



Charitable Foundation
«I LOVE DERBENT»



**OPEN INTERNATIONAL COMPETITION FOR
THE DEVELOPMENT OF A MASTER PLAN FOR
THE DERBENT URBAN DISTRICT,
REPUBLIC OF DAGESTAN**

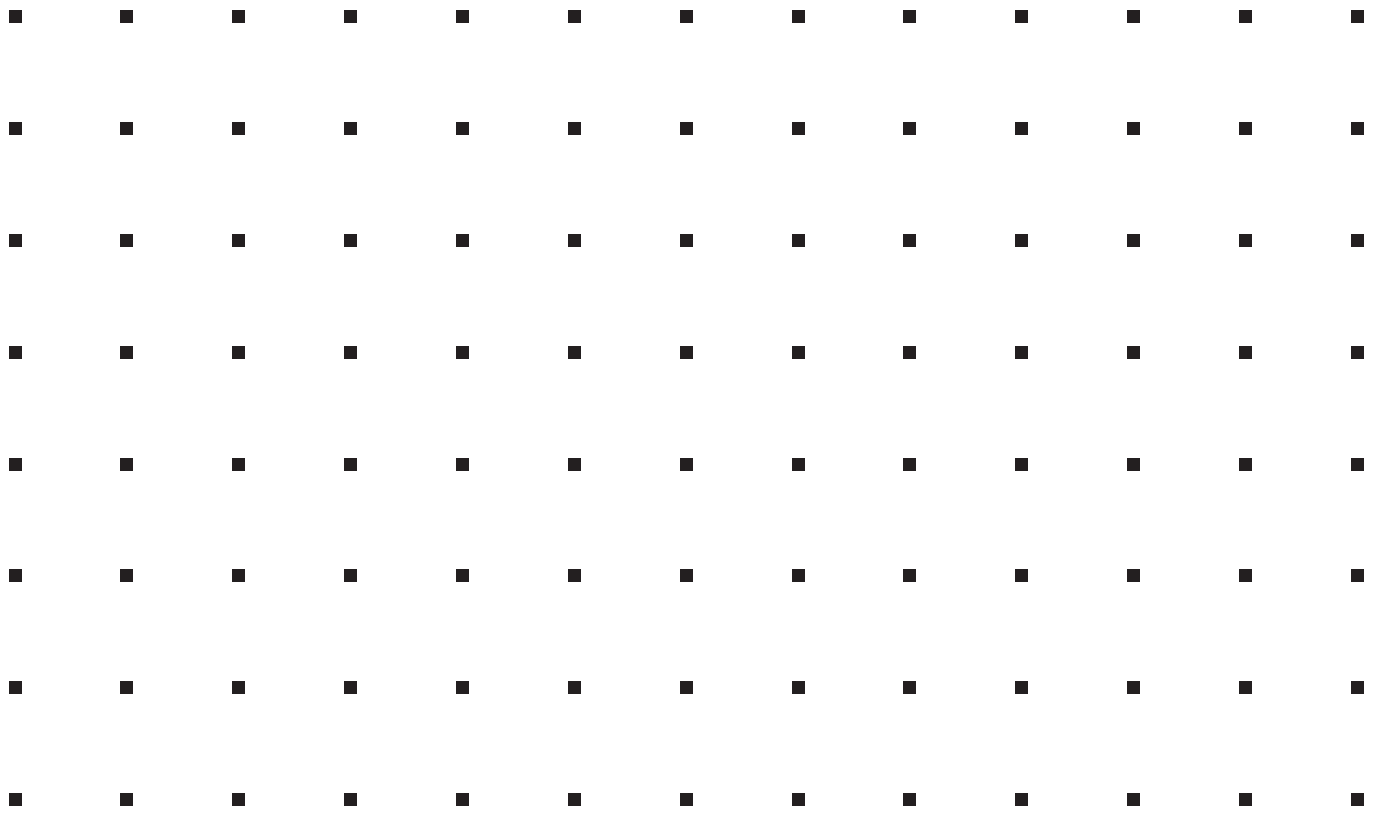
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**CALL FOR
SUBMISSIONS**



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ABOUT THE COMPETITION



NATIONWIDE COMPETITION

ABOUT THE COMPETITION

Competition Object

Derbent Urban District, Republic of Dagestan, within the boundaries set by Derbent Urban District General Plan, which was adopted by Derbent Urban District Council on October 25, 2013 (total area: 8,458.01 hectares).

Competition Format

INTERNATIONAL
TWO-STAGE
OPEN

Competition Aim

Choosing the optimum master plan for the Town of Derbent urban district that would execute the Vibrant City key scenario, as well as finding the best concept for the embankment (approximately 12 km long), including a detailed plan for first-stage construction along the 2.5 km priority section.

Location of Derbent and the Embankment



8,458
hectares

size of Derbent Urban
District

Participants

Both Russian and foreign companies are eligible to participate in the competition, provided that they specialize in strategic territorial development, urban planning, and/or architecture, and employ or are capable of employing experts on economics, financial modeling, and content programming.

Finalists

The Jury will select 3 Finalists after the first stage of the Competition, based on the portfolios they have submitted.

3 Finalists

Winner

The author of the best Competition Proposal (as ruled by a Jury representing various industries) will be considered the Winner of the Competition.

Prize Fund

RUB 14,500,000



Total Prize Fund

The three finalists who develop the final Proposals will be paid a reward totaling 2,500,000 rubles, including all taxes and fees.

Following a meeting of the Jury, the finalists will also receive an additional payment in accordance with prize distribution, including all taxes and fees, in the following amounts:

1st place – 4,000,000 rubles.

2nd place – 2,000,000 rubles.

3rd place – 1,000,000 rubles.

COMPETITION SCHEDULE*

planderbenta.ru/eng



*The Organizer retains the right to change the Competition schedule. Information on any changes will be published on the competition website at: <https://planderbenta.ru>

Initiated by

The “I Love Derbent” charity fund

The “I Love Derbent” social and economic charity was founded in 2016. Its main mission includes supporting all people, regardless of ethnicity, nationality, and faith, and ensuring their social security, as well as promoting peace, friendship, and harmony between various peoples, and encouraging patriotism, spiritual and moral values, and respect for culture among children and young adults. In order to fulfill its socially beneficial goals, the charity works together with any and all stakeholders, including enterprises, public and research foundations, legislative and executive authorities, and foreign and international organizations. It is happy to contribute to investment, infrastructure, education, and other projects, including initiatives aimed at developing new solutions in urban planning and architecture.

Charitable Foundation
«I LOVE DERBENT»

Organizer

Agency for Strategic Development CENTER

www.centeragency.org

Analytical and consulting organization specializing in development and urban planning. Operator of various architecture, urban planning, and design competitions, and an advocate for openness and transparency in all competitive procedures. The Agency deals with matters related to comprehensive land and real estate development and to improving the quality of the urban environment. It generates new ideas for cities and regions and develops new models of land development in Russia, thus allowing each community to unleash its full potential through the growth of new cultural, economic, and social hubs.



Jury Members*



Vladimir Vasilyev
Head of the Republic
of Dagestan, Jury
Chairman



Khizri Abakarov
Head of Derbent
Urban District



Viktor Vakhshayn
Dean of the Faculty
of Sociology at the
Moscow School
of Social and
Economic Sciences,
Dean of the Faculty
of Philosophy and
Sociology at RANEPa



Uvais Kamalov
Chairman of the Union
of Architects of the
Republic of Dagestan



Suleyman Kerimov
Member of the
Federation Council
of the Federal
Assembly of the
Russian Federation
representing the
Republic of Dagestan.



**Aleksandr
Kudryavtsev**
Head of the
Department of
Archaeology and
Regional History,
Dean of the Stavropol
State University
Branch in the town of
Izobilny



Narine Tyutcheva
Architect, professor
at the Moscow
Architectural Institute
(MARKHI), member
of the Expert Panel
at the Ministry of
Construction, Housing,
and Utilities of the
Russian Federation



Fakhreddin Miralayev
Master of Architecture
of the Republic
of Azerbaijan



Nezir Guseynov
Chairman of the
Committee for
Architecture and
Urban Planning of the
Republic of Dagestan



Zarina Doguzova
Head of the Federal
Agency for Tourism
(Rostourism)



Irina Zamotina
Chief Architect
of the Urbanika
Institute, expert
of architectural
planning and urban
design



Evgeniy Kutsenko
Head of the cluster
observatory of the
Institute of Statistical
Research, Higher
School of Economics
(HSE)



Isa Magomedov
Head of the
Architecture and
Urban Planning Office
of Derbent Urban
District



Evgenia Murinets
Director of the Urban
Development Policy
and Construction
Institute, Advisor
to the President
of the Russian
Architects' Union

The Competition Jury is a work group that includes experts on construction, urban planning, architecture, and economics, as well as the Client's representatives.

**The Jury may be subject to change*

Public Committee*



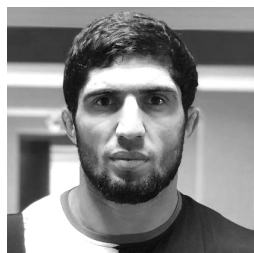
Stanislav Aristov
Advisor to the Russian
Minister for the Affairs
of the Northern
Caucasus



Murad Gadzhiev
Deputy of the
State Duma of the
Russian Federation
representing the
Republic of Dagestan



Robert Ilishaev
President of the “Kele
Numaz Synagogue”
Derbent Jewish
Religious Community



Dauren Kurugliev
Russian freestyle
wrestler, Russian
and European
Freestyle Wrestling
Champion. Master
of Sport of Russia,
international class.
Member of the
Russian National
Freestyle Wrestling
Team.



Lev Manakhimov
Artistic Director of the
Municipal Mountain
Jewish Theatre
of Derbent Urban
District



**Saidgashim
Murtaibov**
Akhoond (Mullah)
of Derbent Urban
District Dzhuma
Mosque



Magomed Sadulaev
Member of the
Dagestan People's
Assembly, CEO of the
Derbent Sparkling
Wine factory



Shumi Shabataev
Member of the Civic
Chamber of the
Republic of Dagestan



Imam Yarialiev
Member of the City
Council of Derbent
Urban District



Ahmad Haji Kakhaev
Deputy Mufti of the
Republic of Dagestan



Nikolay Kotelnikov
Archpriest of
the Church of
the Intercession
of Derbent Urban
District



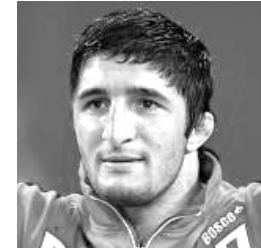
Vladimir Krylov
Chairman of the Civic
Chamber of Derbent
Urban District



**Khabib
Nurmagomedov**
Russian mixed martial
artist, current UFC
Lightweight Champion



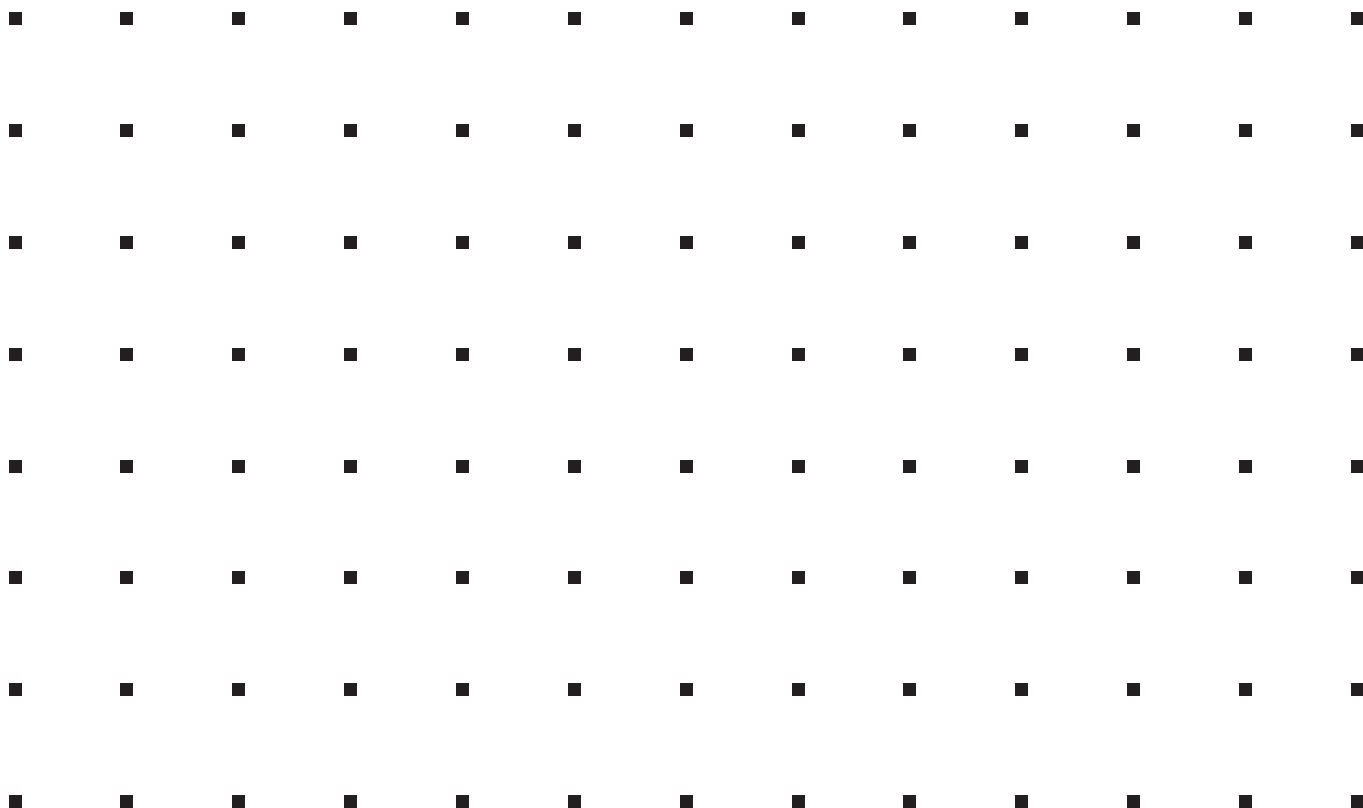
Mavsum Ragimov
Chairman of the City
Council of Derbent
Urban District



**Abdulrashid
Sadulaev**
Russian freestyle
wrestler, Olympic
champion, three-
time world champion,
three-time European
champion. Merited
Master of Sport of
Russia

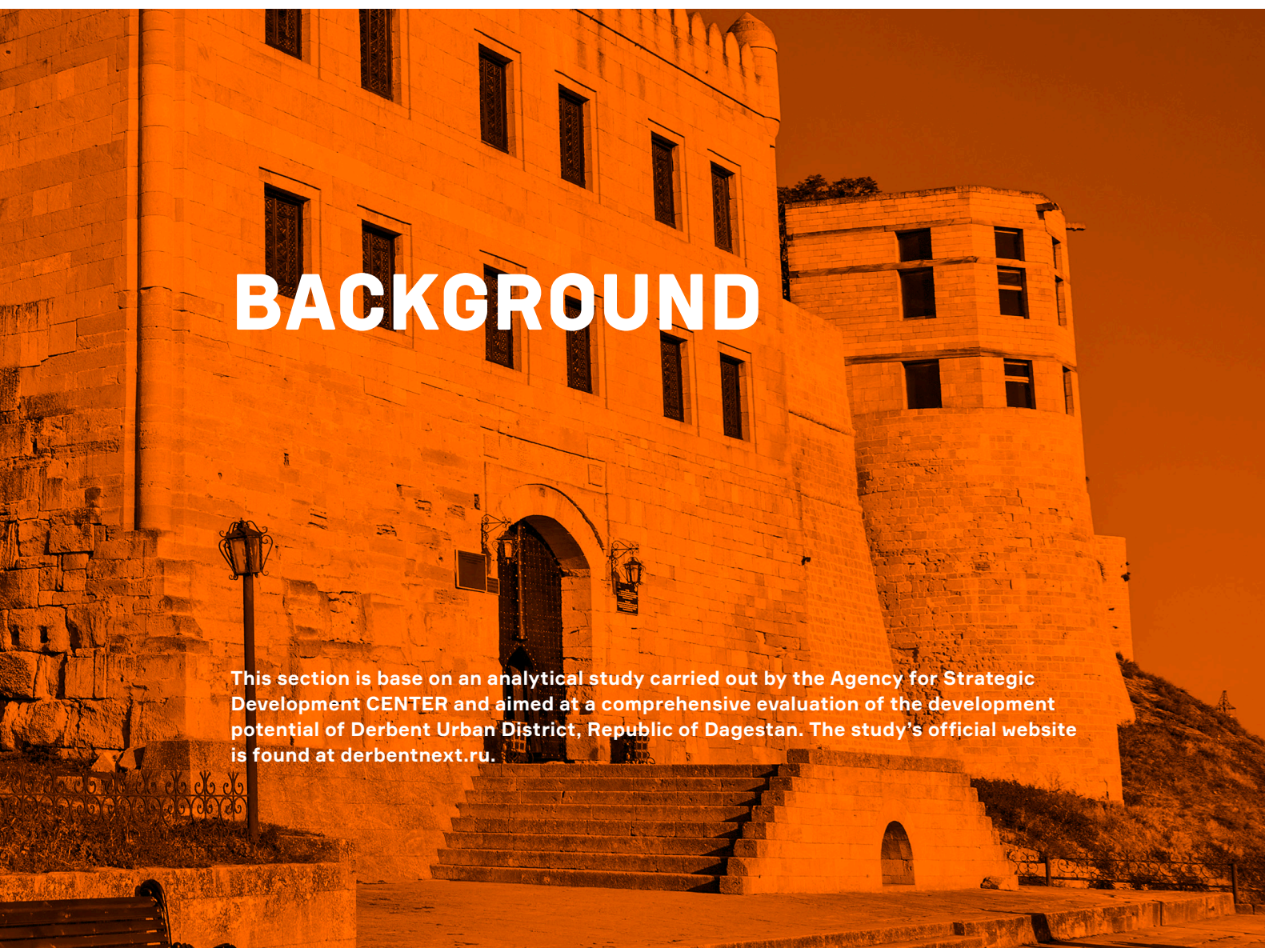
The Public Committee is the Competition's advisory body that includes distinguished and well-respected public figures of the Republic of Dagestan, representing such fields as culture, politics, sport, and religion, as well as guest experts.

* The guest experts invited to the Public Committee may be subject to change



BACKGROUND

This section is base on an analytical study carried out by the Agency for Strategic Development CENTER and aimed at a comprehensive evaluation of the development potential of Derbent Urban District, Republic of Dagestan. The study's official website is found at derbentnext.ru.



The city of Derbent is the major community of the eponymous district, which lies 121 km to the southeast of Makhachkala, the capital of Dagestan. It is the republic's second largest city, with a population of 123,720 people.¹

One of the oldest towns in Russia and the world, Derbent is located on the western shore of the Caspian Sea, on the spurs of the Tabasaran mountains of the Greater Caucasus, standing at the closing point of the narrow beachside terrain known as the “Derbent Passage” or “Caspian Gates”. It has a historical settlement status, and in 2003, the Old Derbent architectural and natural complex in the city center was recognized as a UNESCO World Heritage Site under the official name of “Citadel, Ancient City and Fortress Buildings of Derbent”.

The advantageous geographical location of Derbent, which stands in a strategically important place on the border between Europe and Asia and along the Great Caspian Trade Route, determined the city's crucial role for many centuries. Even today, the city has retained its geographic and strategic importance not just as a unique region, but also as the Russian Federation's southernmost city, with only 45 km between Derbent and the Republic of Azerbaijan.

This ancient town's seaside location, favorable natural and climatic resources, important historical and cultural sites, and the above geographic and strategic role have given it high development potential.

At the same time, Derbent is facing external and internal challenges, which require a new development model.



**One of the oldest cities
of the Russian Federation**

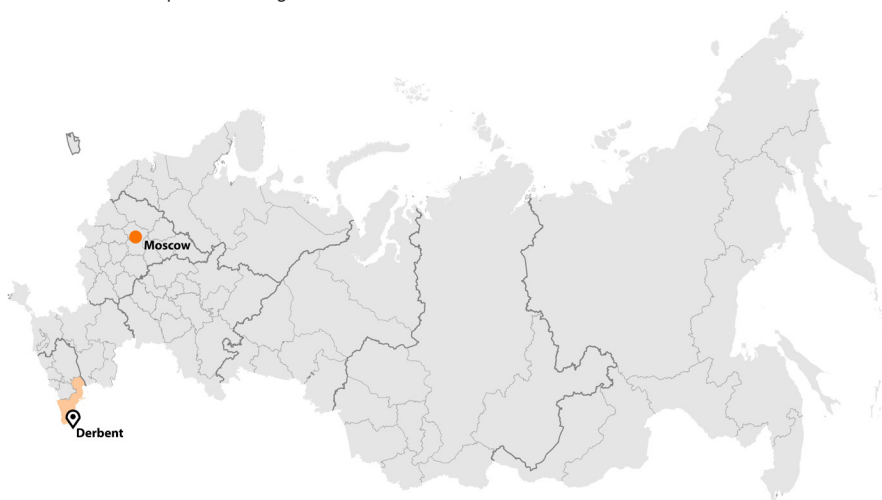
**123,700
PEOPLE**

population

121 KM

**distance to the Dagestani
capital, Makhachkala**

Location of the Republic of Dagestan



¹ Source: http://www.statdata.ru/largest_cities_russia

REPUBLIC OF DAGESTAN



- **Constituent entity of the Russian Federation with the highest per capita GDP among the republics of the North Caucasian Federal District.**
- **A hub of agriculture, wine making, and traditional crafts, which has managed to preserve its unique cultural heritage and natural landscapes.**
- **0.3% of the Russian Federation's territory.**
- **2.1% of the Russian Federation's population.**
- **2.5% of the Russian Federation's animal husbandry output.**
- **2.3% of the Russian Federation's retail volume.**

DERBENT URBAN DISTRICT



- **City of republican subordination, with a historical center that has been recognized as a UNESCO World Heritage Site.**
- **A unique geographic and strategic status (the southernmost city of the Russian Federation and the Republic of Dagestan).**
- **A hub of educational tourism and sightseeing.**
- **A hub of branded alcohol production.**
- **Ranks 3rd by population size in the Republic of Dagestan.**
- **Ranks 4th by production and service output in the Republic of Dagestan.**
- **Ranks 4th by average wage size in the Republic of Dagestan.**

Location of Derbent within the Caspian Region



The International North–South Transport Corridor (including R217 Caucasus Federal Highway and the Moscow–Rostov-on-Don–Makhachkala–Baku railway), as well as the Armavir–Budyonnovsk–Kochubey–Makhachkala highway and the Moscow–Volgograd–Astrakhan–Kochubey–Makhachkala railway, pass through the territory of the Republic of Dagestan, integrating it into a joint transportation network together with other regions and important economic hubs, both in Russia and in the former USSR.

DERBENT URBAN DISTRICT

LOCATION

The advantageous geographical location of Derbent, which stands at the narrowest point of the coastline, where Europe and Asia come together, at strategically important crossing of routes that pass along the sea shore and up the mountainside, determined the city's crucial role for many centuries. Even today, the city has retained its geographic and strategic importance not just as a unique region, but also as the Russian Federation's southernmost city (42°06' southern latitude, 48°13' eastern longitude), with only 45 km between Derbent and the Republic of Azerbaijan.

Location of Derbent



Throughout its thousand-year history, Derbent has remained a point of interest for many nations from Europe and Asia, finally achieving cultural diversity². Its community joins together 103 ethnicities that follow Islam, Christianity, and Judaism.

² On receiving the UNESCO Tolerance Award – <https://www.interfax.by/news/belarus/1013407>

Derbent's geographic and strategic location close to the border, along with the history and cultural values of the local community, makes it possible to create an image of Derbent as an international hub.

The Derbent municipality has the official status of an Urban District, appointed by Law No.6 of the Republic of Dagestan, dated January 13, 2005, "On the Status and Borders of the Municipalities in the Republic of Dagestan".

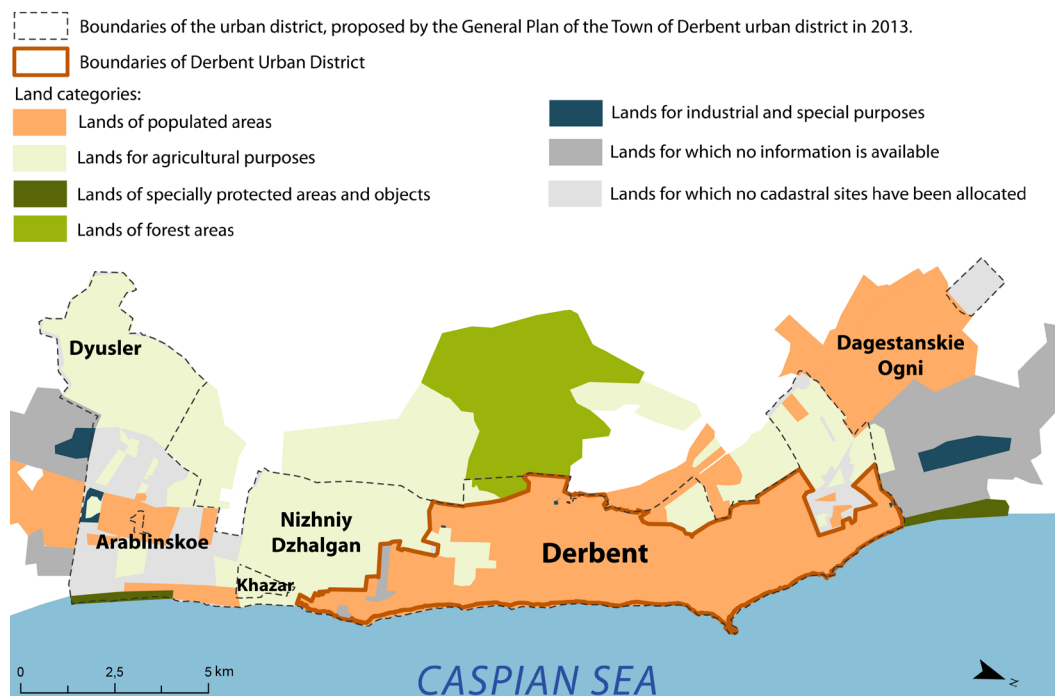
According to Article 3 of Derbent Urban District Charter, the district encompasses the "lands historically owned by the city and the adjacent common lands, lands used by the local population for traditional ecosystem management, recreation areas, and urban development zones, regardless of ownership and purpose, so long as they lie within the district borders".

URBAN DISTRICT TERRITORY

The part of Derbent Urban District that falls into Cadastral Land Plot 05: 42 reaches 3,416 hectares in size.

According to Derbent Urban District General Plan, which was adopted by Derbent Urban District Council on October 25, 2013, the total area of Derbent Urban District reaches 7,098 hectares³, or 9% of the overall Derbent Region.

Boundaries of Derbent Urban District

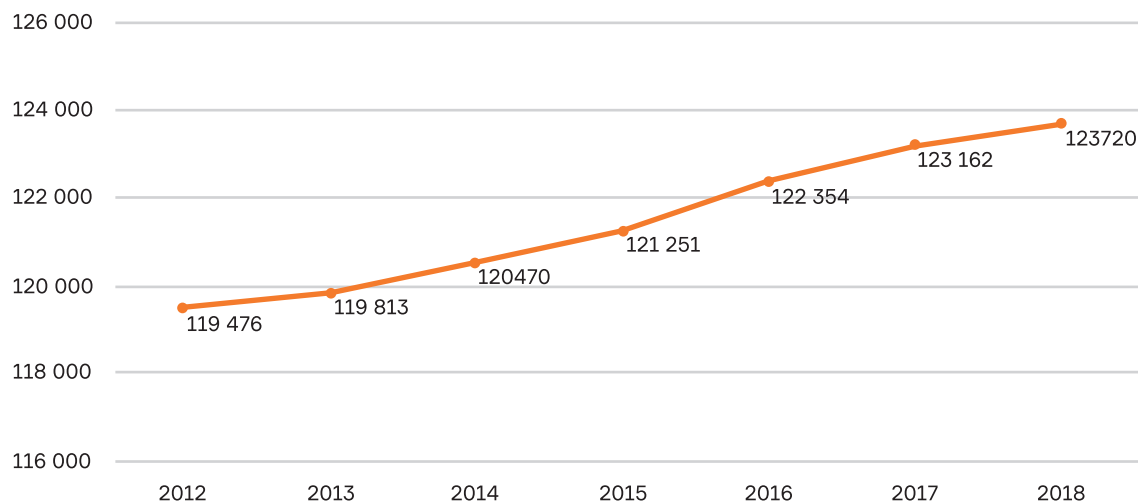


³ Source: Derbent Urban District General Plan. Volume I. Territorial Planning Provisions

SOCIAL AND DEMOGRAPHIC FEATURES

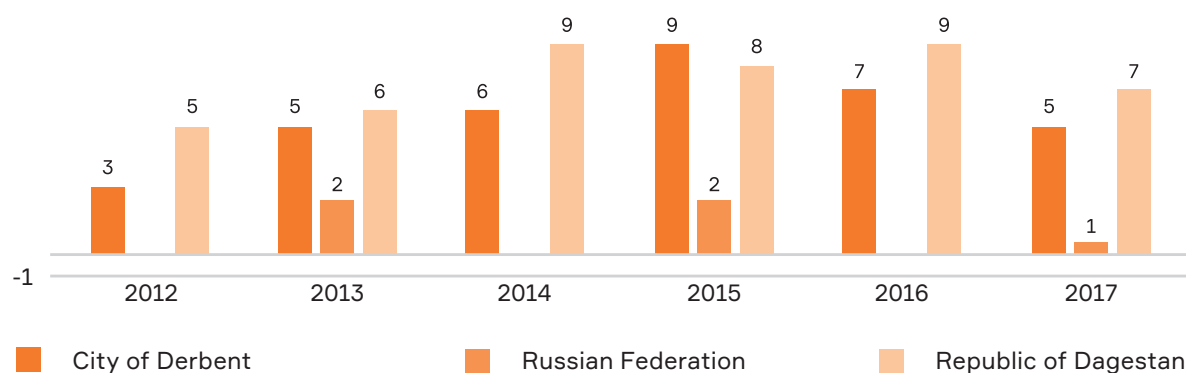
The city of Derbent has a population of 100,000 people⁴, ranking 138th in Russia and 3rd in Dagestan by population.

Population of the city of Derbent, people.



Even though the city of Derbent has been experiencing a stable population increase over the past five years, it is still falling behind the Dagestan average.

Total population increase, per 1,000 people

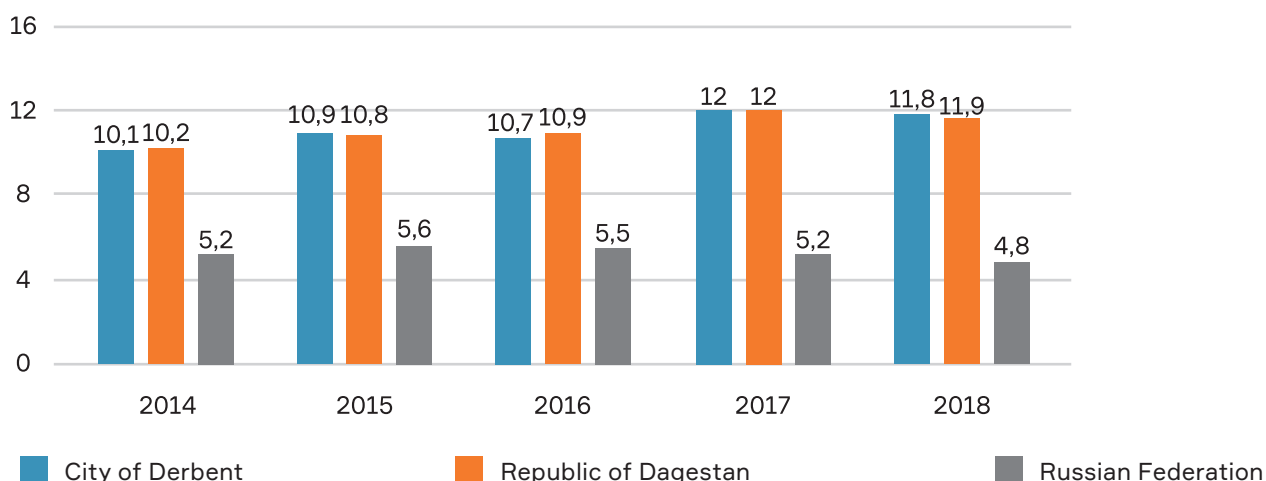


⁴ Source: http://www.statdata.ru/largest_cities_russia

As of the end of 2018, Derbent ranked 4th among the Dagestani urban districts in terms of average monthly wage.

Between 2014 and 2017, Derbent Urban District had been going through an unemployment rise, which ended in 2018, thanks to the launch of a number of business initiatives. Nevertheless, unemployment in Derbent still remains significantly higher than the national average, and slightly higher than the average in the Republic of Dagestan, which poses a significant threat to retaining the city's labor potential and consumer demand.

Unemployment level, in % (calculated using the International Labour Organization methodology)



NATURAL AND GEOGRAPHICAL FEATURES

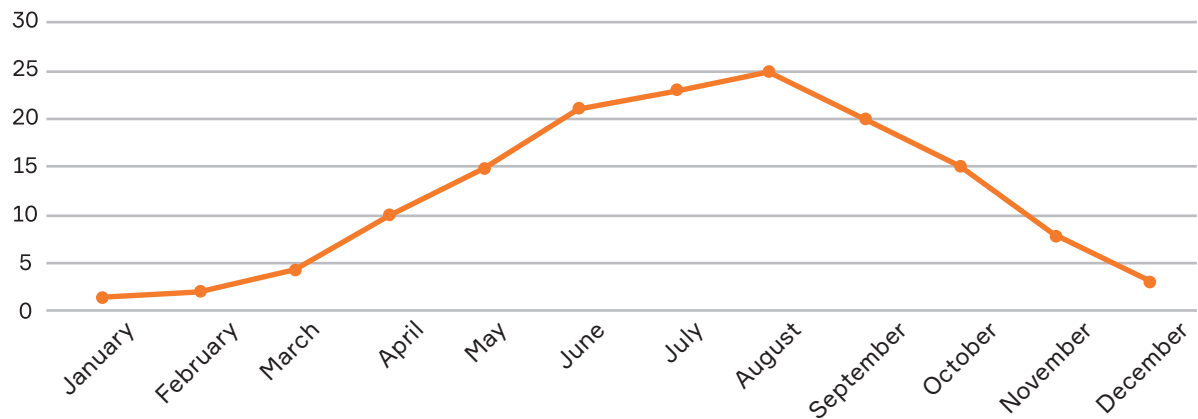
The city of Derbent occupies a narrow strip between the Caspian coastline and the foothills of the Tabasaran Mountains, locked in between other municipalities, which causes a shortage of land resources.

Proximity both to the sea and mountain foothills has made the city's landscape and geography unique, creating, on the one hand the world-famous visual panorama, and on the other hand, the very specific land use conditions, which arise from the orographic diversity of the terrain and various exogenous processes.

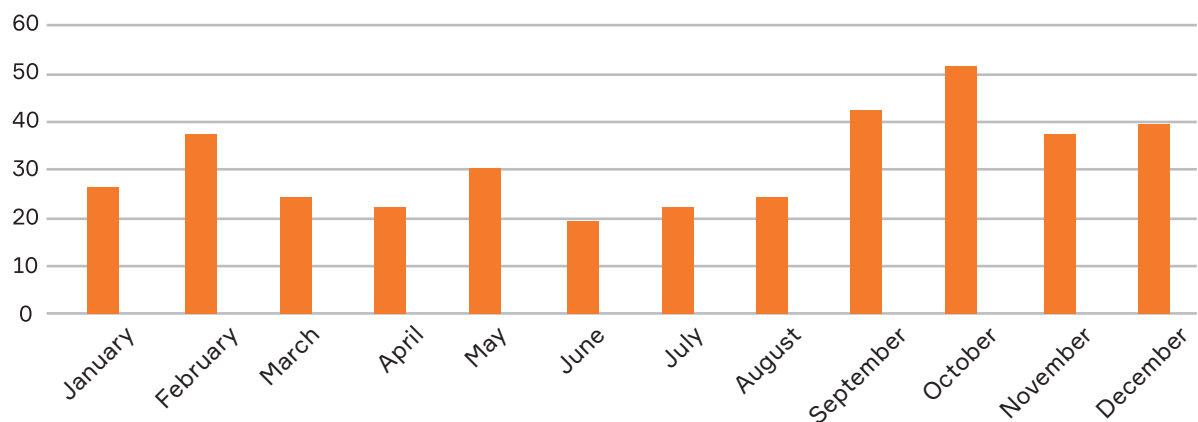
The intense exogenous activity currently experienced by the region, along with the potentially powerful endogenous impact, makes territorial development more challenging, since it is necessary to ensure security and use construction technology that will make the local buildings and structures more stable.

On the other hand, the natural climate is very favorable, which means that the territory offers a highly comfortable living environment and excellent opportunities for recreation and agriculture.

Average temperature, °C



Precipitation, mm



Derbent's location on the Caspian shore has not only shaped its history, but is also driving development prospects, including opportunities opened by sea level fluctuations.

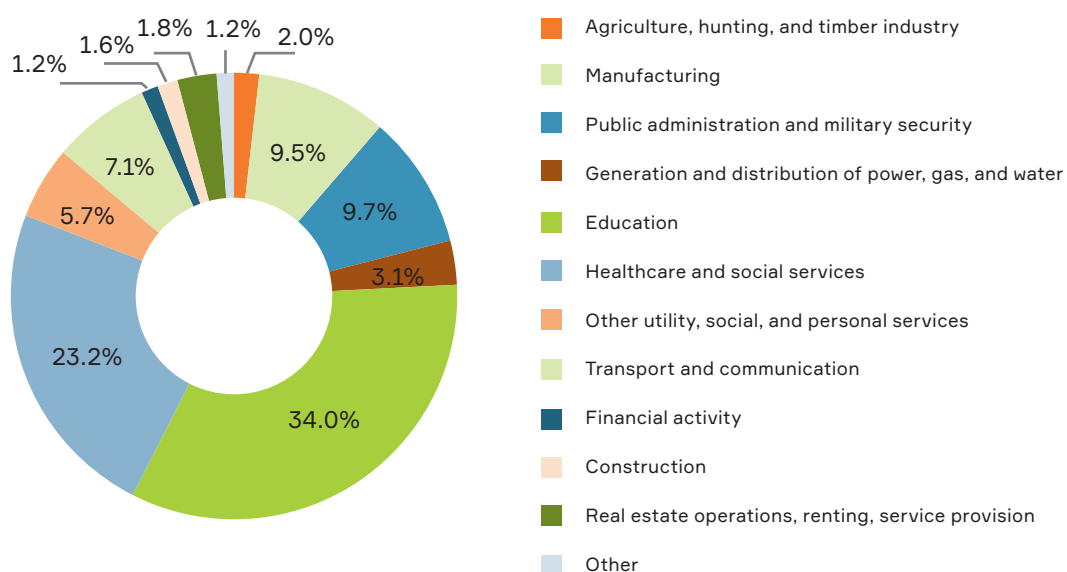
The natural and geographical features of the area have several positive aspects, while also limiting territorial development and making specific facility construction more challenging.

URBAN ECONOMY

The economy of Derbent Urban District tends to lag behind the reference city group⁵, in terms of per capita production volume (the average figures in Derbent Urban District reach 44,000 rubles per capita, while in the reference group, the average is 110,000 rubles per capita⁶). One of the key reasons behind this lag is the inefficient use of the land resources at the Urban District's disposal: the budget income per 1 hectare of its territory is lower than similar figures for the reference group by an average of 40%.

The economy of Derbent Urban District tends to be highly dependent on the public sector. For instance, the employment structure in Derbent Urban District reveals that 67% of the local population are employed by government enterprises, while only 33% are employed by private commercial enterprises.

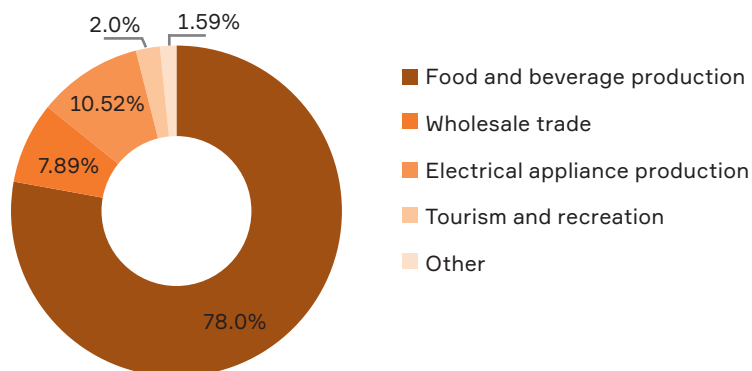
Derbent labor force distribution by specialization. Source: Municipality database (2016)



⁵ The reference group includes small towns and historical settlements across the Russian Federation, with similarly comfortable natural and climate conditions, a population of 80,000 to 150,000 people, an active or potentially active tourism sector, and a well-developed manufacturing sector, as well as with average municipal budget spending ranging from 20,000 to 60,000 rubles per capita.

Enterprises specializing in beverage production take up approximately 78% of the turnover gained by all the tradable sectors⁶, which means that the economy is almost entirely focused on a single specialization.

Average structure of income gained by major enterprises in Derbent Urban District⁷



It must be noted that Derbent Urban District is generally characterized by a relatively low share of unprofitable businesses across various industries, which means that the current structure of the economy sectors is relatively well-established.

THE CITY'S PERCEPTIONS BY RESIDENTS AND TOURISTS

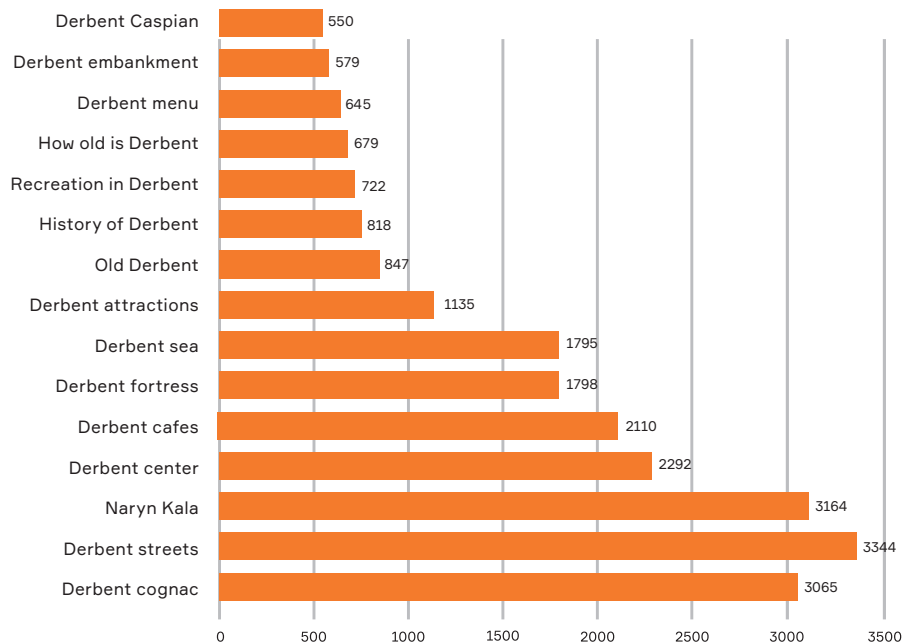
Potential tourists mostly consider Derbent as a destination for a one-day visit or a transit point where they can buy souvenir alcohol and visits some of the streets and cafes (some of the most frequent search queries include “brandy”, “Derbent”, and “Derbent streets”). This is fraught with a risk that Derbent might start losing potential tourism income since tourists prefer to spend the night in other cities. Furthermore, the number of search queries made by people from Moscow and Moscow Oblast is relatively low (measured against population size), which means that Derbent is failing to attract potential visitors from these regions.

On the other hand, people from Kazakhstan are frequently searching for “Derbent the most ancient Russian city”, while people from the Republic of Azerbaijan are very interested in purchasing construction materials that are being sold in Derbent Urban District. That said, there are no queries related to traditional crafts or cultural events.

⁶ By tradable sectors, we mean sectors that produce tradable goods, i.e. goods that may move across city and country borders. Conversely, non-tradable sectors are sectors that produce non-tradable goods, i.e. goods that cannot move across city and country borders.

⁷ Calculations based on the Municipality Database for 2014–2016

Average monthly keyword search statistics



The most popular tourist destination and services, as reflected in Internet users' search history, are clustered within the historical city center (some queries include: "Naryn-Kala", "citadel walls", "Dzhuma Mosque", "Derbent Lighthouse", "Park of Military Fame", "Intercession Church", "Bayat-Kapy Gates", "Magaly", "Rendezvous cafe", "Khayal restaurant", "Shakhrestan", "Naryn-Kala restaurant", etc.).

The locals' perception of their home city is shaped by the potential some urban location have as leisure attractors.

HOW PERMANENT RESIDENTS PERCEIVE THEIR CITY

Most and least favorite parts of the city, as evaluated by locals^a

Favorite	Key comments (positive)	Least favorite	Key comments (negative)
Naryn-Kala	The city's main attraction	Upper Bazaar	Unauthorized commerce, no solid waste disposal
Embankment	The city's main promenade	Embankment	Too much advertising, no parking regulation, abandoned buildings, signs of neglect, low-quality environment
Magaly	One of the city's key landmarks	Magaly	No security, hard to reach by transport
Pine wood	The nearest forestland	Nizami Park	Abandoned and neglected, all facilities destroyed
Svobody (Freedom) Park	One of the city's central parks	Northern Bus Station	Unsafe kiosks
The Volna (Wave) Beach	The city's main beach	The Quarry District	Too close to the quarry, the streets are overcrowded in summer
Ploshad Svobody (Freedom Square)	The city's central square	Central City Hospital	The hospital is in poor condition
Prospekt Agassieva	The city's only thoroughfare	Prospekt Agassieva	No road surface or pavement
Nizami Park	One of the city's central parks	Avain District	No roads and poor utility condition
Stalskoy Park	One of the city's central parks		
Park Revolutsionerov	A new park with modern amenities		

Dzhuma Mosque	One of the city's key landmarks
Armenian Church	One of the city's key landmarks
Samursky Park	A well-maintained park that is very important for the neighborhood
Peter the Great's House	One of the city's key landmarks
Allie Parusa (Scarlet Sails) Restaurant	A restaurant on the Caspian shore

CONCEPTUAL POTENTIAL

Today's Derbent is a city that celebrates ethnic diversity and acts as an important hub of Dagestani industry and culture. Studies of the local buildings by history and architecture experts reveal that the city has retained most of the fortifications left behind by the Sasanian Empire (7th and 8th century), along with the essential structural planning elements⁹: long lateral streets that meet perpendicular cross-sectional streets, forming rectangular blocks that are more stretched out from north to south.

The formation of Derbent's historical topography coincided with the stages of building fortifications: the citadel and the north wall came first; the south wall came second; the mountain wall forts came third; and the curtain wall between them came fourth. This entire fortification complex was listed as a UNESCO World Heritage Site in 2003.

Derbent's unique geopolitical role is reflected in the multiple names it has received thanks to its geographic location and strategic importance, including The Caspian Gateway and Darband (where "dar" means "narrow" and "band" means "barrier, dam, wall, or obstacle").



⁸ Source: <https://ok.ru/derbent5000/topics>

Source: https://zen.yandex.ru/id/5bad29034c48e200aac99c90?clid=&_csrf=17bdc-3977f5927ea1d7a23969a54db1b26503b4c-1553785302194&token=

⁹ Kudryavtsev A.A. Derbent – Drevneyshiy Gorod Rossii [Derbent: Russia's Most Ancient City]. Makhachkala: Dagestani Book Publishing House, 2018. P.129

- the “Derbent: Crossroads of Civilizations” Festival of National Cultures;
- the “Silk Road” international music festival;
- the “Gortsy” (Mountain Men) festival.

A word cloud shaped like a map of Naryn-Kala, with the word "SOUTH" written vertically in the center. The words are in various colors and sizes, representing different aspects of the location's history and culture. The words include:

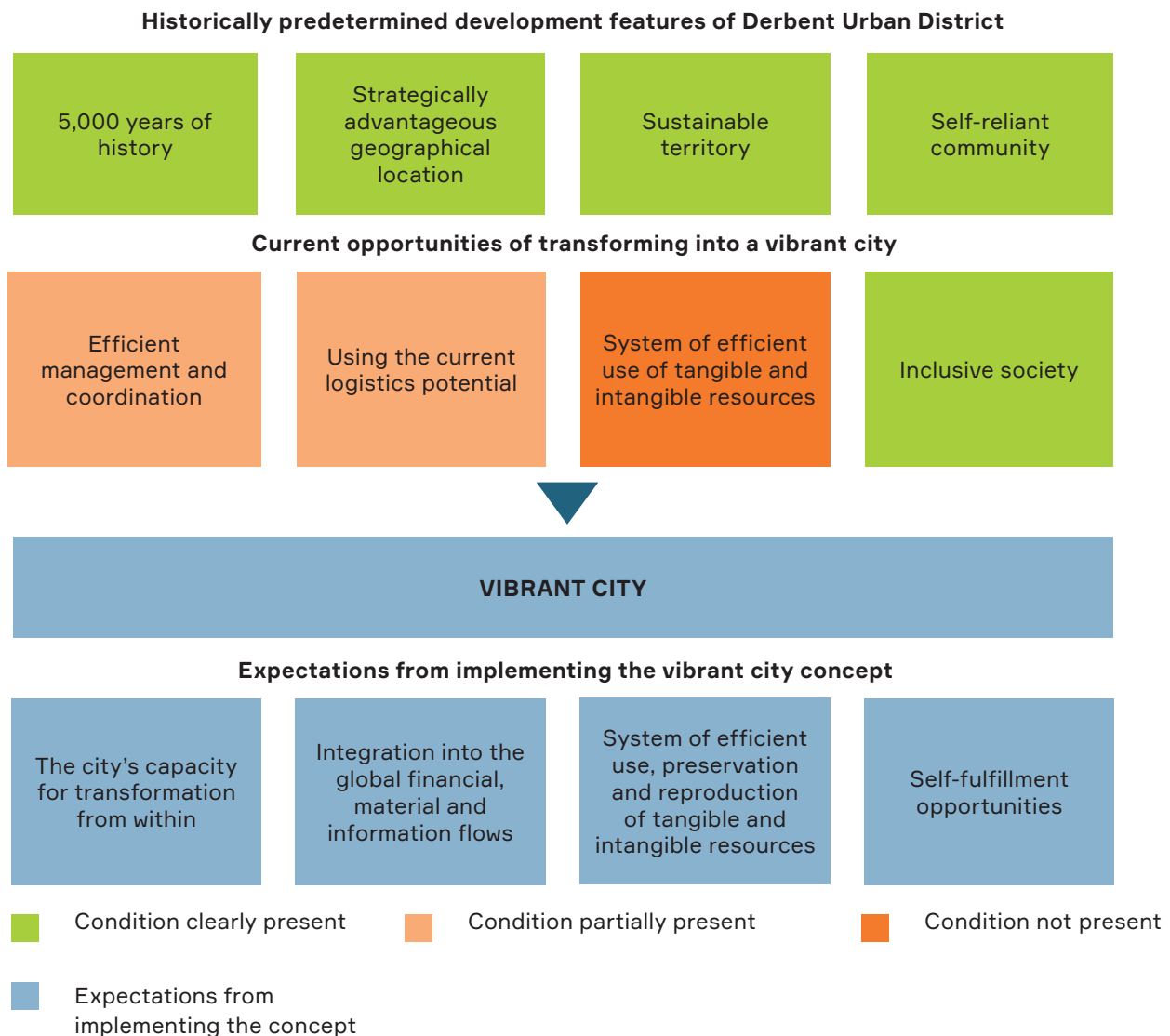
- MAGALS
- SPORTS
- TOLERANT
- SQUARE
- ANCIENT
- HISTORY
- ENSEMBLE
- GATES
- MULTINATIONAL
- NARYN-KALA
- ART
- TRADE
- FORTRESS
- PERSIAN
- Agency for Strategic Development
- "CENTER"
- TOURISM
- MARKET
- CITADEL
- PLANNING
- SEA
- UNESCO
- TRADITIONS
- BESTUZHEV-MARLINSKY
- OLD
- MUSICAL
- DUMAS
- CUISINE
- MEDIEVAL
- CLIMATE
- WALLS
- LEGENDS
- GREAT SILK WAY
- FORTIFICATION
- CARPET WEAVING
- BATH
- AGE
- CAFE
- COLOR
- PETER THE FIRST
- COGNAC
- HISTORICAL
- TEA ROOM
- JUMA-MOSQUE
- TOWN-MUSEUM
- CASPIAN
- EMBANKMENT
- REST

VIBRANT CITY CONCEPT

The comparative evaluation of the issues and challenges, as well as the internal and external risks faced by the city has resulted in a conceptual approach to transforming Derbent into a **vibrant city**.



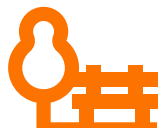



A **vibrant city** is a city that is capable of developing in a constantly changing external environment, adapting to the internal and external challenges, and acquiring new qualities.

Justifications for choosing the Vibrant City concept



Derbent meets the conditions for transitioning to the vibrant city development model.

Derbent Urban District's potential for developing in line with the vibrant city concept

 <p>Human capital</p> <ul style="list-style-type: none"> ▪ Current and expected labor resources ▪ High labor potential 	 <p>Civil society and local governance</p> <ul style="list-style-type: none"> ▪ Well-established active communities ▪ Tolerance ▪ Cultural diversity 	 <p>Living environment</p> <ul style="list-style-type: none"> ▪ Favorable natural and climatic conditions that improve the quality of life ▪ Resources are potentially accessible
 <p>Business environment</p> <ul style="list-style-type: none"> ▪ High level of business activity ▪ Logistics potential ▪ Traditional skills that may be commercialized ▪ A wealth of experience in beverage production 	 <p>Tangible and intangible resources</p> <ul style="list-style-type: none"> ▪ Favorable climate and agricultural conditions ▪ Vast resources for outdoor recreation ▪ Unique landscapes ▪ Unique historical and cultural heritage 	 <p>Tangible and intangible resources</p> <ul style="list-style-type: none"> ▪ Unique and diverse conceptual potential of the territory ▪ UNESCO World Heritage status ▪ The city has an established image of a cultural, educational, and historical tourism hub

Many communities that choose the vibrant city development concept face challenges that are similar to those encountered by Derbent Urban District:

- the city's traditional functional model has reached its development limit;
- the economic model that relies on historically established specialization has become outdated;
- the current governance models are inefficient;
- the population's quality of life is dropping;
- the utility system has worn through, and the transportation service model has become outdated;
- the role of human capital in the city's development is diminishing;
- the urban environment is not adapted to risks posed by destructive natural disasters;
- the city's economy is too inert to adjust to external changes.

GLOBAL EXPERIENCE

EXAMPLES OF CITIES THAT CHOSE THE “VIBRANT CITY” DEVELOPMENT SCENARIO



Barcelona, Spain

- Achieving the sustainability of the city by creating a quality living environment: improving the quality of air and water, achieving energy security, providing the population with environmentally friendly food and affordable housing.
- Contributing to the development of the business environment.
- Creating conditions for the development of human capital.



Nice, France

- Creating a project office to manage urban change.
- Designing priority projects with a high multiplier effect.
- Creating a distribution platform for agricultural, food, and horticultural companies.
- Supporting innovative development.



Thessaloniki, Greece

- Providing favorable conditions for the development of youth entrepreneurial activity.
- Investing in the development of generational links in local communities.
- Involving residents in the process of transforming the city.
- Enhancing the role of the city districts.
- Assisting the activity of local clusters.
- Developing the coastal area through integration into urban space



Lisbon, Portugal

- Creating project office focused on the development of the city.
- Creating a collective urban development digital platform under the supervision of local communities (bottom-up management).
- Establishing an urban partnership development program aimed at implementing local sustainable urban development projects.

CITY EMBANKMENT

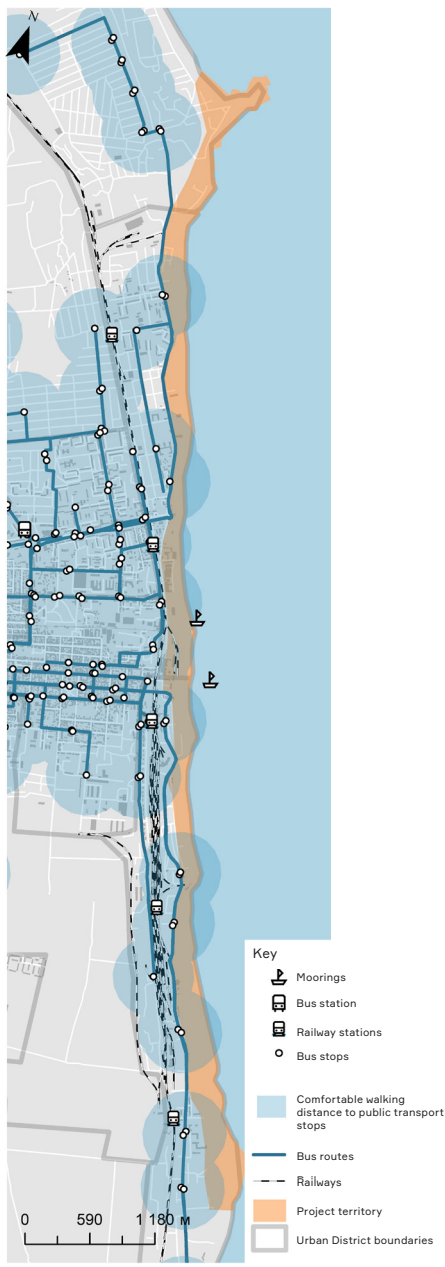
CURRENT CONDITION

The section of the Caspian Sea embankment within Derbent Urban District that needs to undergo urban development is 12 km long. The priority section is 2.5 km long.

12 KM

length of the future embankment

Embankment location features



Efforts to develop the embankment section adjacent to the Avain District (680 m) were completed in 2017.

*Developed embankment section**



*Photos courtesy of Derbent Urban District Administration

The Caspian coastline is linked to the parallel railway. A large stretch of the embankment is cut off from the real estate area by traffic, with insufficient pedestrian crossings. In the historical city center, the embankment is broken up by an industrial zone.

Furthermore, there are no information and navigation infrastructure elements, or any facilities that might have protected people from precipitation and direct sunlight.

In the north, the embankment runs along the boundary of the residential area. There is a well-developed section with a beach, which is close to several urban infrastructure facilities: 5 food stores, 4 bars, and a cafe. As it approaches Boarding School No. 2, the embankment blends into the beach (1 km long), with 2 cafes and a department store lined up along it.

This section is a popular recreation hub in summer. This is where various kiosks and children's amusement rides and bouncing castles are erected.

City Embankment infrastructure



Key elements of the section's development:

- walking paths;
- observation points;
- fountains;
- hardscape.

GLOBAL EXPERIENCE

DESIGN OF OPEN-AIR LINEAR PUBLIC SPACES (URBAN EMBANKMENTS)

THESSALONIKI, GREECE

New Thessaloniki embankment

Architects: Prodromos Nikiforidis, Bernard Cuomo

Research team: Nikiforidis-Cuomo Architects, Castro Denissof Associée

Embankment length	4.5 km
Project implementation year	First section (approximately 7 hectares) – 2008, second section (approximately 16 hectares) – 2014.
Pre-project territory challenges	<ul style="list-style-type: none">▪ Unbalanced use of land: there were some areas that acted as transit zones only, while other areas suffered from tourist overcrowding;▪ insufficient functional content;▪ poor links between the city and separate embankment sections (and the embankment overall).
Project goals	<ul style="list-style-type: none">▪ Integrating the economic development of the Thermaic Gulf area with a public space system along the embankment (balanced management);▪ using the potential of the Gulf's landscape and culture in order to bring the local community closer together and increase the city's attractiveness as tourist destination;▪ making the urban environment more holistic.

The development of the territory adjacent to the White Tower, as well as the redevelopment of the port, started off the further transformation of the Thermaic Gulf coastline. The new embankment stretches between the Megaro Moussikis Concert Hall and the port, i.e. the key landmarks (along with the White Tower). The pavement remains continuously the same along the entire embankment, except for special coating for the bicycle lane and the sports grounds, and the wooden planks close to the sea. Since there is no designated bathing area, contact with water is provided artificially via a fountain. The Umbrellas art installation, one of the embankments main landmarks, is located next to the fountain.

The embankment features the following zones:

- seaside promenade;
- a recreation area with park benches and wooden planks along the coast;
- sports area (jogging and cycling lanes, children's playgrounds, skate park, tennis court, basketball court);
- event space near the White Tower;
- several small theme parks joined together by an uninterrupted green walkway.

The Music Garden theme park with small outdoor stages, adjacent to the city concert hall. Moving towards the White Tower, the Music Garden is followed by:

- the Water Garden with a pond;
- the Memory Garden with memorial plaques;
- the Rose Garden with flower beds;
- the Sound Garden with tactile musical art installations;
- the Sand Garden with an enormous sandbox;
- the Road Safety Garden, where children can cycle and learn to recognize road signs;
- Alexander's Garden, with a monument to Alexander the Great.

After the project was completed, the embankment gained 23 hectares of green spaces and a 12,000 square meter area for sports activities.

RECOMMENDED TRENDS:

- territorial redevelopment with new functions;
- creation of a public space continuum that brings together all nearby urban districts;
- a layout structure and hierarchy for walkways and cycling lanes;
- designated theme parks and green recreation spaces;
- integrated art installations;
- artificial water bodies for contact with water;
- a functional community space with specially equipped paths leading down to the water, universally accessible to all population categories, including children and people with movement impediments.



Walkways



Recreation area



White Tower



The Zongopoulos' Umbrellas fountain and art installation

Primorsky Boulevard/Primorsky National Park

Embankment length	6 km
Project implementation year	<ul style="list-style-type: none">▪ International Mugham Center¹⁰ – 2008▪ Park Bulvar Mall – 2010▪ National Flag Square – 2010▪ Baku Crystal Hall – 2012▪ Baku Ferris Wheel – 2014▪ The Caspian Waterfront Mall – 2019▪ The Baku White City urban development project – currently under construction
Pre-project territory challenges	<ul style="list-style-type: none">▪ Neglected areas;▪ dominance of industrial areas over community spaces;▪ insufficient links between the city and various embankment sections (and the embankment overall).
Project goals	<ul style="list-style-type: none">▪ Improving the area's travel and investment appeal by building world-class tourist attractions;▪ making the location's use more efficient.

The Primorsky Boulevard stretches between the Baku Crystal Hall and the ferry mooring. It is split into several areas from the southwest to the northeast.

Event zone.

This zone includes the National Flag Square and the Baku Crystal Hall, which was built especially for hosting the Eurovision Song Contest 2012 (the same even also kickstarted the extension of the embankment towards the southwest), as well as a parking lot and a number of restaurants. Following Eurovision, the Baku Crystal Hall also housed several international sports competitions (including the CEV Champions League Finals, the European Games, and the Chess Olympiad).

Walkway zone.

Includes green spaces and a tiered embankment (with the same pavement as everywhere else and steps descending towards the water) with landscaping elements. This zone links other areas together. Quite notably, it has no restaurants.

Two commerce and recreation zones.

¹⁰ Mugham is a traditional Azerbaijani music genre, recognized as UNESCO Intangible Cultural Heritage

- The Baku Ferris wheel and the Caspian Waterfront Mall (stores, restaurants, cinemas, food court);
- the Park Bulvar Mall (stores, restaurants, cinemas, food court).

Historical and cultural zone.

This zone is home to the International Mugham Center, the Azerbaijan Carpet Museum (1967), and other museums. This section of the embankment faces the Baku Fortress, which includes the Palace of the Shirvanshahs and the Maiden Tower (both sites are part of the UNESCO World Heritage list).

Park zone.

The greenest section of the walkway, this zone is notable for the Little Venice leisure canal system and various recreation spots.

Bakı Biznes Merkezi Mall premises.

Piers (yacht clubs, observation points).

The Primorsky Boulevard is punctuated by the port facilities, which are followed by the White City Boulevard (2 km). The White City Boulevard stretches from the port to the Boulevard Hotel, which has a conference hall.

RECOMMENDED TRENDS:

- creating world-class tourist attractions;
- diversifying spatial design elements and functional zones;
- using landscape design elements;
- creating a tiered embankment with specially equipped paths leading down to the water, universally accessible to all population categories, including children and people with movement impediments, and adapted to fluctuations in the Caspian Sea level.



Tiered embankment adapted to fluctuations in the Caspian Sea level



Landscape design elements



A fountain with colorful LED lighting and art installations



Maiden Tower



Hardscape

BENIDORM, SPAIN

Benidorm West Beach Promenade

Architect Bureau: Office of Architecture in Barcelona

Embankment length	1.5 km
Project implementation year	2010
Pre-project territory challenges	Overcrowding with tourists, poor pedestrian access to the beach
Project goals	Optimal site arrangement plan

The West Beach Promenade is located at Playa Poniente, one of Benidorm's two beaches, which lies to the west (3 km). It is notable for a very unique planning solution. The artificial vertical terrain helps bypass the lack of land and separate the traffic lane from the bicycle lane, the walkway, the transition zone, and the beach. The structure allows for multiple descents towards the water, making the beach more accessible. The upper tier casts a shade over the lower path along the beach. The structures outline resembles sea waves. The vibrant and colorful sections create a special ambience, helping travelers find their way. Green spaces make the promenade more lively.

The West Beach Promenade (1.5 km) is lined with multi-storey buildings that house street retail, apartments, restaurants, and hotels, which are separated from the promenade by a small motorway with a designated cycling lane.

The buildings (restaurants, hotels, apartments) along the second, western part of Playa Poniente (1.5 km) are located closer to the sea, and the walkways are very narrow, nearly absent (the cycling lane is absent altogether).

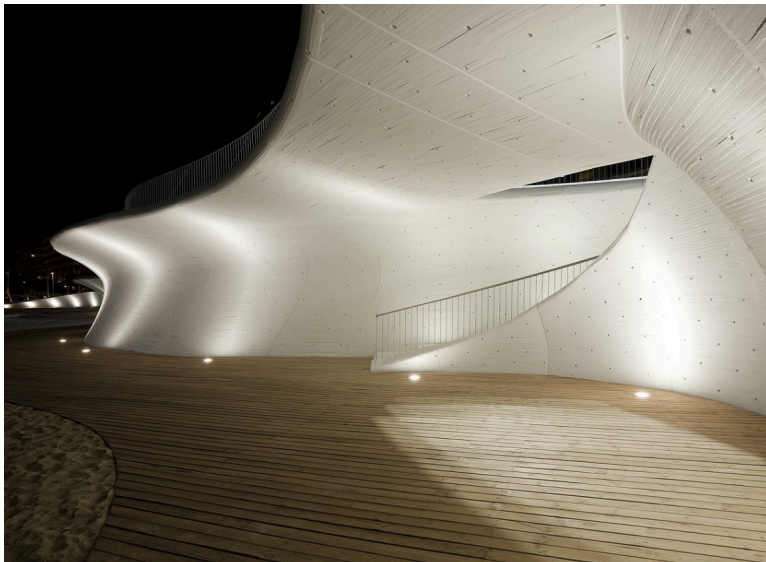
Playa Poniente (3 km) is separated from the second beach, Playa de Levante (2 km), by a yacht pier and the Balcón del Mediterráneo (Balcony to the Mediterranean) panoramic overlook. Playa de Levante has a small, single-tier, pedestrian-only promenade; the beach area includes a beach volleyball court.

RECOMMENDED TRENDS:

- optimum site arrangement plan;
- improving pedestrian access to the beach;
- increasing the embankment's overall size by erecting a tiered structure;
- using special tools for public space lighting design.



**West Beach Promenade
planning solution**



Lighting design

NICE, FRANCE

Promenade des Anglais

Embankment length	6.5 km
Project implementation year	by 2020
Project goals	Updating the functional structure and layout of the promenade and its facilities.

Promenade des Anglais (The English Promenade) begins at the Napoleon III Bridge across the river Var and ends by blending into the Quai des États-Unis (United States Quay). The western section of the promenade joins the Nice Côte d'Azur Airport, while its eastern end (Quai des États-Unis) leads into Old Nice and the Roman Hill. The promenade's longest stretch is divided into the following segments:

- beach zone;
- walkway and cycling lane;
- a short road;
- palm garden;
- hospitality zone (hotels, restaurants).

The 2020 overhaul of Promenade des Anglais (between the Gambetta Boulevard and the Avenue des Phocéens) will feature:

- a 2.5 meter wide green area between the motor way and the cycling lane (this will make cycling more comfortable);
- new pavement for the walkways and the cycling lane;
- new outdoor furniture;
- new lanterns.

To the west of the Nice promenade, lies the promenade of the Cagnes-sur-Mer suburban town. The 3.5 km of coastline feature beach clubs, stores, access to water sports facilities, restaurants, and a fishing port. The embankment currently displays as many as 10 permanent art installations, in addition to hosting numerous exhibitions, as there are quite a few art studios in the town. The Côte d'Azur Hippodrome stands at the end of the promenade.

RECOMMENDED TRENDS:

- **designing a layout structure and hierarchy for walkways and cycling lanes;**
- **separating the designated cycling lane from the motor way with a green area;**
- **creation of a public space continuum that brings together all nearby urban districts;**
- **integrating installations.**



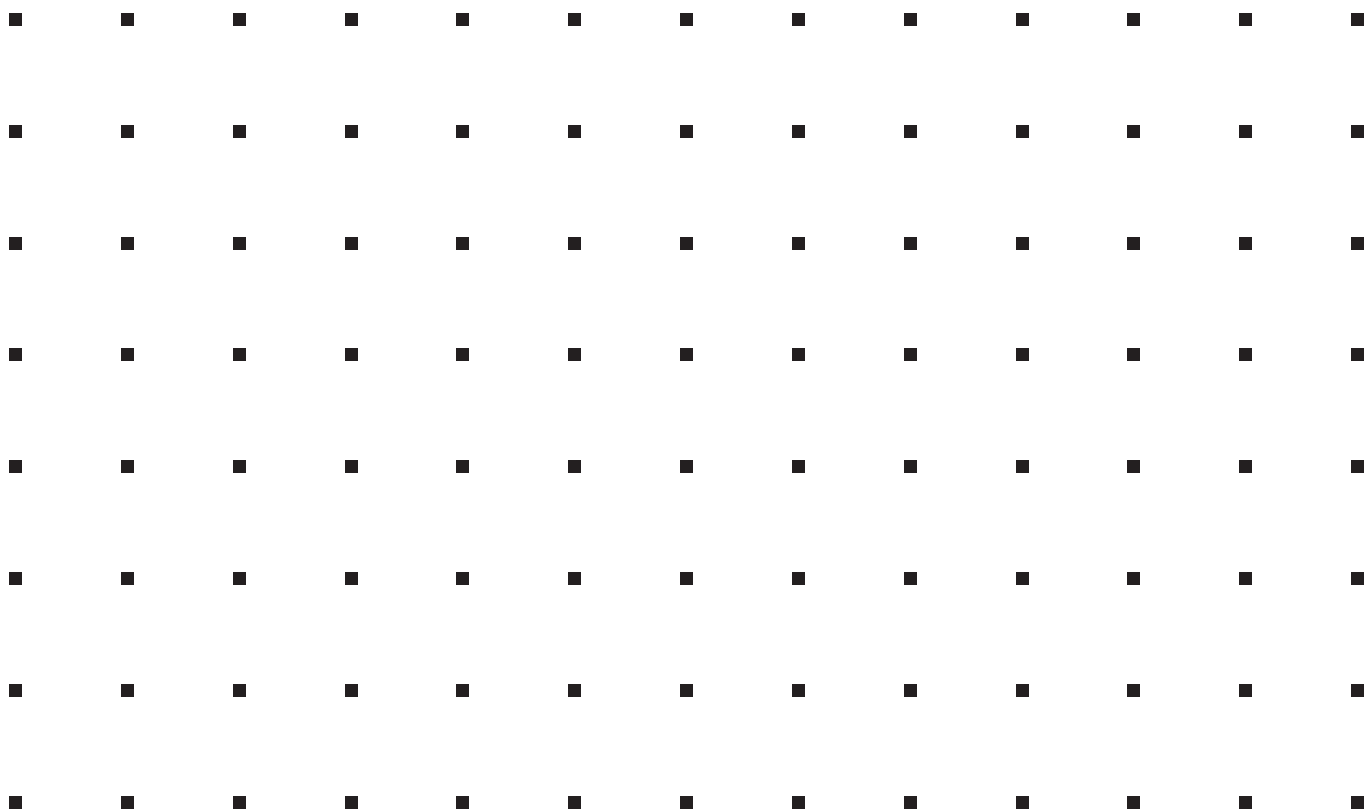
Promenade des Anglais



The 2020 overhaul of Promenade des Anglais section between the Gambetta Boulevard and the Avenue des Phocéens will feature:



An art installation on the Cagnes-sur-Mer embankment



THE FINALIST'S COMPETITION PROPOSAL



PRINCIPLES FOR DEVELOPING A COMPETITION PROPOSAL

Derbent Urban District master plan

The Proposal for the open international competition for the development of a master plan for Derbent Urban District, Republic of Dagestan, must follow the following fundamental principles.

1. Compliance with documentation that describes strategic development and territorial planning in the Russian Federation, the North Caucasian Federal District, the Republic of Dagestan, and Derbent Urban District.

Project submissions for the competition must correspond to the strategic development priorities of the Republic of Dagestan, which are defined in the following official documents:

- Development of Domestic and International Tourism in the Russian Federation (2019–2025) federal target program;
- Social and economic development strategy for the North Caucasian Federal District up to 2025;
- Social and economic development strategy for the Republic of Dagestan up to 2025¹¹;
- “Comprehensive Territorial Development of Derbent Urban District” Republic of Dagestan Government Program¹²

2. Compliance with the Vibrant City concept.

The master plan proposed by the Competition participants must include territorial planning and institutional governance suggestions that would help the city develop efficiently by both utilizing its current potential and learning to adapt to internal and external challenges.

After the master plan is properly applied, the city ought to gain the following important elements:

- capacity for transformation from within;
- self-fulfillment opportunities for the local population;

Derbent Urban District master plan

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9 PRINCIPLES

**required for developing
a competition proposal**

4 PRIORITIES

**strategic development vectors
for the Republic of Dagestan,
to be reflected in the Proposal**

¹¹ Implemented by Law of the Republic of Dagestan No. 38, dated July 15, 2011

¹² Implemented by Law of the Republic of Dagestan No. 78, dated April 11, 2019

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After the master plan is properly applied, the city ought to gain the following important elements:

- capacity for transformation from within;
- self-fulfillment opportunities for the local population;
- ability to efficiently use the resources at hand;
- inclusive society;
- resilience in the face of external challenges;
- integration into the global financial, material and information flows.

3. Approach to master plan design as a development tool.

The Competition Proposals must be based the notion that spatial development is a system of measures that govern the distribution, extent, and efficacy of using tangible and intangible resources, through policies that shape the living environment.

The above approach to spatial development during master plan execution requires not only suggestions

on territorial planning and the tangible infrastructure, but also various institutional measures and tools that will help take such measures.

4. Balanced urban development.

The Competition Proposals must ensure that the city's development is balanced and based on a consolidation of resources at hand, as well as on the development of comprehensive urban overhaul projects, which will create a favorable environment for human capital development, help involve the local community into the city's transformation, and allow business to thrive.

Balanced development must be achieved through a polycentric urban structure, created through giving a more prominent role to the southern and northern peripheries (which may include launching new business projects on new production platforms; this will also help ease the load on the historical center and improve the quality of downtown environment).

5. Efficient use of the current development potential.

The Competition Proposals must allow for optimal use of the currently available land resources (including the agricultural and climate conditions) and logistics, help improve the efficiency of the transportation and utility infrastructure, and make it possible to use the appeal of cultural heritage more actively, in addition to involving currently neglected historical sites into the economy.

The proposed solutions must be based on sustainable technology and promote generating more value from the natural landscape and outdoor recreation resources and the intangible cultural heritage.

6. Preservation and expansion of the city's conceptual capital.

The Competition Proposals must help preserve and increase the value generated by the Derbent World Heritage Site (Naryn-Kala Citadel, 6th to 18th century, the Old Town, federal cultural heritage sites, and the occupation earth deposits), by ensuring, among other measures, that the development of the surrounding territories does not damage the site.

7. Diversified economic development.

The Competition Proposals must allow for a favorable environment and measures that will help diversify the urban economy by developing the current businesses and opening new businesses in various economic sectors.

It is important to note that the economic structure created upon completion of the master plan must ensure that the absolute value of the city's budget income amounts to more than 150% of the current income.

8. An integrated structure that includes the historical center, the coastal area, and the Dzhalgan Natural Park.

The infrastructural development proposals must help build an integral structure with harmonized functions and layout; this structure needs to include the historical center, the coastal area, and various zones for outdoor recreation. This, among other benefits, will give a development boost to new varieties of eco-tourism in the Dzhalgan Republic Natural Park and to the coastal recreation zone, including a resort and SPA infrastructure.

9. Step-by-step vibrant city concept execution.

The Competition Proposals must allow for the concept to be executed step-by-step, thus gradually meeting the following goals that are required for Derbent to become a vibrant city:

- by 2028: new quality of life;
- by 2032: a sustainable and diversified economic structure;
- by 2040: efficient urban institutions and services.

WORKING ON AN EMBANKMENT DEVELOPMENT CONCEPT WITH FOCUS ON THE PRIORITY SECTION

1. Compliance with documentation that describes territorial planning in Derbent Urban District, as well as with the laws and regulations of the Republic of Dagestan.

The Competition Proposals must fall in line with the strategic development priorities of Derbent Urban District, the municipal infrastructure development programs, and the restrictions related to cultural heritage preservation, as defined in the following documents:

- Urban planning guidelines of the Republic of Dagestan, implemented by Decree of the Republic of Dagestan No. 14 "On Approving the Republican Urban Planning Guidelines", dated January 22, 2010;

1.5-FOLD

**urban budget income
growth**

2028

new quality of life

2032

**sustainable and diversified
economy**

2040

**efficient urban institutions
and services**

- Derbent Urban District General Plan, adopted by Derbent Urban District Council on October 25, 2013 (Decision No. 2–2);
- Derbent Urban District Improvement Rules, adopted by Derbent Urban District Council on November 2, 2017 (Decision No. 3803);
- The Creation of a Comfortable Environment in Derbent Urban District Municipal Program for 2018–2022, implemented by Order of Derbent Urban District Administration No. 127, dated March 30, 2018;
- The Decree of the Government of the Republic of Dagestan No. 148 “On Establishing Protected Area Boundaries for the Purposes of Preserving the Derbent Cultural Heritage Sites, Which Are Located in the City of Derbent as a Single Protected Cultural Zone; and on the Land Use Methods and Construction Regulations Within This Zone”, dated May 27, 2016;
- The charter documents of the Derbent History, Architecture, and Art Museum and Reserve, including those concerning the cultural heritage sites curated by this institution¹³;
- The boundaries of the UNESCO World Heritage Site¹⁴.



marine gateway of Russia

2. Promotion (including promotion on the global level) of the city as a marine gateway.

The Competition Proposals must comply with the strategic development priorities of Derbent Urban District, providing an opportunity for promoting the coastal line within and outside the region, which ought to include the improvement of the marine gateway image on the municipal, regional, federal, and international level.

The marketing strategy must account for the economic, social, and cultural background that will help make the target territory more appealing.

3. Links with adjacent territories and the public space system; a layout structure and hierarchy for walkways and cycling lanes.

The embankment development concept must fit organically into the Derbent public space system (including current facilities and facilities that are yet to be improved on as part of the Creation of a Comfortable Environment in Derbent Urban District Municipal Program for 2018–2022, implemented by Order of Derbent Urban District Administration No. 127, dated March 30, 2018).

The role of each embankment section must be placed into the broader context of the respective district on the master plan, accounting for capacity, access on foot and by transport, surrounding real estate, and key attractions.

¹³ <https://www.derbentmuzei.ru/o-muzee-zapovednike/pamjatniki-arhitektury.html>

¹⁴ <https://whc.unesco.org/en/list/1070>

The priority development section of the embankment must be harmonized, composition- and planning-wise, with the previously developed territory in the Avain neighborhood.

4. Meeting the needs of various target groups (accessibility, tolerance, ethnic diversity, contact with water).

- When developing their Proposals, the Competition participants must bear in mind a variety of target audiences:
 - they must assume that the target audiences will be of different ages and interested in different activities (active and passive recreation, communication, and leisure event scenarios);
 - they must improve pedestrian access to the embankment and establish better links with the surrounding districts, as per the master plan.

5. Environmental rehabilitation (restoring the embankment frame, accounting for the natural terrain).

The concept must include measures aimed at the environmental rehabilitation of the coastline's natural foundation that will allow to create a holistic, self-sustaining ecosystem, capable to resisting manmade impact.

The environmental rehabilitation principles must not contradict the artistic and ornamental solutions used for landscaping and overall development.

6. A harmonized architectural and landscaping solution with a clear identity.

The coastal area of the city of Derbent plays a very unique urban planning and symbolic role; this means that Competition participants need to pay special attention to its features.

- The symbolism of the embankment as the marine gateway of ancient Derbent must be preserved.
- The territory must be given a recognizable image and a new identity.
- The overall composition and design and architectural and landscaping solutions must be harmonized and stylistically interconnected with the surrounding territories.

7. Year-round use.

The Concept must be based on development solutions that have been adapted to the features of the local urban environment and climate, the plan's geometry, duration of the seasons, lowest and highest temperatures, and the Caspian Sea level.

2.5 KM

priority section length

The Competition proposals must allow for diverse leisure and recreation activities and must be based on the unique terrain features and specific visual landscape surroundings.

It might be advisable to create a platform for urban festivals and seasonal events on the embankment territory.

8. Feasibility and social and economic impact.

The Concept development must be guided by the rational development principle, which implies the following:

- using solutions that would ensure optimal spending on creating the site and maintaining its functions at a proper level;
- making it possible to offer a diverse event program that will generate a flow of income, thus helping cover the maintenance costs.

GENERAL REQUIREMENTS FOR COMPETITION PROPOSALS

DERBENT URBAN DISTRICT MASTER PLAN

1. Compliance of the Terms of Reference.
2. Compliance with documentation that describes strategic development and territorial planning in the Russian Federation, the North Caucasian Federal District, the Republic of Dagestan, and Derbent Urban District.
3. A comprehensive approach to executing the “vibrant city” scenario. The master plan must be based on principles and measures aimed at developing human capital, civil society, and local governance, improving the quality of life and the business environment, and utilizing tangible and intangible resources.
4. The suggestions posed in the master plan must be feasible, and the Competition Proposal must include specific measures and tools for executing the master plan.
5. The project must meet the official targets for social infrastructure availability.
6. A suitable environment for developing a diversified and sustainable economy in the long term, as well as decrease the share of government injections in the local budget.
7. Creation of efficient urban services and institutions.
8. Balance between various efforts aimed at improving the quality of life and creating a sustainable and diversified urban economy and efficient services and institutions. Optimum activity timing in line with resource availability.
9. More efficient use of the city’s territory, based on the location’s historical, cultural, natural, recreational, agricultural, climate-based, logistical, and economic potential.
10. Rational and feasible suggestions on involving adjacent areas into economic turnover in order to make the urban district’s development more balanced.
11. Suggestions on preserving and increasing the value generated by the current intangible cultural heritage and/or on ensuring that this heritage is used by the business sector efficiently.

WORKING ON AN EMBANKMENT DEVELOPMENT CONCEPT WITH FOCUS ON THE PRIORITY SECTION

1. Competition Proposals must be informed by the key provisions of the territorial planning documentation of the Republic of Dagestan and Derbent Urban District, as well as with Derbent Urban District Territorial Improvement Guidelines, the Creation of a Comfortable Environment in Derbent Urban District Municipal Program for 2018–2022, and the regulations on protecting cultural heritage sites.
2. The embankment development concept must not contradict the master plan that is part of the Competition Proposal.
3. The concept must comply with global trends in building and maintaining embankments.
4. The Competition Proposals must account for the current planning context for the district and the surrounding territories, as well as set a development direction for them in compliance with the master plan. The design of the priority development section of the embankment must be harmonized, composition – and planning-wise, with the previously developed territory in the Avain neighborhood.
5. The proposed embankment development concept must enable easy pedestrian access and interest several potential target audiences.
6. The Competition Proposals must promote the improvement of the embankment zone's ecosystem both in the mid and in the long term.
7. The architectural and landscaping solutions must shape a recognizable image of the embankment, highlighting its unique identity, and their overall composition and design must be harmonized and stylistically interconnected with the surrounding territories.
8. The proposed functional planning, architectural, and other solutions must ensure that the embankment remains a highly attractive destination both during the hot and the cold season.
9. The Competition Proposals must prove that the project will have a positive social and economic impact both in the mid and in the long term.

SUBMISSION CONTENTS

SUBMISSION AT STAGE 1

1. APPLICATION

Applications must be filled in via the Competition's official website: planderbenta.ru.

2. PORTFOLIO

The portfolio must include 4 projects by the Participant (in case of Consortium, by all Consortium members) relevant to the Competition and developed by the Participant independently or as part of an ad hoc creative team. The projects may belong to the following fields:

- complex urban and regional development (development concepts and projects, master plans, and other initiatives aimed at comprehensive development);
- strategic development and territorial planning, such as social and economic development strategies for the constituent entities of the Russian Federation, or municipal districts and communities; territorial planning models and general plans, urban construction regulations, layout projects, or rules of land use and development;
- comprehensive development of utility and transportation infrastructure;
- positive transformation of urban public spaces;
- any other projects in the relevant area.

A Consortium's portfolio must include no less than one project by each member of the Consortium.

Required information:

- project name;
- year of completion;
- location;
- description; brief overview of investment feasibility;
- visual materials – no more than 3 images per project in JPEG format (A4 landscape orientation). The size of each JPEG file must not exceed 5 Mb.



3. ESSAY

The cover letter must describe the key ideas and approaches to developing the master plan. The cover letter must not be longer than 5,000 characters, including spaces.



4. ADDITIONAL VISUAL MATERIALS (PLANS, RENDERS, ETC.) MAY BE ADDED UPON THE CONTESTANTS' DISCRETION



SUBMISSION AT STAGE 2



Project albums, including the cover letter and visual materials for the proposed solutions;



Presentation Boards



Presentation



A video with 3D simulation elements.



Any other additional materials that the contestants might need for presenting their concept.

GENERAL TERMS OF REFERENCE FOR THE DEVELOPMENT OF A MASTER PLAN FOR DERBENT URBAN DISTRICT

1. Comprehensive evaluation of Derbent Urban District's development potential.

1.1. Social, economic, urban planning, and other conditions that may potentially drive or hinder development.

1.2. Evaluation of the development resource potential.

1.3. Evaluation of the city's infrastructure, including utilities and transportation services.

1.4. The key issues of social, economic, and spatial development; internal and external risks.

1.5. Current and potential growth areas.

2. Development Strategy for Derbent Urban District, 2020–2040.

2.1. Goals and principles of the urban district development as part of executing the Vibrant City concept.

2.2. The priorities and promising aspects of spatial development, based on the resources available.

2.3. Defining promising economic specializations for Derbent Urban District.

2.4. The fundamental development model for Derbent Urban District as a Vibrant City.

3. Spatial Development Scenario for Derbent Urban District, 2020–2040, with Special Stages for: 2020–2024, 2024–2028.

3.1. Development scenarios, based on the current development potential and internal and external risks.

3.2. Spatial development procedures aimed at executing the proposed scenarios, including reforms of urban development institutions.

3.3. Goals and activities related to spatial development in the following areas:

- the development of residential communities and the supporting social, cultural, and utility service infrastructure;
- the preservation and development of the environmental and recreational framework;
- the development of a communal space system;
- optimized control of local traffic and transportation services;
- utility support and special activities aimed at protecting the city from hazardous exogenous and endogenous processes;
- the preservation of local historical and cultural heritage, natural landscape, and leisure opportunities;
- the development of the urban economy facilities, promising production and logistics platform placement, the development of street retail and other important commercial entities and infrastructural elements supporting small enterprises;
- the development of tourism destinations, routes (including routes across nearby territories), and the resort and recreation complex.

3.4. Suggestions regarding the city's innovative development:

- developing innovative skills and education infrastructure;
- stimulating the development of innovative business and promoting innovative technology;
- introducing the “smart city” tools;
- encouraging creative research and development.

3.5. Functional planning of Derbent Urban District territory.

3.6. Inter-municipality cooperation and joint development of Derbent Urban District and the adjacent Derbent region.

4. Concept Model of Urban Economy Functions.

4.1. The city's economic position and the structure of the industries that comprise the economic sector within the city, acting as a foundation for the economy's sustainable operation.

4.2. Main growth areas of the city's economy.

4.3. Investment platform suggestions for medium and large business development. Infrastructure for supporting small and microbusinesses.

4.4. Activities and tools in support of urban economy development and financial sustainability.

5. Activities and Results of Implementing the Master Plan. Evaluation of the Economic, Social, and Financial Efficacy of the Proposed Development Scenario.

5.1. Road map and network plan for stage-by-stage master plan activities from 2020 to 2028, including the methods of executing these activities, as well as potential funding sources.

5.2. Priority industry and inter-industry projects aimed at following the master plan, including expected costs, deadlines, and impact.

5.3. Evaluation of the economic, social, and budget impact and feasibility of executing the development scenarios suggested for 2028 and 2040.

5.4. Suggestions on actualizing the master plan of Derbent Urban District, adopted by Derbent Urban District Council on October 25, 2013, in compliance with the recommended development scenario.

GENERAL TERMS OF REFERENCE FOR WORKING ON AN EMBANKMENT DEVELOPMENT CONCEPT WITH FOCUS ON THE PRIORITY SECTION

1. Comprehensive evaluation of the coastal area in Derbent Urban District.

- 1.1. Social, economic, urban planning, infrastructural, and other conditions that may potentially drive or hinder the improvement of the embankment.
- 1.2. The key issues of the urban embankment area, with focus on the priority section.
- 1.3. Defining the potential of each coastal area section.

2. The integrated development concept for the coastal area and its role in the spatial development model for Derbent Urban District as a Vibrant City.

- 2.1. The concept for activating the urban planning functions of the Derbent coastal area.
- 2.2. Proving the vital role of the priority section in the overall Concept.
- 2.3. Functional and planning layout of the coastal area, solutions for environmental rehabilitation and utility infrastructure development.
- 2.4. Suggestions on spatial design, design code, and navigation elements.

3. Architectural concept for the priority section of the embankment (sketch project).

3.1. Land plot layout within the design boundaries.

3.2. Architectural, constructive, and dimensional planning solutions.

3.3. Hardscape design suggestions.

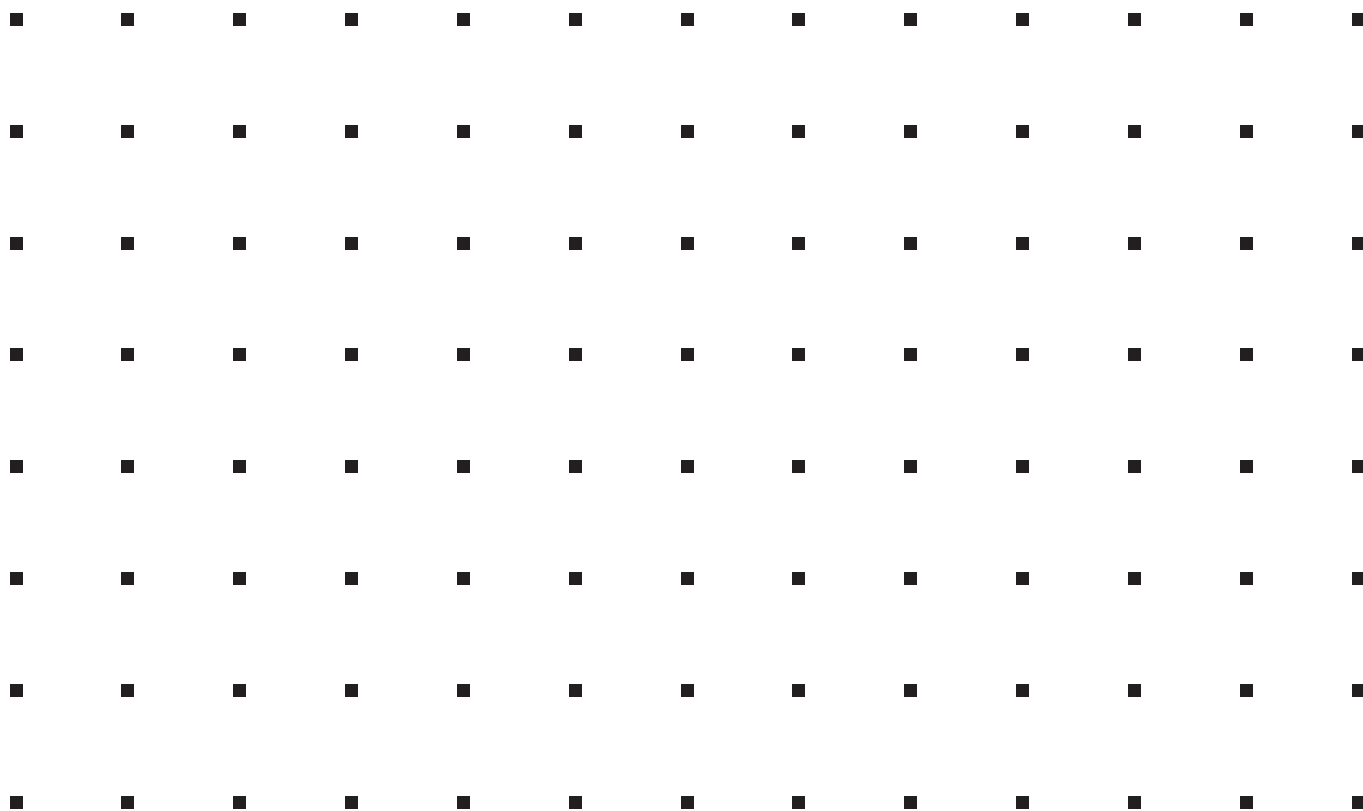
3.4. Activities that will ensure that the project is executed step-by-step in a socially and economically sustainable manner.

Agreement No. DB-1/2018, dated December 20, 2018.

Client The "I Love Derbent" non-profit charity foundation

Contractor Agency for Strategic Development CENTER

All photos courtesy of Derbent Urban District Administration



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