**HISTORICAL REFERENCE**

The city of Kazan has appeared at the Volga trade route and since ancient times has been one of the largest centers of Volga navigation.

According to the decree of Peter I, in 1718 on the left bank of the Kazanka River on the deserted arable land belonging to the Zilant Monastery near the village of Bishbalta an admiralty was created. The history of the Admiralteyskaya Sloboda originates from 1718, when by decree of Peter I the Imperial Admiralty (the second in Russia after the St. Petersburg’s one) and the Shipyard were laid at this place. The need to build a dockyard at this place was caused by the occurrence of a waterway down the Volga to the southern borders of Russia with the view of conducting combat operations on the southern seas as a part of the forthcoming Persian campaign. The choice of this location was also stipulated by the existing extensive massifs of the ship timber and Bishbalta settlement - a proximate village of ship carpenters, who were engaged in this craft since the Bulgar times.

By the planning organization and architectural appearance, the Kazan shipyard situated at the end of Bolshaya Street together with the adjacent settlements, were almost an exact copy of the planning organization of the western part of Vasilyevsky Island in St. Petersburg, where the first Imperial shipyard with the galley harbor and craftsmen’ settlements were located at the end of Bolshoy Prospekt. The "Tver" Imperial galley on which Catherine II arrived to Kazan was left by the empress for permanent storage in the shipyard, where it was kept until its being destroyed by a fire in 1952.

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| The historical events of the late 19th century and the initial period of the Soviet rule are connected with the territory of the Admiralteyskaya Sloboda. Since 1875 in the Admiralteyskaya Sloboda starts the city horse-railway (the prototype of the future tram) – one of the first such railways in Russia, which led from Ustinsky piers to the city center. Over here in the late 1920-ies, the “Sotsgorodok” (one of the first in the USSR public dwelling blocks) was built and preserved until our time – a representative prototype of the future socialist city residential environment.  However, in view of the inconvenience of piloting large sea-crafts from Kazan to the Caspian Sea, in the late 1820s the question of abolishing the Kazan Admiralty was raised. In 1829 the Kazan Admiralty ceased to exist.  In 1833 Admiralteyskaya Sloboda was included into the city boundaries. In 1842-1849 a dam connecting the mouths of the Kazanka River with the city was erected and strengthened. In 1875, the horse-drawn railway connected the far and near mouths of the river (Dalneye and Blizhneye Ustye) with the city center. |

Till the beginning of the 20th century, the river transport was the most important type of transport for Kazan. Therefore, at the end of the XIX century, in connection with the rapid development of Volga shipping, the Kazan industrialists started to plan the creation of a new city port with high throughput capacity. For example, it was planned to build a bay near Yamskaya Sloboda, connected by a canal with the main riverbed of the Volga. However, this project was not implemented, as it had required large capital investments, which were not provided by either the government or private companies.

Since 1900, an electric tram began to run to the Far mouth (Dalneye Ustye) instead of a horse-drawn tram. From Yamskaya Sloboda to the piers a direct highway was laid.

In 1915 the question of constructing a new river port of Kazan was raised again.

During the Civil War in 1918 the infrastructure of the Kazan quays was badly damaged. During the first Soviet five-year plans the Kazan piers were reconstructed. The railway line was laid towards the cargo berths at the Far mouth (Dalneye Ustye), which allowed direct rail and water transportation of goods.

In 1950, at the Far mouth (Dalneye Ustye), on the eve of the forthcoming flooding of the wharves and the river transport workers’ residential settlement by the waters of the Kuibyshev reservoir, the State Institute for Designing River Transport Facilities began to design a new river port for Kazan. According to the project, the water area of ​​the New Port crashed deeply into the indigenous shore of the Volga. For the large vessels’ approach to the city a special port pool had to be built, and on the pond sides the berths and port facilities had to be located. The pool began at the Volga shore and approached the former Novo-Tatarskaya Sloboda.

In April of 1957 they began to flood the Kuibyshev Reservoir.

The Kuibyshev Reservoir is the largest one on the Volga River. It had been located in the middle part of the river stream and was formed in 1955-1957 by the dam of the Zhigulevskaya Hydro Power Plant (HPP). The purpose of creating the Reservoir was to use the Volga water for the needs of energy sector, water transport, irrigation and water supply.

Kuybyshev Reservoir is the main seasonal flow regulator in the Middle and Lower Volga. Fluctuations of the water level near Kazan are 5-6 m (earlier it was 10-11 m). The Reservoir improved the navigation conditions in the Volga and Kama Rivers: the depth of these rivers within the limits of the backwater increased by 0.9 m. When the Reservoir was filled, the lands were flooded mostly in Alekseevsky, Laishevsky and Kuibyshevsky (now Spassky) districts. In the territory of Tatarstan 149 settlements had gone under the water.

Due to the filling of the Kuibyshev Reservoir, hundreds of settlements had to be moved to more suitable places. Some Volga cities, which could not be transferred, such as Kazan and Ulyanovsk, had to be fenced with dams. In the flood zone of the Reservoir, 30 km of the railway with bridges across the Volga River near Ulyanovsk and Kazan, as well as 590 km of the highway, were included.

After flooding by the waters of the Kuibyshev Reservoir, Kazan became a full-fledged Volga city, and the Volga was used not only for technical (water intake, extraction of sand and other minerals) and transport (admiralty, river passenger and cargo ports) objectives, but also for recreational purposes. An example of this is the new formed Locomotive Peninsula: here in due time, a city bathing beach and a pedestrian promenade along the dam were organized. Wild beaches along the coast of the Kirovsky district were located at some points. However as a whole the coastal zone had not been developed from the recreational structure point of view.