



FORMATION OF THE EUROPEAN PART OF THE CITY OF SAMARKAND IN THE XIX-XX CENTURIES, AS WELL AS THEIR APPLICATION IN THE TOURISM INDUSTRY

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Annotation

This article deals with the formation of the European part of the city of Samarkand and the use of historical streets and objects in the tourism industry. As well as recommendations for conservation and reconstruction in this part of this city.

Keywords: Architecture of tourist routes, tourist route, tourism, historical city, master plan.

Samarkand is one of the oldest cities in the world, founded approximately in the VIII century BC, was the capital center of the ancient state of Sogdiana. It is today the second largest city of Uzbekistan after Tashkent. Moreover, two thousand years ago, the city was a "key point" and central link along the trajectory of the "Great Silk Road", which, located between China and Europe, served as one of the main centers of trade, science and culture of the then medieval East.

As many are familiar with the urban planning of Samarkand from ancient times to the present day has developed for centuries and it was also found out that in this city there are three historical parts that are protected by UNESCO and are included in the list of cultural heritage of Uzbekistan. This article discusses the "European part" of the city of Samarkand which was built in the XIX-XX centuries.

After the annexation of Samarkand to the Russian Empire in 1868, the kuksaroy citadel in the center of the city, which has not survived to this day, was demolished, and a theater building and multi-storey administrative buildings were erected on the same site. At the same time, three main streets were formed from this center towards the city: Universitetskiy Prospekt (Abramovsky Boulevard), Amir Temur Street (Frunze Street) and Mirzo Ulugbek Street (Kattakurganskaya Street).

The Governor-General of Turkestan K.P. von Kaufman approved the new general plan of Samarkand, in this it was taken as a model of the general plan of Sank-Pieterburg.

The main highways of the European part of Samarkand were built, such as Nikolaevsky, Alexandrovsky, Kaufmansky and Tashkent avenues, as well as Chelekskaya, Penzhikentskaya, Kattakurganskaya and Urgutskaya streets.

For most of those who come to Samarkand for the first time, acquaintance with it usually begins with a walk along the boulevard (Fig-1).



Rice. 1. Abramovsky Boulevard.

Wide crowns of centuries-old trees, cozy alleys and colorful flower beds create a special microclimate and always cheer up.

The boulevard, which is now called Universitetetskiy, is rightfully a unique symbol and brand of Samarkand. On both sides of it there are buildings that have preserved the appearance and style of the past era, and clearly stand out for their architecture against the background of modern buildings. These buildings seem to take us back in time.

Abramovsky Boulevard (now Universitetetskiy) with a width of 128 meters and a length of more than a kilometer separates the new city from the old one. Most of the buildings built along the boulevard have survived to this day. Here, first of all, the residences of the military governors of Samarkand region (now the city khokimiyat) attract attention.

Now it is the Faculty of Biology of the University and, of course, the most beautiful, according to contemporaries, Russian-Chinese Bank (now Samarkand Regional Museum) built in 1896.

The boulevard became the first street of the new city. It was created as a central place for recreation and communication of citizens. Abramovsky Boulevard stretches for one kilometer from east to west in a straight line surrounded by four rows of trees. Its interior is fifty meters wide.

In the central part of the boulevard, a separate place was reserved for military musicians, where in the evenings citizens and visiting guests of the city walked and danced to the sounds of music. Also, the boulevard was the hallmark of the new Samarkand, we can say that tourists who visited this city with pleasure walked and admired not only the new city but also the culture, customs and architecture of the historic medieval city.

In the new city, seedlings of various trees and shrubs brought from other regions were planted, where they were acclimatized, then adapted to the local climate and "transplanted" to the streets of the city.

In general, the boulevard can be considered a kind of experimental testing ground, from where the "Russian" Samarkand began. The military governor and the structures subordinate to him focused



primarily on the appearance of the city: soon there were wide straight streets along which various trees with wide crowns were planted.

In 1872, the first streets of the city were built and the construction of bridges began. They then began planting trees on either side of the streets connecting them.

In 1871, a road was built from Registan to Shohi Zinda. This road was simple and reliable, it consisted of stones laid on top of the ground and covered with a sand pad. This road exists pre-currently but in the surface instead of stones now consists of concrete tiles or paving stones.

The construction of the new Samarkand at that time began from the citadel (Kuk saroy), around which a wide esplanade and avenues were formed. From here, the streets of the future city radiantly diverged. Sidewalks were separated from the roadway by ditches, which served to irrigate green spaces and the streets themselves. Three oases appeared in the city: Abramovsky Boulevard, the city park (now A. Navoi) and a large garden with ponds near the house of the military governor.

The main streets of the new city were connected by transverse streets, the center of which was Kaufman Street (now Amir Temur Street) - the main street of the new Samarkand. Here were located the most prestigious shops and offices of various organizations, restaurants, hotels and still they function for their intended purpose. At the moment, most of these structures have been restored or preserved in their original form.

The radial streets, which rested on the citadel (Kuk Saray), were crossed by radial streets, called Esplanadnaya, Alexandrovskaya, Kaufmanskaya, Nikolayevskaya and Chernyaevskaya. All of them rose from Abramovsky Boulevard.

On one side of this street in the center of the new urban development is the Central City Park (Alishera Navoi), which is still operating. The building of the Officers' Assembly was built at the entrance of the city park, the building is low, but very delicate and attractive elements are used in its style. The first church of Samarkand (St. George the Victorious) was built here. Most of the church's domes and exterior architectural details have been removed. At the moment, the building is used for other purposes. The project of the prisoner of war sculptor E. Town Hall of 1919 was combined with the original multi-figure monument of Freedom, during the First World War.

Usually, tourists coming to Samarkand are content only with monuments of the Timurid period (XIV-XVIII centuries) and the period of rulers after them. These buildings are really famous and majestic, but they can not reveal the whole essence of the whole city. How we want to develop the tourism industry, our task is how to show our city as a whole and not in parts to the visiting tourist.

Although the area of the European part of Samarkand at the beginning of the last century was only 229 hectares, it was already green, cozy and well-groomed, like real European cities. That's all well and good, but to this day it's not enough to attract tourists.

The main problem of historical cities is the loss of the dominants that make up the historical city, and the emergence of new sharply dissonant objects in the historical urban environment.

For cities - centers of tourism, the ensemble of buildings is important. Urban ensemble is an urban planning education, the appearance of which meets high artistic requirements. The main qualities of



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the urban ensemble are: the integrity of the volumetric-spatial composition; with the scale of architectural structures among themselves and in relation to man; compositional diversity (fig. 2,3,4).

The main tasks in the development and implementation of reconstruction projects in the historic city:

1. restore or improve the existing architectural heritage of historic cities;
2. comprehensively reconstruct and revive the historical center of the city, taking into account the fact that it is a place of concentration of architectural heritage objects that have a direct functional relationship with modern infrastructure;
3. create optimal living conditions in the historical parts of the city, while maintaining and developing social services, education, activities of religious institutions, tourism;
4. to improve the conditions for economic activity in the historic city for the restoration and development of traditional industries, folk arts and crafts, trade fairs, exhibitions.



Fig-2. Implemented project of the hotel in the University Boulevard author of the project D.U.Sultanov.



Fig-3. Project proposal in the European part of the city author of the project D.U.Sultanov.



Fig-4. Project proposal for the restoration of an existing building in the European part of the city, the author of the project is D.U. Sultanov.

The planning framework of tourist areas includes planning centers and axes. Planning centers are the main objects of visiting tourists historical palaces and castles, exhibition and sports complexes, congress centers and others. Planning axes are transport and pedestrian paths, along which access to the main objects of visiting tourists is carried out.

Ponder tourist kiosks in the central parts of the city. Which work around the clock and serve tourists at any time of the day. They also inform tourists about the time of visits to all tourist sites of the city and not only territorially. To do this, it is necessary to provide for various convenient for tourists two-storey buses with an open top, allowing you to visit the objects located in the historic city. In our case, pedestrian tourist routes are mainly divided in the historical city, since the city is saturated with monuments of architecture, history and culture. Also attract bicycle tourist routes since they are optimal for mixing in the European part of Samarkand.

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