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Master of Science Degree

**Preservation and Enhancement of
the Merchant Rows Building in Kimry
in Context of Revalorization of Upper Volga Minor Historical Cities and
Settlements**

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Abstract.

The focus of this work lies on the problem of enhancement and valorization of architectural heritage in modern day Russia. More specifically, the architectural monuments of minor historical cities, since they suffer the most from the shortage of resources and lack of representation.

One case study is taken as an example: the Merchant Rows building in the city of Kimry, situated on river Volga bank in close proximity to Moscow. By developing a project of conservation for the ruin I want to provide an alternative to stylistic restoration which is more commonly accepted in Russia nowadays.

Being a typical Volga settlement, the city of Kimry represents common problems that all minor historical cities face. Therefore, I use this opportunity to come up with an intervention strategy that could be applicable not only in the city of Kimry, but on a larger scale: through research I determine a particular group of minor historical cities, that can potentially benefit from similar solutions.

The aim of the research is to propose a system of successive interventions that would help to protect and promote the architectural heritage of Kimry city, that is currently in a state of decline. More specifically, to create a strategy that would turn the heritage sights from a heavy burden to the city budget into a catalyst for Kimry's economic and cultural activity.

Chapter 1_the river.

1/1 One of many places: introduction to Kimry

The city of Kimry is one of many minor historical towns in Tver district, the northern neighbor of Moscow. The settlement had existed since the middle of XVI century, but acquired the status of the city only in 1917, during its economic and cultural peak. Unfortunately, after the revolution the city went through a series of damaging events that caused great loss of cultural and architectural heritage. Nowadays the condition of Kimry monuments only seems to slowly decline due to the common lack of government support and low funds of local initiative.

Kimry is representative of the state of monuments in Russian minor historical cities in general. By studying this particular case one can attempt to understand the problems of heritage protection in modern day Russia.

One of the essential characteristics of Kimry is the geographic location: the city is situated on the bank of Volga river, the biggest most important water artery of European Russia. This effectively makes Kimry a part of a large group of “Volzhsky” cities, since the way Volga is perceived makes it stand out amongst other rivers of European region.

If we consider Kimry a typical representative of a “minor historical cities of Volga” group, the resulting strategies could potentially be applied in cases of other cities, that belong to the same category.

In this chapter I will examine the issues of Volga cities by taking a closer look at the river in general.

1/2 National perception of Volga: a border between two worlds

First of all, Volga is a big river: around 3530 km long, it reaches over the entire European part of western Russia, with its source in Volgoverhovie and delta in Astrakhan crossing 16 districts in its way. There is over a 100 of historical cities situated on Volga banks. Due to its length Volga has historically served as one of the essential routes for international trading both with East Europe and Asia¹. In its southern part, Volga essentially serves as a border between Russia and Kazakhstan. On top of physically separating two countries, the river has historically been perceived as a barrier between the cultures of European and Asian Russia in the mental map of the nation. Combination of those two contradictory factors – connection and border – creates a unique dual perception of Volga river in Russian national mentality.

In the article “Volga region in the “imaginative cartography” of Russian society in the 19th – the early 20th centuries” by O.B. Leontieva and Y. M. Tsyganova², authors try to determine the imaginative perception of Volga in national mentality through analyzing major historical events and their impact on national identity. According to the authors, the mythological perception of Volga as a “border between two different worlds” had already been formed by the time the country had been united for the first time after the defeat of Mongolian occupation in the middle of 14th century. The south-eastern parts of Volga basin with their mighty independent states of Kazan and Astrakhan had always been perceived as alien and potentially hostile, being inhabited by a vast diversity of pagan nomadic tribes.

This image of wild untamed land had survived long after the conquest of Kazan and Astrakhan by Ivan the Terrible in 1552 and 1556 respectively. Almost 200 years later Empress Ekaterina the II attempted political decisions that favored diversity and equal treatment of different nations and religions across Russian Empire. One of the gestures demonstrating the new tolerant ways of the government was the Journey along Volga that the Empress took in 1767 also visiting Kazan and Astrakhan. It is believed that she personally signed and handed over a permission to build masonry mosques to local officials. The Empress also referred to herself as the “Landlord of Kazan” during the Pugachev riots of 1773-1775 in order to show her support to the local aristocracy. By the time the throne was inherited by her heir Pavel the I, Empress Ekaterina the II effectively incorporated the distant lands of Povolzh’e (the south-eastern part of Volga basin) into the national mentality, turning historically “hostile” areas into “friendly” ones.

This polarized mythical image of Volga still thrived in Russian scientific historical discourse. N.M. Karamzin – an important Russian historian– was essentially responsible for historical education of Russian intelligence in XIX century. In “History of Russian State”³ he portrays Volga as a line of demarcation between a civilized state and a barbaric wasteland.

In the end of XIX century a very different view of Volga was adapted in historical narrative: the crisis of imperial authority and a growth of popularity of European authors led to reinterpretation of national history in general. The previously unpopular historical figures of Stepan Razin, Emelian Pugachev and other rebels from Povolzh’e region became heroes; as a result, Volga was interpreted as a symbol of slumbering national power.

¹ See Ch.2, pt.1, The history of Kimry

² O.B. Leontieva, Ya.M. Tsyganova, “Volga region in the “imaginative cartography” of Russian society in the 19th – the early 20th centuries”

³ N.M. Karamzin, “История государства Российского” (“History of Russian State”), 5th edition, vol. VI, VII, VIII, Kniga, 1989

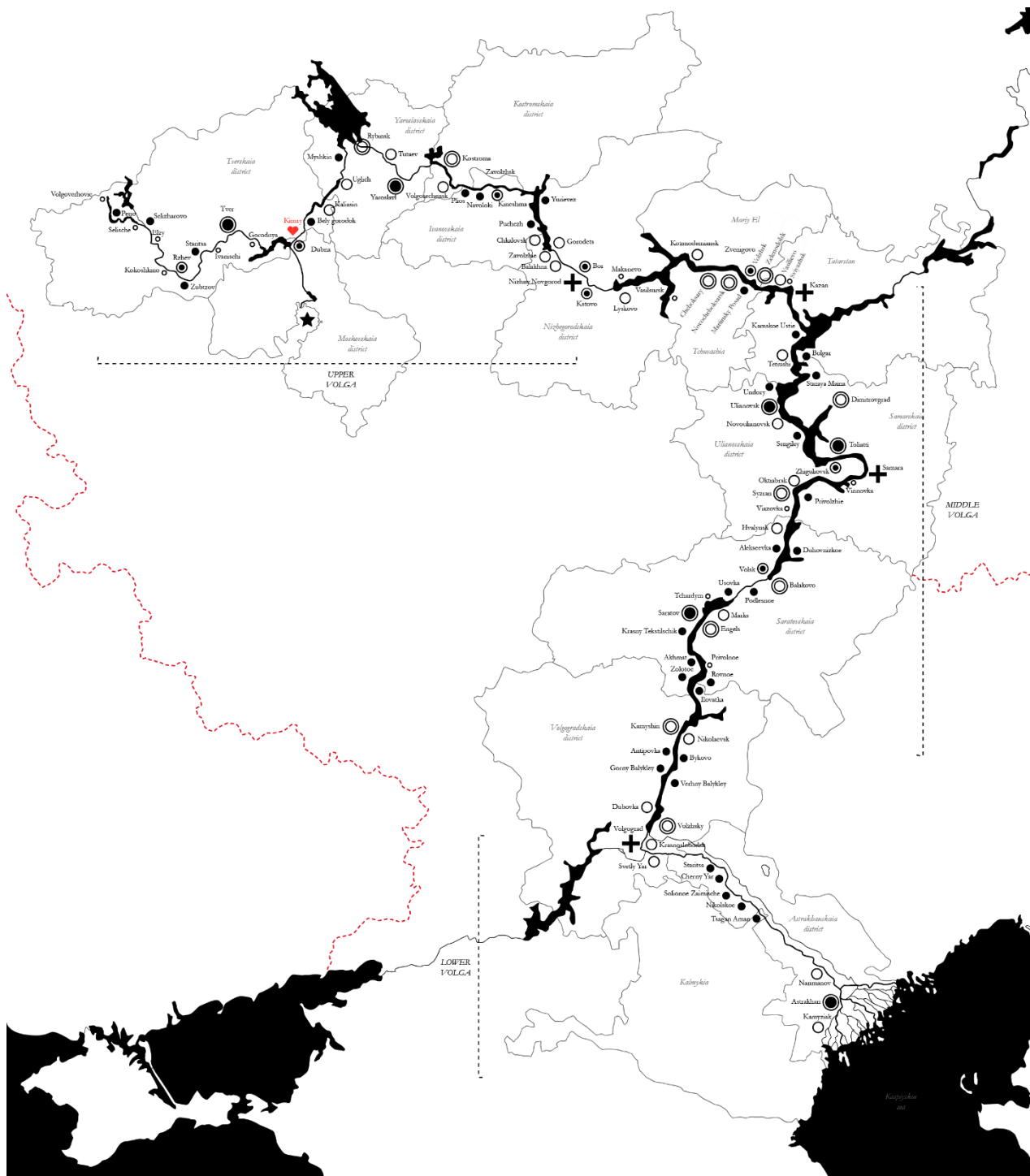
Volga played another important role in this period by presenting an opportunity to travel across country even before the completion of main railway systems⁴. The Volga tours had become the most affordable and diverse experiences for all classes of Russian population. A lot of tour guides and brochures of this period are dedicated to various popular routes across the river.

The popular literature of the period dedicated to Volga puts a lot of emphasis on the idea of diversity: drastic change of landscape, starting from pine forests of Tver and arriving to the prairies of Asian Russia, change of cultures and nationalities. The river tour guides of the time also present Upper and Lower Volga as different entities: the cities of Northern (Upper) Volga, like Tver, Yaroslavl, Kostroma or Nizhny Novgorod, were described as ancient Russian cities, while the cities of southern part in the lower stream, like Kazan, Samara, Saratov and Astrakhan, were portrayed as relatively “young”; the years of Islamic history that preceded the conquest by the Christian Russian state were not considered important, or even a part of Russian history at large.

In Russian mentality, Volga is not represented as an integral concept, more so as a combination of several different regions representing different parts of national identity. At the same time Volga represented economic growth and prosperity, a string tying multiple different cultures together.

Overall it is an interesting notion that Upper, Middle and Lower Volga represent different identities inextricably connected to each other.

⁴ I.I. Rutzinskaia, “Образы поволжских городов в региональных путеводителях второй половины XIX – начала XX вв.: особенности саморепрезентации” (“The images of cities of Povolzh’e in regional guides of the end of XIX – beginning of XX cc.: particularities of representation”), *Gorod I vremia*, vol. 1, Samara: Kniga, 2012, pp. 157 – 162



VOLGA BASIN
Regional division

Being one of the biggest rivers in Europe, Volga passes over 15 federal subjects

While there are over 100 cities spread along riverside of Volga, there are 4 cities with population over a million people and about 14 major river ports

- ★ Moscow
- ♥ Kimry 43 216
- under 1000
- 1 000 to 10 000
- 10 000 to 50 000
- 50 000 to 100 000
- 100 000 to 500 000
- 500 000 to 1 000 000
- ⊕ over 1 000 000
- Regional borders
- - - National borders
- - - - - Approximate definition of Upper, Middle and Lower Volga

Figure 1 Geographic definition of Upper, Middle and Lower Volga areas

Figure 1 shows the approximate geographic definition of Upper, Middle and Lower Volga areas, although it is not strictly determined by any particular borders.

Upper Volga: Volgoverhovie (source) to Nizhny Novgorod;

Middle Volga: Nizhny Novgorod to Volgograd

Lower Volga: Volgograd to Astrakhan (estuary)

In addition to the cultural differences of Upper, Middle and Lower regions of Volga basin, there is a significant change of natural environment, that influences the architectural typology of river cities. The rise of the river banks in relation to water level changes the perception of the city's silhouette and the way citizens interact with water.

For example, **the Upper Volga** can be characterized as a sequence of water reservoirs, with the water level regulated by a series of hydroelectric power station dams (also referred to as "GES"). There is an Ivankovsky reservoir with a GES dam in Dubna, Uglich reservoir with a GES in Uglich, a Rybinsk reservoir with a dam in Rybinsk. In its eastern part beyond Yaroslavl and up to Kostroma Volga passes through a narrow plain surrounded by tall banks crossing the Uglich-Danilov and Galich-Chukhlom uplands followed by Unjia and Balakhna lowlands. In Nizhny Novgorod another GES dam forms the Gorkovsky water reservoir.

The Middle Volga becomes wider where it streams around the northern border of Privolzhskaya upland with a contrast between a tall right bank and a flat left bank. In Cheboksary another GES dam forms a water reservoir. In the lower part after merging with river Kama Volga continues its way along the Privolzhskaya upland until it reaches the region of Zhigulev mountains, where another dam forms the Kuibyshev reservoir. In the vicinity of Balakovo city, the Saratov dam separates the Saratov water reservoir.

The character of **the Lower Volga** abruptly changes after the Volzhskaya GES in Volgograd, since the river acquires a secondary branch parallel to the main stream called the Akhtuba branch. The vast space between two river flows, covered in flow-throughs, ducts and dried riverbeds, is called the Volgo-Akhtubinskaya bottom-land. The width of the floods in the area reaches 30 km in spring season.

After the Volgograd water reservoir, Volga merges with the Volga-Don channel connecting to the Tsimlyansky water reservoir of Don river.

The delta of Volga that starts in 46 km from Astrakhan is the largest one in Europe consisting from more than 500 in-flows and branches.

In conclusion, compared to its south-eastern part Upper Volga has the most stable characteristics in terms of change of landscape. No matter which side of the river the banks are relatively low and flat.

Which brings us back to the issue of common features of minor historical cities of Upper Volga.

Table 1.1 highlights the towns situated within the area of Upper Volga with comparable characteristics in terms of population (under 60 000 citizens), access to water and presence of historical and architectural heritage.



Volga in Tverskaia district



Volga in Samarskaia district



Volga in Kostromaia district



Volga in Ulianovskaia district



Volga in Nizhegorodskaia district



Volga in Saratovskaia district



Volga in Mariy El Republic



Volga in Volgogradskaia district



Volga in Tchuvash Republic



Volga in Astrakhanskaia district

Figure 2 The change of Volga landscape from source to mouth. Photos from Rusreki.ru

Table 1 Volga Settlements (listed source to mouth)

	City Name	Date of origin	Population	Ports and piers	Bridges	Dams/ Floodgates	Characteristics
UPPER VOLGA							
1	Volgoverhovie	1649	1	-	Pedestrian	dam	Source of Volga Convent of St. Olga
2	Peno	1905	3 451	Pier	-	-	Monuments of Wooden Architecture
3	Selische	1859	792	Pier	Road	dam	Barrow Group Hilovo XI-XII c. Beginning of Upper Volga natural resort
4	Selizharovo	1504	5 654	Pier	Pedestrian	-	Ruins of Troizky convent
5	Elzy	1477	224	pier	-	-	Elezkaia krucha (high shore)
6	Kokoshkino	1390	336	Pier	-	-	WWII Monument
7	<i>Rzhev</i>	1019	57 515	Pier	Road	dam	“Kalininsky” style
8	<i>Zubtsov</i>	1216	6 155	Pier	Road	dam	Cathedral of the Assumption of the Blessed Virgin
9	<i>Staritsa</i>	1297	7 367	pier	Road	-	Holy Dormition Monastery Historical town market XIX c.
10	Ivanischi	XVI c.	13	Pier	-	-	Church of the Assumption of the Blessed Virgin Mary (1534—1542)
11	Tver	1135	773 000	Tver River Terminal	Road (4)	Ivankovskaya GES	Stepan Razin Embankment, etc.
12	<i>Gorodnya</i>	1312	1 387	Pier	-	-	Church of the Nativity of the Virgin XIV c.
13	Dubna	1134	74 985	pier	Ferry crossing	-	Soviet avant- garde
14	<i>Kimry</i>	1546	43 216	Industrial port pier	Road	-	Wooden architecture
15	<i>Bely Gorodok</i>	1364	1 876	Industrial port	-	-	Natural resort Church of Jerusalem Icon of Virgin Mary

16	<i>Kalyazin</i>	1434	12 351	Pier	Road	-	Kalyazin Bell Tower
17	<i>Uglich</i>	1148	31 758	Port	Road	Uglich GES	Uglich Kremlin
18	<i>Myshkin</i>	1490s	5 488	Pier	Ferry crossing	-	XIX c. buildings
19	Rybinsk	1071	184 635	Port	Road	Rybinsk floodgate Rybinskaia GES	Museums and parks
20	<i>Tutaev</i>	1419	39 837	Pier	Ferry crossing	-	Kazan church Embankment
21	Yaroslavl	1071	608 353	Port	Road (3)	-	Multiple churches Wooden architecture
22	Kostroma	1152	276 929	Port			Ipatiev Monastery “Krasnye” shopping gallery
23	Volgorechensk	1964	16 276	Pier	-	Kostromskaia GES	Natural resort
24	<i>Pleos</i>	1410	1 732	Pier			Museum-Resort (Levitani) Just beautiful
25	<i>Navoloki</i>	1775	9 096	Pier	-	-	XIX century merchant architecture
26	Zavolzhsk	XIX c.	9 637	-	-	-	Zavolzhsky museum of fine arts
27	Kineshma	1429	80 950	Port	Road	-	10+ churches XVIII-XIX c.
28	<i>Yurievets</i>	1225	7 945	Pier	Ferry crossing	-	Nikolo-Tikhonov monastery Historical town market XIX c. Andrei Tarkovsky museum
29	<i>Puchezh</i>	1594	6 255	Pier	-	-	Wooden Church of the Transfiguration of the Savior
30	Chkalovsk	XII c.	11 345	Pier	-	-	Chkalov DKS
31	<i>Gorodetz</i>	1152	29 712	Port	Road (K20)	Nizhegorodskaia GES	Gorodetsky Feodorovsky Monastery, 1765
32	Zavolzhye	1950	38 527	Pier	Road (K20)	Nizhegorodskaia GES	Gorodets’ opposite
33	<i>Balakhna</i>	1474	48 520	Pier	-	-	Pokrovsky monastery

							1544 Church of St. Nicholas 1552
34	Bor	XIV c.	76 872	Port	Borsky bridge	-	Cable road
35	Nizhny Novgorod	1221	1 252 236	Port	2 nd Borsky bridge Railway bridge	-	Historical quarters Kremlin Wooden architecture
MIDDLE VOLGA							
36	Kstovo	XIV c.	67 797	Pier	-	-	Kazanskaia church 1775
37	Lyskovo	1410	21 063	Pier	Ferry Crossing Lyskovo- Mararievo	-	Cathedral of the Transfiguration 1711 Brewery 1860
38	Makarievo	1435	178	Pier	Ferry Crossing Lyskovo- Mararievo	-	Holy Trinity- Makarievo- Zhelotovodsky Monastery XVII c.
39	Vasilsursk	1523	997	Pier	-	-	Church of the Kazan Icon of the Mother of God 1708
40	Kozmodemiansk	1583	20 062	Pier	Ferry Crossing	-	Mari Ethnographic Museum Wooden architecture
41	Cheboksary	XII- XIII c.	497 618	Port	-	-	Museum of Chuvashi culture Cheboksary botanical garden
42	Novocheboksarsk	1960	127 226	Port	Road	Cheboksarskaia GES	Museums St. Vladimir Cathedral 1994
43	Mariinsky Posad	1620	8 455	Pier	-	-	Historical street Various churches XVII- XVIII cc.
44	Zvenigovo	1860	10 904	Industrial port	-	-	Kusoto Mikola Kuryk
45	Volzhsk	1931	53 216	Port	-	-	Mariy Chodra National Park
46	Zelenodolsk	1865	100 039	Port	Road	-	Tynychlyk mosque
47	Vasilievo	1693	16 797	Pier	-	-	Konstantin Vasiliev Museum

48	Sviyazhsk	1551	243	Port	-	-	Sviyazhsky John the Baptist Monastery Sviyazhsky Trinity-Sergievsy Monastery Sviyazhsky Assumption Monastery (UNESCO) Sviyazhskaya Makaryevskaya hermitage
50	Kazan	1005	1 257 391	Port	Road	-	Kremlin Kul-Sharif Mosque
51	Kamskoe Ustie	1650	4 410	Pier	-	-	Lobach mountain Natural caves Holy Spings
52	Bolgar	X c.	8 230	Pier	-	-	Bolgar Historical and Archaeological Complex (UNESCO)
53	Teteushi	1578	10 991	Pier	-	-	Fishing museum Tatarsky ethnography museum
54	Staraiia Maina	1670	5 981	Pier	-	-	Historical and archaeological reserve "Staraya Maina"
55	Undory	1650	3 698	Pier	-	-	Undorovsky paleontological museum Convent of Michael the Archangel 1994
56	Ulianovsk	1648	627 705	Port	Road (2)		Historical quarters (XVIII-XX cc.)
57	Novoulianovsk	1957	13 778	Port	-	-	Industrial companion of Ulianovsk
58	Dimitrovgrad	1698	113 472	Port	-	-	Melekesska river Chereshman river Natural resort
59	Sengiley	1666	6 221	Pier	-	-	Sengiley gory
60	Toliati	1737	699 367	Port Industrial Port	Road (E20)	Lenin Volzhskaia GES	Soviet realism

						Floodgate 20 and 21	Industrial architecture
61	Zhigulevsk	1949	51 641	Pier	Road (E20)	Lenin Volzhskaia GES Floodgate 22 and 23	Zhigulevsky natural resort Zhigulevsky hills
62	Samara	1586	1 156 699	Port Multiple piers	-	-	Historical district Soviet district Wooden architecture Zhigulevsky brewery
63	Vinnovka	1671	75	Pier	-	-	Holy Mother of God Kazan Monastery XVIII c.
64	Oktyabrsk	1684	26 306	Industrial port	-	-	Museum “Oktyabrsk at Volga”
65	Syzran	1683	167 160	Industrial port	-	-	Syzran Kremlin Church of the Fedorovskaya Mother of God (1738) Elias Church (1776) church of the ascension (1852)
66	Privolzhie	1783	7 480	Pier	-	-	Samarin's estate (1790s)
67	Viazovka	1691	405	Pier	-	-	Vvedensky church
68	Hvalynsk	1556	12 288	Pier	-	-	Petrov-Vodkin museum Holy Cross Church (1890s)
69	Duhovnikskoe	1778	4 818	-	-	-	Old Believer Church
70	Alekseevka	XVII	1 936	Pier	-	-	Ioannovsky nunnery XVII c.
71	Balakovo	1762	187 523	Port	Road	Saratov GES	Church of the Life-Giving Trinity (1908) Merchant estates
72	Volsk	1690	61 943	Pier	-	-	Town Market and Guest house (1812)
73	Podlesnoe	1768	3758	Pier	-	-	German commune history
74	Marks	1765	30 743	Pier	-	-	School of Music XIX c.

							Lutheranian church (1830)
75	Usovka	1710	1 013	Pier	-	-	White Key spring Natural resort
76	Chardym	-	500+	Pier	-	-	Natural resort Chardym archeological settlement
77	Saratov	1590	838 042	Port	Road	-	Orthodox, Catholic, Islamic churches
78	Engels	1747	227 049				
79	Krasny Tekstilchik	XVIII	4 236				
80	Ahmat	1898	1 200				
81	Privolnoe	1767	987				Lutheran Parish Church Ruins
82	Zolotoe	1563	2 189				Troitsky cathedral 1834
83	Rovnoe	1767	4 305				
84	Ilovatka	1737	1 434				
85	Kamyshin	1668	109 910				
86	Nikolaevsk	1747	13 408				
88	Antipovka	1734	2 724				
89	Bykovo	1784	7 246				
90	Gorny Balyklei	1732	2 656				
91	Verhny Balyklei	XVII	1 730				
92	Dubovka	1734	13 659				Merchant Posad
93	Volzhsky	1951	323 906				
LOWER VOLGA							
94	Volgograd	1589	1 008 998				
95	Krasnoslobodsk	1870	17 059				
96	Svetly Yar	1785	11 541				
97	Staritsa	1796	2 034				Church of the Kazan Icon of

							the Mother of God 1906
98	Cheorny Yar	1627	7 621				Church of the Holy Apostles Peter and Paul 1780
99	Solionoe Zaimiche	1700	2 201				
100	Nikolskoe	1760	4 858				Church of the Nativity of the Blessed Virgin 1890
101	Tsagan Aman	1798	6 027				
102	Narimanov	1963	10 764				
103	Astrakhan	1334	529 793				
104	Kamyziak	1560	15 749				Church of the Smolensk Icon of the Mother of God 2008

From his table it is evident that the heritage of Volga basin presents an enormous complex system. In this work, however, I would like to focus primarily on the minor cities of Upper Volga – specifically the area between Ivanov and Rybinsk water reservoirs – that hold similar characteristics to the city of my case study, Kimry. Figure 2 shows the cities situated within Tverskaia, Moskovskaia and partially Yaroslavskaia district that constitute historical complex of Upper Volga heritage.

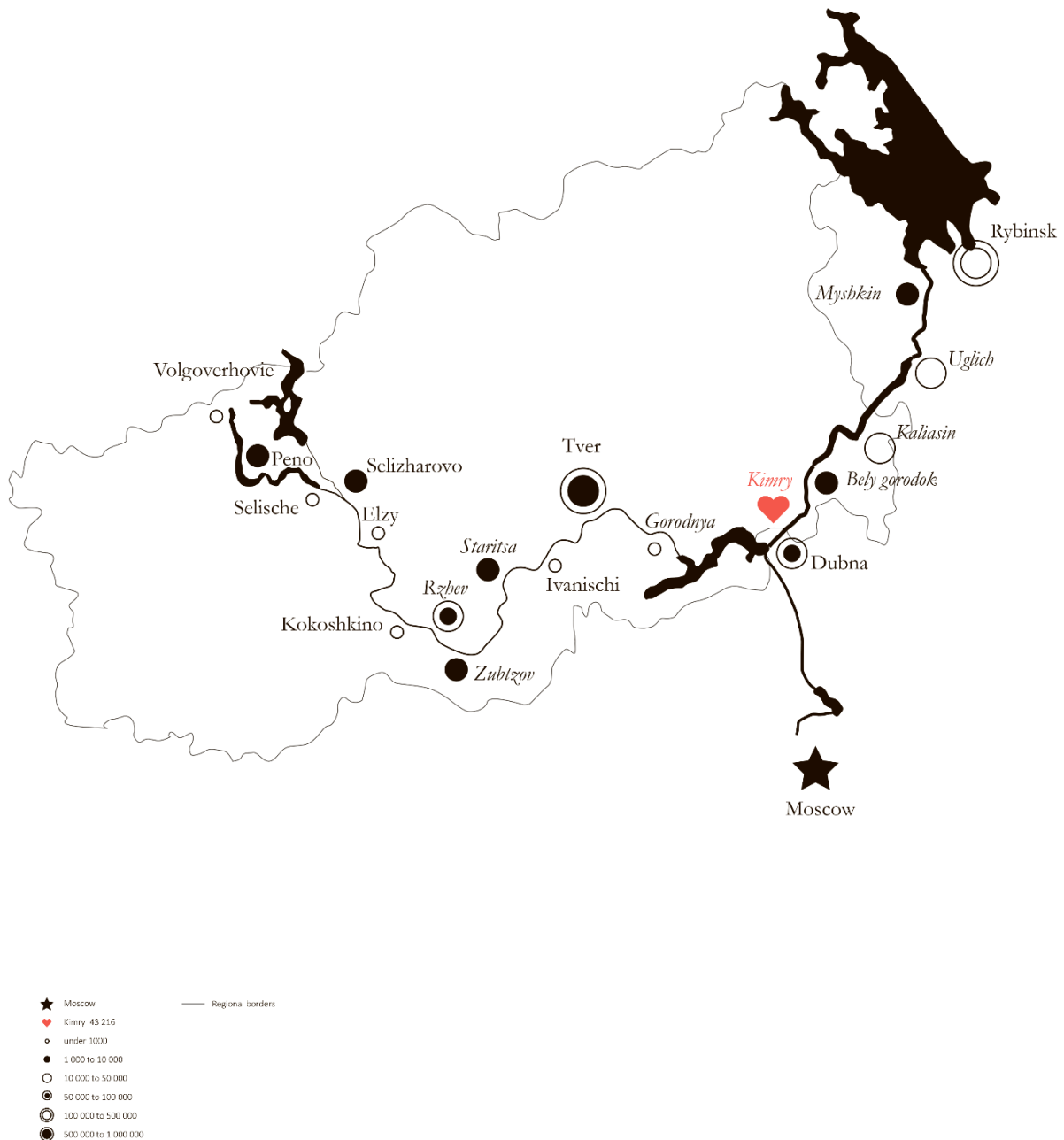


Figure 3 Minor historical cities of Upper Volga district

1/3 Critical state of historical heritage in minor cities of Volga: historical causes

The unique place that Upper Volga heritage has in national history has been established, but it would be helpful to point out the common problems that minor historical cities are facing nowadays in terms of historical heritage protection, preservation and enhancement.

It is important to point out two historical factors, that had endangered the heritage of Upper Volga region specifically in the past century: the Soviet anti-religious campaign of 1930-s and the erection of Volga-Kama hydroelectric power station cascade.

The anti-religious campaign

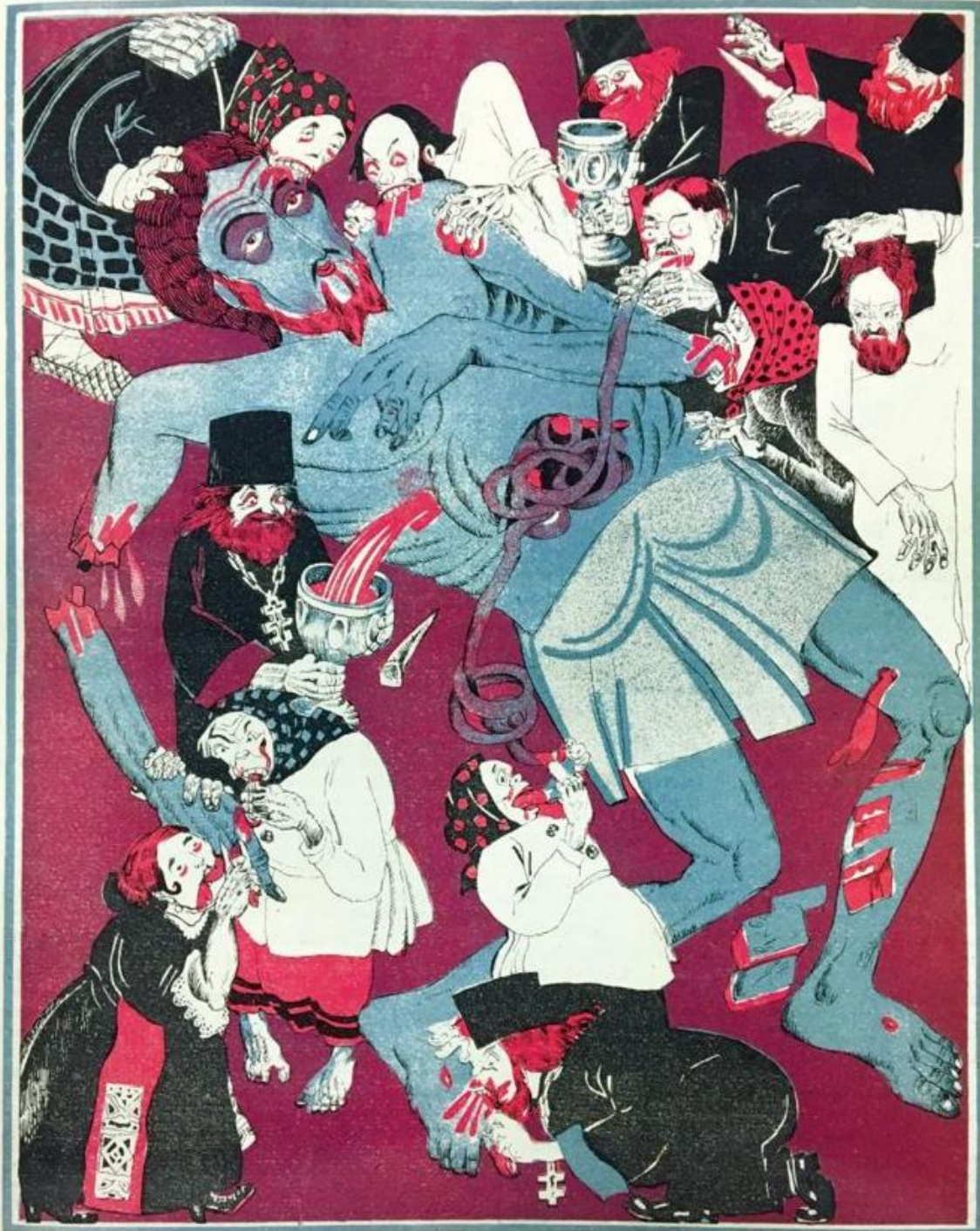
The anti-religious propaganda had led to destruction of thousands of churches across former USSR; confiscation and theft of antiquities and valuable religious attributes led to a massive loss of national cultural and artistic heritage. The anti-religious movement in Povolzh'e (Volga basin territory) was especially traumatic: in the early 1920-s the region had suffered through several years of severe crop failure, which led to extreme hunger. Figure 1.2 shows a drawing in the "Bezbozhnic" ("A godless man") magazine that combined ideas of fighting against both starvation and religion.

In some areas of Povolzh'e the hunger had been so outrageous that several cases of cannibalism were reported in periodic issues of the time. This dire situation gave the authorities additional motivation to confiscate church property in order to buy more bread corn and other provisions.⁵

According to the list of churches destroyed during USSR⁵ in Tverskaia district alone 26 masonry churches had been blown up and disassembled, including the Church of Trinity and the Pokrovsky Cathedral in Kimry. The number of churches that were repurposed and partially rebuilt is not exactly known.

As the result of anti-religious campaign, the image of Upper Volga towns had gone through certain changes. In many cases the destroyed buildings were located in central part of the city which meant a possibility for filling in the resulting void with a new structure supporting current ideology. Kimry can serve as an example of such process. Figure 1.3 shows the scheme of the Kimry city center before and after a theater and a cinema were built instead of two destroyed churches.

⁵Aleksandr Kan «Godless Utopia». How Soviet Union battled religion. December 18th, 2019 for BBC1 NEWS



Примите, ядите сие есть тело мое...

Figure 4 A soviet poster by D. Moor for "Bezbozhnic" magazine, 1923

KIMRY



Figure 5 Scheme of Kimry city center with the destroyed churches

- 1. Pokrovsky Cathedral, built in 1816, destroyed in 1936*
- 2. Church of Holy Trinity, built in 1829, destroyed in 1936*
- 3. Kimry Theater of Drama and Comedy, built in 1936-1937*



Figure 6 The explosion of Pokrovsky Cathedral in Kimry, 1936. Photo: PANORAMA Pro

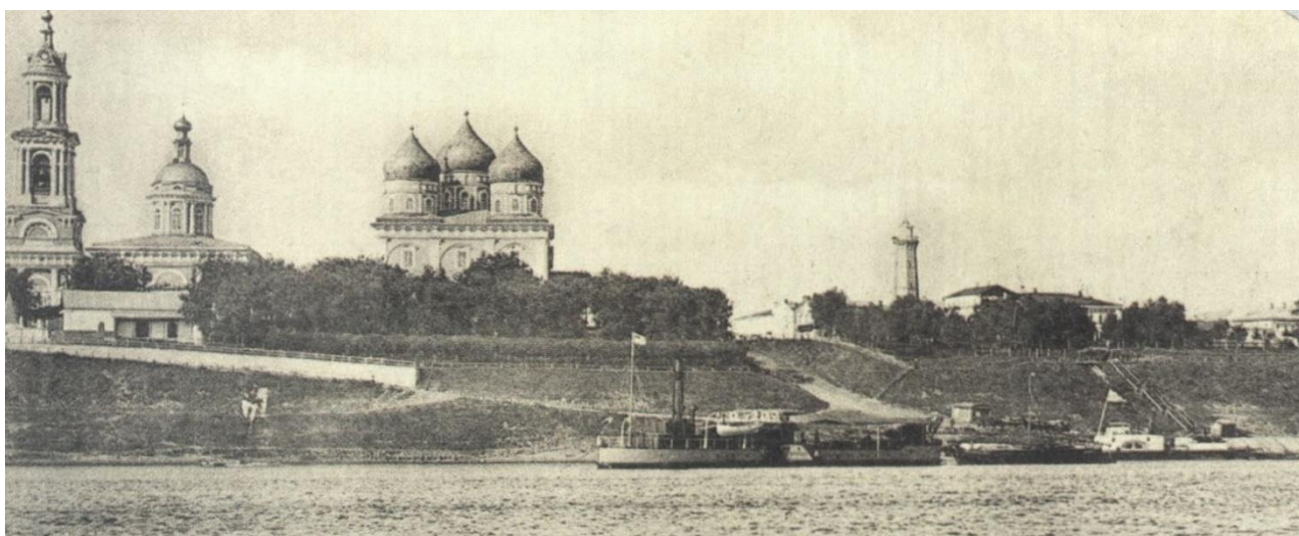


Figure 7 Kimry Main embankment (currently Nabimovskaia embankment), 1910



Figure 8 Kimry Nabimovskaia embankment, august 2021

The Volga-Kama hydroelectric power station cascade

Unfortunately, the construction of Volga-Kama cascade can be considered another cause of disappearance of architectural heritage. The building of this system of hydroelectric sites had begun in the 1937, when a dam in Dubna was created, and continued until 1980 – the erection of a power station dam in Cheboksary. According to the annual RusHydro report from year 2008 the electric energy provided by the stations of the cascade allows to save 12-13 million tons of oil equivalent and about 30 million tons of atmospheric oxygen. Unquestionable benefits aside, this project caused a lot of damage to the cities situated on the former Volga banks in the vicinity of water reservoirs formed after the building of the dams. In Upper Volga region the building of power stations in Dubna, Uglich and Rybinsk caused partial flooding of such historical cities as Kalyazin, Poshehonie, Uglich and Myshkin. Some cities, like Mologa, Korcheva and Vesiegonsk, had disappeared entirely⁶. In Tverskaia, Moskovskaia, Yaroslavskaia and Vologodskaia districts 6 cities, 900 settlements and villages, 6 monasteries, about a 100 churches, dozens of former aristocratic manors, multiple cemeteries and countless archeological monuments were entirely or partially obscured by water.

The degree to which the cities of Upper Volga had suffered as a result of the flooding correlates to the water level change that occurred after the creation of power station cascade. Figure 1.4 shows the level in the regulated sections, formed by the dams. Kimry for instance did not suffer from the flooding since it is located in approximately 25 km from the Dubna power station dam.

Other historical towns, however, have been transformed by the flooding. The way it has changed the image of Volga historical cities can be shown through multiple examples.

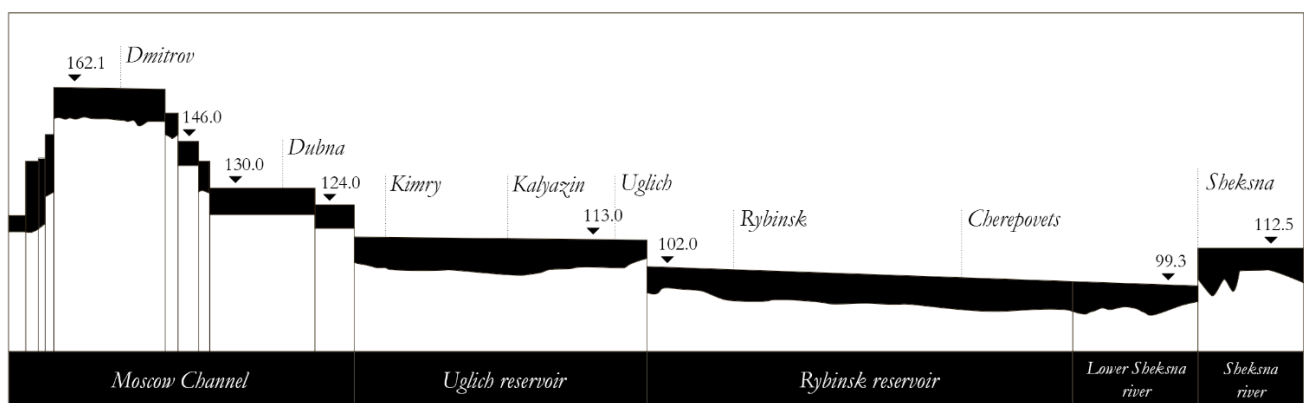


Figure 9 Section of Moscow-Rybinsk waterway

KALYAZIN



Figure 10 Scheme of Kalyazin with flooded areas

1. Troizkiy Makariev Monastery
2. Nikolaevsky cathedral and bell tower
3. Trading Rows
4. Nativity church
5. Church of Exaltation of the Holy Cross



Figure 11 Kalyazin embankment in 1910



Figure 12 Kalyazin embankment in 2017

UGLICH

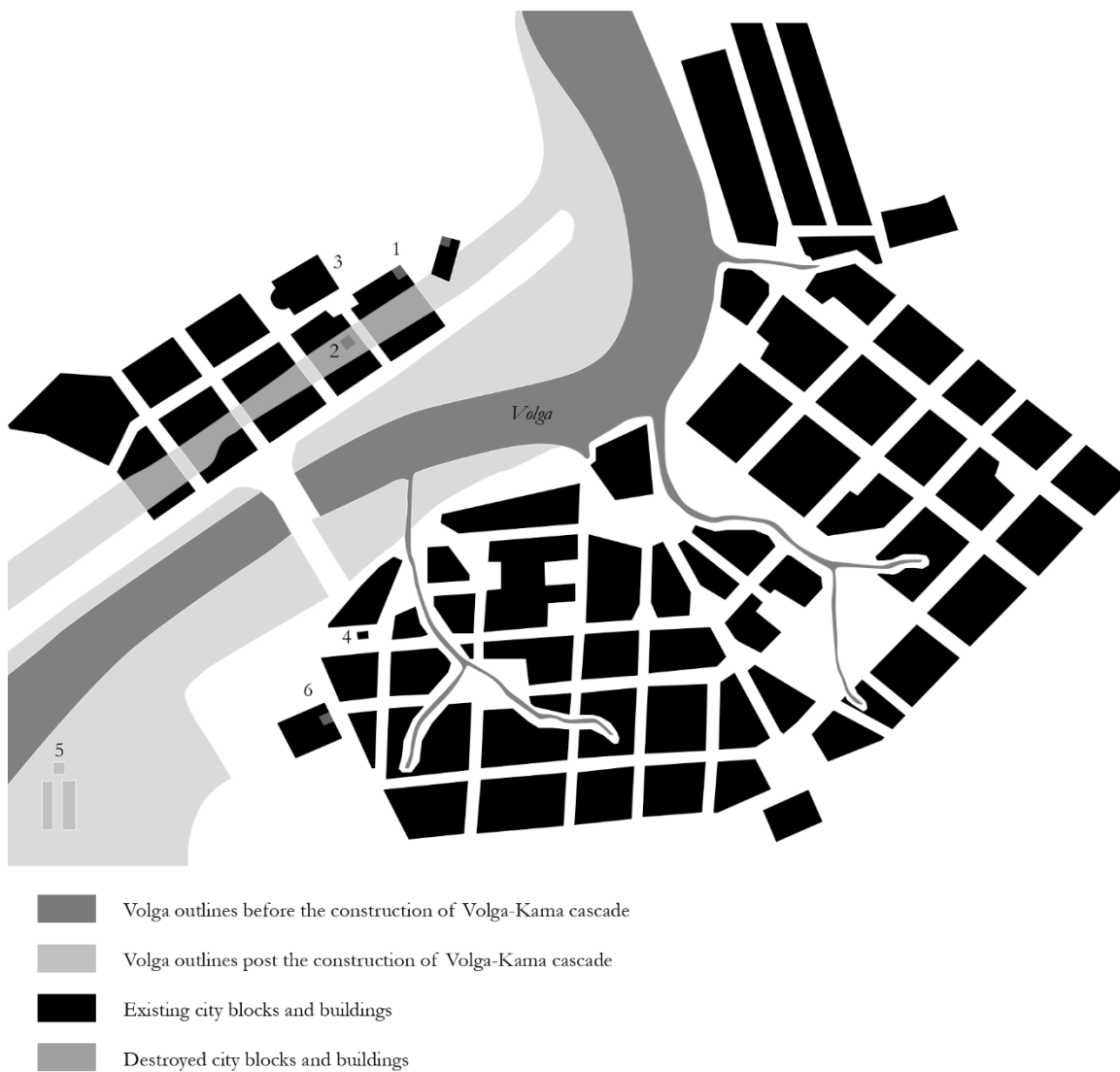


Figure 13 Scheme of Uglich with flooded areas

1. *Presentation Church*
2. *St. Leontiy of Rostov Church*
3. *Church of all Saints "at the cemetery"*
4. *Church of St. Nicolas "in the sand"*
5. *Sloboda and Church of the Entry of Our Lord into Jerusalem*
6. *Church of Resurrection "of the poor men"*



Figure 14 Uglich embankment in 1910 Photo by Prokudin-Gorsky

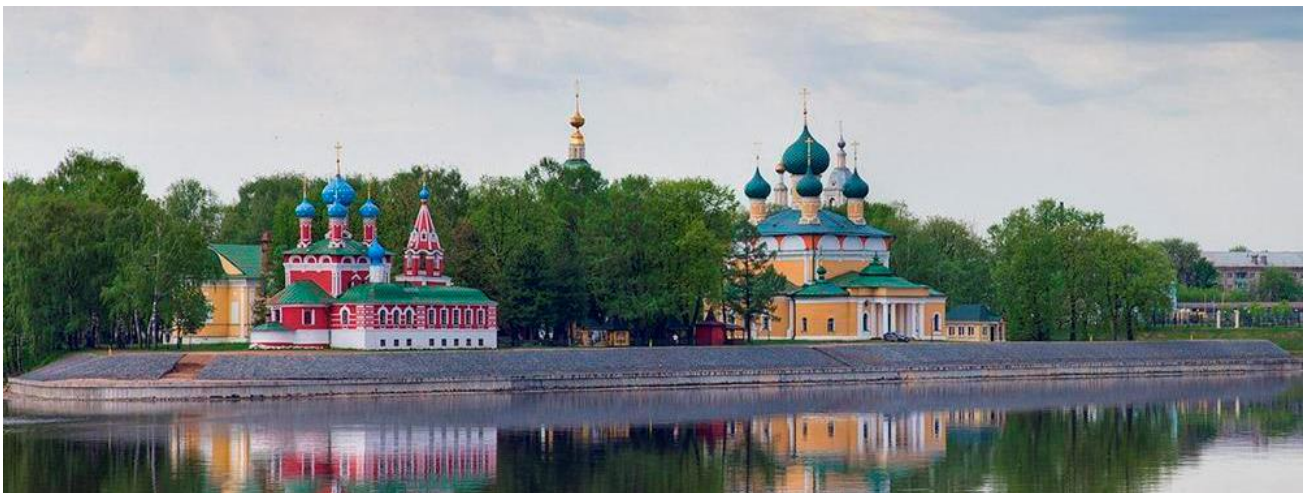


Figure 15 Uglich embankment in 2015

MYSHKIN



Figure 16 Scheme of Myshkin with flooded areas

1. Assumption Cathedral
2. Cathedral of St. Nicolas
3. Joy of all who Sorrow Church



Figure 17 Myshkin embankment in 1910 Photo by Prokudin-Gorsky



Figure 18 Myshkin embankment in 2015

1/4 Critical state of historical heritage in minor cities of Volga: contemporary causes

Aside from historically pre-determined issues there are multiple current problems that cause damaging effects on the state of cultural heritage in minor historical cities. Important current factors include the rigid heritage protection laws, economic stagnation, problems with connection.

The current set of heritage enhancement and valorization laws in Russia answers the important questions – what should we protect and why? – in simultaneously very straight forward and evasive way.

According to Federal Law of Russian Federation, the protection of monuments is generally regulated by one common set of rules, namely the “Federal Law Concerning Objects of Cultural Heritage (Monuments of History and Culture)” put into force on May, 24, 2002 by Government Duma with latest remarks dated April, 30, 2021. According to this Law, all monuments are listed into separate categories that determine the protection status of the monument and consequently the types of maintenance and possible interventions. The specific issues of each individual heritage site demand precise expertise in order to determine the “*subject of protection*”. Due to low financing and lack of human resources, the quality of expertise can have very damaging consequences in long term perspective.

As an example, Kimry Town Market and Merchant Guest House can be used.

Kimry Guest House built in 1914 presents a prime example of neo-Russian style, which can be considered a particular case of international eclectic movement: it incorporated traditional elements of Russian architecture of different periods. The building was an essential element of the Merchant square ensemble.

Following a fire in the beginning of 1990-s the monument was abandoned by the remaining tenants and was vandalized. It remained in private property until it gradually collapsed in November 2019.

The Guest House is listed in the Unified State Register of Cultural Heritage Objects (Historical and Cultural Monuments) of the Peoples of the Russian Federation (Article.15 of the Federal Law Concerning Objects of Cultural Heritage (Monuments of History and Culture) under a protective status “Monument of Regional Importance”. The monuments of regional importance are defined as “...objects of cultural heritage that possess historical, architectural, artistic, scientific and memorial value and of particular importance for the history and culture of the constituent entity of the Russian Federation.

In this particular case, the protective status could be one of the reasons for the decayed state of the monument since the owners of the building could not afford the complete cost of restoration that is required.

The number of monuments that face similar treatment is vast. Minor cities face this problem more sharply than cities with population over 100, 000 due to low financing.



Figure 19 Kimry Guest House, 1993



Figure 20 Kimry Guest House, 2018



Figure 21 Kimry Guest House, 2019

Economic stagnation

Following the collapse of Soviet economic system in 1991 the majority of production plants in Upper Volga had shut down. The water transportation system that provided stable sufficient connection both between regional centers and with the capital had also fallen apart. Generations of locals who have been working at the river were forced to seek jobs in Moscow and other major cities. The average income in peripheral areas has become close to minimal wage. There are fewer opportunities for young specialists to find jobs in one's degree field. The number of medical facilities had also reduced drastically.

Tverskaia district has a high mortality (almost the highest in the country). Graph 1.2 represents the mortality rates in Russia. The data used are taken from Federal State Statistics Service website (Rosstat, 2011). The graph shows that mortality rates in regions with the highest (Tverskaia district) and the lowest (Dagestan) index correlate, but also that the areas where mortality was high in the Soviet period it remains high after the political reform of 1991.⁶

At the same time, during the last decade there is a significant growth of recreational building along the banks of Volga: tourists from Moscow, Saint-Petersburg, Tver and other big cities buy land close to water protection areas for summer houses. This trend had intensified under the influence of the COVID-19 pandemic, since the popular international vacation destinations are no longer available.

Current interest in national heritage and national destinations could and should be exploited in order to improve quality of life in those problematic areas.

⁶ N. I. Grigulevich “Малые города Верхней Волги: история, экология, современность” (“Minor cities of Upper Volga: history, ecology and reality today”), 2015

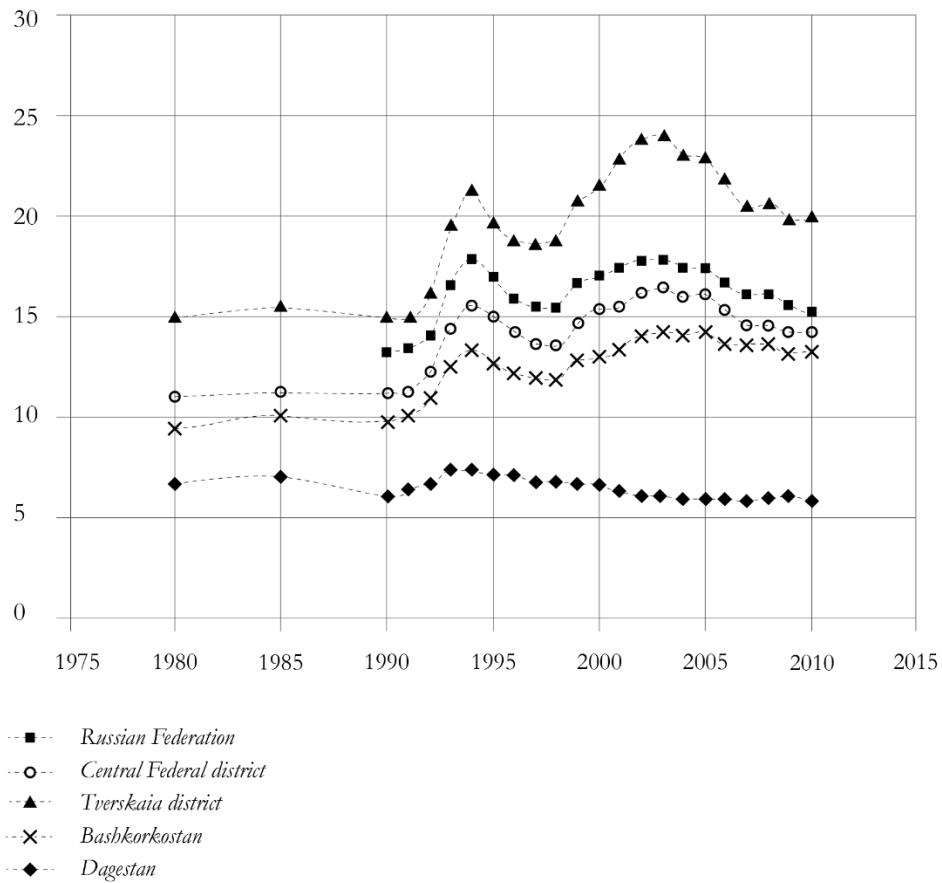


Figure 22 Dynamics of the general mortality rates in several regions of Russian Federation, 1980-2010 (data from National Register of Statistics)

Problems of connection

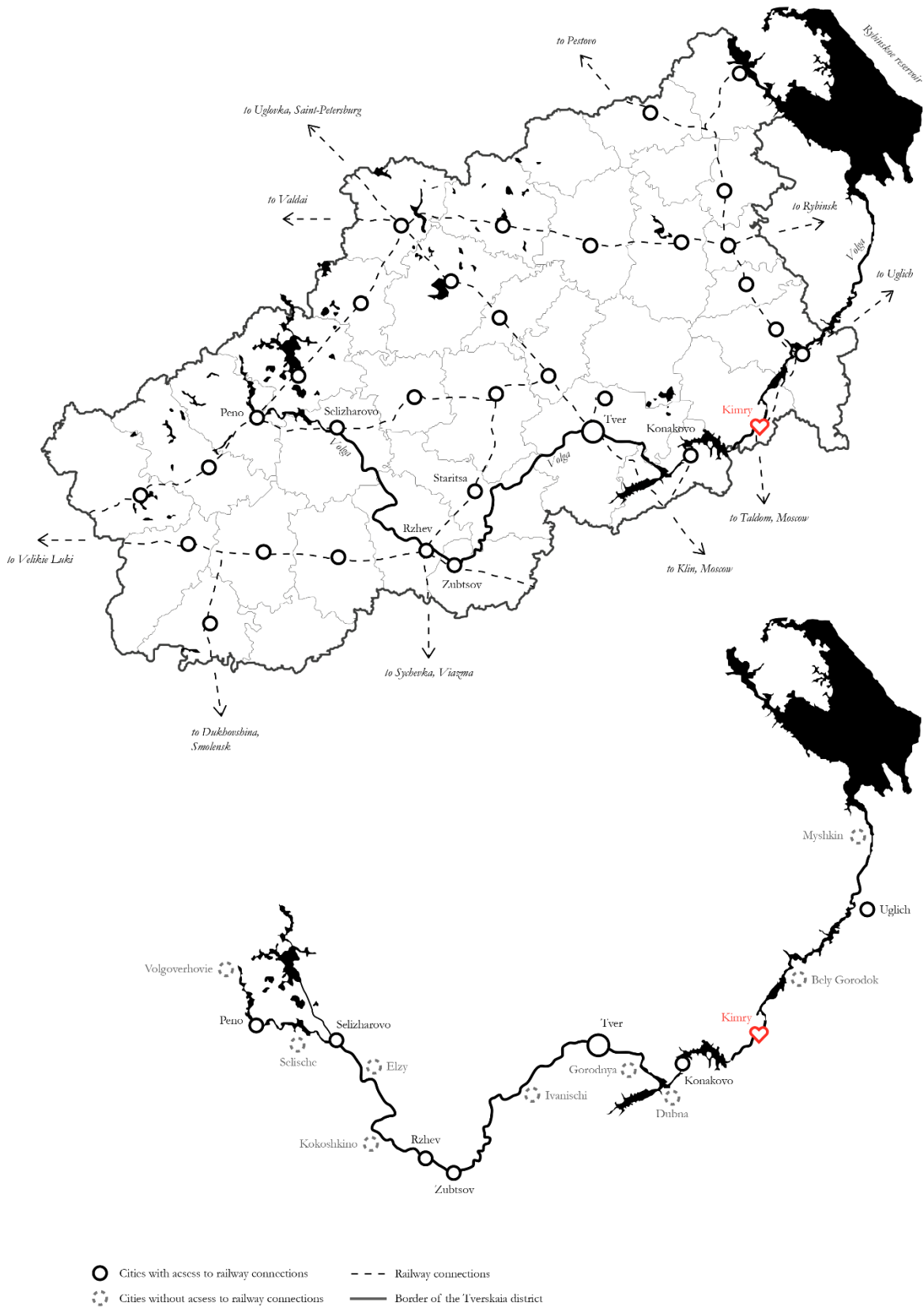
Even being fully aware of the existing heritage and having interest and motivation to explore it, reaching the destination can be complicated. Most popular solution is personal vehicle: most cities and villages can be reached by car. The comfort and cost of such a trip are debatable.

The railway system in upper Volga does not necessarily provide an easy way to reach minor settlements across Volga bank. Figure 23 shows the distribution of railways specifically in Tverskaia district and it is evident that some of the minor cities cannot be directly accessed via railway system.

The other aspect that can be taken into consideration is the inconsistency of the already existing routes: for example, the direction Moscow – Savelovo has regular trains several times a day. From Savelovo, two branches of rail lines continue further north (Savelovo – Kashin – Sonkovo – Vesnyegonsk) and northeast (Savelovo – Kalyazin – Uglich). Those two directions function only few days a week due to the low popularity of the route.

Page 30: Figure 23 shows the overall number of railway stations in Tverskaia district and the cities that do not have direct connection to the system.

Figure 23 Scheme of railway system in Tverskaia district, Wikipedia



1/5 Volga as a cure: the potential of water connection development

History of Volga shipping

After discussing relevant problems of heritage protection in Upper Volga region, it is only fair to ask oneself what kind of measures could potentially change current situation for the better?

As we mentioned in previous paragraphs, the continuity of Volga water way creates this great community of Volga cities that is culturally and socially diverse. The first large Volga settlement – the city of Rzhev – establishes the starting point of navigable water, that continues all the way down to the delta of the river in Astrakhan. Rzhev is located in approximately 150 km from the source, which essentially means that Volga provides a direct connection to the cities that are located more than 3000 km across the country. Ever since a large number of industrial plants have closed down due to the post-soviet economic crisis most local water transportation companies have ceased to exist as well, and the role of Volga as a socio-cultural artery has significantly weakened.

The steam ships had begun to cruise Volga long before the first railroad was built in Russian Empire in 1837. The first Volga shipping company “Steam Ship Society of the rivers Volga, Kama and Caspian Sea” was founded in 1823, although it fell apart several years later due to low funding.

In 1842 a group of traders from Saint Petersburg founded the company “Across Volga”. The first three ships – Volga, Hercules and Samson – were built in Rotterdam and then assembled in Russia.

The success of “Across Volga” inspired the foundation of a new shipping company “Mercury”, that carried both cargo and passengers. The first steamships did not provide any rooms for the clients, so the conditions of the journey were harsh: they were exposed to rain and the smoke from the ship’s pipes. Naturally this method of transportation was used mostly by lower class.

The need to improve passenger ships became prominent. In charge of the task stood an admiral of Russian Empire fleet Vladimir von Glasenal, who founded a company “Samolet” specifically for passenger transportation in Upper Volga region between the cities Tver, Rybinsk and Yaroslavl. The first three steam ships of the company were ordered from Belgium and delivered to Tver in 1854.

Mass production of passenger ships on Volga

The number of passenger steam ships grew progressively each year. The quality of client service also improved and the length of the routes increased. In 1857 steamships of “Samolet” company started cruising rivers Kama and Oka, tributaries of Volga, as well.

In the beginning of 1860-s the number of steamships of Volga basin was 220 units, of which 130 were owned by companies and the rest 90 were in private property.

In 1862 there were 42 passenger ships in total cruising Volga and Kama. “Samolet” company has established regular connection between Tver and Astrakhan. By 1865 there were already 120 ships. Interestingly enough, the active use of waterways considerably lowered the number of cases of banditry alongside Volga banks.

In the 1880-s the passenger river fleet continued to grow rapidly.

The technological development of 1890-s allowed to increase the quality of travelling along the rivers due to use of new materials: the hulls were built out of improved iron alloys, that were lighter and more resistant to damage.

The first passenger motor ships had appeared on Volga in 1911 and by the end of 1915 there were already 16 major passenger motor ships in Volga basin.

The particular feature of passenger shipping on Volga in Russian Empire was the lack of government financing. Unlike rail transport, the passenger fleet was exclusively sponsored by privately owned companies. In the period between 1884 and the revolution of 1917 the river passenger fleet managed to grow from 52 to 164 ships, including 31 motor ship. The progress stopped in the following years due to extreme political instability of the Civil War of 1917-1923.

Passenger river fleet in USSR

The growth of river fleet resumed in 1922. A small motorship was ordered from Finland for passenger transportation on river Neva.

In 1930 the first river bus was built, creating a new direction in short distance river transportation.

Between years 1931 and 1941 the passenger fleet experienced a period of active growth. New ships were primarily built at domestic wharfs.

The production of river fleet renewed shortly after the Second World war in 1947. A lot of new additions were made in the 1950-s, although the majority of new ships were imported from the wharfs in German Democratic Republic, Hungary and Czechoslovakia. The entirety of cruise river fleet that is in exploitation today had been built before the dissolution of Soviet Union in 1991.

Modern passenger motor ships of Volga

As mentioned before, all the functioning cruise ships on Volga had been built in Soviet Union. The existing hierarchy of the fleet is described through different “projects”, each of them related to particular series of produced ships.

Most of the ships functioning on Volga today were built between 1970-s and 1980-s: ships of projects 301 and 302 are passenger ships with four decks that can carry up to 360 passengers. Projects Q-040, Q-056 and Q-065 have three or four decks but carry up to 250 passengers due to smaller scale. All the ships of these series are named after Russian writers and artists.

Starting from 1991 the river fleet had not gotten any additions. All the motor ships cruising Volga nowadays were built 30-60 years ago, although they were modernized and undergo regular maintenance.⁷

Minor passenger ships of Volga

As mentioned above, Volga used to be navigable starting from Rzhev, which could be reached via hydrofoil ships up until 1982. Unfortunately, the regularly scheduled passenger shipping stopped in 1977 due to the shallowing of Volga in the area of Staritsa settlement. This drastic change was caused by the construction of Vazuzskoe water reservoir in Zubtsov.

Regular passenger transportation between Tver and Uglich also gradually ceased to exist in 1980-s. The main reason was the cancellation of travel subsidy, which made minor river fleet unprofitable. Nowadays passenger transportation on Volga exists only in a form of cruise trips executed by major motor ships.

Most of regular passenger transportation on local scale had been executed by minor hydrofoil ships. The peak of popularity of hydrofoil ship production could be pinned to the beginning of 1960-s when ships of this construction began to cruise all of the biggest rivers of Russia: Volga, Dnepr, Ob', Irtysh and Amur. In total the hydrofoil fleet consisted of 300 ships of the “Rocket” series, 400 ships of “Meteor” series, 100 ships of “Comet” series, 40 ships of “Belarus” series, 300 ships of the “Dawn” series, 100 ships of “Polesie” series and about 40 ships of “Kolkhida” and “Katran” series.

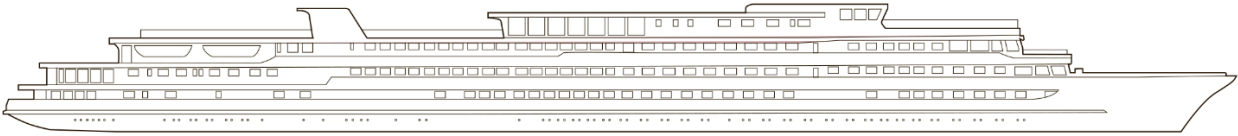
It is important to underline the cultural impact of hydrofoil ships on a regional scale: those small vessels allowed to explore previously inaccessible areas of the rivers in scope of one day. The short trips to picturesque locations via a “Rocket” became so popular, that it became a household name of a kind. Due to their distinctive appearance, “Rockets” are sometimes used as monuments in river cities.⁸

⁷ N.A. Efremov, V.I. Pospelov “Российский Регистр в истории отечественного судоходства: к 90-летию Русского Регистра” (“Russian Register in the history of national shipping: for 90th anniversary of Russian Register”), Moscow, 2003

⁸ I.I. Chernikov “Флот на реках” (“River fleet”), Polygon, Saint-Petersburg, 2003

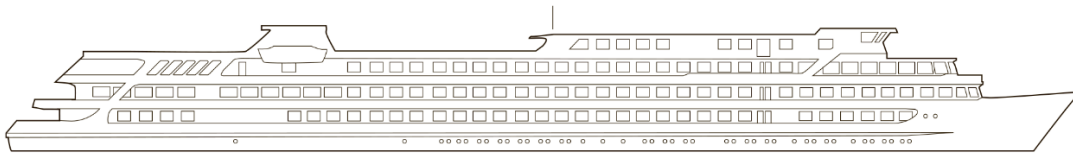
Motor ships

project 92-016
«Felix Dzerzhinsky»



years of construction: 1978
passenger capacity: 339 pass.
parameters: 135,7/16,8/2,83 m

project Q-056
«Anton Chekov»



years of construction: 1978
passenger capacity: 125 pass.
parameters: 115,6/16,5/2,8 m

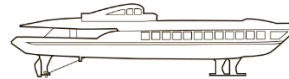
Hydrofoil ships

type
«Meteor-197»



years of construction: 1960
passenger capacity: 78 pass.
parameters: 34,6/9,5/6,8 m

type
«Rocket-234»



years of construction: 1959-1976
passenger capacity: 64 pass.
parameters: 27/5/4,5 m

Figure 24 Comparison of major motor ships and hydrofoil ships in size and passenger capacity

Water tourism in Upper Volga today

The most relevant problem in Volga passenger shipping today is that it seems to be represented by cruise ships alone. The industry is dominated by several companies that execute long distance routes which is a great way to get a general overview of major Volga cities, but bypasses a lot of minor historical cities.

Figure 25 shows the distribution of Volga cities where cruise ships make stops nowadays.

It is evident from the scheme that Tverskaia district has the most numbers of cities and settlements unrepresented during the cruise trips.

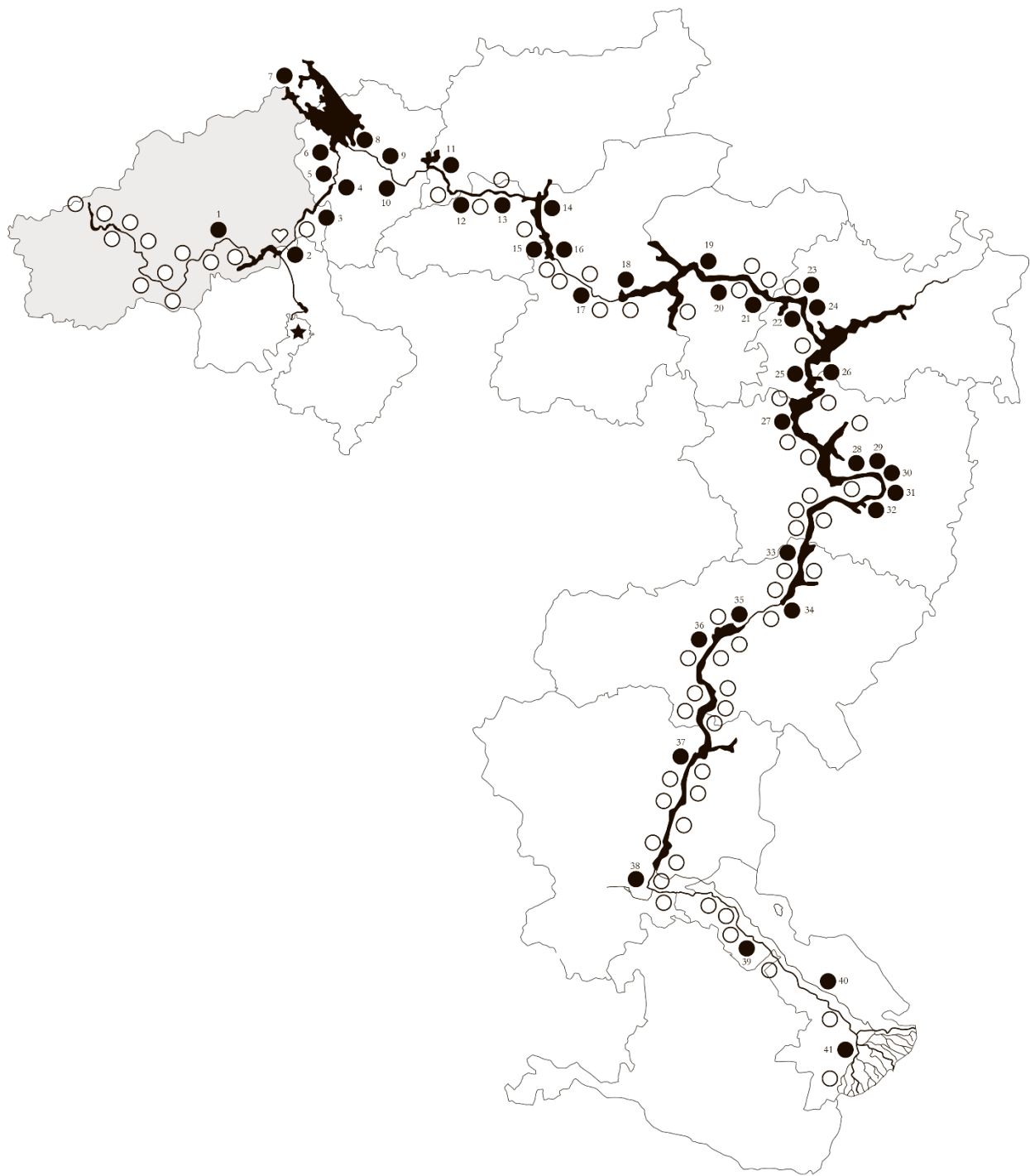
In present time Volga still plays a major role in transportation, primarily of building materials and fuel. At the same time, the passenger fleet was mostly taken out of exploitation in the 1990-s following the collapse of the Soviet Union.

The presence of major cruise ships allows taking long trips across the country, but the lack of minor ships presents a great problem.

As mentioned above, it has not however always been the case: in Soviet period Volga had an established network of minor hydrofoil ships executing short distance passenger trips on a district level with a regular schedule. This is also the reason why most cities and settlements have functioning piers, as Table 1 shows. The current problem is that since the passenger transits on Volga stopped a lot of those passenger piers went out of order due to the lack of exploitation and maintenance. This is, unfortunately, also the case for Kimry.

On page 44: Figure 25 Volga cities and settlements on the routes of Volga cruise ships (source to mouth, as of 2019):

- | | | |
|---------------|---------------------|--------------------|
| 1) Tver | 15) Chkalovsk | 29) Shiriaevo |
| 2) Dubna | 16) Gorodetz | 30) Volzhsky Uties |
| 3) Kalyazin | 17) Nizhny Novgorod | 31) Samara |
| 4) Uglich | 18) Makarievo | 32) Vinnovka |
| 5) Myshkin | 19) Kosmodemiansk | 33) Khvalynsk |
| 6) Koprino | 20) Cheboksary | 34) Balakovo |
| 7) Vesiegonsk | 21) Maryinsky Posad | 35) Usovka |
| 8) Rybinsk | 22) Kozlovka | 36) Saratov |
| 9) Tutaev | 23) Sviyazhsk | 37) Kamyshin |
| 10) Yaroslavl | 24) Kazan | 38) Volgograd |
| 11) Kostroma | 25) Tetiushi | 39) Nikolskoe |
| 12) Pleos | 26) Bolgar | 40) Akhtuba |
| 13) Kineshma | 27) Ulianovsk | 41) Astrakhan |
| 14) Yurievetz | 28) Togliatti | |



- ★ Moscow
- ♡ Kimry
- Stops of the major cruise ships
- Other cities and settlements

- District borders
- Tverskaia district

Connection to the capital: the Moscow Canal

The construction of Moscow-Volga canal in 1932-1938 is considered one of the biggest achievements of Soviet hydroengineering. The waterway of the canal has approximately 128 km length and starts 8 kilometers above the influx of river Dubna into Volga, where the Ivankov hydro-electric site is situated, ending in Moscow. About 19,4 km of the canal pass through the areas of water reservoirs and the rest 108,6 consist of artificial riverbeds.⁹ There were about 240 structural elements built as a part of Moscow canal complex including 11 dams, 5 pumping stations, 8 hydroelectric power plants, 8 emergency gates, 17 water collection tanks, 14 ferry crossings, 14 ports and piers, 10 navigation locks and other.

The construction of the canal effectively joined Moscow to the waterway system of Soviet Union earning the city a title of “The Port of Five Seas” (Black, White, Baltic, Caspian and Azovskoe seas), but also solved an important issue of the city water supply forming several water reservoirs in vicinity of the capital.

A lot of the complex objects are valuable examples of an architectural style known as ‘Stalin Empire’ characterized by their neo-classical features. An individual design project was developed for each of the navigation locks. A beautiful building of the Northern River Port designed by architects A. M. Rukhlyadev and V. F. Krinsky signifies at the start of the waterway.

While the complex of Moscow canal is an important monument of architectural heritage it has a controversial history since the majority of the construction works were executed by the prisoners of Dmitrov Correctional facility or ‘Dmitlag’ – one of the biggest instances of GULAG system. According to Dmitlag registers the number of inmates who died during the period of canal construction between September 14th of 1932 and January 31st of 1938 is 22 842 people. While V.S. Barkovsky, the author of a Moscow-Volgostroy anthology, based on the stories of witnesses, the number of deaths varies between 0,7 and 1,5 million people.¹⁰

The tragedy that lies in the story of the canal does not cancel out the fact that the canal was a major communication line between Moscow and the waterway system of European part of Russia. In Soviet period a large number of minor hydrofoil ships of the “Rocket” type were sailing the canal, as well as major motorships. Nowadays all the passenger transportation is represented by major motor ships only with three or four decks that provide three-day trips to Uglich or to Tver. The long-distance routes can reach Saint-Petersburg, Solovetsky islands, Ufa and other major cities.

The geographic location of Kimry city which is in about 30 kilometers to the North from the Moscow canal and Volga joining point means a lot of potential for recreational tourism in the area given that Moscow is by far the biggest city in Russian Federation with a large percentage of population actively seeking new opportunities for recreation and leisure. Especially considering the tendencies of recent years when the restrictions of COVID-19 epidemic often prevent people from going abroad to spend their holidays.

However, in recent years a lot of Moscow canal objects are going through major restoration and are returning to working condition. For example, in July 2020 navigation between floodgates №7 and №8 had been effectively restored after a series of maintenance works.

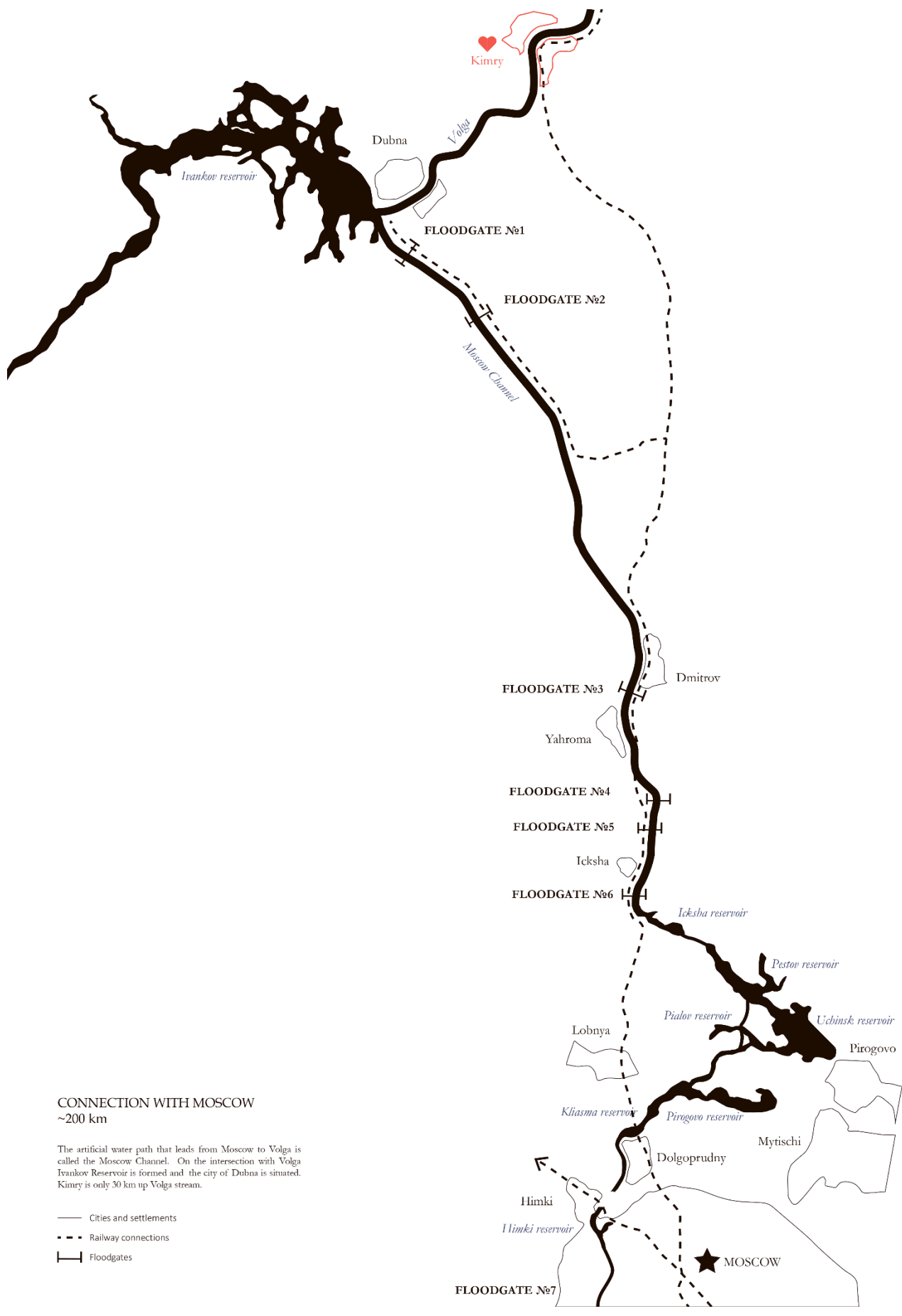
⁹ S.V. Sobol “Канал имени Москвы: обзор с историческим экскурсом к 80-летию ввода в эксплуатацию” (Moscow canal: a historic review for the 80-year anniversary of entry into service), Privolzhsky Science Issue, 2017, №02, pp. 240-243

¹⁰ V.S. Barkovsky “Тайны Москва-Волгостроя”: Сборник рассказов по истории строительства канала им. Москвы (The mysteries of Moscow-Volgostroy: the anthology of Moscow canal construction), Moscow, 2007

Re-introduction of minor ship routes on Moscow canal can have many advantages for the development of tourism in Tverskaia district in general and in Kimry in particular.



Figure 26 Poster "Red Army soldier! Hard work will melt your sentence!" Dmitlag typography, 1937



CONNECTION WITH MOSCOW
~200 km

The artificial water path that leads from Moscow to Volga is called the Moscow Channel. On the intersection with Volga Frankov Reservoir is formed and the city of Dubna is situated. Kimry is only 30 km up Volga stream.

- Cities and settlements
- - - Railway connections
- |— Floodgates

Floodgate 1_Dubna



Floodgate 2



Floodgate 3_Yakhroma



Floodgate 4_Dedenyovo



Floodgate 5_Iksha



Floodgate 6



Floodgate 7_Tushino



Floodgate 8



Floodgate 9



Sculpture 'Sport' in Orevo settlement

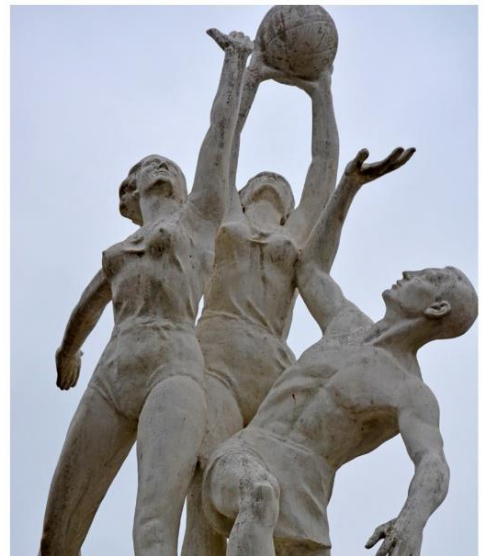


Figure 27 Views of Moscow canal
Photos from Cruizinform

Possibilities of Volga navigation

It is interesting to notice that the city of Kimry lies close to the intersection of three important water navigation routes. Figure 27 shows those three directions meeting in Dubna city. However, Dubna is an industrial settlement, which makes Kimry the closest historical city in the proximity of the intersection.

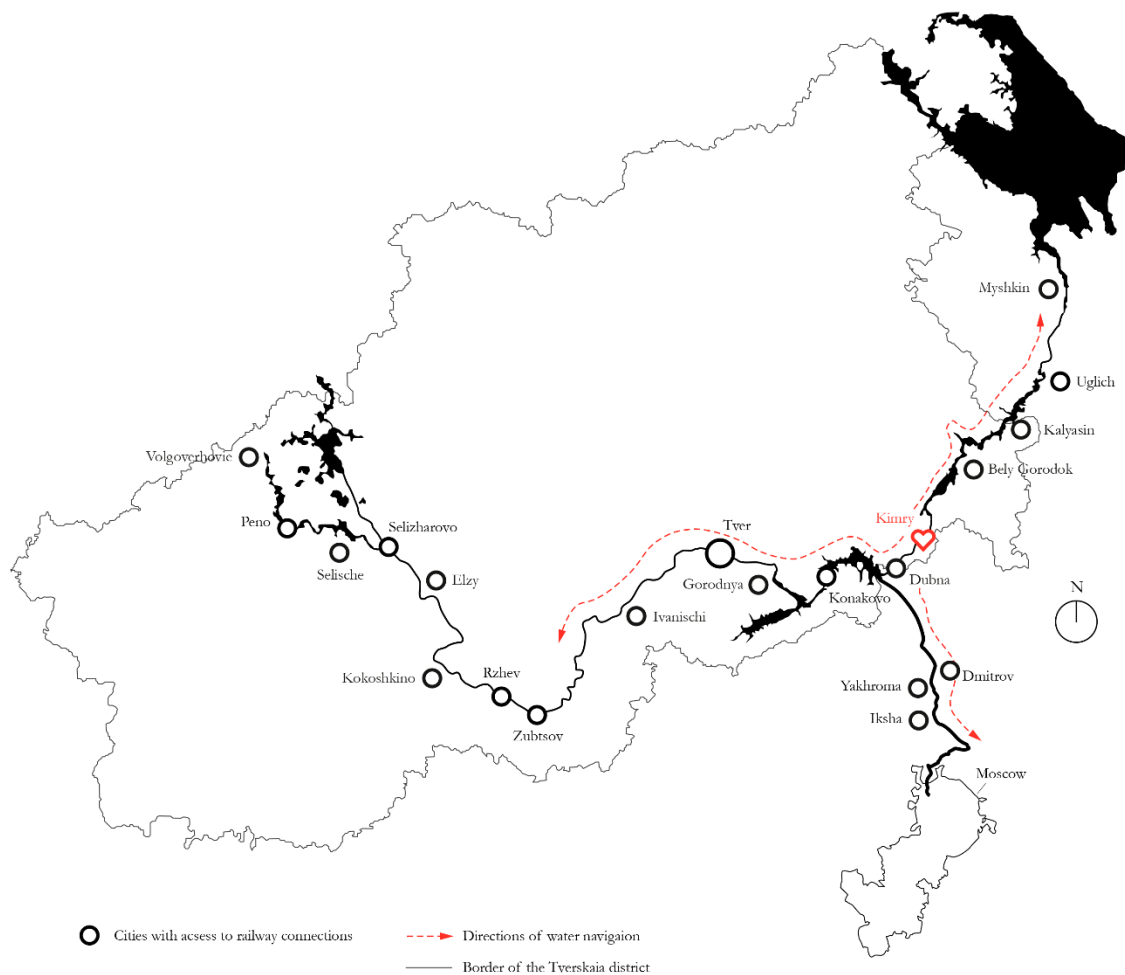


Figure 28 Directions of water navigation accessible from Kimry port

There are three possible directions of water navigation accessible from Kimry port:

1. North-East direction: Dubna to Rybinsk
2. South direction: Dubna to Rzhev
3. South-West direction: Moscow to Dubna

A lot of minor historical cities are bypassed by current cruise routes, including Kimry. There are also other settlements like Kadnikovo, Bely Gorodok, Kalinov Ruchei, and others that exhibit rural architecture, local churches, soviet heritage, natural resorts and camping sites.

The main reasons behind the abandoned state of heritage sites in minor historical cities of Upper Volga region can be summarized as such:

1. The significant losses of monuments during an anti-religious campaign of 1930-s;
2. The flooding of monuments caused by the erection of Volga-Kama hydroelectric power cascade;
3. The economic stagnation of the region;
4. The underdeveloped system of railway connections
5. The disappearance of regular passenger communication across the Volga river

The importance of Volga river can be traced in case of every single one of these aspects. The improvement of use of Volga as a route has the potential to expose previously inaccessible locations, to establish a strong communication line between historical cities. It can also provide a significant influx of tourism coming from Moscow and Moscovskaia district.

In order to conclude the part of the work dedicated to Volga I would like to quote certain articles that make interesting points about navigation of the river today.

One of them is an interview of a director Vladimir Samartzev published in the weekly issue of Middle Volga newspaper on July 24th, 2019 and titled “Volga river without the ships is no longer alive”:

“Nowadays you could sit at the Volga bank for quite a while before you notice a passenger ship pass, or a barge, or a small boat. Some blame Volga’s shallow waters in recent years, some – the run-down fleet, some would mention the fuel cost. This way or the other, today you wouldn’t exactly describe Volga as ‘hardworking’...”

“There is such thing as profitability... For example, on Mississippi river the ships are able to cruise during all seasons, but Volga and most Russian rivers are only navigable for six month each year at maximum. The rest of the year one has to store ships, pay the captain and crew to keep them around. Naturally you would wait for the business to payback for years. In Soviet years the diesel fuel had costed mere coins hence the hydrofoil ships were so popular: while consuming a lot of fuel they have a great advantage of speed. <...> Nowadays the economic situation had changed and all vessels are privatized. The desirable Volga vacation is an expensive treat.”

“I recently took a cruise trip on Volga and Kama and was unpleasantly surprised by the short stops that were just four-three hours long. Why so? Turns out the cost of docks utilization, especially private ones, had grown in figures.”

“Of course, there will be motor ships on Volga, hopefully not only the ones built in the 1970-s <...> Without ships Volga no longer lives.” (translation by author)

In this interview the author is frustrated by the unrealized potential of Volga as a communication line. The existing touristic routes provided by Volga shipping companies do unfortunately are not designed for prolonged stay on every stop, making visits to historical cities superficial and unfulfilling, especially in the eyes of a local citizen.

Another interview titled “Volga is a free road, but an abandoned one” that I found insightful was published in “Weekly newspaper of Saratov” on May 3rd in 2017 where an author Anatoly Stepanenko talks about current realities of Volga navigation.

Answering a question of why is there way fewer ships on Volga than 30 years ago, the author says:

“Volga is a free road, which you don’t even have to maintain <...> But it has been forgotten and some obstacles are in the way: the fuel is expensive, shipping companies are heavily taxed. <...> Passing a floodgate would cost you about 50-100 thousand rubbles. Meanwhile the captain’s salary is about 20-30 thousand. This is why we don’t use Volga anymore <...> Shipping may be developed, but for that some key points.” (translation by author)

Anatoly Stepanenko defines ‘key point’ as a place with touristic integrity; the interview focuses on issues of Saratovskaia district, which lays way further to the south, but Tverskaia district, where the city of Kimry is situated, faced similar problems: a lot of potential ‘key points’ are either abandoned monuments or not easily accessible due to the condition of piers (which is exactly the case for Kimry).

Even though navigation via minor ships seems to have its economic drawbacks, the reestablishment of Volga as a great road between historical cities has a lot of potential.

The following chapter explores the city of Kimry in more detail in order to establish challenges of heritage enhancement and preservation on the local scale.

Notes.

¹ See Ch.2, pt.1, The history of Kimry

² O.B. Leontieva, Ya.M. Tsyganova, “Volga region in the “imaginative cartography” of Russian society in the 19th – the early 20th centuries”

³ N.M. Karamzin, “История государства Российского” (“History of Russian State”), 5th edition, vol. VI, VII, VIII, Kniga, 1989

⁴ I.I. Rutzinskaia, “Образы поволжских городов в региональных путеводителях второй половины XIX – начала XX вв.: особенности саморепрезентации” (“The images of cities of Povolzh’e in regional guides of the end of XIX – beginning of XX cc.: particularities of representation”), *Gorod I vremia*, vol. 1, Samara: Kniga, 2012, pp. 157 – 162

⁵ Aleksandr Kan «Godless Utopia». How Soviet Union battled religion. December 18th, 2019 for BBC1 NEWS

⁶ N. I. Grigulevich “Малые города Верхней Волги: история, экология, современность” (“Minor cities of Upper Volga: history, ecology and reality today”), MGU, 2015

⁷ N.A. Efremov, V.I. Pospelov “Российский Регистр в истории отечественного судоходства: к 90-летию Русского Регистра” (“Russian Register in the history of national shipping: for 90th anniversary of Russian Register”), Moscow, 2003

⁸ I.I. Chernikov “Флот на реках” (“River fleet”), Polygon, Saint-Petersburg, 2003

⁹ S.V. Sobol “Канал имени Москвы: обзор с историческим экскурсом к 80-летию ввода в эксплуатацию” (Moscow canal: a historic review for the 80-year anniversary of entry into service”), *Privolzhsky Science Issue*, 2017, №02, pp. 240-243

¹⁰ V.S. Barkovsky “Тайны Москва-Волгостроя”: Сборник рассказов по истории строительства канала им. Москвы (The mysteries of Moscow-Volgostroy: the anthology of Moscow canal construction), Moscow, 2007

Chapter 2_the city.

2/1 History of Kimry

Kimry is a minor city in Tverskaia district of Russian Federation. It is situated on the banks of Volga river at the influx of river Kimrka with current population of 45 504 citizens. Kimry can be identified as a city port of Volga with a conjoined large ship building facility in Bely Gorodok city 15 kilometers down the river flow. Nowadays there are both shipbuilding and transit piers in Kimry.

The city is divided by Volga into two parts: the neighborhood of the right bank of Volga hosts most of the production facilities and Soviet residential blocks, while the historical center is situated on the left bank.

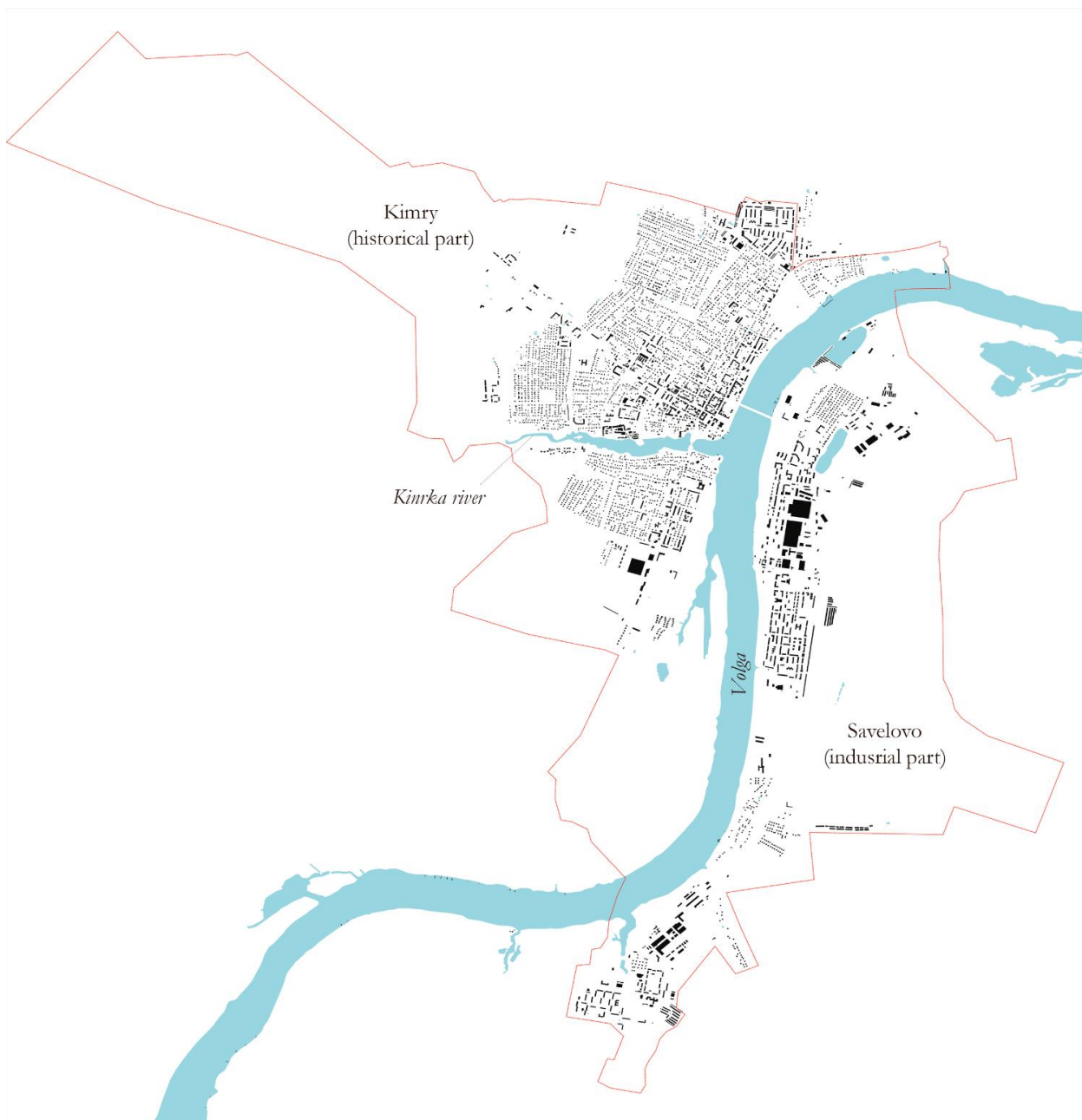


Figure 29 Plan of contemporary Kimry

Before the revolution

Kimry officially acquired the status of a city in 1917. The title “Kimry” was first mentioned in a Charter of Ivan the Terrible in 1546. At that point Kimry was a large trade center and a transition point of multiple merchant routes along Volga river. Kimry markets traded in bread, cattle, leather and salt and made major shipments to Moscow.

The reason why this historical settlement officially became city only at the beginning of XX century turns out to be mostly practical: the owners of private businesses insisted on maintaining “selo”, or “place” status was to avoid the strict rules of taxation.¹¹

In the beginning of XVII century Kimry leaned into shoe production business due to regular supply of leather. Geographical closeness to Moscow guaranteed a sustainable market for local craftsmen.

In the first half of XVIII century in the era of Peter the I reformations Kimry has become an official supplier of Russian army, which gave the town an advantage of relative economic stability in years of war which was a regular occurrence at the time.

By the middle of XIX century Kimry of amongst several settlements famous for its economic power. At the same time it remained self-indentured to its legal owner which made it necessary to make a formal petition to the land owner for every type of economic activity. However, the situation changed in 1846 when the residents of Kimry joined efforts to buy the town out of selfdom. The permission was granted and after a payment of 495 000 silver rubbles Kimry became an independent merchant town 15 years before Russian government official selfdom ban.

The new found freedom has launched the economic growth with unprecedented power and in 1862 Kimry began to export footwear abroad in addition to dealing across the country. In 1871 a first bank had opened in Kimry in order to financially manage local production.

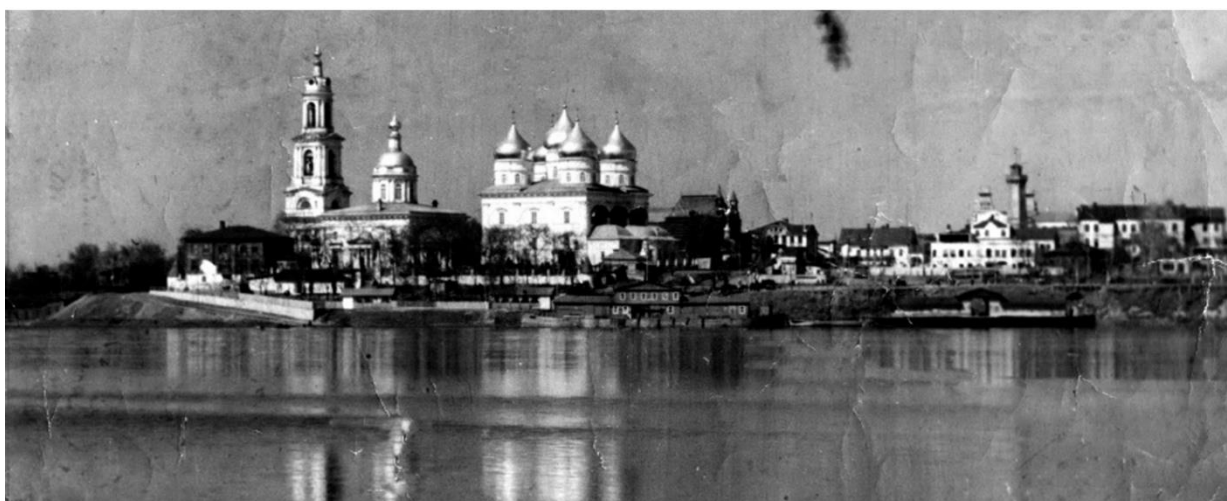
By the end of XIX century Kimry was one of the richest towns of Tver area. With its population of 9800 it had over a hundred mason and brick buildings, which was very unusual for small settlements.

Building of Merchant Rows represents this period of economic thriving and independence.

¹¹ The three main types of settlements in Russian Empire before revolution of 1917 were “village”, “selo”, and “city”. The difference between last two lays mostly in size and official status; village only could become a “selo” if there was a church with a local parish



View of “Kimry” settlement, middle of XVIII cent.



View of Pokrovsky Cathedral in Kimry, 1910



Views of Merchant square in Kimry, 1910

Figure 30 “Kimry Settlement in 1772” engraving by A. Grekov, copy owned by the Kimry local museum

Soviet period

After the Revolution of 1917 and the following years of Civil War (1917-1922) Kimry had quickly reestablished its economic influence taking full advantage of the New Economic Policy, or NEP, that was adopted by the Bolshevik government in the course of the 10th Congress of the All-Russian Communist Party (March 1921). The NEP partially revoked the complete nationalization of property leaning towards a more market-oriented economic system helping to recover the economy of the country which had suffered greatly since 1915. It had allowed private persons the ownership of small and medium sized businesses while the state kept control over major production industry, banks and foreign trade. Other policies included monetary reform (1922–1924) and the attraction of foreign capital. The NEP was abruptly revoked in 1928 by Joseph Stalin, but in his short period of time a new class of economic influence was created referred to as “NEPmen”.

During the years of New Economic Policy Kimry city had experienced a period of intense economic growth, which is evident through the number of wooden houses built in those years by owners of private business. Those houses stand out due to their intricate decorations of wooden carvings and complicated special designs resembling those of international art nouveau movement in architecture. Those buildings are nowadays recognized as symbols of the city.

A series of unfortunate events followed this era of prosperity. In 1930-s Kimry had suffered great losses during the anti-religious campaign: in 1931 the Ioann Predtechi church was taken apart, in 1933 the Grieving church was blown up; the main churches of the city, the Church of the Holy Trinity and the Pokrovsky Cathedral were destroyed in 1936. The majority of the priests were executed and the interior furnishings were stolen or sold out.

Nevertheless, the city was still growing while new production plans were opened on both sides of Volga: more traditional shoe-making and textile factories on the historical left bank, and machine-tool plants on the right bank. In 1937 the factory on the right bank started producing floatplanes.

After the Second World War the industrial production increased. The machine-tool plant that returned from evacuation had become the core of the new residential building on the right bank of Volga, which eventually got the title of Savelovo. Several wood production plants were opened.

In 1978 a bridge across Volga was built stabilizing the connection between two parts of the city; five years later a bridge across Kimrka was opened.

In the beginning of 1990-s the citizens of Kimry were able to reopen the surviving churches that had hosted various economic facilities.

Modern history

In the years of “Perestroyka” or “Reconstruction” that followed the collapse of Soviet Union Kimry had suffered a period of decline. The production had ceased, average living standard lowered and the unemployment rates had grown. The negative consequences of economic stagnation are visible through demographic statistics.

In years 2005 to 2007 the Kimry bridge went through a major reconstruction and consequently was closed for two years, which also impacted the growing isolation of the historic part of the city.

Nowadays the city administration aims to develop the touristic potential of the city.

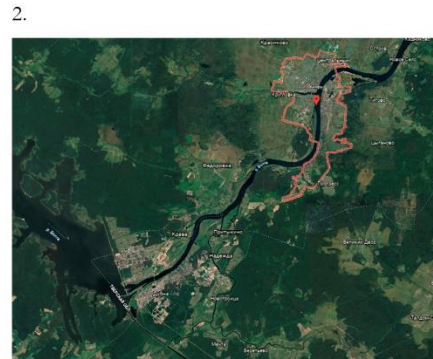
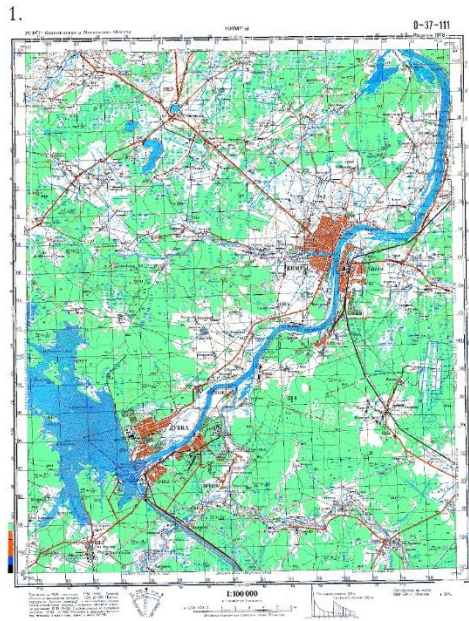


Figure 31 Reference materials:

1. Topography map of Dubna and Kimry, 1944
2. Google Earth screenshot, 2015
3. Plan of Kimry settlement, 1877 in ownership of Kimry Local Museum

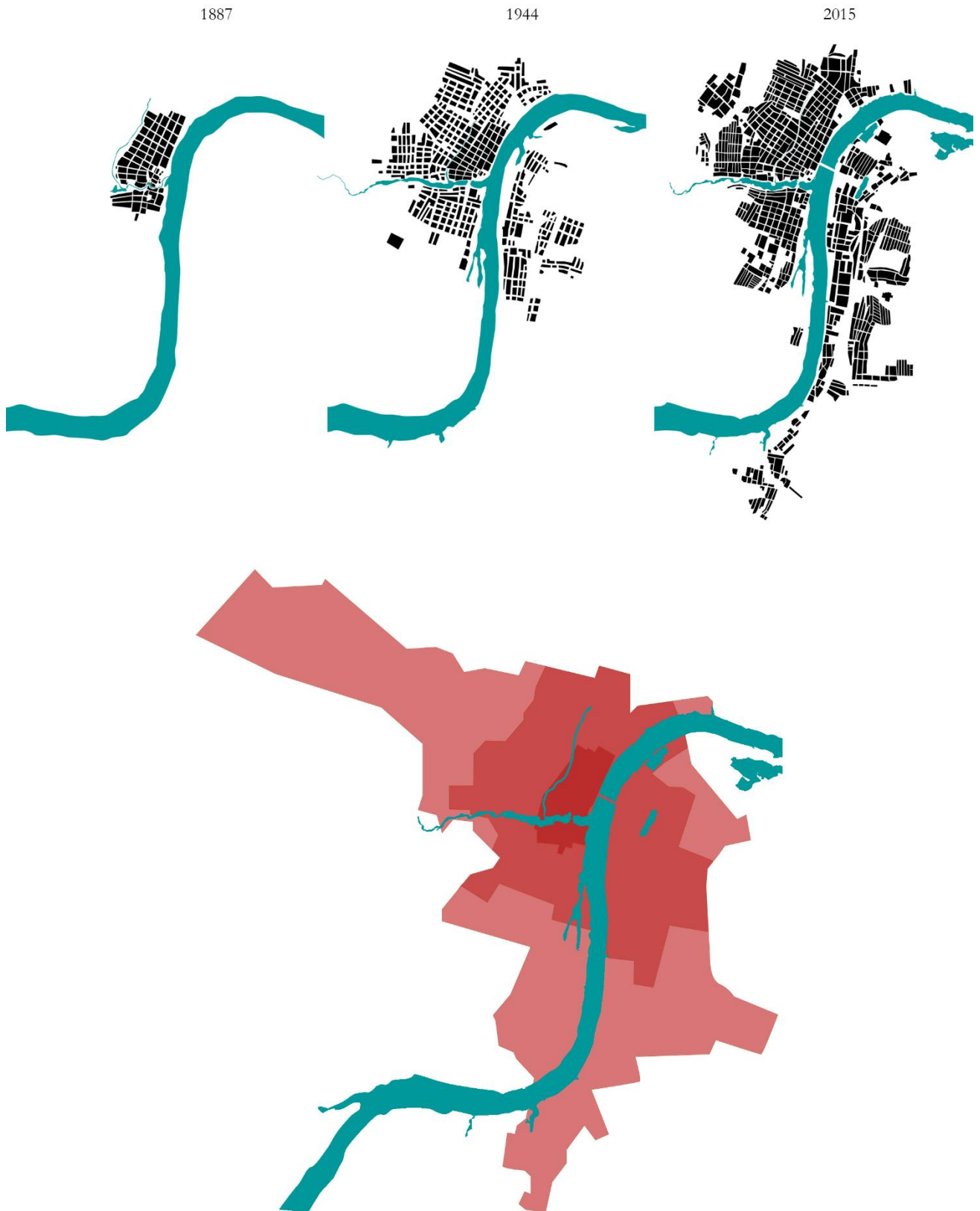


Figure 32 Scheme of Kimry urban growth comparing the outlines of 1877, 1944 and 2015

Social characteristics of Kimry

Current population of Kimry consists of 42 301 citizens as of 2021¹². The number has been steadily declining over the last two decades due to several reasons, including low birth rates, high mortality rates and migration. The high mobility of population correlates to recent decline of local industry and the shut-down of major production plants in peripheral areas of Tverskaia district. There is also an increasing growth of motivation to leave amongst younger generation in order to seek out study and job opportunities in bigger cities like Tver, Saint-Petersburg or Moscow.¹³ In this case high mobility of the population has negative influence on quality of life in peripheral cities causing a demographic decline.

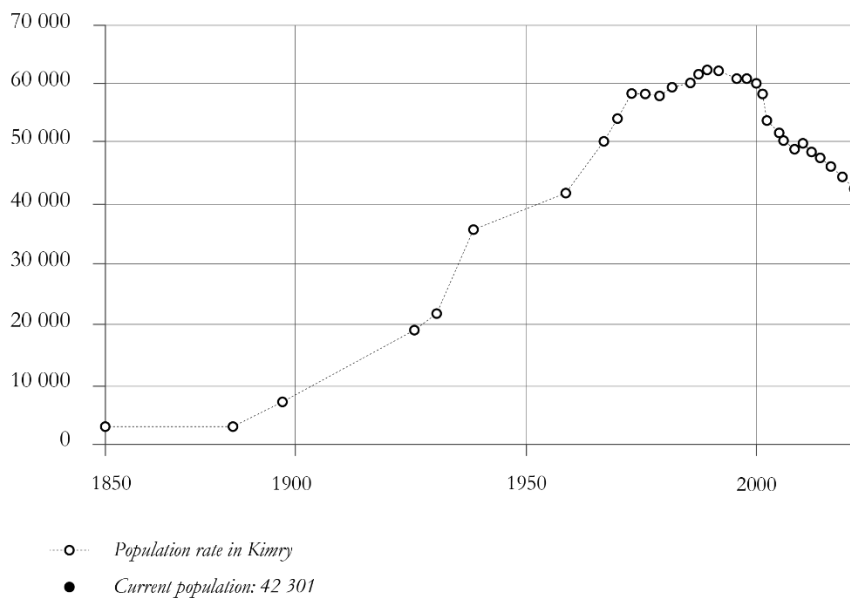


Figure 33 Change of population rates in Kimry city between years 1850 and 2020

¹² According to Wikipedia

¹³ According to an article by I.P. Smirnov, D.M. Vinogradov "Territorial mobility as a qualitative characteristic of the population of the Tver region, Vestnik TvGU. Series 'Geography and Geology' №4, Tver State University, Tver, 2017

Another aspect that impacts population decline in Kimry is its negative portrayal in media. Unfortunately in the modern days Kimry known in media mostly due to several notorious court cases including corrupt politicians withholding the city funds. In year 2004 in the process of elections for city Principal Maxim Litvinov won by a majority of votes. In 2009 he was running for the second five-year term and also won, effectively staying in this position until 2014. However, in recent years a number of corruption cases had been exposed. Starting from 2020 Maxim Letvinov is serving a ten-year sentence in a place of detention for exploitation of administrative funds.

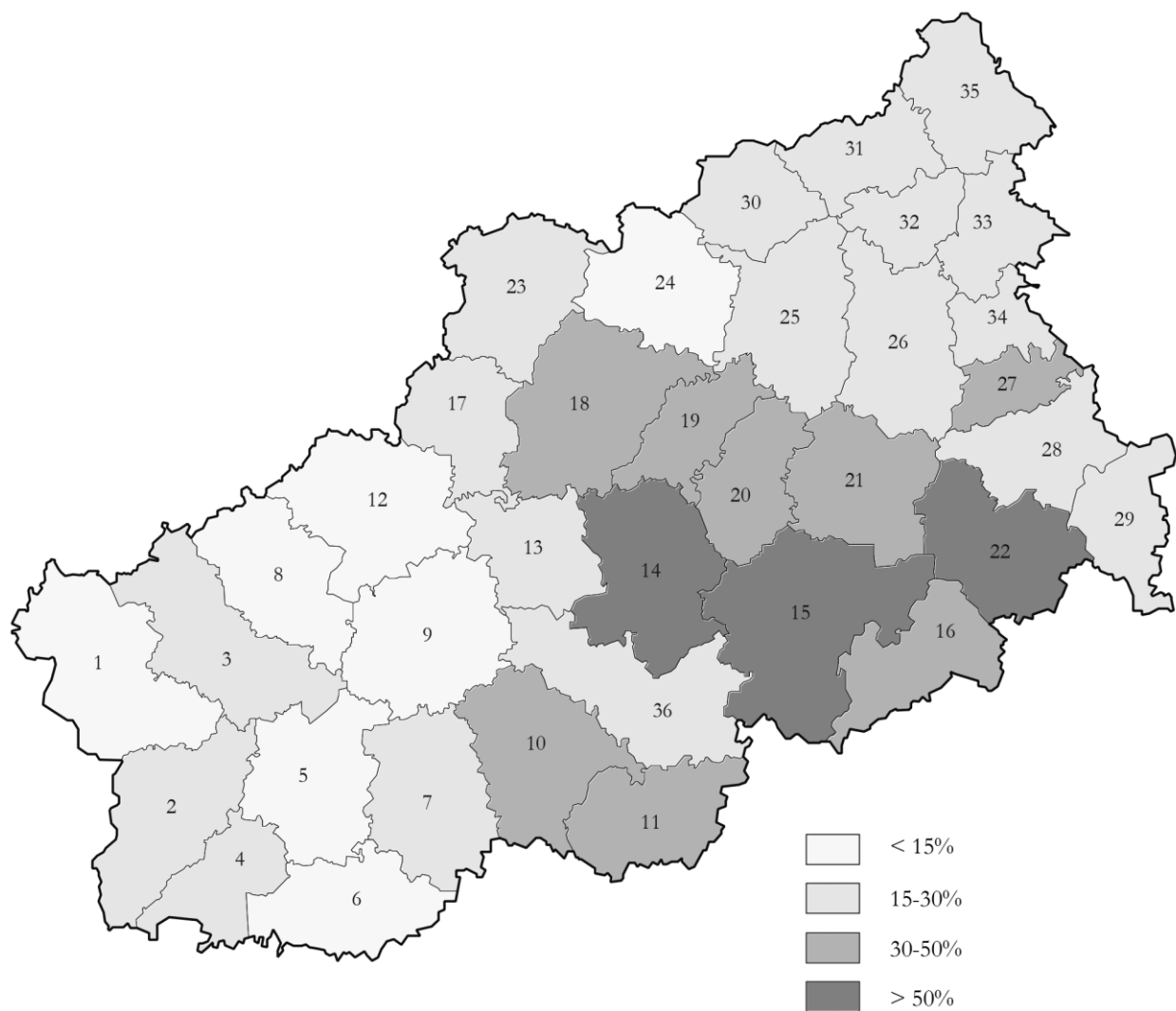
This story was actively exposed in media during the eight month when the trial took place. Unfortunately this kind of reputation can make stakeholders more hesitant to invest into development of local businesses. This is also the reason why restoring a positive image of the city in mass media is an important task: the city should be known for its unique cultural features and not for its unfortunate political history.

Economic characteristics of Kimry

Kimry has about 48 production plants in different industrial fields, most of which are situated on the right bank of Volga in Savelovo. They include several enterprises of manufacturing industry (machines and equipment for manufacturing industry), timber industry (furniture), as well as production of shoes, clothing, and food. The largest one, Savelovo Engineering Plant SMZ is inactive at the moment. Since the city suffered an economic decline in the 90s, number of working opportunities has seized, causing massive outflow of population which consequently led to a lot of elements of civil infrastructure in the area to disappear including schools, hospitals and other. Figure 30 on page 64 shows, that Kimrsky region has one of the highest percentages of citizens whose workplace is situated outside of the city itself.

According to General plan of Kimry city of 2012 the economic policy of the city has shifted in the direction of development of touristic infrastructure, which became one of prioritized areas of budget distribution in recent years.¹⁴

¹⁴ According to an article by I.P. Smirnov, D.M. Vinogradov "Territorial mobility as a qualitative characteristic of the population of the Tver region, Vestnik TvGU. Series 'Geography and Geology' №4, Tver State University, Tver, 2017



- | | | | |
|-------------------|--------------------|--------------------|-------------------|
| 1. Toropezky | 10. Rzhevsky | 19. Spirovsky | 28. Kashinsky |
| 2. Zapadnodvinsky | 11. Zubtsovsky | 20. Likhoslavlsky | 29. Kalyazinsky |
| 3. Andreapolsky | 12. Ostashkovsky | 21. Rameshkovsky | 30. Lesnoy |
| 4. Zharkovsky | 13. Kuvshinovsky | 22. Kimrsky | 31. Sandovsky |
| 5. Nelidovsky | 14. Torzhkovsky | 23. Bologovsky | 32. Molokovsky |
| 6. Belsky | 15. Kalininsky | 24. Udomelsky | 33. Krasnoholmsky |
| 7. Oleninsky | 16. Konakovsky | 25. Maksatihinsky | 34. Sonkovsky |
| 8. Penovsky | 17. Firovsky | 26. Bezhetsky | 35. Vesjegonsky |
| 9. Selozharovsky | 18. Vyshnevolotsky | 27. Kesovogorsky | 36. Staritsky |

Figure 34 Percentage of persons whose place of occupation differs from their place of residence in the municipalities of Tverskaia district

Transportation

A railway connecting Moscow with Kashin and further with Sonkovo and Saint-Petersburg passes Kimry. There is a regular suburban passenger traffic between Moscow and Savyolovo, and a regular infrequent traffic between Savyolovo and Kashin. Savyolovo railway station is the northern terminus of the Savyolovsky suburban railway line.

Paved roads connect Kimry with Tver, Taldom, Kashin, and Kalyazin.

Although the town is served by a small airport, there are no passenger flights.

The Volga is navigable, but there is no passenger navigation.

The regular bus routes are rare and have unreliable schedule.

Undeveloped system of passenger transportation often forces people to move out of peripheral cities since they are simply unable to commute.¹⁵

Cultural characteristics of Kimry

Kimry is famous for hosting an annual festival of historical reconstruction called “Bylinny bereg” which can be roughly translated as “The banks of ancient times”. This event is focused largely on the medieval period of Russian history, also emphasizing the role of Volga Merchant path history, gathering enthusiasts from across the country for several weeks. A lot of attendees face problems finding housing for the period of their stay, which is one of the reasons the city is focusing largely on the development of touristic infrastructure in recent years.

Kimry has an authentic artistic scene with exhibitions hosted mostly in the Kimry House of folk art and the Kimry local museum.

There are several local organizations focused on protection and development of Kimry architectural heritage. For example, an independent fund “Tom Sawyer Fest” consists of regular citizens who volunteer to restore abandoned or decaying private wooden houses built in the first half of XX century during the New Economic Policy Era. Another independent organization, “Tverskie Svody” or the “Vaults of Tver” are gathering information about abandoned monuments collecting a data base for potential restoration projects.

¹⁵ According to an article by I.P. Smirnov, D.M. Vinogradov “Territorial mobility as a qualitative characteristic of the population of the Tver region, Vestnik TvGU. Series ‘Geography and Geology’ №4, Tver State University, Tver, 2017



Figure 35 Scheme of touristic infrastructure of Kimry according to the Kimry Guidebook

1. The Kimry office of travelling and excursions, Uritskoro, 6

Hotels:

- 2. "Seagull", Fedeeva embankment 1/1
- 3. "Two captains", Krasnaya Gorka 11
- 4. "Berezka", 50 years of VLKSM 21
- 5. "Savna", Chapaev st 5

Museums, galleries, theaters:

- 6. Kimry Local Museum, Kirova st 8/13
- 7. Exhibition center Kommunist st 8
- 8. Exhibition center and Local Crafts House, Kirova st 19
- 9. Theater of Drama and Comedy, Oktiabrskaja sq 2

Cafés and Restaurants:

- 10. "Volzhianka", Chapaeva st 5
- 11. "Kalina", Uritskogo st 14b
- 12. "Prestige", Uritskogo st 27a
- 13. "Stary gorod" Volodarskogo st 9
- 14. "Prichal" Troitskaia 2

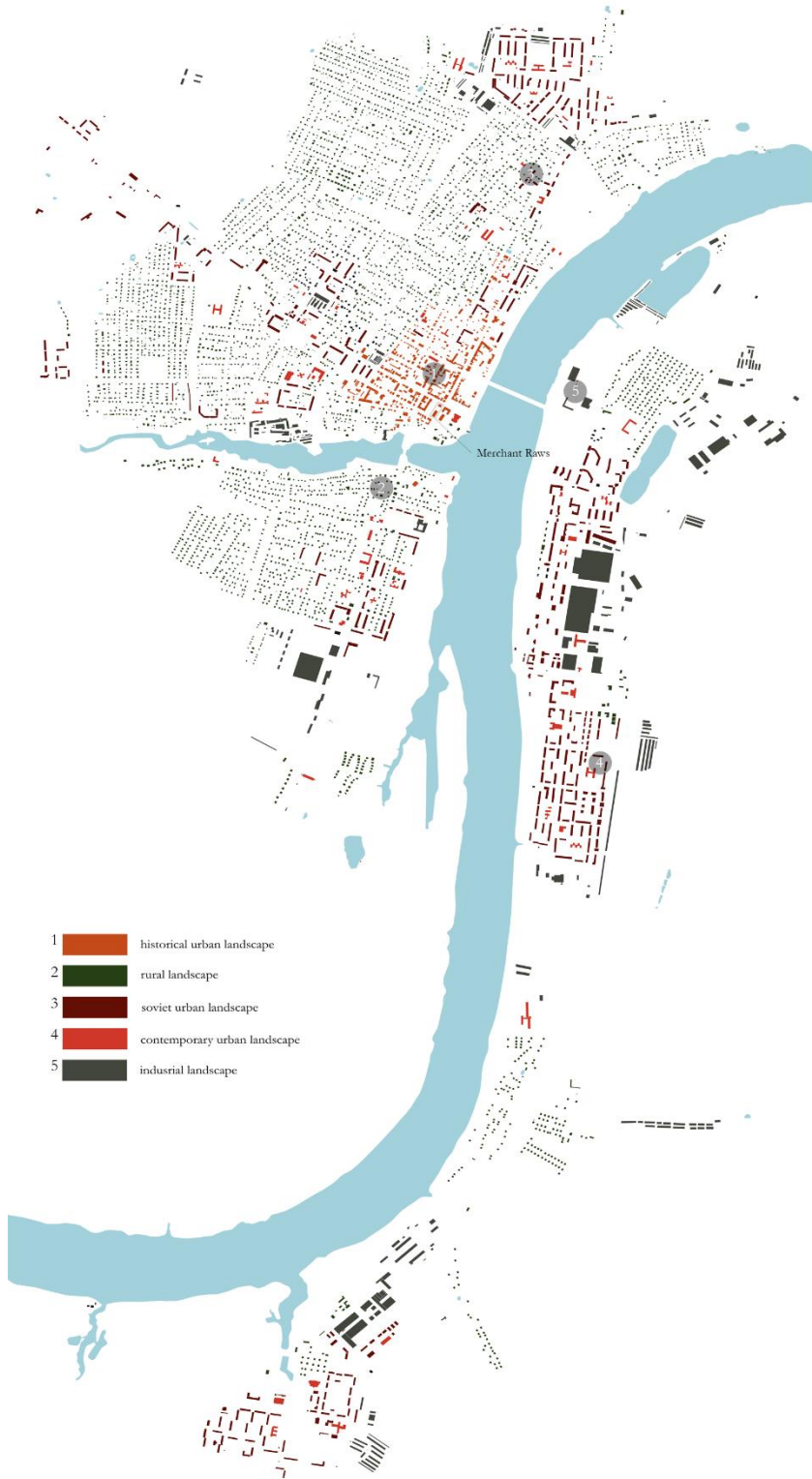
- 15. Railway Station: Tupoleva st
- 16. Autobus Station: Ilyinskoe highway 8
- 17. River port: Gavan' embankment

18. Merchant Raws Ruin, Volodarskigo, 8

Urban typologies

The city of Kimry displays a wide variety of different architectural styles due to its elaborate history. The urban environment however varies between different types of landscape, depending on the scale of buildings, their typology and distribution. The historical core of the city consists of densely placed buildings of medium height between two and four stories, primarily built out of brick with occasional insertion of wooden buildings. The other type of urban area can be described as “soviet residential blocks”. It consists of apartment complexes constructed in the period between 1930-s and 1980-s that are sparsely placed and vary in height between 4 and 9 stories. The more recent buildings define areas of ‘modern urban environment’, that tend to be freer and more flexible in planning than grid-regulated soviet blocks. There are areas of the city that are clearly defined by industrial objects: large single-standing plants with inaccessible territory. The majority of the city however is taken up by “private sector” – a planning typology frequently found in rural areas. It consists of rhythmically divided segments of privately owned land with one or several private houses per unit.

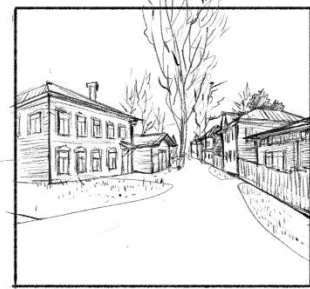
In this particular work the environment of the historical center is of particular interest, since the building of Merchant Rows is located at the very core of the historical settlement. Figure 34 on page 66 shows the approximate distribution of different urban landscapes within the borders of the city.



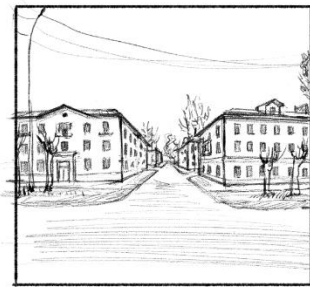
- 1 historical urban landscape
- 2 rural landscape
- 3 soviet urban landscape
- 4 contemporary urban landscape
- 5 industrial landscape



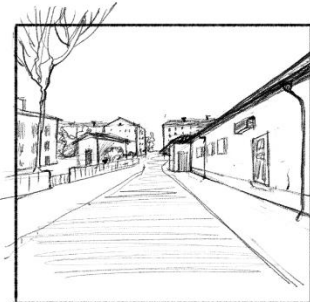
1/ Kirova st, 21



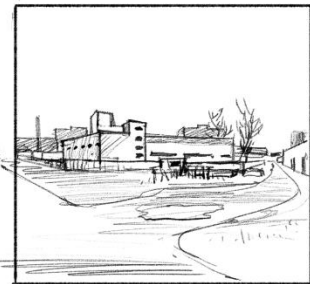
2/ Ordzhonikidze st, 6



3/ Krasina st, 4



4/ Pervaia Zavodskaja st



5/ Savelovskaja embankment

Figure 36 Urban landscapes of Kimry

The duality of Kimry historical center

The exact boundaries of Kimry historical center are difficult to set. As can be seen from Figure 34, the historical urban block are located on the northern bank of Kimrka river, while the southern bank is occupied by the houses of the private sector. At the same time, both parts of the city have definitive features of historical landscape, since they represent the urban structure that Kimry established by the beginning of XIX century during a period of intense economic growth. The difference between the historical neighborhoods on both sides of Kimrka is that the northern, or Pokrovskaia side, has distinctive urban features, while the southern, or Voznesenskaia side, has features of traditional rural settlement.¹⁶

The value of the rural area of Kimry is not widely recognized, which sometimes leads to a misconception that the majority of touristic sites are located on the northern bank of Kimrka river.

This situation is emphasized by the lack of clear connection between the two sides, which is historically predetermined. Figure 36 shows the change of Kimrka river in chronological order. The scheme shows how the bridge across Kimrka shifted its direction, splitting the main street of the city in two. That shift happened in the middle of XX century, presumably in the beginning of Second World War. Due to the change of the direction of the bridge the Volodarskogo street, where the building of Merchant Rows is situated, currently ends in a dead end, both in literal and visual sense.

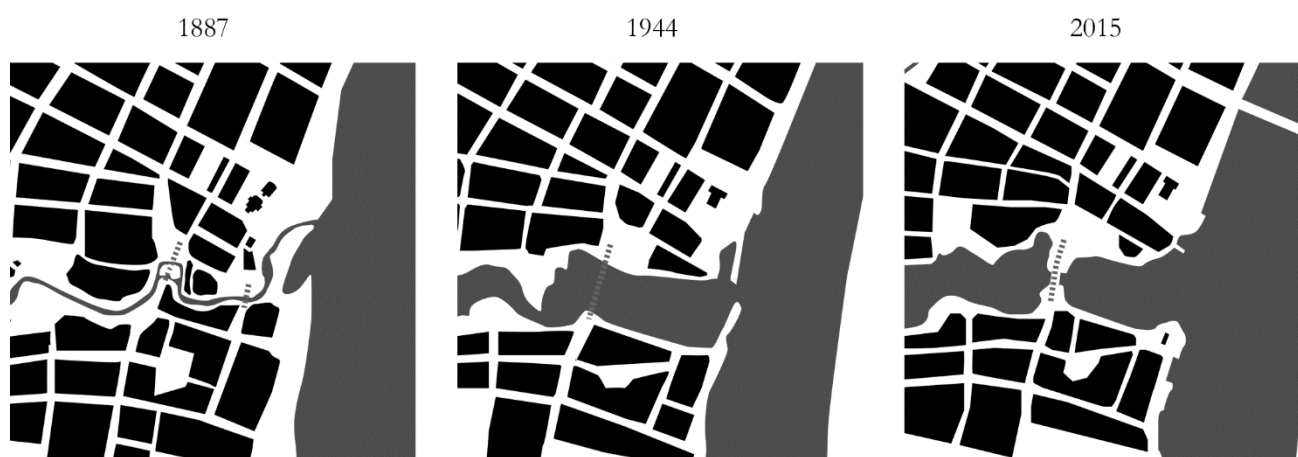
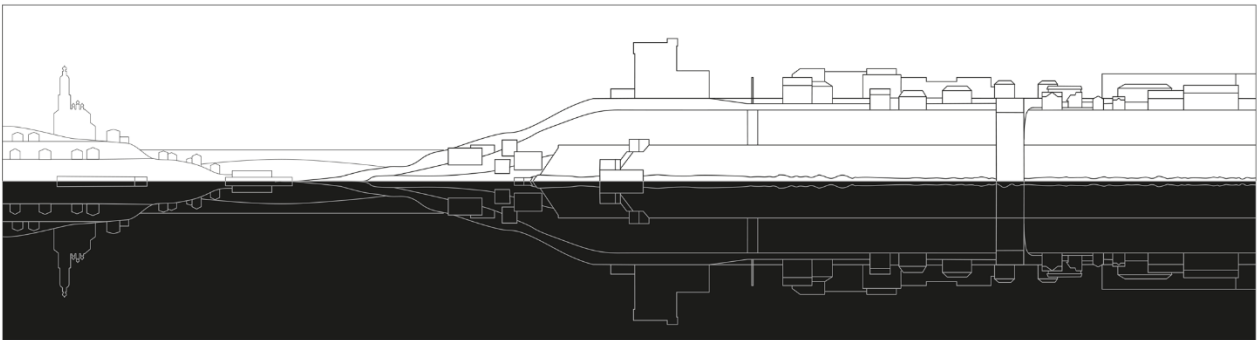


Figure 37 The change of Kimrka river in XIX-XX cent.

¹⁶ The titles of Pokrovskaia and Voznesenskaia sides refer to the churches that exist, or had previously existed, in respective areas of the city



1. Pokrovskaia side. "Urban" facade



2. Voznesenskaia side. "Rural" facade

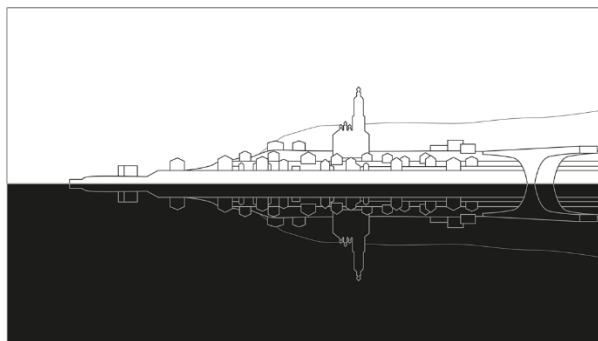


Figure 38 The embankments of Pokrovskaia and Voznesenskaia sides of Kimrka river

Architectural monuments of Kimry

As it is possible to see from the scheme of Kimry architectural monuments, the majority of protected buildings is situated on the northern bank of Kimrka river. At the same time, the regular blocks of private sector on the southern bank create a homogeneous environment for several exceptional buildings. It is also worth noting that the Voznesenskaia church is one of the most recognizable dominant vertical elements that determine the skyline of the city. Considering future development of Kimry city it is important to establish a strong connection between the two sides of historical center, so that the architectural heritage of Pokrovskaia and Voznesenskaia sides is equally exposed and appreciated.

Figure 39 represents a number of most important monuments according to a Kimry guidebook¹⁷:

- | | | |
|---|--|--|
| 1. Church of Ascension of Christ, 1813 | 10. House of Serepievy, beginning of XXth cent. | 18. House of Shokin, 1917 |
| 2. House of N.N. Nosov | 11. House of M.A. Stoliarov, beginning of XXth cent. | 19. Post office building, 1910 |
| 3. Wooden Art Nouveau House on Ordjonokidze st, 1920-s | 12. House of V.D. Sobtsov, 1895 | 20. Building of “Yakor” factory, 1907 |
| 4. Wooden Art Nouveau House on Moskovskaia st, 1920-s | 13. House of O.V. Potapenko, 1890 | 21. Merchant House, 1914 |
| 5. House of N.A. Dzhardetsky, 1920-s | 14. House of I.K. Tuntzov, Middle of XIX cent. | 22. Fire Station Building, end of XIX cent. |
| 6. House of merchant Teplov, 1906 | 15. Transfiguration Cathedral, 1902-1911 | 23. The former “Kimry Public Peasant Bank” building, XIX cent. |
| 7. House of V.M. Sukharkov, 1911 | 16. House of S.I. Gorgyliev, end of XIX cent. | 24. The former building of Kimry Local Museum, 1870 |
| 8. Luzhin Brothers’ houses on Kirov st, beginning of XXth cent. | 17. House of D.N. Zaitsev, end of XIX cent. | 25. House with a tower, first half of XX century |

It includes 25 monuments, most of which are located within the historical block of Pokrovskaia side. At the same time, according to a complete list of architectural monuments situated within the borders of Kimry city¹⁸ there are 114 protected buildings in the city. The majority of those buildings belong in the private sector of Voznesenskaia side.

¹⁷ G.I. Kriukova “Путеводитель по Кимрам” (“Kimry Guidebook”), Lev Tolstoy, Tula, 2013

¹⁸ According to the Committee for the Protection of Historical and Cultural Heritage of Tverskaia District; the complete list can be found in the Appendix to “The master plan and the regulatory legal act for ‘Rules for land use and development’ of the municipality - the city of Kimry, Tver Region”, 2012



Merchant Rows Building, 1910

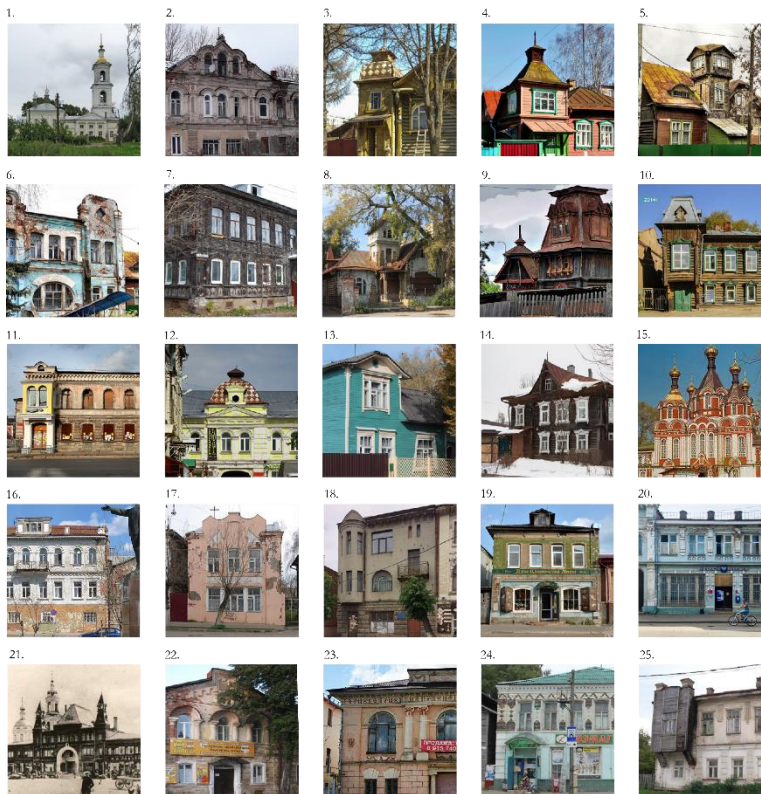


Figure 39 Architectural monuments of Kimry historical center

Legal status of architectural heritage in Kimry

“The historical urban landscape is understood to be the result of a historical stratification of values and cultural and natural features that go beyond the notion of “historical center”. It states that “This broader context particularly includes the topography, the site’s geomorphology, the hydrology and the natural features; its built environment, both historical and contemporary; its infrastructures above and below ground; its open spaces and gardens, its models of land use and spatial organization; perceptions and visual relationships, as well as all the other elements of the urban structure. It also includes social and cultural practices and values, economic processes and the intangible dimensions of heritage as well as related to diversity and identity” (UNESCO, 2011, art.9)¹⁹

According to the official news portal of Kimry city, particularly a piece published on February 5th, 2020, Kimry has been selected as one of the top 8 historical cities of Russian Federation suffering from neglect and lack of financing.²⁰ This is a consequence of a negative trend in heritage preservation politics that has been growing in recent years.

In 2010 after the law "On approval of the list of historical settlements"²¹ had been officially issued, the list of historical cities and settlements, that previously consisted of 478 titles, was narrowed down to only 41, effectively excluding Kimry amongst many others. This law created a confusing duality behind the meaning of the term “historical city”: on a cultural level, we refer in such way to every city that has a significant portion of important monuments. However, on the legal level this term only refers to cities which are considered historically significant as a combination of every aspect of urban structure, including landscape, regular housing, elements of infrastructure and so on. As result, only those 41 cities included in the list are supposed to work on a complex development strategy that protects all aspects of historical environment, while the rest of them do not fall under the same level of consideration.

The city of Kimry suffers the consequences of a lack of protection status, since the majority of monuments were built in XIX and XX century and do not have enough historical value to gain a protective status individually. This is sadly true for the majority of private houses of Kimry wooden art-novae style. At the same time the number of monuments that represent a historical period in a way that is unique due to the city’s rich industrial history clearly calls for an integrative approach, that would focus on enhancing every aspect of Kimry’s historical landscape.

¹⁹ Monti S., Centri storici minori, in IGM, Italia – Atlante dei Tipi Geografici, Edizioni Istituto Geografico Militare, Florence, 2004

²⁰ “Kimry made the list of top-8 declining historical settlements” on February 5th, 2020, published at Gorod-Kimry.ru

²¹ Order of the Ministry of Culture of the Russian Federation, the Ministry of Regional Development of the Russian Federation dated July 29, 2010 N 418/339 in Moscow "On approval of the list of historical settlements"






-  - the borders of territories under development
-  - forests
-  - public green areas

Figure 40 Areas of urban development according to Kimry general plan

- | | |
|--|--|
| <ul style="list-style-type: none"> 1. Project of reconstruction of the historical center 2. Project of improvement of public area along the banks of Volga 2A. Project of improvement of a public park in Zarechie 3. Project of industrial area of a waste processing plant 4. Project of improvement of public area along the banks of Kimrka river | <ul style="list-style-type: none"> 5. Project of a residential blocks on the right bank of Volga 6. Project of a residential blocks on the left bank of Volga 7. Project of public park along the electric supply line 8. Improvement of public area along the Volga embankment 9. Project of a residential block |
|--|--|

Current policy on development of architectural heritage in Kimry

“...one of the problems related to the recovery of minor historical centers in their geographical and social isolation. “The traditional weakness of smaller historic centers, generally measured according to socio-demographic dimension (depopulation and aging), economic and marginalization-related (low employment levels, scarce productive investments), as well as the abandonment of the mostly dilapidated and run-down housing, it must certainly be fought and eliminated, first of all, by drafting precise rules concerning human settlement and the affirmation of a culture of self-government, capable of expressing and strengthening an adequate sustainable project toward a rational government of transformation processes, useful for ‘rehabilitating’ and ‘re-inhabiting’ spaces that are otherwise refractory to a stable and functioning human and productive settlement, within the framework of an overall policy aimed at reaffirming as a priority a widespread and varied global sustainability (environmental, territorial, social, political and economic sustainability), which consider minor historical centers not as separate bodies, but as parts of organically articulated system”²²

It is important to note, that local administration of Kimry as well as the administration of Tverskaia district in general, consider the development of the historical heritage of the city an important goal. As can be seen in the scheme of Figure 38, the project of reconstruction of Kimry historical center is currently in the works.

Figure 40 is the scheme of town planning turns of development, which, in combination with the scheme of ongoing projects, shows that the improvement of historical center is one of priorities of the city administration.

The building of the Merchant Rows in particular is situated at the intersection of two ongoing projects: the project of reconstruction of Kimry historical center and the project of improvement of Kimrka river embankment.

²² Daniela Ladiana: Minor historical centers, landscape and architecture. Preservation and valorization of “Montemor-o-Velho” by Miguel Figueira



Figure 41 Town planning turns of territory development according to Kimry general plan

2/4 Conclusions

Following the analysis of historical, social, economic and architectural aspects of the city we can generally conclude what kinds of challenges in the context of heritage preservation and enhancement the city is facing nowadays and which methods can be used in order to solve relevant problems. Some of them can be formulated as such:

1. Economic stagnation and low employment rates among Kimry population, that causes citizens to commute;
2. Steady decline and aging of population due to the lack of job opportunities;
3. Unstable system of public transportation;
4. Lack of centralized management of heritage preservation policy
5. Imbalance of heritage representation due to the interruption of the connection between two sides of historical center

Due to current economic stagnation and the steady decline of population, the Kimry administration has adapted several strategies in order to improve the quality of urban structure to make it more accessible both for the citizens and the visitors of the city.

In order to support this goal and increase the visibility of Kimry architectural heritage, that currently suffers partially due to the lack of exposure, several interventions can be made on the local scale:

1. Restoration of the passenger pier on Voznesenskaia side of Kimrka river

Creating an alternative affordable connection to other Volga cities within Tverskaia district can provide simpler way of commuting for citizens without forcing them to move, as well as make the city more accessible for visitors

2. Creation of a seamless connection between Pokrovskaia and Voznesenskaia sides of Kimrka river

The direction of the Kimrka bridge is of course impossible to change, but the connection between the two sides of Kimrka can be improved by continuation of Volodarskogo street and connecting it to the Kimrka embankment

3. Creation of an accessible public InfoPoint that would consistently update the changes in heritage preservation movement with consideration of local stakeholders

The abandoned building of Merchant Rows is located precisely at the intersection of the main street of Kimry historical center, Volga embankment and Kimrka embankment. Creating an accessible public space that also serves educational function can help raise the awareness of both Kimry citizens and visiting tourists about the importance of local monuments.



Figure 42 Scheme of Kimry historical center with sites of intervention

- 1. Pier at Voznesenskaia side of Volga river*
- 2. Missing part of Volodarskogo street*
- 3. Merchant Rows building*

Notes.

¹¹ The three main types of settlements in Russian Empire before revolution of 1917 were “village”, “selo”, and “city”. The difference between last two lays mostly in size and official status; village only could become a “selo” if there was a church with a local parish

¹² According to Wikipedia

¹³ According to an article by I.P. Smirnov, D.M. Vinogradov “Territorial mobility as a qualitative characteristic of the population of the Tver region, Vestnik TvGU. Series ‘Geography and Geology’ №4, Tver State University, Tver, 2017

¹⁴ According to an article by I.P. Smirnov, D.M. Vinogradov “Territorial mobility as a qualitative characteristic of the population of the Tver region, Vestnik TvGU. Series ‘Geography and Geology’ №4, Tver State University, Tver, 2017

¹⁵ According to an article by I.P. Smirnov, D.M. Vinogradov “Territorial mobility as a qualitative characteristic of the population of the Tver region, Vestnik TvGU. Series ‘Geography and Geology’ №4, Tver State University, Tver, 2017

¹⁶ The titles of Pokrovskaja and Voznesenskaia sides refer to the churches that exist, or had previously existed, in respective areas of the city

¹⁷ G.I. Kriukova “Путеводитель по Кимрам” (“Kimry Guidebook”), Lev Tolstoy, Tula, 2013

¹⁸ According to the Committee for the Protection of Historical and Cultural Heritage of Tverskaia District; the complete list can be found in the Appendix to “The master plan and the regulatory legal act for ‘Rules for land use and development’ of the municipality - the city of Kimry, Tver Region”, 2012

¹⁹ Monti S., Centri storici minori, in IGM, Italia – Atlante dei Tipi Geografici, Edizioni Istituto Geografico Militare, Florence, 2004

²⁰ “Kimry made the list of top-8 declining historical settlements” on February 5th, 2020, published at Gorod-Kimry.ru

²¹ Order of the Ministry of Culture of the Russian Federation, the Ministry of Regional Development of the Russian Federation dated July 29, 2010 N 418/339 in Moscow "On approval of the list of historical settlements"

²² Daniela Ladiana: Minor historical centers, landscape and architecture. Preservation and valorization of “Montemor-o-Velho” by Miguel Figueira

Chapter 3_the building.

3/1 Merchant Rows: typology

Merchant Rows were an essential part of the urban life in historical trading cities. The older examples follow a different typology – a series of modular spaces surrounded by a massive gallery of arches or column portico. This type of merchant rows has been predominant since early classicism and till the beginning of XIX century with some alterations, although the structure remains the same. Examples of this typology can be found in various cities of North-Western Russia: Rostov Velikiy, Kosroma, Galich, Kasimov, Suzdal, Vyshniy Volochek

The new typology of the beginning of XX century can be explained by a raising appreciation of neo-Russian brick style²³. The name “brick style” refers to one of the branches of rational architecture of the end of XIX century; it represents some of the most recognizable features of the style, like use of natural color and texture of brick without the use of stucco or facing materials. Without the layer of stucco, the exposed brickwork became the main expressive instrument with the addition of polychrome bricks, glazed ceramic tile, terracotta inserts and sometimes natural stone. Those kinds of buildings were relatively inexpensive and performed well in the conditions of Russian climate quickly gaining popularity in the province. The brick style was a rational version of historic eclectic style for mass and industrial production.

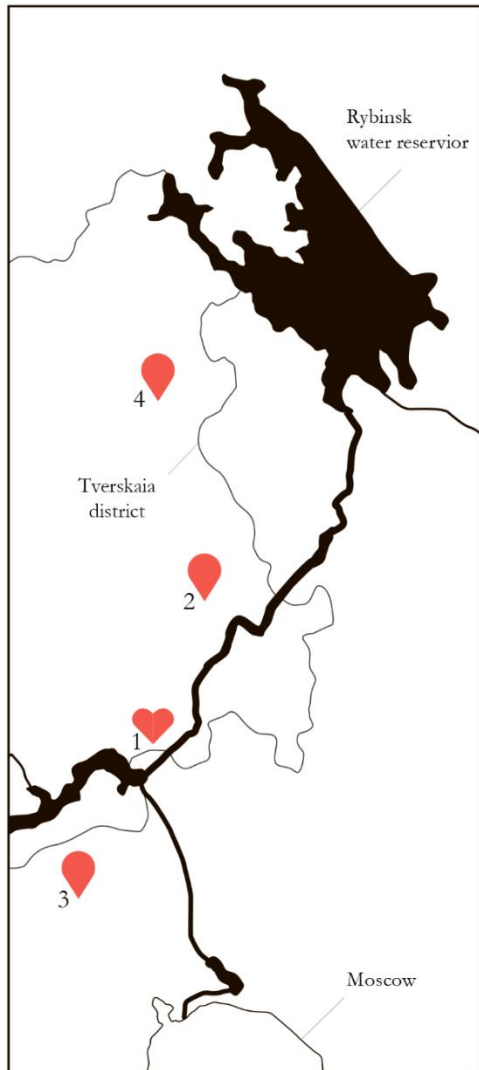
The brick style was quickly adapted in minor cities in civil building, including the markets and merchant galleries. The rhythmic nature of the classic style remained with the column galleries absent or transformed into a wooden canopy. Each modular section is now determined not by the arches, but by a rhythmic motion of pitched facades.

There are several examples of merchant rows designed in brick style in small cities of Upper Volga: Kashin, Klin, Krasny Holm, Kineshma, Kimry, Gorohovets

Those types of buildings are especially present in Volga cities, since their economic rise (at that time connection to the river held a lot of economic benefits) happened at the peak of popularity of the neo-Russian eclectic brick style.

There are also examples of brick neo-Russian style within Kimry itself that emphasize the importance of Merchant Rows history as they represent the aesthetic image of the city at its economic and cultural peak.

²³ V. G. Vlasov “Новый энциклопедический словарь изобразительного искусства” (New Encyclopedic Dictionary of Visual Art), Saint Petersburg, Azbuka-Classika, Vol.4, 2006, p. 462 - 463



1. Kimry



2. Kashin



3. Klin



3. Krasny Holm



Figure 43 Merchant Rows building and examples of similar typology in Tverskaia district

3/2 Merchant Rows: history

1. 1910-1935 - Shopping arcade
2. 1940-1983 - Weaving mill
3. 1983-2012 - Building is abandoned
4. 2012 – owner of the building “StroyProgress” company allegedly attempts demolition. A section of the remaining south block is destroyed
5. 2012 – Building is abandoned
6. Nowadays the building is in private ownership

The original drawings of the building were kept in the State Archive of Tver, but unfortunately were lost during the move of recordings. The architect of the building is believed to be Nazarin Viktor Ivanovich (1863-1936), the head architect of Torzhok and author of numerous civil and private buildings of Tverskaia district. Nazarin was famous for incorporating elements of eclectic decorations into the brick style structures. He also adopted the use of steel beams instead of the traditional use of wooden beams.



*Figure 44 Merchant Rows in 1909-1910 (The North block is still in the process of construction)
Photo from “Tverskaia gubernia in postcards”, vol.2, Tver, 2012, Edition of S.I. Solyarov of 1910*

3/3 Merchant Rows: survey report

In this part I would like to explore the current state of the building of the Merchant Rows based on the data collected during the measuring of the building in autumn in 2017 and the data collected during my visit to the site during the summer of 2021.

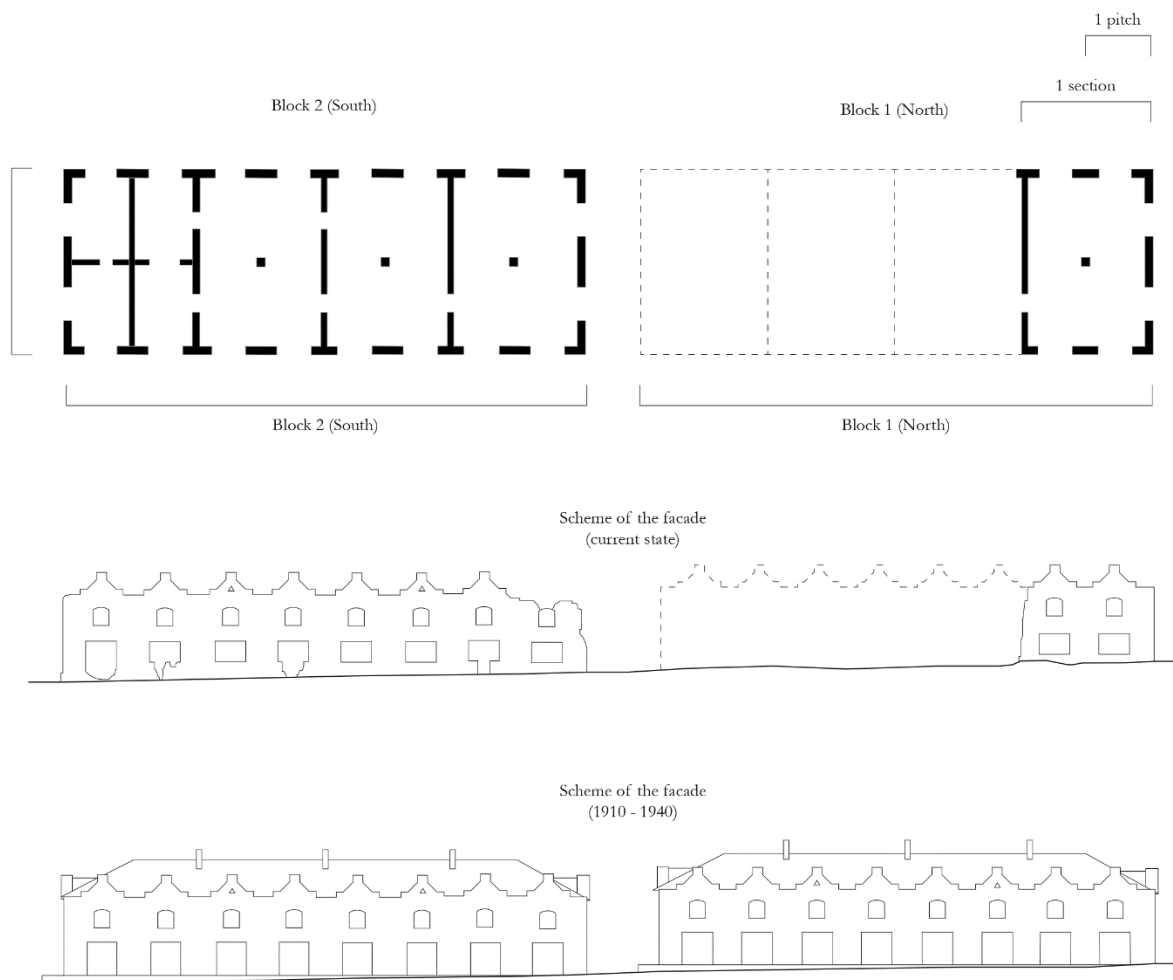
Survey report

Building: Merchant rows

Year of construction: 1909

Date of survey: September-October of 2017, august of 2021

The building of Merchant Rows consists of two elongated blocks, each one composed of four sections. Each section represents one planimetric unit represented by a double pitched façade. At the present day the majority of northern block facing the former Merchant square is missing. The historical photos however suggest that the two blocks were similar in structure.



The block with its shorter side facing the Theater square (also referred to as the “north” block) has only one sections remaining; the second, or south block is mostly intact except for one corner pitch, that is partially disrupted.

After its construction the building was used as a shopping arcade, each section used for distribution of different goods, mostly related to leather, clothes and shoe production. The original building had gone through a series of alterations in the 1940 when the building had been turned into a weaving factory. Most of interventions of this period are in poor quality: the cheapest materials had to be used and the time limits on the workers were severe due to the beginning of Second World War. The main volume of the building remained unchanged, but the majority of doors leading into the shops were partially laid in and turned into windows. The wooden covering of ground and first floors were also changed. The interior walls were repainted, some new openings in the loadbearing walls were made. In the interior the majority of internal partitions was demolished. Some of the internal doors were laid in.



1. North block;
2. South block
3. Theater square

Elements of the building

1. Foundations

Considering the integrity of preserved loadbearing brick walls, the foundations are in satisfactory state and lack major structural flaws, displacements or cracks.

2. Pedestal

The lower parts of the loadbearing walls are reinforced with white stone blocks carved out of lime, which is frequently used in brickwork buildings in the area. Patches of plaster covering the pedestal belong to the Soviet renovation period.

3. Perimeter pavement

There are no signs of perimeter pavement at the moment although historical photos suggest the presence of this element in the beginning of XX century

4. Loadbearing walls

The building is mainly constructed of bricks that are very similar to contemporary standard (250 mm x 120mm x 60 mm). The brickwork of the Soviet period that is present mostly in the laid-in doorframes are made of calcium silicate bricks (250 mm x 120 mm x 85 mm). In both cases cement based mortar is used. The brickwork is reinforced with lime blocks in areas of increased load: under the window frame heads and beams of the floors.

5. Pillars

Massive brick pillars are remaining in the majority of the sections. They had an important constructive role since they were primarily responsible for supporting floor and roof structures in the middle part of each section.

6. Partitions

The interior walls are built from the same standardized brick of the exterior walls. There are traces of plaster and green paint from the Soviet intervention period.

7. Brickwork

The type of brickwork used in exterior and interior walls is primarily “chain bond” with different sides of the brick facing outside: a row of stretchers alternates with a row of headers.

8. Exterior decorations

The ornaments of the facades are protruding from the main brickwork, which is one of the reasons of their survival. The decorative elements are mostly well preserved on the remaining pitches. The ground floor is even with “rustication grooves” introduced between every other six rows or regular brickwork. The first floor has more elaborate repetitive rhythmic elements. The windows of first floor have protruding bow lintels that support the load of pitch brickwork.

9. Roof structure

The roofs and roof coating are mostly absent with an exception of several rafters of the north block of the building. The remaining elements suggest the character of the roof structure, that was composed of wooden trusses supported by the loadbearing longitudinal walls.

10. Roof covering

The only surviving elements of roof covering are present on the pitches of the façade. The remaining steel sheets still protect the brickwork from further decay.

11. Stairs

The stairs are completely demolished

12. Floors

The slabs of the first floor are only present in one remaining section of north block and the opposite corner section of south block. The slabs of ground floor are only present in the south block but significantly damaged. The ground and first floors are essentially a wooden planking over steel flange (double-T) beams with a layer of insulation. The ceiling between first floor and attic are a series of Monier vaults: small brick arches supported by steel flange beams.

13. Floor covering

The wooden planks over steel flange beams were used as a covering surface. The wooden floors of the ground level are still partially present in two sections of the south block. The wooden floors of the first level are partially present in the first section of the north block and the last section of the south block.

14. Window and door assembly

The remaining fragments of woodwork of window and door assembly were installed during the Soviet period renovations of the 1940-s.

15. Window shutters and hinges

In the original design of the building there were shutters on both windows and the doors. While the shutters themselves do not exist anymore, the metal hinges are still present on the facade since they are deeply embedded in the brickwork

16. Chimneys

The chimneys are still present in the first section of the north block. The brickwork flue was integrated into the brick partition between rooms of the first section. Judging by the historical photos, it can be assumed that the flues were installed in the middle partition of each section.

17. Water drainage system

There are some of the elements of water drainage system still present on the remaining section of the north block.

Vegetation on the site

Since the building had been abandoned for the last two decades the site is covered in spontaneous vegetation: trees, bushes and grass.

Category of difficulty report

This is standard chapter in a survey report of a historical monument which is usually included into the passport of the building during the process of establishing its protective status. Since the building does not have a passport of any surviving documentation, we had to create our own category of difficulty report according to standards listed in the Federal Law Concerning Objects of cultural Heritage (Monuments of History and Culture)

The category of difficulty is to be established in several aspects:

1. For academic research: II category

The original appearance of the building was significantly changed during the adaptation of the building for the purpose of a Weaving Factory in the 1940-s. In 2012 the building was partially demolished. The passport of the object and other documentation is missing. There are mentions of the building in literature and photographic albums of the period.

2. For the preparation of scientific and methodological justifications and restoration report: II category

The losses of authentic elements are significant, but the missing elements are repeated in the remaining part of the building due to the modular character of the structure. The photographic evidence and the buildings of similar typology and time period can be used to estimate the original construction systems.

3. For survey conduction: II category

The building has a clear structure, however the emergency state of the monument, the loss of the majority of the floors and the amount of uncontrolled vegetation complicates the survey process.

4. For design project: II category

It is important to estimate the importance of soviet interventions; the roof and floor structures have to be changed; replacement of door and window filling is also necessary. Authentic plans and building decorations can be recreated using the remaining fragments and archive materials.



Figure 45 Photos of the site taken by author, August 2021



Figure 46 Photos of the site taken by author, August 2021

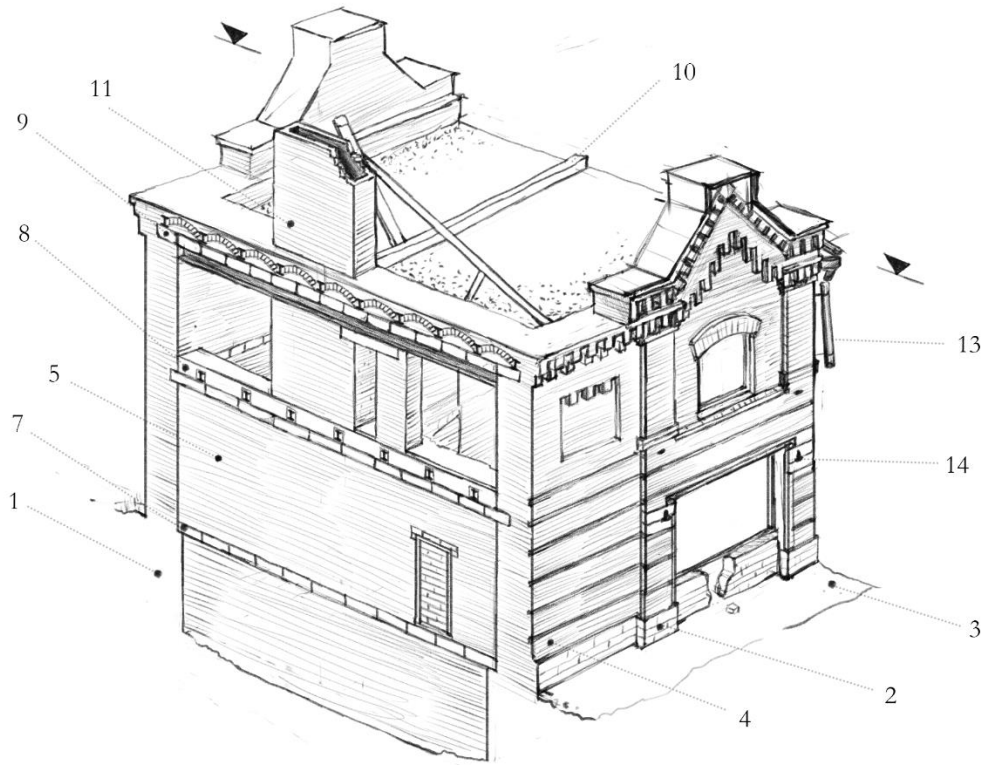
Method of representation

The final drawings are a combined result of a survey, that I performed with my colleague Anastasia Cherepenkina back in 2014 during my bachelor degree in Moscow Architectural Institute, and an additional trip that I made to the city of Kimry during summer in 2021, where I took additional photos and made sketches to register any new signs of decay. The overall state of the ruin remained the same as six years before that, but I had to take notice of the growth of trees and other uncontrolled vegetation.

I chose the hand drawing to represent the current state of the building for a number of reasons. For once, I did not have access to a professional camera or other means to perform photogrammetric survey. So, in order to understand the structure and character of the building I used the data acquired during the manual survey in 2014 and used numerous photos to locate and emphasize important details and types of damage.

While this method of representation lacks the precision of a photogrammetric survey, it gives an opportunity to closely observe every detail of the structure before achieving a complete picture.

While we had access to the ground floor of the building, unfortunately, it was impossible to visit the first floor to take measures because of safety concerns. We were able to make assumptions based on the parts that do not have any floors intact. We also found some photos taken by tourists in the years prior to demolition of the staircases.



ELEMENTS OF THE BUILDING

- 1/ Foundation
- 2/ Pedestal
- 3/ Perimeter path
- 4/ External loadbearing wall
- 5/ Internal loadbearing wall
- 6/ Partition
- 7/ Basement floor
- 8/ Inserted floor
- 9/ Attic floor
- 10/ Roof
- 11/ Skylight window
- 12/ Chimneystack
- 11/ *Carpentry framework*
- 13/ Pipe drainage system
- 14/ *Fixtures*

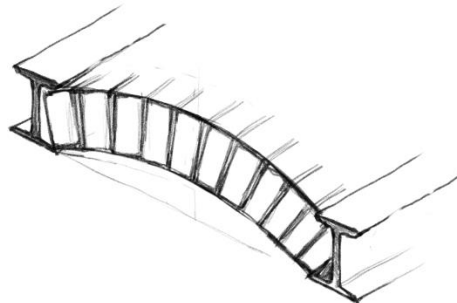
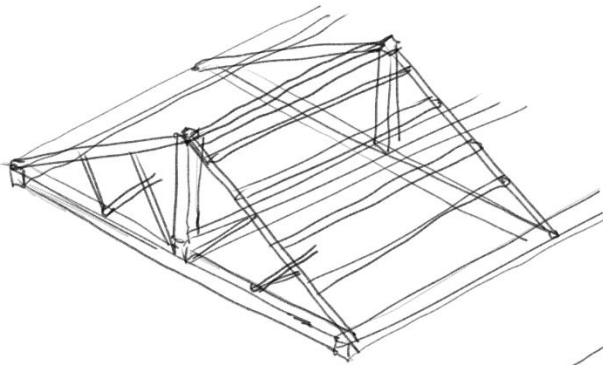


Figure 47 Elements of the Merchant Rows building

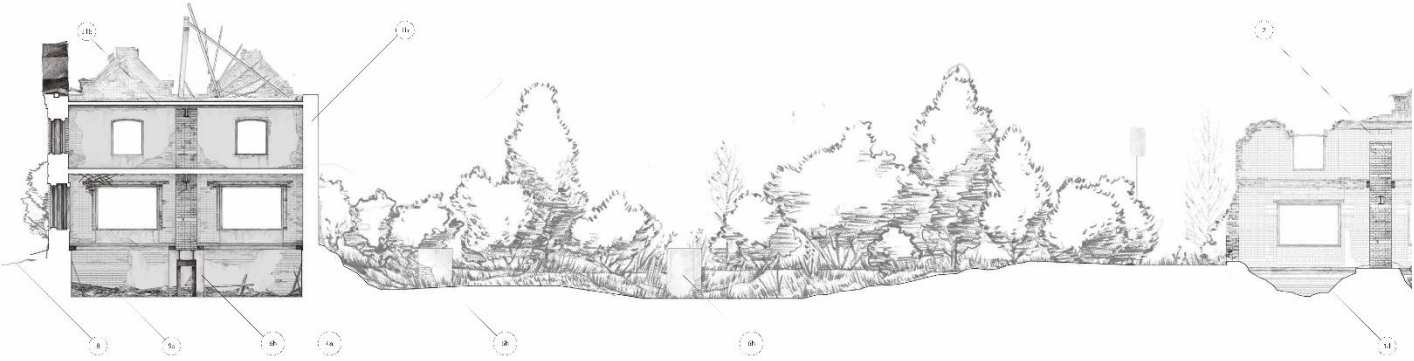
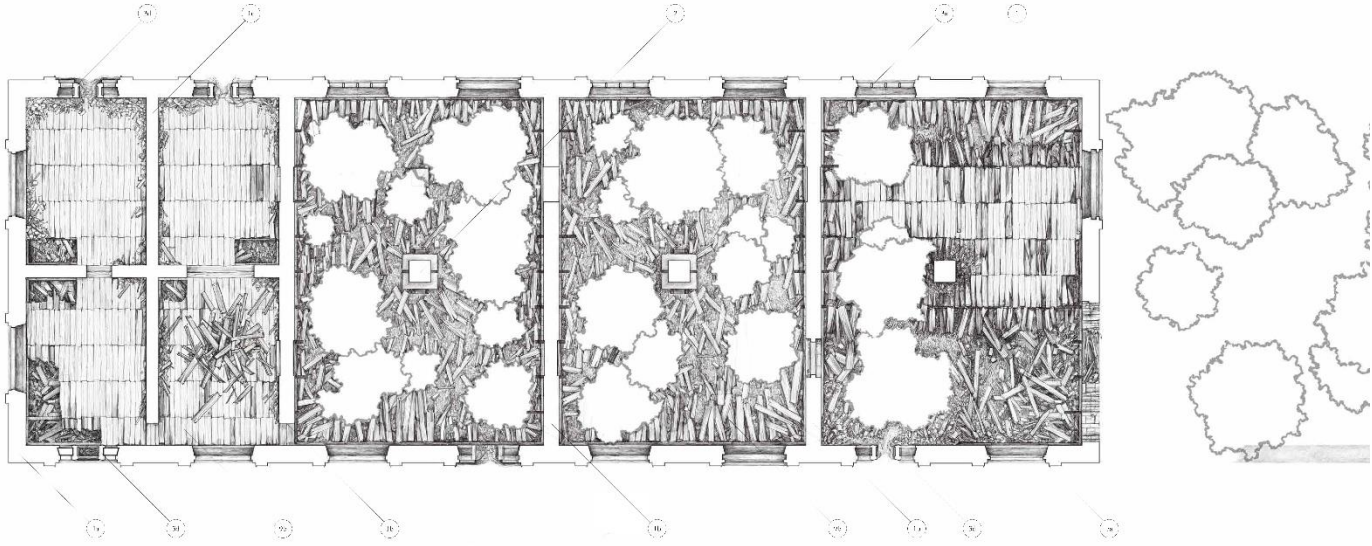
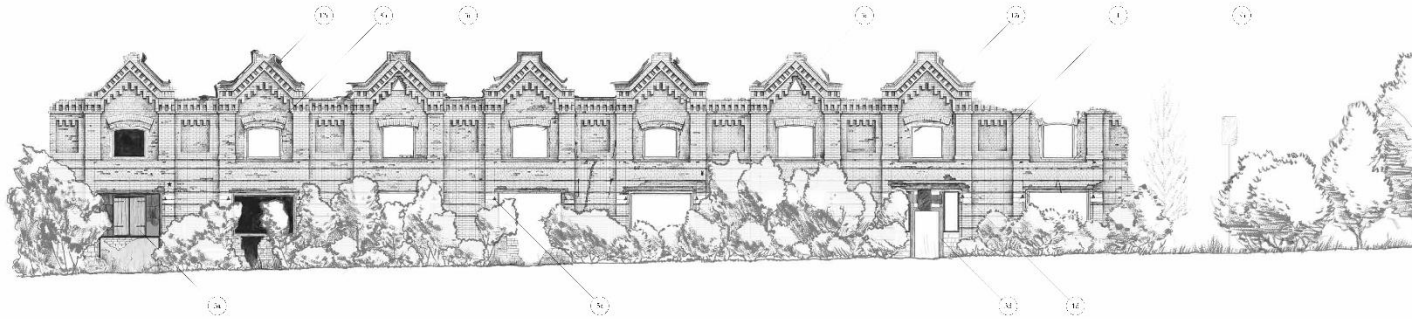
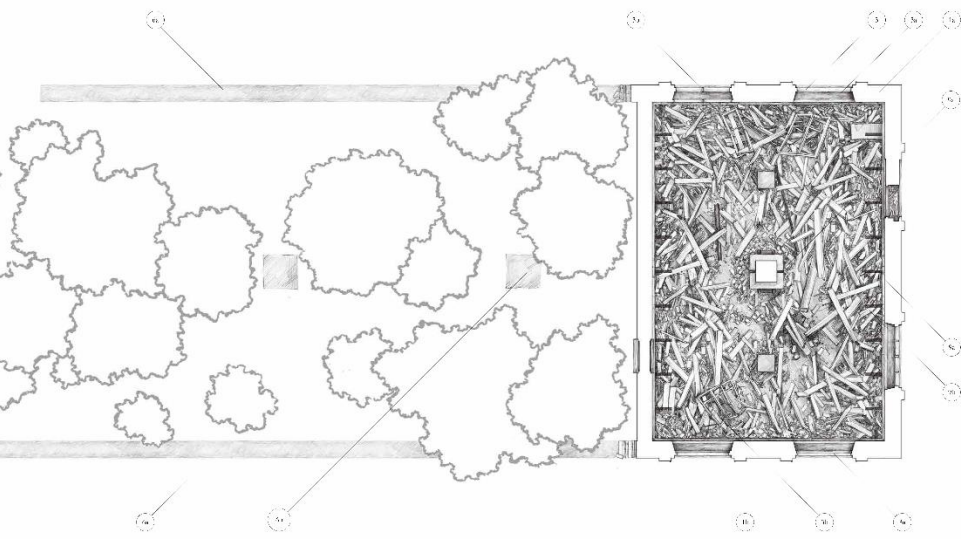


Figure 48 Survey of Merchant Rows building, August - November 2021



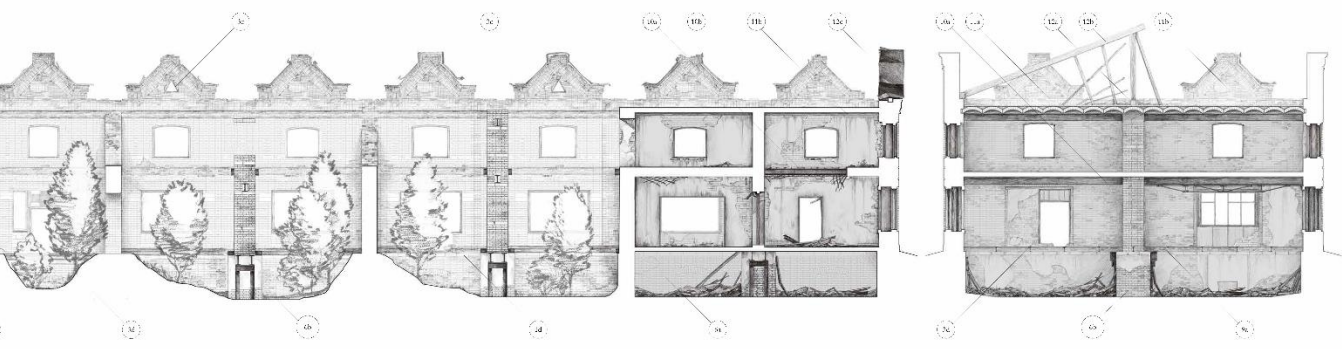
ELEMENTS OF THE BUILDING

VERTICAL ELEMENTS

- 1/ Wall
- 2/ Limestone, sandstone wall
- 3/ General wall/stone wall
- 4/ Terrace
- 5/ Concrete wall/stone wall
- 6/ Pillar
- 7/ Capstone, framework
- 8/ Cast-iron window
- 9/ Cast-iron window
- 10/ Cast-iron window
- 11/ Cast-iron window
- 12/ Cast-iron window
- 13/ Pipe drainage system
- 14/ Flue
- 15/ Metal door target
- 16/ Metal door target
- 17/ Metal door target
- 18/ Metal door target

HORIZONTAL ELEMENTS

- 19/ Foundation
- 20/ Brick foundation
- 21/ Brick foundation
- 22/ Paved
- 23/ Paved
- 24/ Paved
- 25/ Paved
- 26/ Paved
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3/4 Merchant Rows: legal status

The document "The master plan and the regulatory legal act for 'Rules for land use and development' of the municipality - the city of Kimry, Tver Region" accepted by Kimry administration in 2012 issues regulations of possible interventions on cultural monuments within Kimrsky region.

The building of Merchant Rows is a registered monument of regional importance, which is stated in the appendix to the General Plan that lists all protected monuments and sites of Kimrsky region.

«R» - Monument of Regional importance	Merchant Rows, middle of XIX cent. (A monument of history of social-economic growth of the area in the second half of XIX century)	Adress: intersection of Volodarskogo street and Uritskogo street	Archive number documentation of the object of cultural heritage
P № 296 A number of the protection act	16. Торговые ряды, сер. XIX в. (Торговые ряды – памятник истории социально-экономического развития края во второй половине XIX в.)	угол ул. Володарского и Урицкого	1992 (4) 1992

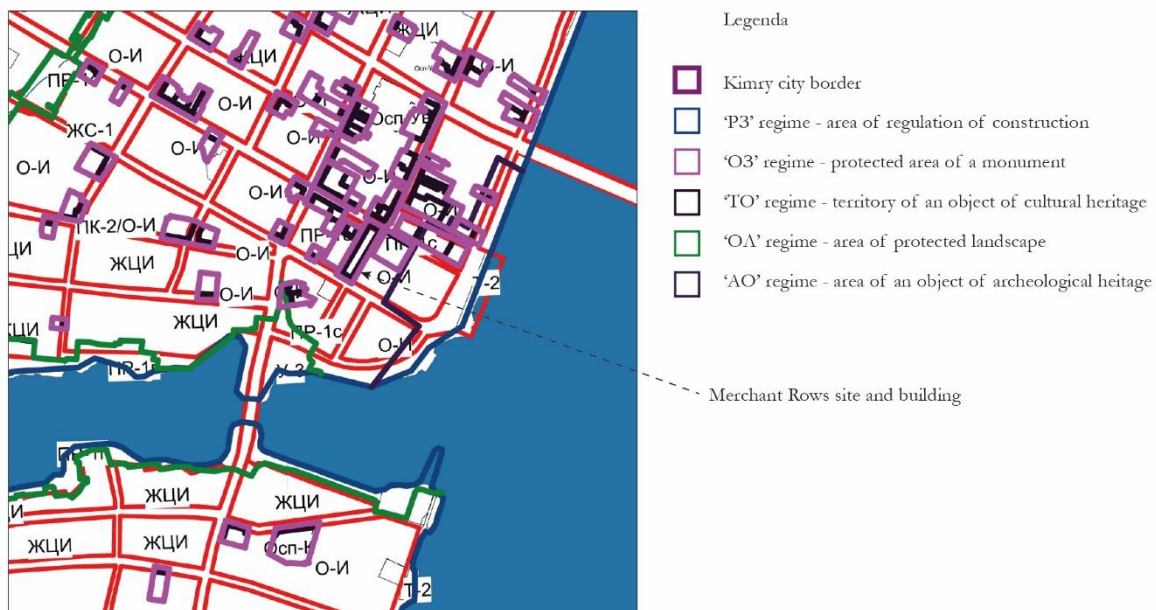
In the attached scheme of protected areas of cultural heritage sites showing different regimes of possible intervention at the site of a protected monument the territory of Merchant Rows is marked under “O3” (protected area) and “TO” (territory of an object of cultural heritage), which means that both the building and the site have certain restrictions regarding design of new objects.

In order to describe which actions can be executed within protected areas of different regimes, the document uses three types of regulation. These types are ‘basic’, ‘possible’ and ‘forbidden’ and are used in relation to a certain activity. If an activity is listed under ‘basic’ it means that said activity is prioritized for this kind of monument and can be done with no additional review procedures. ‘Possible’ means an acceptable but not necessary action that may require additional reviews and agreements with regulation. ‘Forbidden’ does not allow this type of activity to be performed in the protected area.

The list of regulated actions on a monument of a regional importance and the surrounding area is shown below in Table 2.

It is evident from the table, that most types of intervention are allowed on the building except for “new construction”. This restriction has set me in a direction of conservation with reversable additions.

It is worth notice, that in the beginning of the complete list of Kimrsky heritage objects and sites, author specifies that every project executed on a protected monument has to undergo necessary discussion with local administration.



Regimes and regulations of zones of protection of cultural heritage objects in the central part of the city of Kimry		
Types of reservation and use of territories and buildings	Types of protected areas	
	TO (territory of cultural monument)	O3 (site of cultural monument)
1.1. Preservation	Basic	Basic
1.1.1. Restoration	Basic	Basic
1.1.2. Conservation	Possible	Possible
1.2. Regeneration	Possible	Possible
1.3. Reconstruction	Possible	Possible
1.3.1. Alteration of interior parameters	Possible	Possible
1.3.2. Alteration of exterior parameters	Forbidden	Possible
1.4. Transformation		
1.4.1. Demolition of buildings	Forbidden	Possible
1.4.2. Movement of buildings	Forbidden	Possible
1.4.3. Regeneration with demolition of existing buildings	Possible	Possible
1.4.4. New construction at the site of demolition	Forbidden	
1.5. New construction and uses of territory	Forbidden	
1.5.1. Compensation building		Possible
1.5.2. New building with consideration of historical context		
1.5.3. New building		Forbidden

Table 2 Regimes and regulation of protection areas of cultural heritage objects in the central part of Kimry

(translation by author)

3/5 Conclusions

In order to intervene on the ruin of the Merchant Rows building it is important to consider the combination of current urban planning situation, needs of the local community and the restrictions posed by the protection status of the building.

The main principles behind the intervention on the building are:

1. Protection and consolidation of the ruin
2. Addition of missing elements of brickwork if it is necessary for maintaining the integrity of the building
3. A series of reversible structural interventions that would make the space of the remaining sections useful to the community.

During the survey it became apparent that the remaining parts of the building, mainly loadbearing floors and walls, require consolidation and strengthening.

The traces on the walls and remaining fragments of rubble suggest the position and dimensions of structural double-T steel beams that were originally used to support the floors. As a reinforcing method I wanted to propose an additional system of an internal steel carcass to keep the frame of the building intact.

While the missing fragments of the wall decoration and overall brickwork have to be restored, I made a decision not to rebuild the missing part of the North block due to the restrictions posed by the protection status of the building and also to maintain the authentic character of the surviving fragments. The spontaneously formed green area in the place of the destroyed sections of the block can be reintroduced as a public park.

Chapter 4_the project

4/1 Scales of intervention

As discussed above, there are multiple major reasons behind the neglected state of architectural monuments in Upper Volga region, which includes the heritage of Kimry in general as well as the building of the Merchant Rows in particular. In order to come up with a sustainable long-term scenario that will help to gradually develop the city's infrastructure, improve accessibility of the city and raise the awareness of the issue among the citizens and tourists, I want to propose intervention strategy on several scales.

Scale 1: the region

The intervention on the regional scale consists of a number of suggested routes that include Kimry as it is the closest historical city next to the influx of Volga and the Moscow channel, which makes water navigation possible in three directions: the North-Western towards Tver, the North-Eastern towards Rybinsk water reservoir and Southern towards Moscow. This strategy demands the reintroduction of Volga minor passenger fleet of hydrofoil ships, which are able to cover suggested routes within a 1-2-day time period.

Scale 2: the city

The intervention within the Kimry historical center is focused on reintroducing the river into the daily life of the citizens, reestablishing the connection between two sides of historical area lying on opposite sides of the Kimrka river and rehabilitating the abandoned ruin of Merchant Rows building to serve the needs of the community.

Scale 3: the building

The intervention on the ruin of the Merchant Rows is aimed at conserving the remaining parts of the building and providing a function that is both useful to the Kimry community and incoming tourists. Since the building is situated within both the historical city center and the Kimrka embankment area, it can be used as a point of interaction between citizens of Kimry and the visitors of the city.

4/2 Scale 1: Merchant Rows

In order to come up with a plausible strategy, it is necessary to perform an analysis on the current state of the building of Market Rows: the strengths, the weaknesses, the opportunities and the threats (or SWOT). The four aspects of analysis are coherent with the problems of the city, reviewed in chapter 2: we review as follows the heritage preservation, the connection, social and cultural aspects of intervention.

Heritage preservation SWOT

Strengths:

- Protective status of the monument
- Restoration project is potentially being considered in the municipality
- “Picturesque” character of the ruin
- “Warmth” of the brick (in comparison to neo-classical style)
- Part of the historical ensemble of the Theater square
- There are a lot of monuments with similar architectural elements
- Rhythmic and repetitive nature of the façade with subtle diversities
- Elongated type of the structure
- Vegetation present
- Varying severity of damage along the façade
- Traces of multiple historical periods present
- Exposed basement
- Scale of the building is coherent to the majority of city center buildings

Weaknesses:

- Critical state of decay
- Structural instability
- A lot of exposed structural elements
- Exposed basement
- Uncontrolled vegetation
- Varying severity of damage along the façade
- Intervention from Soviet period is significantly worse in quality

Opportunities

- Conservation of the authentic parts
- Introduction of a new function: narrate history of the building and of Kimry heritage at large
- Consolidation and reinforcement of the ruin
- Possibility of different types of linear narrative (linear structure)
- Reintroducing stylistic unity with other elements of the ensemble

Threats

- Dangerous environment on the verge of collapse
- The damage grows exponentially with every passing year of neglect
- Expensive consolidation and reinforcement work
- Complicated legislation process of establishing the subject of protection

Connections SWOT

Strengths:

- Proximity to the Kimrka river embankment
- Proximity to the Volga river embankment
- Historical importance of the Volodarskogo street as a passage to the Voskresenskaia side
- Proximity to the historical center of the city
- Proximity to the Theater square where the bus stop is located
- A busy area with a lot of pedestrians

Weaknesses

- The street ends in a turn
- Bad condition of the pavement
- Tupolev park is not connected to the building
- The railway station is on the opposite bank of Volga
- The bus station is several kilometers away
- Active unregulated traffic in the area

Opportunities

- A possible guide for tourists across the city
- A new functional meaning for the street
- Possible connection to water
- A lot of potential parking areas
- Easy to reach from the bus stop and pier
- Revival of historical connection to the bridge

Threats

- Not an “inviting” end of the street – a roundabout can be preferred
- Active traffic dangerous for pedestrians, if there is a lot of visitors

Social SWOT

Strengths

- Proximity to the theater and cinema (recreation)
- Proximity to two parks: Tupolev park and Nahimova Embankment (recreation and nature)
- Proximity to the central square (social events)
- Is considered by local heritage protection organizations
- A well-known location in Tver district

Weaknesses

- Far from the residential area (bad part of the town)
- The Tupolev park is not well-equipped
- Place of gathering of drug-addicts
- Used as a public toilet
- Surrounded by ruined and abandoned buildings

Opportunities

- Elevated quality of existing public spaces and existing meeting spots
- Could have a positive influence on the Tupolev park
- Bring positive attention to the area and help overcome the bad reputation
- Provide a safe space for children to play and explore
- A helpful combination of recreational and educational functions

Threats

- Bad reputation of the place can interfere with public perception
- Possible presence of marginalized public
- May not fit the current needs of city community
- Depressing amount of ruins all round
- Might be a lot of points against conservation in favor of complete restoration

Cultural SWOT

Strengths

- Important historical monument that people are already aware of
- Proximity to the Kimry local museum
- Proximity to other cultural recreation spots (cinema, museum, etc.)
- Strongly represents a particular period of prosperity and success (beginning of XX cent.)
- Shoe making factory

Weaknesses

- There is no current production in the city (impossible to recreate initial use)

Opportunities

- Exposure of Kimry heritage on several scales: building – center – town
- Exposure of heritage protection organizations
- Starting point for the touristic routes across the city
- Additional spaces for the Kimry local museum
- Improving public image of the city in media
- Collaboration with existing museums and galleries

Threats

- Retrospective nature of the project
- Conservation might be considered an act of disrespect or a cheap solution

Merchant Rows building: site

Based on previous analysis I came to a solution that conservation of the remaining ruin would bring more representation and cultural meaning to the building than an attempt to recreate its initial appearance. Even though the building of Merchant Rows is relatively “young”, since it was built in the beginning of XX century, it represents an important period in history of Kimry, which is why it is important to preserve its authentic nature.

The building of Merchant Rows is located opposite of the Kimry cinema building, that has a small public area at the front. On the other side of the building there is the Tupolev square. By creating a small public area in the place of the missing north block a sequence of green areas becomes uninterrupted.

In addition to existing parking areas I suggest adding several parking spots in continuation of Volodarskigo street, so that they are hidden by the trees and do not overload the area with parked cars.



Figure 49 General plan of Merchant Rows building site

Merchant Rows building: functional use

Various sections of the ruin have survived in different ways. The remaining sections of the northern block and the two sections of the southern block still have the floor structure partially intact, while the majority of the southern block has only the loadbearing walls and pillars in place. In response to the type of damage and intended functional use I decided to adopt different types of roof structure.

For the parts of the building that still have the attic floor structure intact I decided to use a system of rafters, which was the original type of roof construction for the building of Merchant Rows. For the parts that miss the floors entirely I chose to use the truss system, since it leaves an opportunity to leave the roof structure exposed in the interior.

The different types of construction systems create a sequence of visually contrasting spaces. The large space with an exposed truss system is used as an exhibition space. The area of the missing north block is used as a public park with rhythmic vertical elements to signify the axes of the missing volume. The remaining two sections of the northern block are used as a small coffee facing the Theater square, which is the main meeting point of the Kimry city.

I consider the Kimry Local Museum and Tom Sawyer Fest as two of the main stake holders, since both organizations have a lot of unexhibited material stored due to the lack of appropriate space.

Another important element of the intervention is a suspended path that is used in the open space of the ruin in order to create a connection with the remaining floors in the last two sections of the south block. The path is supported by the remains of the supporting walls in the interior, that are strengthened with reinforced concrete elements.

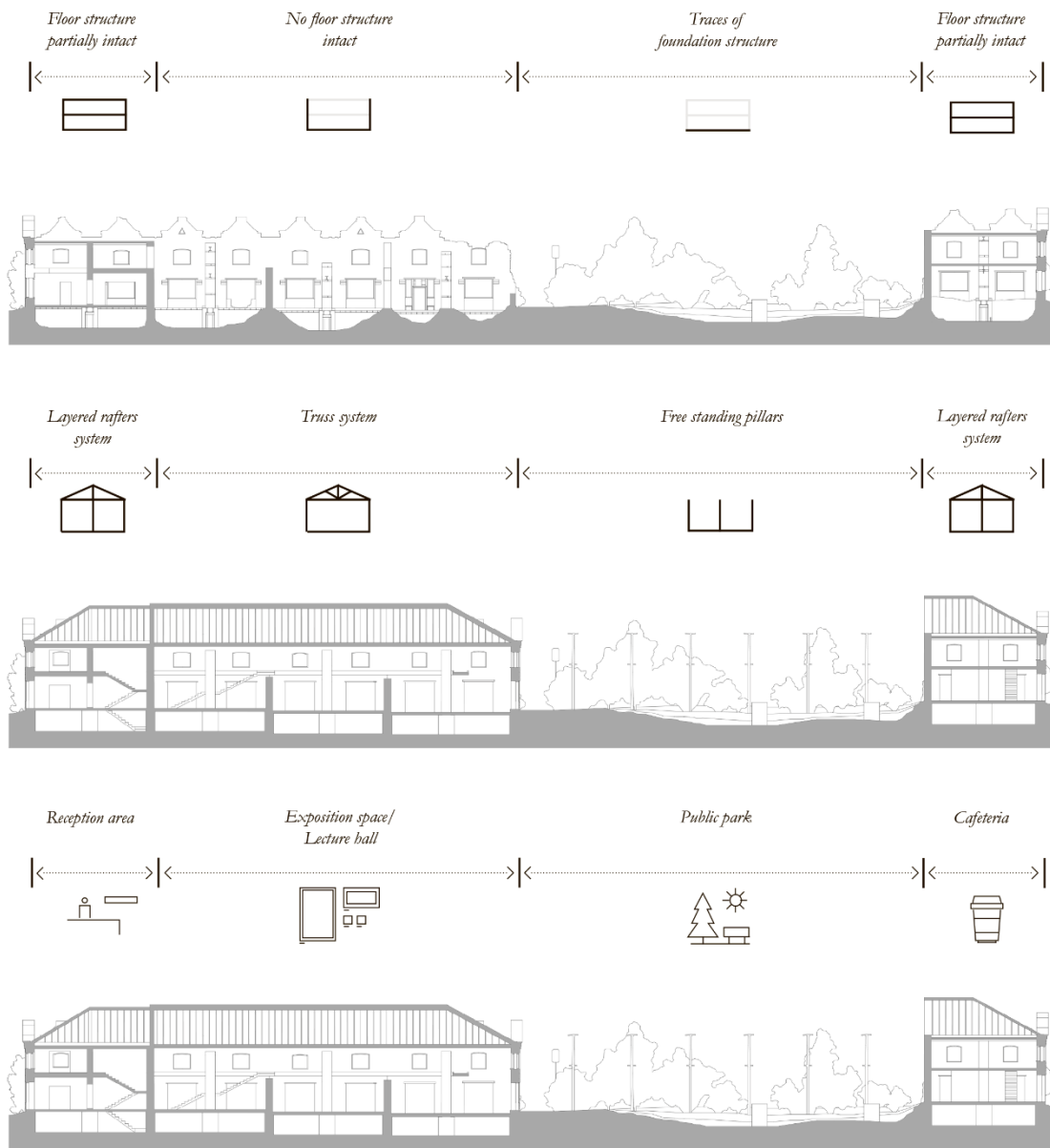
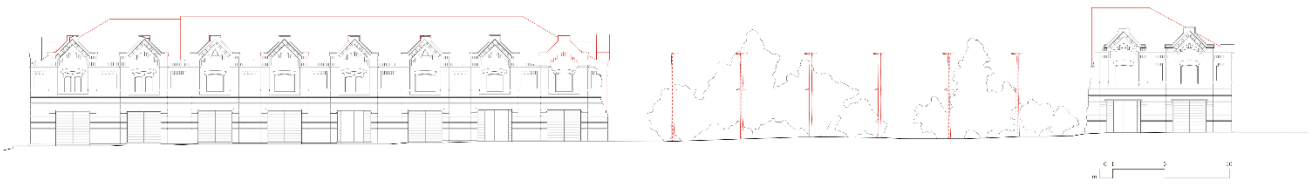
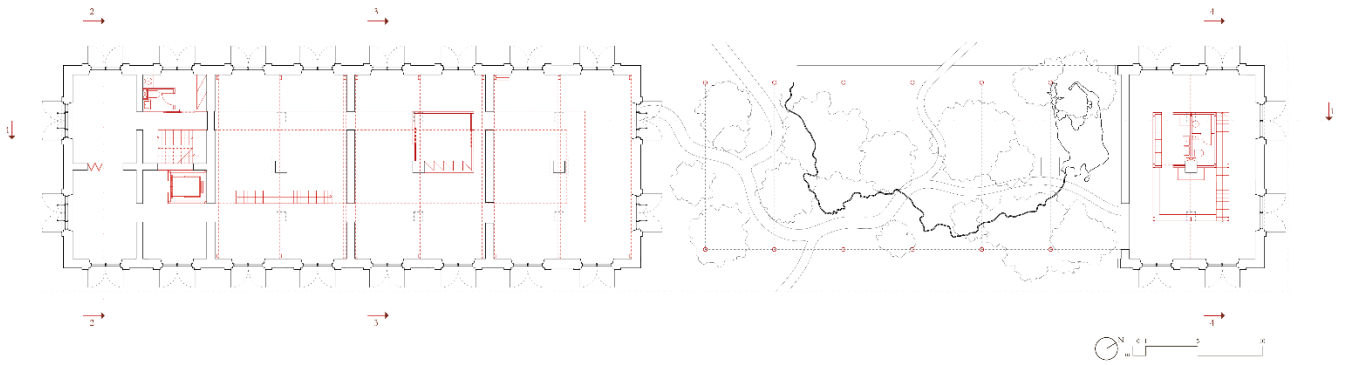


Figure 50 Schemes of damages, structural solutions and functional uses of Merchant Rows

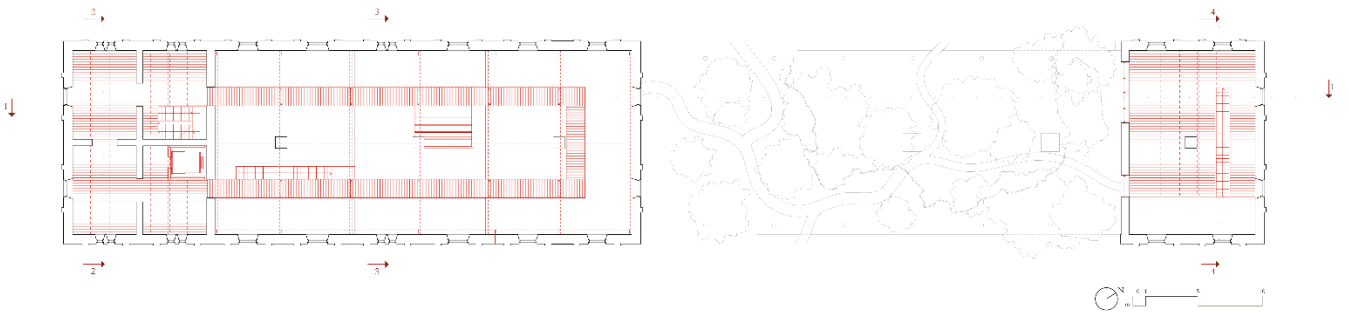
South facade



Ground floor plan



First floor plan



Section_1-1



Section_2-2

Section_3-3

Section_4-4

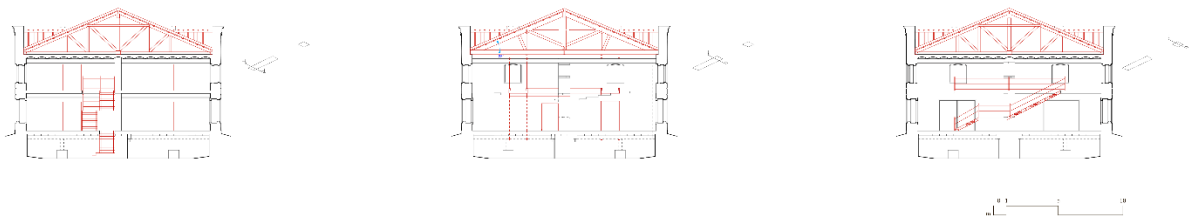
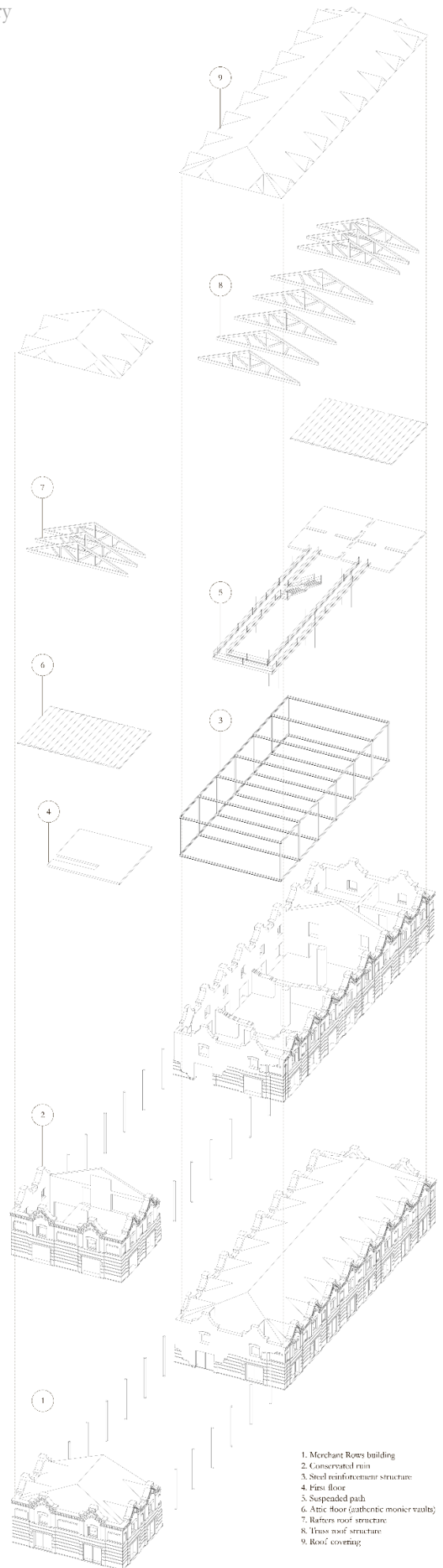


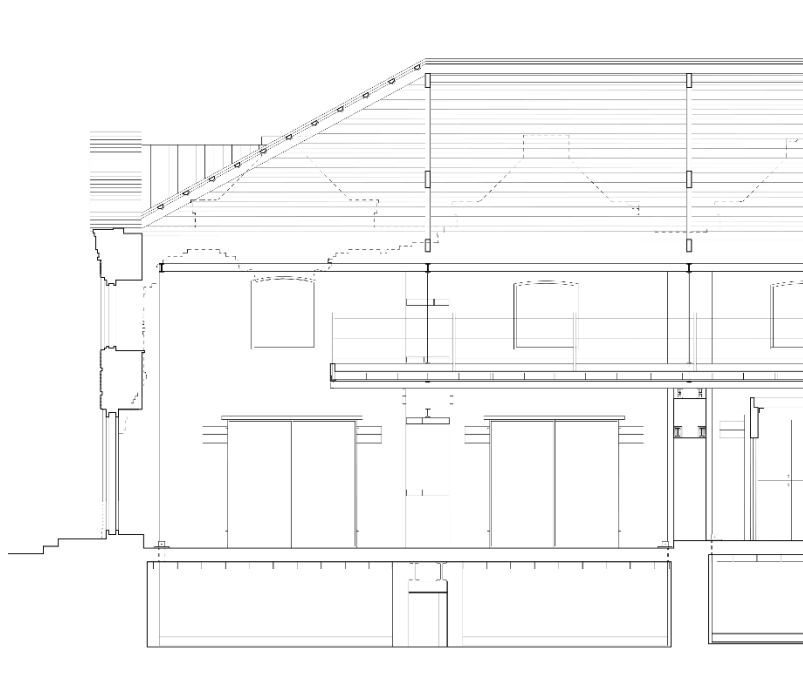
Figure 51 Project drawings

Figure 52 Axonometry



1. Merchant Rows building
2. Conservated ruin
3. Steel reinforcement structure
4. First floor
5. Suspended path
6. Attic floor (authentic monier vaults)
7. Rafter roof structure
8. Truss roof structure
9. Roof covering

Section 1-1



Ground floor plan

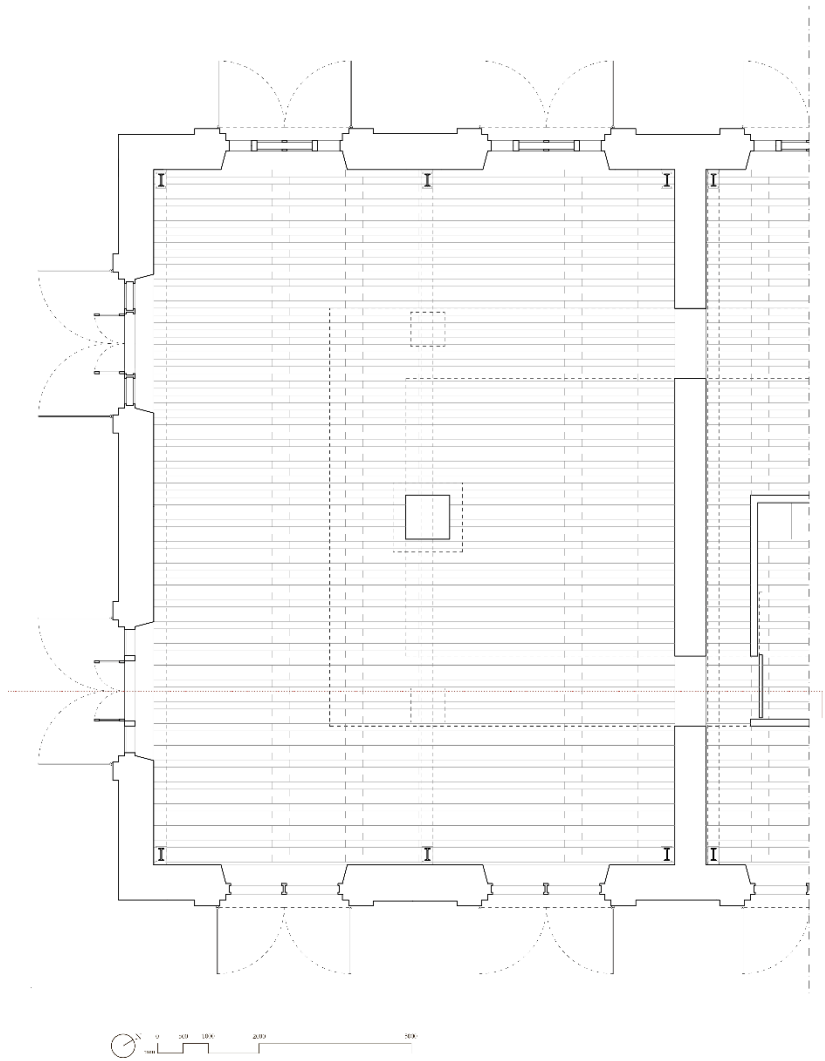


Figure 52 Detail of the suspended path

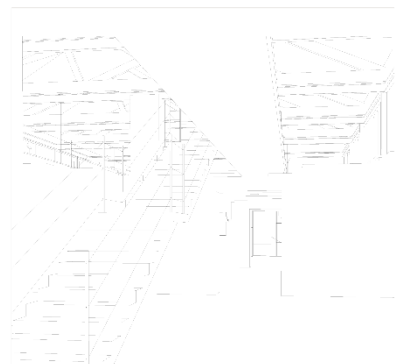
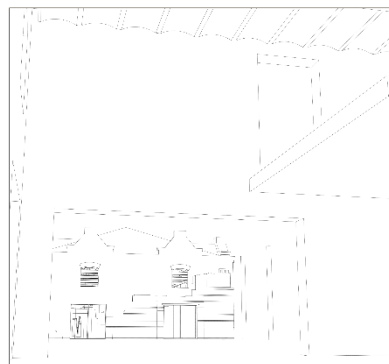
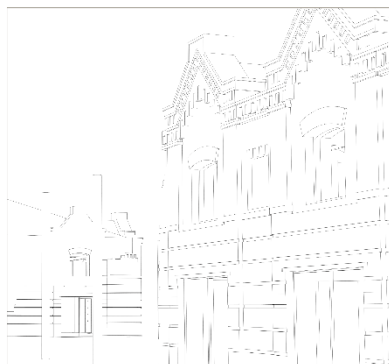
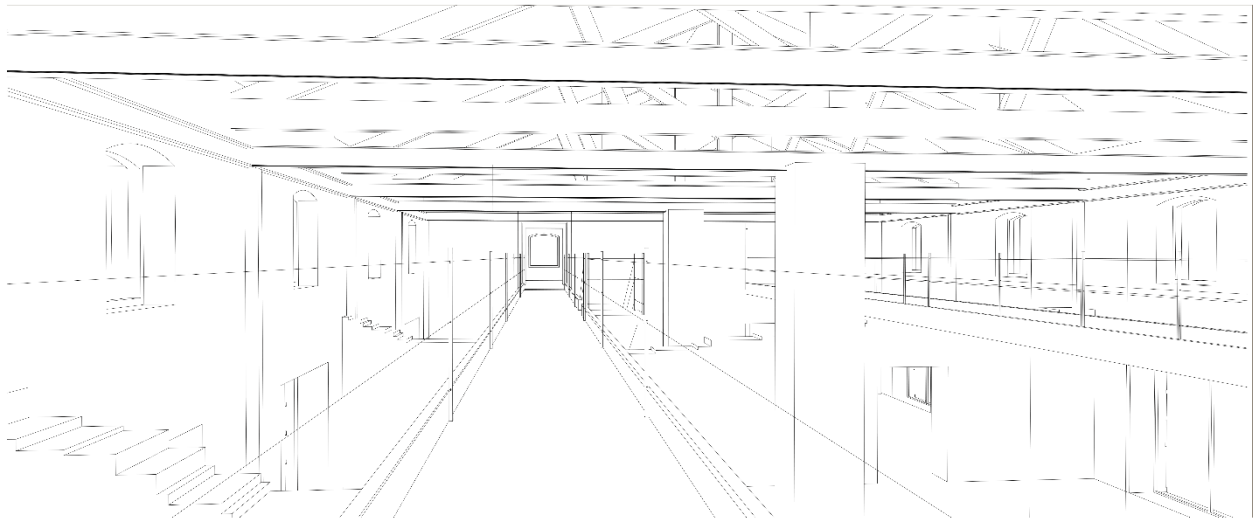


Figure 53 Interior views

4/3 Scale 2: Kimry

The intervention points in the Kimry historical center are chosen in order to enhance the connection between two sides of the historical center and elevate the quality of Kimry pedestrian infrastructure while the project of Kimrka embankment is being postponed. The Merchant Rows building serves as a link between Volga and Kimrka embankments, as a welcoming spot for visitors and as a meeting point for Kimry citizens. Hence the three intervention sites:

1) Pier at Nakhimovskaia embankment: reconstruction and adaptation for minor hydrofoil ships

A typical design of a passenger ship stop pavilion in a minor historical city. Come back to the idea of a local network focused on scheduled passenger transportation in Tverskaia district using minor hydrofoil fleet;

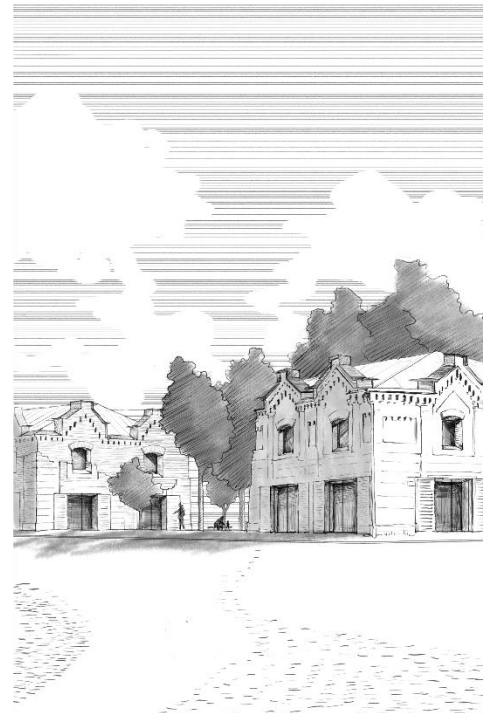
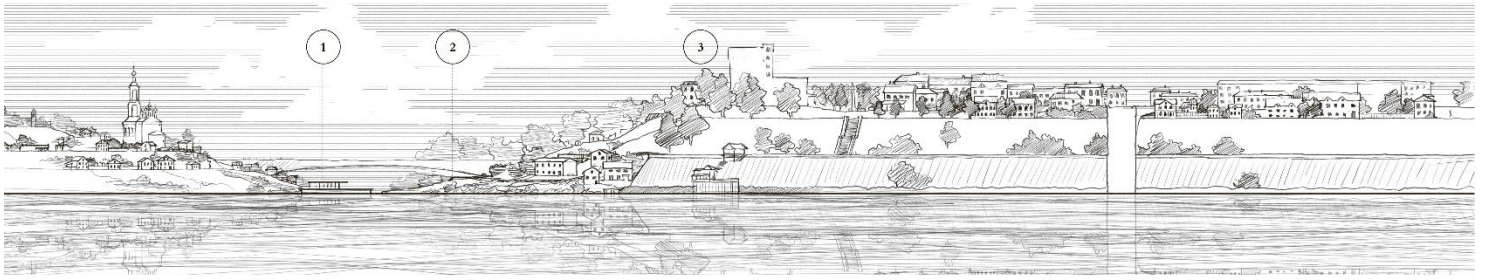
2) Pedestrian path at Kimrka embankment

The temporary pedestrian path gives a possibility to comfortably access Kimrka river while the project of the public area is being discussed in the Municipality. In addition it creates a viewpoint of the Voznesenskaia side of historical center, which currently can only be observed either from the bridge across Volga or a bridge across Kimrka;

3) Merchant Rows building

Adaptation of the ruin for an exhibition space and a public platform for hosting public events, for instance meetings of local independent organizations focused on heritage protection, like Tom Sawyer Fest.

On page 112: Figure 54 showing point of intervention on the plan of Kimry historical center



4/4 Scale 3: Tverskaia district

The three directions of water navigation starting from Kimry are the following:

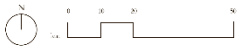
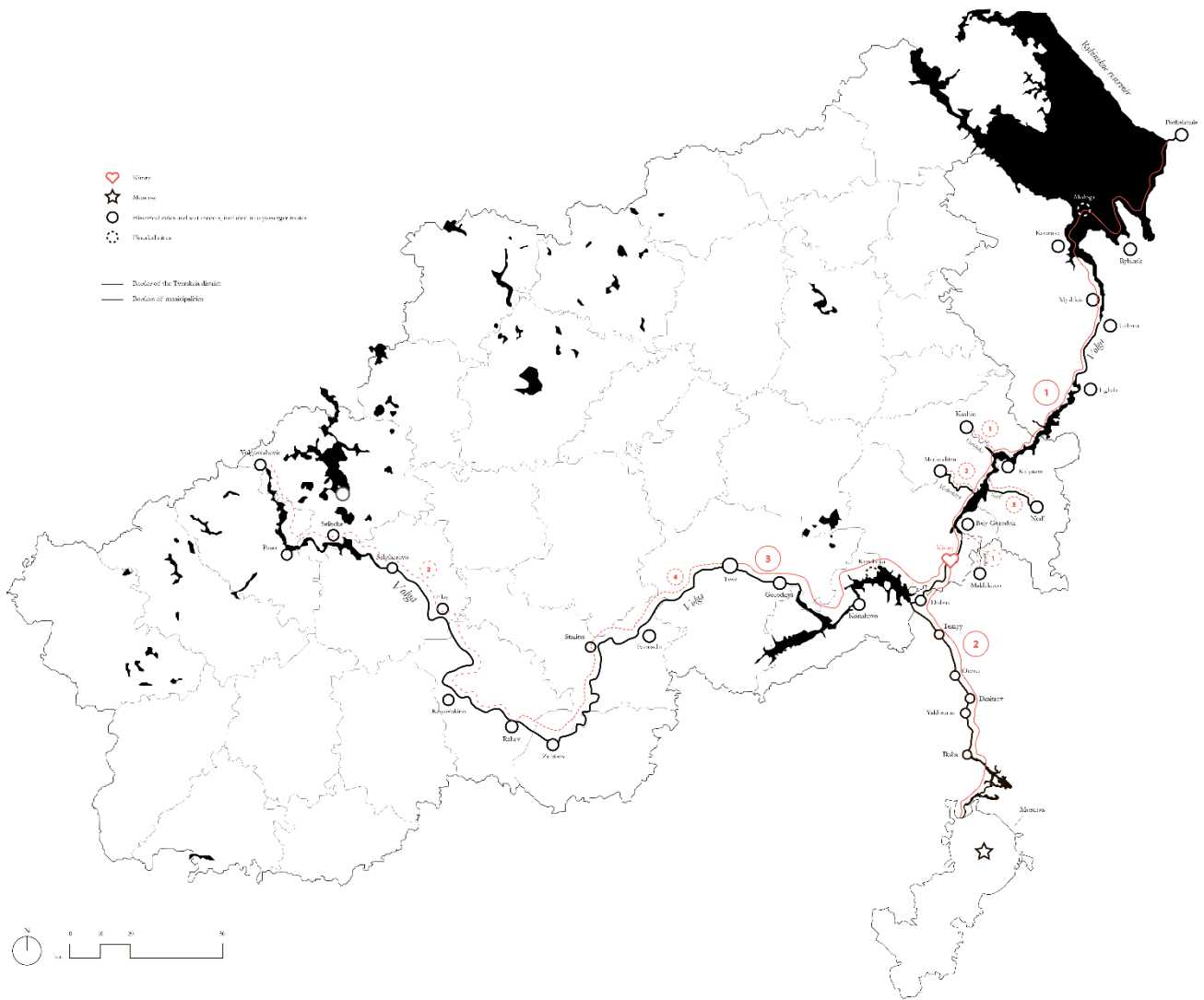
1. North-east direction: Kimry – Rybinsk water reservoir
2. South: Kimry – Moscow
3. West: Kimry – Rzhev

There are certain restrictions imposed by changing water levels of Volga and Volga influxes, which is why in addition to regularly scheduled routes for minor hydrofoil ships I suggest several possibilities for other types of boats that are typically used in order to navigate Volga in the area.

For instance, small motor boats can be used on the part of Volga above Tver, since the construction of Volga-Kama hydroelectric cascade made those waters inaccessible for passenger ships. Some of the smaller rivers that flow into Volga, like Hotcha, Medveditsa and Kashinka, can also be explored via motor boats.

Another option is using kayaks and other rowing boats in the parts of the river that are strictly protected as natural resorts, like the area above the city of Staritsa and up to the source of Volga in Volgoverhovie.

On page 114: Figure 55 showing short-distance routes accessible via different types of boats



Hydrofoil ships



Motor boats



Kayaks

1 Kimry - Rybinsk

1. Kimry
2. Bely Gorskoye
3. Kaluzhskiy
4. Uglich
5. Udaury
6. Myshkin
7. Kovrov
8. Malaga
9. Rybinsk
10. Pochinok

2 Kimry - Moscow

1. Kimry
2. Dnubna
3. Iermyy
4. Oresk
5. Dnubnov
6. Yashnaya
7. Kovrov
8. Moscow

3 Kimry - Tver

1. Kimry
2. Dnubna
3. Korotkaya
4. Kopylovskaya
5. Gromaditsy
6. Tver

1 Kaluzhskiy - Kashin

1. Kaluzhskiy
2. Kashin (river Kasimovka)

2 Kaluzhskiy - Nerl' (river Nerl')

1. Kaluzhskiy
2. Nerl'

3 Kaluzhskiy - Medveditsa (river Medveditsa)

1. Kaluzhskiy
2. Medveditsa

4 Tver - Rubezh

1. Tver
2. Ivanichy
3. Nuzitsa
4. Zolotov
5. Rubezh

1 Bely Gorskoye - Malokosovo

1. Bely Gorskoye
2. Malokosovo

2 Rubezh - Volgoverkhovye

1. Rubezh
2. Kovrovskino
3. Erty
4. Selizhovo
5. Selizhe
6. Peris
7. Volgoverkhovye

These routes are suggested as the basic type of regular passenger transportation, since all of the listed cities already have piers that are capable of hosting hydrofoil ships. Some of them need restoration and maintenance, like in the case of Kimry. All of the cities situated along the routes can be reached within a day trip from Kimry, which gives the passengers a possibility to plan their stay in each city, instead of submitting to the fixed intervals of time that are posed while travelling by large cruise ships.

These routes are suggested for the private owners of motorboats and travellers who are willing to rent them out for a few days. This type of boats can be used to navigate Volga inflows as well as Volga on the part between Rubezh and Tver, since it becomes too shallow for hydrofoil vessels.

These routes are suggested for sport tourism. Due to the rising popularity of water tourism, kayaks and other types of floating boats are the most environmentally friendly way of exploring smaller rivers; local dwellers have already established an infrastructure of small villas and camping sites to stay along the route. The upper part of Volga starting from the source and up until Rubezh flows through a natural resort which prohibits the use of motor boats.

Kimry. Ispostol'skaya zlob



Moscow. Arsenal



Malaga



Pochinok. Rybinsk motor steamer



Kaluzhskiy



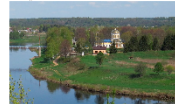
Kashin



Nuzitsa



Zolotov



Bely Gorskoye



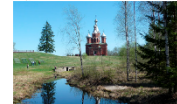
Rubezh



Malokosovo, St. Abkhazskiy monastery



Ispostol'skaya zlob



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