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THE URBAN GENERAL PLANNING OF IZMAIL IN THE SECOND HALF OF THE 1940'S – 1960'S

Abstract: The research is based on the analysis of general plans and archival documents on the urban development of Izmail. The processes of planning, building and reconstruction of the urban space in the post-war period have been investigated. The author considers urban planning documents as an important historical source that contains, in addition to graphic materials, detailed information on geography, history, industrial development, socio-cultural activities and population composition of Izmail. It was found that the urban boundaries of Izmail significantly increased during the urbanization period. The author highlights the characteristic features of the urban planning by the Soviet authorities, housing construction and the development of infrastructure. At the same time, special attention is paid to the characterization of changes in the urban public and symbolic space, which were caused by the processes of Sovietization. Using the sources from the Izmail Archive, the author analyzes the results of implementation of general plans for the urban development, characterizes the issues of individual housing construction, names of streets and urban beautification. The materials of the article help to understand the characteristic features of urban construction in the Soviet Union border areas, which were annexed after the World War II, as well as the local features of the housing program in the 1960s.

Keywords: urban general plan, Izmail, soviet urban space, urban construction, urbanization.

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Introduction

Significant changes in Izmail urban space began with its accession to the Soviet Union. On the one hand, the processes of Sovietization influenced its symbolic space, which was accompanied by the renaming of streets and the construction of new monuments and ideological objects. On the other hand, the

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industrialization processes, which began in the region, contributed to the urbanization processes and the growth of both the population of the city and its territory. Developed for the city general plans included expansion of the housing stock, formation of new micro districts and intensive development of new buildings. Housing construction in Izmail took an intense pace in the late 50s - 60s during the housing reform of N. Khrushchev.

The problem statement. The author of the article examines the planning processes of urban construction in Izmail and their implementation in the second half of the 1940s - 1960s based on the materials of the local archive, as well as documents of the Department of Urban Planning and Architecture of the Izmail City Council.

Research analyzes. Issues of studying the urban space of Izmail during the Soviet period, in particular, urban planning and urban development, remain poorly studied. A comprehensive study of the history of streets formation in the city of Izmail, in which the Soviet period is also characterized, was carried out by L. Tsyganenko, V. Drozdov and A. Dorosheva.¹ The urban development of Izmail is revealed in the monograph "Historical and urban planning studies: Vasylkov, Vinnitsa, Gorlovka, Izmail".² Transformation features of the Izmail region urban space as a part of the Ukrainian SSR in the post-war period are considered in the article by O. Ilin.³

Statement of the basic material

With the end of the war, by order of the Council of People's Commissars of the Ukrainian SSR, Izmail became one of the cities of Soviet Ukraine to be reconstructed. Previously, architects Sidorenko, Tkachenko and Bondarenko drew up a project for the reconstruction of the city, which included a number of planning solutions aimed at improving the architectural appearance and infrastructure of Izmail. In particular, it was designed to extend Suvorov Avenue in a southern

¹ Tsyganenko, L., Drozdov, V., Dorosheva, A. (2017). *Ulicy Izmaila: istorija i sovremennost'. Nauchno-informacionnyj spravocchnik* [Streets of Izmail: history and modernity. Scientific information reference book]. Har'kov: OOO «Disa pljus».

² Vecherskii, V. V., ed. (2011). *Istoryko-mistobudivni doslidzhennia: Vasylkiv, Vinnytsia, Horlivka, Izmail* [Historical urban studies: Vasylkiv, Vinnytsia, Horlivka, Izmail]. Kyiv.

³ Ilin, O. (2019). Transformatsiia miskoho publicnogo prostoru Izmailskoi oblasti URSR u povoiennyi period (1944-1954 rr.) [Transformation of Urban Public Space of Izmail Region of Ukrainian Soviet Socialist Republic during the postwar period (1944-1954)]. *Naukovyi visnyk Izmailskoho derzhavnoho humanitarnoho universytetu: zbirnyk naukovykh prats. Seriya «Istorychni nauky»* [Scientific Bulletin of the Izmail State University of Humanities: collection of scientific works. Section «Historical Sciences»]. Vol. 43. Pp. 58-68.

direction to the sea station, lay a highway from Suvorov Avenue to the railway station, build public buildings, plant greenery in the city, lay out parks, equip squares, erect monuments and memorials. Moreover, it was planned to enlarge blocks and widen streets by reducing the width of the sidewalks, demolishing low-value housing stock and liquidating some streets.⁴

In 1944-1945 large construction organizations were created in the city: the Regional Construction Trust (later PMK-70) and the Construction and Installation Trust of the Soviet Danube Shipping Company. Although they carried out work throughout the Danube region, their role in the Izmail construction industry was decisive. They carried out the restoration of objects destroyed by the war, and also conducted new industrial, transport and housing constructions.

In 1946 the architectural and planning workshop at the Regional Department of Architecture "Izmailproekt" drew up a general plan for the reconstruction of the city, which determined the fundamental solutions of the main issues of planning and development of the city. In the "Scheme of compact construction of 1946-1950 in Izmail", construction objects are designated in accordance with a five-year plan, marked areas of future development with a breakdown by quarters and indicated street names.⁵ The list of facilities and an explanatory note attached to the plan make it possible to present the scale of the city's reconstruction in the post-war five-year plan. It was also scheduled to build new administrative, cultural and public buildings in the city: House of Soviets on Admiral Kholostyakov Street (on the place where the Roman Catholic Church is now located); Theater - on the territory of the modern Central Square; the Philharmonic Concert Hall - at the intersection of Tulchianovskaya Street and Admiral Kholostyakov Street; music school - on the site of the modern Palace of Culture; maternity hospital - at the corner of Kommercheskaya Street and Bolgradskaya Street, etc. In the central area of the city, it was planned to erect two monuments dedicated to the heroes of World War II. The plan shows two parks of culture and recreation with a total area of 15 hectares, one of which was located on the banks of the Swan Lake, and the second - in the area of the Fortress. On the outskirts of the city, it was designed to build a brick-tile and auto repair factories, as well as a timber trade base. For 1946-1947 in the central part of the city, it was mapped out to build housing facilities with a total area of 1000 m².

⁴ Municipal institution «Izmail Archive» (next – MIIA), f. P-788, inv. 1, c. 3. *Kratkaja istoricheskaja spravka goroda za 1944 god* [Brief historical information of the city for 1944], pp. 5-6.

⁵ MIIA, f. P-625, inv. 1, c. 4. *Dokumenty general'nogo planirovanija gorodov Izmail'skoj oblasti (istoriko-geograficheskie i jekonomicheskie svedenija, shemy planirovok i razmeshhenija stroitel'stva i dr.* [General planning documents for the cities of the Izmail region (historical, geographical and economic information, layouts and schemes to the construction, etc.)], p. 264.

The layout of new streets and quarters shows that the city's territory was supposed to be expanded primarily by building up the suburban settlements of Fortress, Baranovka, Kopanaya Balka and Kavkaz. In 1946 started work on the construction of communal facilities. In 1947 2,900 thousand rubles were allocated for the restoration and new construction of the city's communal services, 400 thousand rubles of which were allocated for the construction of new residential buildings, 860 thousand for the capital and current repairs of the housing stock.⁶ However, due to various objective and subjective reasons, the plan was not fully implemented.

In order to increase the living space in the city, the Soviet government initiated the process of individual housing construction. The City Executive Committee allocated land plots (mainly to war invalids, demobilized workers and employees), and the Regional Communal Bank issued loans for individual construction, restoration and overhaul of the housing stock. In addition, financial assistance was provided to individual builders. However, documents show that this process was initially difficult. Therefore, in 1945-1947 out of 84 developers who have received loans, only 39 people have completed construction.⁷

Despite the active development of the city, the implementation of the general reconstruction plan was strictly controlled by the Soviet government. According to the decision of the City Executive Committee of October 23, 1948, all developers, regardless of their departmental subordination, were forbidden to carry out any work on the construction and restoration of residential and civil buildings and structures, as well as industrial buildings facing city highways and thoroughfares, without preliminary coordination with the chief architect of the city and without the permission of the inspection of the state architectural and construction control.⁸ Allocation of land plots for building and individual construction was to be carried out only upon the decision of the City Executive Committee in strict accordance with the general reconstruction plan. The City Inspection of Architectural Building Control was obliged to control the quality of construction work, as well as compliance with legislation by building organizations of the city.

⁶ MIIA, f. P-788, inv. 1, c. 61. *Doklad, dokladnye zapiski, iformacii, spravki o stroitel'stve i rekonstrukcii vinzavoda, rybzavoda, gorvodoprovoda, podgotovke kommunal'nyh predpriyatij k zime, sostojanii zhilfonda za 1949 g.* [Report, memos, information, certificates on the construction and reconstruction of a winery, a fish factory, a city water pipeline, the preparation of utilities for winter, the state of the housing stock for 1949], pp. 1-2.

⁷ MIIA, f. P-788, inv. 1, c. 45. *Reshenija gorispolkoma za 1948 god* [Decisions of the City Executive Committee for 1948], p. 252.

⁸ *Ibidem*, p. 592.

The results of housing and communal construction were repeatedly considered at the meetings of the Izmail City Council. For example, according to the report presented at the 6th session of the Izmail City Council in 1949, during the post-war five-year plan, 35 houses (4,148 m² of living space) were built in Izmail, a city bathhouse, a bath and laundry plant, two administrative buildings were built, a cinema "Pobeda", roads to the sea and railway stations, the city water supply were reconstructed.⁹ Alongside with this, shortcomings in the work of construction and industrial enterprises of the city's municipal services were also noted: the release of defective products by a brick factory, delays in the construction of planned facilities, etc.

In 1953, after the completion of the topographic survey, the Odessa Regional Project developed a draft general plan of the city, which became the main document regulating the urban development of Izmail. According to the developed plan in the second half of the 50s, construction of residential areas continues in the city: more than 100 multi-story buildings have been erected. Individual housing construction proceeded at a significant pace. Only for 1955-1957 446 one- and two-story houses were built. Intensive development of residential areas has led to the appearance of new streets on the city map. So, according to the "Project for the development of residential areas on Staronekrasovskaya Street", it was planned to build up the territory between the modern Nekrasov Street and Pirogov Street, starting from Brick Factory No. 1 to the modern Koltsova Street. By the decision of the Izmail Executive Committee of January 30, 1957, the main highway going from the station to the center to Suvorov Avenue was named Lenin Avenue (the modern name is "Prospect Mira").¹⁰ In general, during 1957-1959 over 30 new streets and lanes with a total length of 25 km appeared in Izmail. A significant expansion of the city's boundaries is evidenced by the decision of the Izmail Executive Committee of May 14, 1963, according to which 58 streets and lanes received new names or were renamed.¹¹ The decision of the executive committee was accompanied by the plan of the city with the designation of the streets that received new names.

In 1961, the Odessa branch of "Giprograd" (Ukrainian State Institute of Urban Design) compiled the technical and economic foundations for the development and reconstruction of Izmail. In connection with the new provisions in

⁹ MIIA, f. P-788, inv. 1, c. 53. *Protokoly sessij gorsoveta za 1949 god* [Protocols of the City Council sessions for 1949], p. 6.

¹⁰ MIIA, f. P-788, inv. 1, c. 515. *Reshenija gorispolkoma s № 1 po № 105 za 1957 god* [Resolutions of the City Executive Committee from No. 1 to No. 105 for 1957], pp. 385-386.

¹¹ MIIA, f. P-788, inv. 1, c. 879. *Reshenija gorispolkoma s № 195 po № 232 za 1963 god* [Resolutions of the City Executive Committee from No. 195 to No. 232 for 1963], pp. 17-19.

the urban planning of the USSR and new data on the development of the economic base of the city in 1966, the “Technical and economic foundations of the general plan of the city. Object 610-01, Izmail”.¹² The document presents the characteristics of Izmail of that period, its development prospects, the estimated population is determined, proposals for the territorial development of the city and functional zoning are presented, and the main solutions for the development of external and urban transport and engineering equipment of the city are described. The general plan and the technical and economic foundations for it were adopted for the future 25-30 years with the allocation of the first stage of construction, corresponding to the five-year plan (1966-1970).

In describing the prospects for the development of the city, it was indicated that the basis of the economic development of the city is the activity of the Izmail port. Its rapid development and growth in cargo turnover, according to the authors of the plan, should have led to a significant development of shipyards and the possible location of new industrial enterprises in the city. This, in turn, led to an increase in the population and further territorial development of the city. Among the advantages was also noted the proximity of enterprises to sources of raw materials, especially canning and pulp factories. The city was dominated by the food industry, employing 41% of the labor population, followed by the metalworking industry, mainly ship repair enterprises.¹³ In general, economic, natural and sanitary conditions were characterized as being conducive to the development of the city. The factors limiting the further development of the city were the lack of a reserve of the able-bodied population in the Odessa region, as well as the presence of a dead-end railway line limiting the city's external relations with other cities of the Ukrainian SSR and the Soviet Union.

This document contains information on the allocation of the housing stock as of 1960 (see Table 1), which makes it possible to present the results of housing construction of the 1950s.¹⁴

¹² *Tehniko-jekonomicheskie osnovy general'nogo plana goroda. Ob"ekt 610-01, g. Izmail* [Technical and economic bases of the city general plan. Object 610-01, Izmail]. Kiev: Ghiprograd, 1966.

¹³ *Ibidem*, p. 32.

¹⁴ *Ibidem*, p. 47-48.

Table 1
Allocation of Izmail housing stock as of 1960

№	Housing fund name	Number of houses	% of total	Living area in sq. m	% of total
By purpose:					
1.	Collectivize:	1601	20,0	135006	44,6
	including:				
	a) residential buildings	1577	19,8	134513	44,3
	b) non-residential buildings with living space	24	0,2	493	0,3
2.	Personal funds	6277	80,0	167664	55,4
	Total	7378	100,0	302670	100,0
By floors:					
1.	Collectivize:	1601	100,0	135006	100,0
	including:				
	a) one-story	1488	93,0	95180	70,9
	b) two-story	94	5,9	37166	19,8
	c) three-story	18	1,1	11410	8,6
	d) four-story	1	0,01	1250	0,7
2.	Individual one-story fund	6277	100,0	167664	100,0
	Total for the city:	7378	100,0	302670	100,0
	a) one-story	7765	98,5	262844	87,9
	b) two-story	94	1,2	37166	9,0
	c) three-story	18	0,3	11410	2,8
	d) four-story	1	0,0	1250	0,3

As can be seen from the table, the basis of the housing stock was made up of one-story houses. The scale of construction in 1960-1965 indicates the fact that in just 5 years the housing stock of the city has increased by 23.25%. At the same time, the growth of housing stock occurred mainly due to the construction of 2-3-story and 4-5-story buildings (see Table 2).¹⁵

¹⁵ *Ibidem*, p. 50.

Table 2
Commissioning of the housing stock in 1960-1965, sq. m

№ п/п	Housing fund name	1960	1961	1962	1963	1964	1965	Total
1.	State including:	8122	8644	13696	8519	14659	12787	66427
	a) 4-5-story	3212	4548	7334	5373	10167	11697	42331
	b) two-story	2762	2989	6362	3146	4076	710	20045
	c) one-story	2148	1107	—	—	416	380	4051
2.	Individual one-story fund	2180	3042	3709	5149	6214	4674	25238
	Total	10302	11686	17405	18938	20873	17461	91665

Thus, in 1966 the city's housing stock was 394.3 thousand m². As of January 1, 1966, 61.8 thousand people lived in Izmail (14.1 thousand more than in 1959). Consequently, there were 6.4 m² of living space per inhabitant. More than 70% of the existing housing stock was made up of one-story buildings, a significant part of which were pre-revolutionary buildings.¹⁶

In general, the amount of housing construction during the design period was determined from the design population of 120 thousand people and an increase in the provision of housing to 12 m² per person. In addition, the general plan also provided for reserve areas based on the increase of housing provision to 15 m² per person. When determining the total volume of housing construction, the demolition and loss of housing stock was also taken into account, which in total amounted to 116 thousand m² (see Table 3).

Table 3
Planned demolition and decline of the housing stock in Izmail according to the general plan, in thousand sq. m

№	Reasons for the decline and demolition of the housing stock	Demolition of a one-story housing stock suitable for further exploitation	Decrease of unsafe housing stock	Total	% of total
1.	Creation of a city-wide center	14,6	2,0	16,6	14,6

¹⁶ *Ibidem*, p. 11.

2.	Streets widening	12,3	3,0	15,3	13,1
3.	Organization of micro districts (reconstruction due to the demolition of a one-story housing stock and placement of a multi-story one)	46,4	19,6	66,0	56,6
4.	Demolition of unsafe housing stock outside the reconstruction zone	–	18,4	18,4	15,8
	Total	73,3	43,0	116,3	100,0

Taking into consideration the planned indicators of the population and the size of the population in the preserved individual housing stock (30.6 thousand people), the volume of the newly built housing stock was supposed to be 1080 thousand m². At the same time, it was planned that new housing construction will be carried out with five-story buildings, and in some areas - nine-story buildings. The volume of individual housing construction was determined in the amount of 30 thousand m² with a subsequent orientation towards a further reduction in single-story housing construction after 1970.¹⁷

Describing capital construction of the city, the authors of the “Technical and Economic Foundations of the City Development” predicted that in 1966-1976 the volume of capital investments in all types of construction would exceed 48 million rubles, while the expected volume of construction and installation work will be 39 million rubles.¹⁸

An important feature of Izmail's layout was the division of the city into small quarters with dense buildings, which significantly complicated the reconstruction of the central and port areas. In this regard, the main direction for the expansion of the urban area became the western one, which included the formation of the northwestern and southwestern micro districts. In 1964 and 1965 detailed plans for these areas were developed. In 1967 a new general plan of the city was developed and approved by the Odessa Executive Committee in 1968. It provided for the further territorial growth of Izmail in the northern direction at the expense of the lands used by the “Avangard” collective farm, as well as the development of the northwestern and southwestern micro districts adjacent to Lenin Avenue.

¹⁷ *Ibidem*, p. 54.

¹⁸ *Ibidem*, p. 41.

In 1972 "Giprograd" drew up the "Project of detailed planning of the north-western and south-western micro districts",¹⁹ the purpose of which was to increase the housing stock of Izmail. The total area of the projected area covered 115 hectares. The construction of this territory began in the late 50s mainly by the Soviet-Danube Shipping Company. By the end of the 60s new multi- and low-rise buildings represented the existing residential development, which occupied part of these micro districts. Along with this, part of the territory was occupied by one-story individual houses. The total living area was 104.8 thousand m², and the number of houses consisted of 165.²⁰ The project defined new boundaries of the city: in the west - Gagarin Street; in the north - the northwestern industrial region; in the east - Shevchenko and Parokhodnaya streets; in the south - Bolgradskoe highway. It was planned to build five- and nine-story houses along Lenin Avenue, as well as nine-story houses along Ivan Franko Street and Bolgradskoe Highway.

Conclusions

In the second half of the 1940s - 1960s a large-scale housing construction took place, which led to the major expansion of the territory of Izmail. New micro districts had been formed and the city gained a new look due to the development of multi-story buildings and actively ongoing individual housing construction. The process of building up cities was strictly regulated by general plans of the development and reconstruction of the city and the technical and economic bases to the plan. Their study makes it possible not only to understand the direction of urban planning, extent and specificity of the development of new areas, but also economic development, demographic growth of the population and main features of the improvement of the city and its infrastructure.

¹⁹ *Proekt detal'noj planirovki severo-zapadnogo i jugo-zapadnogo mikrorajonov, g. Izmail Odesskoj oblasti. Pojasnitel'naja zapiska* [Detailed planning project of the northwestern and southwestern microdistricts, Izmail, Odessa region. Explanatory note]. Kiev: Ghiprograd, 1972.

²⁰ *Ibidem*, p. 16.