

Urban Design Workshop 2006

Urban Lock – nördliche Lohmühleninsel

Warsaw University of Technology, Faculty of Architecture

Technische Universität Berlin, Institut für Stadt- und Regionalplanung

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Teilnehmer des Workshops beim Designmai, 18. Mai 2006



Vorwort

Die vorliegende Broschüre ist das Ergebnis eines Entwurfsseminars von polnischen und deutschen Studenten im Frühjahr und Sommer 2006. Das Seminar beruht auf einer Kooperation der Architekturfakultät der Politechnika Warschau und des Instituts für Stadt- und Regionalplanung der Technischen Universität Berlin. Aus dieser Kooperation sind bereits mehrere Veröffentlichungen hervorgegangen, die in der Ergebnisdimension den Erfolg der Zusammenarbeit belegen.

Die Kooperation mit Polen reiht sich ein in eine Reihe von internationalen Vereinbarungen des Instituts und einer Reihe internationaler Projekte. Eines dieser Projekte, ein Interreg IIB Projekt der EU, an dem 11 Länder des Ostseeraumes – darunter auch Polen – beteiligt sind, dient dazu, einen Beitrag dazu zu leisten, ein gemeinsames Verständnis der Planungssysteme und ihrer Unterschiede in den 11 Ländern zu gewinnen, Common Mindscapes zu entwickeln. Dabei zeigt sich, wie unterschiedlich die Planungssysteme trotz der im weltweiten Vergleich großen kulturellen Nähe der Beteiligten sind. Insofern ist der Austausch eine unabdingbare Voraussetzung für die Entwicklung eines gemeinsamen Verständnisses. Dies wird im Zuge der Internationalisierung und des Zusammenwachsens Europas immer wichtiger.

Von größter Bedeutung ist der interkulturelle Austausch, der im Rahmen der gemeinsamen Seminare erfolgt. Der Nachwuchs beider Länder, der in Zukunft Verantwortung für die Planung in ihren Ländern tragen wird, ist in einem zusammenwachsenden Europa mehr denn je auf interkulturelle Kompetenz angewiesen. Die Seminare stellen zudem einen kleinen, aber wichtigen Baustein in der Verbesserung der Beziehung zwischen Nachbarn dar, deren Verhältnis aufgrund der schwierigen Historie noch nicht völlig entspannt ist. Durch die Öffnung Mittel- und Osteuropas nach dem Fall des Eisernen Vorhangs und vor allem durch den Beitritt Polens zur EU sind diese Nachbarn sehr viel enger aneinander gerückt. Umso wichtiger ist es, die kulturellen Unterschiede zu kennen, um das wechselseitige Verständnis zu vertiefen und die Chancen der Unterschiede fruchtbar zu machen. Dies kann nur durch vielfältige und intensive Kommunikation gelingen, die auf der Bereitschaft zur Offenheit und Akzeptanz beruht. Auf diesem Weg stellen die gemeinsamen Seminare wichtige Schritte dar. Der bisherige Erfolg der Seminare ist ein ermutigendes Zeichen und ich hoffe auf viele weitere gemeinsame Veranstaltungen,

Prof. Dr. Dietrich Henckel Berlin, Geschäftsführender Direktor des Instituts für Stadt- und Regionalplanung, Juli 2006

Einleitung

Die Kooperation zwischen der Architekturfakultät der Politechnika Warschau und dem Institut für Stadt- und Regionalplanung (ISR) der TU Berlin besteht seit 1992. Angefangen hat alles mit einer Reise von Professor Dr. Künkel nach Warschau, wo die ersten Kontakte geknüpft wurden, aus denen dann die inzwischen mehr als 15-jährige Zusammenarbeit gewachsen ist. Die Kooperation wurde von Seiten des ISR über die Jahre von verschiedenen Professoren und wissenschaftlichen Mitarbeitern betreut. Ich habe im Herbst 2005 die Verantwortung für diesen deutsch-polnischen Austausch von Ursula Flecken übernommen, die seit dem Jahre 2001 die inzwischen sehr guten und intensiven Beziehungen betreut hatte. Finanziell gefördert wird die Kooperation vom Deutschen Akademischen Austauschdienst (DAAD). Als Kernbereich der Kooperation hat sich in den letzten Jahren ein städtebaulicher Entwurfsworkshop etabliert. Im jährlichen Wechsel wird dabei ein Thema aus Warschau und eines aus Berlin bearbeitet. Im diesem Jahre stand turnusgemäß ein Berliner Thema auf der Agenda.

Im Vordergrund des städtebaulichen Workshops steht der Austauschgedanke, gearbeitet wurde in gemischten Teams aus vier bis fünf Studenten. Gemischt wird damit auf zwei Ebenen: polnische Studenten aus Warschau mit einem europäisch bunt gemischten Haufen aus Berlin, Studenten der Architektur mit Studenten der Stadt- und Regionalplanung. Gefragt und gefordert war somit von Anfang an eine hohe interdisziplinäre und interkulturelle Kompetenz. Bei den Berliner Studentengruppe fiel besonders ihre Zusammensetzung auf: Ein Ire, ein Spanier, ein Holländer, vier Studenten aus Polen, einer aus Tschechien und drei Studenten aus Deutschland spiegeln die Internationalität der Stadt wieder. Der städtebauliche Workshop setzte sich weiterhin zur Aufgabe, für ein Berliner Gebiet erste innovative Ideen zu entwickeln. Der Workshop steht dabei ganz am Anfang des Planungsprozesses, in dem die Ideenfindung beginnt und die Teilnehmer durch den akademischen Raum noch relativ geschützt vor Realitätsdruck und konkurrierenden Verwertungsinteressen sind. Ziel ist es, gewöhnliche und ungewöhnliche Einblicke in die Entwicklungspotenziale und stadträumlichen Qualitäten eines Ortes zu erlangen und den Studierenden dabei die Möglichkeit zu geben, ihre Gedanken und Entwurfsideen auf einen konkreten Fall zu lenken.

Der erste Teil des Workshops fand vom 14. bis zum 20. Mai 2006 in Berlin statt. Die Wahl des Entwurfsgebietes fiel in diesem Jahr auf die nördliche Lohmühleninsel im Bezirk Friedrichshain-Kreuzberg; zum einen war dies der sehr spannenden städtebaulichen wie planerischen Ausgangssituation des Gebietes geschuldet: Sowohl innerhalb der Fördergebietskulisse des Länder Programms „Stadtumbau West“ gelegen, als auch Bestandteil von „Media Spree“ (einem großen Bereich westlich und östlich der Spree, der von Investoren zu einem Medien- und Kulturzentrum entwickelt werden soll) gibt es trotz der exponierten stadträumlichen Lage keine abgestimmte Planung für diesen Teil der Lohmühleninsel. Zum anderen war meine Intention, durch die Lage der Lohmühleninsel in ihrem äußerst interessanten und kulturell umtriebigen Umfeld einen Teil dieser vor Ort spürbaren Energie in die Entwurfsarbeit umzuleiten. Unterstützt wurde diese Absicht durch unsere Arbeit vor Ort: In der Heeresbäckerei fanden wir mit Unterstützung der Polaris GmbH einen wunderbar inspirierenden Arbeitsraum mit Spreeblick und mitten im Stadtumbauegebiet. Dieser Ort trug dann auch sofort zu einer sehr intensiven Arbeitsatmosphäre bei. In der Berliner Woche stand die Bestandsaufnahme an erster Stelle: ausgedehnte Spaziergänge durch die Kreuzberger, Friedrichshainer und Treptower Umgebung wurden ergänzt durch Besichtigungen des Betonwerkes „Readymix“ auf der Lohmühleninsel und des Geländes des Restaurants „Freischwimmer“. Die Gebietsbeauftragten im Rahmen des Stadtumbau West, das Planungsbüro Herwarth & Holz in Gestalt von Carl Herwarth v. Bittenfeld, sowie der Initiator des Projektes „spree2011“, Ralf Steeg, führten durch Impulsreferate in aktuelle Planungen ebenso wie in visionäre Konzepte ein. Gut gewappnet durch diese Informationen und Eindrücke begann schon in Berlin die Vorbereitung der städtebaulichen Entwürfe. Vom 28. Mai bis zum 3. Juni 2006 folgte der Aufenthalt in Warschau. In dieser Woche wurde in den Räumen der Politechnika gearbeitet und entworfen, betreut durch Dr. Katarzyna Pluta aus Warschau sowie Sebastian Seelig und mich. Beeindruckend war für mich, wie respektvoll das Aufeinandertreffen doch sehr unterschiedlicher disziplinär geprägten Arbeits- und Denksätze (stadtplanerische vs. architektonische, polnische vs. deutsche) von den Studenten gemeistert wurde.

Nikolai Roskamm, Berlin, Juli 2006

Preface

The present brochure is the result of a design seminar between Polish and German students which took place in the spring and summer of 2006. The seminar is based on a co-operation which exists between the University of Technology in Warsaw and the Institute for Town and Regional Planning on the Technical University in Berlin. This co-operation has already led to several publications, all of which testify to the success of this relationship. This particular co-operation is just one of many international agreements and international projects undertaken by the Institute. One of these projects, the EU's Interreg IIIB, in which 11 Baltic countries are participating serves the purpose of contributing to a shared understanding of planning systems as well as their differences within the 11 countries: to develop Common Mindscapes. The differences between the planning systems despite their, globally seen, cultural similarities can be examined during this process. Therefore exchanges are a prerequisite for developing a common understanding. During the course of internationalisation and the growing together of Europe it can only become more important.

Intercultural exchanges such as are enabled within the scope of a common seminar are of the utmost importance. The next generation of both countries, those who will carry the responsibility for the planning which is carried out within their countries is more than ever reliant on intercultural understanding. The seminars are also a small but important building block in the improvement of the relationship between neighbours whose relationship, due to a difficult common history, is not altogether relaxed. With the opening of middle and eastern Europe after the fall of the iron curtain and, of course, Poland's membership of the EU these neighbours have been forced a lot closer together. Now more than ever it is important to recognise the cultural differences in order to deepen mutual understanding and to create a climate in which these natural distinctions can be made to bear fruit. This can only succeed as the result of intensive communication on a broad spectrum of subjects based on a disposition towards openness and acceptance. The common seminars are important steps along this road. The previous success of the seminars is a heartening sign and I hope that there will be many more such common events.

Prof. Dr. Dietrich Henckel, Berlin, July 2006

Arbeitsraum in der Heeresbäckerei



Introduction

The co-operation between the Warsaw University of Technology and the Institute for Town and Regional Planning (ISR) on the TU Berlin has been in existence since 1992. It all started when Professor Dr. Künkel travelled to Warsaw and established the first connections out of which the co-operation grew. 15 years have so far passed since then. On the part of the ISR the co-operation has been part of the duties of many Professors and academics over the years. I accepted this responsibility in the autumn of 2005 from Ursula Flecken who had helped promote a meaningful and intensive relationship since 2001. The co-operation has received financial support from the German Academic Exchange Service (DAAD). An urban design workshop for the Warsaw and Berlin students has established itself in recent years as being one of the cornerstones of the co-operation. Different topics are addressed each year, turn for turn one from Warsaw and then one from Berlin and so on. This year it was once again Berlin's turn to set the agenda.

One task of the workshop is to develop innovative ideas for a socially relevant urban area in Berlin. The workshop comes at the beginning of a planning process in which the intellectual discovery can begin, where the participants are relatively protected by the academic space from real issues and competing interests for usage. The aim of this is to achieve both normal as well as unusual perceptions into the development for potential and urban qualities of an area so as to then give the students the possibility to steer their thoughts and hypothetical designs towards a concrete example. The idea of the exchange also plays a major role: the first challenge faced by the workshop was to form mixed teams of four to five students. The teams were mixed on two levels: Polish students from Warsaw and a colourful mix of different nationalities from Berlin: architecture students with the students of town and regional planning. Right from the start a high level of interdisciplinary and intercultural capability was required and encouraged. The structure of the Berlin students was particularly noticeable: an Irishman, a Spaniard, two Dutchmen, four students from Poland, one from the Czech Republic and three from Germany impressively mirror the internationality of the city. The first part of the workshop took place between the 14th and the 20th of May 2006 in Berlin. The choice of design area for this year was the northern part of the Lohmühleninsel in the borough of Friedrichshain – Kreuzberg; this was partly due to the very interesting initial urban and planning

situation: lying as it does both within the boundaries of the State – Land development programme „Redevelopment West“ as well as forming a part of the „Media Spree“ (a large area lying to the west and east of the Spree which is to be developed to a focus point for media and culture) there is nonetheless as yet no concerted planning for this part of the Lohmühleninsel despite the exposure of this urban location. The choice was also based on the surroundings of the Lohmühleninsel which give off a tangible energy due to its extremely interesting and culturally restless character. It was my intention to channel some of this energy into the design process. This intention was helped by our being able to work on location: with the support of the Polaris GmbH we were able to use a wonderfully inspiring work room situated right in the middle of the design area in the Heeresbäckerei with a view overlooking the Spree. This area immediately helped to create a very intensive working atmosphere. During the week in Berlin stocktaking was the primary task: extensive walks through the surrounding neighbourhoods of Kreuzberg, Friedrichshain and Treptow were complemented with inspections of the cement factory „Readymix“ on the Lohmühleninsel as well as the property of the „Freischwimmer“ restaurant. The agents commissioned to act within the scope of the „Redevelopment West“ program, Carl Herwarth v. Bittenfeld acting on behalf of the planning office Herwath & Holz as well as the initiating member of the „spree 2011“ project all held presentations on the current planning situation as well as on some visionary concepts. Fore-armed with this information and these impressions the preparation of the urban designs was already underway during the week in Berlin.

The follow-up trip to Warsaw was between the 28th of May and the 3rd of June 2006. During this week we worked and designed in the rooms of the University of Technology under the charge of Dr. Katarzyna Pluta from Warsaw as well as Sebastian Seelig and myself. I was personally impressed with the skill the students showed in coping with the clash of methods of thinking and working which are, in fact, very different as the methodologies were a product of both culture and academic discipline (Polish vs. German, urban planning vs. Architectural). Naturally there were many discussions, occasionally even conflicts but each side was always willing to listen to the other and in the end a common solution was chosen.

Berlin, July 2006, Nikolai Roskamm



Assignment

1 URBAN DEVELOPMENT

„The role of architecture in urban development is currently going through a difficult period. Either one tries, without success, to control it or one is at the mercy of urban chance. I find neither situation to be ideal. On the one hand our citizens have the illusion of control, on the other hand we are confronted with the cynicism of surrender. I believe that we are caught between these two unpleasant poles.“ Rem Koolhaas

Current urban development in Berlin is characterized by contradictory trends: on the one hand the new structures of the capital city are taking form, the new central train station is currently being brought into operation, prestige projects are being completed in time for the football World Cup. On the other hand Berlin is a shrinking city. The continuing high rate of unemployment (Berlin: 19%, Kreuzberg-Friedrichshain: 23%), the loss of jobs through bank-ruptcy (Samsung) or „restructuring“ (Schering) as well as the extreme and chronic municipal budget deficit are clear indications of a negative urban trend which can be experienced first hand in many parts of Berlin. The precarious economic situation leads, in turn, to living costs which are very low in comparison with other European metropolises. This aids the settling of young and creative people in the city who then continue to (re) produce a particularly exciting scene which receives international attention.

Urban development in Berlin is not an easy task at the moment. Economic stagnation, a de-pressed market for accommodation and an enormous amount of unoccupied office space define a situation in which the demand for new buildings is constantly kept small, as are the demands on the design of the buildings. The „grandes projets“ of the Department for Urban Development in Berlin (the Government District, Potsdamer Platz) seem to be, for the most part, completed. The noteworthy re-designing of public spaces occurs more and more in completely different contexts: it is primarily alternative or cultural projects which flourish in Berlin. One reason for this is the high frequency of derelict land which do not have an economic usage, either temporarily or over a longer period of time. In particular the area around the Spree in which the development area is to be found is a perfect example for the informal grassroots occupation of public space.

2 SPREE

The area Spreeraum Ost is currently one of the most interesting areas of urban development in Berlin. Firstly, a trend towards inner city waterfront locations can be observed. There is also an immense variety of actual and planned urban development for the area east of the Spree, textbook examples of planning and usages in which the contradictory socio-economic impulses mentioned above can be clearly read. There follows a short description of some of the decisive ideas for the development of the area around the Spree.

Municipal planning

The member-state (Land) Berlin nominated five areas in the western part of the city for the program „Urban Development West“ („Stadtumbau West“) which was sponsored by the federal government and the member-states. The program aims to combat the disadvantageous effects of economic and demographic change. At the same time any advantages which have resulted from these changes are to be used to positively influence the development of the area. The planning office „Herwarth & Holz“ carried out an investigation on urban development as well as a feasibility study for the banks of the Spree in Kreuzberg. The first measure was redesigning the Gröbenufer, creating a combination promenade on the bank of the Spree with a footbridge on the side facing the water and paths on the side facing land and well as improving the traffic situation. The concept attempted to increase the value of the area with targeted investment in public space. According to the concept these investments will bring in their aftermath additional accommodation and work opportunities as well as attractive relaxation and leisure time opportunities in the immediate vicinity of the waterfront and from which the disadvantaged quarters Wrangelkiez and Mariannaplatz can also profit. (Senate Department of Urban Development: 2004).

Grassroots planning

The Spree area east has in recent years become an Eldorado of temporary usage. Abandoned railway areas, deindustrialised spaces on the banks of the canal, spaces with unresolved ownership rights and the old strip of the wall, interlocked with a highly frequented infrastructure network: ideal conditions for a heterogeneous pattern of usages. This tendency also benefits from a stagnating economic development which has put a hold on many projects in the area around the Spree. The dynamic landscape of usage is distinguished by temporary commercial users, as well as those involved in culture, beach bars and industrial users all of whom are experimenting with individual forms of occupying (public) space (Senate Department of Urban Development: 2004).

Planing by investors

The foundation stone of the project „media spree“ was laid with the relocation of the company NBC Universal to the banks of the Spree in the summer of 2002. According to the expectations of investors and the department for business promotion in Berlin this project should completely change the character of the waterside area. A competence center concentrating on media and the new economy is to be created on a total area of about 120 hectares. A total investment of three billion Euro is required to locate traditional and service industries, parks, gastronomy, entertainment, hotels and apartments on the Spree (Regional management mediaspree: 2005 and 2006).

Art

Borderlands is a longterm Berlin-based project designed to encourage innovative and experimental public projects by international artists. Located on the Spree River at the East-West juncture of a former shipping border, Borderlands aims to expand along Berlin's many cultural and political crossroads, from the Ostbahnhof to the new Hauptbahnhof, from Universal and MTV Germany Head Quarters to the Hamburger Bahnhof museum. Public art will be displayed on the wastelands in-between of major corporate and cultural institutions, such as the Deutsche Architekturmuseum, the Rem Koolhaas designed Dutch Embassy and the Museumsinsel - thus investing and producing a yet to be defined public and/or private space. The intention is to both access and develop a culturally neglected terrain where urban planning is still in the making. Scenarios of communication, transportation and crossings, especially along the water and railroad, play a dominant role in the Borderlands topography. In close collaboration with the artists invited, Borderlands will reflect on a new, and Berlin-specific relationship between contemporary art practices and the production of urban identities. While an affirmative Hauptstadt uses most public art, and even art institutions such as the Flick Collection, for ambivalent branding purposes, Borderlands aims to foster a less object-oriented and more site-conscious art which seeks integration between politics, architecture and the landscape. With members of the urban managerial class (such as architects, landscape architects, city planners, urban designers, and city administrators), corporate and cultural neighbours of the Borderlands (MTV, Universal, Fashion Institute, the multi-disciplinary arts venue arena, a.o.), and contemporary artists, an integrative cultural network will be developed where aesthetic categories play a major role in the representation and creation of urban identities (aus: <http://www.border-lands.de>).

Spreeraum – Vision

The project „Spree 2011“ follows the aim of creating water of a sufficient quality to allow swimming. The Spree is polluted for two main reasons. Firstly, the sewage from the sewage plant Münchehöfe which lies east of Berlin contaminate the Spree. Secondly, heavy rainfall causes an overflow of urban sewage from the 19th Century mixed sewage system into the river. Heavy rainfall causes so much rain to run into the sewage system that fecal matter overflows into the river an average of about 30 times per year. The solution suggested by the project „Spree 2011“ is that tanks, in the form of large, flat pontoons should be attached to the areas where it is discharged into the river. The wastewater can be collected there until it can be pumped back and sent to the general sewage plants. This method would save on the use of expensive filters and the pontoons would create space which could then be rented for camping parks, open-air cinemas or restaurants. A study from the University of Applied Sciences confirms the fundamental feasibility of the project, the German Federal Environment Foundation has approved a research project (Offshoresystems: 2006).



3 LOHMÜHLENINSEL NORD

Historie

The Lohmühleninsel with a length of about 600 m and width of 100 m was created with the Landwehrkanal between 1845 and 1850. Its boundaries are defined to the west by the canal itself and to the east by the overflow trench which branches off the canal from what is today Görlitzer Park and runs parallel to the canal as far as the Spree. In 1803 there were still three blaze mills (Lohmühlen) standing on what was then known as the sheep or floss mill trenches. These mills processed bark from oak and fir trees (blaze) into bark meal which was required for the manufacture of leather. The blaze mills originating from about 1750 and which were not preserved give the island its name. The overflow trenches were the border between the districts Kreuzberg and Treptow and was a part of the border between East and West Berlin during the partition. The Schlesische Tor (formerly Wendisches Tor), the cities' gateway in the direction of the province Silesia (Schlesien) lies about half a kilometer to the north-east of the island, as does the Berliner customs and excise wall which replaced the city wall in the 18th century. As the city grew beyond this excise wall the collection of taxes was relocated to excise houses built far beyond the gates. The tax-house of the royal water inspectorate responsible for collecting the taxes on meal and slaughtering, which was built on the Lohmühleninsel in 1859 by Gustav Möller is the only one of these excise houses which has been preserved. The brick building on the street Vor dem Schlesischen Tor No. 3 is under an order of preservation and today houses a restaurant and apartments. The neighbouring petrol station and coffeehouse Zur Pumpe (called Anhalt since Autumn 2004) is also protected as the oldest existing petrol station in Berlin and also as the city's oldest petrol station which operated its own rest area. The terrace restaurant from 1928 is based on plans by the architects Paul Schröder and Max Pohl and even today radiates the charm of the „golden twenties.“

The short stretch of road „Vor dem Schlesischen Tor“ which lies between the two protected bridges to the island (over the canal the Schlesische Brücke built between in 1894/1896 and over the overflow trench the Obere Freiarchenbrücke from 1893/1896) is a reminder of the no longer existent Schlesische Tor. This road connects Kreuzberg (Schlesische Str.) and Treptow (Puschkinallee). The Obere Freiarchenbrücke gets its name from the small sluice on the bridge which equalises the 20cm difference in height between the overflow trench and the Spree. Arche comes from Latin and roughly translates as „ship-like box“, and meant the same as sluice in old German. The Ernst-Heilmann-Steg from 1980 allows pedestrians and bicyclists from Kreuzberg access to the south side of the Lohmühleninsel, as does the historic Treptower Brücke on the Treptow side. There is therefore a total of four bridges on the Lohmühleninsel. Situated to the north of the street „Vor dem Schlesischen Tor“ are industrial land and the upper sluice, one of two sluices belonging to the Landwehrkanal. The Flatow sport hall adjoins the street to the south. The sport hall with a capacity of 200 spectators was built between 1986 and 1988 according to a design by the architects Stephan and Thomas Dietrich. The building adjoins the Sportpark Lohmühleninsel which possesses a sport field with synthetic lawn and a variety of training opportunities for light athletes as well as a tennis compound. The Turkish clubs KSF Umutspor and Türkiyemspor Berlin both use the area to train, and occasionally, to play. Furthermore the Berliner Turnier-Verein 1850 is based here. The complex also serves the requirements of school and company (internal) sports. A small area similar to a park and with public paths complete the southern part of the Lohmühleninsel (<http://de.wikipedia.org>).

Key project: urban development

The northern Lohmühlen peninsula which lies in a prominent position where the Spree joins the Landwehrkanal and the overflow trenches is a striking symbol in the transitional zone from the City Spree with its urban formations to the rather open built, meandering Landscape Spree. Though at the moment mainly sealed and industrially used the urban development project intends to give the Lohmühleninsel a new usage which better corresponds to its importance, one within the context of a high quality landscape design. The following areas are particularly affected by the intended changes: the northern point of the island (Schleusenufer 5-6), which houses a concrete and cement works as well as the space Schleusenufer 3-4 which adjoins this to the south where there is a cardboard mill and a garage complex. A preliminary canvassing of opinion shows that the companies do not rule out a short-term relocation, this depends, however, on the suitability of the replacement sites. Where possible the preparation of the land for a new high quality usage should be carried out at the same time for the site as a whole. It is also possible that the site be developed by a private investor.

Considering the very high potential qualities of the site it is particularly suitable for high-quality residential use (for example car-free residences), research and education facilities as well as leisure and cultural usages. Demolition and, where necessary, the cleaning of contaminated sites is to be carried out within the framework of the restructuring. Opening up the waterfront area for the public (e.g. encumbering the passages through private property with a right of way for the public) as well as a higher total amount of greenery, in particular along the river itself, is to be ensured either by contract or through the use of planning law. Other (complementary or longer-termed) measures for redesigning the Lohmühleninsel are the construction of a bridge over the Landwehrkanal between the connection to the waterfront walkway Schlesische Str. 26 and the Lohmühleninsel as well as the restoration of the street Schleusenufer (improving the paths, road, parking places and trees plantation). A first step before the development of private property could be to open up the northern end of the street to the Spree. This is, at the moment, inaccessible. (Senate Department of Urban Development: 2005).

4 METHOD

Target: Practice the formulation and implementation of an urban concept. Training of intercultural competence.

Open strategy: Free approach or a real urban concept, abstract or concrete, by hand or on the computer.

Required performance: Two DIN A1 plans containing the following:

- Urban placement in a scale of 1:2,500
- Design for the central area in a scale of 1 : 1,000
- Views, visualisations according to choice
- Scenarios, chronological placement, reflections on the actual process of planning

5 SCHEDULE

Time plan: Berlin: 14th – 20th May 2006 Warsaw: 27th May – 3rd June 2006

Organization: Workgroups of four students (two from Berlin, two from Warsaw)

Preparation: Examination of the task. Berlin students: Reading and summarizing the enclosed publications for the Polish students.

Tasks: Three tasks for the week in Berlin:

Take a picture! Try to get yourself a picture of the site during the week in Berlin. Discover the Lohmühleninsel and its adjacent quarters and neighbourhoods, find new perspectives and insights and capture it on film, photos or drawings. Stray along the river Spree, stroll through the Osthafen and the Wrangelkiez, visit MTV and the Arena or climb Universal.

The goal of this exercise should be to get an understanding and a sense of place in taking pictures, drawing sketches or building simple models. Integrate your results into the next task.

Survey! Present the survey on the Lohmühleninsel with your team on Thursday evening 18th of May in 10 to 15 minutes. Use the results of the first task acquired within the week and combine it with a first inquiry of the site and its hinterland. Analyse elements such as existing structures, land uses, urban densities, possible landmarks, social structures and systems of access or potential restrictions of the site. Choose the method of presentation you feel most comfortable with such as sketches, photos, models, diagrams or your own words.

Get any use! Based on the first two tasks you should develop a first idea on future land uses of the Lohmühleninsel Nord. Think about potential uses and users and about the consequences your ideas might have for the build environment. Develop a first vision, a statement or an approach for the site. This should include a document with the title of your concept, a subtitle and half a page of text. Present your view on Friday evening the 19th of May together with your team members in 10 to 15 minutes.



Urban Design Workshop 2006

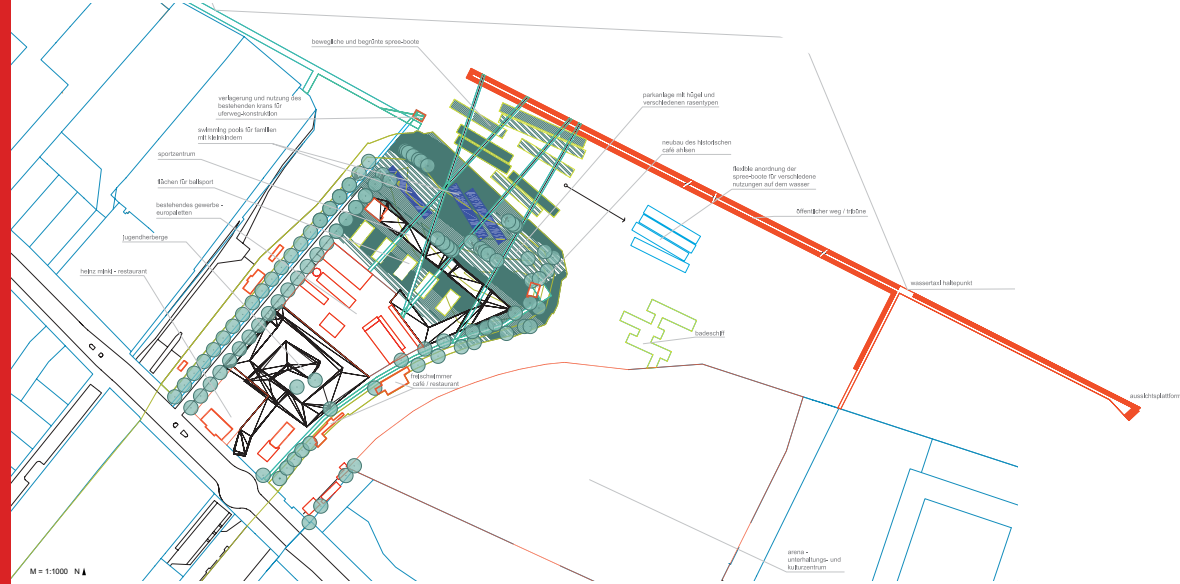
RESULTS



all images without scales

- ▲ Mängel
- fehlender Uferweg
 - fehlender Zugang zum Wasser
 - mangelhafte Ortseingangssituation / Inselcharakter nicht erkennbar
 - schlechte Überquerungsmöglichkeit
 - fehlende Anbindung ans gegenseitige Ufer
 - fehlende Verknüpfung zu Grünverbindungen
 - fehlende Brücke
 - untergenutzte Gewerbefläche

- ▲ Potenziale
- Spreerraum
 - Zugang zum Wasser
 - Potenzialfläche
 - bedeutender Naturraum
 - Sichtachsen
 - dominante Gebäude
 - Gebäude mit Denkmalwert
 - Kultureinrichtung
 - kiezprägendes Gewerbe



◀ Nördlicher Inselbereich: Zugang zur Spree für die Bevölkerung durch ansässiges Gewerbe verhindert.
Potenzialfläche!

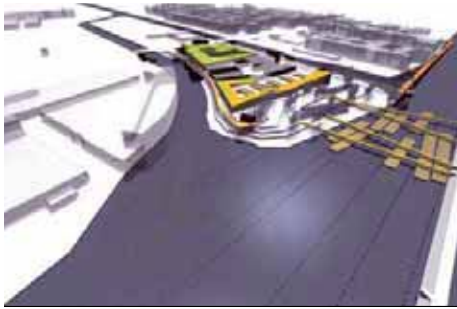
▶ Nördlicher Inselbereich: Sichtbeziehungen zu städtebaulich dominanten Bauwerken.
Potenzial zur Geltung bringen!



◀ Mittlerer Inselbereich: untergenutzte Gewerbefläche durch z.T. leer stehende Garagen.
Potenzialfläche!

▶ Mittlerer Inselbereich/Flutgraben: bedeutender Naturraum an ruhigem Wasserabschnitt gelegen mit kiezprägendem Gewerbe.
Potenzial bewahren!





Der Entwurf „Spree-Boote“ möchte:

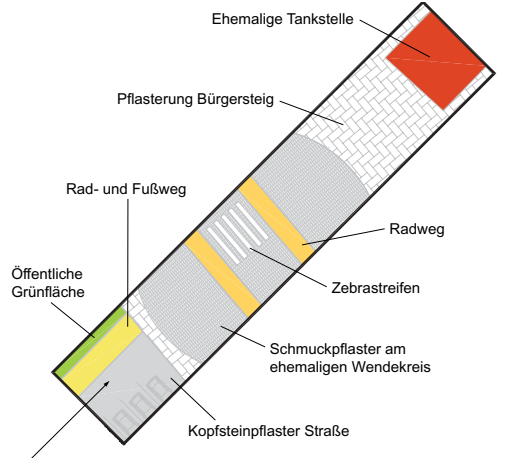
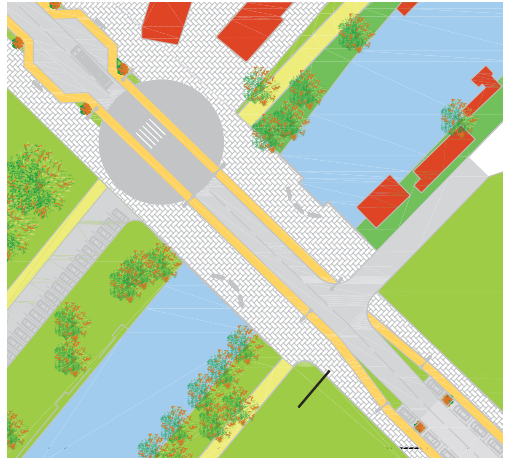
- Kreuzberg und Friedrichshain (durch das Konzept des Wassertaxi) enger miteinander verbinden und die Lohmühleninsel hierzu als identitätsstiftenden Raum qualifizieren,
- den ungehinderten Zugang zur Spree, welche nach dem Konzept „Spree 2011“ Badewasserqualität erlangt, für die Kreuzberger und Friedrichshainer Bevölkerung durch Aufbrechen von Barrieren und der Schaffung von geeigneten Uferflächen ermöglichen,
- die bestehende Lücke im Uferweg zwischen der Oberbaumbrücke und dem Treptower Park durch den Ausbau des ehemaligen Grenzstegs als Durchgangsraum sowie als weiteren Wasserzugang schließen,
- die Entwicklung des Kulturraums „Arena Berlin“ durch Nutzung der Potenzialfläche auf dem Wasser zwischen der Arena und dem ehemaligen Grenzsteg durch temporär zusammenfügbare Aktionsflächen (Spree-Boote) fördern,
- durch das Anlegen eines öffentlichen Parks sowie Sportanlagen (in Anklang an bestehende Strukturen) die Freizeitnutzung auf der Insel ermöglichen,
- durch den Bau einer Jugendherberge (in Anklang an die bestehende Struktur der Baufläche) die Insel als Kommunikationsraum zwischen Kreuzbergern, Friedrichshainern und auswärtigen Besuchern qualifizieren,
- die Inselform auf der Straße durch einen neuen Straßenquerschnitt hervorheben,
- die Eingangssituation nach Kreuzberg durch eine neue Straßenpflasterung stärken,
- die bestehende Grünverbindung zum Görlitzer Park erweitern und die Insel damit besser an Kreuzberg anbinden,
- die kiezprägenden Gewerbeeinrichtungen erhalten und in die neue Inselfunktion integrieren,
- als realistische und umsetzbare Idee für die Lohmühleninsel Nord verstanden werden!

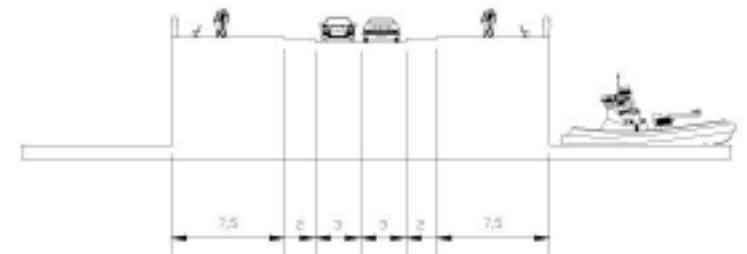
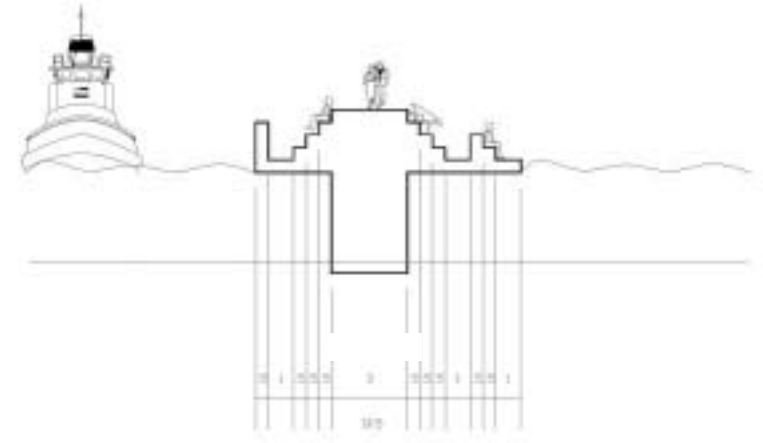
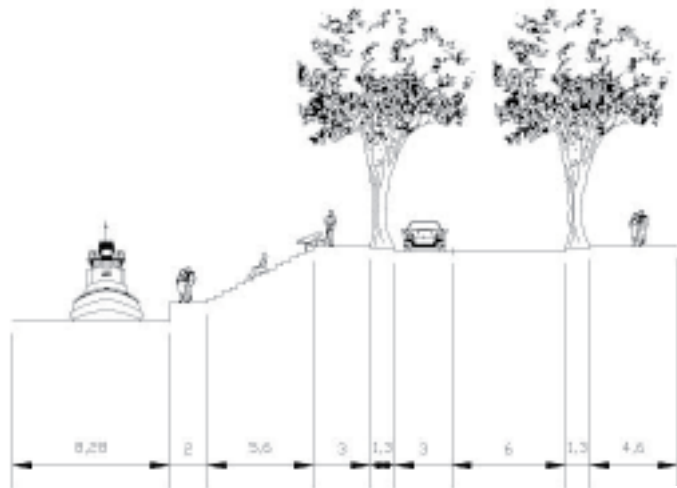
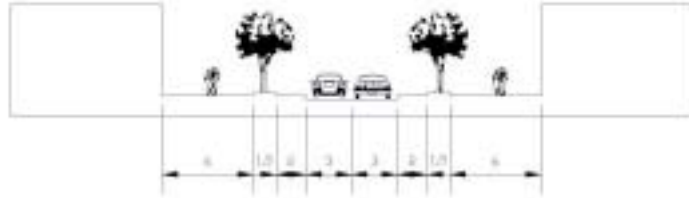
Der städtebauliche Entwurf „Spree-Boote“ für die Lohmühleninsel Nord in Berlin-Kreuzberg stellt eine integrierte Raumkonzeption für diesen sich im Wandel befindlichen Stadtraum dar. Die Lohmühleninsel - gelegen am Schnittpunkt von drei Bezirken, als ehemals äußerster Zipfel West-Berlins - wird in den kommenden Jahren eine erhebliche Aufwertung erfahren: sie ist Teil des Stadtumbau West-Gebietes „Kreuzberg-Spreeufer“, liegt im Wirkungsbereich des Regionalmanagements „Media-Spree“, wird in fünf Jahren vom Konzept „Spree 2011 - Baden im Fluss“ profitieren und erhält mit der Idee des Wassertaxi eine direkte Anbindung an das gegenüber liegende Ufer. Trotz einiger erheblicher städtebaulicher Mängel sind die Potenziale der Halbinsel bisher noch nicht ausreichend hervorgehoben worden. Der Entwurf „Spree-Boote“ unternimmt den Versuch, der nördlichen Lohmühleninsel eine neue Identität innerhalb ihres sich wandelnden Umfelds zu geben und zu ihrer Aufwertung beizutragen.



TEAM 1

Team 1 Lukas Benda, Andrzej Jaworski, Tim Sedlmayr, Maciej Wilczek





TEAM 2

Team 2 Izabela Bartosik, Beatrice Gladow, Joanna Kijenia, Ania Kulach, Maciej Sawinski

Enjoy UNIQUE Mischung!!!



While analysing the area of Lohmuehleninsel we found a lot of characteristics, e.g. water, isolation, calmness, green, paths, old buildings and socializing. We wanted to protect them as potentials and integrate them in our concept. Then we derive an abstract structure of land use in form of the following four categories: WATER, GREEN, BUILDINGS, PEOPLE.

To enter our island you have to cross four gates which are referring to our categories and showing the axis view to the river.

The concept of "unique" consists of four parts: west-side, center, east-side and lock-area in the north. Each part will have an other function: On the west-side we designed dwellings. In their ground floors you find some restaurants and bars or retail. The trees that we save and street are integrated, just as the lock.

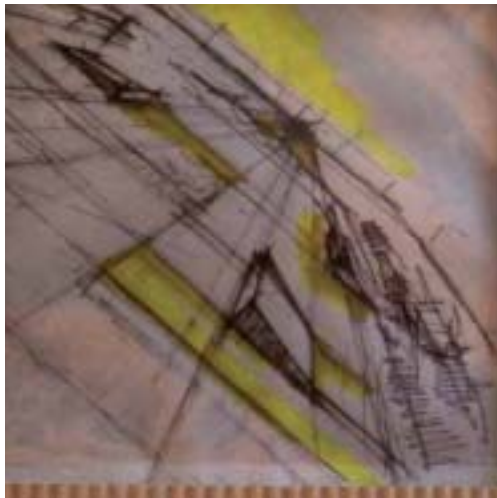
For designing the center of the island we recapture the four categories. To have a connection between several buildings we divided the island in modules, each in the same size. One module build a multi-modules which are creating the area of art centers. In our concept we leave some modules empty for free space that houses routes in the grass that people can walk through and feel free to find their own way. The buildings are in the meantime the workplaces for different artists. Everybody can look through big glass screens-windows, while artists have their creative phase. To distinguish the buildings we plan different areas around the several buildings referring to our four main mottos and saving the proportions of each and contain water and footbridges, a high grass, chairs for socializing and some made of concrete symbolizing a buildings. They are converting our categories in our urban design. Finally, we have a "Mischung", not only in different shapes, but also in functions. It's a mix, as a connection of everything.

The eastside of Unique is characterized in green spaces and a theatre in the north near the lock. You can only get there by a system of bridges - our fourth part of function. The bridges on the north have the function to connect especially water with ground and are presented in different levels. To show the contrasts of old/ historical and new/modern we preserved the restaurant Heinz Minki and the oldest petrol station of Berlin, just as the Freischwimmer.





day meets night
 Visible meets invisible
 water meets ground
 artists meet publicity
 new/ modern meets old/ historical
 Kreuzberg



unique



To have a connection between several buildings we divided the island in modules, each in the same size coming from well known and popular beer-garden Heinz-Minki. One module build a multi-modules which are creating the area of art centers. In our concept we leave some modules empty for free space that houses routes in the grass that people can walk through and feel free to find their own way.



water



green



building



people



connection

UNIQUE
BERLIN URBAN DESIGN WORKSHOP
Mischflur



TEAM 3

Materials



THE ISLAND AND ITS NEIGHBOURHOOD

The Lohmühlen Island is situated in the district of Kreuzberg on the borderline to the district of Treptow and on the waterfront of the river Spree serving as borderline to the district of Friedrichshain. Kreuzberg's diversity in cultural and social structures is creating a special atmosphere in the neighbourhood which is one of the potentials of the project area. People living and working in the district cover a wide range of users, namely children and elderly people, students, artists, migrants, original Kreuzberger as well as people moved newly into the neighbourhood. Due to a dense building structure from the beginning of the 20th century the district suffers from a lack of green spaces resulting in overused existing green zones. The access to the riverbank of the Spree is not possible due to a former industrial use with its remaining buildings directly situated at the river.

BASIC IDEA

A lack of qualified green spaces to recreate, play and walk on in the neighbourhood of the island leads to a basic idea concerning the use of the area. The project group aims to create

- a green space on the top of Lohmuelen Island extending the already existing green zone Goerlitzer Park/River banks of the „Landwehrkanal“ and
- an access to the waterfront of the river Spree for the neighbourhood of the district.

The structure of the island mirrors the cultural and social diversity of the district Kreuzberg by using two main principles:

1. Dividing the Island: Creating a democratic and exclusive layer showing Isolation and Integration
2. Cutting the surface: Different stripes serve different uses on the top



USE

a) Democratic Layer

The democratic layer exists of a various designed green space which serves as a recreation area for the neighbourhood. The open air surface will offer facilities for sport activities, cultural events as well as room for children to play. The uses are separated on different stripes which form the shape of the Island.

• West Stripe

The west stripe comprises different uses on the surface. The open air use comprises the restaurant Heinz Minki which is conserved. The hilly surface of the Island will start right after the garden with an altitude of already three meters to conserve the cosiness of the place. An art valley can be used for performances of theatre groups or musicians and can serve as open air cinema. The sluice-house is used as service station for the art valley.

The waterfront area is created with wooden piers and small ramps to give an access to the water for small ships and canoeing. The trees along the water channel will be conserved and taken into consideration.

• Middle Stripe

The middle stripe offers different uses and qualities. It serves as recreation area with tiny and cosy places and as playground for children and youths. Star watching and sunbathing as well as picnicking should be possible uses for the surface. The waterfront area will be designed as beach containing a swimming pool which belongs to the SPA-place underneath. The beach offers the possibility for beach volleyball. The light shape of the stripes and different materials on the surface support the different uses and qualities. The middle stripe functions also as central entrance to the Island. Therefore the old petrol station is used as central information point and communication junction for all users of the Island. Information about different facilities underneath and on the surface can be required as well as skates and picnic baskets can be rented.

• East Stripe

The concept will take into consideration the already existing structures of "Freischwimmer" and "Club der Visionäre" which are one of the first projects of Lohmuehlen Island. The east stripe will therefore host different places for restaurants and bars as well as small clubs for dancing and chatting. The existing structure is further developed and extended to the waterfront. The existing buildings at the waterfront are to be conserved and used for housing a bar or a restaurant. The trees along the water channel will be conserved and taken into consideration.

b) Exclusive Layer

The exclusive layer comprises different facilities for sport activities and amusement. The access of the exclusive layer is only possible while consuming the offered facilities.

• West Stripe – underneath

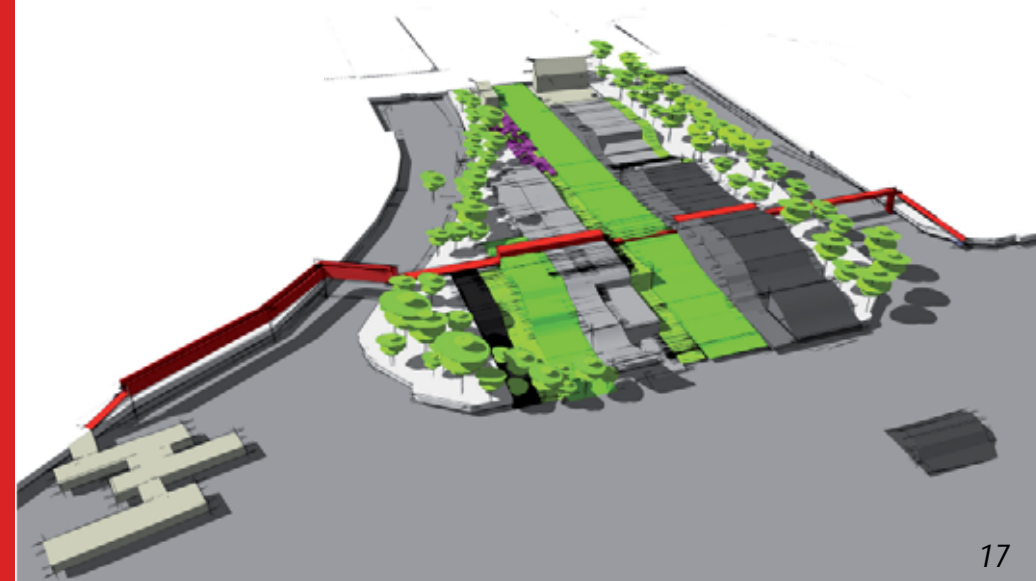
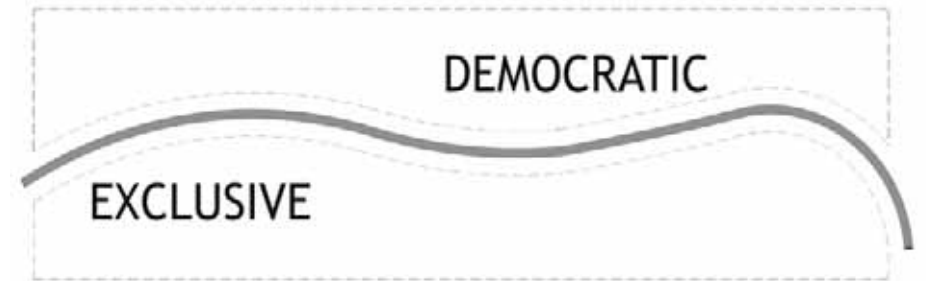
The West stripe underneath hosts facilities for sport activities, a wellness area and a swimming pool. A parking garage serves for the visitors of the different facilities and the island.

• Middle Stripe – underneath

The middle stripe underneath does not serve any uses due its smooth shape.

• East Stripe

Bars, clubs and restaurants are situated on the surface and underneath the east stripe. Some restaurants are connected to the waterfront, e.g. a fish-restaurant.



TEAM 3

ACCESS

The Island serves as connection and recreation area for the inhabitants living in Kreuzberg but also as part of the walking path along the waterfront of the river Spree. Therefore the concept provides different possibilities to access the island:

• Pedestrians

Coming from Schlesische Strasse pedestrians are entering the island by using the Middle stripe which is connected to the whole surface of the island. The historical petrol station serves as information point for the island and constructs an inviting atmosphere. Coming from the walking path along the Spree River one will enter the island by a bridge ending in a tunnel going first underneath the green surface and touching the sport and spa facilities without giving access to it. Later on the passage crosses the middle stripe on the surface and leads to the coverage of the Island. Afterwards the passage is continued in a tunnel crossing the bars and restaurants. A bridge will connect the eastern riverbank of Lohmuehleninsel with Treptow.

• Cyclists

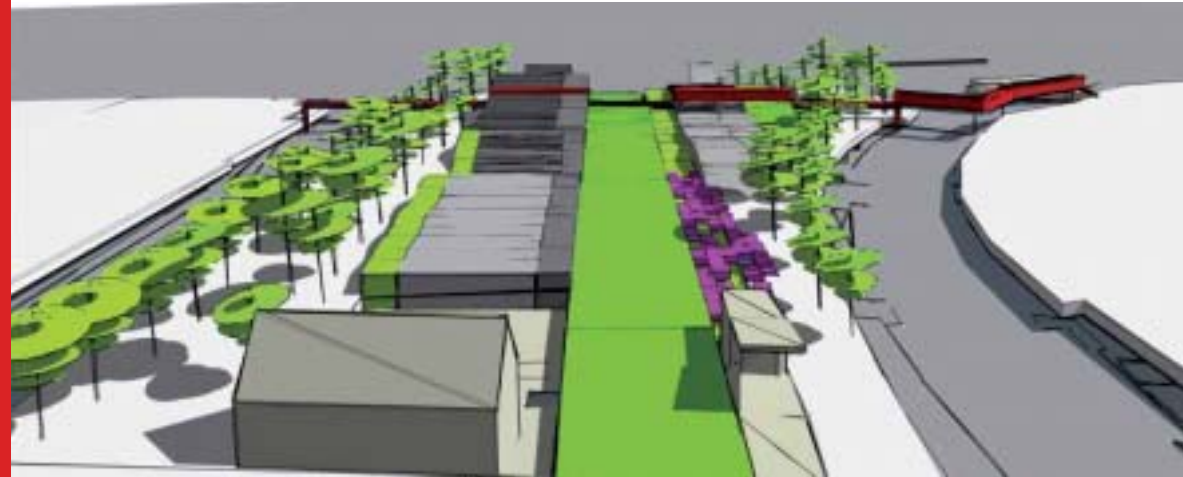
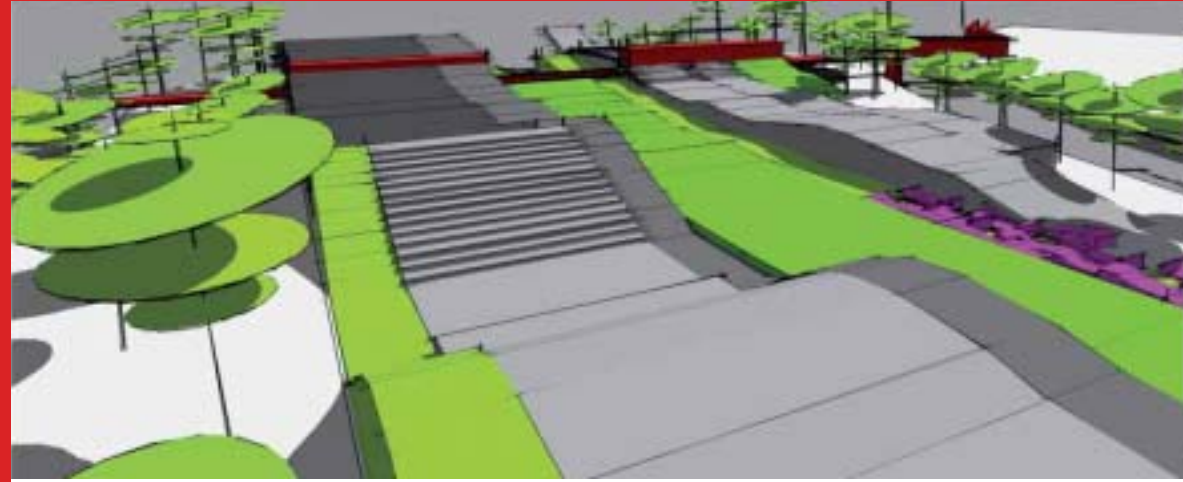
The walking path along the waterfront of the Spree River can be used by cyclists. They are also led over the bridges and through the tunnel of the island. Coming from Schlesische Strasse cyclist can find parking facilities close by the main entrance to the island.

• Cars

The Island will be partly accessible by car. There is a parking garage close to the Schlesische Strasse which serves for the visitors of the Island.

BERLIN WALL – STONE PIER

The stone pier is used as anchor for some stripes continuing further through the water to the pier. The island is physically connected to the stone pier but underneath the water. The pier can be used as viewing point but is only accessible from the Treptower side or by canoes.





TEAM 4

Lohmühleninsel Nord – use an island!

The Lohmühleninsel Nord consists of three parts. The first one neighbors the Schlesischestrasse and contains gastronomic structures like: "Heinz Minki," "Freischwimmer," "Club der Visionäre" and parts of old garages. Those places are famous of nice atmosphere and they are popular meeting places. That's why in our project they will be preserved. Only the garages get new functions: for example clubbing.

Behind the first part are coming two others: in the west side will be a new housing area and in the east a public green space. Both tracts border on the waterfront.

The new housing area is car-free, family-friendly and will have a half – public access. The eight buildings are located open to the water. The levels of houses diversify between five and two. In the whole living realm emerge seventy dwellings. The housing density (GFZ) for the second part counts around 1,0.

The last area is a public space and has recreation function. Existing green is added by new green. Enter to the water is free via pedestrians. At this part a playground for children is located. In the north the ground is calm going to the water.



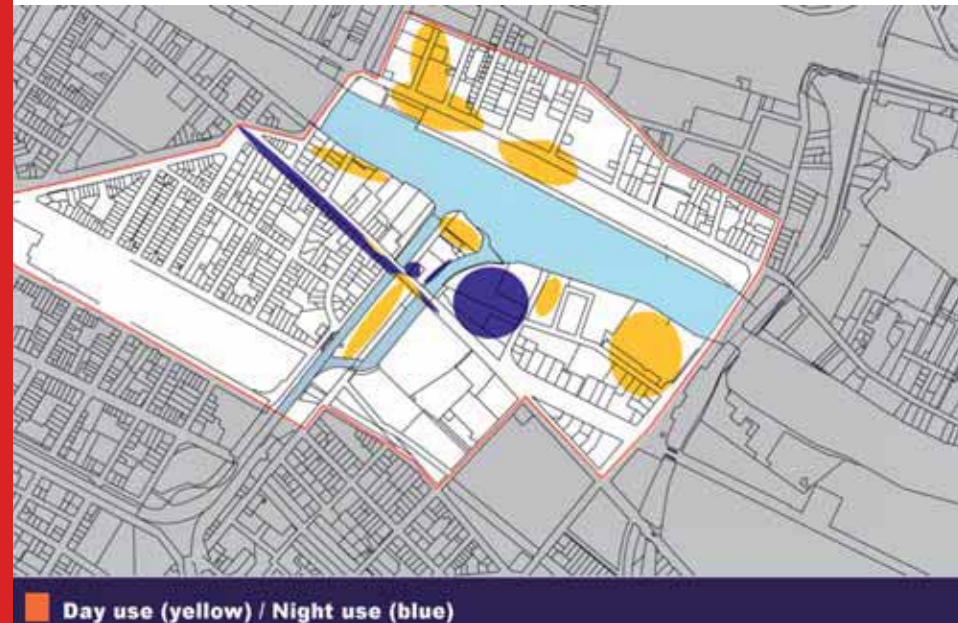
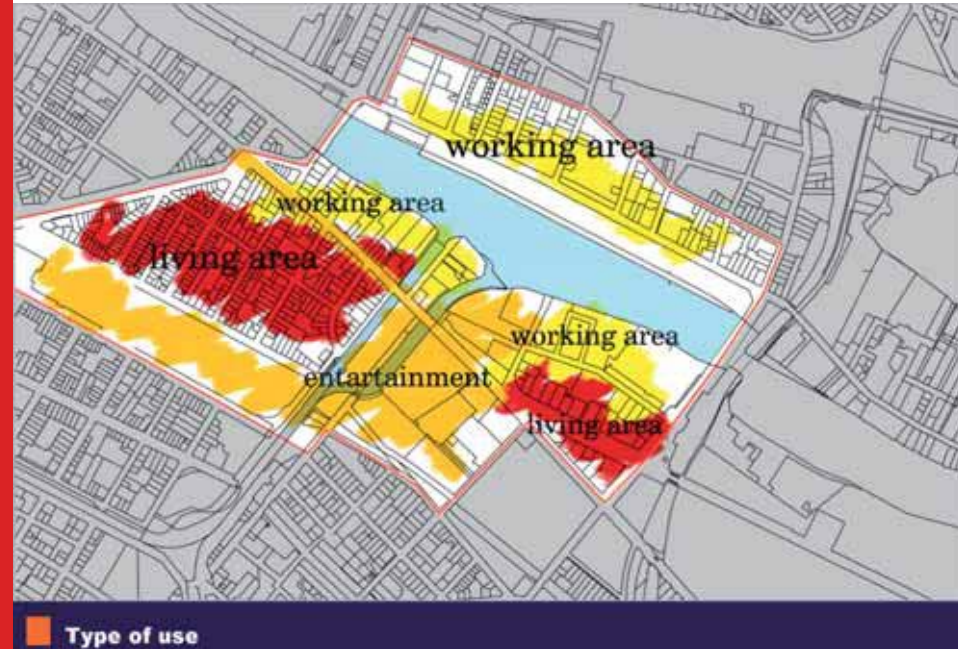


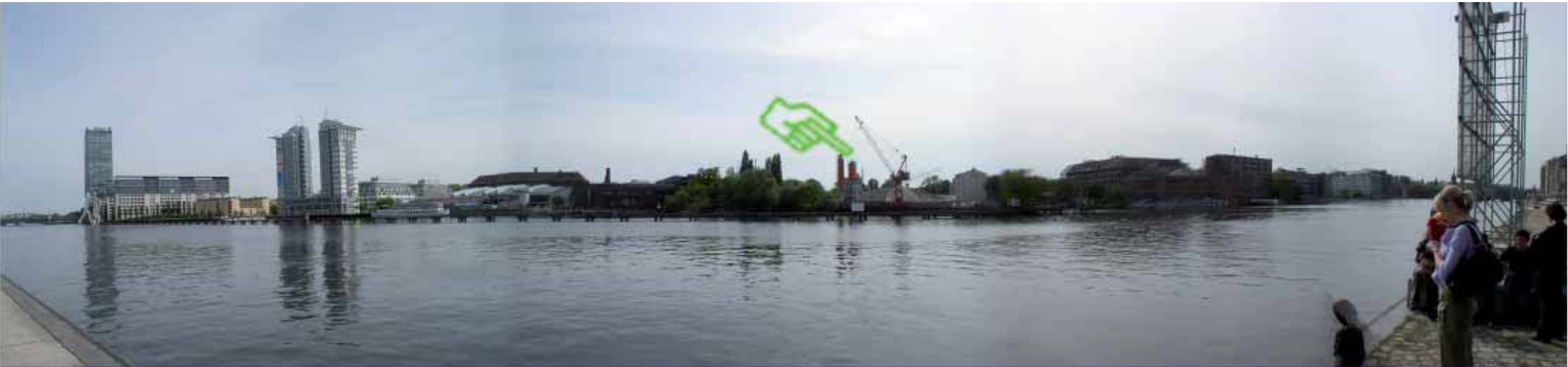
The first area has 6 150 m², the second – the housing part – has 10 000 m², and the last one has 9 850 m².



Existing structures

We need to find alternative locations for the concrete manufacturer, the storage garages and the (new) petrol station, as well as for the house on the waterfront on the north-east tip of the island. We wish to keep all the other structures. Heinz Minki, Anhalt and the Freischwimmer are all important for the image and atmosphere of the island. The new access route to the island lies between Heinz Minki and Anhalt. This area will be more attractively designed and will allow more space, for example, for chairs and tables outside Anhalt. With its striking construction this building should be immediately recognisable and will tell people when they have arrived at the island.







Statistical data
 10 new residential houses are planned, each with
 4 storeys and
 2 apartments per story
 = 80 apartments

Plot coverage (GRZ) is 0,4 and
 Site coverage (GFZ) is 1,6 for each property.

The new planned usage is roughly
 50% private residential area and
 50% public green space.

The commercial functions on the southern and south-
 eastern side of the island are being maintained.

Concept

We have designed a family settlement on the Lohmühleninsel. Public access to the water has been maintained on all sides of the island. With the use of a tunnel under the street Vor den Schlesischen Tor we have also created a direct connection with Görlitzer Park which connects the Lohmühleninsel to the whole Wrangelkiez. Generally speaking the West side of the island is designed as being reserved for private use and the East side is for the public, there is, however, no hard division between these two areas and an attractive path encourages the public to explore the private side and vice versa.

New structures

We have planned 10 residential homes each of which contains 2 flats per floor on a total of 4 floors. The size of the flats is 95-100m². Each house has its own small garden, car parking space and a flat roof which is greened and serves as another private garden. We have kept the amount of space for parking cars to a minimum so as to encourage people who make use of alternative modes of transport to live there. Due to the excellent connection of the area to the public transport system there is no need to rely on cars. The layout of the houses conforms and accentuates the shape of the island.

Implementation of the concept

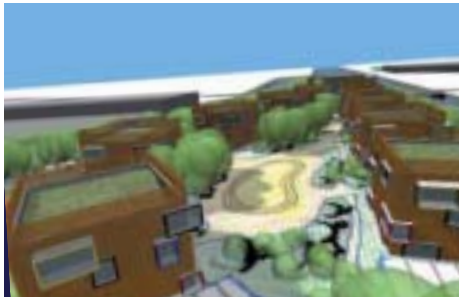
The conditions laid down made it clear that the water should remain accessible to the public. Quite apart from that we did not wish to divide the island into two areas. People do, however, expect some privacy in their homes. At the same time Berlin does not have the money to finance an island which is „merely“ a green space. Bearing this in mind along with an emphasis on family we have created, besides the residential area two playgrounds and rest areas. The first of these is situated sheltered between the houses and is primarily reached from the western (residential) side of the island, the other is connected directly to the public paths on the eastern side of the island. Both playgrounds are linked with a path so that public and private are thus encouraged to merge together. Further east, directly overlooking the water there is a more secluded area surrounded by trees where people can enjoy the view and the atmosphere of the island. On the north of the island is a pier.

Communication

The road on the West of the island is seen as primarily for the residents of the island, so that they can reach their houses and park their cars. The eastern side of the island boasts a broad two lane path with interesting landscape features and is mainly for general public access to the island. Again the division of the island into public and private is very flexible. Both roads continue around the north of the island and meet up on the promenade and pier on the northern bank of the island. The road on the East side of the island can be reached either from the road directly or from Görlitzer Park where the road leads under the street. The island is thus integrated into its immediate surroundings as well as into the Wrangelkiez as a whole.

The Water

The water is accessible to everyone. On the north of the island are some berths where small boats can land. This is to emphasise the island „feel.“ It also means that, for example, water taxis or sightseeing boats can make a stop here. On the north-east side of the island there are some piers so that people can actually reach the water. This is more interesting than merely standing on land and looking at the water. With piers you can actually interact with the water. One of the piers has an extension which is inaccessible to the public. On this extension is a small statue: „Piotr's chair.“ It is just an empty chair. The idea is to emphasise the peace and rest on the island.



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