

**Resource Architecture –
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Forum 9 : Urban Models in Dialogue

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Possible structure:

- ❖ **Delimitation of Germany (in the connection with European history), Asian and American cities**

- ❖ **City models in Germany (historical overview)**

The changes of the economic and social parameters, of the provisions of building and land law and of the formal target concepts have led, in the course of time, to very different basic urban structures and city models.

- Second half of the 19th century: dense block structures, floor space index of 3.0 not rare. Wings and transverse buildings obstructed access of daylight inside the block. The Berlin Building Regulations of 1853 said that courtyards had to have an area of 30 m²; 1897: 80 m². The first building laws and regulations around the turn of the century laid down a lower density.

- Demand that all residents of the city should have the same way of sunny, light and aired living accommodation. Linear buildings were the expression of a new awareness of life, between the buildings green spaces, playgrounds and tenant gardens – examples Stadtbaurat Frankfurt, Ernst May (1927).

- After World War II linear building (the structured and more broken-up city – Göderitz, Rainer, Hoffmann) and also the "organic" and "motorvehicle-compatible" city (Reichow) became the alternative planning position to the sea of houses of the 19th century (which had been destroyed to a large extent in the war), but it also had

shortcomings: The multitude of identical or similar elements proved to be unsuitable for becoming the only structural element of entire cities.

- In the Sixties another principle which was conceived under sociological and formal aspects emerged: "urban development units" or "repeatable residential areas": large forms of urban development deducted from this in both parts of Germany (Märkisches Viertel, Mahlzahn etc.). Very soon they met with criticism: "container architecture", uniform massive construction units built at the same time and in the same way were no longer accepted as models for future-oriented cities.
- Shift of emphasis: urban renewal, smaller units (also in case of major new construction projects), stronger consideration of the natural and built-up environment.

❖ **The sustainable city**

Against the background of **Agenda 21** and of the **HABITAT Agenda** it is a central concern (aim) of the national urban development policy to develop the city characterising the European continent without any structural inconsistencies to a sustainable city in a sustainable urban region.

The future of the city depends, in the last resort, on how we will succeed to combine the different technical policies, competencies and competing interests. The decisive factor is the weighing of ecological, economic, social, cultural and technological aspects. Sustainable development requires an intelligent handling of natural resources in order to guarantee their sparing use. This, in turn, requires a lively exchange of information on creative and innovative measures as mosaic elements of sustainable development.

These approaches to sustainability apply to shrinking and to growing cities and regions alike.

• **Shrinking and growing cities**

Disparities are developing in the individual partial regions of the EU, but also in Germany. Prospering cities aimed at growth and stagnating or shrinking cities are

existing directly side by side. In many cities, suburbanisation is endangering the functionality.

Shrinking as well as growing cities need planning, strategies and measures which give a positive direction to these developments and guide them. The foundation has to be a technical and political consensus which has to remain valid for a certain period of time.

- **Political protection**

Strategies to sustain growing and shrinking cities and regions require political protection.

- Urban development assistance by the Federal Government is one of the central instruments for the sustainable renewal and development of our cities and municipalities. Urban renewal maintains and strengthens grown structures, avoids urban sprawl and prevents additional traffic. In addition, it creates noticeable incentives and effects on economic and labour policy.
- The aim of the "**Social City**" Programme of the Federal and the L ander Governments is to contribute, through integrated approaches involving all social groups, to the restoration, maintenance and improvement of the quality of life in the cities. The implementation of the concept is a social project which will make it possible in the future to achieve justice and involvement, solidarity and innovation.
- A functioning, developing and changing city needs **land**. An up-to-date economy with the prospect of development presupposes available areas and building land. This requires an efficient planning and area management which uses military conversion areas, areas no longer used by the railways (Bahn AG),

comprehensive area recycling and an active compensation policy in the interest of nature and landscape.

- For the preservation of the economic, cultural and social development of the cities **city centres and neighbourhoods** are of special significance. They are social and cultural meeting places and as such places of identification. The objectives of an urban policy with a certain perspective, therefore, have to be:
 - A stronger mix of residential and working areas,
 - a city of short distances,
 - supply facilities in the vicinity,
 - attractive, lively and varied inner-city shopping areas,
 - clear targets of the municipalities as regards concepts for retail trade,
 - the appearance of the city centres (the public area) has to support the trade offer,
 - traffic concepts which are compatible with the structure of city centres,
 - the integration of the areas of and around railway stations into urban development,
 - improved safety for residents and visitors.

- An important prerequisite for a sustainable city model is the guarantee of a safe, social and ecologically sustainable **mobility** of people and economy, the improvement and integration of the individual modes of transport, the establishment of comparable conditions of competition for all modes of transport, especially in the railway sector which plays a special role in an integrated transport system; this has to be accompanied by a reduction of contaminated areas and an improvement of road safety. From the point of view of the policy of urban development, the basic approach has to be to avoid as much traffic as possible or to guide it over short distances by the best possible allocation and mix of land uses.

❖ **New planning culture / new forms of cooperation**

In the last few years it has been possible to observe a profound structural change in the planning and realisation of urban development measures; new actors emerge with new strategies which require new forms of communication and cooperation.

The manner of communication can have a decisive influence on the success or failure of urban development measures. The search for more extensive forms of involvement was also initiated by the requirement of Agenda 21 to make urban development sustainable. The Federation, the Länder and the municipalities are experimenting with flexible procedures going far beyond the legally prescribed extent of the involvement of citizens and those responsible for measures in order to strengthen the involvement of the general public.