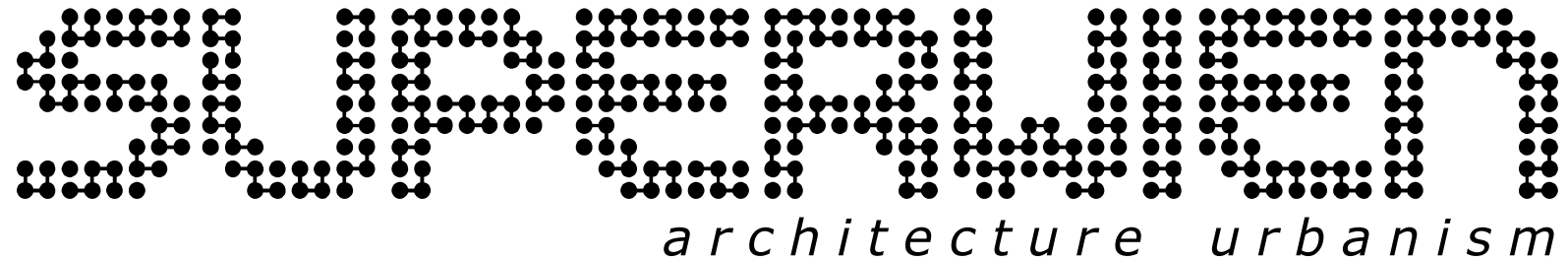


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SUPERWIEN URBANISM ZT GMBH



Roland Krebs

krebs@superwien.com

www.superwien.com

May 15, 2026



ADB visit to our Studio in Vienna in 2025

F. Cleo Kawawaki – Director General for the Sectors Department 2, which will manage operations for the agriculture, food, nature, rural development, water, urban development, and digital sectors

Vivek Raman, Principal Urban Development Specialist at Asian Development Bank

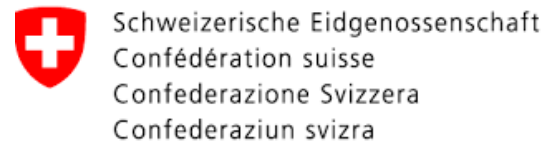
Satoshi Ishii, Director, Strategy and Partnerships, Water and Urban Development Sector Office, ADB

+ **next ADB visit** in June 2026 with delegates from Indonesia and Bangladesh



WHERE WE ARE WORKING...

We work with...



+ directly with municipalities (Vienna, Salzburg, Innsbruck, Berlin, Hamburg, Stuttgart, Zurich, Maribor...) and governments (Uzbekistan, Serbia, ...)

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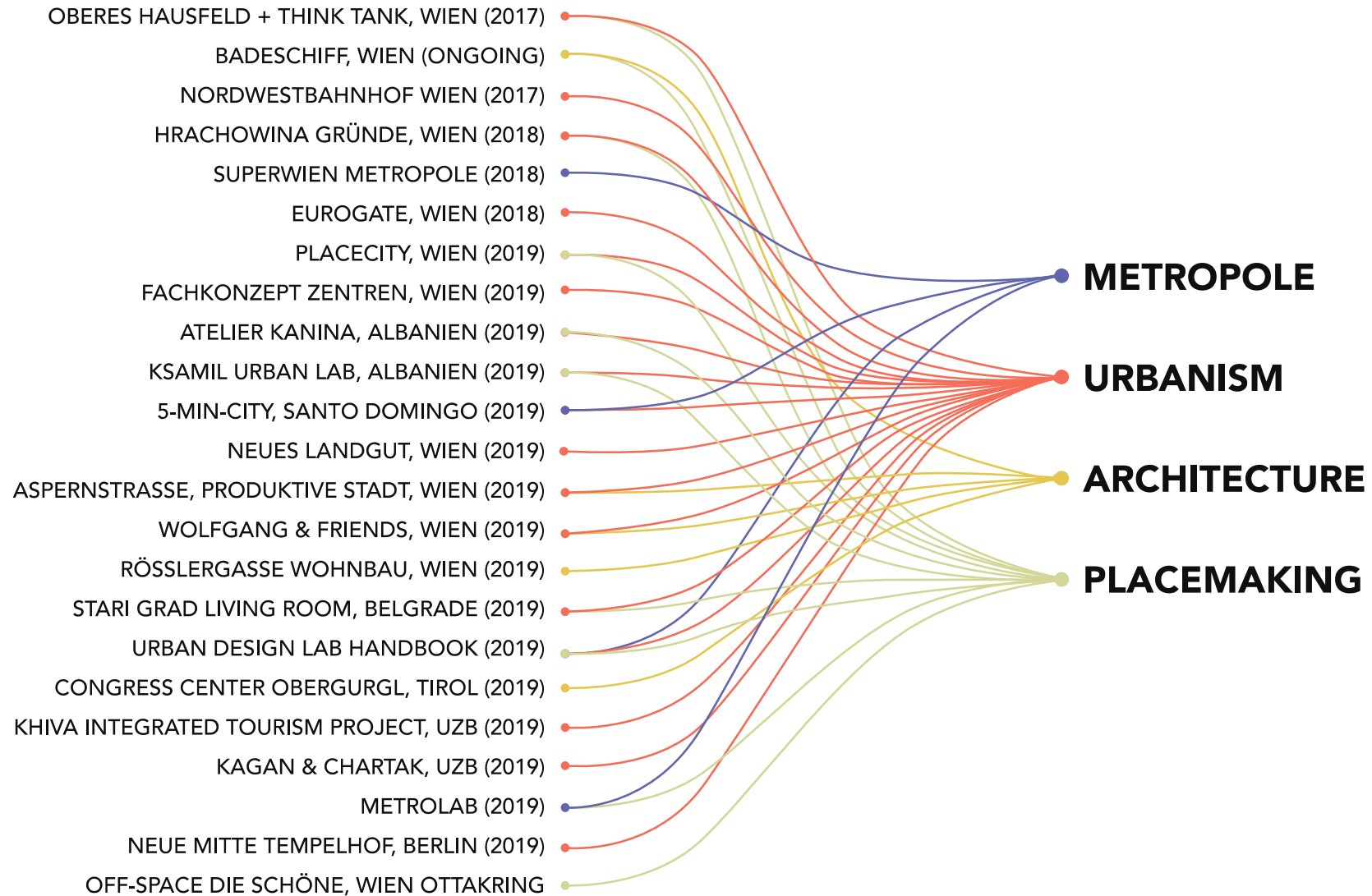
30+ employees with PMOs in Tashkent, Bogotá, San José, Belgrade

architects & urban planners

Lenaugasse 2/4, 1080 Vienna, Austria



SCALE AND IMPACT



THE BIRTH OF A NEW CENTRALITY IN VIENNA – NEUES LANDGUT

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Park

S Berlin-Hohenschönhausen

Smart Roof

Schule

Stadterrasse

Sport & Fun

Future Farm

Organic Food

Eco-Fassade

Spielplatz

Spielplatz

Boulevard

Naschgarten

Urbane Landwirtschaft

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Zen Garten

KITA

Spielplatz

Urbanes Wohnzimmer

MARKT

Schulcampus

Lesen-Terrasse

Café

Gesundheitszentrum

KuBIZ

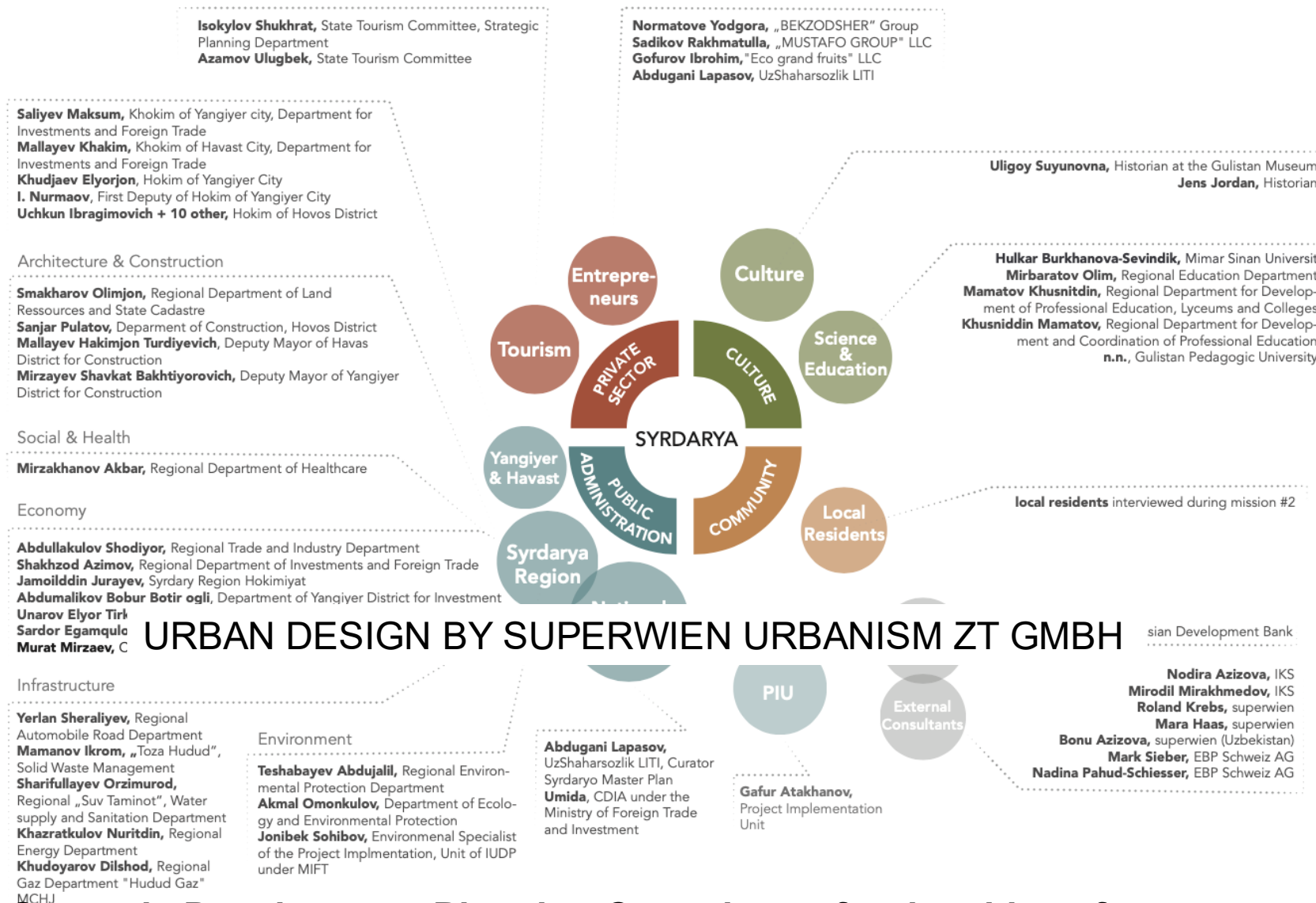
PLEXX

LINDE

UZBEKISTAN



Watch the Video about this project: <https://vimeo.com/387771134>



City and Regional Strategic Development Planning Consultants for the cities of Djizzakh (Djizzakh Region) & Yangiyer-Havast (Syrdarya Region)

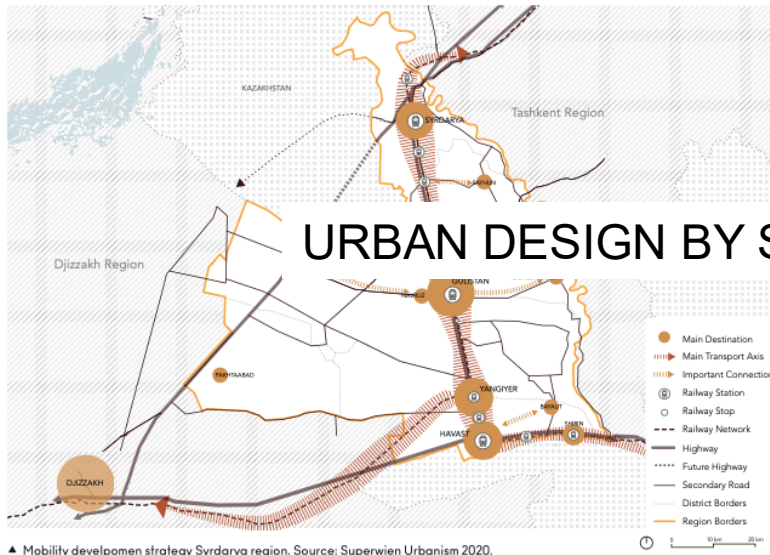
5.4 Regional Development Strategy

Based on the Development Vision of Syrdarya region that expresses the desired situation in the future, the Development Strategy determines the essential fields of action to get there. It serves as a strategic framework for further planning steps that will lead to concrete investment projects.

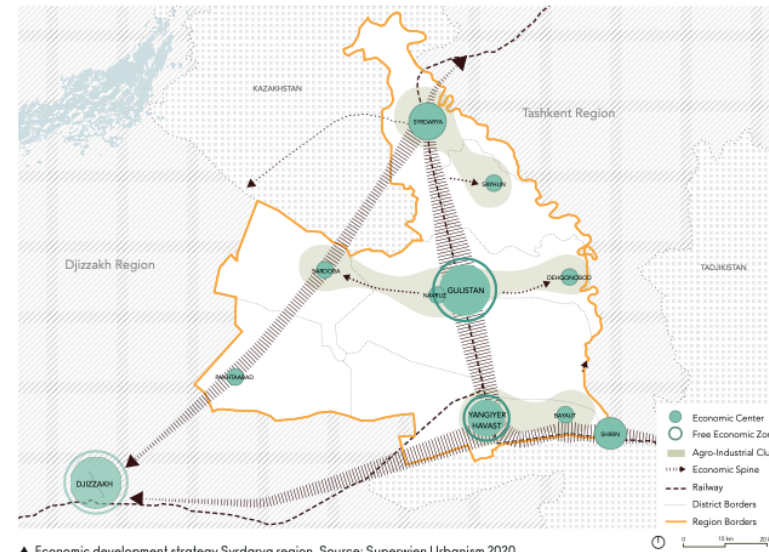
5.4.1 Regional Transportation Network

In the future, it should be easier for residents and visitors to commute between the urban settlements

within the region, in order to strengthen urban-urban and rural-urban linkages. Therefore, public passenger transport must be further developed both along the main north-south railway axis and to more rural areas that are not located along the main mobility axis, such as Sardoba and Akaltyn districts. A comprehensive interregional bus network needs to be established, whereby its schedules need to be aligned with the railway in order to ensure a seamless and attractive connection. However, the



▲ Mobility development strategy Syrdarya region. Source: Superwien Urbanism 2020.



▲ Economic development strategy Syrdarya region. Source: Superwien Urbanism 2020.

demands on the transportation network should be assessed in advance, in order to be able to create suitable offers.

5.4.2 Balanced Economic Development

While large parts of the region will be dedicated to agriculture, the north-south railway connection

While a focus should be set on the processing of regional agricultural products, expertise in existing industrial sectors (metal industry, production of machinery, medical industry, textiles) should be expanded and thematic clusters could contribute to the development of shared knowledge and common use of infrastructures.

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between Syrdarya in the north, Havast in the south and Shirin in the southeast should be strengthened in order to keep transport routes short and develop a strong economic spine that connects directly to Tashkent. All major urban settlements of the region are aligned with this axis which improves their prospect of urban prosperity and provides the workforce for newly developed industrial clusters. Gulistan, which has a Free Economic Zone and an IT Park, serves as the main economic center within the polycentric economic network.

It should be introduced which are directly aligned with the economic spine and mainly dominated by agricultural practices in order to adapt the type of production to resources available in the region and keep transport routes short. As a supplement to processing agricultural products, a focus of investments should be set on (electric) energy, building on the existing structures in Shirin. Also, the industry field of "Basic pharmaceutical products" is important to further develop in order to gain share in an industry sector where Syrdarya already has comparative advantages.

In order to create a better balance

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6.6 Urban Development Strategy

In order to work towards realizing the vision and main development goals, the following Urban Development Strategy for Yangiyer-Havast is proposed that is divided into six major long-term actions that will impact the future development of the whole city. This strategy serves as a basis for more concrete, site-specific measures, such as the short- to mid-term interventions proposed in the Action Plan (see chapter 6.7).

The Urban Development Strategy is a planning tool that does not exist as a formal instrument in Uzbekistan yet. We highly recommend the introduction of strategic planning into the Uzbek planning system. Urban and Regional Strategies serve as superordinate documents that include a vision, development goals and a set of guidelines to steer development on the smaller scale.

6.6.1 Urban Extension

As a basis for mobility and green space development areas for urban extension are determined and should be developed in several stages mid- to long term. In order to prevent urban sprawl and to make use of existing infrastructure, future mixed-use housing areas connect to today's urban structure and fill gaps between existing housing areas. As a first stage of urban extension, determined areas in the north of Havast and west of Yangiyer should be developed, creating new housing and jobs for future residents.

6.6.2 Street Network

The existing network of main and secondary roads will be extended in the course of the construction of

new settlements. In order to bundle road traffic on as few axes as possible, no additional main roads should be constructed.

While most main roads and highways seem to be in good condition, the renovation of internal roads within existing mahallas has high priority. All roads within the city should meet modern standards, in regard to proper surface design, pavements, bike lanes, shading, urban furniture and lighting.

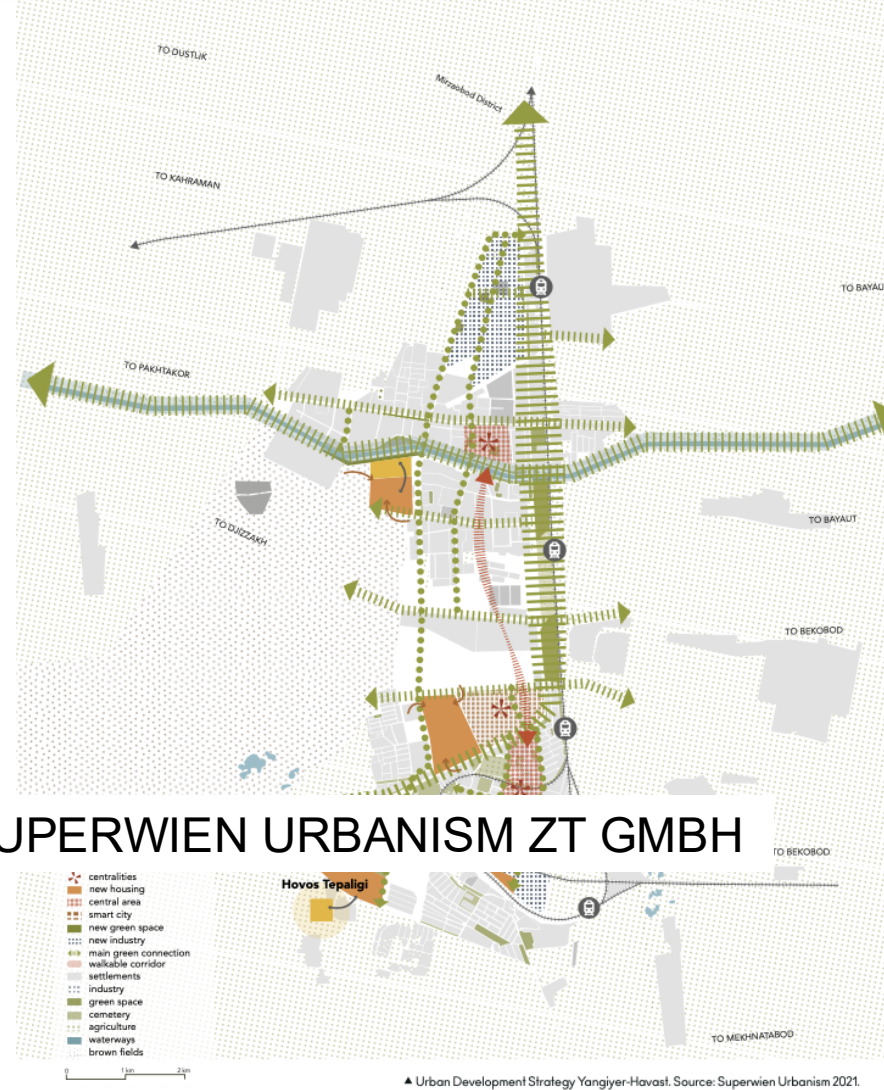
6.6.3 Public Transport

A joint public bus system of Havast and Yangiyer with fixed routes and stops, as well as a regular schedule and a ticketing system is recommended, in order to foster sustainable mobility. For each resident, at least one bus stop should be accessible within a radius of 800 m, which corresponds to ten minutes walking distance. The proposed bus system only shows the main bus routes of high frequency and capacity and need to be complemented by

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Havast, of which line 4 is crossing the border of the city and is creating a connection between the pilgrimage site in the west and the hospital in the east. Line 3 is connecting the central area of Yangiyer with its surrounding settlements and Line 1 creates a connection between Havast and Yangiyer.

A more detailed transportation study should be conducted in order to determine the exact routes and priority lines. The current system of minibuses should be taken into account in the



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INDIA

TOD is not just about high density but livable neighbourhoods

Create transit-connected neighbourhoods that improve quality of life for all

Transit-first Mobility: Invest in metros, buses, and paratransit to give options to commuters and ease traffic congestion

Affordable, high-density Housing: Build mixed-income homes closer to transit to provide economic opportunities to all

15-minute city economy: Plan for mixed-use neighbourhoods with jobs, amenities, and services within walking distance of transit nodes

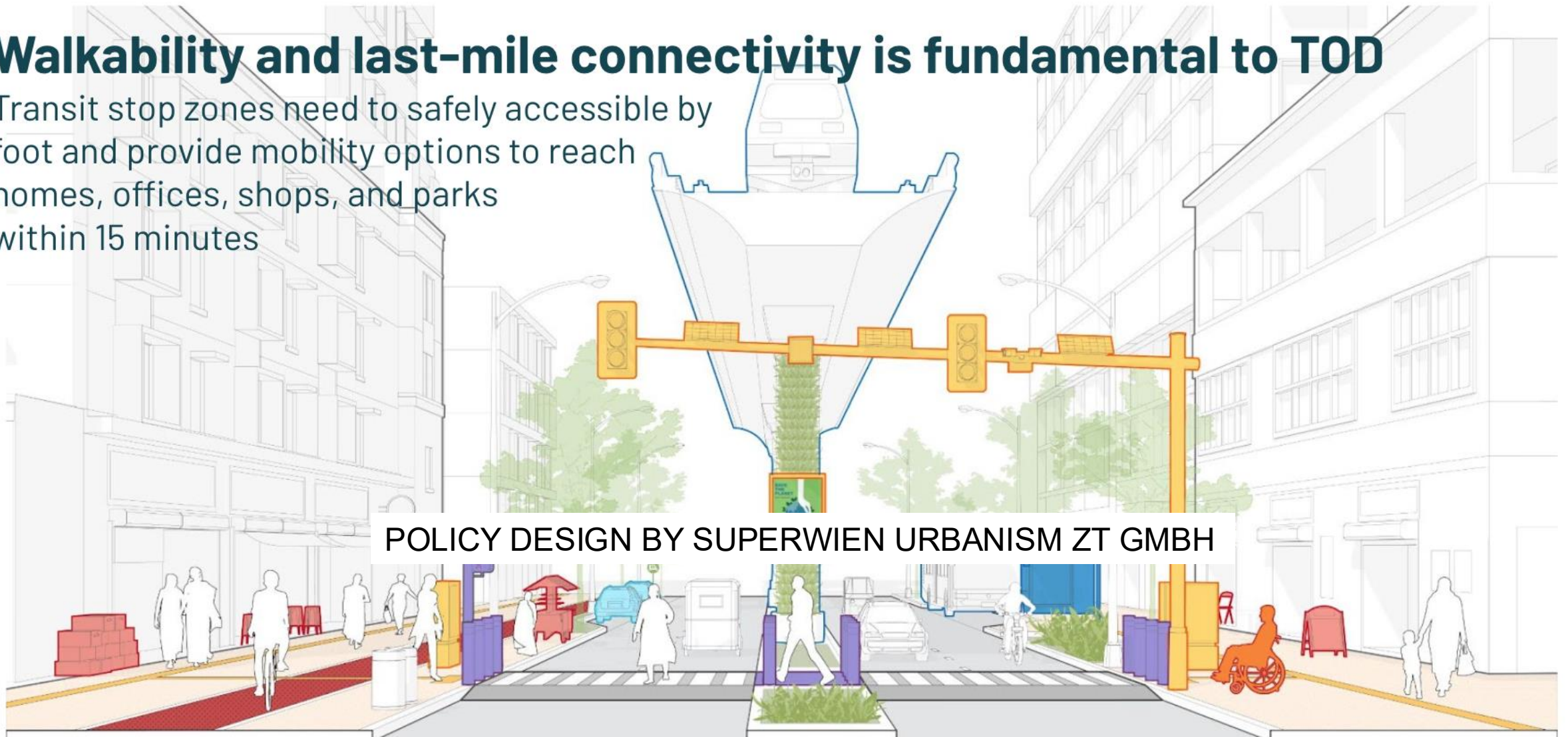
Healthy lifestyles: Promote transit-enabled benefits to citizens who will have more choices, lower costs, and better health

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TA-10116 IND: Output 3 - Community Awareness and Sensitization
Programs on Compact Urban Development

Walkability and last-mile connectivity is fundamental to TOD

Transit stop zones need to be safely accessible by foot and provide mobility options to reach homes, offices, shops, and parks within 15 minutes

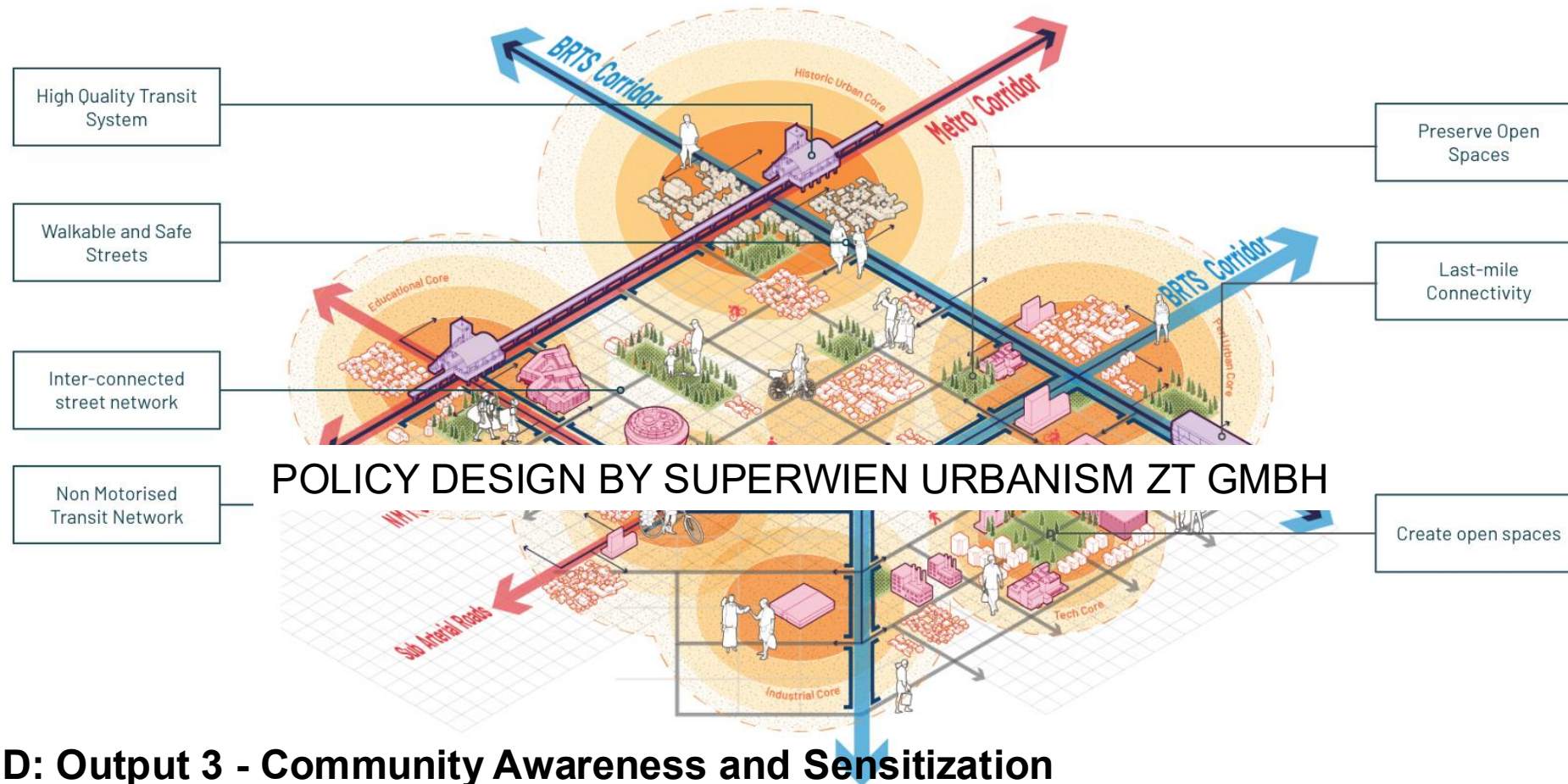


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TA-10116 IND: Output 3 - Community Awareness and Sensitization Programs on Compact Urban Development

Transit Oriented Development is an effective tool for Compact Cities

Transit Oriented Development (TOD) is the creation of compact, mixed-use, and walkable developments integrated with mass transit systems



TA-10116 IND: Output 3 - Community Awareness and Sensitization Programs on Compact Urban Development

BANGLADESH



Watch video about this project: <https://vimeo.com/648147527>

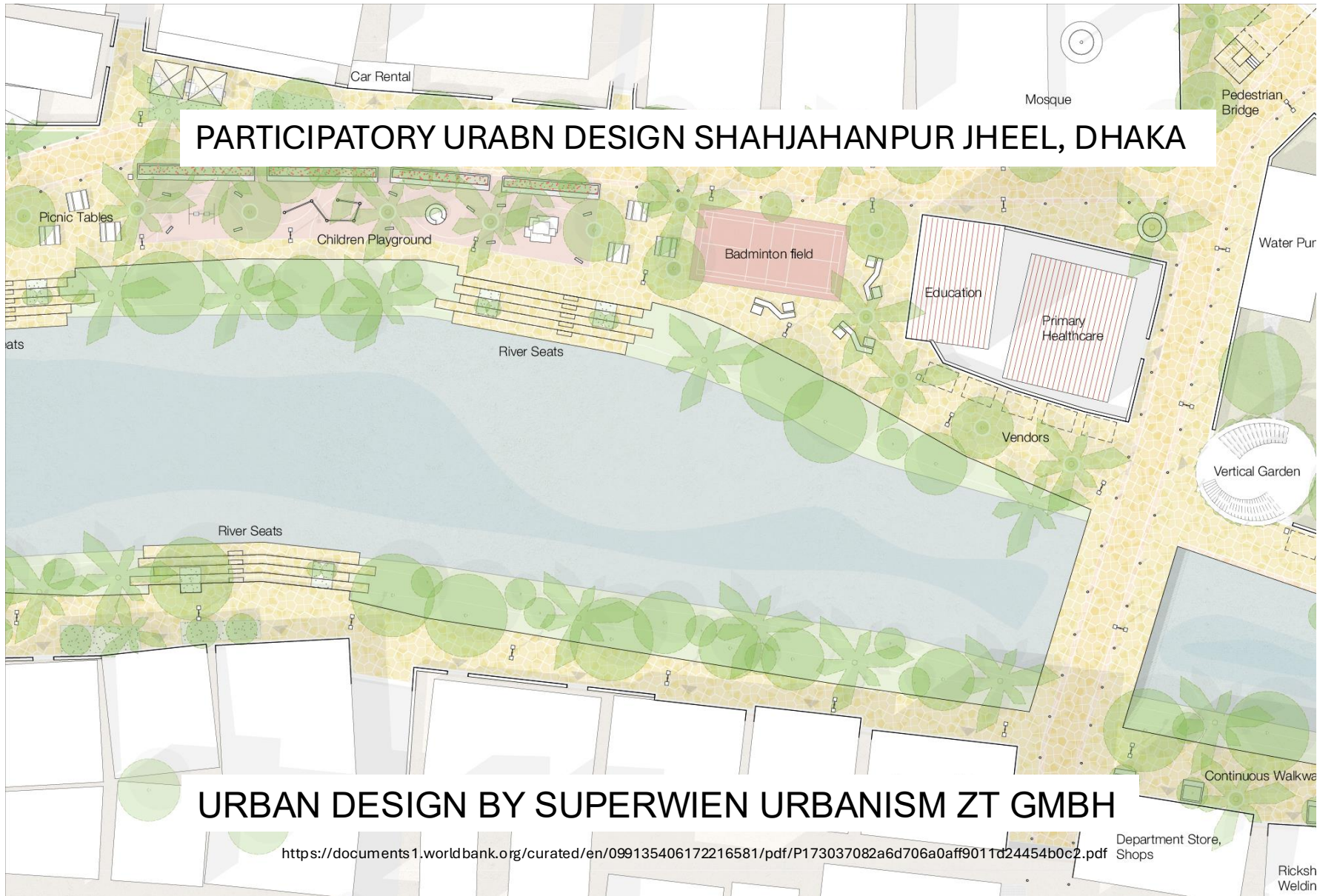
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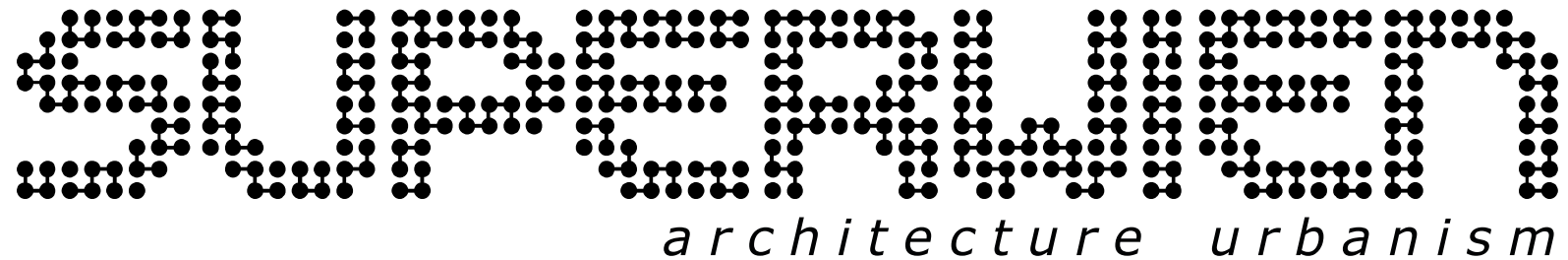
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SUPERWIEN URBANISM ZT GMBH

Roland Krebs

krebs@superwien.com

www.superwien.com

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