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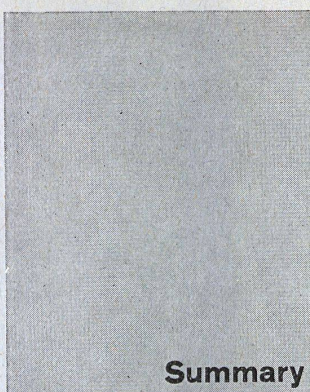
lors, principalement dans les quartiers extérieurs et suburbains. La plupart des immeubles ont été édifiés sur d'anciennes propriétés détruites. Le plus grand projet de reconstruction est celui du quartier de Hansa, comportant 1300 appartements et situé au nord du Tiergarten, soit au centre de la ville. Ce projet, qui a été conçu selon un régime foncier entièrement nouveau, fera l'objet de l'Exposition internationale de la construction en 1957.

La grande majorité des entreprises industrielles de Berlin est située dans les quartiers extérieurs. Le programme de reconstruction a étendu ces quartiers, dans la mesure où ils jouissent d'une situation appropriée et sont reliés aux lignes de chemin de fer, aux canaux et aux grandes routes. Par contre, une partie importante des moyennes et petites entreprises se trouvait — et se trouve aujourd'hui encore — dans les quartiers du centre à forte densité de construction. On envisage de transférer peu à peu ces établissements dans les nouvelles zones industrielles, en particulier dans les cas où les entreprises elles-mêmes cherchent à étendre leurs activités; les nouveaux emplacements nécessaires ont déjà été délimités.

Berlin possède l'avantage d'une belle situation géographique. Lors des annexions de 1920, elle est entrée en possession de vastes forêts et de lacs. Toutefois, le problème principal ne consiste pas à entretenir et à préserver les forêts, les lacs et les parcs, mais bien plutôt à étendre cette ceinture de verdure dans les quartiers centraux, où les constructions ont poussé comme des champignons durant la seconde moitié de 19ème siècle et au début du 20ème. Il s'agit de dégager et d'aérer le territoire urbain en raccourant entre eux les parcs isolés; ceux-ci doivent être reliés directement aux grands parcs extérieurs, ainsi qu'aux quartiers résidentiels des maisons familiales. Des écoles, des jardins d'enfants, des emplacements de jeu et des installations similaires seront créés dans ces ceintures de verdure, aux endroits les mieux appropriés.

A partir du siècle dernier, Berlin est devenue peu à peu une grande ville de caractère mondial, dont les sources d'approvisionnement et le marché sont constitués par le monde entier, et non uniquement par son arrière-pays. Berlin est aujourd'hui un nœud de communications et un centre du commerce international, et c'est dans ce sens que sa «city» s'est constituée et développée. A côté des bâtiments gouvernementaux, on y trouvait des banques et des journaux, des agences de voyages, de grandes maisons d'exportation et d'importation; l'industrie de l'édition et de l'imprimerie y était très largement représentée, de même que celle de la confection. Les entreprises de transports, les grands magasins, les théâtres, les musées et les établissements d'éducation s'étaient également installés dans ce centre, parfaitement digne de la capitale allemande en dépit de nombreuses lacunes d'urbanisme.

La seconde guerre mondiale a presque entièrement détruit cette «city». Ce qui était jadis le quartier le plus actif de Berlin, où 500.000 personnes, soit près du quart de la population travaillante, avaient leur occupation — et cela sur un territoire qui ne représente que 1% de la superficie totale de la ville — est devenu à la suite de la guerre une sorte de vide au cœur de la cité. En raison des terribles destructions subies par ce quartier, l'activité commerciale et industrielle s'est transférée dans les districts moins éprouvés, et l'ancienne «city» est devenue une simple zone frontalière entre les deux parties de la cité divisée. Toutefois, du fait de la complète stagnation de la reconstruction sur ce territoire, on n'y constate pas encore des erreurs comparables à celles qui ont été commises dans d'autres villes. Les appartements et les fabriques sont exclus des nouveaux plans d'aménagement de ce quartier. Pour le territoire de la «city», on a organisé, sur le thème «Berlin, capitale», un concours auquel tous les architectes européens peuvent participer. Ils ne sont soumis à aucune restriction particulière, sauf qu'ils sont tenus d'établir leurs plans dans le cadre des nouvelles artères, des chemins de fer et des bâtiments d'intérêt historique ou culturel. Les résultats de ce concours jetteront une nouvelle lumière sur le problème de la création d'un centre de ville moderne.



Summary

Hotel Construction (pages 215–216)

In earlier centuries inns and hotels existed at important centers where trade and travel brought men together. Such buildings were modest structures, functional in the best sense. They served to offer travellers a roof for the night.

Industrialisation brought with it the railroad, and the possibility of travelling was extended to a wider class of people. This movement created the need for larger hotels, numbering as many as 3000 beds. Along with the city hotel, located near the railway station, a type of resort hotel known for its typical bathroom facilities was developed. Later, when people had been drawn more completely to large towns, the type of Palace or Luxury Hotel evolved. This last type has made its mark on such places as Vevey or Lucerne, or other hotel towns as on the Riviera.

After the war another development began, having its roots in the "back to nature" or camping movement. The increased use of the automobile has helped to make of vacations a "getting closer to nature," and as a hotel type, the "bed and breakfast" hotel and the motel are typical.

Although figures show that the large hotels have a low earning power per unit volume, some luxury hotels are still being built, such as the Hilton enterprises in Berlin and Istanbul. But in general more renovation of older such hotels than construction of new ones is taking place.

The SHTG (Swiss Hotel Trust Company) is playing a major role in this process of renovating older hotels to meet the new travel conditions. The building of new resorts has been made difficult by the general Swiss distrust of planning, but great progress has been made in the renovation and rebuilding of many Swiss hotels.

For the future, we can only anticipate that new travel habits will demand new types of hotels — the movement toward nature has already had its effect on hotel types, i.e. the motel. Further developments in hotel construction will have to adjust to the future desires and needs of travellers.

The INTERBAU Enterprise (pages 233–234 and 252–253)

Whereas Rotterdam and Brest, Warsaw and Coventry were reconstructed district by district, here in Berlin owners, tenants, the banks, the laws, the police, etc. all were against any such planned reconstruction, apart from praiseworthy exceptions, which in the best of cases represented compromise solutions. We sought to create an urban unit with all facilities on a bombed-out area, as a kind of model project to show how the reconstruction of the city should proceed. We wanted to demonstrate that it was not necessary to cover the area with monotonous rows of one or two types of buildings all with the same height, the same balcony, the same entrance repeated over and over. The Hansa district appeared most suited for this project, being situated in the center on a totally destroyed site and bounded by the Spree and the Tiergarten. After the plan was decided on, both German and foreign architects were invited to submit new ideas for apartment house construction. At the first meeting in Berlin the building plan elaborated by this architect team was literally torn to pieces. The exhibition had to be put off for one year. A sensible organization such as was elaborated by Berliners participating in the project, in which it was sought to achieve a certain unity, could not hold its own against the opposition. All it succeeded in was a

stronger emphasis on the center of the settlement. Thus the Hansa district has become in its incomplete spatial organization, to a certain extent, a model of our still inchoate society. The whole enterprise was dependent on the success of the ground plan. Thanks to the policy which cut through all the red tape, the ground plan, in accordance with proposals by Dr. A. Seifarth, could be brought to a conclusion after two years of intensive work. We present some data taken from the report of Dr. A. Rennert. The plan area comprises 25 hectares. From this area were mapped out 20 large lots for apartment houses with 3 and more floors, and 50 small lots of about 300 sq. m. for one-family houses. The ground plan was carried out by the Corporation for the Reconstruction of the Hansa district, to which there was also entrusted the building program and the working out of the ground plan for one-family houses. The Company acquired 141 lots, the City of Berlin the other 21 for public purposes. 1/5 of the lots had already been acquired after only one year. 14 confiscation actions had to be entered into and 7 of them were carried through to completion. For the construction, 53 architects in all were invited: 19 foreigners, 16 West Germans, 18 Berliners—including 10 landscape architects, one-half of them foreigners. Owing to the spiritual isolation of Germany, the invitation of foreign colleagues was not only a courteous gesture but a necessity. For housing in particular had bogged down in formulas evolved 30 or 40 years ago; Germany had been covered from one end to the other by tasteless and ugly housing projects. Better results could have been achieved by INTERBAU if certain disputed building regulations had been relaxed. The experiences had in the Hansa district prove that it is not only the house plans, the planning methods and the organization of the building authorities that need to be altered, but just as much at least the promotion methods applied in community housing projects.

This is not the place to discuss every single design, but we can take up a few outstanding and pioneering solutions. We should like to mention in the first instance Aalto's 8-story multi-family house: family apartments of varying sizes, lively articulation, bold design, splendid three-dimensional effect, etc. If only this building had arisen, the expenditures in the Hansa district would have been amply justified. But there are other noteworthy buildings in prospect: Van den Broek's and Bakema's high rise building with recessed storeys which promises to be an equally positive contribution as the building of the great Finn. Otto Senn's high rise building which is only carried out in 4 storeys was originally intended for a point-house. With its organic loose plan it is a refreshing departure from the usual rigid rectangular design. Niemeyer's graceful building which offers possibilities for community living in the multifamily house. Gottwald, whose 4-storey apartment house puts into practice the conception of the flexible dwelling with its movable walls. And then the whole series of 1-story buildings in which pioneer work has been done both with respect to housing requirements and to town-planning. There is no doubt that Le Corbusier's building at the Stadium, whether his "Unité d'Habitation" is regarded as the right or the wrong solution, will be an extraordinary enrichment of the architectural silhouette of Berlin—as a three-dimensional monument and as a standard of architectural quality. For the first time, also, the landscape has been integrated in the construction program and not regarded merely as a negative quantity to be built over haphazardly: it has become a fundamental element in the city plan. Footpaths lead from the houses through playgrounds into the Tiergarten, the city's "breathing space." A thick screen of trees will shield the apartment houses from the railway line.

The U.S.A. participates at three places in Berlin: in the Marshall House on the Industrial Fair grounds, the construction methods usually applied in the U.S.A. are represented. The newly opened America House on Hardenbergstrasse shows the types of town plans which are carried out in the U.S.A. But it is the Conference Hall by Stubbins, with a seating capacity of 1200, which deserves particular mention. A bold conception to which the valuable site on the "Zelten" was sacrificed. The non-static, dynamic quality of our age of rapid motion is given clear expression in this structure. The great suspended roof seems like a giant butterfly about to unfold its wings. The execution of this hall is not so courageous as the plan—which may be explained by our rather cautious regulations.

The INTERBAU Industrial Exhibition will take place from September 14 to 29 at the Funkturm. A new exhibition hall suited for the very heaviest exhibition material, with 50 freely supporting reinforced concrete headers and measuring 7,500 sq. m. and a restaurant extend the Fair grounds to 125,000 sq. m. This all strikes us as too big, too overwhelming, too quantitative. We remember with horror the Hanover Fair and are convinced that here the boundaries of the conceivable have been overstepped. The qualitative effect of the individual building is lost in the vastness. A new form should be discovered for these great markets, which does not repeat the indiscriminate massing of the big cities.

Modern Town-Planning: The Academy for Town-Planning exhibits in Schloss Bellevue around 60 town plans which have been carried out since 1945. The exhibition is arranged in accordance with themes, with characteristic examples from individual cities. The traffic problem is of especial importance among these themes, e.g. motorization and its consequences for town-planning, the parking problem, traffic arteries in the city centers, neighbourhood centers, etc.

The Academy for Town-Planning exhibits the reconstruction programs of around 60 German cities. Here can be seen the 12-year struggle between the planners and «interested groups» and the compromises forced upon the former because they were the weaker, but on occasion progress could be made owing to the planners' persistence and their tactical adroitness. The hall of the "City of Tomorrow" is one of those architectural inventions which alone justify all the expenditures of INTERBAU. It is a transparent roof without side walls which revolutionizes exhibition architecture just as much as in its time did Paxton's Crystal Palace. The green of nature comes right into the hall, symbolizing the fusion of architecture with nature. With its lightness, flexibility, airiness and openness to nature this hall creates the atmosphere of the City of Tomorrow. The City of Tomorrow is neither a display of utopian inventions nor an exhibition of special techniques. It seeks to show the public how the city determines its life both in a positive and in a negative sense, e.g. how outmoded cities threaten the bases of existence and what possibilities will exist tomorrow to make life healthier, more meaningful, simpler and more filled with beauty. Despite all possible criticisms that could be made, we are confronted with the unavoidable fact that the Hansa district has become a reality. With this project Berlin has gone further than any other German city in inspiring the people with a vision of the City of Tomorrow, an inspiration which has assumed the proportions of a mass movement.

City-Planning in Berlin (pages 243–251)

At the end of the Second World War the planners of Berlin were confronted by 75 million cubic meters of rubble, the largest concentrated ruin ever wrought by human stupidity. The first planning conceptions were worked out without anything to hang them on, in the midst of economic and political uncertainty. The great metropolis is the dominant power center of modern civilization sucking all social movements into its orbit. It is not only the fact alone that it is a great labor market and offers manifold opportunities for development that favours its growth, but the rationalization and specialization of modern industrial civilization give people no choice but to direct their energies into the great city. The great metropolis need not necessarily be a calamity, not if it is wisely organized and planned, account being taken of human needs. The big city permits an inner development and opens up greater possibilities for intellectual and spiritual growth than smaller communities or the countryside and need not exclude the creation of a rich intimate life among private individuals. The question now is: how is the city of tomorrow to be planned? Planning, however, is not based solely on intuition, but also on precise knowledge of all the facts. Planning has to adapt to technical progress and be integrated into the kind of social evolution that is expected in the given city in the future. The earliest plans in Berlin were bold and rested on a well thought out theoretical basis. Owing to the political partition of Berlin—the sector boundary runs straight through the city center—the former bustling center has remained economically unattractive. Up to the present time it has constituted a no man's land between East and West. Almost no reconstruction had taken place here, and

this very fact was a great opportunity for the planners. The Berliners could profit by the mistakes made in West German cities and were thus open to new ideas. Already everyone has accepted the sharp reduction of ground utilization in the destroyed areas, over against the old pre-war building code.

Prior to the outbreak of the Second World War, through traffic had to go through the city center owing to the grave lack of adequate by-passes. The circular express highway (Ill. 1) was planned to relieve Berlin from the pressure of through traffic. This project has to date been completed only in the south and east sections. At the present time there is only one feeder street from the south ring in service, which brings traffic from the express highways from Hanover and Munich into Berlin. There are planned traffic arteries which will have within the city limits, along with the feeders, a length in all of 180 km. and will be for the most part free of crossings and provided with three lanes and traffic islands. The interior traffic arteries of a big city handle for the most part intra-city traffic, and the ones in Berlin are being laid out with this in mind. The future traffic problem of cities can only be solved if all the available street area is kept open for moving traffic; this calls for parking lots off the main arteries, removal of tram lines and introduction of buses. No tram lines are envisaged in the reconstruction of the city center. It is intended gradually to remove the tram from the life of the city and to construct subways (Ill. 12) to handle the intense flow of traffic within the city.

In the Second World War around 500,000 houses were destroyed in Berlin. In West Berlin there have since then been rebuilt 100,000 dwellings, which have been located to a considerable extent in the outlying and suburban districts. Most of the dwellings have been built on formerly destroyed sites. The greatest consistent reconstruction project, with 1300 apartments, is the Hansa District on the northern edge of the Tiergarten, that is in a central section; here the site has been completely re-organized in a brand-new disposition. This project will be the subject of the International Building Exhibition in 1957.

The great majority of Berlin's industrial establishments are located in the outlying districts. The planning program has extended these areas, if they are in a suitable place and have access to railway lines, waterways and highways. A considerable part of the small-scale and medium-sized enterprises were located and are still to be found in the densely built-over areas of the center. It is intended to transfer these

works into the new industrial zones, especially if the concerns themselves are seeking to expand their operations; the new sites for this purpose are already marked out.

Berlin has the great advantage of a beautiful geographical situation. Also in 1920 the city came into the possession of extensive woodlands and lakes. The main problem, however, does not consist so much in maintaining and preserving the forests and lakes and the huge parks as in extending the green belts in the inner districts which were so densely built over in the second half of the last century and around the turn of the century. The city is to be opened up and articulated by joining together separate green belts. These green belts are to be integrated with the park lands on the outskirts and are to be connected with the one-family residential areas. In the green belts, at suitable locations, schools, day nurseries, playing grounds and similar establishments will be erected.

Berlin, beginning in the last century, has grown to be a great world city, its sources of supply and its markets being the world at large and not merely its immediate geographical hinterland. It is today a great international crossroads and focal point of international business, open to the wide world, and its city center developed accordingly. Here government buildings rubbed shoulders with banks and newspapers offices, tourist agencies as well as the big export-import concerns, the printing and publishing firms and the garment industry. Also transport concerns, department stores, theaters and museums and educational institutions made this area their center, which was an international focus in spite of inadequate planning. The Second World War almost totally destroyed this center. What had previously been the busiest part of Berlin, containing the places of work for 500,000 people, or nearly $\frac{3}{4}$ of the working population, though comprising only 1% of the total area of the city, as a result of the war has become a vacuum in the middle of Berlin. Owing to the far-reaching destruction in this area the industrial and business activity of the city has migrated to the less damaged and more outlying districts. The former city center has become a mere border zone between the two sectors of partitioned Berlin. However, owing to the complete stagnation of reconstruction in this area, it has not been possible for mistakes to be made comparable to those in other cities. Apartment houses and factories are excluded from the new plans for this district. There has been initiated a competition "Berlin the Capital City" for the city center, in which all European architects can participate. They are subject to no particular limitations except that they have to plan within the framework of the new traffic arteries, the railways and buildings of a historic or artistic significance. The results of the competition should clarify the problem of the creation of a modern city center.

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