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Discussions about the Big Krasnoyarsk City Planning Design in 1930^s

Kirill G. Petrov*

*Siberian Federal University
82 Svobodny, Krasnoyarsk, 660041 Russia ¹*

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The article features the process of architectural and planning formation of the Big Krasnoyarsk in 1930^s. As the result of the study the main planning proposals for the city of the Moscow planners and representatives of the local organizations has been identified. The article depicts the problems of the city planning design of Krasnoyarsk in the early decades of the Soviet time. The study of the documentary materials made it possible to determine the objectives the formation of Krasnoyarsk as a future socialist city, which were associated with the transformation of the city into the major industrial and cultural center of Siberia. The represented materials of the discussions about the Big Krasnoyarsk design, which were actively conducted in the pre-war period, made it possible to identify the basic contradiction in the city planning projections of the architects and local authorities. The main contradiction was in the fact that the design organizations suggested to build the new city in the free territories of the right bank of the Yenisei river, while the region and the city administrations wanted to see the future development of the city in evolutionary transformations of the historical city buildings, with an initial solution of the transport connection of the two banks of the Yenisey river. Discussions related to many aspects of the city design, such as making the choice of the location of the regional and city centers, places of construction of the communal bridge, the architectural design of the development, inclusion of the Tatyshhev island into the territory of the city, the compactness of the planning structure of the city, directions and rates of growth of the industrial engineering. These discussions have attracted unprecedented attention, and many suggestions of the Krasnoyarsk public representatives. The results of the study indicated a significant effect of the pre-project activities on the choice of the design projects and city-planning development of Krasnoyarsk in the twentieth century.

Keywords: the Big Krasnoyarsk, city planning, historic buildings, city centre, industrial territory, city compactness.

Introduction

In the early 1930s, a special inter-departmental commission developed a hypothesis of the industrial development Krasnoyarsk as a major industrial center of Siberia. It became the basis for the further architectural transformation of the city. The

East-Siberian branch of the State Institute of Urban Design (Giprogor) started work (in 1931) on composition of the architectural plan of the Big Krasnoyarsk, which was further developed (since 1934) at the Moscow Institute Gorstroyproekt. The work on the architectural plan, made by the Moscow architects, evoked

* Corresponding author E-mail address: petrovkg@mail.ru

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a wide response among the heads of the administrative agencies and general public of Krasnoyarsk, which was manifested in numerous discussions on the current and future architectural development of Krasnoyarsk.

Methods and Materials

The main sources for the study are the documentary materials, which are held in the State Archives of the Krasnoyarsk Region (SAKR). In this research the author used information from the archival files, which includes shorthand reports of meetings of the heads of the regional executive committee, city council, industrial enterprises and engineering companies, devoted to the discussions of the architectural design of Krasnoyarsk.

The conducted research is based on the comprehensive study of the documentary archival sources, engineering materials, periodicals, on-site survey of the city development, which contributed to the full consideration of the process of the city development of the Big Krasnoyarsk in the 1930^s.

Point

In the 1930s the designers saw Krasnoyarsk as a new socialist city – a major industrial and cultural center of Siberia. In this regard, its location was planned in the free territories of the right bank of the Yenisei, the river, which was supposed to separate the future city from the historical part of Krasnoyarsk, situated on the left bank of the Yenisei. From the earliest stages of design there were active discussions among architects, managers of the constructed industrial enterprises and representatives of the local administration about the placement of the industrial enterprises, public and residential buildings, and transport connection of the two banks the river, which provided a lot of design decisions.

In 1936, in order to solve critical questions of the city planning, a team of experts of the Scientific-Technical Council of the Narkomhoz of the RSFSR, which consisted of the specialists of the various city-planning profiles, came to Krasnoyarsk. They listened to the designers' reports and opinions of the heads of the provincial and municipal organizations, and became familiar with the actual situation in the city construction. As a result of the expert evaluation, it was inferred that the planning scheme, made by the designers in 1934, could basically be adopted to implementation, but requires clarification in order to make the city more compact. According to the experts' opinions the planning scheme was violated by the tendency to elongation in the eastern direction on the right bank of the Yenisei and the projected development of the city construction in the western direction – on the left bank of the river. In the future work of the project organization, in the process of preparation of the general development plan, it was supposed to use separate proposals worked out by the local administration. Some of them had substantial influence on the future scale of the city. For example, regional planning authorities suggested an idea of the significant increase in the project population size of the Big Krasnoyarsk from 400 000 to 600 000 people.

The most critical questions of the discussion concerned the location of the industrial enterprises and residential areas on the right bank of the Yenisei. The representatives of the regional administration proposed to limit expansion of the industrial areas to the east by the territories of the pulp and paper mill and power and heating plant, which had already been under construction. In the process of discussions it was suggested to place a number of new production facilities on the area between the south-western boundary of the newly erected plant Kras mashstroy and offshoots of the mountain range that surround the right

bank of the Yenisei. At the same bank, above the railway bridge, it was supposed to develop the wood processing industry enterprises, and furniture production in particular, which was inspired by the availability of the suitable wharfs on the Yenisei.

The local authorities offered to limit the residential areas by the western boundary of the Krasnashstroy plant to the east, and by the township “1 August” (at the moment – the area of the Predmostnaya square on the right-bank of the Yenisei) to the west. The panelists drew designers’ attention to the Tatyshchev island as a huge reserve of the city area. According to the authors’ proposal, in the case of the implementation of the development scenario of the island, the whole composition of the city would have received the correct representation: the left-bank part of the city would directly pass into the right-bank part. It was proposed to place residential areas and a park, which would be visited by the city dwellers of the both banks, on the Tatyshchev island.

The local authorities insisted on the development of the territory of the third terrace of the left bank of Krasnoyarsk. The proposal of the regional plan to place the city hospital, the medical school, dormitories for students and a number of light and food industry enterprises in this territory was criticized by the designers, due to the fact that the further development of the city in this direction will not lead to the compactness of the plan structure.

In the process of discussion of the Big Krasnoyarsk planning, the question of construction of the bridge across the Yenisei was raised. According to one of the variants, the bridge was supposed to link the western part of the city with the Tatyshchev island and residential buildings on the right bank of the river. The participants of the discussion recommended to study architecture of the entrances and exits of the bridge, in order to design a beautiful city, which

“will be a new socialist city in Siberia.” (The Public archives., 1935–1937, 28) Except for the automobile transport, it was planned to organize the tram service and to start a high-speed electric train in Krasnoyarsk.

In the process of discussion about the placement of the regional and the city centers there were ideas not to place them on the square of Revolution, where it was supposed to organize only regional center. The construction of the main building of the new city – the House of Soviets, was supposed to be placed at a position to be seen from the Yenisei river (The Public archives., 1935–1937, 30). It was proposed to place the square with the objects of the regional center on the eastern boundary of the city, because it was supposed to be the centre of communication with the new socialist city. The city center was planned to be placed on the right bank of the Yenisei river, in the residential area, where it was proposed to concentrate the major part of the population.

The discussions concerned the aspects connected with the architectural design of the embankments which represent the image of the city. In this regard it was proposed to re-locate enterprises, which were seen from the river (e.g., backwater) in order to make the architectural design of the city and the embankments complete. (Fig. 1)

However, the real situation in Krasnoyarsk in those years was characterized by spontaneous and chaotic construction on the right bank of the Yenisei. The residential areas were built up by the low-storey wooden houses that did not comply with the design ideas of the Big Krasnoyarsk. The representatives of constructed enterprises criticized the organization of the construction of the right bank of the Yenisei, commenting, that neither City Council nor Executive Committee of the City Council did not regulate the construction,



Fig. 1. The Big Krasnoyarsk. Planning scheme. Alternative. Gorstroyproekt. 1930s. (Public archives of the Krasnoyarsk region. Ф. Р-1224. Оп. 1. Д. 12. Project of the first stage of reconstruction of the central district of Krasnoyarsk, situated on the left bank. Explanatory note. 1938)

and there was total anarchy in architecture, as there was no combination of buildings (The Public archives., 1935–1937, 42). To solve the problem it was proposed for Gorstroyproekt to make an agreement with the City Council on the establishment the bureau, which could control the planning of the city.

Resume

Summing up the discussions, the heads of the regional executive committee noted bad organization of work on the city planning, as all of the planning works took place without participation of the Krasnoyarsk organizations. They also considered that it was improper to conduct planning work only on the right bank of the river. It was proposed not to give up

the idea of development of the third terrace, and placing there the light and food industry enterprises.

The representatives of the design organization admitted that Gorstroyproekt was partly responsible for those abnormalities that took place in the planning of the Big Krasnoyarsk (The Public archives., 1935–1937, 52). In the project work, it was supposed to take into account demands and proposals of the local authorities, and to regard the future city as a single organism, not dividing it into the right and the left banks. It should be noted that the project proposals, which were adopted during many years of discussions, had a significant influence on the further development of the Big Krasnoyarsk in the twentieth century.

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Дискуссии о планировке Большого Красноярска 1930-х годов

К.Г. Петров

*Сибирский федеральный университет,
Россия 660041, Красноярск, пр. Свободный, 82*

В статье рассмотрен процесс архитектурно-планировочного формирования Большого Красноярска в 1930-х годах. В результате проведенного исследования выявлены основные предложения по планировке города московских проектировщиков и представителей местных организаций. Отражены проблемы градостроительного развития Красноярска в первые десятилетия советской власти. Изучение документальных материалов позволило определить целевые установки формирования Красноярска как будущего социалистического города, которые связывались с его преобразованием в крупный промышленный и культурный центр Сибири. Приведенные в статье материалы дискуссий по проблемам Большого Красноярска, активно проводившихся в довоенный период, дали возможность выявить основное противоречие в градостроительных прогнозах архитекторов и руководителей местной власти. Оно заключалось в том, что предложения проектных организаций предполагали создание нового города на свободных территориях правого берега Енисея, в то время как краевая и городская администрации видели развитие будущего города в эволюционных преобразованиях исторически сложившейся городской застройки, с первоначальным решением вопросов транспортной взаимосвязи двух берегов реки. Дискуссии касались многочисленных аспектов градостроительного проектирования, таких как: выбора решений о расположении в структуре проектируемого города краевого и городского центров, места строительства коммунального моста, архитектурного оформления застройки, включения острова Татышев в городскую территорию, компактности планировочной структуры города, направлений и темпов роста промышленного строительства. Эти обсуждения вызвали небывалый интерес и множество предложений со стороны общественности Красноярска. Результаты исследования показали значительное влияние рассмотренной предпроектной деятельности на выбор проектных решений и на градостроительное развитие Красноярска в XX веке.

Ключевые слова: Большой Красноярск, планировка, историческая застройка, городской центр, промышленная территория, компактность города.
