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BIC: BEVODE33
Steuer-Nr. 27 / 611 / 05861

Die Berlin 2020 gGmbH
ist körperschafts- und
gewerbesteuerbefreit.

Sitz: Berlin
Amtsgericht Berlin-Charlottenburg
HRB 193440 B

100 Years of (Greater) Berlin International Urban Design Ideas Competition Berlin-Brandenburg 2070

Patron: The Governing Mayor of Berlin

Organiser:

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eine Gesellschaft des Architekten- und Ingenieur-Verein zu Berlin e.V.
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Foreword

Berlin has been growing rapidly for 150 years. The unremarkable provincial capital of the mid-nineteenth century has expanded into a fascinating metropolis. Looking back on a unique history, good times and bad, it is a test-bed for the European city, a laboratory of urbanisation. Today's Berlin is not a product of happenstance, but the outcome of many decades of urban planning. Evidence of past generations' search for the forms of the future are everywhere, with both successes and failures. All this was made possible by an elemental political decision when, in 1920, it was decided to merge many smaller entities and create a city administration for (Greater) Berlin.

Like many successful metropolises, the Berlin-Brandenburg metropolitan area today faces pressure to organise its population growth in such a way as to benefit the city as a whole. At the same time, there is increasing awareness that we are consuming resources in ways that endanger the well-being of future generations. We know that change is inevitable and necessary. That realisation leads to uncertainty and insecurity, provokes debate over how to shape the transition.

What we need is a public discussion based on concrete experience, perspectives, and plans. To promote constructive debates and productive outcomes, the Architekten- und Ingenieur-Verein zu Berlin has set up an extensive programme including a retrospective exhibition on the past 100 years of urban planning in Berlin (with references to our partner cities Moscow, Vienna, Paris, and London), and an International Urban Design Ideas Competition for the future of Berlin-Brandenburg 2070. We will all have to pull together if we are to create a metropolis fit for the next 100 years: the states of Berlin and Brandenburg, the city government and the boroughs, civil society and business. It is today's decisions that will define tomorrow's world.

Urban planning is the art of creating liveable spaces. We all know that its contribution to the future shape of the metropolis is significant. We call on architects, urban planners, and landscape architects to submit their proposals.

Tobias Nöfer,
President, Architekten- und Ingenieur-Verein zu Berlin e.V.

Part A: Conditions of the Competition

1. General

The Competition is an open, two-phase International Urban Design Ideas Competition.

The Competition is conducted under German planning competition rules (Richtlinien für Planungswettbewerbe, RPW 2013).

The object of Phase One is to prepare an overall plan of the Competition area with guiding principles for the spatial development of the Berlin-Brandenburg region at scale 1:100,000, as well as a planning concept for a selected site in 2070, which clearly represents the author's concept and ideas for the city's future. The site can be chosen freely from within the entire Competition area.

After examining the Phase One submissions, the jury will select up to 20 teams (firms) to submit expanded contributions in Phase Two.

Phase Two of the International Urban Design Ideas Competition will focus above all on deepening the structural development ideas through an overall plan at scale 1:100,000 and proposals for three specific sites, freely selected in connection with ten topics. Two slides are to be prepared for each of the three sites. At least one of the selected sites must be in Brandenburg and one in Berlin.

Architects and urban planners are eligible to enter, in collaboration with landscape architects. The organiser recommends drawing as applicable on planning expertise in other fields (for example mobility/transport planners).

Institutions and firms may also enter. Each team must include at least one architect or urban planner in a leading role.

The Architektenkammer Berlin and the Brandenburgische Architektenkammer participate in an advisory capacity; the Baukammer Berlin and the Brandenburgische Ingenieurkammer are also involved.

The Competition is registered with the Architektenkammer Berlin under Registrier-Nr. AKB-2019-11. This registration confirms that the Conditions of the Competition comply with Richtlinie RPW 2013.

All involved in the process, including the organiser and the participants, accept as binding the terms of the Competition Announcement, the Terms of Participation, and the application of the Richtlinien für Planungswettbewerbe (RPW 2013). Exceptions will not be made. Complaints and objections will be handled by the Vergabekammer des Landes Berlin, Martin-Luther-Straße 105, 10825 Berlin.

The Competition language is German.
Communication with participants will be by e-mail.

The Competition will be publicised internationally.

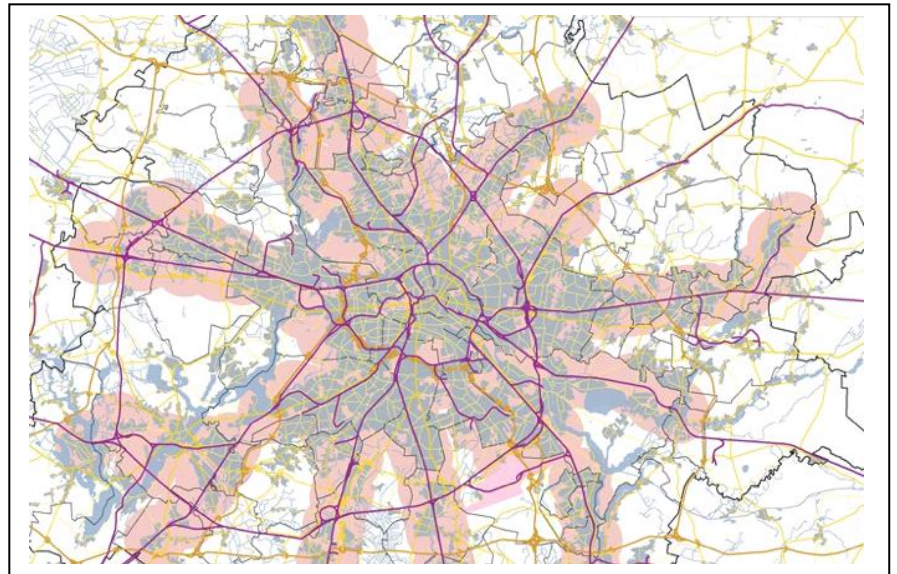
Data

All participants, members of the jury and parties to the preliminary examination, experts, guests and contractors consent by their participation in the procedure to their personal data in connection with the competition being collected by the competition oversight and the organiser in the form of an automated file. Upon completion of the procedure, these data may be deleted if requested (by a note on the author's declaration).

Guests are instructed by the organiser about the procedures for securing the anonymity of the participants and the confidentiality obligation. All documents must be treated confidentially by the parties involved. The publication of competition principles or their dissemination to third parties is only permitted through the organiser or its representative.

To preserve anonymity, any form of publication of a competition work or parts of it is inadmissible until the first publication by the organiser. Any publication before the conclusion of the jury session (Phase One, Phase Two) will result in the exclusion from the competition.

2. Occasion and objective of the Competition



Preparatory study for the state development plan for Berlin-Brandenburg: This regional settlement analysis highlights the rail routes used by public transport including the conspicuous outer ring. Paler colours mark the main roads including the outer motorway ring. The radial settlement pattern is clearly visible; its striking “settlement star” is the official template for future development.

Source: Landesentwicklungsplan Hauptstadtregion Berlin-Brandenburg 03/2016-03/2017 (<http://erst01.de/lep>, 24 January 2019)

Berlin as we know it – with its centres, residential quarters, and suburbs – marks its 100th anniversary in 2020. A reason to celebrate, but also a spur to think about the future development of the region. After years of stagnation, dynamism is returning to the Berlin-Brandenburg region: population growth, new flows of commuters and goods, new quarters and housing developments, a new rail map, a radically new airport arrangement, and a growing public transport system. Berlin is a metropolis, its integrated hinterland extending far beyond its administrative boundaries. What we need now is a broad public debate ranging from sustainable planning of growth across the region as a whole to the specific role of individual neighbourhoods within the growing metropolis. Both politicians and representatives of business and civil society have repeatedly called for such a debate, and with good reason.

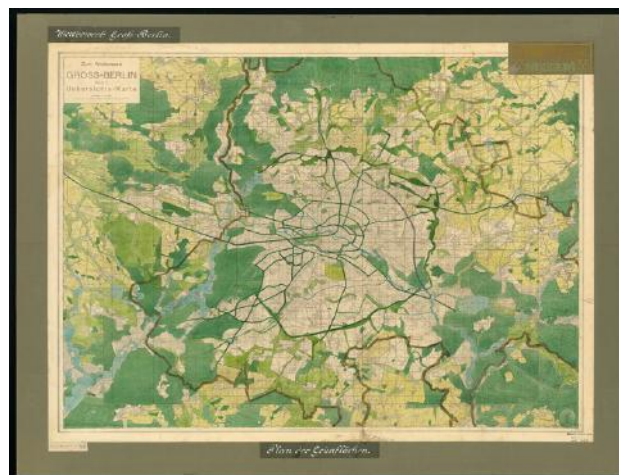
How can we shape the future city? The Architekten- und Ingenieur-Verein zu Berlin aims to fertilise the debate by organising a two-phase International Urban Design Ideas Competition for Berlin-Brandenburg 2070, coinciding with this year’s 100th anniversary of the founding of (Greater) Berlin. We are seeking urban planning visions and ideas for the future. The competition is rooted in the concept of the European metropolitan region as a political, social, economic, and cultural project. Achieving sustainable development means bringing together past and future in an integrated approach.

WHERE ARE WE COMING FROM? BIG BANG IN 1910

Around 1900, Berlin – including its suburbs and neighbouring settlements – was growing at a rate of 80–90,000 residents annually. In this period the Greater Berlin region was a political patchwork, with numerous towns, municipalities and other administrative entities competing against each other. Nineteenth-century attempts to reform local government and establish a single administration for Greater Berlin had failed. Extremely chaotic urban growth across the region created a completely new challenge and raised fundamental questions: What is the best form of administration for such a complex conurbation? Is it possible to steer its spatial development? Which approach is most likely to yield coherent concepts? Does this require a great, comprehensive plan, and if so what form should it take?

In 1907, Berlin's two leading architects' organisations decided to run a regional planning competition. Far beyond simply supplying ideas and plans for the metropolitan region, their primary objective had to be to draw attention to the need for urban planning in the first place, and to persuade the political and economic actors to support the project. The Greater Berlin Competition opened in 1908, with results presented in 1910.

That was Berlin's urban planning event of the century, and still shapes the city today. Some of the proposed projects were not realised until much later. The north-south rail tunnel, for example, which came with a new central main station and a new inter-city station at Südkreuz, would have reconfigured the city, but it had to wait until after reunification in 1990. The Greater Berlin Competition of 1910 also had a significant impact on the discipline of urban planning itself, since it helped identify the five key issues in planning and shaping a metropolitan region which a planning overview has to bring together: centres, residential quarters, transport system, green spaces, and major infrastructure and industry. And it showed that implementing such a programme requires effective political institutions and instruments as well as civil society initiatives.



Josef Brix and Felix Genzmer, submission to Greater Berlin Competition: green space map, scale 1:60,000, 1910. Source: TU Berlin Architekturmuseum, Inv. No. 20122

WHERE ARE WE NOW?

BERLIN-BRANDENBURG: A CONURBATION IN MOTION

The main objective of the International Urban Design Ideas Competition for Berlin-Brandenburg 2070 is not to create a completely different, new metropolitan region beside or within the space occupied by the existing one, but to develop and improve the existing framework by building on its special strengths, features, and peculiarities. With a fundamentally outstanding transport network, diversity of centres, housing stock of above-average quality, and comparative lack of urban sprawl in its hinterland, the metropolitan region possesses ideal preconditions for future development. These need to be identified, maintained, developed, and improved. The present situation concerning the five key issues is as mentioned in the conditions under Part B.

3. Type of competition

The Competition is an open, two-phase International Urban Design Ideas Competition. The Competition language is German; the jury will conduct its deliberations in German. The competition documents will be translated into English, but entries must be submitted in German. Communication between organiser and participants will be conducted through a forum provided by Wettbewerbe Aktuell.

Digital encryption of relevant processes and procedures will be used to ensure the anonymity of participants in Phases One and Two. The participants' declaration with the anonymisation code must be submitted in encoded form on the login page of Wettbewerbe Aktuell:
<https://www.wettbewerbe-aktuell.de/onlineverfahren/ov/283>

Phase One

Information on the context and brief will be available online for about six weeks following the official international announcement of the competition.

Interested parties have until 27 September 2019 to inform themselves and if they so wish to register as participants. The upload process will include verification of compliance with the conditions of participation. The digital documents for Phase One will be supplied to registered participants after registering.

About three months preparation time will be available. Submissions – in digital form and anonymised using the anonymisation code – must be uploaded to Wettbewerbe Aktuell before the deadline. A preliminary examination of all submissions will verify formal compliance and basic content. The jury will assess the submissions against the published criteria and select the participants to be invited to expand their submissions in Phase Two.

Phase Two

On the basis of the Phase One submissions 20 teams will be selected to participate in Phase Two.

4. Participation

Architects and urban planners are eligible to enter, in collaboration with landscape architects. The organiser recommends drawing as applicable on planning expertise in other fields (for example mobility/transport planners).

Institutions and firms may also enter. Each team must include at least one architect or urban planner in a leading role.

References will not be required. During the registration process proof of professional status will be requested. For participants based in Germany this would be a copy of the valid membership document or card of the chamber of the corresponding profession; for participants based in other EU member states evidence of “suitability to pursue the professional activity” as per Directive 2014/24/EU); for those based elsewhere, the corresponding professional qualification under the rules of the country in question.

The entire process will be anonymous until its conclusion.

All participants, members of the jury and parties to the preliminary examination, experts, guests and contractors consent by their participation or involvement in the Competition to be bound by the Terms of Participation and the application of RPW 2013. Before and during the Competition, announcements of any kind concerning form and substance including publication of the competition results are the exclusive prerogative of the organiser.

5. Jury

The members of the expert jury represent the various disciplines associated with the Competition brief. The expert jury comprises ten members and two substitutes.

The members of the lay jury are representatives of the states of Berlin and Brandenburg and members of the Architekten- und Ingenieur-Verein zu Berlin. The organiser intends to include representatives of administration, politics, civil society and business as non-voting guests.

The jury for Phase One will meet on 24 November 2019.

The jury meetings for Phase Two are scheduled for June 2020.

Expert jury members:

Arno Lederer, Prof. Dipl.-Ing., Architect, Stuttgart

Brigitte Bundesen Svarre, MA Modern Culture, PhD Architecture, Architect “Gehl Architects ApS”, Copenhagen

Cornelia Müller, Prof. La.Arch. Dipl.-Ing., Landscape Architect, Hochschule Osnabrück, Fakultät Agrarwissenschaften und Landschaftsarchitektur, Berlin

Ellen van Loon, Architect “Office for Metropolitan Architecture”, (OMA) Rotterdam- t.b.c.

Hans Kollhoff, Prof. Dipl.-Ing., Architect, Berlin

Jo Coenen Beheer B.V. Prof. Ir. J.M.J., Architect and Urban Planner, TU Delft, Maastricht – t.b.c.

Miroslav Sik, Prof., Architect, ETH Zürich

Oliver Schwedes, Prof. Dr., TU Berlin Fachgebiet für Integrierte Verkehrsplanung am Institut für Land- und Seeverkehr

Reiner Nagel, Dipl.-Ing., Architect, Urban Planner, Vorstandsvorsitzender der Bundesstiftung Baukultur, Potsdam

Werner Durth, Prof. Dr.-Ing. Dr. h.c. Architect, Sociologist, Architectural Historian, TU Darmstadt

Substitutes for the expert jury

Christoph Metzger, Prof. Dr. phil. Dr. Ing. habil., Kunstwissenschaft mit dem Schwerpunkt Geschichte und Theorie der Klangkunst, Braunschweig
Silke Weidner, Prof. Dr.-Ing., Urban Planner, Institutsleiterin des Instituts für Stadtplanung an der Brandenburgischen Technischen Universität Cottbus – Senftenberg (BTU)- t.b.c.

Lay jury members

Benedikt Goebel, Dr. phil., Historian, Berlin
Harald Bodenschatz, Prof. Dr., Social Science, Urban Planning, Berlin
Kathrin Schneider, Ministerin für Infrastruktur und Landesplanung des Landes Brandenburg – t.b.c.
Katrin Lompscher, Senatorin für Stadtentwicklung und Wohnen Berlin
Markus Tubbesing, Prof. Dr. phil., Architect, FH Potsdam
Reinhard Hüttl, Prof. Dr. rer. nat. Dr. h.c. Wissenschaftlicher Vorstand, Vorstandsvorsitzender Helmholtz-Zentrum Potsdam, Deutsches GeoForschungsZentrum GFZ
Tobias Nöfer, Dipl.-Ing., Architect, Berlin
Wolfgang Schuster, Prof. Dr. h.c. Dipl.-Ing., Architect, Potsdam
N.N.

Substitutes for the lay jury members

N.N.

Expert

N.N.

Representative of Berlin Chamber of Architects

Referent für Wettbewerbe und Vergabe

Representative of Brandenburg Chamber of Architects

Dipl.-Ing. Steffen Pfrogner, Mitglied Ausschuss für Wettbewerbe und Vergabe

6. Issuance of Competition documents

The digital Competition documents for Phase One will be issued to registered participants on 2 August 2019.

The digital Competition documents for Phase Two will be issued to the selected teams on XX.

7. Submissions

Phase One entries must be submitted in exclusively digital form via Wettbewerbe Aktuell. The deadline for submissions is 23:00 (German time) on 11 November 2019.

Phase Two entries must be submitted in exclusively digital form via XX. The deadline for Phase Two submissions is 23:00 (German time) on XX.

8. Queries and clarifications

Queries may be submitted in digital form through the forum provided by Wettbewerbe Aktuell; the organiser is not obliged to respond, and reserves the right to group queries.

The responses will be minuted and provided to all participants. They are regarded as a component of the Competition announcement.

9. Planning resources

- BER_BRG_100000_PL
- BER_BRG_100000_PL_STR_A
- BER_BRG_100000_PL_STR_B
- BER_BRG_100000_PL_STR_G
- BER_BRG_100000_PL_STR_K
- BER_BRG_100000_PL_STR_L
- BER_BRG_100000_PL_STR_R
- BER_BRG_100000_PL_STR_S
- BER_BRG_100000_PL_STR_SO
- BER_BRG_100000_SR_STR_W
- BER_BRG_100000_PL_STR_W
- BER_100000_PL_UM
- BER_BRG_100000_PL_GRUEN
- BER_BRG_SR_A
- BER_BRG_SR_AO
- BER_BRG_SR_AW
- BER_BRG_SR_N
- BER_BRG_SR_NO
- BER_BRG_SR_NW
- BER_BRG_SR_S
- BER_BRG_SR_SO
- BER_BRG_SR_SW
- BER_BRG_PR

A range of planning resources are available, including the state development plan for Berlin-Brandenburg and other plans and concepts prepared by the city-state of Berlin, the Berlin boroughs, the state of Brandenburg, and the Neighbouring Municipalities Forum (Kommunales Nachbarschaftsforum), as well as the latest population forecasts for Berlin and Brandenburg. Numerous proposals by experts and organisations also support the search for strategies of sustainable

regional growth. All these concepts and proposals are important resources for the International Urban Design Ideas Competition.

10.1 Land Brandenburg / Hauptstadtregion Berlin-Brandenburg

- **Geodaten des Landes Brandenburg (geographical data for state of Brandenburg)**
<https://bb-viewer.geobasis-bb.de/>
- **Landesentwicklungsplan Hauptstadtregion Berlin-Brandenburg (LEP HR) (regional development plan)**
<https://gl.berlin-brandenburg.de/landesplanung/landesraumordnungsplaene/artikel.672796.php>
- **Further information on Hauptstadtregion**
<https://gl.berlin-brandenburg.de/raumentwicklung/hauptstadtregion/>
- **Further information on regional development in state of Brandenburg**
<https://gl.berlin-brandenburg.de/raumentwicklung/regionalentwicklung/regionales-strukturkonzept-fuer-teilraum-ost-im-kommunalen-nachbarschaftsforum-398218.php>

10.2 Land Berlin, Stadt Berlin

- **Berlin 3D model – download portal**
<https://www.businesslocationcenter.de/downloadportal/>
- **Geodatenkatalog (FIS-Broker) (geographical data)**
<https://www.stadtentwicklung.berlin.de/geoinformation/fis-broker/>
- **Stadtentwicklungspläne (StEP) Berlin (urban development plans)**
 - StEP Wohnen 2030
 - StEP Wirtschaft 2030
 - StEP Klima
 - StEP Verkehr
 - StEP Zentren<http://www.stadtentwicklung.berlin.de/planen/stadtentwicklungsplanung/index.shtml>
- **Flächennutzungsplan Berlin (land use)**
<https://www.stadtentwicklung.berlin.de/planen/fnp/de/fnp/index.shtml>
- **BerlinStrategie | Stadtentwicklungskonzept Berlin 2030 (urban development concept)**
<https://www.stadtentwicklung.berlin.de/planen/stadtentwicklungskonzept/>
- **Further information on urban development in Berlin**
<https://www.stadtentwicklung.berlin.de/planen/planung/>
- Confirmation form: All participants, members of the jury and parties to the preliminary examination, experts, guests and contractors consent by their participation in the procedure to their personal data in connection with the competition being collected by the competition oversight and the organiser in the form of an automated file. Upon completion of the procedure, these data may be deleted if requested (by a note on the author's declaration).

Publications associated with the range of 100 Years of (Greater) Berlin events (conducted by the Hermann-Henselmann-Stiftung, the Deutscher Werkbund Berlin, and the Council for European Urbanism Deutschland, with the participation of other institutions) are also helpful in preparing for the competition. The following books are presently available or forthcoming:

- **Harald Bodenschatz/Klaus Brake (ed.), 100 Jahre Groß-Berlin / vol. 1 Wohnungsfrage und Stadtentwicklung, Berlin 2017**

ISBN 978-3-86732-290-4

<https://www.lukasverlag.com/programm/titel/462-100-jahre-gross-berlin-band-1-wohnungsfrage-und-stadtentwicklung.html>

- **Harald Bodenschatz/Cordelia Polinna (eds.), 100 Jahre Groß-Berlin / vol 2: Verkehrsfrage und Stadtentwicklung, Berlin 2018**

ISBN 978-3-86732-310-9

<https://www.lukasverlag.com/programm/titel/499-100-jahre-gross-berlin-band-2-verkehrsfrage-und-stadtentwicklung.html>

- **Harald Bodenschatz/Dorothee Brantz (eds.), 100 Jahre Groß-Berlin / vol 3: Grünfrage und Stadtentwicklung, Berlin 2019**

<https://www.lukasverlag.com/programm/titel/528-100-jahre-gross-berlin-band-3-gruenfrage-und-stadtentwicklung.html>

- **Harald Bodenschatz/Harald Kegler (eds.), 100 Jahre Groß-Berlin / vol. 4: Planungskultur und Stadtentwicklung, forthcoming**
- **Markus Tubbesing, Der Wettbewerb Gross-Berlin 1910: Die Entstehung einer modernen Disziplin Städtebau, Berlin 2018**
ISBN: 978-3803007810
<http://wasmuth-verlag.de/shop/architektur-stadtplanung/urbanismus/der-wettbewerb-gross-berlin-1910/>
- **Harald Bodenschatz/Markus Tubbesing/Gerwin Zohlen (eds.), (Groß-)Berlin und seine Zentren, Berlin 2019**
<http://wasmuth-verlag.de/shop/architektur-stadtplanung/urbanismus/100-jahre-gross-berlin-und-seine-zentren/>
- **Harald Bodenschatz/Aljoscha Hofmann (eds.), Geschenk? STAAT schafft STADT: 100 Jahre (Groß-)Berlin, forthcoming**
<http://de.ceunet.org/2018/04/13/tagung-100-jahre-gross-berlin-geschenkt-staat-schafft-stadt/>

It will also be possible to attend **Perspektiven: STERNFRAGE**, a strategic colloquium on 28/29 February 2020 hosted by the Hermann-Henselmann-Stiftung, to discuss the future planning and development of the “settlement star”.

10. Submission requirements

Phase 1 Submission requirements

No team may submit more than one entry. The scope and format must not exceed specifications; excess parts will be excluded from assessment. Participants will be expected to supply the following:

1. An overall plan of the entire competition area at scale 1:100,000 in format DIN A0, landscape (841 x 1189 mm = 9933 x 14043 pixels at 300 dpi) with guiding principles for the spatial development of the Berlin-Brandenburg region.
2. A planning concept for a selected site in 2070, which clearly represents the author's concept and ideas for the city's future. The site can be chosen freely from within the entire Competition area. No specified scale, format DIN A0, landscape (841 x 1189 mm = 9933 x 14043 pixels at 300 dpi)
3. Text explaining central aspects, using supplied form (max. 2,500 characters).

Phase 2 Submission requirements

Specifications for digital and analog layout will be provided when the documents for Phase Two are issued. Submissions must be prepared in such a manner as to permit subsequent presentation in the exhibition and exhibition catalogue.

Images in Phase Two concern structural statements on urban and green space, development, land use and transport, rather than representations of individual buildings. Façades may form part of a planning concept. It is left to the participants to decide how they wish to lend the representations the character of concrete urban scenes.

Submission requirements Phase Two:

1. A deepening of the overall plan of the entire competition area encompassing strategic development on a slide with proposals for the Berlin-Brandenburg region at scale 1:100,000. Format DIN A0, landscape (841 x 1189 mm = 9933 x 14043 pixels at 300 dpi):
 - Ordering of transport routes with stations and airports
 - Ordering of settlement areas (residential and commercial)
 - Ordering of green space, woodland and lakes to produce varied recreational space
 - Distribution of major industrial and infrastructure projects
2. Proposals for three specific sites, freely chosen in the context of ten topics. Two slides to be prepared for each site: one with a representation of the MLA Lageplan at scale approx. 1:4,000; the other with at least one planning concept for the site in 2070, clearly conveying the author's concept and ideas for the site.

Three sites must be selected in the context of the following ten topics. At least one of the sites must be in Brandenburg and one in Berlin. The topics are:

- Redevelopment of (part of) one of the main centres (Mitte, City West or centre of Potsdam) (Berlin or Brandenburg)

- Redevelopment of a major infrastructure facility (such as exhibition grounds and ICC) or removal/redevelopment of a shopping centre (Berlin or Brandenburg)
 - Redevelopment of a high-density urban quarter (Berlin)
 - Redevelopment of a section of arterial road within Berlin
 - (such as Kurt-Schumacher-Platz, Innsbrucker Platz, or the square south of Steglitzer Kreisel) (Berlin)
 - Redevelopment of a section of one axis of the settlement star (Brandenburg)
 - Housing construction (range of high-density, low-rise, high-end) (Berlin or Brandenburg)
 - Construction of a new station quarter (Berlin or Brandenburg)
 - Creation or expansion of a small centre in the Berlin suburbs or hinterland (Berlin or Brandenburg)
 - Creation of a regional park (Brandenburg)
 - Expansion of an “outer town” (Brandenburg).
3. Strategic analysis of possibilities for continuing the discussion and planning processes in the two states (10,000 characters).

11. Assessment criteria

The jury and assessment processes are governed by RPW 2013 § 6 Abs. 2.

There will be a formal and substantive preliminary examination of submissions, in which outside experts may be consulted.

While the results of the preliminary examination will be supplied to the jury to assist their deliberations, the judging of submissions remains entirely the prerogative of the jury. The jury reserves the right to differentiate or expand the published criteria. The order of criteria bears no inherent relevance to their importance, but the jury may weight criteria.

Phase 1

The central criteria for assessing Phase 1 include:

- basic spatial concept
- recognisable overall concept and quality of presentation
- Future-orientation of the concept
- sustainability assessment in cross-cutting contexts of urban planning, open space, environment, nature, housing, population and social affairs, economy.

Phase 2

The central criteria for assessing Phase 2 include:

- consideration of special features of the Berlin metropolitan region
- strengthening and expanding the network of centres
- creating attractive, socially and functionally diverse residential and commercial quarters
- creating attractive public spaces, especially along major roads
- implementation of the shift to sustainable mobility
- implementation of the shift to green energy
- protecting and expanding urban green space,
- integration of major industrial and infrastructure projects

- implementation of the digital revolution
- implementation of economic and social change
- conservation of valued existing urban features.

12. Prizes and mentions (Phase Two only)

Each participant (team) in Phase Two will receive €5,000 towards their costs. The organiser will provide prize money totalling €200,000 for the best submissions, to be distributed as follows:

| | |
|-----------|------------|
| 1st Prize | 70,000 EUR |
| 2nd Prize | 56,000 EUR |
| 3rd Prize | 40,000 EUR |
| 4th Prize | 24,000 EUR |
| 5th Prize | 10,000 EUR |

The prize money will be awarded in full. The jury is entitled to amend the distribution of prize monies (under RPW 2013 § 7 Abs. 2).

13. Conclusion of the Competition

The participants whose work is to be awarded a prize or given a special mention will be informed of this immediately after the jury's decision (subject to verification of eligibility). The organiser will inform the other participants by sending them the minutes of the jury's decision.

14. After the Competition / exhibition

The competition is a call for ideas only and there is no commitment to develop the winning scheme post-competition. The entries will be exhibited as part of the exhibition *100 Years of (Greater) Berlin: An Uncompleted Project*.

All accepted submissions will be exhibited in digital form or on paper in the exhibition at Kronprinzenpalais, Unter den Linden 3, Berlin-Mitte. Accompanying the exhibition, the Urban Planning Network will host colloquia in various formats to discuss the findings of the International Competition and explore strategies for their implementation.

15. Ownership and copyright

All submitted documents become the property of the organiser, while the respective authors retain the copyright and publication rights to their contributions (RPW 2013 § 8 Abs. 3). After conclusion of the competition the organiser is entitled to exhibit the submissions without further remuneration in the scope of the exhibition *100 Years of (Greater) Berlin* and to document and publish them in the catalogue. The names of the authors will be published in this context.

16. Author's Declaration

By signing the Author's Declaration, participants confirm that they are the intellectual originator of their submission, are eligible to participate under the Conditions of the Competition, agree to the possibility of being commissioned to do further work, and possess the requisite expertise and capacity (see also Data in section A.1.).

17. Competition schedule

| | |
|---|--------------------|
| Formal announcement and basic information | mid-July 2019 |
| Registration deadline | 27 September 2019 |
| Issuance of competition documents | 2 August 2019 |
| Submission deadline, Phase 1 | 11 November 2019 |
| Preliminary examination and jury meeting, Phase 1 2019 | 12–26 November |
| Beginning of Phase 2 | 9–13 December 2019 |
| Issuance of competition documents | 9–13 December 2019 |
| Submission deadline, Phase 2 | 17 April 2020 |
| Preliminary examination 2020 | 18 April – June |
| Jury meeting, Phase 2 | June 2020 |
| Preparation for exhibition | end of July 2020 |
| Exhibition opening | 1 October 2020 |

Part B: Context

0. Planning history and culture

Greater Berlin has always been a melting-pot of contradictory planning cultures. For around a century experts and politicians have been working to forge workable structures and instruments to manage the growth of the metropolis and its region. The creation of (Greater) Berlin was without doubt the most important political decision in this respect. And grand plans were always an essential part of that process, from the very beginning. The starting shot was the Greater Berlin Competition of 1908–1910, followed by Weimar-era regional planning initiatives, the Nazis' megalomaniac project under Albert Speer, the immediate post-war planning collective around Hans Scharoun, and finally various grand plans for the divided city. In May 1990 – only six months after the fall of the Berlin Wall – the provisional regional planning committee presented a set of principles and objectives for development in the Berlin region. After plans to merge the two states of Berlin and Brandenburg were rejected in a referendum, a joint planning process produced state development plans, the most recent built around a star settlement pattern. All these ambitious plans were very different in terms of their origins, their objectives, their methodologies, their protagonists, their socio-economic background, their substance and their beneficiaries. Today – not least in the context of ongoing growth forecasts for Berlin and its region (www.statistik-berlin-brandenburg.de/statistiken/statistik_Pm.asp?Ptyp=100&Sageb=12000®=BBB&anzwer=3) – the question of a new planning culture arises again. This encompasses an understanding about the strategic planning

of a growing yet still sustainable conurbation, but also a new quality of governance with appropriate legal and financial instruments. And it demands political and administrative cooperation between Berlin and Brandenburg, as well as with civil society and private-sector interests. That requires not only good planning ideas, but also stable discussion platforms and the power of implementation: in other words a viable public administration at all levels and across boundaries.

1. The area of interest

The region covered by the competition includes the city-state of Berlin (89,200 ha) and parts of the state of Brandenburg. This is the “city/hinterland complex” comprising the city of Berlin and 50 closely connected municipalities in the surrounding region. The area thus defined has an extent of 374,300 ha (Berlin/Brandenburg in total: 3,037,000 ha) and a current population of just under 4.5 million. A broader zone includes Brandenburg and cities that are reachable from Berlin within one hour, such as Brandenburg an der Havel, Neuruppin, Eberswalde, Fürstenwalde, Luckenwalde, and Frankfurt an der Oder.

2. Context / current state (discussion)

3.1 Diversity of centres

The metropolitan region is dotted with numerous centres of different size and character – a legacy of Greater Berlin’s rapid and sometimes chaotic growth. The founding of (Greater) Berlin on 1 October 1920 brought fundamental change to this system: Alongside the unchallenged city centre between Alexanderplatz and Potsdamer Platz, a second centre rose to prominence in the “New West” around Kaiser Wilhelm Memorial Church. Below these two were many medium-sized, small and very small centres, including Berliner Strasse (today Karl-Marx-Strasse) with Neukölln Town Hall in the inner city and, in the closer and further periphery, the centre around the lake in Weissensee and the twin squares at the station in the garden suburb of Frohnau. Only London could rival (Greater) Berlin’s wealth of centres. More were added in the course of the twentieth century, including Fehrbelliner Platz in Wilmersdorf, Marzahner Promenade, and the core of Gartenstadt Rudow. And outside Berlin itself, the towns and municipalities of the surrounding region also have well-developed centres. Today the metropolitan region boasts three main centres which are generally seen to represent it in its entirety: first and foremost, there is the historic centre Mitte, but City West and Potsdam Altstadt also have a significant profile. All three have been undergoing fundamental transformation processes – but in isolation from one another. Strengthening and expanding the spectrum of centres is an important step towards developing a sustainable metropolitan region.



Potsdam's new centre, 2013.

3.2 Transport

Today the metropolitan region is served by a – potentially – excellent public transport network including bus, tram, underground, suburban and regional rail transport. In a sense, Greater Berlin was created by mass rail transport, but held the preconditions for car-driven urbanism. The expansion of the rail and road networks went hand in hand with a comprehensive modernisation of the airports and inland waterways. Over the course of time, a ring/radial structure emerged, with the country roads of the nineteenth century burgeoning into major arterials (Schönhauser Allee, Prenzlauer Allee, Frankfurter Allee, Tempelhofer Damm, Bundesstraße 1, etc.). Converging on the landmark TV Tower, these radiate from the historic Mitte and, by linking up a number of subordinate centres, shape the region far out into the surrounding state of Brandenburg. When the Hobrecht Plan and the construction of the east-west railway led to the rise of City West, a second set of radials arose within the principal road network: for example Bundesallee, which joins Bundesstrasse 1, or Hardenbergstrasse, which at Ernst-Reuter-Platz joins the radial to Spandau and the main east-west axis. Altstadt Potsdam, in turn, lies on the important Bundesstrasse 1, which connects Berlin with the historical seat of power in Brandenburg an der Havel. The suburban rail lines that later became the S-Bahn system often followed the arterials. As well as these radial road and rail routes, a set of rings shapes the region: the inner rail ring, which roughly encircles the inner city in the shape of a dog's head; the (partial) inner motorway ring, which runs alongside the rail ring (and even more than the latter forms a significant barrier), the outer rail ring (constructed by the East German state to bypass West Berlin and today a valuable piece of infrastructure waiting to be rediscovered) and, finally, the outer motorway ring (planned and partly built under the Nazis, completed in East German times and expanded after 1990). This unique structure characterises the metropolitan region and will need to be optimised to meet the needs of the coming shift to sustainable mobility.



The new central railway station: urban development powerhouse, 2019.

3.3 Housing

The metropolitan region possesses an exceptional stock of housing, reflecting very different housing policies and built under private, municipal, and state-directed regimes. In the decades between the unification of Germany in 1871 and the First World War – and especially between the 1890s and 1910s – private-sector development formed Greater Berlin's characteristic housing landscape: The socially and functionally diverse inner city with its dense population was notorious for the run-down tenements which in recent years have become highly desirable real estate. Developers created homogeneous middle-class neighbourhoods, and garden suburbs sprang up on the city's periphery. The founding of Greater Berlin put housing policy and construction on a new footing. After 1920, a second layer was superimposed over the sharp social differentiations of pre-1914 Berlin when a unique period of municipal and state-run housing construction generated a parallel housing landscape of great social complexity. The result was a range of different housing forms, marked by a clear contrast between inner and outer city. The challenge today is to use Berlin's rich urban history as a basis for developing a housing policy that counteracts socio-spatial segregation, reaches beyond the city's administrative boundaries, and is committed to good urban design.



Civilian conversion: the former US military headquarters in Zehlendorf, 2017.

3.4 Green space

The region is rich in green space and water. This was in part a result of political decisions, above all the famous forestry agreement of 1915. As one of the most important achievements of the joint administrative body founded in 1912, the deal reserved huge swathes of forest for recreation. Today there are still large expanses of woodland in south-west, north-west, and south-east Berlin, in some places enriched by wonderful lake landscapes. The founding of Greater Berlin also spurred the establishment of numerous public parks serving recreation, culture, and sport. The construction of the Olympic stadium under the Nazis provided the city with a huge sports complex. In the years before reunification, a much-admired culture of caring for historical parks emerged in West Berlin, another unique feature of the city. After the fall of the Berlin Wall, large new parks were created within the city and regional parks planned outside it. This development was crowned with the International Garden Festival in 2017. Internationally the metropolitan region is widely known for the existing, highly significant network of parks which were meticulously reconstructed after reunification and form part of the historic palaces and parks of Potsdam and Berlin. At the same time, however, urban green space below the World Cultural Heritage scale has no major lobby and the need for it must be regularly reasserted.



International Garden Festival site in Marzahn-Hellersdorf, 2017. Photo: A. Savin, 2017.
Source: https://upload.wikimedia.org/wikipedia/commons/a/af/Kienberg_B-Marzahn_06-2017_img07.jpg

3.5 Major projects

Major industrial, infrastructure, and military projects have always played a crucial role in shaping the region: huge industrial plants, inland ports, airfields, parade grounds. The founding of Greater Berlin created space for major new projects, such as the exhibition grounds, the Westhafen inland port, and the “world airport” at Tempelhof. Others arose outside the city limits, such as Filmstadt Babelsberg. The region outside the boundary of Greater Berlin was systematically developed under the Nazi dictatorship: for heavy industry, and above all for the military. After the fall of the Berlin Wall, large shopping centres and malls were built outside the city. Today, a reorganisation of the airports and distribution centres is again reconfiguring the metropolitan region.



The Nazi-era Olympic Village, later used by the German army under Hitler and the Soviet Red Army during the Cold War; today a development zone for housing (Wustermark). Photo: A. Savin (Wikimedia Commons, WikiPhotoSpace) own work, CC BY-SA 3.0. Source: <https://commons.wikimedia.org/w/index.php?curid=29721697>

3. Planning / planning and construction law (discussion, proposal)

4.1 Landesentwicklungsplan Hauptstadtregion

The Landesentwicklungsplan Hauptstadtregion (LEP HR, development plan for Berlin-Brandenburg) came into effect on 1 July 2019.

The LEP HR is a summary regional planning document concretising the planning principles of the Landesentwicklungsprogramm 2007 (LEPro 2007) that came into force on 1 February 2008. The LEP HR creates a framework for future spatial development in the region and addresses the following aspects:

- City region
- Centres, basic infrastructure, basic functional priorities
- Settlement development
- Economic development, industry, and large-scale retail
- Cultural landscapes and rural areas
- Transport and infrastructure development
- Green space development
- Inter-municipality and regional cooperation
- Climate, flooding, energy.

Further details: <https://gl.berlin-brandenburg.de/landesplanung/landesraumordnungsplaene/artikel.672796.php>

4.2 StEP Berlin

In Berlin urban development plans (Stadtentwicklungspläne) are governed by the implementing law for the Building Code. Urban development plans govern spatial development for the entire area within the city's boundaries, laying out types of measures and their locations, and if applicable temporal sequences. They may include uses like housing, industry, public services, transport and green space, but also other aspects (aesthetic, environmental, etc.). Urban development plans

supply fundamental recommendations for all instances involved in planning, and form the basis for all further planning.

The following urban development plans are available:

- StEP Wohnen 2030
- StEP Wirtschaft 2030
- StEP Klima
- StEP Verkehr
- StEP Zentren

Part C: Competition Brief

WHERE ARE WE GOING? COMPETITION BRIEF

The big questions can only be solved by working together: civil society and politics, Brandenburg and Berlin, the city government and the boroughs, architects, urban planners, landscape architects, transport planners, and engineers. As we look towards the future, we are aware of both history and the present, but free of the constraints of day-to-day business. State and borough boundaries, structural weaknesses and other restrictions should not block our way. The competition is designed to promote a broad public debate about an urban planning vision for the entire region. What we are seeking is a dynamic vision for the metropolis, one that spatially integrates sectoral needs and includes strategic thoughts on implementation.

Settlement star?

Today the city can be visualised as a “settlement star”, a central core with “rays” of development radiating outwards. The settlement star features prominently in the latest state development plan for Berlin-Brandenburg, but its history extends much further back: It was originally suggested in the Greater Berlin Competition of 1908–1910, refined in the regional planning of the Weimar Republic, exaggerated in Albert Speer’s megalomaniac “Germania” project, and reactivated after reunification. Is this model adequate and useful? Are additions or alternatives needed? The state development plan itself speaks of a leap to the “outer towns”, to municipalities with good or easily improved rail links to Berlin.

Key projects in the metropolitan area

The rapidly growing Berlin-Brandenburg region is already undergoing expansion and transformation – more or less planned, more or less taking into account the costs and benefits for the region as a whole. Many projects are already on the agenda, some are slowly gaining momentum, others remain in limbo. We believe that the success of the following key projects will be crucial for future planning and development:

- transformation of the main centres – historic Mitte, City West, centre of Potsdam
- strengthening of the region’s many medium-sized, small and very small centres
- creation of new small centres in areas of peripheral population growth
- reurbanisation of major arterials and the smaller centres along them

- shift to sustainable mobility as a central urban planning challenge
- upgrade and expansion of the regional rail network, including the outer rail ring
- construction of “twenty-first-century garden cities”
- conversion of further former military sites to housing
- residential expansion through housing construction in the “outer towns”
- integration of the future BER Airport into the city region planning and development of the booming BER-Potsdam axis within the context of the region as a whole
- planning and development of the airport sites at Tempelhof and Tegel to ensure their integration into the metropolitan region once they have ceased operating
- upgrade of the quarters around major railway stations (new Hauptbahnhof, Bahnhof Südkreuz, Ostbahnhof)
- planning and development of goods distribution (distribution centres), also modernisation of Westhafen inland port
- project i2030 of the states Berlin and Brandenburg together with Deutsche Bahn and the Verkehrsverbund Berlin-Brandenburg (VBB)
- upgrade of exhibition grounds including ICC
- upgrade of Berlin’s “green belt”
- protection and development of regional parks.