

## Situation

Alushta is, after Jalta, Crimea's second most important city regarding to tourism. The part of the coastline, which is in the centre of our work, stretches over approximately 3,5 kilometres, from the so-called "Professor's Corner" or "Worker's Corner" to the "Old Harbour".



The city is essentially tourism orientated and is characterised by its numerous sanatoriums (convalescent homes of state organisations of the whole region of the former Soviet Union) which are now gradually turned into hotels. This current situation, the possible opening up towards west and the extension of the tourist economy as most important source of income, will be intensified within the next few years.



These institutions obviously shape the present character of the promenade. Each sanatorium has an own section of the beach, which is strictly separated from other parts of the beach. The most striking feature of the promenade are the numerous brake-waters along the coastline. Their functions include the calming of breakers, as well as being departure paths towards the beach sections of the single sanatoriums and being elements of strict separation.

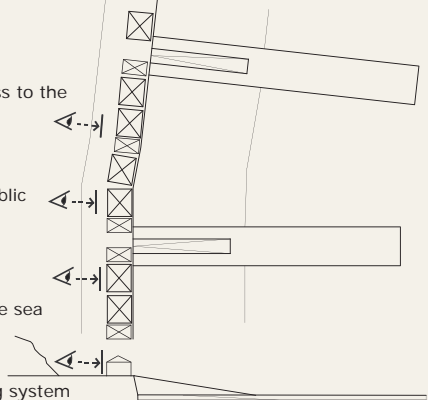
## SITUATION OF THE PROMENADE

difficult access to the water

almost no public beaches

no view to the sea

no shadowing system



It is not possible to get from one section of the beach to the next one. Moreover, public access to the sea is rare. Only in the part of the "Professor's Corner" or "Worker's Corner" and in the centre of the "Old Harbour", it is more or less possible to arduously manage to get through to the water.

During the summer months the promenade transforms into a fair-similar area. Stands, small huts made of wood and especially tents totally covered with flashy neon signs arise almost everywhere. In the street, which is closed off for the summer months, fair equipment is erected.

These buildings obstruct the view from the promenade to the ocean. This situation is particularly extreme in the centre. The existing parking areas (museum, centre towards the old harbour) extensively lose quality. It strikes that the coastline does not have a clear structure, neither regarding a basic main emphasis, nor regarding an overall design of the beach sections and of the promenade itself. Furthermore, the promenade lacks information systems and signposting, which makes orientation, especially for tourists who do not have a good command of the Ukraine or Russian language, more difficult. This is evidently a central problem at nights (lack of street-lightening).

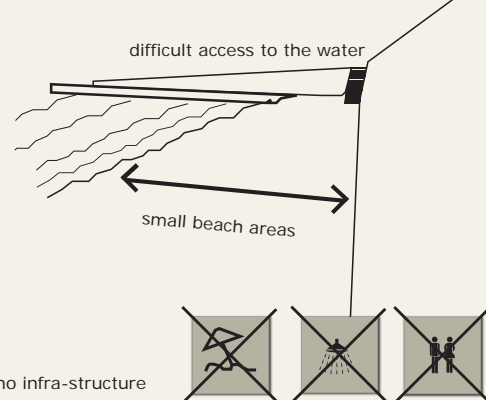


## SITUATION BEACH AREA

difficult access to the water

small beach areas

no infra-structure



## ANALYSIS



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# Sea Side Boulevard Crimea 2004

Supervision by: Vienna University of Technology – Department of Urban Design and Regional Planning  
Univ.Prof. Arch. Dipl.-Ing. Dr.techn. Klaus SEMSROTH  
Univ.Ass. Dipl.-Ing. Dr.techn. Andreas HOFER  
in co-operation with:  
State University L'vivska Polytechnika – Department of Architecture  
Univ.Prof. Dipl.-Ing. Dr. Bohdan TSCHERKES



## Centres along the Promena

### Professor's Corner / Worker's corner:

Since this area is the place of various museums, we aim to create a cultural centre here. The places is to be designed in a way that allows the performance of different events (theatre, music, exhibitions...). Also a stage on water is planned to be constructed. The already existing museums will be integrated. The access to water should be made possible spaciouly.

### Centre:

It is already the most lively part of the promenade with various possibilities of amusement and pubs. Therefore, the entertainment areas should be concentrated on the western side of the post office - an amusement park should be constructed there. At the free space in front of the post office can temporarily be build a stage for concerts or similar events. Also in this centre the public access to the sea should be made possible.

### Park and "Old Harbour":

The spacious park east of the centre presently includes a sports stadium and tennis courts. The park and the close, connected beach area should be expanded into a sports centre with emphasis on water sports (diving, jet ski, water ski, surfing, swimming...). The adjoining area of the "Old Harbour" should be restructured into a "Yacht Harbour Alushta". Big passenger steamers will then have the opportunity to put into the harbour, too.

### Traffic:

Traffic development at the promenade consists of a three-metre-wide one-way-street. It is only for taxis, supply services and residents. On this street goes also a train (tschu-tschu train) as public transport. On the one hand it connects the centres of the promenade and at the same time it links the parking spaces with the promenade. The bicycle as means of transport will be forced. Bicycle rental (free bikes) will be installed along the promenade. Also the bicycle-taxi can go along the three-metre-wide cycle path.

### Promenade:

A 5-metre-broad logging-path is planned to run along almost the whole promenade. It towers up over the existing wall of the promenade and ensures the possibility to walk close to the water. At the same time it provides shade for the beach sections which lie underneath the path. Following the path, there is an alley which runs along the whole promenade, except the area of the 3 centres. The distance between the trees varies according to the usage of places behind the promenade. In areas of pubs or kiosks, the distance will be wider; in areas of green spaces, the distance will be close to each other. The function of the "tree boxes" varies as well (function to sit down, or in combination with wooden loungers). Behind the row of trees is a 10-m-broad promenade area, which is used for pubs, kiosks or green spaces. Green spaces are constructed in areas which do already contain parks (museum). This allows to bring the green areas close to the water area: parking areas will therefore win in quality and character. A 3-metre-cycleway (broad enough to allow also bicycle-taxis to go there) develops the whole promenade and is planned to be extended towards west and east in the future. The boarder area consists of a 3-metre-wide street, the use of which is restricted to taxis, supply services and residents only.

### Break-waters:

Break-waters as particular character of the promenade will not be reduced, however, their different appearance and functions will be changed. There are to be constructed 4 types of break-waters:

**Type 1:** functions as access to beach areas and as separation of private beaches: at the same time as path

**Type 2:** the functions of type 1 are extended: public vantage point with pub are included

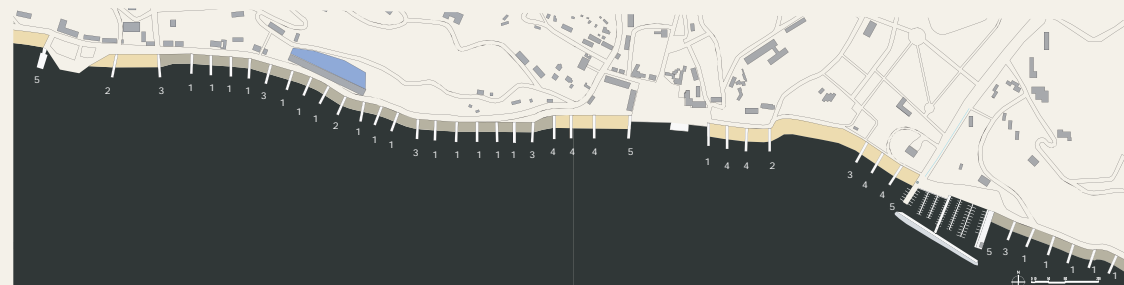
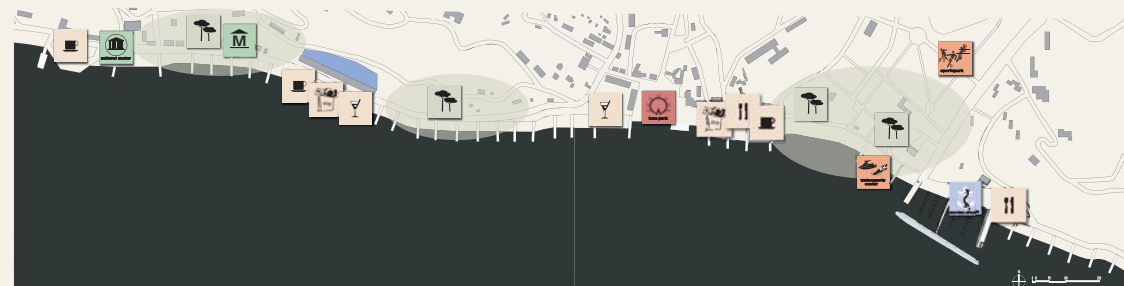
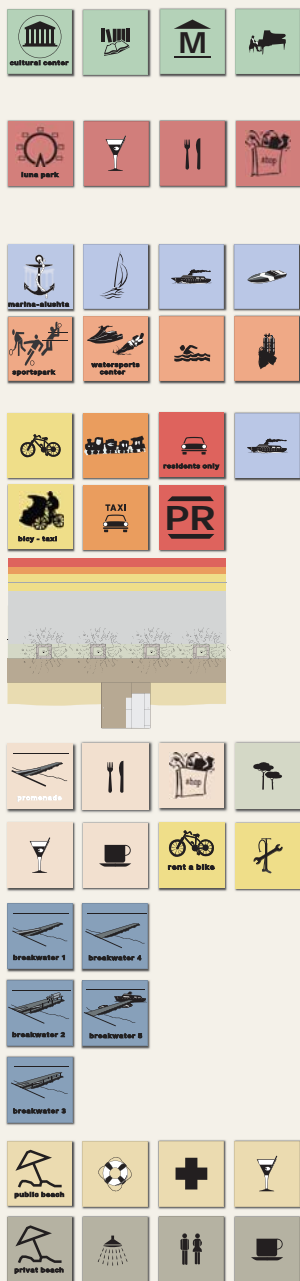
**Type 3:** public vantage point without pub: will be installed at crossing points of the promenade with ways coming from the northern area

**Type 4:** Created only for functioning as areas to lie down, sunbathing, bathing: especially in zones of public beaches.

The break-waters are in their design linked to their specific function, and therefore can eventually be different in length and width.

### Beach:

The draft foresees an improvement of the public access to the sea. Around the three, big centre of the promenade, public beaches are to be created. They are to give access to the beach, also for locals. Private beach sections of sanatoriums and hotels will remain. Generally, the beach area will be extended. Public beaches should be widened up to approximately 40 metres, private beaches up to 30 metres through banks of earth. The wooden paths, which is about 5 metre broad, functions, next to allowing walking close to the sea, as a provider of shade for the beach. Into the wall of the promenade infrastructure items, such as changing rooms, toilets, kiosks, pubs... are housed.



draft

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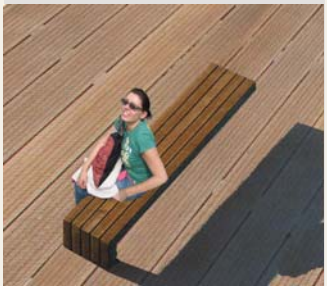




platform with view over the sea and the promenade 1



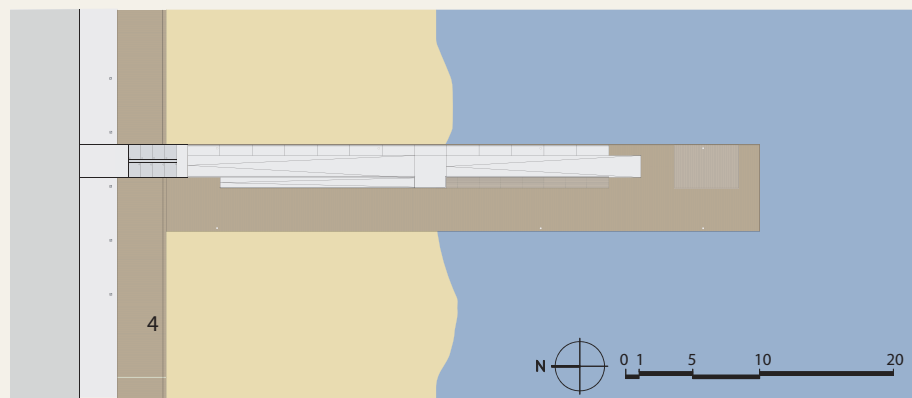
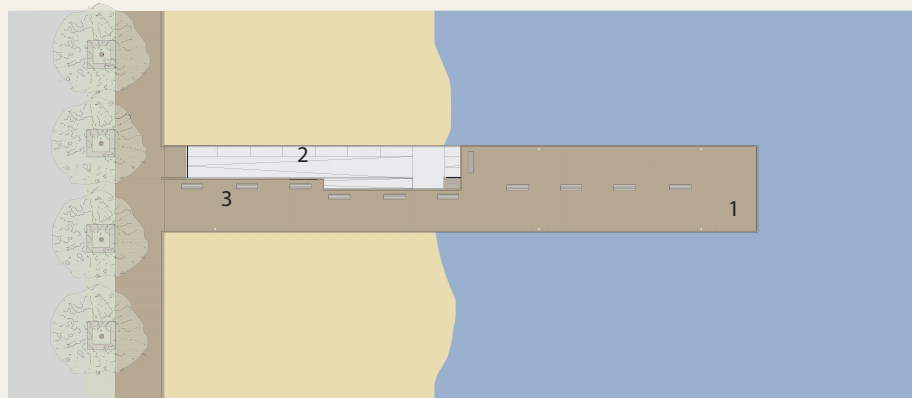
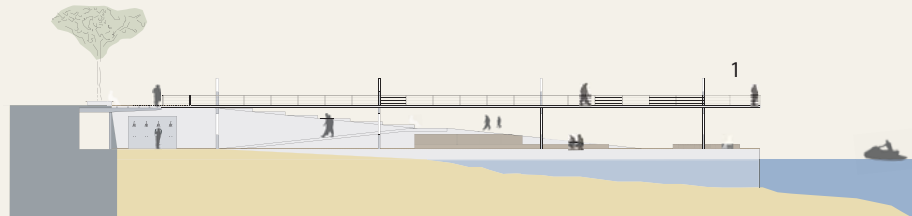
ramp with steps as seatings leading to the beach 2



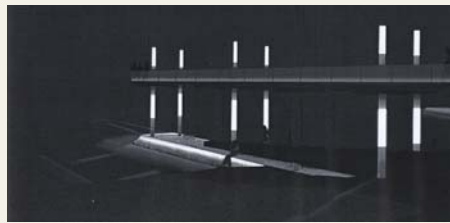
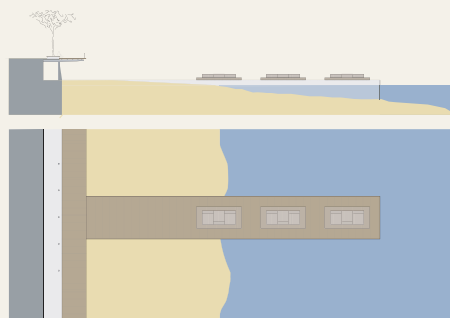
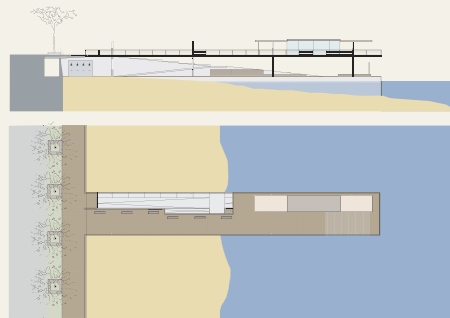
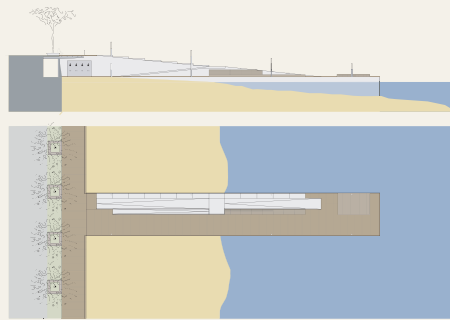
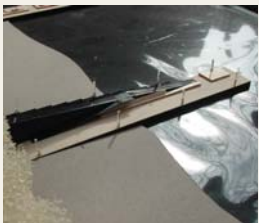
wooden benches to relax on the platform 3



café and infrastructure under the promenade on beach-level 4

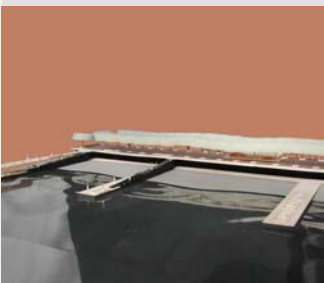


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DETAILS BREAK - WATER





promenade with 3 different break-waters view from seaside 1



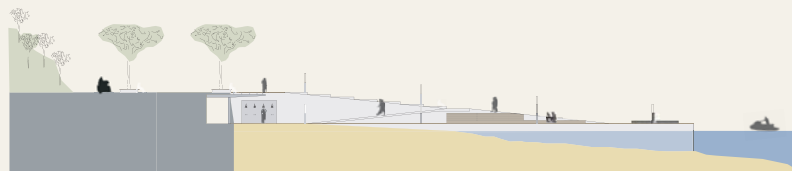
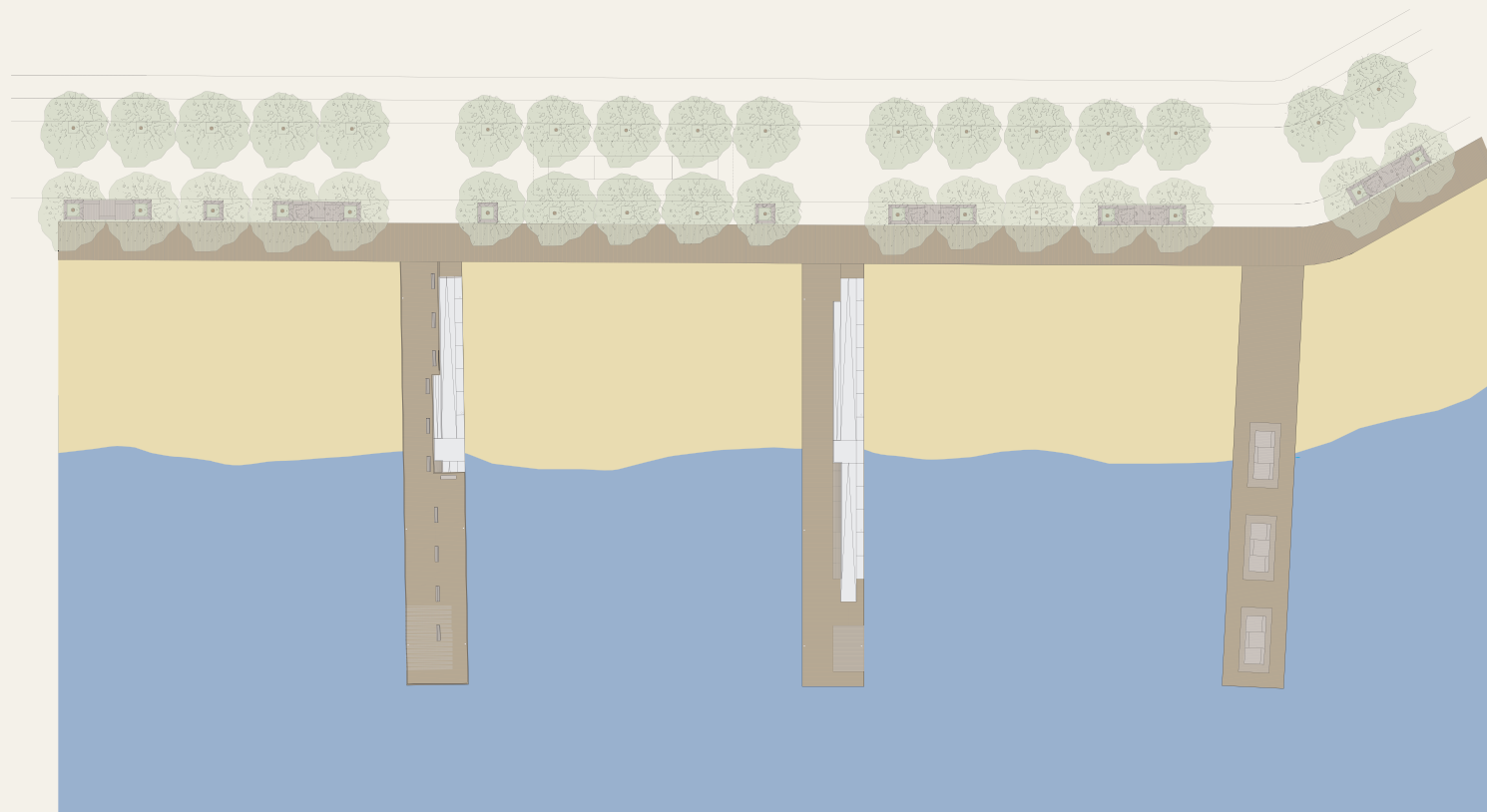
constructions surrounding the trees offer places to relax 2



promenade with the shadowy avenue view from the hills 3



broad lane for bikes and bicy-taxis along the promenade 4



## Division of the promenade:

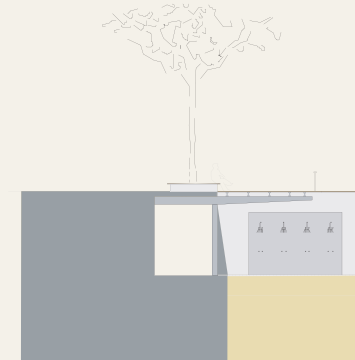
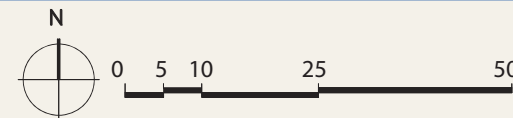
**Wooden path:** Directly at the border of the promenade, a 5-m-broad wooden path is established. It facilitates to go for a walk close to the water at the entire promenade. Through its overlapping over the beach, it also provides useful shades.

**Avenue:** Adjoining the path there is an avenue. Wooden constructions surrounding the trees offer comfortable seats. Between the individual seating accommodation lawns are installed. The broad treetops offer shade for the main promenade, which is approximately 10 m broad.

**Main promenade:** Areas of existing parks and green spaces lead over the main promenade towards the sea. But also cafés and kiosks should be constructed here.

**Bike-lane:** A further avenue follows a spacious way, which is also designed for broad bicy-taxis.

**Taxi and car lane:** Furthermore there is a lane for taxis, the tschu-tschu train and traffic of residents. This lane is directed as a one-way street.



overlapping wooden path for a walk close to the water provides useful shades for the beach beneath

## DETAILS PROMENADE



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