



Transformation of Yuzhny Port Scenarios for Future

YPP Workshop Moscow 2016
Brochure



ISOCARP
Knowledge for better Cities



moscow
urban forum

Introduction

The 2016 Young Planning Professionals National Workshop took place in Moscow from 26th to 30th of June 2016. The results were presented at the first day of the Moscow Urban Forum. The subject of the workshop was **TRANSFORMATION OF YUZHNY PORT - SCENARIOS FOR FUTURE.**

An area situated in the South Port – Pechatniki district, by the Moscow River is in need of comprehensive redevelopment strategy. The Port is an important transport node in Moscow's overall economic profile; however, an array of industrial estates north, east and south of the port are looking for new roles. The total area designated for redevelopment is about 300 hectares, and is approximately defined by the river and three major arterial roads: TTK, Volgogradskiy Prospect, and Lyublynskaya Ulitsa. The aim of the workshop was to develop three alternative scenarios for the redevelopment of this area. There were two general premises for all three teams. One was that, while the port itself will remain in this site, most of the waterfront will be open to public use. The other premise was that a

mix of commercial, residential and recreational uses will replace the present industrial landscape. Beyond these premises, the three teams were free to choose their particular themes, visions and strategies.

In the just three days available for conceptual deliberations, radically new visions proved to be quite a challenge! The place is rich with contradicting signals. On one hand, the area is a vast industrial wasteland. On the other, it sits by one of the most attractive segments of the Moscow River, where it assumes the form of a lake, adjoined by significant patches of green open space.

This workshop has given the participants a unique opportunity to engage a very important and complex problem from real life in of the world's foremost megacity. The 15 young professionals – ten from the Russian Federation and five from overseas – and the three ISOCARP mentors, had the difficult but sweet task of imagining and 'imageneering' a better future for what is surely one of Moscow's best opportunities for urban regeneration.

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What is ISOCARP

The International Society of City and Regional Planners (ISOCARP) is a global association of experienced professional planners. It was founded in 1965 in a bid to bring together recognised and highly qualified planners in an international network. The network consists of individual and institutional members from more than 80 countries worldwide. As an NGO ISOCARP is recognised by the UN, UNCHS and the Council of Europe. The Society also has a formal consultative status with UNESCO. The Society's main event is the annual congress which focuses on a globally significant planning theme. From 1965 onwards ISOCARP Congresses have taken place in all parts of the world on cutting edge topics and always promoting knowledge creation and sharing in the planning profession. Beside congress there are numerous other activities incl. Urban Planning Advisory Teams, ISOCARP Institute, Young Planning Professionals Programme Publications (incl. ISOCARP Review, International Manual of Planning Practice) and ISOCARP Awards for Excellence.

51st ISOCARP Congress, Rotterdam, Netherlands, 19-23 October 2015



Participants of Young Planning Professionals' Workshop in Moscow



YPP Workshop Moscow 2016

What is YPP

The Young Planning Professionals Program was initiated in 1991 in order to provide unique opportunities to YPPs to share their knowledge, skills and experiences in an attempt to resolve complex and multi-dimensional planning issues. Since then, the YPP Program has become a crucial component of ISOCARP's dedication to the promotion and enhancement of the planning profession.

The first YPPs' Workshop took place at the 26th ISOCARP Congress in Guadalajara, Mexico (1991). Since then, senior members of ISOCARP have happily – and at times perhaps a little enviously – observed the competition for admission to the workshop, the creative spirit of the workshop itself, and the enthusiastic response of the participants. The YPP workshop has become a source of meaningful debate, new ideas and rejuvenation for the Society. They are brief, but very intense, brainstorming planning and design exercises in which our young colleagues work on real-life planning problems in the host city in an area defined by the local authority or university departments.

What is RUPA

Unprofitable partnership “Russian Urban Planning Association” (RUPA) was created in 2010 in order to revitalize the profession, to develop and provide proper functioning of professional community of urban planners in Russia. The next planned step is to organize a self-regulated organization based on RUPA which would unite certified planners, who are working on the market of urban planning services. On the principles of voluntary membership, the partnership unites individuals – urban planning specialists, architects, economists, lawyers, environmental specialists and professionals of other occupations, contributes to forming a civilized market in the sphere of urban planning.

The activity of RUPA consists of:

- Development and confirmation of professional standards and professional ethics;
- Organization and carrying out the certification and performance review, advanced training of urban planning documentation developers.

Members of RUPA



Moscow Urban Forum in 2015 “Moscow as a dynamic megacity”



What is MUF

The Moscow Urban Forum (MUF) is an international forum about urbanization issues held in Moscow annually under the auspices of the Government of Moscow. The first MUF took place in 2011. MUF serves as a platform for open dialogue among representatives of the government, the managers of architectural and urban planning organizations, the real estate industry, the citizens of Moscow and leading foreign and Russian experts on urban planning. The principal goal of its activities is the provision of services in the organisation and management of events aimed at the advancement of cutting-edge practices in architecture and urban development; the involvement of Moscow as an international business, financial and cultural centre; the improvement of the quality of life in the megapolis; the evolution of the market of urban-development services and bringing urban-development solutions to a new level as well as the comprehensive analysis and study of problems related to functioning and development of urban centres.

Team



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Workshop support



**Research and Project
Institute of General
Planning for the city
of Moscow**



**КОМИТЕТ ПО АРХИТЕКТУРЕ
И ГРАДОСТРОИТЕЛЬСТВУ
ГОРОДА МОСКВЫ**

**Moscow Committee
for Architecture and
Urban Planning**



**Department of
Science, Industrial
Policy and
Entrepreneurship**



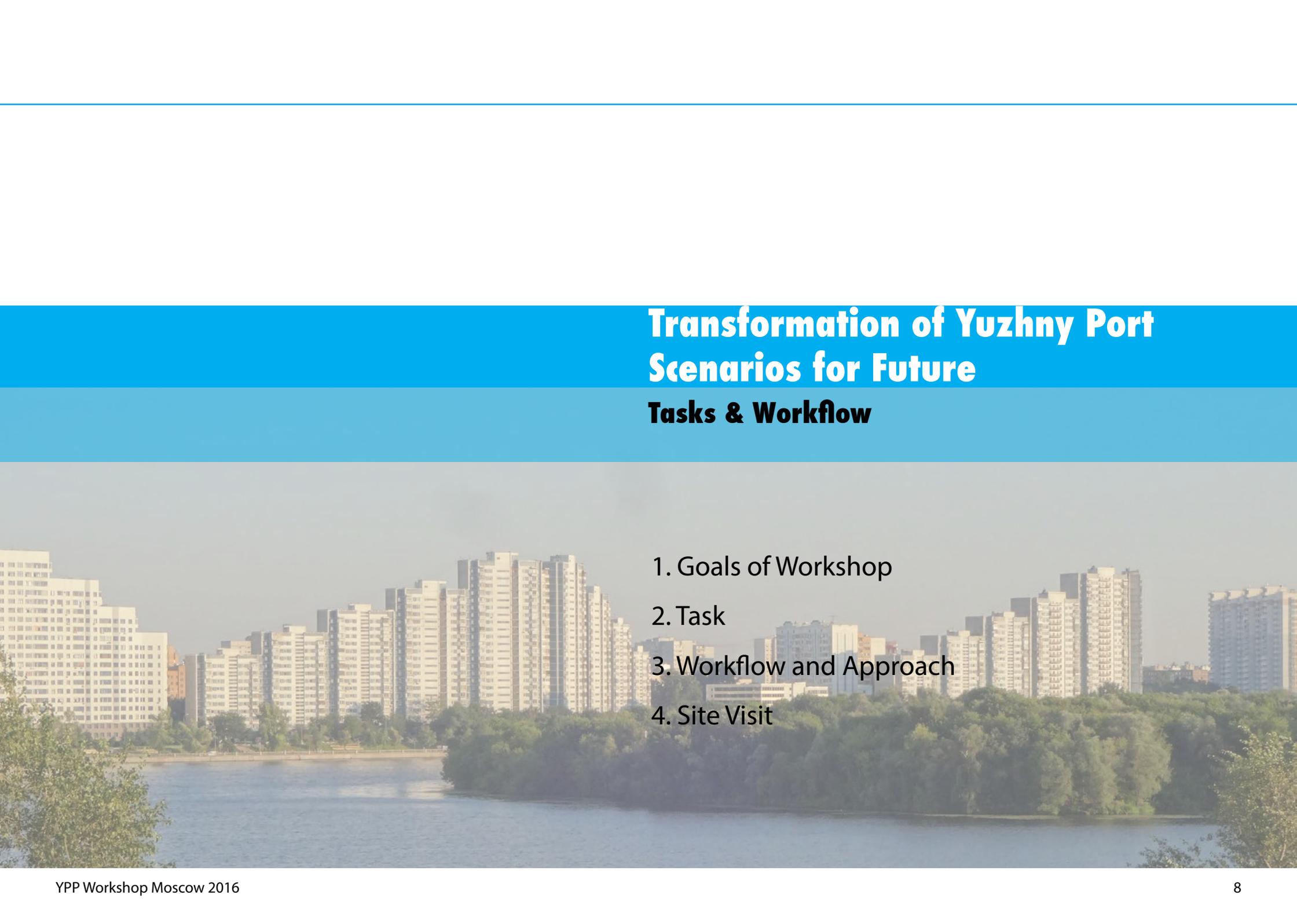
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Maksim Motin
municipal deputy
of Pechatniki district

Representatives of Moscow planning institutions gave introduction lectures to get acquainted participants with the existing situation on this site and the future plans of Moscow government for development of this territory. Maksim Motin - municipal deputy explained local problems and challenges.



The background of the slide features a panoramic view of a city skyline, likely Moscow, with numerous high-rise apartment buildings. In the foreground, there is a wide river, possibly the Moskva River, with a dense line of green trees along its banks. The sky is a clear, light blue.

Transformation of Yuzhny Port Scenarios for Future

Tasks & Workflow

1. Goals of Workshop
2. Task
3. Workflow and Approach
4. Site Visit

TASKS & WORKFLOW

1. Goals of Workshop

The 2016 Young Planning Professionals National Workshop took place in Moscow from 26 to 30 June 2016, following an agreement between ISO-CARP and Moscow Urban Forum. The results of the workshop were presented towards the end of the first day of the Forum at a special session at the Manezh, the Forum's venue in the very centre of Moscow, near Kremlin.

The standard objective of the YPP workshops is to provide the workshop participants with hands-on practical experiences on a real-life urban planning project. In this case the specific goal was to tackle an example of the comprehensive (strategic) urban redevelopment of high relevance for the Russian cities, which have recently been undergoing complex growth and transformation processes. The participants were expected to develop several alternative scenarios of the future role and spatial structure of a large industrial area by the Moscow river.



Workshop venue

The subject of the workshop was the South Port – Pechatniki district, an area at the eastern bank of the Moscow River, southeast of the city centre, designated for substantial redevelopment for quite some time. The Port is an important transport node in Moscow's overall economic profile and must remain in use; however, an array of industrial estates north, east and south of the port are looking for new economic and urban roles. The total area designated for redevelopment is about 300 hectares, delineated by the river on one side, and three major arterial roads: TTK, Volgogradskiy Prospect, and Lyublynskaya Ulitsa, on the other side.

The aim of the workshop was to develop three alternative scenarios for the redevelopment of this area, each one leading to a strategy and a concept master plan. There were two general premises for all three teams. One was that, while the port itself would remain in this site, most of the waterfront would be open to public use. The other premise was that a mix of commercial, residential and recreational uses would replace the present industrial landscape.

Beyond these premises, the three teams were free to choose their particular themes, visions and strategies. This was not easy. Most of the area is rather unattractive in its current shape. The site is huge in scale and rich with contradicting signals. On one hand, the area is a vast under-used industrial land. On the other, it sits by one of the most attractive segments of the Moscow River, where it assumes the form of a lake, adjoined by significant patches of green open space. In summary - Yuzhni Port's industrial history is quite a burden, but its geography fuels the imagination!



Visiting the site

TASKS & WORKFLOW

3. Workflow & Approach

The workshop team consisted of ten Russian and five international young planning professionals. They were organized into three teams of five. The work place setting was a comfortable studio space in the 'Red October' innovation cluster on the Bolotny Island in the Moscow River. The work took place under the guidance from two international experts from among the members of ISOCARP, and one planning expert from Moscow/Russia. They were also assisted by the ISOCARP Vice President responsible for the YPP program for the entire duration of their stay in Moscow. The first day was about getting to know each other, hearing about the brief and visiting the site. The second day (the first day in the studio) was about forming the team and coming to terms with the key aspects of the problem. The third day was about analysis and tentative propositions. The fourth day was about selecting the final proposition, testing it against various criteria, and choosing an effective presentation strategy. The fifth day was about the production and the final, public presentation.

The project was genuinely complex, significant and intellectually stimulating. The participant worked about 12 hours a day for four days in a row, but despite the 'pressure cooker' atmosphere, enjoyed the unique opportunity to engage an important and complex problem from real life in one of the world's foremost megacities. The task of imagining and 'imageneering' a better future for what is surely one of Moscow's best opportunities for urban regeneration was both difficult and sweet.



Working process

During the first afternoon of the workshop (June 25th), participants went on a bus tour which was guided by our local tutor Vitkov Gleb. The main objective of the bus tour was to help YPPs to understand the structure of the the South Port area. Participants have possibility to better understand how it function, what are the potential and determinants of the project area. The bust tour included several stops and short walks around the key sites in the heart of the district and along the riverbank. Only by going there future designers could understand genius loci of the district and its relations with neighborhood. Participants were also gathering iconographic material and information for SWOT (strengths, weaknesses, opportunities and treats) analyzes of Pechatniki district.

Map of the way with stops and photos



Way 

Stops:

1 - Dead end



2 - Garage roof



3 - Berth



4 - Closed port



5 - Embankment



Transformation of Yuzhny Port Scenarios for Future

Team projects

1. Approach
2. Analysis
3. Problems and Challenges
4. Vision
5. Strategy
6. Masterplan
7. Conclusion

Transformation of Yuzhny Port Scenarios for Future

Scenario 1. Ferry Tale

Our vision for future renewal of Industrial Pechatniki territory is to create an unique nature space with industrial background in Moscow. The developed scenario focuses on using the existing resources at the site like industrial buildings, waterfront and other natural elements that play a key role in the "Ferry Tale" idea for creating a new image for the area. We chose to look for opportunities to design the conditions that will help rediscover the potential for development at the territory. instead of simply placing buildings and new zones that are out of character for this area.



Diagram 1. Existing situation



- Mainly residential areas surround the territory
- Great number of industrial buildings inside the area
- Proximity to a wide part of Moscow river
- Existing connection with the underground of Moscow
- Highways surround the area from north, east and northwest

Legend

- highway
- automobile road
- railroad
- green spaces
- rivers/lakes
- scope
- industrial buildings
- metrostation
- residential area
- commercial area

1. Southern Harbour
2. Renault
3. TechnoPark
4. Concrete Factory
5. Metro Depot

Existing situation.

The territory has a strong industrial past with a large number of industrial buildings some of which are currently not used. There is no clear understanding of the total amount of the owners of this territory, no clear vision what is suppose to be in it. The developed plans from the Government are not looking at the territory as a whole and include only sections of it. There is approximate understanding of the degree of pollution.

At the same time the site unequivocally has a good location – not far from the city center, close to the unique nature resources – one of the widest part of Moscow river and green islands, close to large residential neighborhoods, and it is also connected to 3 stations of Moscow underground from two different lines.



Examples of transformed former industrial areas.

1. Name: Presqu'île rollet park
Location: Rouen, France, Area: 12.5 ha
Use: Place for events, festivities. Future construction of a concert hall and a business incubator.



2. Name: NDSM
Location: Netherlands, Amsterdam
Use: Art cluster, offices, hotel (crane), walkable area with minimal infrastructure



3. Name: Västra Hamnen (Western Docks), Location: Malmö, Sweden, Area: ~120 ha, Use: Set of public spaces, new urban residential area created in a former industrial docks zone



Diagram 2.Threats & weaknesses



Main Problems.

The Pechatniki industrial area is very **polluted zone**. Due to the factories that used to work and contaminate the air and water the residents from the close neighbourhoods associate the area mainly with health threatening, visually polluted site **without public spaces** to visit. Although this is one of the widest parts of Moscow river, the access to the waterfront is difficult and in places impossible.

The main road used to pass through **doesn't have enough traffic capacity** and often congestions are created. That problem could be resolved through the Government plans to build a **new highway** but it would mean a **new division** of the territory and converting it in even more **transit and isolated area** than it is already at the moment.

- | | |
|----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| W | <ol style="list-style-type: none"> 1. Industrially polluted area 2. No access to the waterfront 3. One narrow road passing through the middle of the territory 4. Spatial isolation dew to the railroads 5. Not pedestrian-friendly territory 6. Lack of public spaces & green areas 7. Transit zone 8. Geologically unstable soil base 9. Problems with access to the stations 10. Visual contrast between industrial and residential areas |
|----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

- | | |
|----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| T | <ol style="list-style-type: none"> 1. Underdevelopment of social infrastructure 2. New division of the territory by new highways which create a new physical limit 3. Not achieving balance between private (stronger sometimes) and public interests 4. Ecological pollution: of the water caused by new residents – not enough treatment plants; of the air from existing working industrial building 5. Overbuild the area ->Overload the unstable soil base |
|----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Opportunities.

The territory is situated relatively **close to the city center** at 4 km distance. There are **3 metrostations** near the site - one on the west side, one on the north east and one on the southeast side of the selected zone, from two different metro lines.

The whole site is located right next to the river of Moscow with a beautiful panorama of the vast water area and green places nearby.

There are some former industrial buildings that can be used or are being used at the moment for cultural events, office spaces in order to attract people from the residential areas nearby. Also the old railroads and plots that are public property can be used to create new green public spaces for the residents of the whole Pechatniki area.

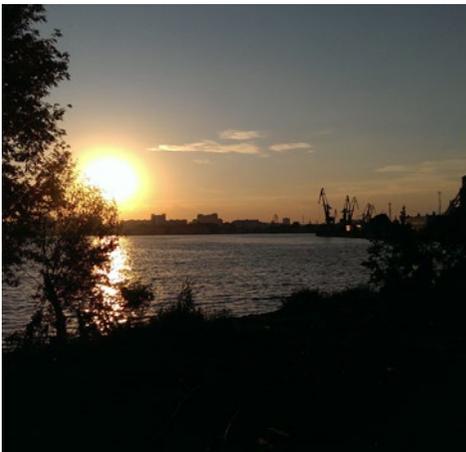
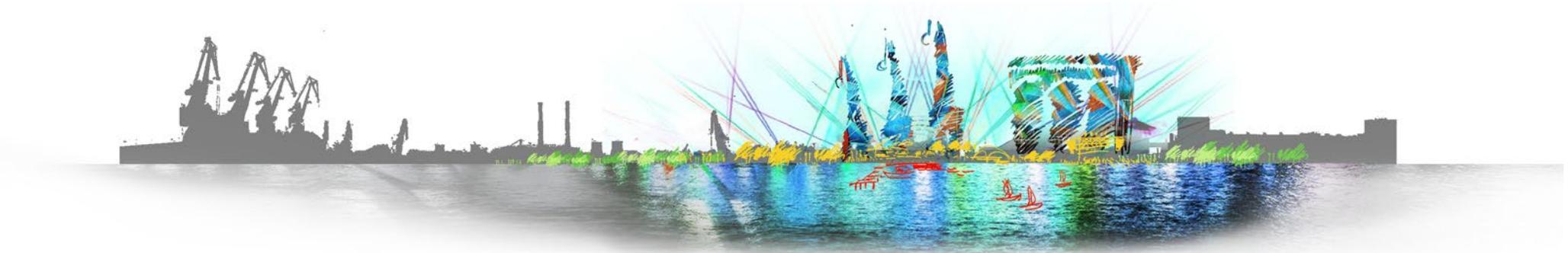
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| S | <ol style="list-style-type: none"> 1. Close to the Moscow city center 2. Connected with the Metro (Underground) – 3 stations – north, east and west border of the territory 3. Situated parallel to the river of Moscow 4. Not limited by an existing detailed plan 5. Right next to a wide section of the river (~500m) |
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| O | <ol style="list-style-type: none"> 1. Attract people from the residential areas nearby by providing new services 2. Renovate and change the function of existing buildings 3. Reuse the old railroad (north – south direction) for new public & green space, bike lanes, pedestrian connection 4. Use the panorama south of the area 5. Protect old industrial buildings – potential cultural heritage - possible role as symbols 6. Use the wide part of the river – for example for water sports, ferry transportation 7. Development of new/better public-private partnership |
|----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

- Close to city center
- Long waterfront with river panorama
- Existing landmarks with potential for different use
- Connection to the Moscow underground
- Close to green areas
- Could be used by residents from the surrounding districts



Diagram 3.Strenghts & opportunities



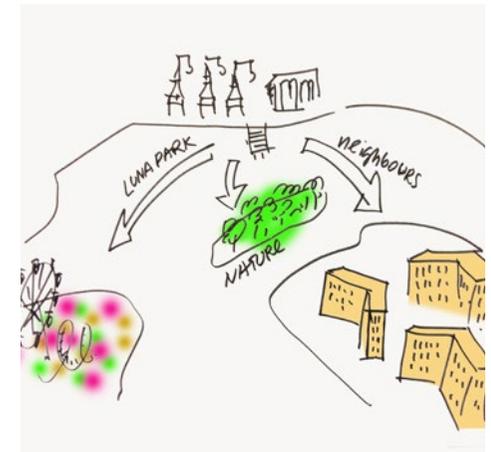
- Use the unique industrial elements and landmarks in a combination with the natural resources of the territory.
- Attract new people for staying at the territory instead passing through it.
- Resolve the existing problem with neglect of the riverfront.

Our vision for future renewal of Industrial Pechatniki territory is to create an unique nature space with industrial background in Moscow.

The developed scenario focuses on using the existing resources at the site like industrial buildings, waterfront and other natural elements that play a key role in the “Ferry Tale” idea for creating a new image for the area.

We chose to look for opportunities to design the conditions that will help rediscover the potential for development at the territory. instead of simply placing buildings and new zones that are out of character for this area.

The “Ferry tale” will allow people from the residential areas nearby to see the area from a different perspective and also give them the opportunity to experience a beautiful river journey.



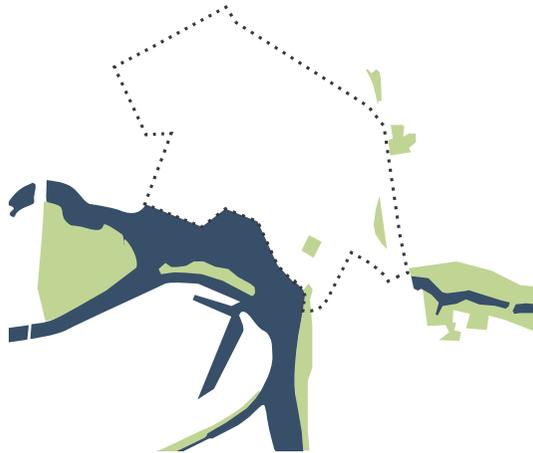


Diagram 4. Marker 1. The river

The territory has a large riverfront with a vast water table, one of the widest parts of Moscow river, that is currently hidden for pedestrians by fences and industrial trash along the whole distance of the bankside. The shoreline proposes a beautiful panorama at the opposite shores of the river which are picturesque but cannot be seen from the industrial zone.

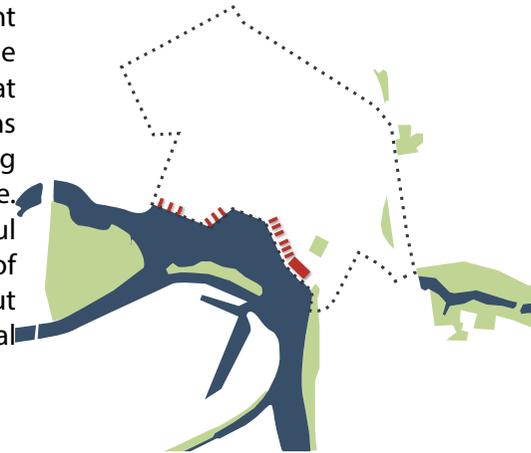


Diagram 5. Marker 2. Industrial Landmarks

There are existing elements that can be used to create new perception of the area. Unique constructions near the bank of the river: cranes and concrete factory are potentially important landmarks for creating the new image of the territory. They can be well observed from different points of the river bank and from the opposite shores also. These construction symbols of industrial history of the place can become the identity we are looking for.

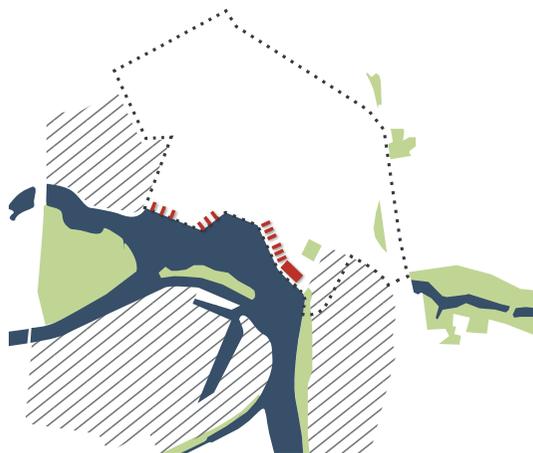


Diagram 6. Marker 3. People

Residents from the districts in vicinity who associate the area with pollution and difficult access are the main target group the zone should be renewed for. There are a lot of residential blocks near the territory but now the industrial site is desolated by locals. If any changes start in the examined area these people will be the first who will notice them, if new amenities are provided these will be the people who will use them first.

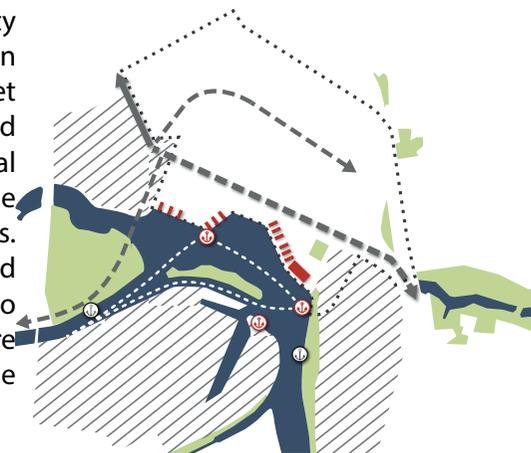


Diagram 7. Marker 4. Government plans

We learnt that the main plan for the area is to build two roads - one through the territory and another that will pass near it. The former is a highway that will possibly become a new transit way and divide the industrial zone in two halves and the latter will include a new bridge connecting the bridge nearby.

The Moscow government also plans to place new ferry stations and keep old ones which will be an opportunity for locals to travel.



Diagram 8. STAGE 1



Diagram 9. STAGE 2

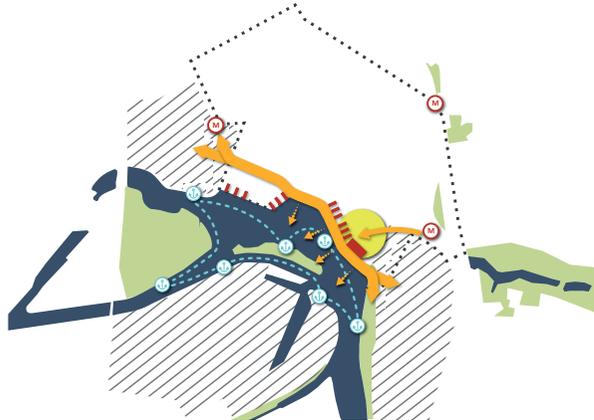


Diagram 10. STAGE 3



STAGE 1



STAGE 2



STAGE 3



STAGE 1. Catalyst

- Create a local catalyst for change;
- Open a pedestrian way by the waterfront and place the focus on nature - river and green spaces;
- Preserve existing landmarks and give them new function - Open Air Car Museum, Civic center, Skate park, Office spaces & Spaces for Cultural events.

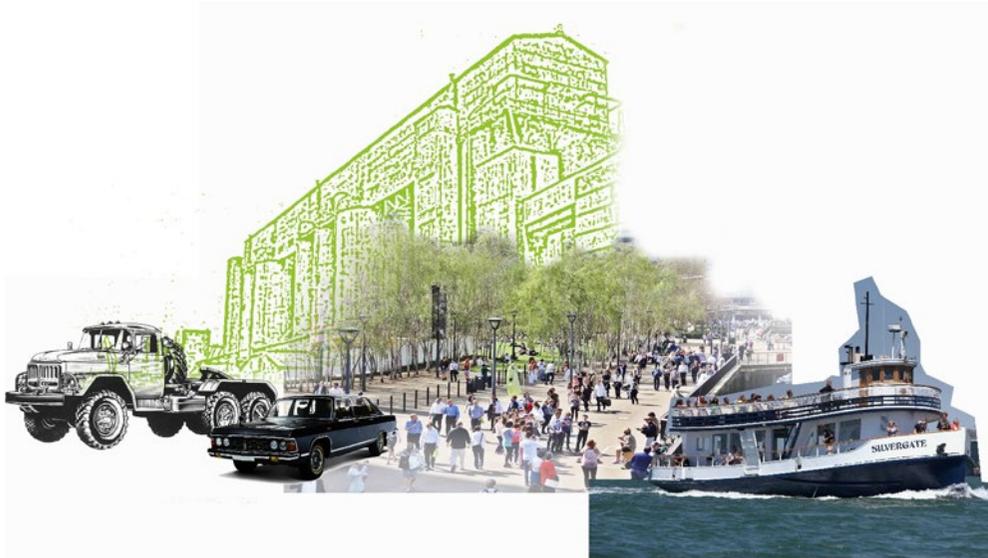
STAGE 2. FERRY TALE

- Create a new identity and new perception for the place while using the existing resources and industrial background of the site;
- New ferry route and ports - the new ferryboat network will allow people from the residential areas nearby to travel by boat and visit not only the industrial zone but also the new planned amusement park and marina on the adjacent shores.

STAGE 3. Frame

- Construct a frame for future changes - instead of building a new highway we suggest a new boulevard with green sections;
- Improve access and connectivity - create new pleasant pedestrian ways and new bike lanes;
- Mixed-use zones - can be placed all around the area and will include commercial, residential & industrial uses.

Conclusion

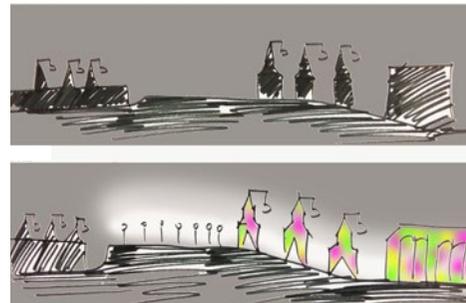
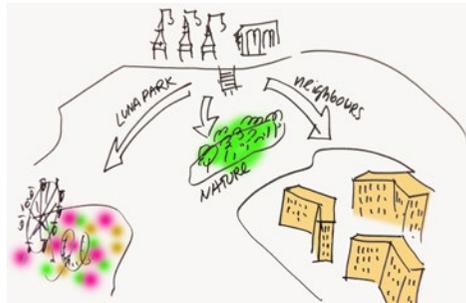


FERRY TALE - We are not to design what should be at the territory, but to bring a new image of the territory, a new perception of it, using in active way what we have got at the territory already. So our vision is to create an unique nature space with industrial background in Moscow, changing vision by opening and exploring beautiful and unique area of Moscow nature, preserving, highlighting and fulfilling with new life industrial symbols. This will be a catalyst for further changes.

The YPP-Workshop in Moscow giving an opportunity as well to broaden our experience and knowledge and also to develop our presentation skills. Moreover it has been very interesting and important to cooperate and to deal with people from other countries with various cultural backgrounds and different planning methodologies. So the exchange and the discussion within the groups has been a valuable part of our work as well. Thank you so much for all your support, it was a great experience for our group.



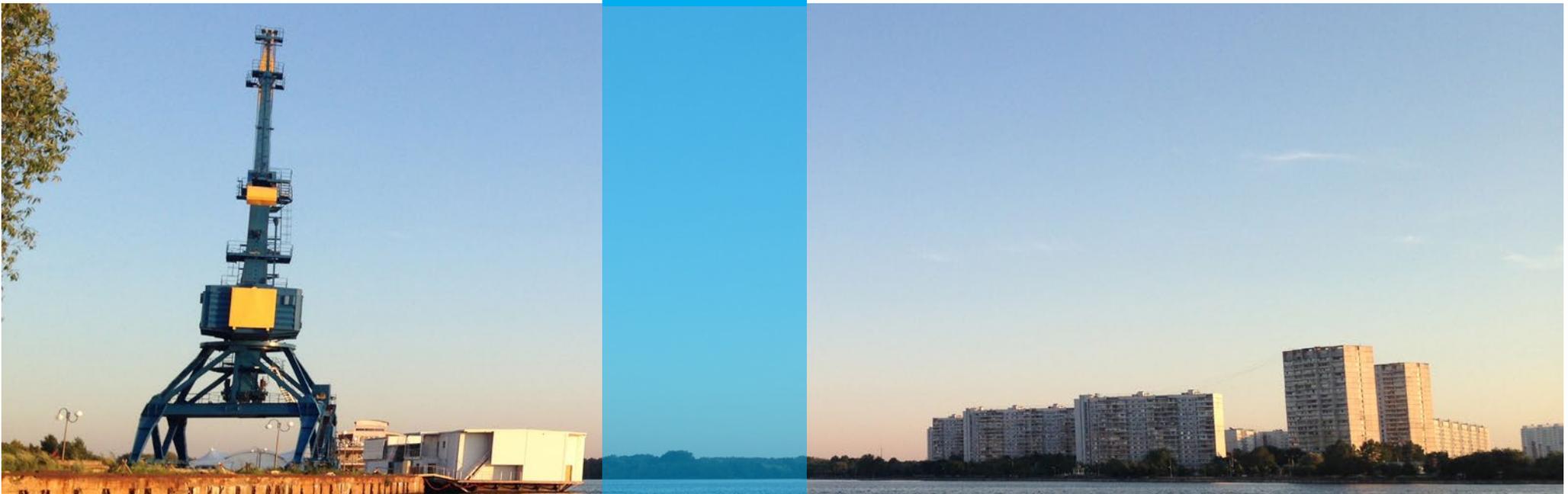
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Transformation of Yuzhny Port Scenarios for Future

Scenario 2. Finding the missing puzzle piece

Our vision is to find the missing puzzle piece, that the city is now missing. We believe that it is possible to create a new urban district, which would connect the existing surrounding residential areas, will have a mixed use of residential, commercial, leisure and industrial activities, of course, not forgetting about the site's remarkable location by the river and its rich industrial heritage as well.



Approach

Diagram 1. Site Surroundings

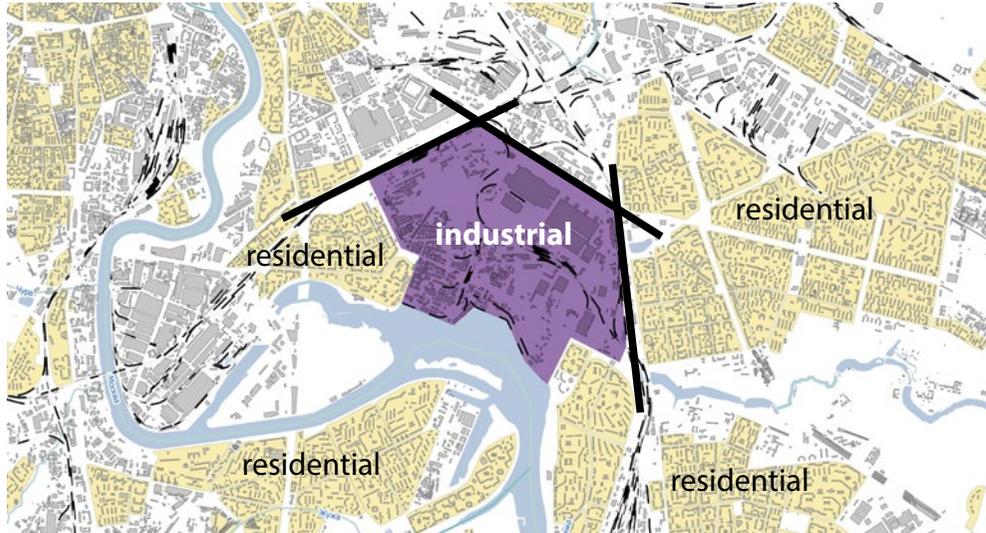
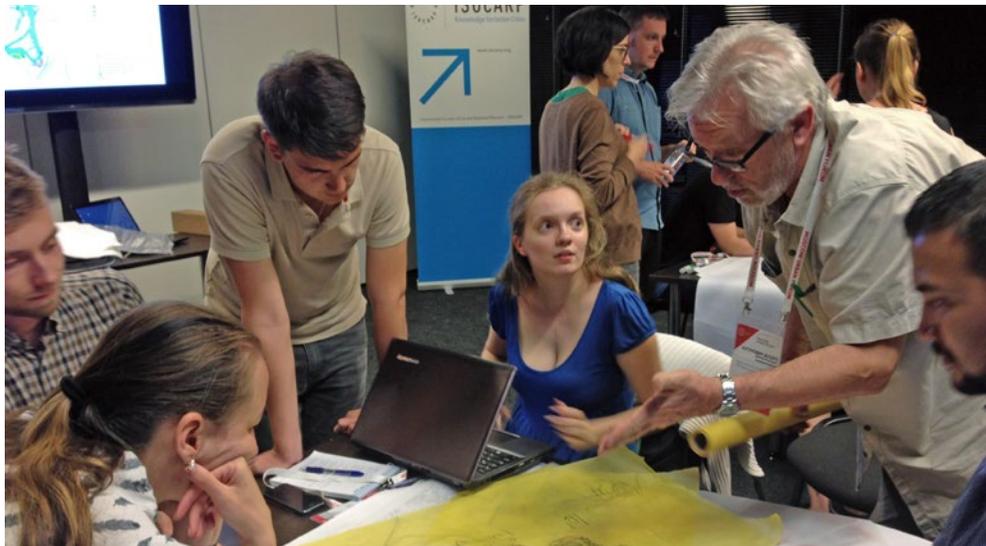


Diagram 2. Workflow



YPP Workshop Moscow 2016

The object of our research is “Yuzhny port” industrial zone, which is located in the semi-periphery zone of Moscow, 5 kilometres to the South-East of the very center of the city. The area of Yuzhny port is around 300 hectares. Although there is an administrative district in Moscow named after Yuzhny port (Yuzhnoportoviy district located to the west of the area), the territory actually lies inside the borders of Pechatniki district. For a long period of time the whole territory was an active part of Moscow’s industrial life with one of its main spots being Southern port (Yuzhny port). It has all changed after the fall of Soviet Union and the beginning of the era of post-industrial economy dominance in Moscow.

Yuzhny port now is kind of an exclusion zone as an urban space. It is degrading and highly polluted area, which has a few economically active industrial zones, and the most of the sight is unused. The main advantage of being located on Moscow river is being used positively just by the port, but at the same time the most of the territory is restricted for public use.

Yuzhny port is located between two residential zones, Pechatniki and Yuzhnoportoviy districts, which are poorly connected. It is also blocked by existing highways in the north and by the river in the south. The government’s plans for the territory are, firstly, to continue developing the industrial potential of the area, their complex strategy is still unclear, and, secondly, to construct a highway through the territory, which, they suppose, would improve the transport accessibility of the South-Eastern part of the city. There is an opinion that the new highway would just relocate the traffic jam closer to the center and bring more cars to Pechatniki and Yuzhnoportoviy districts, but a proper transport analysis of the territory is needed to state it.



Analysis

S

- **River view and accessibility.**
- Close to city center.
- Economically active port.
- Existing metro stations.
- Location near residential areas.

W

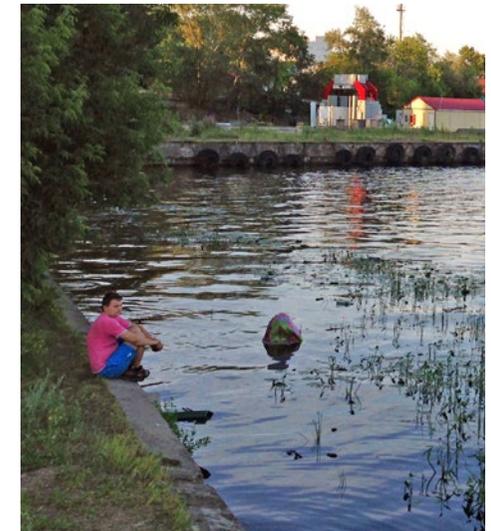
- **Contaminated site.**
- Lack of transport infrastructure.
- No evident landmarks.
- High underground water level.
- Bad image of the site.
- Port blocks accessibility to the river.

O

- **Extension of existing social, commercial and leisure infrastructure.**
- Ferry transportation.
- New metro stations.
- Amusement park project
- Implementation of “Moscow river” strategy.
- Development of nearby areas (ZIL, Amusement Park, River Park...).

T

- **Poor planning strategy for the area.**
- Criminal activity.
- Economical crisis.
- Construction of highways close to the river bank.



Analysis

SWOT-analysis, performed by our research group, revealed that though Yuzhny port has weak and potentially threatful features, it has a potential to become a revitalized and socially active urban space, which could be an alternative center for people not only from the neighboring districts, but the other parts of Moscow as well.

There are some characteristics of Yuzhny port, which we considered to be its **strengths**:

- River view and accessibility (key strength);
- Close location to the city center;
- Economically active port;
- Existing metro stations, located close to the territory;
- Residential areas, which are also located close-by.

The **weaknesses** of the area are as follows:

- Contamination of the site (key weakness);
- Lack of transport infrastructure on the site itself;
- Lack of evident landmarks;
- High underground water level;
- Bad image of the site;
- Lack of river accessibility.

Some features were marked by our group as possible **opportunities**:

- Extension of existing leisure infrastructure (key opportunity);
- Ferry transportation;
- New metro stations;
- Project of amusement park;
- Implementation of "Moscow river" strategy;
- Development of nearby areas (ZIL, Amusement park, River park housing district, etc.).

And there are some **threats** Yuzhny port has:

- Poor planning strategy for the area (key threat);
- Criminal activity;
- Economic crisis;
- Construction of highways close to the river bank.

Our group sees the development of social and commercial infrastructure as the site's strongest opportunity to change itself from contaminated and polluted area it is now to a new district of the city.

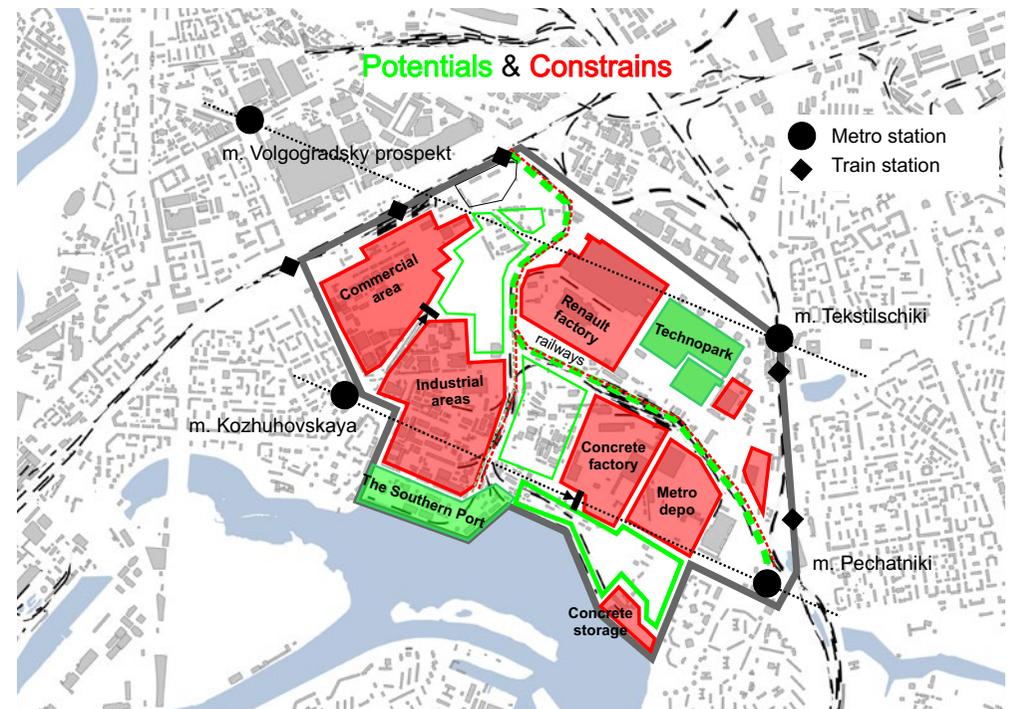


Diagram 3. Site Analysis

We have also performed a site-analysis, which revealed the potentials and the constrains that the territory of Yuzhny port has. As an industrial zone, the area is full of different activities. Most of them, which are not economically active should be excluded from the territory and leave the space for future development. Economically active southern port, on the other hand, is a potential of the territory, which provides working

opportunities and taxes for the city, although it is blocking the straight connection through Moscow river embankment. The role of Renault factory and Technopark is unclear, because, though they are developing industries, an alternative use may be proposed for this area in the future. The most important external potential of the site are numerous green zones of Kuzminki and Nagatinskaya poima, Pechatniki and a green island located by the river.

Diagram 4. Goals, Tasks, Directions



Therefore, our main goals are: first – to create a new urban center, and the second – to develop the continuous river embankment. We have also marked the tasks for reaching our goals, which consider the interests of all stakeholders: the public, the local

environment and the city business. Both of those goals correlate well with the city government’s policy of developing polycentric structure of the city and creating a united and thriving zone by the Moscow river. Our proposition is to find the missing

puzzle piece, that the city is now missing. We believe that it is possible to create a new urban district, which would connect the existing surrounding residential areas, will have a mixed use of residential, commercial, leisure and industrial

activities, of course, not forgetting about the site’s remarkable location by the river and its rich industrial heritage as well.

Strategy

MAIN IDEAS:

1. Urban Continuity.
2. Densify commercial land use around existing metro stations.
3. Creating a connection point in-between (Social Commercial Hub).
4. Strengthen the connection line with a promenade and green areas parallel to the river embankment.
5. Create area's own identity landmarks.
6. Shift proposed major road.
7. Separate the industrial land use from the residential and leisure.



Diagram 6. Up - Future vision

Diagram 7. Right - Spatial Concept



Solution

The main government idea is to keep this area as industrial.

There is a plan to build new highway that will divide this territory in two parts, upper and lower, and limit access to the river.

We understand that this new highway should solve traffic problems of the city in general but it will decrease potentials of developing parallel area along the river.

We suggest to shift the highway upper to the North and to create residential and social areas by the riverside.

New center in the middle part of the new area will enhance it and support government polycentricity idea and it will connect this area to the surrounding districts.

The development includes 3 stages. I'll tell more details about first two of them.

We activate commercial clusters around the existing Kozhuhovskaya and Pechatniki metro stations. We create a local street and promenade along the river to link these activated hubs.

This linking is not just as a tunnel with end points near these metro stations.

That is how social and commercial hub appears between them. To make the hub more connected to the city

we suggest a new one metro station. At the same time, we provide an ecological revitalization for the area to make it more attractive and appropriate for development. Sewage treatment plant construction will help us to clean the water and soil step by step during 2 decades approximately. Planting the green shield along the new highway which will be constructed instead or above unused railways will protect both the new district and Pechatniki residential area from the north-west polluted winds.

This area and its soul should be inspired by existing rediscovered and new landmarks.



- Phase 1
- Phase 2
- Phase 3

Diagram 8. Phases

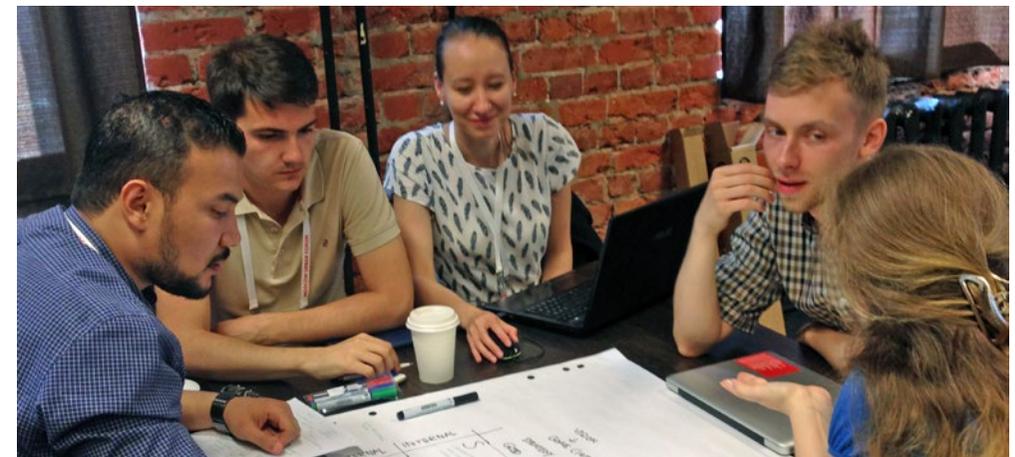
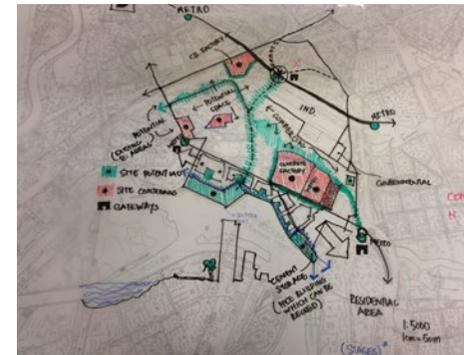


Diagram 9. Solutions in Progress

Scenario 2. FINDING THE MISSING PUZZLE PIECE

Solution

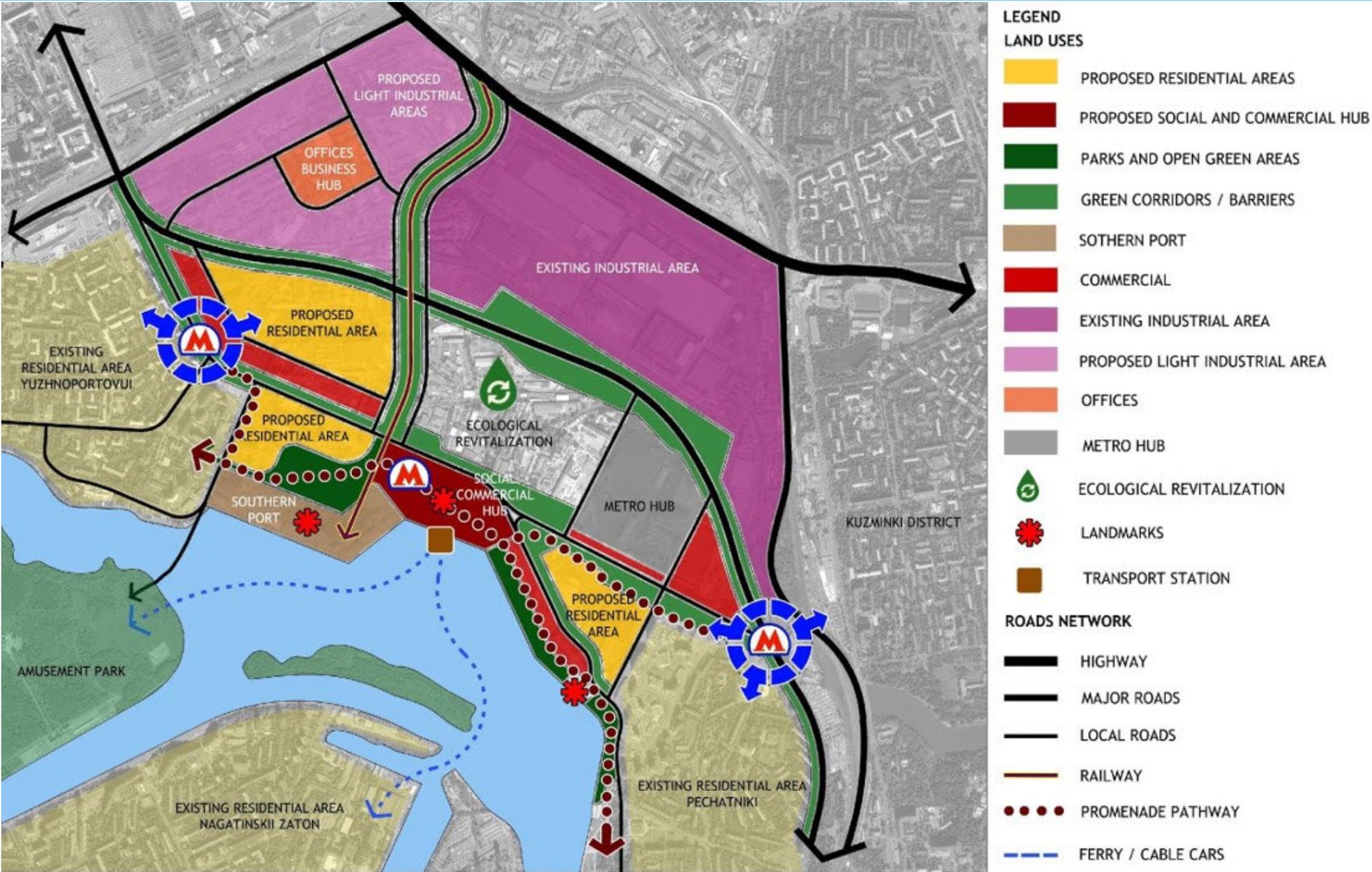


Diagram 10. Conceptual Master Plan

Solution

More about key points of our concept.

METRO STATIONS

We clear understand that realization of this whole concept will take a lot of time. So we suppose start with intensification of land use near the existing metro stations. There are already are local centers for community and the territory around its should be used as effective as possible.

SOCIAL HUB

As we propose to redevelop this huge area to the new vivid urban district well connected to neighboring communities and other districts by vechile, bicecle and pedestrian roads, the existing and new metro stations, by ferries and may be even by the cable way, why not? we absolutely need the point of attraction -we need a center - both for new residents, locals and visitors fulfilled with commercial, public activities, modern public spaces and other nice things that we so like in the cites. It's a heart..

You might ask us why people would like to get there?

Because it's a really unique place with magnificent panoramic view to the Moscow River very closed to the city center, new amusement park

with its own identity that we'd like to enhance.

LANDMARKS

The existing landmarks are not obvious now. We redefine them: cranes and elevator should become recognizanble local landmarks. Elevator can be a new creative space. And the cranes can be used as viewing points to observe the Moscow river and nearby areas.

PROMENADE

We were saying about promenade along the waterfront it could look like this. Could you see people at the crane? Above? I'm sure lots of us would like to see the Moscow from this view point.

STREET ART

Another option to change the boring view and whole image of this territory is to use the modern street art and graffiti. Look at this elevator, do you see the differences? Many artists would like to make the mark onhistory. Why not?

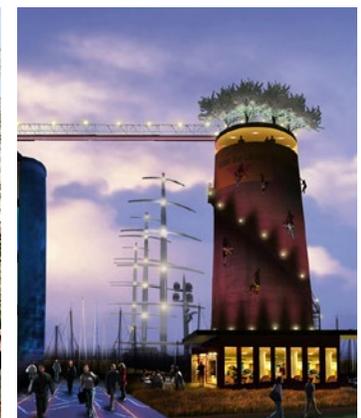
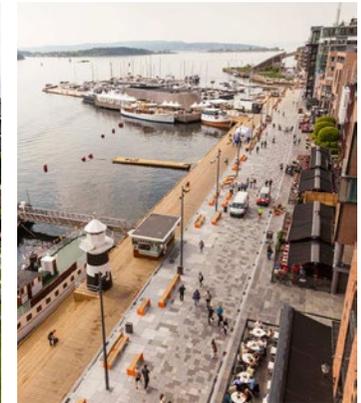


Diagram 11. Future Visions

Scenario 2. FINDING THE MISSING PUZZLE PIECE

Solution

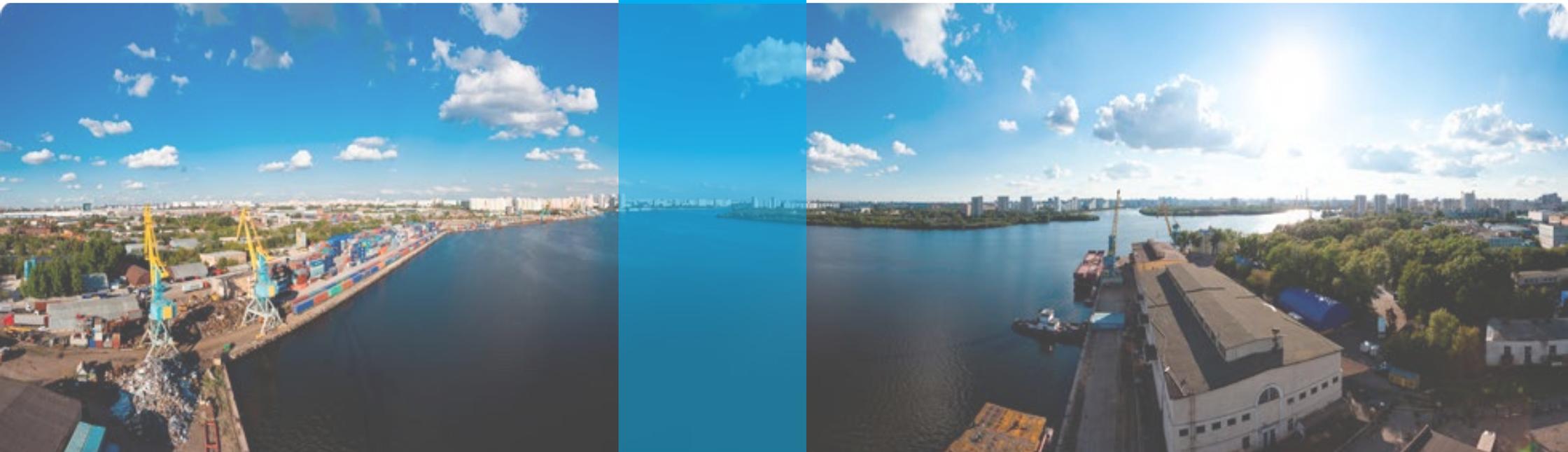


Diagram 12. Future Visions, before and after

Scenario 3.

RE-MEDIATION PROCESS

Re-Mediation project proposal aims at providing a solution that will not only revamp the southern port area, but also contribute to broaden the debate over different mechanisms and processes than can be utilised in redevelopment projects. In addition, an underlying objective of this approach is to configure a 'mediation' strategy in order to involve the different project stakeholders in a collaborative way to achieve high level of commitment and truly engaging outcomes.



SWOT ANALYSIS

The South Port area in Moscow certainly brings a unique set of challenges in terms of redevelopment. It has well-known issues with soil and water pollution, disputes over land, no appropriate public infrastructure, amongst others. This is all topped off by a negative image the area has among Muscovites due to historic negligence.

These challenges, however, also offer an opportunity for the development of a flagship project. Redeveloping such a problematic area, particularly with the use of innovative tools in urban planning, can serve as a blueprint for the conduction of similar works in Moscow or elsewhere in Russia.

The assessment of the site past and current conditions included the conduction of a SWOT (strengths, weaknesses, opportunities and threats) analysis, and also an evaluation of historic and current development plans for the area and Moscow as a whole.

The SWOT analysis has a twofold objective: identifying the main issues which are currently present at the site, and providing a preliminary idea of what are the site potentials for redevelopment. Information for the conduction of this exercise was obtained during a site visit conducted in 3 July 2016, complemented by data provided by several municipality departments in 4 July 2016.

Most of the information gathered during the SWOT analysis are well-known for former industrial sites and where limited data is available (e.g. soil and water pollution, unknown land use rights, etc.). As it will be seen below, this proposal was built on the opportunity of creating a 'self-sufficient' area encompassing the three different economic sectors, starting from urban farming.

STRENGTHS

- RIVER
- PROXIMITY TO NEW DEVELOPMENTS
- MIX USE OF LAND
- FAMILY FRIENDLY AREA
(seen from Prechtaniki)
- HARBOUR HERITAGE - IDENTITY

WEAKNESSES

- ECOLOGICAL SITUATION
- LIMITEG TRANSPORT LINKS
- PHYSICAL BARRIERS
- BAD COLLECTIVE IMAGINARY
(from Moscow perspective)
- DECISIONS ALREADY TAKEN
- UNDERUTILISED SPACES

OPPORTUNITIES

- TOURISM (Theme park, landmarks)
- NEW HOUSING ARRANGEMENTS
- AVAILABILITY OF LAND
- ENHANCE ECONOMIC DIVERSITY
 - . Urban agriculture
 - . Industry and manufacturing
 - . Services
 - . Energy and water
- LOCATION ON THE RIVER
- REUSE OF ORGANIC RUBBISH FROM WHOLE MOSCOW

THREATENS

- INCREASING TRAFFIC
- POTENTIAL GENTRIFICATION
- CONFORMIST MINDSETS
- DIVERSITY OF STAKEHOLDERS

STAKEHOLDERS

In line with the project strategy of 'mediation', the identification of the stakeholders which can be influenced by or influence the project, is of great importance. Firstly, it highlights the myriad of actors which are directly and indirectly involved, and their relevance to the development process. Secondly, it assists in strategizing an approach to engage pertinent parties and collaborating with them throughout the project.

The exercise comprised a very brief review of the main project stakeholders, including:

Government

- National government
- City government
- District Government
- Port authority

Private Sector

- Industries
- Commerce
- Informal activities

Civil Society

- Individual owners
- Renters
- Community-based organisations (e.g. from Pechatniki)

LAND OWNERSHIP

Drilling down on project stakeholders' matters, it is important to understand what is the land ownership situation in the South Port area. Figure beside presents ownership categorised into government-owned and privately owned land.

As it can be seen, most of the land in the Port area and its surroundings is government-owned. This, however, does not mean facilitated access to land for redevelopment. The commercial and industrial facilities that operate in state-owned land hold a huge array of different contracting agreements, in both official and non-official terms, in different conditions and timeframes. This represents added difficulties in negotiating repossession or relocation of facilities and activities. The approach considered in this project does take this information into consideration, and attempted to minimise conflicts revolving around this issue.

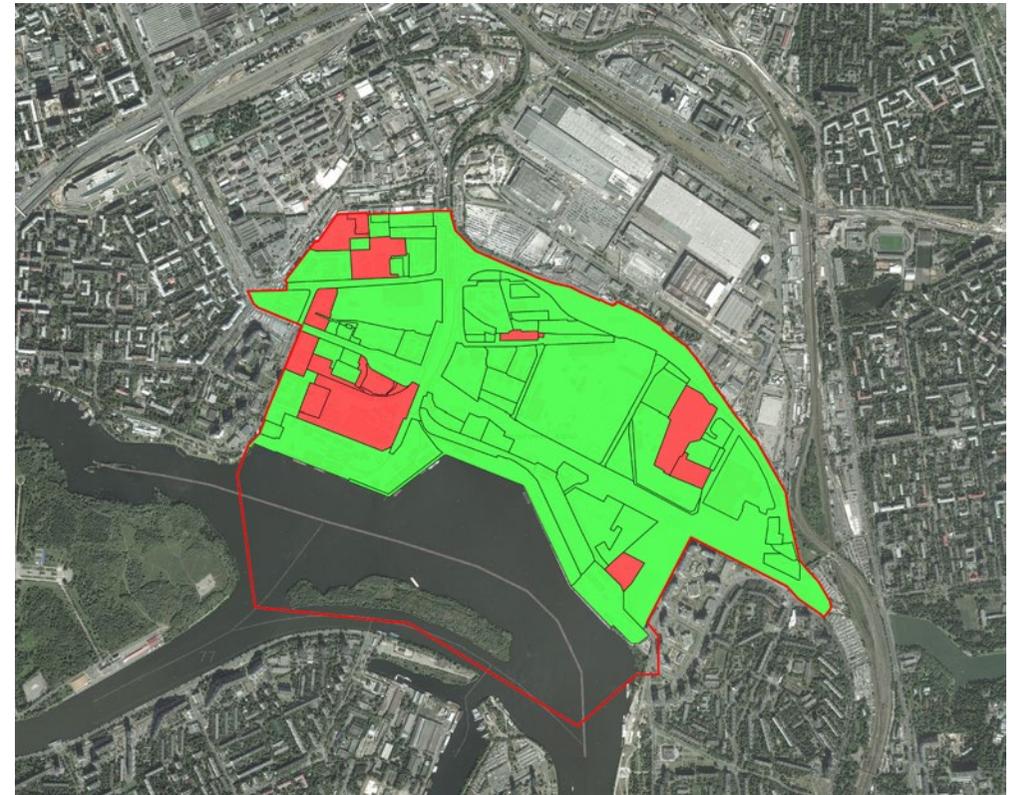


Diagram 1
Land ownership in project area
green: state-owned; red: private-owned
source: Moscow Land Cadastre

Moscow Master Plan 1971

However being part of a recent plan towards redeveloping the banks of the Moskva River, to better understand the context within the South Port area was first developed, a brief review of the Moscow Master Plan elaborated in 1971 was conducted. The most determining feature identified in that plan was the concept of green corridors which would run almost radially from the central parts of the city towards its outskirts, as it is diagrammatically represented in Figure 2.

As it can be observed in Figure 1 (right), although some green areas were preserved around the city, particularly in the south-eastern of Moscow these spaces were severely discontinued. Furthermore, as seen in Figure 3, this specific area ended up being mostly used for industrial purposes.

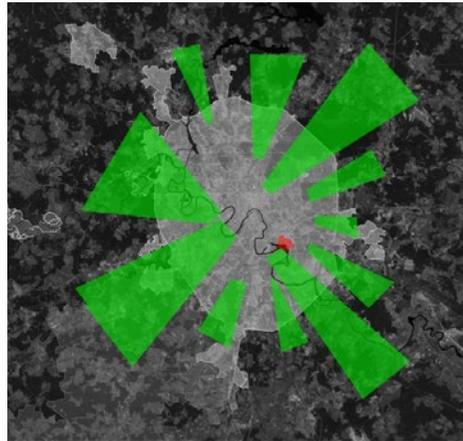


Diagram 2.
Schematical representation of green corridors from Moscow Master Plan 1971

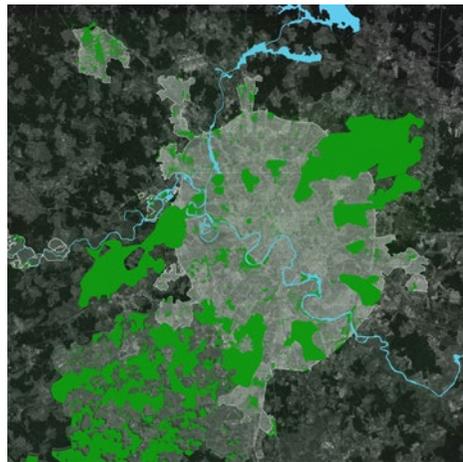


Diagram 3.
Moscow's green areas current situation – 2016

In line with this plan, the Re-Mediation project sees an opportunity to work towards re-establishing these green corridors. Naturally, this can only be achieved in an incremental manner, as the scales of recuperation of such large areas in conjunction is not deemed feasible for a multitude of reasons, ranging from social to technical and financial.

Diagram 4. Green corridors concept
Master Plan 1971



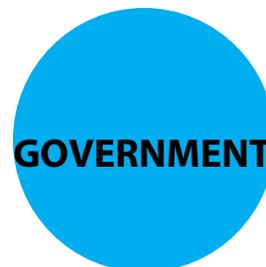
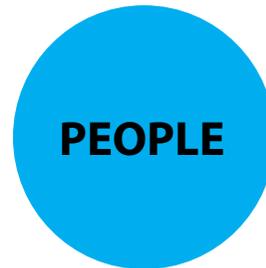
Diagram 5. Current situation – 2016 (green areas in green; industrial areas in white)

Building on the site assessment depicted in the previous sections, a vision for the site redevelopment along with a set of goals were elaborated.

The overarching vision of the Re-Mediation project is as follows:

Develop a self-sufficient neighbourhood that can serve as a model for redevelopment of degraded areas in Moscow

This vision, as stated previously, is centred on the mediation between the main pillars of the project, which were identified as environment, people, economy and government. As the vision goes, the strategy is increase the levels of self-sufficiency in all these aspects within the new neighbourhood. This idea is based a global vision, as well as a unique model of integration of long-term spatial planning mechanisms in a real urban environment.



For that purpose, four main goals were defined, as follows:

Provide equitable and sustainable housing

Housing provision should be thought beyond simply offering a housing unit. Settlements should be connected to the city fabric, and provide options for a variety of family incomes, in order to enhance diversity and integration. In addition, sustainability in construction and maintenance of buildings should be enforced.

Increase job opportunities and diversity

Diversifying the economy in the area by broadening the type of industry is possible via combining primary (e.g. extraction), secondary (e.g. processing) and tertiary (e.g. commerce) activities. In this case, food production-related activities are proposed, as described in more details in the next sections.

Promote education and capacity-building

Job creation is only sustainable in the standpoint of the worker if it provides an opportunity for skills acquisition. Therefore, this project considers capacity-building activities aiming particularly at local residents, in the different economic activities proposed, but as well as in education facilities that can leverage on the new experience of redevelopment. This also serves to engage students, other interest parties and even tourists which can visit the neighbourhood, as part of an education tourism type of arrangement.

Enhance city integration

The self-sufficiency promoted on this project by no means mean disconnection to the city as a whole. On the contrary – it understands that only by a seamless linkage of city and local functions, in all levels (environment, people, economy and government) the redevelopment process will be successful.

URBAN FARMING

The idea of redeveloping some of the area for urban farming has two main objectives:

- Completely change the perception of the South Port area from an industrial contaminated land to a green food producing zone.
- Promote the diversification of the economy in the area by introducing a primary economic activity (farming), which can be followed by food processing facilities (secondary) and, lastly, grocery stores (tertiary).

In addition, this activity can be used to form partnerships with educational facilities in Moscow, and provide capacity-building for students interested in the subject. Moreover, educational tourism can be implemented, as the zone will most likely become a destination for professionals, students and visitors willing to understand and replicate the concepts there applied.

There are various benefits to the introduction of agriculture in an urban setting, as follows ("Brownfields and Urban Agriculture"; EPA, 2011):

- It increases surrounding property values, beautifies vacant properties, promote a sense of community, and provides recreational and cultural uses.

- It increases infiltration of rainwater, reducing stormwater overflows and flooding, decreases erosion and topsoil removal, improves air quality, and reduces waste by the reuse of food and garden wastes as organic material and compost.

- It promotes physical activity and educates new gardeners on the many facets of food production from food security to nutrition and preparation of fresh foods.



Diagram 6. URBAN FARMING.
Source: Wikipedia

The use of former industrial sites for urban farming, although presenting extra challenges, has been proven to work in a variety of contexts, with successful experiences in India, China, Canada and the United States. Such a project indeed requires strong political commitment, and a municipal-level strategy in order to move forward. Some of the sources of financing are listed below:

- Subsidies from brownfield redevelopment programmes.
- Land readjustment, as explained below.
- Educational tourism, as described above.
- Selling of products, after production has been established.

Naturally, prior to any farming activity, soil and groundwater in the area have to be thoroughly analysed regarding contamination. Remediation strategies vary depending on type and level of contamination, but excavation and bioremediation (microbial) have been the most widely employed approaches in similar cases. Regular monitoring of environment quality after initiation of activities is also essential and can be arranged in partnership with educational facilities and laboratories.

In terms of farming techniques, several options are available. In case soil is deemed (temporarily) unfit for planting, suspended gardens with clean soil or hydroponic systems (water-based farming) can be utilised. In such cases, the use of existing buildings is encouraged. (There are cases where buildings' basements were also used for growing mushrooms, for example). Moscow being of cold climate, seasonal variations in crops should be considered, and normal farming and nursery should be done in greenhouses.

Farming can also be combined with other activities nearby. From the wastewater treatment plant located around 2 km south of the site, organic nutrients can be obtained. Also, the implementation of a waste recycling facility close by to the farming activities can provide material for composting.

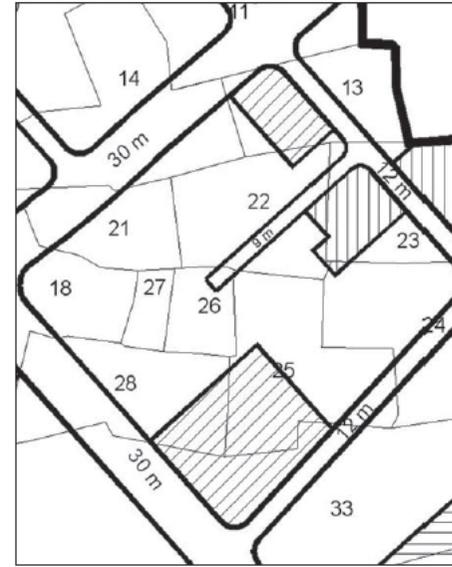
LAND READJUSTMENT

Land readjustment/pooling is a strategy that has been widely utilised in order for municipalities to gain access to land to improve public infrastructure. In summary, it entails the restructuring of existing plots, by negotiating with current owners a reduction in their plot sizes with the objective of freeing land for the development of infrastructure. Whilst the plot owners benefit from better infrastructure and increased land prices (although with a smaller unit), the municipality obtains land for development without having to buy or compensate, and can recover costs via land taxes and/or using some of the freed land for selling (as an office or housing estate, for example).

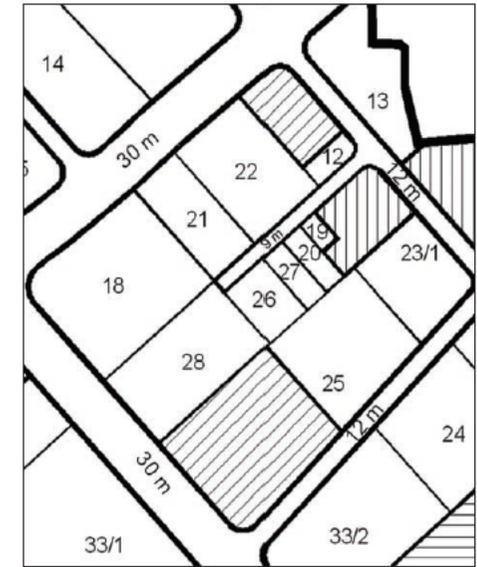
In the case of the South Port, as it can be seen in Figure 1, most of the land is of public ownership. Building on the mediation focus of this project, it is crucial that current private owners or renters are involved since the inception of the project, in order to ensure commitment and facilitate the readjustment process.



Original Plot structure



Proposed structure



Final Arrangement

Diagram 7.

Source: Ballaney & Patel, Indian Infrastructure Report 2009

Housing policies

The design of specific housing policies for the area of South Port are expected to create new possibilities for local communities, but also for other inhabitants of Moscow, to plan and build better places to live for everyone. This includes building affordable housing, improving the quality of rented housing, helping more people to buy a home, and providing housing support for vulnerable people.

Real estate market is a dynamic that determines where the people can live depending of their purchasing power, promoting social segregation. Therefore, offering a diverse housing product doesn't imply an automatic attraction of social diversity. For that reason, housing policies have to be implemented in order to innovate in the process of dwelling access by facilitating it to determined social profiles, that need some support in order to afford a house in Yuzhny Port, such young people, Pechatniki inhabitants or near industry workers. One example include, for example, the initial provision of more expensive units in the area, which can be used to cross-subsidise the provision of affordable housing for vulnerable groups.

Stakeholders mediation & citizenship participation

Working through collective participation process, that involve as many stakeholders as possible is vital to develop an accurate analysis of the current situation. Moreover, the approach of working with local inhabitants can help in answering real needs of the people and the working activities and, consequently, avoiding future complaints from local communities, whose needs have not been addressed.

One important task in the specific case of South Port is to retain existing businesses that might work in cooperation with the proposed activities for the area (e.g. cosmetics production, furniture making, recycling facilities and the business park just north of the area). Most of these industries can either provide materials or use outcomes of the farming production in their processes, and the 'intelligence' unit of the area can be based on the business park, for example.

Green Corridors

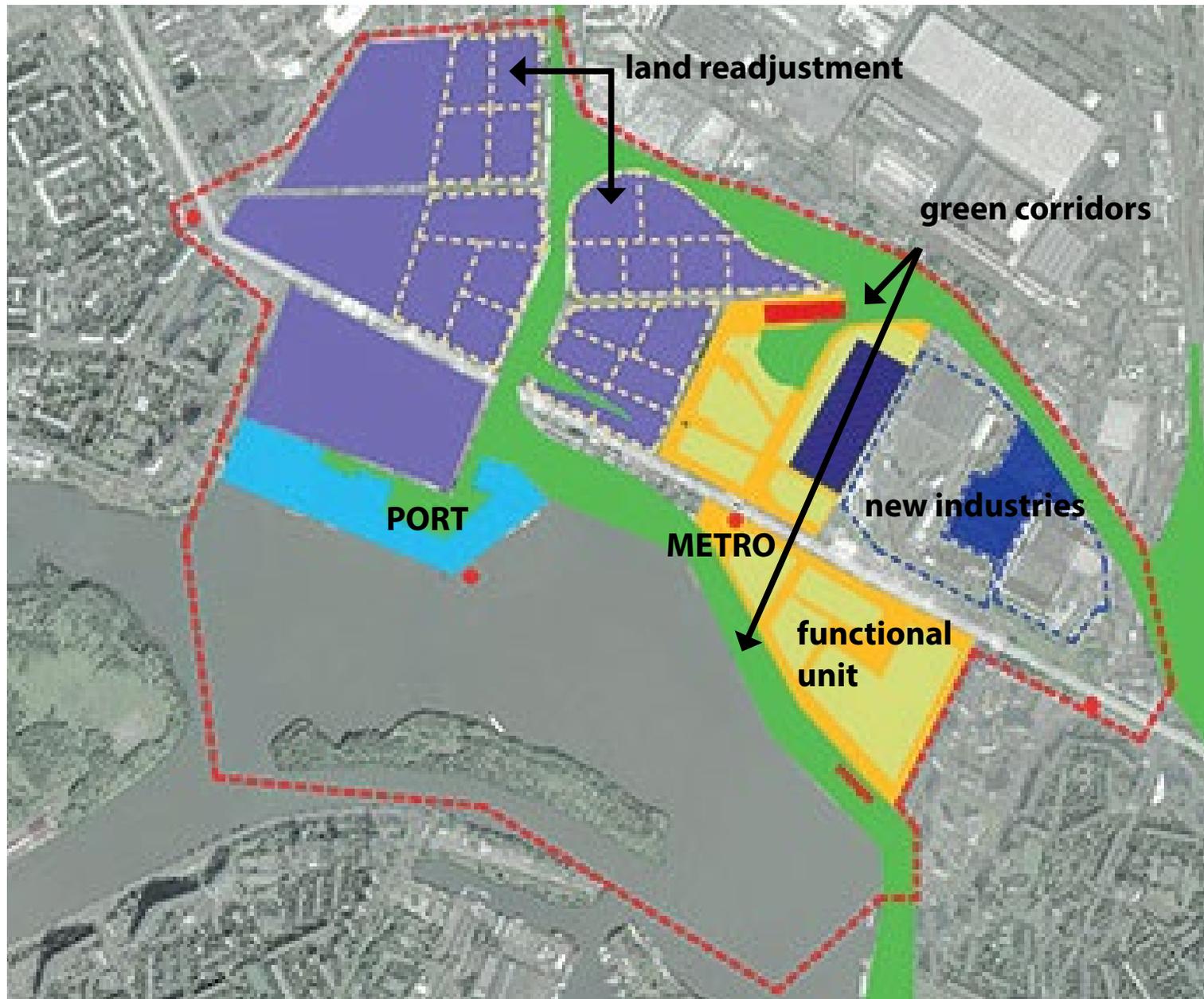
The promotion of green corridors in urban areas is vital for the metabolism of the city. Moscow have worked in the improvement of its green corridors, and Yuzhny Port has now the opportunity of becoming a piece of the bigger system.

This can be done in different scales: connecting the South Port area with surrounding neighbourhoods, but also within the area itself in between housing and industrial facilities, or using existing urban structure areas (e.g. railway lines).

Staged Development

Cities need staged strategies in order to answer to different realities. Urban areas are nowadays a result of multiple layers from different periods of time. Moreover, staged development strategies allow to correct or address to a better direction some of the proposals already implemented. Correction is something very difficult in cities development, due to issues such as time, investment or expectations. Therefore, staged strategies by defining a process, and not a final image of the area, will give the opportunity of improve the development of the neighbourhood and its dynamics.

PLAN - PROCESS



The proposal for the development of Yuzhny Port is to design a process in order to remediate the environment by involving the existing stakeholders and bringing new people and activities to diversify socially and economically the area.

The proposal is based on the tools described previously, so as to develop a plan-process, and not only a plan project that expect a final image of the area. The Re-Mediation process is a strategy to achieve the main goals about housing, employment, education and the best integration in the bigger urban system of Moscow, always regarding the **social, environmental, economic and governmental** spheres.

- Green corridors
- Land readjustment area
- Functional unit
- New industries facilities
- Port

Diagram 8. MasterPlan

As a staged process we propose different phases of the execution, and a strong political commitment at municipal level strategy is highly required. Due to the fact that most of the land of the area is publicly owned some of the first steps are easier to tackle. The construction of infrastructure like the main road linking Kozhukhovskaya and Pechatniki and a new metro station in the central part of the area, would create a new and closer image of Yuzhny Port to the citizens of Moscow.

At the same time of the infrastructure execution, the green corridors should be strengthened. Re-mediation proposes to work on the enhancing actions, by defining a new green structure by recovering some old and underutilised infrastructures, such as the railway on the north part to become green and open areas that improve the environmental situation and prepare the area for the housing developments. The plantation of autochthonous trees would help to fight against invading species but also is the first step in remediating the soil and the air of such a polluted area like Yuzhny Port.

Via land readjustment, this project expects to involve existing owners

and activities. The proposal defines different areas in order to arrange the property structure for a better distribution of the area. Moreover, a functional mixed use unit is defined blending housing, social facilities, new industry spaces and open space for urban farming.

The new industry facilities are proposed to take in innovative production systems with a strong social and environmental commitment. The Re-mediation process aims at establishing new industries that could foster and economic production chain, which includes primary, secondary and tertiary sectors. Therefore, the promotion of urban farming would take part in the primary sector. Innovative and clean industries, such as food treatment or packaging business and recycling processes would cover the second one. Finally, new services would be needed to distribute and sell the products, which would create new job opportunities for Moscow and Yuzhny Port inhabitants and get advantage of the privileged position on the waterfront, by making the most of the harbour infrastructure and getting the river as a natural value, but also a transportation channel. In addition, most of the existing activities, such as the harbour, would

be kept and involved not only in the readjustment process, but in the new economic system. Also the proximity to the IT centre is a high value to implicate in the design of the new economic model of the area.

Finally, the Re-mediation project proposes new social and educational facilities to make of Yuzhny Port a great area to live in. Therefore, the functional units integrate social facilities according to the demographical needs planned. Moreover, a bigger scale approach is proposed, regarding professional educational system, taking profit of the unique opportunity of learning from primary sector and innovative

green solutions not only to remediate a polluted area, but to implement a complete productive chain.

The knowledge and experience gained in such project applied in Yuzhny Port could be learned and, consequently, exported to different areas of Moscow, or other Russian cities.

The result of the process would be a renovated area, where to have a high quality of life, due to the housing and job opportunities there created by improving the area environmentally and involving and keeping the existing stakeholders.

Diagram 9. Functional unit



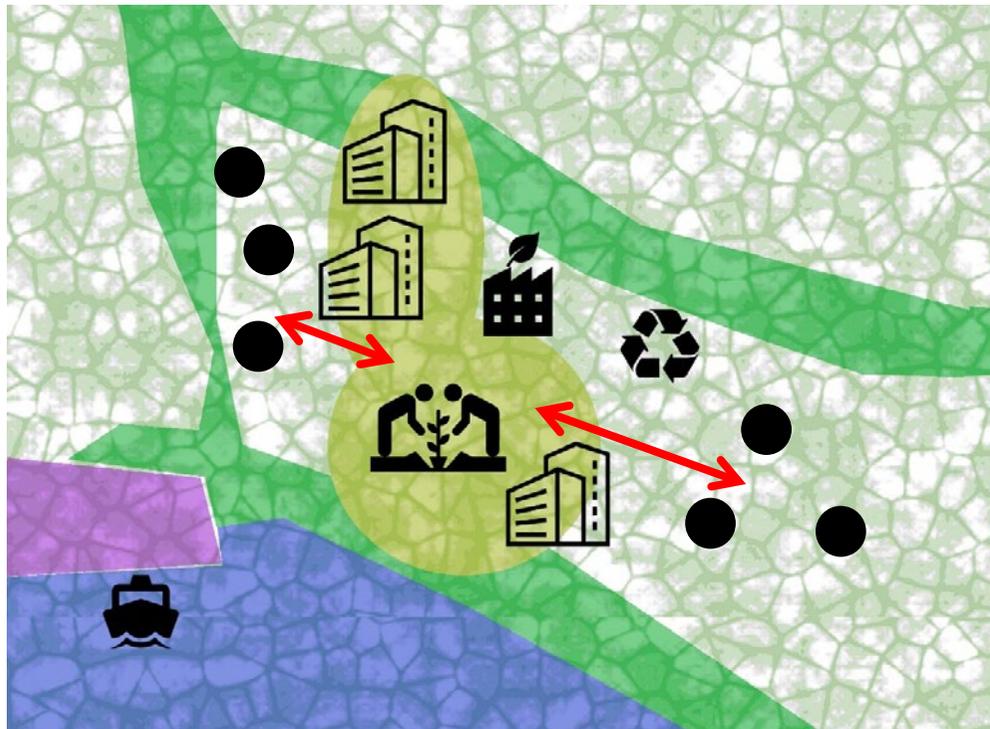
In addition to common challenges faced by urban development projects (e.g. lack of technical and financial resources, limited stakeholder engagement, etc.), this proposal presents specific difficulties, including:

- Due to the use of new tools/strategies, there is lack of institutional frameworks and tools for implementation, which will most likely require extra effort and time to be established.

- The need to determine the level of contamination of the soil and groundwater, considering there are no definitive standards for soil contaminant levels safe for food production, internationally or in Russia.

- The acceptance of the different stakeholders due to the innovative character of this proposal.

It must be noted, though, that early engagement of the different actors, combined with political will and understanding that, despite the extra effort, this project will most likely serve as a reference, can be the motivation to overcome such issues.



The incremental redevelopment of the South Port area towards a self-sufficient zone including the conduction of a varied range of economic activities, and the inclusion of local populations in several fronts, from housing to green corridors, is possible.

Although presenting specific and extra challenging issues, the neighbourhood provides an unique opportunity for a flagship project which can serve as a reference for similar developments in Moscow and elsewhere in Russia.