Community-led Urban Strategies in Historic Towns (COMUS)

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Goris Urban Streets Rehabilitation

Preliminary Technical Assessment

Contents

1. Introduction

Picture1. Goris Plan

1.1 Country or area - Armenia
1.2 Name of the organization that compiled the information -
1.3 Contact person – Sanamyan Hovhannes
1.4 e-mail - hovhannessan@yahoo.com
1.5 Name and the address of the building or the site – city of Goris
1.6 Inventory number(s) –
1.7 Type of the building/monument/site
1.8 Important dates

In 1850, on the right side territory of the bank of Vararak River the New Goris founding works commence.

In 1870, intensive construction activities are launched during the period of Governor Staratski and by active participation Manuchar-Bek Melik Hyuseinyan, according to a project developed by a German architect.

In 1869-1877, construction of Shushi-Goris highway.

In 1885, Goris was proclaimed a city

In 1960s, an industrial zone is created in the southern part of the Goris historical area;

Since 1960s, the construction of historical centre with an interesting urban development composition is launched. A lot of valuable architectural buildings located in the central part of the city are demolished.

In 1972, the new General Plan of the city of Goris is developed in "Haypetnakhagits" (Armstateproject) Institute.

In 1974, the project for detailed planning of the city of Goris is developed in "Haypetnakhagits" Institute.

In 1982, historical and cultural validation (substantiation) of Goris, Goris historical and cultural preserve project.

In 2011, Project for the historical and cultural validation (substantiation) of Goris.

1.9 Current use(s)

Street network of Goris has a two-sided traffic. The drainage of the city is carried out by the irrigation ditches constructed on the edge of the pavements.

2. Executive Summary: the Site and its Management

The New Goris project presents the general plan typical to the 18th century Russian urban development. Taking into account the terrain features, with a view of construction of the settlement, a little biased network (from the world-sides) of mutually perpendicular streets has been selected, due to which, from the streets cutting across distances there arose a square (106x106 m) and rectangular (106x212 m) residential districts and a 212x212m social centre. The key streets are designed 24m wide and the rest of the streets are designed 17m wide. The pavements (about 3.50m) were slabbed and trees were planted on them – mainly mulberry and cherry. Irrigation water canals were made through the length of the pavements.

Later, the rectangular planning network automatically spread to the northern and western parts of the hills of the dwelling that have big slopes, causing a number of problems.

In particular, in the longitudinal streets situated to the west of the Syunik street there is a significant difference between the eastern and western pavement marks, the western sections of lateral streets have significant slopes, and stairs were made in the section of Bakhshyan, Sisyan and Khorenatsi streets, due to the big slope, due to which it is not drivable.

The surface drainage of the city is carried out by irrigation canals that flow into Vararak River through lateral streets. However, some of the sections of those canals are currently destructed and damaged, and very often is damped by household garbage, and the sections flowing into the river are bogged.

3. Administrative information

3.1 Responsible bodies - Goris Municipality, RoA Ministry of Culture

3.2 Building/site, name and address – street network of Goris city

3.3 Map reference - 39° 30□ 28□ N, 46° 20□ 19□ E, 39.507778, 46.338611

3.4 Type of the monument

-

3.5 Ownership

-

3.6 Statutory Protection/Constraints

According to Goris urban community general plan and contract.

4. Summary of condition

4.1 Summary of Physical Condition – very bad to good
Very bad

4.2 Condition Risk Assessment – graded A-H
F

4.3 3 Priority for intervention – High/Medium/Low
High

5. Existing Information

5.2 Documentary Sources:

Picture 2. Goris, Independence Street

Picture 3. Residential House, Orbelyan Street 10

Picture 4. Goris, Gusan (Bard) Ashot Street, beginning of the 20th century.

Picture 5. Goris, Mashtots Street, 20th century, 80s

5.2 Bibliography

- Goris city historic-cultural foundation project, RoA Ministry of Culture, Historical and Cultural Heritage Research Centre, Yerevan 2011
- Hakhverdyan S., Summary History of Goris, Yerevan, 2005
- Harutyunyan V., Creating General Plans of and Construction in the Eastern Armenian cities in the 19th century and at the beginning of 20th century. "Historical and Philological Journal" 1977, N 4
- Hakobyan T., Towns of Soviet Armenia, Yerevan, 1977
- Abraham Kretatsi, History, Yerevan, 1973
- Papukhyan N., Popular Architecture of Syunik, Yerevan, 1972
- Hakobyan T., Historical Geography of Armenia, Yerevan, 1968
- Mnatsakanyan S., Syunik School of the Armenian Architecture, Yerevan 1960
- Alishan Gh., Sisakan, Venice, 1893

5.3 Fieldwork already conducted – repairs of channels were implemented in some sections of central streets due to the Municipality financial means.

5.4 Projects in progress – the master plan is being amended, where it is proposed to implement the drainage of the city through the existing channels.

5.5 Projects Already Planned

-

5.6 Financial Estimates Already Made

-

6. Scope of the PTA

6.1 Extent/Nature of the assessment

Hovhannes Sanamyan – Architect, Associate Professor of Architecture
Nanar Kalantaryan – Architect
Around fifteen days were spent to complete the work.

7. The PTA

7.1 Background: Form, Function and Evolution

7.1.1 Summary description of the building/site, with comments on its urban or rural context if appropriate.

Mutually perpendicular street grid, which creates rectangular residential districts and a social centre.

7.1.2 Summary historic development and evolution of the building or site, from the earliest times until the present day

Since 1850s, on the territory of the right bank of Vararak River the works of founding the New Goris commence. Intensive construction activity is taking place during the Governor Staratski, in 70s, by active participation of Manuchar-Bek Melik Hyuseinyan and according to the project developed by a German Architect.

The New Goris master plan is designed in line with Russian urban development principles of the 18th century. Taking into consideration the terrain features, with a view of construction of the settlement, a little biased network (from the world-sides) of mutually perpendicular streets is selected, due to which, from the streets cutting across distances are square (106x106 m) and rectangular (106x212 m) residential districts and a 212x212m social centre. The key streets are designed 24m wide and the rest of the streets are designed 17m wide. The pavements (about 3.50m) are slabbed and trees – mainly mulberry and cherry - are planted there. Irrigation water canals are made through the length of the pavements.

In 1947, in "Haypetnakhagits" Institute the project for the urban planning and development of a detailed general plan is compiled by architect P. Khoyetsyan, according to which the existing rectangular planning network is extended to the hills in the northern and western parts of the dwelling, which have big slopes.

7.2 Significance

7.2.1 Summary statement of significance/historical and heritage importance.

In Goris separate architectural buildings, streets formed by them and the historical centre are specifically spectacular. Trees are planted on the narrow pavements. Those are mainly mulberry and cherry trees. Irrigation water channels pass along the edges of the pavements.

Benches used to be placed near the main entrances of residential buildings, where the residents used to sit and watch the events in the surrounding. This urban development, architectural and aesthetic integrity creates a historic urban environment.

7.2.2 Checklist of categories which may be considered in the evaluation

Historical
Artistic / Aesthetic
Social / Civic

7.3 Vulnerability/Risk assessment

In the longitudinal streets situated to the west of the Syunik street there is a significant difference between the eastern and western pavement marks, the western sections of lateral streets have significant slopes, and stairs were made in the section of Bakhshyan, Sisyan and Khorenatsi streets, due to the big slope, due to which it is not drivable (see Picture 10).

The surface drainage of the city is carried out by irrigation canals that flow into Vararak River through lateral streets. However, some of the sections of those canals are currently destructed and damaged, and very often is damped by household garbage, and the sections flowing into the river are bogged.

7.4 Technical condition

Previously the Goris streets were slabbed, while now those are asphalted. Boundary stones of the pavements are destructed and lacking sometimes. The water streams are not fully operational, some parts are completely closed.

7.5 Outline summary of required repairs

It is necessary to reconstruct the pavements, especially within the boundaries of the historical core, with local slabs, avoiding asphalt as much as possible and restoring the original appearance. It is desirable that on the territory of the historical core the streets are also slabbed with local stones, and outside of the territory of the preserve, only the pavements can be slabbed, leaving the streets asphalted (See Picture 18).

It is possible to carry out the surface drainage of the city through the channels passing parallel the pavements, for which it is necessary to reconstruct the whole system of those channels with the local basalt stone, restore the destructed and deteriorated sections, widen and deepen the channels passing through lateral streets if needed, construct the sections where those are pouring into the river, by ensuring an unhindered flow of these waters into the river, in order to avoid the bogging in these sections.

7.6 Conservation/rehabilitation policy and proposals

7.6.1 Broad summary of the vision for the site, and its sustainability, at this preliminary stage

The streets and pavements of the city are mainly divided from the traffic part by channels and the pavements are constructed on the same level as the streets. In case of preserving this solution, and if placing iron meshes on the channels, a single surface is formed, which will allow the disabled people in wheelchairs to cross the streets without any obstacles. Based on the above, the channels should be covered - if not at their entire length, then as a priority, at the pedestrian crossings and the sections leading to the garages and yards – with iron meshes (see Picture 16, 17).

7.6.2 Conservation philosophy

For the preservation of architectural and artistic characteristic features of the city of Goris, it is very important to correctly evaluate and preserve the architectural and artistic characteristic qualities of the urban environment, verify and fix the historical, cultural and urban development functions. A special attention should be paid on the preservation of natural and urban panoramas, complex reconstruction of streets, with possible re-construction of former functions and small architectural forms, the street shall actively be used for tourism and culture purposes. In the historical centre the street should be provided to the pedestrians, if possible. It is necessary to preserve also the urban environment – the residential houses with arced entrances and benches placed on the pavements (see Picture 12). This environment has long been available in Goris, and the residents loved to sit on the benches in front of their houses and watch the events unfolding near them (see Picture 2). Installation of the new benches will contribute also to the preservation of that environment (see Picture 8).

7.6.3 Level of intervention

During the future re-constructions in the city it is necessary to strive to make the street look like the typical historical Goris. During reconstruction, after the non-scaled structures get old, it is necessary to transform those to structures harmonious to historical Goris. It is also possible to conceal the scale-less structures through architecture or construction.

7.6.4 Preliminary proposals for appropriate uses, as applicable

The width of the main streets enables to separate bicycle routs on the adjacent pavements which can be both double-sided – adjacent to one side pavement, and one-sided – adjacent to two pavements of the street (see Picture 14).

In the case of Goris, it is appropriate to separate those bicycle roots by stone or rubber side stones. It is desirable to give the preference to the local stones. Based on the situation, it is recommended to organize the

bicycle routs in the longitudinal and latent streets located to the west of Syunik Street. It is recommended to reconstruct the Satyan Street leading to old Goris, by organizing a bicycle route (see Picture 13).
Particular attention should be paid to Getapnya Street, which shall be reconstructed, getting it up to the stadium and organizing a special bicycle route, alleys and racetracks along the whole length of the street, in the area adjacent to the river.

7.6.5 Opportunities for social uses and sustainable development

The improvement of Goris street network, modernization of the irrigation network and the creation of bicycle routs will not only improve the lifestyle of the residents, but will also contribute to the development of tourism, preservation of the image of the historical city, which will create new jobs for the residents.

7.6.6 Broad assessment of priorities for consolidation/covering, repair, conservation, restoration, rehabilitation

Restoration of the water channels
Adjustment of the pedestrian crossings of the streets to the free movement of people with disabilities.
Ensure the illumination of the city.
Separate bicycle routes.
Place benches and garbage bins on the pavements.

7.6.7 Public access

It is necessary to place map-panels at the beginning of the streets entering Goris, where the bicycle routs will be marked.
The street on the river bank will stretch through a bicycle route until the stadium. A sport square can be created near the stadium and install fitness equipment there.

7.6.8 Other benefits

-

7.7 Finance

7.7.1 Broad assessment of budgetary needs and phasing
Restoration of the Water Channels – linear meter - 28.000 AMD (53 EUR)
In the central part of the city the length of Water Channels reaches to 25.000 meters.
The total amount would be 700million AMD (1.320.000 EUR)
Slabbing of the pavements - 40.000 AMD (75 EUR)
Area of pavements in the historical part of the city is 25.000 m^2
The total amount would be 1 billion AMD (1.870.000 EUR)
One linear meter of iron mesh is 10.000 AMD Ł (19 EUR):

7.7.2 Assessment of (real) possibilities for attracting investments
Goris Municipality, also it is possible to involve the owners of trade and public structures.

7.7.3 Assessment of (real) possibilities for recovering investments

-

7.7.4 Have you already tried to raise funds for this site or monument?
If so, provide details

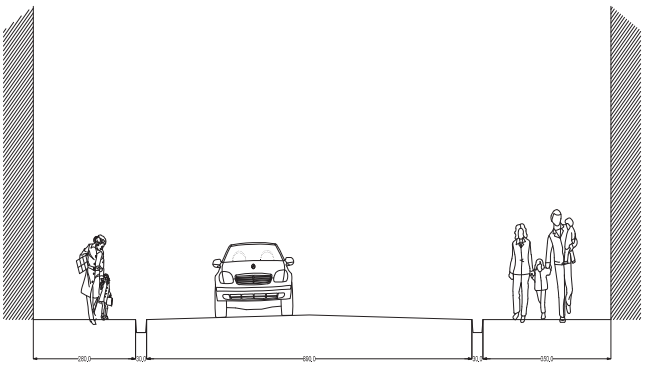
-

7.7.5 Have you already received funds for this site or monument?
If so, provide details

-

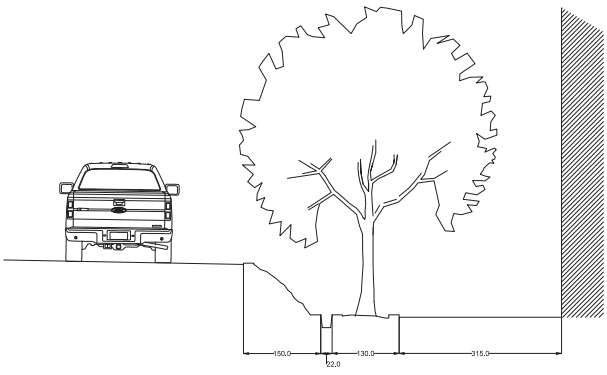
7.8 Management

8. Documentation



Picture 6.Mashtots Street, Section

Picture 7. Syunik Street, Section



Picture 8. Khorenatsi Street, Section

Picture 9. Andranik Street, Section

Picture 10. Davit Bek Street, Section

Picture 11. Water Channel, River Pouring Section

Picture 12. Water Channel

Picture 13. A Street, Water Channel

Picture 14. A Restored Water Channel

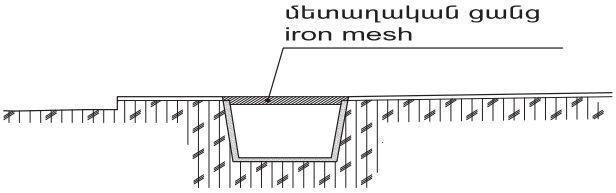
Picture 15.Syunik Street

Picture 16. Gusan Ashot Street

Picture 17. A Residential House

Picture 18.Satyan street marked on the Goris General Plan

Picture 19.Recommendation to organize a bike route



Picture 20.A water channel, a segment where it is covered by an iron mesh

Picture 21. Sample of an iron mesh
http://trenchdrainblog.trenchdrainsystems.com/2013/07/10/cork-city-of-trench-drains/

Picture 22.Sample of an iron mesh
http://www.cbs-concreteproducts.co.uk/drainage-channels/

Picture 23. An example of a slabbed street
http://www.hotelroomsearch.net/united-kingdom/cobblestones

Picture24. An example of bike rout with rubber side stones
http://inhabitat.com/armadillo-cool-recycled-plastic-bike-lane-dividers-keep-cyclists-safe-on-roads/the-armadillo-barcelona-spain-jpg/

9. Authors

PTA was performed by: Hovhannes Sanamyan, Nanar Kalantaryan