

# **BERLIN SCHÖNEWEIDE – *THE ADAPTABLE INDUSTRIAL CITY***





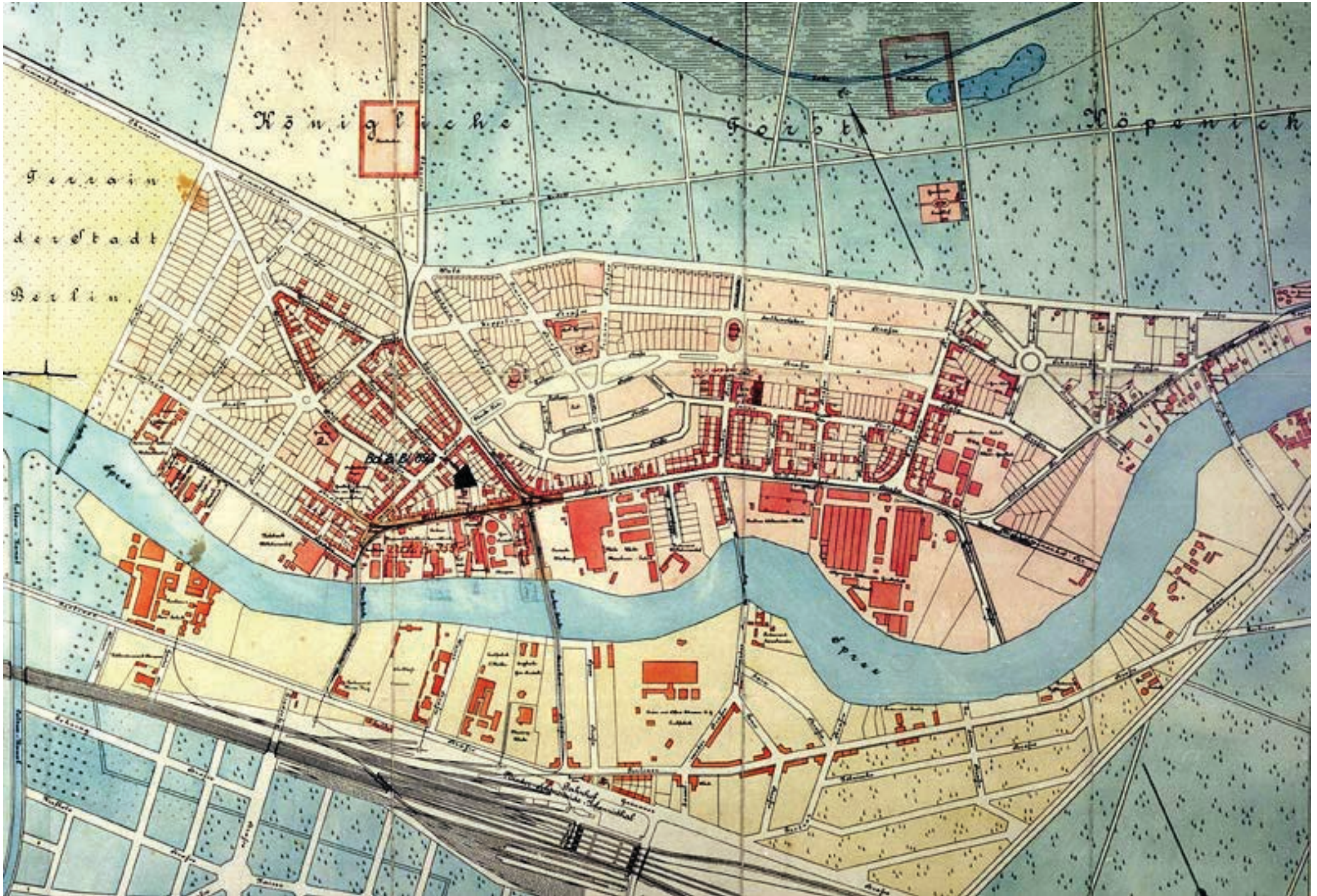
# **PHASE 1: ANALYSIS, VISION AND CONCEPTS**

**Exploration of Schöneweide in the context of Berlin and its surrounding**

**Site and building survey, e.g. history, heritage, atmospheres, spatial structures, open spaces, and activities**

**Vision and concept development**





„Schoene Weyde“, originally low meadows on the Spree river, development of AEG City, plan 1902





**AEG KWO Kabelwerk Oberspree „Cradle of Electropolis”**, settlement 1895, ariel view around 1920, architects Paul Tropp, Johannes Kraaz, Ernst Ziesel, Gottfried Klemm, Jean Krämer, Peter Behrens, et al.





**AEG Industrial City**, after WWII nationalised and after reunification re-privatised, collapse of most companies due to global competition





**AEG City**, til today many vacant spaces





**AEG City**, decaying buildings and infrastructures





**AEG - TR0 Transformator Factory**, assembly hall, architect Paul Tropp, early 20th century





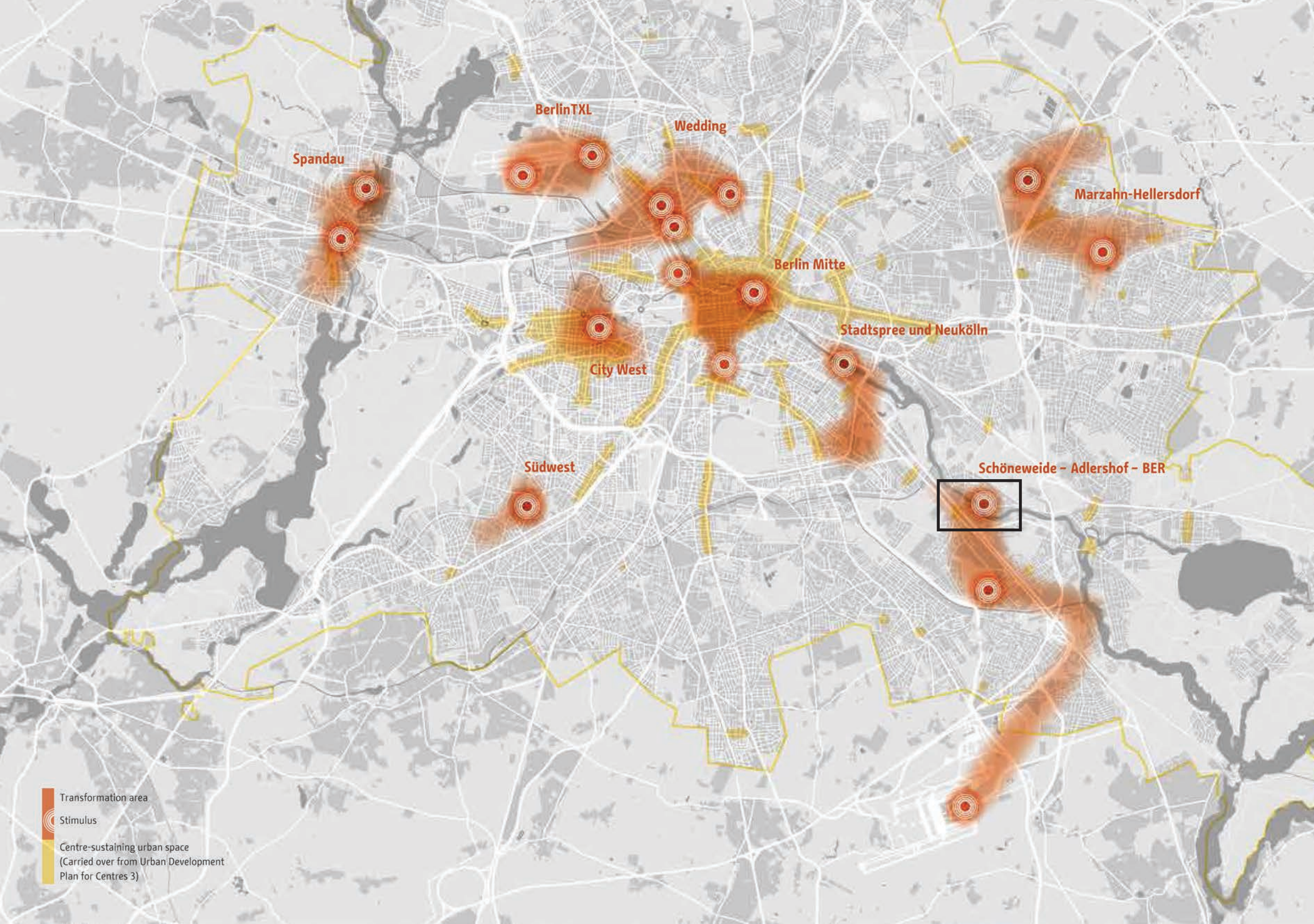
**NAG Automobile Factory - Behrens Building, Peter Behrens 1915–1917, intermediate users**





**NAG Headquarters -Behrens Building**, Peter Behrens, 1915–1917, under utilized





**Schöneeweide: Berlin's third largest „Future Place“, urban transformation areas of Berlin**



## **PHASE 2: URBAN TRANSFORMATION AND ADAPTIVE RE-USE**

**Industrial architecture heritage as driver for urban regeneration**

**Activation and rehabilitation of built and open spaces**

**Conversion of the industrial city into an innovative and creative urban district**





**Wilhems Group KWO Cable Factory**, classical cable and fiber cable production, rental space for high-tech companies and incubators





HTW Campus Wilhelminenhof, University of Applied Sciences, opened 2009, 8,500 students





**Spree halls**, conversion into artist ateliers, exhibition spaces and galleries





**Art halls**, artist Sven Hermann





**Small scale industries and crafts, innovative sculpture production for local and international artists**



## **PHASE 3: URBAN DESIGN 1:1000**

**Master plan integrating heritage and new urban spaces**

**Spatial compositions, urban morphologies, building typologies, densities**

**Mixture of functions: working, living, culture and recreation along the water**





Trondheim Sluppen master plan 1:1000





**Trondheim Sluppen model 1:1000**





**Oslo Filipstad master plan 1:1000**



## **PHASE 4: ARCHITECTURE AND OPEN SPACES 1:500 - 1:200/ 1:100**

**Characteristic built and open spaces, showing the qualities of the urban design project**

**Adaptive re-use, conversion and extension of buildings**

**Urban design and architecture rules**





  <32m // General Masterplan //  
  <17m // 0m 100m

### // The Rules //

**#1**  
Relation between density and public space. The greater the height, the more public space it needs in the surrounding area.

**#2**  
Relation between width of the street and the height of the buildings. Buildings have to set back if they provoke a big shadow.

**#3**  
The public space inside the plots is of private management. Neighbors decide its use which can vary according to their needs.

**#4**  
The minimum distance between buildings is about 8m (inside the plots). Distance between plots is 10m, with the exception of the main Avenue, which is 30m wide.

**#5**  
Portions of the public space can be rented for private use for a certain period. The public space inside the plots is divided in a 4x6m grid.

**#6**  
Ground floors are 5m high and have to be open to the public. We can distinguish three axes: recreational (waterfront), services (8-10m streets), commercial (main Avenue).

**#7**  
Outdoor uses can be extended to the streets and to the public squares. These includes kiosks, terraces, orchards, markets...

**#8**  
As all the plan is quite homogeneous, freedom is given when choosing the materials. Concrete, timber, brick and glass for villas, slabs and towers.

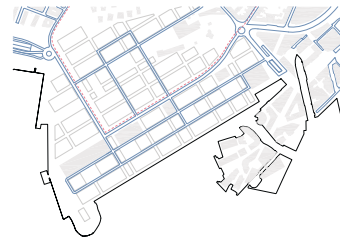
**#9**  
We make use of the materials to give a different character to the industrial buildings. Boxes are made of concrete, metal and glass.

### // Typologies study //

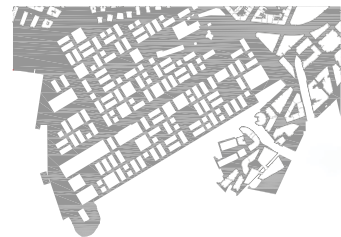
Urban villa and city apartments in tower housing, public services, private services. The height varies from 17m to 32m, from 5 to 10 floors respectively. First floor is 5m high. It is half of the slab, leaving a 8m street between two of them. There is a vertical core for communications and installations in the middle of the building. It is a fully enclosed building which is surrounded on all sides with streets, with a clear orientation to a public front and a semi-private space.

Offices and urban city apartments in slab and tower housing, public services, private services. The height varies from 17m to 32m. First floor is 5m high. It is half of the box, leaving a 8m street between them. There are two vertical cores for communications and installations in the middle of the building. It is a fully enclosed building which is surrounded on all sides with streets, with a clear orientation to a public front and a semi-private space.

Lofts and creative studio-houses, public and private services and industries. The fixed plot is composed by two boxes, being it the basis for rest of the typologies. All the preexistence buildings are treated as boxes. A courtyard can be added in the middle of the building. It is surrounded on all sides with streets and it has a very public ground floor, which can be extended to the outdoor.



It shows the main communications to Filipstad, tram and car traffic. The tram line is extended to Filipstad and it goes along the main Avenue and it borders the green area in the north. As we finally decided to underground the road and extend the tunnel, a new traffic grid has been thought. The car traffic goes along the main Avenue and then it deviates in order to have access to all the plots.



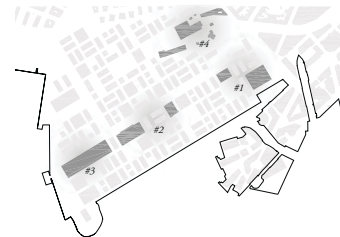
This diagram shows the ratio between the built and non-built spaces. We see a quite homogeneous plan, which keeps some of the preexistence and introduces three building typologies. There are three large green areas in each corner connected with the main Avenue. There are two axes of public spaces. These spaces are fixed on the plan. As well as that, there are some smaller, public spaces inside the plots.



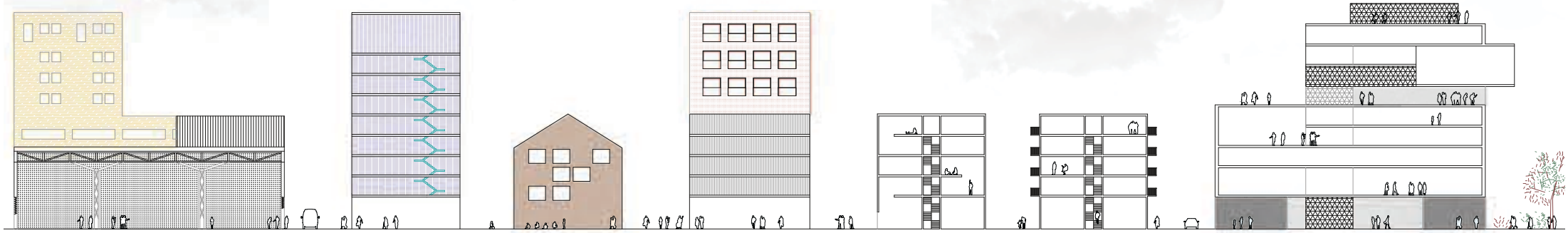
It shows the different typologies and its variations in height: villas, villa towers, slab towers, lofts. We can see that there are almost any tower in the waterfront, but it is quite dense anyway. The further it is from the coast, the more towers there are. As well as that, towers are a bit more dense in the west part, as the industry is heavier there. There are also more boxes, as all uses related to the maritime industry need a larger area. Urban villas and slabs are quite homogeneous.



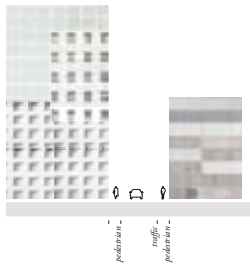
It can be distinguished three axes in relation to the programme and use of the first floor. It shows an axis along all the waterfront, which is mostly for recreational uses, which includes restaurants, cafes, bars... Services are located around the main public squares that are fixed in the plan. And there is a third axis along the main Avenue, which is thought to be for commercial use, as it is going to be the busiest street.



From the reactivation of the preexistences left, four different archipelagos arise. Their programme will be the main activity in each area. #1 will be used for common spaces for the offices in the surroundings: co-working spaces, auditorium, meeting rooms... #2 will be dedicated to workshops and some food industries (coffee, beer...) #3 will be used for port activities such as a fresh fish market, shipping repairation... #4 will be a green area where cultural activities will take place in the preexistence buildings.

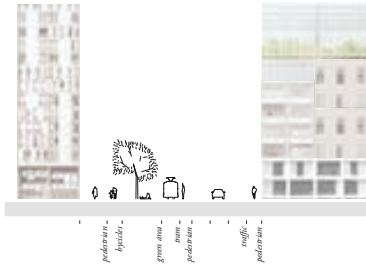






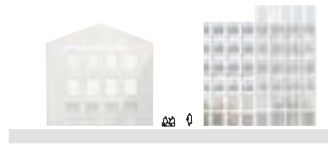
// 10m street //

It shows a typical 10m-street between plots where the traffic is allowed. It is formed by a 6m-road for the traffic (3m each lane, both directions) and a sidewalk on both sides of the street. The buildings are from 17 to 32m high. The ground floor is mostly for services. First floor is 5m high.



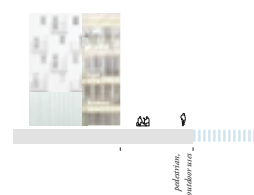
// 30m street //

Section of the main street. There are two pedestrian paths on both sides, being bigger the one on the west side, as it gets more sunlight. There is a bike path and a green corridor that connects the main green areas. Trams and car traffic are orientated towards the east side. The ground floor is mostly for commercial use. First floor is 5m high. Most of the buildings are around 32m high.



// 8m street //

It shows a typical 8m-street inside the plots. Traffic is not allowed. All the street is pedestrian and for outdoor uses. The ground floor is mostly for services. First floor is 5m high. The buildings are from 17 to 32m high. The programme connected to the street can occupy 4m of the street, leaving space for pedestrians.



// 12m street //

The waterfront is 12m width. All the street is pedestrian and for outdoor uses. First floor is mostly for recreational use (restaurants, cafe, bars...) First floor is 5m high. Buildings are mostly 17m high in order to allow good views to the buildings of behind. The programme related to the street can occupy up to 8m.



#1



#2



#3



#4



#5



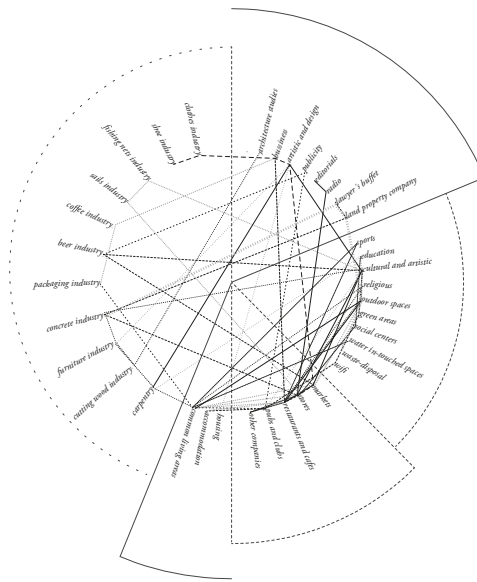
#6



#7



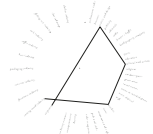
#8



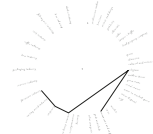
Middle-age architect who works in a studio.



Worker in a small beer industry.



Man who works in a wooden workshop.



Elderly man spending a day in Filipstad.



Young tourist in Filipstad.



Boss of a clothes industry.



Artist who works and lives in Filipstad.



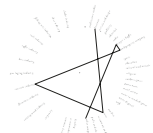
Woman who works in the communicative field.



Older tourist in Filipstad.



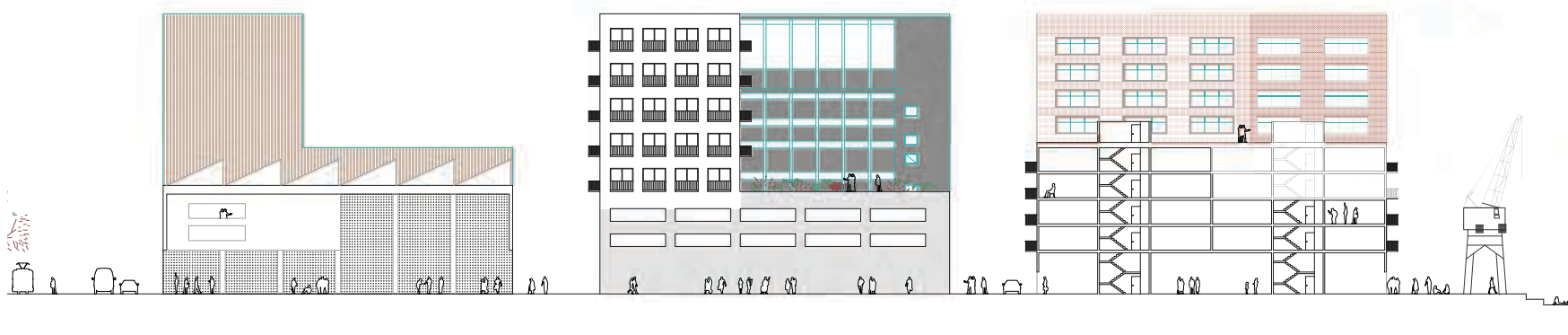
Middle-age architect who works in Filipstad.



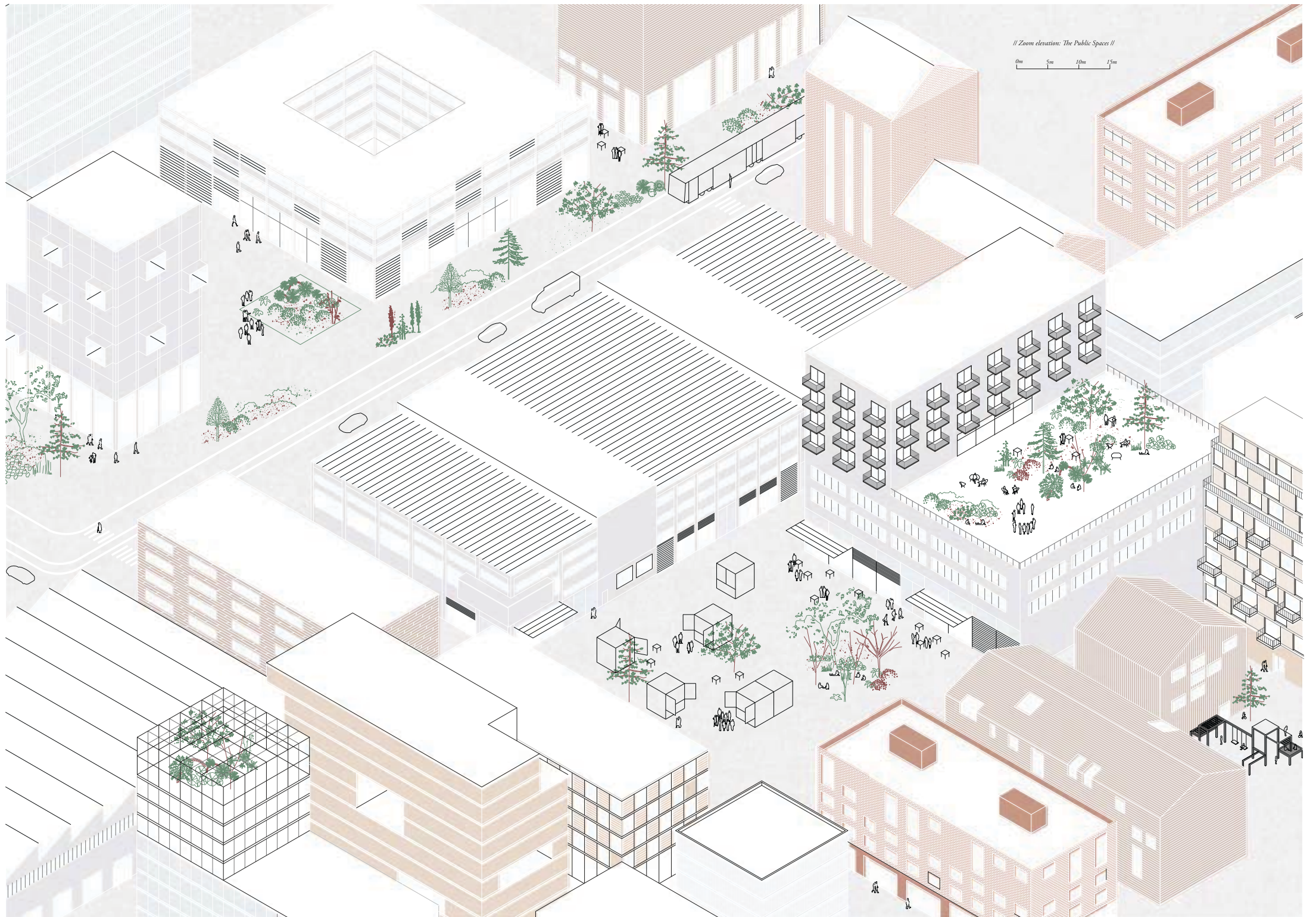
Business man in Filipstad.



Mother taking her children.







**Oslo Filipstad axonometric projection**



# **AAR4905 URBAN LAB**

**Lectures and readings on urbanism, architecture and the city**

**Case studies on adaptive re-use and industrial heritage regeneration areas** such as Amsterdam Oostelijke Handelskade, Leipzig Cotton Mill, Hamburg Elbe Islands, New York Meatpacking District, Rotterdam RDM Campus, Sao Paulo SESC Fábrica de Pompéia, Winterthur Sulzerareal, Zürich West

**Exchange with EU project - industrial cultural heritage as driver for sustainable urban development**





Trondheim Nedre Elvehavn - Dokkhuset, Skibnes





**Winterthur Sulzerareal**, conversion from machine factory into mixed urban district





**Winterthur Lokomotive**, Knapkiewicz & Fickert, conversion from locomotive factory to housing





**Zürich Löwenbräu**, Gigon Guyer, Zürich West, 2003-14, conversion of brewery into art center and addition of museum, housing and offices



# **EXCURSION BERLIN**

**City, architecture and site tours**

**Presentations by and workshops with municipality, owners, urban pioneers, company founders, users, planners, architects, artists, preservationists and other experts**



## **FACTS**

### **Integrated studio and lab**

AAR4605 Urban Design and Architecture 15 ECTS

AAR4905 Urban Lab 7.5 ECTS

### **Instructors**

Kerstin Höger, Siri Bakken, Jakob Tigges

### **Excursion Berlin**

2 to 3 weeks in February/ March 2017

### **Recommended intensive 3rd course**

Experts in Teamwork, BuildLAB or Photo Course in January 2017

### **More information**

Contact or visit us



# BERLIN BEYOND „POOR BUT SEXY“



Badeschiff (bath boat), Arena, Berlin, 2004