

# YANA NESS

SUSTAINABILITY  
URBANISM  
ANALYTICS  
DIGITAL TECHNOLOGIES  
URBAN & REGIONAL PLANNING

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M.Sc. University Stuttgart in Infrastructure planning | B.Sc. Architecture LEED Green Associate | 15+ years of experience.

An internationally oriented professional with many years of experience and relevant education, who has worked in the USA, Germany, Russia and the Netherlands. Career in the public and private sectors has allowed Yana to develop a deep understanding of issues related to analysis, planning and development, as well as government processes. Yana has strong skills in project management and leadership, analytical competences, team management and supervisory experience.

- Strategic development
- Comprehensive analysis and feasibility studies
- Urban and regional planning and development
- Project management and supervision
- LEED Specialist
- Sustainable development
- Transportation systems and planning
- Community management and public policy

# LEED

## Guidelines for energy efficient and environmental design

Yana Ness is a certified LEED (Leadership in Energy and Environmental Design) specialist. As part of the certification, she took the following courses, among others:

Courses	Provider
Smart Buildings, Smart Cities	ASHRAE
Everblue Presents: Getting N2 ND - LEED Neighborhood Development	Everblue
LEED Cities & Communities - Driving Equity & Sustainability	GBCI
Green Classroom Professional Certificate	GBCI
Daylighting: Achieving Energy Efficiency with Sunlight and Lighting	GBES
3D Printing and Sustainability What you need to know?	GBRI
Greening America's Transportation Infrastructure: Where do we Start?	GBRI
Public Transportation: Where is the U.S?	GBRI
Traveling Sustainably: Destination Case Studies & Lessons Learned	GBRI
The Journey of Your Waste: Is it Sustainable?	GBRI
Don't Get Soaked: Smart Strategies to Manage Rainwater	GreenCE, Inc.
Don't Build Here: Site Selection Strategies to Protect Our Wild Spaces	GreenCE, Inc.
Driving Positive Change in Parking, Transportation, and Mobility	International Parking Institute
Sustainability in Parking and Transportation	International Parking Institute
Greening Communities through Parking	International Parking Institute
Start-Up City: Inspiring Private and Public Entrepreneurship	Island Press
Interior Solutions on the Climate Crisis	SANDOW Design Group
Moving towards Circular and Regenerative Design	SANDOW Design Group
Getting Started with the Sustainable Sites Initiative Program	U.S. Green Building Council



GREEN BUSINESS CERTIFICATION INC. CERTIFIES THAT

**Yana Ness**

HAS ATTAINED THE DESIGNATION OF

**LEED® Green Associate™**

by demonstrating the knowledge and understanding of green building practices and principles needed to support the use of the LEED green building program.

*Peter Templeton*

PETER TEMPLETON  
PRESIDENT & CEO  
U.S. GREEN BUILDING COUNCIL & GREEN BUSINESS CERTIFICATION INC.

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# VISION WEST

## Regional Plan for Sustainable Development

USA

The Vision West Regional Plan for Sustainable Development covers 19 energy-producing counties in North Dakota, USA. The development of the plan took place at the height of the oil boom. At the strategic planning meetings, community leaders and citizens identified development strategies to achieve success in various areas.

The main objectives of the project are to solve the primary tasks in the conditions of rapid growth of the region and the creation of a diversified economy in the future, through the development of local and regional strategic plans.

Yana Ness acted as a representative of Williams County. She participated in workshops and conferences, advised on the development of the plan, carried out its professional evaluation. On the side of the County, Yana Ness acted as a representative of the Plan development group, coordinated communication between representatives of local authorities and the Plan development group.



- Organizational structure
- Emergency services
- Social infrastructure
- Housing
- Transport
- Water supply

Essential services for  
a sustainable future

Solving problems  
in various fields

[Link to the document](#)

# NORWAY HIGH SPEED RAILWAY

## Analysis of high-speed track corridors

Norway

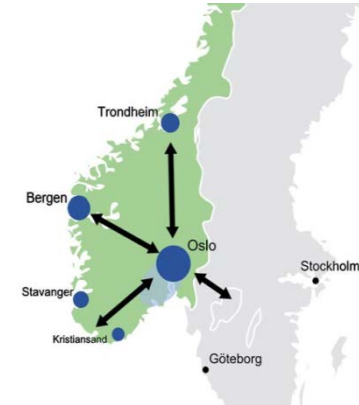
Determination of transport needs, processing of transportation data, application of forecasting procedure

Development of operational concepts, use of vehicles, scheduling, coordination with cargo transportation

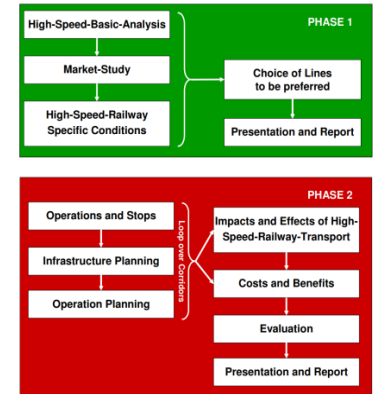
Corridor routing, development and presentation of alternative solutions

Comprehensive definition of planning parameters taking into account nature and environmental protection

Yana Ness took part in various stages of the project, including modeling and simulating traffic on specific infrastructure sites using PULZUFA software, calculating the energy consumption of railway transport for various options, determining the natural features of the geographical landscape and its impact, writing reports and creating graphic materials.



Corridors from Oslo



Project phases



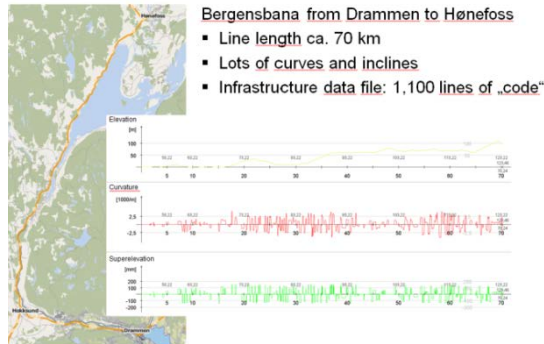
Scenario of corridors from Bergen

# NORWAY HIGH SPEED RAILWAY

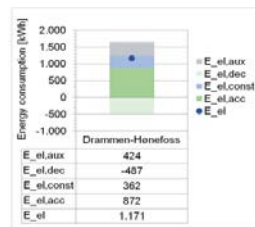
## Analysis of corridors and energy consumption

Norway

Infrastructure models were created and simulations were carried out. The data included horizontal and vertical profiles, information about tunnels, speed limits and stop patterns. Based on the results, an analytical report was created.

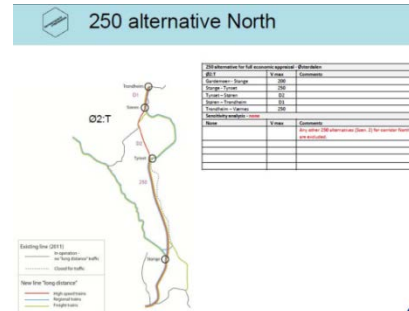


### Вводные данные

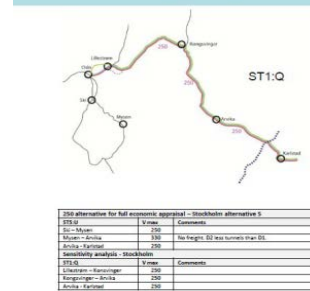


- Specific energy consumption: 17 kWh / km (w/ regen. brake)
- Journey time: 48 min (for the example train)

Performance data

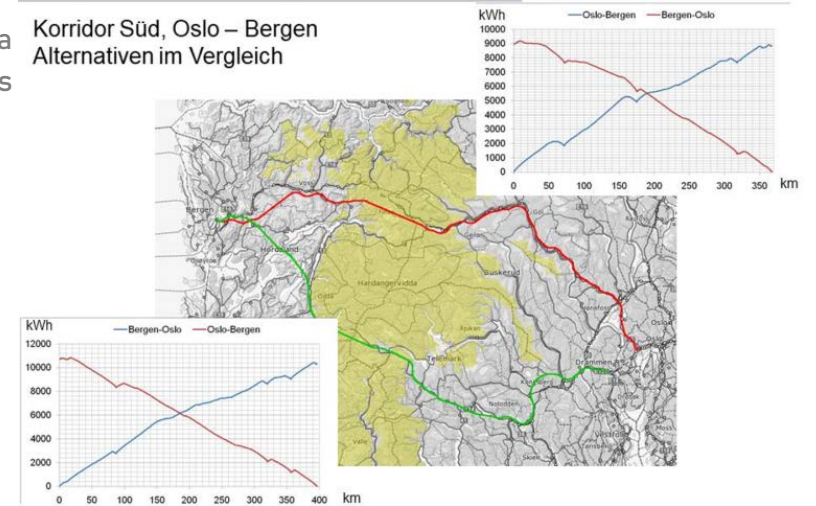


### 250 sensitivity analysis - Stockholm



Corridor Alternatives

### Korridor Süd, Oslo – Bergen Alternativen im Vergleich

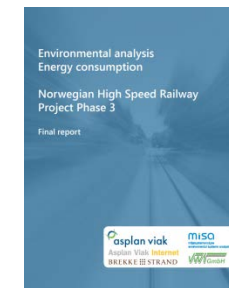


Calculation of train power consumption along the Oslo-Bergen corridor



Feasibility Study Concerning High-Speed Railway Lines in Norway  
Report Phase 1  
December 2006

[Link to the document](#)



[Link to the document](#)

# RUBIK

## Information platform for regional public transport

The aim of the project was to develop and implement a network information system related to vehicles, with an emphasis on the needs of regional bus transportation in Germany.

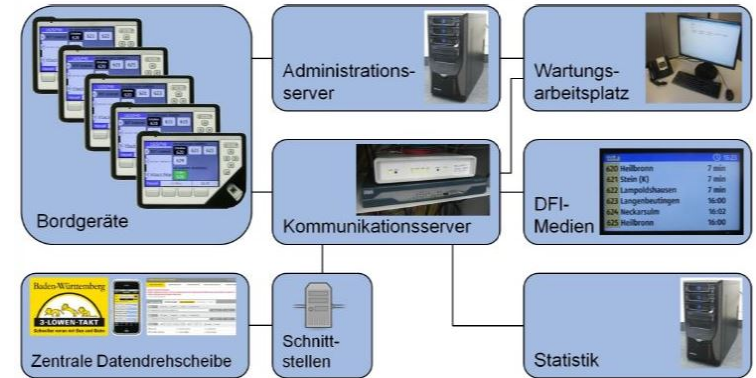
As part of the project, a RUBIK system was developed in which real-time data detection and other tasks are performed directly on the bus. The central dispatch center, which is necessary in urban transport management systems, has been replaced by a communication server that serves to exchange information between vehicles, passenger information and other data providers or users. On-board computers in vehicles exchange information directly with each other and do not require a central control body.

Yana Ness assisted in various aspects of the project, she developed presentations, graphic materials, worked with schedule analysis and participated in testing and commissioning of the project.



The information is available online through the website and the app, as well as on displays at bus stops.

## Germany



The system of connection and communication between devices



Monitor on the bus



# RUBIK

## Testing and strategic sessions

Germany



**Busfahrgäste sollen Anschluss nicht verlieren**  
*Pilotprojekt zeigt landesweite Anbusverbindungen - Fahrer steuern sich per Anzeigtisch aus*

Wann kommt der Anschluss? Woher kommt der Bus? Diese Fragen sind für viele Fahrgäste im ländlichen Raum oft unklar. Das Projekt RUBIK soll dies ändern. Die Anbusverbindungen werden über einen Anzeigtisch im Bus informiert. Die Fahrer steuern sich über einen Anzeigtisch am Bus. Die Fahrgäste erhalten Informationen über die Anbusverbindungen. Die Fahrer steuern sich über einen Anzeigtisch am Bus. Die Fahrgäste erhalten Informationen über die Anbusverbindungen.

**OPNV**  
 ÖPNV aktuell | Sonntag, 20. Mai 2012

**Start der Testphase für das Projekt RUBIK**  
 Das 2010 gestartete Projekt RUBIK-Anschlussicherung und Fahrgastinformation für den regionalen Busverkehr befindet sich nun in Neuenstadt (Kreis Heilbronn) in der Testphase. Der Lösungsansatz von RUBIK liegt in der Entwicklung eines Systems, bei dem mit kleinen Bordrechnern im Fahrzeug alle erforderlichen personalbezogenen Leistungsdaten durch eine sehr kleine Beispielschleife ersetzt, die lediglich eine Vermittlungsstelle für den Nachschichtaustausch bereitstellt. Der Vorteil der angestrebten Lösung liegt darin, dass ein zentraler Überbau zum Einsatz kommt, andererseits in der Möglichkeit, unterschiedliche Anbieter von OPNV-Leistungen ohne gemeinsame Hardwareleistungen in das System zu integrieren.

Alle innerbetrieblichen Daten wie Umlauf- und Personalplanung verbleiben beim jeweiligen Unternehmen. Darüber hinaus bietet das System die Möglichkeit, über eine gemeinsame Schnittstelle beliebige Fahrgastinformationen zu integrieren.

**Neuenstadt, Kreis Heilbronn**  
**Landesweites Pilotprojekt zur Fahrgastinformation**

Im Zuge eines landesweiten Pilotprojektes wird rund um ein neues Informations-System Bus-Fahrgäste getestet. Darauf dem Neuenstadter Linde an Schulstandorten elektronische Hinweistafeln installiert, die und eventuelle Verspätungen. Die Informationen werden über Bordcomputer der rund 20 Busse Neuenstadt übermittelt, so Fahrgäste immer auf dem neuesten Stand. Der Testbetrieb läuft bis Sommer und soll dann nahtlos Dauerbetrieb übergehen. An dem neuentwickelten System haben Busunternehmen aus ganz Baden-Württemberg Interesse angemeldet.

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**Wann kommt der Bus?**  
 NEUENSTADT Testphase des Fahrgastinformationssystems läuft - Aus: WFG und ÖPNV

**Hi-Tech für den ländlichen Raum**  
 A

Das Projekt RUBIK-Anschlussicherung und dynamische Fahrgastinformation im ländlichen Raum soll den Fahrgästen im ländlichen Raum die Fahrgastinformation verbessern. Die Fahrer steuern sich über einen Anzeigtisch am Bus. Die Fahrgäste erhalten Informationen über die Anbusverbindungen. Die Fahrer steuern sich über einen Anzeigtisch am Bus. Die Fahrgäste erhalten Informationen über die Anbusverbindungen.

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Strategic sessions were held with the administration and public officials, transport companies, as well as with the public and local communities.

Yana Ness participated in meetings and also presented the project at the BusForum Transport Innovation exhibition in Stuttgart.

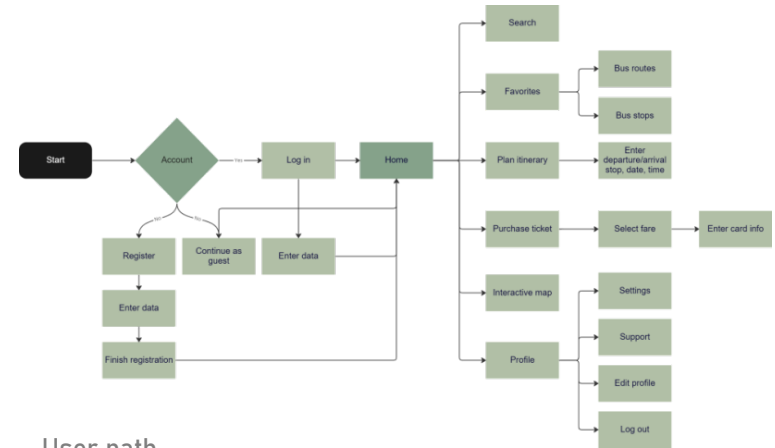
# DIGITAL PLATFORM

## Application for public transport

This product is an assistant in obtaining information about the bus service in real time, focused on small towns and settlements. The aim of the project was to develop and implement a network information system related to vehicles, with an emphasis on the requirements of German regional bus transport.

Yana Ness conducted comprehensive quantitative and qualitative analysis and user research, interviews, questionnaires, data and statistics collection, competitor and market analysis, developed information architecture, prototypes, design and concept, and also conducted user testing of prototypes.

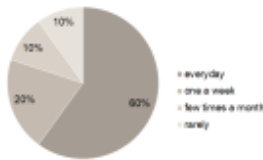
Germany



User path

COMPETITORS	Account	Real time info	Live bus tracking	Ticket purchase	Reminders alerts	Support	Bus fee	Itinerary planner	Accessibility info	Distance and time
CVT	●	●	●	●	●	●	●	●	●	●
VICHOEL	●	●	●	●	●	●	●	●	●	●
Autobus	●	●	●	●	●	●	●	●	●	●
STUTTGART TRAM	●	●	●	●	●	●	●	●	●	●
SWISS	●	●	●	●	●	●	●	●	●	●
SWEST	●	●	●	●	●	●	●	●	●	●
GOOGLE MAPS	●	●	●	●	●	●	●	●	●	●

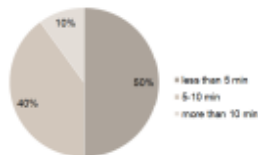
How often do you use bus service?



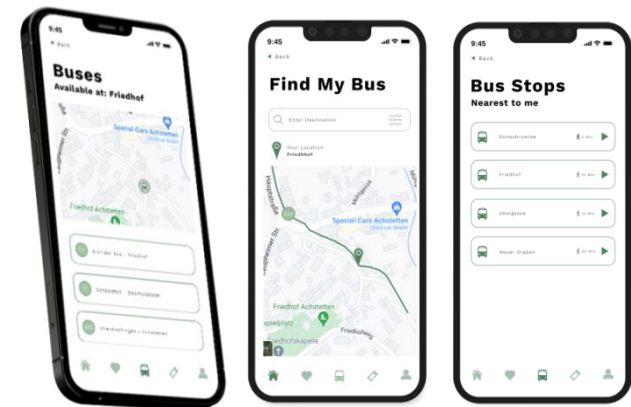
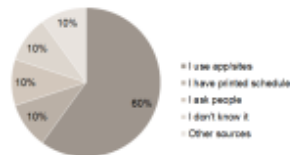
How do you know the fare?



How often do you wait for the bus normally?



How do you know the arrival time?



Download presentation

# TRAM KEHL-STRASBOURG

Extension of the tram line from Germany to France

Germany/France

Strasbourg Tram extended Line D from its current terminus Aristide Briand to the east. This opens up the Port du Rhine port area, where large-scale residential, commercial and recreational areas are being created. The route passes across the new bridge over the Rhine to the German side and then through the center of Kehl to the town hall.

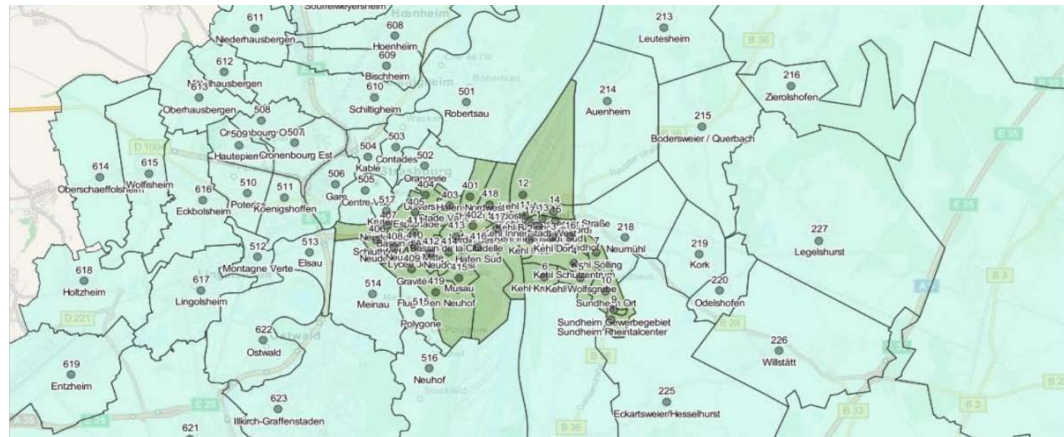
GIS systems have been developed on an internal platform to analyze and evaluate proposed routes and alternatives, identify transport cells and conduct traffic analysis. Yana Ness participated in the development of traffic routes and cells in the internal GIS system, as well as other aspects of the project.



Traffic pattern



The scheme of stops



Scheme of transport cells

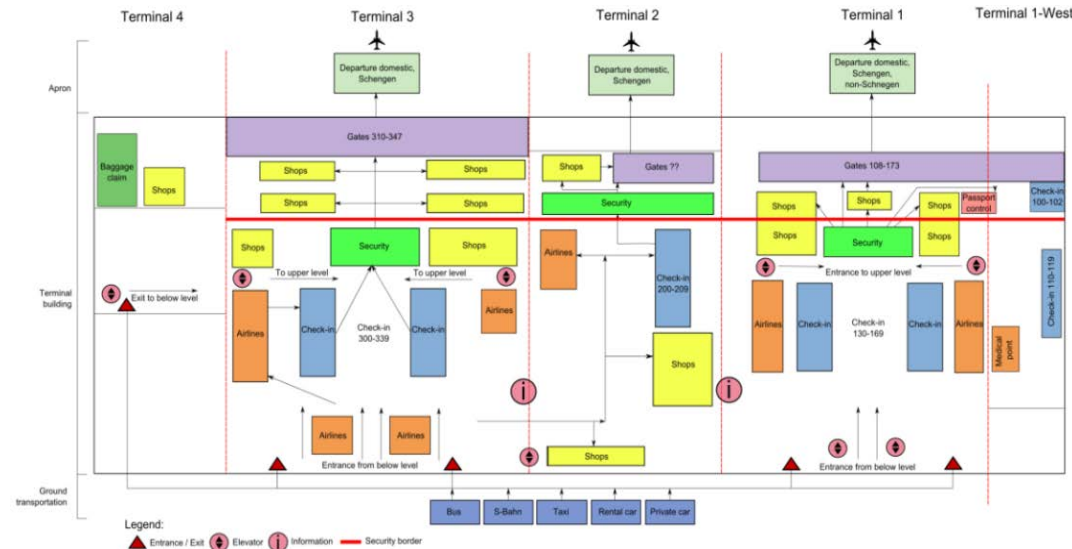
# STUTT GART AIRPORT

## Analysis of terminal capacity

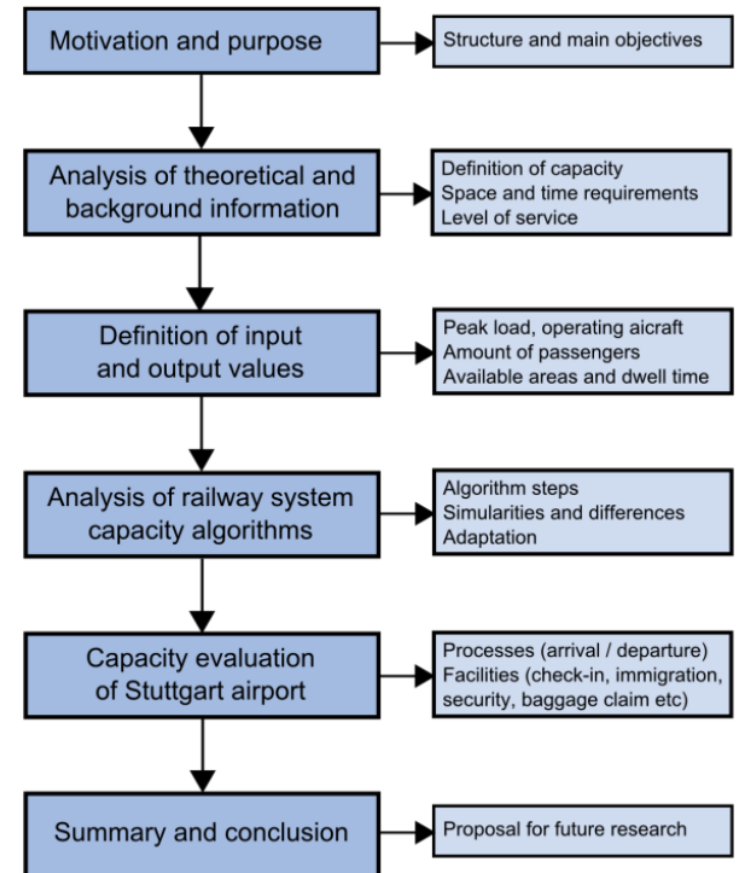
Germany

Master's thesis by Yana Ness in the framework of the program "Infrastructure Design" of the Technical University of Stuttgart, Germany.

The analysis of the capacity of airport terminals, taking into account the entire system and its components on the example of Stuttgart Airport, formed the main part of the work, as well as the study and comparison of algorithms for the capacity of the railway system and their possible adaptations to the air transport system.



Passenger traffic and communication of infrastructure and service facilities at level 3



# STUTT GART AIRPORT

## Analysis of terminal capacity

Germany

Design criteria are taken into account, which are used as an efficiency measure to evaluate various alternatives. This paper also presents a procedure for calculating various performance indicators.

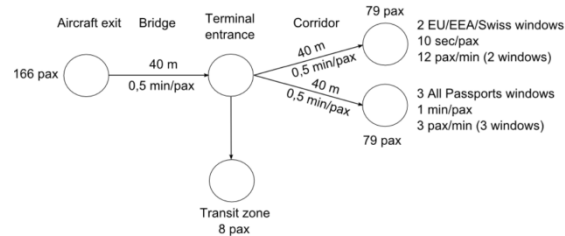


Figure 25: Link-node diagram for flight of Turkish airlines

Activity	Nr. Pax	T/pax, sec	Distance, m	Speed, m/min	Nr. pax/min	Nr. counters
Passenger bridge	166	30	40	80,8	16	
Entrance door	166	1			60	
Corridor	30	40	80,8	16		
Transit	8					
EU/EEA/Swiss passport control	79	10			12	2
Other passports passport control	79	60			3	3

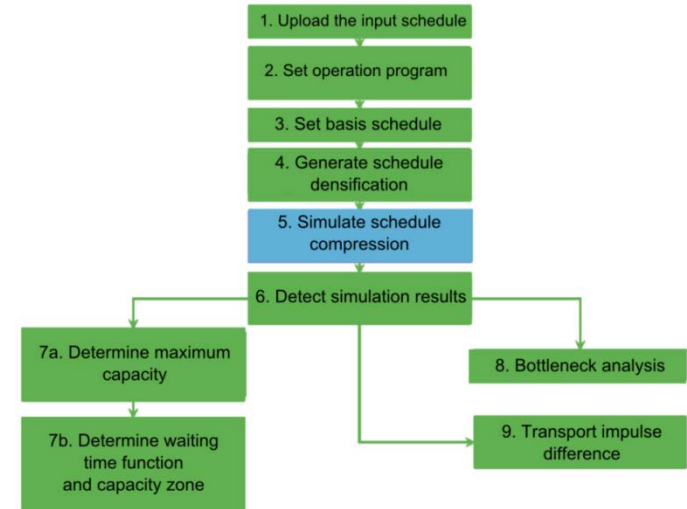
Table 13: Data for flight of Turkish airlines

Airline	T	Type	Origin	Check-in counters	Pax departed average	Pax using online/mobile check in, 50%	Business class pax, 5%	Pax using manual check in, average	Nr. of required counters	Nr. of opened check-in counters
Austrian	T1	J	Austria	150-167	62	31		31	1,0	17
British Airways	T1	J	London	130-133	120	60	6	54	1,8	3
CSA Czech Airlines	T1	J	Prague	150-166	16			16	0,5	16
German wings	T2	J		147-148 150-167-169	108	54		54	1,8	2
Lufthansa	T1	J	Zurich/Doha	150-167-169	78	39	4	35	1,2	17
Qatar	T1	J	Zurich/Doha	132-135	38			38	1,2	4
SAS	T1	J	Copenhagen	150-167-169	74	37		37	1,2	18
Swiss	T1	J	Zurich	150-166-169	81	41		41	1,3	17
Turkish Airlines	T1	J	Turkey	134/136-139	178	88		88	2,9	4

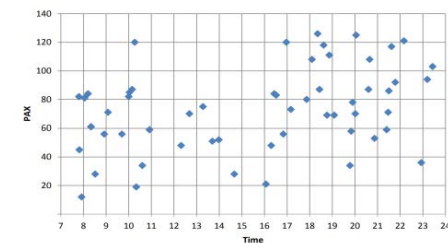
Figure 35: Data on check-in counters Terminal 1

Walking to transfer		00:03:00	
PAX distribution	PAX Cumulative	Time range	Time, s
7	7	00:10:00	
0	0	00:10:30	180
			180
			0:03:00
Walking to baggage zone		00:02:00	
PAX distribution	PAX Cumulative	Time range	Time, s
12	92	00:10:00	
12	80	00:12:00	120
12	68	00:14:00	120
12	56	00:16:00	120
12	44	00:18:00	120
12	32	00:20:00	120
10	22	00:22:00	120
10	12	00:24:00	120
0	0	00:26:00	120
92			960
			0:16:00

Example of calculating the time of transfer/baggage collection for passengers of an Airbus 319 German Wings aircraft



Research processes in the field of optimal performance of the transport system/ Simulation (density and traffic plan) is carried out by RailSys and LUKS simulation tools.



Distribution of departures from Terminal 1

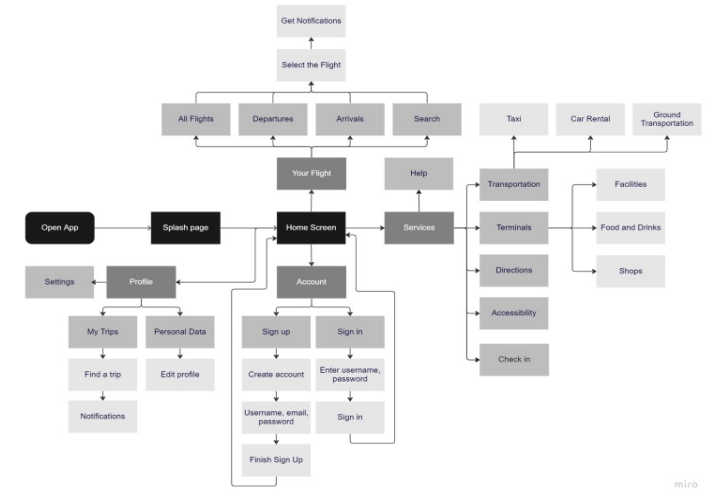
# AIRPORT: NAVIGATION

## User Experience Improvement Project

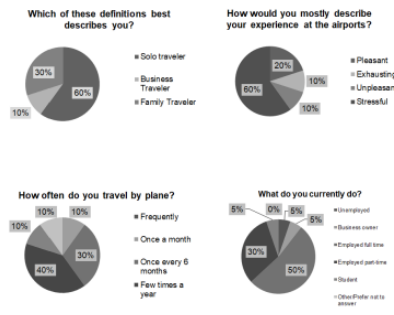
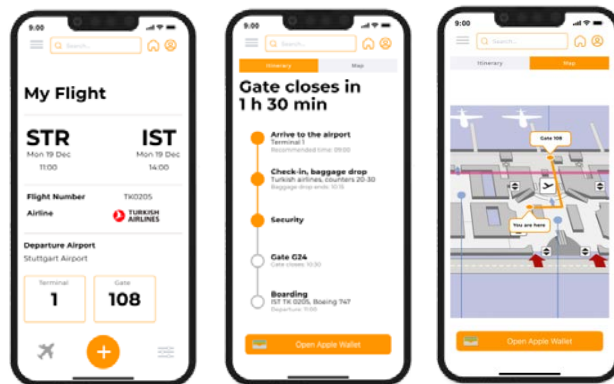
Germany

This project serves as an assistant in the ground navigation of the airport. The analysis of the capacity and problematic components of the terminal was also part of the research project. This application will help users navigate at the airport, get information about the status of their flight, track luggage in real time, provide updated information about the boarding gate, calculate loading and the time required to pass through the terminals.

Yana Ness was responsible for user research, competitor and market analysis, development of information architecture, prototypes and final design concept.



### Information infrastructure



[Download presentation](#)



User path map

# LUDWIGSBURG

## Jobs and housing allocation

The main purpose of the study was to provide housing taking into account the increasing need, as well as basic services, infrastructure and jobs. The “Jobs and housing allocation scheme in Ludwigsburg, Germany” should reflect possible changes in land use, urban structure and transport on the planning horizon. The mission, basic principles of planning, goals and concept were developed.

With the help of indicators, the most suitable places of residence and work are determined by conducting, among other things, an analysis of the suitability of the land. The transport network of the entire district was taken into account by implementing a conceptual map using a top-down approach to design.

Germany



Conceptual scheme

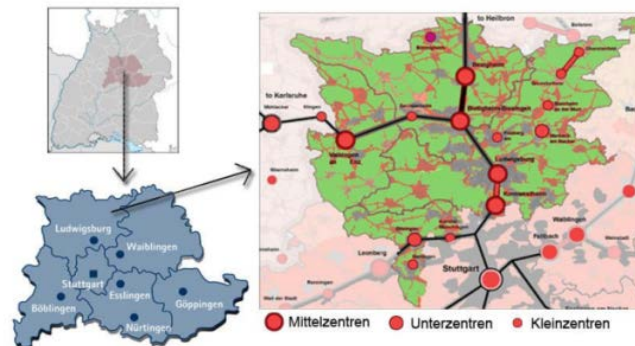


Figure 2-10: Spatial concept map



# LUDWIGSBURG

## Comprehensive analysis

Based on the available data, a comprehensive analysis of the current situation was carried out, taking into account aspects of demography, economic activity, transport accessibility, as well as environmental considerations.

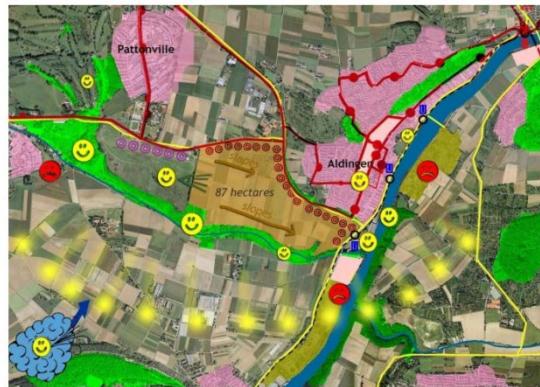


Figure 4-7: SWOT Analysis



Figure 4-9: Application of the SWOT conclusions on site

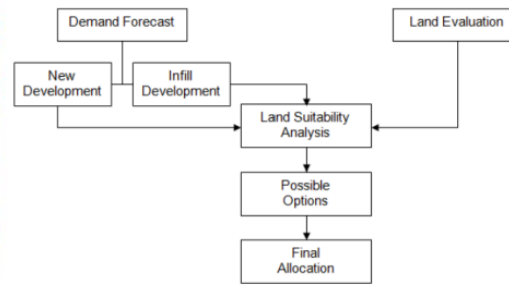


Figure 3-1 : Methodology for Land Use Planning

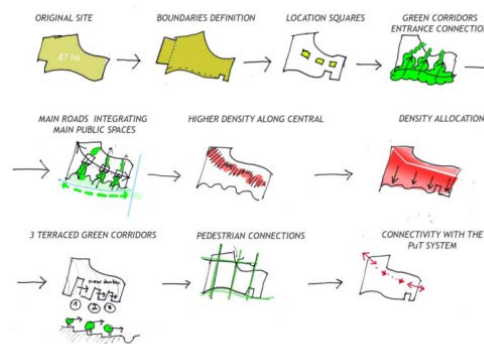


Figure 4-8: Top-Down design approach

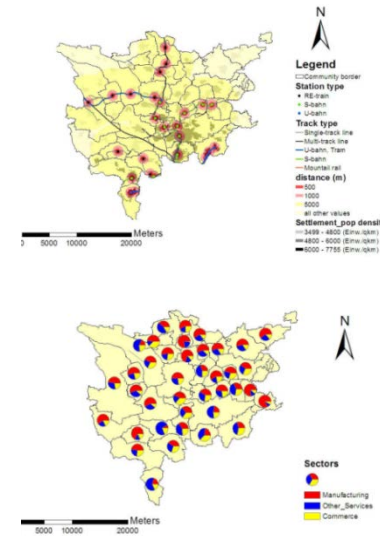


Figure 2-4: Share of employees in different sectors in 2009

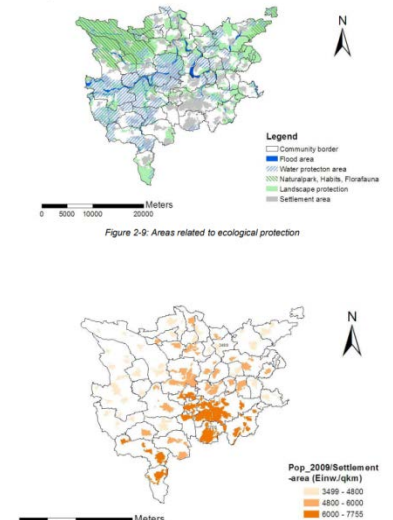


Figure 2-1: Population density in settlement area in 2009

Table 3-3: Land demand forecast for infill development for 11,400 population

S.N.	Dwelling Types	Share (%)	Household Size	Required Units	Units per ha.	Net Area Required (ha)
1	Single Detached	14	3	532	22	25
2	Semi-Detached	21	2.8	855	27	31
3	Terraced Housing	24	2.2	1244	38	32
4	Apartment Blocks	41	1.8	2597	71	37
<b>Total</b>		<b>100</b>		<b>8227</b>		<b>125</b>
Net Land Demand						125
Area required for Roads, Pavements and Public Green Spaces						20
<b>Gross Land Demand (ha)</b>						<b>150</b>
<b>New Density after Brownfield Development (inh/ha)</b>						<b>76</b>

Criteria	Indicators	Weights	Suitability Score
Better accessibility to existing transport infrastructure and social facilities.	Proximity to train stations (m)	20	0 - 10 restricted 11 - 600 5 601-1000 3 >1000 1
	Proximity to public bus stops (m)	15	0 - 10 restricted 11-200 5 201-500 3 >500 1
	Proximity to major roads (motorway) (m)	10	Less than 200 restricted 200 - 1000 5 1001 - 3000 3 Larger than 3000 1
	Proximity to major roads (National roads) (m)	15	Less than 150 restricted 100 - 1000 5 1001 - 3000 3 Larger than 3000 1
Good access to recreational areas, national parks and sports facilities (m)		10	Less than 500 5 500 - 1000 3 1001 - 3000 1 Larger than 1000 1
		15	>30% 5 20-30% 3 <20% 1
Higher share of public transport for main commuting units	Share of public transport within traffic zones	15	>30% 5 20-30% 3 <20% 1
	Soil quality	10	Not fertile 5 Fertile soil 3 Very fertile 1
Selection of attractive areas for main commuting units	Slope Ranges in Degree	5	>24% 5 9-15% 3 16-21% 1 >21% restricted





# WILLIAMS COUNTY

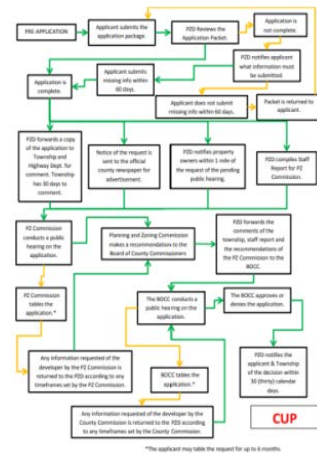
## Planning and Zoning Ordinance, Subdivision Regulations, Development Code

USA

Williams County, North Dakota, USA has revised and adapted existing Planning and Zoning Ordinances and Subdivision Regulations Zones, as well as Development Code.

Within the framework of the project, Yana Ness was the project lead. Conducted a comprehensive analysis, including legal documentation. She collaborated with external contractors and other departments within the organization, provided recommendations for making changes, fully developed architectural and landscape standards, and rules for the use of signage.

**WILLIAMS COUNTY**  
**Zoning Ordinance and**  
**Subdivision Regulations**  
 Effective Date: September 15, 2015



Conditional Use Permit process

Table 1: Permitted types of signs for zoning districts

Sign Type	AG	RR	UR	RC,UC	LLHI	P
Awning, Canopy, Marquee	PC	PC	PC	P	P	PC
Billboard	N	N	N	P	P	P
Electronic Message Board/Changeable Copy	N	N	N	P	P	N
Ground and Monument	PC	PC	PC	P	P	PC
Multi-tenant	N	N	N	P	P	N
Pole/Pylon	N	N	N	P	P	N
Projecting	PC	PC	PC	P	P	PC
Roof	N	N	N	P	P	N
Wall	PC	PC	PC	P	P	PC
Window	PC	PC	PC	P	P	PC

**P:** Permitted for all uses  
**PC:** Permitted for conditional uses and agriculture related uses  
**N:** Not permitted

Permitted types of signage by zone

Williams County Administrative Building  
 206 East Broadway  
 Williston, ND 58801  
 Updated October 13, 2017

Planning Division: 701.577.4565  
 Building Division: 701.577.4567

Williams County, North Dakota



[Link to Zoning and Subdivision Regulations](#)

[Link to Development Guide](#)





# IZHEVSK AGGLOMERATION

## Spatial development strategy

Russia

Yana Ness participated in the development of a comprehensive document fixing the goals and objectives of development for Izhevsk agglomeration for the next 10 years. In this project she acted as senior lead.

Based on a comprehensive analysis of the state of the urban environment, the Vision of the Izhevsk agglomeration 2030, its mission and the target image of the future, principles and priority directions were developed. A compact city operating on the basis of an established planning structure, a balanced transport and ecological framework, the basis of which is the existing scientific, educational and industrial potential.



### ПОЛИЦЕНТРИЧНОСТЬ

- Равномерное развитие нецентральных территорий Ижевска, создание доступных и привлекательных локальных центров, обеспеченных всеми функциями повседневного использования в 20 минутной пешеходной доступности.
- Городские районы должны предоставлять больше расстояний, чтобы поглотить на работу, сидеть в кино, прогуляться по парку и вернуться домой.

### ЭФФЕКТИВНОЕ ИСПОЛЬЗОВАНИЕ ЗЕМЕЛЬНЫХ РЕСУРСОВ ВНУТРИ УРБАНИЗИРОВАННОЙ ТЕРРИТОРИИ

- Реновация старых промышленных территорий позволит освободить землю для размещения объектов других функций (жилая, деловая, культурная, научная, рекреационная).
- Реализация принципа позволит создать функционально разнообразную, непрерывную городскую среду, сменить вектор развития с расплывания городской ткани на преобразование неиспользуемых территорий внутри города, сохраняя его архитектурно-градостроительный облик.

### СВЯЗНОСТЬ

- Создание в Ижевске физических, ментальных и визуальных связей, проходящих через городскую застройку, обладающих четкими границами улиц и маршрутов, улучшит общую связность и читаемость городской структуры, а также повысит доступность территорий.
- Реализация принципа поможет городу стать более удобным для перемещений в двух уровнях: между разными частями города и внутри отдельных микрорайонов.

### СМЕШАННОЕ ИСПОЛЬЗОВАНИЕ ТЕРРИТОРИИ

- Насыщение кварталов разнообразными функциями формирует запрос на создание, усиление транспортных связей, повышает доступность территорий города для жителей.
- Жилые кварталы в соседстве с административно-деловыми, социальными объектами, общественными пространствами – шаг к формированию комфортной и безопасной среды.

### ПРИОРИТЕТ ОБЩЕСТВЕННОГО И АЛЬТЕРНАТИВНОГО ТРАНСПОРТА ЛИЧНОМУ АВТОМОБИЛЮ

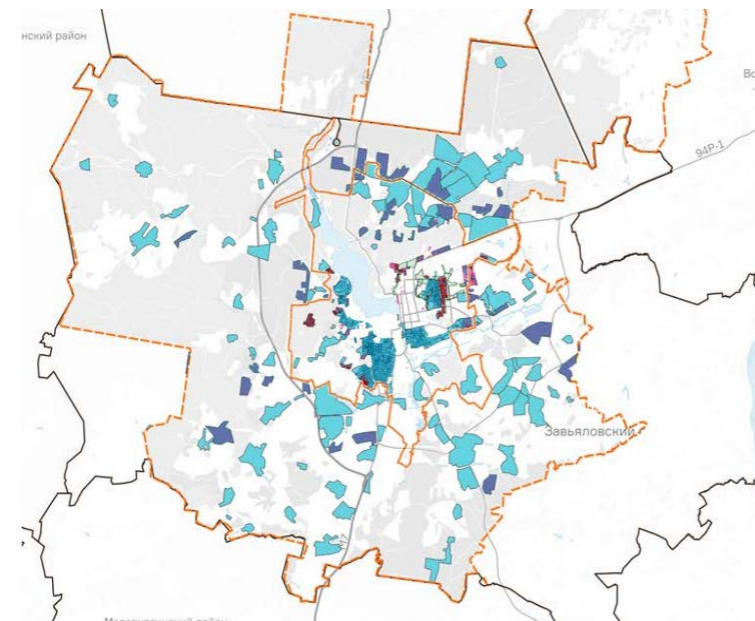
- Развитие как общественного транспорта, так и альтернативных устойчивых видов передвижения, в том числе обеспечивающие микромобильность.

### РАЗВИТИЕ С УЧЕТОМ ПРИРОДНОГО И ЭКОЛОГИЧЕСКОГО КАРКАСА

- Зеленые и водные пространства соединяются в единую систему, пронизывают районы, для обеспечения доступа горожан к зеленым пространствам в пешей доступности и улучшения состояние окружающей среды города.
- Развитие экологического каркаса снижает антропогенное воздействие на окружающую среду, улучшает качество воздуха за счет проветривания территории, создает более комфортный микроклимат.

### АДАПТИВНОСТЬ

- Ввиду сложившегося социально-демографического контекста при развитии инфраструктуры важно предусматривать возможность изменения ее назначения в будущем через создание гибких конструктивных и архитектурных решений.
- Под адаптивностью понимается возможность здания или пространства менять свои функции в разное время суток, промежуток или в ответ на различные запросы.

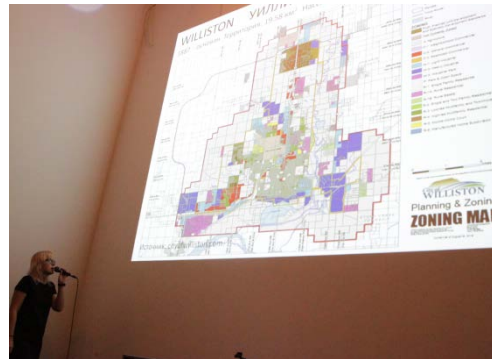


[More on the website](#)



# CONFERENCES

World



Speaker at the annual MIPALCON Conference, Sustainable and Smart Cities, Stuttgart, Germany

Lecture "Designing in the conditions of the oil boom, North Dakota"

The International Association of Hydrological Engineering and Research (IAHR) is a worldwide independent organization of engineers and specialists in water resources working in areas related to hydroecology and their practical application. Yana Ness was the coordinator of the organization in Stuttgart.

Speaker at international colloquiums and member of the organizational commission "Global climate change - an interdisciplinary view", "Technical and social vulnerabilities due to natural disasters", "Relevance of water for a healthy environment", Stuttgart, Germany.

# COMMUNITY DEVELOPMENT

## Art and culture

World

In Minneapolis, Minnesota, USA, Yana Ness founded the project for contemporary art development and support of local art communities. The project comprises an art studio, label, organization of events and workshops. The project supports interdisciplinary art forms, art in an urban context. To date, more than 100 artists have participated in Yana's events.

Various events: Art Crawl, GreenWay Glow, Cat Art Festival, exhibitions, concerts, plein-air, workshops, master classes etc.





# ART

## Creative projects

World

Yana Ness is an active artist and musician working in various media. She participated in more than 200 events (USA, Germany, France, the Netherlands, Finland, Argentina, Russia, Canada, Spain etc.) Her works are in collections worldwide.

