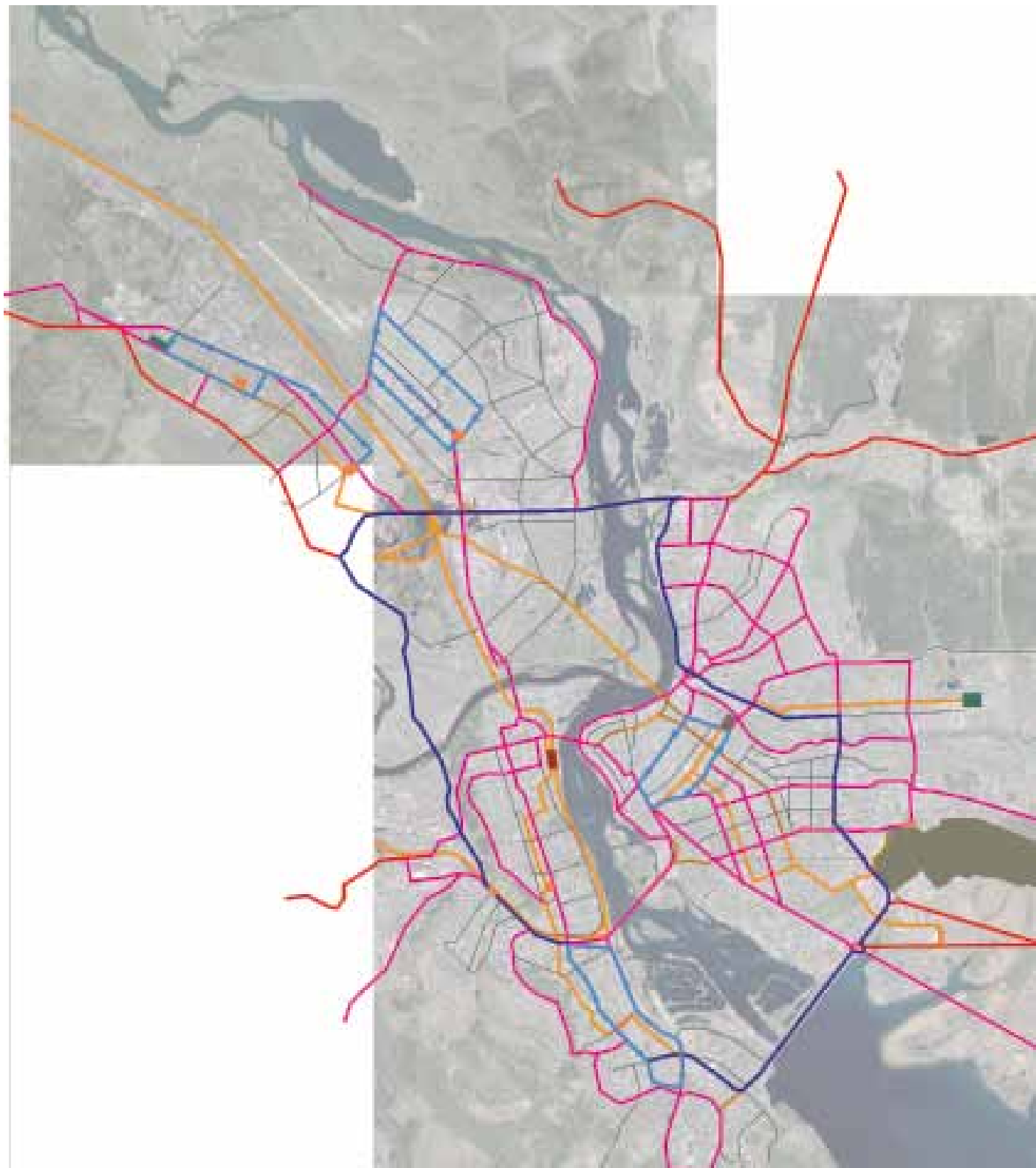
Зелёные пространства: едины и используемы в дальнейшем



TEAM_D



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 our project we tried to propose 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.

Сибирский 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. В то 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 - улучшения 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 жилые зоны сешанного использования и новую идентификацию для четырех главных округов: Ленинского, Правобережного, Октябрьского, Свердловского. Окружающая среда города будет улучшена благодаря созданию большего количества общественных и зеленых зон в центре города и на периферии. Главный принцип, которым мы руководствовались в процессе планирования ландшафта, это соединение неорганизованных зеленых зон внутри и за пределами города. В нашем проекте мы пытались создать зеленые зоны в каждом округе. К сожалению, это невозможно сделать в каждом округе, и мы привлекали 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 непрерываемым 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 непрерываемым движением.

SIBERIA IN 2036

Сибирь в 2036

LIFE

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

Жизнь

- Лучший уровень мобильности
- Местные экономики
- Больше времени для отдыха
- Лучшие возможности трудоустройства
- Разнообразие коммуникаций

42 min

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



27 min

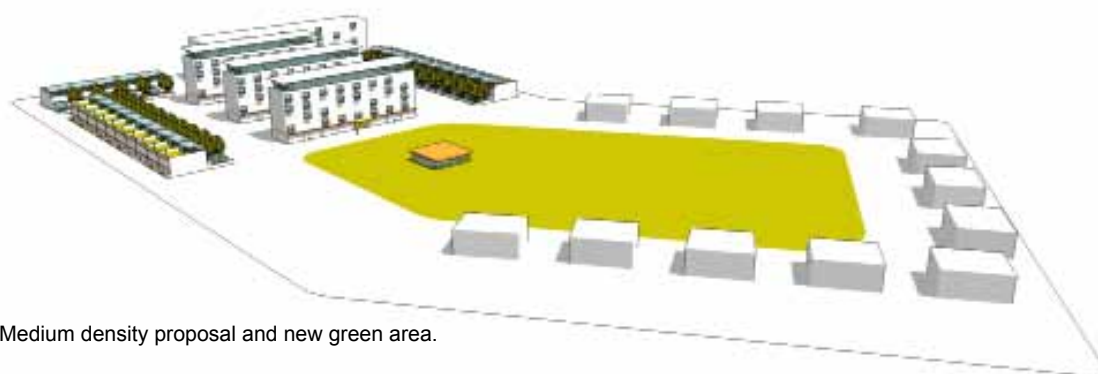
time to get from home to work with the proposed public transport system

SPACE

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

Пространство

- Чистый и безопасный город
- Зеленые и синие сети (белые сети)
- Микроклимат общественных зон
- Идентичность и смешанные функции во всех округах



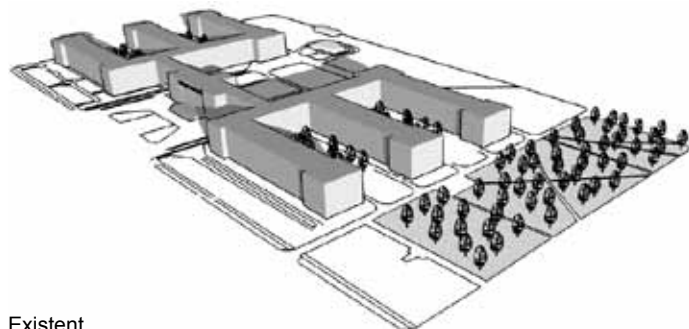
Medium density proposal and new green area.

BUILDINGS / INFRASTRUCTURE

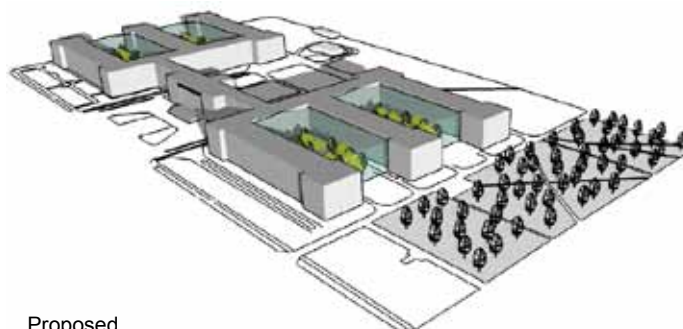
- Effective public transport system
- Green infrastructure (green areas inside public and private buildings)
- Mixed-use buildings
- Up to 5 floors dwelling buildings
- Redistribute and improve of the existing infrastructure

Инфраструктура/здания

- Эффективная система общественного транспорта
- Зеленые инфраструктуры (зеленые зоны внутри общественных и частных строений)
- Здания смешанного пользования
- Жилые здания до 5 этажей
- Перераспределение и улучшение существующей инфраструктуры



Existent

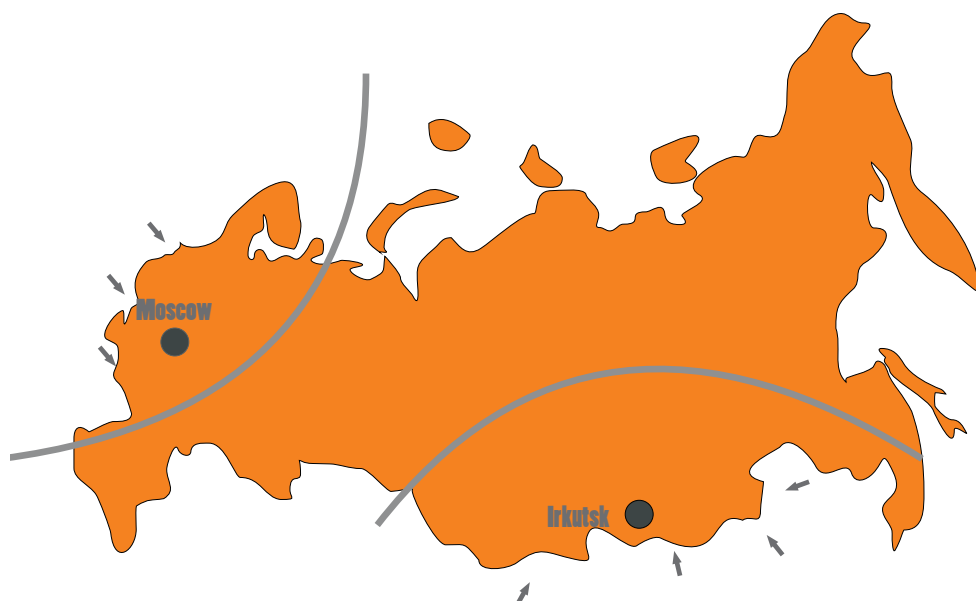


Proposed

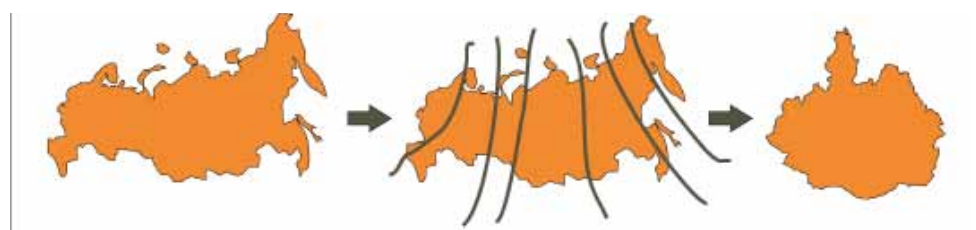
Proposal for green areas inside the University

IRKUTSK - SYMBOL FOR SIBERIA

Иркутск — символ Сибири



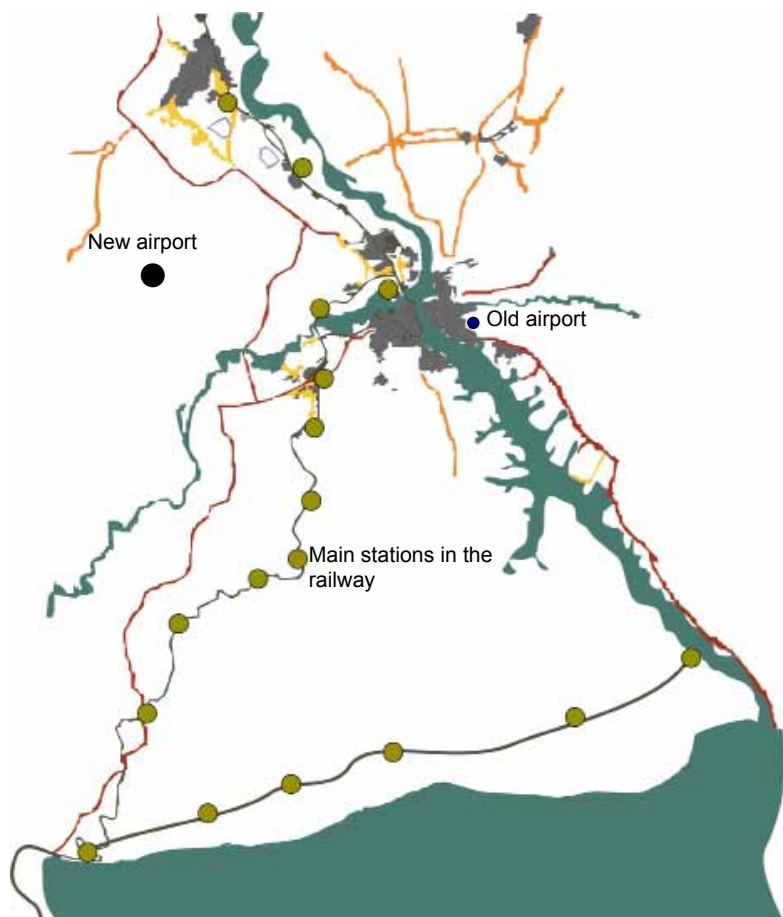
Connections of Moscow and Irkutsk
связь Москвы с Иркутском



New political division
Новое политическое разделение

REGIONAL SCALE

Региональный уровень



IDENTITY FOR THE 4 DISTRICTS

Уникальность для 4 округов

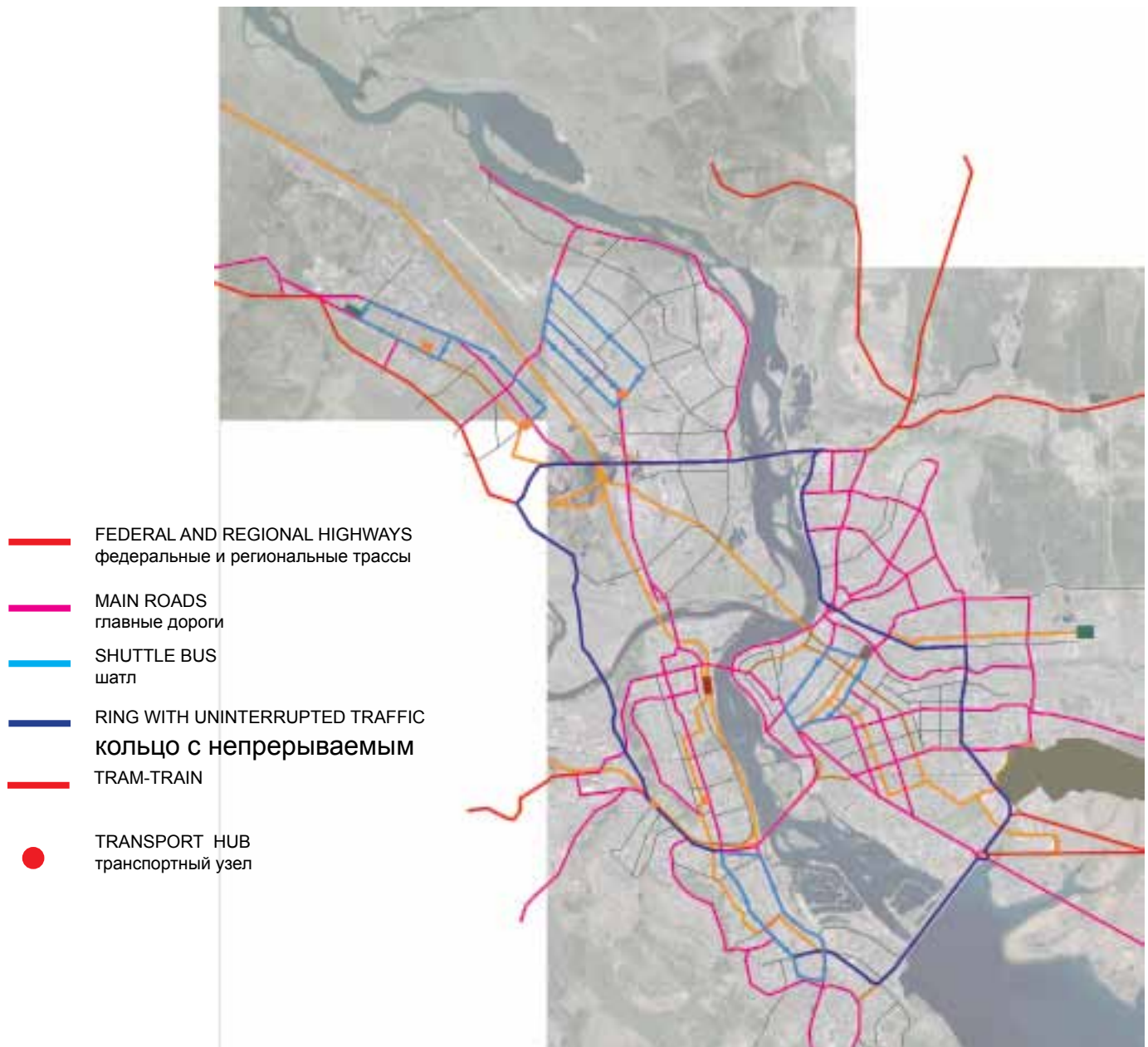


Irkutsk is divided in four districts, but nowadays the city center is the main core of the economical life of the city. It's necessary to create identities and new economical strategies for the 4 districts and keep the historical center as a symbolic place for all citizens of Irkutsk.

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.

NEW TRANSPORT SYSTEM

Новая транспортная система



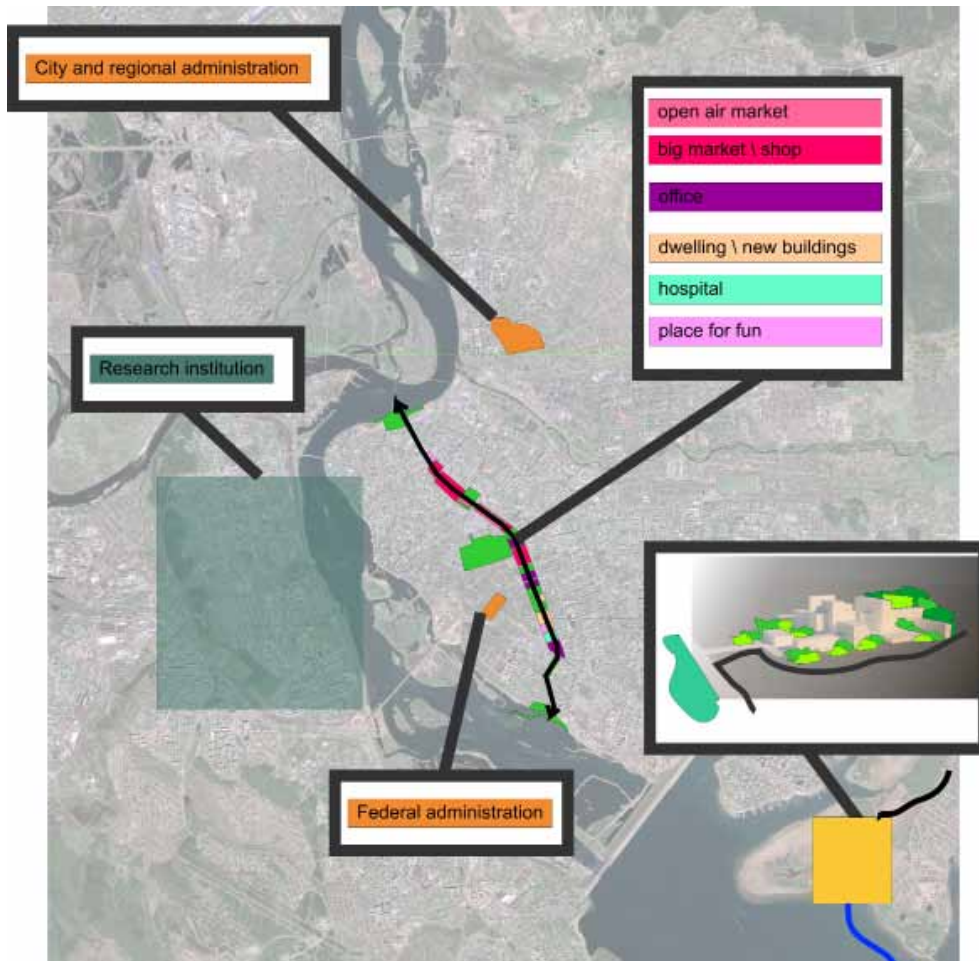
ECOLOGY

ЭКОЛОГИЯ



PROPOSED PROJECTS

предлагаемые проекты



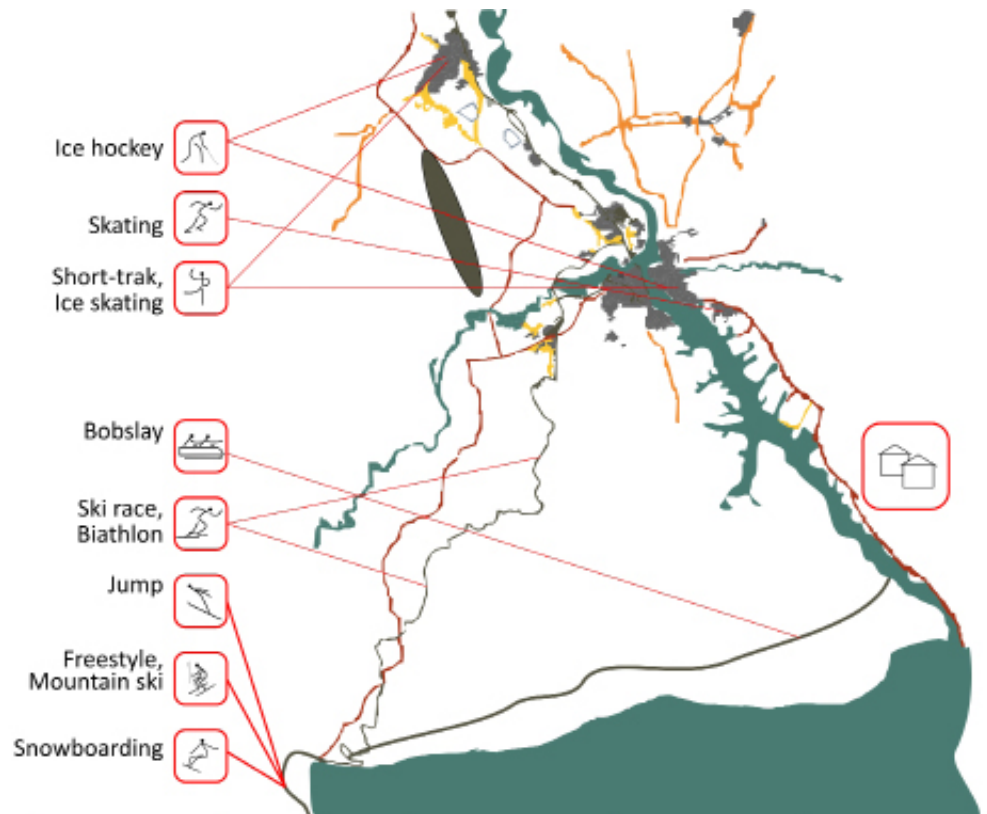
STRATEGIES

стратегии

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 thoses proposes. We propose new strategies for increasing the density of degraded housing areas and improve the mixed-use of these areas.

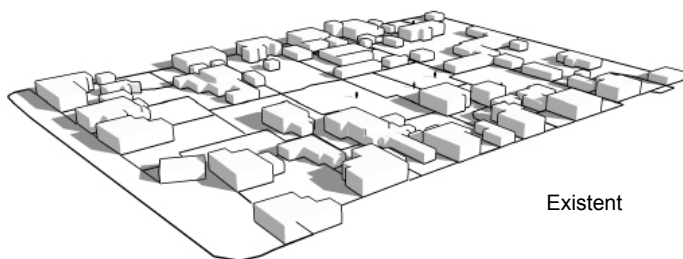
ASIAN GAMES IN IRKUTSK

игры Азии в Иркутске



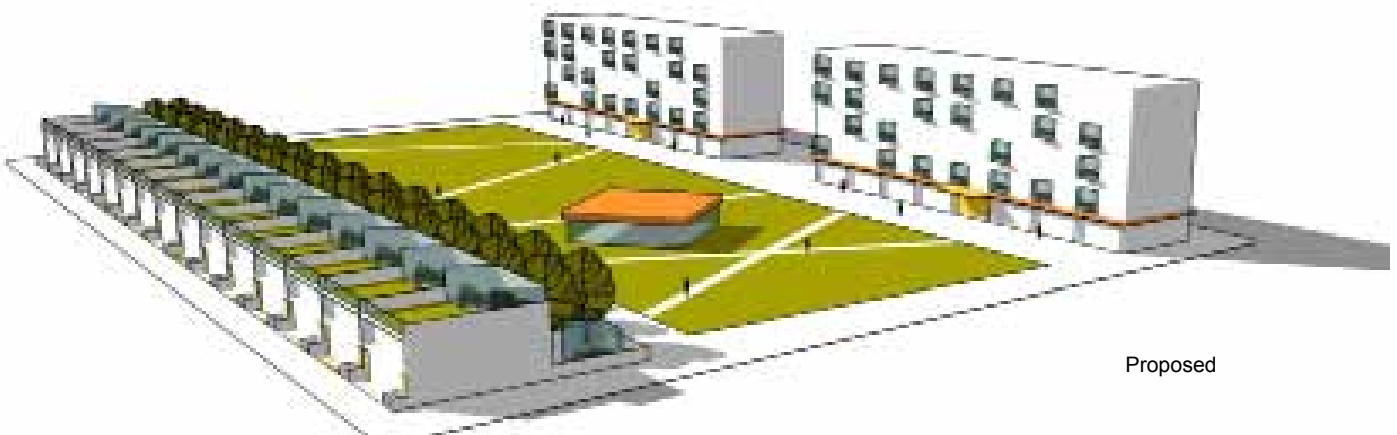
PUBLIC PRIVATE PARTNERSHIPS

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.

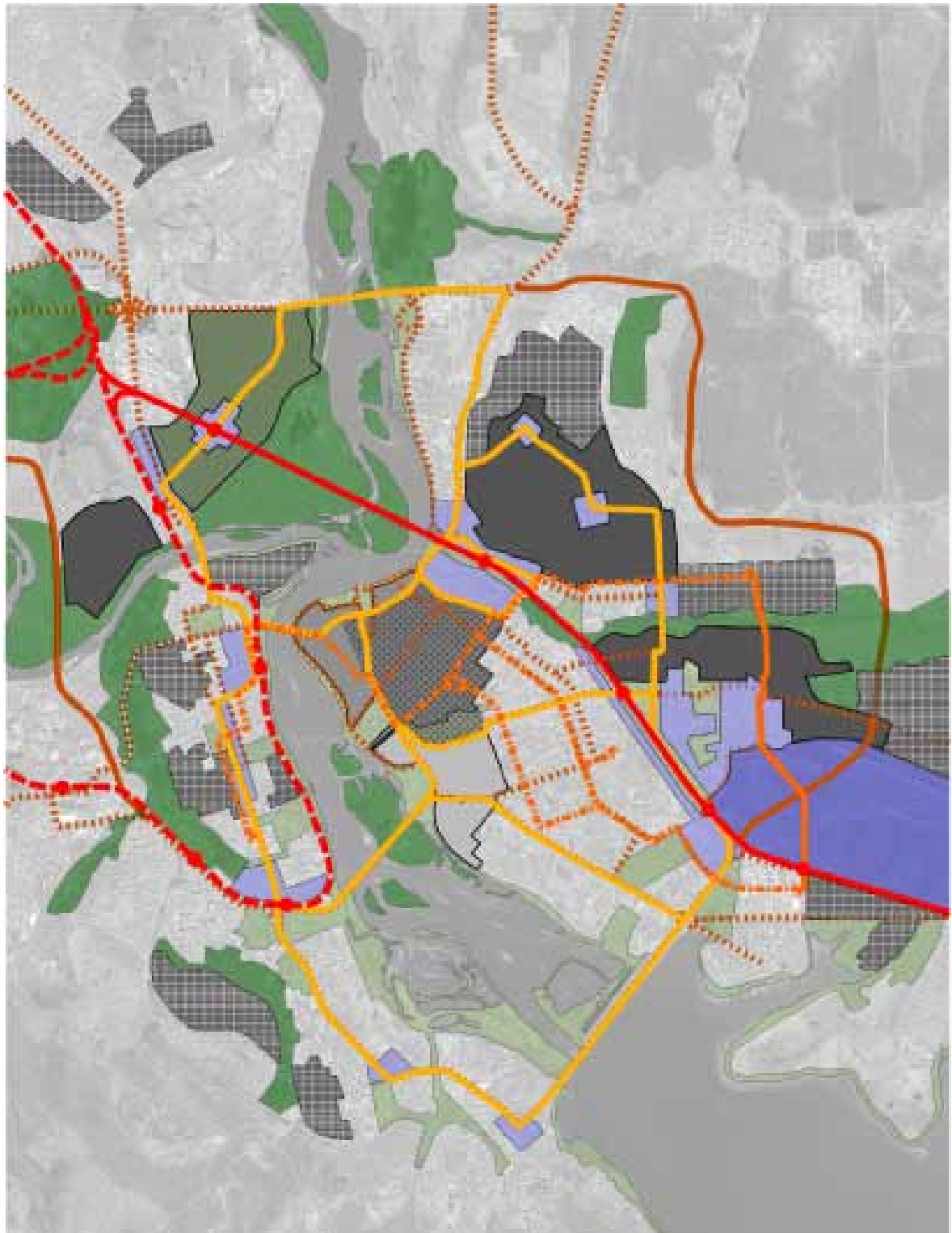
ГЧП — это правовой инструмент, который может быть использован для постройки новых административных зданий, новых исследовательских центров и особенно для увеличения плотности жилых зон, создавая новые зеленые зоны.



TEAM_E



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



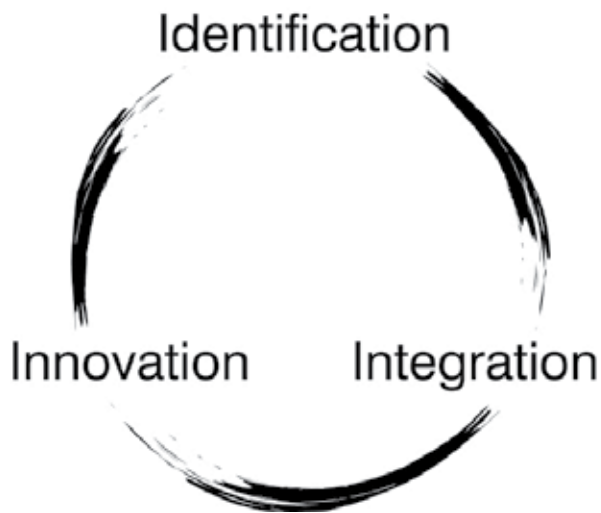
Proposed masterplan for Irkutsk 2036

Предлагаемый генеральный план г.Иркутска. 2036г.

- | | | | |
|--|---|---|--|
|  | Existing railway Существующие ж/д пути |  | Green zones Зеленая зона |
|  | Proposed railway Предлагаемые ж/д пути |  | Public spaces Общественное пространство |
|  | Existing tram Существующие трамвайные пути |  | Technology park Технопарк / Урбанизированная зона |
|  | Proposed tram Предлагаемые трамвайные пути |  | Mixed-use Зона смешанного пользования |
|  | Proposed Bus Rapid Transport System BRTS
Предлагаемая система скоростных автобусов |  | Primary residential development
Зона для первостепенного развития |
|  | Existing major roads Существующие главные дороги |  | Secondary residential development
Зона для второстепенного развития |
|  | Proposed bypass Предлагаемый объездной путь |  | Eco-city Эко-Район |
|  | Pedestrian zone Пешеходная зона | | |
|  | Conservation area Сохраняемая зона | | |
|  | Restricted development
Зона, запрещенная для застройки | | |

Concept

Концепция

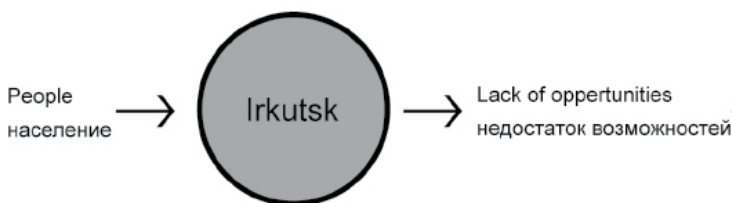


Cycle of re-invention for the city of Irkutsk.

Цикл преобразования Иркутска.

Our concept is based on the main resource every city needs: people.

Наша концепция основана на главном ресурсе каждого города: жителях.



"Brain Drain"
 Human capital leave Irkutsk for opportunities in other cities
"утечка мозгов"
 люди покидают Иркутск для реализации своих возможностей в других городах

Diagram of existing pattern of "brain drain".

Диаграмма существующей схемы: «Утечка мозгов».

Our concept is based on the main resource every city needs: people.

Наша концепция основана на главном ресурсе каждого города: жителях.

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.

Город - это живой организм, который не может существовать без людей.

Мы понимаем, что многие молодые люди, приезжающие в Иркутск учиться, после - покидают город, поскольку здесь нет возможностей для их самореализации. Таким образом «утечку мозгов» необходимо прекратить.

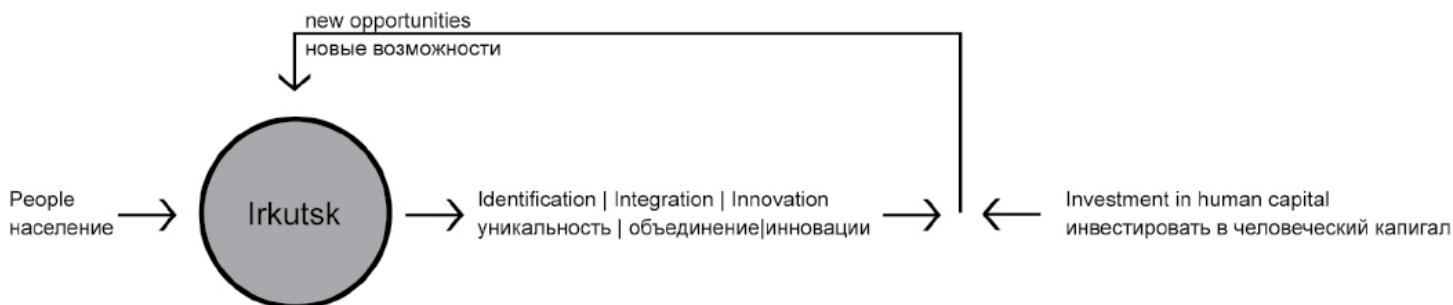


Diagram of new pattern with investment in human capital, and a feed back loop of new opportunities for Irkutsk.

Диаграмма инвестиций в человеческий капитал и развития новых возможностей для города Иркутска.

The first step of our concept is to create an identity for the city. People who identify themselves 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 themselves over and over again. As a result of this process, identification and integration will continue - the circle is closed.

Первым этапом нашей концепции является - идентификация. После того, как Человек, который «найдет себя» в Иркутске, захочет остаться, а не уехать в другие города, начнется второй этап. Поэтому следующий шаг, который должен быть выполнен - это слияние человека и города. Мы называем это интеграцией. Третьим шагом будут инновации. Город будет продолжать развитие. И в результате этого процесса, идентификация и интеграция будет продолжаться и круг замкнется.



Stage one: new interventions - 2011-2016

Шаг первый: нововведения 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.

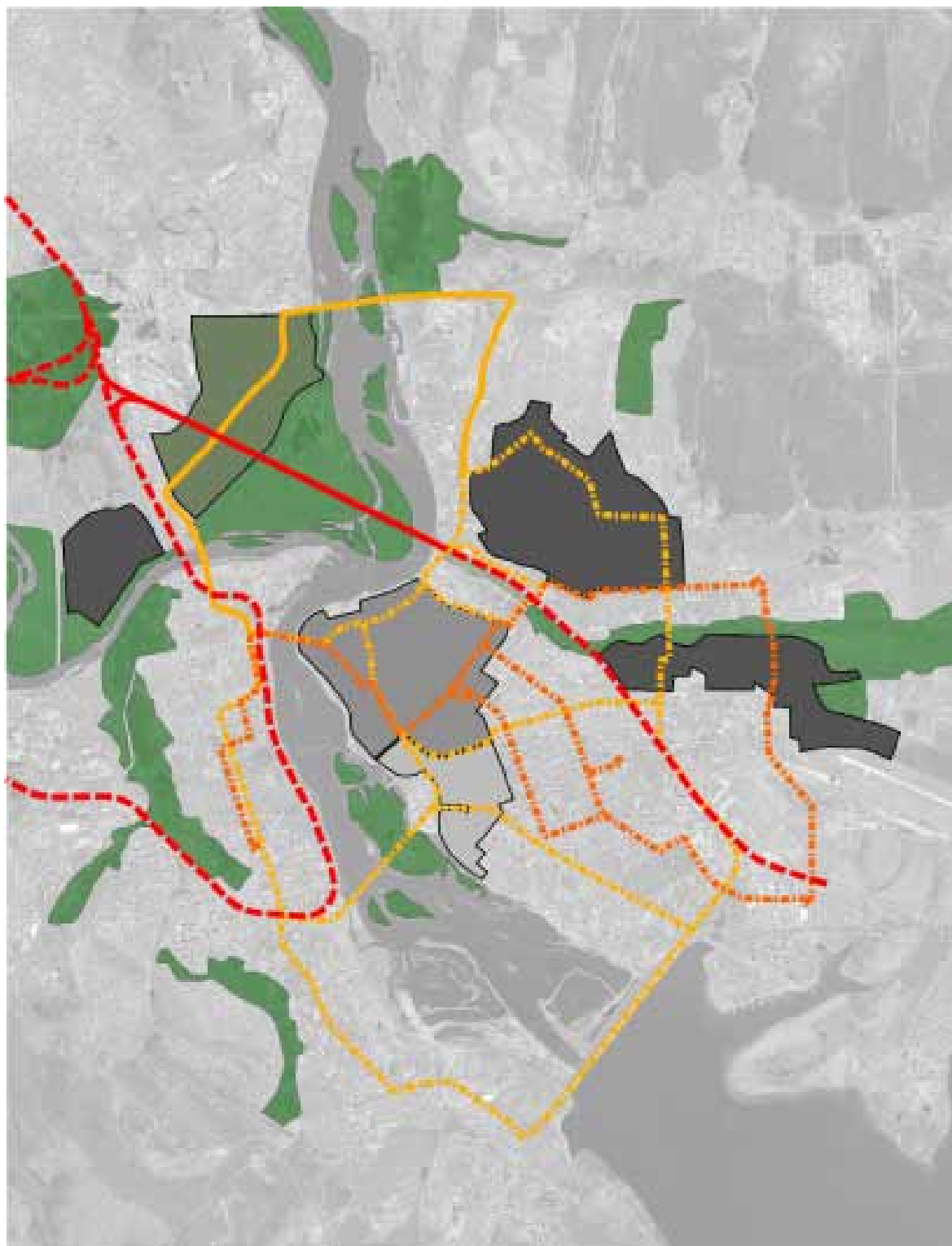
Благодаря улучшению транспортной ситуации мы создаем город, в котором каждый сможет легко передвигаться, общаться с другими людьми, что говорит о повышении его социальных качеств жизни.

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

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

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.

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 свяжет центр города с периферийными районами.



Stage two: new interventions - 2016-2026

Шаг второй: нововведения 2016-2026

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.

Чтобы повысить уровень жизни в некоторых частях города, они должны быть объединены, проработаны и уплотнены в границах города, чтобы обеспечить людей достаточным количеством функций и территорий. Мы определили эти территории и хотим объединить их.

Мы хотим развивать некоторые части существующего города и создать новый эко-район на территории между Иркутском и существующими районами Новоленино и Иркутском 2.

Будет увеличена транспортная сеть. Дополнительная петля системы скоростных автобусов через новый эко-район и рельсовая связь через р.Ангара обеспечат связь города и региона.



Stage three: new interventions - 2026-2036

Шаг третий: нововведения 2026-2036

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

После выявления идентификации и процесса интеграции начнется инновационный процесс и круг замкнется.

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

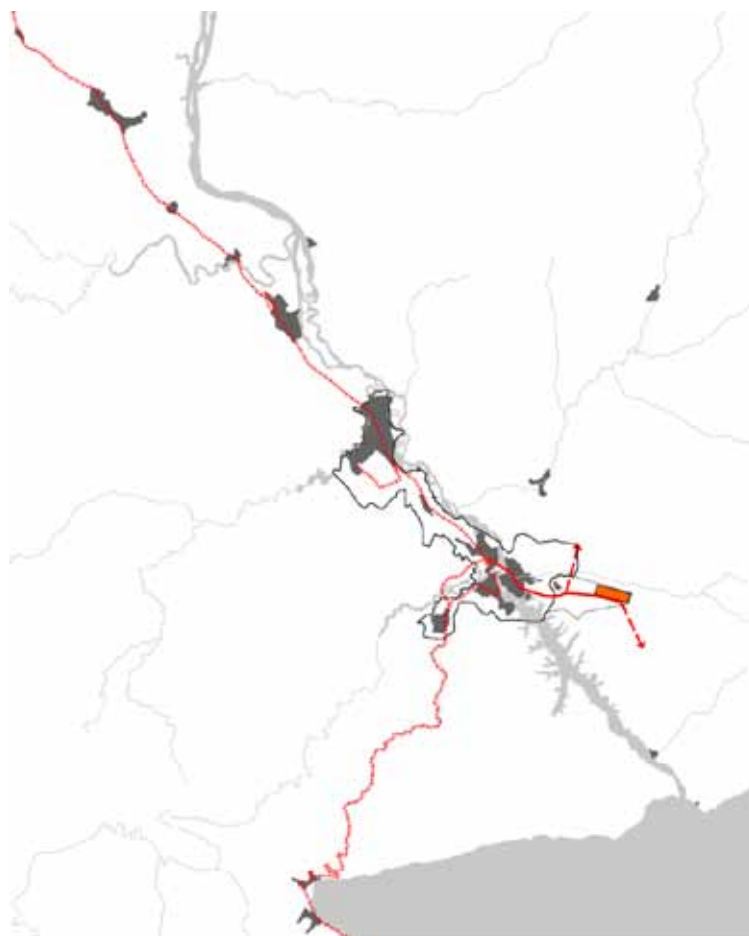
Поэтому мы создаем новый общественно-деловой центр и технопарк /урбанизированную зону на территории бывшего аэропорта, чтобы располагать достаточным количеством территории для новых, инновационных идей.

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

Новый общественный транспорт и новая объездная дорога соединит новый бизнес округ и технопарк/урбанизированную зону.

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.

Благодаря этим новым возможностям люди будут оставаться в Иркутске. Общественная жизнь станет более активной, в город будут привнесены новые культурные аспекты. Система общественного транспорта позволит каждому легко добираться в центр города.



New regional interventions for 2036

We propose, the new airport, east of Irkutsk, between the city and lake Baikal. We think the lake Baikal is a 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 attractivity 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.

Нововведения к 2036

Мы предлагаем перенести аэропорт к востоку от Иркутска, между городом и Байкалом. Мы считаем, что Байкал - это благоприятный регион для развития эко-туризма и как следствие мы предполагаем, увеличить рельсовую связь к поселениям, расположенным вблизи озера Байкал.

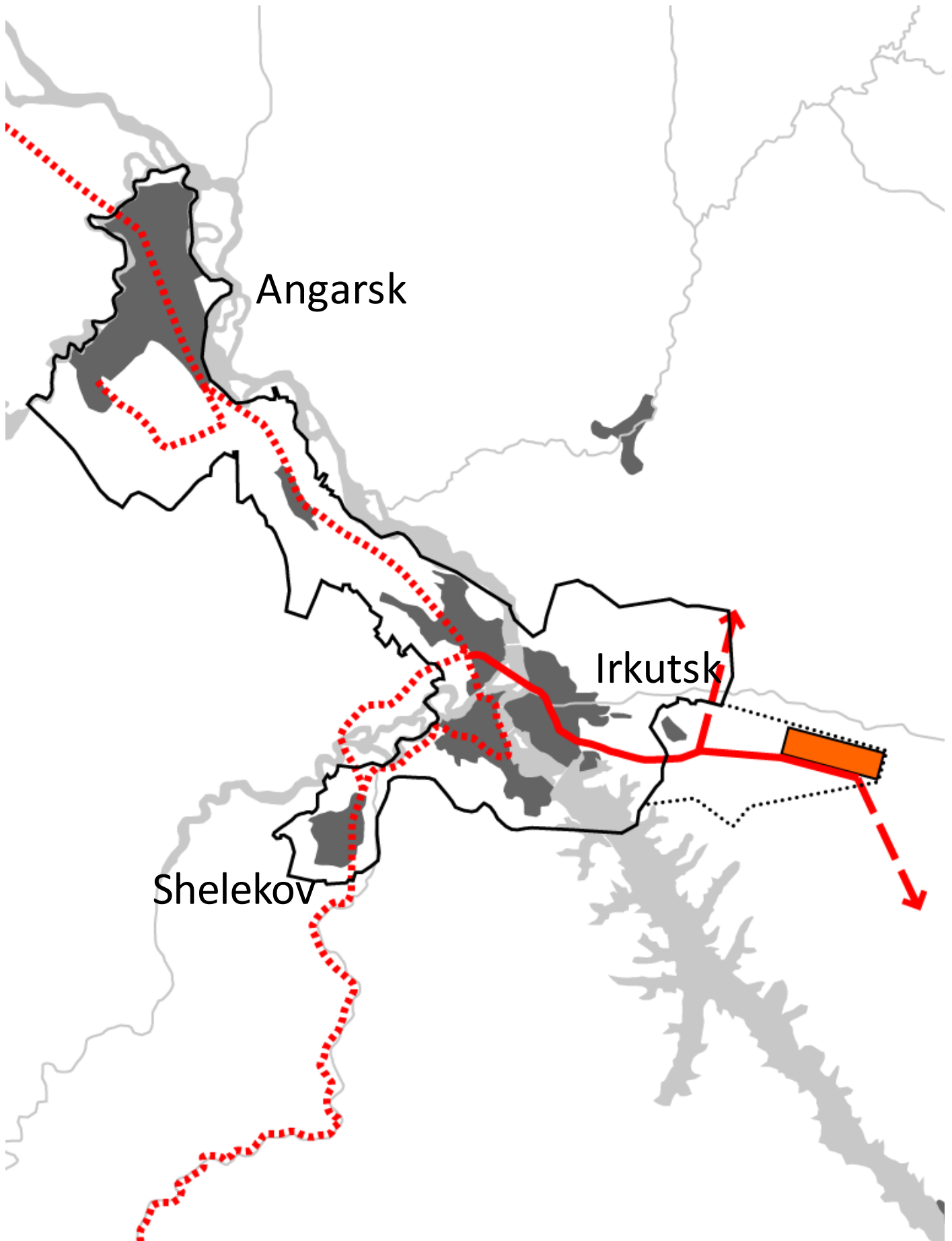
Благодаря созданию новой оси, соединяющей Ангарск и Шелехов с аэропортом через Иркутск, мы укрепим связь всего региона.


Если по каким то причинам аэропорт будет расположен в другом месте, это не будет противоречить нашим основным предложениям, касающихся нашей концепции.


Мы ожидаем, что население города будет увеличиваться. А привлекательность города будет расти вследствие увеличения активности общественной жизни.


Мы хотим, чтобы в 2036 году Иркутск стал:

городом будущего, городом для бизнеса, городом для жизни, городом для людей!



 New international airport

 Proposed train link

 Proposed train link



PART 3:

JURY

ЧАСТЬ 3:

жюри

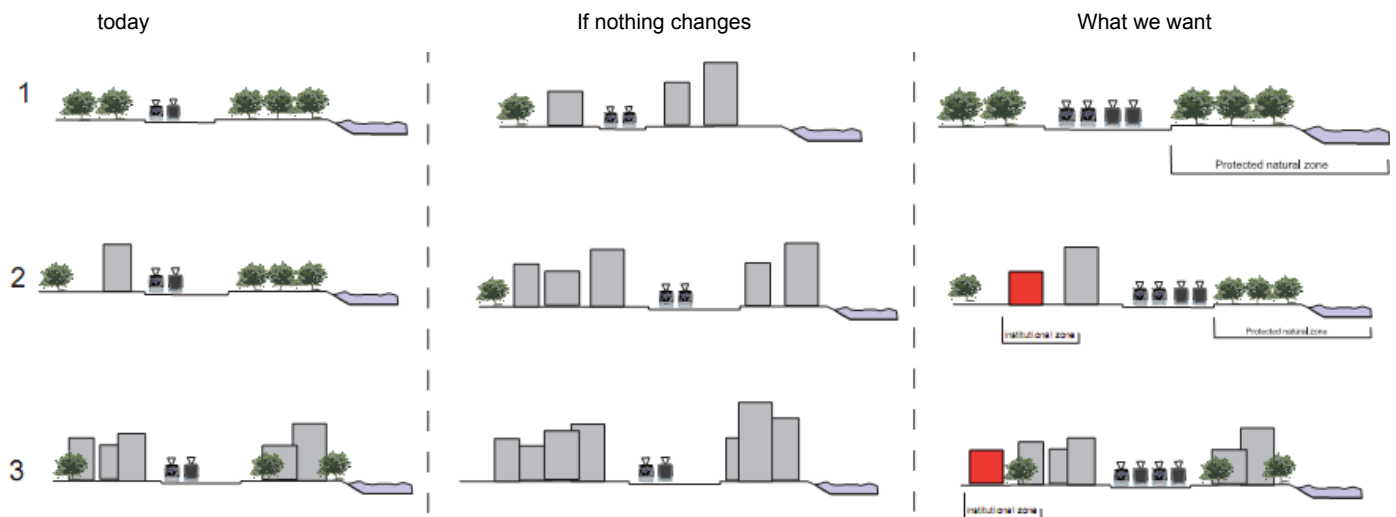
TEAM A_3rd PRIZE

Irkutsk by 2036: Attractive, Beautiful, Clean



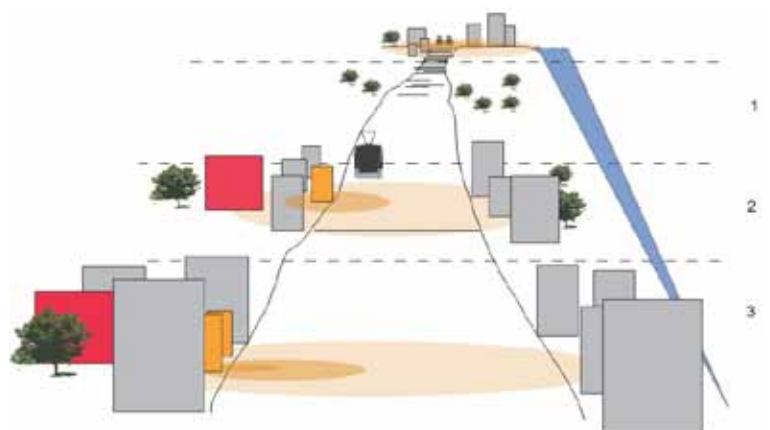
Advantages

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 of life is concerned. Another important missing aspect was the implementing strategy of the vision. The team did not talk at all about the phasing, so how the project will come in to shape was not clear.



SPIRIT OF COLOURFUL IRKUTSK



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.

SPIRIT OF PLACE GENIUS LOCI OF IRKUTSK ...

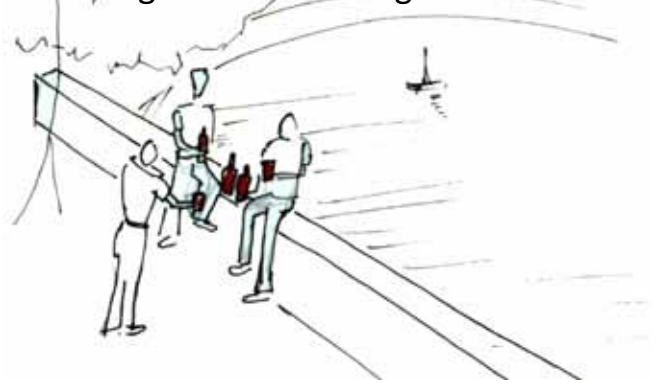
- YOUR RELATION WITH THE CITY...
- YOUR ROLE IN THE CITY...
- THE FEEL OF THE PLACE...



'Walking through the trees'



Drinking 'CHAY' with neighbours

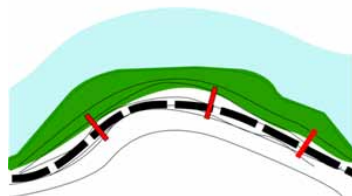
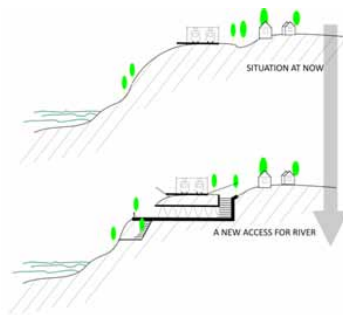


Waiting for your love at Trans – Siberian railway



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.

42 min

Average time that an Irkutskian takes to go work everyday



27 min

Maximum time of traveling inside Irkutsk with the new Transport system



2011

Area- 1.58 ha
20 single-family houses
No green areas

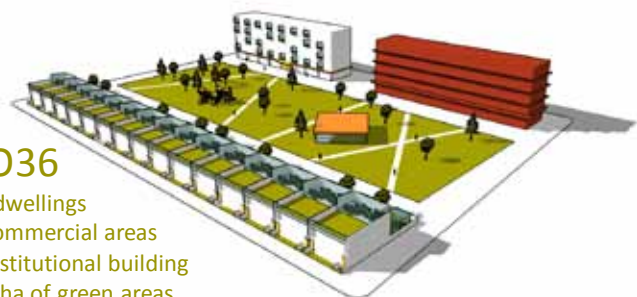


2036

94 dwellings
15 commercial areas
0.7 ha of green areas
(44%)

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.

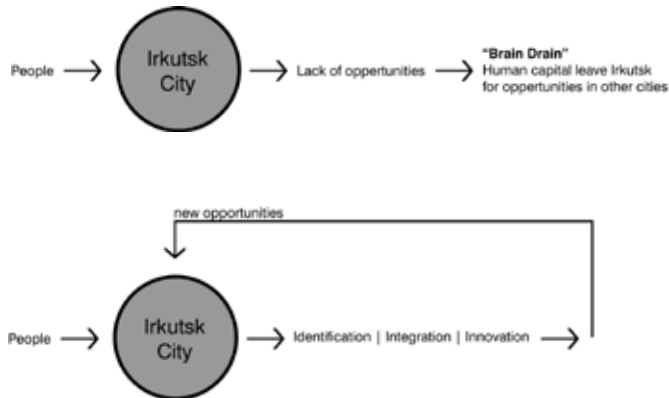


2036

62 dwellings
8 commercial areas
1 institutional building
0.7 ha of green areas
(44%)

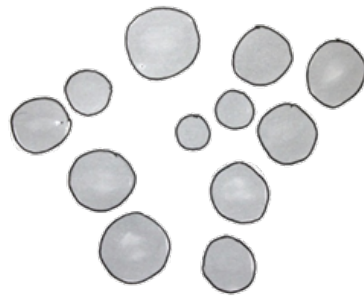
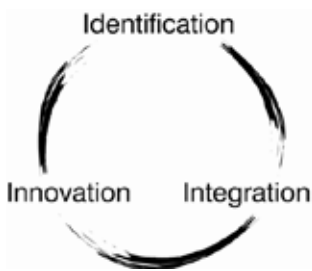
TEAM E_3rd PRIZE

Identification | Integration | Innovation



Advantages

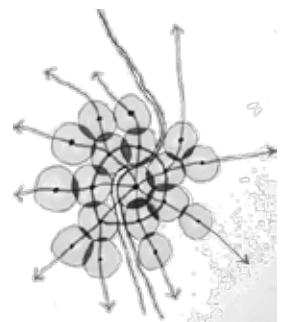
This team has a great proposition as a transport hub, not only the railway lines but also the automobile transport. The team has a very different vision about the Airport, very different from all other as it want the locatin of it on the Eastern side of the city. The idea to block vehicular traffic at 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 taht 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.



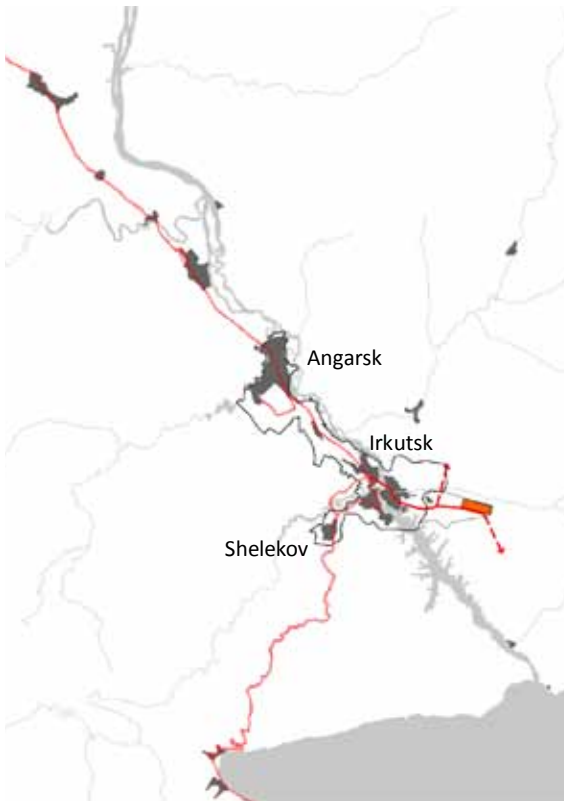
Segregated districts



Integrated Districts



Integration



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 develpent of the city is not clear from the proposal.





PART 4:

ANNEXES

ЧАСТЬ 4:

ПРИЛОЖЕНИЯ

FACEBOOK_TEAMS



Maria Shivorova_Russia
Student, Architecture
Irkutsk State Technical University

masha_shiv@rambler.ru

I study at Irkutsk State Technical University on architecture faculty. I enjoyed studying here.

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.



Linn Kopperdal_Norway
Student, Architecture
University of East London

linnkopperdal@gmail.com

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.



Marjorie Grimaldi_France
Water Manager
Polytech' Montpellier

marjorie-grimaldi@hotmail.ru

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 excited to work in Irkutsk, near to the Baikal Lake, one of the biggest water resources in the world.



Benjamin Felbrich_Germany
Student, Architecture
Dresden University of Technology

bfelbrich@hotmail.com

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.



Anastasia Kosolapova_Russia
Architect
Irkutskgiprodornii

antaresko@rambler.ru

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 Linguistics. 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 Department of Urban Planning since August 2010. Till there I worked more than 3 years in IrkutskGrajdanProekt So, I have experience in sphere of architecture four years.

B

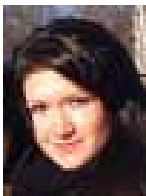


Clémence Cazemajour_France

Economist, Urbanist
ESSEC Business school, Paris

clemcaze@gmail.com

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 Burukova_Ukraine

Student, Landscape Architecture
University of Forestry, Sofia

ekaterina-buruko@mail.ru

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.



Ekaterina Goryacheva_Russia

Electric Engineer
Irkutskgiprodnii

snezhinka777@inbox.ru

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.



Alexander Martushov_Russia

Student, Architecture
Irkutsk State Technical University

cbuhotepka@gmail.com

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.

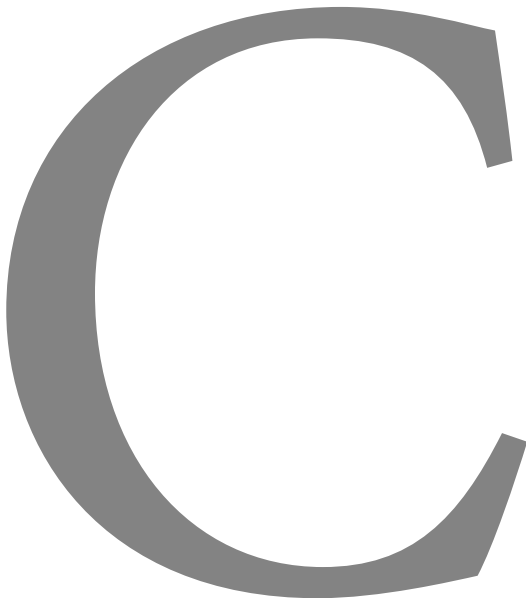


Matthias Schmaus_Germany

Student, Transportation engineering
University of Stuttgart

m.schmaus@web.de

My name is Matthias, 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.



Daphne Celet_France
Economist, Urbanist
ESSEC Business school, Paris

daphne.celet@gmail.ru

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!



Neha Mungekar_India
Student, Urban Design
CEPT University, Ahmedabad

ar.neha.mungekar@gmail.com

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.



Diana Felber_Germany
Student, Architecture
Dresden University of Technology

dianafelber@gmx.de

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 Irtusk. 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.



Dmitry Ilin_Russia
Student, Architecture
Irkutsk State Technical University

i.dmitriy@yahoo.com

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.



Andrey Kostuchenko_Russia
Engineer
Research and Design Institute of Urban Planning, St. Petersburg
andreyka1188@gmail.com

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!

D



Marina Lima_Brazil
Urban Designer, Fortaleza
Federal University of Ceara
marinamlm@gmail.com

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 Kosharov_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.



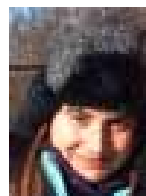
Daria Shipanovskaya_Russia
Student, Architecture
Irkutsk State Technical University
shipanovskay@mail.ru

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 specially the Olympics and world championships. I enjoy this very much. I like to read books specially 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.

E



Patrik Karlsson_SWEDEN

Student, Masters of Architecture
University of East London

k.patrik.karlsson@gmail.com

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_RUSSIA

Architect
Irkutskgiprodornii

sima_kukli@mail.ru

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 architector-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



Alexey Ostroverchov _RUSSIA

Student, Architecture
Irkutsk State Technical University

ostrova.irk@mail.ru

Ostroverkhov_OstrovA_Alexei

Birthday: February 8, 1987

Hometown: IRKUTSK

About me: I play in youth theatre, like create architect models, makegraphic design, like snow and winter sports.

Favorite Music: METAL, Bass and Keyboardssound

Favorite Movies: Forrest Gump

Education: Irkutsk State Technical University - ARCHITECT



Patik Devi_INDIA

Student, Urban Design
CEPT University, Ahmedabad

pratikdevi@yahoo.com

My name is Patik Devi. I am studying urban design at CEPT University, Ahmedabad, Gujarat, 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 disciplines, and find solutions of urban issues on various scales.



Stephan Wasielewski_GERMANY

Student, Transportation engineering
University of Stuttgart

stasiwasi@gmx.net

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.

FACEBOOK_ASSISTANTS



Albrecht Degering_GERMANY
Architect
Dresden University of Technology

albrecht.degering@gmail.com

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!



Anastasia Kascheyeva_RUSSIA
Student, Architecture
Irkutsk State Technical University

nastya.kascheyeva@gmail.com

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.



Masha Belik_RUSSIA
Student, Architecture
Irkutsk State Technical University

belik.masha@gmail.com

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 Irkutskgradanprujekt. 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.



Anastasia Nesterova_RUSSIA
Architect
Irkutsk State Technical University

ai.nesterova@gmail.com

Hello, my name is Anastasia Nesterova. I graduated from Irkutsk State Technical University in 2010. I'm an architect and currently working at the Winter Workshop as an assistant and a manager. It's my 4th time of participation, I started in 2008 as a helper, in 2009 I was a participant and in 2010 – an assistant. My main occupation is a designer at one building company. But actually I plan to work in urban design in the future.

My biggest interest is life itself, exploring its unknown sides, meeting new people, traveling. In fine I like everything that brings me new emotions. Also I can't imagine my life without music that reflects my current state of mind.



Kamal Kataria_INDIA
Urban Designer
Nila Architecture and Urban Design, New Delhi
kamal.kataria.k@gmail.com

An architect by profession and trained in Delhi, I joined the Urban Design Master Program immediately after graduation, out of my quest to understand the underlying structure and working of a city. The ability to reach large masses of people inspired me to take up the course of urban design. Currently, I am working in an Architecture and Urban Design office in New Delhi.

My two years in CEPT taught me a lot and evolved my perception of looking at cities.

The current workshop is about the future planning of Irkutsk city in 2036 which for me is a very interesting topic.

I am looking forward to have a great experience at the workshop.



Larisa Krylova_RUSSIA
Architect
GRAZHDANPROJECT

lorrreley@mail.ru

Hello, My name is Larisa Krylova.

Since 2008 when first time I met with our WU (Baikal 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 continued work as assistant.

And all of my colleagues and friends from WU want me to go to take a part in summer workshop 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!

FACEBOOK_MANAGEMENT_Russia



Boris Litinov
Director
Adviser of the Russian Academy of Architecture and Construction Sciences
ibuuu@istu.edu



Alex Mikhailov
Adviser of the Russian Academy of Architecture and Construction Sciences
road@istu.edu



Vladimir Smirnov
Main Specialist of Urban Planning
IRKUTSKGIPRODORNII

xxx



Valentina Pochepekina
Lead Engineer
Irkutsk State Technical University

xxx



Vladimir Nechitaylo
Senior Lecturer of Architecture Design
Irkutsk State Technical University

xxx



Ruslan Khotulev
Main Specialist of Urban Planning
IRKUTSKGIPRODORNII

ruslan_khotulev@mail.ru



Artem Olshevich
Architect, PhD Student
Board Member of Youth Association of the Architect Union of Russia
olshevich@gmail.com

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 year 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.



Katerina Masanikova
Student, Architecture
Irkutsk State Technical University

omami@bk.ru

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.

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.



Anna Tkach
Student
Irkutsk State Linguistic University

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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.



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.

FACEBOOK_HELPERS



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!



Eugenia Kraineva
Student, Architecture
Irkutsk State Technical University

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

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.



Dasha Skvortcova
Student, Architecture
Irkutsk State Technical University

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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.



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.



Roland Karthaus, The UK
Senior Urban Designer
University of East London/ Think Place

roland.karthaus@think-place.co.uk

Roland has worked as both architect and client on a wide range of types and scales of project and has a particular interest in urban regeneration.

At McDowell+Benedetti, he worked on the Castleford Bridge project and appeared in Kevin McCloud's Big Town Plan on Channel 4.



Barbara Engel, Germany
Urban Planner
City development office, Dresden

barbara.engel@dresden.de



Walter Vogt, Germany
Academic Chief Counsellor
Stuttgart Technical University

xxx

Work on research projects, surveys and participate in numerous interdisciplinary collaborative projects at national and international levels (including MOBILIST, VI, VA, URB-AL) and co-editor of numerous books. Member of Association for European Transport (AET)



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 restructuring, 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 l'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.

JURY LIST __Russia

1. Baryshnikov Vitaly // head of Architecture and Urban Planning department doctor of Architecture, professor
2. Bolshakov Andrey // ISTU, head of Architecture and Urban Planning department, doctor of Architecture, professor // Irkutsk // Russia
3. Bocharov Yury // academician of the Russian Academy of Architecture and Construction Sciences, professor // Moscow //Russia
4. Buntovsky Nikolai // main architect of “Chitaarchproyekt” // Chita // Russia
5. Geevsky Oleg // deputy of the State Duma // Irkutsk // Russia
6. Golovnikh Ivan // head of ISTU // Irkutsk // Russia
7. Grigorjeva Elena // corresponding member of the Russian Academy of Architecture and Construction Sciences, vice-president of the Architect Union of Russia, laureate of the Russian Federation State Prize // Irkutsk // Russia
8. Demkov Sergei // chief architect of the Public corporation “IrkutskgiprodorNII” // Irkutsk // Russia
9. Druzhinina Inna // “Irkutskgrazhdanproyekt”, chief architect of the project, member of Irkutsk regional organization of the Union of Architects of Russia // Irkutsk // Russia
10. Dyachenko Anatoly // general-director of “IrkutskGeldorProyekt” // Irkutsk // Russia
11. Zhukovsky Nikolai // head of architecture office “N.L.Zhukovsky” // Irkutsk // Russia
12. Zaigraev Anatoly // “Irkutsky Promstroyproyekt”, general director // Irkutsk // Russia
13. Kitaev Vladimir // chairman of the Irkutsk Regional Organization of the Russian Society of Historical and Cultural Monuments Preservation // Irkutsk // Russia
14. Klevakin Alexandr // Novosibirsk State Academy of Architecture, Ph.D in Architecture, associate professor// Novosibirsk // Russia
15. Kozak Igor // head of the Irkutsk branch of the Architect Union of Russia // Irkutsk // Russia
16. Kozmin Alexey // president of Irkutsk Regional Development Fund // Irkutsk // Russia
17. Kosiakov Anatoly // “IrkutskgiprodorNII”, general-director // Irkutsk // Russia
18. Krasilnikov Andrey // chief architect of Irkutsk // Irkutsk // Russia
19. Labygin Andrey // chairman of the Duma of Irkutsk // Irkutsk // Russia
20. Litvinov Boris // director of the International Baikal Winter University of Urban Planning Design, adviser of the Russian Academy of Architecture and Construction Sciences, member of the Union of Architects of Russia // Irkutsk // Russia
21. Makarov Andrey // advisor of the governor of the Irkutsk region // Irkutsk // Russia
22. Meerovich Mark // Ph.D in Architecture, Doctor of Historical Sciences, member of the Russian Academy of Architecture and Construction Sciences, professor // Irkutsk // Russia
23. Mikhailov Alexandr // advisor of the Russian Academy of Architecture and Construction Sciences, professor of the department of transport management of ISTU // Irkutsk // Russia
24. Pashkov Vladimir // minister of economic development, labor, sciences and high school in the Administration of the Irkutsk region // Irkutsk // Russia
25. Petrovich Mikhail // leading specialist of “Peterburgsky NIPI Grad”, Ltd. // Sant-Petersburg // Russia
26. Prokudin Alexandr // chief architect of the center of the preservation of the historical heritage // Irkutsk // Russia
27. Protasova Ecaterina // head of the department of urban planning policy of GiprodorNII, member of Irkutsk regional organization of the Union of Architects of Russia // Irkutsk // Russia
28. Rasputin Vladimir // chief architect of the Irkutsk region // Irkutsk // Russia
29. Sena Sergei // 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
30. Serebrennikov Sergei // deputy chairman of the government of the Irkutsk region in the regional politics // Irkutsk // Russia
31. Smirnov Nikolai // the main specialist in the economics, “IrkutskgiprodorNII”
32. Snarsky Sergei // member of the public chamber of the Irkutsk region // Irkutsk // Russia
33. Stegailo Vladimir // chairman of SAMPO, member of the Irkutsk Regional Organization of the Union of Architects of Russia // Irkutsk // Russia
34. Khitsenko Nikolai // deputy chairman of Irkutsk oblast Administration, president of the International Baikal Winter University of Urban Planning Design // Irkutsk // Russia
35. Khomutinnikov Ivan // deputy chairman of the urban planning committee of the Irkutsk Administration // Irkutsk // Russia
36. Chertilov Alexey // head of the department of the restoration of the Public Corporation “Irkutsky Promstroyproyekt” // Irkutsk // Russia
37. Chumakov Sergei // leading architect of the design institute “Irkutsky Promstroyproyekt”, member of the Irkutsk Regional Organization of the Union of Architects of Russia // Irkutsk // Russia
38. Chupin Victor // head of the Institute of Architecture and Construction of ISTU // Irkutsk // Russia

HOME PROJECTS_ PARTICIPANTS



Alexander Martyushov
Irkutsk 2036:City for People

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.



Alexey Ostroverchov
Irkutsk 2036:City for People

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.



Anastasia Kosolapova, Ekaterina Goryacheva, Maria Simichihina, Pavel Kovsharov
In the Light of Time

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.



Andrey Kostuchenko, Elia Lagunov
Complex traffic scheme as a basis of strategic urban development; strategy of the urban development of Irkutsk up to 2036

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.



Benjamin Felbrich, Diana Felber
Dresden - Inner City Planning Strategy 2008

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.

HOME PROJECTS_ PARTICIPANTS



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 has 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 inter-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 a 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

HOME PROJECTS_ PARTICIPANTS



Karl Patrik Karlsson

Hammarby Sjöstad : a revitalisation of a 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 sewerage 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 Shvitorova

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 of 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 tells 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 used 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 management for the same.

The study demonstrates the reuse of storm 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 hierarchy of the city which itself is 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.

HOME PROJECTS_ PARTICIPANTS



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 focusses on the issue of the presence of the industries in the city and its effects. It stresses that people lining 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 pedestrain spaces etc. The propsals also oncude 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

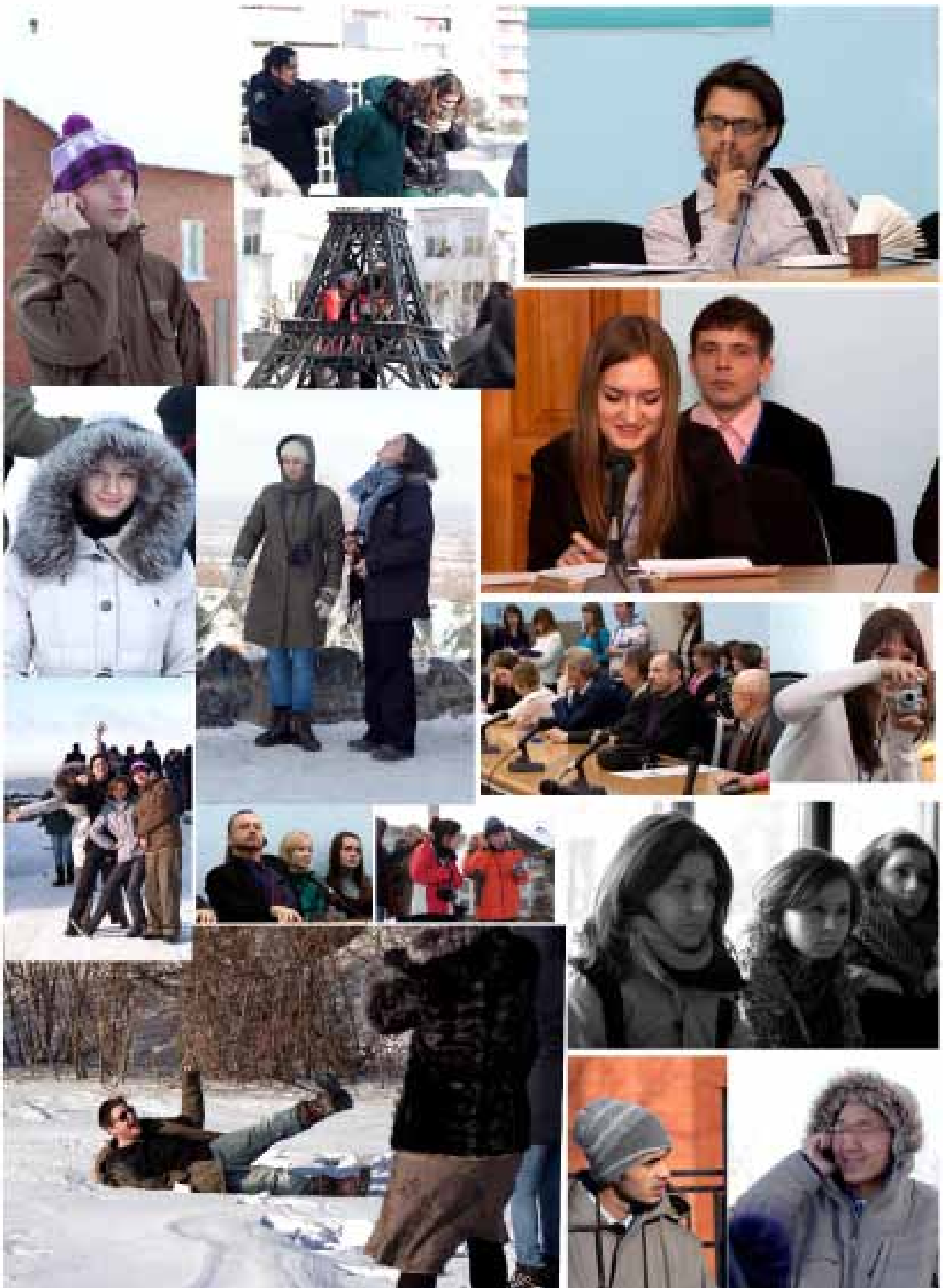
From these scenarios the study tries to propose the future land usage by economically integrating the city into the region and preservation of the status as an industrial and education center



PHOTOS_ WORKSHOP



PHOTOS_ WORKSHOP



PHOTOS_ WORKSHOP



PHOTOS_ WORKSHOP







Irkutsk oblast Administration
Правительство Иркутской области



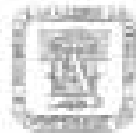
Irkutsk Administration
Администрация города Иркутска



Irkutsk State Technical University
Иркутский государственный технический университет



Les Ateliers, France
Летние мастерские архитектурного университета градостроительства (г. Саркель-Понтуаз, Франция)



Russian Academy of Architecture and Construction Sciences
Российская академия архитектуры и строительных наук

