

UDC 711

**V.I. Tsarev**

*Chief Scientific Worker of the Department of Problems of Reconstruction and Restoration  
of NIITIAG, Moscow, Siberian Federal University, 79 Svobodny pr.,  
Krasnoyarsk, Russian Federation,  
e-mail: vits\_2004@mail.ru*

## **NIKOLAEVSKAYA SLOBODA: THE FUTURE CITY-GARDEN IN KRASNOYARSK**

**Abstract:** *The article deals with the processes of Siberian cities' development associated with the ideas of the 'city-garden' formation that emerged in the early 20<sup>th</sup> century. The results of a comprehensive study conducted by professors and students of Siberian Federal University on the renovation of the historical and cultural potential of Nikolaevskaya Sloboda in the city of Krasnoyarsk are presented. The article considers the influence of the principles of the 'city-garden' formation on the modern transformation of the current environment of settlements allowing to achieve significant architectural diversity, to preserve the cultural landscape and to obtain a higher quality of the environment as a whole.*

**Keywords:** *city-garden, renovation areas, historical city, the preservation of the cultural heritage, Siberian cities, Krasnoyarsk.*

### **Introduction**

At the beginning of the 20<sup>th</sup> century, the search for new approaches to urban transformations resulted in spreading the 'city-garden' idea developed by the English futurologist E. Howard, in Russia. Russian followers of the new town-planning principles stated that "the human thought is constantly working to create conditions for a happy life. The meaning and happiness of life is a complex question and a full answer that would be suitable for everyone, cannot be given. Nevertheless, there is no doubt that one of the first and necessary conditions for happiness is the relationship of man with nature" (Paramonov, 1923, p. 2). In 1910–1920 the projects of city-gardens were developed for the practical development of Siberian cities: Kuznetsk, Barnaul, Omsk, Tomsk, Shcheglovo (Kemerovo), Novo-Nikolaevsk (Novosibirsk).

In 1923, Tomsk engineer P.A. Paramonov summarized the first experience of creating urban gardens in Siberia in a short article (Paramonov, 1923). He noted that for the construction and improvement of the city in the first place it is necessary to fulfill the following conditions: "the land should not be a commodity, the subject of speculation of the owner, but should belong to the society and be accessible, like water and air; the construction of the city should take place according to a pre-developed plan that provides all the convenience of communication; estates should be built by the municipal department, or building unions, or individuals for their own use, which should be organized for cheap and long-term credit; providing residents of various kinds of supply of water, electricity, gas, sewage, tram, gardens, parks, etc. This must be the matter of concern of municipal departments" (Paramonov, 1923, p. 3).

Development of a city-garden, in the opinion of engineer P.A. Paramonov, should "strictly comply with the requirements of hygiene: the inadmissibility of multi-storey houses and outbuildings in the residential areas; recommended type of a residential house is a detached house for one family with a garden within the estate and garden front; the prohibition of high and solid fences separating the houses, and construction of low lattice fences instead" (Paramonov, 1923, p. 4). The main streets should be designed with sufficient width and lawns. The city-garden plan should include main (administrative) and secondary (e.g. shopping) centres, as well as a wide range of parks where schools and other institutions can be located.

---

© Tsarev V.I., 2019

In the 20<sup>th</sup> century and at the beginning of this century, the idea of urban gardens has been acceptable for many countries whose authorities took advantage of the new movement in urban planning to mitigate social contradictions, instilling forms of improvement of populated areas to the masses of citizens.

### **Methodology**

In modern urban planning practice, there are different approaches to the transformation of the current environment of human settlements. Some of them are aimed at radical reconstruction, destruction of foundations of the existing structure, which is perceived as outdated, and creation of a new planning organization of the territory.

Other approaches to transformation offer evolutionary renovation-renewal, i.e. the process of improving the structure, which requires solving problems related to the search for forms and methods of adaptation of architectural and historical heritage to the modern needs of society.

Here it is appropriate to recall on the words of engineer P.A. Paramonov, addressed to Siberian town planners in the 1920s. He noted that “every move forward has a base in the past, so modern urban planning must necessarily preserve continuity and create prospects for future economic life, its nature on the basis of its historical past, as well as present and future opportunities. Each generation builds up the city according to its tastes and needs and leaves this or that imprint of the era. Therefore, the city as a whole is a product of collective creativity and serves as a historical monument for future generations. That is why the old part of the city should be carefully preserved as architectural monuments and new buildings should not violate its appearance. New places of urban settlements should be built according to the rules of modern technology and sanitation” (Paramonov, 1925, p. 2).

Currently Krasnoyarsk is experiencing a crucial time in the transformation of the historically established environment, which requires close attention to the idea of forming city-gardens, which arose a hundred years ago. In a residential area with the historical name Nikolaevskaya Sloboda in the near future there will be a wide thoroughfare that would, as the experience of the formation areas of the last decade shows, satisfy the desire of investors to build high-rise buildings in such areas of high density development.

Which approach to the future transformations of Nikolaevskaya Sloboda should be taken? This question was asked by the professors of the Urban Development Department of the School of Architecture and Design of Siberian Federal University (members: Professor V.I. Tsarev, Associate Professor N.A. Unagaeva, Associate Professor I.G. Fedchenko, Senior Lecturer I.A. Raposov) to students of the fifth year (A. Gorsha, A. Esina, M. Zabolotnaya, E. Ivanova, E. Kilina, Y. Korottsova, K. Maksimkina, E. Petrosyan, M. Safonova, A. Uglova, S. Yushkov). They were offered to conduct a comprehensive study, and then to develop a concept of possible changes and put forward their project proposals.

### **Measurement and analysis**

As a result of the field survey, the analysis of archival documents and actual design materials in this territory, as well as the study of the world theoretical and practical experience with the unique estate development in the urban environment, the project tasks and “adaptive” solutions aimed at the development of the historical and cultural potential of Nikolaevskaya Sloboda were identified.

Three principal approaches, which can be applied in certain functional planning zones, are offered: preservation of valuable historical buildings; preservation of morphology of buildings and structure of land use; formation of a new planning structure.

From the history of Nikolaevskaya Sloboda

The formation of Nikolaevskaya Sloboda began in the middle of the 19<sup>th</sup> century, when the Yenisei Governor V.K. Padalka ordered to make another design plan of Krasnoyarsk. The execution of this order was entrusted to the provincial surveyor A.I. Butakov, who completed the

design work in 1852, and in 1855 a new project plan was approved. One of the features of the plan was that in the Western part of the city, the neighborhoods of the new buildings were designed along the axes that continued the main, already existing streets of the city, which in reality had to climb quite steep slopes of Afontovo Hill. This design plan of the city remained the main regulating document of architectural and planning transformations of Krasnoyarsk up to the end of the 1910s.

At the turn of the 19<sup>th</sup>–20<sup>th</sup> centuries the main factor in the development of many cities in the Eastern regions of Russia, including Krasnoyarsk, was the construction of the Siberian railway. The strip of alienation from the railway in the main city of the Yenisei province lay at the foot of the slopes of Afontovo Hill, on the way of the supposed territorial development of Krasnoyarsk. At the same time, the railway line did not become a feature of limiting the contours of the existing city, but turned into a structural and planning axis, along which a new urban development was intensively formed (Gorbachev et al., 2011, p. 308).

In the last years of the 19<sup>th</sup> century along the railway line to the west of the city, a new settlement started to grow rapidly, with ‘American’ pace as they say. In September 1889, *Yenisei* Newspaper reported, “The Speed of development plots taken by train artisans and workers in the station at Afontovo Hill is astonishing. A few weeks ago, there was nothing but empty steppe, and now there is a number of buildings that formed several streets” (Yenisei, 1898). In the report of the Krasnoyarsk City Council dated November 10, 1899, it was stated that “in the area referred to as Afontova Gora (Afontovo Hill), which is a residential boundary of the city of Krasnoyarsk, residential construction took place in 1898 and 1899. Railway workers and people from villages who came to the city hoping to work at the stations of Krasnoyarsk Middle-Siberian Railway, settled in this area. The inhabitants of Afontovo Hill call themselves the inhabitants of Nikolaevskaya Sloboda. They named their area Slobodka by the sovereign name of the August Monarch, both in the memory of the visit of the Crown Prince to the city of Krasnoyarsk, and with the sense of loyal gratitude for the railway, which provided them with means of existence. The name “Nikolaevskaya” was established among inhabitants of that part of the city of Krasnoyarsk without any external motivation and in this fact it is impossible not to see the touching unity of the crown and the people” (About drawing up the plan for the district behind the line of the railroad in Krasnoyarsk, 1897–1901).

In 1904, to the north of Nikolaevskaya Sloboda, buildings of another village employees and Siberian railway workers appeared. They petitioned to name their settlement “Alekseevsky” since the construction of the first house in the settlement was started on the birthday of Tsarevich Alexey Nikolaevich (Fig. 1).

In order to ensure closer communication between the city and the railway settlements, starting from the first years of the 20<sup>th</sup> century, the authorities searched for funds for the construction of a railway viaduct. The townspeople, as *Krasnoyarsk* newspaper wrote in November 1908, inspired by the construction of the country’s largest railway bridge over the Yenisei, were confident that “there will not be any particular technical inconvenience with the construction of the viaduct, since there is no need to build high barrows in the area of the settlement: the viaduct will go to the city from the mountain in a straight line and will gradually slope to zero” (Krasnoyarsk, 1908).

In November 1908, the meeting of the railway settlement inhabitants appealed to the City Council with a request for the allotment of land for the construction of the Church at the square of Nikolaevskaya Sloboda. The following year, the city authorities gave the permission to allocate a plot of land for the construction of the temple in honor of St. Nicholas the Wonderworker, the consecration of which took place on April 26, 1909. The place for the construction of the church intended as “as a monument to the glorious 300-year reign of the House of Romanovs”, was chosen very successfully. It opened a beautiful panorama of the whole city. The construction of the church started on July 30, 1911. The project of the church was made on the basis of standard drawings, approved by the Construction Department of the Yenisei province on May 1912. Civil engineer S.G.

Drizhenko who held those years the position of the city architect was managing the construction. On Sunday, December 21, 1914, the consecration of the stone Church built in the name of St. Nicholas in Nikolaevskaya Sloboda took place (Tsarev and Krushlinskii, 2001) (Fig. 2).



Figure 1. Plan of Krasnoyarsk with Nikolaevskaya Sloboda of 1906 Krasnoyarsk Local Lore Museum

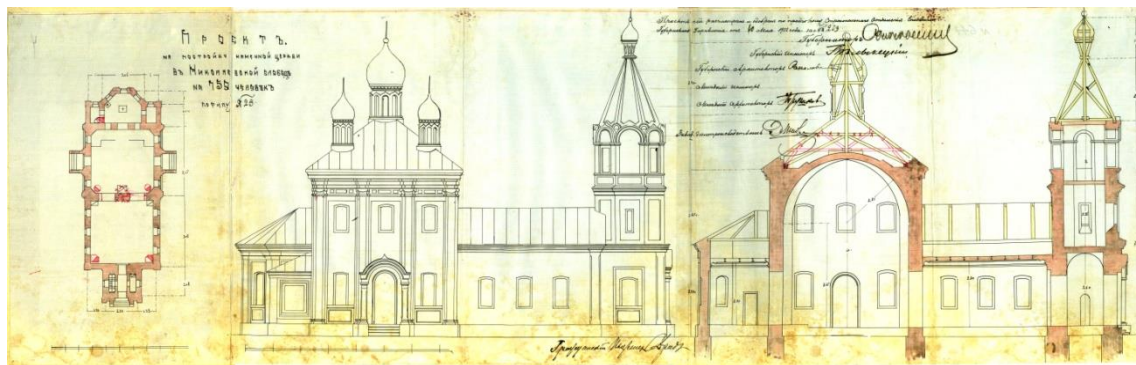


Figure 2. The project for the construction of a stone church in Nikolaevskaya Sloboda for 750 people. On type No. 25. Civil engineer S.G. Drizhenko. 1912. State Archive of the Krasnoyarsk region

In 1911, the city authorities decided to start work on the construction of new school buildings in Krasnoyarsk, one of which was decided to be built in Nikolaevskaya Sloboda on Sennaya Square. S.G. Drizhenko developed the project of urban primary schools, and the school was built in the mid 1910s. In 1900-1910 the Nikolaevskaya Sloboda projects of a bath, cinema, foundry, pump station of a city water supply system and a large number of houses were made.

In the first years of the Soviet power, the settlement received a new name. Nikolaevskaya was renamed into Sloboda III International, and Alekseevskaya into Labor Sloboda, and between them there was Sloboda of Sakhalin, consisting of several blocks. In accordance with the revolutionary ideology, the streets of the city were renamed as well. For example, in Sloboda III International there appeared Sovetskaya Str., Red Army Str., Karla Marksa Str., Kopylova Str. and Lenina Prospect as well. In Labor Sloboda the new street names included Krasnomoskovsky Str., Krasnykh Zor Str., Tolstogo Str. and in the most northern part of this settlement there appeared Svobodny Prospect.

In the design works of the 1920s-1930s, one of the main directions of territorial development of Krasnoyarsk was planned plots for Sloboda III International and Labor Sloboda. Essential reconstruction was supposed to be carried out in the settlement, where design architects were given considerable creative freedom as the existing buildings were mainly wooden and in the long-term perspective it was planned to replace them.

In one of the projects carried out in 1938, it was proposed (again, as before the revolution) to continue the main highway of the city – Stalin Avenue – to Sloboda III International through a viaduct, which was designed through the railway line.

Life brings about changes to urban development projects. For example, in the post-war 1947 land was allocated at Sloboda III International for implementation of a project of a residential village for a mechanical plant, in the neighborhoods of which it was supposed to place about thirty individual estates, with buildings of houses, farmhouses, gardens, berry and vegetable gardens. The architects developed several options for the architectural design of the facades of the houses, trying to find the most picturesque decision for the blocks.

In the late 1940s Nikolaevskaya Sloboda lost its main architectural feature – the stone Church named after Sainted Nicholas the Wonderworker.

In the town-planning projects of Krasnoyarsk of the 1950s, there was a tendency to preserve individual buildings in Nikolaevskaya Sloboda, which survived until the beginning of the 21<sup>st</sup> century. Nikolaevskaya Sloboda (the name returned to the city toponymy without any administrative intervention) as the area with the developed individual and expressive architectural-historical environment is not presented properly in the modern city, its historically significant features are not revealed, architectural and cultural-historical value of the area in the formation of Krasnoyarsk of the 21<sup>st</sup> century is underestimated.

### **Principles of architectural and urban transformations of Nikolaevskaya Sloboda**

*1. Identification and preservation of objects of historical and cultural value.* A full-scale inspection of houses and public buildings in Nikolaevskaya Sloboda revealed that many of them have unique architectural and planning features that allow to demonstrate their historical and cultural significance to preserve the originality of our city. Most of these buildings are not listed in the register of cultural heritage; but the architectural details, design features and materials of the described houses reflect the value of a certain time and place, and, above all are single copies of historical buildings of Krasnoyarsk. All the data on the examined objects is entered in the Table, which contains: the photo of the object, the address, dimensional drawings, historical and art value (Fig. 3).

*2. Preservation of land use structure.* The maximum preservation of the existing land use structure with an increase in the number of green spaces due to the territories of demolished dilapidated housing is assumed.

*3. Integration of the designed area in the transport and pedestrian structure of the city.* The design concept is made taking into account the already built and planned for the construction road junctions of the fourth bridge, as well as two new interchanges on Kopylova Street. It takes into account future changes in the categories of Volochayevskaya, Chelyuskintsev and Rabochaya streets. The proposals for the construction of a road bridge across the railway in the alignment of Bograda Street is proposed. This principle should promote integration of Nikolaevka with other areas of the city.

			
Нет в настоящее время	Церковь Святителя и Чудотворца Николая	Ул. Мелькомбинатская, 2а	деревянный дом
			
Ул. Историческая, 7	деревянный дом	Ул. К. Маркса, 203	каменный дом
			
Ул. Историческая, 9	деревянный дом	Ул. Мелькомбинатская, 2/1	деревянный дом
			
Ул. К. Маркса, 205	деревянный дом с подклетью	Ул. Советская, 18	деревянный дом с подклетью

Figure 3. A fragment of the table of objects with cultural and historical value

The organization of convenient pedestrian traffic is provided, for which most of the streets are converted into the category of pedestrian transport. There have been designed boulevards with access to neighboring residential areas, lanes for cyclists; tram traffic in Kuibysheva, Sovetskaya, Istoricheskaya, Lenina, Revolyutsii, Sopochnaya and Spartakovtsev streets and across the road bridge to the city center.

4. *Integration of the designed area in the system of landscaping and recreation of the city.* The design solution of the system of green and recreational spaces of Nikolaevka is aimed at their relatively uniform placement in residential areas, the creation of protective multi-level landscaping and recreation areas along the highways. The proposed increase in the range of vegetation will increase the aesthetic potential of the territory.

5. *The rise of the cultural-historical and tourism potential of the Nikolaevskaya Sloboda.* The project proposes solutions for the creation of tourist routes that combine historically significant, key places of the area with its characteristic buildings. It provides installation of small architectural forms and information carriers that tell about the history of the place, the organization of Museum sites. It does not exclude the development of agricultural tourism on the basis of individual estate development. All this will make the study of identity of Nikolaevka, the traditional way of life of its inhabitants more accessible.

6. *Implementation of different types of residential buildings.* All design solutions are aimed at the maximum preservation of low-rise buildings of Nikolaevskaya Sloboda as a unique planning area, emphasizing its small-size buildings, the natural landscape of the slopes of Afontovo Hill. Construction of medium-rise buildings is planned to be fragmentary, as a transitional type to the multi-storey neighborhood (Fig. 4).

### Architectural and planning solutions

Renovation of Nikolaevskaya Sloboda provides, first of all, preservation of historically developed planning structure and creation of the system of new functional zones connected by sidewalks.

*Craft and tourist complex within Karla Marksa, Lenina and Gogolya streets and the railroad right of the way.* In this area, objects of historical and architectural value to be preserved are

identified most densely; new functions associated with the development of the tourist complex in the open are partially introduced. Each block will acquire its functional purpose: handicraft, trade, hotel, museum and educational, block of agricultural tourism (with year-round greenhouse). The environment is recreated from historical photographs and is a traditional image of a Siberian urban settlement of the 19<sup>th</sup> century. In Karla Marksa Street in Nikolaevka the main priority is given to pedestrians and cyclists, but with the movement of the excursion tram, as well as tourist horse-drawn carts. This street connects Nikolaevskaya Sloboda with the center of Krasnoyarsk pedestrian bridge over the railway tracks (Fig. 5).



Figure 4. An example of a combination of different typologies of housing in Nikolaevskaya Sloboda. Project proposal



Figure 5. A draft version of the Karla Marksa Street in Nikolaevskaya Sloboda

*Multifunctional social and business center within Lado Ketskovei, Krasnoi Armii, Gogolya and Sopochnaya streets.* The territory has to become an active center of attraction for not only inhabitants of Nikolaevka, but also all citizens of the city. The territory is adjacent to Krasnoi Armii street, and the designed building is a kind of a northern gate, opening the urban ensemble of Nikolaevskaya Sloboda. On the first tiers of new medium-rise residential buildings are located

service and trade enterprises, which form a public planning axis, leading deep into the settlement, to the social and business center. In addition to the existing Slavyansky business complex it is proposed to place a semi-underground multifunctional shopping center with multi-level parking and organized public spaces. For the distant future, the project provides a pavilion exit from the subway.

*The ensemble of the restored Church of St. Nicholas.* The proposed idea is to recreate the destroyed stone Church of St. Nicholas basing on the surviving draft of 1912. The Church is located on its historical place (where, perhaps, the foundations are preserved), in the Central part of Nikolaevskaya Sloboda, and visually closes the target of Sovetskaya street. The Church will be a dominant feature of the public square, which will be arranged in the Nikolaev square. The territory adjacent to the Church should become an integral part of the multifunctional social and business center of the entire Nikolaevskaya Sloboda.

*The Museum complex of the History of Railway in the borders of Lunacharsky, Bogotol'skiy pereulok, Porohovoy pereulok and right-of-way of the railroad.* The complex consists of the exposition platforms of rolling stock, interactive, including multimedia, exhibition platforms, telling about the history of the railway in Siberia. In the territory of the complex there are a museum, a restaurant, a hotel and a multi-level Parking.

*Architectural and ethnographic museum within Lado Ketskhoveri, Sopochnaya and Revolyutsii streets.* The creation of an architectural and ethnographic open-air museum is a partial preservation of the historical environment of existing buildings, as well as due to the possible transfer of historical wooden buildings from other places. It is proposed to preserve the monuments of wooden architecture and demonstrate the life and culture of the Siberian peoples. It is possible to renovate the buildings with the use of workshops: pottery, cooperage, artistic processing of wood, folk costume, arts and crafts, with the inclusion of commercial and residential functions. It is planned that masters will present samples of their products in the territory of the museum complex for the purchase for personal use. It is possible to conduct history lessons for schoolchildren and provide sites for various theatrical performances, fairs, exhibitions, cultural events, folk festivals (Maslenitsa, Easter, etc.).

*The historical area of the Soviet period within Frunze, Spartakovtsev, Chkalova and Korneeva streets.* It is proposed to restore the residential area according to the archive document of 1947 "Planning of the residential settlement of the plant No. 863 in Sloboda III International". It recreates the architecture of the Siberian house with the economic buildings of the Soviet period.

*The construction of a new building along Volochayevskaya street.* According to the transportation scheme proposed by Krasnoyarskgrazhdanproekt company, Volochaevskaya street presents an urban highway of six traffic lanes. Therefore, it is offered to base the development of this street on the principle of "soft borders", i.e. smooth transition of multi-storey building in the structure of low-rise Nikolaevskaya Sloboda.

*The archaeological museum in the complex with the museum "G.V. Yudin's Dacha".* It is proposed to place the archaeological museum on the site of excavations of ancient man, which will increase the historical and cultural value of Nikolaevskaya Sloboda.

*Sports and recreation complex.* The territory of Nikolaevskaya Sloboda is seen as an accessible environment for pedestrians, cyclists and disabled people through the creation of a continuous network of special lanes. The system of bikeways is associated with the sports and recreation complex in the southern part of the settlement, in the area of the secondary school No. 73 (2 Melkombinata Str., near the museum-estate of G.V. Yudin).

## Conclusion

Interaction of principles of formation of the city-garden and the offered approaches of renovation of the Nikolaevskaya Sloboda allows to reach a considerable architectural variety, to keep the cultural landscape important for the history of Krasnoyarsk, to receive higher quality of the environment as a whole.



However, for the implementation of these urban planning ideas it is necessary to overcome a number of organizational barriers, which engineer P.A. Paramonov pointed out back in the 1920s, “Howard’s ideas are clear and desirable for Russian people, only those favorable conditions are not enough under which a city-garden could develop. All attempts to create a city-garden ended in the best development of the city plan. The main obstacle to the development of urban gardens were: the Institute of Land Ownership, the lack of cheap and long-term credit and the lack of housing legislation” (Paramonov, 1923, p. 7). Referring to the experience of Western Europe, the engineer believed that these problems can be solved by the transfer of land for rent to the partnerships of urban self-government, engaged in housing construction, and the provision of assistance to them by the state. In those difficult years of the reconstruction of the country by experts overwhelmed with the revolutionary pathos of transformation, he proclaimed the idea of city-gardens, “there is an idea of social reconstruction of our cities, a new path, which will lead us to this bright future!” (Paramonov, 1923, p. 9).

It is the ideas of the city-garden, which permeated the project of urban planning students who were offered to present Nikolaevskaya Sloboda as an area that harmoniously combines elements of modern and historical buildings, the use of which allows to meet the cultural needs of the population of the big city and to honor the traditions of the past centuries, to preserve the architectural and historical heritage of Krasnoyarsk.

### References

1. ‘About drawing up the plan for the district behind the line of the railroad in Krasnoyarsk’, *State archive of Krasnoyarsk region. F. 161. Op. 2. D. 2092*, 1897–1901, (Krasnoyarsk).
2. Gorbachev, V.T., Kradin, N.N., Kradin, N.P., Krushlinskii, V.I., Stepanskaya, T.M., Tsarev, V.I. (2011) ‘*Urban planning of Siberia*’ (St. Petersburg: Kolo).
3. ‘*Krasnoyarsk*’ Newspaper (1908). November 20th. No. 256 (Krasnoyarsk).
4. ‘*Yenisei*’ Newspaper (1898). September 4th. No. 104 (Krasnoyarsk).
5. Paramonov, P.A. (1925) ‘Another task of urban planning’, *Vestnik sibirskikh inzhenerov. Scientific and technical journal. Tomsk.* 6 (5), 1–10.
6. Paramonov, P.A. (1923) ‘City-gardens and their use in Siberia’, *Vestnik sibirskikh inzhenerov. Scientific and technical journal. Tomsk.* 2 (5), 1–9.
7. Tsarev, V.I., Krushlinskii, V.I. (2001) ‘*Krasnoyarsk. History and development of urban planning*’ (Krasnoyarsk: Claretianum).