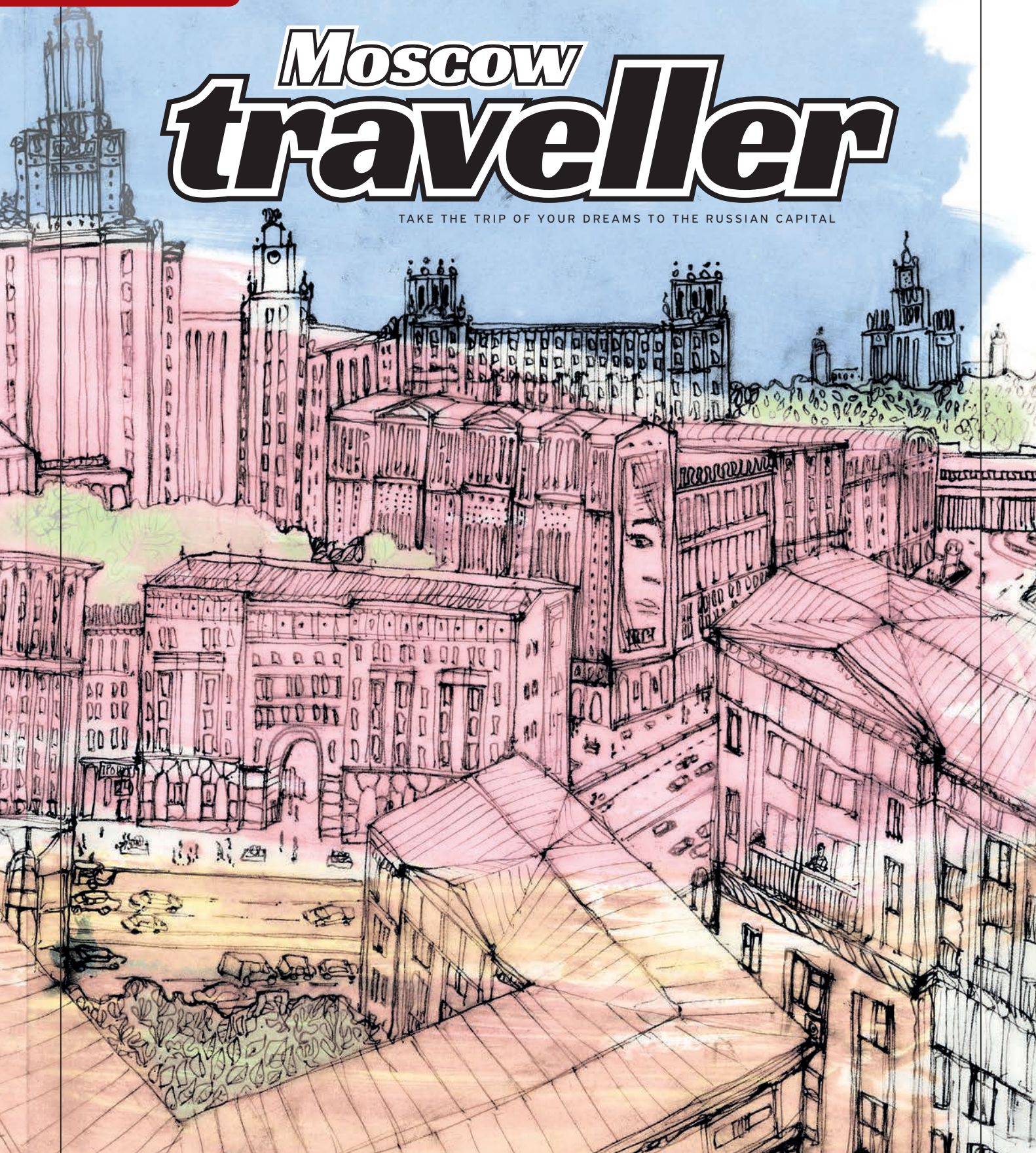


Moscow **traveller**

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I was born in St. Petersburg, and the first Moscow I experienced was the Moscow of the late 1990s. At that time, it was a chaotic sprawling city, filled with cars, enveloped by poorly designed advertising and defined by the gray color of its large apartment blocks and similarly oppressive weather.

The overall impression was that this city was not meant for living. Certainly one could survive and earn money here — but to really live? That was unimaginable.

Many Russian professionals at that time and for many years later treated Moscow as an unpleasant but unavoidable page in their careers — like working night shifts as a waiter to pay for your education at business school.

Today Moscow in many ways resembles a modern European city. It has paid parking in the city center, plenty of pleasant green pedestrian areas and a cohesive look for the decorations on the building facades. But knowing what life was like in this earlier, survivalist Moscow, I appreciate the city of today so much more. I understand what a huge leap the city and its citizens have made.

There was a moment this summer when I was walking down a street in Zamoskvorechye, the area just across the Moscow River from the Kremlin, taking a relaxing Saturday evening walk. I stopped for the moment, stricken by a thought — I like to walk here. I finally like to live here. I'm a Muscovite. And I'll be happy if you can share my love for this city, which we are reintroducing to you in this edition.

Vsevolod Pulya

Editor-in-Chief,
Russia Beyond The Headlines

DEAR READERS



In your hands you are holding a special magazine about Moscow — a product from Russia Beyond The Headlines, the international media project of the Russian newspaper Rossiyskaya Gazeta.

During the nine years of our existence, RBTH has published special magazines and supplements in more than 30 countries, both independently and together with such respected newspapers as The New York Times, The Daily Telegraph, Le Figaro, El Pais, La Repubblica and many others.

We love our print products, but we also love communicating with our audience online. If you enjoy this publication, please open your browser and go to rbth.com, where you can find more stories about Russia told using the latest multimedia tools — and available in 17 languages. You can also find us on Facebook, Twitter and Instagram. Our aim is to give readers around the globe a real sense of the world's biggest country through captivating stories, in-depth analysis and insightful opinions, written by journalists and experts in Russia and abroad.

Moscow is still the center of political, economical and cultural life in Russia, as you will find out from reading this magazine. However, there are many other regions that have a lot to offer curious tourists in terms of heritage, cuisine, ecotourism and much more — you can learn more about them at our website. I hope you enjoy discovering Russia with us.

Eugene Abov

Publisher,
Russia Beyond The Headlines

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Take a new look at an old city

Moscow today is a city on the move, undertaking major changes to its infrastructure and urban plans that are making life better for residents and visitors alike.



The Russian capital has gone through countless changes since its founding in 1147. Today this bustling city is one of the world's great metropolises — full of exhibitions and performances, new art spaces, modern parks and expanded sports venues. In recent years, Moscow has attracted the best Russian and foreign architects and urban planners, who have made significant changes not only in the city's visible fabric but also in the patterns of urban life. This largest city in Europe is managing its growth through the expansion of subway lines, launching new forms of public transportation and an expansion of bicycle lanes. New stadiums are being built for large-scale international sporting competitions and former factories are being turned into spaces for creative expression. People of any age and profession can find a way to fit into life here. Young artists can express themselves through street art; ambitious entrepreneurs can find support for social and ecological projects. New green spaces and farmers markets are helping people embrace a healthy lifestyle. Moscow today is a city in transition, developing a new identity for the 21st century.

TRANSPORT

Over 400 km of new roads were built in 2011-2015. By late 2015, the city's bicycle lane network reached 250 km

BUSINESS

Investment in fixed assets in Moscow has increased by 52.1% over 4 years

ECOLOGY

The share of nitrous oxide in Moscow air has dropped by 20%, carbon dioxide by 30% and particles by 10% on average

SPORT

Starting in 2011, the city created a network of 191 public skating rinks with artificial ice

109

venues for outdoor weekend markets opened since 2011

400

new schools, kindergartens, clinics and sports centres were built in 2011-2015

161

new parks in residential areas of Moscow were created in 2011-2015

12 mln

residents live within the city limits as of January 2016



Moscow Defrosted

Sergey Nikitin, special to RBTH

Activist and historian, who founded the Velonotte International Project annual bicycle ride, talks about how the city has changed.

Take a walk around Moscow with RBTH!

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Ten years ago, the main public space in Moscow was the subway. It not only took us from the edge of the city to the center, it was there, under exquisite gold lamps that we Muscovites waited, walking, crushing our bunches of flowers (or talking about them — what's the best way to hold them? Blossoms up or down?) The subway was even our main museum, which 8 million of us visited every day. The exits of the subway were our main shopping space with the little markets and kiosks clustered around them. We were like rats, living in our burrows, traveling in tunnels.

The number of shopping centers was increasing, but the streets were dying. The large shop windows on the main streets held no attraction. If there was something going on under the stucco frames, it was impossible to tell, unless there was a sloppy handwritten sign proclaiming "We are open." Inside you might find two old women.

Our parks were not that much about amusement. Unless you were a fan of shawarma or kebab — the Russian cuisine of the Perestroika era, or wanted to try your fate on the half-broken Ferris wheel. It wasn't safe to go there after dark — with poorly lit lanes you could easily bump onto mobsters. At least people believed so.

In those days, I led tours around the city, although I preferred to call them walks. I chose routes from the center to the distant suburbs: Sviblovo, Chertanovo, Izmailovo, Belyayevo. My guests and I studied the constructivist workers' quarters, unknown details of Red Square, Moscow river embankments and industrial zones; we never hurried, we went inside the courtyards and talked with the locals: the last native inhabitants of luxury homes in the Art Nouveau style in the city center; old men playing dominoes. If we saw two lanterns suddenly stick out in the midst of new lighting, we might see that this is all that has remained from a 1940s-era dance floor and find an old woman telling us about how she met her husband there in tiresome 1945. We strolled as a large group, 200-300 people, usually on a Saturday morning. Everyone else was sleeping.

In 2011, Sergey Kapkov was appointed the director of Gorky Park, and began to reform Moscow's best-known green space. Kapkov was part of the liberal opposition. He cleaned out all the rides and banned capital construction. Soon the whole of Moscow was there. After Gorky Park, there were others. Muscovites went to the park. Some risky dreamers put out chairs and tables along the Garden Ring, which despite the name is actually a 16-lane highway. People sat around sunbathing.

For me, the return of the stroll is the final part of this transformation, this defrosting of Moscow. I call it the urban lifestyle, when the streets have again become a living space. The traffic jams have not disappeared, but the streets have become theatrical, they have prettied up, a new light has appeared. All these changes have shown that the city can be fun for everyone — even oligarchs who left Moscow for their villas 20 years ago, not only returned to the city, but became surprisingly active in its life. This year, for instance, they campaigned to shut restaurants in the Patriarch's Ponds area after 11 PM.

In the middle of the summer, exactly 10 years ago, we decided to take a tour of the city by bike at night. We called it VeloNoch, bike night in Russian. Ninety-nine people gathered for this first ride. Reporters from three TV channels went with us and filmed this bizarre spectacle: people who opted not to sleep, but rather to learn the city's history. Since then, we have held 10 Velonights in Moscow. The city authorities started helping us, blocking the streets, turning on fountains, providing buses and trolleybuses for artistic projects. It is now difficult to find a summer evening when someone is not running somewhere, not jumping or pedalling — or all of these at once.

In ten years, our city has sufficiently thawed. Moscow has acquired a new identity, the pedestrian, the cyclist, and the flaneur are at its center. It has finally become fashionable to love, observe and be interested in Moscow.

10

thousand participants took part in the 7th Moscow VeloNotte Mayakovskiy, organized by Sergey Nikitin in 2013

13.5

million guests visited Gorky Park in the first six months of 2016



Read more:
www.rbth.com

Dominion Tower
Zaha Hadid project



MOSCOW MODERNISM

Olga Mamayeva, RBTH



1 Reconstruction of Tverskaya Street

The project of reconstructing Moscow's main thoroughfare was taken on by the Dutch firm West 8 in cooperation with Russian agency Strelka. One of the focuses of the proposal is the restoration of the lime tree alley that lined Tverskaya from the late 1940s to the 1990s.

"The trees that will appear on the expanded sidewalks will be the street's main decoration in any season and will noticeably humanize bustling Tverskaya," said Adriaan Geuze, the founder of West 8 and one of the project's developers. The architects have expanded the sidewalk along the street and divided it into two zones: one for pedestrians made of light granite, and one made of dark granite to match the color of the foundations of the buildings that line the street. This darker zone will host the lime trees, bus stops and lampposts, all of which will be recreated from historical drawings found in the collections of museums.

2 Zaryadye Park

This innovative landscape park located on the site of the former Rossiya Hotel just below the Kremlin will finally open in September 2017 — the 870th anniversary of the founding of Moscow. The creation of the park has been the capital's most ambitious and expensive city improvement project to date: the authorities estimate its cost at 380 billion euros.

The decision to create the park was made in 2012 at the initiative of Vladimir Putin. An international competition for the park's concept was held in Moscow in 2013, and an internationalist consortium led by U.S. firm Diller Scofidio + Renfro, known for its design of the High Line Park in New York City, won the contract.

The architects proposed splitting the territory of Zaryadye into four areas representing Russia's four typical climatic zones — tundra, steppe, forest and wetland with the typical flora and fauna of each.

The park will feature a performance venue, themed pavilions, exhibition rooms and a large pedestrian zone leading from Varvarka Street to the Moskva River embankment. According to the draft, the future park will connect all the city center's hiking routes.



Read more:
www.rbth.com

12 MILLION
PEOPLE

a year are expected to visit the new Zaryadye Park, located just below Red Square. It is scheduled to open in 2017

In recent years, urbanism has been the buzzword of every discussion about living in Moscow — from conversations among bureaucrats at city hall to lectures by young professionals at the Strelka Institute. The Russian capital is undergoing a major facelift, driven by world-famous architects, who have jumped at the chance to work in the city, and urban planners, who since 2011 have gathered to discuss their ideas at the Moscow Urban Forum.

As is clear from the changes taking place across the Russian capital, local government has embraced urbanism wholeheartedly. The renewal began with the renovation of Gorky Park and is now best seen in an ambitious program of street reconstruction, widening sidewalks, reducing space for cars and adding bike lanes. Here are eight of the most notable projects that are changing the face of Moscow for the better.



4 Garage Museum

In 2010, when the Moscow authorities decided to improve the city's environment by revamping its many parks, the iconic Gorky Park served as an experiment. As part of the redesign, the park's Soviet-era restaurant Vremena Goda was redesigned by OMA, the firm of Dutch superstar architect Rem Koolhaas, and converted into the new home of the Garage Museum of Contemporary Art. The architects preserved the restaurant's mosaic walls while crafting a modern exhibition gallery with shops, educational areas and a roof terrace.

5 Luzhniki Stadium

Built in the mid-1950s, Luzhniki is one of the Russian capital's main stadiums. It plays host to a wide range of cultural and sporting events. Today the venue is under renovation in preparation for the 2018 FIFA World Cup. The opening ceremony of the championship will take place here, which is why 483 million euro is being spent to spruce it up. The work mainly affects the roof and seating areas, expanding the total capacity to 81,000 seats. The renovation is expected to be completed in 2017.

6 Dominion Tower

Another Zaha Hadid project is situated in southeastern Moscow. It took more than 10 years to bring to life the idea of an innovative office centre that "couldn't become outdated". Construction started in 2007, but was interrupted in the early stages just a year later by the global economic crisis. It restarted only in 2011. Hadid's overall concept was to design the building as a series of vertically stacked plates offset at each level. It was implemented in full — the most offset 5th floor has a protruding section 8 meters long with no support.

7 Krymskaya Embankment

Running along the edge of Gorky Park and the Contemporary Art Exhibition Hall TsDKh is the Krymskaya Embankment. Once a four-lane road that connected the park with the Krymsky bridge, today this space is a city landmark. In 2013, the Russian architectural bureau Wowhaus closed the deserted street to traffic and installed pavilions for artists' exhibitions, green hills, wave-shaped benches, an artificial pond, pedestrian walkways and bicycle paths.

8 Sberbank Technopark in Skolkovo

The Skolkovo Innovation Center has sometimes been called Russia's Silicon Valley, which is why top-tier international teams were invited to participate in a closed competition to create the architectural concept of the future Sberbank Technopark at the end of last year. The victory went to Zaha Hadid Architects; the technopark was one of the last projects worked on by Hadid herself, who died this March. According to her design concept, the technopark's streamlined glass building will follow the contours of the plot of land on which it sits. A boulevard is planned between the building's two large transparent sections. More than 10,000 Sberbank employees are expected to move to the technopark's building, which has a total area of 131,500 sq. m. A laboratory, lecture halls, classrooms, as well as the R&D division will be built for them here. The complex is expected to be completed by 2020.



8 Moscow Metro

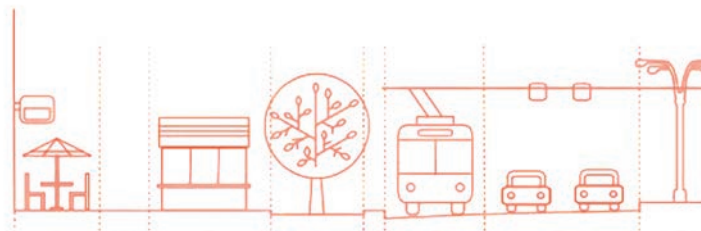
The Moscow Metro is world-famous for its unique combination of architectural styles, and this has remained the case as the system expands. The Moscow authorities regularly host international competitions for designing new stations and renovating old ones. Recently, the Russian architectural studio Nefa Architects was chosen to design the Solntsevo station, which will feature artificial sources of light. The Novoperedelkino Station will be built according to a design by Latvian firm U-R-A, whose architects plan to use traditional Russian patterns in the station's decoration.



The Russian Capital by Design



A newly developed design standard for Moscow hopes to bring a harmonious look to the city's streets, boulevards and facades.



Earlier this year the development of a new Street Design Standard for Moscow was completed under a large-scale urban renovation program entitled *My Street*. It is the city's first plan featuring a complex approach to ecology, retail, green space, transportation and wider urban planning. The creators of the manual set themselves the goal of making the city safer and cleaner and, ultimately, improving the quality of life. We spoke with Street Design Standard's project manager **Yekaterina Maleeva** about how the standard will be applied and what the document means for the future of the Russian capital.

"One goal of the design standard is to "reinvigorate the streets" and encourage people to spend more time outside"



Read more: www.rbth.com



What is the Street Design Standard and what does it include?

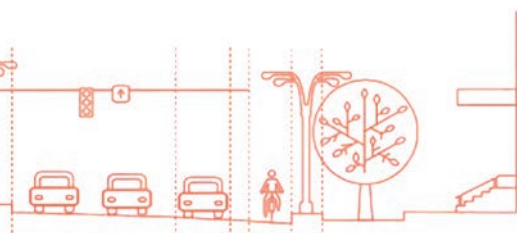
The Street Design Standard is a manual for street planning in Moscow. The Standard is divided into four books, each one covering particular aspects of street design. Many cities across the globe have developed their own standards, and the concept has gained a lot of popularity over the last decade. The New York Street Design Manual is a famous example. However, Moscow streets have little in common with New York streets, for example; every city has its own unique ur-

ban typology and simply copying existing solutions from another manual is not a viable option.

What did you start with?

When we started our work on the Standard, the first thing we did was study Moscow streets, their peculiarities and common features. The first volume of the Standard focuses on the typology and distinctive attributes of the streets of Moscow. We

gathered data on more than 3,000 streets. Despite the large sample size, we discovered certain similarities. We managed to identify 10 of the most common street types, but some unique streets could not be categorized. For instance, Tverskaya Street was built in 19th century, but after it was widened in the 1930s, Tverskaya ended up in a unique place within the urban fabric of Moscow. Such objects require a case by case approach and their own projects.



Ekaterina Maleeva, upper left, Street Design Standard's project manager

Above: the four books of the manual for street planning in Moscow and the future street design scheme Center: The layout of the new building of the National Center of Cocontemporary Art

Let's say a world-famous architect arrives to Moscow to design a street. He puts incredibly beautiful things into his project, which, unfortunately, contradict the Standard. In that scenario, will the architect be told to stick to the Standard?

This could happen, and I think it would be a good thing. If an architect plans to place a sculpture on a 1.5 meter-wide sidewalk, would that really be a good idea? Following the Standard ensures smooth movement. Its goal is to reinvigorate the streets. In Copenhagen, new design manuals helped increase average time spent by residents outside by 20 percent over 10 years. That was achieved through creating convenient and attractive public spaces.

What happens if a street does not fit any of the mentioned types?

A standard is not a ready-made solution. The streets share common features, yet also retain their individual attributes. Applying a single standard profile to every street is impossible. The Standard offers three sets of solutions for each type of street, with a large potential for combining various elements. Some solutions featured in the Standard are yet to be implemented anywhere in Moscow.

Does the Standard also regulate façade appearances, an architectural element?

Renovation works with what is given. Of course, façades cannot be changed. Central Moscow has a problem with mansions and many other buildings being fenced off, which prevents them from accommodating street retail. Central streets are also relatively narrow. The Standard proposes sidewalk expansion wherever the access to the first floors is open.



EXPERT COMMENT

Robert Greenwood

Partner and managing director at renowned architectural firm Snøhetta

The architectural bureau Snøhetta is working on the renovation of the Moscow Garden Ring. We are developing only a small part of the ring, near the Park Kultury metro station. It's not easy, as a main road splits this part of Garden Ring. We've just presented our project for the renovation; work will start in 2017. I can only say that we are working with color and light. This is really important for us because we came from the North, where the light is of great significance.

Comparing Moscow and Oslo, Moscow is much bigger. Here the nature is plain, while we have hills all around. Moscow is a concentric city; Oslo used to be the same, but now it widens over the borders of the city center.

It's a real privilege to have been invited by Strelka KB to take part in their project and collaborate with them on what is just a very small part of a very large project. So we have a great admiration for Strelka, great admiration for taking on this project, partially initiating this project and undertaking it. It's happening very fast; it's very important for Moscow. I think that addressing the big boulevards, the traffic, the city life, the way you use the city, the space for the pedestrians the urban quality of life is so important — this cannot be overstated. Our role in this is fortunate. It is unfortunately only very small, but we're very honored to be working together.

We design a little piece of a very much bigger project, but I think it's very smart of Strelka to invite other architects into this project. It is obviously so big that there's room to bring other people in, room to bring in many voices, and that's going to add a richness to the project when it's finished. But I think it will be very interesting to see where you can move from one space to another, to the next, in a connection, experiencing different architects' vision of what this could be.

I like your life in courtyards. It's a perfect example of the organization of small spaces, hiding behind big streets. They can be called romantic and intimate. The secret of a cool city is the cultivation of such tiny lanes and side-streets, small squares and public gardens. In that case, it will be a pleasure to live there.

Originally published in Strelka Magazine

Improving urban li

A generation of urban entrepreneurs in Moscow is developing projects to make the city safer, cleaner and generally more livable.

Lyudmila Petukhova, RBTH

Moscow is constantly changing, and much of this change in recent years has been driven by young entrepreneurs who are actively involved in improving the urban space. They have launched numerous projects to encourage change, such as special schools, classes and acceleration programs for startups. "Urban entrepreneurs are those who are ready to improve the park near your house, to create a sense of community, to organize a singing club for pensioners or a running club, or to launch a coffee shop for local hipsters," said a representative of Vector, the online School of Urban Entrepreneurship created by the Strelka Institute. "Our school is created for people who want to change the urban environment around them. The projects of our students are both socially oriented and commercial. The key point here is to find the right demand and audience, so a project could really affect the city." Over 1,250 students across Russia completed Vector online courses in 2015-2016.

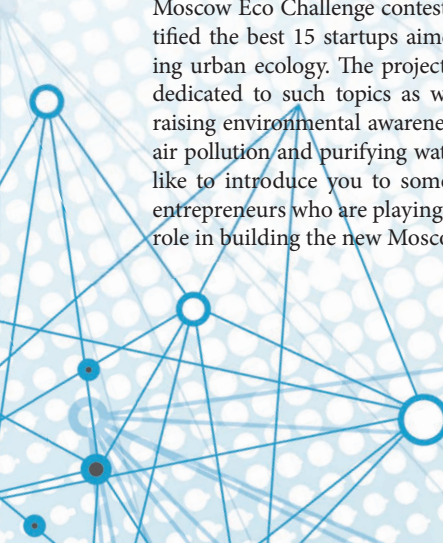
Environmental concerns are front and center for young entrepreneurs. Earlier this month the Moscow city government hosted the Moscow Eco Challenge contest, which identified the best 15 startups aimed at improving urban ecology. The projects selected are dedicated to such topics as waste disposal, raising environmental awareness, decreasing air pollution and purifying water. We would like to introduce you to some enthusiastic entrepreneurs who are playing an important role in building the new Moscow.



The project YouDo.com was launched by Denis Kutergin and Alexey Gidirim, 34, (on the foto) in 2012. More than 800,000 clients and about 85,000 freelancers are registered on the web site. Fourteen types of services are available, including hauling, repairs and cleaning. The site averages more than 2,500 orders daily. The service is available in several cities, but 85 percent of the orders come from Moscow

YOUDO.COM: CLEANING, DELIVERY AND REPAIRS AT THE TOUCH OF A BUTTON

"The most expensive currency, especially in the big cities, is time. One can't return hours spent on household chores, and people are ready to delegate these responsibilities to freelancers," said Alexey Gidirim, co-founder of YouDo.com, which helps connect people with house cleaners, repairmen and delivery services, among other things. Users have turned to the site for a wide range of tasks, including help choosing a wedding ring. Services can be ordered on the web site or via a mobile app. The site also provides a kind of public service, offering work options for people who have lost their jobs or who can't work full time, such as students, retirees and new parents.





RUSSIAN



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fe one idea at a time



Arseniy Aredov, 27, is the founder of the ArchiLunch project. His team includes three staff members and several guides. The cost of one tour is about \$9 (lunch included). Funding is not an issue for the company yet, according to Aredov, who hopes to encourage people to take a new, and more affectionate, look at their everyday surroundings through his creative tours

ARCHILUNCH: TOURS FOR OFFICE WORKERS

"Every day people use the same route to go to work, they observe the same buildings and streets, and often do not know what lies behind the familiar corners," said Arseniy Aredov, founder of ArchiLunch. Changing up this scenario is the main goal of Aredov's project, which he launched with a friend in May 2016. ArchiLunch offers office workers 30- or 50-minute tours of the area around their workplaces during lunch. Tour organizers provide participants with handout material and pictures of the visited sights along with takeaway meals furnished by partners. The tours, which have begun operating in the office spaces around Artplay, Arma, Winzavod, Moscow-City, Tsvetnoy Boulevard and Danilovskaya manufacturing, are available for both private and corporate clients.



Natalya Shipshiley, 25, invested \$3,000 of her own money in her project, which matches dog owners with dog-walkers. The service currently employs five office staff and 20 active dog-walkers. A 45 minute walk for a dog costs 590 rubles (a little less than \$10). Shipshiley is looking to attract investment from venture capitalists

SOBAKA-GULYAKA: DOG WALKERS FOR HIRE

Natalya Shipshiley realized how difficult it was to find a person who could take your dog for a walk when she was looking for someone to take care of her spaniel, Dandy. With this experience in mind, Shipshiley, an adventurous lawyer, launched and tested her service "Sobaka-gulyaka" (a play on the word dog-walker) together with a team of three people. Dog owners leave requests on the service's website, www.dog-walk.ru, and the service then is looking to find a suitable dog walker who can work with the pet on a regular basis if the relationship with the dog goes well. Shipshiley, who also uses the services of a dog walker, says the project combined her love for animals with her interest in improving urban life. "The project's mission is twofold: on the one hand, we would like to promote dog walking and urban dog-keeping. A person who keeps a dog at home needs to understand how to do so properly. On the other hand, the service aims to harmonise interaction of a dog owner with the city. We have thorough expertise in this sphere and want to impact relevant legislation in the future."

By train, bus or plane

Sergey Frolov, RBTH

Moscow's epic traffic jams have encouraged investment in new forms of transportation and an expansion of the city's legendary metro.

Traffic jams in Moscow have been known to reach a truly impressive size. For example, the total length of the traffic jams caused by an abnormal snowfall in March this year was greater than the distance between Moscow and Rome — 3,400 km (2,100 miles).

Moscow, like all large metropolis, has faced some serious growing pains in developing an effective transport infrastructure. Over the past five years, the city government has launched both large-scale projects that have transformed the face of the city as well as smaller projects aimed at maintaining and upgrading existing infrastructure.

According to data from the government of the city of Moscow, more than 400 km of new roads were built in 2011-2015. The additional roads helped the city fall from first place in global congestion rates in 2012-2013 to fourth in late 2014, after Istanbul, Mexico City and Rio de Janeiro, according to a survey by the Tom-Tom travel company from the Netherlands.

The most ambitious transport project of recent years is the Moscow Central Ring system, an equivalent of Germany's S-Bahn and the London Overground, which opened in the Russian capital on Sept. 10. New train carriages equipped with free Wi-Fi are able to transport up to 400,000 passengers daily, which will hopefully reduce the load on the Moscow subway network — the Moscow Metro — by 15 percent and cut the average commute by 20 minutes. The overland rail link was used more than 1 million times in the first five days after its launch, according

to Dmitry Pegov, head of the Moscow Metro.

Another important aspect of Moscow's transportation transformation is new infrastructure being developed for bicycles. In 2013, the city launched a bike-share program with 79 stations and 550 bicycles. By 2015, the city program had expanded, offering 2,500 bicycles for rent and opening bike share stations in the city's Southwestern and Northeastern administrative areas as well as the city center. This change brought the bikes closer to areas where most residents live. By late 2015, the city's network of bicycle lanes had reached 250 km.

The city's world-famous metro saw changes of its own. A newly-built section of the Lyublinsko-Dmitrovskaya line from the Marina Roshcha station to the Petrovsko-Razumovskaya station was put into operation in September 2016. In total, 18 new metro stations were built and opened in 2011-2015, along with 34 km of new metro lines.

The city's plans for future development are not as ambitious, but they are interesting. For example, driverless buses will appear on the streets of Moscow during the 2018 World Cup, according to an announcement made by Russian Deputy Prime Minister Arkady Dvorkovich at the Moscow Urban Forum. Driverless public transport will mark the first phase of the Russian capital's technological transformation, said Dvorkovich at the event, which ran from June 30 to July 3,

2016.

Additionally, a Russian aviation startup, Aviaton, just secured more than \$16 million in state investment to build pilotless aircraft. The flying taxi the company is developing, called SerVert SV5B, will combine the functions of a plane and a helicopter. While Aviaton's developers plan to begin with cargo, their ultimate goal is a pilotless passenger transport. "First, tests will be carried out on cargo, and then after several trial flights, drones can be used to transport people," said Aviaton's general director, Avtandil Khachpurdze. The cost of transporting one person over 100 km is expected to be between \$10 and \$15.





ZHUKOVSKY AIRPORT

Moscow's 4th international airport, Zhukovsky, opened on May 30, 2016 in the town of Zhukovsky, 40 km south of the capital in the Moscow Region. Until this year, the town was known as Ramenskoye. Zhukovsky is the only airport in the Russian capital that belongs to foreign investors. The airport was built by Ramport Aero, which is controlled by the Lithuanian group Avia Solutions. The first company to operate out of the airport was the Kyrgyz airline Air Kyrgyzstan, which moved its flights to Zhukovsky from Domodedovo. Other carriers serving a wide range of countries are expected to relocate there soon. Flights are planned from Zhukovsky to Austria, Bulgaria, China, the Czech Republic, Germany and Hungary as well as Tajikistan, Kyrgyzstan and Kazakhstan. The capacity of the new airport is four million passengers a year. Unlike other Moscow airports, Zhukovsky is not yet connected to the city by a special Aeroexpress train, and is accessible only by car or regular train. It takes about an hour to get from the subway station Komsomolskaya to the station Otdykh by train; from there, passengers can take a free bus to the airport. The total cost of the project was \$27 million, and investors expect to make back the investment in seven years. About 70 percent of the profits will come not directly from airport services but from parking, shops and commercial activities. In 2017, Zhukovsky will be the first Russian airport to be listed on the stock exchange.

CARSHARING

Carsharing took the Russian capital by storm in September 2015 with the help of 28-year-old Italian entrepreneur Stefano Frontini, who brought the business model from Milan to Moscow.

Carsharing is a type of short-term car rental service that bills users per minute. The system, which is being actively developed in cities across the world, allows users to book a car at a nearby location, drive it for as long as they like and leave it where they want.

"Seeing the first cars of Car2go in Milan in August 2013, I realized the potential of this project, and I immediately turned to look for a metropolis where the free floating of the car sharing service is not yet available," said Frontini. His company, which is called Delimobil, offers 100 gasoline-powered cars to service users for a cost of 15 cents per minute. The project cost 10 million euro to set up.

Delimobil isn't the only game in town, however. A government-backed car sharing service that has come online recently was supported by Italian financial group General Invest. "We've been working on this idea for almost a year," said Vincenzo Trani, president of General Invest. "And we were really surprised by the positive reaction of the Muscovites, who have rushed immediately to rent these cars."

There are other private carsharing companies as well. The first private carsharing firm, Anytime, opened in Moscow in 2013. As of 2015, it was operating a fleet of 120 cars.

THE MOSCOW CENTRAL RING

7.5 mln
choose the Ring
over private
cars

34.5 mln
from
the subway

12.7 mln
from
surface
transport

will help relieve
the pressure
on the city's current
transport system

The estimated number
of passengers
75 mln
in the first year

20.3 mln
from suburban rail



Passenger traffic:
400,000 per day



Hours of operation:
6 a.m.-1 p.m.



Cost – October free, later 50
rubles (\$0.8) per ride



Trains are equipped with w-fi
routers, racks for bags and
places to stash umbrellas

Experience the great outdoors

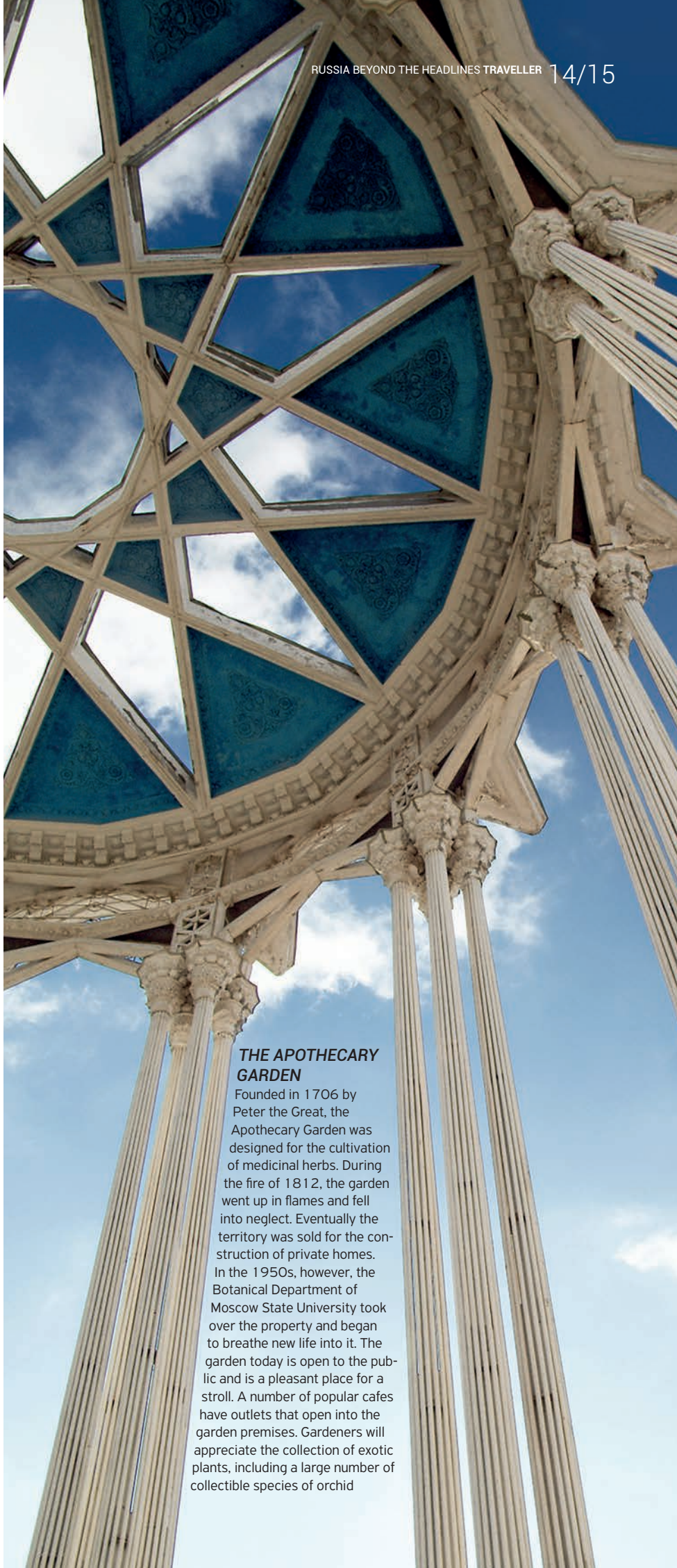
Gleb Kirillov, RBTH

SINCE THE RENOVATION OF GORKY PARK IN 2011, SPENDING TIME IN ONE OF MOSCOW'S GREEN SPACES HAS BECOME A MUST FOR LOCALS AND VISITORS.

When Gorky Park first opened in 1928, it was a place where Soviet people could come and forget about all the troubles of socialist life. It was the first park of its kind in the country, built to a design by avant-garde architect Konstantin Melnikov on the remains of imperial-era private gardens. Over time, the park fell into disrepair and in the 1990s, it became an amusement park filled with rickety rides and snack booths, still both beloved and seedy.

In 2011, the Moscow city government chose Gorky Park as a test case for a new form of urban space, a place where modern Muscovites would want to go and spend time. The rides were removed, the walking paths cleaned up and numerous beanbags and benches set on the wide lawns. Free Wi-Fi was installed, along with power sockets. Stages opened for performances, open-air movies and lectures. Today you can also find an observatory and an educational center.

The park runs along the Moscow River, and new areas were opened for sunbathing with deck chairs. Open-air cafes offer a pleasant place to sit in the summer and watch the world go by. Cruises on the river are available year-round from the park's boat dock, taking visitors from the old Kremlin walls



THE APOTHECARY GARDEN

Founded in 1706 by Peter the Great, the Apotheary Garden was designed for the cultivation of medicinal herbs. During the fire of 1812, the garden went up in flames and fell into neglect. Eventually the territory was sold for the construction of private homes. In the 1950s, however, the Botanical Department of Moscow State University took over the property and began to breathe new life into it. The garden today is open to the public and is a pleasant place for a stroll. A number of popular cafes have outlets that open into the garden premises. Gardeners will appreciate the collection of exotic plants, including a large number of collectible species of orchid

VDNKH

One of the capital's largest exhibition areas, VDNKh (a Russian acronym for Exhibition of Achievements of National Economy) has recently undergone a large-scale renovation. Its historic name was restored and a number of fountains and pavilions were refurbished. Today the park is a popular place for free public lectures and concerts

KOLOMENSKOYE

Kolomenskoye, located on a high bluff overlooking the Moscow River, was once a favorite royal estate.

Open to the public today, the park's centerpiece is the extraordinary 16th century Church of the Ascension. Visitors can also enjoy the wooden palace of Peter the Great, which was dismantled in the 18th century, but reconstructed in 2010

to the skyscrapers of Moscow-City.

It's sometimes difficult to take a slow walk along the embankment, however, because at some stretches it resembles a major highway — albeit one populated by bicycles, skateboards, segways and runners. The park also features basketball courts and areas with workout machines. For those interested in a more refined form of exercise, dancing sessions take place regularly.

The renovation of the park didn't throw out everything associated with the Soviet past, however. Next to the Andreevsky bridge there is a rosarium that was built in the 1930s. Klavdia Elina, 76, a retiree who often comes to the park, said: "Gorky Park is a place of my youth. When I was young, my husband and I were both soccer fans, but we supported different teams and we quarreled after every single game. The way home passed through this park, so it was a place where we made peace. Maybe, the romantic atmosphere of the park contributed to it."

Gorky Park is still a place for lovers. No

matter the weather, couples can still be found on nearly every bench.

While there is plenty to do in Gorky Park itself, a quick walk along the river in the direction of the Kremlin brings visitors to Muzeon, an art park that features both modern sculptures and Soviet-era statues — including the famous statue of Felix Dzerzhinsky, which once stood in front of the Lubyanka. Art exhibits are often organized along the river, and there are pavilions where painters can sell their works.

Follow the river in the other direction and end up in the Neskuchny garden, which was built on the remnants of three noble estates and maintains some of the atmosphere of that earlier time.

In winter, the park's alleyways become one of the biggest ice rinks in Europe, and a holiday market opens offering one-of-a-kind gifts.



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EXPERT COMMENT

Elena Tyunyaeva Director of Gorky Park

This year, six educational sites worked in the parks simultaneously: our visitors had free access to lectures, discussions, language clubs and photo walks. The zone at the main entrance has become a new cultural area of the park. Here guests can play sports, participate in discussions and listen to concerts. We pay great attention to our flower beds. In Gorky Park, annual plants have been planted for a very long time. When the

weather gets cold, they need to be disposed of, or to be properly stored until next year. Perennial plants do not have such problems, they are unpretentious and still look beautiful and natural. If you look at the flower beds along the Krymskaya Embankment, they are all made up of perennials. In Gorky Park, we plan to gradually increase the number of perennial plants.

TRAVEL BEYOND YOUR IMAGINATION

GEMS:

- Kostroma: the home of Russia's Snegurochka, the snow maiden
- Yakutia's frozen heart: mammoths, chilled vodka and the lord of cold
- Paris, Berlin, Leipzig and other Russian villages

TOURS:

- Five unusual Moscow tours you can't miss
- Best winter package tours to Russia
- A weekend in

CAPITALS:

- Moscow by tram: see the city from a different point of view
- A holiday in St. Petersburg: get the most out of winter in Russia's cultural capital
- What to see in the Metro, Moscow's cheapest and most incredible museum

DESTINATIONS:

- Five Unbeatable Locations to Watch the Sunset on Lake Baikal
- Siberia's northern desert: hot sands, taiga and mosquitoes
- Russia's most spectacular ski resorts

travel.rbth.com

2

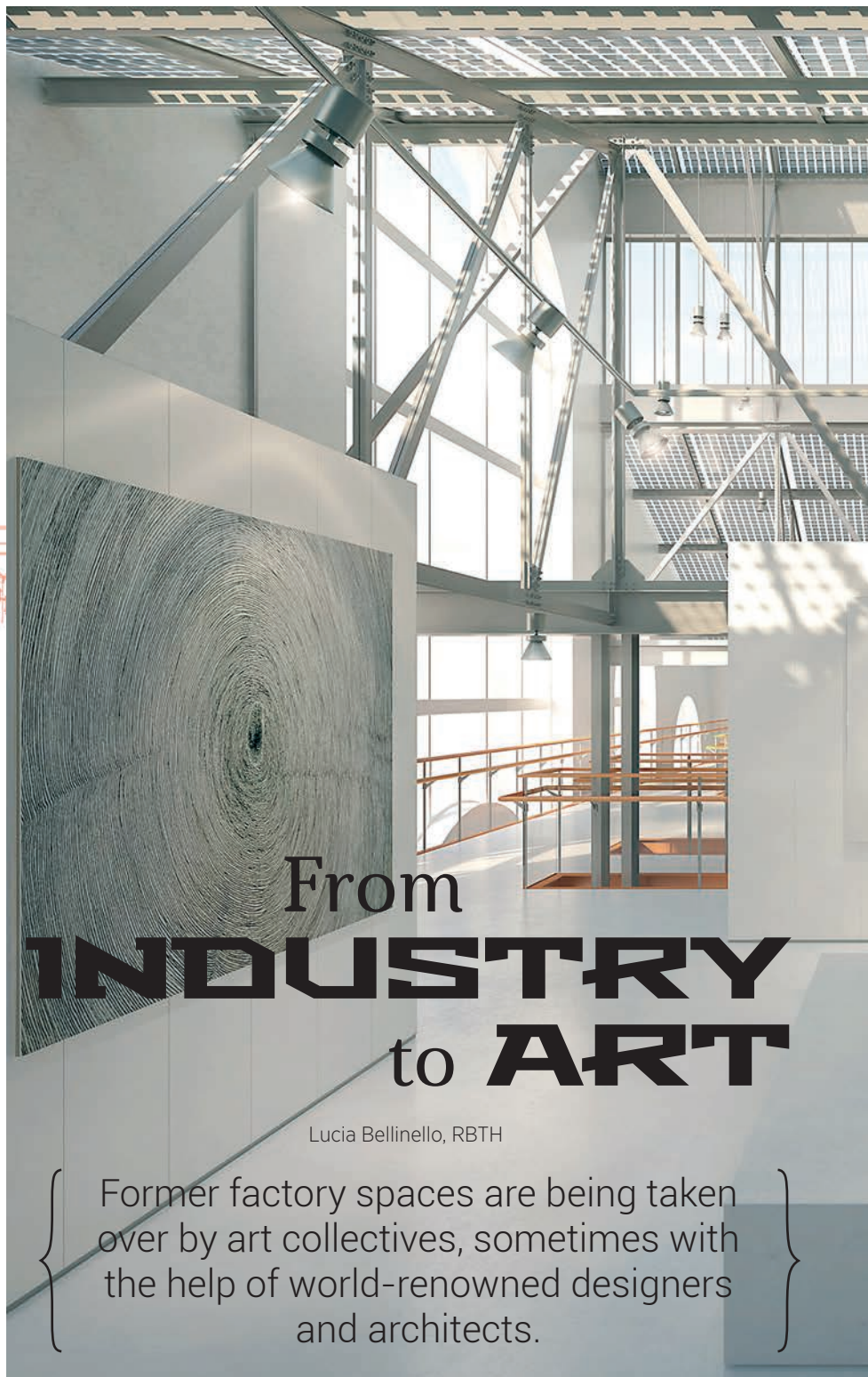
hectares is how much space the new creative zone Renzo Piano is planning for the center of the Russian capital will cover

1980s

In Moscow, the process of redeveloping old factories into cultural spaces began about 30 years ago

In this space where turbines used to echo today there is only the sound of jackhammers and bulldozers. The interior of this building, which boasts windows as big as any cathedral's, is full of dust and broken concrete. These ruins are all that is left of Ges-2, the famous power plant built in the heart of Moscow in the early 20th century by the architects Vasily Bashkirov and Vladimir Sukhov. This two hectare space, just a stone's throw from the Kremlin and the infamous House on the Embankment, may be dark and gutted today, but soon it will host yet another artistic and cultural center — and this one will carry the signature of the Italian architect Renzo Piano. The redevelopment of this power plant into a creative zone that will host exhibitions, installations, libraries, cafes and even a birch forest, is just the latest of the redevelopment projects that are transforming Soviet-era industrial spaces into places for creativity. More than a dozen of these places can be found in Moscow today, taking the urban void created by deindustrialization, recovering it and handing it over to art.

"At the beginning of the last century, nearly 300 people used to work in this station. The turbines were permanently turned off less than one year ago," said Elsa Abdulkhakova of the V-A-C foundation, which is leading the project for the Russian side. "Work is under way to renovate the settings, and the selection process of significant areas from the historical, architectural and design perspec-



From INDUSTRY to ART

Lucia Bellinello, RBTH

Former factory spaces are being taken over by art collectives, sometimes with the help of world-renowned designers and architects.



tives is being conducted," she added. "The station's tiles, floors and windows as well as the now-rusted boilers and technical tools will be refurbished and exhibited to the public."

The reasons factories began to move to the suburbs are unclear. According to Ivan Blokov, director of Greenpeace Russia, the change can be linked to ecological and environmental concerns. "They are trying to transfer some industrial facilities away from the center in order to reduce emissions," Blokov said. "In a city like Moscow, this measure is clearly not sufficient to considerably reduce pollution, but still it is a starting point. In addition, there are reasons definitely far more practical: perhaps it became clear that a factory



The large windows of old factories are particularly suited to art galleries

TREND WATCH

There are a number reasons for the trend — repurposing buildings is better for the environment than new construction, and it breathes new life into abandoned areas

in the heart of the city is not so efficient, so it is better to move it elsewhere."

When the factories moved, however, they left behind huge, practically useless complexes.

Although the redevelopment of old factories into cultural spaces in Moscow began in the 1980s, the trend has exploded in recent years. The move was fueled by the ease with which those huge spaces were rented after the factories left — not quite legally and not always with the required permissions. Reclaiming the space therefore serves both the artistic community and the government, which can now ensure that the renovations are carried out properly and the rents paid accordingly.

There is a far more rigorous selection process for tenants than in the past. "These spaces are not granted to all", said Irina Oskina of the MVK Estate property management company, which is responsible for renting space at the contemporary art center Winzavod, which was founded in 2007 in an old wine factory. "We support talented young artists, so these areas, the cost of which varies not only depending on the size but also on the historical value of the individual rooms, are only granted to those people who prove they want to start a business in line with our project, therefore linked to contemporary art."

The trend has started to take off outside of Moscow as well. "Nowadays these places are becoming a real fashion that is crossing the borders of Moscow, infecting other cities in the country," said historian and activist Sergey Nikitin. "While talking about the Russian capital city, Winzavod or the old chocolate factory Krasny Oktyabr are often mentioned, but in my opinion the most interesting model is the complex ArtPlay. That is a real laboratory of creativity. When architects and artists arrive here from abroad, I always suggest they visit it." Born on the territory of the 19th century Manometr iron foundry, the design center ArtPlay is considered one of the first artistic clusters in Moscow. Today it occupies an area of more than 75,000



sq.m. This space, where the historical blends with the modern and the old brick walls alternate with large glass facades, hosts galleries, showrooms, a design school and three exhibition halls where contemporary art exhibitions, video art festivals, alternative music concerts, performances, readings and master classes regularly take place. In September 2011, two additional exhibition spaces were inaugurated, hosting the International Biennale of Contemporary Art in Moscow. The visiting public is young and alternative. Today, among those avenues where a century ago Soviet workers chased the dream of a bright future, hipsters sporting beards stroll eating organic food, chasing after a different dream for Russia.



1

TRADITIONS

Subbotniks, or voluntary labor days organized for cleaning streets and courtyards of trash and painting fences on spring Saturdays, first appeared about 100 years ago. Today they are increasing in popularity as people become more invested in their neighborhoods

2

ACCESSIBILITY

The streets of Moscow are now in the process of being adapted for use by people with disabilities. For example, the curbs at pedestrian crossings are being made level with the ground, and newly built underpasses include ramps for wheelchairs

3

HOMELESSNES

There are no official statistics on the number of homeless in Moscow, who live especially difficult lives in the city's cold climate. Today there are a number of charity organizations that reach out to them with food and clothing, and provide medical aid and shelter



Facing CHALLENGES

Marina Obrazkova, RBTH

The quality of life in Moscow has improved significantly in recent years, but the city still faces many of the issues common to major metropolises.



THE POLL

According to research from the analytical Levada Center, Muscovites consider the main problem facing the city to be the growth in the number of labor migrants. Locals fear that immigrants cause crime and also take jobs. Other problems cited in the poll were: the increase in prices for utility bills, traffic jams, high prices for basic goods and foodstuffs, low average wages and the high cost of housing. The rise in drug and alcohol addiction, the shortage of doctors and overall poor medical treatment in state clinics are also considered serious problems for local residents

While Moscow steadily is becoming more livable, serious challenges remain.

Like many old cities, Moscow's streets are structured in a radial, which directs traffic straight through the center.

The increasing number of cars on the roads combined with this street pattern has made traffic jams a major problem for the city. Since it is impossible to completely change the traffic pattern, city officials have instead been putting effort into reforming the public transportation system, says Alexander Shumsky, a transportation expert and head of the traffic portal Probok.net. Some of the steps being taken are further development of the metro, the opening of the Moscow Central Ring light rail and a new mini-bus system. "In addition, a car-sharing system and affordable taxis appeared," said Shumsky. Paid parking has been introduced in the city center, which has also cut down on the number of cars on the road. However, getting rid of traffic jams is a difficult task. "There will always be cars. And if we free the roads from some cars, they will be replaced by others that were previously sitting in a garage," said Shumsky.

The situation has improved, however. According to the Center for Road Traffic Organisation, the average speed on Moscow's roads has increased by 12 percent since 2010. Additionally, at the beginning of 2016, the arrival time for an emergency vehicle has been reduced from 20 minutes to eight.

BREATHING DEEPER

Traffic isn't just a problem for drivers — exhaust fumes also affect the ecology of Moscow. This is changing, though. "I do not see a terrible environmental situation in the city," said Alexander Minin, head of the Scientific Design Department at the Moscow General Planning Research and Project Institute. "According to the environmental monitoring, the purity of the air is within normal parameters."

Minin does see continuing problems for the city in urban sprawl. In 2012, the city expanded to the southwest, incorporating a large chunk of the surrounding Moscow Region. "The accession to Moscow of new territories makes a big difference," Minin said. "The southwestern sector, where new areas appeared, is very important because of its terrain and the wind patterns. It cannot be built up too tightly, otherwise the city

12

percent is how much the average speed on Moscow's roads has increased since 2010



The house of architect Konstantin Melnikov, one of the best-known examples of Constructivist design, includes 60 hexagonal windows

would often face such situations as the one occurred in 2010 with peat bog fires."

Minin praises the recent efforts of local officials to plant trees and increase green space. "We have park complexes and they are working, therefore, I can say that the ecological condition is not getting worse," Minin said. Experts at Greenpeace disagree, however. According to Greenpeace data, over the past 15 years, the amount of green space in Moscow has decreased by 700 hectares. "Satellite images show that green areas cover about 40 percent of the city area, as is required by urban development norms. But in the central part of the city, green areas are just one tenth than that required by regulations," a recent report from the environmental group read.

CULTURAL CONTEXT

The preservation of Moscow's cultural heritage is also a big problem. According to Natalia Samover, an historian and former coordinator of the architectural preservation activist group Arkhnadzor, many historical artifacts were uncovered during the recent renovation of the streets in central Moscow. "Works were conducted in those areas where it is not allowed by law to make random excavations," Samover said. "Any interference with that land should have been accompanied by archaeological supervision."

One new innovation praised by historians, however, is the recent move to allow historic properties to be rented at below-market rates to organizations that will restore them. A series of buildings in Pechatnikov Lane just north of the Boulevard Ring were recently renovated under this plan.



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FROM RUNNING TO YOGA, MOSCOW gets fit

Anna Ignatova, RBTH

Modern young people are more concerned than ever about health, and local markets are learning how to cater to this trend.

Moscow and its citizens have finally embraced the global trend towards a healthier lifestyle. As a result, both the city and its people have become more beautiful. Today, the Russian capital's numerous parks have undergone renovations, making them pleasant places to exercise, and groups for running, yoga and general workouts can be found across the city.

"Working out in groups is a clear tendency," said Anastasia Grigoryeva, a fitness trainer and founder of the project N&N FIT. "It is seen especially in the big city because people are tired of the constant race, loneliness and chatting in social networks. Many of them are looking for live communication, searching for like-minded people and for the pursuit of a common goal. As for outdoor workouts – I really like this format, because it is a good promotion for an active lifestyle in the city."

Group running races have exploded in popularity in recent years. Turnout is particularly good for races associated with charities. One example is the 24-hour charity run in support of the burn center at the Speransky Children's Hospital. This year, it will be held Oct. 1-2 in Gorky Park. The informal 5km weekly parkrun races are also very popular. Every week, more than 150,000 people around the world take part in parkrun events, making it the biggest regular weekly event in the world.

"The main thing that differentiates parkrun from the other races is its friendly, almost homey atmosphere. The results are not really important — participation and communication matter much more for us. People can choose the closest park, because the participant card is universal and can be used in any parkrun worldwide. It is very convenient, and foreigners working or visiting Russia take part in our races with great pleasure," said Maxim Egorov, Country Manager of parkrun Russia.

Running is not the only group activity available in Moscow. A wide range of outdoor fitness classes is offered in local parks, including yoga, pilates, dance classes of different styles, CrossFit and activities for mothers and children.

According to an opinion survey, in 2015, 51 percent of Muscovites participated in sports independently or in a group





Living a healthier lifestyle



WORKOUT EQUIPMENT

3,500 sets of outdoor workout equipment were installed in residential courtyards of Moscow in 2011-2015

MARKETS

In 2013, 51 markets were held in Moscow

Russian cuisine is not known for being particularly healthy. With its wide range of mayonnaise-based salads and meat-and-potatoes main courses, traditional Russian dishes were meant to help locals survive the long winters efficiently and cheaply. Modern Muscovites, however, have a more complex and generally healthier attitude towards food. People are paying more attention to what they eat, engaging in "conscious consumption" and prioritizing quality over quantity. For many locals today, what they eat is a reflection of their lifestyle choices.

The grocery and restaurant community in Moscow have responded to these changes quickly. One place the new attitude of residents toward what they eat can be seen is at Danilovsky market. This market, known for its iconic roof installed in the 1980s, is today the go-to place for fresh ingredients you can take home and prepare yourself as well as dishes from Moscow's hottest pop-ups. People come to the Danilovsky market not only for food but also for the atmosphere. Here it's possible to take part in master classes hosted by famous chefs, find the latest cookbooks, meet friends and sample delicious coffee, fresh pastries, homemade pasta or handmade ravioli, as well as buy rare spices, shark meat or simply fresh organic vegetables for your dinner salad. A visit to Danilovsky can satisfy both those who want to have fun and those who are in need of something fast, cheap and unique.

"When I come here I don't feel myself as an alien because I can say: 'Hi,' hear an answer like: 'How are you?' and receive a lemon as a gift," said Galina, 38, a regular Danilovsky patron. "All that we miss in the big city — locality, the joy of recognition — you can feel it here."

Food prices in supermarkets rose dramatically after the collapse of the ruble in December 2014. One unforeseen consequence of this was that the price difference between

supermarket produce and farm produce decreased dramatically and consumers began to try products from local farms. Now, many of these consumers are ready to pay more in order to know where, how and by whom the apples on their table were grown. Farm cooperative LavkaLavka, which runs a number of shops and a restaurant in Moscow, provides buyers with information about every farmer and all the details about the origin of every product it sells. The cooperative's owners say that transparency is fundamental for them. LavkaLavka is a kind of social network that connects farmers and buyers. It makes the process of buying food warmer and more authentic and reminds people of a time when everyone visited markets and buyers and sellers got to know each other.

"More and more people are getting imbued with the ideas of responsible consumption, diet planning and buying less food. It turns out that you can eat healthy and delicious meal avoiding an increase in spending," said Sergey Krylov, an employee of LavkaLavka. Weekend farmers' markets, where gardeners, farmers and entrepreneurs present their products, are very popular among both locals and tourists.

The transition to eating local seasonal produce has become one of the main food trends in Russia today, fueled in part by the ban on imports of agricultural products from Europe and the United States in August 2015. This year, markets took place regularly in 116 locations within Moscow, including historic areas like Red Square as well as in neighborhood parks.

"Personally for me these fairs clarify a lot about Russian mentality," said Chen Zenan, a Chinese student in Moscow. "It is a really good decision to create such a kind of food festival, because it is amusing to discover your culture through the prism of gastronomic traditions."



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DMITRY RAZORENOV

"We do not perceive Moscow as a city with a lot of money and opportunity, a place where you have to "break through" to make a career. We just take for granted all that exists around us"

- Start at the Lenin mausoleum. Native residents of the capital rarely drop in to visit the father of the revolution. Many of them have only gone as part of a school excursion. However, everyone knows where he is. Therefore, it is quite possible that if you would like to go on a tour there, a Muscovite will be able to give you directions and may even be prepared to accompany you.
- You are even less likely to find a native Muscovite in Red Square than in the Lenin Mausoleum. Locals perceive the area exclusively as a place to pass through. A Muscovite in Red Square will be the person maneuvering quickly through crowds of selfie-taking tourists.
- Muscovites genuinely laugh when residents of other major European cities complain to them about traffic jams. In London or Paris, if it takes half an hour instead of 15 minutes to get to the office by car, it is considered a terrible waste of time. In the Russian capi-

DASHA ANISHEVSKAYA

Things a typical Muscovite is constantly looking for: work, his place in life, himself. He has no fear of changing anything in his life, of experimenting or seeking his own happiness. Perhaps the typical feature of a Muscovite is this: he is looking for a job to satisfy his soul, not for money or survival

with the neighbors would never happen in the Russian capital.

- Muscovites, more than residents of the rest of Russia, have a strong feeling of belonging to wider Europe and a need to keep up on the latest trends. "For us it is important to always follow fashion, be able to surprise, know everything that is going on, maybe even be the focus of attention," said Anastasia, a PR manager at one of the capital's museums. Given the amount of information available to Muscovites, through ads, news and overheard conversations, it is difficult to surprise them. "We are not surprised as often. To surprise a Muscovite, you need something quite out of the ordinary," said Nikita, who works in a law firm.
- Muscovites, unlike residents of smaller cities, are very interested in the weather. When leaving home in the morning, a Muscovite knows that given the size of the city and his daily obligations, he will not have a chance

Vitaly Zubtsov, RBTH

How to recognize a Muscovite

THE POPULATION OF MOSCOW IS MORE THAN 12 MILLION, BUT FINDING A TRUE NATIVE OF THE CITY IS NOT EASY. THE RUSSIAN CAPITAL HAS LONG ATTRACTED PEOPLE FROM ALL OVER THE COUNTRY AND THE WORLD. HERE ARE SOME TIPS FOR DETERMINING IF SOMEONE IS ACTUALLY FROM THE CITY.

SERGEY MALANOV

"In general, Muscovites love their neighborhood. It is like a separate city, the same since childhood. They try to take every opportunity they get because they were born here"

- tal, drivers calculate the time spent in traffic jams in audiobooks they have listened to, calls they have made or business conferences conducted via Skype.
- The capital's law enforcement officers have somehow determined that in order to determine whether a person is a Muscovite or not, you can ask him about the whereabouts of the second circus. However, few non-Muscovites know the building by this name. They know it instead as the Nikulinskiy circus, the one on Tsvetnoy Boulevard named after the famous clown Yury Nikulin, who worked there for many years. Calling this building the "second circus" is a clear sign that someone is a born and bred Muscovite.
 - If your next-door neighbor is a Muscovite, more often than not, he does not know you. It is not accepted in the capital to start some kind of relationship with your neighbors. The common image from Hollywood movies showing Americans going out on the porch in the morning with a cup of coffee and the newspaper and engage in small talk

to run home and get a jacket or umbrella. No one in Moscow ever has that much time to spare. "Having gotten soaked in the rain or frozen in the middle of the day, it is simply impossible to go home and change. Therefore, it is better to grab an umbrella or wear a warmer jacket. Well, or to carry a suitcase with clothes," advised Yury, a journalist.

- Despite the crazy pace of life in Moscow, Russian hospitality is not alien to locals. "I always treat everyone who turns up in my house to nice food. I always offer a cup of tea even to an electrician or to a plumber," said Julia, who works in a bank. "If I have visitors, I will certainly set the table. Even if they have eaten and only dropped in for 5 minutes," she added.
- Muscovites feel very strongly about their city and you cannot claim to be a local even if you know the difference between the dark blue and the light blue "Arbatskaya" stations, what the "second circus" is and do not really want to visit Lenin. But doing those things does make you a little more of one.

IVAN ASTROFF

"The girls in Moscow try to use cosmetics so that it doesn't look too bright. As for clothes, everyone wears what they want, but in general, a Muscovite feels comfortable in casual clothes"

Taking art to the streets

Daria Ksenofontova, RBTH



MEDNOY

"In my work you can see escaped circus animals. The picture tells about freedom of movement, freedom of thought and self-expression. You are your own leader"



PETRO

"I like working with shape and color. When I saw the urban space where I'd be working, the image appeared in my head all by itself and I just gave material form to it. The same with this small piece I'm holding here. It reiterates precisely the main idea of the picture behind me"

In the 1970s, against the background of stagnating Soviet culture, Moscow began to see the first recognizable signs of the underground movement. Avant-garde artists started to organize exhibitions in their homes while emerging conceptualist groups like "Gnezdo" and "Mukhomor" performed public actions, showing their disapproval of official policy. The concentration of alternative creative energy combined with strict rules about what constituted art finally reached a critical mass and exploded.

In the post-Soviet 1990s appears Russian street art. It is commonly believed that the pioneer of this movement is the prominent graffiti artist Pasha 183, sometimes called the "Russian Banksy." His spray-painted murals, graffiti and monumental installations addressed issues like commercialization, the dominant role of industry in modern society and stepping out of ones comfort zone. Back then, alternative culture in Russia was closely associated with social change and illicit activities.

UNDERGROUND VS. AUTHORIZED

In the 2000s, art that had been traditionally considered "protest" began going mainstream. Shops and creative clusters such as Artplay, Winzavod and Flacon began collaborating with local artists. Unlike graffiti, which has always been illegal and continues to be so, street art – murals, stencils and stickers among others – has become more and more commercialized.

In more recent years, a significant number of mural-style paintings with patriotic motifs have appeared on Moscow's walls. "The government started using street art technique – only technique, as such works have nothing to do with real street art – for propaganda purposes. It has become an effective tool to communicate with the younger generation. The same thing can be said about ubiquitous painted advertising. As for street art, it just has to coexist with this," said Moscow-based production designer Dmitry Muchnik.

In 2014, the first Biennale of Street Art Artmossfera took place, bringing together more than 50 artists from all over the world and showcasing their works in Moscow galleries. In addition to Artmossfera, the city holds annual graffiti festivals that grant hundreds of sites to street artists allowing them to legally make their colorful designs. As part of the festival "Best City On Earth," numerous facades saw portraits of prominent Russian figures like writer Mikhail Bulgakov, film director Sergey Eisenstein and ballet dancer Maya Plisetskaya, to name but a few.

The cultural capital of the country, St. Petersburg, couldn't help but join Moscow in celebrating the new era of Russian street art. In 2014, the northern city opens the first-of-its-kind Street Art Museum. The museum has two separate zones, one of which is an



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open public space for temporary exhibitions and large-scale events and the other, a permanent exposition, featuring works of Pasha 183, Tima Radya, Kirill Kto, Escif and many others.

"I believe it's a great platform where street artists can work without any worries. They are given both the money and the space, and they can express themselves freely. I'd say it's more like an exhibition area than a museum," said Russian street art and contemporary artist Misha MOST.

Nevertheless, however attractive government-backed initiatives may seem, quite often they raise questions of the purity of alternative culture. The intervention of authorities leads to the thinking that Russian street art is losing its underground nature and being co-opted, a trend that provokes ambivalent reactions in the creative community.

"When street artists participate in exhibitions or festivals, it's fine. What bothers me is that after they start earning money this way, they stop working with street objects, unofficially. They even say graffiti is for children, while at the same time they keep calling themselves street artists. I don't get it. What are they painting for? Are they running any risks or express their freedom? They practically disclaim the pillars of street art: freedom of expression and freedom of action," said Misha MOST.

Russian street art, born as a protest in the 1990s has gone mainstream and is even being used by the authorities. What does it mean for creativity?



Through artists' eyes

Dmitry Bykov,
poet, author, journalist

Moscow is full of small alleys and yards, and its river doesn't flow straight, it snakes. And it is the river that defines a city's nature. The warm Moskva river, covered completely in poplar fluff; the white moustache of foam the street sweeper leaves spreading in its wake; Neskuchny Garden, mysterious as well and almost always deserted — this is what the face of Moscow looks like, not the parades or the GUM department store. Time is like the water in a pond here; it has stopped, never to move again.

And, of course, Eros. Lenin Hills are not Moscow's crown, but rather — how shall I say this? — they are, as Vasily Aksyonov put it, Moscow's "love mound..." It is the most erotic place in all of Moscow, with Moscow State University students all over, and anyone who can't find a room; they venture into the thicket here in summer, with a very specific goal in mind. I know I did. Here, right at the spot where the Moskva makes a sharp turn, the forest begins almost at the water's edge. You just have to go up a little bit, and you'll find a couple of wonderful, shady glades, virtually hidden from an outsider's view. You will not find a better place to go in a warm summer evening. What's there to do? Anything. I kissed girls there more times than I can count, and 10 times or so, there wasn't only kissing involved. Could anyone imagine it would be so easy to find a spot to do it all right in the middle of the great outdoors in Moscow? Granted, you have to know where to go, but I grew up there, after all.

And it was there that I once tried to kiss a girl who I loved more than anyone in my whole life, which is rather long by now. There was no one I loved or hated more than her. It went on for 17 years, and it was worth it.

Born in Moscow, Dmitry Bykov graduated from the Moscow State University, Faculty of Journalism and has written for a variety of newspapers and journals. Bykov is also famous as a biographer. One of his most notable books is a biography of writer Boris Pasternak, which won the National Bestseller and the Big Book awards. He has also published biographies of Maxim Gorky and singer-songwriter Bulat Okudzhava. Among his literary works are also numerous poems, which are often satirical

Rolan Bykov,
actor, director and author

I could never express the feeling of Moscow I had when I was six to eight years old. The city was so utterly mine, I found it natural to just lie down anywhere and go to sleep — well, I was tired sometimes. I knew some places where I could hide, places where I could see things little kids were not supposed to see. None of us had any trouble finding our way around in Moscow. My older brother had this thing when he just said: "Let's go on a journey through Moscow." And somehow, he always had to take me with him in winter. Within 30 minutes, I was freezing, so he would yell at me, but he would take me to museums, or just show me around the city — and thanks to him, I discovered a great deal of things. It was incredibly interesting to go for a walk with him — he could see things I could not. I learned a thing or two from my brother, and now people say that I'm an interesting person to go for a walk with, too.

Moscow is in my heart, it's in my veins, in



For almost 870 years, Moscow has been building up historical eras inside itself, as if it were a living creature: Tsarist Russia, cozy provincialism, the might of Stalin-era avenues and skyscrapers, and many others. The city has been a muse for many Russian authors throughout the ages, and it continues to inspire them today. RBTH presents excerpts from "Moscow: The Meeting Place" (AST, Elena Shubina Publisher, 2016), a collec-

tion of nostalgic narratives about the Russian capital. Authors, musicians, directors, artists, and many other Russian celebrities describe how the city has changed over time and reveal the mysteries of its different neighborhoods. Contributors include writers Lyudmila Ulitskaya, Dmitry Bykov, and Dmitry Glukhovsky, musician Andrey Makarevich, artist Alyona Dergileva and director Rolan Bykov.

my very essence, and it's probably the reason why the first thing I said when I first came to New York City was: "Hey, this city is mine!" It has the same rhythm about it. We never pay attention to the rhythm a person lives in, and that's important. I have several Moscow secrets of my own, such as St. Basil's and the Gogol statue. There was one time when I, a young man in love, was coming back home to Zatsëpa Street at about three o'clock in the morning, passing through the Red Square. It was in summer. So, there I was, walking up from the Historical Museum towards Balchug, and St. Basil's was right there on high — when it's dark, you can't see the cathedral at all. But as you are coming closer, with each step it emerges, like an image on developing film, it appears in all its insane glory. That morning was the first time I noticed it. It's the magical mystery of this monument, which is incredibly Russian in its architecture, combining different elements harmoniously, just like Moscow itself.

Actor and director Rolan Bykov (1929 - 1998) was born in Kiev and graduated from Moscow's Shchukin Theater School in 1951. He started his career performing at the Moscow Youth Theater, but in 1954 he made his first appearance on screen. Bykov's first great success was *The Overcoat* (1959), an adaptation of the story by Nikolay Gogol. He was famous as a comedy performer and a promoter of children's films. Some of them, including *Chucelo* and *Aybolit*, he directed himself

Dmitry Glukhovsky, author of *Metro 2033*

I was 13 or so when we moved to Ostankino. It was 1992: the Soviet Union had just fallen; it was now dangerous to go outside after 9 p.m.; and the entire imperial infrastructure was left to itself and starting to rot, including cultural temples.

Same with VDNKh. But, unlike your precious Arbat or Tverskaya-Yamskaya Street, dilapidated and looking well-matched with the hobos and crippled veterans who congregated there, VDNKh only got better because of the state's neglect.

It was when I was a teenager that I really fell in love with VDNKh. We got a dog then, and I had to walk it. There were, of course, Dzerzhinsky Park and the Botanical Garden right next to us, but how could either of them match VDNKh? There is probably no other place where I spent as much time as there.

We never came in through the central entrance, we used the rear Khovansky gate instead, going from our apartment blocks past the very bourgeois townhouses belonging to cosmonauts, which were perfectly visible from the street. Then we plunged down the little asphalt streams flowing beyond the main paths, under the bushy trees, and on we went to get lost somewhere.

This was the best way to explore VDNKh, with no set route in mind, just going anywhere you wanted — this way, you could surprise yourself every time by finding something new.

I, like Columbus, discovered wonderful islands in that sea of whispering trees, because VDNKh is chock full of strange, inexplicable constructions, the likes of which you won't find anywhere else on Earth.

Former journalist Dmitry Glukhovsky is a Russian contemporary writer whose debut novel, the post-apocalyptic *Metro 2033* was a bestseller when it came out in Russia in 2007. The book tells the story of group of people hiding in Moscow's subway system, the world's largest nuclear fallout shelter. The first novel was followed by number of sequels and made into a computer game. Glukhovsky's novels have been translated into 37 languages



BUILDING FOR THE PEOPLE

Many first-time visitors to Moscow associate the Russian capital with the domes of Orthodox churches or the facades of neoclassical palaces. In fact, the streets of the city host an exhibition of avant-garde art created at the beginning of the 20th century. The new Constructivist Moscow Map helps enthusiasts uncover these hidden gems.

Vitaly Mikhailuk, RBTH

In the 1920s, Russia entered a new era as part of the Soviet Union. This new era of socialism required a brand new aesthetic and a new concept of living and working space. The architects tasked with solving this problem found their answer in Constructivism, a new style inspired by Cubism and Futurism. Constructivism was an outgrowth of the idea of a Soviet utopia and faith in the radiant communist future. It was not intended to cater to the whims of the ruling class. It was meant for the life of the Soviet proletariat. The architecture of this period, based on the ideas of Le Corbusier, struggled to make houses as functional as possible. The leading architects of the Soviet avant-garde — Moisei Ginzburg, Konstantin Melnikov and the Vesnin brothers — used a wide range of geometrical shapes: squares, cubes, cylinders. They turned to steel, glass and other modern materials to indicate their rejection of the tsarist past and their construction of a new society. The buildings looked like sets from a science fiction movie.

Today many of these buildings have either been demolished or have fallen into disrepair, but now admirers of this early Soviet architecture have an easier way to find the buildings that remain. The Constructivist Moscow Map has been published in Russian and English by Blue Crow Media with the purpose of popularizing Moscow's avant-garde architectural heritage and preserving its precious examples.

The guide was prepared by photographer Natalia Melikova and editor Nikolay Vasilyev of DOCOMO-Russia, a non-profit organization aimed at saving modern buildings.

"The range of building types of Russian avant-garde architecture was vast and diverse and included office and administrative buildings, schools and institutes, garages, workers' clubs, bathhouses, industrial canteens, residential quarters

and experiments in communal housing. This map highlights over 50 of the most influential examples," said Melikova. Most of the buildings from the guide are situated in the central part of Moscow. The farthest destinations on the map are not particularly far afield and easily accessible. The founders of the project tried to include visually striking edifices. "There is no text on the map except for the short introduction and captions to photos. The idea was to focus on buildings which don't require any context or explanation," said Vasilyev. The architectural guide is small and can be easily carried on walks throughout the city. Vasilyev, who is also a historian of architecture, says that the significance of Constructivism for Moscow is enormous. According to him, Constructionism's influence is not only seen in unique buildings, but also in the modern urban fabric which emerged in the 1920s and 1930s, but can still be felt today.

SHUKHOV TOWER (1922)

A wonder of engineering and the symbol of Soviet media, Shukhov's hyperboloid structures, which at that time were popular at exhibitions, looked very futuristic, like Soviet propaganda art

MELNIKOV HOUSE (1929)

This cylindrical building was the private house of architect Konstantin Melnikov. He placed 60 hexagonal windows in all the walls so that his hand would never overshadow a blueprint in his studio. The architect planned a single bedroom for all his family members in which they turned into a "group of sleeping people"



RUSSIA BEYOND THE HEADLINES

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