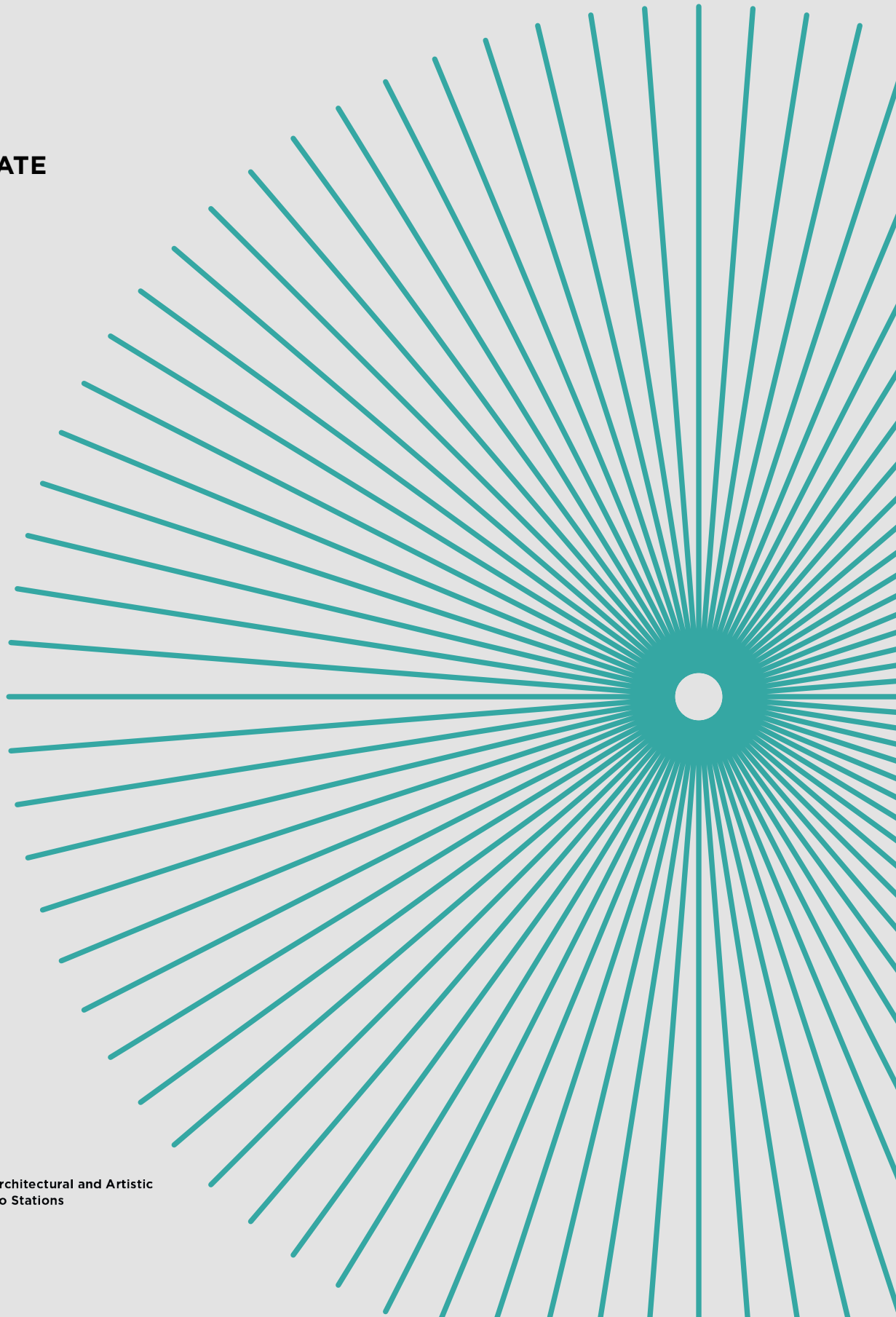




With the support  
of the Moscow  
Government



## INVITATION TO PARTICIPATE



**International competition**  
for Development of the Architectural and Artistic  
Concept of Moscow Metro Stations

**Customer**

Mosinzhproekt

**Executor**

Agency for strategic development «CENTER»

**Website**

[www.design-metro.ru](http://www.design-metro.ru)

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# MARAT KHUSNULLIN ABOUT THE COMPETITION



**MARAT KHUSNULLIN**

Deputy Mayor of Moscow  
in the Government of Moscow  
on Urban Development Policy  
and Construction

«For the last seven years Moscow became a world leader in metro construction speed. The key aim, which was set by the Moscow Mayor Sergey Sobyanin is to ensure the maximum of citizens with the fastest, most convenient and reliable public transport in walking distance. And we are actively work in this direction. Moscow metro is the one of the most beautiful metro in the world. This is our pride and historical heritage. That is why we not only increase the pace and capacity of construction but also pay great attention to the architectural appearance of the new stations. Our principled position is that each of them must be unique, have its own face. The practice of holding contests for the best architectural design of Moscow metro stations existed since the 1930. Leading architects, artists, sculptors, engineers were involved in the competitions. Such «underground palaces» as «Komsomolskaya» and «Mayakovskaya», «Kievskaya» and «Arbatskaya», «Novokuznetskaya» and «Kropotkinskaya», «Novoslobodskaya» and «Revolution Square», «Taganskaya» and «Teatralnaya» are the real masterpieces of underground architecture, where tourists from all over the world goes to excursion. Unfortunately, in 1960`s-1970`s practice of contests was stopped. As a result, metro replenished with a number of gray, faceless typical stations, similar to each other as two drops of water. And now, after decades, on the initiative of Moscow mayor Sergey Semenovich

Sobyanin, in May 2014 it was decided to revive the contests for the best architectural and art projects of metro stations. Also, it was decided to build stations based on the typical projects, that reduces the cost of the construction, but to make the image of every station individual and recognizable.

The contest causes an unpredictable splash of interest not only from Russian architectural and design bureaus and studios, but also among many foreign companies. That is why we upgraded status of the contest to an international one. The finals of the competition are the best projects selected by a competent jury from among the world's leading architectural and design bureaus and studios. Based on the result of previous contest, Moscow subway has already received excellent samples of high quality modern architecture and design: metro stations «Solntsevo», « Novoperedelkino», «Terekhovo», « Nizhnie Mnevniky», «Sheremetievskaya», «Rzhevskaya», «Stromynka». Each project has its own specifics, link to the history of a specific locality and organically «built in» the urban context.

So we already have experience and it is recognized successful. There is no doubt that the upcoming contest for the best design project of the stations «Klenoviy bulvar» «Nagatinsky zaton» will attract even more new, interesting ideas in the design of the subway, and the best ones, most quality projects will be realized»

# COMPETITION

## OBJECT OF THE COMPETITION

Competition for Development of the Architectural and Artistic Concept of Moscow Metro Stations: Nagatinsky zaton, Klenoviy bulvar

### The concepts must meet the following criteria:

- The artistic decisions for the stations should blend harmoniously with the town-planning, historical and cultural environment of the region they are located in;
- use of state-of-the-art technologies, durable and eco-friendly materials is welcomed;
- requirements concerning comfortable and safe transportation for all population categories must be met;
- a suitable applicative use of space taking into account all the technical requirements of the Moscow Metro must be provided;
- provisions should be made in the stations for a unified navigation system in accordance with the Typology of Navigational Signs of the Moscow Metro album;
- the budget for the painting and decorating of passenger areas (platforms, concourses, passenger crossing areas), including decorative elements and architectural lighting should total 200–250 million rubles per station. Required materials and hardware must be exclusively Russian-produced.

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**OPEN  
INTERNATIONAL**

## COMPETITION OBJECTIVE

The main objective of this tender is to find an optimum design and architectural-artistic solution for interiors of passenger areas and entrance halls of Sheremetyevskaya, Rzhevskaya and Stromynka stations.

The fundamental design should include architectural solutions relating to form, finishing materials, furnishing, lighting and cosmetic features of passenger zones.

## COMPETITION FORMAT

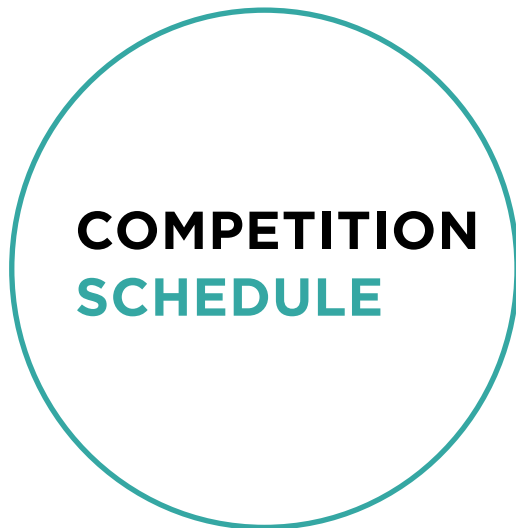
**First Stage** — receipt of applications and selection of Participants by portfolio and essay. In the first stage, the competent jury on the basis of a portfolio, relevant experience and three essays, provided by each participant for all nominations, selects five (5) Finalists in each Nomination.

**Second Stage** — development of proposals by Finalists, formation of the Rating of Proposals of Finalists based on the assessment of the Jury, selection of the best three (3) Proposals in each Nomination.

In the second stage, 10 Finalists (5 Finalists in each Nomination) develop their Proposals. During the final meeting of the Jury, the winners in each Nomination are determined.

**Third Stage** (voting on the Active Citizen Project) — the selection of the top 3 (three) Proposals as part of the Active Citizen Project. Determining the winners.<sup>1</sup>

<sup>1</sup> In case of voting on the Active Citizen Project



- NOVEMBER 22, 2017**  
START OF THE COMPETITION
- MARCH 13, 2018**  
JURY DELIBERATIONS
- APRIL 17, 2018<sup>2</sup>**  
RESULTS SUMMARIZING

## PARTICIPANTS

Russian and foreign (consortium members) architectural companies capable of engaging designers, engineers, planners, specialists in the spheres of economy and financial modeling.

## REQUIREMENTS

A Russian legal body or a consortium of legal bodies can participate in the competition. Foreign partners are allowed to be a part of a consortium.

## FINALISTS

Participant whose application was awarded the place from 1 to 5 in the Qualifying Rating of applications in the Nomination by the decision of the first meeting of the Jury.

## THE WINNER

For each metro station, the author of the best concept as chosen by the Jury will be named the winner. After voting on the Active Citizen Project: those determined by number of votes in the Active Citizen Project out of the 3 best pieces (per station) selected by the Jury.<sup>2</sup>

<sup>2</sup> in case of voting on the Active Citizen Project

# COMPETITION SCHEDULE<sup>3</sup>

**November 22,  
2017**

Start of the competition.  
Press conference

**January 17,  
2018**

Jury session. Selection  
of Finalists

**January 25,  
2018**

Introductory seminar  
for the Competition  
Finalists participated  
by the Customer's and  
Organizing Committee's  
representatives

**December 5,  
2017**

Project  
seminar for the  
Competition  
Participants

**Until January 10,  
2018**

Receiving  
Applications

**Untill March 1,  
2018**

Development of  
competitive offers by  
finalists of the Contest

Consultative support  
of participants

<sup>3</sup> The competition schedule may vary. Please visit the competition website for updates.



**April 17,  
2018<sup>4</sup>**

Results summarizing

**March 1,  
2018**

Submission of Proposals  
by Finalists

**March 13,  
2018**

Jury deliberations, selection of  
best Proposals

<sup>4</sup> In case of voting on the Active Citizen Project

# JURY

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**MARAT HUSNULLIN**

Deputy Mayor of Moscow in the Government of Moscow on Urban Development Policy and Construction



**SERGEY KUZNETSOV**

Chief architect of Moscow, First Deputy Chairman of the Committee on Architecture and Urban Planning of Moscow



**MARS GAZIZULLIN**

Director General, JSC «Mosinzhproekt»



**VIKTOR KOZLOVSKY**

Head of the Moscow Metro

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**RUSTAM CHERKESOV**

Director for engineering JSC «Mosinzhproekt»



**NIKOLAI BABUSHKIN**

CEO deputy, Chief Engineer JSC «Mosinzhproekt»



**VLADIMIR MASLAK**

CEO of OJSC «Research, Design, and Survey Institute "Lenmetrogiprotrans"»



**NIKITA ASADOV**

The architect of the Asadov Architectural Bureau, the curator of the festival «Zodchestvo»



**IVAN KOLMANOK**

Architect, co-founder of the bureau «AI ARCHITECTS»



**DMITRIY BOITSOV**

Chief architect, head of the architectural and construction department of OJSC «Research, Design, and Survey Institute "Lenmetrogiprotrans"»

# EXPERTS

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**IGOR VOSKRESENSKII**

Vice President of the Union of Architects, honored architect of Russian Federation, academician of Russian Academy of Arts, chairman of the commission on monumental art of Moscow City Duma



**ALEXANDER ZMEUL**

Editor in chief of the internet publications archspeech and archigramma, head of agency The Changes

# INITIATOR



JSC Mosinzhproekt is the leader in the construction market in Moscow and the largest engineering holding company in Russia. The company is among 100 largest companies in Russia (Rating Agency «Expert») and was assigned Management quality rating at the level of A+.gq – «Very high level of management quality»

The group of companies is the operator the Moscow Metro Development Program, the participant of the Moscow Transport System Development Program, the general contractor of the reconstruction of the «Luzhniki Olympic Complex», the Management company for the construction of the «Zaryadie» park, the general project developer of the key highways reconstruction, and manages development projects.

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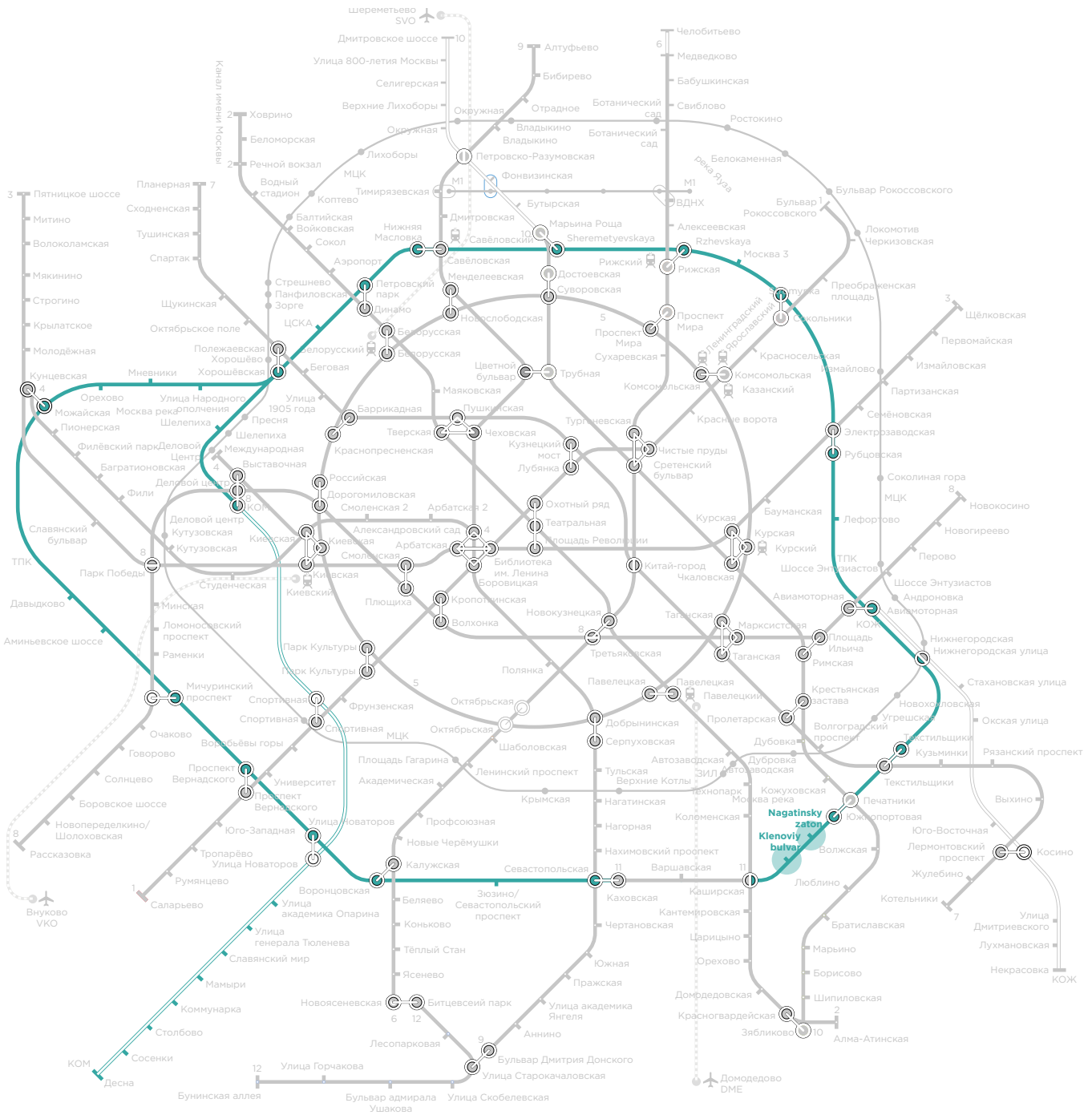
# ORGANIZER



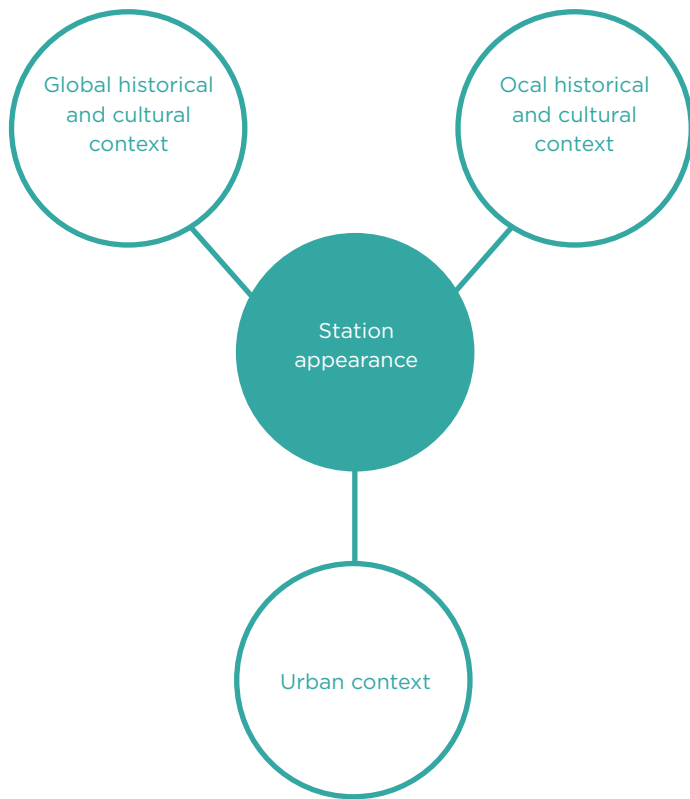
Agency for strategic development CENTER is a design and analytical organisation in the field of integrated development of territories and quality of urban environment. The mission of the organisation is to develop territories with efficient and modern tools, revealing the potential of each place through the creation of new cultural, social, and economic centers.

One of the key activities is the organisation and hosting of professional competitions aimed at finding new solutions in the field of urban planning, design, and architecture.

# CONTEXT



THE PERSPECTIVE SCHEME OF THE MOSCOW METRO 2020



## THE ESTABLISHED PRINCIPLES OF MOSCOW METRO STATIONS CONCEPTUAL DESIGN

Metro is traditionally viewed as a projection of above-ground urban environment; together they form an integrated image of the city. Interiors of the Moscow Metro stations bear the impress of common historical and cultural aspects of Russian capital's development in different periods.

Several factors traditionally influence the architectural look of the Moscow Metro stations:

- **Global historical and cultural context** traditionally bears the principal ideology of the epoch and comprises historical, cultural, economical and political aspects on a countrywide scale.
- **Local historical and cultural context** shapes a station identity to its location and includes historical and socio-cultural aspects on a regional level.
- **Urban context** includes specifics of city district type, city and district development plans, urban environment parameters, established onsite restrictions, demographic situation, traffic conditions and so on.

## VISION

Moscow Metro is the mainstay of the Russian capital's transport network and the most popular kind of public transport in Moscow. More than 2.5 billion trips are made in the Moscow Metro annually, the Metro is one of the most intensely used undergrounds in the world.

In order to meet the Moscow's growing need for public transport, to reduce passenger load, as well as to ensure connectivity of Moscow remote areas, the Moscow Metro network develops at an unprecedented rate over the last years. It is planned to open 55 new station from 2016 till 2020, the length of the Metro lines will increase by 162 kilometers and 9 out of every 10 Muscovites will live within walking distance from Metro stations.

In September 2016, the Moscow Ring Railway (Moscow Central Circle) was opened for passengers. This joint project of the Russian Railways and Moscow Metro is an intracity commuter train line partially integrated with the Moscow Metro (there is an integrated fare system and Moscow Ring Railway stations are connected to the Metro ones). As of the end of the first month of the Moscow Central Circle operation, it was used by 6 million passengers. It is planned to increase the Moscow Central Circle passenger throughput up to 300 million passengers annually by 2025.

The total length of the Third Interchange Circuit (TIC) of the Moscow Metro will be 67 km, it will accommodate 31 stations, it will be the second big ring of the metro which will connect the remote areas of Moscow. The TIC will have 21 intersections with the existing lines of the Moscow subway and the Moscow Central Ring (MCR)

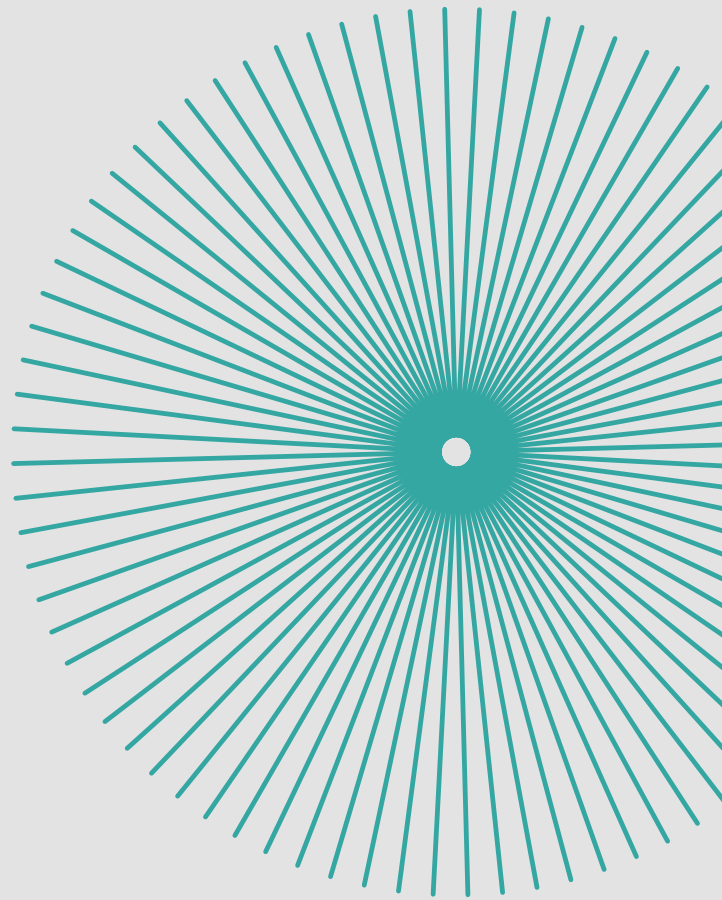
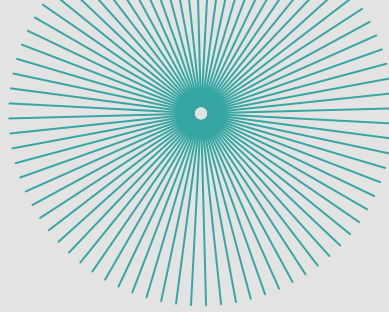
# GLOBAL HISTORICAL AND CULTURAL CONTEXT AND ITS INFLUENCE ON THE APPEARANCE OF MOSCOW METRO STATIONS

Overloaded, deteriorated and failed into disrepair post-revolutionary Moscow public transportation system became a historical prerequisite for the start of the Moscow Metro construction. At that time trams, the main type of Moscow public transport, were constantly overcrowded, rapidly got broken, which led the city to frequent traffic standstills.

That is how satirical writers I. Ilf and E. Petrov depicted that situation: «Tram cars are targets of frantic attacks. A warlike mood overcomes the people queuing for a tram. It is well-nigh a miracle that tram cars are not staved to splinters. The Moscow tram network cannot satisfy everybody who wishes to use it, but nevertheless it carries them. So overloaded that their windows burst, heavily roaring tram cars drop office workers near the huge buildings... of the institutions that govern the country's life.»

In 1931, it became clear that neither tram nor bus can solve the problem of the Moscow transport service. The June Plenum of the Central Committee of the All-Union Communist Party (Bolsheviks) adopted a final decision to build a metro in order to correct the situation.

As we can see from the history of metropolitan construction, the global context suppresses the local context - this is well traced in the shape of stations built between 1955 and 1970 during the so-called ideology of struggling architectural excesses. Unified stations of the Moscow Metro, built in this period, lost all the decoration, binding to the place and were similar to each other as two drops of water. At the present time, the problem of the sameness and identity of stations at the site of construction is still relevant in Moscow and throughout the world. Nevertheless, it is being solved both in Russia and abroad - there are successful examples of successful transformation of strictly functional underground spaces, as well as the construction of new stations.





# INTERNATIONAL PRACTICES OF METRO STATION INTERIOR DESIGN



With the development of underground transport and increasing of the time spent by passengers in the metro, the requirements for the internal design of metro spaces increase: visually diverse and attractive the environment becomes an inalienable quality of reconstructed and newly constructed metro stations in European countries. Thoughtful spaces and high-tech modern solutions are designed to ensure a comfortable stay of passengers in conditions of a large number of people concentrated at a time in the same space.



## Georg-Brauchle-Ring. Munich

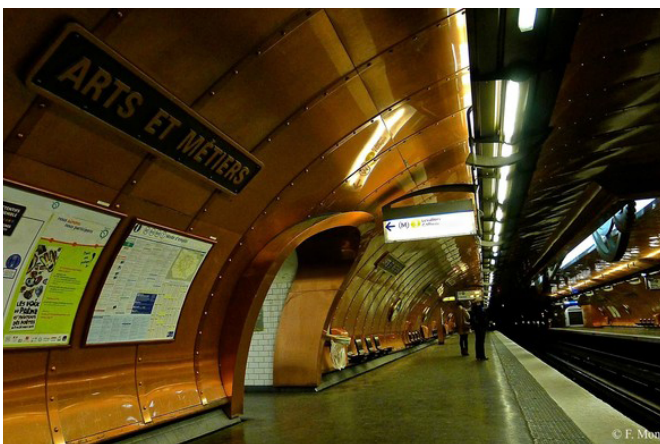
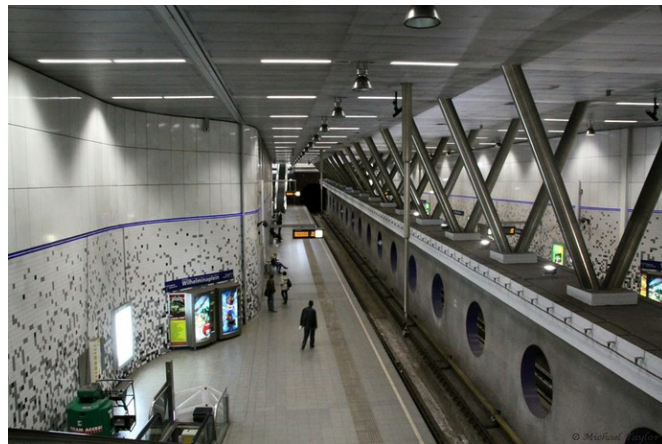
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**Architects/** Burkhard Schafer  
**Opened/** October 18, 2003  
**Platform type/** off-boarding platform

Georg-Brauchle-Ring Station opened in 2003. As many other stations in the Munich subway, it has an extraordinary design, but perhaps it is one of the most colorful ones. The wall finishing features colorful panels that alternate with photos of architectural structures.

Burkhard Schafer created Georg-Brauchle-Ring station located a short distance away from the Olympic Center. The architect demonstrated the talent by not letting the technical simplicity of the station's structure and minimalism in its decorative design to turn into gaudiness.

The station features colored panels designed by German installationist Franz Ackermann. There are up to 400 of them, and their total weight is up to 30 ton.



## 18 Arts et Métiers. Paris

**Architects/** François Schuiten  
**Opened/** October 19, 1904  
**Platform type/** side platform

Before mid '90s it was a usual Parisian station, which was opened as early as in 1904 near the Conservatoire National des Arts et Métiers and because of that, given the name of Arts et Métiers. But in 1994, in celebration of its 200th anniversary, it was decided to reconstruct the station and turn it into an art object that is not so typical for the Paris subway. Belgian artist François Schuiten developed a steampunk-inspired conceptual design, which was meant to be a reminder of Jules Verne's works for French people and guests of the city. The station was encased with copper plates, and fragments from the display of the Conservatoire National located above the Arts et Métiers were placed behind the mock illuminators. The ceiling was complemented with styled wheels and pinions, and all this together came to resemble an attraction, lifelike insides of the Nautilus from 20,000 Leagues Under the Sea.

## Wilhelminaplein. Rotterdam

**Architects/** Zwarts & Jansma  
**Opened/** 1997  
**Platform type/** side platform

One more example of a modern trendy approach to subway architecture. The station was opened in 1997, and its authors from Zwarts & Jansma Architects apparently took inspiration from the works by a British superstar Zaha Hadid. Curved «flowing» forms, light colors, perforated ceiling and walls with round holes – it appeared that the image of a sci-fi ship prowling the space of the Universe can be created with such relatively modest means.

# RETROSPECTIVE OF THE DISTRICT

The Nagatinsky Zaton district boasts a rich historical heritage, as in the past the site of modern neighborhoods was home to centuries-old suburban Moscow villages of Kolomenskoye, Nagatino, Novinki and Sadovniki. The high hilly bank of the Moskva River, adjacent to Kolomenskoye, was inhabited a long time ago. Mild climatic conditions created a very comfortable environment to live in, and it was here at the dawn of our era where the ancient Dyakovo Settlement emerged.

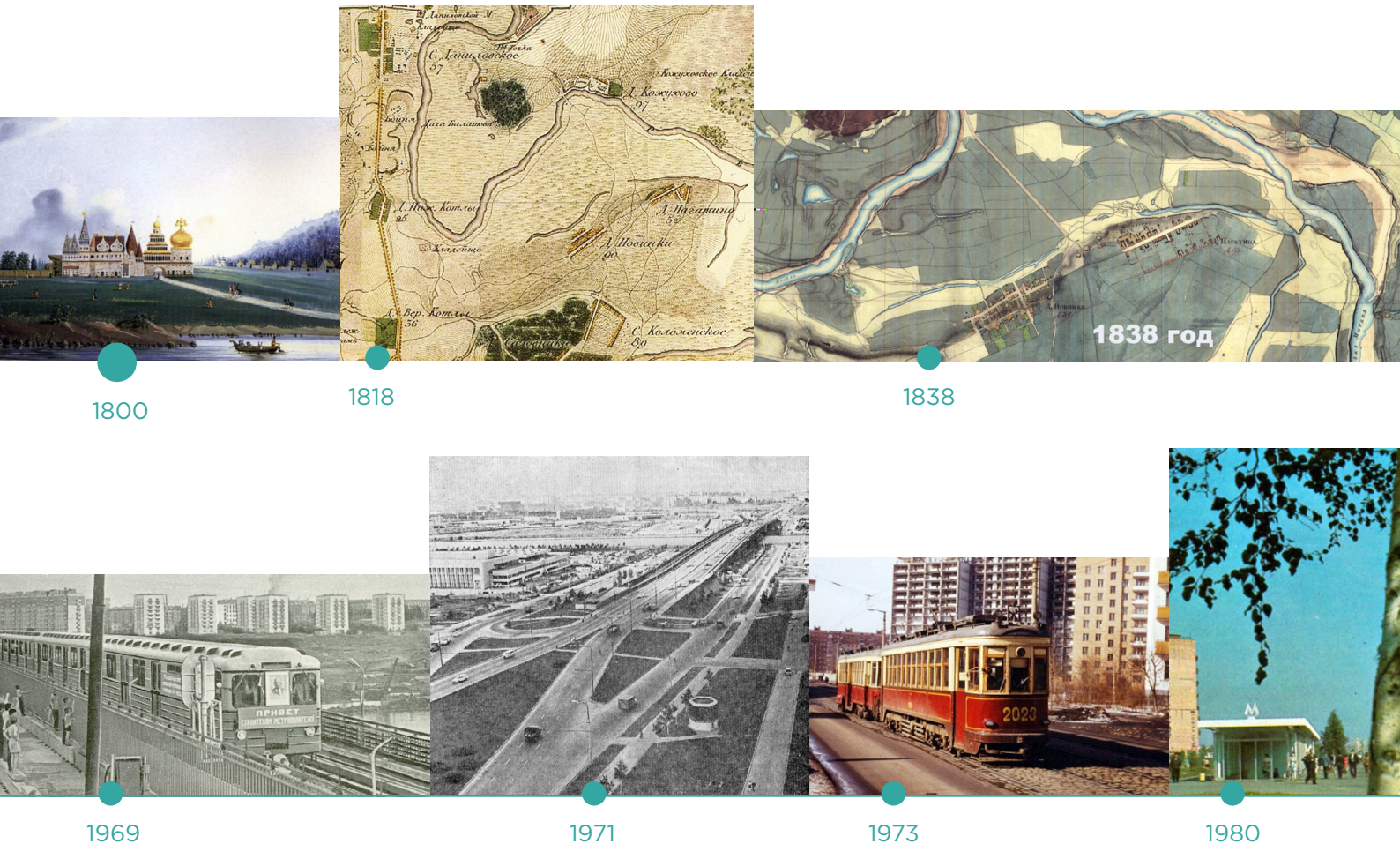
The exact dates of the foundation of the Kolomenskoye and Nogatinskoye villages, located within the area's current boundaries, are unknown. First mentions referring to the settlements can be found in the Testaments of Moscow Grand Prince Ivan Kalita, dating back to the 1330s.

A common interpretation explains the origin of the name Kolomenskoye as the one given by natives of Kolomna, who established the

settlement. The people fled here from Batu Khan's army and to commemorate their homeland gave its name to the place. There is also an opinion that the name originated from the word "kolomishi," which in the past denoted hills and barrows abundant in the area.

Kolomenskoye grew very quickly and after a while became a fiefdom of Grand Princes. Ivan the Terrible loved spending time here in the summer, and Tsar Alexei Mikhailovich Romanov built a beautiful wooden palace here in 1667-1670, which became a true wonder of the Russian architecture. It was a summer residence of Russian tsars, where monarchs had rest and watched the training of the Strelets troops and falconry.

The origin of the name Nagatino currently has two interpretations. One explains it as a place "on gati" - squasy ground. Indeed, the village was located in the area which was often submerged by spring floods. According to the second version, the name came from the monetary unit used in between the 10th and 15th century - "nogat." Although neither of the versions is officially accepted by scientist, they themselves cannot offer a plausible explanation for the name



1800

1818

1838

1969

1971

1973

1980

of the village.

In 1936, Nagatinsky Zaton saw the Moscow shipbuilding and ship-repairing yard put into operation. A workers' village was set up outside the yard, where yard workers lived with their families. The first ship slid down the ways of the yard in 1938. The most appreciated vessels were Moskvich motor boats, also known as river buses. The yard also built river tug pushers, lake passenger crafts and their variants for service and research purposes.

Several decades later, specialized training facilities were opened near the yard, which further were merged into one institution – the Moscow State Academy of Water Transport.

In 1960, Kolomenskoye, Nagatino and Novinki were integrated into the Moscow area, and large-scale housing construction was rolled out here. New multi-storey residential blocks were erected instead of old wooden houses.

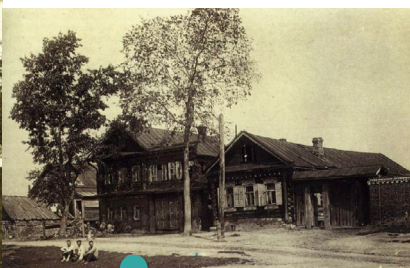
After the Nagatinskaya floodplain was reconstructed in the 1960s to add a new riverbed to the river, the right bank of the Moskva was decorated with the Nagatinskaya Embankment.

It was built using precast reinforced concrete and faced with granite. Houses on the side of the Moskva River are styled as sails to give the area a unique personality and distinctive look.

Ancient villages, which were once located in today's Nagatinsky Zaton, left us a legacy of names for its streets, bridge, embankment and metro station. And the main street of the Kolomenskoye village – Bolshaya – has retained its name to the present day. Names of many streets in the district are associated with shipbuilding and landscape features of the area. Such streets are Sudostroitelnaya Street, Rechnikov Street, Yakornaya Street and Zatonnaya Street. Klenovy Bulvar was given its name by various kinds of maples that are planted along it.



1900



1903



1935



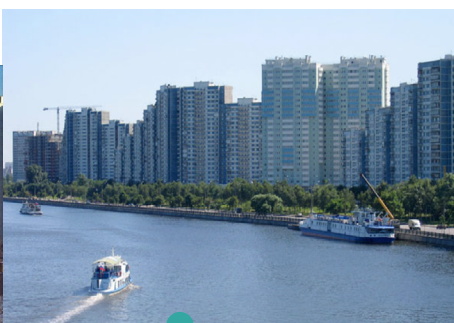
1967



1988



1995



2016



2017

# STATIONS

## «NAGATINSKY ZATON»

## «KLENOVIY BULVAR»

### The opening of stations is planned for 2020

#### **About stations:**

The stations are placed on the territory of the Southern Administrative District, in the «Nagatinsky Zaton» area.

Station «Nagatinsky zaton» - located in the beginning of the Kolomenskaya street.

Station «Klenoviy bulvar» - located at the intersection of the Kolomynskaya street with Klenoviy boulevard.

Stations are not interchangeable, of the same type, in a subsurface section of the Metro line.

Each station has one underground vestibule located at the gable station facade.

The side platforms are joined by footbridges which also exit out on a group of escalators leading to the underground concourse. The openings to the surface are passenger stairwells and lift chutes.

The stations are designed with one concourse and side-facing platforms.

The organization of the movement of passengers at the station: stairways to underground passages → underground pedestrian crossings → underground vestibule with cash desk → single escalator descent to the bridge → bridge with stair descents to platforms → passenger platforms.

# CONCEPT DEVELOPMENT PRINCIPLES

Competition' bids must address the following parameters:

- Masterplan
- Operational requirements for the stations
- Spatial requirements
- Requirements for image of the stations
- Requirements for elements and materials
- Requirements for station structures
- Functional requirements
- Requirements for lighting
- Requirements for navigation
- Requirements for furniture
- Safety requirements
- Requirements for access of low-mobile groups

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## **Open International Competition**

for Development of the Architectural and  
Artistic Concept of Moscow Metro Stations

### **Organizer**

Agency for strategic development «CENTER»  
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