

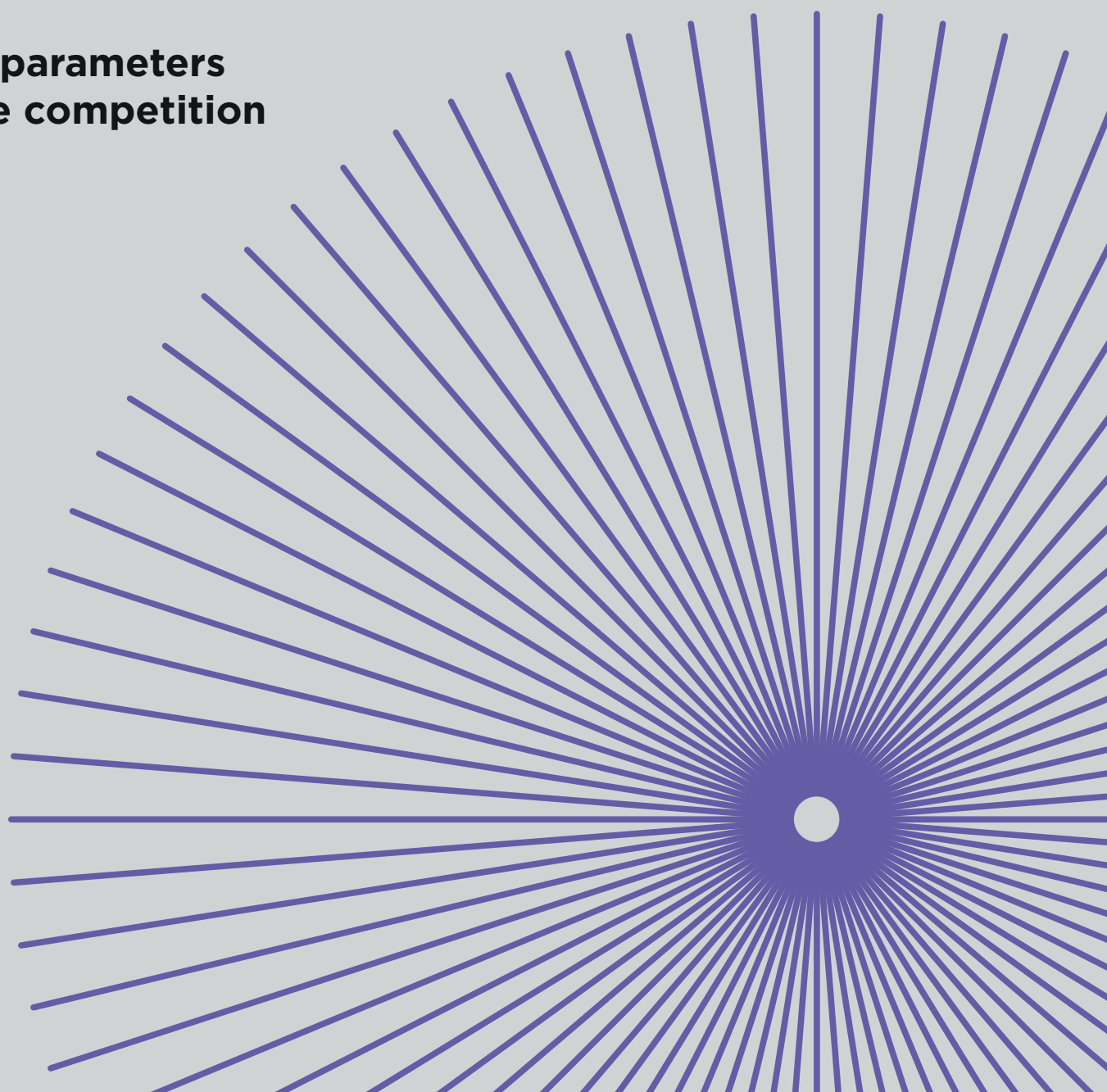


International competition for the development of architectural design of Moscow Metro Stations

**Prospekt Marshala Zhukova Station
Klenovy Bulvar 2 Station**

Invitation to participate

Main parameters of the competition



Client

Mosinzhproekt JSC

Contractor

LLC Agency for Strategic Development "CENTER"

Competition website

www.design-metro.ru/en

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COMPETITION

SUBJECT

Architectural and artistic concepts of the Prospekt Marshala Zhukova and Klenovy Bulvar 2 Moscow Metro Stations.

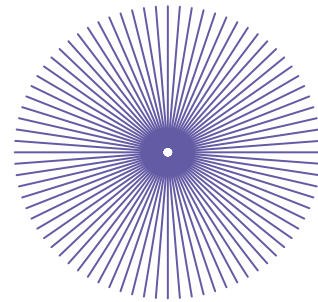
The concepts must adhere to the following principles:

- artistic solutions of the metro stations must be harmoniously integrated into the surrounding space and the historical area context;
- requirements for safe and convenient travel of all categories of the population must be met;
- adequate functional use of space that will meet every technical requirement of the Moscow Metro must be provided;
- it is encouraged to use modern technology as well as durable and environmentally friendly materials;
- the stations must be provided with convenient navigation.

OBJECTIVE

The main objective of this competition is to find the optimal architectural and artistic design for the passenger zones and entrance halls of the Prospekt Marshala Zhukova and Klenovy Bulvar 2 Metro stations.

The fundamental design solution must include proposals concerning the materials, lighting and temporary structures of the stations.

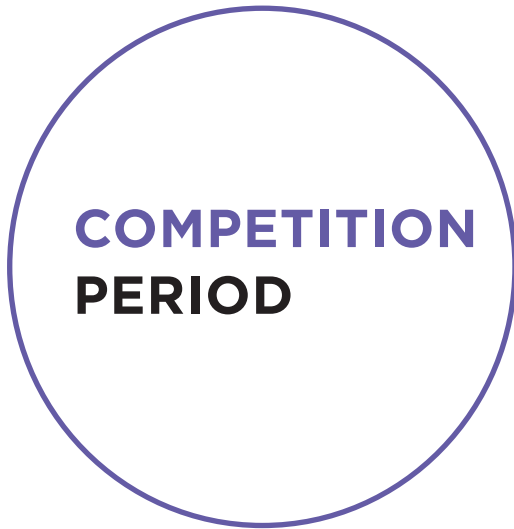


FORMAT

Stage 1 — receipt of applications and selection of Participants based on their portfolio and essay. At this stage, the expert Jury based on their portfolios, relevant experience, and two essays for each nomination shall select five (5) finalists for each nomination.

Stage 2 — developing the Finalists' Proposals, compiling the rating of proposals based on the Finalists' assessment by the Jury. As part of the Stage 2, 10 finalists (5 finalists in each nomination) must develop a completion proposal. During the final meeting, the Jury will select one (1) winner who submitted the best completion proposal in each nomination.

**OPEN
INTERNATIONAL**



- APRIL 15, 2020**
START OF THE COMPETITION
- JUNE 2, 2020**
JURY MEETING
SELECTION OF FINALISTS
- AUGUST 20, 2020**
FINAL JURY MEETING
SELECTION OF WINNERS

PARTICIPANTS

Russian and foreign (in consortium) architectural bureaus that are able to attract designers, engineers, planners, and specialists in economics and financial modeling to their team.

REQUIREMENTS

Russian legal entities or consortiums of legal entities can participate in the Competition. Consortiums can include foreign partners.

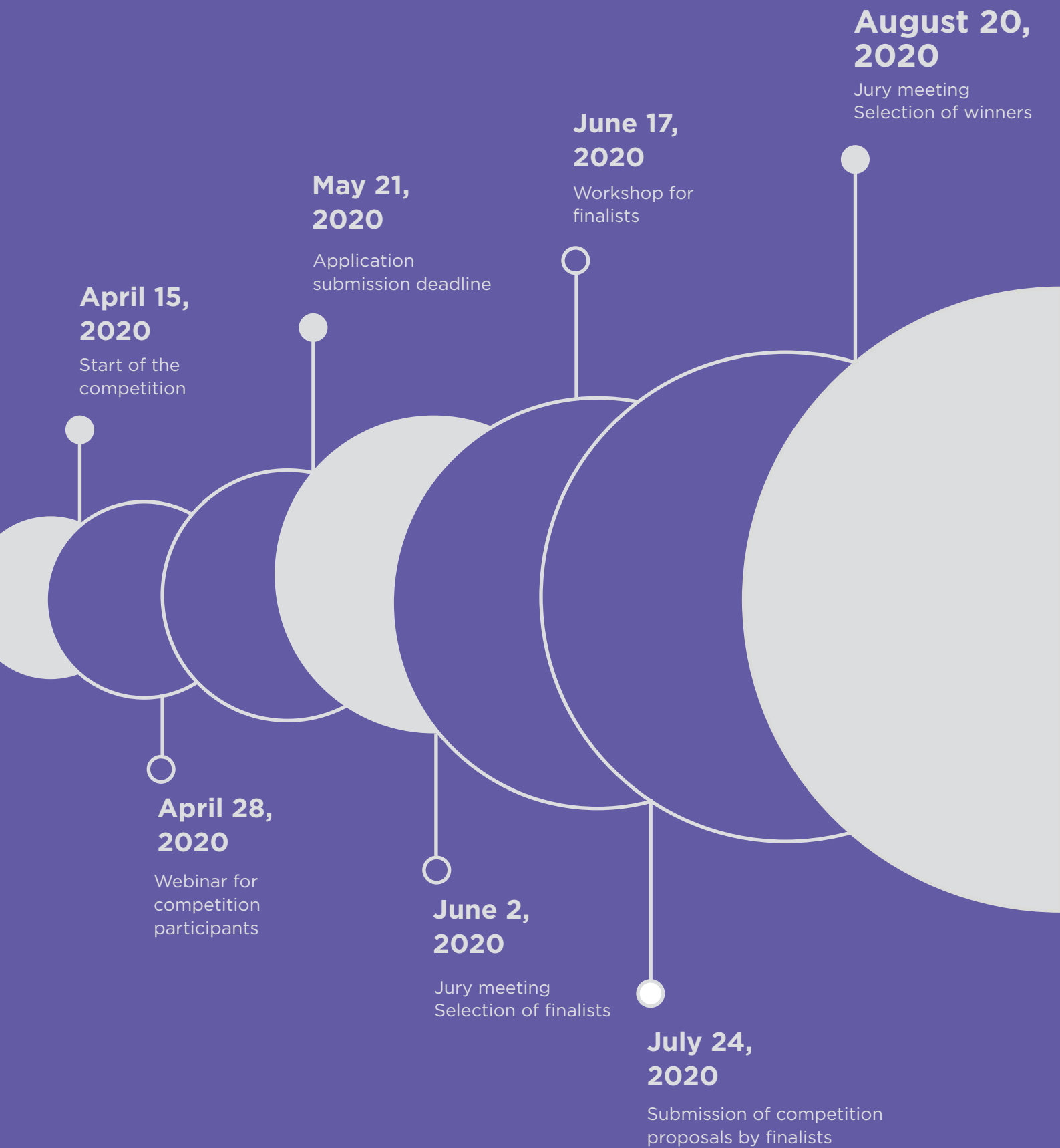
FINALISTS

After the first stage of the Competition, 10 finalists (5 finalists in each nomination) will be selected for the subsequent concept development. Each finalist will receive a reward of 400,000 rubles, including all taxes and fees.

WINNER

For each metro station, the author of the best concept selected during the final jury meeting will be chosen as the competition winner. The winner will be able to conclude an agreement for the development of a booklet on the station's architectural and urban planning solution in order to obtain a "Certificate of approval for the architectural and urban solution for a capital construction project" and author supervision of design and construction works regarding the proposal development.

COMPETITION SCHEDULE *



JURY*



ANDREI BOCHKARYOV
Deputy Mayor of Moscow
in the Moscow Government
for Urban Policy and Construction,
Chairman of the Jury



SERGEY KUZNETSOV
Chief Architect of Moscow,
vice-Chairman of the Jury



MARS GAZIZULLIN
Director General
of Mosinzhproekt JSC



RUSTAM CHERKESOV
Deputy Director General
on Project Planning
of Mosinzhproekt JSC



NIKOLAY BABUSHKIN
Deputy Director General, Chief
Engineer of Mosinzhproekt JSC



VIKTOR KOZLOVSKY
Head of Moscow Metro



JULIA BURDOVA
Architect, Buromoscow partner



ALEXANDER ZMEUL
Editor-in-chief, archspeech
and archigramma magazines;
director of The Changes agency



TATIANA OSETSKAYA
Architect, founder of the archslon
bureau



FEDOR RASHCHEVSKIY
Chief project architect
and OFFCON architect bureau
partner

*The composition of the Jury is subject to change.

INITIATOR



The leader in the Moscow construction market and one of the largest engineering holdings in Russia. The group of companies implements a full range of works — from the creation of an idea for integrated development of a territory, or the creation of a facility, design, construction, attraction of investments, to the facility's commissioning and real estate administration. The company implemented several landmark projects in Moscow — the Grand Sports Arena of the Luzhniki Olympic Complex, Zaryadye park, the Moscow Concert Hall Zaryadye, the Gymnastics Palace of the Luzhniki Olympic Complex, and the Helikon Opera Theater.

Mosinzhproekt is the operator of the Moscow Metro development program, a participant in the program for the development of Moscow transport hubs, an administration company for civil project construction, the general designer and technical supervisor of the key Moscow road facilities, and a management company for development projects.

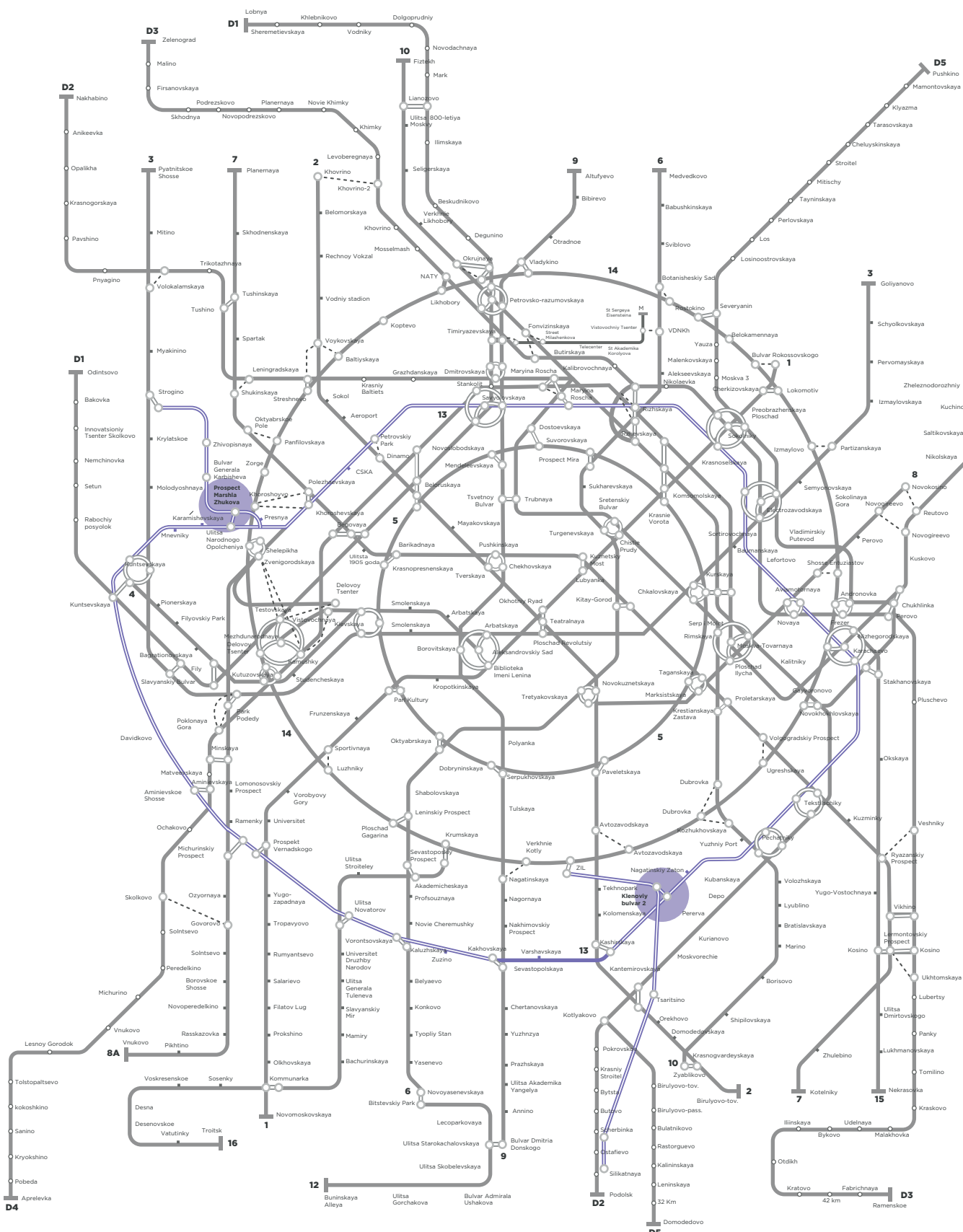
ORGANIZER



The Agency is a Russian analytical and consulting organization that works on multi-purpose projects in the sphere of development and urban planning, in addition to being one of the top operators of various architecture, urban planning, and design competitions. Founded in Moscow in 2014, it deals with matters related to comprehensive land and real estate development and to the quality of the urban environment in more than 60 Russian regions.

The company's portfolio features projects commissioned by major developers, investment companies, land and facility owners, federal and regional authorities, and professional communities.

BACKGROUND



MOSCOW METRO MAP

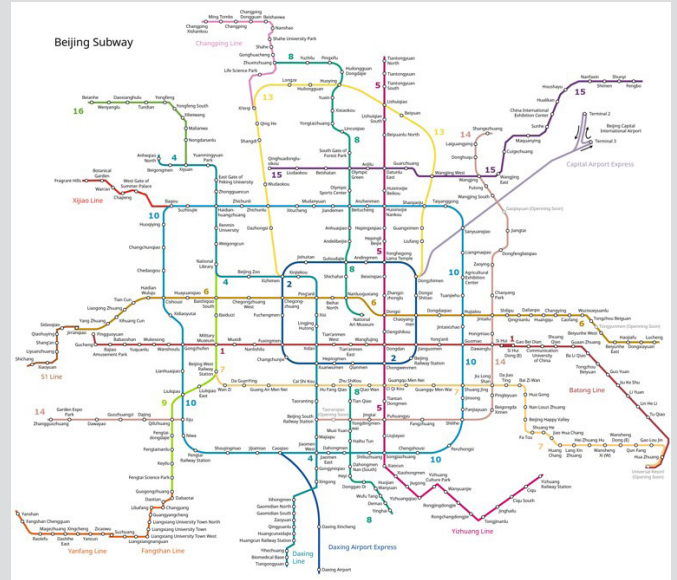
METROS AROUND THE WORLD

The metro is an integral part of megacities, an essential infrastructural element that combines scattered remote urban areas into a single robust organism. In most cities, metro is the most popular transport, and therefore metro stations become popular public spaces that are visited by hundreds of thousands of people every day.

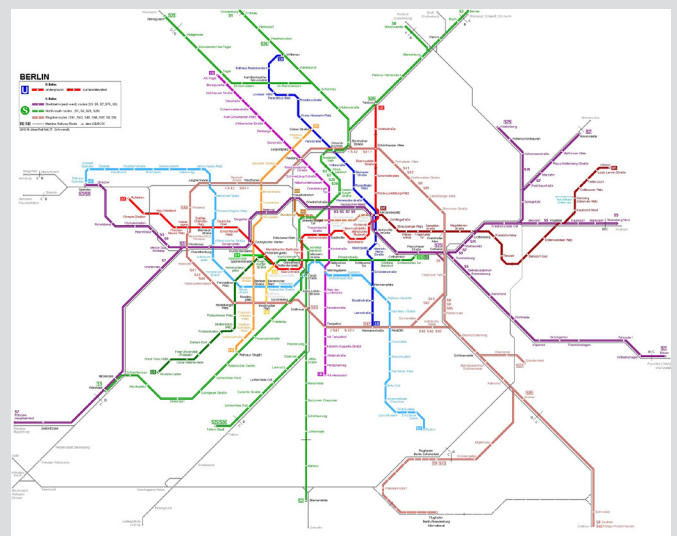
As of December 2019, there were 201 metro systems in 187 cities in 59 countries. In total, it is more than 13,000 stations and 700 lines with a total length of about 16,000 km¹.

The world's first underground was built in London. It was opened in 1863, and adapted to the use of electric power in 1890. The Beijing subway is the most extensive and busy. The New York subway has the most stations. The Moscow Metro is rightfully considered the most beautiful, the Moscow Metro stations were included in ratings of the most beautiful stations in Europe and the world on several occasions^{2,3}.

In many cities, Metro is combined with other types of public transport – trams, trains, suburban electric trains (i.e., RER in Paris or S-bahn in Berlin), which allows significant expansion of the route network through joint operation of the common infrastructure, and to increase convenience for station passengers.



Metro map. Beijing, China⁴



Metro map. Berlin, Germany⁵



^{1,2} <http://mic-ro.com/metro/metrostats.html>

² <https://wander-lush.org/beautiful-metro-stations/>

³ <https://www.telegraph.co.uk/travel/rail-journeys/The-most-impressive-underground-railway-stations-in-Europe/>

⁴ https://upload.wikimedia.org/wikipedia/commons/0/05/Beijing-Subway_en.png

⁵ <http://www.urbanrail.net/eu/de/b/berlin-map.png>



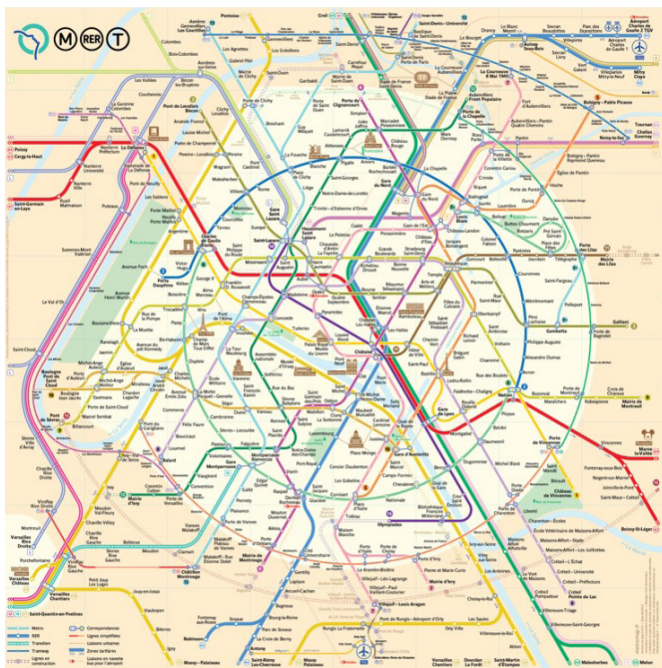
Metro map. New York, USA⁶



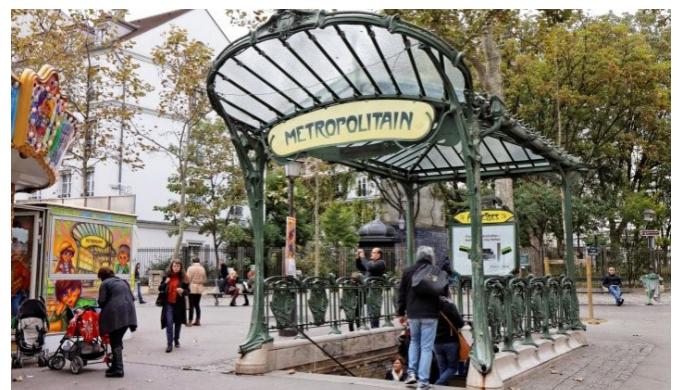
59 Street - Columbus Circle STATION, New York, USA⁸



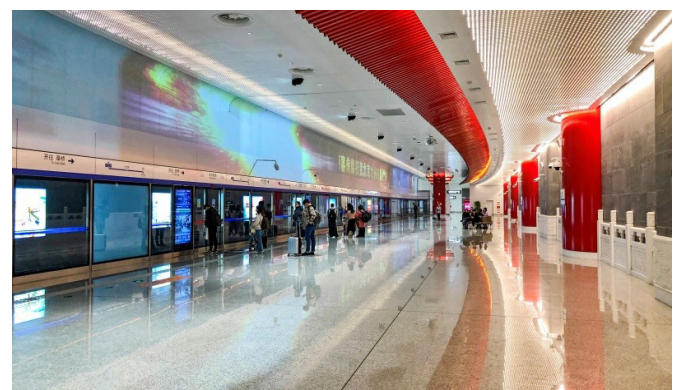
Richard-Wagner-Platz U-BAHN STATION, Berlin, Germany⁹



Metro map. Paris. France



Abbesses METRO STATION, Paris, France¹⁰



Daxing Airport Metro Station, Beijing, China¹¹

⁶ https://upload.wikimedia.org/wikipedia/commons/thumb/0/04/NYC_subway-4D.svg/2500px-NYC_subway-4D.svg.png
⁷ <http://metromap.fr/assets/img/map.png>

⁸ <https://www.flickr.com/photos/newyorktransitmuseum/9159043779/in/photostream/>

⁹ <https://upload.wikimedia.org/wikipedia/commons/5/53/Ubahn-Richard-Wagner-Platz.JPG>

¹⁰ https://upload.wikimedia.org/wikipedia/commons/4/4d/Paris_-_Station_de_m%C3%A9tro_Abbesses_-_PA00086748_-_001.jpg

¹¹ https://upload.wikimedia.org/wikipedia/commons/b/b7/Platform_of_Daxing_Airport_Subway_Station%2C_departures_%2820191027184613%29.jpg

MOSCOW METRO

The Moscow Metro is the basis of the city's transport network and the most popular public transport. Each year, the Moscow Metro transports more than 2.5 billion passengers, and is 6th in the world in terms of use intensity. From the date of its opening in 1935, the Moscow Metro were meeting not only the transport and functional challenge of transporting passengers, but also the cultural and ideological one — the stations were built as palaces or temples for the people, expressing the latest science and technology achievements or significant historical events.

Representativeness is one of the key characteristics of the Moscow Metro stations. This is especially represented by the Koltsevaya Line stations. The Koltsevaya Line, one of the 44 circle lines in the world, plays a special role in the Moscow Metro system, it is not only a transport and transfer route with increased passenger flow (approximately 2 million people per day), but also a symbol - an embodiment of perpetual motion in a megacity, an endless circle gathering together scattered metro lines and concentrating passenger flows. The First Koltsevaya Line was built within the space of 10 years and was launched in 1954, 66 years ago. And now each its station is a cultural heritage site of regional importance.

The construction of the Bolshaya Koltsevaya Line (BKL) began recently, in 2018, however, it can be stated that in the near future BKL will have at least the same functional and cultural significance than the First Koltsevaya Line, which impose strict requirements for the architectural appearance of the stations.



Komsomolskaya Metro Station, Moscow¹²



Slavyanskiy Bulvar Metro Station, Moscow¹³

¹² <https://weatlas.com/landmarks/1414>

¹³ <https://i.obozrevatel.com/gallery/2016/7/3/0101.jpg>

GENERAL OVERVIEW OF RUBLEVO-ARKHANGELSKAYA AND BIRYULEVSKAYA METRO LINES

The Moscow Metro stations Prospekt Marshala Zhukova on the Rublevo-Arkhangelskaya Line and Klenovy Bulvar 2 on the Biryulevskaya Line will operate as interchange station with the Bolshaya Koltsevaya Line (BKL). BKL will integrate new metro lines into the Moscow Metro system.

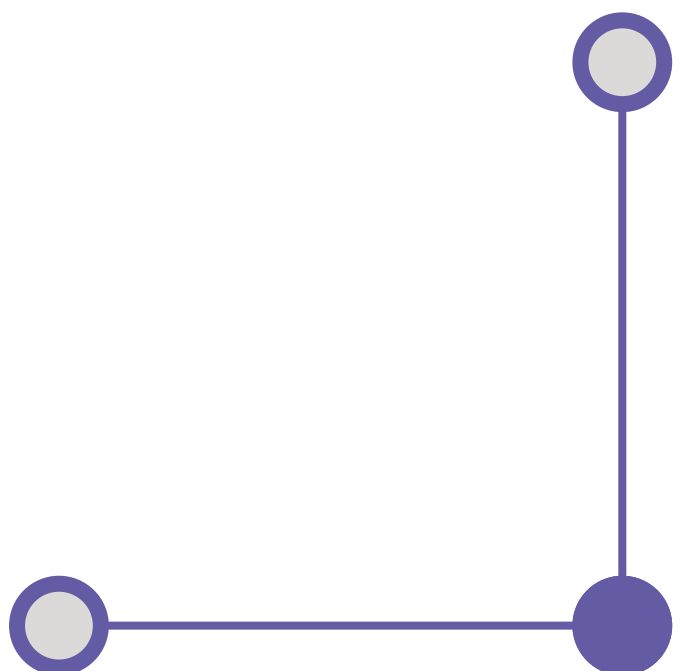
The **Biryulevskaya Metro Line** will play an important transit role due to its perspective location in the city, as well as location of Klenovy Bulvar station on the Third Interchange Circuit that will provide residents of the south of Moscow with high-speed offroad connection to the city center and will reduce the traffic burden on the road network, including Varshavskoye and Kashirskoye Highways, and Andropov Avenue.

Total length of the line will be 23 km; it will have 10 stations to increase the accessibility of isolated Biryulevo and Kuryanovo areas. Residents of both existing neighborhoods and a residential area being constructed on the former ZIL territory will be additionally connected to the Kolomenskoye Estate Museum, and transport accessibility of the Dream Island amusement park that opened in February 2020 will be ensured throughout the whole city. The line may be extended towards Shcherbinka (New Moscow territory) and from ZIL - towards the city center. Planned start of construction: 2021.

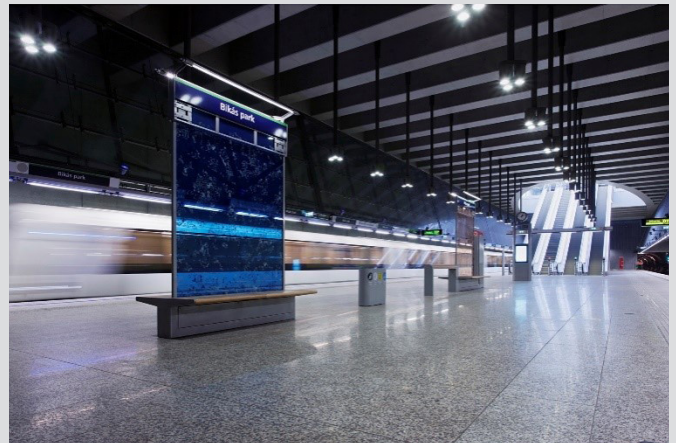
The **Rublevo-Arkhangelskaya Line**, with 6 stations and a length of 12.78 km, will be used not only by residents of Khoroshevo-Mnevniki area, but also by residents of Rublevo-Arkhangelskoye area in Kuntsevo area, where construction of a business center and apartment blocks is planned. Up to the present, the Khoroshevo-Mnevniki area had practically

no connection with the Moscow metro system: there are no stations within the area, with the exception of the Khoroshevo and Zorge MCC stations located along the eastern border of the area. It should be noted that the need for transport communication generally arises among the area residents living outside the zones of satisfactory transport accessibility to the abovementioned MCC stations.

Already now, the implementation of the BKL project includes the possibility of construction of new circle lines.



WORLD PRACTICES OF METRO STATION DESIGN

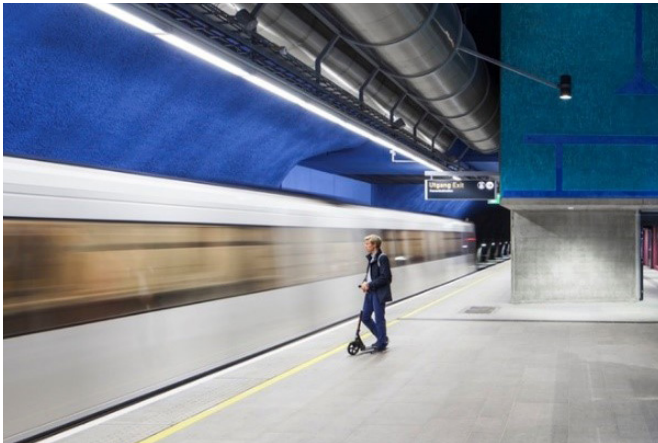


Bikás Park Station
Budapest, Hungary¹⁴

Architects/ PALATIUMStudio
Opened/ 2014
Platform type/ island

The Bikás Park Station is one of the smallest stations of the new M4 metro line in Budapest. It can be considered a prototype for other stations of this line, which shows the main architectural solutions. The station is located in a corner of a large park, the main entrance is built as a glass dome with backlight. The dome has a thin lightweight construction installed above the platform, and consists of a mesh of glass and metal triangles. The main finishing material for the station is unplastered architectural concrete. Roughness of concrete surfaces is combined with fine finishing of steel and glass structures, as well as with hardscape and handmade objects. The graphic design of the station — flowers on fiber-concrete sheeting and flying seeds — correlates with the park on the surface. The new station, surrounded by rather boring residential blocks, became a vibrant architectural structure for the area.

¹⁴ <https://www.archdaily.com/559278/budapest-underground-line-m4-bikás-park-station-palatum-studio>



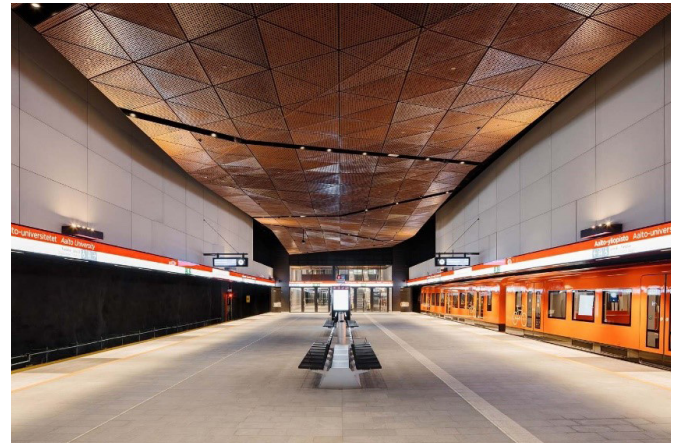
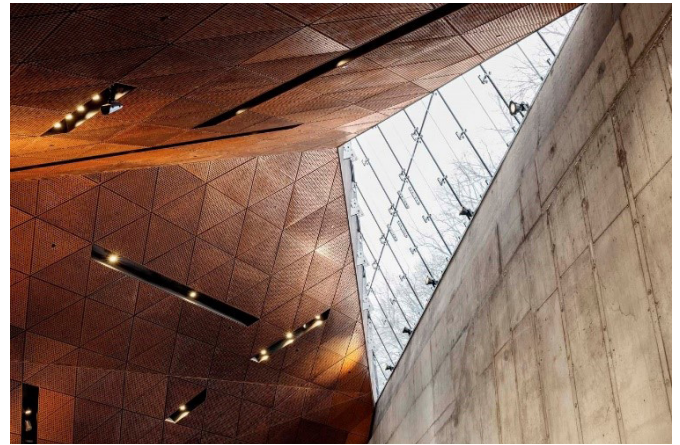
Løren Station
Oslo, Norway¹⁵

Architects/ ArneHenriksenArkitekter + MDH
Arkitekter

Opened/ 2016

Platform type/ island

The station is located in Loren, former industrial area, which in recent years became an attractive residential area that needed a new metro station for further development. The station is located at a depth of 27 m and is equipped with stairs, escalators and elevators. The main lobby consists of a technical part made of concrete and a public part made of steel and glass. Large steel ceiling beams allow to avoid columns, and the station seems more spacious and open. The station hall is a natural dome-shaped mountain tunnel with a platform in the middle. The station's technical equipment is not concealed, but instead emphasized, constituting a part of a design solution that forms a powerful industrial atmosphere in accordance with the area identity.



Aalto University Station
Espoo, Finland¹⁶

Architects/ ALA Architects + EsaPiironen
Architects

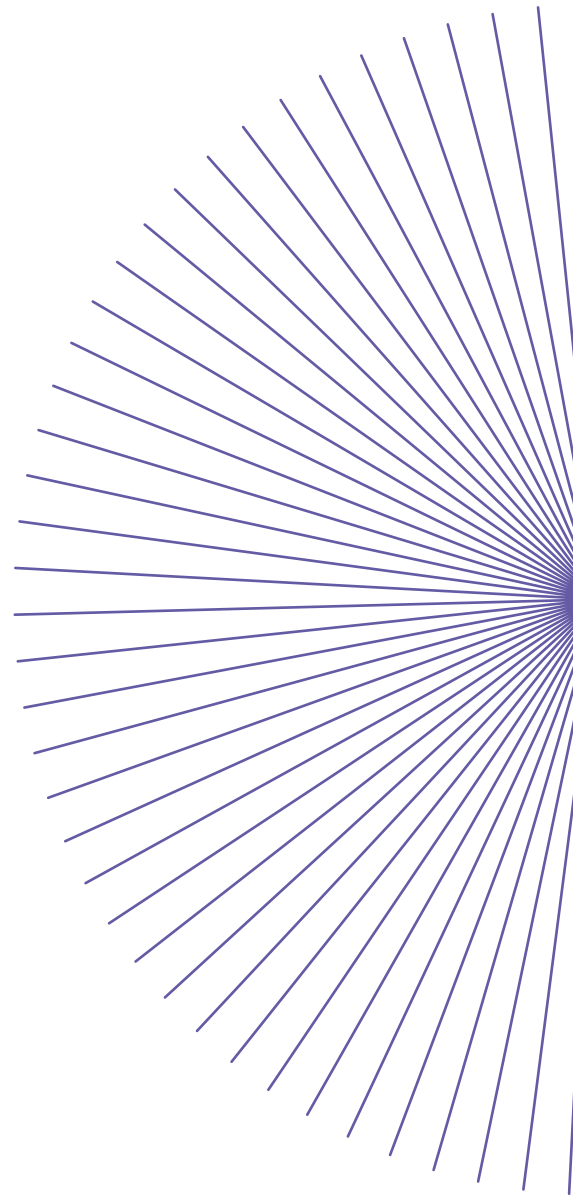
Opened/ 2017

Platform type/ island

The architects had the task of creating a vivid station identity associated with its area. The new metro line, which includes the station, connects Helsinki and Espoo with the university town of Otaniemi. Aalto University Metro Station is located in the very center of Otaniemi, and its main gate leads directly to the university building. The most distinctive design decision is the application of a rich palette of materials that emphasize natural materiality. The station ceiling is made of COR-TEN steel panels, visually congruent with the surrounding red brick buildings. The aged lining of dark copper sheets, gray granite and COR-TEN steel panels form the basis of the material palette for the entrance pavilion superstructures.

CONTEMPORARY TRENDS RECOMMENDED FOR APPLICATION

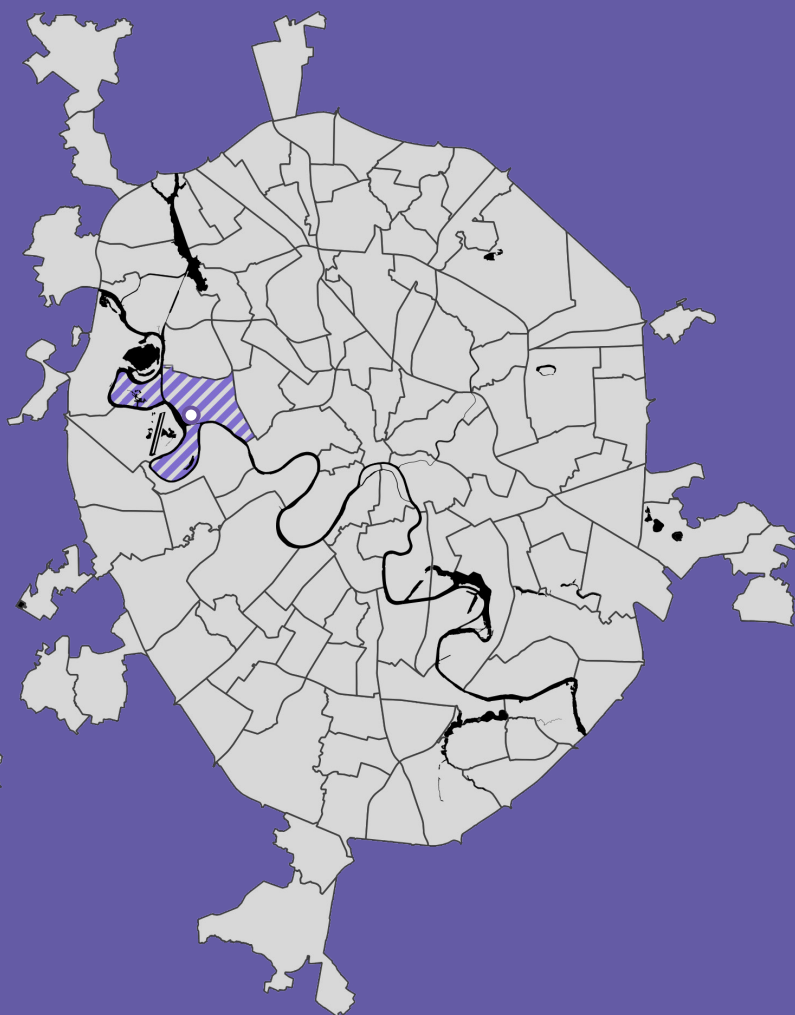
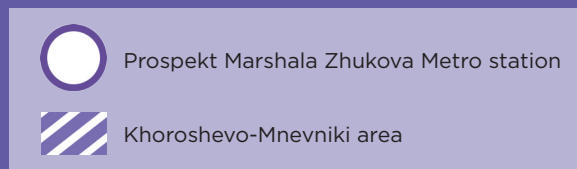
- Use of natural materials and minimalistic decor in the station design.
- Creation of composition and semantic relations between the station and the surrounding area, both for aboveground and underground parts.
- Reflection of the idea “New metro station as an area development driver, a symbol of future growth” in the architectural image of stations.
- Use of adaptive artificial lighting and natural light in the station design.



PROSPEKT MARSHALA ZHUKOVA STATION

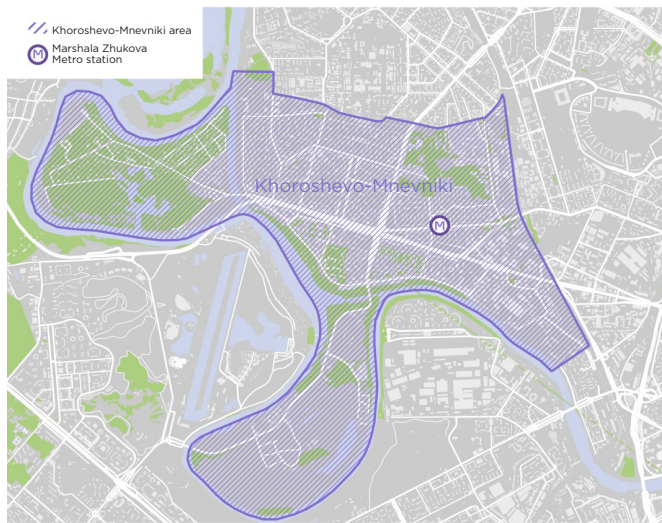
About

The Competition facility is located in the area of Khoroshevo-Mnevniki of the North-West Administrative Okrug (NWAO), at the periphery. The area is limited by a bend of the Moskva River from the south and by the Shchukino and Khoroshevsky areas from the north.



Site plan. City scale

KHOROSHEVO-MNEVNIKI AREA



Site plan. Area scale

The Khoroshevo-Mnevnik area is one of the most promising areas of NWAO, as there are numerous production areas subject to redevelopment with change of purpose and construction of residential and public facilities. Also, a renovation program is being actively implemented. The area is characterized by high cost of residential real estate. It is one of the greenest areas of the north of Moscow. In addition to the Serebryany Bor natural heritage site, there are the Moskvoretzky Arboretum and the Mnevnikovskaya flood plain. The area has developed educational and sports infrastructure, which includes prestigious schools, lyceums and gymnasiums, sports and fitness centers, a swimming pool and an ice arena¹⁷.

HISTORICAL CHARACTERISTIC OF THE KHOROSHEVO-MNEVNIKI AREA

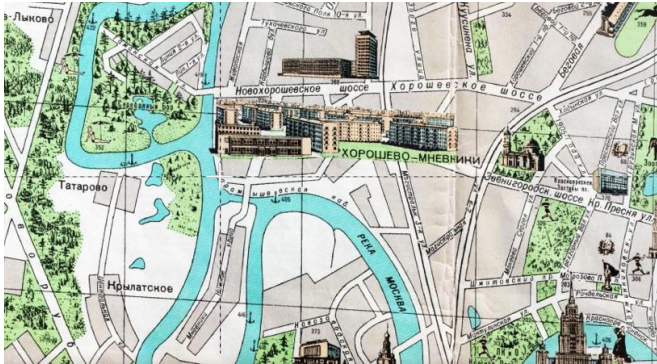
The first mention of the settlement under the name Ekhalovo dates back to 1499. In the 17th century, the settlement was renamed to Mnevnik. The settlement name derives from the old name of burbot (men). The fish soup from this fish was called “mneva” or “mnevya”. The further development of the settlement as the Khoroshevskaya court volost is connected with the fishing industry. At the beginning of the 20th century, a small dyeing and finishing factory of the merchant Menshikov was built in the area. In 1927, a galalith plant was built. The plant produced sheet and stick galalith for the small ware industry. In March 1931, the Vskhody communal farm was formed, which included the settlements of Mnevnik and Karamyshevo.

In the course of construction of the Moskva-Volga Canal, part of houses of the settlements of Mnevnik and Karamyshevo fell within the flood zone, and it was decided to move the houses 1.5 km away. This area was called Nizhniye Mnevnik and subsequently was converted into an island due to the construction of the Karamyshevsky hydraulic power system. In the late 1940s, the settlement was included in the city boundaries, and in the mid-1950s it became part of the Khoroshevo-Mnevnik residential area.



¹⁷ <https://realty.rbc.ru/news/5c5d3fe09a7947dfd0a938a>

THE TERRITORY'S MODERN IDENTITY



The Khoroshevo-Mnevniki area changes its image faster than other areas due to the dynamic construction of new generation residential buildings, as well as the development of new transport and social infrastructure. Regardless of the functional homogeneity, the area identity consists of historically developed features and modern environmental elements, including the following:

- the “Khoroshevskoe Spryamleniye” artificial canal with an architectural ensemble in the water space with a unique design of the barrier gate, the Karamyshevskaya hydroelectric station, the highest cable bridge — “Zhivopisniy most”;
- the territory of the Khodynskaya radio station, which is the first radio station built in Moscow, with a new television tower constructed in 2007, the second tallest in Moscow after the Ostankino tower;

- a large number of green areas — Serebryany Bor natural heritage site, local public spaces of General Karbyshev Boulevard, Oktyabrsky Radio Center Park;
- a unique quarter No. 74 with an ensemble of pre-engineered 5-story houses of the I-510 series built in the 1950s, its conservation and museumification is proposed by city activists and experts;
- Moscow’s culturally significant sites of a new social infrastructure type — Khoroshkola private gymnasium, Berendey culture center, which are the initiators of the Rayonnale festival of good neighborliness for the residents of the Khoroshevo-Mnevniki area;
- street art works, including graffiti on the wall of the house No. 21 on Marshala Zhukova Avenue by Martin Ron, a famous muralist from Buenos Aires.

The actual measures for the area development, including the construction of new metro stations, the renovation of the housing resources, and the redevelopment of industrial zones, over the long term will allow to bring to the area modern facilities as area development drivers.



CHARACTERISTICS OF THE COMPETITION FACILITY AREA

Prospekt Marshala Zhukova is an interchange station, connecting two Metro lines — the Third Interchange Circuit and Rublevo-Arkhangelskaya Line, which is destined to be the key transit point for residents of the Khoroshevo-Mnevniki area. By that, the transport situation in the area will be improved, the connectivity of places of residence with the main places of employment located on the MIBC territory, the planned business district in the Rublevo-Arkhangelskiy area will be increased.



Model of transport accessibility of the competition territory



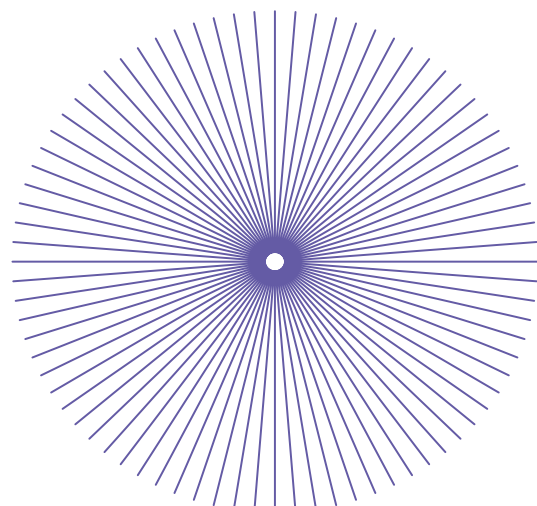
Plan of the current use of the territory

Within the radius of convenient transport accessibility from the planned metro station, there are 33 residential buildings implemented under the Moscow residential resource renovation program, which indicates the potential for intensifying the use of the adjacent territory. There are two key spatial barriers in the territory adjacent to the station: Narodnogo Opolcheniya Street and Marshala Zhukova Avenue, which reduce the pedestrian access to the station.

The area near the designed station is mainly surrounded by residential buildings. Near the station is the Oktyabrskoye Radiopole forested area

The location of the competition facility surrounded by residential buildings determines the purpose of the designed station: increasing transport accessibility for residents of adjacent

residential neighborhoods, reducing travel time to city-wide public centers and recreational areas, educational facilities. After the construction of all the designed stations of the new metro line, the transport accessibility of NWAO residents to the areas of employment located in such large business centers as MIBC will significantly increase. In addition, it is planned to increase the role of off-street main transport as the principal mode of transport for visiting large recreational areas, in particular, the Arkhangelskoye Manor Museum.



CHARACTERISTICS OF THE DESIGNED PROSPEKT MARSHALA ZHUKOVA METRO STATION

About

The Prospekt Marshala Zhukova Metro station is located on the Rublevo-Arkhangelskaya line at the junction of Demyana Bednogo Street and intersection with Marshala Zhukova Avenue. The station will feature two underground lobbies and pedestrian exits to the roads and surface transit stops.

The arrangement and location of the station entrances is based on both the planning characteristics of the SRN tracing and the limitations of the existing residential development areas. This creates the transfer possibility from BKL to the Rublevo-Arkhangelskaya Line.

Type: underground; subsurface.

Number of platforms: 1

Platform type: island.

Space planning solution

The station complex will be located on a section of the subsurface metro line. In accordance with the project, two single-track tunnels approach the station, resulting in the station being designed with a single island transfer platform. Due to the depth of access tunnels, the whole station is located underground. The underground zone features pedestrian crossings, lobbies, a passenger platform and a crossing to Ulitsa Narodnogo Opolcheniya station on the Bolshaya Koltsevaya Line. Only ventilation ducts and stairways/elevators with entrance halls will have access to the surface.



The station is due
to open in 2025

The station complex will include several main underground levels. The passenger zones will be located on two underground levels:

- the level of underground lobbies and pedestrian crossings;
- the level of the passenger platform.

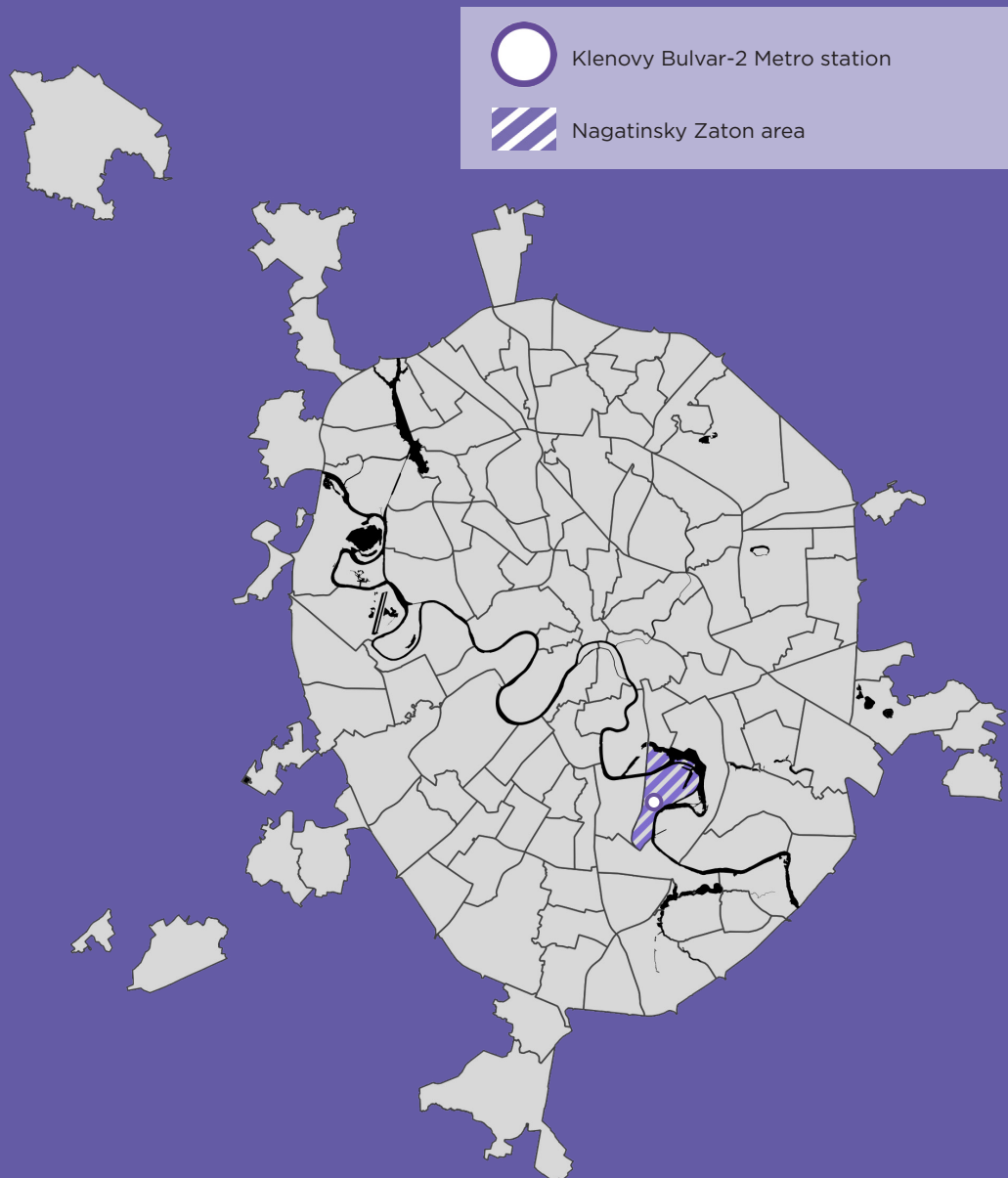
From the platform, the passengers can access a group of escalators at the sides of the station that lead to the underground lobby.

Organization of passenger movement on the station: stairs to the underground crossings > underground pedestrian crossings > underground lobby with a ticket hall area > two escalators at the sides of the station > passenger platforms.

KLENOVY BULVAR 2 STATION

About

The competition facility is located in the Nagatinsky Zaton area of the Southern Administrative Okrug (SAO), in the center. The area is limited by a bend of the Moskva River from the east and the Nagatino-Sadovniki area from the west.



Site plan. City scale

NAGATINSKY ZATON AREA



Site plan. Area scale

The area can be considered a peninsula, since it is limited on three sides by a bend of the Moskva River. The area is considered to be one of the most prestigious SAO areas. The geographical location determines the self-sustainability and certain isolation of the area — currently, it is not very convenient from the point of view of transport access, but the situation will improve significantly with the opening of new metro stations. The social infrastructure is well developed — there are more than 20 kindergartens and 10 schools, a culture center, a cinema, and libraries. The main cultural landmarks include the facilities of the Kolomenskoye Estate Museum, the Ascension Church and the Church of Our Lady of Kazan. The main type of buildings in the area — bearing-wall houses of 1960s¹⁸.

HISTORICAL CHARACTERISTIC OF THE NAGATINO AND KOLOMENSKOYE AREAS

Nagatino

The settlement of Nagatino gave names to two areas of the Southern Administrative Okrug: Nagatinsky Zaton and Nagatino-Sadovniki. The origin of the settlement name has several versions. According to one version, it derived from the phrase “na gati”, i.e. a marshy place strengthened with brush wood, logs and earth. Also, the settlement name was previously written with “o” in the first syllable: “Nogatinskoe”, “Nogatino” and, probably, the settlement name derived from the word “nogaty” (Arab silver dirhams cut in half or in four pieces that were collected from merchant caravans).

The first mention of the settlement as part of the Kolomenskaya court volost dates back to 1331. The settlement included several hamlet-type villages. The villagers were practicing agriculture, cultivating cabbage and cucumbers for sale, engaged in shipbuilding and ship repair works.

After the Emancipation Reform of 1861, the Nagatinskaya volost was created, and the settlement had a volost administration, a court, taverns, and a domain school.

In the 19th century, a ship repair plant was constructed in Nagatinsky Zaton, and a factory settlement appeared next to it. In 1917, the Ogorodniy Gigant communal farm was formed in Nagatino. In 1960, Nagatino was absorbed into the Moscow metropolis. After the reconstruction of the Nagatinskaya flood plain and the construction of a new river bed, the Nagatinskaya Embankment was built, and a new river facade of the right Moskva River bank was formed.



Kolomenskoye

The settlement name derived from the Slavic word “kolo” (now it transformed to “okolitsa”) and can be translated as neighborhood. According to other version, the settlement name origin derives from the word “koloimishche” — cemetery. According to other legend, the settlement was founded by the inhabitants of Kolomna that were fleeing from the army of Batu. The first documentary references to Kolomenskoye date back to the 14th century (entries in the last will of Ivan Kalita (1336-1339)). Initially, the settlement was the home territory of the grand dukes, and then the Russian tsars.

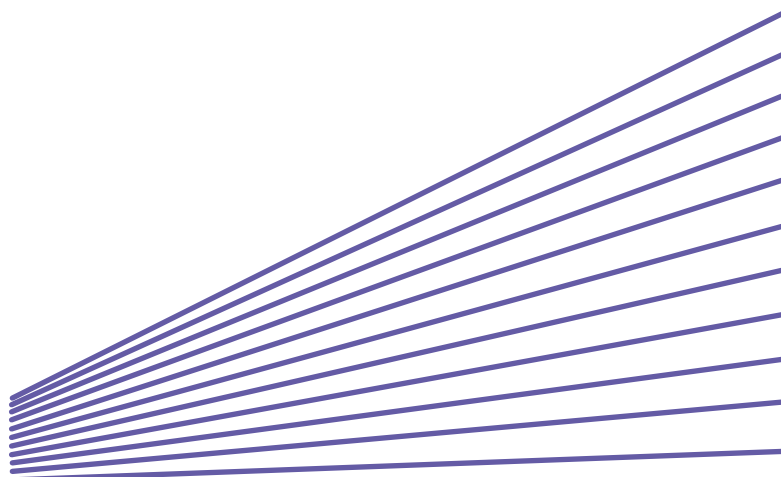
In the 14th century, Kolomenskoye became the summer country estate of Moscow governors, and in the period from the 16th to the 17th centuries a unique architectural ensemble were formed in the estate, the sites of which are included in the UNESCO World Heritage List in 1994. The current Kolomenskoye Historical and Architectural Museum and Reserve occupies an area of 390 hectares. The ensemble of the Kolomenskoye estate was taken under state protection as a cultural heritage site of federal importance.

THE TERRITORY'S MODERN IDENTITY

Nagatinsky Zaton is an isolated and self-sustainable area. Among the distinguishing local identity features, the following should be mentioned:

- engineering traditions: the school No. 1523, one of the strongest educational institutions in Moscow, the preliminary university of the MIFI National Nuclear University, the first in Moscow Kvantorium children’s technopark, the modern Itelma technopark, which consolidates radio electronics, instrument making, and information technology enterprises, are located in the area;
- cultural development: one of the hubs of area life is the Nagatino Culture Center, which was opened in 1967 by the Moscow Shipbuilding Yard as a Club for Young Water Sportsmen;
- original public art: works of sculptor Andrey Aseryants, known as “sculptures of the Nagatinsky Zaton”, and made of industrial waste.

The most famous attraction is the Dream Island theme park, the largest indoor amusement park in Europe, which was opened in the Nagatinskaya flood plain in February 2020.



CHARACTERISTICS OF THE COMPETITION FACILITY AREA

The designed Klenovy Bulvar 2 station is a part of the transport and transfer node formed by the Bolshaya Koltsevaya Line and the future Biryulevskaya Line. As well as the obvious transport and logistical advantages for residents of Nagatinsky Zaton, a feature of this station is to provide the necessary connectivity of Kuryanovo and Biryulevo areas, as well as convenient access to the Kolomenskoye Museum Reserve. The GUPT route network is integrated with the potential location of the station. The transport access zone of the station covers almost the entire territory of Nagatinsky Zaton. The created transport and transfer node also involves the allocation of trade and service facilities.

The most modern facility in area is the Dream Island theme park, the largest indoor amusement park in Europe, opened in 2020, which includes a shopping and entertainment center and a landscape park. The River Park city block with its own embankment on the first line of the Moskva River, which has been under construction since 2016, should be mentioned among the residential development facilities.

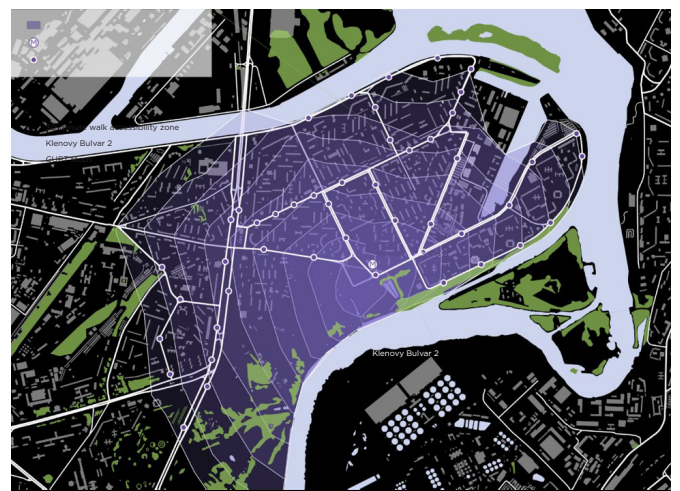


Plan of the current use of the territory

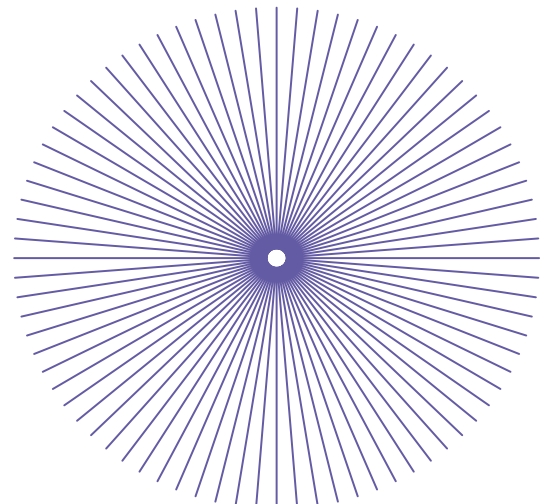
PLAN OF THE CURRENT USE OF THE TERRITORY

In the future, continued construction of residential real estate in the area is planned, implemented as part of the Moscow residential resource renovation program (53 residential buildings).

Currently, sections of the street and road network, parking lots, landscaping areas adjoin the location site of the designed station. Kolomenskoye Estate Museum is located with the zone of comfortable pedestrian access from the designed station.



Model of transport accessibility of the competition territory



CHARACTERISTICS OF THE DESIGNED KLENOVY BULVAR 2 STATION

About

Klenovy Bulvar 2 station of the Moscow Metro's planned Biryulevskaya line is located at the junction of Klenovy Boulevard and the intersection with Kolomenskaya Street. It provides access to the Klenovy Bulvar station on the Bolshaya Koltsevaya Line at the end of its eastern lobby. The station will feature two underground lobbies and pedestrian exits to the roads and surface transit stops. The arrangement and location of the station entrances is based on both the planning characteristics of the SRN tracing and the transport hub development plans based on the future link that will allow transfer from the Bolshaya Koltsevaya Line to the Biryulevskaya line.

Type: underground; subsurface.

Number of platforms: 1

Platform type: island.

Space planning solution

The station complex will be located on a section of the subsurface metro line. In accordance with the project, two single-track tunnels approach the station, resulting in the station being designed with a single island transfer platform. Due to the depth of access tunnels, the whole station is located underground. The underground zone features pedestrian crossings, lobbies, a passenger platform and a crossing to Klenovy Bulvar station on the Bolshaya Koltsevaya Line with a capacity of up to 20,000 passengers during the morning rush hour. Only ventilation ducts and stairways/elevators with entrance halls will have access to the surface.



The station is due
to open in 2025

The station complex will include several main underground levels. The passenger zones will be located on two underground levels:

- the level of underground lobbies and the level of pedestrian crossings;
- the level of the passenger platform.

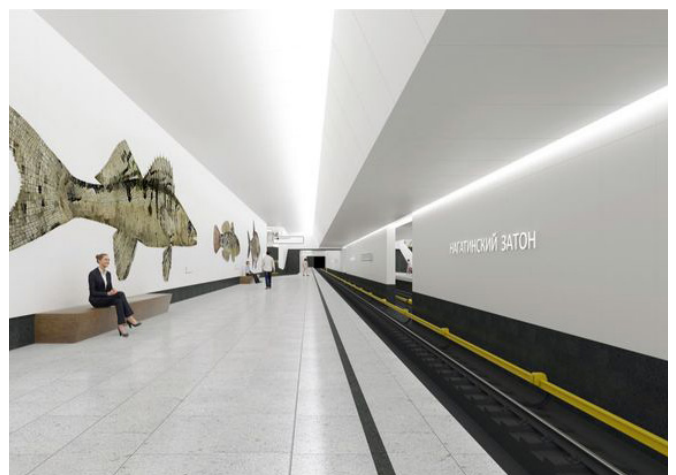
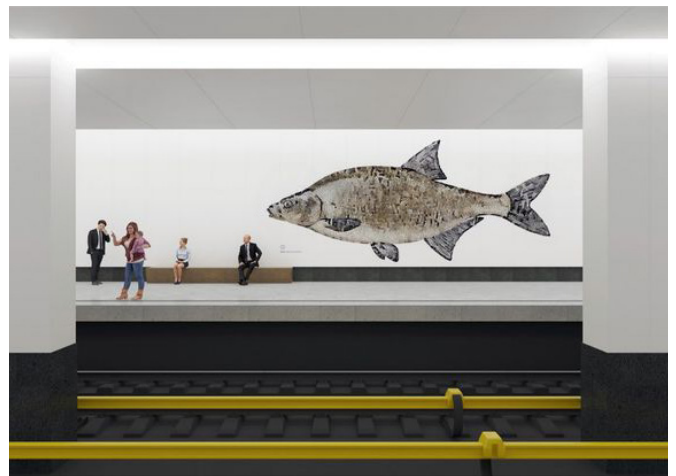
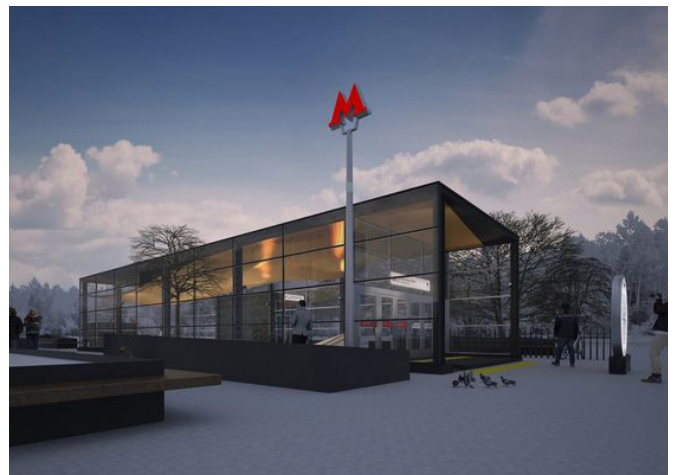
From the platform, the passengers can access stairs located at the sides of the station that lead to the underground lobby and Klenovy Bulvar station on the Bolshaya Koltsevaya Line.

Organization of passenger movement on the station: stairs to the underground crossings > underground pedestrian crossings > underground lobby with a ticket hall area > two stairways on the sides of the station > passenger platforms.

IN 2018, AN OPEN INTERNATIONAL COMPETITION FOR THE DEVELOPMENT OF ARCHITECTURAL DESIGN OF **KLENOVY BULVAR AND **NAGATINSKY ZATON** METRO STATIONS.**

THE ARCHSLON BUREAU WAS THE WINNER IN THE KLENOVY BULVAR NOMINATION.

THE ZA BOR BUREAU WAS THE WINNER IN THE NAGATINSKY ZATON NOMINATION.

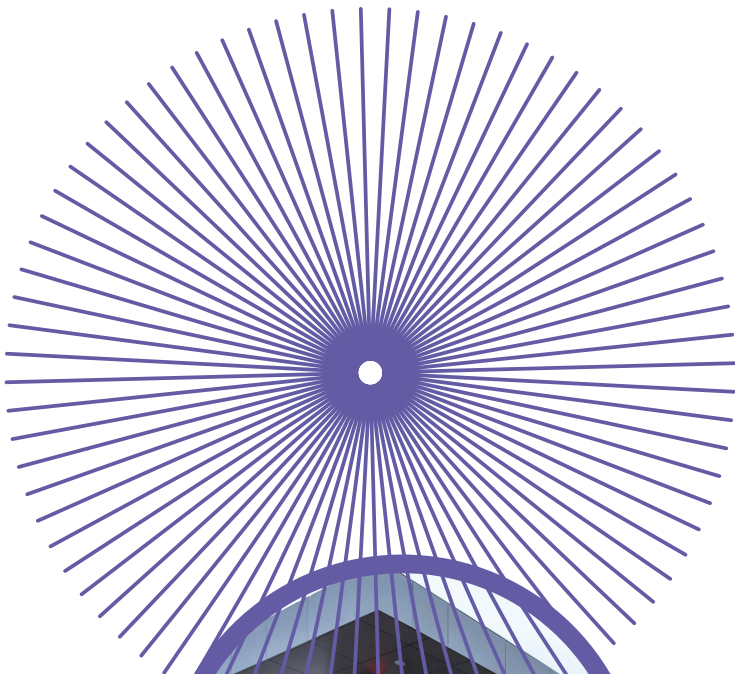


PROJECTS ARE IN PROGRESS

PRINCIPLES FOR CONCEPT DEVELOPMENT

Proposals from participants must account for the following:

- general territory layout;
- operational requirements of stations;
- spatial requirements;
- requirements for the appearance of stations;
- requirements for elements and materials;
- requirements for structures of stations;
- functional requirements;
- lighting requirements;
- navigation requirements;
- furniture requirements;
- safety requirements;
- access requirements for limited mobility groups.



International competition

for the development of architectural and artistic concepts for the “Prospekt Marshala Zhukova” and “Klenovy Bulvar 2” Moscow Metro Stations

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