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1_ INTRODUCTION

Since 1992, the Institute of Urban and Regional Planning of the Technical University Berlin and the Faculty of Architecture of the Politechnika Warsawa have fostered their bilateral relationship by offering international urban design workshops for students from different fields of study. Over the time, this cooperation has grown and improved from year to year. Each year, the chosen topic changes between Berlin and Warsaw. The students participating in this workshop are from the study fields of urban and regional planning, urban design as well as architecture. The last field is mainly represented by the polish students from Warsaw.

At present, Prof. Elke Pahl-Weber and Dipl.-Ing. Christoph Hoja are responsible for the organisation and cooperation on the Berlin side. Prof. Slawomir Gzell and Katarzyna Kierczyńska-Królikowska were the cooperators in Warsaw. This bilateral cooperation is funded by the German Academic Exchange Service (DAAD).

DESIGN AREA

This year’s topic concerns the area around the Ostbahnhof in Berlin. The title of the workshop is ‘Urban interspaces’ and it deals with the spaces in between building structures and spaces with a specific use. The history of the site and its meaning for today is shown in chapter 2.3.

Dealing with ‘urban interspaces’ is a growing topic in urban planning, design and architecture. Due to changes in the building structure over different decades of architecture and planning, it is now a major challenge for the planners today, to deal with these mixed circumstances. The constructional heterogeneity of the planning site is the initial position for the students participating in the workshop this year.

GENERAL AIM

The aim of the workshop is to create a vision for the development of the urban interspaces around the Ostbahnhof in Berlin, especially in the Andreasviertel. Therefore the design and vision of each group of students can show different aspects of handling the situation.

ASSIGNMENT

The workshop started with a first meeting of the german students at the Faculty of Urban and Regional Planning in Berlin. At this time, the students and the supervisors Mrs. Prof. Pahl-Weber and Mr Hoja were discussing about what expectations and aims of the workshop they had. After a brainstorming and searching for topics to deal with, they clustered their ideas. This lead to the following six aspects that should examined during the workshop:

- planning and development concepts
- local actors
- history and urban structure
- sociodemographic structure
- traffic and mobility
- public space
In this context, the students started with a baseline study of the planning site in small groups of four to six students. After three weeks, the German students held first presentations on their results of the research and inventory to give everyone a widespread overview and information needed for further planning. Furthermore, the students created a ‘reader’, which aim was to combine all the information from the baseline study in a printed version. The reader summarise the research results and outlines basic information for the polish students.

The core of the workshop consisted of two workshop weeks. The first one took place in Berlin, where the German students welcomed the Polish students from Warsaw. During this week, groups of four to six students were formed, including two or three German students and their Polish guests. Together, they started working on a vision for the planning area. The process was assisted by the German and Polish supervisors due to consultations and briefings. Furthermore, the week in Berlin was characterized by visiting various sites of interest in Berlin e.g. the department of city planning with its city model of Berlin, a city tour for orientation and presenting the history of Berlin and inspections of the planning site. At the end of the first workshop week in Berlin, the students gave presentations on their visions for the area next to the Ostbahnhof. This was the base for the workshop in Warsaw.

The second week of the workshop took place at the Politechnika in the polish capital Warsaw. After an affectionate reception by the Polish students the groups formed in Berlin were continuing their task, which was to visualize their ideas for the planning area. Again, this process was assisted due to consultations and briefings by the German and Polish supervisors. At the end of this week, the final presentations were held by the students.

The workshop weeks were followed by a presentation at the annual ‘Projektbasar’ at the Technical University of Berlin and the elaboration of this report. The preparations and summaries were made by the German students only.
2. INVENTORY AND ANALYSIS

2.1 PLANNING AND DEVELOPMENT CONCEPTS

In order to better understand the possibilities of the future development of the area, an analysis of the existing planning legislation and urban concepts in the proximity was carried out. This gives a basic framework needed for the creation of concepts that are adapted and try to answer local problems and issues.

LARGE-SCALE DEVELOPMENTS IN THE AREA

The South-East: Mediaspree area
Mediaspree, the plan of creating a media and entertainment hub at the banks of the Spree in direct proximity of the Wall, is the matter of one of the most aggressive conflicts in the post-reunification history of urban development in Berlin. Valuable public-owned (and frequently used by the people) areas were sold off to large-scale investors such as Daimler (Mercedes-Benz) and Anschutz Entertainment (the manager of numerous entertainment complexes around the world). The already constructed Mercedes-Benz Arena is being currently surrounded with offices, hotels, further entertainment venues, a shopping centre and a couple of high-rises. The amount of housing constructed in this area is rather limited, even despite the planning legislation allowing for residential uses above the second floor.

The South-West: Spreeraum
The banks of the river Spree belong to the most contested spaces in the whole of Berlin, with active and aggressive protest movements trying to stop their development or change their course. The area to the south-west of the Ostbahnhof is a place where many alternative development concepts are being realised, such as Spreefeld (a housing cooperative, allowing public access to its private open spaces, already realised), Holzmarkt (a media and entertainment hub with a particular built structure – four basic buildings constructed and then completed with adaptable sheds on top, under construction) or Eckwerk (a start-up centre connected with student housing, planned).

LOCAL ISSUES

Stralauer Platz
Despite the numerous plans for the renewal of the Stralauer Platz area over the years, including re-adjusting the course of the streets in order to narrow down the amount of space used, redesigning the park in its western side and constructing mixed-use buildings in front of the Ostbahnhof, currently there are no certain plans for its future. The borough is aiming to maintain its current structure, with no foreseen interventions in the green areas or the street grid. The private-owned, multi-storey car park in front of the train station has been renovated recently and there are no plans to demolish or redevelop it.

Area in direct proximity to the northern side of Ostbahnhof
What has been proved to be one of the more difficult areas for future redevelopment, the space directly to the north of the train station has been a matter of planning for over 20 years now, with numerous land-use plans being drafted up and put up for discussion. The existing structures cause legal issues based on the lack of the legally required distance space between buildings, complicating the development process. Currently a strip of land in the middle of the space is publicly accessible and used as a connection between the station and the student dorms further north – however, the concept of including a publicly accessible passage in the future construction plans has been met
with opposition from the land owners, who aim to profit from selling off as much floor space as possible in the new buildings. Due to the level of noise coming from the station and the railway tracks in the south-east, any residential housing should be planned for the Lange Straße in the north, with the southern part of the space used mostly for commercial buildings.

Galeria Kaufhof department store
The department store, constructed in the German democratic republic (GDR) times, is facing a difficult future, with the plans of closing it in June 2017 due to the expiration of the rent contract. The entire area of Ostbahnhof has lost in importance as a retail location, which is why the borough is planning to downgrade its importance in the city-wide retail and commercial development strategy. Despite no new investor or buyer for the building being named, there are certain ideas of the council’s urban planning office for its redevelopment: due to the vast amount of concrete used in its foundations and lower floors (and the sheer cost of removing it), a partial demolition could be carried out, with just the cellar and the ground floor remaining and the possibility of erecting a new structure on top, preferably for residential use.

Parking lots at the department store
The borough-owned plot, used interim as parking lots, in the direct proximity of Galeria Kaufhof is the matter of a study by the local government, with general infrastructure deficits and the possible future uses for the space being analysed. The initial idea of creating educational facilities faces difficulties due to the lack of space for necessary sports areas. There are currently no development plans for the plot, with its future being closely connected to the future of Galeria Kaufhof.

Green spaces along the Straße der Pariser Kommune
In 2002 this area was the subject of an urban planning competition, but due to missing funds no redevelopment efforts were carried out. Nowadays there are no particular plans of the borough for its redesign, with the green spaces and the parking lots to remain undeveloped in the coming years. There is an underground delivery entrance for Galeria Kaufhof crossing through the middle of the space – with the department store to be closed in 2017 (and this entrance ramp being most probably sold off together with Kaufhof), the future of this structure is not clear.
ONLINE RESEARCH

From a brief media-image analysis one can tell most newspaper articles focus on the Ostbahnhof as a central element rather than on the district as a whole. A lot of them deal with the subject of mobility, with the Ostbahnhof being a transition area, an arrival/departure location. No website advertises the area for special attractions or for its recreational qualities. Looking at the analysis of all the actors in the district one sees that there are several actors of the cultural scene. Most striking is that there are a lot of actors of the scene we described as “housing” (short or long time period), a lot of newly built housing projects and especially hotels - which will rise dramatically in the next decades.

2_2 LOCAL ACTORS

METHODOLOGY

We analysed whether the Stralauer district can be described as a typical Berlin “Kiez” (= neighbourhood) and whether there is a network of cooperating actors. A Berlin “Kiez” can be characterised as a “well-structured housing area [... with an identity-establishing feeling of solidarity.” (Wikipedia 2016) Therefore we did an ethnographic research in the “area next to the Ostbahnhof” as we often called it ourselves.

We mainly used guided interviews with local residents as well as expert interviews with local actors (e.g. institutions, companies, associations). To get to know how the district is perceived we focused on four main aspects: perceived character of the district, important & identification places, (use of) free spaces, and future development of the district.

Conducting the guided interviews with local residents/visitors of the district we talked to 25 persons, varying in age, gender, background etc., allowing for a diversity of possible answers and attitudes. From the 20 different local actors we contacted, seven were willing to meet us. It should be noted that these actors can be mainly described as leftish and that we didn’t speak to any investors. But it should also be stated, that an ethnographic research is dependent on the cooperativeness of the different actors, and that four weeks are not enough to research a district and understand it in its complexity.

Though we are convinced we have to consider the results and should take into account, how the residents and actors perceive their district.

GUIDED INTERVIEWS

Our interview partners were asked to describe the district with three tags, from which a word cloud was created (see figure 9). It is evident that there are few doublings and that the perception of the area is diverse, both in a positive and negative way. Striking for us were the tags “colourful” and “intercultural”, since this is nothing we perceived ourselves at first glance. The guided interviews were analysed according to the four main aspects: character, important/identification places, free spaces and future. As it is impossible to select every information we were told, we summarize our main findings regarding these aspects.

„Friedrichshain: A new entertainment area is being built at Ostbahnhof“ Berliner Zeitung

„New Skyline of Berlin“ Berliner Morgenpost

„Not “sexy” enough? Trouble about the Postbahnhof“ Der Tagespiegel

fig_6 Methodology

fig_7 Systematic analysis

fig_8 Media image analysis

fig_9 Tags
WHICH PLACES ARE IMPORTANT FOR THE DISTRICT?
Three answers were given most often on this question: “None”, “Ostbahnhof” or “Club” (Berghain, YAAM). 14 other places were mentioned once by single persons, such as East Side Gallery, supermarket, Holzmarkt, Rosa-Luxemburg-Stiftung etc. From the diversity of these single answers we assume there aren’t places which are connected immediately and directly to the district.

WHICH PLACES DO YOU IDENTIFY WITH?
Two answers were given most often: “None” or “Clubs” (Berghain, YAAM). For a lot of people it was already difficult to think of important places for the district and most people could not find places they can identify with.

ARE THERE FREE SPACES (HOW DO YOU USE THEM)?
Again, there are two main answers: “No” and “Yes, but I don’t use them”. Striking for us was, that half of the people denied the question although we were standing in free spaces. All interviewees confirmed the bad quality and lack of recreational/enjoyable features.

HOW DO YOU SEE THE FUTURE DEVELOPMENT?
All answers were divided into “positive”, “neutral” and “negative attitudes”. The answer given were either neutral or negative, only one answer was positive. Six main subjects are described by the interviewees: change is happening/is going to happen (both positive/negative), the Flattenbau will probably stay, there will be densely built-up areas) especially along the Spree riverside, the area will be unattractive, the alternative character of the area will get lost, a process of privatization and homogenization will happen.

EXPERT INTERVIEWS
Seniorenwohnheim
It serves as serving as a “hub” for many seniors. Being the only ones recognizing the many free spaces in the district the wish for more usages, e.g. park benches.

Postbahnhof
The events location and club has to leave in 2017. Already now they feel surrounded by construction work and new housing projects. They have no cooperations.

Mediaspree versenken
The citizen initiative fights under the slogan “Kiez instead of profit! Spree riverside for all.”

Sozialhelden e.V.
The not-for-profit association organizes social projects throughout Berlin. It is a coincidence that they are in the district and wish for a more attractive environment.

Stadtteilbüro Fhain
Being a voluntary, non-political and independent office, they act as mediators between different actors in the politically fiercely fought over district.

East Side Gallery e.V.
The association fights for the preservation of the Berlin wall and its art, as well as their rights as artists. The wall and their art is actively threatened by new projects.

Rosa-Lux-Stiftung
The association describes the district as a Kiez and feels a responsibility towards it. They have a historical and social connection and are excited about the future.

“Pedestrians are vermins, aren’t they?!?”
“Beemile at Karl-Marx-Allee - we always flee from that”

“Probably, it’s a little to late for wishes”
“The flair dwindled away”
“Each have an axe to grind”

“Soil is going to be dead”
“Why should I be here?”
“Everything is grossly immured by concrete”

“Ostbahnhof - there is a problem”
“There are no magical locations existing”

“Rape of the area”
“Arrow slit architecture”
“Friedrichshain is being depopulated”

“Small localities play an important role”
“Hipsters running around, Mercedes-Benz yuppie - that’s not going to be nice”
“Historically interesting Kiez”
CONCLUSION

During the research we received much information about the district and its local residents/actors, and have a good understanding of perception and conflicts. The actors confirmed that there is no real network of actors, although similar interests can be found. For example a lot of the actors have actively fight for their interest, be at the East Side Gallery or to have access to the riverside. The main perception of the future is a negative one and the rapid changes and developments in the area probably play their role adding to this perception. Residents as well as actors describe the changes in the district.

Also we can find a discrepancy between the northern and the southern part of the district: the North is more quiet and serves as a housing area mainly, whereas the South is far more developed as a touristic zone with clubs, cafes and the East Side Gallery as an attraction point. The Ostbahnhof is the transit zone between these areas, as well as a transit zone to the party scene Warschauer Straße and other Berlin districts. The low quality of recreational features adds to this role.

We conclude that the Stralauer district is not a Kiez and has not identity-establishing character or places. The area is being reduced on Ostbahnhof and as transit zone, only a few people can identify with clubs (Berghain, YAAM). Fitting to this, we don’t find a network of actors fighting together for their interest but single actors with little or no influence on the perception of the residents.

2.3 HISTORICY AND URBAN STRUCTURE

EMERGENCE OF THE AREA 1652 - 1740

The area was first mentioned in the Middle Ages (14th century) by describing a variety of gardens, but the emergence of the neighbourhood as “Stralauer Vorstadt” is officially dated to the end of the 17th century. It was called suburb, because it was originally placed in front of the Berlin battlement. It was a gardener terrain, where immigrants introduced the floriculture which dominated the district for 1.5 centuries. The flower gardens were attractions and meeting place of the Berlin “Aufklärung” (Enlightenment). The fruit and vegetable gardens supplied the city. There were only about 500 houses of the gardener population. Soon, however, the suburbs grew rapidly and were incorporated in the city of Berlin.

Craftsmen and gardeners suburb 1808-1870 (beginning of industrialization)

In the 19th century crucial new social and traffic structures were built, such as:

- the railroad. The Frankfurt train station developed around 1840 (with connections to Frankfurt/Oder, Vienna, Paris, and a lot of cities in the East). The installation of the station helped to better develop the area.
- The first apartments were supplied with tap water.
- It was built a gasworks at Stralauer Platz. Later replaced by the administrative building of the municipal gasworks (GASAG).
- Due to transport facilities at the Spree and close rail station the first smaller manufactories settled next to the existing timber markets.

EXTENSION OF INFRASTRUCTURE

During this time the first city-owned pump station of the urban drainage system was opened. Planning and execution was in the hands of James Hobrecht. However, there are only parts obtained, since it supplied 1896 already more than 300,000 people and soon was no longer sufficient. The city railway - crossing the city from west to east - was built.

WEIMAR REPUBLIC (1918 - 33) AND NAZI PERIOD (1933 - 45)

1920/30 there were no changes made since the area was completely covered by buildings. Interesting is the
anonymization of home ownership. The tenements were speculative objects whose owners lived elsewhere or even were companies. In the inflation period half of all homes of Friedrichshain were sold, 2/3 of them to new owners abroad.

During the Nazi period no urban changes were made neither, even if there were plans of Speer. In the end the location of many industries at the water front was too important strategically.

RECONSTRUCTION, GDR TILL TODAY

Bombings during the war had caused significant damage. 60% of all houses were lost. The remaining 40% were almost completely demolished during the communist period. Why? The tenements were blamed for the social misery of the people and were therefore made responsible for the beginning of the war. They represented the naked greed of land speculation and should be replaced by modern buildings. Thus, the area is a typical result of GDR planning and housing policy. It was rebuilt several times.

In the 1950s planning was about “Healthy housing”, which should be created by loosening the housing blocks and introducing enough sunlight. The buildings of the 1950s still conformed to the surrounding structure and was constructed with prefabricated design (e.g. School Rüdersdorferstraße - living cells Marchlewski / Wedekindstrasse).

During the 1960s GDR planning returned to the modern spirit - freestanding 10-storey row houses were created - the Karl-Marx-Allee. During the 1970s the number of new residential buildings doubled. Old buildings were demolished in favour of large double skyscrapers with...
20 stories. At the waterside the last historic industrial buildings have now been demolished in order to make the border system more transparent and to prevent escapes more effectively. In this period the Galeria Kaufhof department store was created.

1980s: GDR tried to counter the economic and identity crisis through representation and rediscovery of the history. In this time the rebuilding and renaming of the East Railway Station (Ostbahnhof) in main station (Hauptbahnhof) was made, because a capital needs a main station. In general new buildings in the GDR took no account of parcel boundaries or squares and streets. With or without a legal basis it is an illegal seizure of public land equal. Currently it is characterized by the close location to shopping and party mile Boxhagener Platz and Warsaw street, where a lot of land speculation is already taking place.

BUILDING FUNCTION
The area in the north of the Ostbahnhof is predominantly characterized by residential use. Occasionally one will find some commercial use on ground floor level as well as public facilities like a kindergarten in the north of Galeria Kaufhof, which still can be called a commercial hub for the residents of the area. Moreover one will find the Ellen-Key-School with its remarkable stalinistic architecture at the northern edge as well as the almost hidden Andreas-Gymnasium at the north-eastern border of the plan.

Due to the Sunday opening hours of the shops in the basement (south side) of Ostbahnhof, the train station also has an important meaning for shopping and commercial activities. Aside from that possibilities and the Galeria Kaufhof the plan area has no special commercial interurban meaning. Putting other big commercial areas, such as the near Alexanderplatz, into consideration, one can say that it is an urban interspace, which is temporarily used as a shopping hub but cannot cope with the supply of other areas.

Outside of the south eastern side of the area one finds a commercial district which also influences the area, especially through the opening to Straße der Pariser Kommune. Founded on a former train area, now big commercial player have built their superstores, like METRO and the construction market HELLWEG.
LANDMARKS
The landmarks were selected by their interurban meaning, their architectural and cultural dominance on the district as well as their influence on the districts future development.

Ostbahnhof
The Ostbahnhof is the central place and most important building of the area. The southern entrance hall impresses through the plurality of use, e.g. gastronomy, shopping, grocery, etc. On the one hand, it appears to have a welcoming and open character with its glazed, modernized entrance, on the other hand it seems to be a spatial barrier, which results from just two (kind of) backstreet entrances, compared to the front one. For that reason one can say, that the architecture of the Ostbahnhof reflects the spatial division of the planning area.

Galeria Kaufhof
Constructed in 1979, the former so-called Centrum Kaufhaus gained popularity at times of the GDR. Local as well as international customers from eastern Europe were excited about the offerings of rare goods. Due to its overemphasized cubic architecture, it has quite a strong effect on the public space and the genius loci of the surrounding. The Galeria Kaufhof has lost its commercial potential, because of many different other shopping possibilities in a short travel distance and the main operating company declared the closing in June 2017, after decreasing the shopping area progressively in the last decade. The current side functioning of the building is characterized leisure opportunities such as Bowling and a go-kart track.

YAAM
This venue with the focus on afro-caribbean culture has a moving history when it comes to displacement on the basis of commercial interest at the river bank. Firstly it was located on the other side of the river Spree on the common of the Arena in Treptow. After that they moved to a new location which was close the spot now. The place now was used by the clubs Maria am Ostbahnhof and Magdalena, but it became vacant because of the investment pressure. Luckily, the districts administration, owner of the side, finally provided the YAAM a long-term leasing contract and now the future of this venue is secured.

Holzmarkt eG und Märchenpark e.V.
One of the most contested and one of the last remaining sites at the river bank, was auctioned off in 2013. The area was owned by the city cleaning and the Holzmarkt eG was able to obtain the site on hereditary lease for 65 years. Holzmarkt eG and multiple other stakeholders, which were founded to develop the area, ensured that they want to secure the site for creative public space after a long history of protests against the commercialization of the spree and one can expect a high impact on the development of the urban surrounding in near future.

Berghain/Panorama Bar
The Berghain/Panorama Bar, located in a former thermal power station, certainly belongs to one of the most famous clubs of Berlin and gained popularity all around the world. After the operator had to close the predecessor in the beginning of the 2000s, the club opened its doors in the year 2004. The club has around 3000 visitors each weekend and has a major impact on the district.
BUILDING STRUCTURE

Building age

The vast majority of buildings from different ages underlines the constructional heterogeneity of the area. The oldest buildings date back to the years until 1899. The Ostbahnhof was built in 1840. The buildings constructed before the First World War are in the minority today. There was not any building activity between the years 1919 and 1945, except for three small shacks. After World War II and a vast destruction of the dense buildings due to bombing of the area, the GDR regime implanted their vision of a modern urban planning. Their construction typology remains until today and consists of high rise buildings with a character of mass living. As seen on the map, this mix of different building ages forms the constructional heterogeneity of the area today.

Building height

Due to different building ages shown in the previous map, four categories of building height can be found within the area. Whereas the oldest buildings show a height of 3 to 5 floors, the high rise buildings from the GDR-age feature a height of up to 20 floors. In some parts of the area this diversity in height leads to clashes in the perception of the urban (inter-)spaces.

Styles of roofs

Because the majority of buildings found today date back to the 1950s and 1960s, most of the buildings show a flat roof. The only exceptions are the buildings before World War I with a saddle-/hip roof and the Ostbahnhof and Postbahnhof with a rounded roof.

Building conditions

The conditions of building were divided into the three groups shown in the map legend. The term ‘renovated’ implies a good to very good situation of the building, especially its front. The term ‘partly renovated’ shows a need for treatment in some parts of the building. The term ‘not renovated’ implies an overall renovation of the building. Especially the Galeria-Kaufhof, the YAAM, the School in Rüdersdorfer Straße and the Postbahnhof are part of this category.
2.4 SOCIO-DEMOGRAPHIC STRUCTURE

Geographical division of the districts of Berlin in LOR-numbers concerning our planning space
To get a closer analytical look at the neighborhoods in the districts of Berlin the senat works with live-oriented spaces (LOR), especially to collect statistics:

Berlin
District: Friedrichshain-Kreuzberg 02
Prognosis space: FriedrichshainWest 04
District region: Karl-Marx-Allee Süd 07
Planning space: Andreasviertel 01 (= 02 04 07 01)

INHABITANTS-AREA-DENSITY 2014
Friedrichshain-Kreuzberg is the most dense district and with an average age of 36,9 the “youngest” district in Berlin. The population has rose since the year 2000 and with an average age of 36,9 the “youngest” district in Berlin.

AGE STRUCTURE 2014
The proportion of young people with migration background is very high with 57% of 18-year-old inhabitants in Friedrichshain-Kreuzberg.

MIGRATION BACKGROUND 2014
The proportion of young people with migration background is very high with 57% of 18-year-old inhabitants in Friedrichshain-Kreuzberg.

UNEMPLOYMENT FIGURES AND PERSONS RECEIVING INCOME SUPPORT (SGB II+SGB III)
The unemployment rate lies in the average between 4,35% to 11,79% in 2012.

GAINFUL EMPLOYMENT 2015
Friedrichshain-Kreuzberg can list a positive development as location of industry and commerce in the last few years. The registrations of a trade as well as the difference between registration and cancellations rises steady, primarily the share of trade- and service businesses in the creative sector, like advertising agencies and design bureaus.

SCHOOL-LEAVING QUALIFICATION 2014
These figures must be looked at with reserve concerning Andreasviertel, because only the two schools in the neighborhood were part of this elevation and it is possible that the people who live in Andreasviertel visit schools elsewhere in Friedrichshain-Kreuzberg.

POVERTY 2012
The old-age-poverty (subsistence income for old people in Friedrichshain- Kreuzberg rises since 2007 and is more than double the rate of Berlin.

HOUSING CONDITIONS 2012

INCOME

FIGURES:

fig_23 General data
fig_24 Age structure
fig_25 Inhabitants with migration background
fig_26 Unemployment rate (2016)
fig_27 School-leaving qualification (2014)
fig_28 Gainful employment (2015)
fig_29 Poverty (2012)
fig_30 Housing conditions (2012)
fig_31 Income
under 45 years will be only 51% in 2030. In 2011 they were 53%. The part of the population that is able to work of the age group 18 under 65 years drop about 0,2%.

This has an ageing process as a result: The part of the „young adults“, 18 to under 25 years, will drop about 6%, the part of the population that is able to work of the age group 25 to under 45 years will drop about 0,8%, while the number of the older population who is able to work from 45 to 65 years will rise about 2,1%.

The number of older citizen from 65 years up will rise until 2030 to 29,1%, their share from 19% in 2011 will increase to 22,8% in 2030.

Especially high will be the incline of citizen age of 80 years and older. Their figure will rise about 80,7% and their share of the entire population will go up from 4,2% to 7,1%.

In 2014 16,1% of the population were foreigners with a non-german passport in Berlin. This share only rose about 2,6% in the last 10 years. The part of the population with a migration background is estimated in comparison about 29% (more than 1million) and will increase to 22,8% in 2030. The number of older citizen from 65 years up will rise until 2030 to 29,1%, their share from 19% in 2011 will increase to 22,8% in 2030.

Concerning the district of Friedrichshain-Kreuzberg we can make out that the share of citizen age 65 years and older will be in comparison to Berlin under average. The part of citizens age 14 years and younger will be in the average with about 13% and the part of citizen age between 15 years and 64 years will stay the highest in Berlin until 2030.

By this time, the Küstriner Bahnhof was used as an experimental side for military observation for a few years and became an abandoned site. In 1929 the desolate conditions of the buildings didn't stop a private operator to convert the old station into a variety theater called plaza. Being Jewish, the operator of the theater, Jules Marx, has been deported to Sachsenhausen. A commemorative plaque, which is placed at the former Küstriner Platz attracts attention to the crimes of the NS-era. During World War II, Küstriner Bahnhof has been completely destroyed by bombings. Today, the same site is home to a building of the newspaper Neues Deutschland, Rosa-Luxemburg-Foundation and opera workshops.

In the 1950s the reception building of Schlesischer Bahnhof, formerly Frankfurter Bahnhof, was replaced by a modern building. Moreover, the station was renamed into Ostbahnhof what eventually caused confusion among Berliners.

Later on, in the 1890s, the building of the train station was adapted to his new function as the main station of East Berlin and appropriately renamed into Berlin Hauptbahnhof Ost-Berlin. The isolated location, with a
view of the wasteland, which was once the boundary between West and East Berlin, was already apparent. It is useful to point out – as a small side note – that there were three more stations located in its vicinity: Postbahnhof, Schlesischer Güterbahnhof and Wriezener Bahnhof.

Postbahnhof was built after the small post-office at the Frankfurter Bahnhof couldn’t cope with the large amounts of post. Therefore, a separate post railway station was constructed nearby. After losing its relevance as a post office station, Postbahnhof provides nowadays venues for conferences and party locations.

Schlesischer Güterbahnhof was a freight terminal of Schlesischer Bahnhof and was situated at Mühlenstraße 33. Today, it’s an inner city brownfield site.

Wriezener Bahnhof was a former platform and small reception building belonging to a railway between Berlin and Wriezen, a little town located in the east of Germany. It was built to the north of Schlesischer Bahnhof and to the west of Pariser Kommune street. After reunification, the station has been dismantled.

FURTHER DETAILS

Brommy bridge was a bridge crossing the Spree and an extension if Brommy street. The local planning office plans to rebuild this bridge to meet mobility requirements as soon as population growth becomes apparent.

The conservation of the underpass or tunnel which leads to the Galeria Kaufhof, parallel to Pariser Kommune street, is encouraged by the local planning office.

DEVELOPMENT AND TRANSPORT TODAY

The area around Ostbahnhof and the station itself are decently connected to the local public transport system. There are long-distance and regional trains to each cardinal direction in Germany, 7 different bus lines and 3 S-Bahn lines stop at the Ostbahnhof. In addition to that there are taxi stands, bike-/ and carsharing stations and some long distance bus hop on and off-stops. You can reach most parts of Berlin within 20 minutes from Ostbahnhof.

The plan area is circumscribed by busy streets in the north (Karl Marx Allee) and the south (Holzmarktstraße / Stralauer Platz / Mühlenstraße). The streets in the east (Straße der Pariser Kommune) and the west (Andreasstraße) of the plan area are also pretty busy but not as much-used than north/south. The center of the plan area is pretty calm, which is also intended by the city by using speed limits within the area. You are only allowed to drive 30km/h, which is also a reason it is not worth to cross through the area if your destination is not within that area.

There is a parking ramp south of Ostbahnhof which is in private hands and has around 400 parking lots. In previous talks with the local planning department we got to know that the owner of the parking ramp is not keen on cooperating in any sort of development plan, which is an obstacle to keep in mind.

Berlin has a city-wide bike grid which also covers parts of the plan area. The Andreasstraße for example is marked as bikeroute-maingrid and long-distance bike road, while Holzmarktstraße / Stralauer Platz / Mühlenstraße is tagged as long-distance bike road and Berlin Wall road, on which it is allowed to ride the bike.

The major streets are provided with bike lanes or bike protection lanes. The Karl Marx Allee has a cycleway. The difference between those types of lanes is that the first two share the street with cars and cycleways are on the sidewalk, so structurally separated from the street. The difference between bike lanes and bike protection lanes is that bike lanes are marked by drawn through lines – so cars are not allowed to cross them. Bike protection lanes are marked by dashed lines and allow cars to cross if needed.

From Ostbahnhof you can reach S Jannowitzbrücke and S Warschauer Straße within 5 minutes by bike. By walk you need 3 minutes to the Spree (-Uferpark), approx. 5 minutes to the northern end of the plan area and 10 minutes to Karl Marx Allee.
The field study revealed that there are various open spaces in the form of green interspaces, squares, parks, green, etc. as well as different ownership structures, ranging from private to public spaces. The next largest public park is Volkspark Friedrichshain, which is about a 15-20 minute walk from the center of the neighbourhood. A walk to the open spaces Engeldamm and Mariannenplatz and to Görlitzer Park, situated on the other side of the river Spree, takes about 10-15 and the latter 25-30 minutes.

Although the data declared an undersupply with public and a medium supply with private/semi-public green spaces, the field study rather showed that the area has a very green character, even though these green spaces are rather small and scattered. One can assume that green space however only supplies the neighbourhood itself, since spacious green spaces are missing in the area.

The private and semi-public spaces are mainly located between the buildings and are mostly situated in the residential part north of the station and exist in the form of courtyards and front gardens. In terms of equipment, uses, maintenance, furniture etc. their quality of stay is higher than at the public spaces. Often, the private spaces are marked spatially through fences and are not accessible for the public. The public open spaces, however, often appear undefined, are less maintained and equipped and therefore appear less inviting.

Vegetation/green spaces in the area often serve as buffer zones between different functions, like housing and streets, playgrounds and car parks, etc. In the area, there is a big amount of stationary traffic and car parks respectively, which seal large amounts of soil. Most parking lots are located in front of the residential buildings. Around the train station (at the station forecourt, behind the station and next to the department store), there are big car parks, which take a lot of space.

The soils sealing level in the area ranges from very high, at the parking lots and the paved squares, to very low at the green interspaces. The overall accessibility (including barrier-free accessibility) is good. Only some of the main streets, like Straße der Pariser Kommune or Stralauer Platz, create barriers and some green spaces lack accessibility in the form of paved footpaths. These green spaces however can be avoided and bypassed.

The access to the riverbanks of the Spree is currently limited, due to construction works and privately owned sections. The only closely accessible point is the Park an der Spree, the rest of the riverbank in close proximity is private and therefore the access (if there is access at all) is limited to business hours. Besides recreational functions, the river Spree serves as a cold air corridor. The local green spaces produce big amounts of cold air, too. Anyway, the area’s overall thermal pollution in the area is still high.

In general, the uses and usage rates between weekdays and weekends do not noticeably differ. Only at Hermann-Stöhr-Platz a flea market/antique market is situated during the weekends and therefore this area is
busier during these days. The usage rates of the open spaces in the rather residential part of the area during night are lower than during day, which is due to the normal night’s rest. Also there is a lack of lighting in the public areas. In the area south of the station the day/night differences are neither too big.

**DEDUCTION**

The area has a great potential, due to its high amount of green (inter)spaces with a dense stock of plants, the several squares and the close proximity to the riverbanks. The field study however revealed that there also some problem areas regarding the state of the public spaces and their uses. There is a lack of public seating which decreases the possibility to spend time in the urban spaces. The squares and public parks are often rather spacious and undefined green areas with a low quality of stay. This converts the open spaces into transit zones rather than into spaces for recreation or interaction, although some of these spaces would have the potential for recreational uses. Additionally, most of the public parks and squares are not illuminated by night which lessens the sense of security in the neighbourhood and some of the parks develop into places that give rise to fear. However, it is striking in the area that the private or semi-public green and open spaces are well-maintained and appear inviting whereas the public ones have a lower quality of stay and are less maintained.

The research and the field study showed as well that there is a contrast between the part north of Ostbahnhof and south of it and also a qualitative difference between the urban spaces in the north and south.

The northern part is rather quiet and has a residential character with lots of green (inter)spaces. The area is especially shaped by the many semi-public courts and backyards which offer additional seating areas playgrounds and sports equipment for the residents. In this part all but one of the private green/open spaces are in a good quality. This also applies to the playgrounds in the area. Due to the fact that the building of Ostbahnhof presents and orients itself to the south, the area in the north is also less frequented by passers-by. There are in general less people in the public space than for example in the proximity of the East Side Gallery.

The southern part however is a nodal point for travellers, passers-by or people interested in the attractions (East Side Gallery, Yaam, river Spree, etc.) in close proximity. This part however does not offer qualitative public open/green spaces and therefore not much quality of stay. Especially the station forecourt is characterized by its function as a mobility hub which affects the appearance and design of the public space (parking lots, bicycle stands, bus stations, taxi stands, etc.). The Ostbahnhof appears to be a highly frequented public space by many different social levels. However, only a few people use the urban spaces in the vicinity of the train station to spend time in the public space – they rather change their mode of transportation or leave the area in the direction of the East Side Gallery or Kreuzberg.

All in all, there is a potential regarding the public spaces although many of them do not invite people to a varied urban life or encourage them to spend time in the urban space and use the parks and squares for recreational purposes.
2.7 CONCLUSION

The preparatory analysis of the planning area has shown that designing the area will be a task in which the students have to take diverse aspects into consideration.

An important aspect of the area is the divided character, which is mainly influenced by the Ostbahnhof and its railway tracks, that form a spatial barrier in the middle of the area. This division was also found in the analysis of planning and development concepts. While the northern part will be changed by residential densification in the future, the southern part is mainly influenced by the Leitbild Spreeraum Friedrichshain-Kreuzberg and the Mediaspree development.

From an architectural point of view, the area is characterized by a high constructional heterogeneity which could mainly be related to the historical background in urban development. While there are still single left-overs of residential buildings of the Wilhelminian era, the northern part is principally characterized by high-rise residential buildings, which were built in times of the GDR.

In contrast to the wide understanding of a loss of meaning of the Ostbahnhof, the analysis has revealed that the railway station still has a big influence of the area in terms of transport as well as commercial activity. According to the number of 100,000 travellers a day and the overall connectivity to regional and national destinations as well as to the local public transport system, the meaning of the Ostbahnhof as a transport hub is still very high. Moreover the possibility of buying different kind of goods and grocery as well as a wide range of gastronomy makes the Ostbahnhof an important place for commercial activities, especially on Sundays, when most of the grocery stores in the near surrounding are closed.

In terms of public and open spaces the analysis has also shown heterogeneous results. The planning area is characterized by various open spaces in form of squares, parks and greenery, which leave an impression of a green area. Critically seen, those green areas are small, scattered and differ in terms of quality between public, semi-public and private areas. Public greenery lacks quality in terms of maintenance, uses, equipment and urban furniture, while private areas seem to be better maintained, but not really used by inhabitants.

The analysis of the local actors has shown that they have negative expectations of the future of the area, which is largely dominated by the commercialized development of the last couple of years at the riverside. Although there are different initiatives and alternative cultural institutions, that seem to have a common understanding of the area and about the accessibility to the riverside, there is a lack of network. A working network could help to connect the different stakeholders and residents and to develop a common voice just as support the positioning of their point of view against private investments and planned developments.

3. DESIGN WORKSHOP

The diverse gathered findings about the plan area were a profound basis for going into detail during the workshop. As a groundwork for the workshop the Berlin students designed a brochure of the analysis, which should help the Warsaw students prepare on their way to Berlin and to get a first hint about what they will be dealing with during the two weeks. The intercultural design workshop started with a friendly welcoming evening at the Technical University Berlin on Sunday evening. On Monday the workshop started with a profound presentation of the history of urban development and planning in Berlin and a presentation of the plan area and the analysis. The students were focusing mainly on conceptual approaches on how to design the area during the first week and on Friday the students held presentations about their main concepts as well as an outlook on their planned design focuses and interventions for the second week in Warsaw.

The workshop in Warsaw, which was held one week after Berlin, started again with a friendly welcoming at the backyard of the Faculty of Architecture. During the week in Warsaw the groups started quite differently. While some groups were already satisfied with their conceptual approach, others wanted to change it completely. The fact that the first two days were mainly occupied with sightseeing and other events, which were organized by the Warsaw students, led to very intensive last two workshop days and on Thursday some groups worked the whole day until the next morning to get their designs ready and layout the posters. But the work load was worth it.
3.1 Contrasting and Connecting

by Magdalena Gorecka, Niklas Turner, Darius Radwanski, Agata Bosiacka, Jennifer Gehring, Ramyna Robledo y Mendez

THE CONCEPT – CONTRASTING AND CONNECTING

The design area consists of two parts which are divided by a main railway station – the Ostbahnhof. The two parts show a diverse structure in function and framework. The northern area is compact and shows a residential character with potential open space for densification, whereas the southern area is located at the river Spree without providing access to the river banks. Despite this dissimilarity the square in the direct northern proximity to the railway station is used as a well-frequented market place.

Thus, every zone has its own character: the residential area is a space for community, where residents come together; the riverside is a place for entertainment and leisure and the buffer zone combines these functions providing enough space for a market place and
community center. As a result, the buffer zone should attract residents as well as non-residents coming from the railway station. Metaphorically speaking, the residential area would be a living room, the buffer zone a porch, opened to the southern community garden.

Following the concept that each section obtains a different function the whole area is held together by pathways, visual axes and coherent design elements. The designs focus on two core areas: one side of the contrast (riverside) and the connection (buffer zone). The other contrasting part (residential area) is going to keep its character and therefore was not a main focus of the groups work during the workshop.

With the Ostbahnhof in its center, the buffer zone connects both parts of the area via pathways and commercial functions. The public spaces in the north have a semi-private character and attract the local residents or offer the possibility for passengers to spend some time while waiting for the next train. Additional buildings frame the new open spaces and form a boundary protecting the residential area – one of the contrasting sections where the original character is to be preserved and only subtle interventions qualify the green spaces. Therefore, on the northern side of the square the buildings act as a barrier shaping the square likewise. By a steel construction on the Erich-Steinfurt-Straße the existing Sunday-flea market is relocated from the street to a covered market hall which plays with the existing architectural design of the train hall. Urban furniture on the Erich-Steinfurt-Straße invites travelers to have a short break, guiding them circular back to the railway station. Passing through the station and popping out at the forecourt, where pavillons with pop up stores can be found.
fig. 64 Masterplan

fig. 65 Water elements and light steel construction with community flea market

fig. 66 Water ponds and terraces resembling the river platforms

fig. 67 Elevated square with stalls offering additional mobility functions

fig. 68 Entertainment on the river platform

fig. 69 Cross section of core areas (riverside and buffer zone)
The other part of the contrast is the riverside with its platforms, which attract visitors on a citywide scale. This ensures the direct access to the river and the spectacular view to the cityscape. Furthermore, the platforms are divided up into different sections regarding their use. Thus the importance in size variation for variability and versatility in use allows performances, outdoor cinemas, musical events, etc.

The southern part invites people from all over the city to have a unique experience which is aided by the redesign of the Ostbahnhof square as a modern mobility hub offering different modes of transportation like bike sharing stations, etc. The southern part is connected to the northern part of the design area by interconnecting routes. This routes lead through the urban boulevard to the main entrance of Ostbahnhof.

The urban boulevard is a green strip between the lanes located between the railway station and the access to the river. That is to say that the green promenade is enclosed by busy roads which are integrated in the design. It was a square developed in the course of history, namely Stralauer Platz. The redesign of this space aims to increase the quality of stay for pedestrian respecting time-honoured structures likewise. Besides, the tree-lined boulevard affords a passage from West to East and from the railway station to the riverbanks as there are paths lining the northern zone with the southern one. Therefore, the boulevard is not only a landscaped designed green strip but also an attractive route for pedestrians emphasizing its urban character and leading to the mobility hub Ostbahnhof.

The overall design element is water. Looking from the north the occurrence of water slowly rises – starting with a subtle hint in the buffer zone with small water installations. In the southern square of the railway station a water basin seizes the water element and visually connecting the area again with the river. Likewise the rectangular form of the river platforms resembles the water basin and its terraces in a more direct way and lead visitors visually to the main attraction. This design is also applied in the northern part of the buffer zone as the water installations on the ground recall the design implementation.

By implication, the design interventions are getting gradually less blatant towards the residential area in order to not invite visitors into the calm neighborhood. That way not only the buffer zone links the northern and southern part, but also the respective design elements display a common theme, whilst the functions differ in each section and pose the contrast.

3.2 CO-Creation
by Amanda Rubaszka, Kamila Momot, Farina Runge, Sabrina Hövener

THE VISION
Through the analysis of the urban context and the initial survey we identified hot spots of interest, which influence specific flows of movement and therefore lead to possible implementation areas. The development of strong communities within a self-organized neighbourhood is the groups central vision. Bottom-up interventions are the appropriate tools to facilitate human-centred processes (see diagram below).
THE CONCEPT
The concept focuses on the human side of an urban design process instead of the physical structure. The concept wants to create an atmosphere of co-creation where bottom-up processes lead to self-organisation and therefore to a strong community. Urban Space will be developed through the neighbourhood itself (see diagram).

Via a stakeholder analysis actors were researched who have a special interest in the development of the area and who can influence the outcome. It is essential to take them into account and involve them into the development. As main stakeholders we identified the residents, local initiatives, investors, (local) companies, the city government and the residents (see diagram).

THE STRATEGY
The developed strategy is not a linear process as shown by the diagram. The different steps influence each other, so that the implementation of one step is triggering another. For example, the step of process design can create the need of further investigations.

THE PRINCIPLES
In order to structure the process the strategy follows specific principles. In addition to the fact that we want to create a framework in which the neighbourhood can start to grow, the strategy works in different scales. Basically, neighbourhood is seen in three different scales: firstly, there is the scale of one housing block, secondly the strategy can be applied to a broader scale of a couple of blocks, taking the north-south division of the area into concern. Thirdly, there is the scale which includes the whole area, both northern and southern directions from the Ostbahnhof. Another important principle to the concept is the goal to approach as many different actors as possible. Of course, there is always the need to have an eye on the capacities available for the project, concerning time, financial and human resources.

Moreover, there are four basic topics the strategy is addressing in a certain way: Participation means in this context collaboration of different actors. A development takes place through exchange and networking. Talking about ownership and power, the concept shifts the power to the process itself. There has to be an awareness of a fair balance between rights and freedom. Furthermore, the idea of a strong neighbourhood, which feels responsible for their environment, is a collective ownership of projects. The intention of all steps is meant to be always outcome based, implementing ideas which are close to the reality.
THE TOOLBOX
Starting from the results of the geographic and ethnographic research, we developed a theory concerning different levels of activeness. Basically, with this theory we assume that human beings behave either passive, active or in a state inbetween. For the purpose of approaching as many people as possible, we thought of different tools. In order to distinguish the levels of activeness, we compared the Moderator’s level to the one of the neighbourhood. Tools, which are allocated to higher levels of activeness require the involvement of rather active people to work out. Nevertheless, every tool always offers the opportunity to engage within a different level of activeness. The tools which are shown in the graphic are based on the needs which the basic inventory and survey at the beginning revealed.

THE PROCESSES
The following examples show three of several possible developments, which are triggered by the application of different tools. Every process example only shows one possible way of development and has therefore to be seen as an abstract iterative case. In fact, they do not claim to be realistic predictions but more inspirational impulses which make the strategy more feasible.

As already explained, one of the guiding principles of the concept is to work in different scales. Therefore, the map shows possible locations for the implementation of the processes, both in northern and southern direction of the Ostbahnhof. Due to similar tools the different projects can be connected and brought into a site wide context.
3.3 FamilyFriendlyNeighbourhood

by Łukasz Gadomski, Martin Guth, Tomasz Jakubowski, Christoph Pinkall

VISION FOR A FAMILY FRIENDLY NEIGHBOURHOOD

This urban planning design proposal has the aim of a family friendly neighbourhood at the planning site of the workshop. The designers see the potential to develop this yet undefined urban space with the focus on families and different age groups. This approach does not intend to exclude other groups. It is also focused on a friendly surrounding for other target groups like migrants and handicapped persons.

What comes first to mind is the question of what the term ‘family friendly’ means. Concerning this area the topics ‘safety and social interactions’, ‘mobility’ and ‘usability and experience’ come up. Based on these topics, the developers drew on fields like sport facilities, different dwelling forms, a social center with local supply, effectively designed street space, green and free spaces and shared line equipments.

In the following we outline certain core ideas. The first one is a neighbourhood unit. These are defined by the streets surrounding them, especially the building blocks and open spaces in between. Hence, they should be thought together. Especially the free spaces should be connected and provide uses for several target groups, like a playground at each block that connects children and parents. The main goal is to give neighbours an appeal to go outside and interact. Therefore it could be possible that a feeling of identity with the area comes up and the idea of a ‘Kiez’ is being formed.
Concerning the densification in the future, cooperatives of private housing should be the main developer in order to bring new, organized and more connected residents into the neighbourhood.

The second idea concerns family friendly streets and intersections. If road constructions are necessary within the planning area, the focus should be on constructing measures to slow down the traffic speed, by e.g. traffic islands. These actions provide easy and safe transit concerning the safety of children.

Another focus on measures for streets are intersections. Poked out sidewalks for pedestrians enhance the overview at intersections before crossing a street. Bollards can prevent cars from parking on prohibited sites leading to more safety.

The third idea focuses on a public square as the local and social center of the area. It can be seen as a vibrant center for a relatively calm neighbourhood, with attractions for people. The square should provide space for mixed uses, e.g. a market and local supply. The marketplace should provide flexible spaces for different kind of vending. Furthermore, when the market does not take place, it should be an attractive public space with seatings and the opportunity to motivate people to stay and enjoy.

Also a community center should be close to the main square. It is a great opportunity for residents of different ages to interact. Furthermore, by implanting a water fountain the square itself becomes a great place to experience everyone senses like seeing, touching, feeling, etc.

The next idea focuses on the qualification of existing green spaces and their possible extension. All the green spaces in the area are supposed to have a different design and therefore various uses. They should be connected to each other to implement a ‘green-line’ through the site and to prevent the creation of even more interspaces.

In general, the developers see two sides of the Ostbahnhof and both have different potentials in

fig._71 Concept map

fig._72 Ground figure plan inverted, before and after

fig._73 Reference community center: Guillaume Ramlieen, Limal-Brevannes France

fig._74 Reference school: Boulogne France

fig._75 Reference market: Hans Joosten, Hamburg Wilhelmshburg
development. In the northside the public square should be found. It is an introduction to the local center of the residents and the family friendly and calm neighbourhood. The south of Ostbahnhof is close to the waterfront of the river Spree. This site attracts visitors from all over the world and also contains lots of traffic. Therefore, a modern mobility hub should be located in the south to provide sustainable mobility options for locals and visitors.

THE CONCEPT
Based on this vision we have come to a design for the area. Our goal is to create a family friendly neighbourhood involving all of the aspects shown before. The planned area concerns three spots north of the Ostbahnhof. The first space contains the market square in front of the old ‘Galleria’-building. As explained before, this square is a place to interact. It is a more frequented area within the planning area to consume, communicate and stay. Therefore the marketplace is designed in vertical vending commodities which can be used as benches when market-time is over. A waterplay and fountains create a good atmosphere. The ‘Galleria’-building north of the square has retail on ground floor and apartments above and will be the highest building with approximately nine stories. Because this square is the main meeting point for the residents of the area, the community center will be placed east to the market facilities. The center has a greened roof which is accessible for everyone. This square is the most frequented because of the entrance and exit to the Ostbahnhof nearby.

The next area is dominated by the planned middle-school. Supported by the Department of Education
in Berlin, the need for the type of school as seen in the design is essential. The school itself will be placed on the now existing parking lot next to the 'Galleria'-building. Just like the community center this school will have a greened accessible roof with an open school yard creating a new space to play, skate and interact. This place will be less frequented by foreigners.

The third area contains two combined parks. On the upper left side of the design, a green area with a playground can be found, because of the nearby kindergarten. Next to the playground another green area with the possibility to rest is implemented. In general, this last area is a more quiet space, where toddlers and parents can enjoy their time.

All of the areas are combined within. There will be a connection between the community center in the south and the green parks with the playground and the kindergarten in the north. The aim was to connect all of the areas, to not creating any more interspaces and to deal with the interspaces which can be found now.

### URBAN CONTEXT AND STARTING POINT

To get an understanding of the study area, a closer look was taken at the urban context of the area. In the southern part of the study area cultural, touristic and infrastructural uses are located, which are part of a highly vibrant and energetic Ribbon stretching through Berlin along the river Spree. The most important feature, attracting many people, is the Eastside Gallery, which stretches south of the area. Moreover, cultural institutions like the Yaam and Postbahnhof and big urban development zones (Mediaspree) are located there. Due to yet missing spatial connections, little spatial guidance and undefined spaces in the range of the study area, this ribbon however is perforated.

North of the train station Ostbahnhof the study area shows a completely different character. The northern station forecourt mainly serves as a transition space for residents and passers-by since the northern area is predominantly residential and mainly contains local/residential functions and uses. In contrast to the southern part, this zone is rather a calm area with a slower pace. The northern area has a high share of green space, which however mostly has a low quality of stay, is undefined and in bad shape.

Due to the area's different or even contrasting functions and uses, our group identified three different layers, which characterize the study area: in the southern part the vibrant zone, in the northern part the local zone and in between the transition zone, which sort of forms a connection between these contrasting areas.

### GOALS

“The vision for the area is to qualify the three identified sub-areas and sub-areas and to carve out and strengthen their own character and identity. To achieve this it is necessary to create clear structures and demarcations by different functions and layouts. However to connect the zones and to integrate the area into the city context, vertical connections and links are created.”

One aim of the design is to more clearly define and strengthen the identified zones. To achieve this, the individual character of each zone will be carved out by strengthening their individual functions and atmosphere. The aim is to keep the layering as it is and protect their individuality and identity. Referring to this, for example the spatial barrier which is created by the railroad track, is reversed into a potential to protect the contrasting zones and to keep their very own identity. Spatial barriers, such as the railroad track, however, will not be strengthened but picked up and slightly loosened up if necessary to make passers-by more comfortable.

Although having a clear definition of the layers, connections and a reduction of spatial barriers between the three areas is crucial to establish a functioning integrated neighbourhood. To achieve this and to connect the study area to surrounding green spaces, the river, cultural uses, etc. vertical axis, reaching from...
north to south, will be implemented along the three major roads (Andreasstraße, Koppenstraße and Straße der Pariser Kommune).

Another goal of the design is to structure and qualify the open spaces according to which zone they belong. Here, the main goal for the southern part and the transition zone is to allow a quick orientation by a clear structure. For the open/public spaces in the northern part it is crucial to achieve a high quality of stay with clear uses to create places for interaction, meeting points and a neighbourhood-feeling. In this context the existing access to the Spree, seen as a public open space, needs to be secure and highlighted since they are not visible widely.

**Concept**

**CHARACTERIZE THE ZONES**

**Vibrant Zone**

The vibrant zone offers a wide variety of cultural uses like entertainment, museums and gastronomy and also provides public accesses to river Spree. With its loud and active uses the vibrant zone is integrated in its surrounding and the planning area gets connected with the lively parts of Berlin. Therefore, the people that get attracted mainly by the vibrant zone are tourists, people passing by and the users of the different landmarks. In general the character of this zone is loud, active, fast and lively and sets up an high contrast to the local area.

**Transition Zone**

The transition zone is the linking and symbiotic zone and connects the local with the vibrant zone. Basically it provides open spaces with a high quality of stay in order to set up a meeting point where locals and non-locals can rest, communicate and get in touch with each other. On this occasion the already existing uses (e.g. flea market, gastronomy, small shops) are going to be qualified and restructured in order to built an inviting and welcoming atmosphere. It encourages people to stay at the quarter, but still provides a less loud and lively area than the vibrant zone but not as quiet as the local zone. At the same time it...
works as a buffer zone to protect the local zone and to keep it as a residential area. Additionally the transition zone will serve as the centre of the Kiez-feeling, since its function set up an lively but still native atmosphere and invites locals as well as strangers.

- character: high quality of stay, „Kiez”
- function: link between local and vibrant zone, filter
- uses: mixed uses (leisure, gastronomy, market, office space, residential
- users: residents, passers-by, travellers

Local Zone
The local zone is a direct contrast to the vibrant zone and is characterized by residential uses. Therefore the local zone provides at first housing and living space just as space for retreat for local people. Additional uses like private and public open spaces, playgrounds, day care and school use are also mainly attracting residents. By function and users the local zone has a quiet and cozy atmosphere and offers a home zone for the residents.

- character: quiet, cozy, slow, community
- function: residential area, retreat
- uses: residential, private and public open spaces, playgrounds, day care, school
- users: local residents

POINTS OF ATTENTION
To reach the goal that each zone will keep and strengthen its own character, different spatial measures will be implemented in our design. For this, sites were chosen, which have no function at the moment and should be (re-) activated.

The eastern point of attention in the vibrant zone, close to Postbahnhof, takes advantage of the short distance to the East Side Gallery. To underline it’s historical and also cultural meaning the point of attention contains an information point that explains the history of the East Side Gallery and serves as supplement for the East Side Gallery itself. Also it allows a better orientation in the area and leads people their way to support the Gallery. By using iconic architecture and a striking sculpture the point of attention is integrated in the vibrant zone and emphasizes its function.

The western point of attention in the vibrant zone, on the corner of Andreasstraße and Stralauer Platz, structures and frames the area in front of the Ostbahnhof, especially in combination with the eastern point of attention. It provides room for mixed uses such as cultural uses, gastronomy or office uses that invite everyone to stay and participate. In this way, the point of attention is merged with the surrounding vibrant zone and creates a compact design for this zone.

The point of attention in the local zone is the vacant building of a grocery store. By setting up new functions and possibilities in the local zone, which underline its character, the local zone is supported and strengthened in its function as a residential area.

Possible functions for this building are workshops, exhibition space, community rooms, co-working space and a self-organized neighbourhood-cafe. The uses concentrate on local activities to not attract people from other neighbourhoods or zones. In its functions it is connected with the neighbouring school and the “Studentenwerk”.

The different characters of the points of interest are not only emphasized by their different functions but also by their very different locations. The first two
points of interests are located in the vibrant zone and are connected with the vertical axis. The local point of attention on the other hand is not connected to the axis and is rather embedded in the local zone. The choice of location of the points of interest therefore underlines its goals.

CREATING CONNECTIONS

The zoning of the area emphasizes each area on its own. To merge the area as a whole and most important to integrate the area in the city’s context, connection between the three different zones and the surrounding are set up. The aim is to create connections to important land marks, like the river Spree or the Eastside Gallery, or surrounding green spaces, like the Volkspark Friedrichshain or Mariannenplatz, and therefore vertical connections will be implemented in the design concept.

The axis will follow the main vertical roads, called Andreesstraße, Koppenstraße and Straße der Pariser Kommune and are implemented by an attractive repeating design that creates continuity and orientation. Besides the already mentioned points of interests, which will be linked to the axis as well, more design elements will be installed along the vertical connections. Each axis will have a mixture of design elements, which improve the quality of stay, for example in the form of seating, or facilitate orientation for passers-by, for example with colored signs on the pathway, the facades or the street furniture. Moreover, artistic installations, like sculptures or light installations, will line up at the axis to create visual connections along the axis.

The already green character along the axis will also be strengthened and emphasized by improving the existing green spaces and by installing supplementary, uniform greening along the way. The green design elements will also help passers-by and locals to orient and perceive the spatial linkages.

SPREE ACCESS

In order to open up the access to the river Spree and to emphasize the public access point at the park behind the East Side Gallery, the main axis at Straße der Pariser Kommune leads directly to the river bank. By linking the Spree with the main connections going through the whole planning area, a spatial unity is created and the river can be integrated in the planning area. Since the area provides only two public access points to the river, of which one of them is visibly not promoted within the room and only has a unattractive design surrounded by a parking lot, the both accesses are going to be connected via the riverside. Therefore a green pathway with a high quality in design is created that allows a higher walkability and experience of the Spree.

Also the private access via the Yaam is restructured for a better perception. At the moment, the Yaam entrance is reachable from the sidewalk on the bridge and is not seen from the forecourt of the Ostbahnhof. For a clear structure that allows a quick orientation within the room at the same time, the main entrance will be directly on the Stralauer Platz. The place of the new entrance is chosen a way, that the main axis on # leads to the Yaam with its Spree access and improves the integration of the Yaam as a cultural centre into the vibrant zone. Therefore the existing old and empty building is torn down to make a wide and visible entrance possible. In order to create a spatial outline, a new building is set up at the old entrance where cultural uses and uses, fitting the vibrant zone, can take place.

TRANSITION ZONE

For the actual design our group chose the transition zone, right north of the train station, since this part of the area has a significant role: as the interspace between the vibrant and the local zone it has to have the right balance between connecting and dividing the two contrasting zones.
In order to keep the local zone private, the transition zone is characterized by a changing density. The highest density is located in the south, at the backside of Ostbahnhof, and gets lower up north.

The higher density is created by a line of small buildings, which integrate into the already existing row of houses right opposite the train stations entrance on the north. These buildings host the market stalls as well as additional cafés and bistro. Their design is structured, attractive and welcoming. These stalls can also be used by the antique market, which takes place one a week. Also the in between spaces can be used for this purpose. Going further north towards Galeria Kaufhof, the buildings get less dense and are rather loosely scattered on the square, which can be used by the visitors and locals as recreation room. By this, interesting rooms are created and the decreasing density implies that the area becomes rather local and quiet. This also reflects in design elements, like in the floor covering. Towards the station the floor covering has a dense pattern, which becomes more scattered towards the north of the square.

The main square with the market stalls is framed by two public green spaces on each side. These green space keep their current layout and only small interventions will be done, for example an optimized arrangement of the foot paths or single design elements that take up the style of the connecting axes. Moreover a new building, meant for housing, on the eastern side of the square, helps to structure and frame the square. It is integrated into the already existing row of houses along the Straße der Pariser Kommune. By this, also the vertical connection passing through the area, are strengthened.

The changing density sets up clear borders between both zones and helps people to orientate within the room. This is also transported by the new built structure north of the transition zone. The former parking lot next to the Galeria Kaufhof will contain new housing buildings and gives the area a clear spatial structure, especially seen in combination with the green spaces west and south.

Moreover the transition zone sets up a direct connection between the two main axes and represents a point of interest. The transition zone achieves to create a room for interaction and communication but still in a rather quiet surrounding with a Kiez feeling.
THE CHARACTERISTICS OF THE DESIGN AREA

The design area is surrounded by strong physical borders, with the parade street of Karl-Marx-Allee in the north, an elevated railway line and the river Spree in the south, as well as relatively highly frequented streets of Lichtenberger Straße and Straße der Pariser Kommune to the west and east. The spatial division created by the railway line has an influence on the role of different parts of the area in the context of the entire city, with the southern part towards the Spree of a supra-regional importance, the station and the rail tracks of a regional one, and the residential area to the north with a more local focus.

One of the most important characteristics of the area is its lack of any clear identity. Whereas many of the surrounding parts of the city do have a significant role in the urban fabric and a clearly legible image – with the visible socialist heritage along the Karl-Marx-Allee, the developing entertainment and business district, experimental and diverse formations along the river Spree or the city centre of the former East Berlin with its political, touristic and commercial nature.

The Ostbahnhof area is a void: with a weak character, unimpressive architecture, poor quality of the open spaces, a low level of the functional mix and streets rarely frequented by pedestrians. A survey of the residents of the area, aiming to define its meaning and image for the local urban actors, as well as its strengths and weaknesses, resulted in them mentioning one particular phrase especially often: "kein-Kiez". For the inhabitants of the surroundings of the Ostbahnhof itself, the area that they live in is a contradiction of a typically Berliner style of a positive urban atmosphere.

THE CHARACTERISTICS OF A KIEZ

A Kiez is an area with a predominantly residential use and a mostly homogenous urban structure. Its residents identify with their area strongly, while their common engagement in the local development has a positive influence on the functioning of the district – be it through small-scale interventions such as the creation of urban gardens surrounding alley trees, or by initiatives of a much larger impact with a strong social focus. A lively Kiez is designed by local actors with their small stores and workshops, their intercultural influence and their openness and generally pro-active attitudes. This creates the characteristics that a typical Kiez is usually associated with, such as community participation, an inclusive neighbourhood or a pleasant (and often self-initiated) urban design.

Since such characteristics have their source in the local residents themselves, the ability of planners and architects to create a Kiez are rather limited. The task of the professionals in that case would be to offer structures that allow the residents themselves to develop a stronger community feeling and in the end, hopefully, lead to the creation of a more Kiez-like area. In order to achieve that, small-scale interventions and impulses would need to be put in place, allowing the citizens to take a more active role.

Therefore: Let the Kiez happen!

THE VISION OF LET THE KIEZ HAPPEN

In order to initiate the resident-led development of a Kiez, a place for interaction and sharing ideas is to be created within the area, which by being accessible both spatially and financially would allow for the realisation of the wishes and needs of the inhabitants. In the best case scenario, it develops into a place where local initiatives also find a place to develop and talk to each other, widening their networks and winning over supporters. A further goal is the support of a Kiez-friendly development, trying to attract also more financially viable uses that adhere to the guidelines of the renewal. Urban design would also need to be improved, with a better quality of the street areas (more bike lanes and better parking lot management) and open spaces (by adding e.g. furniture and expanding the lightning infrastructure). These more walkable, pedestrian-friendly spaces are an important element of Kiez production.
IMPLEMENTATION STEPS

A considerable amount of time and resources is needed to achieve such a vision. A moderated, professional-led (but open and flexible) process would be based on modular structures of various sizes, developing and growing with and according to the ideas of their users.

What and for whom?

We suggest locating box-like structures of different sizes in the neighbourhood to allow the residents to share and gather ideas for missing, but potentially beneficial uses for the area, while at the same time giving them the possibility to try out their ideas on their own.

Where?

The initiation of the development starts on locations that are owned by the borough or the city itself. Possibilities include sides of the streets, sidewalks, public spaces and – eventually – what currently is used as a parking lot in the direct proximity of the Kaufhof. The first, small boxes should be scattered throughout the larger area, using them as an architectural intervention which would also constitute an advertisement of the upcoming redevelopment of the space. Very importantly, the location of those boxes should provoke: since citizen participation is often coming from a protest, the boxes should disturb the regular day-to-day functioning of the spaces, by e.g. standing in the middle of a commonly frequented pathway.

Why boxes?

In order to gather ideas not just on paper, but also to be able to materialise them. Initiators or people who like the suggested ideas gain the possibility of trying out their concepts in reality.

Why should it work?

The openness of the residents towards the make-shift stands located currently close to the station could possibly be carried over to the mobile boxes and the pavilions.

How to manage the process?

Besides from the boxes that allow to try out ideas, a constant support of the process from the sides of the authorities is necessary. An office and a team would be needed to help the interested people and organisations and actively support them in the development process. The team organises the process, advertises and builds up a network among the initiatives in the neighbourhood. One of the more suitable locations for such a management office would be in the ground floor of the former Kaufhof, on the edge towards the kindergarten and the area with the adaptable pavilions.

How would it work?

Step 1: The process would start with wooden boxes of 2,5m x 2,5m x 2,5m metres, scattered throughout the area. In order to help with the beginning, schools, the senior centre, initiatives etc. from the area would be invited to use the boxes to realise their ideas for the neighbourhood. This process would be supported by further advertising and public events. People interested in the realisation of their idea can interact with designers to help them with the development of the boxes and any business plans.
Step 2: After a certain period, a neighbourhood festival could be held, during which the successful ideas move into larger pavilions. Used boxes can then be converted into small urban gardens or used for crafting activities, leading in the end to the improvement of public spaces. After the successful initiatives move onto the area of the current car park, they have the ability to increase the amount of space they need by adding a second floor or expanding the floor area.

Step 3: If the initiators are able to make the concept from the smaller pavilions sustainable, they can enlarge and carry it over to another space in the area, for example in the ground floor of the former Kaufhof. To make the further development both accessible and economically viable, the rents for available spaces in that building may need to be partially subsidised by the local government or larger sponsors. Similar financial support could be offered for setting up businesses in other parts of the area. Should the initiators based in the design area want to build up their business elsewhere in the city, any financial help they received for the realisation of the idea in this particular area needs to be paid back to the management of the new Kiez. Newly empty pavilions are then available for further use.
Location: the former Kaufhof
Dimensions: 14x14x7m
Materials: steel/concrete structure with possible wooden additions
Uses: residential; initiatives and uses necessary for improvement of the local quality of life
Kiez-production: firmly enrooting the uses beneficial for the future development of the area

Since the Kaufhof structure has a strong recognition value, its larger frame could remain visible even after the planned demolition of the upper levels. This could be achieved by erecting a wooden or steel frame on the outlines of the former department store, with a variable structure made up of Step 3 units inside. This irregular new form would allow for the creation of attractive and diverse shared spaces – terraces, roof parks, even places for sporting activities or bars and restaurants. Most of the building, however, should be deemed for residential uses, combining communities of different ages, professions and backgrounds. The floor plans of those Step 3 units can be custom-fit and adapted to various living concepts. This is also the first phase, when a more down-to-earth approach need to be taken for the development of the building: since units of such size need considerable financial resources, a more open-market development attitude would be necessary.

Step 4: As the area develops further, strengthens its identity, the lot directly to the north of the Ostbahnhof is taken under account. There, a derivative of the Step 2 box is used, with about three times the size. The potential uses there do not need to be directly related to the process for the entire area, but they should either be beneficial or do not disturb the Kiez-friendly development of this part of the city.

Who is it supported or financed by?
The development could be financed by the participation in competitions such as Mittendrin Berlin, financing programmes and foundations such as Deutsche Fernsehlotterie, or by economic institutions like Investitionsbank Berlin – as well as by donations.

GUIDING PRINCIPLES OF THE REDESIGN
All interventions that would have to be undertaken in order to redesign the space and initiate the Kiez development, need to adhere to the following seven guiding principles.

A: Walkable streets with improved green and public spaces, to prioritise pedestrian and bike connectivity and improve actual modal share.

Walkability can be achieved with four conditions:

Safety: improving the street light situation, bike lanes, physical accessibility;
Comfort: street furniture, bike racks, trees and greenery (counteract heat island effects, breathable air with less pollution);
Usefulness: Ground floor uses, car- and bike-sharing;
Aesthetics: spaces to remember and identify with, parking lots moved underground, e.g. under the current car park to the east of the Kaufhof.

With the help of lights, greenery arrangement and levelling of the street with the sidewalk, the wide street gets a clear structure for the natural flow of walking. These elements do support the idea to give the
pedestrians a clear zone by offering a comfortable and a safer walk over the street to the desired destinations. Additionally, an improvement of the greenery to a respite area with benches and bike-racks will increase the activity within this area - using the potential it has.

B: Kiez-garden is a shared green fruit and vegetable garden space with a kitchen and/or café which can be used for summer festivals and events in combination with the pavilion area. It could also become a handcrafts place for creating sculptures, do pottery or other kinds of art. However, these area forms a meeting space for the benefit of the neighbourhood, giving this underused plot a use. In addition, it has the potential to encourage communication, participation and association.

C: Office for initiating the development, also serves as a place for people to address their questions and ideas referring to the project. The team organizes the process and builds up a network among the initiatives in the neighbourhood.

D: Affordability and cost effectiveness for the district and the users of the boxes. The material of the boxes support energy-efficient standard and can be reused during the process. Renting a pavilion can be financial supported depending on the idea and the income of the concept.

E: Family oriented offers like child and family friendly spaces beyond the individual apartment, where the children can play freely inside and outside. A neighbourhood meeting place, in combination with art, music and language school and further offers for the parents.

F: Local business initiated by the inhabitants of the neighbourhood, e.g. handcrafts, art and cafés, in combination with open areas. Plots combining commercial, social and cultural uses.

G: Flexibility regarding the built structure and its uses. The boxes can be combined to offer a custom-fit solutions – the floor plans and the used material are adaptable.
3.6 EMBRACE THE DIVISION

by Bengt Kröner, Haseo Dirschauer, Jakub Cap, Lars Wellin, Maciej Polakowski, Aleksander Świtkowski

AREA DESCRIPTION

The planning area is located in Friedrichshain and close to the city center. The whole planning area is bounded by Singer- respectively Rüdersdorfer Straße in the north, Straße der Pariser Kommune in the east, Andreasstraße in the west and the river Spree in the south. The planning area is divided into two parts by the railway viaduct, which proceeds from east to west.

ANALYSIS

The railway viaduct divides the local side in the north from the regional side in the south. The character of both areas differ from each other. While the southern side is influenced by the East-Side- Gallery, Media Spree, public transport and parking - the northern side is mostly a calm residential area with a small market used by locals. One perceives two different atmospheres. While the southern side is characterized by transit to the East-Side- Gallery or Media Spree and transfers to other means of transportation - the northern part is a calm and quiet area, which lost its identity over time.

The former Centrum Kaufhaus, a big department store, served as an important shopping opportunity for many people in the GDR and even for visitors from Eastern Europe. It used to be a vivid and frequented place, which was also identity-establishing for the inhabitants of the area. The Ostbahnhof lost its importance as a main station for eastern Berlin with the fall of the Berlin wall, which also led to lose its longrange relevance, loss of customers and finally to the shutdown of Galeria Kaufhof in 2017. A contrast was noticed between the design of the facades of the Ostbahnhof. While the southern facade is a reconstruction and designed in a modern, representative style - the northern side has still its old facade, which is also protected as a historic monument.
PARTICIPATION OF CITIZEN FOR THE FUTURE USE OF THE „GALERIA KAUFHOF“ BUILDING

To guarantee a prompt realisation of the participatory process, an agenda conference will be conducted, that can be attended by everyone. This will have the impact of an early integration of people who are interested. It is needed, to confront the citizen as soon as possible with the status quo of the site. They will be informed by a status quo analysis and goals as well as target groups will be defined to develop a certain image of the participation process. Also a time schedule will be implemented.

Parallel to this an online dialogue will create an informative network between the citizen. This will guarantee transparency and opinions and ideas can be added and annotated by everyone. The online dialogue can proceed in several phases.

The conference as well as the online dialogue will be moderated by a public relation professional, who is connected with the local media. The next step will be a design workshop to collect ideas of the affected people and in which the citizen will have the possibility to workout common concepts and solutions for the realisation of these ideas. Professional planner and urban designer will accompany and advise the citizen during the whole workshop process.

CONCEPT

The development of the planning area will concentrate on the analyzed division with the Ostbahnhof and its surroundings in the north and south. The Ostbahnhof and its railways are dividing the area into two different parts in terms of character, atmosphere and meaning. This division leads to a highly fragmented space in which the viaduct of the Ostbahnhof could be seen as a dyke, which can be used to save the quiet, residential and occasionally used northern part of the planning area from the planned development and the highly dynamic areas of the southern part. The southern part is characterized by busy, highly frequented space as well as commercial development. To reach the goal of establishing a “Kiez” in the northern part it is important to not try to compete with the southern development. With this approach the design of the area will take advantage of the differences in embracing the divisioning railway station with architectural, landscape and mobility interventions.
4. CONCLUSION

Two weeks intense design workshop means quite a working load, quick decisions, quick agreements and by the way, sympathy between the attending personalities and parties would be advantageous, but not particularly necessary.

Two weeks intense design workshop with interdisciplinary demands, in two different countries, in two different cities with two different nationalities, linked through a cruel history and the social task to host a student, that means quite a challenge.

Two weeks design workshop with all these elements plus a hell of a lot of fun and exchange between the participating personalities means a real success, professionally as well as socially.

Although the results of each group had fairly different approaches, the obvious north south division of our planning space with Ostbahnhof station as the important connecting element was a main design purpose for all workshop participants. The goal: to achieve the best convergence to a sustained solution with more small interventions, including public participation. With it the main focus of all groups was rather concentrated on the local character of the planning area than on its effects on the whole city.

Thus the diverse outcome of our work shows similar comprehension of the status quo and the great need for urban planning on the site. Therefore all our designs go together and in a way they complement each other.

Finally we want to point out that both the local actors and Stadtplanungsamt Kreuzberg have been willing to support our work and they’re very interested to receive our documentation.