



ISOCARP

Knowledge for better Cities

Young Planning Professionals Workshop



PERM II STATION

“Rethinking the Perm-2 Station Area”

48th ISOCARP CONGRESS YPP Workshop

Perm, Russia 6 - 9 September 2012



Contents

Preface	4
Introduction	6
Context	
The Workshop Process	
The Site	
SWOT	
Assets & Defficits	
The Vision	
REUSE ПЕРМЬ II	26
Strategies for the Reuse of Underutilized or Unused Built Environment	
Catalyst strategy	
Spatial strategy	
UNIVERSITY ПЕРМЬ II	42
How Perm State University Can Become the Key Driver	
Strengthening of the existing knowledge hub	
New creative industry hub	
STOP ПЕРМЬ II	48
How Perm-2 Station can Function Better as an Urban Driver	
Upgrade quality of life (QoL)	
Strengthen connectivity	
Discover local attraction	
Existing planning proposals	
Focus on the project	
Two types of the strategies	
LINK ПЕРМЬ II	58
How to Link Places and eople	
The definition of links	
Intangible links	
Tangible links	
GREEN ПЕРМЬ II	
How Green and Blue can be Activated	
Conceptions of mixed usage	
Spatial Design forms	
The Design of Stone Park	
Conclusion	80
Team	86

Acknowledgements

We would like to thank ISOCARP for having given us the opportunity to be part of the exciting Young Planning Professionals' Workshop in Perm. We are very grateful to the State National Research Polytechnic University of Perm for the great hospitality. We would also like to thank our coordinators Piotr Lorens, Ekaterina Meltsova, Daniele Vettorato and Markus Appenzeller for guiding us.

Preface

The theme chosen for the workshop is „Rethinking Perm-2 Station Area”. Rather than defining a singular goal, the topic is deliberately defined to be open.

On one hand there is the need to define a city development strategy which will ensure the city's competitive position and make use of the growing hub of regional and national transportation systems. The Trans-Siberian Railway connects Moscow with Vladivostok, Beijing with Paris and Europe with Asia.

On the other hand, Perm-2 station area has a local context that has fundamentally more needs than just being a transport hub.

Perm-2 station area is a key piece in the future development of the city centre. The vanishing of the traditional industrial activities in the vicinity of the station area create the need to rethink this part of the city and reveal the potential of the site.

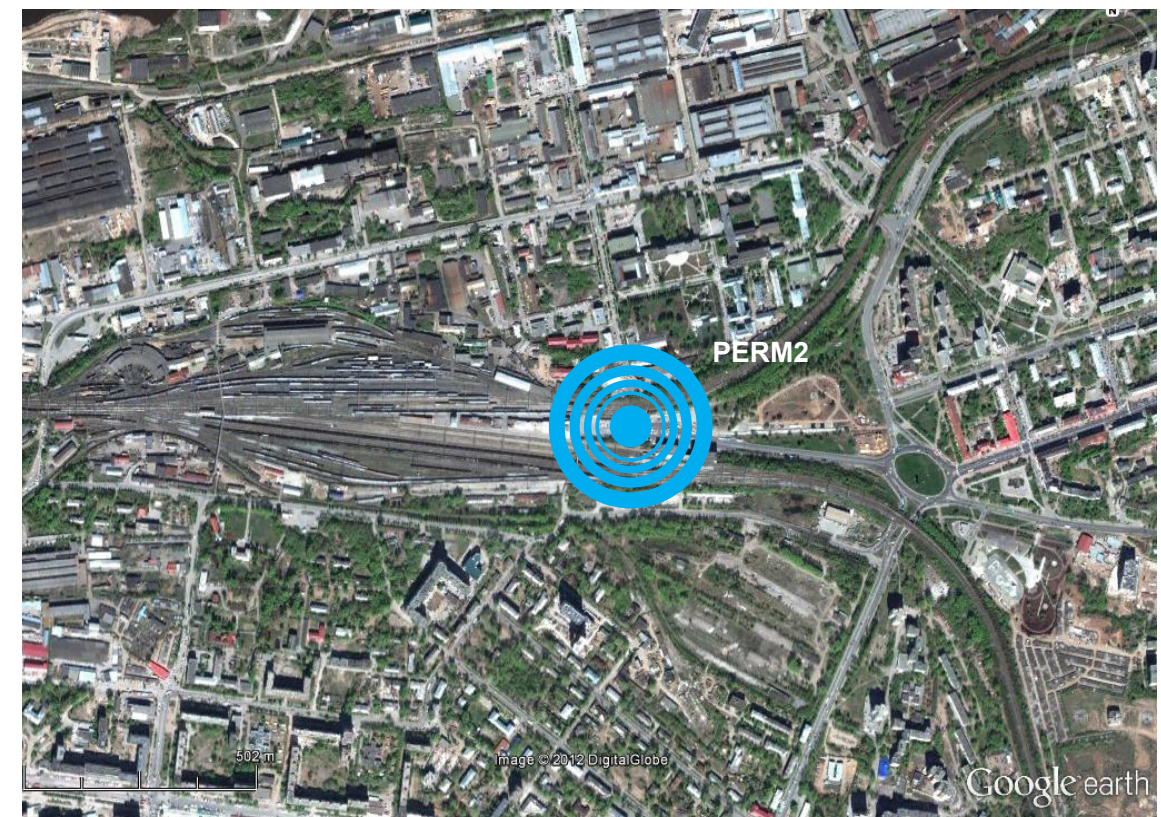
The area is not a tabula rasa; it has an identity. Some current uses, such as Perm State University, offer potential that currently is not fully used. Other uses are not dominant but still can form the starting point, a nucleus or the incubator for development in the future.

The results of this workshop are intended as a collection of ideas that can inform an approach to the regeneration of the Perm-2 area. Local residents, stakeholders, municipal administration and the Russian Railways Company can use the results as input for future directions.

The results consciously avoid becoming a coherent masterplan; because they are intended as additions to existing plans rather than a viable replacement.



*National and Transnational Context:
Network of the Trans-Siberian Railway - Connection of Europe and Asia*



*Local Context: The Perm 2 Station
An important piece of the center of Perm that needs regeneration and a new pulse*



Introduction

Context

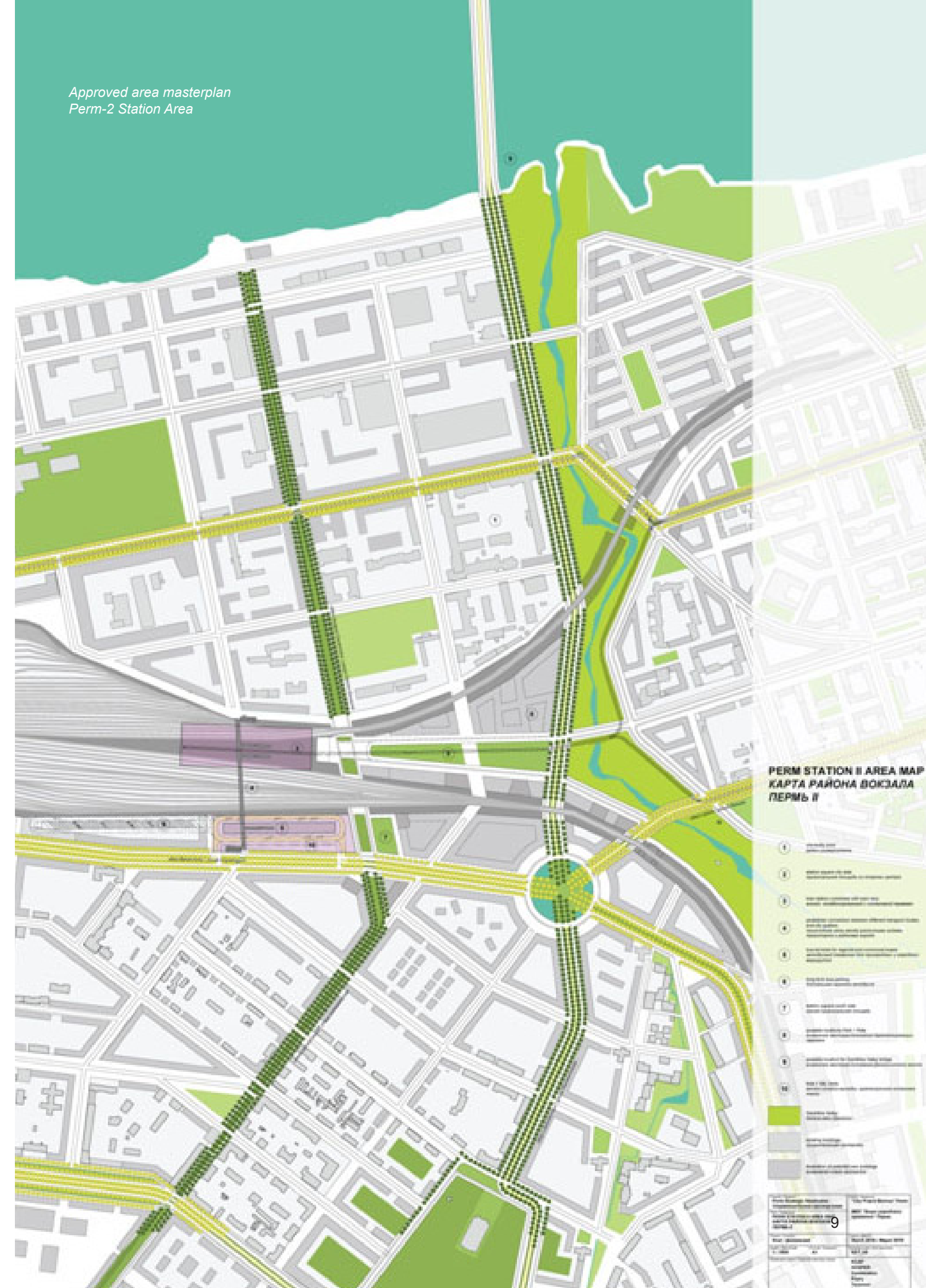
In the last years, the City of Perm has undertaken a big effort to arrive at an advanced strategic urban development plan. With the help of KCAP Architects & Planners and a number of other foreign firms, the City Projects Bureau has been developing this plan and its various legal documents such as the General Plan for Perm, the zoning map and a number of tactical masterplans for key areas.

The strategic masterplan defines a number of priority areas that are up for redevelopment in the first implementation stage of the new general plan. One of them is the Perm-2 train station area since it is one of the key access points to the city center and at the same time one of the zones with a substantial number of functional deficits. Following the strategic masterplan, a more detailed masterplan has been drawn up that formed the basis for further detailing. One of the key projects in this context is the redesign of the station itself.

Since the masterplan with its basic settings has been approved and is currently partially being implemented, the purpose of this workshop was not to come up with an entirely new masterplan, but to define a number of fields that should be emphasized in the future process and to fuel such a process with new ideas and project proposals that could further improve the overall result.

It is our opinion that the implementation of the masterplan should not only include big projects that take time and cost a lot of money, but that in parallel the gradual improvement of the area should also be tackled with small, quick and cheap solutions. Therefore the suggestions presented are not focusing on a particular scale and they are not focusing on a particular development body or target group. Ultimately we must accept that changing this place only can be done by combining both the traditional top-down planning and the bottom-up initiatives which eventually pop-up in the coming years.

Not a Master Plan, but Additions to the Existing Plan



The Workshop Process

The working method that was used to develop results combines traditional techniques of analysis and mapping with techniques that make use of the research group of more than 30 people from various cultures and with various backgrounds.

In an oscilating process, changing teams worked on tasks that they were given. At the end of each task, teams presented their method and findings, and informed the rest of the group. This process not only allowed the participants to get to know more people in a short period of time, it also helped the cross-fertilization of findings and ideas.

The site analysis looked at the visible aspects of the site. The entire team used half a day to walk large parts of the site and form a good understanding of the site.

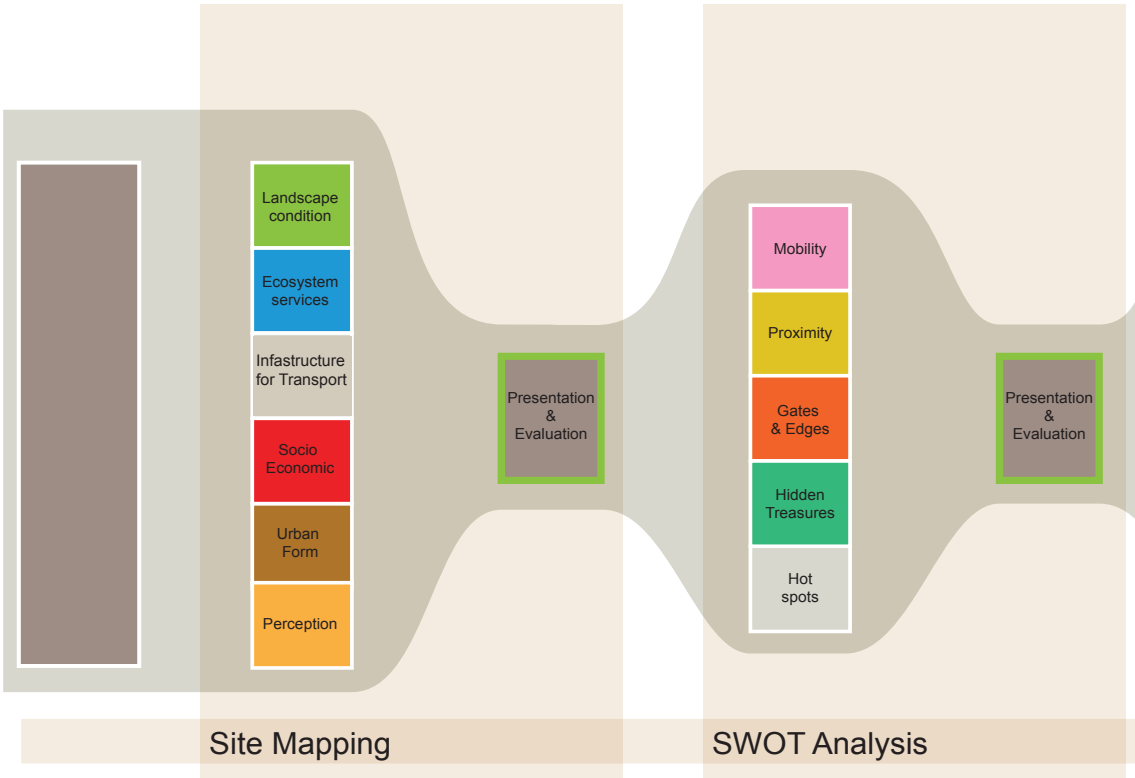
Each group was asked to have a closer look at one particular topic, ranging from the condition of the urban landscape to socio-economic factors and how the area and specific situations present themselves.

In a next step, the SWOT analysis looked at the invisible and perceptual aspects - mobility, proximity, gates & edges, hidden treasures and hot spots were the topics identified and evaluated.

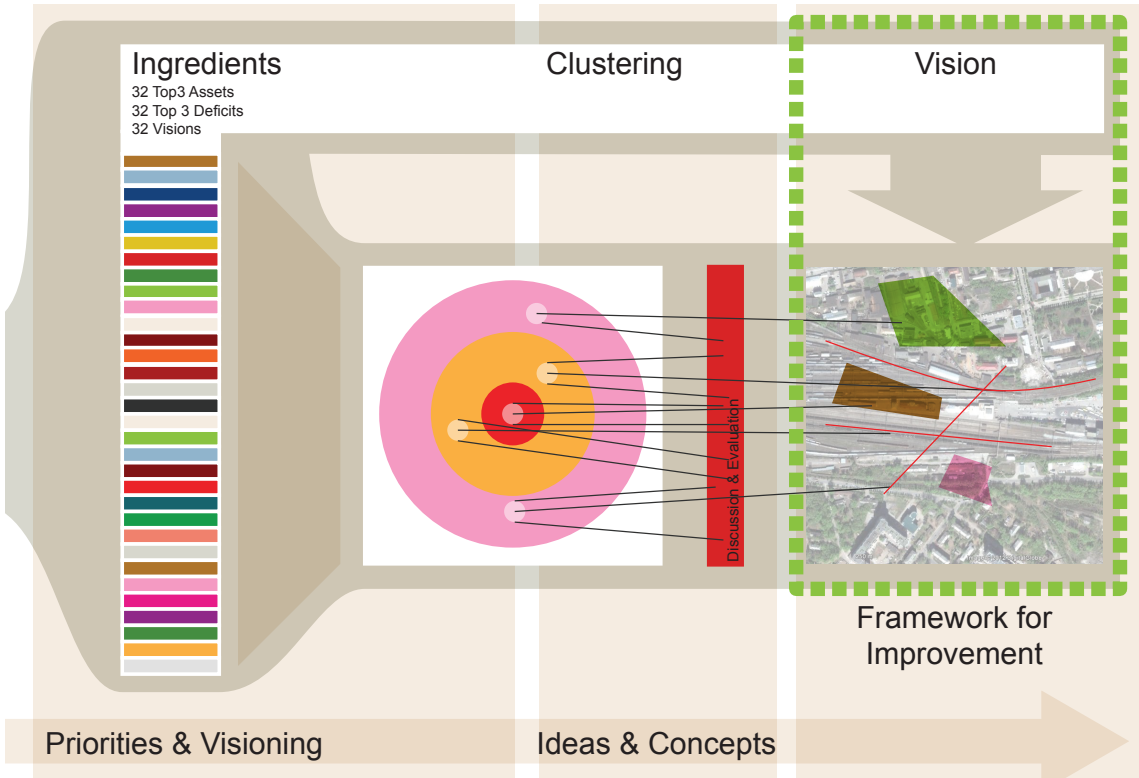
After thoroughly understanding the site, each person defined their top 3 assets and deficits as well as their 'vision in one sentence'. By clustering, five themes were defined, and then for these themes, design solutions were prepared.

This approach from the onset was not opting for a single plan but to provide a wide range of ideas and potential solutions for specific deficits. In our eyes the sheer amount of ideas, the diversity of positions, the varying scales of intervention as well as the way they were presented and visualized themselves retroactively created a vision for the development of Perm-2 Station area: Instead

of trying to solve the big picture, it is more useful for one to work on the different small pixels. Changing many pixels in the end will create a different picture. The vision therefore is not a singular statement but a collection of individual statements ordered under a number of headings. These statements are statements that reinforce or contradict each other, statements that are to the point of high-level, statements that require big changes or no changes, statements that are well-reflected or spontaneous. They are the perfect mix showing what a lively piece of city is about - coherence and contradiction, static and dynamic, old and young, planned and spontaneous.



Workshop process and stages



The Site

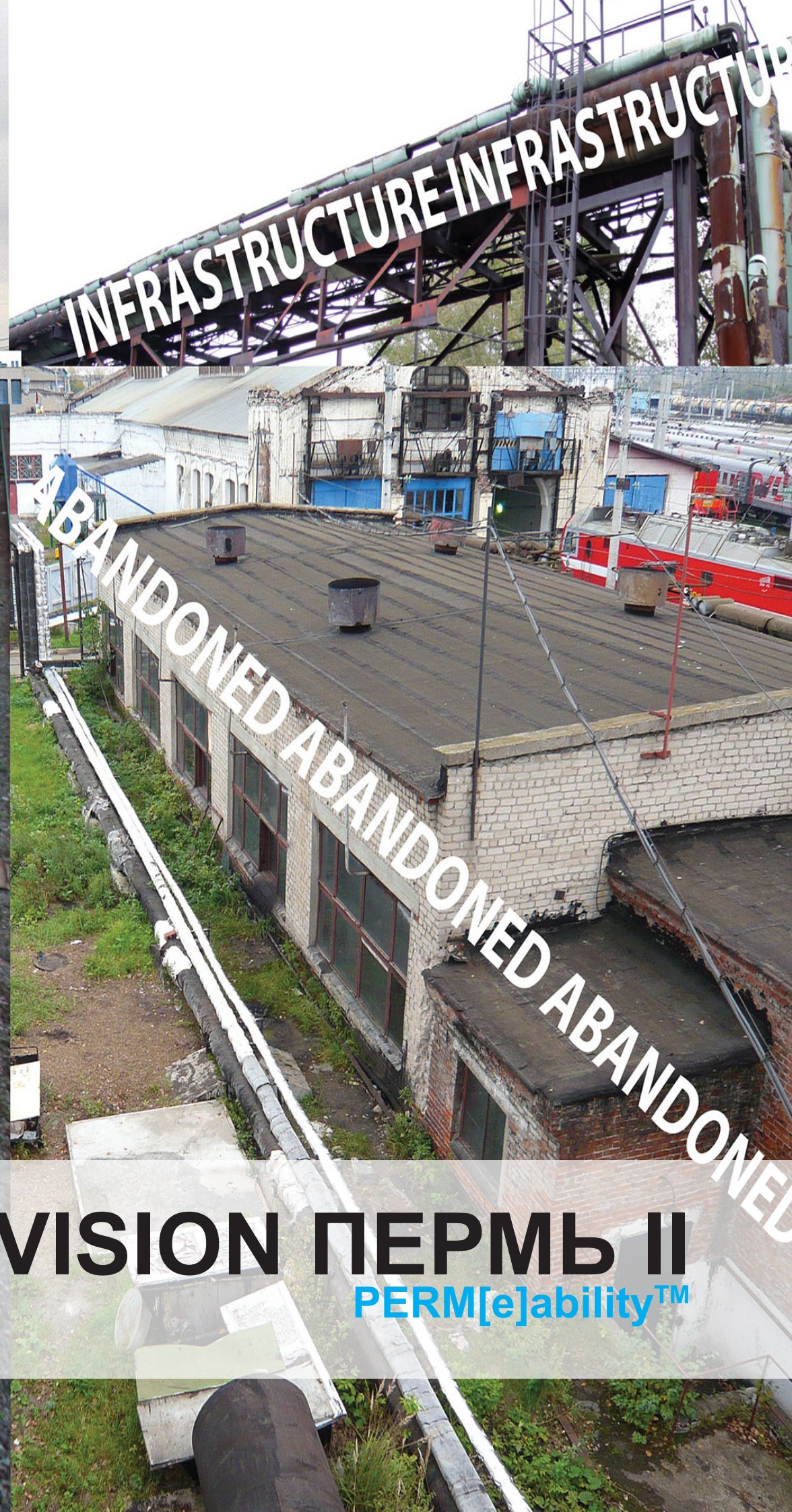
Current site condition



The Perm-2 Station area is not actually a coherent urban quarter. It is fragmented and dissected by different lines of infrastructure; with the railway embankments being the biggest dividers. Their height of about 5 to 7 meters not only visually disconnects different parts of the site, they also lead to a highly limited permeability. It is this lack of continuity that creates areas which appear to be forgotten. Most people do not visit these places. In many places this lack of visitation leads to neglect and a very low quality of the public realm.

Large parts of the site remained untouched since Soviet times, which can become an asset for the future since a more contextual approach, which uses parts of the inherited structures, can be tested.

Any change to the area is highly dependent on increasing permeability in various ways. This does not always mean additional physical connections. It can also mean putting attractors on either side of the dividers to encourage people to cross them and to discover the hidden neglected areas that have been turned into treasures.

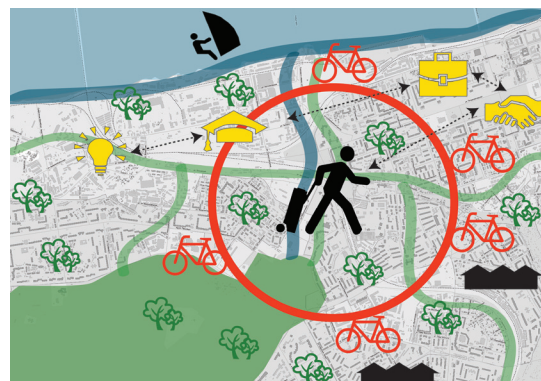


Authors:
Aleksandr Lubimov
Duc Duy Nguyen Hoang
Ekaterina Pimenova
Mei Yun

VISION ПЕРМЬ II
PERM[e]ability™

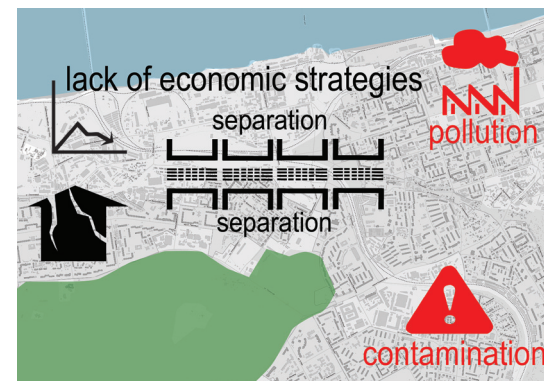
Strengths, Weaknesses, Opportunities, Threats

The SWOT analysis shows a number of key aspects that can inform the possibility of development of Perm-2 station area both positively when the strengths and opportunities are used actively but also when the weaknesses and especially the threats are not mitigated. However none of the threats is an unmanageable risk to development. Resolving or managing them is possible with reasonable effort.



Strengths

- A part of Trans-Siberian Railway: Paris – Moscow – Beijing
- A transportation node of the Perm city and the Country
- Adjunct and approximate to City Centre
- Diverse transportation modes: train, bus, tram, ship
- Ready built infrastructure and facilities
- Critical mass of urban form and population
- Variety of natural environment and typologies: riverside, valley, forest
- Rich in ecological resources and biodiversity
- Rich in heritage, history, regional culture, architecture



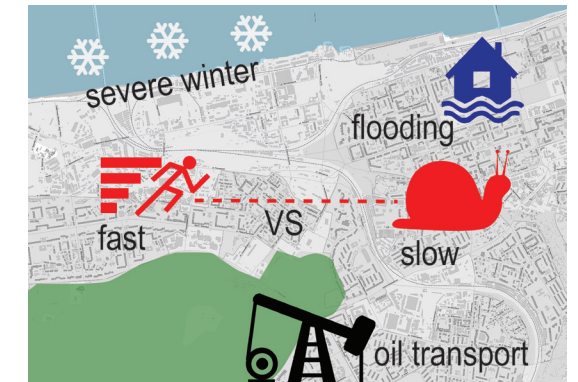
Weaknesses

- Lack of economic strategies
- Separation between North and South
- Separation among Industries, University, Residential, Park, Forest
- Expensive housing
- Station plan does not consider surroundings
- Inefficient transport node
- Contaminated and polluted industrial properties
- Underutilized river banks, public space, natural environment
- Lack of identity, walkability, public service, public safety
- Lack of visual connection, public space quality, maintenance activities



Opportunities

- Transform to world class transit hub
- Transform existing green spaces into park and activity zones year-round.
- Integrate industrial, residential, academia aspects and the station
- Develop the waterfront
- Develop a cycling network
- Program public spaces
- Develop tourism
- Integrate train and water transportation
- Develop a car-free zone
- Integrate/reach out to incorporate neighboring developments



Threats

- Lack of economic strategies
- Severe winter compromises usability
- Transport of hazardous materials on railway
- Industrial noise
- Develop cycling network
- Flooding
- Intersecting fast and slow traffic

Assets & Deficits

Improving the urban condition around Perm-2 requires a pragmatic approach that makes as much use of the local situation as possible. The strategy chosen therefore aims at using the assets to help the deficits.

Each of the team's young planners defined his or her top three assets and deficits for the area. By collecting them and clustering them five fields of action emerged for which ideas and concepts were developed in the end.

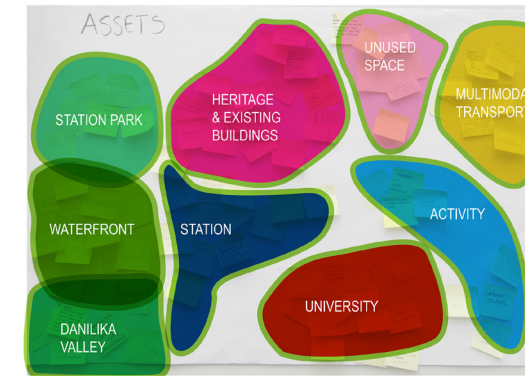
They cover all scale levels and address a wide range of aspects:

- The station square
- Linkages, Multimodal connectivity
- The role of Perm State University
- Interface with the river and existing green spaces
- Strategies for occupying abandoned and or underutilized built environment

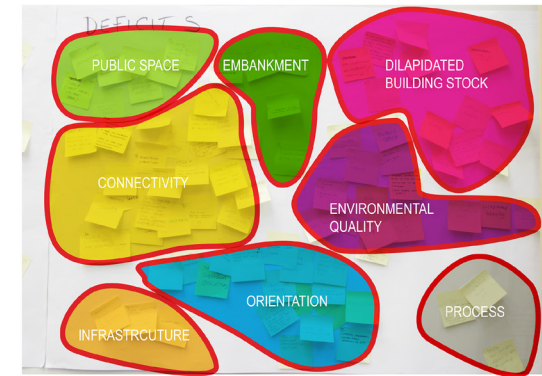
Those five topics and an overall vision were developed further and lead to the design solutions presented in this book.



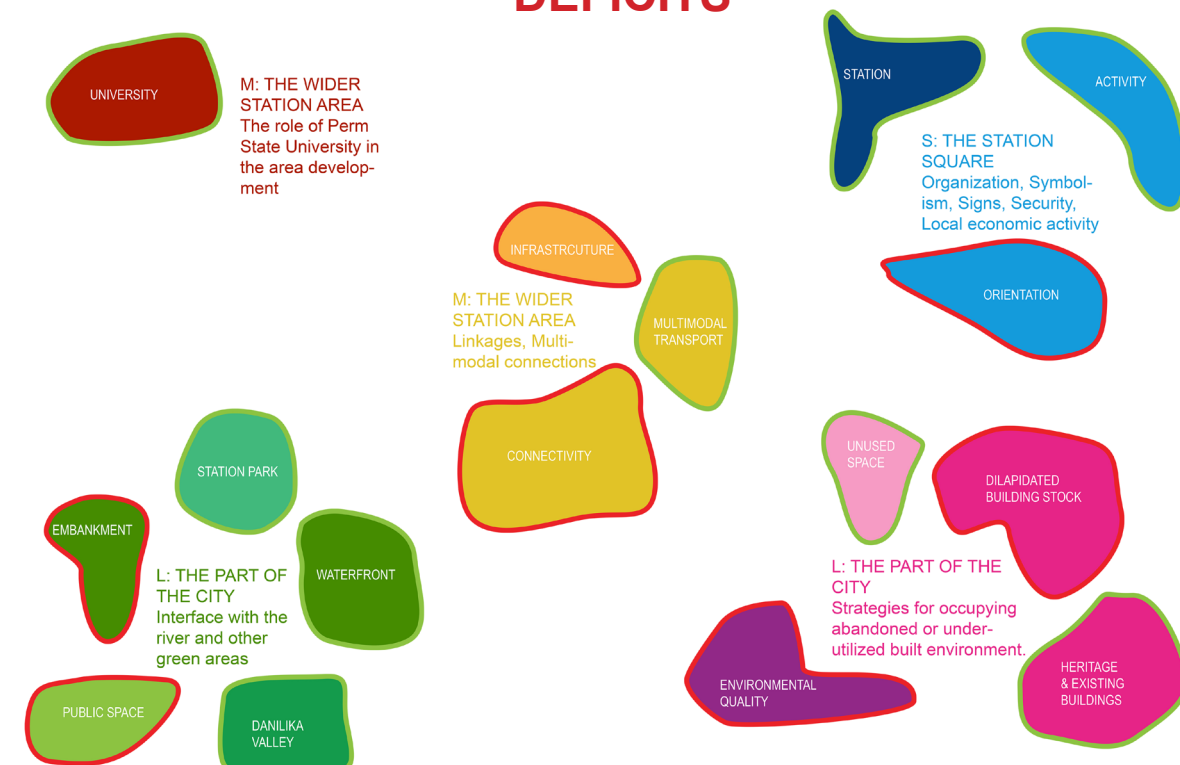
ASSETS



DEFICITS



**“USE THE ASSETS
TO HELP THE
DEFICITS”**



To make Perm a gateway to Europe through physical linkage and innovative spatial planning with the station area as its core piece.

Perm II – the area for the transition of the Russian society on the way to self-determination

A completely redeveloped and redesigned area that uses heritage actively and offers a wide mix of uses.

The most efficient and iconic railway area – outside Moscow

A shared value community that benefits from the opportunities created by educational, employment, economic activity and the modernized efficient railway station

Perm II redevelopment is the opportunity to dignify the center of transport that can provide services and be full of liveliness and interaction between people.

Harmonious diversity

To make Perm station area the gate to Russia and the world

A territory that affords and encourages new development

Perm II is an area that connects: People, Businesses, Cultures and Modes of Transport

Perm II could become a showcase of a successful combination of a bottom-up approach that integrates the present and future users, the community and the people of Perm with the top-down approach already under way.

Perm II as a new viable city centre

Perm Train Station is an active area that is well linked to the city center and is a convenient place both for travellers and commuters, regardless if they just pass by or stay longer.

Perm II as departure and arrival hub – an economic engine where regional and international transit oriented business activities cluster, where knowledge intensive industries and liveable neighbourhoods form a symbiosis with precious heritage and world class education

Perm II Station as a city bazaar

PERMeability™

This area is a place where I can relax

Perm II area – an area with a number of recreational open spaces linked by tram with the city center

Perm II – the place to reinvent the city center

For Perm as an industrial city, the Perm II area should be its business center

Perm II – an area designed for people

To take small steps forward towards a clean and save environment that feels like a warm welcome for visitors and locals and gives room to people.

An area with great potential for recreation and the face of the city that needs a plastic surgery

Perm II – an area to start your business

Perm II area has the chance to become a comfortable space that offers joy and convenience to its users.

A thriving, mostly residential area providing a high standard of living with compact mixture of uses and dwelling types building on its strategic location and unique riverside location

Perm II area, a future recreation center of Perm

Perm II Station area – a gateway for the city of Perm that signifies the confluence of history, culture, modernism and opportunities for the future for all

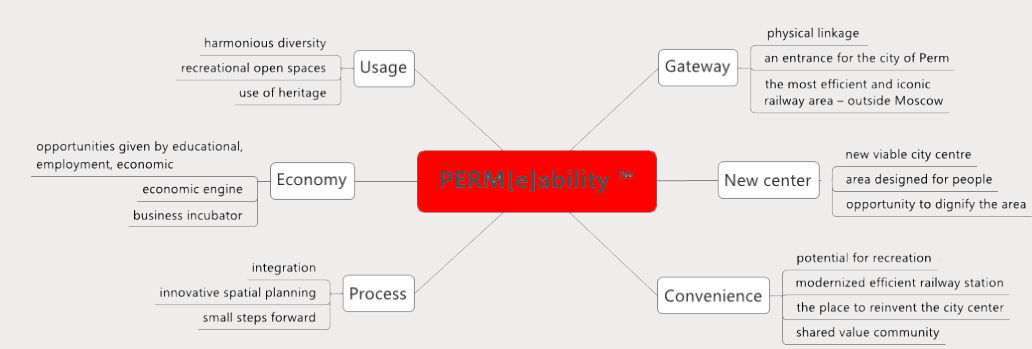
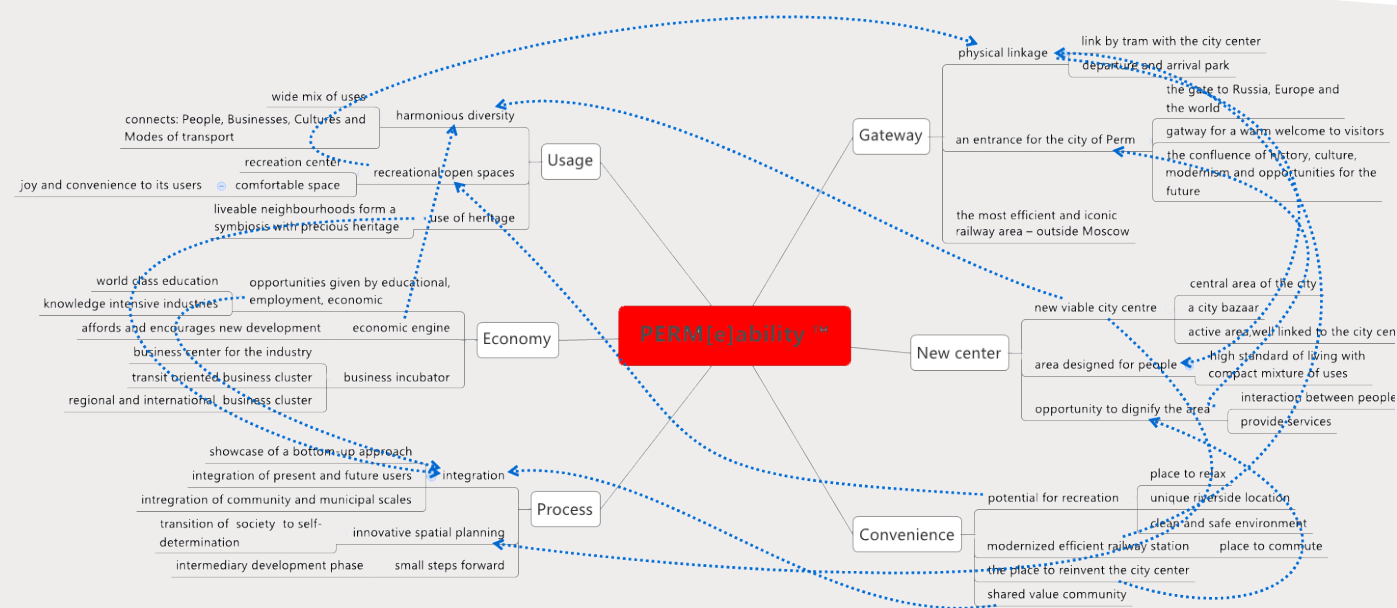
Perm II could become a central area of the city in the future but it needs an intermediary development phase before.

Perm II area could be a new quarter that is much less the result of large scale planning but of a process of screening what is there and stitching it together in a new way.

The Vision

Our joint vision is the result of our individual visions. By dissecting, clustering and recombining, we arrived at a set of key goals supported by a number of headings.

PERM[e]ability therefore is not a vision in the traditional sense but should become a life document that develops with the ideas that emerge for the station.



The abstraction these headings present should be seen as an invitation to other people - inhabitants, stakeholders, decision makers, activists - to add to the meaning of these six topics in the context of Perm-2.

“30 Visions Become One - PERM[e]ability”

Wide range of topics for a multi-purpose area



Economy
The Perm-2 station area is pushed by a knowledge intensive industry sector based on high level technology and a scientific park. The area is internationally recognized as a business incubator that is one of the economic engines of Perm.



Gateway
The confluence of history, culture , modernism and opportunities makes Perm the gateway for passengers and goods between Europe, Russia and China, the West and the East. In this context Perm-2 is the main connection hub.



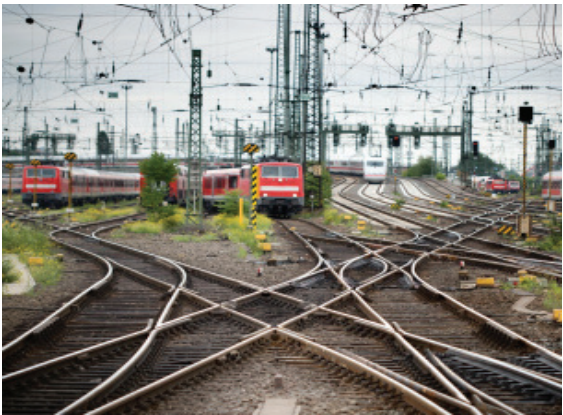
Convenience
Every day Perm-2 is chosen by people to live, relax and commute thanks to its environmental quality, high accessibility and liveability.

PERM[e]ability™

New centre
The Perm-2 area becomes a new centre for the city where people connect with businesses and services in a safe and liveable environment.



Usage
Through an integrated design approach the mix of uses are connected with people, businesses, culture and modes of transport. Comfortable spaces and recreational centres make the business area attractive as well the valorisation of the industrial and residential heritage.



Process
The implementation of the PERM[e] ability vision takes place in many small steps and involves the entire society in a transition to its self-determination. The Municipality collaborates with local communities through innovative spatial planning that becomes a showcase of a combined bottom-up and top-down development process.

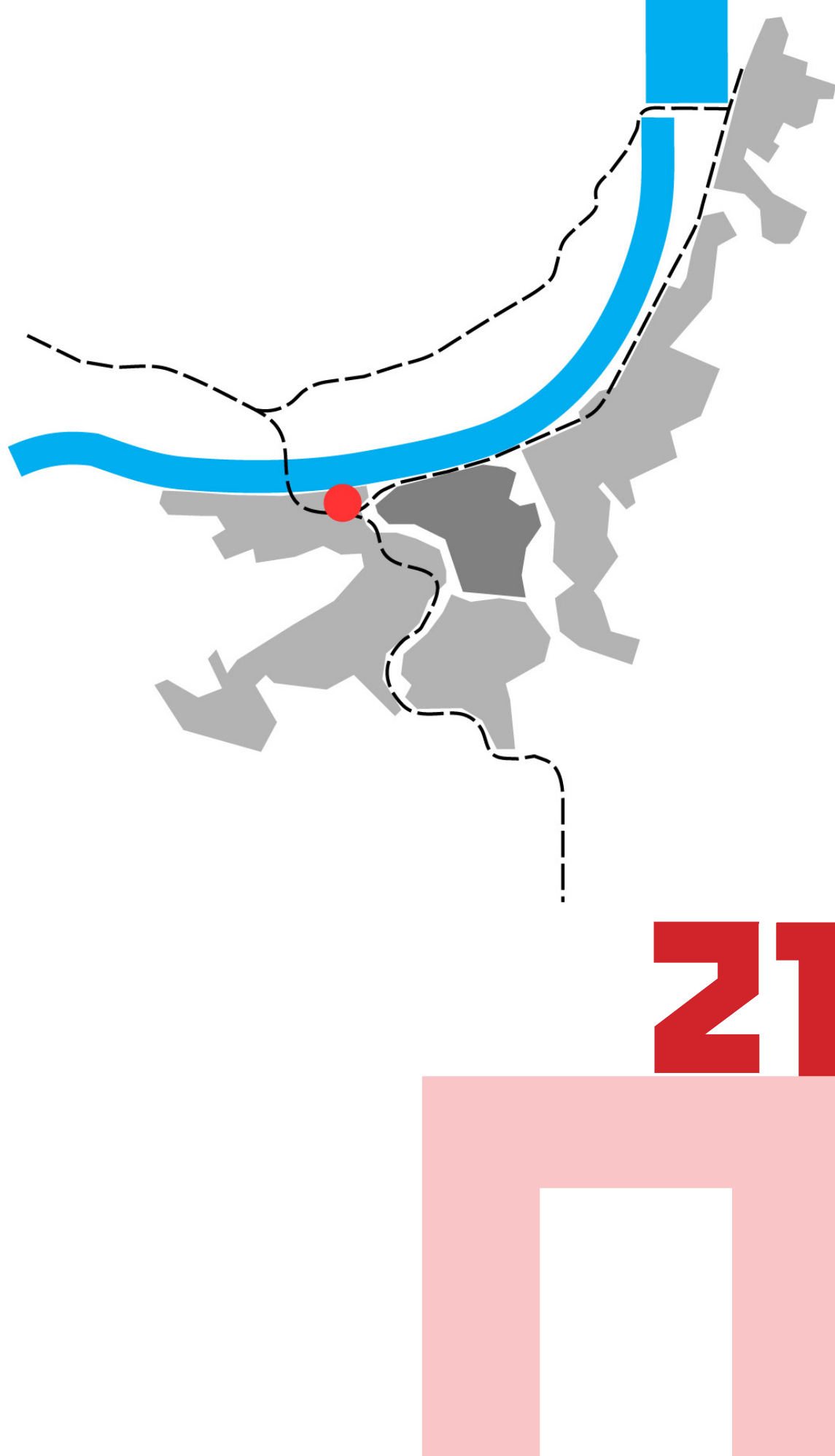


21

Authors:
Yana Golubeva
Dorota Kamrowska-Zaluska
Slawomir Ledwon
Marjo van Lierop
Mikhail Stepura

REUSE ПЕРМЬ II

Strategies for the Reuse of
Underutilized or Unused Built
Environment



The YPP workshop was addressing a unique place in the overall context of the city of Perm. We thought that if the city of Perm is willing to demonstrate its intentions to transform into the post-industrial creative city – this is the place and time to do it – here and now.

The opportunity is here & now to create the new city identity

The vision of Perm

The city of Perm will transform from an industrial city into a city that looks into the future.

Taking the essence and the spirit of the city as a base it is proposed to focus further development of the city according to the vision of «True Russian Entrepreneurship Campus» [1]. Perm can develop into being the place in Russia where a new generation of entrepreneurship is being introduced. This action would mean positioning Perm as the city (and region) where people want to establish new ideas – be it in technology, culture or even in everyday life.

1. Perm DNA Vision by Arthesia, September 2009

П²¹

We consider the station as the gateway to the city, but also to the potential redeveloped district to the north. We propose the brand name for the district П²¹, meaning that it will be the true Perm of the 21st century.

The П²¹ should be the magnet to attract creative and intellectual people to the city, to stop the students from leaving. П²¹ is to become the new vibrant hot-spot of the city.

The whole area should be treated in its complexity and a partnership should be formed between the University & Railway Company & the City of Perm to work together towards the Vision.

“True Russian
Entrepreneurship
Campus”

The Goal: to attract Creativity & Intellect



Current site

One of the goals proposed for the city of Perm is to attract active people to come to Perm, to stay in the city and to work for its prosperity.

There is now a growing trend in Russia to leave one's hometown and search for alternative places to live. Many of these people are creative, smart, knowledge-based workers that look for special urban environments that can meet their needs. These needs can be summarized into three main categories: innovative working environments, diverse housing options, and places to enjoy life.

Work

Live

Enjoy



Future site: the new vibrant hotspot of the



Creating the Image



Beacons
Indicating entrance points to the site



Making a new “image of the city Perm” visible

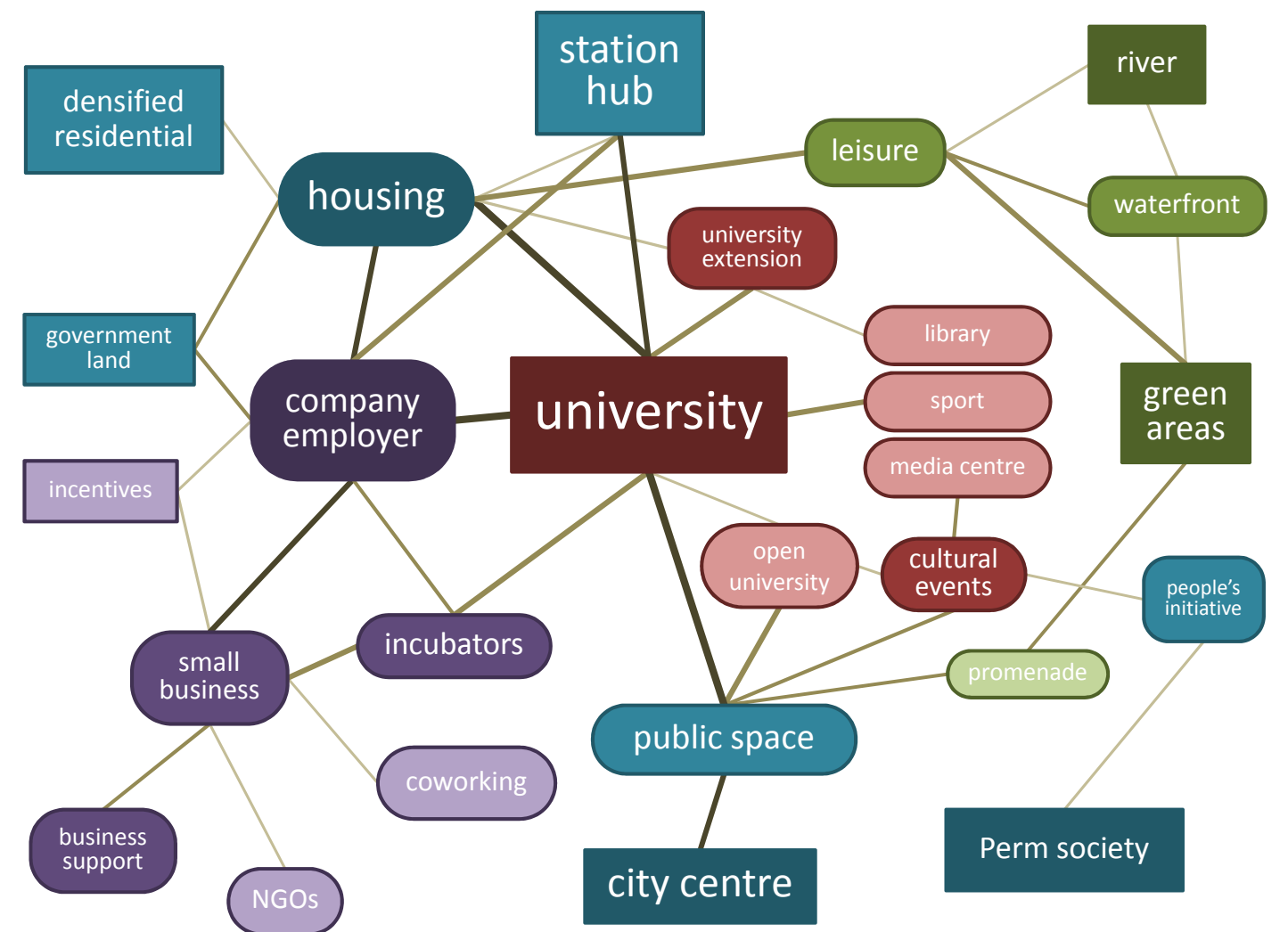
Transformation of post office into a link
with the University/district entrance fea-
ture/Info point



Catalyst Strategy

We envision the catalyst strategy to drive the development. The main development actor could be – **university, big business or large cultural enterprise.**

We propose three possible development scenarios for the area. All scenarios are based on existing assets such as: good accessibility of the area in relation with the train station / transportation hub, governmental ownership of land, proximity of the river, green areas and city centre, as well as densification of the residential area on the south.



University as Catalyst

Currently, the University is planning to expand, which we see as a possibility for initiating the development of the district. Increasing number of students will result in demand for housing.

With the aid of the government, which owns the land, different types of housing can be built, starting with dormitories and student flats for rent.

We believe that the university should also build additional infrastructure, such as a library, sport centre and media centre.

These spaces can hold cultural events in the area. These spaces will be the critical mass creating a lively connection between the University and city centre through new public space.

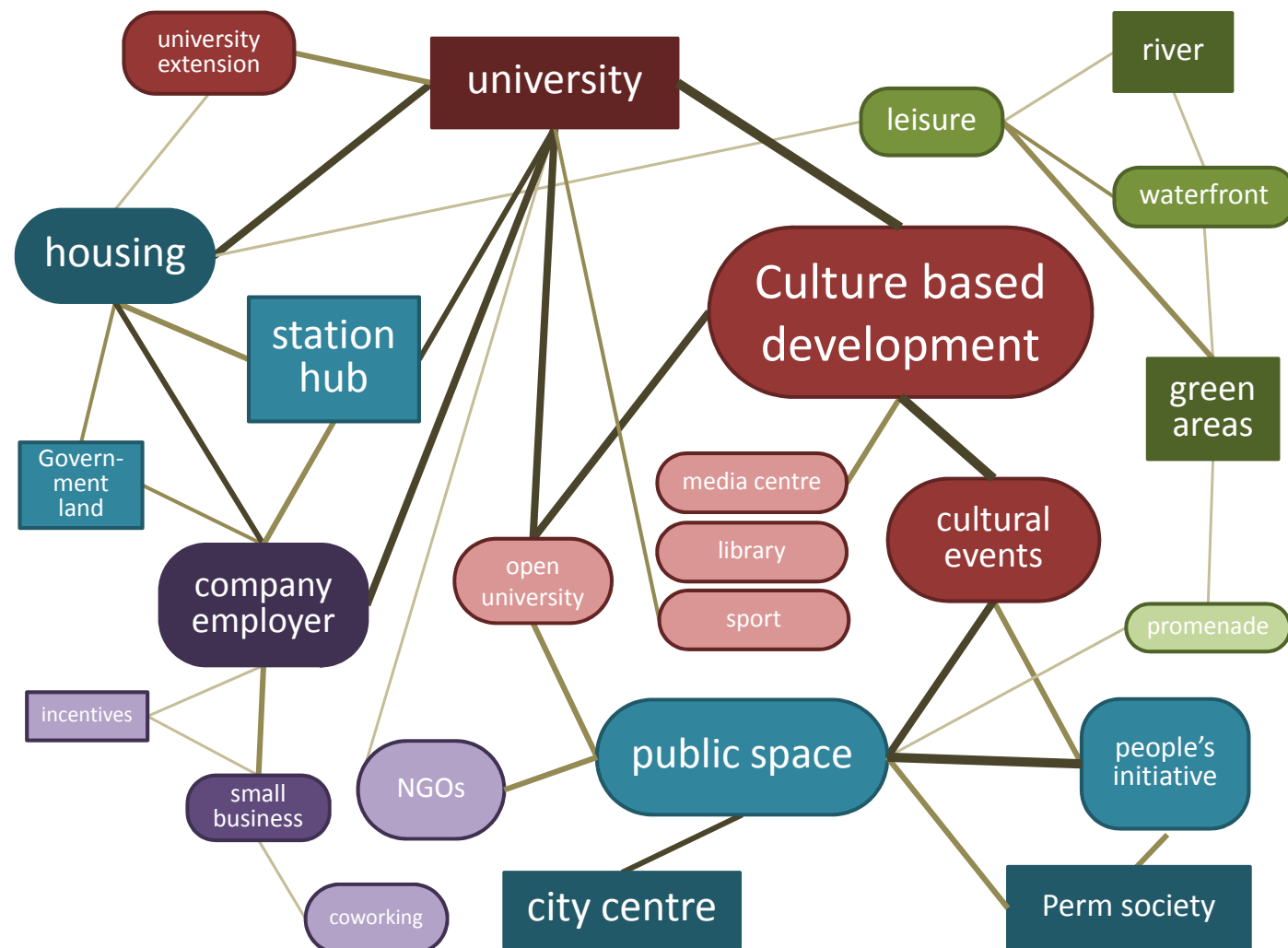
We propose that the University opens to the public both in terms of creating a

spatial connection to the surroundings as well as organising and holding public events, such as lectures, workshops and exhibitions.

The University will attract small enterprises through incubators, while the government can aid with incentives. This method will be a magnet for business support companies, non-governmental organisations and co-working facilities, which would create a vibrant mix of entrepreneurship.

We also propose civic activity by creating spaces for cultural events that can be designed and executed by the Perm community, in order to attract the entrepreneurs inside the district.

Once the district is branded and vivid it will be easier to catch the attention of a large company that could be based in Perm21.



Culture as Catalyst

Most of the mass-events in Perm such as the famous festival of White Nights take place on the Esplanade. It is important to introduce smaller air-open events to Perm 21 project area.

There is the possibility to conduct the strategy of revitalization of the area through small scale activities with limited financial recourse.

One of the aspects of this strategy is to encourage local NGO's to focus their activity on the Perm 21 project area.

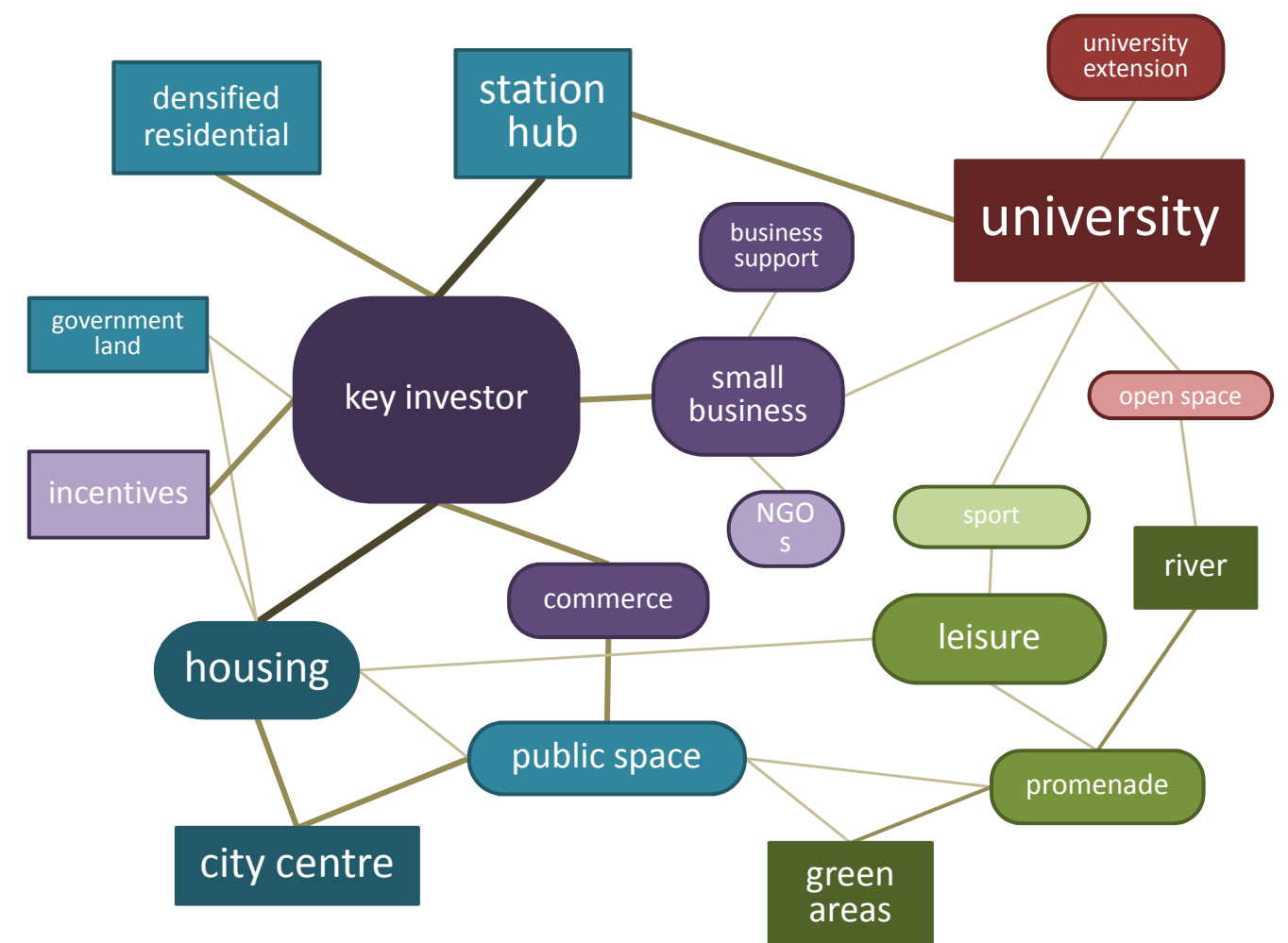
We should consider temporary use of existing structures. By permitting local artists to live and work in abandoned or underutilized structures with no charge, 24-hours-a-day activity could be provided.

A Key actor for this strategy would be the cultural center, possibly with the extension of PERMM – Perm Museum of Contemporary Art.

Both branches of the museum, the one in the River Station Hall and the one in the area of Perm 21 project, would be situated on the waterfront of the river Kama.

The University plays an important role in this strategy not only as a knowledge and education centre but also as a hub of creativity and innovative thinking.

We also propose cultural activities, which will help to diffuse creative thinking by organizing an open university where all the Perm citizen would have possibility to attend lectures and seminars and which could be a place of artistic events such as expositions and concerts.



Big Business as Catalyst

Presence of an international company in Perm 21 project area will be a catalyst for the transformation of the whole district.

The R&D sector company could be connected with the profile of the Perm State University and its strong position among life science research conducting institutions.

This area attractiveness for the investors could be increased by incentives like tax reduction. The presence of a major company would be an opportunity to develop small business which would provide services or events, and act as subcontractors for the key investor.

Above-mentioned factors could lead to increasing demand for residential developments like lofts, short-time rental apartments, hotels and commercial services.

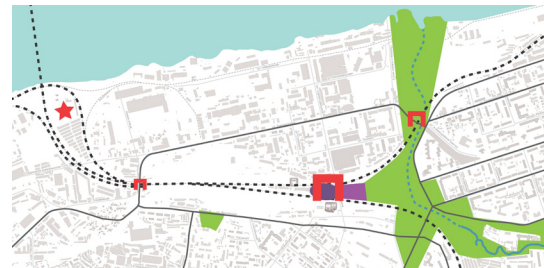
Creative class and knowledge-based

workers need vibrant, lively environments in proximity to the city centre, spaced full of events and leisure activities. These spaces will be provided by sport and leisure facilities as well as new public spaces like a promenade on the waterfront.



Spatial Strategy

We propose the spatial strategy which consists of seven principles. These principles will help to turn the area Perm21 situated between station Perm II and Kama River into an attractive and liveable environment for knowledge workers. These principles can be seen as steps to improve Perm21 and are put in sequence that in our consideration will give the best result. However the different principles can be implemented simultaneously.



1. **BEACONS** - to put Perm21 on the social map and in the mental map of visitors we propose beacons. These beacons will be placed at the entrances to Perm21 and along the railway will welcome visitors coming by train to Perm. To mark the entrances, portals in the shape "П21" will be constructed.



2. **CATALYST** - One or more catalysts are needed to start the process of revitalisation of Perm21. One of the catalysts can be Perm State University. A link with the station area should be made to promote the activities of the catalysts and at the same time promote Perm and Perm21.



3. **OPENING BY GRID** - A grid will open up the existing urban fabric for new developments. The grid consists of roads parallel to the Kama River and roads towards the river which end at open places at the bank. The roads will have clear separated pedestrians' paths and have a green image with tree rows. The streets parallel to the river will be broader with big trees standing alongside. The roads towards the river will be more open than the parallel roads, and have transparent birch trees.



4. **TRAM TO ACCESS** - By adding good public transport, such as a tram, Perm21 will be become more accessible.



5. **MIXED USE** - In Perm21 mixed use will be promoted. Within one block, the different functions mentioned in the catalyst strategies, can find a place. Empty warehouses can be turned into dorms, ateliers and lofts or give room for cultural events, exhibitions or pubs and cafes. On vacant plots new functions related to the university such as a library, R&D labs, and media centre can be build. The aim is a large variety of functions which give the area a boost.



6. **GREEN NETWORK** - While Perm21 is developing, a high-quality environment will be demanded by the inhabitants. A green network will enhance the living quality by creating a green buffer between the area and the railway emplacement and giving room for kids to play and room for recreation. The green network will contain attractive recreational routes which will connect Perm21 with the rest of Perm.

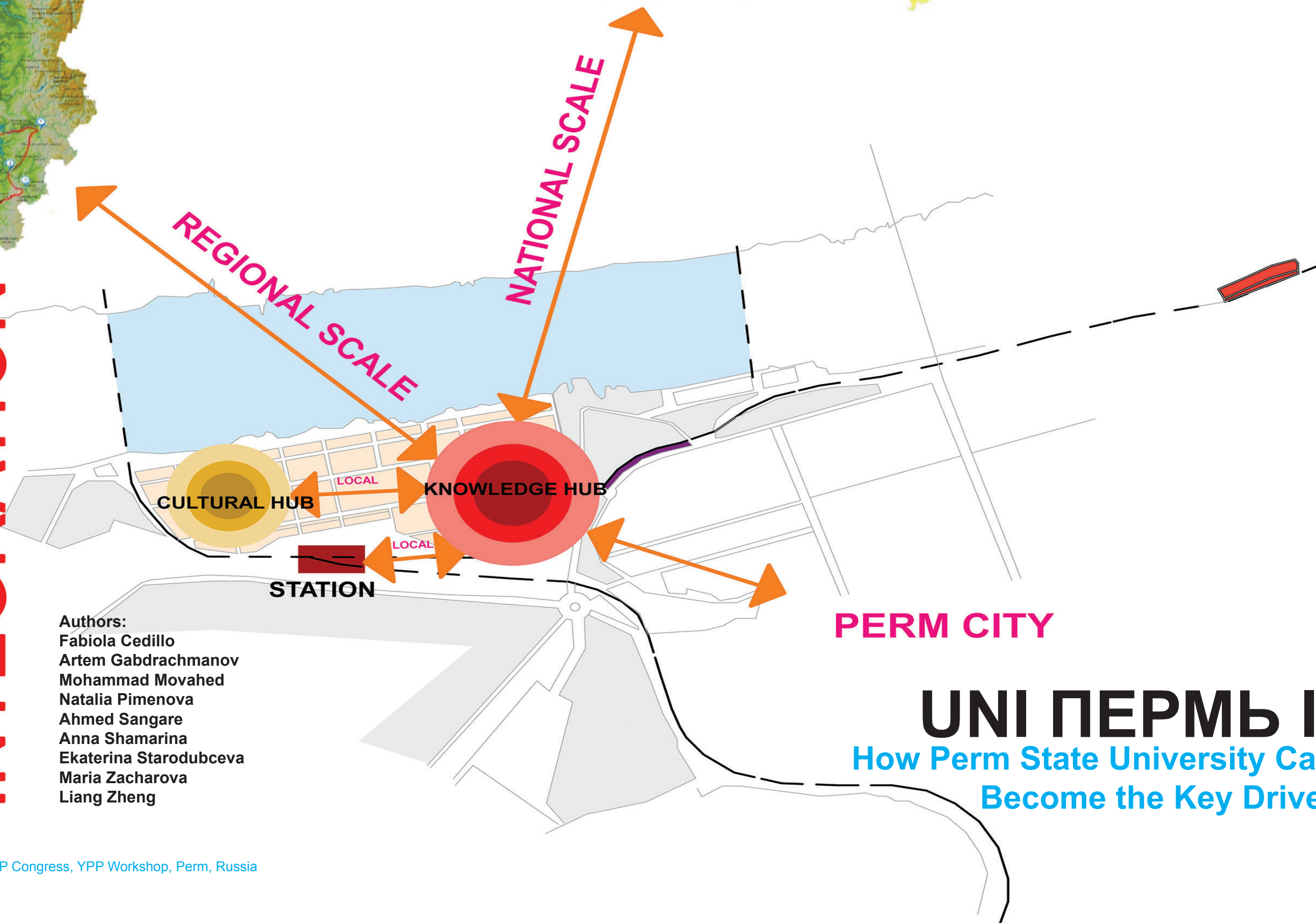


7. **REDISCOVER THE WATERFRONT** - The waterfront must be rediscovered. We suggest developing an open waterfront for recreation and entertainment. A promenade along the whole strip of Perm21 will allow people to enjoy the view over the river. From the promenade the waterline can easily be reached and there is room for activities such as swimming, playing and fishing. On the other side of the waterfront several shops, pubs and cafes can be situated.

PERM REGION



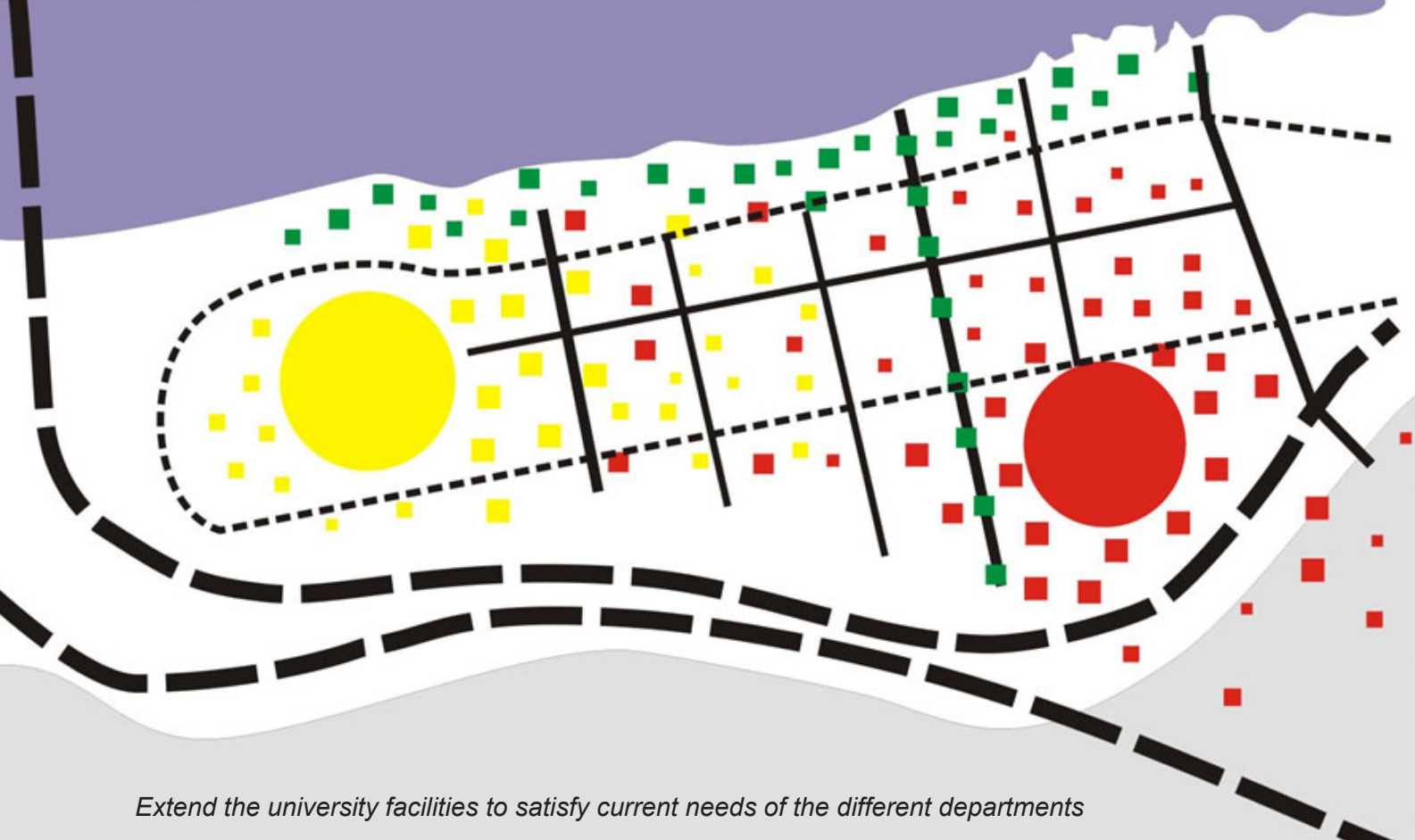
INTEGRATION



Authors:
 Fabiola Cedillo
 Artem Gabdrachmanov
 Mohammad Movahed
 Natalia Pimenova
 Ahmed Sangare
 Anna Shamarina
 Ekaterina Starodubceva
 Maria Zacharova
 Liang Zheng

PERM CITY

UNI ПЕРМЬ II
 How Perm State University Can
 Become the Key Driver



Extend the university facilities to satisfy current needs of the different departments

The objective is to enable Perm State University to be the catalyst of the regeneration process in the short term, and the linchpin at different scales in the long term. To this end, two main strategies are proposed; first to strengthen the existing knowledge hub and, second, to develop next to it a new creative industry hub.

Strengthening of the existing knowledge hub

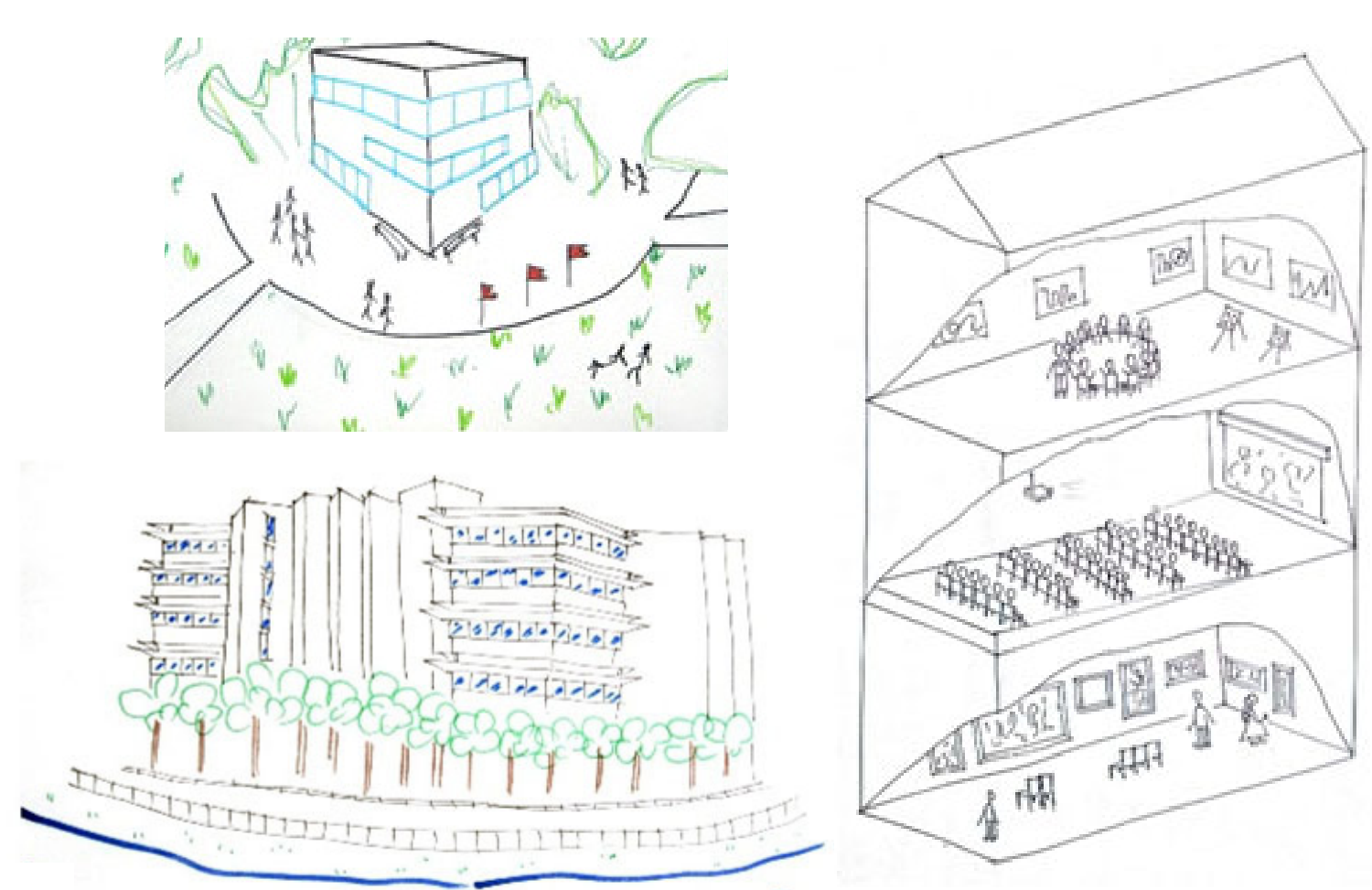
The first strategy, involves extending existing facilities and creating new ones that meet current needs for teaching, researching and exchanging activities.

For example, laboratories for scientific and social sciences, halls, specialized centers, workshop rooms, meeting rooms, computer rooms, among others. Next to these, three major developments are proposed.

The first is a Central Library and Media Centre to be shared by all departments. The other two are auditoriums; one is proposed as a Interuniversity Center, where all the universities in the city and the country can gather in a variety of formats exchanging information and linking people, interests and ideas; another is proposed as a University-City exchange center to serve as a platform where researchers and Perm residents can engage over results and issues investigated at the university.

Finally, a hotel/hostel, bookshop and alumni café are important business projects also proposed.

The Alumni Café would be the first one in the city, inviting older generations to reconnect with the first university in the Perm, and reinforcing the process of connecting city residents with the knowledge hub offered by the university.



An important part of the proposal is that each of these business projects is developed and permanently managed by students from the faculty of economics, therefore providing students with hands-on learning opportunities.

Additionally, two studies are proposed as preliminary and to be realized by the university departments of Perm State University.

One concerns a soil quality assessment of the area previously used for industry purposes, led by the chemistry department in partnership with other relevant departments of other universities in the city. The objective is to identify the potential risk of the soil, and to develop a corresponding remediation plan to improve the quality and sustainability of any redevelopment in the area.

A second objective concerns a socio-economic study based on the life stories of the social and economic experiences of the existing informal street vendors in the area, particularly those who have worked there for a long period.

The objective is to integrate their local knowledge in the regeneration process setting off a knowledge exchange between the different users in the area, researchers and street vendors. Both studies will bring essential knowledge



New creative industry hub

The second strategy involves creating a cultural neighborhood that provides cultural, business and housing opportunities for students, teachers, workers and businesses that form part of the existing and growing knowledge hub.

For example, creating spaces for artists workshops, galleries, exhibition and performance spaces for all types of art (outdoor and indoor), participatory art, cultural centers, community centers, dance and theatre workshops and performances, literature reading events, river and park associations, and spaces that provide opportunities to organize events that allow for the exchange ideas, opinions, and interests.

Next to this, an Industry Museum is also proposed with the objective of remembering the old use of the area and role the industry played in the development of the city.

A fundamental part of the proposal consists in reusing the historical industrial buildings and promoting their refurbishment to integrate new technologies that improve the quality of lighting, windows, and other structural components.

This latter is important because it would allow for a mixture and dialogue between the old and the new architecture. Moreover, it is envisioned that some of these activities are also anchored in buildings that form part of the knowledge hub and, vice versa, knowledge hub activities anchored in the cultural hub.

Additionally, the typology proposed for the cultural hub is one able to integrate housing and businesses opportunities; housing for people working in the creative industry as well as for those studying and/or working in the knowledge hub, and businesses that may sprout in between the mix of uses to serve the different users.



To create a cultural neighborhood that provides cultural activities and opportunities to students and the city.



To provide spaces for new businesses to flourish while providing services to the cultural and university.

Business examples include rental of office and networking spaces that can serve as incubators for starting businesses (from the creative industry or other), food markets, restaurants, fast-food shops, supply shops for the art and student industry, kiosks, post office and other government services, flower shops, gift shops; electronics, butcheries and other first-hand sources of food, hostel and hotels, bookshops, travel shops, cafes, training centers, child-care centers, and others.

Additionally, a major cooking school-restaurant is proposed in the area to serve as a pilot project that combines the users and activities of the two hubs (knowledge and creative).

The proposal consists of training chefs on how to cook elaborate traditional food from the city and region of Perm, as well as from other parts of Russia.

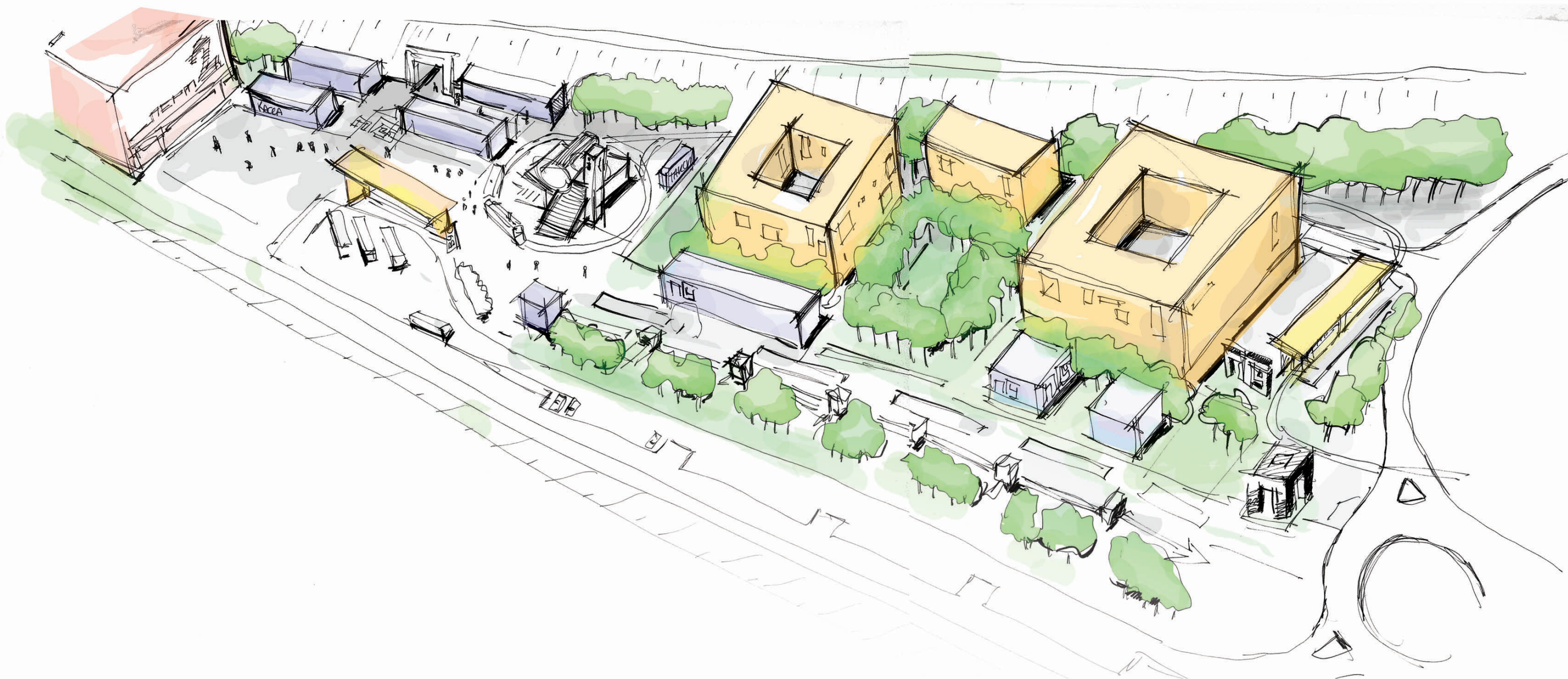
This creates jobs and training opportunities for future employment while also contributes to strengthening traditional cooking techniques and varieties. The training would also extend to high quality presentation, serving, and customer service skills, and integrate a restaurant

as part of the school project. The dishes prepared in the training courses would be served in the restaurant at an affordable price attracting many clients from both hubs.

The central idea is to provide a high quality service that strengthens the local identity of the renewed area, while providing employment, training, business, and food amenities to the range of users.

Finally, a new tourism office in the heart of this hub is also proposed as its proximity to Terminal 2 would be very convenient for those visitors arriving through this terminal, bringing them right into these hubs as the main gateway to the rest of the city.

For this reason, and in parallel to the objectives of rescuing the riverfront, it is also suggested to rescue the old tracks and integrate the use of a sustainable energy transport to connect visitors and users of this area to the center of the city.



Authors:

Diwakar Kaushik
 Andrei Kostuchenko
 Elena Kovyeva
 Anastasiya Kuznetsova
 Lukasz Pancewicz
 Polina Yuzhakova
 Ahmad Sohail

STOP ПЕРМЬ II

How Perm-2 Station Can Function
 Better as an Urban Driver

Perm is one of the major regional centers in Russia, capital of the Perm Region. In economic terms the city functions both as important industrial and academic center as well as a major rail transportation hub. Perm, as many other Russian cities, is facing serious challenges such as stagnation of the local population, need to modernize its infrastructure, to maintain existing economic base and to attract new investment. Proposed intervention in the Perm station area can help to address two key factors that can affect economic growth, issues of quality of life for residents and good connectivity of the city.

Upgrade quality of life (QoL)

This factor affects the wellbeing of the residents. It is determined by how much a city can be efficient, user friendly, safe and aesthetic the city is for its visitors and residents. In economic terms, QoL can affect the availability of human capital for the local businesses. Whilst, alone it is not a decisive factor, it can impact location decisions for employees and businesses. It can also positively or negatively affect both happiness and productivity of local residents. In the context of Perm Station - issues such as ease of use, legibility, functionality, security will be of key importance.

Strengthen connectivity

This factor can be associated with enabling the easy and efficient flow of passengers and goods to the city. Railway hubs play an important part in achieving good connectivity as strategic components of transportation infrastructure. Currently, Perm-2, as a part of Trans-Siberian Railway, is a major cargo interchange, and passenger traffic plays a secondary role. In a future, with slower population growth, the city will have to attract commuters (or migrants?) from other regional cities to keep access to human resources and thus maintain the economic advantage over the other cities. Linking the station with other modes of transport both long range (air, rail intercity), regional and local (suburban traffic) will support the strategy. In that sense the station will have to balance both needs of cargo and passenger traffic. That is why improving the station's passenger terminal is of key importance.

Discover local attractions

At present, the land situated in close proximity to the station is underutilized in terms of uses other than transportation. The Perm-2 Station is situated at the western border of the functional city center area. Park Kamyeni, a triangular open space, that is wedged between two rail embankments, is situated between the station and the city. The Station also borders with the large industrial area of

Dzerzhynski Factory to the north. The industrial uses are slowly declining. The campus of the Perm State University is also located in that area. The University is one of the major academic institutions in the region. It has the potential to expand into the surrounding areas. To the south of the station, separated by the cargo tracks, the land is already in use by existing residential facilities. The residential area, comprising of both 'Khrushchevka' houses and newer, prefabricated mass housing, is in need of regeneration.

Overall, the station area is separated by rail track embankments that limit the accessibility, both for vehicular and pedestrian access. As the multimodal transportation interchange, the main plaza of the station is a hub. The passengers can access buses, trolleys and taxis. Tram lines that connect the station with the city are also available for the passengers. The system is working but it could be improved. Long term plans aim to separate and place the bus terminal to the south and individual transport to the north of the station area.

In terms of connections with the city center, the distance between station and city does not allow for convenient access on foot, yet at present the station is well connected with the city via public transport. Visually, and also in terms of perception the station appears to be separated from the city center.

Navigating the station is possible but not comfortable - there is lack of clear signage and information, the space is cluttered, and small scale retail is not managed. Tram stops are separated from the main entrance. The quality and safety of pedestrian environment (underpasses and overpasses) is poor. In terms of functional aspects, the station area, especially the plaza, appears to be one of the busier parts of the city, due to concentration of both the pedestrian traffic and small scale commercial activity.

Existing planning proposals

Perm Master Plan by KCAP advocates increasing the density of the city, improving the land use patterns, focusing on the development on the areas served by the infrastructure in accordance with a 'compact city' model. It also recommends the redevelopment of the area within the surrounding areas of the station (such as redevelopment of Dzerzhynski factory area as a new brownfield regeneration scheme, or changes to the road transportation network). Still the master plan does not address the development potential of the Station site itself.

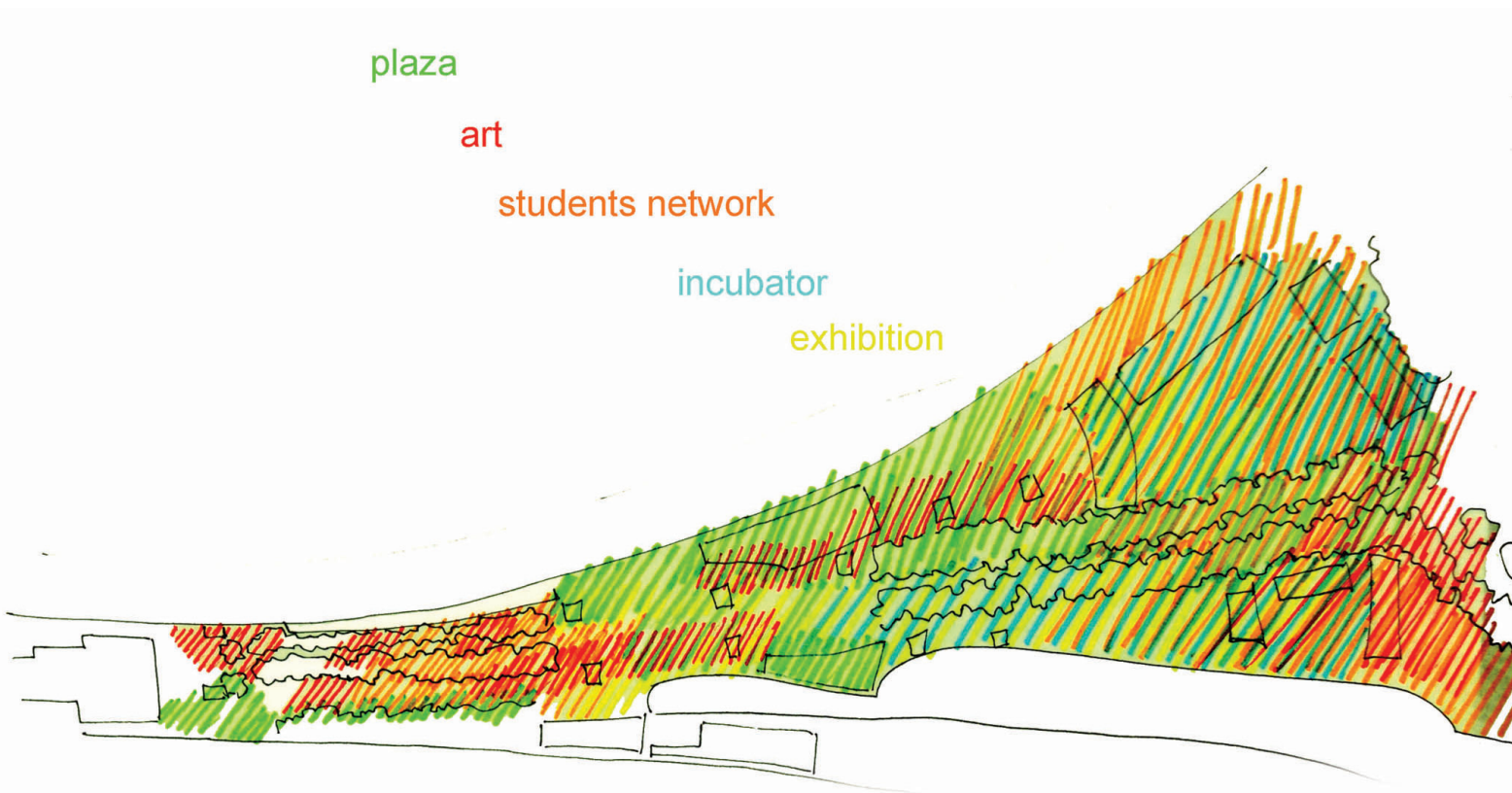
Notably, the Deutsche Bahn project for Perm II provides a comprehensive vision for the redevelopment of the station - key elements of the proposal included restructuring of the passenger traffic through development of the underground passages. These include location of



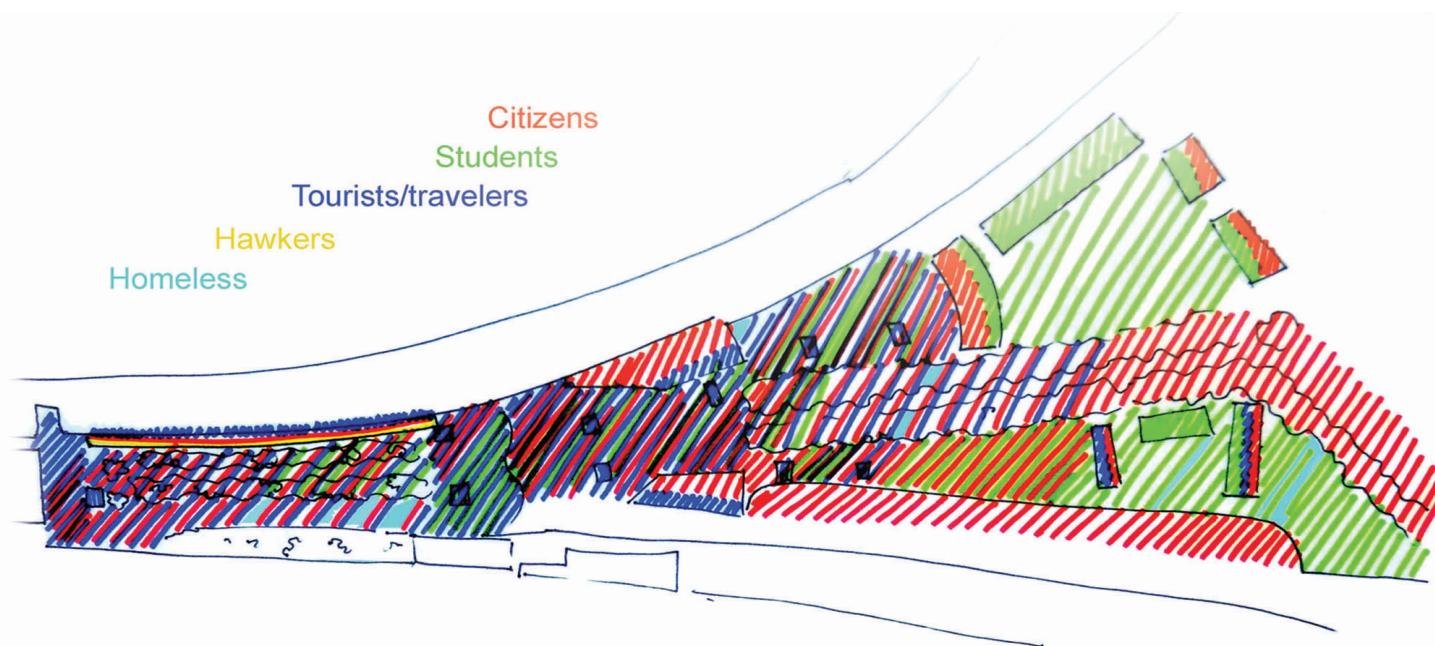
Existing park - underutilized prime real estate land in city area



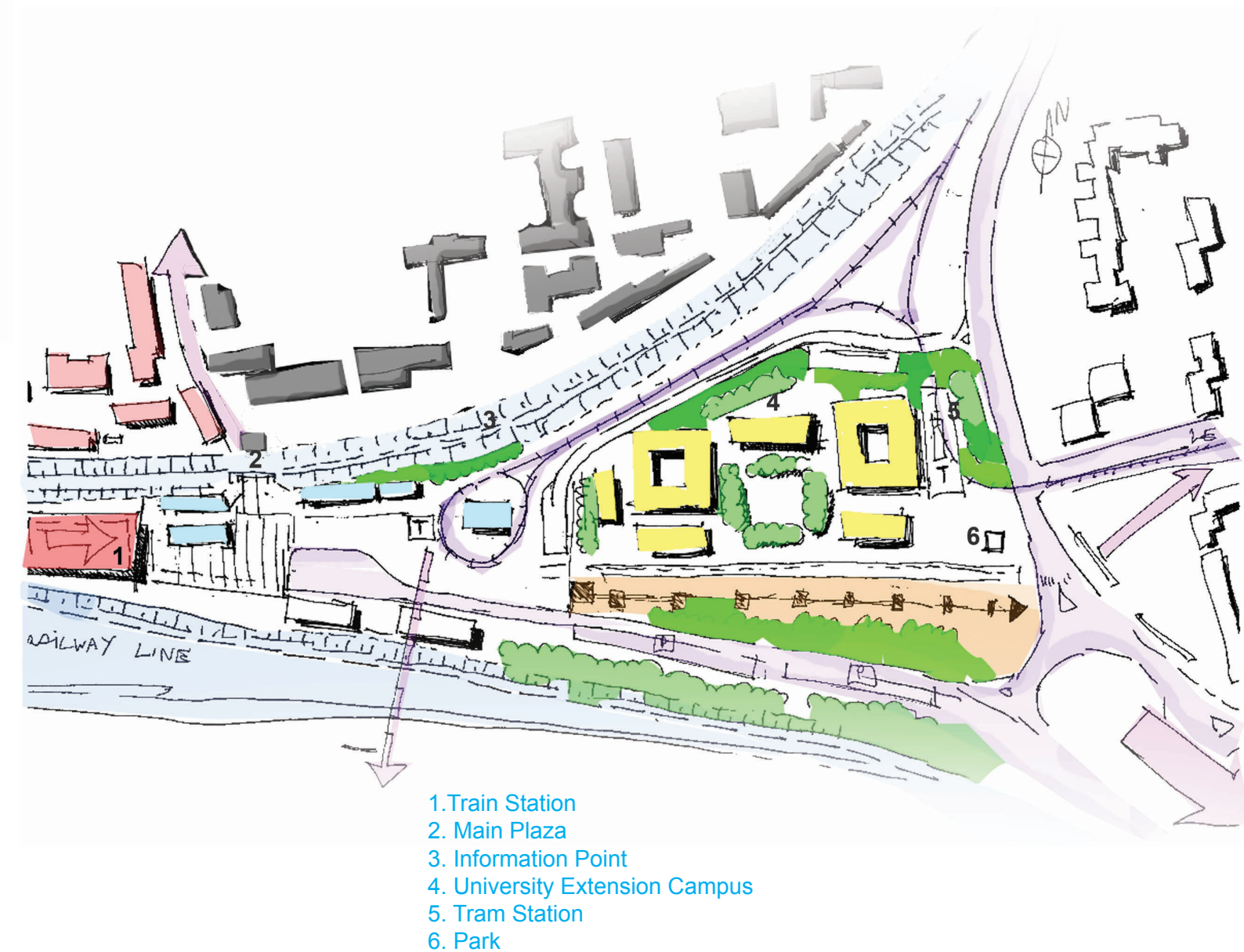
Train station disconnected with city due to existing parking space in front & bus & train station



Mapping of Institutional Activities



Mapping of User Activities



**Station as a New Center,
focusing multiple activities:
small scale commercial activity, recreation, connections**

the retail uses in a new concourse, and reorganization of the public transport networks serving the station. All further projects have been elaborated by the railway company on the basis of the project. The team accepted the proposals for the development of the station as a given.

Focus of the project

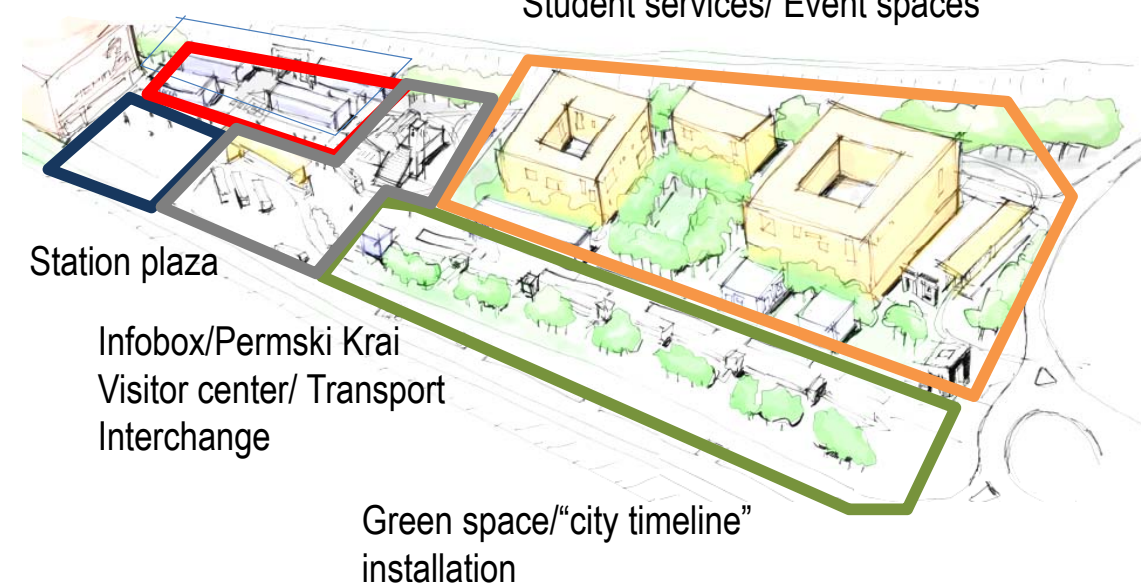
Our team identified a series of planning and urban design issues, which formed the basis of the proposed interventions. In the initial phase, our team considered the broader spatial and economic context of possible interventions. The team assumed that the key functional and transportation related issues had been dealt with in both the Master plan and the Deutsche Bahn (DB) study for the station. Therefore we focus on the areas between the station and the city - the development of the main plaza and Sad Kamney.

Perm-2 as urban space: Visual aspect Perm-2 as a “Face of the City”

The station area functions as a first point of contact for the visitors to the city. For the commuters the functionality of the station is probably more important, as it can affect their daily trips to work and home. Still, visual and functional issues are interconnected. In that sense the plaza gives the impression of being a part of a poorly managed train station space and not the part of the urban realm in a same way as urban streets, parks or plazas. The functional core of the city - spaces such as the Esplanade, main retail areas, public buildings in the city center appear to be far away from the station area. The disinvestment in the station area resulted in a poor perception of the space. Apart from exploiting the potential of the open spaces and parks as gateway points into the city the opposite is also possible – the park/open space offering something in return to the citizens of the city. This untapped potential of the plaza was a starting point of the intervention strategies developed by the team.

Small scale shopping

University expansion/ Spin-off uses
Student services/ Event spaces



Functionality: Poor linked and underutilized

The station plaza area is busy but at the same time cluttered; it does not allow utilization of its full commercial and functional potential as it lacks organization. Sad Kamnej is also underutilized, mostly due to distribution of the passenger flows from the station and the university (mostly to the public transport stops and not to the park). The adjacent institutional users - mostly Perm State University, which could support the development of the station, have poor linkages to the station area.

Opportunities for development

The proposed upgrade of the station can act as a catalyst in the process of redevelopment of the whole station area. The Project has the potential to increase the functionality of the station. The railway company and the city are bidding for the government grant. The company has also a stake in adjacent lands (railway yard, building and public spaces). Municipal government as another key landowner can act as a partner supporting the development of the project outside the immediate area of the station.

(1) The University of Perm needs land to expand and currently is constrained by the industrial uses within Dzerzhynski area.

The Perm State University should have the potential to expand to facilitate infrastructure for research facilities - both university run and private companies that could benefit from the location of this institution, especially these doing research-based work on so-called natural sciences - biology, chemistry and physics.

Also the additional uses that may support the university (some of the student services or commercial services - such as hotels for travellers) could be located there. Whilst, some of the “brownfield” areas could facilitate such uses (especially low cost lab space for start-ups), areas in proximity of the station can offer better opportunity for development of the new structures, on the municipal land in a highly visible place.

This university-industry partnership and possible incubator spaces to showcase native “Perm Products” developed by such partnerships is seen as another intervention that can reposition the



Perm 2 station and create an “image” for the place. Commuters to the station are greeted by these unique student-business spaces and clusters with buzzing local commercial activity.

(2) Station plaza is one of the busier parts of the city, so it has strong commercial potential. The volume and flow of the passenger traffic makes the station one of the key passenger stops on the Trans-Siberian Railway. The DB proposal aims to capitalize on this flow by allowing for development of the retail uses within the new concourse. Still opening up the station will enable greater accessibility to other parts of the neighborhoods - placing the station in the middle of new pedestrian connections between residential and industrial areas.

The proposal can build upon this potential to allow for location of the additional uses that could benefit from these flows and are not addressed by the DB proposals - smaller scale and street retail, other supporting uses - hotels, food

vending or other urban uses such as new offices, depending on the local market conditions.

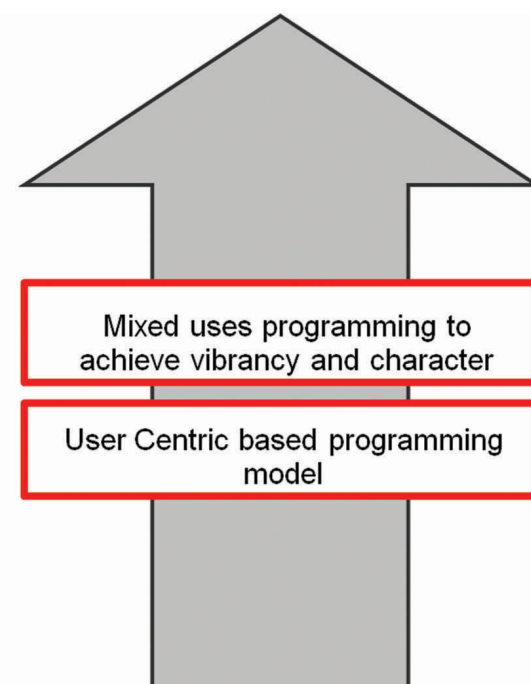
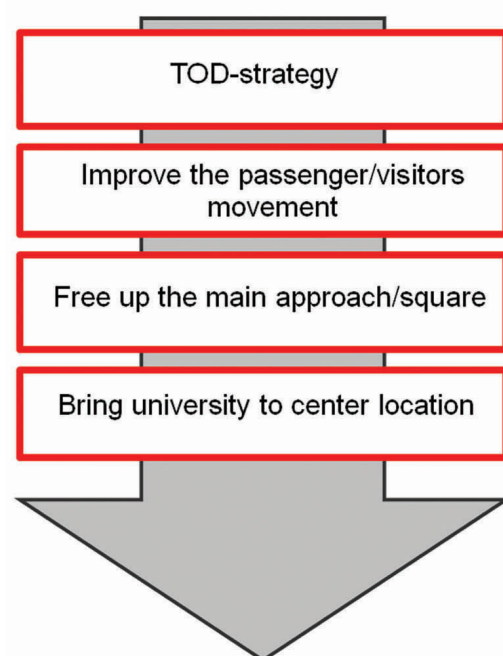
Two types of the strategies

The strategy is built on the basis of smaller interventions that could be delivered independently but together form a greater vision for the development of the area. The proposed strategy is based on two types of interventions:

Top-down

Based on large scale interventions that could be done by larger stakeholders (railway company, municipal government, large development companies). Such interventions are based on long term, fixed investment, mostly in hard infrastructure (roads, buildings).

Redevelopment of the station is example of such strategy. Infusing new uses within the park and creation of new developable land with the new uses can also form part of this approach to transform the region.



Scalability of such development can also be controlled to achieve desirable results that aid in such a transformation through infrastructure development.

(1) Develop the station plaza as a Transit Oriented Development (TOD) approach

We recommend that the station plaza could be redeveloped as a multifunctional space that could take benefit of location of other potential uses in close proximity - small scale retail, university, interchange hub. The design of the plaza should take into consideration needs of various users, apart from passengers - students, retailers and vendors, other vulnerable users. Design would aim to diversify the uses, place zones for retail and passenger traffic as well as temporary uses (such as event spaces).

(2) Place an urban information point in the entrance area of the station

We recommend that a city information point could be placed in a visible spot at the entrance to the station. The structure could be designed as a temporary structure (as Berlin Infobox) and architectural feature (such as TKTS point at New York's Times Square). The aim is to enhance the navigation through the city for the visitors, it could also be a project bureau for the station redevelopment proposal. The point can host other uses such as a cafe and bar.

(3) Expansion of the university and better connectivity between the station and other areas

We recommend placing a northern portion of the Sad Kamnej, which is in the city ownership as a potential expansion zone for university-related uses - they could include private offices, labs for the university-related companies (MIT University Park campus at Sidney Street is example of such development). Other uses could include other commercial uses that could be based on access to both commuter, passenger and student populations - a hotel, recreation uses, food vending could be considered as optional use.

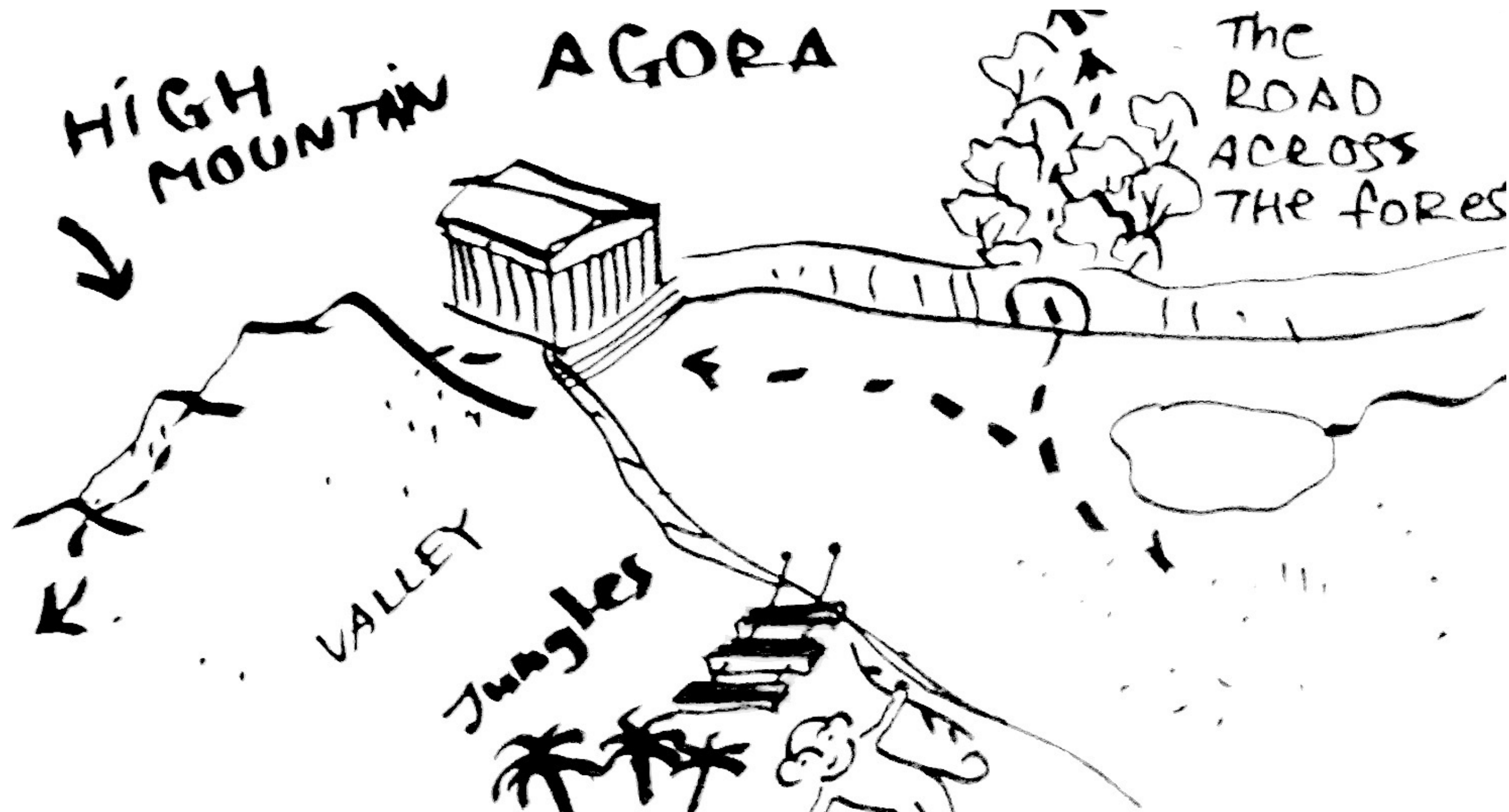
(4) Upgrade the landscaping of the Sad Kamnej along the route to the city

This intervention aims at improving the existing uses of the park. Example of such intervention could include a landscape feature with a city timeline as a park feature that starts at the border of the park and culminates at the sculpture of the letter Pi to guide the traffic. Other concepts could include location of the small pavilions for vendors.

Bottom-up

These ideas are ‘soft’ strategies that could be applied faster and are based on management of the space, such strategies can be applied by the current users and are aimed at applying fast improvements. Also, bottom up strategies would be aimed at enabling other users (e.g. small local retailers, street vendors, other users) to get involved in the project. Bottom-up strategies allow for more flexibility as their impact is less based on expensive investment. Adding new signage, setting up the rules for street vending, enabling temporary land uses are example of such strategies. Also social strategies - such as programs aiming at helping the homeless or the poor, who use station as their home, would be fall under this type of strategy. The intention is to interweave common activities of various smaller players (small commercial vendors, pedestrians, retailers etc.) into shared spaces and zones. This will add vibrancy and character to the Plaza in smaller scale and station area in a larger scale.

We propose that in addition to a major short-term investment, bottom-up activities could be implemented within the station area. Such proposals could include moving a long and short term parking to the north of the station, placing more signage with bilingual information (as it is in the Perm city centre), setting up clear zones for retail and passenger traffic, launching consultation with other actors in the area that could help in programming the uses within the station plaza, engaging with the social services to address the issues of homelessness within the station area.



Authors:
 Polina Koriakina
 Viktor Korotych
 Malaz Saif Ul-Eslam
 Morteza Yaghoubkhan

LINK ПЕРМЬ II

How to Link Places and People

The definition of links

The most obvious link is the transportation network. Additionally, 'intraorganizational linkages', as a unit for the resource exchange in big corporations, a term from the strategic management, was taken into the consideration. When we are trying to connect a particular area with other urban districts we do not have to forget about the complexity of the whole organism of a city and about the goal of a project. The main aim of the 'linkage project' was to create a livable community: the community of social inclusion, of the developed economy and the community with the improved quality of life. The goal was formulated on the assumption of the field analysis; the interviews with the dwellers of the project area and the attempt of foreigners and the Russians to understand the inhabitants and Perm city during a short workshop. As a result we received a multi-level model of tangible and intangible linkages, with their interrelations and intersections.

Intangible links

Intangible linkages include our project itself and the community of the city. This means that the cooperation of the stakeholders within the project, namely, the process of interaction between the government, public sector, private sector and the environment (represented by urbanscape, landscape, culture and history of the region). The process of the project development should be based on the system of the regional, state and international (Russia entry to the WTO) laws and regulations and the not-fake-participation of the dwellers (not only the active citizens, but representatives from the different backgrounds and age groups).

Given the lack of experience of the post-Soviet people in the solution-making process in the current social and political situation of Russia, there is a necessity of the top-down, responsible and adequate initiative of the government under

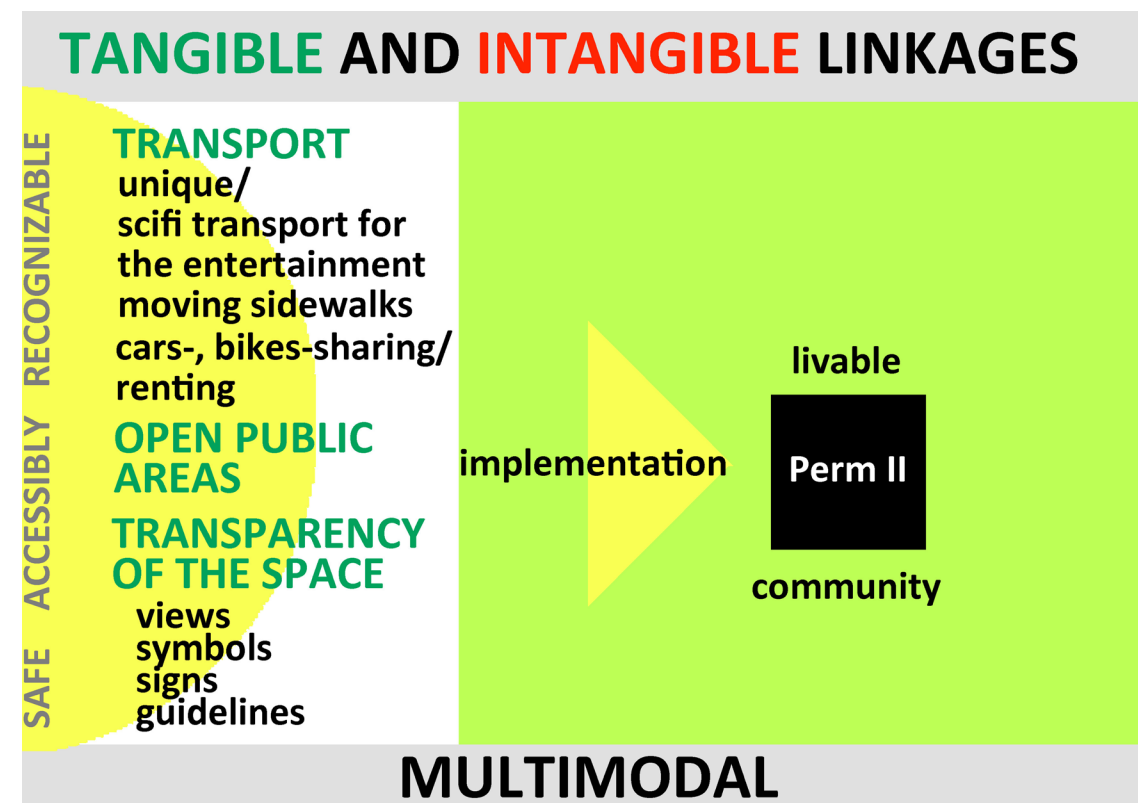
the control of the public opinion and Media, NGO's, non-profit organisations and other stakeholders.

After the analysis of the master plan, the general plan of Perm, and the strategies for the Perm2 station, our team came to the conclusion that the future of this district is an expensive project of the transformation into one of the thousands of European models of the railway stations with the creation of the perfect infrastructure solution, the modern and designed buildings, shopping malls and offices opportunities. However, a question may be asked if this country and this city really needs these solutions or can afford this project. Is this 'perfect' solution suitable for the reality of the transitional society?

Nowadays, even the developed countries are faced with the problems of gentrification, eviction and empty areas with office buildings, the "deserts" or in the contrary cloaks, which had appeared several

years after grafting of the development. For example, the post-economic boom in Barcelona after the economic crisis on the one hand, and dense or shrinking city's areas, on the other (for example, the district of the Plaça d'Europa). When the developers are trying to implement large-scale projects instead of the careful revitalisation of the particular areas, it is necessary to think about the consequences.

The questions to be asked are: Is this economic vaccination so important for a particular city in the particular country or will it simply solve the immediate problem, destroying the current life of the inhabitants and the future natural development of the community? Will this project improve the economy of the city or could it blow up the "organised complexity" of the community? Will this project attract new dwellers and stop the shrinking of the city or does it not deal with the current reality at all?



According to the UN-HABITAT data, World Bank statistics, the official statistics of Perm regional authorities and the Ministry of Health of the Russian Federation, poverty index in Perm is average for Russia: 16,55 - 27,39; the subsistence minimum is less than EUR180 per month, and at the same time the minimum pension for the unprotected groups of society is EUR 24/month; the medium salary is EUR 618/month and the minimum salary is EUR 113/month. Furthermore, UN-Habitat included Perm in the list of today's shrinking cities with the population of more than 750 000 inhabitants.

The ideal solution does not exist; our group had to avoid the superficial solutions, not falling into the trap of a "quick fix". That is why we prepared two strategies for the different scenarios. The first scenario corresponds to the needs of the existent master plan's strategy. It is a case when the economy is stable in Russia and there is enough funding for the realisation of the ambitious plans. The second one is a little bit negative,

assuming that there will be not enough governmental and private companies' funding, so everything will depend on the community. A crisis can be a catalyst for the best solution for the problems. Inhabitants must believe that their city is their heritage, which they are responsible for maintaining and which they want to maintain. According to the second scenario, there will be no participation of the famous architects, only the existing environment will be improved. From the beginning both strategies were integrated into the strategies of other working groups.

Tangible links

These include public physical elements: transport; open areas and the transparency of the space. Providing all the citizens with the benefits of usage of this network are based on the three main principles: safety, accessibility and recognition. Safety is a basic need of the city public areas and it does not include security, in order to avoid a stratification of society. Accessibility ensures that all age and social groups can easily use the

network. Recognition creates the sense of belonging to the place and at the same time saves orientation within the city. According to our proposal, the transport sector should not only be diverse, but also has to include unique transport options, which would play a role in the entertainment and tourism attractions.

The open public areas should form a network of small human scale squares or just open green spaces in every 5-10 minutes walking distance so that retired people, people with disabilities and children can have an opportunity to make a break on their way. The transparency of the space is how the space can be observed. Public areas should be enriched by urban design elements: signs, symbols, and picturesque views – nothing special, but something showing Perm's identity must be discovered. In our opinion, the space must respond to the citizens' needs, not to the needs of the designers, architects and artists.

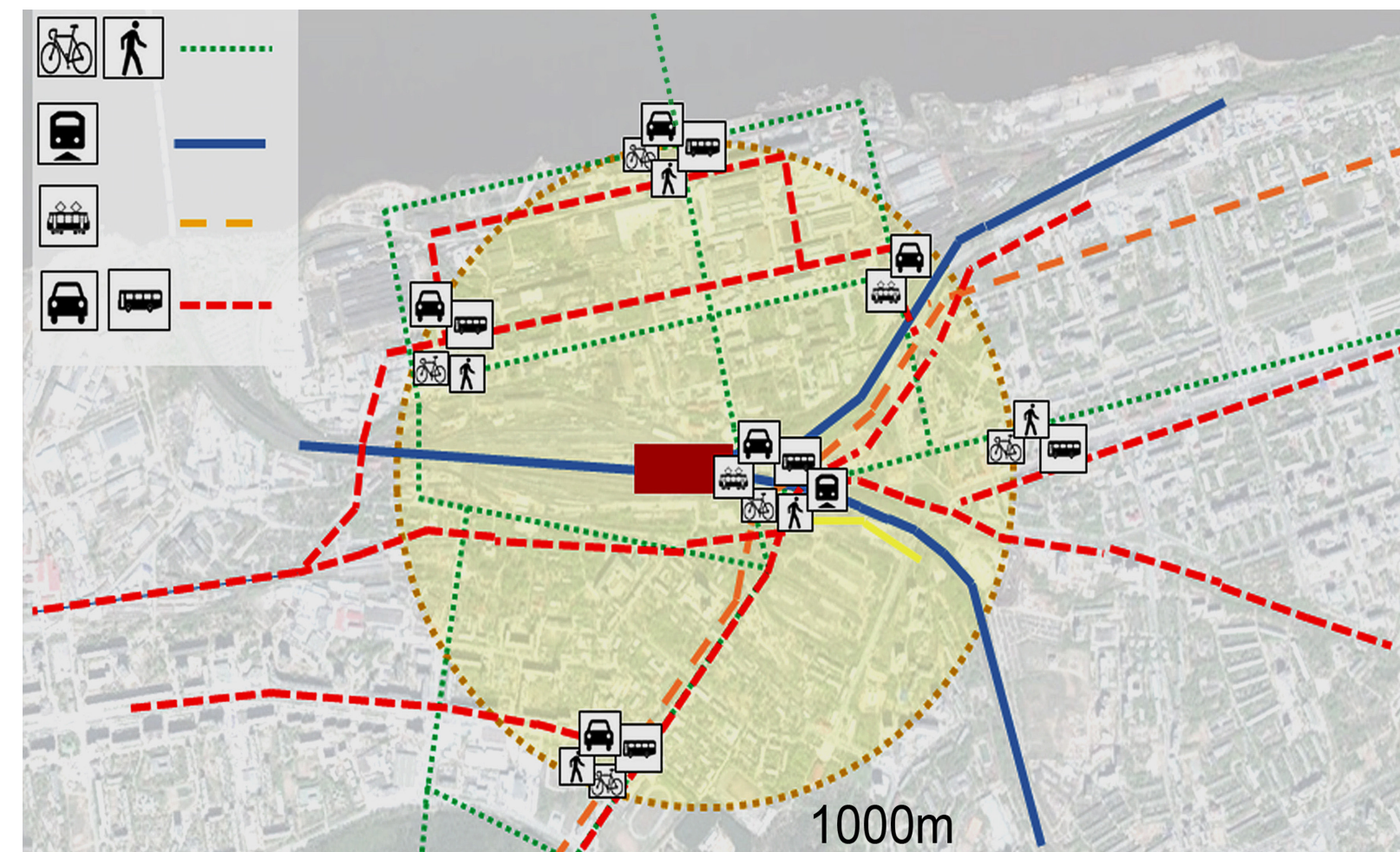
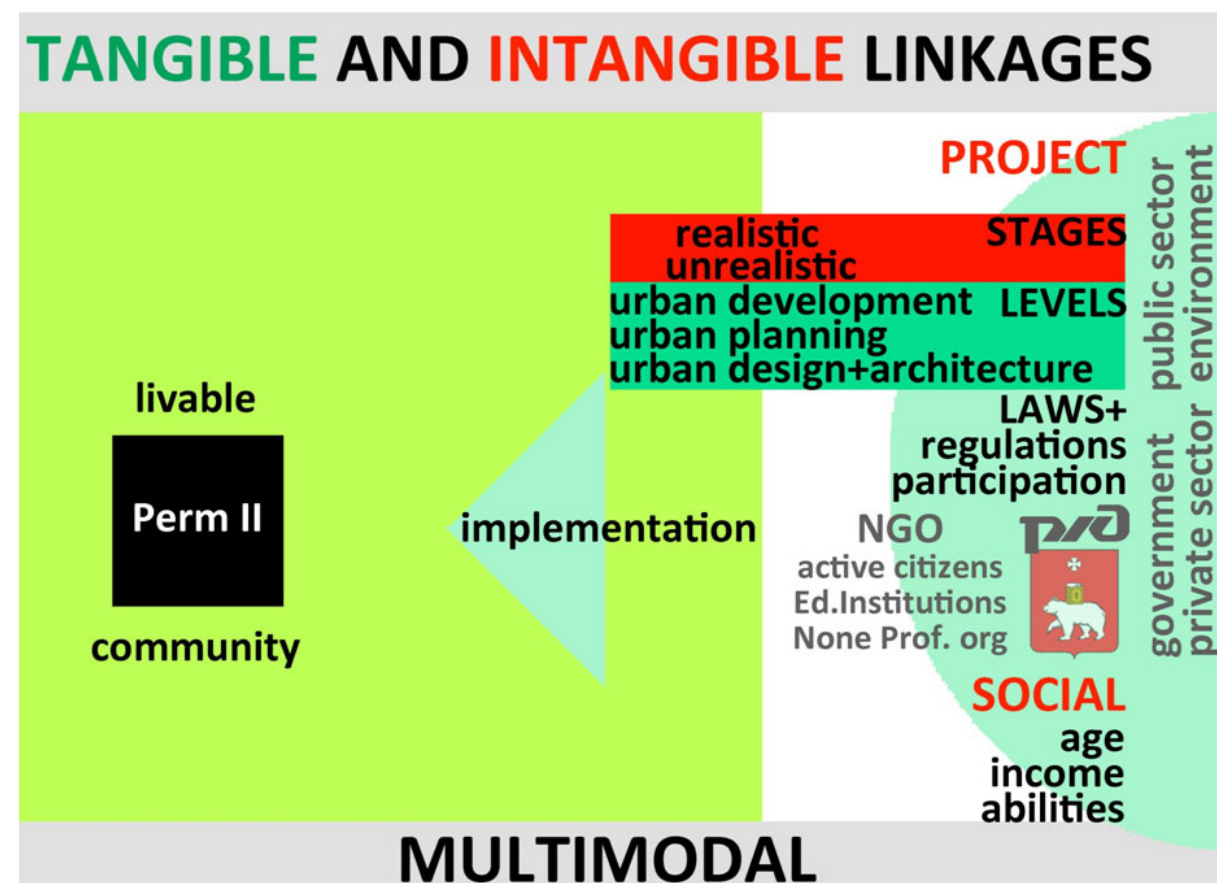
First of all, we tried to understand the place, like the key-points of the city.

Rediscovering a place from the point of view of a foreigner; observing it from the view of locals; trying to find the treasures of the district is important because the poetry of the reality is hidden everywhere.

For example we saw 'Acropolis' instead of the station's area; 'jungle' instead of the park; 'castle' instead of the university; 'valley' instead of the industrial zone. The area with 1 km radius was determined as an area of the tangible linking part of the project.

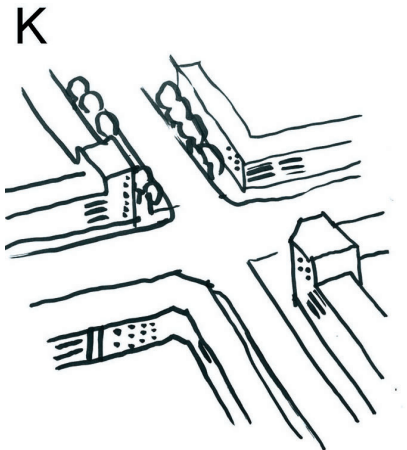
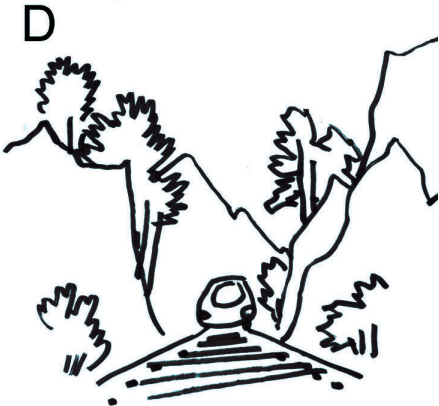
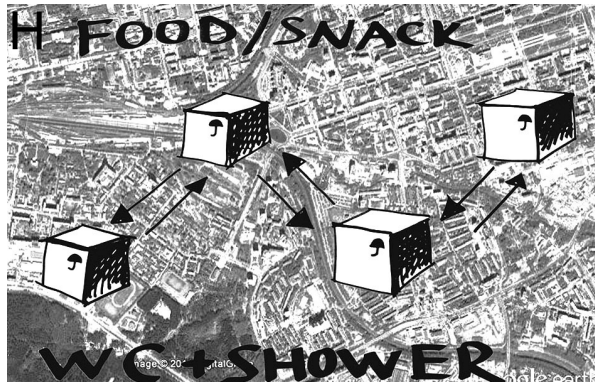
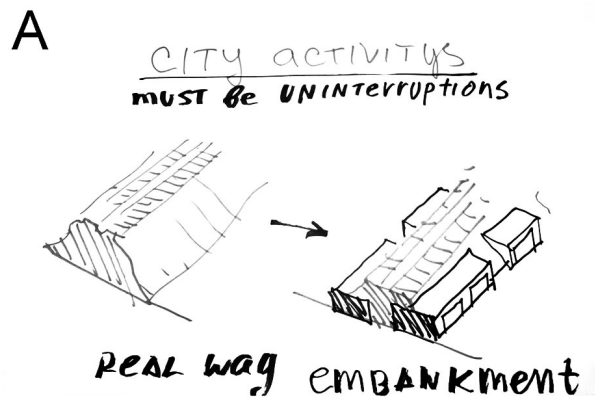
It included several physical paths, enriched by different activities and opportunities for people. Within this circle the priority was given mostly to the pedestrian movement and cycling. On the border of the circle, in a point of the intersection with paths, we located car-sharing (which is more relevant according to the scales of the country) and bike-sharing posts.

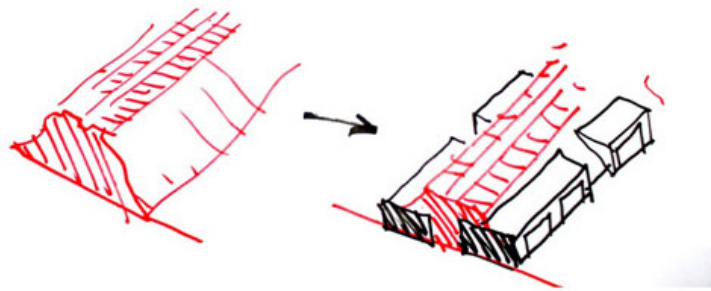
As a result, the solution has come as a "Board<Road> game", the 'game' of tangible network which creates the most



important intangible link - a link between the generations of the city and gives a feeling of belonging to Perm. In the future, citizens could find simple maps on the streets with the traces and rules, how to find and use the paths.

To create the 'game' we collected all important social activities, which could bring some profit to the dwellers and the most unique marks of the identity of the district. Finally, we ended up with the following points and the paths' characteristics:





A. 'Uninterrupted activity' under the railway embankment



C. 'Dachi' and markets



Green path

(1) "Urban Dachi," as a combination of the urban gardening and the traditional 'dachas' - green plots in the urban area, which are possible to rent with subsidies to grow vegetables, fruits or flowers. At the same time, they present an opportunity for the unprotected groups of the citizens to earn money and for the youth to rediscover forgotten activity or just spend a weekend doing BBQ. Besides the ability to use land, to have an access to land, the Urban Dachis are probably still important in Russian society and is a valuable feature of Russian culture.

(2) "Urban Market", where it would be possible to sell what you have grown.

(3) Children's farm, as an entertainment park with domestic animals for children, which is also possible to combine with the animal shelter.

(4) Kindergarten "into the wilds", a nursery summer school in the park, where children will be held in the natural environment.

Ural's folklore path

This way will be mostly for children and will be based on Pavel Bazhov's fairy tales', Ural's gemstones variety and pagan ancient tales. The way could include performances, art school for children, different workshops.

Uninterrupted activity

The space under the railway embankment, which would be a place with areas for the multifunctional solutions with short-term and long-term renting opportunities for those people, who have decided to open their business or just to organise a concert.

Shelter line

A path of special shelters for their homeless people with an opportunity to eat, check health, wash clothes and take a shower (according to the numerous reports in Mass Media and our observations, there is a big percentage of homeless people in Perm. Besides, a science-fiction plastic tube with heating during the winter season, going with different levels and connecting right and left sides of the area above the railways. At the same time special boxes with food storage and clothes for homeless people will be added to the construction.

Urban form path

The Urban form is a path with the unique objects and views of the Perm's urban-cape. Finally, a path includes a transportation opportunity; combines different districts and open areas; carries the knowledge of the local culture and history through the city and the generations. The dwellers and other stake holders will be interested to maintain these paths, because all sides will be involved in creating process.



Authors:
Anna Goledzinowska
Anastasia Lavrinenko
Sandra Lee
Peter Njue
Irina Saghin
Yuri Torres

GREEN ПЕРМЬ II

How Green and Blue can be Activated

Conceptions of mixed usage

The space next to the Perm II Station benefits from an astonishing mixture between green spaces and the Kama River, but a mixture with no connections in between. Also there is a clear separation between the riverside and the industrial, the residential area and the train station next to it. In this context, the blue and the green spaces are the ones that could connect all the other elements in a very natural manner and could also provide a link with the other surrounding areas.

The main concept, which is to be provided, concerns the analysis of the main threats in the area and the evaluation of the green spaces in order to propose the best linkages that have to be created in the area (Figure 1).

Diagnoses of limits

The station Perm II is located in a place with very interesting geomorphological conditions. The bird-eye view of the area shows the district around station as saturated with greenery and two sharp lines of railway in the centre and the blue line of the Kama River in the north. The most characteristic anthropogenic feature of the area is the industrial heritage.

The main elements of landscaped public greenery are The Stone Park and The Balatovo Park. However there are extensive green areas of rather technical or accidental character – e.g. green enclaves along railway line, river, roads or embankment. The area also consists of semi-public and semi-private green spaces which in terms of environmental conditions should be also considered as part of the “green” system – e.g. the Botanic Garden, the university campus or the biologically active areas inside the industrial plots.

Despite the unique potentials mentioned above, an analysis at a more detailed scale indicates a number of issues. The fast development of the area that took place in the second half of the 20th century in many cases was inconsistent with the existing natural landscape. The specific natural and anthropogenic elements of space rather intensify the impression of spatial disorder than create the identity of space. The crucial ones should be listed:

Environmental issues: soil pollution (in particular in the riverbank industrial



Figure 1 - Proposed connections between the Green and the Blue Areas

area), noise (Figure 2) and air contamination caused by heavy car traffic;

Aesthetical and functional issues: poor quality of public spaces, domination of car traffic, lack of clear visual connectivity between landmarks, lack of a certain area identity.

The detailed study also reveals many “hidden potentials”, which at the moment occur rather randomly in the space; however they can be used as a basis for creating new landscape and public space framework for the area. Among them, there are:

An old port area - beautiful exposure of the Kama River, lots of abandoned elements of port infrastructure;

An axis between the station square and the embankment - so far rather road access to industrial areas, but with potential for attractive and vibrant public space;

Little green valley south from the station - mostly left as a reserve for communication or other forms of development, however they provide a sense of intimacy, which is not common for post-soviet districts;

A footbridge above the station - dominant element over the area and also a good viewing platform;

The Stone Park - rather well maintained, however the area spatial arrangement can be improved to separate the space users from the negative effects of the car traffic.

University areas - they can be incorporated in the public space system of the city and made more accessible for new groups of users.

Strategies of implementation

The complete renewal of the area will be a long lasting process. However, some actions may be done simultaneously and first improvements may be experienced by the citizens of Perm in the first year of the plan's implementation.

It is estimated that the assessment of the actual needs will take from 5 to 7 months. Fixing the most critical elements of infrastructure should take about one year. Much more time will be needed for land rehabilitation – in particular in the northern part of the area. In general, such process takes 10 years – 5 for vegetation and another 5 for the reintroduction of the habitat. The first step of land rehabilitation should be coordinated

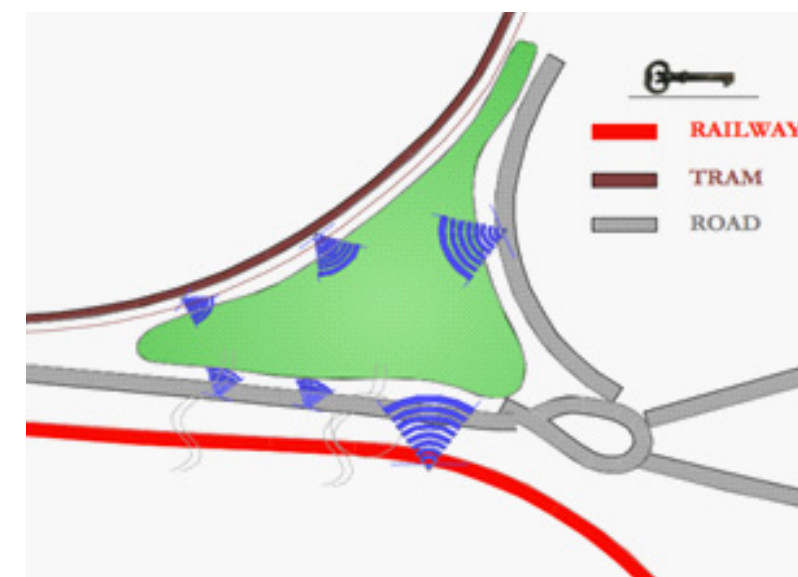


Figure 2 - Noise Map Scheme for the Perm 2 Train Station Area

with improvement of public spaces. The new design for the greenery may serve not only for achieving the environmental goals but also for changing the area's aesthetics.

The new arrangement of public space can be also correlated with providing the acoustic shelter for pedestrians – in particular in The Stone Park area. The improvement of public spaces, however, should be considered rather as an on-going process that adapts to current social needs. The same time frame applies to connectivity of the green-blue system. A more lengthy process will be the water quality improvement.

Guidelines for design approach for green and blue connections

The green strategies would adapt to existing urban fabric and built environment to form the proposed network of green spaces in many situations and concerning the local specificities such as: court-

yard like space, existing green fields, semi-open and closed blocks and even the potentialities of covered and roofed areas to input dynamism to the design. The existent industrial built stock, mainly composed by warehouses, can become part of the strategy of green connections through the reuse of their courtyard spaces and closed facades, transforming the inner blocks into attractive pedestrian passages and closed gardens, fulfilling the way with lively activities to attract neighboring university public and residents from the other side of the railway.

The blue strategies take into account the visual and sensorial aspects of the river, establishing new spaces and activities on its margins and on its water basin as well. Riverside park with seasonal leisure activities, water sports and the enhance of fishing is proposed. As a link with the green connections, the potential view from the rooftop of industrial buildings is something to be considered.

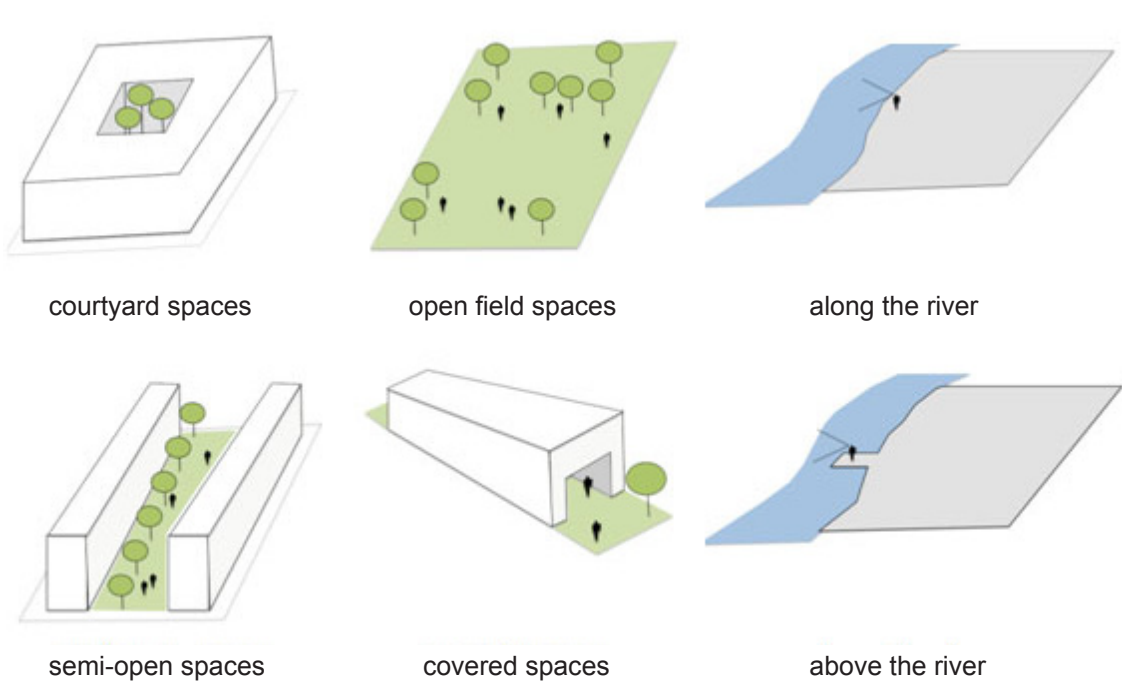


Figure 3 - Conceptualized design forms

Applied design

There are several places that could be taken into account when revitalizing the analyzed area. The embankment area for example, nowadays abandoned in most of its parts and with an advanced degree of degradation could be easily transformed in a new municipal recreational area, with a small municipal beach that could attract people and could help to improve the population's perception of the area.

Also the port infrastructure, used in general only as a source of "recycling" the old elements could be transformed in a new designed municipal area, a gathering place during weekends with a nice view on the other side of the river.

The Design of Stone Park

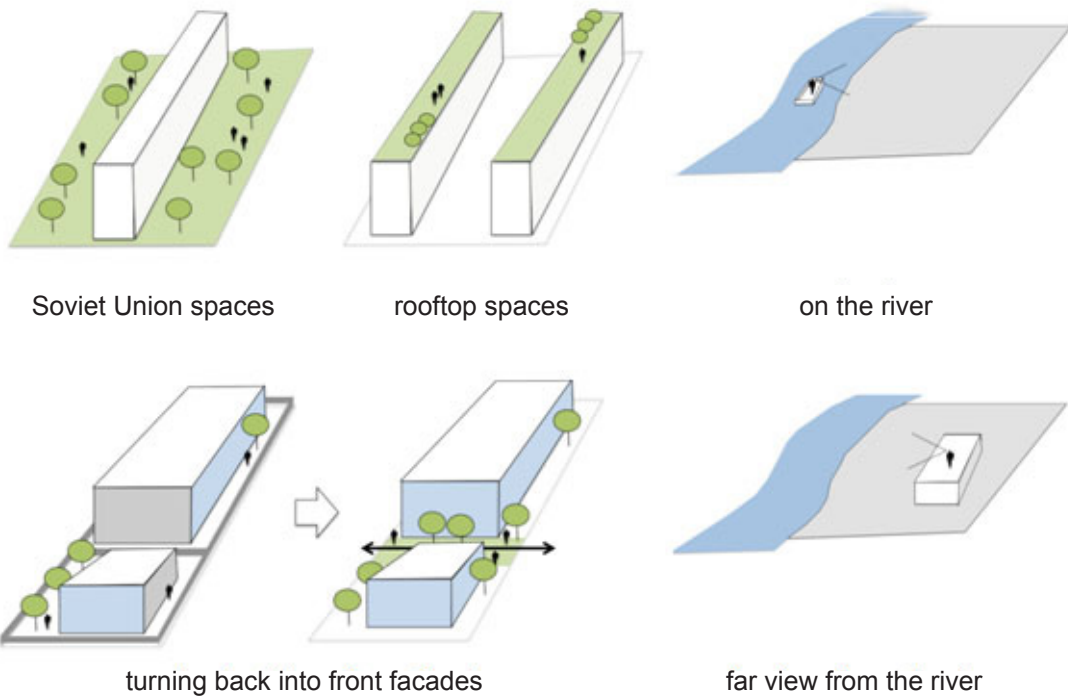
The square needs a symbolic intervention to represent the importance of Perm as a central hub for the Ural region and the Trans-Siberian railway. The Stone Park can become a major point of at-

traction for tourist and locals as well. This new symbolic intervention would work as an echo from the existing geological remains in Yegoshikha Valley that "reverbs" from the other side, connecting Perm 2 Station to Lenina Street, the Esplanade, Hotel Ural and Theater Garden, as well as closing the green belt of Perm and connecting to the proposed green and blue connections mentioned before.

The Stone Park combines both contemporary elements of design with remains of the Ural geomorphology, establishes a smoothly entrance to Perm 2 Station, serves as a multipurpose open space mainly for leisure and strengthen the gateway between the station and the city center thought its main symbolic open and built environment.

The concept of Stone Park

The Ural Mountains and local minerals rocks are a visiting card of Perm region. The basin in which the city is located was formed during the same time as the Ural



Current



Future: Municipal Beach



Current



Future: Element of Municipal Recreation Area



Mountains which dates back to the Paleozoic Era over 250 million years ago, and underwent subsequent accumulation of crystal sediments. The importance of this geological process is extremely important and present even nowadays in Permian culture, and catches the attention of the local population, tourists and local mining industry.

This symbolic value can reflect local history and landscape in the design of the park, giving the region a unique identity that promotes regional tourist attraction among dozens of thousands of Russian and foreigners who use the Trans-Siberian railway each year. Additionally, the park can be used in a variety of educational and awareness-raising programs target to school children and seniors.

In the existing public garden (Perm 250th Anniversary Park, created in 1973, with its garden redesigned in 2010-2011), just in front of Perm 2 Station, we propose a new garden and a park with the symbolic theme of the stone. This park could be managed by both the Museum of Perm and the Faculty of Geology of Perm State University, respectively. The Stone Park has the potential to con-

nect and unify and the surrounding green public spaces around into a single structure, through the creation of new necessary linkages between them. The park would also dialogue with the existing structures (counterclockwise): Danilikha River valley, Extreme Park, Dzerzhinsky Square, Gaidar Square, Novoselov Square and the University.

The Design of Stone Park

The new Stone Park can become the main actor in linking the tourist route on the street Lenin towards the city center. This link embodies all the significant green public space of the city, such as (from West to East): Stone Park, the Esplanade, the square next to Hotel Ural, Theater Square, Tatischev Square, and the valley of the river Yegoshikha River valley (FirstCity and geological exhibits). In the context of the city there will be a symmetric *Первозгороду*, a link with green ring of Perm. This will make the city more accessible and attractive for visitors and tourists.

In the current square design it can be observed:

Current Positive Aspects

- Exposition of minerals
- Great amount of open green space
- Advantageous position in the system of the city
- Main transportation hub and modes of transport
- Existing public and potential visitors for the park

Current Negative Aspects

- Obsolete design for exhibition of minerals
- Lack of diversity in the functional zoning
- Lack of necessary services (toilet, cafe, parking, bicycle parking, etc.).
- Deficiencies in the existing infrastructure (the lightening, garbage bins and containers, etc.)
- No comfortable psychological perception of space, visibility
- No comfort for users of public transportation (bus/tram stops, parking lots, entrances, paths and side walks)
- Lack of means of information communication

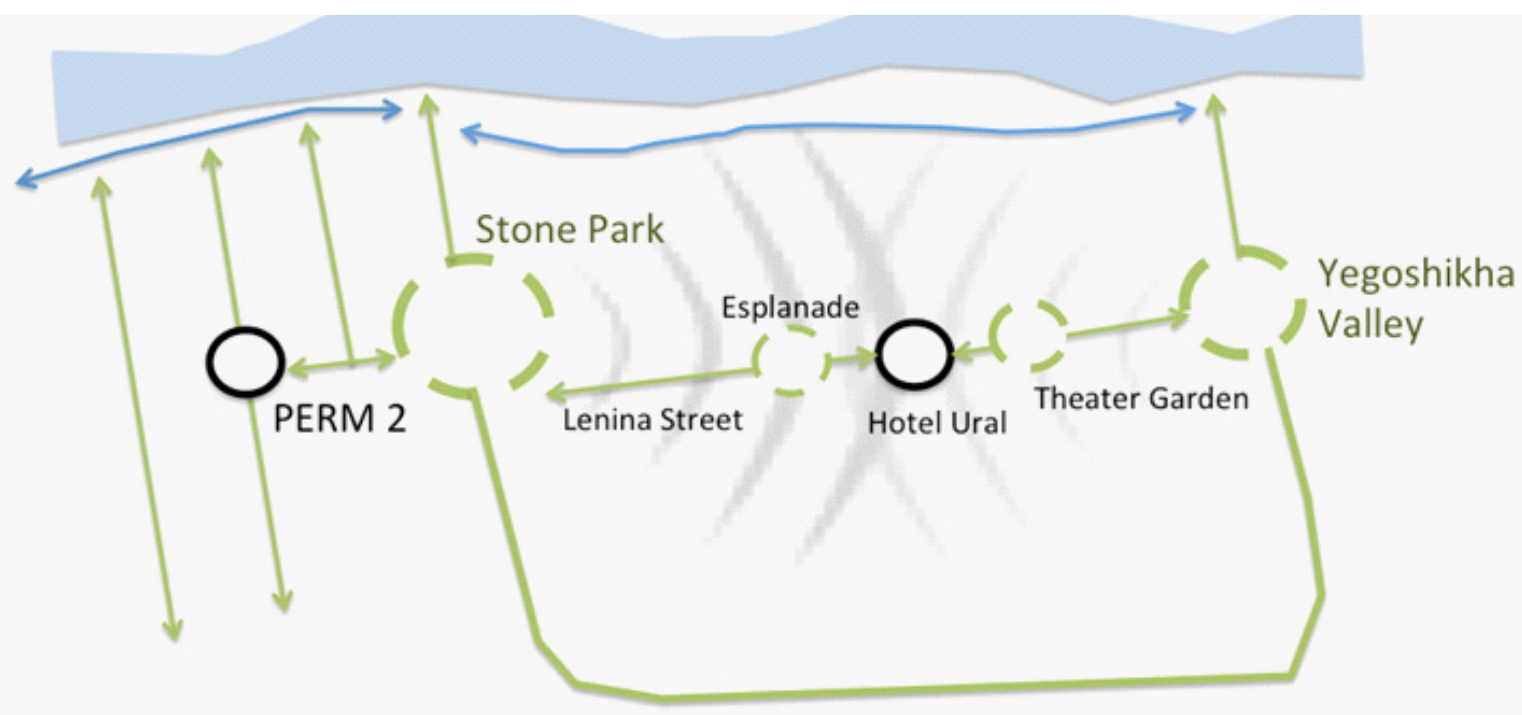


Figure 4 - The green and blue connections with Permian Green Belt, the city and the proposed Stone Park

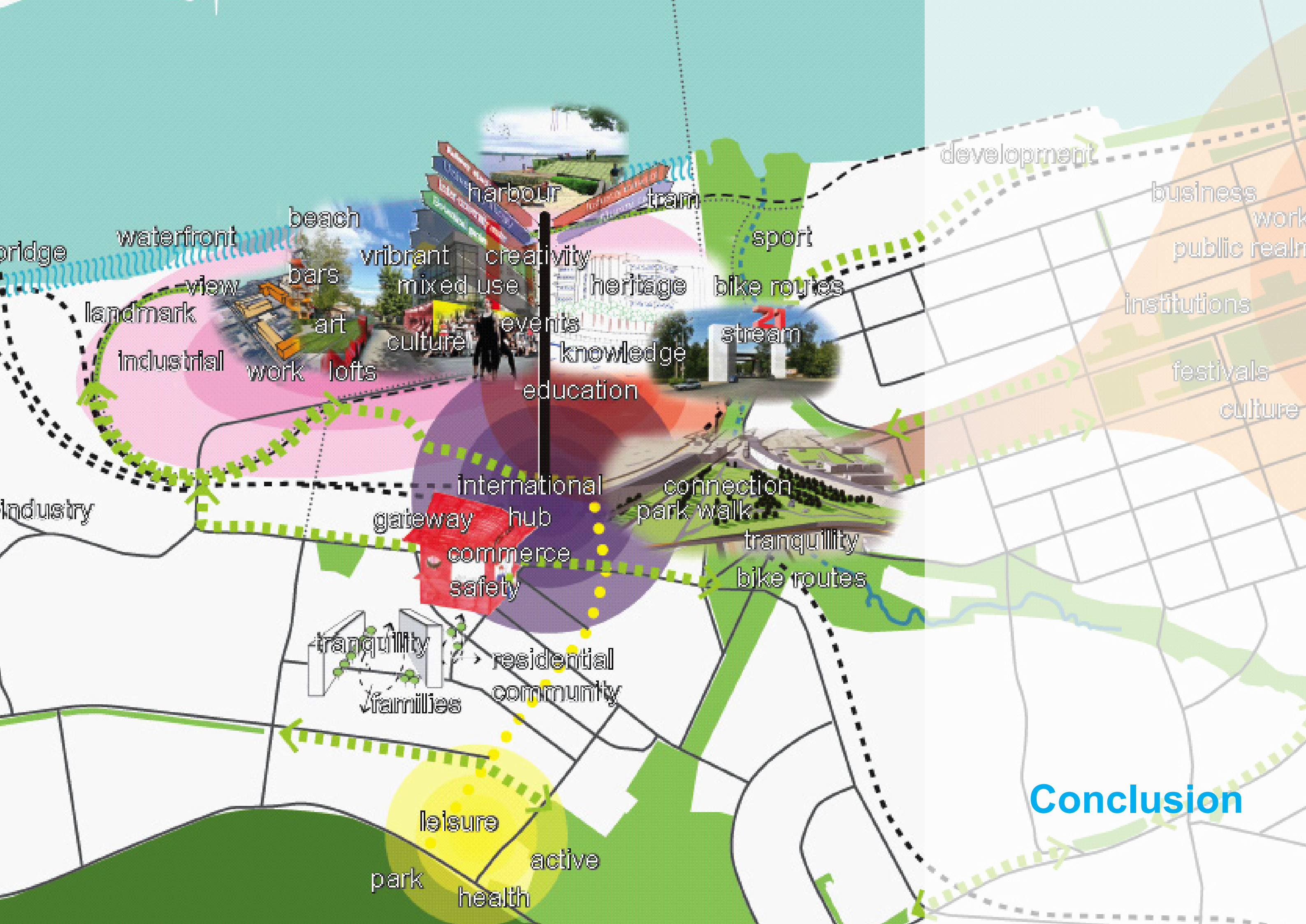




The new design revises all the potentialities and aims to solve the negatives aspects of the place by creating a clear separation between two types of pedestrian zones: Transit-transport/Exhibition-recreational.

Other punctual and corrective interventions would embody:

- Reinstall the letter P in the center of the Gaidar area, allowing to create more panoramic views of the region
- Create an artificial relief, emulating a long slope, giving more dynamism to the park, and covering a ground-based parking lot that would serve the university mainly. This technique would create a noise protective effect, besides diversifying a monotonous large flat space.
- Adjust pedestrian-transport links.
- Create an additional tram stop for visitors of the Park. Create a seamless environment for all users of the Park.





YPP Workshop exhibition during the ISOCARP Congress, Perm, September 2012

Conclusion

Perm has a unique opportunity to constrain the shrinkage of the city by improving the social connection and by destroying social segregation within the city. Careful revitalisation of the Perm-2 station area could be much more effective and bring better results than global projects and master plans.

This conceptual planning proposal is expected to serve as an opportunity for the municipal administration of Perm, Russian planners addressing the Perm-2 station area, as well as for the administration of the Russian Railways Company to learn new ideas regarding the site and its surroundings. Additionally, the collaborative practice of international and local young planners will set a good example for future development of the Perm-2 station area and the city of Perm.

ISOCARP2012.RU

ПРИКЛАДНОЙ МАТЕМАТИКИ И
МЕХАНИКО-ТЕХНОЛОГИЧЕСКИЙ ФАКУЛЬТЕТ
АЭРОКОСМИЧЕСКИЙ ФАКУЛЬТЕТ
АВТОДОРОЖНЫЙ ФАКУЛЬТЕТ
МАНИТАРНЫЙ ФАКУЛЬТЕТ

ПЕРМСКИЙ НАЦИОНАЛЬНЫЙ ИССЛЕДОВАТЕЛЬСКИЙ
ПОЛИТЕХНИЧЕСКИЙ УНИВЕРСИТЕТ

ДИСТАНЦИОННЫХ ОБРАЗОВАТЕЛЬНЫХ ТЕХНОЛОГИЙ
ТЕХНОЛОГИЧЕСКИЙ ФАКУЛЬТЕТ
ЭЛЕКТРОТЕХНИЧЕСКИЙ ФАКУЛЬТЕТ
ГОРНО-НЕФТЯНОЙ ФАКУЛЬТЕТ
СТРОИТЕЛЬНЫЙ ФАКУЛЬТЕТ

ISOCARP

better Cities
Awards | Advisory

www.isocarp.org

Local Partners - ISOCARP



Knowledge
Events | Public

International Society



Team

YPP coordinator:

Piotr Lorens, ISOCARP VP YPP

Tutors:

Markus Appenzeller

Ekaterina Meltsova

Daniele Vettorato

Vision Group:

Aleksandr Lubimov

Duc Duy Nguyen Hoang

Ekaterina Pimenova

Mei Yun

Strategy Group:

Yana Golubeva

Dorota Kamrowska-Zaluska

Slawomir Ledwon

Marjo van Lierop

Mikhail Stepura

University Group:

Fabiola Cedillo

Artem Gabdrachmanov

Mohammad Movahed

Natalia Pimenova

Ahmed Sangare

Anna Shamarina

Ekaterina Starodubceva

Maria Zacharova

Liang Zheng

Station Area Group:

Diwakar Kaushik

Andrei Kostuchenko

Elena Kovyeva

Anastasiya Kuznetsova

Lukasz Pancewicz

Polina Yuzhakova

Ahmad Sohail

Links Group:

Polina Koriakina

Viktor Korotych

Malaz Saif Ul-Eslam

Morteza Yaghoubkhan

Green Space Group:

Anna Goledzinowska

Anastasia Lavrinenko

Sandra Lee

Peter Njue

Irina Saghin

Yuri Torres

Report Layout & Design:

Markus Appenzeller

Yana Golubeva

Talya ten Brink