

Launch Day

Monday, 27th of March 2023

Organiser

Europan – German Association for the Promotion of Architecture, Housing and Urban Planning in cooperation with the Berliner Senatsverwaltung für Stadtentwicklung, Bauen und Wohnen

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Site Representative

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Actors Involved

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Team Representative

architect / urbanist / landscaper

Communication

Communication after the competition publication

Jury – 1st Evaluation

With the participation of the site representative

Jury – Prize Selection

Ranked Selection: Winner (12.000 Euro), Runner-up (6.000 Euro) and Special Mention (no reward). The jury is autonomous in its decision.

Post Competition Intermediate Procedure

A further commissioning depends on the result of the competition.

Type of commission

The Berliner Senatsverwaltung für Stadtentwicklung, Bauen und Wohnen is planning to upgrade the neighborhood in the near future. The following procedure is envisioned:

- Refurbishment/modernization of the buildings on the leasehold land of EWR
- Realization of the new building(s)
- Parallel to this, the implementation of the open space concept is aimed for. The ideas for heat supply and climate protection are to be elaborated, planned and subsequently implemented.

Schedule**2023**

March 27	Official launch of the European 17 Competition
April 21	German launching event
April 28	Site visit and colloquium
June 2	Closing date for further requests on the sites
Juni 16	Responding to requests on the sites
July 30	Registration deadline
July 30	Submission of entries
Sept. 22	Preliminary selection by the local jury
Nov.	Forum of cities and juries
Nov. 17 / 18	Final selection by the national jury
Dec. 4	International publication of the results
Dec. / Jan.	German award ceremony

2024

Feb. until June	Time frame for workshops
Nov. / Dec.	Inter-Sessions-Forum European 17/18

National Jury**Client Representatives**

- Andreas Hofer, Director of the International Building Exhibition 2027 StadtRegion Stuttgart, Stuttgart/Zurich
- Dr. Timo Munzinger, Consultant for integrated urban development and urban planning at the Deutsche Städtetag, Cologne
- Susanne Wartzeck, Sturm und Wartzeck GmbH, President BDA Bund, Berlin/ Dipperz

Architects / Planners

- Ralf Fleckenstein, ff-architekten, Berlin
- Dr. Miriam García García, LandLab, Scientific Committee European Europe, Barcelona/ ES
- Prof. Melanie Humann, Professorship for Urbanism & Design, TU Dresden, Urban Catalysts GmbH, Berlin/ Dresden
- Lina Streeruwitz, StudioVlayStreeruwitz, Vienna/ AT
- Sarah Wigglesworth, Sarah Wigglesworth Architects, London/ UK

Public Figure

- Prof. Jörg Stollmann, Chair for Urban Design and Urbanization, TU Berlin, Berlin/ Zurich

Substitutes

- Karin Sandeck, Ministerialrätin of the Bavarian State Ministry of Housing, Construction and Transport, Board of European Germany e.V., Munich
- Marika Schmidt, Marika Schmidt, MRSCHMIDT ARCHITEKTEN, Scientific Committee European Germany e.V., Berlin
- Josef Weber, Head of Division, Planning and Construction City of Erlangen, Board European Germany e.V., Erlangen

The local Juries will be presented on the European website.

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1 General Conditions





1 Acceptance of the Rules of European 17

The competition is implemented in conformity with the rules passed by the European European federation. The complete rules will be published under www.european-europe.eu on the European website.

The competition is held in accordance with the the Guidelines for Planning Competitions (RPW 2013) in the version published by the Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety (BMUB) on 31.1.20013 (Federal Gazette of 22.2.2013).

The organisers, competitors and anyone associated with the competition recognise the content of this launching text as binding. At the same time the competitors recognise the basic requirements, demands and general conditions of the European 17 competition.

2 Organiser

European, German Association for the Promotion of Architecture, Housing and Urban Planning in cooperation with the Berliner Senatsverwaltung für Stadtentwicklung, Bauen und Wohnen

3 Type of Competition

3.1 Object of Competition

For the competition task Karower Kreuz in Berlin, a striking vision is to be developed of how a future rail transport hub can become a decisive stimulus for the urban development of Berlin's northeast.

Berlin's population has grown continuously by almost half a million over the past 20 years. The district of Pankow in the north of Berlin has seen particularly dynamic development, with an increase of around 75,000 people. In order to meet the associated challenges, especially the shortage of housing, Berlin is developing innovative and sustainable urban neighborhoods. At Karower Kreuz, where city meets countryside, there are several large brownfield sites with significant urban development potential for Berlin.

With the construction of a regional and suburban train station "Karower Kreuz", both the center of the European project area and the surrounding area can be reorganized, urban development barriers can be overcome and a place of networking and interconnection can be created, which links various urban and landscape spaces and enhances them in terms of design.

The interaction of new and existing neighborhoods at a regional and suburban train station, which is in the

preliminary planning stage, is the focus of the site. Forward-looking planning approaches are sought at the interface of urban and traffic planning, so that the new station building can serve as a nucleus and urban center for the further urban development processes in the surrounding area. In terms of urban planning, the designs are to contribute to the debate on urban mobility, density and networking and strengthen an integrated perspective on urban growth.

4 Admission Zone

The competition is open to all the countries in Europe.

5 Entry Conditions

5.1 Entrants

European 17 is open to any team consisting of at least one graduated architect, who may be in association with one or more professionals of the same or related disciplines within the architectural, urban and landscape field (such as architects, urban planners, landscape architects, engineers, artists) or from other relevant fields (such as sociology, geography, biology) and may further be associated with one or more students with a bachelor degree or equivalent (3 years of study) in architecture or related disciplines. The team may also have one or more contributors, who are not considered authors of the project. Every team member must be under the age of 40 years old on the closing date for submission of projects.

5.2 Composition of the Teams

There is no limit to the number of participants per team. Multidisciplinary teams are strongly recommended with regards to the sites issues.

A registered team can modify its composition on the European website until the closing date for submissions (30 July 2023). No further change shall be accepted after this date.

Each team member (associate and contributor) shall be registered as such on the European website before the closing date for submissions.

One team can submit a project on different sites in different countries with participation limited to one site in the same country and one person can be part of different teams provided that the projects are not submitted in the same country.

Associates

Associates are considered to be authors of the project and are credited as such in all national and European

publications and exhibitions. Architects must have graduated with a degree from a university specified within the EU Directive 2005/36/EC, or with an equivalent degree from a university within the natural borders of Europe, recognized by the professional architects' organizations in the country of the competition site. Other professionals must have an applicable European university degree, regardless of nationality. The compulsory requirement is to hold such a degree.

Membership in a European professional body is optional, except for associates without a European degree.

Students accepted as associates must have a bachelor degree or equivalent (3 years of study) in architecture or related disciplines from a university as mentioned above.

Contributors

Teams may include additional members, called contributors. Contributors may be qualified or not but none of them shall be considered as an author of the project. Just like the associates, the contributors must be under the age of 40 years old on the closing date for submission of entries.

Team Representative

Each team names one Team Representative among the associates. The Team Representative is the sole contact with the national and European secretariats during the whole competition. Furthermore, every communication shall be done with one email address, which shall remain the same during the whole competition.

The Team Representative must be an architect or must have the architect status under the laws of a European country.

In specific cases and when mentioned on the site definition (see Synthetic Site File), the Team Representative can be an architecture, urban or landscape professional (architect, landscaper, urban planner, architect-engineer). In this case the team shall necessarily include at least one architect among the associates.

5.3 Non-Eligibility

No competition organizer and/or member of their families are eligible to take part in the competition on a site where he/ she is involved. Still, he/she can participate on another site in which he/she is not involved.

Are considered as organizers: members of the European structures and their employees; employees and contractors working for partners with sites proposed in the current session, members of technical committees, jury members and their employees.

For implementations, European follows EU law on public procurement and all EU sanctions that are in place at any given time. National sanctions may also apply differently in individual countries. Competitors are themselves solely responsible for evaluating if their eligibility to participate can be affected by these sanctions.

6 Registration

Registration is done through the European website (www.european-europe.eu) and implies the acceptance of the competition rules.

In compliance with French Act #78-17 of Jan. 6th, 1978, on Information Technology, Data Files and Civil Liberties the protection of personal data communicated during registration is guaranteed. With the General Data Protection Regulation (GDPR) introduced in May, 25th, 2018, you hold the right to access and modify the information regarding your participation, as well as the right to limit, transfer personal files and eliminate your personal data.

6.1 European 17 Website

The European website for the fifteenth session of the competition is available, from the launch of the competition at the following url: www.european-europe.eu

It includes: the complete European rules for the European 17 competition; the session theme; the synthetic and complete site files grouped geographically or by themes; the juries' compositions; and an organisational chart of all the European structures.

The registration of the teams and the complete digital sending of the projects must be done via the European website.

6.2 Team Registration

Registration to the competition is done through the European website (Registration section) and implies the payment of a 100 Euro fee. There shall be no refund of the registration fee.

This fee includes one Complete Site Folder and the printing of the panels on a rigid support by the national secretariats.

Payment is automatically confirmed on the website. The team can then access its personal area and download

the Complete Site Folder for the selected site and the digital entry area. Additional Complete Site Folders cost 50 Euro per site.

7 Information Available to Teams

7.1 Synthetic Site File (Available for Free)

The Synthetic Site Files present a summary vision of the site. They are available for free on the site presentation pages of the European website and help the teams to have a global view of the sites. This document is in English (and sometimes also in the site language).

The Synthetic Site Files provide: Good-quality iconographic documents: 1 map of the city or conurbation identifying the location of the study site and giving the graphic scale; 1 aerial picture of the study site in its context identifying the location of the study site in red and the project site in yellow; 1 oblique aerial picture (semi-aerial) of the study site; 1 oblique aerial picture (semi-aerial) of the project site; 1 map of the area identifying the study site and the graphic scale; 1 map of the area identifying the project site and the graphic scale; at least 3 to 6 ground-level pictures showing the site's characteristic elements (topography, natural features, existing architecture);

Written information: the site scale – location – category; the profile of the team representative: architect or professional of the urban design; names of the town and place; population of the town and conurbation; surface area of the study and project sites; site representative, actor(s) involved, site owner(s); expected follow-up after the competition; the developer's and the city's specific objectives; strategic issues of the site; relation the session topic: "Living Cities 2."

7.2 Brief (Available for Free)

The Brief is a 30-60-pages illustrated document aiming at providing a better understanding of the main elements of the context through the existing elements as well as through the site's mutation issues and its environment. It is available for free on the site presentation pages of the European website in order to help the teams select their project sites. It includes the following elements: A summary of the main elements of the site; the site specificities – site representative; other actors involved; profile of the team representative; expected skills among the team members; communication of the submissions; follow-up after competition; A detailed analysis of the regional and urban context, putting in perspective the transformations of the city and the region and including all the elements on this scale that may have a current of future influence on the site: mobility networks, ecological elements, urban structure,

landscape, etc., within the general framework of the theme "Living Cities 2"; A detailed analysis of the study site putting the transformation of the site (the site and its environment) in perspective and illustrating how the session topic is taken into account.

The following information is also provided:

Role of the study site in the city policy, with details on the goals of the planning imagined by the municipality; Programmatic framework: planned transportation networks; public and private spaces to build and/or upgrade, with assumptions about planned functions and/or dimensions; goals for public spaces and infrastructures; and detailed explanations of the choices of the developers for each aspect of the programmes. A detailed analysis of the project site putting in perspective the site transformation and the way to make it again „liveable“. The programmatic framework is also detailed, with: the spaces to build and/or regenerate, with functions and dimensions; the precise goals for public spaces and infrastructures; detailed explanations of the developers' intentions on the parts of the programmes to be included. The main elements linked to the European 17 topic and their implication on uses and flexibility of spaces (built and public), natural elements and implementation processes of the mutation. A description of the sociocultural context of the site, the city and the region and its evolution to help participants better understand the local urban lifestyles and the citizens' rhythms. A description of the economical context of the site, the city and the region and its evolution to help participants better understand the potential „Living Cities 2“ to create.

This document is in English (and sometimes also in the language of the site).

7.3 Complete Site Folder (Download available upon registration.)

The Complete Site Folders include detailed visual documents on the city, the site, its context as well as plans, pictures and any graphic document required for the design process. They can be downloaded on the site presentation pages (after registration on the site and logging in to the website) and help the teams design their project on the chosen site. They include plans, pictures, diagrams and graphics of the following scales:

A. Territorial Scale – Conurbation

1 aerial picture of the city; 1 map on regional (urban geography) or urban scale (conurbation) with an appropriate graphic scale showing the major features structuring the area (buildings, networks, natural features).

B. Urban Scale – Study Site

1 aerial picture; at least 1 semi-aerial picture;

at least 5 ground-level pictures showing the characteristic features of the study site: topography, natural features, existing architecture, etc.; plans with an appropriate scale; characteristic features: infrastructure, existing and future plans, etc.

C. Local Scale – Project Site

at least 3 semi-aerial pictures; at least 10 ground-level pictures showing the characteristic features of the project site: topography, natural features, existing architecture, etc.; plan(s) with an appropriate scale, showing:

the project site's location within the study site and the plot divisions, constructions, natural elements, etc.; topographical map of the project site with an appropriate scale and, if necessary, characteristic features (buildings and natural features to be retained or not, etc.)

8 FAQ**8.1 Questions on the Sites**

A meeting is organised on each site with the teams and the municipalities and/or developers to give a detailed picture of the issues related to the site. The national structure of the site then publishes a report in English in a maximum of two weeks after the meeting. This report is available online on the site presentation pages of the European website.

In addition to this an FAQ section on sites is open on the European website for a limited period of time (see calendar). Only registered teams can submit questions.

8.2 Questions on the Rules

An FAQ section on rules is open on the European website for a limited period of time (see calendar).

9 Submission of Entries**9.1 Digital Submission**

Digital submission is compulsory. It includes the 3 A1 panels (visual elements), 4 pages (max) illustrated text explaining the link between the project and the theme of the ongoing session as well as the implementation and building processes of the project, documents proving the eligibility of the team members and documents for the communication of the project.

The complete submissions shall be submitted before midnight (UTC+2) on July 30th, 2023, on the European website (Entry section).

Failure to comply with the hereunder-mentioned requirements may, eventually, if the jury decides it, result in the disqualification of the team. The number of entries per site is available on the European website on the European map of the sites (column on the right).

9.2 Anonymity and Compulsory Content

The site name and the project title must be displayed on every document: panels, illustrated text and communication documents. A specific code is automatically attributed to each project upon upload. The teams do not know this code, through which the jury members take note of the project. When anonymity is lifted, the teams' identities are revealed via an automatic link between the code and the team on the online projects database.

9.3 Language

The panels shall be either written in English or bilingual (English + the site language).

9.4 Items to Submit

Submissions include documents divided as follows: 3 vertical A1 project panels composed of visual elements of the project; 1 text presenting the ideas of the project (6 pages max.); Documents proving the eligibility of the team members; Documents for communication (3 images + a text of 800 signs, spaces included)

9.4.1 Panels Vertical A1 Format

Content: The 3 panels must: explain the urban ideas developed in the project with regards to the site issues and the thematic orientations of the session; develop the project as a whole, highlighting the architecture of the project, and particularly the relationship between the new developments and the site's existing context, including three-dimensional representations of the project; develop the method foreseen for the implementation process of the project.

All graphic and descriptive documents must have a graphic scale.

Technical Specifications:

PDF format; Vertical A1 (W 594 mm × H 841 mm)
Maximum 20 MB; One box (W 60 mm × H 40 mm) is left blank in the upper left corner for the automatic insertion of the code; the name of the city appears next to it
Panels numbered from 1 to 3 in the upper right corner; the team is free to decide on the positioning of the proposal title.

9.4.2 Text

Content: This text must present the ideas of the project and its links with the theme of the session but also the process and periods of implementation.

Technical specifications: 3 to 4 pages (maximum) with limited visuals; PDF format; Vertical A4 (W 210mm × H 297mm). One box (W 60 mm × H 40 mm) is left blank in the upper left corner for the automatic insertion of the code.

Documents to prove the eligibility of the team members
Documents for the disclosure of names and verification of the validity of the proposals shall be uploaded as PDF's on the European website.

Personal information includes:

A. For the Team:

The team form and the declaration of author- and partnership, and of acceptance of the competition rules available online on the team's personal area; to be filled out and signed;

B. For Each Associate:

A copy of an ID document with a picture, providing evidence that they are under the age of 40 at the closing date for submission of entries (see calendar).

A copy of their European degree as an architectural, urban or landscape professional (architect, landscaper, urban planner, or others...) or proof of such a status under the law of a European country.

C. For Each Contributor:

A copy of an ID document with a picture, providing evidence that they are under the age of 40 at the closing date for submission of entries (see calendar).

No other document than the ones above-listed is necessary.

Attention: The personal documents must be uploaded individually for each team member. Only team members that correctly registered and submitted their eligibility documents separately shall be considered within the team final composition.

The upload of one sole document with all the required information (copies of the ID's and degrees) will not be accepted.

9.4.3 Documents for Communication

Each project must be summered up as follows: One short text of 800 signs (spaces included, to be typed in during submission) developing the project ideas; 3 separate JPG images that symbolize the project (max. 1 MB per image).

9.4.4 Communication Video

Winners and Runners-up of the E17 session will make a communication video presenting their proposal and will be sent, after the announcement of the results on Monday, December 4th, 2023, to the European Secretariat before January 7th 2023.

length: 3 minutes (maximum);

Format: MP4 video with the codec H.264;

Language for the voice and/or texts: English;

Content: the main ideas of the project linked to the theme of the session and the possible implementation process.

9.5 Control of the Submissions

Each team can check the upload of their projects on their online personal area on the European website. They can also –if needed– modify these documents until the deadline for submissions.

A period of 5 days is left open after the deadline for submissions (see Calendar) for the European secretariat to control the upload of each submission sent before the deadline of submission, as well as to correct the potential problems that might have appeared during the upload of the documents with supporting evidence. No disagreement will be considered without a screenshot of the page to check the reception of the project; date and time should appear clearly on this screenshot.

10 Results and Prizes

10.1 Results

All the results for European 17 (winners, runners-up, special mentions) are available online from December 4th, 2023, on the European website (Results section). This list includes the names of each member of the team (associates and contributors) as well as the unique email address of the team, the city and the country entered during registration.

10.2 Winners' Prize

Winners receive a reward of the equivalent of €12,000 (all taxes included) in the currency of the site's country (at the exchange rate on the date of the announcement of the results). The organizers undertake to abide by the decisions of the national juries and to pay the reward within 90 days of the announcement of the results.

10.3 Runners-Up's Prize

Runners-up receive a reward of the equivalent of €6,000 (all taxes included) in the currency of site's country (at

the exchange rate on the date of the announcement of the results). The organizers undertake to abide by the decisions of the national juries and to pay the reward within 90 days of the announcement of the results.

10.4 Special Mentions

A Special Mention can be awarded to a project considered innovative although not completely adapted to the site. The authors of such proposals do not receive a reward.

11 Communication of the Competition

11.1 Events

At the National Scale of the Organizing and Associate Countries

Promotion is organized around the competition launch. After the first jury round, an exhibition or online publication of all the submissions on one site can be organised, provided that it respects the teams' anonymity and it is correctly communicated beforehand. This communication shall be specified in the site brief.

The results announcement is accompanied with results ceremonies and presentations and/or workshops creating a first contact between the winning teams and the site representatives.

At the European Scale

A European event called Inter-Sessions Forum is the link between a finishing session and the beginning of the new one. This forum gathers the winning teams and site representatives of the finishing session and the site representatives of the new one. Working-groups are organized around the results and first implementation steps of the projects awarded during the last session.

A 500 Euro compensation is granted by the National Secretaries to each winning team (winners and runner-up) participating to the Forum to cover the journey and accommodation expenses.

11.2 Publications

The competition results can be the opportunity for publications in every organizing or associate country.

The European secretariat publishes a catalogue with the European results along with expert analyses. This catalogue is available either for free consultation or for sale on the European website. One exemplar is given for free to each winning teams (winner, runner-up, special mention).

11.3 Websites

Websites are open by the national and European structures to promote the current session, future events and archives (previous sessions, team portraits, etc.). At the European level, the European website allows participants to find information on all the sites, to register to the competition, to submit their projects and to know all the results of the current session on the European level.

12 Rights and Obligations

12.1 Ownership

All material submitted to the organizers becomes their property, including reproduction rights. The intellectual property rights remain the exclusive property of their author(s).

12.2 Exhibition and Publication Rights

Moratorium on Publication

Teams may not publish the documents submitted to the competition or disclose their names by using their project for any communication before the official announcement of the results. Any such publication may result in the disqualification of the team.

Publications

The organisers reserve the right to publish all the projects submitted to them after the official announcement of results. Projects are exhibited or published under the names of their authors.

12.3 Disputes

The Council of the European European Association, which is empowered to arbitrate, shall hear any dispute. In the event of jurisdiction, this will take place in the respective country.

13 List of European 17 Competitions

The Contact section of the European website shows the detailed national competition conditions country by country (number of sites and prizes, conditions and rules for implementation, etc.) as well as the composition of the National and European structures, (with names of the people involved).

The Jury section of the European website lists the members of the national juries.

14 Inter-Sessions Forum

Before the launch of the competition, the Inter-Sessions Forum represents the link between a finishing session and the beginning of the new one. This forum gathers the winning teams and site representatives of the finishing session and the site representatives of the new one.

This Forum, for European 16/17, took place from November 3rd to 5th, 2022. The next Inter-Sessions Forum – presenting the European 17 results and the sites proposed for European 18 – is scheduled for November 2024.

15 Organization of the Juries

15.1 Technical Commissions

Each country sets up a Technical Commission, which does not judge but examines all the projects submitted in the country to prepare the work for the jury. Its members are appointed by the national structures and the list of members is communicated to the European European Association. This committee may include city representatives and national experts.

16 Juries

16.1 Composition

Each country sets up a jury, whose members are appointed by the national structure and approved by the European European Association.

The jury considers all the projects that comply with the competition rules and is sovereign in its judgement. In the event of non-compliance with the rules, it has discretion whether or not to disqualify the entrant.

According to the country, the jury consists of 7 (or 9) members, that are independent and are not linked to a site proposed to the competition and is constituted as follows:

2 representatives of the urban order (public or private) – or 3 in case of a 9-member jury;

4 representatives of the architectural and urban design (architects, landscapers, urban planners) – or 5 in case of a 9-member jury –, among which at least 2 architects;

1 public figure

At least 2 out of the 7 members must be foreigners – at least 3 in the case of a 9-member jury. The national structure also appoints at least 2 substitute jury members, representatives of the architectural and urban

design. The jury members are identified when the competition is launched and their names are listed for each country on the Jurys section of the European website.

Jury members may consult city and site representatives, but on no account may the latter have voting rights for the final selection of winners, runners-up and special mentions.

16.2 Working Methods and Evaluation Criteria

The jury's decisions are final in compliance with European rules. Before beginning to work, the jury receives recommendations from the European Association.

The jury meets in 2 separate sessions at different periods of the competition:

Local Jury

At the beginning of this session, the jury appoints one of its members as chairman and agrees on its working method. Sites representatives can be integrated to this jury level and, in some countries, may participate to the selection of the shortlisted projects.

The jury then studies the projects that do not comply with the rules and decide whether or not to disqualify them.

Later on, it assesses the projects on their conceptual content and the degree of innovation according to the European 17 topic and shortlists maximum 25 % of the submitted projects.

Still, each entry is judged on its sole merits and the winning teams are not chosen on basis of an equal distribution between sites – the jury can therefore distribute prizes among entries up to its will or decide not to award all the prizes.

National Jury

During the second round, the jury examines –on its own and independently– the shortlisted projects and points out the winners, runners-up and special mentions. The jury could assess the projects on basis of:

- the relationship between concept and site;
- the relevance to the questions raised by the topic and in particular to the issues of sustainable development and adaptability;
- the relevance of their programme to the general brief for their specific site
- the potential for integration into an urban process adapted to the site's issue;
- the innovative nature of the proposed public spaces;
- the consideration given to the connection between different functions;
- the architectural and technical qualities

The jury finally writes a report giving the reasons for the choice made in relation to the requirements of the competition and the concerned sites.

Each country budget includes the equivalent of a Winner's and a Runner-Up's prize per site. Still, each entry is judged on its sole merits – the jury can therefore decide not to award all the prizes. In this case, the reasons shall be made public. The jury may single out projects for Special Mention. These projects are recognised by the jury as presenting innovative ideas or insights, yet not sufficiently suitable for the site. The authors of such projects do not receive any reward.

The jury can decide to replace a prize-winning project, if disqualified after the validation of competition participation, by another project if the quality is satisfactory.

16.3 Disclosure of Names

The projects assessed by the experts and juries are anonymous.

Once the decision of results is taken, the jury reveals the names of the winners, runners-up and special mentions. This operation is done through the European database, which automatically links the codes of the projects and composition of teams.

16.4 Results Announcement

After disclosure of the names of the winning teams and following any adjustments to rankings that may prove necessary, the national secretariats ratify the decisions and disclose the names of all the participants. The European secretariat is expected to publish the complete list of results online on December 4th, 2023.

16.5 European Comparative Analysis

16.5.1 European Comparative Analysis Committee

Between the two jury meetings the members of the European Scientific Committee meet to familiarize with the anonymous projects shortlisted by the different national juries. They compare the projects and classify them by theme on basis of the problems raised by the site categories and the proposed ideas. Under no circumstances does the European comparative analysis committee express a judgement – it simply proceeds to a classification of the projects. Its role is purely thematic and comparative.

16.5.2 Forum of Cities and Juries

Between the two national jury sessions a Forum gathers the national juries and site representatives to discuss the conclusions of the European comparative analysis committee. It aims at ensuring that the different experts participating in the evaluation process share a common culture. Projects remain anonymous throughout the procedures and are only identified by their code.

17 Implementations

17.1 Activities to Promote Implementations

The European Association and the national structures under- take to do what is required to encourage cities and/or developers (or their nominated promoters.) that have provided sites for the competition to engage the prize-winning teams for the operational phase.

The national structures undertake to organize a first meeting with the prize-winning teams within 90 days after the official announcement of results, between the partners of the cities and the clients. This meeting may take various forms and is the starting point for the site representatives to initiate implementation processes with the prize-winning teams on the ideas developed in the projects.

In some countries – and provided this step falls under public market regulations – a maximum of 3 winning teams can be involved in a study and/or workshop organised in partnership with the European national structure and the site's representatives, after which the latter – the city or another public official – chooses the team(s) for implementation. This new consultation work is paid.

The operational follow-up consists of a series of stages: preliminary studies, workshops, urban studies, operational studies, construction and within a contractual agreement. If necessary, they may be implemented on another site than the competition site as long as the ideas of the prize-winning projects are maintained. The prize-winning teams must comply with the professional rules that apply in the country where they are engaged to work. After the competition, the prize-winning teams must appoint one of their architect members as a representative, who is the sole spokesperson for the team with the municipalities and/or developers. A summary of the countries' legislations on the rules of professional practice is available in the Contact section of the European website (Complete Card).

17.2 Websites

The European national structures present the implementations at the national level. The European secretariat presents completed or ongoing implementation processes on the European website (Exploration section).

17.3 Implementation Books and Booklets

The European secretariat coordinates European publications on implementations, showing winning and runner-up projects from previous sessions that were implemented or are still in progress.





2 Competition Task



Fig. 0



0
Berlin Pankow, districts Karow
and Blankenburg
red: Observation area
yellow: Project area

2 The city

2.1 Location and role of the city in the region

The German capital region benefits from its geographical location in the middle of Europe, at the interface between Western Europe and the growth markets of Northern, Central and Eastern Europe, and sees itself as a gateway to the countries of Central and Eastern Europe.

Berlin and Brandenburg together form the German capital region in the middle of the extended European Economic Area. With around 6.2 million people in an area of over 30,000 km², both federal states harbour strengths and potential in all their sub-regions and are perceived – also internationally – as one region.

In 2006, Berlin and Brandenburg adopted a mission statement for joint, coordinated development in order to meet the future challenges of the Berlin-Brandenburg capital region, to jointly utilise the respective strengths of both states, to combine forces and to shape the future of the capital region together with the people.

Within the framework of this cooperation, the „Landesentwicklungsplanung Hauptstadtregion Berlin-Brandenburg“ was developed in 2019. This plan reveals a highly evocative image overlaying the map of Berlin: the settlement star, with its rays offering the opportunity to interlink all the open spaces of Berlin's surrounding area with the city centre through the spatially efficient development of urban space, especially along the existing main transport axes.

2.2 City as a whole

Berlin is a growing, cosmopolitan city with a current population of around 3.7 million people, an annual tourist population of around 14 million visitors and an area of around 890 km². With 4,123 inhabitants per km², the city has the third highest population density in Germany. Almost 4.7 million people live in the Berlin metropolitan area.

2.3 Current challenges of urban development

Against the background of current growth forecasts, new and especially affordable housing is urgently needed in Berlin. In order to achieve a balanced housing market, the construction of around 200,000 flats is necessary by 2030. Therefore, the current state government has decided to develop new urban neighbourhoods alongside re-densification measures and to lay the foundations for a socially just and climate-adapted development of the city. The aim is to develop new liveable urban districts with attractive urban spaces to meet the growing demand for housing, workplaces, social and technical in-

frastructure and to significantly reduce CO₂ emissions with new, forward-looking, demand-oriented and multimodal mobility concepts.

Growth gives Berlin the opportunity to continue building the city in a way that is promising for the future. This applies in particular to brownfield sites that have already been developed and to underused areas.

It has already become apparent in recent years that the potential of internal growth alone will not be sufficient to build the necessary housing quickly enough and at a reasonable cost.

The housing supply in Berlin's outer districts is currently growing faster than that of the core city, with the number of inhabitants continuing to rise in both areas. At the same time, the number of employees is growing, especially in the core city and in some growth poles in the surrounding areas. This means more traffic. In order to avoid environmentally damaging mobility, priority is given to the development of new neighbourhoods in the integrated locations of the ring of town centres around Berlin where there are favourable commuting options via S-Bahn and regional rail.

The urban development potential and social quality of the neighbourhoods – especially the location quality within the city as a whole combined with a neighbourhood's own particular qualities – is the decisive prerequisite for long-term success. Good transport links to the new neighbourhoods and an attractive, closely meshed network of paths for bicycle traffic support new forms of mobility.

Berlin's particular strength is its combination of neighbourhood and metropolis, and this carry through to the new quarters as well. The new urban quarters will only offer added value for their neighbourhoods if they are well integrated in terms of urban development and are well equipped with social infrastructure and attractive public spaces.

It is therefore important to design high-quality, mixed-use and in every respect sustainable neighbourhoods with stable social structures.

New urban districts need a designed centre. This can include social facilities as well as retail and gastronomy. An attractive open space can also fulfil this function. Special attention should be paid to schools and their urban integration into the neighbourhood. They often function today as important district centres and central locations for intercultural encounters.

The neighbourhoods need jobs. The granularity of this mix must be specific to the individual situation. Strengthening local businesses – from the local bakery to offices, local services, shop crafts or specialised workshops – makes a significant contribution to the revitalisation and sustainable development of the neighbourhoods. Special attention should be paid to ground-floor uses.



Fig. 1

1
Karow S-Bahn junction (it is not only a S-Bahn junction, but also for regional traffic, long-distance traffic runs here as well) / view direction SSW

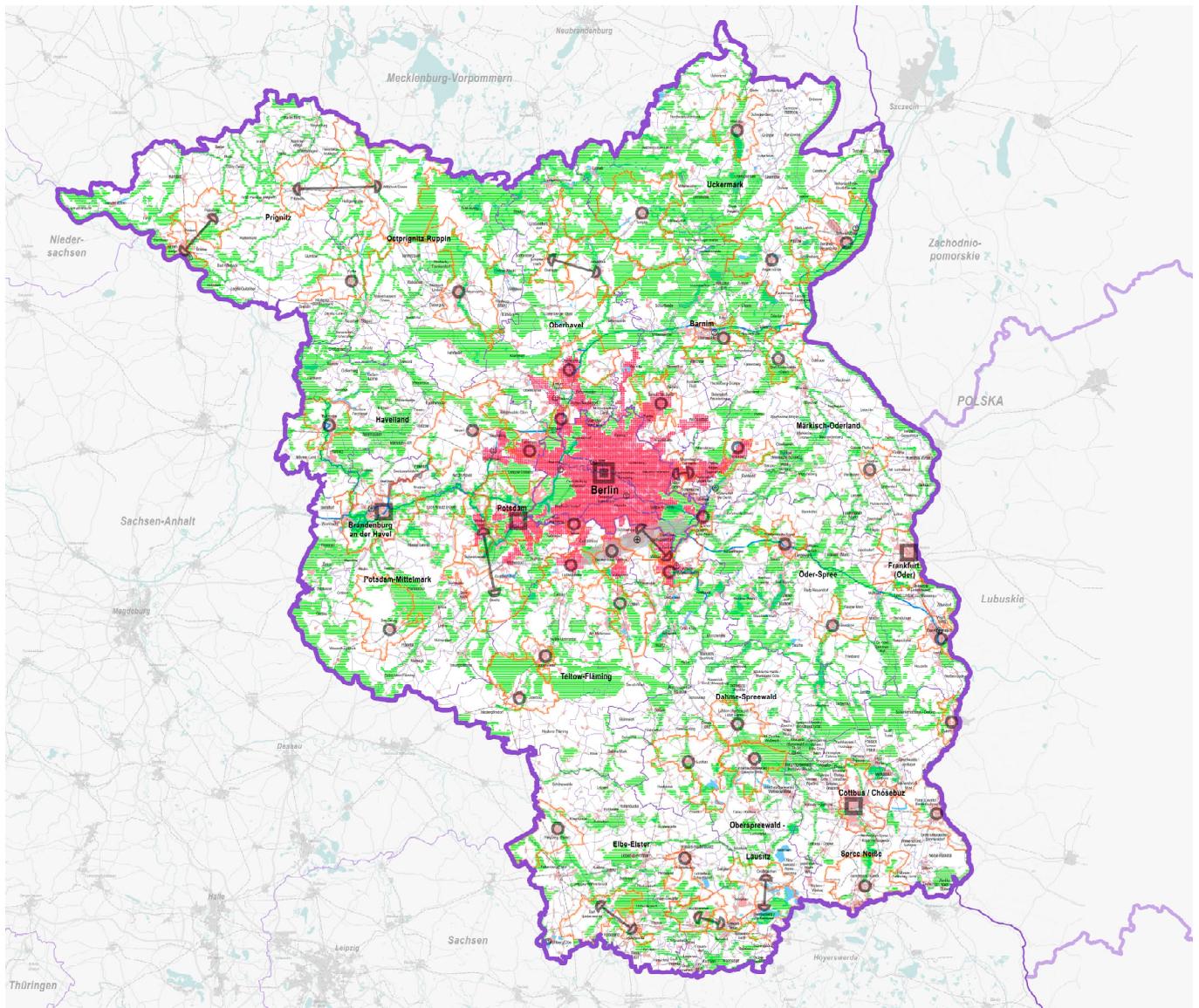


Fig. 2

2
 State Development Plan for the Berlin-
 Brandenburg Capital Region (LEP HR),
 processing status: April 29, 2019

	Design area Settlement
	Open Space Network

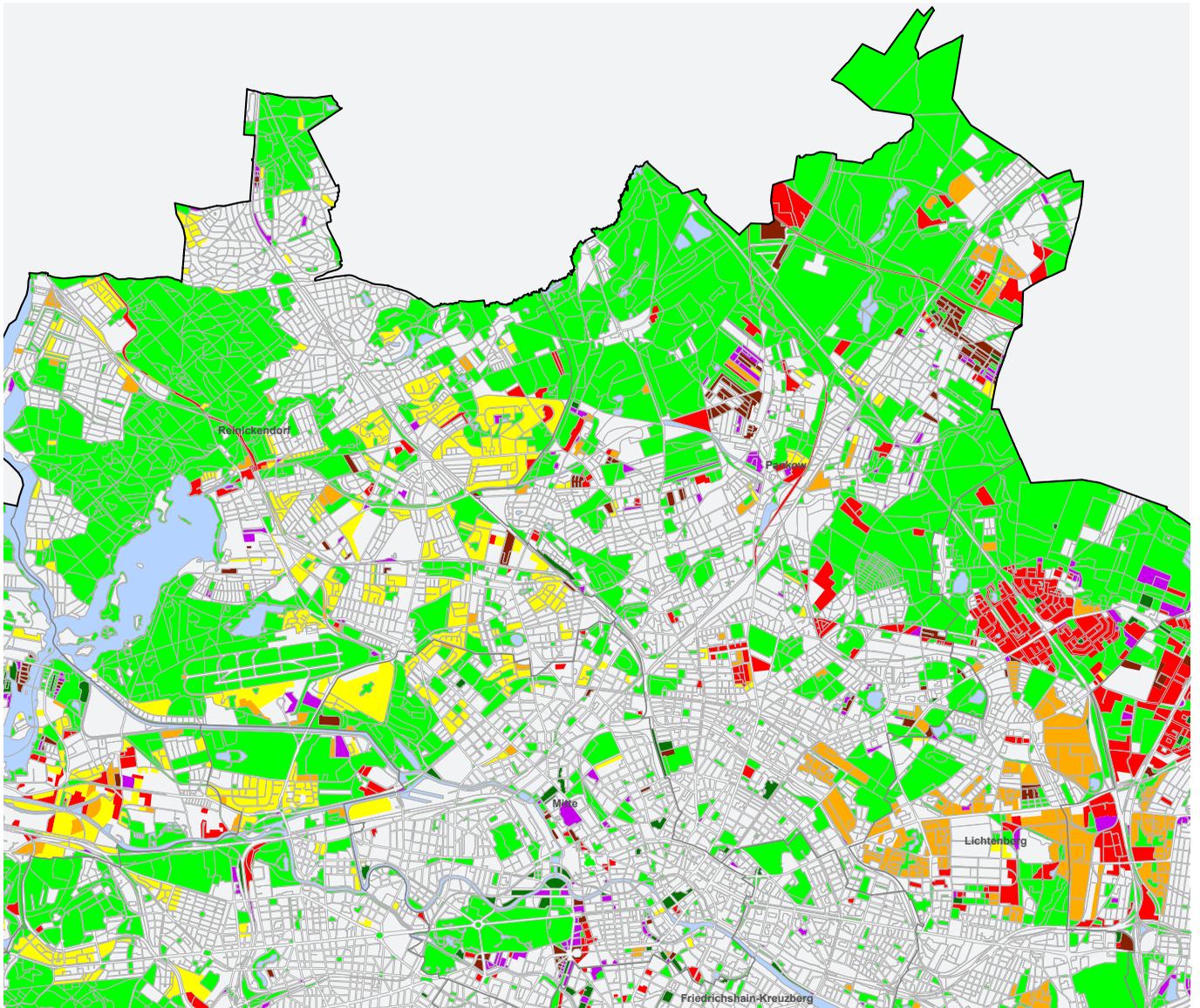


Fig. 3





Fig. 4

4
Aerial view of entire city /
Karower Kreuz marked

The neighbourhoods should be traversable by foot. This requires dense development, but also inviting open spaces. The central facilities are focal points of the neighbourhood. The basic framework is the public space with high-quality street areas and open spaces. The following principle also applies to the open spaces: quality takes precedence over quantity. Attractive green networks connecting the neighbourhood and the inner city are essential; these networks will take on additional functions for water management, for bicycle traffic, as informal sports facilities, and so on. The guiding principle is the integration of functions, not the addition of autonomous land claims.

Conceptually, the outer city has a special focus on the garden city of the 21st century, on future-oriented traffic concepts and on ecological and energy factors. In the new neighbourhoods of the inner city, the mixture of living and working in a confined space plays a special role.

2.4 Urban, settlement and landscape structure

The effects of urban settlement on the environment are particularly dependent on the type and intensity of human use. For this reason, the effects on the environment can be closely linked to uses and building structures. In the course of Berlin's urban development, a multi-layered building and open space structure has emerged.

Settlement development in Berlin

The natural landscape and settlement development have equally shaped the urban structure of Berlin. Remnants of agricultural land and landscapes characterised by water bodies and forests have remained free of development to this day: the forests in the southeast of Berlin between the Spree and Dahme rivers, in the west along the Havel, and Buch Forest in the north, as well as larger contiguous agricultural areas in the northeast of the city.

After 1880 – The Wilhelminian Period

Berlin's appearance changed most significantly at the end of the 19th century, when the city developed into an industrial centre. With increasing job opportunities, many people flocked to Berlin, resulting a growing demand for housing. Building activity was regulated by development plans and building regulations, which specified street boundary lines, the size of blocks, the minimum size of courtyards and the height of buildings. Within the Berlin Ringbahn, between Gesundbrunnen, Ostkreuz, Südkreuz and Westkreuz, the dense block development typical of Berlin with narrow rear courtyards, sometimes several in succession, thus developed between 1880 and 1918. The suburbs of the time were dominated by lower and somewhat more spacious block development with ornamental and garden courtyard structures and villa buildings.

After 1918 – Greater Berlin

New building forms developed on a large scale only after the construction of side wings and rear wings was prohibited by law in 1918. At the same time, non-profit housing companies replaced private builders as the main promoters of housing construction. The previously predominant plot-by-plot development was replaced by larger, coherent housing estates outside the Ringbahn, at what was then the outskirts of Berlin. This development was facilitated by the merger of Berlin with its surrounding municipalities to form Greater Berlin in 1920, which made uniform building planning possible. Greater importance was also attached to settlement-related open spaces, which was reflected in the size, usability and design of the undeveloped settlement areas, but also in the public open-space design. During this period, the vast public parks and allotment gardens were created, extending in a ring around the inner-city core at the turn of the century.

After 1945 – The divided city

Massive destruction during the Second World War and the political division of Berlin in 1948 influenced further urban development. 30% of all buildings were destroyed or severely damaged at that time.

In the following decades, destruction on almost the same scale – with destructive effects in places on the historic city layout and building fabric – came in the form of plans, some of them radically implemented, such as the car-oriented city and socialist urban planning in both halves of the city.

From the end of the 1970s, building policy began to focus on the reactivation of the inner city. The reclamation of the historic inner city, largely destroyed by the war and the building of the Berlin Wall, was the central theme of the International Building Exhibition from 1984 to 1987 under the motto „Cautious Urban Renewal“.

After 1989 – The reunited city

By 1992, the prefabricated housing estates under construction in the eastern part of the city were completed. In the western part, only minor additions were made to the building stock during this phase. From 1993 to 1997, housing development was characterised on the one hand by the creation of new suburbs in the outer areas, such as on former fields in Karow-Nord. On the other hand, numerous large-scale projects were built in the city centre in the following years, as well as the parliamentary and government quarter for the Federal Republic's new capital city.

In the mid-1990s it became clear that the development boom expected for Berlin had failed to materialise. Migration to the surrounding areas became the dominant demographic factor. New housing construction declined and stagnated until 2011. Large-scale construction proj-

ects were replaced by individual projects of inner-city re-densification and redevelopment of large prefabricated housing estates within the framework of urban redevelopment subsidies.

In recent years, new housing construction has increased significantly as a result of the strong increase in population development. The urban development plan „Housing 2030“ identifies 14 new urban quarters with a potential for around 200,000 new housing units. New residential quarters of different typology and density are to be built on conversion sites, on land at the outskirts of the city and especially on numerous urban brownfield sites. These processes will probably continue for the next 10 to 15 years.

Open spaces along the Wall and derelict railway areas, which in some respects had developed into valuable components of the biotope and open-space system due to the decades of division, were redesigned as urban parks or memorials or could be reserved as more natural areas and contribute as new components to the diverse open-space structure that has become typical to Berlin (e.g. Nordbahnhof, Gleisdreieck, Mauerpark, Bernauer Strasse Memorial, Südgelände, Biesenhorster Sand). Completely new public green spaces were also created in the course of the urban development projects, which, often designed as landscape parks, increasingly fulfil tasks and functions for nature conservation and landscape management in addition to their recreational function. The environmental atlas map „Open-Space Development“ shows the individual gains and losses of green and open spaces in a differentiated manner.

2.5 Mobility / Transport accessibility

Since October 2022, all national and international air traffic has been handled by the newly built Berlin-Brandenburg Airport (BER) just outside the city limits in the southeast of Berlin.

In terms of international long-distance rail traffic, Berlin is an important hub, especially for trains between Western and Eastern Europe. With the opening of the new main station in 2006, in accordance with the so-called mushroom concept and in addition to the light railway laid out in an east-west direction, an underground regional and long-distance connection in a north-south direction was completed.

Berlin has a dense public transport network with 16 S-Bahn lines, 9 U-Bahn lines, 22 tram lines, 150 bus lines and 6 ferry lines.

The city centre is crossed in an east-west direction by the Stadtbahn, which is laid out as a viaduct railway and is used in parallel by S-Bahn as well as regional and long-distance traffic. The railway traffic is rounded out

by the Ringbahn and the Berlin's 125-km outer ring road, which runs in the eastern half of Berlin within the city limits and via the Karower Kreuz to neighbouring towns such as Oranienburg, Potsdam and Ludwigsfelde.

Compared to other German cities, the density of passenger cars in Berlin is low. At the same time, Berlin is one of the million-strong metropolises in Europe with an above-average number of bicycle users. During the Covid-19 pandemic, this tendency was reinforced as mobility habits changed rapidly and the use of public transport and public space increased.

The urban development concept Mobility and Transport Berlin 2030, an overarching guiding principle for a people-friendly city developed in March 2021, gives the environmental alliance priority over motorised private transport. The goal is to enable more mobility options with less road traffic in order to meet the needs of people, climate protection and the environment.

2.6 Socio-cultural context

Berlin is an international city, with inhabitants from around 170 nations. The proportion of foreigners is around 20%, and 55% of the population is younger than 45.

Since the time of Frederick the Great in the 18th century, the self-image of Berlin is that of a city of knowledge and culture. The political and cultural developments of the 19th and 20th centuries are omnipresent in the cityscape. A cultural landscape of opera houses, theatres, museums, club culture and street art defines the city. Museum Island, the Berlin Philharmonic Orchestra and the Berlinale Film Festival enjoy international renown and attract millions of visitors to the city every year.

Berlin is characterised by a diverse cultural offering, numerous green spaces in the city and by its proximity to various local recreation areas. In addition to the rivers Spree, Havel, Dahme and the somewhat smaller Panke, which flows through the competition area, there are a number of canals, smaller watercourses and numerous lakes and forests with the city limits. In combination with a well-developed transport network, Berlin has high recreational and leisure value. Berlin offers a high quality of life and was ranked the world's 13th most liveable city in 2022 (index of the British „Economist“ group).

2.7 Economic context

Berlin's economy underwent a profound structural change after German reunification in 1990. Industrial manufacturing initially underwent a dramatic loss in importance. The economic emphasis shifted from the manufacturing sector to the service sector. Industry itself underwent a process of renewal from labour-intensive to knowledge-intensive high-technology production.

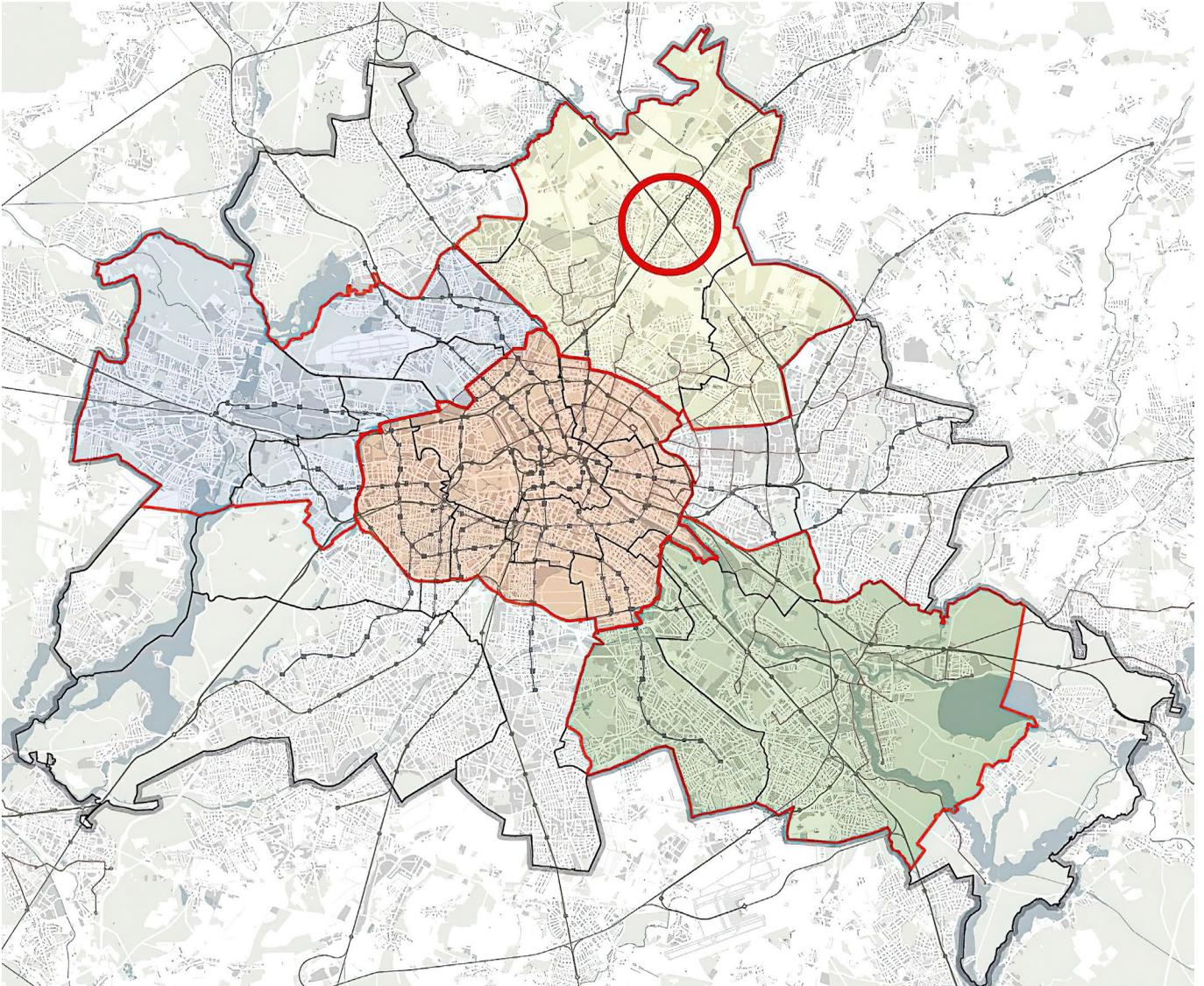


Abb. 5

5
Development areas of Berlin
(northeast area (yellow),
Karower Kreuz (red))

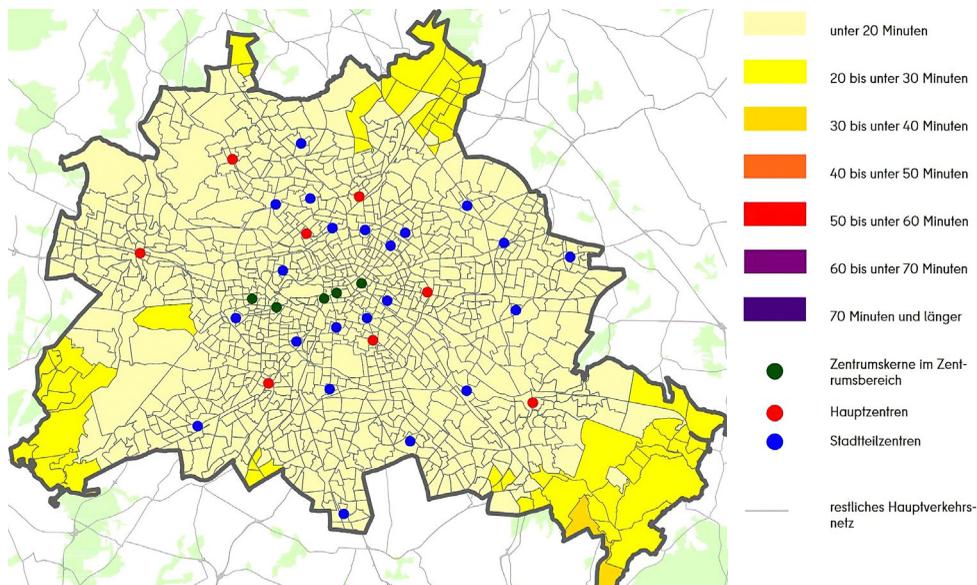


Fig. 6



Fig. 7

6
Urban Development Plan
Mobility and Transport Berlin
2030, Results Road Traffic -
Average MIV Travel Time,
Processing Status: March
2021

7
Karower Kreuz /
View direction south

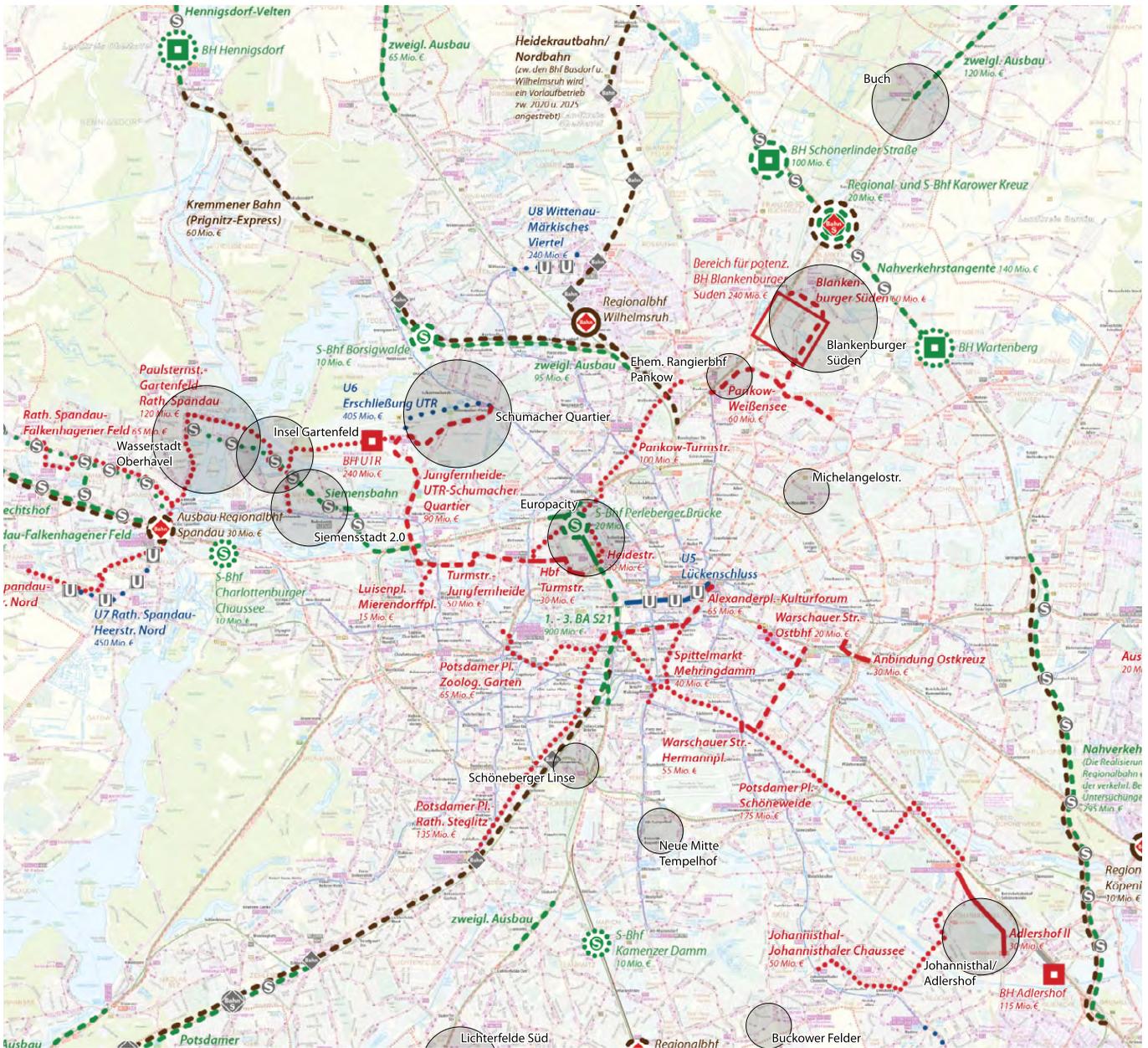


Fig. 8

8

Urban Development Plan Mobility and Transport Berlin 2030, overview of new urban districts and planned rail infrastructure, processing status: March 2021

- existing network
- currently in implementation
- - - currently in approval phase
- · · · · currently in planning phase
- · · · · completion planned by 2035
- · · · · feasibility studies
- ◆ S additional stations (according to demand plan)
- ◆ S U additional stations (according to FNP)
- additional optional depots etc.

The most important economic sectors in Berlin today include the creative and cultural industries, tourism, biotechnology and the health industry, information and communication technologies, construction and real estate, trade, optoelectronics, energy technology and the trade fair and the congress and convention industry.

Berlin is a renowned university location and has a high concentration of science and research institutions. Berlin has the highest density of researchers and academics in Germany, with a total of 79 institutions employing around 200,000 people in science and research. There are also collaborations between business and science, such as the Biomedical Research Campus in Berlin-Buch with more than 50 research institutions and biotech companies, and the Berlin-Adlershof Technology Park, where six institutes of the Humboldt University and about 1,000 companies are located within close proximity.

3. The northeast of Berlin

3.1 Location and role within the city

Berlin is a federal city state consisting of twelve districts, of which the northeastern district of Pankow, with around 410,000 inhabitants, is the most populous and enjoys a strong development dynamic both in terms of population figures and income. The district of Pankow has seen an increase of around 75,000 people since 2001.

The core of Berlin's northeastern area comprises the settlement axis along the Stettin Railway in the district of Pankow, from Prenzlauer Berg to the outskirts of the city near Buch, which continues almost without interruption in the surrounding area to Bernau. In terms of landscape planning, this includes not only the open spaces within this settlement corridor, but also the adjoining areas of Berlin's Barnim region to the west and east, which are partly landscape and partly urban, from the Reinickendorf district to Marzahn-Hellersdorf. The northeastern area of Berlin has close functional and spatial interrelationships with both the densely built-up inner city and the network of villages in the surrounding countryside.

The northeast area between the centre of Pankow and the city limits near Buch is one of Berlin's major development areas. In particular, the development of the Barnim recreation area has further strengthened the attractiveness of the northeast area as a place to live, work and recreate, which is why many Berliners have already realised their desire for a single-family home in the „new suburbs“ of Karow, Blankenburg and Französisch-Buchholz.

The settlement corridor along the Stettin Railway is heterogeneously composed of „urban lumps“ that are differentiated in terms of use structure and urban devel-

opment and are separated from each other by transit infrastructure, allotment garden zones and open spaces. Residential and commercial areas, green spaces, traffic axes and infrastructure sites, derelict areas as well as traffic and pipeline routes determine the image of the urban space today.

With the radials of the Northern Railway and the Stettin Railway, the motorway feeder road and the main radial roads, the northeast is an important transit area. With its fast connection to the outer motorway ring road, it is also an essential component of the peripheral development areas on both sides of the city's border.

3.2 Challenges facing urban development

The northeast development area, located between the centre of Berlin and the Barnim plateau, has a large number of opportunities for development that are very significant for the city as a whole and include large parts of the Pankow district between the Michelangelostraße area and the border of Berlin.

In this one urban area alone, three new city quarters, further housing construction projects of relevance to the entire city, several large commercial areas and numerous transport, open-space and social infrastructure projects are currently planned.

For the northeast region alone, the action plan shows approx. 60 medium and large housing projects with prospective housing comprising more than 40,000 dwellings for over 100,000 new inhabitants, approx. 360 ha for commercial and industrial uses, as well as the necessary infrastructure planning with 28 public transport and 13 private transport projects and 31 schools.

3.3 Urban development principles for the northeast area

- The aim is to develop the northeast area as an attractive green residential location close to the city centre with a special identity. The historic town centres of Pankow offer the opportunity to give housing a special address and identity by preserving certain typical elements and structures. A close relationship to the surrounding landscape makes attractive green living possible. The location of large potential development areas along the suburban railway ensures good accessibility to the city centre and the surrounding area by public transport. Extensive densification potential in the existing areas of single-family homes as well as smaller and larger in-between areas enable a broad spectrum of different housing types in the northeast that meet individual housing requirements. The emphasis should be on the re-densification of existing settlement areas in line with the scale of the existing buildings.

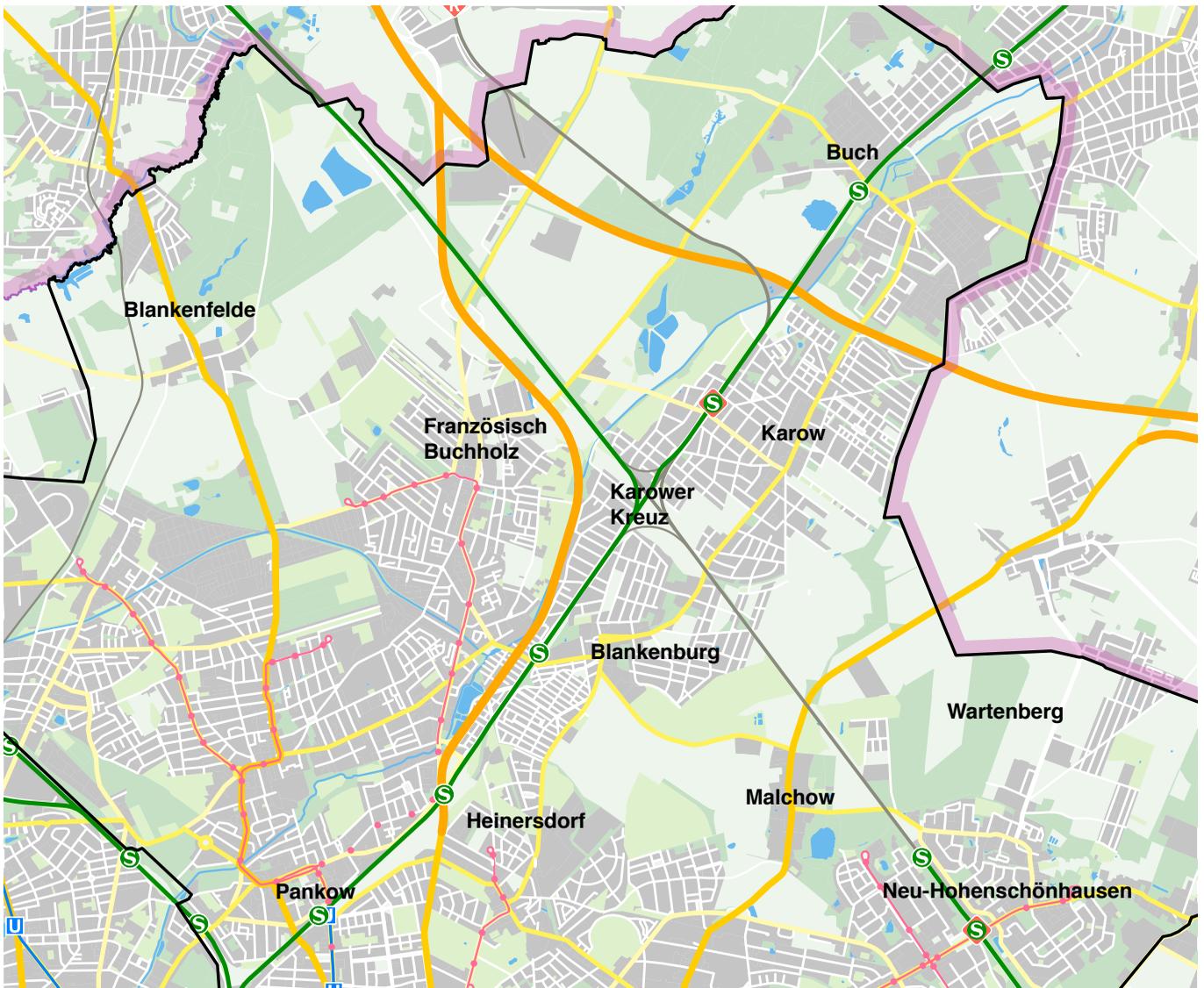


Fig. 9

9
Action area North-East
Pankow / districts



Fig. 10

10
View over North Berlin /
Karower S-Bahn Kreuz / View
direction West



Fig. 11

11
View over North Berlin /
Karower S-Bahn Kreuz / View
direction East

- The landscape must be preserved and developed as a stabilising and framing element. The landscape of the Barnim plateau, characterised by extensive fields, meadows and forests, is unique within Berlin. It gives the area its unmistakable quality and acts as a structuring and connecting element in the heterogeneous settlement structure. By enhancing the landscape and overcoming barriers, as well as by offering additional opportunities for active recreation, this already popular recreational area can be made even more usable. The further development of the Barnim recreation area will make it increasingly important for the entire city. Focal points are the upgrading of the open country in Wartenberg and Falkenberg, the Malchow floodplain, Pankepark in Buch and the development of Arkenberg into a recreation area more in harmony with nature. Innovative agricultural use – e.g., through renewable raw materials and „colour fields“ – as well as development through an extensive network of paths are to complement these measures. The close relationship of existing and new settlement areas to attractive landscape structures makes the entire region particularly attractive as a place to live and work.
- The village green areas and village centres must be made more attractive. The centrality of the historic village locations as image-forming core areas must be further developed and carefully supplemented in the course of densifying the existing areas and developing new residential building sites. Emphasising village structures and measures to limit and direct traffic should increase the area's appeal and create incentives for the establishment of restaurants and small service businesses.
- The synergies of Buch as a health and science location must be exploited. Due to its tradition as a health and science location with a close connection between basic research, clinical research and biotechnology, the district has an excellent starting position for a successful future. Its special profile makes it possible to establish special economic and research branches that are important for the image and economic development of the whole of Berlin. Buch's special profile, its location and its urban qualities make the district an attractive location for living and working and form the foundation for sustainable development.
- The job potential in the northeast area of Berlin must be exploited in a targeted manner. The northeast is not one of Berlin's traditional commercial locations. Residential opportunities and workplaces must be better balanced in order to expand the low number of job opportunities compared to in other parts of the city. The area's location on Berlin's outer motorway ring, the potential for new settlements north of Buchholz that can be mobilised in the short term, the expansion of the Schönerlinder Strasse commercial area, the re-use of the Pankow railway yard land for a new urban quarter with mixed residential and commercial uses, the development of the new „Blankenburger Süden“ quarter with a diverse mix of uses (residential, commercial, social, cultural, health, etc.) and the further development of Buchholz as a business location are all factors that must be taken into account. The further development of the Buch location into a medical and biotechnology centre will also open up perspectives for the northeast area as a place to work – another factor that should be exploited in a targeted manner.
- The urban centres must be stabilised and upgraded. The historic town centres form the basic structure of the urban centres in the northeast area. Among these, the centre of Pankow occupies a prominent position as the only main centre and link to the inner city. Its development into a multifunctional main centre is to be supported by the use of areas south of Anger and by supplementary retail offers on the site of the former Pankow railway yard. The rather restrained development of retail trade in the northeast area thus far offers the opportunity to stabilise the sub-centres in the districts as well. The area around the Buch railway station is a positive example of a district centre that is easily accessible by public transport, blends into the existing development and in this sense should be further developed.
- The transport network must be carefully developed. A key location quality of the northeast area is its location on several S-Bahn lines with fast connections to the city centre. The accessibility of the railway stations from the existing and planned settlement areas on foot, by bicycle or by bus must in part be qualified. The station surroundings should be appropriately densified. There are deficits in the road network, which still suffers from bottlenecks in the dominant radial connections, while efficient cross-connections are lacking. In the course of the further development of the northeast area, options for corresponding network extensions must therefore be kept open. The most important element of the long-term network concept is the „Tangential Connection North“. However, its realisation depends on further progress in the development of the northeast area. Initially, the connections are to be improved by expanding and locally supplementing the existing road network. This includes, among other things, the realignment and extension of Granitzstraße in Pankow, relieving the centre of Heinersdorf, the traffic development of Blankenburg and the connection between Karow and Bundesstraße 2. Important and already realised measures in the supra-local network are the three-lane extension of the outer ring motorway and the reconstruction of the Pankow motorway interchange.

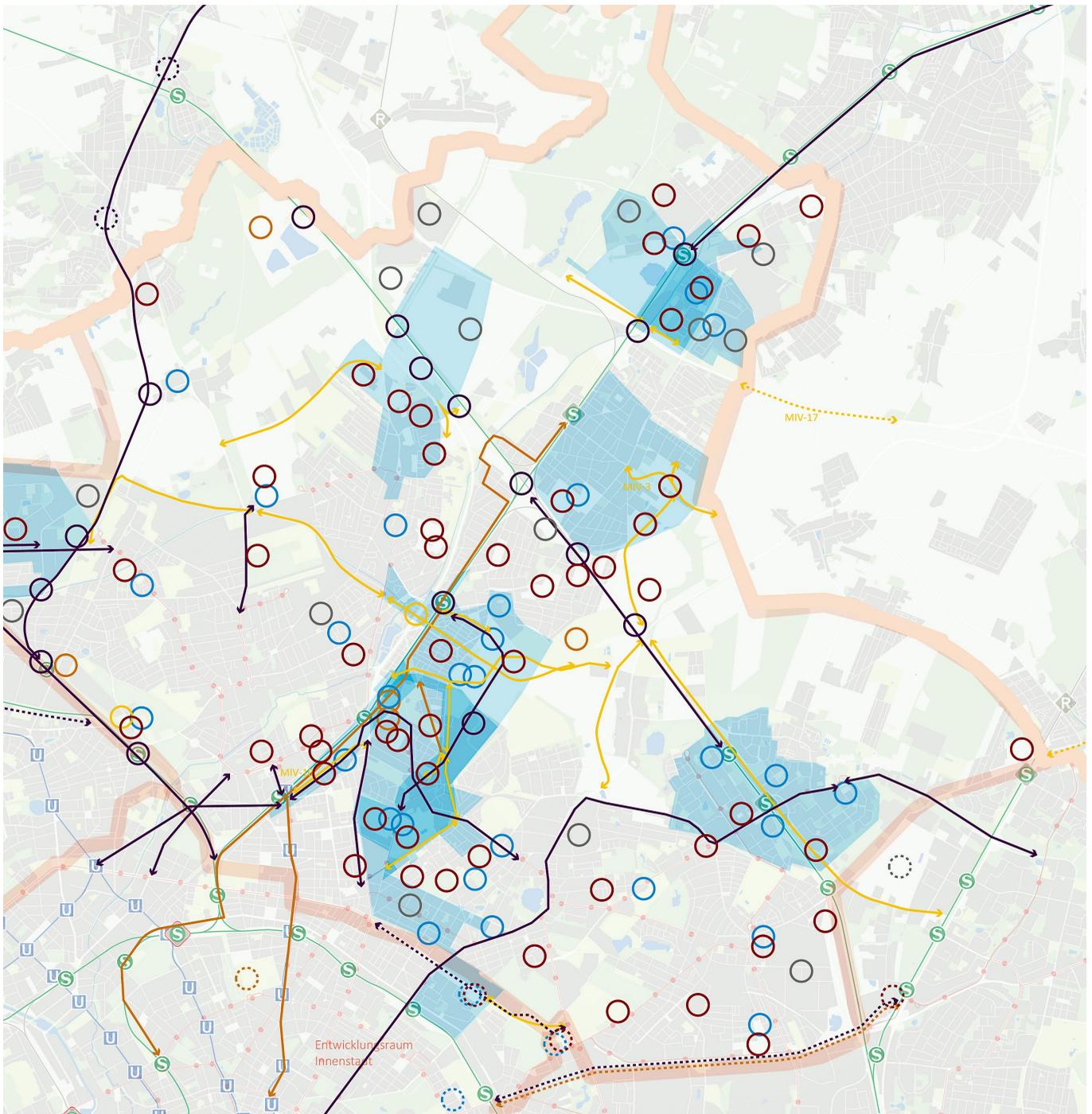


Abb. 12

- 12
 Structure and action concept for the
 north-east region of Berlin 2021
- residential areas
 - industry and research
 - public transport
 - motorized private transport
 - social infrastructure
 - green space
 - other planning

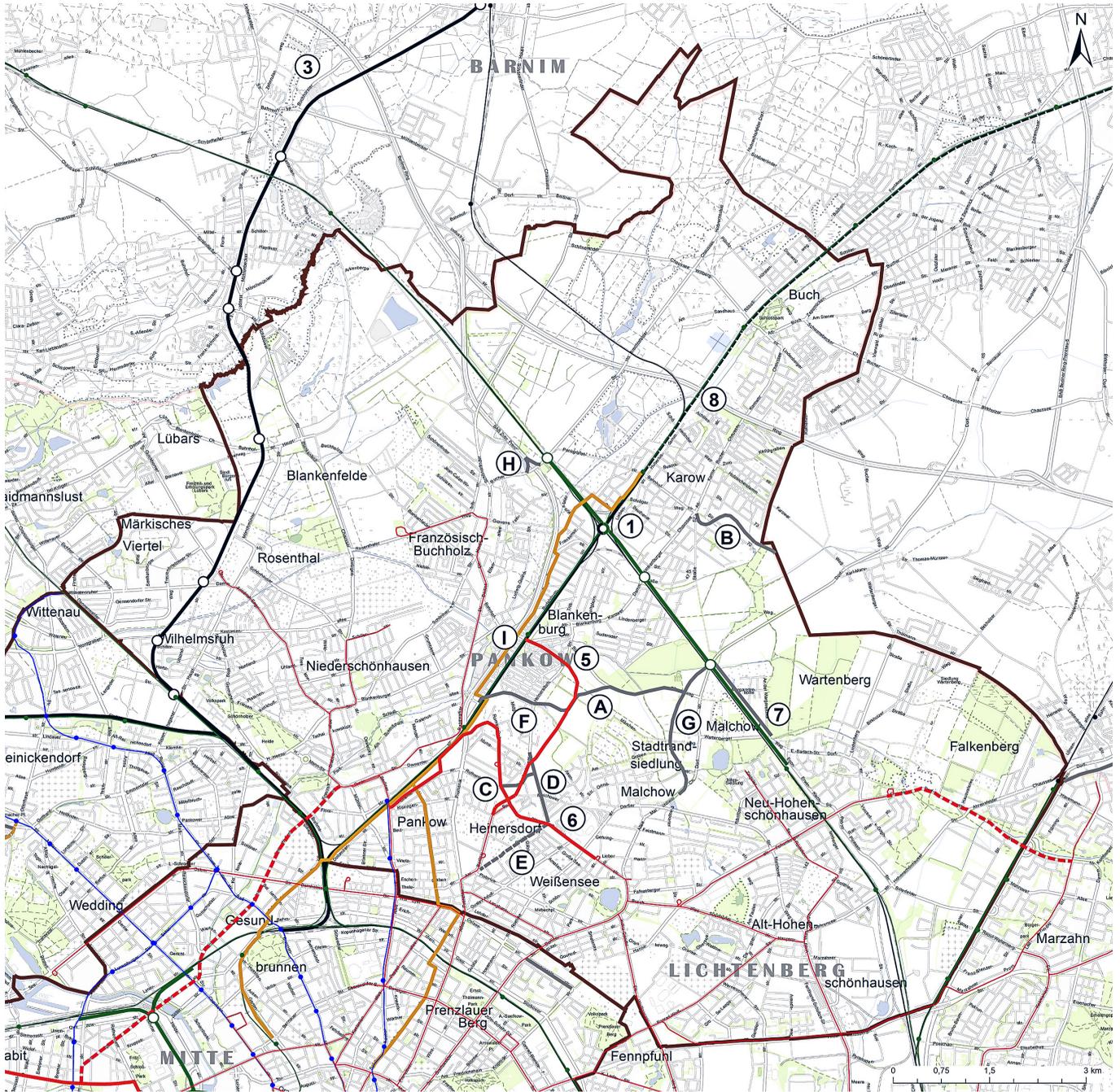


Fig. 13

13

Traffic planning northeast area /draft 2019

- Roads
 - planning until 2030
 - - - planning on hold
- Reg. Rail net.
 - stock
 - planning until 2030
 - double-track expansion
- S-Bahn
 - stock
 - planning until 2030
- U-Bahn
 - stock

- Straßenbahn
 - stock
 - planning until 2030
 - - - urgent further need
 - Panke-trail (planning until 2030)
- Bike path
 - Panke-trail (planning until 2030)
- Other
 - interchange station (planned until 2030)
 - delimitation of development areas
 - state border

3.4 Urban context

The northeast region, with an area of 6,800 ha, is divided into an inner and outer sub-region. The inner area has urban structures, including dense, multi-storey buildings; 60% of the inhabitants live here on about 20% of the area. The outer northeast area, on the other hand, is characterised by heterogeneous building and use structures. Idyllic village locations can be found next to extensive settlement areas, new suburbs and large traffic facilities. In many places, the demarcation between settlement area and outer open spaces is not clearly pronounced.

Landscape structure

The undulating landscape of the Barnim plateau, which stretches from the glacial valleys of the Spree and Havel rivers to the Oderbruch, was formed at the end of the last Ice Age. The melting glacial masses left behind a plateau with distinct layers of sand and clay. One characteristic feature is the area's stratified water, which can form temporary ponds for up to nine months a year upon shallow layers of clay with a modest sand deposits. The run-off meltwater from the glacier burrowed into the plateau and left behind the Tegeler Fließ, Panke and Wuhle streams. In depressions and hollows where large blocks of ice were able to remain for long periods of time, wetlands, bogs and small bodies of water developed, which today – like the temporary ponds – are preferred habitats for rare wild animals and plants. Forest initially developed on the plateau, which was cleared for farmland on the ground moraine from the late Middle Ages onwards. Today, Buch Forest and Rehhahn near Ahrensfelde are the only old forests.

When Berlin grew by leaps and bounds in the last few decades of the 19th century and the sewage flowing openly through the streets threatened residents with disease, the Berlin magistrate commissioned James Hobrecht to develop a sewage system in 1873. In the following years, the largest septic drain facility in Berlin was created by buying up former estates in Falkenberg and Wartenberg, Blankenburg, Malchow, Blankenfelde and Rosenthal. The construction of dams and septic drain fields changed the landscape. The installation of drainage and the gradual deposits of heavy metals led to a lasting change in the soils. After the water seeped away, nutrient-rich mud remained on the septic drain fields, on which vegetables were planted and cereals grown, allowing up to three harvests a year. Together with the yields of roadside fruit trees, fish farming in natural and man-made ponds and livestock breeding in the city estates, a rich range of agricultural products was available for marketing in the metropolis of Berlin, despite the predominance of marginal land.

The development of sewage technology and the construction of sewage treatment plants led to a second

transformation of the landscape in the 1970s. The small-scale septic fields were merged into wide-open farmland for industrial agriculture. Some sections were developed with large housing estates, others were reforested for Berlin's 750th anniversary. The rest is still used for agriculture today.

Due to its easy accessibility, the northeast developed into a popular excursion destination and a place for recreation in allotment gardens and weekend houses. At the edge of Buch Forest, large sanatoriums and nursing homes were built at the beginning of the 20th century, whose artistically designed gardens were integrated into the landscape and were part of the healing process.

The landscaped areas between the settlement axes are important green links and act as fresh-air corridors. Particularly noteworthy are the Malchow floodplain in the southwest of the study site and the Karow ponds in the north.

Three of Berlin's 20 main green paths are located in the immediate vicinity of the study site. The 44-km North-South Trail (Trail 5) accompanies the Panke from the northern city border to the historic confluence of the Panke with the Spree at Friedrichstraße Station and on to Berlin's southern border in Marienfelde. The 34-km Barnimer Dörferweg (Trail 13) begins at Tegel harbour and connects the historic village centres in the Barnim area to Ahrensfelde. The 36-km Humboldt Trail (Trail 16) leads along the Nordgraben from Tegel Palace in the Reinickendorf district to Ahrensfelde.

Traffic and development

The main routes of the rail-bound local public transport system (ÖPNV) are the S2 S-Bahn line from the centre of Berlin to Bernau and the regional railway line from Hohenschönhausen in the direction of Oranienburg, which has already been extended as a S-Bahn line to Wartenberg and will be extended to Karower Kreuz station.

Prenzlauer Promenade (B109), the B96 and B96a and Berliner Allee (B2) cross the northeast area from north to south as important radial roads for motorised individual traffic. The A110 motorway and the A114 motorway with the Bucher Straße junction also traverse the area. The accessibility of the districts to each other is impeded by the railway and motorway corridors.

The northeast area is burdened by strong radial traffic flows, which affects the ambient quality of the old town centres; only French Buchholz is bypassed by the A114 motorway feeder road. Due to the growth in the outer urban area, tangential traffic flows have also increased considerably. However, the road network is not designed to cope with this, and some of the traffic that is actually directed tangentially also encumbers the radials leading into the city.

KLIMA UND GRÜN

Landschaftspläne, Ökokonten und Überschlägige Eingriffsfolgenabschätzung

Landschaftsplanung:

 Landschaftspläne im Verfahren

Berliner Ökokonto:

 Malchower Auenlandschaft

 Blaue Perlen für Berlin

ÜEFA:

 Vorhaben mit vsl. hohem ext. Kompensationsbedarf und hoher Wertigkeit im Bestand

20 Grüne Hauptwege:

 Wegeföhrung

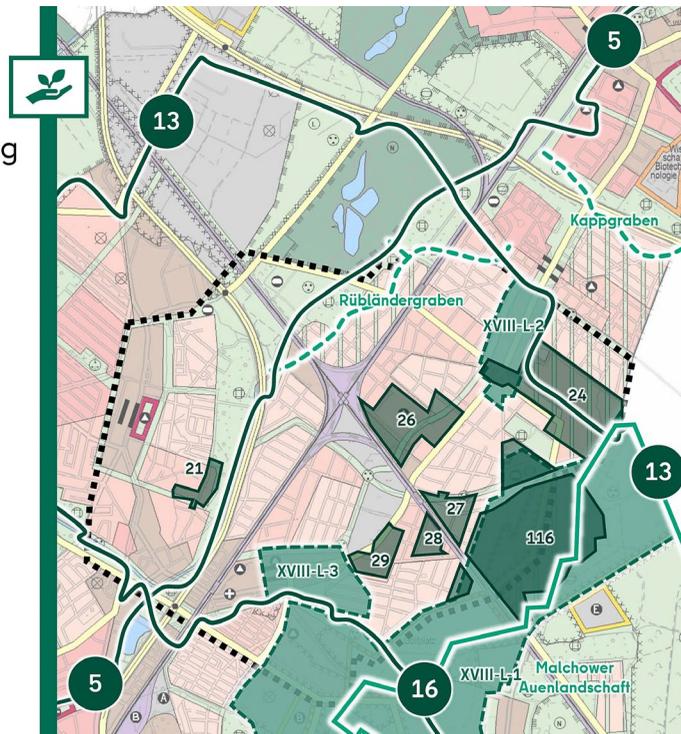


Fig. 14

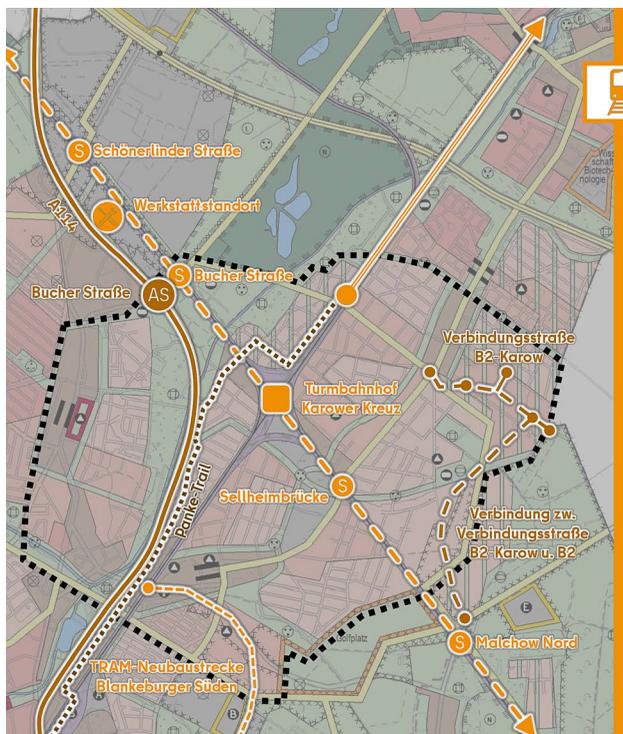


Fig. 15

VERKEHR UND MOBILITÄT

Geplante ÖPNV-, MIV- sowie Radverkehrsmaßnahmen im Nordost-Raum

Zuständigkeit: SenUMVK IV

Schwerpunkte:

- Verlängerung S75 (Wartenberg-Karower Kreuz-Mühlenbeck)
- Neubau Turmbahnhof Karower Kreuz (S-Bahn + Regionalverkehr)
- Neubau von 4 S-Bahnhöfen und einer Betriebswerkstatt
- Verbindungsstraße von Karow an die B2
- Panke-Trail

- ÖPNV:**
-  Ausbau S-Bahn-Trasse
 -  Ausbau der Zweigleisigkeit, Taktverdichtung
 -  Neubau Turmbahnhof (Regional- und S-Bahn)
 -  Neubau S-Bahnhof / Werkstattstandort
- MIV:**
-  Planung Straßenneubau
 -  grundlegende Erneuerung der Autobahn
 -  Realisierung Voll-Anschlussstelle
- Radverkehr:**
-  Ausbau Radschnellverbindung

Not least because of this, the existing road network is reaching its performance limits at some points. This problem will be exacerbated if growth in the northeast and surrounding areas continues to increase and the land reserves continue to be exploited.

Along the S-Bahn rail corridors, supplemented in the inner area by underground trains and trams, the northeast area enjoys high development quality with sufficient output reserves. However, this transport advantage is hardly reflected in the existing settlement structure. Almost everywhere there still exist large unused or underused areas in the immediate vicinity of the station. The tangential connection potential of the outer railway ring is hardly exploited for local public transport.

Furthermore, the planned Panke Trail, the 18.5-km express cycle path from the Karow S-Bahn station in the district of Pankow to Torstraße in Berlin-Mitte, will make cycling in Berlin even easier, safer and more enjoyable.

3.5 Sociocultural context

The northeast area is one of the few sub-areas of Berlin that still recorded significant population growth in the 1990s. Between 1991 and 2001, a decline of 3.1% in Berlin as a whole was offset by an increase of about 30.4% in the northeast. The driving force behind this development was above all the densification of the old housing estates, overlaid by the completion of the large new building projects, especially in Karow and Französisch Buchholz. While the number of children, adolescents and young adults declined significantly in Berlin as a whole, these age groups increased in the northeast. The growing number of older people, on the other hand, developed in parallel to the city as a whole. The newly arrived families are growing older, and some of their children are leaving the district. Since the young families today have one-third fewer children than their parents' families, fewer new families will grow up in the district, and this factor will probably not be compensated for by immigration. On the other hand, the group of older working people and especially senior citizens will increase strongly. To ensure that the population continues to see prospects in the northeast area in the future, infrastructure and housing must be geared to all age and phases of life. Education and training opportunities must be available locally for the young generation; the young working population needs jobs; and the older generation, whose life expectancy is increasing, needs facilities for leisure, assisted living and medical care.

The housing stock in the northeast comprises a high proportion of old buildings and a rather low proportion of post-war or new. The supply of living space reaches a relatively high level of 34 m² per inhabitant. In the 1990s, almost 20,000 new dwellings were built in the northeast area, four-fifths of which were multi-storey buildings.

3.6 Economic context

Centres and retail trade

On average, the population of the northeast area has the highest purchasing power in the eastern part of the city. On the other hand, the northeast is the sub-area of Berlin with the lowest purchasing-power retention and retail-space provision, the highest proportion of specialist stores and the lowest proportion of retail space in centres.

The dominant centre in the northeast is the centre of Pankow, with an extensive catchment area. The completion of the Rathauscenter allows it to better fulfil the supply function of a main centre. Nevertheless, there are deficits in higher-quality establishments and with regard to an urban complement of services, leisure facilities and gastronomy.

The centres in the local areas only partially fulfil their function as central service areas. In Französisch Buchholz and Karow, new centres have been established in the new housing estates away from the traditional town centres. In Buch, Blankenburg and Heinersdorf, too, new shopping centres have been established away from the town centres by way of discounters and specialist markets, and their appeal has declined as a result.

It will be all the more important to concentrate development on the centres – and here again on their core areas – and to provide suitable types of retail space in integrated locations for less central areas.

Trade and services

The northeast area has a comparatively low job density. There are more than four inhabitants per job, twice as many as the Berlin average.

Just under a third of all jobs in the northeast area are in the district of Pankow, predominantly in the service sector. Buch offers almost 5,000 jobs in the health sector and in its biomedical research facilities. Other service centres are located in the district centres. The traditional commercial locations in Wilhelmsruh, Niederschönhausen-Ost and Heinersdorf have a high vacancy rate.

There is growth potential above all in Buch and in the attractive locations of Pankow for services. Demand for commercial space, on the other hand, is currently sluggish, even in newly developed locations.

The northeast will play an important role in any long-term commercial policy, as there are still larger contiguous areas available here for production-based businesses, and they are well connected by rail and motorway.

4. The location – study site

The Karower Kreuz intersection, about 10 km from the city centre, is located in the centre of the study site in the district of Pankow and forms the intersection of Karow in the north and Blankenburg in the south. To the west is the area of Französisch Buchholz, which is divided by the A114 motorway route into a northern, predominantly landscaped area and a southern, more densely built-up area.

All three areas, like most villages in southern part of the Barnim plateau, were founded around the middle of the 13th century.

Französisch Buchholz

The core of the village is the long village green, which merges with the suburban Berliner Straße in the south. Older residential areas adjoin to the east, interspersed with abandoned or converted market gardens as well as with fallow land and allotments, which extend to the motorway feeder road. Older residential areas with allotments and many gaps between buildings also predominate in the southwest. The west of the district, on the other hand, is characterised by the new development area of Französisch Buchholz-West, which, with its block structures and rows of terraced houses, is nestled between the older parts of the settlement and, with Hugenottenplatz, has its own urban focus. To the northwest, extensive allotment garden colonies, interspersed in strips with residential areas, form the transition to the open landscape and the Karow ponds, which have been a nature reserve since 1994. The "Alte Schäferei" project is part of plans to develop another area for housing.

Französisch Buchholz is connected to the S-Bahn station Pankow-Heinersdorf to the south and to Berlin city centre by tram line 50. Bus line 150 connects Französisch Buchholz with the neighbouring areas of Blankenburg and Karow via the Alt-Blankenburg/Karower Damm/Blankenburger Chaussee/Alt-Karow road.

Around 21,500 people currently live in the district of Französisch Buchholz, with a population density of 1,789 per km².

With more than 70 ha, the Elisabeth-Aue, located even further north, provides one of the largest state-owned housing opportunities of city-wide importance. New flats are to be built in the area – which borders on established neighbourhoods with a mixed resident structure – under the guiding principle of the garden city of the 21st century. In order to create a lively and stable neighbourhood for people with different backgrounds and needs, the involvement of the existing neighbourhood and the future residents is of great importance.

Blankenburg

Blankenburg has a small-scale settlement structure and features a well-preserved village green and a village church. The village green is adjoined to the north and southeast by extensive housing estates from the interwar and post-war periods. Since 1990, new single-family houses have been built on many plots of land that had only been developed for summerhouses or small houses. The open fields between the settlement areas context are also predominantly earmarked for single-family house construction. South of the railway station and the village centre is one of Berlin's oldest large allotment garden colonies with many permanent residents. To the southeast along Blankenburger Pflasterweg, the abandoned and already dismantled site of a police school extends far into the open fields. Under the guiding principle "Diversity and Community between Blankenburg and Heinersdorf", the new urban quarter Blankenburger Süden is to be developed here. This includes the implementation of different building typologies, a diverse mix of uses (residential, commercial, social, cultural, health, etc.) and comprehensive green infrastructure, as well as the allocation of land and structural implementation by various developers.

Listed individual buildings and building ensembles can be found around the Alt-Blankenburg street. The buildings of the Albert Schweizer Foundation nursing home on Bahnhofstraße are of particular importance for the area. Between Triftstraße and Lautentalerstraße, a cautious re-densification with two- to three-storey terraced houses is currently planned. The Golf Resort Berlin Pankow, one of three golf courses in Berlin, is located on the southeast edge of the village, where it transitions to agricultural land.

Blankenburg is located on the Stettin Railway and by Berlin's outer ring motorway and has a railway station with stops on the S2 and S8 S-Bahn lines. Bus lines 150 and 154 run from the station.

With around 7,000 inhabitants, Blankenburg has a comparatively small population and a population density of 1,146 per km².

Karow

The angular widening in the village centre of Karow still evokes the image of a booming farming village of the 19th century. The village church of Karow, a late Romanesque building, is considered the oldest building on the Barnim plateau in Berlin.

Between the deep kitchen gardens of the old farmsteads and the Stettin Railway, a suburban settlement with individual shops has developed along Bahnhofstraße since the end of the 19th century. To the east and south are extensive, loosely built-up settlements of individual houses, interrupted by large arable fields at Karower Kreuz and around Teichberg. In the 1990s, the new development

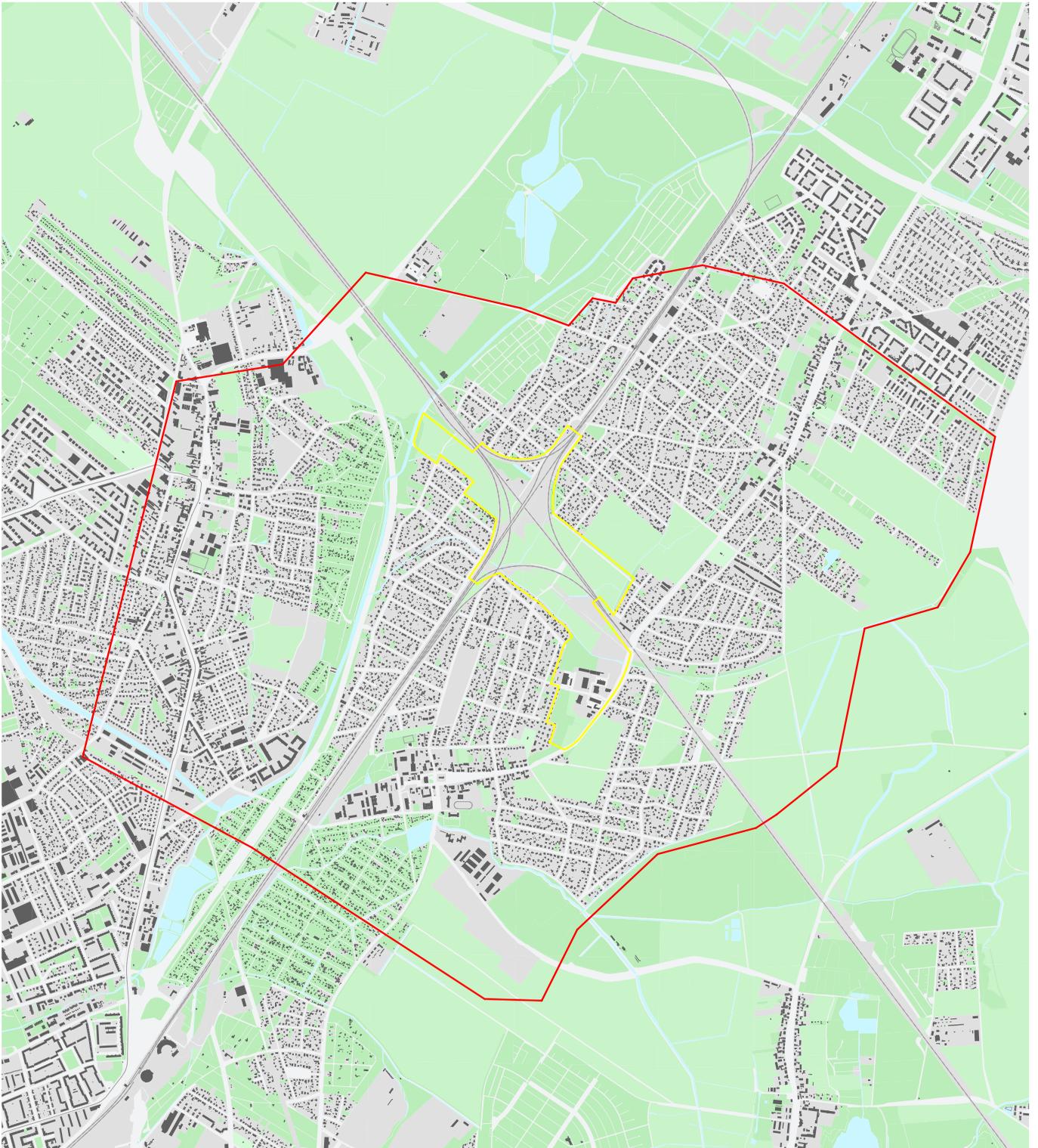


Abb. 16

16
Site plan Karower Kreuz
and surroundings with the
observation area (red)
and project area (yellow),
M. 1:10.000



Fig. 17

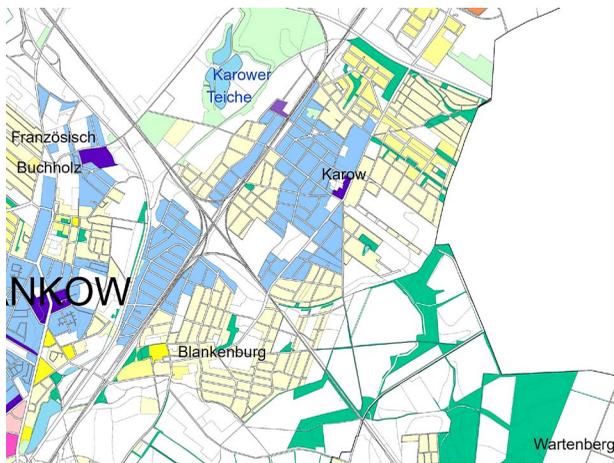


Fig. 18

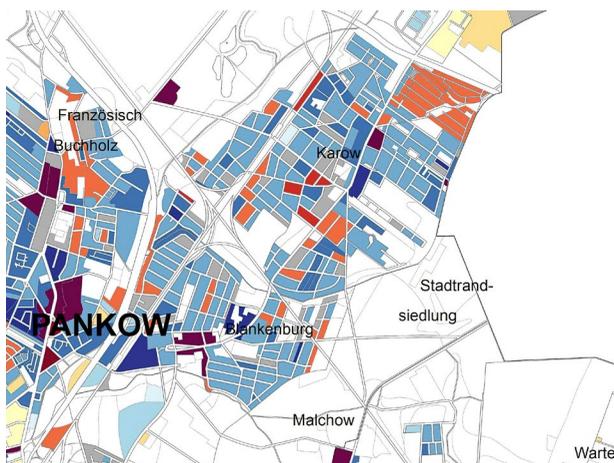
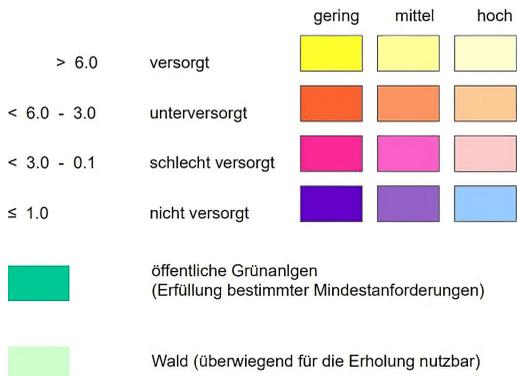
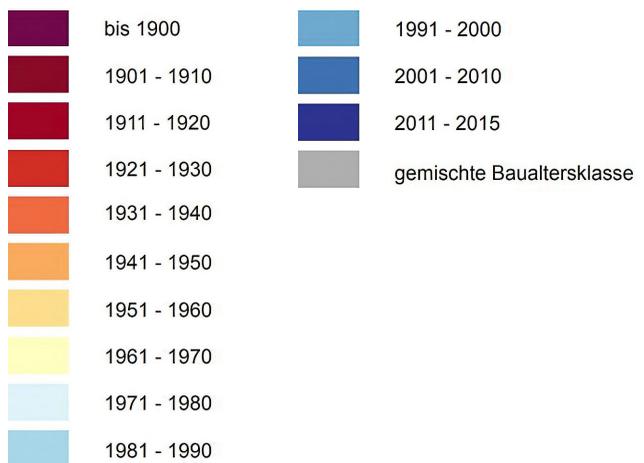


Fig. 19



17 Investigation results – real land use, processing status: June 2016

18 Investigation results – green spaces close to residential areas, processing status: October 2020

19 Investigation results – building age of the residential development, processing status: January 2018

area of Karow North was built between Karow and the suburban settlement on Kappgraben, with diverse infrastructure and its own centre along Achillesstraße; the eastern part of this area has not yet been completed. As a result, the number of residents in Karow has almost tripled since 1990. Today, almost 20,000 people live here and the population density is 2,980 per km².

Karow is located on the Stettin Railway and Berlin's outer ring motorway and has a railway station with stops on the S2 S-Bahn line and the RB 27 regional train. Bus line 350 runs from the station, and bus lines 150, 158 and N58 run along the Blankenburger Chaussee/Alt Karow road.

Development forms

The three village centres are characterised by village buildings that differ from their surroundings by highly heterogeneous structures, consisting mainly of low and diversely designed individual houses, whose plots are located along the access road. In the centre of the village, there is a single public building, the village church, which clearly stands out from its structural and urban environment. [cf. Bürklin 2017, p. 49]

This village-style development is predominantly surrounded by low buildings with house gardens. Using the principle of linear addition, the double-sided and open row of buildings forms a tangible and continuous spatial edge. At the same time, generous open spaces are created around the single- and two-family homes. The length of the rows is limited by infrastructural capacity, such that a finely structured network of cross streets creates several urban units in the form of blocks. In their orientation towards the street, the row is determined by a clear socio-spatial differentiation of front and back. This is expressed not only in different modes of use – public to the street, private or communal in the rear space of the garden – but also in different architectural designs. Due to their three- or four-sided orientation, the buildings can be excellently lit and ventilated. In addition, it is the close spatial relationship between the interior and exterior space that makes this form of development, which nevertheless requires a large amount of space, so attractive, especially for families. [cf. Bürklin 2017, p. 11ff].

The north of Karow and in the west of Französisch Buchholz are also home to holistically planned housing developments from the 1990s. They consist of a group of plots with open perimeter block development, surrounded and accessed on all sides by streets. The buildings are oriented with their front facing the street. The interior of the block is used for gardens, courtyards, open spaces, garages, parking spaces, outbuildings, etc. The lack of a garden of one's own in multi-storey housing is compensated for by the proximity to open spaces as well as by appropriable communal gardens, terraces and balconies. These blocks enable intensive networking with the surrounding urban structure. They are integrated

into the system of urban streets and building lines, creating a continuous and largely closed urban space that can be reached from all sides. The outer boundary of the plot defines the boundary between the public space of the city and the private space of the house and plot. The clear socio-spatial differentiation of outside (as a connection to the public of the city) and inside (reference to the communal and private) is also reflected in the different design regulations of the two sides. This applies to both open-space design and architecture. Through the rational and economic use of land, these blocks allow comparatively high urban densities. Particularly in view of today's discussion about the increasing consumption of settlement space, this is both an ecologically and economically positive factor. [cf. Bürklin 2017, p. 20ff].

Current urban development projects

Karow has significant urban development potential for Berlin with several large brownfield sites that connect to the existing village development of Alt-Karow and the surrounding single-family-home structure. Against the backdrop of strong population growth in recent years and the associated high demand for affordable housing in particular, the district of Pankow drew up a framework plan. The aim was to secure and qualify the functionality and social stability in the existing areas while preparing framework conditions for the development of new, sustainable and mixed-use urban neighbourhoods with differentiated housing, with needs-based social infrastructure, attractive public and climate-adapted open spaces, and a mobility strategy coordinated with the objectives of the transport policy of the state of Berlin. The framework plan has not been adopted by the district of Pankow. With the takeover of the three sub-areas "Karow Süd", "Am Teichberg" and "Straße 52" in 2021 by the Senate Department for Urban Development, Building and Housing, the overall planning will be further developed on the basis of the Karow framework plan. In particular, the previously unplanned interconnection with the multilevel railway station is an essential component of the further planning. The results of European 17 are to be incorporated into this process.

The previous Karow framework plan envisages the development of three new residential quarters, the Am Teichberg area with a size of around 52 ha, the An der Laake area (previously called Street 52) with 18 ha and the Karow Süd area with a size of around 28 ha, with a total of around 3,500 new residential units, mainly in multi-storey housing. The planned urban area of Karow Süd plays a special role because of its location in the immediate vicinity of the future Karower Kreuz railway station. In addition to residential areas, the higher-level social infrastructure facilities (double school site with primary school and integrated secondary school) will be located here in the western area – green and sports areas in the transition to the railway areas in the south and mixed building areas with the possibility of setting high

points at well-developed locations near the station.

An important green connection is planned along the Upstallgraben to the Laake in the south. Rainwater drainage measures are planned between Upstallgraben and the adjacent single-family homes to the east. The urban development structure predominantly envisages an open building style with four storeys, adjacent to the informal development of detached houses of up to two upper storeys. The transition area between the new and existing buildings is defined by green activity strips. Along a diagonal connection between the future station site and the main road Blankenburger Chaussee, a road-side development with public ground-floor zones and up to seven storeys is planned. Straße 10, with its characteristic tree population, is to be largely preserved and will as serve pedestrian and bicycle access.

5 The location – the 4 project sites

Project site 1 – Karower Kreuz

Karower Kreuz plays a very special role in the radial expansion and development of Berlin's hinterland. The area is currently an empty urban space of around 25 ha between the tracks of the Berlin's outer ring motorway and the Stettin Railway, which connect the city centre with the north of Berlin. The tracks of the regional and S-Bahn railways divide the project site into four sectors, which are sealed off from the surrounding settlement area by the railway's turning tracks and the embankment areas. The northern sector is accessible via Boenkestraße and a narrow underpass, and the southern sector via a railway service road. Most of the land in the project site is owned by the railway.

Project site 2 – Karow Süd

The adjoining project site 2 to the northwest has a size of about 7.7 ha and is part of the planned urban extension Karow Süd. Here, the current considerations for the framework plan envisage mixed building areas in the transition from the Karow Süd residential area to the future railway station – for housing, for social infrastructure facilities, for offices, retail and commerce as well as green, leisure and recreation areas.

In the land-use plan, the areas of the project site are shown as mixed building land (M2) with medium density, residential building land and a superordinate green corridor along the Upstallgraben. The density study based on the framework planning for Karow Süd envisages a floor-space index of up to 1.9 and a storey height of eight or more full storeys.

Around 4.5 ha of the area is owned by a state-owned housing association while the remaining areas are owned by companies or individuals (see owner map). The open Upstallgraben in the southern area of the project site is to be protected with a 20m-wide protective strip; the adjacent waterlogged area is to be kept free of buildings. Green spaces close to the settlement used as neighbourhood parks – but also perhaps for sports – are to be taken into account in the planning, but do not necessarily have to be included in project site 2. The existing avenue of trees on Straße 10 is to be integrated into the concept and the valuable tree population should be preserved. A direct bus and MIV connection of the future railway station to Blankenburger Chaussee should lead via the planned adjacent residential location and not via Straße 10. The planned and existing neighbourhoods should be attractively linked to the future station location, especially for those walking and cycling.

Project site 3 – Extension of the Treseburger Straße industrial estate

Project site 3, with a total size of around 26.5 ha, extends from the southern track curve at Karower Kreuz and the

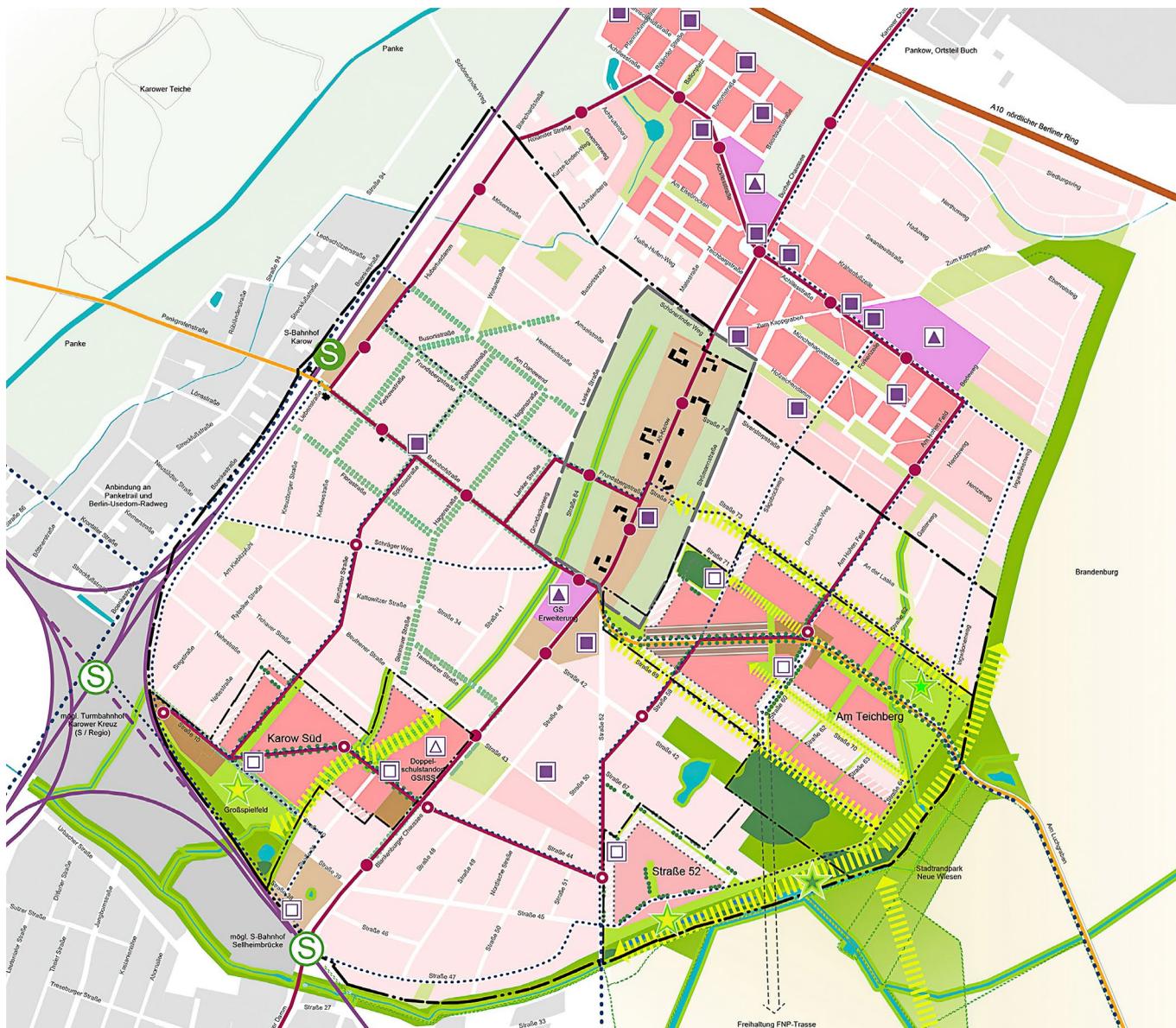


Fig. 20

- 20
 Framework plan Karow / 2019 Urban development (GFZ = plot ratio / floor area ratio)
 Urban planning
- residential area GFZ up to 0.6
 - residential area GFZ up to 0.8
 - residential area GFZ up to 1.0
 - residential area GFZ up to 1.2
- Free space / recreation
- open space / recreation Public park
 - near-natural open landscape
 - superior open space connection
 - small water bodies / wetlands
 - forest
 - agriculturally used areas

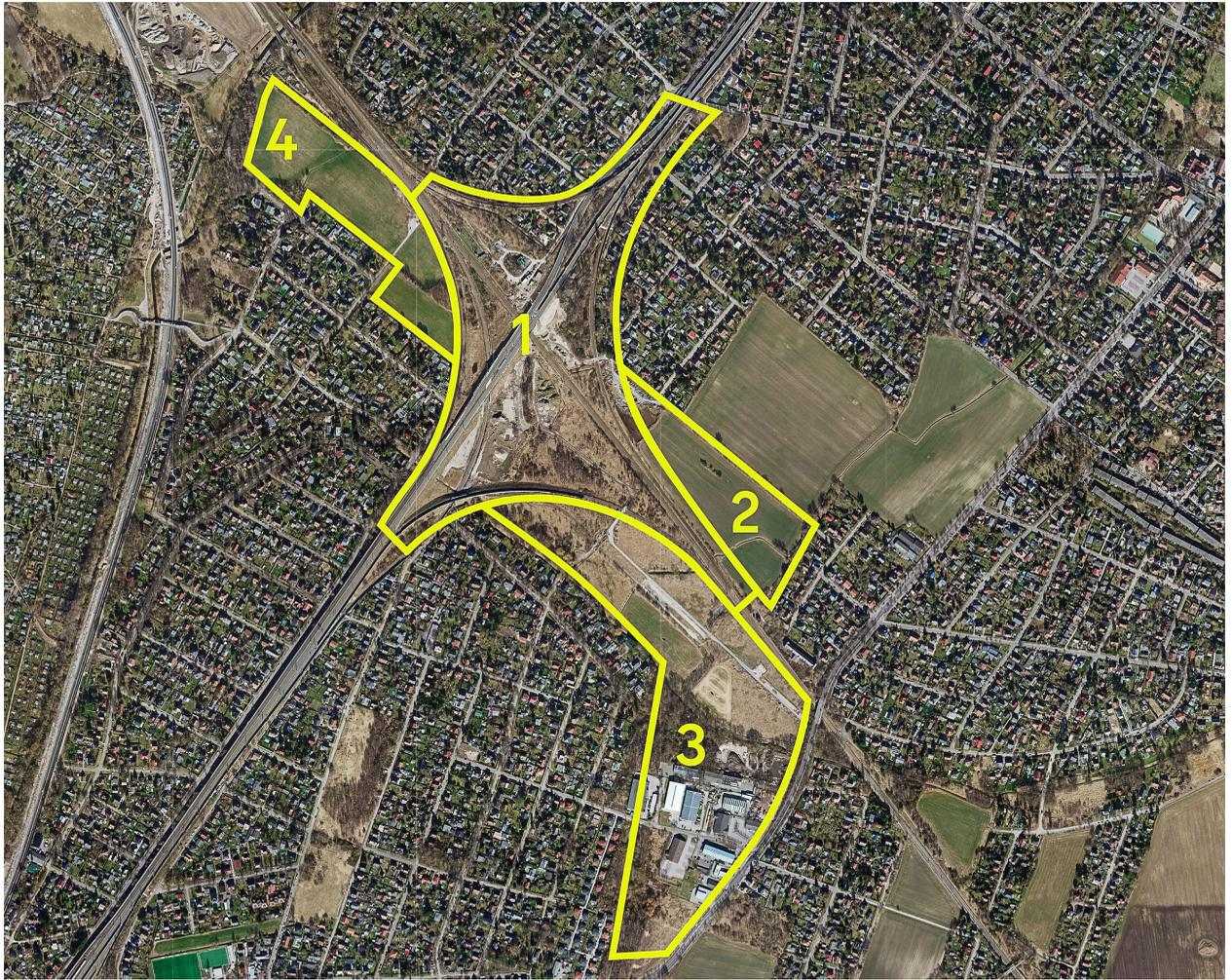
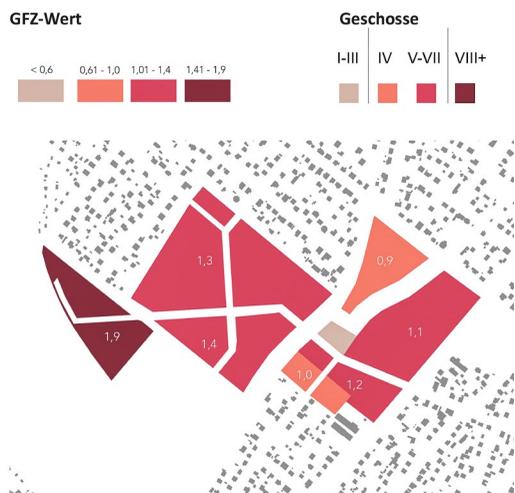


Fig. 21



21
Project areas

22
GFZ density distribution /
building sites Karow-Süd

railway line of the outer railway ring (regional train RB 12) to Karower Damm/Sellheim Bridge and to the Laake watercourse and includes land from the existing commercial area in the south. To the southwest, the area is bordered by historically developed single-family homes in the Blankenburg area.

The existing commercial area is accessed via the Karower Damm/Treseburger Straße junction. The surrounding railway lines and the Sellheim bridge create an island effect with insufficient access to the settlement areas on the other side of the railway lines. A direct connection to the planned Karower Kreuz multilevel railway station is also currently not possible due to both the lack of crossing points and the areas for compensatory measures.

In the land-use plan, project site 3 is shown as a commercial building area with overriding green corridors along the Laake and the Upstallgraben. The land is owned by the railway, the state of Berlin and various companies and individuals (see owner map).

Special landscape elements are the bodies of water that include the Laake, with a dense backdrop of trees on its banks, and the open Upstallgraben, which characterise the project site as linear landscape elements.

Between the railway tracks and the Laake river, a distinct biotope structure has developed, which has been taken into account in the previous planning. This results in various restrictions and limitations, such as plan-approved measure areas, which need to be reconsidered in the context of this procedure.

Project site 4 – Experimental field

Project site 4, with a total size of about 10.5 ha, adjoins the Karower Kreuz to the northwest and is bordered by the railway line to the northeast, the Panke River to the northwest, and historically developed single-family homes in the Blankenburg area to the south. The open Rübländer Graben runs through the area from southwest to northeast.

The area is accessed from the north via Krontaler Straße and from the area of detached houses in the south via Flaischlenstraße and Frankenstraße.

In the land-use plan, the project site is shown as mixed building land and green space. The land is owned by companies, private individuals, foundations/associations and the State of Berlin (see owner map).



Abb. 23



23
Project area /
view direction east

6 Task

The participants are asked to develop an urban and open-space planning concept for project sites 1 to 4 and to deepen the concept using the example of a project site of their own choice.

6.1 Study site

The planned construction of the Karower Kreuz multi-level railway station as a transfer point for regional and suburban rail traffic is intended to reorganise both the centre of the European project site and the surrounding area, overcome urban development barriers and create a place of networking and interconnection that links various urban and landscape spaces and enhances them in terms of design. To this end, forward-looking planning approaches are being sought at the interface of urban and transport planning.

The planned expansion of the railway infrastructure at Karower Kreuz in the course of the i2030 programme is a strong stimulus for improved transport connections for the entire northeast area. The goal is to initiate development for the entire study site that integrates the complex infrastructure of the railway station into the urban context of the neighbouring settlement areas – Karow to the north and east, Blankenburg to the south and west and Französisch Buchholz to the west of the A114 motorway route – and to better connect these neighbourhoods with each other. Intelligent urban planning solutions for reducing noise emissions from rail traffic must be developed in order to relieve the adjacent existing and new residential neighbourhoods of undesirable disturbance.

Berlin's urban development is pursuing the following essential development principles at this location: Neighbourhood development must be adapted to the effects of climate change so that existing qualities of life can be maintained and improved.

The design of public spaces and open spaces that have both a social and an ecological function are subject to high quality standards.

Neighbourhood mobility promotes polycentricity and urbanity and can be structured in an intermodal, particularly sustainable, flexible, efficient and environmentally friendly way.

New urban districts are to be designed in a compact, small-scale and space-efficient manner, should be usable in a variety of ways and accessible via short routes, and should create a wide range of offers for all ages and social structures.

The aim is to develop differentiated neighbourhoods that promote the creation of unique identities with out-

standing open-space, urban-planning and architectural qualities. Experiments and innovations can be a basic building block for the sustainable adaptation of urban space to changing requirements.

Development and mobility

A key challenge is to better connect the existing surrounding neighbourhoods with each other and with the new station and to develop a holistic and sustainable mobility concept that adequately takes into account all modes of transport and the different mobility needs of all population groups.

A sustainable, low-emission transport design and the strengthening of the environmental alliance through diverse, combinable and digitally supported mobility should enable the residents of the neighbourhoods to live comfortably car-free and be flexibly mobile at the same time.

The aim is to sustainably qualify the living conditions in the existing neighbourhoods and to create superordinate green and path connections. The physical barrier effect of the road and railway lines is to be reduced through the urban upgrading of existing connections and the construction of new bridges and tunnel crossings. The strongly delimiting effect of the embankment areas along the railway lines is to be broken up at certain points in order to enable visual relationships between the neighbourhoods.

6.2 Project site 1

Karower Kreuz – development engine for a dynamic urbanity

The future Karower Kreuz interchange station in the heart of Berlin's northeast will create a new density of activity in the suburban settlement area. Proposals are sought on how the station area in the centre of the project sites, in addition to its function as a transport hub and mobility hub, can be developed in terms of urban planning, architecture and programme, so that an attractive and lively location emerges that exerts a radiant force across the surrounding area.

The aim is to create a development concept for the inner area of Karower Kreuz that makes efficient use of the space potential, integrates the railway station into the overall concept and gives the public space an atmospheric effect as a place of exchange and encounter.

What degree of urban density is appropriate for the location and what building forms can be used to efficiently fill out the area around the new station so that a recognisable city entrance is formulated that acts as a kick-starter and attractor for the surrounding area?

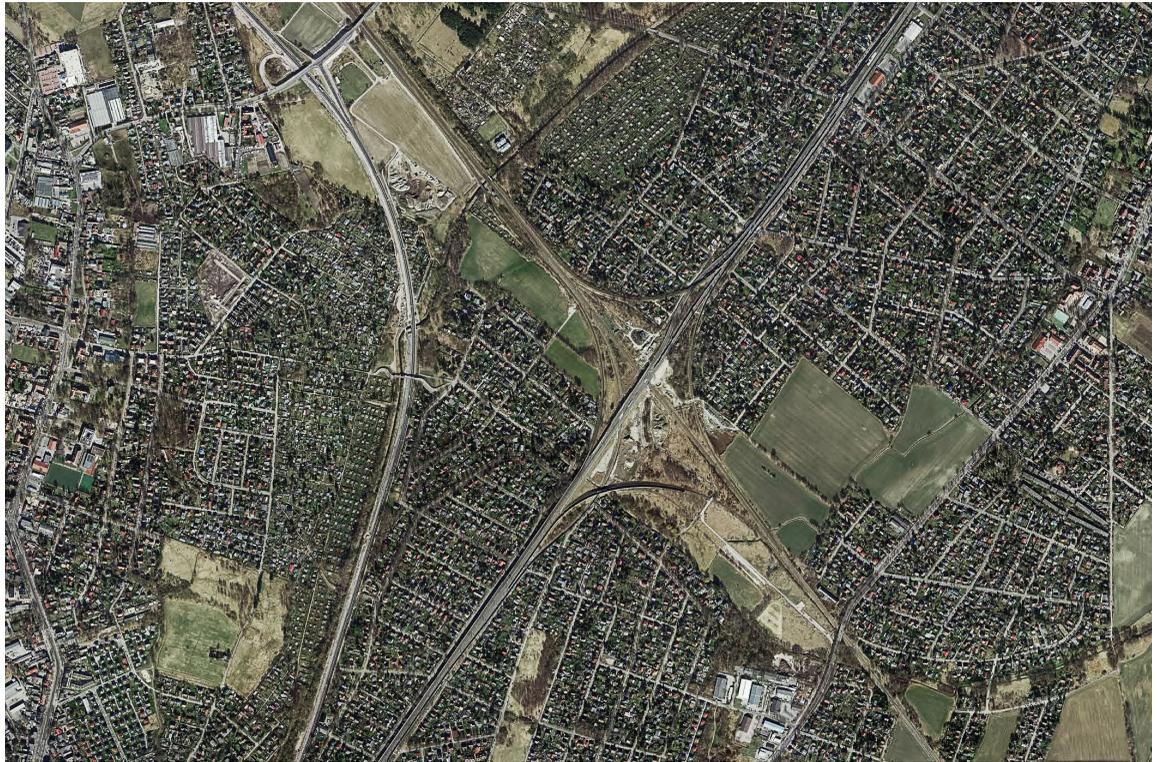


Fig. 24



Fig. 25

24
 Aerial view Karower Kreuz

25
 Idea sketch / connection
 Karower Kreuz



Fig. 26



Fig. 27

26
Project site 1 /
View direction south

27
Underpass in project site 1
(Boenkestraße)

How can we succeed in establishing a new centrality that does not compete with the existing local town centres and their supply function, but is stimulated by new programmes that are consistently developed from the further thinking of the railway station as a hub of public life and productive interface of ecological, economic, social and cultural values?

Which programme components can be added to new office and commercial buildings so that the public space becomes an urban meeting place and a safe and fear-free urban space is created? How should buildings and especially the ground-floor zones be designed so that they contribute to the revitalisation of the public space?

The modern railway station as an innovative, multimodal mobility hub must be designed to be flexible and user-friendly in order to contribute to increasing the share of sustainable modes of transport. The essential goal is to link all forms of mobility via short routes.

Innovative, space-saving bicycle garages, bus stops with a sophisticated design as well as taxi access and Kiss & Ride zones are to be clearly organised near the entrance areas.

The development of the area presents a special challenge.

Solutions are being sought to improve the traffic connections to the footpath, cycle path and road network. It should also be investigated to what extent the barriers of the railway lines in the form of embankments and slopes can be dissolved physically and/ or visually and the neighbourhoods visually linked.

In order to connect the future railway station with the adjacent existing and new neighbourhoods, clear and easy-to-find pathways for all forms of mobility must be created.

The new interchange station also divides the inner area into four spatial units. The great challenge is to create an attractive station forecourt with good orientation and clearly legible access to the tracks in all subspaces and to establish a physical and visual connection between the subspaces.

Bus and taxi stops are currently planned in the northern quadrant via the existing Boenkestraße and in the eastern and southern quadrants. Good accessibility of the station entrances for pedestrians and cyclists is to be ensured from all four quadrants. Bicycle parking spots are to be provided at a short distance from the exits and entrances.

6.3 Project site 2

Project site 2 is part of the new Karow Süd residential quarter in the transition area to the railway facilities and the future Karower Kreuz railway station. Taking ecological aspects into account, a mixed-use neighbourhood with areas for housing, social infrastructure facilities, offices, retail and commerce is to be created here, as well as a green neighbourhood park with attractive leisure facilities, play and sports areas, and central retention areas.

The area lends itself to a higher building density and a potential for taller buildings, especially in the transition area to the planned Karower Kreuz railway station. Intelligent concepts for targeted noise protection development are expected in order to minimise noise emissions from the railway into the new Karow Süd residential quarter.

The Upstallgraben and the adjacent drainage areas to the south are to be integrated into the green neighbourhood park of the new residential quarter as a special open-space measure.

The existing avenue of trees on Straße 10 is to be included in the concept and the valuable tree population should be preserved. An attractive link between the planned and existing neighbourhoods, especially for pedestrians and cyclists, and the future station location is to be taken into account in the planning. The traffic connection of the future railway station to Blankenburger Chaussee for bus and motor vehicle access should be via the access road of the future Karow Süd residential quarter.

6.4 Project site 3

Project site 3 lends itself to meeting the increasing demand for commercial space close to home for small and medium-sized businesses as an extension of the adjacent commercial area on Treseburger Straße to the south.

The aim is to develop a sustainable commercial site close to residential areas that integrates the existing landscape qualities, connects the green and open spaces close to residential areas and favours biotope networking.

In addition to traditional craft businesses and production facilities, areas for new urban production spaces such as manufactories, fabrication labs and digital workshops are to be made available. Sustainable commercial structures fit for the future are to be developed, which could enable the settlement of different businesses through stacking and flexible size offers and contribute to generating synergies and reducing costs through joint-use offers of space, technology and machines.



Abb. 28

Flächenangaben in m²

Karow Süd	280.000
Upstall+Retentionsflächen	48.190
Bruttobauland	231.810
Grünflächen	45.300
Verkehrsflächen	23.800
Nettobauland	162.710



Abb. 29

28
Project site 2 /
View direction east

29
Urban planning parameters /
Karow South

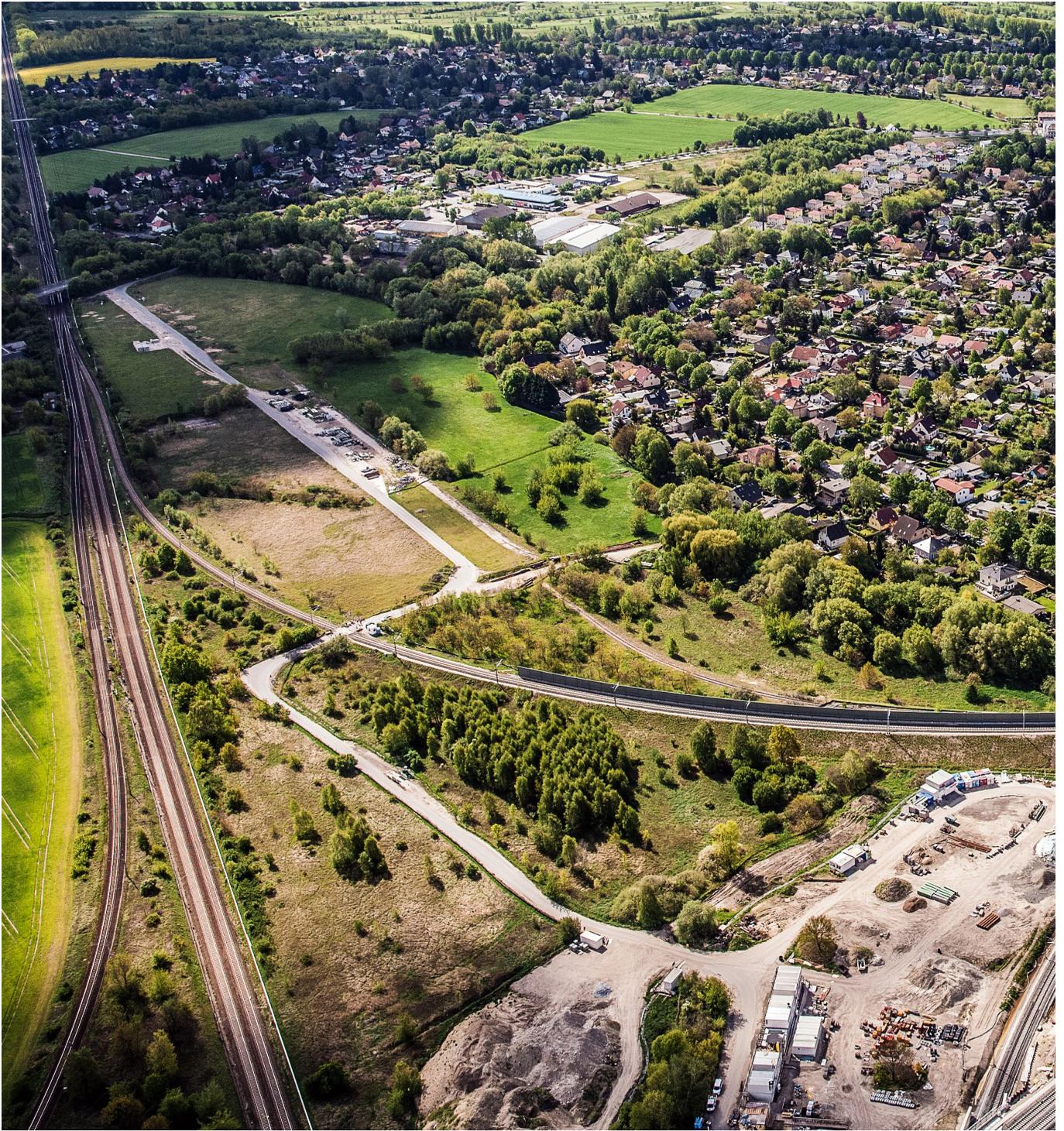


Abb. 30

30
Project site 3 /
View direction east-west

Intelligent development concepts are expected to contribute to minimising noise emissions into the neighbouring single-family house development to the south.

The existing natural and landscaped areas, the Laake with a dense backdrop of trees on its banks and the open Upstallgraben as well as the wooded areas in the southern area, are to be integrated into a holistic concept.

A green commercial area is to be created, which is closely linked to more natural green spaces through qualified pathways, allows permeability between the neighbourhoods and takes into account the interconnectedness of the existing natural and landscape spaces.

Development of the site

The development of the area is to be provided via the existing Karower Damm/Treseburger Straße junction, which will be modified in the course of the planned construction of the Sellheim Bridge. The railway access road will be connected to Treseburger Straße in the future. However, in the future the capacity of the junction will continue to be limited for intensive HGV traffic; therefore, small-scale commercial structures close to residential areas are to be developed without heavy-goods traffic.

6.5 Project site 4

There are currently no plans for project site 4; the area can be investigated as an experimental field in terms of both urban planning and programming as part of the European competition.

The area is designated in the land use plan as a mixed building area with medium density and offers the opportunity to explore new urban settlement forms that offer the development of ecomobility, the occupation of space for small and larger businesses, combinations of living and working, the inclusion of social and neighbourhood facilities and the qualification of green spaces in the sense of a liveable, greened and productive city.

The aim is to find out which building density is appropriate in the transition to the existing neighbourhoods in view of the growing city with, on the one hand, new demands on housing and, on the other, job opportunities close to home.

The development concept is intended to reduce the noise emissions of the A114 motorway route into the eastern neighbourhoods.

The area is well connected thanks to its location on the higher-level North-South Path No. 5 along the Panke River and the planned Panke Trail as a cycling expressway to Berlin's city centre.

The Rübländer Graben, which flows through the area from north to south and into the Panke, gives the area a special natural quality and is to be included in the overall concept.



Fig. 31



Fig. 32

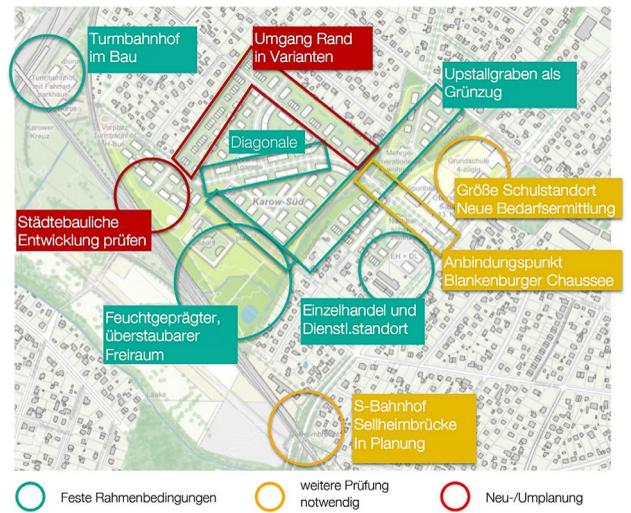


Fig. 33

31
 Project site 4 /
 View direction south

32
 Mission Statement /
 Report Treseburger Straße

33
 General conditions /
 Karow South

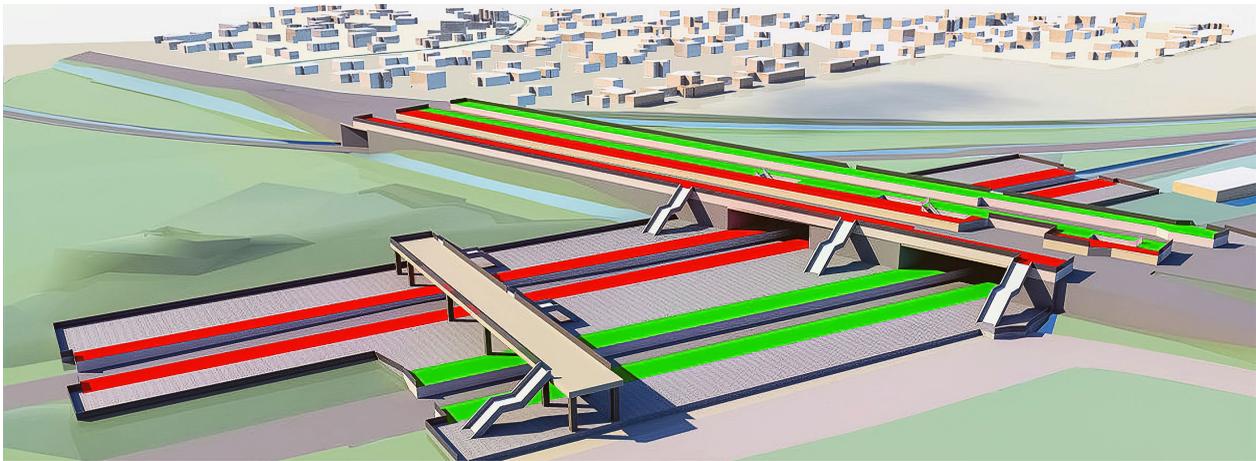


Abb. 34

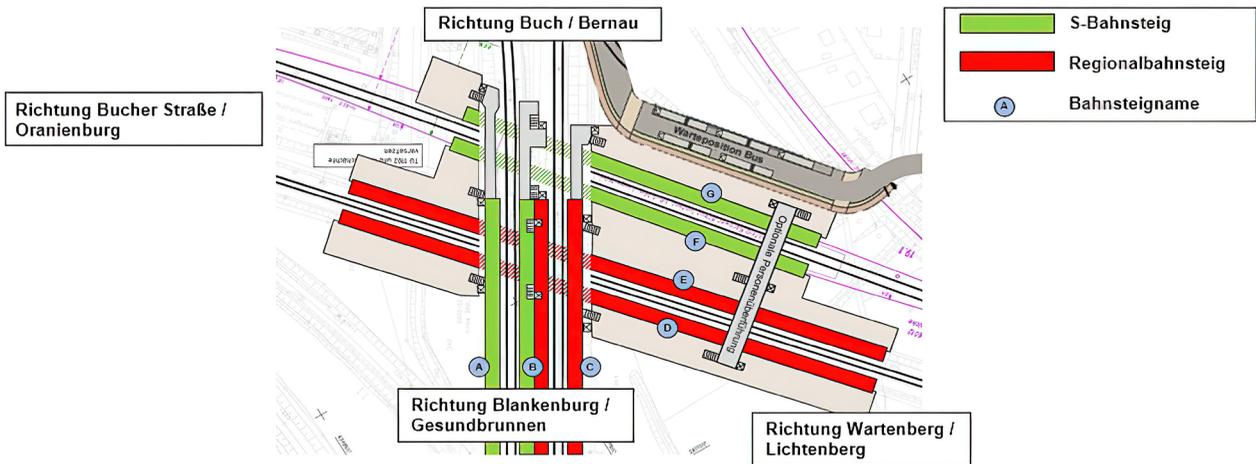


Abb. 35

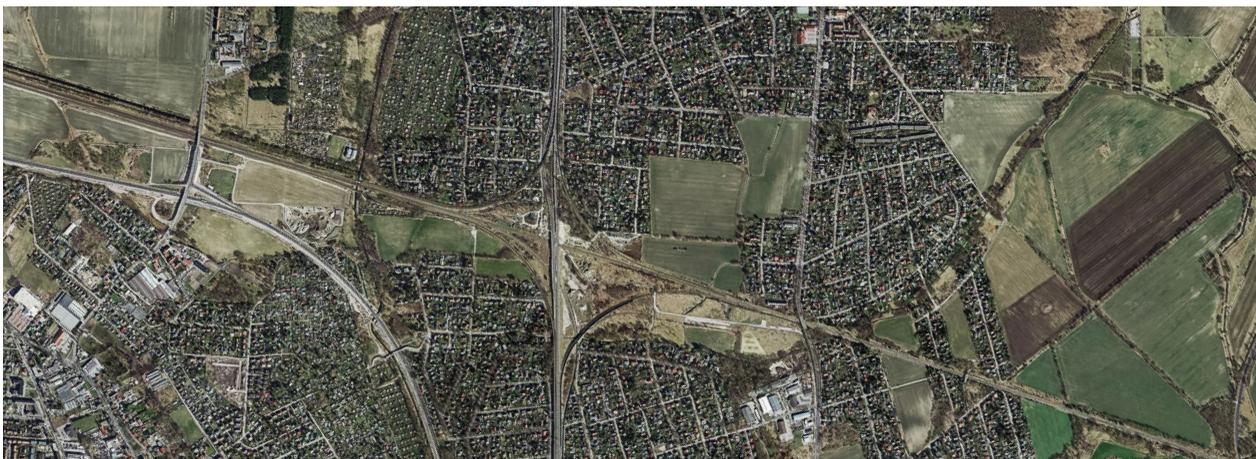


Abb. 36

34
Idea sketch of a possible
station development a)

35
Idea sketch of a possible
station development b)

36
Berlin / Karower Kreuz

6.6 Submission requirements

Panel 1

On panel 1, the urban development and open-space planning concept including the interconnection with the neighbouring districts is to be presented on a scale of 1:10000. In addition, the essential aspects of the concept are to be presented in greater detail in the form of diagrams, sketches, spatial representations, etc. The scale and type of presentation may vary depending on the concept. The scale and type of presentation can be freely chosen depending on the concept.

Panel 2

On panel 2, the urban development and open-space planning concept for all 4 project sites, including the transition areas to the adjacent neighbourhoods, is to be presented on a scale of 1:2500. Special focus is to be placed on the design and programmatic formulation of the new station quarter and the quality of the public spaces, open spaces, forecourts and entrances to the future multilevel railway station (project site 1). A viable connection between the new and existing neighbourhoods and the railway station must also be presented.

Panel 3

The focus of the work, the type of representations and the choice of scale are up to the participants. Here, the spatial visions can be deepened either for the future railway station area (project site 1), an intelligent noise-protection development in dense construction with attractive mixed uses (project site 2), new forms of sustainable commercial structures (project site 3) or experimental structures in terms of urban planning and programming (project site 4).

In the explanatory text, make sure that you write 3 to 4 sentences on each of the following points

Concept

What is the main idea?

Thematic focus E17

Where are the European E17 themes reflected in your design?

- Sustainable urban design
- Social urbanism

Study site

Which measures are planned for the extended perimeter – shown in red?

Project site

Which ideas and measures are planned for the project area with regard to urban design, architecture, open space, mobility and which planned uses should there be there?

- Urban design, for example: urban typologies, building typologies, density, ...
- Architecture, for example: what kind of buildings, construction methods, materials, etc. do you foresee)
- Green and open space concept, for example: statements about private open spaces, public open spaces, gradations of public spaces, open space typologies like parks, gardens, promenades, up to balconies or roof terraces, plantings etc.
- Mobility concept, for example: how is traffic organized, where does which type of traffic take place – MIV, bicycle and pedestrian traffic, public transport, etc.
- Uses, for example: what kind of uses do you foresee where, what are the first floor uses, where are there mixed uses, etc.

Process-oriented development

Proposals for the participation of residents or the urban community, ideas for a possible step-by-step implementation such as different building sites, pioneer projects / interim uses, etc.

Site-specific criteria

- Train station city quarter (How is the train station conceived as a functional densification area and mobility hub in relation to the surrounding urban quarter development)?
- Urban noise barriers (How will noise emissions from rail traffic be reduced in the existing and new residential neighborhoods?)
- Growing together and mobility concept (How will the existing and new neighborhoods be linked to each other and to the new station in terms of urban space and traffic? What specific connection points will be envisioned?)
- Upstallgraben and Laake (How will the existing natural and landscape areas and especially the water sources be integrated into the design?)



37
Berlin Pankow /
View direction south
red: observation area
yellow: project area

Fig. 37



Image credits

- Fig. 0
Berlin Pankow, districts Karow and Blankenburg
European / Geoportal Berlin
- Fig. 1
Karow S-Bahn junction (it is not only a S-Bahn junction, but also for regional traffic, long-distance traffic runs here as well) / view direction SSW
Fotograf Dirk Laubner
- Fig. 2
State Development Plan for the Berlin-Brandenburg Capital Region (LEP HR), processing status: April 29, 2019 Bundesamt für Kartographie und Geodäsie, Frankfurt am Main
- Fig. 3
„Umweltatlas Freiflächenentwicklung“ – Use of Open Spaces for Constructional Uses / May 2013
Umweltatlas Berlin
- Fig. 4
Aerial view of entire city / Karower Kreuz marked
Geoportal Berlin
- Fig. 5
Development areas of Berlin (northeast area (yellow), Karower Kreuz (red))
Stadt Land Berlin, Senatsverwaltung für Stadtentwicklung, Bauen und Wohnen
- Fig. 6
Urban Development Plan Mobility and Transport Berlin 2030, Results Road Traffic – Average MIV Travel Time, Processing Status: March 2021
Stadt Land Berlin, Senatsverwaltung für Umwelt, Verkehr und Klimaschutz
- Fig. 7
Karower Kreuz / View direction south
Fotograf Dirk Laubner
- Abb. 8
Urban Development Plan Mobility and Transport Berlin 2030, overview of new urban districts and planned rail infrastructure, processing status: March 2021
Stadt Land Berlin, Senatsverwaltung für Umwelt, Verkehr und Klimaschutz
- Fig. 9
Action area North-East Pankow / districts
Stadt Land Berlin, Senatsverwaltung für Stadtentwicklung, Bauen und Wohnen
- Fig. 10
View over North Berlin / Karower S-Bahn Kreuz / View direction West
Fotograf Dirk Laubner
- Fig. 11
View over North Berlin / Karower S-Bahn Kreuz / View direction East
Fotograf Dirk Laubner
- Fig. 12
Structure and action concept for the north-east region of Berlin 2021
Stadt Land Berlin, Senatsverwaltung für Stadtentwicklung, Bauen und Wohnen
- Fig. 13
Traffic planning northeast area /draft 2019
Stadt Land Berlin, Senatsverwaltung für Umwelt, Verkehr und Klimaschutz
- Fig. 14
Traffic planning northeast area /draft 2019
Stadt Land Berlin, Senatsverwaltung für Stadtentwicklung, Bauen und Wohnen
- Fig. 15
Traffic and mobility
Stadt Land Berlin, Senatsverwaltung für Stadtentwicklung, Bauen und Wohnen
- Fig. 16
Site plan Karower Kreuz and surroundings with the observation area (red) and project area (yellow), M. 1:10.000
Stadt Land Berlin, Senatsverwaltung für Stadtentwicklung, Bauen und Wohnen
- Fig. 17
Investigation results – real land use, processing status: June 2016
Stadt Land Berlin, Senatsverwaltung für Stadtentwicklung, Bauen und Wohnen
- Abb. 18
Investigation results – green spaces close to residential areas, processing status: October 2020
Stadt Land Berlin, Senatsverwaltung für Stadtentwicklung, Bauen und Wohnen
- Fig. 19
Investigation results - building age of the residential development, processing status: January 2018
Stadt Land Berlin, Senatsverwaltung für Stadtentwicklung, Bauen und Wohnen
- Fig. 20
Framework plan Karow / 2019 Urban development
Stadt.Land.Fluss – Büro für Städtebau und Stadtplanung

Fig. 21
Project areas
Geoportal Berlin

Fig. 22
GFZ density distribution / building sites Karow-Süd
Stadt Land Berlin, Senatsverwaltung für Stadtentwicklung, Bauen und Wohnen

Fig. 23
Project area / view direction east
Fotograf Dirk Laubner

Fig. 24
Aerial view Karower Kreuz
Stadt Land Berlin, Senatsverwaltung für Stadtentwicklung, Bauen und Wohnen

Fig. 25
Idea sketch / connection Karower Kreuz
Stadt Land Berlin, Senatsverwaltung für Umwelt, Verkehr und Klimaschutz

Fig. 26
Project site 1 / View direction south
Fotograf Dirk Laubner

Fig. 27
Underpass in project site 1 (Boenkestraße)
Stadt Land Berlin, Senatsverwaltung für Stadtentwicklung, Bauen und Wohnen

Fig. 28
Project site 2 / View direction east
Fotograf Dirk Laubner

Fig. 29
Urban planning parameters / Karow South
Stadt Land Berlin, Senatsverwaltung für Stadtentwicklung, Bauen und Wohnen

Fig. 30
Project site 3 / View direction east-west
Fotograf Dirk Laubner

Fig. 31
Project site 4 / View direction south
Fotograf Dirk Laubner

Fig. 32
Mission Statement / Report Treseburger Straße
Stadt Land Berlin, Senatsverwaltung für Stadtentwicklung, Bauen und Wohnen

Fig. 33
General conditions / Karow South
Stadt Land Berlin, Senatsverwaltung für Stadtentwicklung, Bauen und Wohnen

Fig. 34
Idea sketch of a possible station development a)
Stadt Land Berlin, Senatsverwaltung für Stadtentwicklung, Bauen und Wohnen

Fig. 35
Idea sketch of a possible station development b)
Stadt Land Berlin, Senatsverwaltung für Stadtentwicklung, Bauen und Wohnen

Fig. 36
Berlin / Karower Kreuz
Geoportal Berlin

Fig. 37
Berlin Pankow / View direction south
Fotograf Dirk Laubner

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