Felix Bentlin, Jürgen Höfler, Angela Million (Editors)

Shifting Borders in the Wake of the COVID-19 Pandemic in European Cities and Regions

Schriftenreihe Städtebau und Kommunikation von Planung
4 –   Borderline City

**SHIFTING BORDERS IN THE WAKE OF THE COVID-19 PANDEMIC
IN EUROPEAN CITIES AND REGIONS**

**GRENZVERSCHIEBUNGEN WÄHREND DER COVID-19-PANDEMIE
IN EUROPÄISCHEN STÄDTEN UND REGIONEN**

Editors:
Felix Bentlin, Jürgen Höfler, Angela Million

FOREWORD BY GERMANY'S FEDERAL MINISTER OF THE INTERIOR

Horst Seehofer, Federal Minister of the Interior, Building and Community, for the publication "Borderline City"

Under the heading "Borderline City," hundreds of students from 19 different institutions of higher education across Europe dealt with the topic of borders. They studied how people live, learn, and work in isolated and borderless neighborhoods, cities, and regions, what tensions arise in border locations, and how border landscapes can be developed, planned, and shaped.

The publication "Borderline City" was developed as part of the project "Young Professionals Shape the Future," which is sponsored by the Federal Ministry of the Interior, Building and Community as part of Germany's National Urban Development Policy. "Borderline City" provides an outline of the individual sub-projects and the concepts developed as potential solutions, presenting them to a professional audience. This publication gives future urban planners the opportunity to address current urban development policy issues and develop their own solutions.

Cities drive the processes behind establishing and dissolving borders. The dichotomy between increasing connectivity and opening border regions on the one hand and the drawing of borderlines on the other hand is a challenge for cities across Europe.

The issue of borders has become even more topical due to the COVID-19 pandemic, which not only highlights social boundaries – the boundaries between the public and private spheres and the limits of infrastructure and mobility – but also shows how online communication can help overcome borders. Furthermore, the pandemic serves as a stress test to illustrate how crucial it is to create crisis-resilient structures. Resilience is also a key element of integrated urban development, which the Federal Government supports as part of its National Urban Development Policy.

In courses at their home universities and subsequently during a one-week intensive summer school session, project participants first developed scenarios for vibrant, diverse, accessible, and resilient spaces in European cities. Because of the COVID-19 pandemic, the session was shifted at short notice to an online format. Thus, the participants themselves provided a practical example, showing that cooperation can be successful despite closed borders.

The diversity of the topics is reflected in the various sub-projects. One sub-project investigates future prospects for the Saarlouis border region, while another sub-project explores invisible borders. In view of the COVID-19 pandemic, the summer school developed ideas and recommendations for action to help cities deal with the crisis, for example, by examining the ways in which the pandemic impacts public spaces.

The following pages are filled with more detailed information about these exciting projects. I wish to thank all those involved for their great commitment and hope that you enjoy reading this publication.

Horst Seehofer, Federal Minister
of the Interior, Building and Community

GRUSSWORT DES BUNDESMINSTER DES INNERN

Horst Seehofer, Bundesminister des Innern, für Bau und Heimat, zur Publikation „Borderline City"

Unter dem Titel „Borderline City" haben sich hunderte Studentinnen und Studenten aus 19 europäischen Hochschulen mit dem Thema „Grenzen" beschäftigt. Sie haben untersucht, wie Menschen in eingegrenzten und entgrenzten Quartieren, Städten und Regionen leben, lernen und arbeiten, welche Spannungen an Grenzorten entstehen und wie sich Grenzlandschaften entwickeln, planen und gestalten lassen.

Das Projekt „Fachlicher Nachwuchs entwirft Zukunft" bildet den Rahmen dieser Publikation. Es wird vom Bundesministerium des Innern, für Bau und Heimat als Teil der Nationalen Stadtentwicklungspolitik gefördert. Die einzelnen Teilprojekte und die erarbeiteten Lösungsideen werden in dieser Publikation beschrieben und der Fachöffentlichkeit präsentiert. So haben angehende Stadtplanerinnen und Stadtplaner die Möglichkeit, aktuelle Fragen der Stadtentwicklungspolitik aufzugreifen und eigene Lösungen zu entwickeln.

Städte sind Treiber von Entgrenzungs- und Begrenzungsprozessen. Die Widersprüchlichkeiten von Vernetzung und Öffnung einerseits und Grenzziehung andererseits sind eine Herausforderung für die Städte in Europa.

Die Corona-Pandemie macht das Thema „Grenze" noch aktueller. Sie verdeutlicht die Grenzen zwischen öffentlichem und privatem Raum, die Grenzen von Infrastruktur und Mobilität und die sozialen Grenzen, veranschaulicht aber auch die Überwindung von Grenzen durch Online-Kommunikation. Die Pandemie ist zudem ein Stresstest, der zeigt, wie wichtig die Schaffung krisenfester Strukturen ist. Resilienz ist auch ein wesentlicher Bestandteil der integrierten Stadtentwicklung, die die Bundesregierung im Rahmen der Nationalen Stadtentwicklungspolitik fördert.

Die Projektteilnehmer haben zunächst in Lehrveranstaltungen an ihren Heimatuniversitäten und sodann in einer einwöchigen intensiven Sommerschule Szenarien für lebendige, vielfältige, zugängliche und resiliente Räume in den Städten Europas entwickelt. Der Intensivkurs wurde wegen der Corona-Pandemie in kurzer Zeit auf ein Onlineformat umgestellt. So lieferten die Teilnehmer gleich ein praktisches Beispiel für eine trotz geschlossener Grenzen funktionierende Zusammenarbeit.

Die Vielfalt des Themas „Grenze" zeigt sich in den unterschiedlichen Teilprojekten. Ein Projekt erforscht grenzüberschreitende Perspektiven für die Stadtentwicklung von Saarlouis. Ein anderes Projekt setzt sich mit immateriellen Grenzen der Ausgrenzung auseinander. Im Angesicht der Corona-Pandemie wurden in der Sommerschule Ideen und Handlungsempfehlungen entwickelt, wie Städte mit der Krise umgehen können. So wurden zum Beispiel die Auswirkungen der Pandemie auf öffentliche Räume untersucht.

Details zu den spannenden Projekten erfahren Sie auf den nächsten Seiten. Ich danke allen Beteiligten für ihr großes Engagement und wünsche den Leserinnen und Lesern eine interessante Lektüre.

Horst Seehofer
Bundesminister des Innern, für Bau und Heimat

SEMESTER PROJECTS AND SUMMER SCHOOL

Before the pandemic in the winter semester of 2019/2020, students at all participating universities took individual courses related to the overarching topic of the Borderline City. During the summer school, we formed eight pan-European teams and expanded on the results of the semester projects and courses over seven intense days of online workshops. All in all, we incorporated the following contributions in this publication:

1. Semester Projects

2. Summer School on Urban Planning in the Past

3. Summer School on Urban Planning in the Present

With the Online Summer School 2020's "Borderline City," we took a closer look at urban crises in the past, present, and future and discussed the consequences for urban planning and design. We worked in university pairs, consisting of one (or two) German and one European university. These sparring teams worked independently and organized time and communication channels themselves between 11 May 2020 and 18 May 2020. In retrospective and in current reflections, the tasks were completed during this time (see timeline on page 16f.). Together we aimed to give a voice to young planners and designers around Europe in response to this crisis and to contribute to the New Leipzig Charter within Germany's Presidency of the Council of the European Union 2020. Priority was given to the exchange between the young planners and designers.
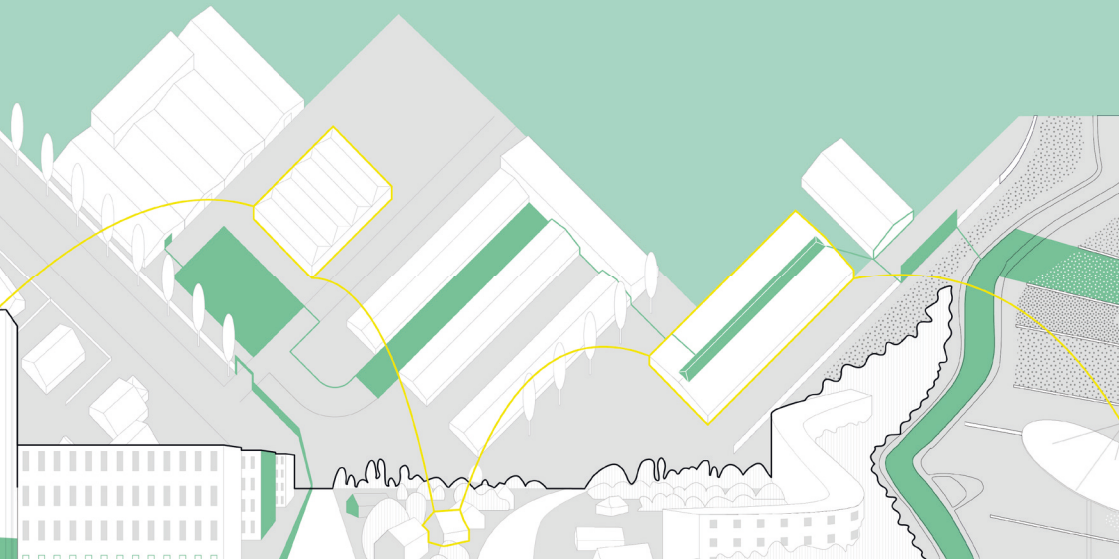
RWTH AACHEN
Lena Gronau, Annika Harkemper, Paloma Zacharias, Jessica Ortín Roth

TU BERLIN
Edouard Barthen, Lea Becker, Jan Bröske, Leon Claus, **Tomas Daels**, Ines Gartlinger, Antonia Gergs, Johanna Hamel, Navneet Knaur, Luisa Maria Landschof, Nina Pfeil, Adrian Pooth, **Laura Simak**, Christoph Skarabis, Tim Sommer, Pauline Timper, Till Uppenkamp, Ana Villasenin

TU BRAUNSCHWEIG
David Baar, Jonathan Bals, Alexander Bouchner, Sarah Isabella Canehl, Julia Fehling, Sibylle Gütter, Inga Jesußek, Lorenz Junge, Louisa Plenge, Carsten Rautenberg, Sara Safian Esfahani, Antje Sager, Katharina Schneider, **Svea Schumacher**, Laura Weber

UAUIM BUCHAREST
Bucura Constantinide, **Andreea Dumitrescu**, Mariana Fantana, Ristea Diana, Lungu Alexandra, Popa Ioana, Dulcianu Dragos, Chirica Teodora

HOCHSCHULE COBURG
Lisa Böll, **Anastasia Eppinger**, Simon Fiedler, **Louisa Metz**, Vincent Passinka, Sina Rätzer, **Clara Roth**, Julian Schreiber, Anna Dolderer, Benjamin Meyka

BTU COTTBUS-SENFTENBERG
Albina Perets, Annika Bange, Christin Vollmer, David Hoffmann, Hans Konschake, Hayyan Abbara, **Karla Blauert**, Joel Strauch, Lucie Wolschendorf, Matthias Baranowski, Nadine Walz, Sebastian-Alexander Grünwald, **Sina Yazdi**, Stephanie Scheu, Tobias Keul

POLITECHNIKA GDAŃSKA
**Natalia Glazer, Gabriela Król, Anastasija Baginskaja**

TU DELFT
Marija Beg, **Federico Bernal, Esther Boo, Enrico Corvi**, Abhinand Gopal, Jui-Yi Hung, **Yu-Wen Lin**, Pranit Nevrekar, Ana Salinas, Joan Sanz, Wanxiao Zhang

TU DORTMUND
Lena Katharina Aumüller, Yaren Beden, Paul Beenen, Simon Behrendt, **Friederike Marie Blum**, Alexa Burczik, Maren Friederich, Mark Hendrik Herrmann, Ole Peter Georg Jebsen, Anne Lotta Jöckel, Julia Lumme, Paul Marx, Thorben Müller, Lavinia Charlotte Namur, **Selma Podehl**, Fabienne Scheid, Nicole Schneider, Jaqueline Schreiter, **Lea Steinhoff**, Amelie Sophie Strigl, Cedric Ömer Willi Türkal

FH ERFURT
Kübra Deniz, Cedric Maier, Suliman Mardini, **Katharina Pötzsch**

Participating Students
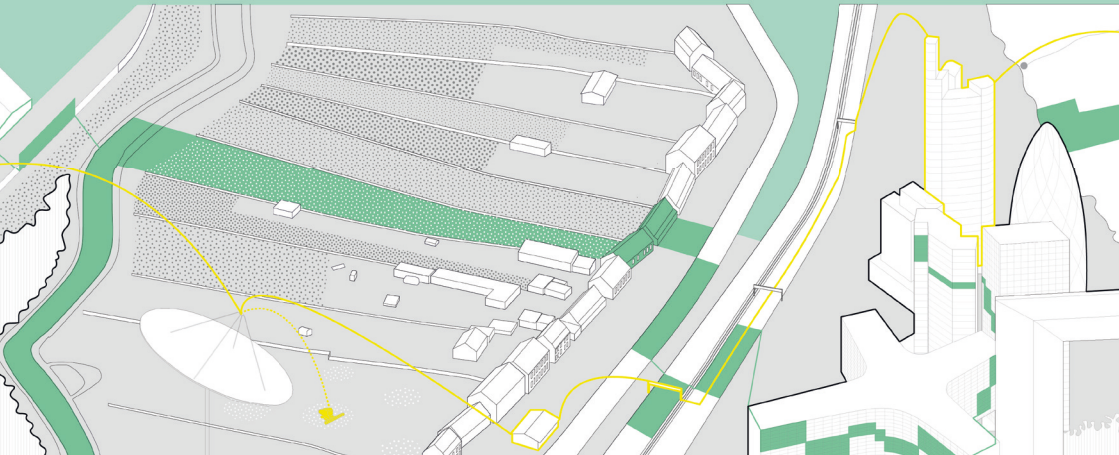
LEIBNIZ UNIVERSITÄT HANNOVER
Sevilay Akyürek, Martje Banck, **Ruben Epping**, Elizaveta Misyuryaeva, Yirong Pan, **Ricarda Roloff**, Wenjing Wang, Xuejian Wang, Shuguang Zou

TU KAISERSLAUTERN
Aleksandra Babina, Leonie Becker, Maryline Berg, Nina Landgraf, **Marco Welter**

UNIVERSITÄT KASSEL
Kerstin Deckers, Corinna Dickes, Alena Fischer, Maximilian Frey, Nelli Gemar, Kristina Ginz, **Lucian Hanschke**, Hannes Jentsch, Laura Jurkewitz, Sidar Kuru, Christina Klausmann, **Juliane Lenz**, **Max Pradel**, Ziyao Qin, Eike Rothauge, Leonard Weiß, **Francis Whitehead**, Jira Yimchuen, Lisa Zierenberg, Weiliang Zhou, Xiucheng Zhu

UP MADRID
Livia Brandão, Yuri Aguilar, Paula Ahn, Andres Argüello, Blanca Barragán, **Marisol Brito**, Diego Buitrago, **Macarena Cares**, Miriam Chambi, Daysi Chuquimarca, Cristian Fuentes, Ernesto García, Ekaterina Gundar, Alejandro Jimenez, Andrés Juste, Lucato Aguilar, Leandro Maciel, Juan Carlos Del Mar, Clara Martínez, Rebeca Matínez, Javier Morell, **Verónica Moya**, Melany O'brien, Gabriela Philco, Gabriela Quizhpe, Julio Rivera, Camila Rodriguez, Lara Schober, Shirley Cedeño, **Victoria Steglich**, Fernanda Tinajero, Pedro Vara Rung, Fabiola Di Caccamo

UNIVERSITÉ PARIS-EST CRÉTEIL
All students of Master's "Urban Regeneration and City Planning in Europe" (2019–2020), including **Olga Suslova**, **Valentin Carraud, Melissa Kosseifi**

BAUHAUS UNIVERSITÄT WEIMAR
Stefan Billeter, Patrick Adam Bopp, Lorenz Brösch, Morgan Darian Doll, Leonard Follner, Lara Hartig, Philipp Hildebrand, Timon Jahn, Luise Keffel, Janis Koch, Pia Lindloge, Vincent Mayer, **Clara Müller**, Arne Siemer, Lena Skade, Xaver-Alexander Taibert, **David Vydra**, Nele Werner, **Clara-Marlen Wilke**, Marie Zeil, Simon Zimmermann, Philipp Zimmermann
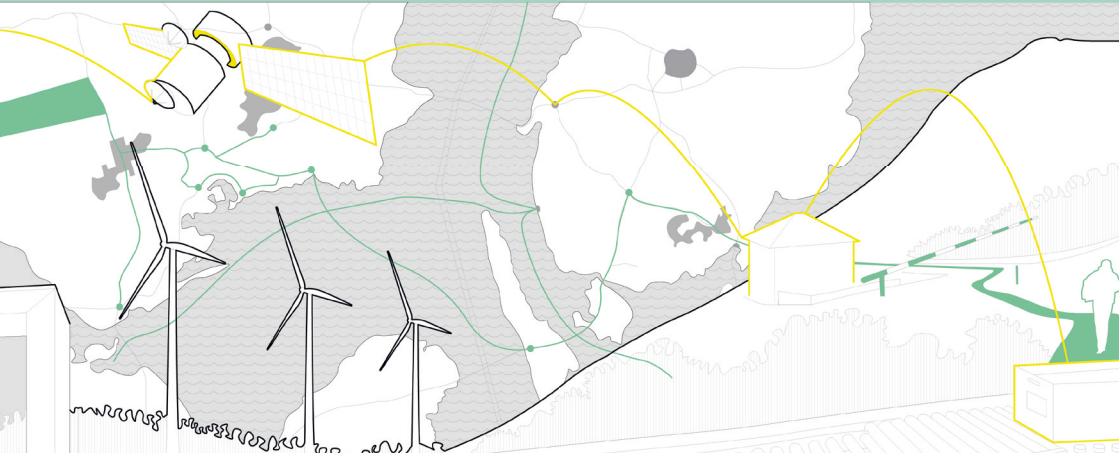
KTH STOCKHOLM
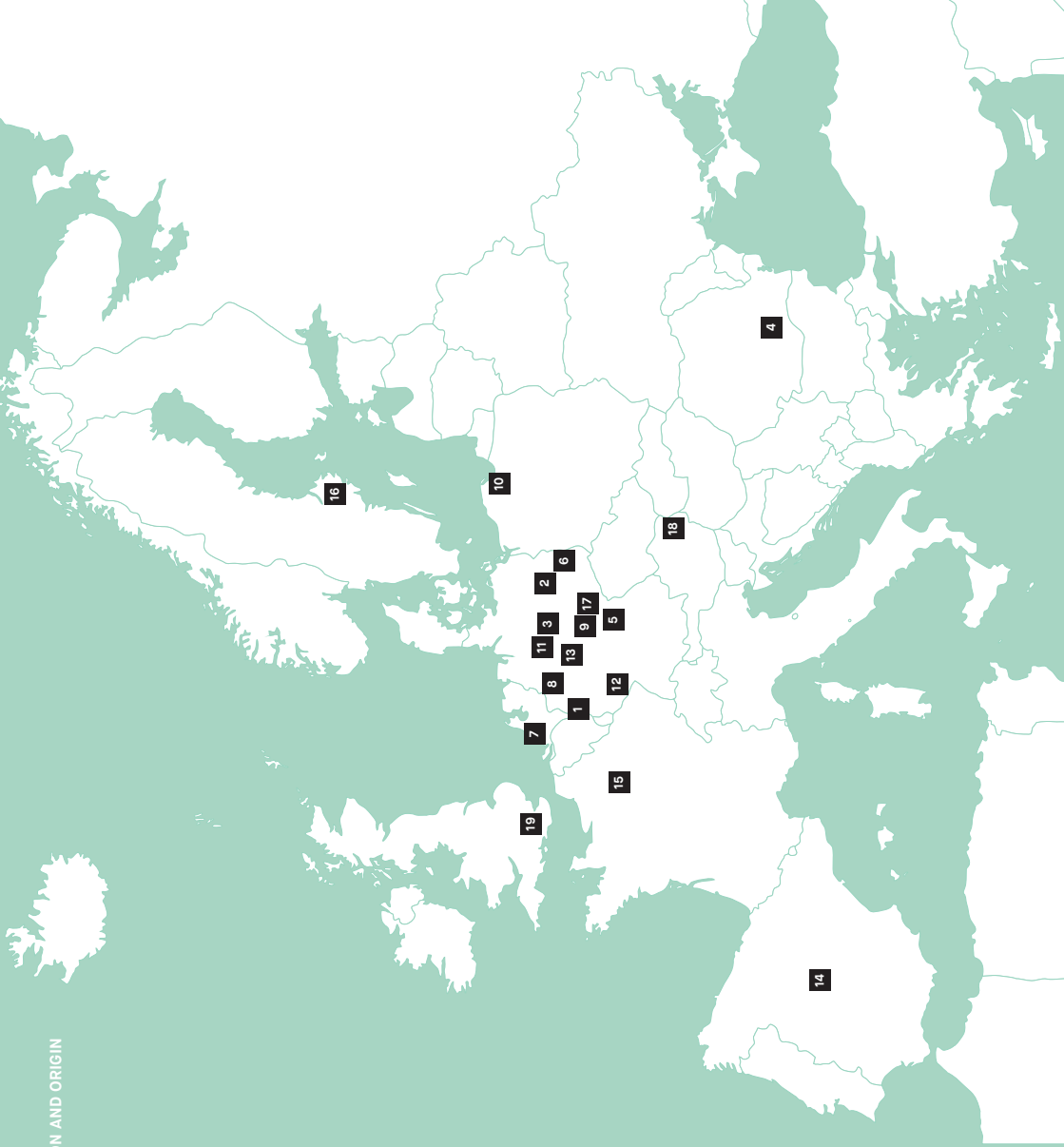**Michaela Litsardaki, Michael Stapor, Spilios Iliopoulos**

TU WIEN
Paul Bals, Ulrike Buchheim, **Michael Faux, Tobias Koch, Ramon Obmann**

Participants of the summer school appear in bold.

M 1:1.50.000
500 km

PARTICIPATING UNIVERSITIES — NATIONALITY OF PARTICIPANT

#	University	Nationality of participant
1	RWTH AACHEN	GE GE GE GE
2	TU BERLIN	GE GE AR
3	TU BRAUNSCHWEIG	GE
4	UNIVERSITATEA ION MINCU (BUCHAREST)	RO RO RO RO
5	HS COBURG	GE GE GE GE
6	BTU COTTBUS-SENFTENBERG	IR GE UA
7	TU DELFT	IT CO KS TW
8	TU DORTMUND	GE GE GE
9	FH ERFURT	TU GE
10	POLITECHNIKA GDANSKA	BO PL PL
11	LEIBNIZ UNIVERSITÄT HANNOVER	GE GE GE
12	TU KAISERSLAUTERN	GE LU GE
13	UNIVERSITÄT KASSEL	GE GE GE GE
14	UNIVERSIDAD POLITÉCNICA DE MADRID	CI CI UY AR
15	UNIVERSITY PARIS-EST CRÉTEIL	FR RS LE
16	KTH STOCKHOLM	GR GR US
17	BAUHAUS UNIVERSITÄT WEIMAR	GE GE GE
18	TU WIEN	AU AU AU GE
19	WESTMINSTER UNIVERSITY LONDON	

Country codes

Code	Country	Code	Country	Code	Country
AL	ALBANIA	HR	CROATIA	PO	PORTUGAL
AR	ARGENTINA	HU	HUNGARY	RO	ROMANIA
AU	AUSTRIA	IC	ICELAND	RS	RUSSIA
BE	BELGIUM	IR	IRAN	SB	SERBIA
BK	BOSNIA-HERZEGOVINA	IT	ITALY	SE	SWEDEN
BO	BELARUS	KS	SOUTH COREA	SI	SLOVENIA
BU	BULGARIA	KV	KOSOVO	SP	SPAIN
CI	CHILE	LE	LEBANON	SZ	SWITZERLAND
CO	COLOMBIA	LG	LATVIA	TU	TURKEY
CZ	CZECH REPUBLIC	LH	LITHUANIA	TW	TAIWAN
DA	DENMARK	LO	SLOVAKIA	UA	UKRAINE
EI	IRELAND	LU	LUXEMBOURG	UK	UNITED KINGDOM
EN	ESTONIA	MD	MOLDOVA	UY	URUGUAY
EU	EUROPEAN UNION	MK	NORTH MACEDONIA		
FI	FINLAND	MN	MONTENEGRO		
FR	FRANCE	NL	NETHERLANDS		
GE	GERMANY	NO	NORWAY		
GR	GREECE	PL	POLAND		

THE CODES ABOVE ARE BASED ON THE OFFICIAL NATO COUNTRY CODES. EUROPIAN UNION, KOSOVO AND MONTENEGRO WERE ADDED BY THE AUTHORS.

THIS GRAPHIC ILLUSTRATES THE PARTICIPATING STUDENTS FOR EACH UNIVERSITY AS WELL AS THEIR NATIONAL ORIGIN. THE INVERTED BOXES REPRESENT STUDENTS, WHO DO NOT RESIDE AT THE LOCATION OF THEIR RESPECTIVE UNIVERSITY.

BORDERLINE CITY

Felix Bentlin, Jürgen Höfler and Angela Million on Border Issues and Crisis Situations as Catalysts for Innovation and Gaining Insight

The pandemic hit without warning and all of Europe's borders were abruptly closed. The relevance of creating and dissolving borders surged in March 2020 as a result of a virus that knew no bounds. During the winter semester of 2019/20, students from various European schools of urban planning collaborated across national borders on research projects. Suddenly caught in the midst of the global crisis of the century, they participated in an inter-university online summer school titled Borderline City on shifting, strengthening, and connecting borders with the aim of promoting resilient urban development. As the conceptual framework, the borderline city describes the dialectics and concurrence of the processes behind establishing new borders and dissolving existing ones in urban and regional border landscapes throughout Europe (see page 22). A total of 54 students from 19 different universities from all over Europe attended the 2020 summer school (figure on page 12). This year was unusual in that the students' whereabouts often did not coincide with the location of their university due to the unpredictable travel restrictions, with participants situated both inside and outside of Europe.

It is a longstanding tradition for German schools of urban planning to cooperate with the federal ministry responsible for planning and building, and this is promoted as a key priority of the national urban development policy. During Germany' EU Presidency in the second half of 2020, this network was expanded to include other European universities. The goal was to contribute to the European perspective

↓ Schedule of the Online Summer School

<u>Monday 11.5.2020 10.00 CET</u>

TASK 0: GET IN TOUCH AND EXCHANGE YOUR KNOWLEDGE

In the winter or summer semester students at all participating universities have already taken individual courses on the framework theme of the Borderline City. Insights gained through this period should be shared between teams by exchanging and discussing experiences and insights.

TASK 1: LEARNING FROM THE PAST

We are currently experiencing a global crisis that is changing cities everywhere. In the past, cities and their societies have already undergone many changes, transformations and crises. In the first task, we want to look at historical examples of the corresponding partner cities and shed more light on how they dealt with crisis events and change processes.

In what context did the crisis take place? How can the crisis be described? What phenomena was the city confronted with, what border shifts took place and how did everyday urban life change? What planning strategies and spatial consequences were implemented as a response? How did they operate and how successful were they?

<u>Tuesday 12.5.2020</u>

Individual surveys, analyses and discussions within the teams.

<u>Wednesday 13.5.2020</u>

TASK 1: PRESENT AND DISCUSS YOUR FINDINGS

TASK 2: LEARNING ABOUT TODAY AND TOMORROW

We can observe today that the COVID-19 pandemic is having different effects in countries, regions and cities and that various strategies are being pursued. Countries are imposing travel restrictions and restrictions on mobility and freedoms. The economies come to a standstill and social interaction is exposed to various restrictions. All lifestyles and demographics are affected and show different adaptation strategies.

Within the second task, individual observations and strategies of the partner cities regarding spatial, political and social border shifts are described and discussed. By a comprehensive and comparative observation we want to understand the changes in the partner city and relate them to each other. Finally, the historical examples will be compared with current approaches and potential future scenarios for the city of tomorrow will be formulated.

<u>Thursday 14.5.2020</u>

Individual surveys, analyses and discussions within the teams.

<u>Friday 15.5.2020</u>

TASK 2: DISCUSS YOUR FINDINGS AND ORGANIZE YOUR OUTCOME

Where do we find traces of a changed use of the city? How do border shifts change our image and the way we use the city? Where do you find new borders and boundaries? What urban development policy decisions or interventions do you see and how do people react to them? What effects does the present crisis have on current and future urban development?

<u>Saturday 16.5.2020</u>

Individual surveys, analyses and discussions within the teams.

<u>Sunday 17.5.2020</u>

Off

<u>Monday 18.05.2020</u>

UPLOAD YOUR FINAL FILES 12.00 CET (DROPBOX, SEE PAGE I)

ZOOM - CONFERENCE 18:00 CET

of young professionals in their endeavor to revise the New Leipzig Charter. This is relevant against the backdrop of the rising complexity and interdisciplinary requirements within the realm of urban planning. In this case, it is important to pool together the competencies, knowledge bases, and aptitudes from the various schools beyond the ranks of the professors, researchers, and students. This year's Borderline City project is intended to define perspectives on future action and design aspects for the processes behind establishing new borders and dissolving existing ones in urban and regional border landscapes throughout Europe. The project aims to explore, discuss, and rationalize the tense and dynamic situations: in small and large cities, in poor and rich districts, near the border and inland, in arrival cities, and in gated communities. Last but not least, future-oriented planning and design scenarios should be developed between closing and opening borders.

Cooperation Between Universitites Before and During the Pandemic

In this year's cooperative project "Young Professionals Shape the Future", students from the 19 participating universities and colleges (including the degree programs: spatial planning, urban and regional planning, urban development, urban design, architecture, and urbanism) tackled location-specific issues regarding border spaces between the Baltic Sea and the Mediterranean. Border spaces are as diverse as the people who live there: Since the Schengen Agreement eliminated border controls, the German-Dutch border is hardly noticeable; to cross the border between Germany and Poland, it is necessary to traverse the Oder river; imposing mountain ranges and valleys separate Germany, Austria, and Slovenia. Since the advent of the cell phone, we are notified by text message everywhere we go of the different roaming costs and rates. Borders had nearly disappeared into European history books. Young professionals now see national borders in the same way a teenager might regard a gramophone: It is not clear what purpose borders should serve and nobody really knows how to use them either.

The semester projects held in the winter semester (before the pandemic) illustrated the self-evident cooperation, inclusiveness, and interconnectedness inherent in European planning areas. Historical borderlines are now only visible at certain points along landscapes, regions, cities, and neighborhoods. Many times, they are more than just a physical construct, rooted firmly in the respective culture and spirit of the inhabitants to evoke a feeling of identity. However, in addition to creating a sense of togetherness, these immaterial borders can also lead to marginalization, which in turn has to be addressed when planning and designing the city. Even before the crisis, budding planners displayed a remarkably strong desire to apply new forms of navigation, mobility, and flexible working spaces for digital nomads in the planning and design processes. Notably, urban planning students

are demanding pan-European university programs and locations in connection with the resource-efficient circular city and promoting climate action in urban and regional redevelopment as part of their studies.

The challenging times posed by the pandemic forced us to move the following joint summer school to a virtual venue. This made the over-arching theme of the borderline city all the more present. We broached the issue of urban planning and design under circumstances in which national borders were partially closed, local and regional mobility was limited, and personal interaction was reduced. We were primarily connected to the world outside via the Internet. Without a doubt, the physical consternation of the students influenced both their work and the discourse of the teachers, spurring debates on the public and private sphere as well as the density and functionality of cities caught between the poles of social solidarity and inequality.

8 Pan-European Teams and 5 Missions for European Urban Development Policy

During the summer school in May 2020, diverse student teams – from one German and one European university – expanded on the results of their semester projects and courses over seven intense days of work-shops to develop mission statements for crisis-proof urban renewal in Europe. In the summer school they started additionally by analyzing urban crises in the past, present, and future together with the ensuing consequences for urban planning. The assignment involved investigating shifting borders in everyday urban life, describing spatial phenomena on different spatial scales, and performing inventions and experiments in public space. The central question was how urban development strategies were used to react to the consequences of crises in the past and how they can be used as a response in the future.

Based at TU Berlin as the host university of the summer school, the students drew up a manuscript containing European crisis experiences and new beginnings for the field of urban development in just a few days. In line with the popular motto "think globally, act locally," students from all corners of Europe identified social and physical border changes as planning and design challenges. Among the participants, there was a general consensus that crises serve as both an endurance test and as a demonstration for cities. We describe five special dynamics in this publication that are formulated as the findings of the young professionals and their mission for European urban policies.

Our findings of subtask 1 – Which were the crisis and borders?

Berlin

- When a border line (wall) becomes urban space
- Image: divided Potsdamer Platz

Amsterdam

- Changes from natural border(lake) to infrastructural border(airport)
- Image: Haarlemmermeer Lake in 1815

London

- Infrastructural solutions (outfall sewer system) to confront Cholera Outbreaks
- Image: Map of Cholera in 1866 (sewer system in red lines)

Our findings of subtask 2 – Think global, act local

During times of crisis, social and physical borders reveal themselves in different ways and scales. Challenges in mobility, economy, environment, and infrastructure make a call for a shift in values and exploration of alternative solutions through design. However, there are no possible coordinated responses for future challenges if inequality persists.

Our statement

Lively, diverse, accessible, and resilient public spaces

High quality of dense urban life

"Appropriate" local streets, squares, and other common places

Public spaces back to the people

Human scale

#reclaimpublicspace

– Neighborhoods Serve as Key Venues for Re-Activating Residents and Building Stable Communities in Challenging Times

– The Reevaluation of Public and Private Space Breaks with Conventional Patterns of Cohabitation and Demands Innovative Residential and Work Environments

– Public Space Must be Transformed in Line with Emerging Needs and Key Parameters

– Ensuring Inclusive Access and Developing Collaborative Community Processes Will Help to Overcome Spatial and Social Disparities

– Infrastructures Are Being Networked and Adapted Spatially as Public Goods on Account of New Functions and Service Expectations

Taking into account the results from the semester before the pandemic, the summer school, and the developments during the pandemic, the participating university professors and researchers compiled a series of future fields of action and research needs for European cities and regions along with their visible and invisible borders. This joint declaration submitted by the teachers and the manifold analyses, scenarios, and ad-hoc designs prepared by the participants of the online summer school demonstrate how spaces in many European cities can be established so as to remain vibrant even in times of crisis. The COVID-19 pandemic and the sudden need for interventions have revealed what is required for resilient urban development.

We would like to thank all of the students and teachers from our partner universities for their outstanding cooperation.

Further information can be found at:
www.borderlinecity.com
www.isr.tu-berlin.de/fnez

↓ The students in Aachen and Vienna were not the only ones to experience
a shift in their learning activities to outdoor spaces in spring 2020

RIGID DEMARCATIONS AND VIBRANT BORDER LANDSCAPES

Felix Bentlin, Jürgen Höfler, and Angela Million on Issues and Missions of European Urban Development Policies During the Crisis of 2020

European integration has been up for debate yet again since the outbreak of the COVID-19 pandemic in 2020, with border issues in cities and regions taking center stage everywhere in Europe. Although green border landscapes along national territories shape the image of European border facilities, the cities themselves, regardless of their location, have represented the battlegrounds and drivers of a dualistic trend within processes to both dissolve and draw borders, even before the spread of the COVID-19 virus around the world. Growing isolationist tendencies – partially coupled with new border fortifications – compete with an open, interconnected, and mobile society that operates beyond national borders. While knowledge, goods, and technology circulate between cities and regions across borders as a matter of course, unforeseen travel restrictions intended to maintain strict hygiene standards together with migration flows of people fleeing their countries have given rise to a new appreciation for global dependencies among Europeans. This has provoked national, regional, and global reactions, resulting in the Brexit process and the Solidarity Cities initiative, or taking the form of urban border spaces such as gated communities (CRC 1265). As these developments occur in parallel – drawing and closing borders alongside networking and opening borders – cities and regions across all of Europe will be confronted with great challenges, which will ultimately impact the Europe of the future. How do people live, learn, and work in borderless and isolated districts, cities, and region? What types of tension are prevalent in border towns and border-related situations? How can these border landscapes be developed, planned, and shaped?

↓ Historical and modern housing on Alt-Friedrichsfelde in the Berlin district
   of Lichtenberg

↑ The Berlin Wall Memorial on Bernauer Straße at the site of the former borderline between East and West

On the one hand, borders between nation states are primarily interpreted as administrative and restrictive boundaries with new border fortifications, especially within the context of recent hygiene measures and travel restrictions. On the other hand, territorial borders are understood as economic spaces and habitats in order to encourage the convergence of cross-border city networks and regions, landscapes, and cultural spaces at a political level. From an individual perspective, the networked society opposes this effort, virtually independently of national borders to a great extent, fluctuating between a retreat to the private sphere and a rebellious civil society reorganizing itself into urban and regional movements and units. Therefore, in addition to border issues impacting national frontier regions, the processes behind establishing new borders and dissolving existing ones epitomize urban and rural environments across all of Europe. Planning and design issues manifest within this field of tension for the Europe of the future in transnational everyday places, city districts, and regions. We have identified the following scales:

1. Isolated and borderless locations and districts

2. Cross-border urban areas that galvanize inspiration and innovation at the local level

3. Cross-border urban spaces and landscapes confronted with conflicting developments at the regional level

4. Interregional spaces for cooperation and city networks with trendsetting urban development targets

↑ Corner bar, hipster café, and Turkish bakery: Living together and side by side on Sonnenallee in the Berlin district of Neukölln

Everyday Processes Behind Establishing and Dissolving Borders

National borders are used to structure social coexistence, and not just in times of crisis. The dissolution of spatial and temporal borders is steadily becoming more visible and palpable in European villages, cities, and regions in particular (Knoblauch/Löw 2017). Greater flexibility and digitalization in commonplace activities such as work, consumption, leisure, and mobility are leading to a growing disintegration of collective time structures, thus altering the rhythms of our cities (Pohl 2009). As a consequence of approximating institutional frameworks and technological advancement, the functional and infrastructural requirements of cities are changing. At the same time, the boundaries between the spheres of work and private life are becoming progressively blurred, which will have additional repercussions for functional relationships in urban spaces and how they are organized in the future. The digitalization of work is creating greater physical independence from the place employment, making it necessary to renegotiate mobility and location issues. Flexible and borderless work is changing everyday life in the city. Spatial, temporal, and functional change processes must not be considered separately but instead are rife with parallels and interdependencies. This gives rise to manifold questions for the borderline city: Which underlying conditions characterize a "borderless" city? What do interfaces and transition zones need to contribute in order to promote usability, communication, and interaction in the city? Where can we find border landscapes in our daily lives and how do they influence us and our actions? A rising number of mechanisms for creating borders exist alongside these tendencies to dissolve borders in metropoles, small cities, and even villages. In 1999, several towns with less than 50,000 inhabitants joined the Cittàslow movement. Its main objectives are to improve quality of life and strengthen local identity, with promoting slow living as one of its premises. These processes are defined by a focus on oneself, which is reflected in the current trend of cocooning. Trend researchers refer to cocooning as the retreat from civil society and public life to the privacy of one's home (Schmidt/Malich 2020). This trend is evidenced by

growing sales in the furniture industry and reveals a return to the "little things" in life. The Danish concept of contentment is described by the attitude toward life known as hygge (Jensen et al. 2018). It maintains that small moments of happiness in daily life help to escape the negative, which is made possible by fireside evenings, good food, or pleasant conversations with friends. These examples demonstrate that the dialectics of dissolving and creating borders imply various new demands for our cities, engendering new requirements for the associated social and living environment. What consequences does a new border entail for public spaces and social coexistence? How should planners deal with the retreat to the private sphere and what role does the city play as a common living space? What implications are involved in an increasingly intense coexistence among the urban population?

Isolationist tendencies are also evident at the district level. In the nation states of Europe, socially mixed districts are evaluated quite differently. Segregating and mixing social milieus produces a field of tension that is addressed differently from a planning and architectural perspective. On the one hand, borderless living spaces are often confronted with progressively restrictive premises regarding housing. As a form of voluntary segregation, gated communities are seen as a response to a growing demand for security, targeted at living together in a homogeneous environment. Isolated from the rest of the city, the residents in this constellation are able to find their desired living model, which leads to further residential segregation within the district. At the same time, we have always found what are known as arrival quarters within cities, which are characterized by a disproportionate influx of immigrants (Dogramaci et al. 2020). There is a variety of support programs in these quarters for people in refugee or emergency situations, with these spaces frequently experiencing a high rate of fluctuation. The concurrence of voluntary and forced segregation shapes day-to-day life within the city, although the borders are neither visible nor tangible in many cases. What does increasing segregation between different living spaces mean for cities in the future? What role do past and present borders play in the district and how are those borders perceived? How can borders encourage dialog and be reinterpreted as a communicative interface?

→ A "hyggelig" border in an urban context. Acts of Sweet Dreams at the German Architecture Center (DAZ) in Berlin 2013

The Nation State as a Decision-Maker vs. the City as a Driver of Innovation

More and more municipal and city governments are stepping to the fore instead of nation states when debating migration, environmental, and urban development policies. They are gaining in importance as constitutive and acting governmental and administrative entities at the European level. The sense of urgency posed by the political challenges facing urban authorities grapples with transformation and decision-making processes that can last several years at the European level. In some EU countries, for example, a growing isolationist policy is being promoted by political representatives at the national level. In contrast, calls for the ideals of an open, inclusive society can be heard, especially in densely populated urban areas, which are being implemented by means of local government policies (e.g., Solidarity Cities). Cities such as Gdańsk in Poland, or Palermo and Naples in Italy are becoming pioneers, acting against their national governments (Kron/Lebhuhn 2018). Cities are joining together to form city networks not only to address migration issues but also to define their own environmental and political goals. They counterbalance political decisions at the national level and present their own urban agendas alongside the "Leipzig Charter on Sustainable European Cities," which was adopted in 2007 at the ministerial level of the participating countries.

Thus, local politics overlap with national directives and increasingly demand more subsidiarity. Cities frequently see themselves being exposed to similar problems and search for local solutions by exchanging mutual experiences and make community voices heard by building networks. European city networks line up their agendas across the board (e.g., Eurocities, Metrex), with focus topics such as sustainability or environmental protection (e.g., CLEI, C40) representing main priorities within specially established networks. In addition, there are political alliances defining their own political objectives as movements at various hierarchical levels (e.g., Covenant of Mayors, European Metropolitan Authorities) and seeking to advance methodological aspects, but also initiatives aimed at promoting dialog with regard to urban development (e.g., URBACT, JPI Urban Europe). By acting together to make the tasks and interests related to urban issues visible in these networks, the communities establish themselves within the EU's multilevel government system more and more independently of national or supranational objectives. The map (page 27) illustrates a small selection of these city networks, which extend across all of Europe. A network of partnerships and alliances stretches across national borders, allowing the EU to coalesce up to its outer borders and beyond. This interaction impacts cities and nation states along with their respective activities. What type of understanding and which objectives characterize these European city networks? Which urban development policies do they pursue? Are the member states

THEMATICALLY ARRANGED CITY NETWORKS
IN THE EU STRETCH ACROSS A EUROPE
ORGANIZED INTO NATION STATES

ECCAR
ENERGY CITIES
BALTMET
SOLIDARITY CITIES

SOURCES

www.eccar.info
www.energy-cities.eu
www.baltmet.org
www.solidaritycities.eu

M 1:15.000.000
500 km

ST. PETERSBURG
HELSINKI
TALLINN
RIGA
VILNIUS
LWIW
BERDYANSK
BALTI
BUCHAREST
KOMOTINI
NICOSIA
ATHENS
STOCKHOLM
GDANSK
WARSAW
CRACOW
PRAGUE
BRATISLAVA
VIENNA
KYIV
SKOPJE
COSENZA
ZADAR
MALMÖ
OSLO
FREDRIKSTAD
COPENHAGEN
BERLIN
MUNICH
ZURICH
FLORENCE
MILAN
MAO
AMSTERDAM
BRUSSELS
PARIS
MARSEILLE
BARCELONA
ABERDEEN
LEEDS
LONDON
BRISTOL
TOULOUSE
BORDEAUX
BREST
GALWAY
CORK
MALAGA
PORTO
LISBON

considered a unified alliance or do they act primarily in their own interest? How can the emancipation of cities be described at the European level and what are the consequences? How much leeway do cities already enjoy when it comes to shaping urban policies and what potential will be available in the future? What possible strategies are there for stronger transnational cooperation between cities?

Border Polarities Fuel Urban and Regional Development

The transformation of borderlines shaped the fellowship of national territories (Prescott/Triggs 2008; Anderson 2003; Magosci 1993) before interregional spaces for cooperation along national borders were institutionalized by the integration process of the European Union (see map on next page). The 19th and 20th century in parti-cular were marked by countries merging together as part of national movements throughout Europe. After the end of the Second World War, further multilateral coalitions followed suit, which constituted the start of European integration with its numerous institutions and continue to shape the process to this day (see map page 33). For ex-ample, the Schengen Agreement made it possible for people to cross internal borders without border checks, which greatly influenced the economic development of the border regions. This consolidation is not always perceived as attractive or as an asset for border cities. The notion of the "close stranger" lost its appeal not least as a result of the common eurozone. Nevertheless, these cities often benefited economically from border crossings (e.g., spending the last of a foreign currency while on vacation) and today are increasingly con-fronted with a fragmented and small-scale structural transformation.

In order to offset the abolition of ID checks at the internal borders of Schengen partners, a more extensive and rigorous control system was implemented at external borders. The signatories mutually recognize the visas issued by the respective national authorities, meaning that only one visa is required for the entire Schengen area. A similar shift and revaluation of borders could be observed within the EU region as well. For example, in the wake of the migration flows from 2015, the European Boarder and Coast Guard Agency Frontex discussed augmenting its capacities to secure the EU's external borders, with peripheral border regions moving to the center of the debate on clo-sing and opening borders. The newly erected border fence between Serbia and Hungary or the unresolved border situation in Northern Ireland in the course of the Brexit negotiations illustrate the current challenges posed by the EU's external borders. At the same time, an additional border situation surfaced in Catalonia with the envisaged referendum. The desire for regional independence while still remai-ning a member of the EU has sparked the reassessment of national and European allegiance. What role do internal borders play and what spatial transformation processes shape them? What is the origin of historical border locations (e.g., topography, economic region), and

INITIAL REFERENCES TO PRESENT BORDER-LINES ILLUSTRATE THE CONTRAST BETWEEN RIGID DEMARCATIONS AND VIBRANT BORDER LANDSCAPE

until 1599
1600–1699
1700–1799
1800–1849
1850–1899
since 1900

Overlapping INTERREG funding regions

16.795 km
2.863 km
4.129 km
3.498 km
4.224 km
4.583 km

M 1:150.000
500 km

when do they become relevant again? What distinct identities exist as a result of historical border locations? How have these spaces evolved over the last years and decades? Highly dynamic transformation spaces have taken root next to external and internal borders, potentially requiring new forms of political and regional planning work. The background for this situation is formed by various challenges related to transnational and cross-border cooperation. Various planning cultures and traditions frequently collide in these spaces and the "other side" is only taken into account to a limited extent. Moreover, a complete pool of data is often missing and language barriers curtail cooperation still further. Transnational cooperation is additionally undermined by different types of governance and administrative units with varying planning competencies (Pallagst et al. 2018). Notably, border regions are often regarded as peripheral spaces from a national perspective, presented with growing challenges due to dwindling birth rates in the face of an aging population, and they are many times neglected in centrally organized nation states. In many cases, their developments are controlled by decisions from the capital, which are governed by premises that are not always shared by the individual regions. As a result of transnational partnerships, greater focus is placed on these regions and they are afforded more support and funding through the EU's cohesion policy.

There are two opposing categories of border regions. On the one hand, we have the "self-evident" border landscapes that have grown together for decades to form a joint economic and cultural space (e.g., the region of Lake Constance). On the other hand, there are numerous opposing regions in Europe that are faced with common problems related to regional development but that pursue different resolution strategies, when planning housing for example (e.g., the metropolitan region of Vienna/Bratislava). From a planning perspective, both categories require different approaches, since they are at different stages in the development life cycle. Where can we find neglected border landscapes in Europe and what obstacles do they face? What potential is available in these regions and what might suitable approaches, tools, and development strategies look like? Today, there are multiple examples of economically prosperous regions unfolding from transnational and cross-border cooperation. They profit from additional location advantages and develop partnerships further. Where can we find successful transnational regional developments in Europe and what sets them apart? What initiated the cooperation and how long has it existed? What are the dimensions of these regions and how do they separate themselves from their neighbors? Which thematic issues prompt cities and regional authorities to cooperate with one another and what are their future priorities and objectives?

Interregional Spaces for Cooperation Define Europe

Europe is divided into nation states by borderlines. Its two-dimensional interpretation is no longer able to satisfy the diverse political and socio-economic developments (Donnan et al. 2017, Komlosy 2018). In the course of the European Union's cohesion policy, joint regional development has not just been promoted to an increasing degree along borderlines for almost 30 years, with the volume of the funding being expanded constantly. The "European Regional Development Fund" (ERDF) and the INTERREG program, which is financed by that fund, are intended to overcome the divisive effect of borders while the characteristics of the individual regions continue to come into play. The objective of the funding program is to maintain the border solely as an administrative line and to establish the border region as a common living space, economic area, and landscape (Gabbe 2015). The map (page 29) clearly demonstrates that the entire European area represents a cohesive funding structure for transnational partnerships. Smaller nation states such as Austria, Slovakia, or Slovenia are significantly shaped by interregional cooperation. The dimensions, structure and arrangement of the individual funding regions vary considerably. The Association of European Border Regions (AEBR/AGEG/ARFE) shows that border locations not only include cities on the national periphery but also encompass entire national territories and 37.5 % of the inhabitants of the EU. Interregional spaces for cooperation overlap with linear boundary lines between nation states and frame the border as a unifying element.

Diverse concepts for vibrant borders define transnational spaces for cooperation. Border regions are therefore also considered relational-space with manifold social interactions and the potential for social plurality to exist, and which is constantly being developed (Allmendinger 2014). This interpretation requires an alternative understanding of space and moves away from the territorial and narrow term of container. The concept of soft spaces, which focuses on everyday socio-spatial relationships, pulls attention away from politically defined administrative units (Sielker/Chilla 2015). Social interaction takes center stage and should be developed further. Because different types of soft spaces overlap with one another, the border demarcations become blurred. The formally structured border region becomes a vibrant border landscape. Interrelations can be found not only in the inhabitants' spheres of activity but also in the spatial identities of the landscape and in economic partnerships. For example, the Agglomeration of Basel shows inhabitants living in France, working in Switzerland, and shopping in Germany. Common and complementary economic sectors are coordinated by an organization of cities, municipalities, and associations (Trinational Eurodistrict of Basel, TEB/ETB). The Rhine river as a common livable landscape represents an example of a natural connecting element, in juxtaposition with local dynamics of spatial planning presenting various socio-demographic

challenges in Huningue, Weil am Rhein, and Basel. This tendency to dissolve defined borders is described using the concept of fuzzy boundaries (Heley 2012). The transition between different border situations is not regarded as a hard line but rather as a blurred area. This gives rise to transformation spaces, which charge transitions from a spatial perspective and exhibit interfaces with attributes.

The description assigning a relational aspect to border spaces with diverse development contexts and dynamics is also confirmed by Hubert Knoblauch and Martina Löw. According to Elias' concept of figuration, which characterizes societies by the independence of social relationships and places a central monopoly of force with associated, defined national borders at the forefront of societies, a re-figuration of space becomes apparent as a result of recent developments (Knoblauch/Löw 2017, p. 10; CRC 1265). Based on this, the authors propose three hypotheses: First, the limited social space is understood as a social context for communicative action, with the constitution of space becoming ever more heterogeneous. Furthermore, the space is transformed due to technological advances in the form of mediatization and digitalization (ibid. p. 12). According to Knoblauch and Löw, this produces a translocality, which allows for greater mobility due to the expanded infrastructure and the growing networking of different systems. They assume that re-figuration leads to an overlap of territorial, centralist, and hierarchically scaled figurations as a result of deterritorialization, decentralization, and flat interdependencies (ibid. p. 16). These developmental trends are multi-faceted and conflicting. In addition to cross-border practices, global dependencies and circulations of knowledge, goods, processes, and technologies across borders are cited, as well as concurrent national, regional, and local backlashes (Brexit process or Cittàslow movement). This raises manifold questions for the borderline city: How can we map out fuzzy boundaries and what do they imply for spatial planning and design? Which soft spaces can be found, categorized, and used along border landscapes? How does the re-figuration of space impact borderlines and what variants arise? Which parallel or opposing developmental trends influence the present and future of border locations? How can conflicting developmental processes be organized and managed in border regions? What type of planning and design is appropriate in these spaces?

Preliminary Conclusion: Understanding and Shaping Border Landscapes

Borders also feature various modes of action that change the cities and regions on different scales. According to Benjamin Davy, operations involving dividing, separating, and connecting define planning and design issues (Davy 2004). Dividing refers to the division of a border and serves to organize inner worlds. The separating effect of borders determines the relation between what was separated and
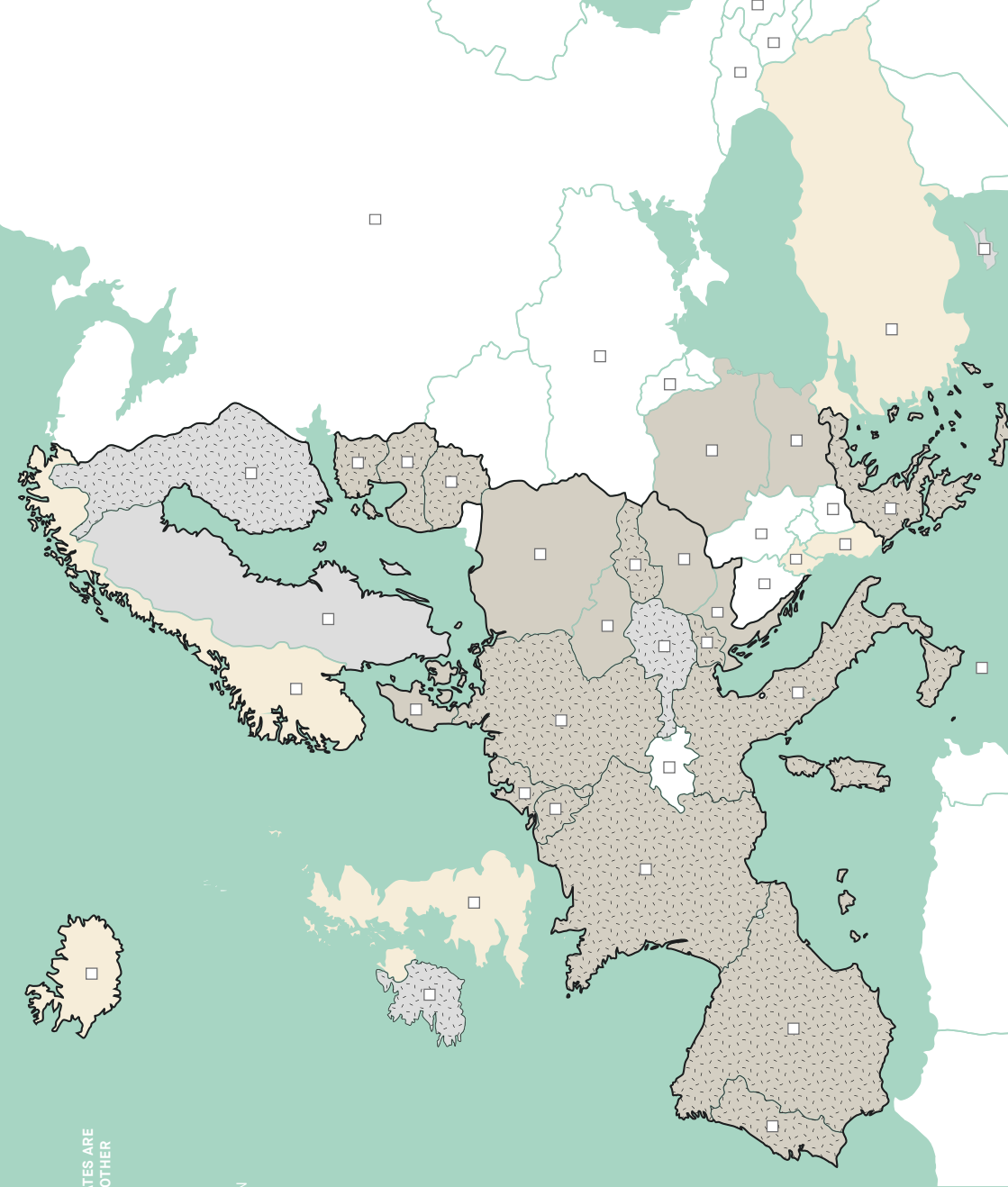
the surrounding environment, but can also be changed temporarily. Hermetic borderlines and ones that can scarcely be bridged can be opened and closed temporarily. For example, when Germany's external borders were opened in 2015 in the aftermath of growing migration movements across Europe. Passport control points were reintroduced later on at the same border crossings in the Schengen zone. The effects and repercussions of these mechanisms vary considerably for the individuals. And last but not least, borders connect by virtue of their crossings and corridors. Spatial and temporal qualities can then be shaped in this manner. The concurrent nature of different modes of action at borders is extremely relevant for the borderline city. How can borders be organized and categorized? What impacts and opportunities does this produce for the space and how can they be monetized? How strongly are we influenced by borders and their effects in our day-to-day lives? How can planners react to division, separation, and connection processes and shape border spaces?

Borders are not a matter of course but rather are subject to ongoing transformation, resulting from negotiation, deliberation, and design. They are "produced" socially, "inscribed" into everyday space, and "implemented" politically. Their lifespans and mechanisms have scarcely been investigated. The lingering effects of former border demarcations, for example, have only been the subject of research for a few years now and can be summed up by the phenomenon of phantom borders (Hirschhausen et al. 2015). Interactions between different actors, everyday practices, and administrative institutions are described over prolonged periods of time. Various questions provide a platform to debate past, present, and future border spaces: How did borders and border spaces look in the past, what typified them, and what roles will they play in the future? Where can we find traces of past borders at specific locations in districts, cities, and regions, and how are they perceived today? What strategies are in place today to deal with these spaces or lines and what types of trend-setting scenarios can be identified in former border areas? What roles and symbolic character do past and present border issues have?

Border Closures in Response to COVID-19 since 2020

The transformation of these habitats requires an approach that describes the dialectics and concurrence of dynamic developments contextualized on different scales. New dynamics when dealing with everyday, spatial, and functional border demarcations on different scales could be seen and even felt before the COVID-19 pandemic, but they became glaringly obvious against the backdrop of the first national lockdown rules. On 3 March 2020, the first three cases of students from TU Berlin infected with the COVID-19 virus were announced. The first sanitation guidelines to protect against infection were distributed to university employees, such as washing hands or using face masks and sanitizers. The ensuing recommendations and

measures implemented by the authorities and political decision-makers resulted in major restrictions being imposed on everyday life and civil liberties. They effectively changed our daily routines and social life in neighborhoods, cities, and regions. The physically and digitally interconnected world, especially the global economy, was and still is in a state of shock. For instance, car factories in Germany, France, and the Czech Republic shut down their production lines and tens of thousands of employees stayed home. Heads of state in Paris, Berlin, Madrid, and Rome announced substantial support measures and even went as far as to nationalize various industrial enterprises. Economic and social restrictions, remote work, and limited mobility have characterized everyday life all over Europe to this day.

The outbreak of the COVID virus SARS-CoV-2 across Europe in March 2020 triggered a wave of national border closures and restrictions on public life, which we followed closely on the news during the crisis. The figure on page 36 classifies the borders of all European countries as complete border closures, border checks, or no closure, while also indicating the date on which the respective country imposed the most closures or restrictions. In addition, the thin lines indicate the country that imposed the border closures. The map illustrates that the majority of national borders were completely closed in the course of the pandemic. The first country to do so was Albania on 9 March with a complete closure. After Italy – the European epicenter of the COVID-19 outbreak – extended the lockdown to the rest of the nation on 10 March, its neighbors Slovenia, Austria, and Switzerland also reacted by closing their respective borders to Italy on 11 March. The closures spread subsequently to the east, north, and west, with Eastern European countries in particular promptly halting border traffic. Poland and Estonia, for example, closed all national borders on 15 March. Somewhat later, the Western European countries also reacted: on 16 March, Germany closed its borders to Austria, Switzerland, France, and Luxembourg; on 17 March, France closed its borders to Switzerland and Italy. Moreover, this map provides information about mandatory quarantine rules after returning from designated risk areas.

In addition to border closures, this map also depicts the severity of the restrictions imposed in March for public life according to three different levels. The highest level involves a complete lockdown for the population, as was the case for people living in Serbia, for example, where people were not allowed to leave their homes between the hours of 5:00 p.m. and 5:00 a.m. For people 65 years of age and older, this restriction applied all day long. The second level of intensity includes contact restrictions and social distancing rules, such as those introduced in Germany. The third level pertains to countries in which no special restrictions were imposed at the national level, such as in Sweden. The map demonstrates that extremely stringent restrictions were imposed by Southern European countries in particular. In Spain, the government declared a state of emergency on 14 March, which

BORDER CLOSURE

Regular border without closure

Border checks

Complete border closure

Thin line marks the nation of origin of the closure

Nation closed all of its borders at once

REGULATION OF NATIONWIDE PUBLIC LIFE

Country code

Date of border closure

14 days of quarantine upon return (in Serbia 28 days)

Intensity of regulation

PL | 15 03

LEVEL OF INTENSITY

Complete lockdown and curfew

Limited contact

No interference with public life

SOURCES

Information on this map and the calendar below refer to traffic news and official state websites.

www.trans.info
www.rnd.de
www.promobil.de

M 1:15,000,000 500 km

RS 30 03
FI 16 03
EN 15 03
LG 17 03
LH 17 03
SE
NO 12 03
DA 14 03
SE
PL 15 03
GE 16 03
NL 21 03
BE 20 03
UK 23 03
EI 24 03
FR 17 03
UA
BU 25 03
RO 17 03
BU 18 03
MD
MK 18 03
GR 17 03
SB 15 03
BK 17 03
LO 13 03
HU 16 03
CZ 14 03
AU 11 03
SI 11 03
IT 10 03
HR 19 03
KV 18 03
AL 09 03
MN 18 03
SZ 11 03
SP 14 03
PO 12 03
IC
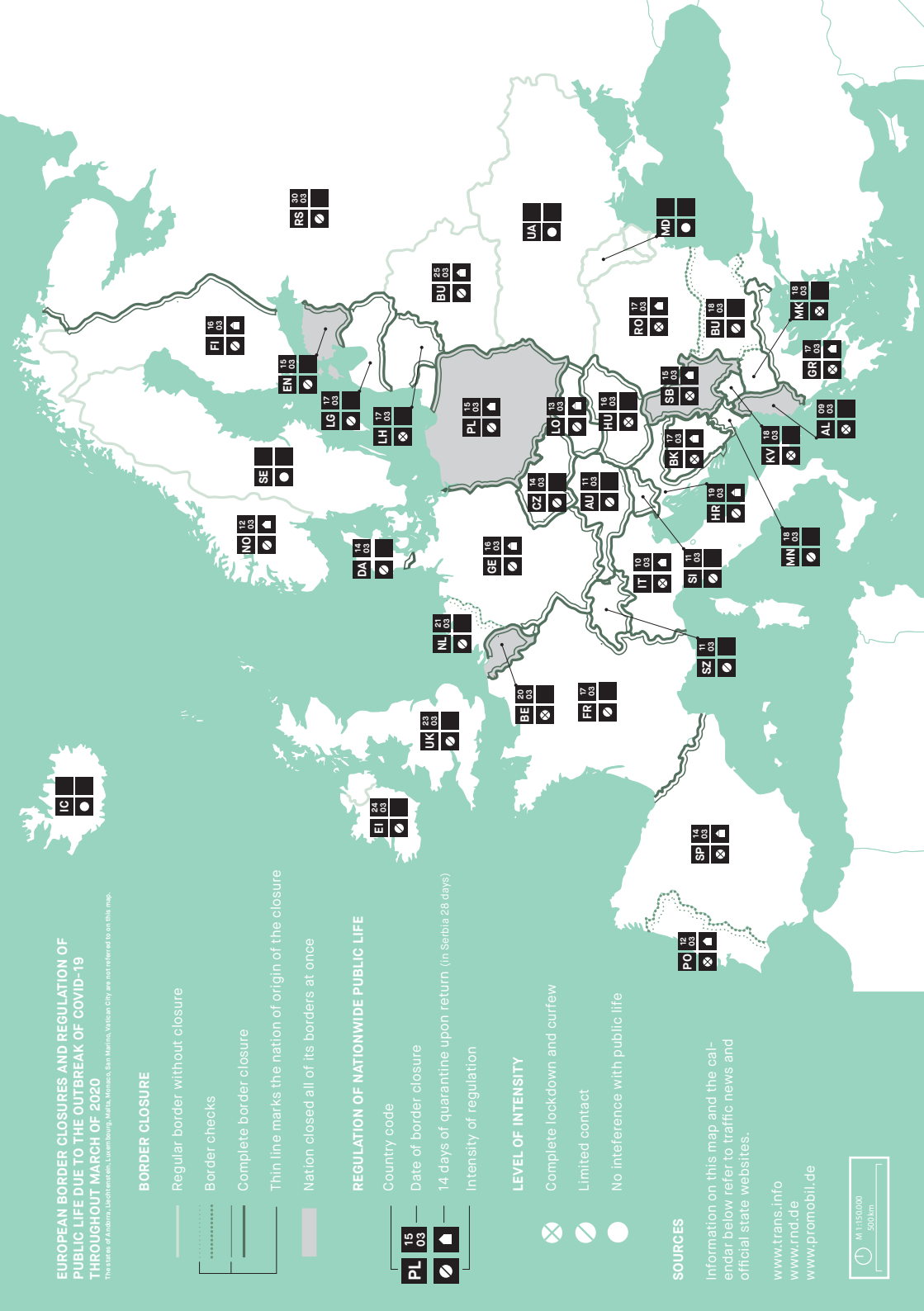
9 MAR. | MONDAY

AL Albania closes all borders and imposes complete lockdown and curfew

10 MAR. | TUESDAY

IT Italy extends complete lockdown and curfew to the whole country

11 MAR. | WEDNESDAY

SI Slovenia closes the border to Italy. Proof of a negative test (max. 3 days old) must be provided at each entry.

AU Austria closes border to Italy

SZ The borders of the Swiss canton of Ticino to Italy are closed

12 MAR. | THURSDAY

NO Norway imposes 14-day quarantine for all arrivals (except from Scandinavia)

SP Spain imposes a travel ban on the whole country

PO Portugal closes all borders and imposes complete lockdown and curfew

13 MAR. | FRIDAY

LO Slovakia bans entry of all foreigners except Poles and imposes a ban on contact

LG In Latvia all educational institutions are closed and mass events are prohibited

14 MAR. | SATURDAY

CZ Czech Republic introduces border controls. Only foreigners with residence may enter, Czechs may not leave.

DA Denmark closes all borders

SP Spain imposes complete lockdown and curfew

HR Croatia imposes 14-day quarantine for all travellers and contact ban

15 MAR. | SUNDAY

EN Only people with permanent residence may enter Estonia

PL Poland closes all borders

SB Serbia closes all borders

16 MAR. | MONDAY

GE Germany closes borders to France, Luxembourg, Denmark, Switzerland, and Austria

HU Hungary closes all borders and imposes exit restrictions

SZ Switzerland imposes contact ban

AU Austria imposes contact ban

LH Lithuania imposes complete lockdown and curfew

SP Spain closes border to France and restricts train and flight connections to Portugal

17 MAR. | TUESDAY

EU European Union closes all external borders of the Schengen area

LG Latvia suspends international passenger transport

RO Romania imposes contact ban

FR France closes all borders and imposes limited contact

BK Bosnia and Herzegovina imposes a curfew from 5 p.m. – 5 a.m.

18 MAR. | WEDNESDAY

BU Bulgaria bans entry from severely affected countries and imposes contact ban

SB Serbia imposes a curfew from 5 p.m. – 5 a.m.

MN Montenegro closes all borders

BE Belgium imposes contact ban

MK Northern Macedonia imposes a curfew from 4 p.m. – 5 a.m. (rest of the day only with special permission)

19 MAR. | THURSDAY

HR Only returnees may enter Croatia

20 MAR. | FRIDAY

BE Belgium closes all borders

21 MAR. | SATURDAY

NL Netherlands introduces border checks at German border

22 MAR. | SUNDAY

23 MAR. | MONDAY

GR Greece imposes complete lockdown and curfew

UK United Kingdom imposes exit restrictions

24 MAR. | TUESDAY

EI Ireland imposes contact ban

EN Estonia: a minimum distance of 2 meters in public places

25 MAR. | WEDNESDAY

KV In Kosovo, the government is overthrown by a vote of no confidence due to a lack of power to act with regard to COVID-19

26 MAR. | THURSDAY

27 MAR. | FRIDAY

28 MAR. | SATURDAY

29 MAR. | SUNDAY

SI Slovenia prohibits leaving the municipality of residence and imposes a ban on contact

FIRST CLOSURE OF PUBLIC INSTITUTIONS

— First closure of public institutions

— Scale of imposed closure

— Closures imposed at a municipal level

— Closures imposed at a regional level

— Closures imposed at a national level

FIRST CLOSURE OF PUBLIC INSTITUTIONS

— First date of obligation

— Obligation to wear a face mask

— Obligation already imposed in March

— Obligation imposed after the 1st of April

— No obligation to wear a mask

— Inverted colors indicate restrictions im-posed outside of timeframe in calendar

SOURCES

M 1:50,000
500 km

Bratislava

Istria

Codogno

Tessin

Vallendar

Madrid
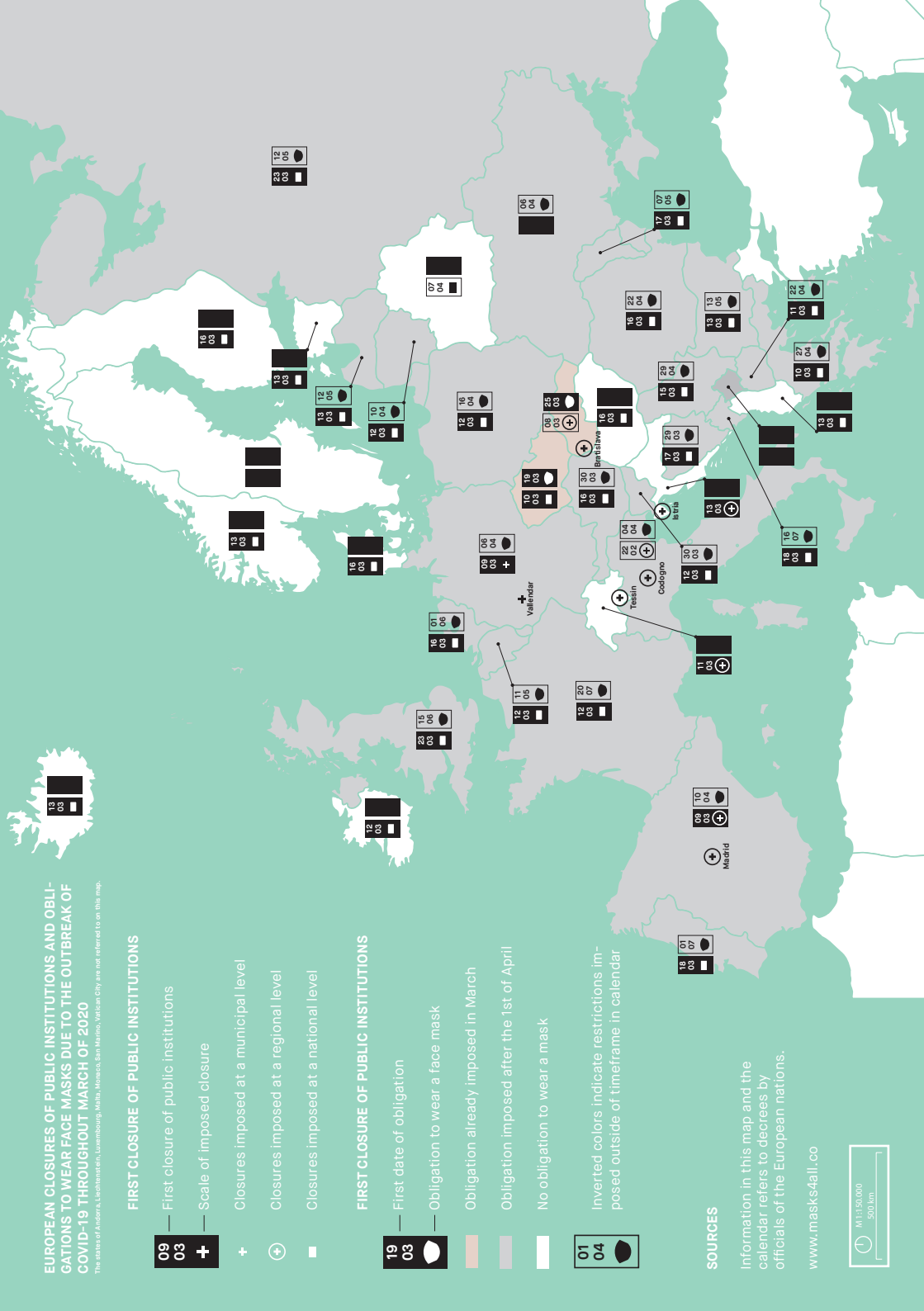
9 MAR. | MONDAY

GE Otto Beisheim School of Management in Vallendar is the first university in Germany to completely shut down its campus due to the coronavirus after a student tested positive

SP Regional Government of the Autonomous Community of Madrid announces the cancellation of all 15-day face-to-face courses in all educational establishments by 26 March

10 MAR. | TUESDAY

CZ Government orders the closure of all schools

GR The operation of all schools, universities, daycare centers and all other educational establishments suspended nationwide for fourteen days.

11 MAR. | WEDNESDAY

SZ The Canton of Ticino declares a state of emergency on the basis of Article 40 of the Epidemics Act. Theaters, cinemas, swimming pools, discos, sports centers, secondary schools, vocational schools, and the University of Applied Sciences are closed

MK All educational institutions are closed

12 MAR. | THURSDAY

PL In-person classes in Poland initially suspended from 12 March to 25 March

BE All cafés, restaurants, and discos must remain closed

FR Schools and universities are closed

EI All schools are closed until 29 March

SI Universities, schools, and kindergartens are closed

LG Government declares state of emergency

13 MAR. | FRIDAY

HR Kindergartens, schools, and universities in Istria County are closed, with students of the first four grades in primary school following classes on TV

NO All schools, kindergartens and universities are closed

EN Government declares state of emergency until 1 May

AL School operations are discontinued

14 MAR. | SATURDAY

15 MAR. | SUNDAY

SB State of emergency is declared; all schools, kindergartens, and universities are closed

16 MAR. | MONDAY

AU In-person teaching at educational institution is cancelled

HU Schools closed for in-person classes

NL Primary schools and secondary schools are closed

FI All schools are closed

DA Public schools and universities are to remain closed for two weeks

RO Schools are closed during state of emergency

IC Schools are closed for four weeks

17 MAR. | TUESDAY

BH State of emergency is declared: schools, restaurants, cafés, cinemas, museums, other cultural and sports facilities are closed, public meetings are prohibited

18 MAR. | WEDNESDAY

PT Marcelo Rebelo de Sousa declares state of emergency for entire Portuguese territory

MN All schools and kindergartens are closed

19 MAR. | THURSDAY

CZ Czech Republic is one of the first European countries to introduce compulsory mouth protection against WHO recommendations

20 MAR. | FRIDAY

21 MAR. | SATURDAY

22 MAR. | SUNDAY

23 MAR. | MONDAY

UK All schools are closed

RS All schools are closed for two weeks

24 MAR. | TUESDAY

25 MAR. | WEDNESDAY

LO The wearing of face masks becomes compulsory in Slovakia

26 MAR. | THURSDAY

27 MAR. | FRIDAY

28 MAR. | SATURDAY

29 MAR. | SUNDAY

entailed a strict lockdown prohibiting any walks and recreational activities. Public life ground to a halt: After several business owners voluntarily closed their stores in Germany around mid-March, the Senate Chancellery of Berlin pledged on 18 March that grocery stores, pharmacies, gas stations, drugstores, and hardware stores would remain open, in addition to guaranteeing longer opening hours. Toilet paper, along with rice, noodles, and canned goods, became rare commodities in German supermarkets. Not a plane was to be seen in the sky.

As COVID-19 began to spread, public institutions such as schools, universities, and administrative departments were the first to close their doors, and wearing a face mask became obligatory in certain spaces. The map on page 38 documents the closure of public institutions with specified dates and the scope of the regulations. A difference is made between the municipal, regional, and national levels. In Germany, the first closure related to COVID-19 took effect on 9 March in the town of Vallendar. After a student at the university there tested positive, in-person classes were suspended and the entire campus was closed. In Croatia by contrast, kindergartens, schools, and universities were closed on 13 March for the entire Istrian peninsula – which incidentally is the closest to Italy. At the same time, alternative teaching formats were broadcast on national television. On 12 March, the French Ministry of National Education in turn announced that educational institutions across the country would be closed until further notice.

By and large, ordinances on the mandatory use of masks were first imposed in the months that followed, as initially there was some disagreement among experts as to their efficacy. Only the Czech Republic on 19 March and Slovakia on 25 March decided to require the use of masks in public space early on, despite the fact that the WHO was still advising against such measures at that time. In Germany, the city of Jena was the first to make masks mandatory in supermarkets and on public transport starting on 6 April. In June, a team of researchers from Johannes Gutenberg University in Mainz published a study comparing the number of infections in Jena and in communities without mandatory masks, which confirmed the efficacy of the measure in containing the spread of the virus. These obligations have since been imposed in most European countries.

This chronology of restrictions and limitations clearly shows that border landscapes now more than ever serve as the venues for negotiating and defining European urban development policies in light of the 2020 COVID-19 crisis. The conditions of the living spaces – from the architectural to the regional level – expose what was already widely known among planners and what was intended with the new Leipzig Charter: We need to describe dynamic developments contextualized on different scales and work together in shaping them. We need to cultivate key actions necessary from a planning and design perspective by including them in the debate surrounding the advancement of

European integration and the application of the new Leipzig Charter. The crisis of 2020 is a call to action for a common European urban development policy.

Urban Planning and Urban Design in Response to Crisis

Previous epidemics and other crises – such as earthquakes, floods, and wars – compiled in this publication by European urban planning universities demonstrate how crises can impact cities and regions as a transformative and creative force. If we take a look back in time, we can see: Ships and trains along former trade routes introduced the pest, tuberculosis, and cholera into nations across Europe. Infections spread into the various city districts and homes through supply infrastructures such as sewer systems, marketplaces, and indoor markets, as well as through production sites like slaughterhouses. As a consequence of the population boom in major cities in the late 19th century, not only markets but also ballrooms turned into germ-laden transmission sites for city dwellers and those escaping the countryside. Epidemiologists have identified correlations between living space, lifestyle, culture, and social standing or constraints posed by the respective location: The spread of infectious diseases around the world and in every age has been accelerated and sometimes even triggered as a result of humans altering natural ecosystems for their own use (Henschen/Maegraith, 1966). Unknown viral pathogens that are usually harmless to their animal hosts (bats, rodents, birds, and primates) are transmitted to humans. Studies carried out at University College London (Centre for Biodiversity and Environmental Research, CBER) indicate that ecosystems that have been transformed by humans and have a low level of biodiversity, such as agricultural land, plantations, urban spaces, and infrastructure, are often associated with an elevated risk of humans being infected by many diseases. As humans increasingly invade rain forests or other untouched wilderness – by creating farmland or residential areas – the boundaries between humans and animals have diminished. Even domesticated pets have been known to transmit new diseases to their owners, as was the case with the Spanish flu. Host species that transmit viruses, bacteria, and parasites proliferate, while the number of species that do not carry pathogens declines. Exotic animals (bushmeat) sold on Chinese markets are considered one of the causes of the current COVID-19 pandemic.

Moreover, the historical retrospective of this publication in the form of articles submitted by the participating universities shows that, after overcoming the initial shock, urban crisis situations can spark new city debates and prompt fundamental social, economic, and ecological changes. At the same time, they can fan the flames of changes that are already underway with regard to urban development. These insights into crises and border issues remind us that several operating principles of our cities are brought about specifically by crisis-related

experiences: Sewer systems, housing programs, community centers, new urban districts, and modifications to the transport network illustrate that changes in urban planning are perpetuated when they help address societal needs that were already there in the first place. In effect, they also pose the question of which new behaviors and urban routines will continue to be relevant for the city's future after the emergency situation has subsided: What will happen to the remote working infrastructure at home? Will nursing homes and health-care facilities be more isolated from urban spaces in the future? On account of the sharp upturn in cyclists and the simultaneous decline in bus and train passengers, will the cycling infrastructure be expanded or will public transport systems become more sanitary?

The guiding principle for urban planners and designers, however, will remain the same across Europe and everywhere else in the world: What makes city living worthwhile? Ghost towns devoid of human life during the lockdown have changed our expectations of a city. The urban renaissance of city centers promoted over the last several years has been plunged into a state of shock by a sudden dearth of culture, gastronomy, and retail – utterly destitute of visitors. The structural transformation in cities – from brick-and-mortar businesses to online shopping – has gained momentum due to the pandemic and raises existential questions regarding the development of inner cities. How can diverse and new types of use be encouraged in these empty spaces? At the same time, the crisis provides new impetus: People are using squares and parks more than ever as spaces to stretch their legs and meet friends. Cities such as Amsterdam, Prague, and Barcelona are using the current situation as an opportunity to balance life between tourists and residents in their downtowns. For example, bans on short-term rentals, repurchasing residential property, and restrictions on selling alcohol are increasingly up for debate again. Meanwhile, issues concerning biodiversity, industrial livestock production, and land management are taking center stage. Private transport by bike and by car is gaining ground against mass transport in airplanes, buses, and trains. The COVID-19 crisis has acted as an accelerator for expanding alternative forms of mobility and forming new mobility alliances. The private railway operator FlixTrain, for example, stopped its services and reached an agreement with its competitor Deutsche Bahn that FlixTrain tickets would be accepted by Deutsche Bahn "in these exceptional circumstances." Online surveys being carried out as part of the ongoing research project MOBICOR at the Berlin Social Science Center (WZB) indicate that the fear of infection could cause the use of buses and trains to decline even after the lockdown. In the meantime, transport companies are reacting to the change in demand by devising COVID-19 safety concepts that involve more trips, more frequent cleaning, disinfection options, and sneeze guards for drivers, thus offering improved mobility services.

The Concept of Living in Solidarity and Democratic Decision-Making Processes Are Under Pressure

Sociologist Heinz Bude (Solidarity, 2019) describes how neighborhood streets became "spaces of community spirit" during the crisis of 2020: grocery shopping for elders, exchanging email addresses and phone numbers with previously unknown neighbors, checking in with each other between balconies to make sure things are OK. This experience with crisis also turned the isolationist tendencies of a society in a neoliberal world order upside down, exposing the vulnerability of our bodies and spirits and our dependence on others to live and survive. New forms of solidarity, the recognition of the state's indispensable role in society as opposed to civic self-organization, and the negative effects of interconnectedness have fueled the need for small social circles in which we help each other and look out for one another. In an interview with Berliner Zeitung in March 2020, Bude maintained that, in addition to interventions by the welfare state and the public health system, "scenic reserves and regional lifestyles" will increasingly define future policies. Shortly after the Chernobyl disaster, sociologist Ulrich Beck (Risk Society, 1986) also contended that risks as a consequence of global change would become a cons-

→ Balconies, patios, and terraces become important spaces for social interaction during the pandemic

tant companion of modern society. The approach to dealing with risks, as demonstrated by the COVID-19 crisis, is uncertain and volatile, controlled by more and more hierarchical structures in the face of a democratic propagation of the virus. The quintessence of urban planning as a discipline – evaluating and deliberating – is occasionally regarded by political decision-makers as pointless or cynical in public discourse. The swift reactions, flagrant comparisons, and high selectivity on social media call for engaged academic communication and information management. During times of crisis in particular, scholars are irrefutably tasked with "objectively moderating the heightened public agitation," insisted Peter-André Alt on 14 August 2020 in Berliner Zeitung as President of the German Rectors' Conference. According to him, the disputes should be assessed analytically and de-emotionalized. How can we reconcile the necessary stages of the research cycle with hasty decision-making in the planning process?

Ever since restrictions were imposed on the size of gatherings, demonstrators in Germany have rallied together to speak out against the regulations in mass protests, opposing the social distancing rules and sanitary measures. Following the onset of the crisis, cultural and social activities were stopped as one of the first countermeasures, and not just in Berlin. Before the crisis, Berlin nightclubs, bars, and other such venues had a clear message for the rest of the world: freedom, equality, and safety. As the club scene came to a screeching halt, groups of young Berliners set out into the great outdoors in search of alternatives: grassy meadows, river banks, and parks. They relaxed and enjoyed their leisure time during the day, but things quickly escalated at night, resulting in the police being deployed and even several street fights in Stuttgart. Young people rebel in the absence of public space, when there is a lack of safe havens for subcultures and minorities who have no other place to go in the city. Are alternatives and counterbalances necessary? How can public space be repurposed at short notice?

Albert Camus, the author of the world-famous novel The Plague (1947), also described the dialectics between the danger of urban living and the inevitable death of the individual and end to our many liberties: If you have nothing to lose, you can take your life into your hands. With this in mind, it is remarkable how COVID-19 has acted as an accelerant: shops closing and online retail expanding, empty restaurants and booming takeaway business, movie theaters without an audience and countless downloads from streaming services, socializing in chats instead of on the street or at the water cooler. This trend toward self-isolation in small bubbles and public shock waves are expediting new user behavior in cities and regions across Europe. The crisis of 2020 has the potential to increase the pace of change dramatically in terms of reshaping urban spaces, as illustrated by the pop-up phenomenon in Berlin.

Pop-up concerts and parties in the park: Due to the restrictions imposed on public life as a result of the pandemic, urban green and open spaces have become particularly coveted. The burgeoning demand for green in the city is most notably conducive to physical and mental health. Picnic concerts, parties in the park, and various outdoor activities are currently enjoying widespread popularity. Artists are holding live concerts at the event venue silent green, for example, on the premises of the historic Wedding Crematorium in Berlin with sanitary measures and social distancing rules. Visitors receive a pair of headphones and a picnic basket, and they each have a spot on the meadow marked out in chalk that is reserved just for them. The lines of chalk on the meadow ensure a safe social distance from other groups of listeners. The entire concert is broadcast via headphones so as not to disturb the neighbors. Cultural events have found innovative solutions in open spaces.

Pop-up pedestrian zones, street parks, and play streets: By reducing the space available to cars, entire streets in city centers are being rededicated and outfitted temporarily as pedestrian zones, play streets, and street parks. For example, the prominent and highly trafficked retail street Friedrichstraße in the heart of Berlin was converted into a car-free zone with green areas for strolling as a test starting in August 2020. The first temporary "climate safe streets" were opened in Berlin, Cologne, and Vienna to create spaces for vegetation. Further traffic circumventions are planned in Berlin so that side streets can be repurposed to serve as recreational spaces. Every year in Vienna, a wading pool with seating areas and green space is set up for several weeks on a road intersection as part of the Gürtelfrische-West project. Potted plants are intended to improve the microclimate by facilitating evaporation, offering shade, and filtering the air. Residents take turns watering them.

Pop-up restaurants: Compared to last year, foot traffic along the large shopping streets of Germany and Berlin has been cut almost in half, with many shops and restaurants threatening closure for a lack of customers. Inner cities and the retail and restaurant business in particular are going through tough times as a result of less tourists in the city. This is also why restaurants were allotted more public space in Berlin in order to offer as many customers as possible seats outside: At no extra cost, hotel and restaurant owners are allowed to set up additional tables on sidewalks, roads, parking lots, and parks. The fees normally levied for this special use were waived until the end of the year. Previously, a fee of two to seven euro per square meter, depending on the location and street, was levied each month for using sidewalks in Berlin.

Pop-up bike lanes: In order to comply with the new social distancing rules, more road space was reserved for cyclists within a very short period of time and at a relatively low cost using construction site

equipment and provisional arrangements in the district of Friedrichs-hain-Kreuzberg as a start. For example, the bike path that had been in planning for the last 4 years on the arterial road Frankfurter Allee was created in 2 days. At the same time, potential new business areas and innovations are being pursued in the transportation sector: In Berlin, the start-up Airteam is using drones to measure the new bike paths. Three-dimensional models depict the provisional lanes marked by the public works department in Friedrichshain-Kreuzberg with make-shift beacons. The idea is to transpose the temporary solution onto the long-planned, permanent road network. More and more bike lines are appearing across Berlin as a result. A total of 11 km in pop-up bike lanes was created in Berlin in April and May 2020, with another 11 km already in the works. Bus lanes are also set to be repurposed as bike lanes in the future. Several deficiencies in safety have been noted for the provisional bike lanes, and initial rounds of discussion and investigations are underway concerning their design. The goal is to have physically separated bike lanes instead of mere markings on the road in order to promote smart mobility and make inner cities more pedestrian and bike friendly.

Pop-up home offices: Studies carried out by the German Economic Institute (IW/Cologne) and the ifo Institute in Munich consider the COVID-19 crisis to be a "catalyst for remote work." The number of employees performing their duties from home has doubled compared to the period before the lockdown. Due to the pandemic, digital tools have been integrated into work spaces for communication purposes and those tools are being used more often. More than half of surveyed companies are projecting that meetings will be held more frequently online in the future and business trips will be limited on a permanent basis. The IW researchers believe it is probable that less office space will be required in the future. Vacant office buildings could be on the rise in large cities. Forecasts suggest that the number of people who are physically present at the office will drop by 15 percent, in turn causing the use of office space to decline by 10 percent.

Conclusion and Outlook: Borders Matter!

Traditional schools of thought and planning for cities were abandoned as a result of the pandemic, materializing instead in new spaces of coexistence. Accordingly, the COVID-19 crisis has laid bare what was there all along: inequalities. Therefore, as part of this collaborative project between universities across Europe, the issue of spatial equality has been underlined in public spaces. New ways of thinking can create space not only for personal interaction, recreational activities, and leisure, but also for cooling off inside urban heat islands. The notion of expanding and permanently adopting the provisional pop-up arrangements for home offices, bike lanes, and street greenery is backed by broad political consensus. All of these measures are interconnected. For example, working more from home could reduce motorized traffic,

thus inviting more room for green spaces and outdoor activities. By boosting research and design activities devoted to the interdisciplinary issue of spatial equality, architects, urban planners, and urban designers could contribute to creating more resistant and people-friendly cities.

From the point of view of the younger generation, challenges related to mobility, economy, and the environment require a shift in values when it comes to planning and designing cities. The current crisis demonstrates where and for whom pedestrian-friendly and livable cities and concepts such as the 15-minute city can be successful. Therefore, young professionals are demanding public spaces with high-quality designs and a dense urban environment. In the future, this will mean adjusting the distribution and size of spaces intended for traffic and shifting borders in favor of pedestrians and cyclists. Additionally, planning tools will be increasingly employed at the neighborhood level in order to improve living conditions and foster active risk management for disadvantaged populations in Europe. As a whole, the neighborhood would appear to be a central hub for crisis-proof and people-friendly urban planning. Up-and-coming planners and designers scrutinize prescribed interpretations of territorial lines, describe the dynamics of transition zones within cities and regions, and search for new perspectives on people-friendly development in Europe. The focus of the borderline city is shifting toward spatial phenomena and forms of cooperation along border landscapes.

At first glance, borders appear to be two-dimensional lines at all levels. However, they merely reflect the origin of highly dynamic border landscapes and are renegotiated and reshaped time and again between nation states and even in daily life on the ground. The dimensions, tasks, and objectives vary considerably in this regard, and they are determined based on the individual, local, and global context. Areas of tension arise in the borderline city between isolation and networking, which will be paramount for future urban and regional development in Europe. In light of the many unanswered questions, our goal must be to develop a universal European understanding of border landscapes by working together.

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Borderline City Semester Projects and Summer School

Neighborhoods Serve as Key Venues for Re-Activating Residents and Building Stable Communities in Challenging Times

The Reevaluation of Public and Private Space Breaks with Conventional Patterns of Cohabitation and Demands Innovative Residential and Work Environments

Public Space Must be Transformed in Line with Emerging Needs and Key Parameters **76**

Ensuring Inclusive Access and Developing Collaborative Community Processes Will Help to Overcome Spatial and Social Disparities **94**

Infrastructures Are Being Networked and Adapted Spatially as Public Goods on Account of New Functions and Service Expectations **108**

Content

Neighborhoods Serve as Key Venues for Re-Activating Residents and Building Stable Communities in Challenging Times

THE NEIGHBORHOOD IS THE NUCLEUS OF A CRISIS-PROOF CITY. FUTURE URBAN PLANNING IN EUROPE NEEDS TO FOCUS MORE ON THE EQUALITY OF HOUSING CONDITIONS AT THE NEIGHBORHOOD LEVEL. THE CURRENT RISE IN AWARENESS NEEDS TO LEAD TO PARADIGMATIC ADJUST-MENTS OF URBAN RENEWAL PROGRAMS IN THE LONG RUN. THE CRISIS REPRESENTS A STRESS TEST FOR COMMUNITIES AND HIGHLIGHTS THE NECESSITIES IN URBAN STRUCTURES FOR REDISTRIBUTIONS OF SPACES BY MEANS OF NEIGHBORHOOD DESIGN APPROACHES. SOCIALLY DISADVAN-TAGED GROUPS ESPECIALLY NEED TO RECEIVE MORE ATTENTION IN LONG-TERM STRATEGIES WHEN IT COMES TO RISK MANAGEMENT.

THE DYNAMICS OF BOUNDARIES IN URBAN PLANNING
GRENZVERSCHIEBUNGEN IN DER STADTPLANUNG

Students at BTU Cottbus-Senftenberg explore a dynamic under-standing of borders in urban planning by investigating the ongoing process of renewing the Leipzig Charter Studierende der BTU Cottbus-Senftenberg erforschen anhand der neuen Leipzig Charta ein sich veränderndes Verständnis von Grenzen in der Stadtplanung

By analyzing the draft of the Leipzig Charter of 2020, including the drafting process and its contents, our objective was to understand how qualitative shifts with regard to shaping borders in urban space have been intertwined with changes in planning discourse and practice. To address the challenges posed by fragmented knowledge, we suggested a method for analyzing and comparing education across a range of different systems and traditions in order to determine common goals for shared urban futures. Based on the example of the increasing polarization of housing, we scrutinized how demands have been articulated in public space and embedded as explicit requirements in strategic documents. Our analysis revealed that social dimensions of space and the informal nature of participation have been steadily gaining in importance. Our insights from the content analysis of the Leipzig Charter of 2020 were translated into design statements to create a visual representation of an ideal future city.

→ A visualization of a city of the future according to the principles and guidelines of the Leipzig Charter 2020

Prof. Dr. Silke Weidner, Tihomir Viderman
Brandenburg University of Technology Cottbus-Senftenberg, Germany
Institut für Stadtplanung, Fachgebiet Stadtmanagement

POLICY AND ADMINISTRATION	FOCUS AREA	HOUSING FORMS	INCLUSION	ENVIRONMENT
STRENGTHENING HOUSING AND LAND POLICY	DEVELOPING LIVED SPACE THROUGH PARTICIPATION AND PARTAKE	ADDRESSING INDIVIDUAL HOUSING NEEDS IN MIXED NEIGHBOURHOODS	ACKNOWLEDGING DIFFERNECES AND ENCOURAGING PARTICIPATION	ECOLOGICAL THEMES PERMEATING VARIOUS AREAS OF URBAN DEVELOPMENT

↑ The requirements on housing that are embedded at the core of sustainable European city

THE PRODUCTIVE CITY

urban agriculture 1
individual production 2
nutritional sovereignty 3
multifunctional buildings 4
city mixing 5
interactive planning tool 6
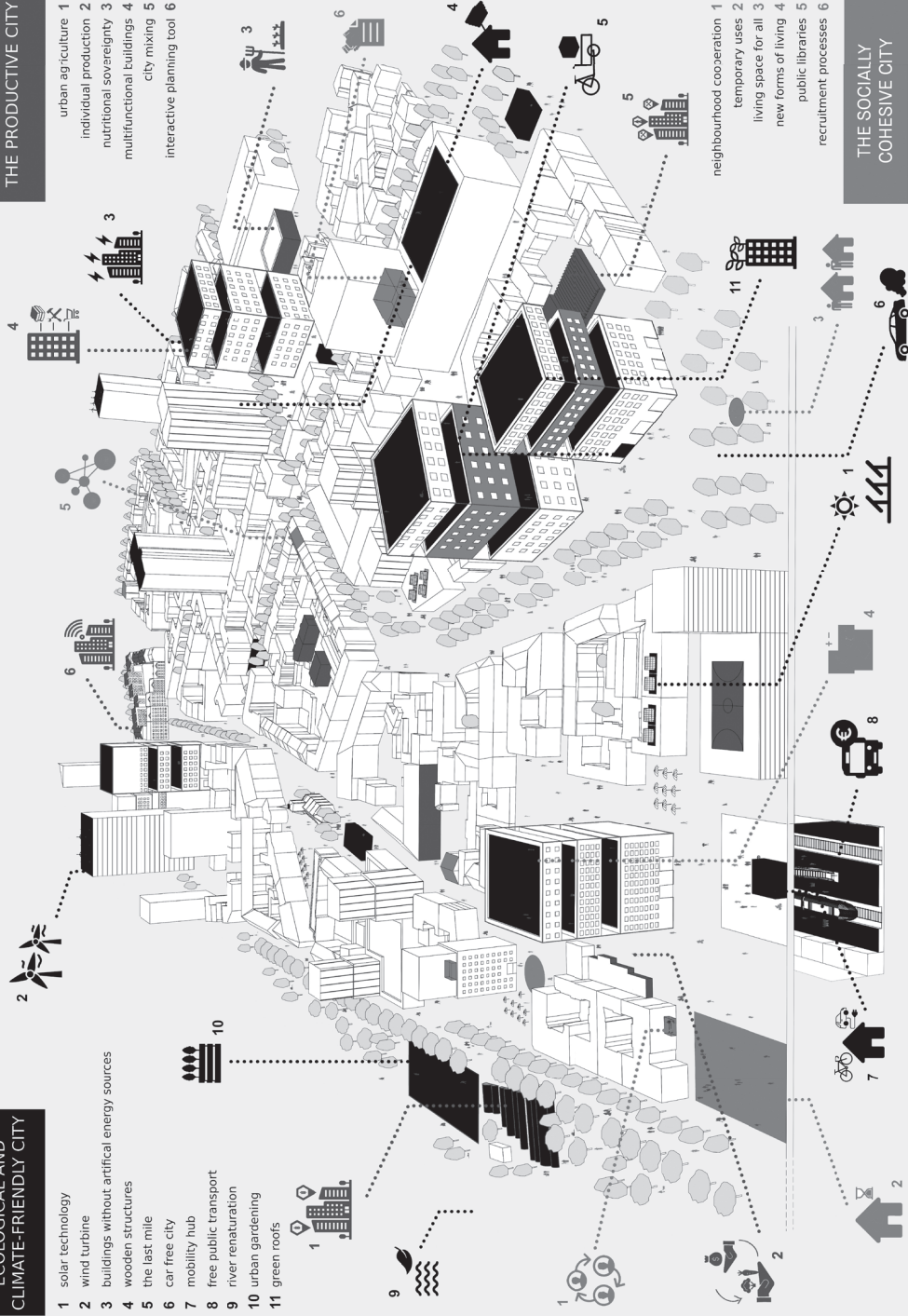
THE SOCIALLY
COHESIVE CITY

neighbourhood cooperation 1
temporary uses 2
living space for all 3
new forms of living 4
public libraries 5
recruitment processes 6

ECOLOGICAL AND
CLIMATE-FRIENDLY CITY

1 solar technology
2 wind turbine
3 buildings without artificial energy sources
4 wooden structures
5 the last mile
6 car free city
7 mobility hub
8 free public transport
9 river renaturation
10 urban gardening
11 green roofs

DECONSTRUCTING BORDERS

KTH urbanism students develop "glocal" applications for the New Urban Agenda in Köping Studierende der KTH Stockholm entwickeln 'glokale' Anwendungen der New Urban Agenda in Köping

During the semester course "Advanced Urbanism Studio – Urban Design in Sweden," various student projects strove to address the local context of Köping in relation to the existing visible and invisible borders that were formed within and between an area of focus in the city and the rest of the urban fabric. In this context, borders were studied not as administrative margins, but as spatial barriers within a community. Thus, emphasis was placed on the local interpretation of interconnectivity.

The aim of the projects was to integrate and connect spaces after overcoming the existing barriers by redesigning existing spatial elements. This process was deemed a success in terms of meeting the policy goals of inclusiveness and interconnectivity of spaces set by the shared vision of the New Urban Agenda, the Sustainable Development Goals, and the Leipzig Charter, as adapted to the local context of Köping.

Prof. Dr. Tigran Haas, Dr. Ryan Locke, Dr. Michael Mehaffy
KTH – The Royal Institute of Technology, Sweden
School of Architecture and the Built Environment, Division of Urban and Regional Studies

↓ Reinventing spaces beyond borders: Design approaches for Köping

SYNERGIES BETWEEN BORDER SPACES
SYNERGIEN ZWISCHEN GRENZRÄUMEN

TU Kaiserslautern students focus on cross-border perspectives for the urban development of the German-French border region Studierende der TU Kaiserslautern beschäftigen sich mit grenzüberschreitenden Perspektiven für die Stadtentwicklung in der deutsch-französischen Grenzregion

In Saarlouis, German and French influences are closely interwoven, as the national administrative borders have shifted several times in the course of history. The analysis shows a very dynamic and interrelated border region. Strong dependencies can be observed especially in the labor market and in purchasing behavior, but the forces are distributed unequally. The structural and demographic change affects the cross-border region and the crisis in the automotive industry poses new challenges. The students recorded and visualized different kinds of borders and dependencies. There are strict physical borders, formal borders of countries and communities, but also invisible borders based on, for example, culture and language. The elaborated measures and key projects in the students' work deal not only with overcoming borders, but also with strengthening relations and synergy effects within neighborhoods. As a result, both countries will be able to profit from the similarities and differences in a positive and equal way in the future.

Prof. Dr. Detlef Kurth, Annika Schuster
Technical University Kaiserslautern, Germany
Faculty of Spatial and Environmental Planning, Chair of Urban Planning

↗ Measures and key projects to foster neighborly relations and synergy effects: 2.1 clustering general services; 2.2 retail management; 2.3 linking the cycling network; 2.5 bilingualism; 2.6 fortress network; 3.1 uniform tariff structure; 3.2 EU-support programs; 3.3 establishing the urban region; 3.4 landscape exhibition; 3.5 tax law coordination; 4.4 dig. communication

↗ Visible and invisible borderscapes in the Meuse-Rhine Euroregion

IN-VISIBLE BORDERS
UN-SICHTBARE GRENZEN

RWTH Aachen students analyze the dynamic borderline across tri-border landscapes and neighborhoods Studierende der RWTH Aachen analysieren die dynamische Grenzlinie entlang von Landschaften und Nachbarschaften im Dreiländereck

The Schengen Agreement of 1993 initiated a process in which the visible and invisible border barriers are being reduced. This process changes the function and meaning of the border area, with the visible borderline constituting a part of the physical space and the invisible borderline mainly representing a consequence of the legal space.

The visible border has been considerably reduced, with only a few elements still reminiscent of the border between Belgium, the Netherlands, and Germany. In general, new elements have been created on the borderline, which serve as monuments or for tourism. Natural elements such as rivers, embankments, and forests are still present, as well as elements of historical significance. However, the borderline is now only visible at certain points. This analysis demonstrated that a diverse border with political cooperation is experienced positively, whereas bureaucratic barriers and a lack of interaction can be perceived negatively, in the case of disasters for instance.

It is important to identify the advantages and disadvantages, as well as the drivers and obstacles, regarding the border location as a special space in order to develop meaningful features of the border region in the future.

Dipl.-Ing. Gisela Schmitt
Rheinisch-Westfälische Technische Hochschule Aachen, Deutschland
Lehrstuhl für Planungstheorie und Stadtentwicklung

ISOLATED NEIGHBORHOODS
ISOLIERTE NACHBARSCHAFTEN

UAUIM students identify physical and suggestive boundaries in Bucureștii Noi UAUIM-Studenten identifizieren physische und suggestive Grenzen in Bucureștii Noi

Borders introduce antagonism in urban life, reproducing in multiple ways: physically, psychologically, and socially. In the case of Bucureștii Noi, a neighborhood in the north-west of Bucharest that developed in the '50s, we observed borders as dividing elements such as the Colentina river and railways with the role of physical barriers in addition to psychological limitations within the neighborhood. Locals have no awareness of their proximity to the common banks of Straulesti Lake and Grivita Lake. Our interviews revealed that these borders lead to socio-economic and socio-cultural segregation, while also diminishing mobility and accessibility. We found dysfunctions with regard to the integration of ethnic and social minorities into the community. For this reason, Straulesti Sud has several zones through which passers-by rarely venture due to the increased number of Romas, therefore creating a social barrier and strong segregation between the social strata.

In order to resolve these problems, we could integrate natural boundaries by designing green areas and pathways for common leisure, social, and tourism activities. Cultural events in Masca Theater, at the heart of this urban area, could bring together all residents in the neighborhood. The isolated sub-areas could promote their cultural, architectural, and natural values and potentials by ensuring that public authorities, private developers, and civil society work together in the process. They represent the main drivers behind the positive features of the city.

Prof. Dr. Vera Marin, Prof. Claudiu Runceanu, Dr. Serin Geambazu
Ion Mincu University of Architecture and Urbanism, Bucharest, Romania
Faculty of Urbanism, Department of Urban Planning and Territorial Development

← The Bucuresti Noi district is
divided into seven sectors:
1 – Baneasa Sud, 2 – Chitila,
3 – Triaj, 4 – Costeasca,
5 – Damaroaia, 6 – Pajura and
7 – Straulesti Sud

REVITALIZATION OF INDUSTRIAL AND MILITARY HERITAGE IN KAISERS-LAUTERN AND DORTMUND NEIHBORHOODS

REVITALISIERUNG DES INDUSTRIELLEN UND MILITÄRISCHEN ERBES IN STADTTEILEN VON KAISERSLAUTERN UND DORTMUND

The industrialization and the impacts of two World Wars in particular have shaped the city structure and especially the self-image of Kaiserslautern and Dortmund until today. Both cities developed coping strategies for structural change in former industrial plants and post-war barracks due to their location integrated within the urban fabric. These areas offer high potential for creating new governance structures and an image change by developing future technology and housing locations next to existing neighborhoods. Nowadays, the largest US-American airbase outside the USA, the Ramstein Airbase, is located in the immediate neighborhood of Kaiserslautern, also called K-Town. In total, more than 50,000 American soldiers and staff members are stationed in local neighborhoods, which has in turn created borders and barriers across the entire city area. Dortmund, as part of the German Ruhr area, also dealt with several challenges posed by the structural transformation of former industrial areas to new urban spaces. This structural change was triggered by the coal and steel crisis in the 1950s and 1970s. The industrial heritages left behind a perforated urban structure with many brownfield sites.

Dortmund Phoenix

A project dealing with industrial crisis is the Phoenix area in Dortmund-Hörde. The development included the implementation of a location for future technology. Some industrial heritages were preserved and reused. A park around a reinstated river valley offers space for recreation and ecosystem services. The old city center of Hörde underwent many revaluation processes. As a characteristic development, an excavated lake creates an attractive environment for housing, economy, recreation, and culture. In addition, 14 bridges were built as a symbolic and physical connection between traditio-
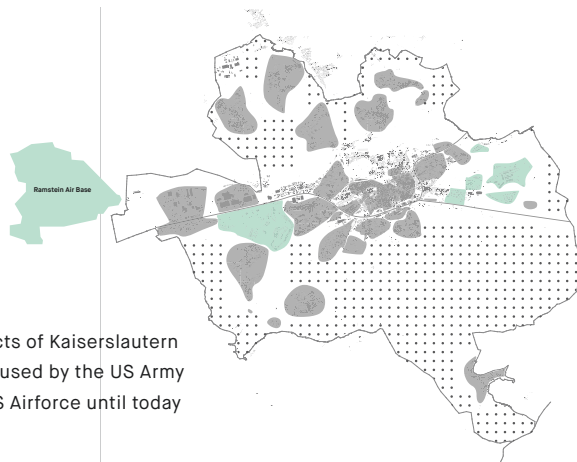
→ City districts of Kaiserslautern and areas used by the US Army and the US Airforce until today

→ The new urban landscape PHOENIX in Dortmund received the German Urban Design Award in 2018

nal and modern times, the old and the new residents, and the former industrial areas, which formed a border around the district center. It turns out that long-term crises require long-term resolutions and prolonged planning processes. Measures that facilitate a structural and positive image change can also entail new borders and challenges, such as gentrification or identity loss. On the one hand, the change helped to overcome borders between Hörde and its neighborhoods, while on the other hand, Dortmund created a new image within the Ruhr area as a result of this development.

Kaiserslautern Ramstein

The Second World War and its consequences still decisively shape Kaiserslautern 75 years after its end. This influence can be attributed to the ambivalent relationship between the city of Kaiserslautern and the USA. Misguided bomb attacks by the American Air Force on Kaiserslautern in January 1944 destroyed a large part of K-Town. The influence of the US airbase Ramstein built after the war and the associated borders can be noticed daily by the citizens of Kaiserslautern. There are many gated areas or even entire neighborhoods spread over the entire city that are only accessible to US citizens. The airbase itself is highly restricted, containing shopping malls, schools, and hospitals only for US military personnel. But the airbase is also an important employer for non-US citizens. Besides these physical borders, the influence of the Americans is apparent in social city life. In Kaiserslautern, the English language is omnipresent, since many Americans do not speak German. Without the US-Americans, nightlife in K-town would barely exist. Other local services have also adapted to the demand of the Americans, for example, American restaurants, American cars, jazz clubs. The US even has its own police unit, which works together with the German police. In retrospect, K-Town friendships and synergy effects with the USA developed much earlier and lasted longer than in other cities. Kaiserslautern has the ability to be virtually unknown in Germany and well known in the US simultaneously, which makes the city unique.

THE VALUE OF PUBLIC SPACE

Södermalm is Scandinavia's densest neighborhood. Despite this, one key "strength" of the area during the COVID-19 crisis has been residents' access to quality green spaces. All green areas in Södermalm are accessible by foot within 6 minutes. During pandemics, it is still possible to maintain a quality urban life by practicing "sociable distancing" through high accessibility to diverse public spaces, especially parks and squares. However, due to the approach taken by Sweden toward COVID-19, it is hard to see the shift of borders in the city.

As cities rush to give citizens public space to prevent overcrowding in pedestrian areas or allow for bicycling instead of public transportation, Stockholm is adding to its inventory. The "Levande Stockholm" program began in 2015 and has been outfitting streets with furniture, trees, and terraces ever since. Public life is being allowed onto the street, and the border of the sidewalk is shifting to reclaim the space previously occupied by the car. Residents can apply to have their street join the program. The 2020 extension has designated select streets to transform every summer. While access to public space is desirable in times of peace, during a crisis it is essential for safety. Although it is not explicitly related to COVID-19, the city is continuing to practice what others are now scrambling to achieve because it is easier to be flexible when the value of public life and space are accepted even before the onset of a crisis. One issue that remains is that cities should not reserve quality for "green islands," but rather need to invest in networks that connect them to reclaimed streets.

The balcony was also investigated as a public space and a COVID-19-related urban border. Wavering between private and public, balconies emerged as an outdoor space where urbanites can practice "sociable" distancing. According to an online survey answered by 48 Stockholmers, balcony use was indicated to increase during the pandemic and most of the respondents felt that having a balcony was an advantage for their well-being, while 60.4 % considered balconies a substitute for outdoor public space. However, Södermalm represents a less inclusive area within Stockholm. Rents and the median income in Södermalm are higher than the rest of the city. The Stockholm study suggests that we need more "Södermalms," but they must be available for everyone, emphasizing the universal right to a high-quality urban life.

→ Macro level: Green public spaces in Södermalm. Even in times of pandemics and stricter prohibitions than the ones introduced in Sweden (e.g., if restaurants and pubs were to be closed), it is still possible to maintain a decent quality of urban life by practicing social distancing through the availability of and accessibility to a wide range of green spaces within walking distance of one's residence.

10.5 m² of green space
per resident in Södermalm

7 min
4 min   5 min
200   400   600 m
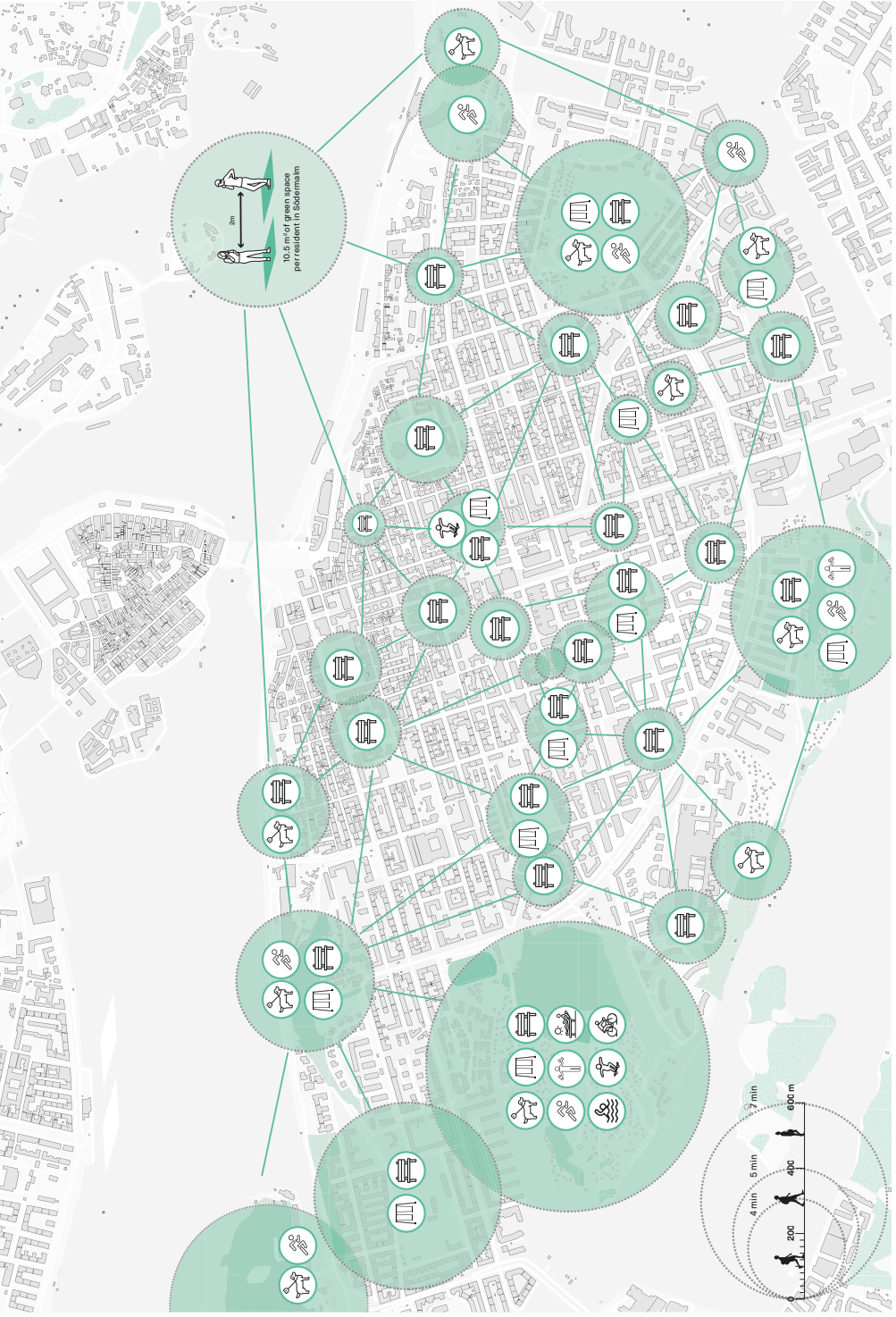
↑ Meso level: Levande Stockholm in Södermalm. Approximately 700 meters of Södermalm streets are transformed during the summer to provide additional space for public life. Although the Levande Stockholm program was not created for the COVID-19 crisis, it functions similarly to many "open street" initiatives around the world. Since the local government already acknowledged the value of public space before the pandemic, it can continue to move ahead adding more traffic calmed public space to improve distancing. Local businesses also benefit from their proximity to the Levande streets.

CROSS-BORDER NEIGHBORHOOD COMMUNITIES IN A TRI-BORDER AREA
GRENZÜBERSCHREITENDE NACHBARSCHAFTEN IM DREILÄNDERECK

A new heightened awareness has emerged for national borders between Germany, the Netherlands, and Belgium, in particular in Aachen, since the introduction of new regulations such as a reduction in border traffic. Resources (e.g., shopping facilities) have been reduced and social relations across the border have been restricted for the shrinking city of Aachen. People are under a great deal of psychological stress as a result of the limits on social interaction. Therefore, social isolation has increased and, especially in border regions, people feel as though they have been cut off from the rest of the world. Moreover, the crisis has impacted children and low-income populations most of all.

Private space (e.g., backyards) has gained in importance, while the border between private and public space has taken on a new meaning for social relations as people on their balconies, for example, have conversations with others on the street. Additionally, public space has become more important as an extended living space, thus resulting in private or semi-public activities becoming more visible (e.g., reading books on public benches). In the city of Aachen, local private and public space is being ascribed greater value and has been drawing increased attention. The significance of local resources such as hospitals, public space, and neighborhoods is on the rise.

The aim of building a resilient neighborhood is to promote community (social) and direct local supply (infrastructure). Neighborhoods are characterized as follows: informal, within walking distance, without a clear boundary, an area of up to 5,000 people (catchment area of a primary school). Measures to create a resilient neighborhood include, firstly, the creation of a communication platform (digital and analog) and secondly, basic building blocks for social relationships, such as: playgrounds, green spaces (with the help of an open space key), supply (supermarkets, bakeries, kiosks), gastronomy, schools (nursery and primary), seating in public areas, space for social interaction (outdoor and indoor), and medical care.

↓ Infrastructural elements create resilient neighborhood communities
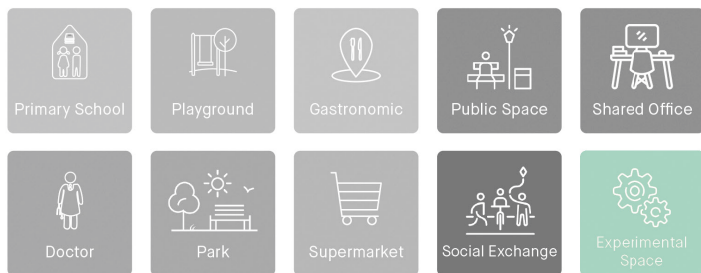
The Reevaluation of Public and Private Space Breaks with Conventional Patterns of Cohabitation and Demands Innovative Residential and Work Environments
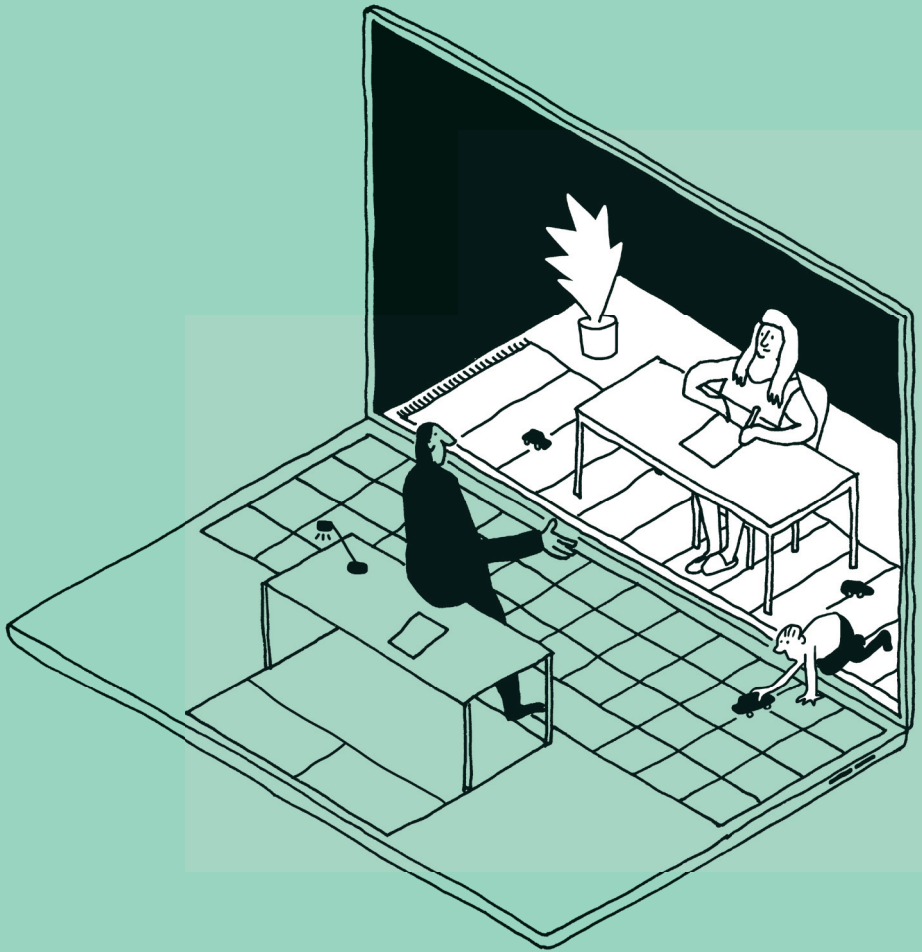
CURRENT RESTRICTIONS ON COMMUTING, WORKING, AND MEETING HAVE UNCOVERED THE OPPORTUNITIES OFFERED BY A DIGITAL CITY. URBAN PLANNERS ACROSS EUROPE NEED TO RETHINK OUR WAY OF TRAVELING AND MOVING THROUGH THE CITY WHILE THINKING AHEAD TO TAKE INTO ACCOUNT ONLINE COMMUNICATION. IN THE FUTURE, THE VIRTUAL PUBLIC SPHERE IS CONCEIVABLE EVERYWHERE, BUT IT WILL REQUIRE APPROPRIATE SPACES AND INFRASTRUCTURE. THE PRIVATE SPHERE WILL BECOME A PLACE FOR WORK, EDUCATION, AND INTERACTION. INDIVIDUAL LIFE-WORK BALANCES WILL VARY ENORMOUSLY AND DEMAND NEW CONCEPTS FOR OUR HOUSING AND WORK ENVIRONMENTS.

OPEN DATA CITY OPEN DATA STADT

Leibniz University Hannover students speculate on new forms of open data usage for future urban planning Studierende der Leibniz Universität Hannover erproben neue Formen der offenen Daten-nutzung für die zukünftige Stadtplanung

If big data has become the gold of the 21st century, the role of planners and architects in relation to the use of (open) geo-data in parti-cular has to be questioned in order to promote sustainable urban developments rather than techno-managerial proposals that ignore the political, economic, and social impacts. The design research pro-ject #FOLLOW ME: Open Data City is aimed at addressing this dilemma by speculating about the potential use of open data and self-tracking. Furthermore, we wanted to elaborate on how new forms of surveillance – that is to say, statistical evaluations of societies through smartphone tracking – can be (mis-)used for (un-)reflexive processes of design and research. The students followed their own data footprints and interests to tackle these issues and brought different scenarios rela-ted to future urban planning to the fore. The wide range of outcomes included new forms of energy production, a different way of navigating through cities, and a location-based evaluation of time consumption for labor. The open and self-tracking data was thereby used to spe-culate about a dynamic relationship between patterns of statistical groups (such as movement of students) and the corresponding urban preconditions that could be scaled up to larger groups or even entire city populations.

Prof. Andreas Quednau, Benedikt Stoll
Leibniz University Hannover, Germany
Institute of Urban Design and Planning,
Fachgebiet für Städtebauliches Entwerfen

Sleep

Freetime

CreditPoints

Travel

Work

Studies

| 52,5h | 17,5h | 9,75h | 67h | 36,75h | 49h |
| 31,25% | 10,41% | 5,8% | 39,88% | 21,87% | 29,17% |
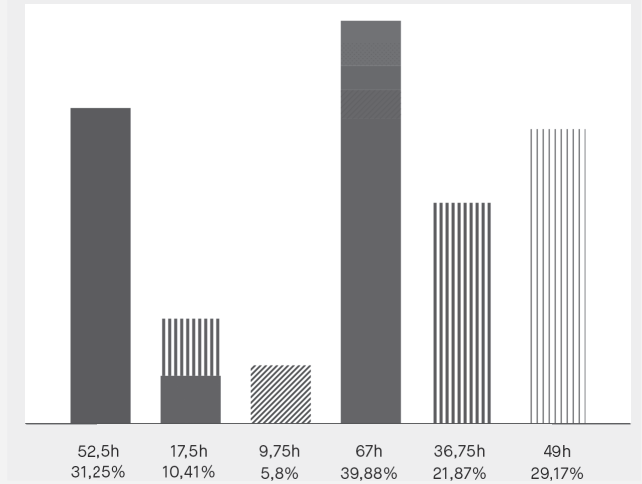
↑ An evaluation of location-based time tracking among architecture students in Hannover by Ricarda Roloff

78,8%   84,5%

21,2%   15,4%

CreditPoints
Studium

1. Semester   5.Semester

Baustoffe
3,75h/2,5h

Digitale Methoden
5,625h/6,25h

Architekturgeschichte
5,625h/1,5h

Gebäudelehre
5,625h/7,25h

Freiraumplanung
7,55h/1,875h

Künstlerisches Gestalten
5,625h/3,75h

Mediale Architekturgeschichte
6,625h/6,25h

Tragwerksysteme
7,55h/5,75h

Wechselwirkung
11,25h/24,56h

FollowMe (Wahlpflicht)
9,375h/4,0h

ArchCityLab (Wahl)
9,375h/4,75h

Sprachkurs (Wahl)
7,5h/4,0h

China (Wahl)
9,375h/2,5h

Städtebau (Wahlpflicht)
16,875h/50,75h

PRESENCE AND AWARENESS
ANWESENHEIT UND AUFMERKSAMKEIT

FH Erfurt students examine the impact of borders at an international level Studierende der FH Erfurt untersuchen die Auswirkungen von Grenzen auf internationaler Ebene

Based on the experiences of our international team, we compared the countries Germany, Turkey, and Syria with regard to the understanding and impacts of visible or invisible borders. According to our definition, people are normally more aware of visible borders, as they usually have a physical presence. Accordingly, this term includes barriers that physically separate certain areas from other ones. In contrast, invisible borders are not physically embodied and therefore are often only felt personally. Consequently, those barriers depend on the individual perception of a situation, hence their definition is not valid on a global scale.

So, what can we do to abolish visible and invisible borders? Firstly, no barrier can be torn down haphazardly. Small steps need to be taken toward achieving this goal. Some suggestions might include, for example, public campaigns and projects that raise awareness on a local scale. This would bring people from different backgrounds together, allowing them to become acquainted without any pressure – integration occurs within this context. This is successful when nationality is driven out of the spotlight and is no longer considered a border.

Prof. Dr. Reinhold Zemke, Stefan Peter Andres
Fachhochschule Erfurt, Deutschland
Fakultät Architektur und Stadtplanung,
Fachgebiet Planungsrecht und Projektentwicklung

↘ Categories of visible
   and invisible borders
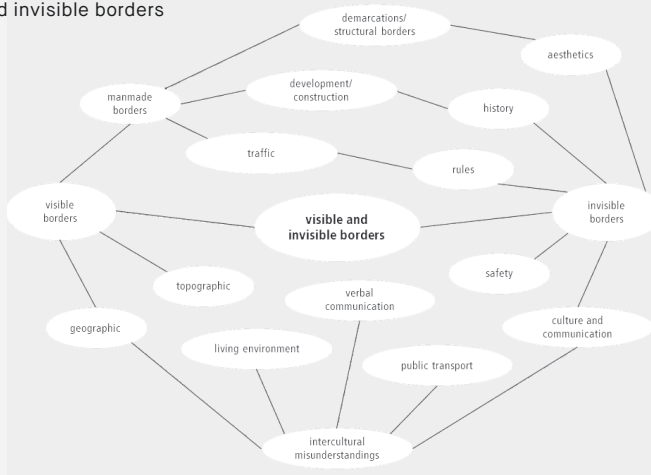
→ Urban master-plan for the Palace of the Parliament (Casa poporu-lui), also called "The People's House"

POST-EARTHQUAKE URBANIZATION CAMPAIGNS IN BUCHAREST AND ISTANBUL URBANISIERUNGSMASSNAHMEN NACH ERDBEBEN IN BU-KAREST UND ISTANBUL

The disastrous earthquakes of 1977 and 1999 reshaped entire regions and cities, including Istanbul and Bucharest. Thousands of buildings were damaged and many people died. Earthquakes are an inevitable fact of life not only for Istanbul and Bucharest but also for all cityscapes near an earthquake fault line. Earthquakes changed the lives of all citizens due to their shared experience of losing loved ones, homes, and personal security. Aside from the economic and financial damage, this natural disaster also opened up windows of opportunity for new policies and urban designs in the existing cities.

1977 Vrancea Earthquake

On 4 March 1977, the Vrancea earthquake transformed the inner city of Bucharest. The magnitude of 7.2 was the second most powerful earthquake recorded in 20th century Romania. The authorities of the totalitarian communist regime of Nicolae Ceaușescu imposed a state of emergency throughout the country and bottom-up initiatives volunteered to save all remains. By using propaganda, Ceaușescu transformed the crisis into an opportunity to implement a new urbanization campaign: The damage caused by the earthquake was the perfect excuse to start a major demolitions campaign in Bucharest in 1982, a campaign that lasted until 1991. As a consequence, shortly after the earthquake in 1977, Ceaușescu initiated the plan to build a new political-administrative center. Borders shifted from safe to unsafe areas of the city, buildings with red dots constitute a label of socio-economic segregation to this day. The Uranus neighborhood was a Jewish district that was demolished entirely, the size of the affected area equal to the city of Venice. All of this was allegedly due to the earthquake, even though this neighborhood proved to be resistant to the seismic activity during the incident.

1977 Vrancea Earthquake

1999 Izmit Earthquake
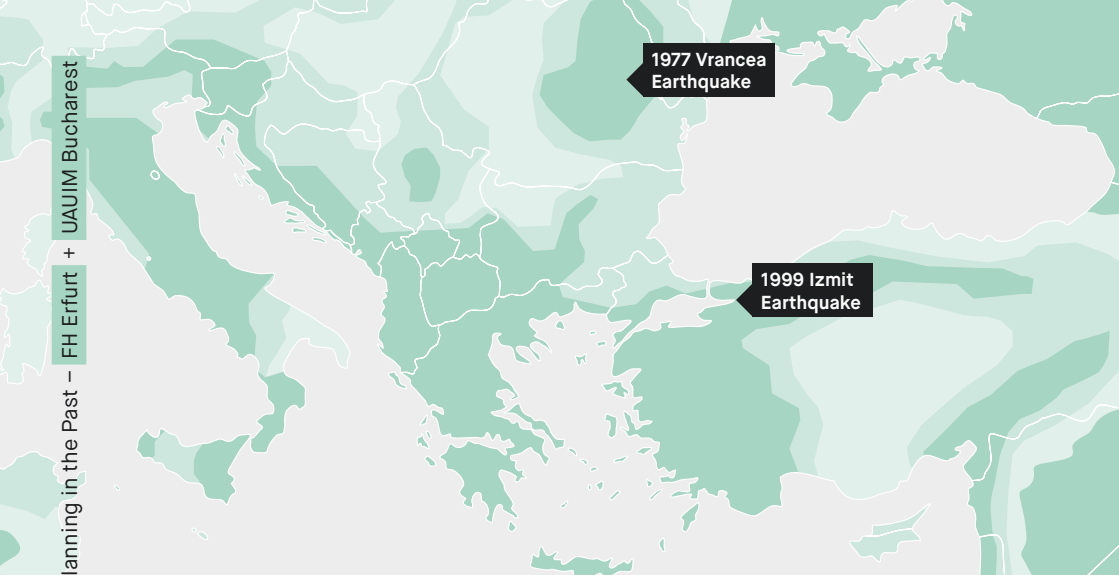
↑ Areas with high tectonic activity in Europe and the location of the described erarthquakes in Vrancea and İzmit

1999 İzmit earthquake

Istanbul was hit by an earthquake with a magnitude of 7.8 on 17 August 1999. Unregulated construction and unplanned urbanization were regarded as the main reasons behind the ensuing great loss. The event affected both the city and its people. Before the tremors, many people were aware of the possibility of an earthquake, yet no countermeasures were taken. As a result, the earthquake ushered in a new period in Istanbul. Everyone learned what was necessary to stay safe, and new regulations were implemented across the whole country. Firstly, an attempt was made to overcome the psychological effects of the earthquake. Earthquake-resistant buildings were erected, a new type of urban planning was introduced, and new rules were applied. Moreover, earthquake insurance became mandatory and urban renewal projects were set into motion for old structures everywhere in the country. Nevertheless, people continue to feel the same fear today.
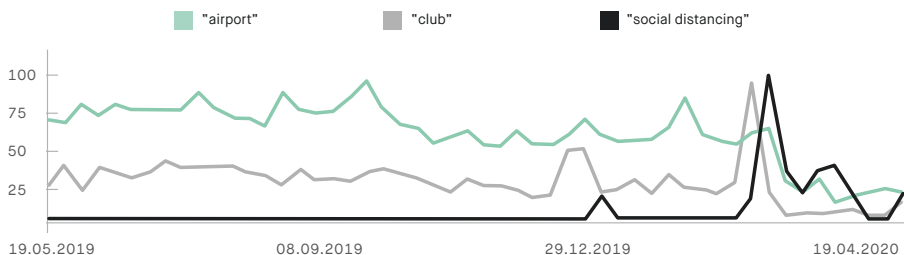
→ Four scenarios after COVID-19 for Berlin: As exaggerated in the scenario, by limiting the use of public areas through restrictions, the residents are dependent on private and community spaces to engage in social activities

Scenario #1:
#StayAtHome

- No partyscene/less culture
- Private
- Family & friends

Scenario #2:
#TakeOffThatMask&KissMe

- Big scale illigal partyscene/new culture
- Private owned public & community areas
- New sub culture communities

Maximum / Strict restrictions

Acceptance   *Resistance*

Scenario #3:
#WearMaskInPublic

- Limited partyscene (official)
- Private & public
- Normal physical & social interaction

Scenario #4:
#KissMeBeforeYouSneezeMe

- Limited partyscene (official & illegal)
- Public
- Exaggerated physical & social interaction

Minimum / low restrictions

CONQUERING COMMUNITY SPACES IN EUROPE'S PARTY CAPITAL

DIE EROBERUNG VON GEMEINSCHAFTSRÄUMEN IN EUROPAS PARTY-HAUPTSTADT

Plagued by a history of restrictions, in modern times Berlin is famous for its liberal and inexhaustible lifestyles. As a metropolis, it is a hotspot for cultural tourism and is especially famous for its unique clubbing and bar scene, providing a 24/7 program of social activities. CO-VID-19 has effectively eliminated public nightlife in Berlin. Bars and clubs providing outdoor space and with a food license are allowed to open and play music until 10 p.m., although with a strict ban on dancing. The new restrictions enforcing social distancing are difficult to combine with the Berliner mentality and the intrinsic logic of the city, dividing the residents into supporters and opponents. With regard to activities, the new rules only constitute minor limitations as Berlin provides easy access to the unregulated landscapes of squares, parks, forests, and lakes. Using a scenario technique, we discuss four possible future scenarios and focus on imagining how strong rules used to enforce social distancing limit the use of public space and inhibit dance events to incite a strong mentality of resistance. The scenario explores which spaces the Berliner dance scene may conquer in response to the limiting laws. A new illegal party scene might pop up, gathering in places unaffected by the restrictive laws, such as private-owned community spaces, front and backyards, and especially the rooftops of private houses. Gathering as an expression of resistance, everybody is invited as liberty and community are non-negotiable for the Berliner party scene. Reinforcing equal community spaces is important for all city residents.

↙ Data collection from Google search engine showing the topic interests of Berliners since COVID-19: While travel-related searches went down during the corona outbreak, requests for club information and nightlife spiked

before

| Home | Office | Social activities | Meeting |

during

| Homeoffice | Distance | Virtual Meeting |

physical social **change**   social **change**   public private **change**

↑ Physical and social changes before and during the COVID-19 crisis

SPATIAL SHIFTS IN EVERYDAY LIFE AND THE WORK-LIFE BALANCE IN GERMANY RÄUMLICHE VERSCHIEBUNGEN DES DEUTSCHEN ALLTAGS-LEBENS UND DER WORK-LIFE-BALANCE

Observing and experiencing the border shifts between public and private space in Cottbus, Hannover, and Weimar following the implementation of COVID-19 prevention measures has not only uncovered borders between residential environs arising from distancing, isolation, and closures, but has also made visible differences in how urban dwellers sense and deal with invisible borders. Daily lives include a continuous negotiation of personal immaterial borders, which are either imposed by state institutions (instructions, rules, restrictions regarding contact and collective activities) or choreographed individually, by deciding to what extent and how to use public space. It was possible to identify the following three aspects of change during the COVID lockdown:

1. Restrictions in public space led to an increased importance of private space as a new center of social life. Virtual spaces took over the tasks of public and work spaces. Public life was shifted to the private realm with the help of the Internet, including work life, meeting friends, or going to the gym or a concert. It became more difficult to retreat into the truly private sphere. People without digital aids talked about the feeling of becoming socially isolated. Unintentional encounters with strangeness and the unexpected were remarkably reduced.

2. Individual transit was preferred by many inhabitants because social distancing regulations made public transport seem like an unsafe option. By widening sidewalks, introducing bike lanes, and creating green spots, more people had frequent access to nature and fresh air. People attempted to fulfill all of their everyday needs, such as work, shopping, health, or culture, within walking distance; and basic services, such as medical care, were accessible within this area.

3. This was connected to a functional shift between residential areas and city centers. Before the COVID-19 crisis, the public space in residential areas was mainly traversed, while city centers were used actively. These two functions have since been reversed, and more pedestrians now walk within their neighborhoods, while only a handful of people rush through the city center and most people try to avoid the inner city. Furthermore, meeting spots have shifting to non-commercial areas and virtual spaces. Semi-public spaces are taking on a new significance: by communicating with the outside world through windows and balconies and by allowing front yards to serve as a stage.

This experiment illustrates where walkable and livable cities and concepts like "the 15-minute city" are successful.

↓ Temporary protective measures on Wolkenmarkt square in Cottbus

Public Space Must be Transformed in Line with Emerging Needs and Key Parameters
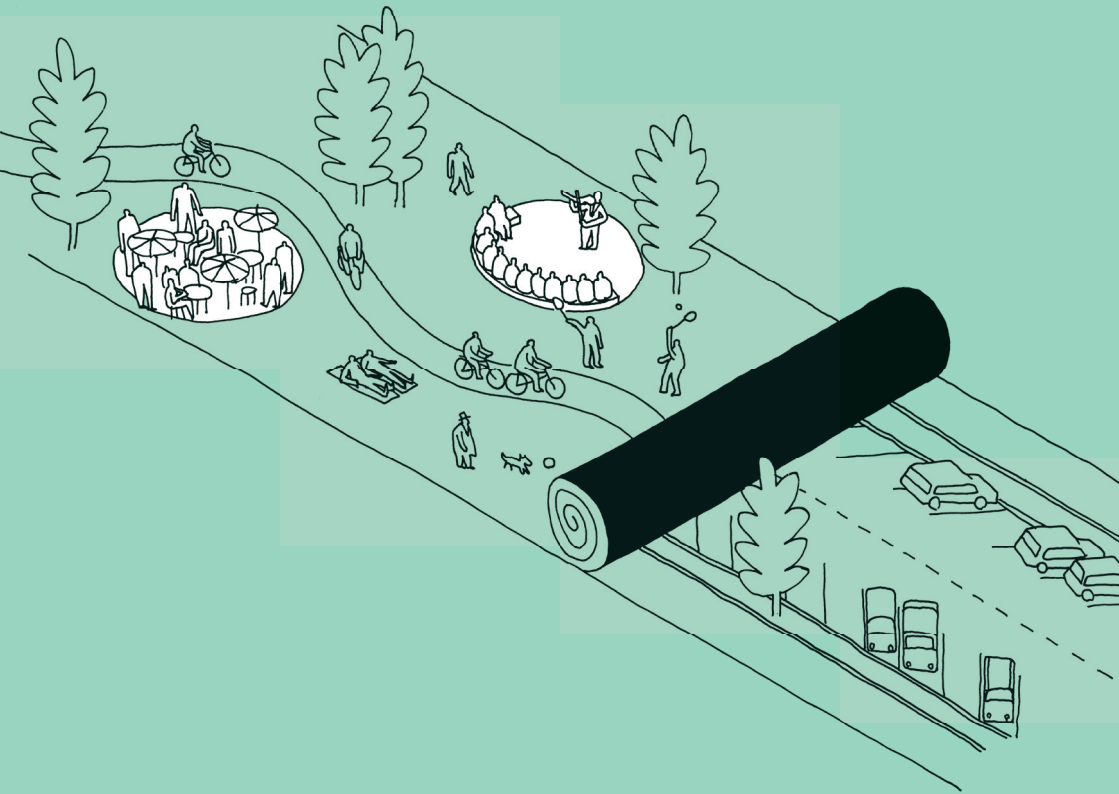
THE MEASURES TAKEN TO COMBAT THE CRISIS HAVE SHOWN THAT IT IS POSSIBLE TO ADJUST THE SIZE OF TRAFFIC AREAS IN OUR CITIES AND SHIFT BORDERS IN FAVOR OF PEDESTRIANS AND CYCLISTS! USING HUMAN-SCALE FIGURES, WE CALL FOR LIVELY, DIVERSE, ACCESSIBLE, AND RESILIENT PUBLIC SPACES THAT ALLOW FOR A HIGH QUALITY OF DENSE URBAN LIFE IN EUROPEAN CITIES.

WE NEED TO APPROPRIATE LOCAL STREETS, SQUARES, AND OTHER COMMUNAL PLACES. LET'S RETHINK OUR CITIES AND TRANSFORM THEM FROM CAR-FRIENDLY CITIES INTO HUMAN-FRIENDLY, QUIETER, GREENER, AND FAIRER CITIES THAT CONTRIBUTE TO COMBATTING CLIMATE CHANGE!

INNER EDGES

TU Berlin students analyze tendencies to dissolve and create borders in urban districts and neighborhood concepts Studierende der TU Berlin analysieren Auflösungs- und Eingrenzungstendenzen von Quartieren und Nachbarschaftsvorstellungen

What are the tangible and intangible borders that work as separators in-between different neighborhoods and how are they produced? Based on this guiding question, we analyzed two areas in Berlin with regard to the coherence of their neighborhoods and borders. The focus of examination was set on three sub-categories: 1. open space – social, 2. functional – temporal, 3. spatial – infrastructural. Neighborhoods can be formed from a composition of houses and their residents located in close proximity to one another. Their size and limits can be approximated analytically. However, when defining the precise focus, perspective, and time of observation, it is difficult to demarcate their limits empirically speaking, as a neighborhood is not only a physical construct but also evokes a feeling of identity among its residents.

In general, we concluded that a border functions as a spatial separator between two distinct territories. Different types of borders can be observed in the urban environment. Tangible borders have a physical appearance and can be divided into spatial-infrastructural (hard) borders such as streets, railroad tracks, and natural landmarks like mountains or rivers, and socio-spatial (soft) borders, mostly represented by a physical symbol. In contrast, intangible borders are a mental construct derived from functional and temporal decision-making and are primarily perceived through behavior patterns. Whereas spatial-infrastructural borders are mostly the result of geography and planned developments, with a fixed location, socio-spatial and functional-temporal borders are characterized by history, religion, ethics, and economy. They are in a constant state of flux due to top-down and bottom-up decisions as well as social practices.

Prof. Dr. Angela Million, Jürgen Höfler, Tim Nebert
Technische Universität Berlin, Deutschland
Institute for Urban and Regional Planning,
Urban Design and Urban Development Chair
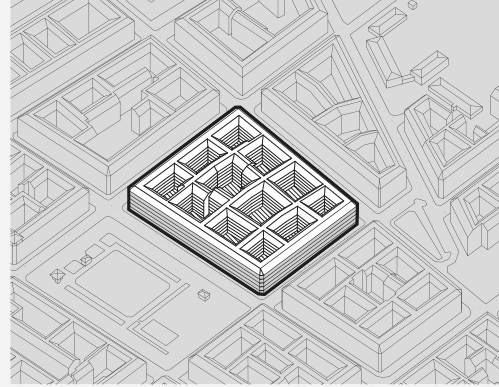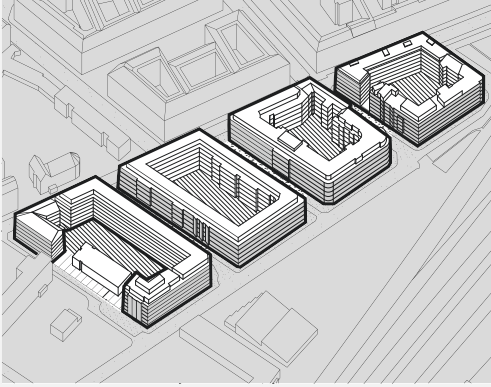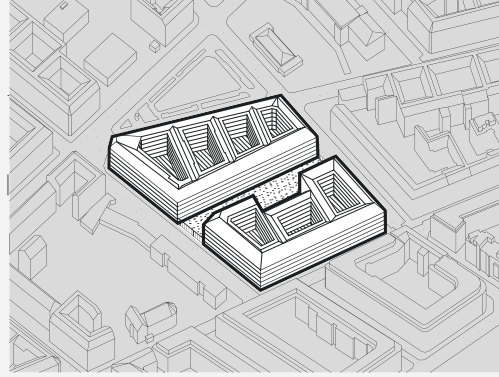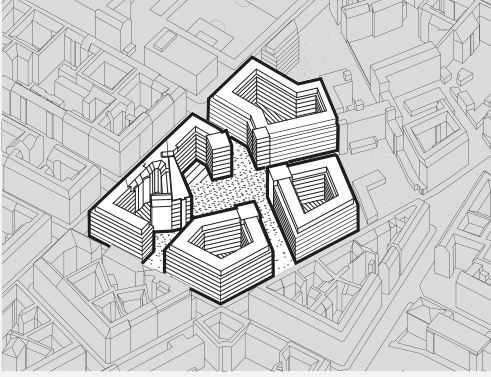
↑ Do new and old housing projects create new borders?
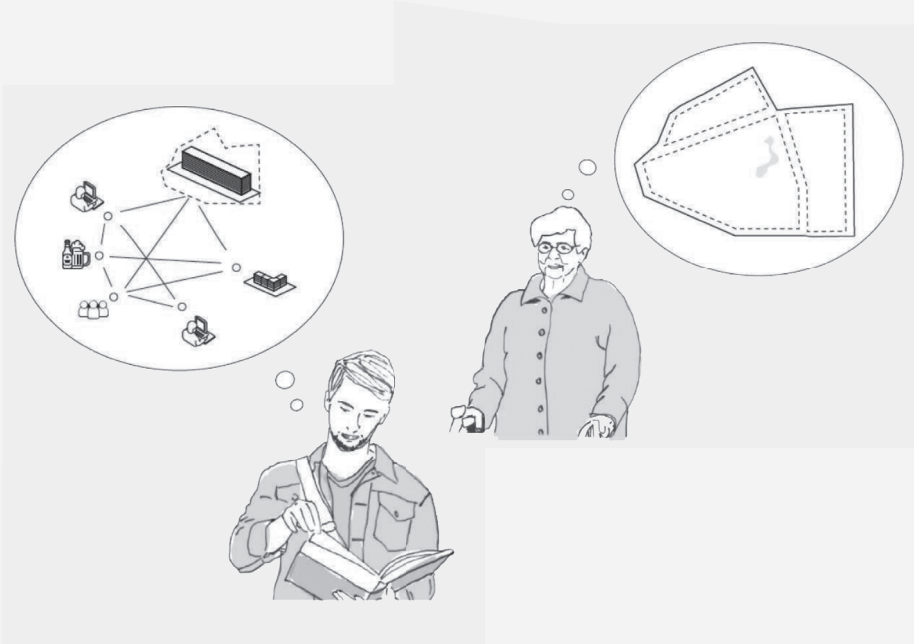
↑ Neighborhood: A network of action areas or a defined unit?

TEMPORARY INTERVENTIONS
TEMPORÄRE INTERVENTIONEN

Bauhaus-Universität Weimar students investigate the intentions and effects of performative formats and tactical urbanism projects
Studierende der Bauhaus-Universität Weimar untersuchen Ziele und Wirkungen von performativen und taktischen Formaten

Based on an analysis of the processes surrounding the "72 Hour Urban Action Festival / Real-Time Architecture Competition" in the Jena-Lobeda district in 2019, the "tactical urbanism" format's development by implementation in different cities, and its impacts on the public space of that large housing district, students developed five research questions and concepts to investigate different types of temporary and performative planning and designing interventions in urban public space in Jena, Stuttgart, Bat-Yam, Cologne, Munich, and several cities in Saxony-Anhalt. This student research project concentrated on visible and invisible borders and their manifestation in urban space, divides between people inside neighborhoods or within planning processes, and the strategies behind such interventions to counter those divisions. While the festival itself was considered a success, its international nature recognized as a great opportunity for participants to exchange experiences and ideas, the communication processes and language barriers proved a challenge throughout the project. Nevertheless, performative methods in early stages of participatory processes were found to increase awareness, even more so when previously invisible elements were made perceptible, visible, and tangible to individuals.

Prof. Dr. Barbara Schönig, Uta Merkle
Bauhaus-Universität Weimar, Germany
Fakultät Architektur und Urbanistik, Professur Stadtplanung

↓ 72 Hour Urban Action Festival in Jena-Lobeda housing district

Grenz- und Landes-pfosten	Zusätzlicher Zaun in Mödlareuth	Beobachtungs-turm		Grenzzaun 1	Y-Abweiser mit Sollbruchstellen	Hinterlandzaun mit Y-Abweiser

Lichttrasse mit Peitschenleuchten

KFZ-Sperrgraben

Straßen-Sperrigel

| Tannbach | „Niemandsland" | | Betonmauer | Betonwaberplatten | 5 Kilometer Sperrzone |
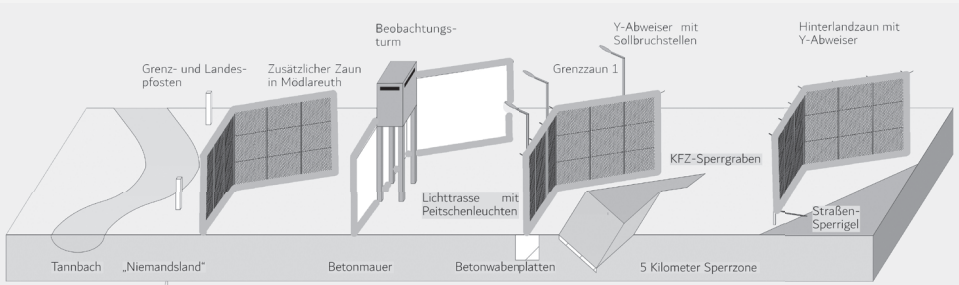
↑ The Wall of Mödlareuth ("Little Berlin")

BORDERS OF ALL SCALES
GRENZEN ALLER MASSSTABSEBENEN

Students of Coburg University of Applied Sciences and Arts inves-tigate borders, border areas, and cross-border regions Studierende der Fachhochschule Coburg untersuchen Grenzen, Grenzgebiete und grenzübergreifende Regionen

Within the framework of the elective "Borderline City," a group of 10 students from the fields of architecture and interior design, together with Prof. Mario Tvrtković, addressed the topic of borders. The seminar took place mainly in the form of discussions. Initially, the topic was ex-amined on a small scale. We gathered information on boundaries and barriers that are noticeable and limiting in our everyday life, including, for example, fences, traffic signs, and private outdoor areas. We then shifted our focus to international borders, as well as historical and topo-graphical borders, by searching for relevant references in newspaper articles. Furthermore, the border zones were examined in terms of their structure, nature, and effectiveness.

In the further course of the seminar, the students split up into groups of two to investigate a chosen topic in greater detail. The final project for this elective involved creating posters in connection with national borders within Germany, international borders, and the Rhine-Ruhr metropolitan region.

Prof. Mario Tvrtković, Jana Melber
Coburg University of Applied Sciences and Arts, Germany
Department of Design
Faculty of Architecture, Chair of Urban Design and Urban Planning

NEW URBAN DESIGN MODELS REPRESENTED IN BRUNSWICK, GDAŃSK AND WEIMAR REPRÄSENTATION DURCH NEUE STÄDTE-BAULICHE LEITBILDER IN BRAUNSCHWEIG, DANZIG UND WEIMAR

As the largest crisis of the 20th century, the Second World War destroyed cities and lives all over Europe. Like many other towns in Germany, the inner cities of Brunswick, Gdańsk, and Weimar had been characterized by the Middle Ages, but they were widely destroyed during the bombings between 1939 and 1945. A decisive period started for post-war town planners all across Europe with new decision makers. Repairing and rebuilding cities in the 1950s was seen as an opportunity to transform the city and question the historic city blueprints by using new urban design models. Additionally, National Socialism impacted the centers of German cities even before the war, in Weimar for instance.

Reshaping Weimar before 1939

The rise to power of the National Socialists (NS), the accompanying political change, and the "law on the reorganization of German cities" (1937) led to the transformation of Weimar into a "Gau" capital, according to the new NS administration units. The aim was to clean the city of supposedly "un-German" designs and to design a new Weimar according to NS ideals. The purpose and overall planning had to be subordinated to the demonstration of power. Still today, the claim of that time to establish a new, racially defined society is more apparent in Weimar than in other cities. This becomes visible, for example, in the construction of the Gauforum, which continues to dominate its surroundings due to its massive dimensions. While constructing Gauforum, the Asbachgrund creek bed was filled in and parts of the historic center were torn down.

Although the demolition of the original building was criticized by the city official, the NS justified this decision based on the poor living conditions in the apartments. The settlement of a high number of civil servants in certain buildings, especially in the old town, led to the misappropriation of housing. Furthermore, civil society was dismissed, as its continued existence was of no interest to the new rulers. Historic residential buildings in the old center were demolished to make way for representative squares. Even though "Volkswohnungen" (people's apartments) and emergency shelters were built to alleviate the increasing housing shortage, priority was still given to housing for the military. As a result, parts of the resident population were displaced, public social life was reduced, and freedom of choice was restricted.
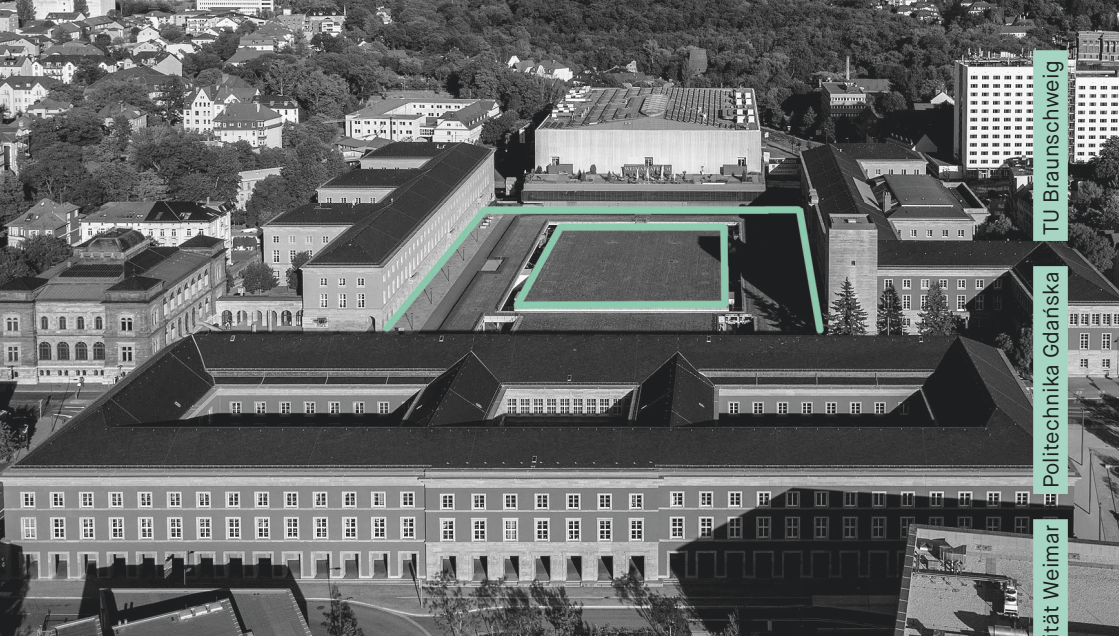
↑ Gauforum in Weimar 2020

Implementing Multi-Lane Roads in Brunswick after 1945

The urban planners and architects of post-war Brunswick wanted to build a modern, fast, and "car-friendly town" that would be able to fulfill the requirements of the future. Traffic zones in the old, destroyed town were modified and widened. In the city of Braunschweig, many multi-lane roads were built, including what is referred to as the "ring" road: a multi-lane road around the city center of Braunschweig. In the urban planning period following the war, priority was given to modern traffic, so that cars and trucks could circulate through the city. Pedestrians and cyclists were considered subordinate to the cars and the spaces for each road user were clearly defined and separated. Thus, it can be said that the car-friendly planning of the 50s and 60s led to a border shift; road users were all separated. Urban life changed and became dominated by traffic. Many other urban changes were made, such as the construction of a new train station with multi-lane roads around it.

Reconstructing and Optimizing the City Blueprints of Gdańsk after 1945

During the World War Two bombings of the former German city Danzig (Poland annexed the Free City of Danzig in 1945), parts of the inner city (Śródmieście) were seriously damaged. The reason for such extensive damage was the very dense buildings in the inner city and the wooden construction commonly used for buildings at that time. Fires spread very quickly, burning entire blocks of tenements. A material and social crisis commenced, along with an urban identity crisis on account of the most representative part of the city being destroyed. It was not possible to gain access to materials quickly, and social issues compounded. Discussions between urban planners and architects began on a new idea for rebuilding and avoiding earlier mistakes. Due to the destruction of not only buildings, but also bridges, roads, and telecommunication networks, for example, the destroyed area itself became difficult to access. The plans to rebuild the city center attempted to preserve as much of the former historic street network as possible, or at least its basic directions.

In the inner city, this demand has been met to the fullest extent: All main streets running perpendicular to the Motława/Mottlau river have been maintained without any changes. As far as narrow transverse streets are concerned, the former narrow roadways and sidewalks were largely left unchanged, but had to be partially abandoned due to unfavorable light conditions. Some frontages were shifted in several sections of the dyke. The decision to shift the largest of these – the frontage of the eastern dyke – was made in anticipation of achieving new visual effects: the relatively frontal view of the Royal Chapel against the backdrop of St. Mary's Church. It was assumed that the medieval layout would maintain the alignment of the streets.

↑ Gdansk 1929

↑ Gdansk today

URBAN REMODELLING AFTER THE GERMAN RE-UNIFICATION IN BERLIN AND COTTBUS GESAMTSTÄDTISCHE NEUGESTALTUNGEN NACH DER DEUTSCHEN WIEDERVEREINIGUNG IN BERLIN UND COTTBUS

Optimism for a peaceful German reunification faded in the early 1990s into a state of crisis, for both the new capital of Germany, Berlin, and the biggest city of Lusatia, Cottbus. Outmigration, an aging population, and economic decline coupled with unemployment and a large number of vacated properties shook the cities' identities, which were built on industrialization and modernity. The challenge of reinventing the cities and their identities was overcome by reshaping their appearance.

Small-Scale Urban Design Projects in Cottbus

In the urban network of reunified Germany, the city of Cottbus, close to the German-Polish border, holds a rather peripheral position both geographically and economically. Even 30 years later, due to its dwindling population, the city struggles to retain its statistical ranking as a large city. Planning projects have turned their focus to urban renewal, dealing with neglected infrastructure, decaying historical neighborhoods, and vacant prefabricated housing blocks. In 1991, a development program initiated by the federal state selected the inner city of Cottbus, measuring 125 hectares, as one of its model cities. About 360 public and private buildings were rehabilitated, about 80 new buildings were constructed, and about 160 public spaces were redesigned. As a result, not only the city's spatial qualities improved, but also private investments increased, 6 to 8 times higher than the subsidies. The political redevelopment plans were not always met with public approval. Due to a lack of transparency in deciding the uses and contract terms between the city and developers, as was the case in the project involving the Blechen Carré shopping mall, residents joined together to form a strong opposition. Crisis produced a sense of place.

↓ Inner-city brownfield before construction of the Blechen Carré shopping mall in Cottbus in 2006, photo by Albina Perets

↑ Map of Berlin East-West division with large property investments along the former Berlin Wall: 1 Europacity; 2 Band des Bundes; 3 Potsdamer Platz; 4 Mediaspree

Large-Scale Urban Design Projects in Berlin

Berlin is unique in Germany: a city-state, capital, and metropolis with heterogeneous citizens and an urban fabric reminiscent of post-division. After the demolition of the Berlin Wall, the space occupied by the line between East and West Berlin turned into urban space. The challenge of re-connecting and re-integrating the two unequal halves, which had undergone their own spatial transformations over the 28 years of division, was an urban turning point and is still etched into the cityscape of today. This new crisis raised questions of priorities and planning approaches: the border landscape in Berlin's city center was reshaped. The inner city was supplemented by a mosaic of individual projects, which in turn created a hybrid city center (Potsdamer Platz) on the edge of two formerly independent cities. Some of these projects resulted in monofunctional fragments within the urban fabric (e.g., Mediaspree). The various individual projects complemented the physical structure of the city, but could not contribute to a collective urban identity aiming to break down the mental wall of division.

NEW CITY CENTER ATMOSPHERES WITHOUT RETAIL
NEUE INNERSTÄDTISCHE ATMOSPHÄREN OHNE EINZELHANDEL

Due to COVID restrictions, public life came to a complete standstill in spring 2020. Social distancing and teleworking have ensured less traffic, less congestion, and empty public transport in the car-friendly city of Kaiserslautern. We observed that the pandemic is changing the way people use, relate to, and experience public space:

1. The pandemic is shifting and reinforcing spatial borders and barriers: Due to the closing of shops, the massive "K in Lautern" shopping mall, for example, has lost its function and gives the impression of an impermeable wall in the inner city. In contrast, borders that seemed insurmountable before the pandemic, such as busy roads, now seem blurred. In addition, lawns are increasingly being used for evasion to create physical distance.

2. The pandemic is raising many uncertainties about urbanity and local retail: We used to take density and city life for granted. Within weeks, the practice of self-isolation caused city dwellers to lose faith in lively shopping streets. Connectivity and the feel-good atmosphere that used to invite people to linger and enliven public space were no longer perceptible. Even before corona, the inner city of Kaiserslautern was struggling with vacancies and a drop in local retail. The virus accelerated and intensified these developments and weaken inner-city public spaces enormously.

3. The pandemic is redefining our relationship with both personal and public space: Public buses and trains are almost completely empty, while many are using the private car and distancing themselves by ensuring their own personal "space" in public. The personal need for protection has gained a larger radius. But also, there is less traffic overall, which in turn improves the quality of the environment. The empty streets suddenly make the excessive and monofunctional orientation toward the car particularly visible.

Planning measures on a human scale represent an opportunity for medium-sized cities such as Kaiserslautern, which were already struggling with planning backlogs and structural change in retail before the pandemic. Using health protection as an argument, public space could become more mixed-use and multifunctional, which is demanded by the Leipzig Charter and should now be encouraged further.

↑ Challenging urban life in Kaiserslautern: New borders, bubbles, and boundaries
have taken away the feel-good atmosphere of shopping streets

← Temporarily open streets for pedestrians in Vienna

walking on street permitted
shared space (temporary/existing)

MORE PUBLIC SPACES FOR PEDESTRIANS, CYCLISTS, AND RECREATION SEEKERS BETWEEN THE BALTIC SEA AND THE MEDITERRANEAN
MEHR ÖFFENTLICHE RÄUME FÜR FUSSGÄNGER, RADFAHRER UND ER-HOLUNGSSUCHENDE ZWISCHEN DER OSTSEE UND DEM MITTELMEER

Based on the university cities Brunswick, Gdańsk, Erfurt, Istanbul, and Vienna, we examined the fact that the most substantial changes caused by COVID-19 have occurred in the fields of travel and transportation in relation to education, shopping, work, and social life. The change in mobility behavior can be experienced due to the risk of infection. Many people prefer private transport to public transport at the moment, while increasing numbers of people have started to move around on foot and by bicycle or scooter. We observed that walking and cycling routes are too narrow and streets are too wide. Owing to a lack of urban greenery in close proximity, parts of society are moving to the suburbs.

Models are currently being tested as temporary shared space or cycle paths. Cities like Berlin and Hamburg have quickly established pop-up bike lanes, which result in much more space for cyclists. Additional safety is achieved in many aspects as a result of fewer cars on the streets, less competing road users, wider bike lanes, and more space for cyclists. Last but not least, in the context of the COVID-19 crisis, it is safer to ride a bike than it is to use public transport, because it is easier to maintain social distance. Aside from the new bicycle connections, each neighborhood with public spaces has become more relevant as it is able to provide safe and distant zones. During the shutdown,

outdoor areas were also used as markets for essential commodities, informal bartering, and recreation. It is crucial to discuss space management and density from a new perspective: How can needs be fulfilled within a short distance of our residence? How can we change housing staircases for easy access to greenery and sunshine? Various approaches and concepts, such as human-scale cities and walkable cities, can be tested easily (e.g., by establishing temporary elements and evaluating their impact) and adapted for outside of the metropolitan contexts. Cities like Brunswick, Erfurt, or smaller cities can transform multilane roads to make cycling even more safe and attractive.

Within a dense urban environment, the current crisis demonstrates that a more resilient urban structure requires a stronger orientation toward a cycling and greenery infrastructure at the neighborhood level. As an effect on current and future urban development, we should see the crisis as an opportunity to change the city fundamentally in order to create more equitable and fair cities and traffic planning, which in turn will promote cleaner, quieter, and less vulnerable cities.

↓ Advice from the traffic administration in Berlin's road space on the use of bicycles for commuting to work
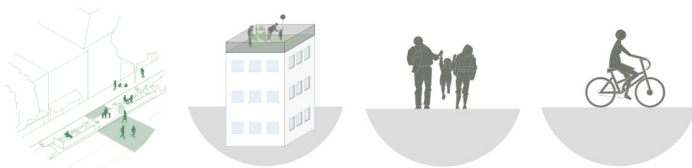
RESTORING METROPOLITAN AND COUNTRYSIDE STREETSCAPES
WIEDERHERSTELLUNG DER GROSSSTÄDTISCHEN UND LÄNDLICHEN STRASSENLANDSCHAFTEN

The process of peri-urbanization is a result of metropolization, creating a particular set of relations between the center and the periphery. Meanwhile, the radiance of the "center" hardly reaches the "peripheries" or "borderlines." For this reason, they are usually described using such terms as "provincial" or "remote." In light of the COVID-19 crisis, it has become evident that we have to rethink our relationship with each other and the environment on all scales. At the same time, we need to preserve the density of our settlements in order to fight climate change. What if we abandon the idea of a periphery as a provider of workforce to the center? Will a new symbolic public space emerge in the aftermath of the COVID-19 crisis? Proposals for a general regulatory framework to be more independent in case of crisis include, for example, obligatory balconies, teleworking, support for regional local producers and entrepreneurs, and broader Internet coverage. For the purpose of restoring metropolitan streetscapes, we have identified the following targets:

1. Use parking spots and some road space for cafe terrasses, larger sidewalks, and more bike lanes. Create more options and additional space to resolve the difficulty of enforcing social distancing.
2. Pedestrianize as much as possible. Creating more pedestrian space for walkers and bikers promotes physical distancing norms.
3. Use rooftops as public space. Rooftop spaces can enhance a city's natural environment, and improve public life, while at the same time helping to create public space within private developments.
4. Improve urban speed-train connection to nature. Invest in public transport to avoid an increased use of private vehicles in times of crisis.
5. Mixed-use of buildings. To provide neighborhood equality in terms of amenities, privilege mixed-use development and allow temporary activities in rigid spaces such as schools, churches, and office blocks.
6. Establish coworking spaces in smaller towns, especially on the way to train stations, to avoid commuting and maintain the concept of the home office even after the crisis.

The pop-up development in times of crisis is a helpful urban design tool, like road blocking, bike lanes, extra sporting gear. Mobile sinks for washing hands and disinfectant dispensers in front of schools, supermarkets, and parks enhance hygiene measures in public areas.

OPEN SPACE IN THE METROPOLIS
FREIRAUM IN DER METROPOLE

The unpredictable COVID-19 outbreak magnifies the economic injustice that intertwines issues of uneven workplace distribution, the right to housing, accessibility to nature, and maintaining social connectedness. In 2017, Girardi and Marsden discovered a trend of long-distance commuting with 73 % of London workers employed outside of their residence borough. On a local scale, economic insecurity intensified by Brexit also puts the unprivileged at risk of losing their housing tenure. Meanwhile, Londoners are becoming more aware of the indispensable need for open space and proximity to nature by exploring the potential of semi-public space for multiple activities and as the perfect environment for social interaction.

Currently, there is a visible shift in social interactions and their implications on how people use open spaces. This is particularly significant in the case of London and the UK, as most open spaces are privately owned, with strict restrictions in terms of self-expression. To envision the future of open spaces in London, we have employed scenario thinking as our methodology: For instance, one scenario promotes local-based solutions within a shared public space. This strategy increases the likelihood that local communities will flourish in London by designing policies that would enable people to live close to their jobs and to access more efficient local facilities and alternative modes of housing that would emancipate collective spaces. Mixed lanes for mobility would also help to include different modes of transport and provide more space to pedestrians, in a scenario where freedom of expression is allowed in the public realm.

↓ Collage of future open space in London

Ensuring Inclusive Access and Developing Collaborative Community Processes Will Help to Overcome Spatial and Social Disparities
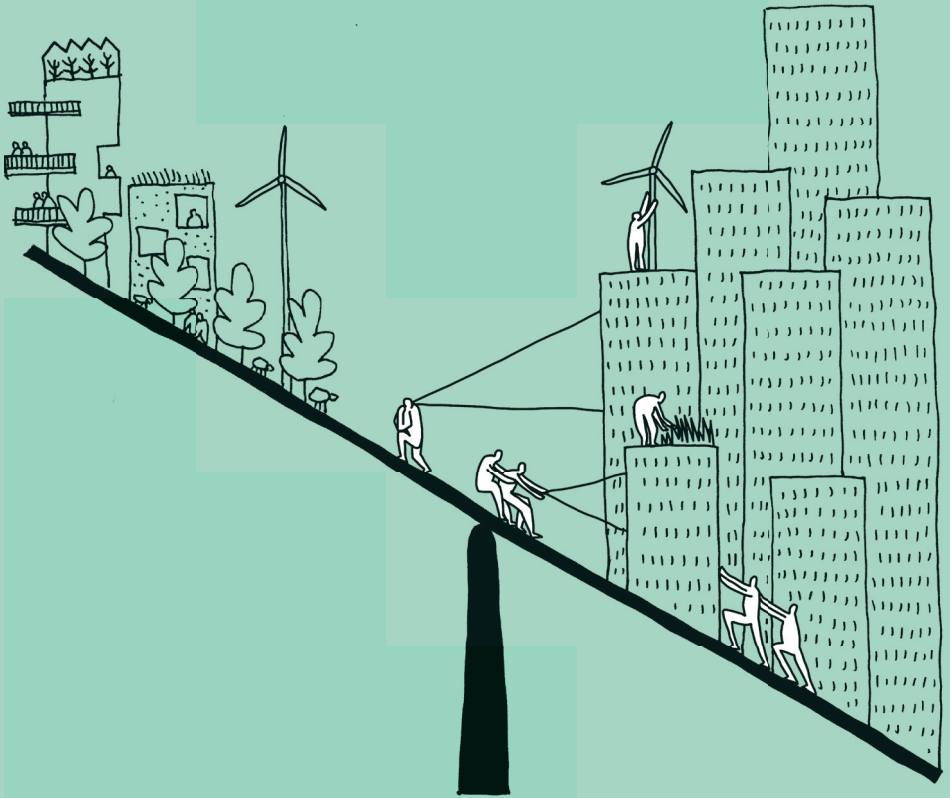
SOCIAL AND PHYSICAL BORDERS REVEAL THEMSELVES DURING TIMES OF CRISIS: CHALLENGES IN MOBILITY, ECONOMY, ENVIRONMENT, AND INFRASTRUCTURE DEMAND A SHIFT IN VALUES AND THE EXPLORATION OF ALTERNATIVE SOLUTIONS THROUGH DESIGN. THE PANDEMIC EXPOSES WHAT HAS ALWAYS EXISTED IN EUROPE: THE INEQUALITIES THAT MANY PEOPLE ATTEMPT TO DENY BUT THAT ARE ULTIMATELY INESCAPABLE. ALL THESE INEQUALITIES ARE EXACERBATED IN SUCH A WAY THAT THEY REFLECT THE FRAGILITY OF THE ECONOMIC, POLITICAL, AND ETHICAL SYSTEM IN WHICH WE LIVE. HOWEVER, COORDINATING EFFORTS TO RESPOND TO FUTURE CHALLENGES WILL BE ALL BUT IMPOSSIBLE IF INEQUALITY PERSISTS.

SOCIOECONOMIC BORDERS SOZIOÖKONOMISCHE GRENZEN

UPM students analyze the intangible border of exclusion in the city
Studierende der UPM analysieren immaterielle Grenzen von Ausgrenzung in der Stadt

Housing is a widely recognized right, but in the current climate of commodification and financialization, it has become a key factor of exclusion. In this course, two processes of struggle for access to housing rights were analyzed. Both cases took place in the Spanish context and specifically in Madrid: illegal occupation by families evicted due to the financial crisis of 2008, and housing as an indicator of the (non-)integration of the Senegalese migrant population. The following conclusions were drawn from the analysis of both cases:

– Access to housing is a key factor for the social integration and well-being of a community, which is linked to citizenship and employment.

– The current situation of housing emergency in Spain is the material expression of decisions and actions that have been implemented over time, both by the private and public sectors, for their own benefit instead of looking after the rights and needs of the population.

– In this context, social movements primarily aspire to denounce and bring to light the fact that the denial of the right to housing is a process of accumulation and concentration of wealth to the detriment of a fundamental right.

Prof. Dr. Eva Álvarez de Andrés
Universidad Politécnica de Madrid, Madrid
Departamento de Urbanística y Ordenación del Territorio – ETSA

← Madrid districts with highest concentration of registered inhabitants from Senegal

THE LIMITS OF BUILDING GRENZEN DES BAUENS
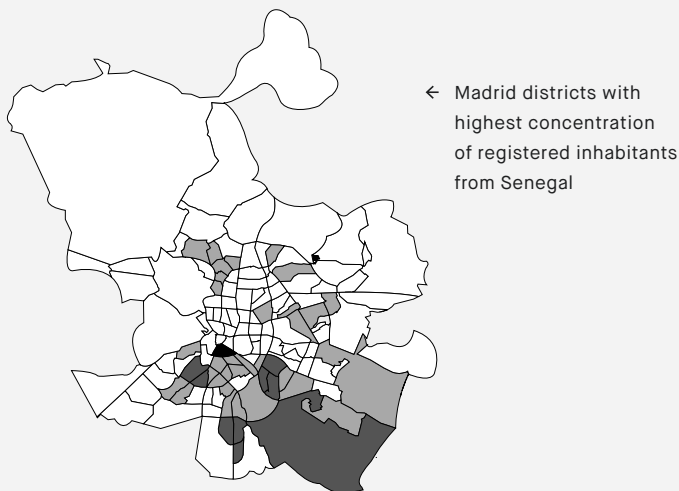
TU Braunschweig students deal with the limits and consequences of building Studierende der TU Braunschweig beschäftigen sich mit den Grenzen und Folgen des Bauens

As architects and planners, we should be aware of the consequences of building and think about whether a new building really needs to be built in the first place. After all, in most cases this requires land, material, and energy. Or could we solve the problem by renovating an already existing building instead of building an entirely new one? This has the potential to save energy and money, and it is often the better solution because it prevents additional "gray energy" from being consumed as large parts of the building already exist. In city planning, factors related to sustainability and longevity should be taken into account. Innovative ideas should be promoted and all parties involved should consider using existing materials to the greatest extent possible. During the building process, it is important to use more renewable resources or materials that can be easily recycled or reused while at the same time constructing sustainable, long-lasting buildings. For this purpose, it is necessary for universities to offer more educational opportunities in connection with renewable resources and recycling. Ultimately, imparting this knowledge is the only way to successfully build a future-oriented, sustainable world!

Prof. Uwe Brederlau, Larisa Tsvetkova
Technische Universität Braunschweig, Germany
Institut für Städtebau und Entwurfsmethodik (ISE),
Department Architektur und Umweltwissenschaften

→ the positive impacts of renovation
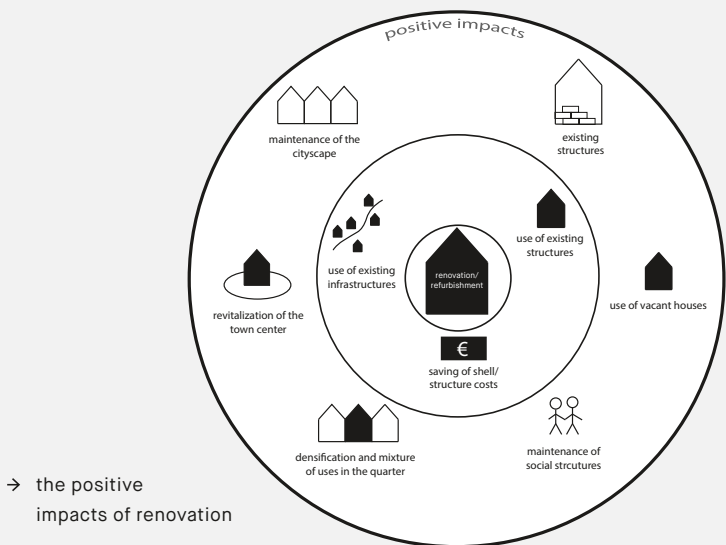
MINORITIES AND URBAN REGENERATION
MINDERHEITEN UND STADTERNEUERUNG

Université Paris-Est Créteil students examine socio-spatial segregation and urban regeneration processes in Paris, Athens, Vienna, and Tallinn Studierende der Université Paris-Est Créteil untersuchen sozio-räumliche Segregations- und Stadterneuerungsprozesse in Paris, Athen, Wien und Tallinn

It is important to remember that the city represents the product of social processes. All borders shift as time passes, and all borders imply not only a physical separation, but also a social one. One of the metropolitan challenges of the late XX and the XXI century is an increasing social polarization due to the neoliberal globalization of the economy. As a response, several Western European countries have introduced an integrated area-based urban regeneration approach, focusing on disadvantaged neighborhoods. Our research looked at theoretical debates on segregation and spatial justice, including the causes and effects of socio-spatial inequality throughout European countries. We focused especially on the ethnic and gender minorities and their place in European urban policy documents. We looked at the links between the presence of sexual minorities in the neighborhood and the consequent gentrification, along with the gradual displacement of the population. We explored the transformation of city space by the sexual minorities, especially in terms of consumption and leisure spaces, and the social movements defending their right to the city. We learned that the process of gentrification might expulse the sexual minorities at the origin of that very process from the neighborhood. We also learned that the presence of sexual minorities in public space does not entail increased tolerance toward them. Finally, the spatial visibility of sexual minorities in the city is not a necessary requirement for the formation of a sexual minority community. We can conclude that even when there is no spatially translated border in the city, a border still exists in the minds of its inhabitants.

Prof. Dr. Marcus Zepf, Marine Tritz,
Viollete Arnoulet
Université Paris-Est Créteil, France
Ecole d'Urbanisme de Paris

	1985				2005			
	SAINTE ANNE	MARAIS	REST OF PARIS	TOTAL	SAINTE ANNE	MARAIS	REST OF PARIS	TOTAL
BARS AND RESTAURANTS	63.9%	73.8%	41.3%	53.6%	52.4%	61.5%	30.8%	52.9%
CLUBS	14.8%	7.1%	4.1%	7.6%	9.5%	1.1%	15.4%	6.5%
SAUNAS, SEX CLUBS, SEX SHOPS	14.8%	7.1%	14.9%	13.4%	23.8%	8.8%	30.8%	17.6%
BOUTIQUES, STORES, AND SERVICES	6.6%	11.9%	39.7%	25.4%	14.3%	28.6%	23.1%	22.9%
STAFF	50	38	120	208	42	91	82	215

→ Localization of gay commerce in Paris in 1985 and in 2005

RETHINKING URBAN BORDERS
STÄDTISCHE GRENZEN NEU DENKEN

Students of Gdańsk University of Technology challenging and designing borderline issues in Brest, Gdańsk, and Napoli Studierende der TU Danzig hinterfragen und gestalten Grenzen in Brest, Danzig und Neapel

We studied different types of borders and how they affect urban development and their classification: There are visible physical borders (such as a river relief) and abstract (social) borders. In the course of this study, we discussed a potential approach to resolving these issues. We attempted to solve border problems using several different actions. Design solutions include improving the quality of public transport and public spaces, offering a variety of employers and mixed-use zones in the suburbs as well, and providing unique services and events on a regional scale. Each case in our project required an individual solution, thus making the results of our work especially diverse. We should considerably rethink urban problems and endeavor to seek new ideas and solutions.

Prof. Dr. Piotr Lorens, Prof. Dr. Izabela Mironowicz
Gdańsk University of Technology, Poland
Department of Urban Planning and Regional Design

Semester Project – Politechnika Gdańska

↙ Architectural visions and solutions for urban connectivity by Natalia Glazer and Gabriela Król
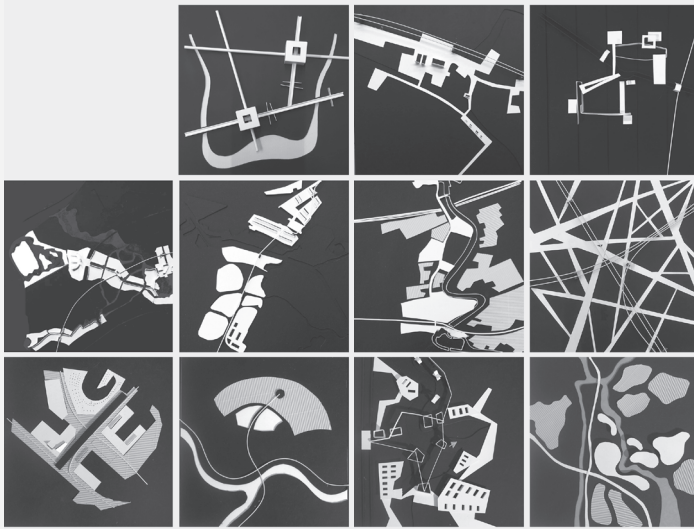
SPATIAL STRATEGIES FOR A JUST CITY
RAUMSTRATEGIEN FÜR EINE GERECHTE STADT

TU Delft students develop a vision for inclusive and fair sustainability transitions in the Amsterdam Metropolitan Area Studierende der TU Delft entwickeln eine Vision für inklusive und gerechte Nachhaltigkeitstransformationen in der Metropolregion Amsterdam

Generally, different social groups experience the effects of urbanization in vastly different ways. The experience of justice and injustice in the city is deeply connected to the affordances and limitations offered by urban spaces, structures, and infrastructures. How is the ongoing development of the Amsterdam Metropolitan Area (AMA) creating, redefining, enhancing, or erasing borders in the area? This study focused on the development proposals submitted by national and local governments aiming specifically at three aspects that impact inequalities and socio-spatial justice: 1. climate change, 2. housing commodification, and 3. shifting urban economies. At an institutional level, we conclude that it is still challenging to include social indicators in the planning and discussion of AMA. As a result, it is difficult to bridge borders between different social groups. From a spatial perspective, we concluded that the effects of infrastructure on borders are twofold, diminishing them by providing better connections and reinforcing them by crossing the territory. We encountered a paradox in terms of the future image of AMA: Will it be a series of well-connected ghettos, enclaves, and citadels or a well-integrated, inclusive region?

Dr. Roberto Rocco, Luiz Carvalho
Delft University of Technology, the Netherlands
Faculty of Architecture and the Built Environment,
Urbanism Department, European Post-Master in Urbanism (EMU)

MODELS

PARAMETERS

ACCESSIBILITY
CONNECTIVITY
FUNCTION HYBRID
SOCIAL DIVERSITY
JOB OPPORTUNITY
SUSTAINABLE ECOSYSTEM
HERITAGE PROTECTION
PRODUCTION /CONSUMPTION
ENERGY /WASTE
WELL-BEING

VALUES

INNOVATION
INCLUSIVENESS
SYNERGY
CIRCULARITY
PROSPERITY

GOALS

SPATIAL JUSTICE
FAIR SOCIO-TECH TRANSITION
ENVIRONMEMT PROTECTION
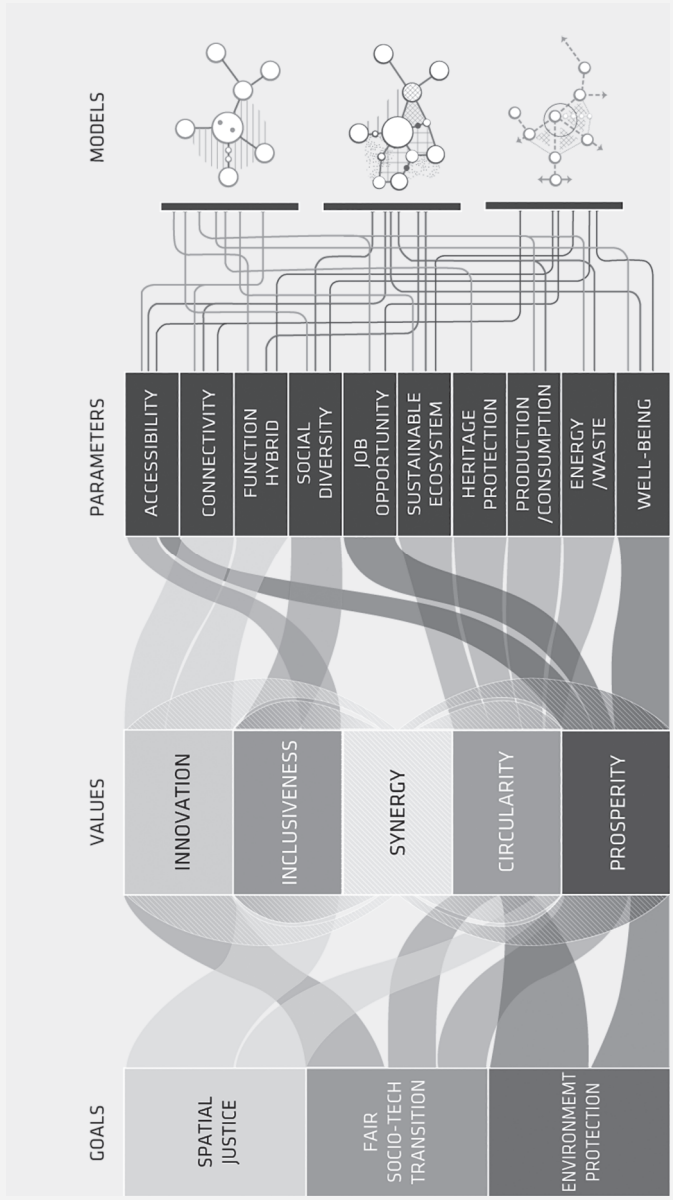
↑ Diagram explaining the goals, values, and para-meters used to evaluate the three models for the development of AMA proposed by the advisory board of the Dutch national government

HOUSING UTOPIA IN AACHEN, HANNOVER, STOCKHOLM, AND VIENNA
WOHNUNGSUTOPIEN IN AACHEN, HANNOVER, STOCKHOLM UND WIEN

As cities evolve, they experience crises that are brought about by shortages, poor standards of living, and unhealthy conditions. The historical perspective on the Central Powers of World War I in their dealing with the flu pandemic illustrates how the imperial government's legitimacy is undermined and accompanied by socio-political changes. New housing supply structures and hygiene standards were the answer to the shortages and crises not only in the German and the Austro-Hungarian Empire, but also in Stockholm. However, reshaping housing boundaries and changing the neighboring lifestyle requires sensitivity. It is the centralization of housing supplies for under-privileged population groups in particular that can lead to the failure of housing concepts, like in Hannover.

**The Aftermaths of World War I and the Spanish Flu:
Housing Programs in Vienna and Aachen**

The Spanish flu appeared at the end of the World War I in Europe. The outbreak of the virus hit the health system in national states at the worst time due to food shortages in the wake of the war: for example, the Turnip Winter in Germany in 1916/1917. The virus originated from Western Front prisoners, who infected soldiers of the German and the Austro-Hungarian Empire returning back to recover in June 1918. Thousands of people died per week in October 1918, with 600,000 dead in Germany.

For the inhabitants of Vienna, with a population of more than 2 million, their primary needs and struggle to survive suppressed their fear of infection even though poor housing conditions and densely populated urban areas helped spread the virus rapidly. Nevertheless, public life was quite restricted with schools, theaters, cinemas, post and tele-communication offices, and public transport being shut down. During the flu pandemic, local authorities in Germany also closed stores and factories because they were not responsible for supplies at the front. Quarantine was not possible due to overfilled hospitals and apartments. Although in Aachen, for example, schools closed from 15 October to 4 November, the German Health Council was against school clo-sures, since schools were often the only places where children and working women could eat.

After the crisis – during the years of Red Vienna from 1919 to 1934 – the implementation of social and medical interventions fit together with the poor health and housing situation. Julius Tandler introduced the Viennese System of Municipal Welfare, with the aim of investing in public health as a holistic approach. This included the centralization of poor care, preventive and acute health services, and an extensive municipal housing program with 61,617 apartments and 5,257

DAS NEUE WIEN
VIENNA OF TO-DAY

LEGENDE : SIGNS :

WOHNBAUTEN DER — MUNICIPAL DWELLINGS
GEMEINDE WIEN — (FLATS)
SIEDLUNGEN DER GE- — GARDEN CITIES
MEINDE WIEN UND DER
GENOSSENSCHAFTEN
NUTZ-UND WOHLFAHRT- — PUBLIC BUILDINGS,
BAUTEN DENKMÄLER — HOSPITALS SCHOOLS,
— BRIDGES A.S.O.
— MONUMENTS
EIVOR NACH 1919 — BEFORE AFTER 1919
BÄDER — BATHS
GARTENANLAGEN — PUBLIC GARDENS
FRÜHERE ÖFFENT- — PREVIOUS PUBLIC
LICHE BAUTEN — BUILDINGS

STRASSENBAHN TRAM
AUTOBUS MOTORBUS
STADTBAHN "METROPO-
LITAN"

I - XXI BEZIRKE DISTRICTS

ENTFERNUNGV DISTANCES FROM
STADTZENTRUM THE CITY IN KILO

IN KILOMETER METRES

NORDEN NORTH

WIEN 1931

ARCHITEKT ING · E · LEISCHNER

ca. 1:40.000

houses by 1933, together with infrastructures for healthier living
conditions by installing superblocks with green spaces and commu-
nity bathrooms. Following the actual crisis, the Belgian occupation of
the Aachen territory aggravated the housing shortage. In 1920, the
Reichsheimstätten Law was passed to carry out the construction of
mass housing in the second half of the 1920s. In 1925, Aachen foun-
ded the housing agency: its remedy for the acute housing shortage.

Times of Fire, Plague and War:
Housing Programs and Designs in Stockholm

In the case of Stockholm, there are three critical events related to the reshaping of spatial boundaries and the change of urban lifestyle in the city. These include the fire of 1625 in the core of the medieval city (Gamla Stan), the dysentery epidemics of the 19th century caused by poor standards of living in unhealthy conditions, and the housing shortage crisis during and after the 1940s. Stockholm's city campaign in 1946 was "Don't look for job in Stockholm, 21,000 people are looking for a home." Moving alongside the current south branch of Stockholm Metro's green line, one can perceive borders as spatial consequences arising from major events in history. The evolution of Stockholm, from its medieval core to the industrial district of Söder-malm, from the incorporation of the Garden City principles to the ABC City concept and the Million Houses Program, represents a series of responses to shifting conditions and processes of adaptation that consequently shape visible and invisible borders within the city, asso-ciated with the change in urban lifestyle. Today, conditions continue to shift where former centers of the Million Housing Program have be-come isolated and segregated, both by race and income, from the rest of Stockholm.

↓ Alhme-Zentrum (1960) was designed as a "city
   within a city": Most of the facilities necessary for
   everyday life are available in the center

Legend:
- residential
- commercial
- basement parking

← Allocations of use in Ihme-Zentrum

The Life and Death of Great Neighborhood Centers in Hannover

Ihme-Zentrum was home to the only high-density residential, business, and shopping centers planned as a series for the inner-city area of Hanover in the 1960s. These centers aimed to relieve the inner city and at the same time to create centrally located living space. The whole complex was built in one piece, making it one of the most extensive construction sites with the largest poured concrete foundation in Europe. Only a few years after its completion, the concept did not work out as expected: It was met with widespread disapproval among the citizens and the shopping area lost its main tenants and attractions. One of the most common explanations for this is that the shopping area was located on the first floor while the ground level was reserved for logistics and parking. The complex isolated itself and there was no interaction with the surrounding area. Since then, a series of investors have renovated parts of the complex only to quickly sell it for a profit due the constantly rising prices for properties in the city. Therefore, not many improvements were made and the building continues to deteriorate. For most of the citizens, it is an eyesore, but its residents enjoy living there. At one point in time, the concept tried to seclude a group of people within the building and failed immensely in doing so. Today, no one really knows what will come of it, but it still holds a great deal of spatial potential.

NEIGHBORHOOD ACTIVITIES FOR A LIVELY COMMUNITY
NACHBARSCHAFTSINITIATIVEN FÜR EIN LEBENDIGES WOHNUMFELD

The virus treats us all equally. At the same time, it highlights existing inequalities in terms of satisfying the basic needs of the population, such as access to housing and its conditions or job insecurity. The slowdown demanded by the pandemic is not equitable and does not affect all of society in the same way. In addition to the physical borders that have resulted from access restrictions for certain locations, social borders have been created by social distance and restrictions on personal freedom. The direct concern of all people has led to a trend of increasing appreciation for their previous freedom, as well as increasing solidarity with disadvantaged population groups.

Housing has become the new limit in the city, and some examples for the spatial consequences include people starting to realize the important role of a good living environment and the need for high-quality home design, functional utilities, and better cycling mobility. Parking lots have been transformed into playgrounds, sidewalks serve as drawing areas for children, and streets are used as sports facilities. In Madrid, Dortmund, and Bucharest, we see how various initiatives have sought to help the most vulnerable based on cooperation and self-management, starting from the provision of goods and services.

↓ Closed playground in Dortmund
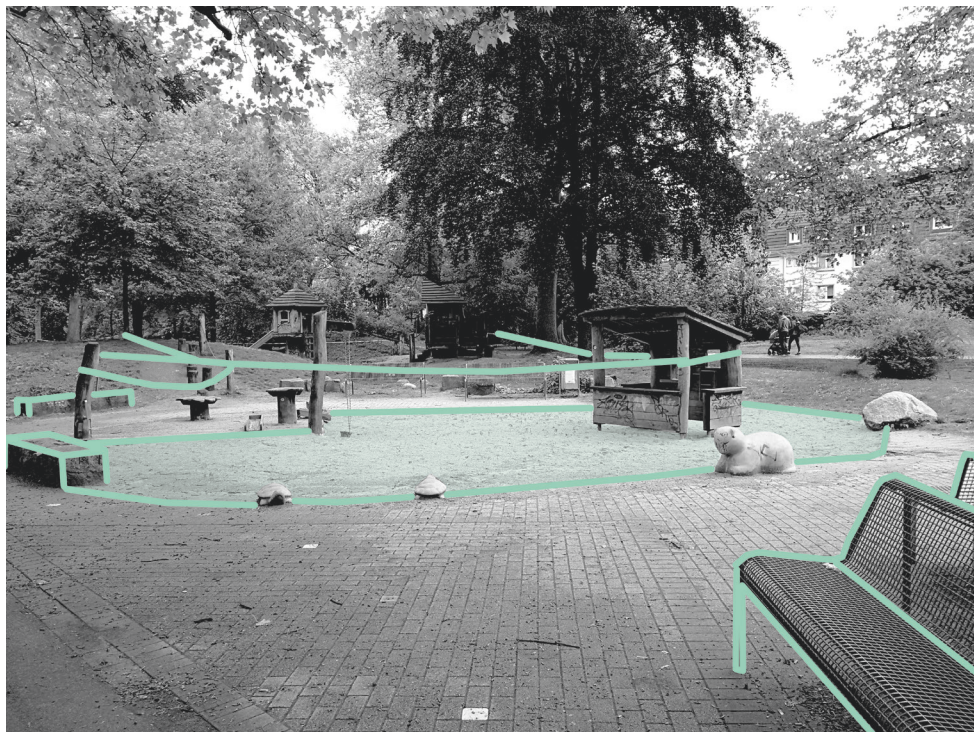
↑ Tennis court on a parking lot in Bucharest

For example, people have started small businesses that help doctors with medical equipment and supplies, and young people are helping the elderly with their groceries, thus becoming more conscious about the need for safety in public indoor spaces. Under the circumstances of the crisis, neither the market nor the public administrations have been in a position to provide. This collective action is of key importance both in alleviating the social effects of crisis and in defending social rights.

What does this mean for spatial planning? People's attention to urban design must be used to involve them in future planning processes and to make them aware that they have a voice. The current self-management and community actions in neighborhoods and cities should be used to solve collective problems. More attention needs to be paid to social differences, which requires the support of neighborhood networks. This bottom-up approach is in need of the awareness and participation of different civil society actors. In regions and towns with powerful self-managed social processes, we have the opportunity to learn ways of relating to nature, visualizing ourselves as part of it, and learning about forms of comprehensive community development.

Infrastructures Are Being Networked and Adapted Spatially as Public Goods on Account of New Functions and Service Expectations
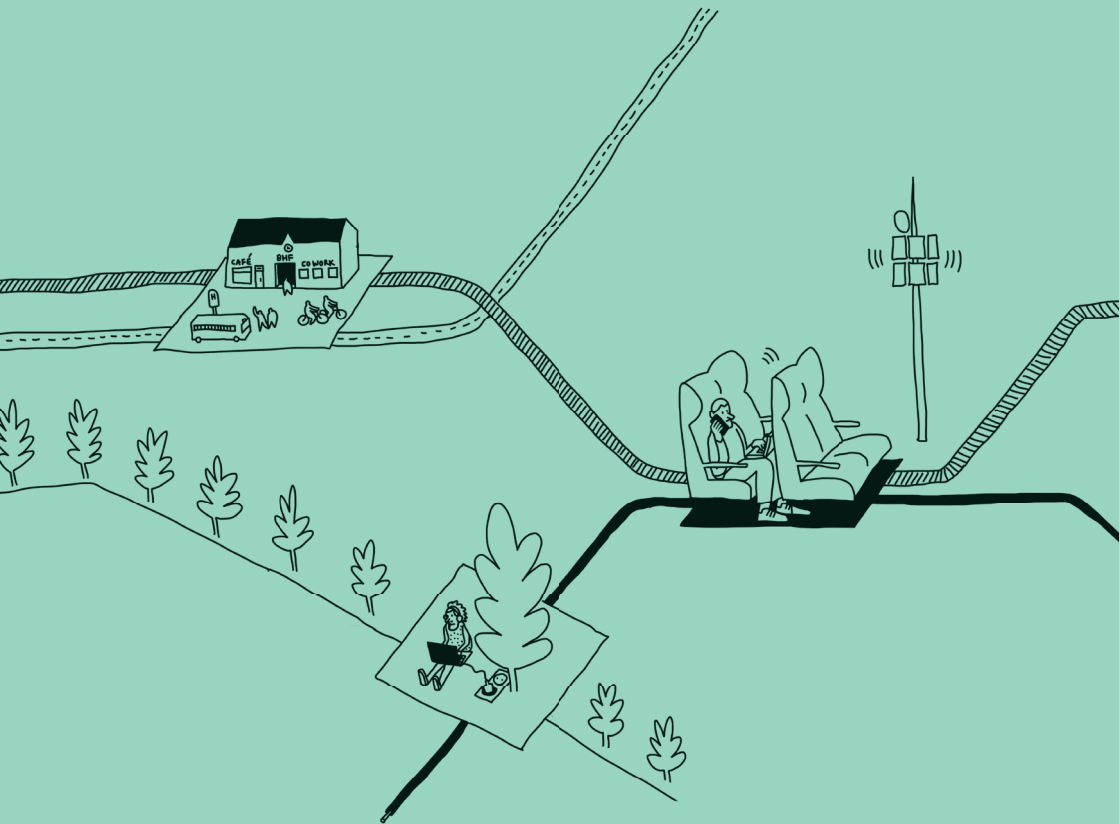
THE CRISIS HAS BEEN A CATALYST FOR NEW ROLES, FUNCTIONS, AND INTERFACES IN INFRASTRUCTURE NETWORKS, WHICH ARE NEGOTIATED BETWEEN USERS AND SERVICES ON AN ONGOING BASIS. BE IT PUBLIC TRANSPORT, INTERNET PLATFORMS, OR HEALTH CARE, THESE COMMODITIES MUST BE RENDERED ACCESSIBLE AND INTEROPERABLE FOR EVERYONE. THIS IN TURN WILL CREATE A NEW SPATIAL EXPERIENCE AND BETTER SERVICES FOR INHABITANTS ACROSS NATIONAL AND SOCIAL BORDERS. MOREOVER, THE CONCEPTS OF GLOBAL CITIES AND CONNECTIVITY NEED TO BE RECONSIDERED AND LINKED WITH THE DISCUSSION CONCERNING THE LIMITATION OF FUNDAMENTAL RIGHTS AND SPATIAL JUSTICE IN MOBILITY.

Legend:
- Skopje
- intermodal Hub
- corridor VIII
- corridor X
- sprawl of Skopje
- bad connection
- ⊗ border checkpoint
- ⊗ new checkpoint
- 10 km

EUROPEAN BORDER REGIONS EUROPÄISCHE GRENZREGIONEN

TU Wien students deal with transnational spatial networks on different scales in Ischgl, Salzburg, Bratislava, and Skopje Studierende der TU Wien beschäftigen sich in Ischgl, Salzburg, Bratislava und Skopje in unterschiedlichen Maßstäben mit transnationalen Räumen

↑ Example: Mobility Network in the Skopje Region

Despite advancements in European integration, national borders still constitute persistent barriers, especially in the field of spatial planning. Some areas seem to have overcome these boundaries more effectively, catalyzed by tourism (Ischgl/Samnaun) or by cross-border lifestyles (Salzburg, Bratislava). Nevertheless, the respective planning systems in these border regions still lag behind these transformations. The lack of coordination between planners frequently results in inadequate or problematic developments in various fields, such as infrastructure projects and ecology (Ischgl/Samnaun), public transport connections (Bratislava), and residential development (Salzburg), which in turn give rise to social and economic problems (Skopje) from a longer-term perspective. Cross-border planning processes require closer communication and coordination between responsible planners and stakeholders, as well as the formalization of existing initiatives for cross-border exchange: A focus on networking (that includes social, economic, and transport-related aspects) is necessary for the sustainable positive development of these key European spaces on both sides of the border.

Prof. Rudolf Scheuvens, Prof. Dr. Andreas Voigt,
Dr. Julia Forster, Balázs Cserpes
Technische Universität Wien, Austria
Institut für Raumplanung,
Forschungsbereich Örtliche Raumplanung, simlab

THE EUROPEAN CORRIDOR EUROPÄISCHER KORRIDOR

University of Kassel students discover station areas, barriers, borders, peripheries, and centralities between Berlin and Warszawa Studierende der Universität Kassel entdecken Bahnhofsareale und Barrieren, Grenzen, Peripherien sowie Zentren zwischen Berlin und Warschau

"It is not a question of relocating boundaries, but of taking away the separating character for people." In this quote by Richard Weizsäcker, the role of administrative boundaries is already being debated. This topic also implies the discussion about crossing borders and, in addition to an expanded understanding of the corridor concept, is an elementary part of this semester project. After all, Europe is more than the whole of its member states. Different planning systems and language barriers between the neighboring countries of Poland and Germany contribute to an uneven gap in economic development. The twin cities of Frankfurt (Oder) and Słubice exemplify cities caught between these borders, in which, despite these hurdles, the quality of life for the population is being improved by means of cross-border and inter-municipal projects. Train stations represent yet another component within this European idea. They are exemplary ambassadors of this cultural asset and, as places of arrival and departure, they play a special role in urban development and should therefore be able to cross the administrative borders of our continent without any hurdles.

Apl. Prof. Dr. Harald Kegler, Dr. Arvid Krüger
University of Kassel, Germany
Faculty of Architecture, Urban Planning, Landscape Planning,
Faculty of Urban Regeneration and Planning Theory

↓ Cross-border intermunicipal projects and thinking in
   the border landscapes
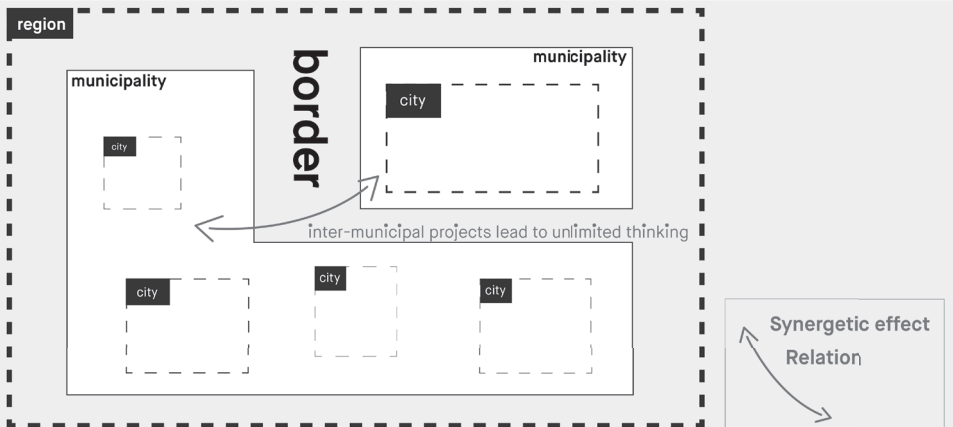
ACROSS THE BORDER QUER ZUR GRENZE

Students at RWTH Aachen University investigate historical enclaves in the area of Baarle Studierende der RWTH Aachen untersuchen historische Enklaven in der Umgebung von Baarle

The city of Baarle has a complicated border situation due to its historical development. In the middle of Dutch territory, there are 22 enclaves that belong to Belgium. In addition to these Belgian enclaves, the area of Baarle also includes 8 enclaves belonging to the Dutch part of the city, 7 of which are located as sub-enclaves in Belgian territory. Today, the border is demarcated by crosses on the curb. Since the border also runs through the middle of buildings, there is what is known as a "front door regulation." This regulation states that the building belongs to the country toward which the door points. Each of these houses also has two house numbers, one Belgian and one Dutch.

In Baarle, there are two post offices, two town halls, and two schools. However, citizens can choose which schools they wish to attend. There are problems at the municipal level with regard to waste disposal, sewage, road construction, and public lighting. The mayors of the cities are still hoping for a unified solution, but this remains a utopian notion so far. Despite the confusing situation, the citizens of the city are making use of some advantages. For example, gasoline is cheaper in Belgium, but food is more expensive there, which is why supermarkets are only available in the Netherlands. Thanks to the European Union, there are no difficulties today in terms of currency and mobile phone networks.

Prof. Christa Reicher, Anne Söfker-Rienitz
RWTH Aachen University, Germany
Chair and Institute for Urban Design,
Faculty of Architecture

→ Border situation in Baarle
   (neutral land is highlighted)

↓ Border elements by Annika Harkemper and Lena Gronau

THE EUROPEAN UNIVERSITY EUROPÄISCHE UNIVERSITÄT
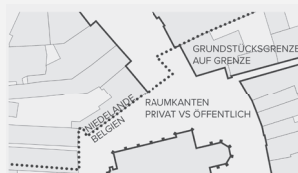
Students at TU Dortmund develop concepts for a cross-border university network in the urban area of Venlo/Nettetal Studierende der TU Dortmund entwickeln Konzepte eines grenzüberschreitenden Hochschulstandorts im Stadtgebiet von Venlo/Nettetal

Last semester, we worked on an urban design for a European University on the Dutch and German border. The objective of this course was to use the plans for the European University as an impulse for the development of the border region. After analyzing the region, master plans and urban designs were created. Our main ideas for strengthening the regional connection included: using synergy effects between different university locations and companies, implementing a language center, improving connecting mobility systems, making the borderline usable by integrating green elements, and merging the perforated settlement structure.

It became clear that cooperation between the borderline cities and seeing both sides of the border as one equal region are important. Border areas offer many opportunities for cultural balance and connecting people from different nations. Educational institutions are especially suitable for connecting borderlands because they are open to everybody and support exchange.

Prof. Dr. Frank Othengrafen, Dr. Andrea Rüdiger, Lukas Arntz
Technische Universität Dortmund, Germany
Faculty of Spatial Planning,
Department of Urban and Regional Planning

← Master strategy

1815 | Lake as natural border   1910 | Polder creation   1987 | Airport as infrastructural border
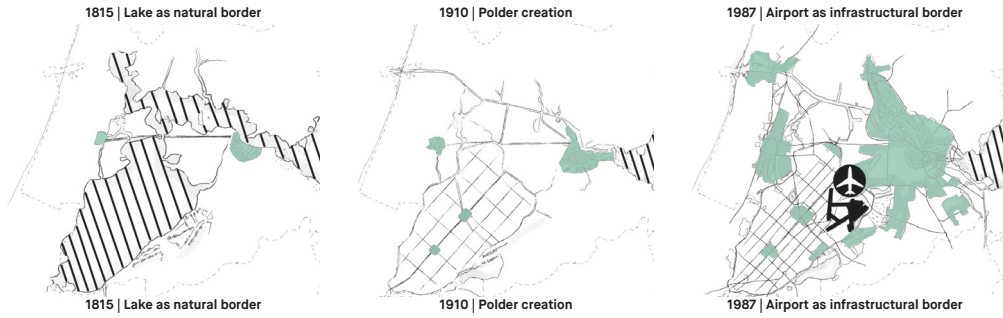
FROM FLOOD PREVENTION TO THE AIRPORT CITY OF AMSTERDAM
VOM HOCHWASSERSCHUTZ HIN ZUR FLUGHAFENSTADT IN AMSTERDAM

↑ The historical transformation of the Haarlemmermeer region in 1815, 1910, 1987 made by Yeeun (Esther) Boo and Enrico Corvi

Schiphol airport is the main access point to the Netherlands. Its development appears to be intrinsically linked to the many barriers created as a result of the infrastructure in the region. Since it was first established, the Haarlemmermeer polder in the southwest of Amsterdam, formerly a lake and agricultural land during the XIX century, underwent a drastic change that had a severe impact on the development of neighboring cities. In the Middle Ages, there were four lakes in this area: Spiering Meer in the north, Oude Meer in the east, the (old) Haarlemmermeer in the middle, and Leidsemeer in the south. These lakes grew together around the year 1500 due to poor dikes and peat cutting to form the (new) Haarlemmermeer, the largest lake in the Netherlands with an area of 17,000 hectares. The three villages Nieuwerkerk, Rijk, and Vijfhuizen were lost in the process. In 1836, two violent storms drove the water to the gates of Amsterdam and Leiden, resulting in flooding. After this incident, King William I of the Netherlands decided to drain Haarlemmermeer, which was completed in 1852.

In the recent history of this territory, we can see how the urban expansion of the major cities around the airport, including Amsterdam, has been catalyzed by infrastructure. Nowadays, Schiphol represents an urban constellation, which rescales the dimension of current urban systems and attracts flows of commodities, people, and information. While acting as a central transnational hub on a global scale, due to land ownership and the few stakeholders in the infrastructure, the airport fragments the areas into enclaves through the densification of infrastructure layers, usually toward the rear of its noise contour. At the same time, it provides a restrictive orientation for urban expansion and marks a gradual transitional landscape from urban to rural, albeit discontinuous in its functional character. Due to its importance on the national scale and in the everyday life of the many workers it employs directly or indirectly, we cannot but expect the airport and the cities around it to grow toward each other. This leaves us with the unanswered question of how to balance the interests and mitigate the barriers. A floating airport hovering above the cities cannot be the solution.

INFRASTRUCTURE RENEWAL SPURRED BY THE CHOLERA EPIDEMICS IN PARIS AND LONDON INFRASTRUKTUR NACH DEN CHOLERA-EPE-DEMIEN IN PARIS UND LONDON

During the Industrial Revolution, European metropolises suffered from overpopulation and poor sanitary conditions, including cities such as Paris, London, and Berlin. They were also epicenters for epidemics: In Paris, for example, cholera caused 19 thousand deaths in only 6 months in 1832. Partially in an attempt fight the cause of pandemics – commonly and falsely believed to be miasmic gases – Prefect Hauss-mann carried out a massive renovation program in Paris in 1853. In response to "The Great Stink" of 1858, civil engineer Sir Joseph William Bazalgette created a sewer network for central London, which was instrumental in relieving the city from cholera epidemics, while beginning the cleansing and restructuring of the River Thames. As a result, cites were replanned, for example with big boulevards, the first big urban parks, and a modernized sewage system.

The Metropolitan London of Bazalgette

The history of London is strongly marked by innovative infrastructure solutions, which have served to boost the economy but also as a re-sponse to crisis. After the Great Stink of 1858 and a series of cholera outbreaks, it was necessary to manage the drainage of waste dis-posal and rainwater to clean the river Thames and overcome public health issues. Joseph Bazalgette, chief engineer of the Metropolitan Board of Works, designed and supervised the construction of the main intercepting sewers that would carry the sewage out of the city peri-pheries. However, these infrastructural solutions have also magnified the social barriers in some areas of the city. For instance, the Lower Lea Valley, which used to be the natural border of East London, has under-gone transformations triggered by developments of the Olympic Park and Canary Wharf, mutating from an industrial landscape formed by warehouses, chimneys, and gasholders into a new urban center for the city. Simultaneously, the northern outfall sewer that connects Abbey Mills with Beckton runs along a raised embankment emphasizing the fringe character of the area. In addition to these physical barriers, Bazalgette's strategy still echoes the construction of the new Thames Tideway Tunnel. The GBP 4.2 billion sewer runs 65 meters below the Thames riverbed to complement the existing system and prevent the current overflows in the river. But are we headed in the right direction or simply exacerbating existing problems?

↓ Map of cholera, 1866. This map illustrates the deaths caused by cholera between 30 June and 21 July of the same year (black dots). In green, the main sewers, in dashed-green, the sewer pipes that were still under construction, and in light gray, the London metropolitan area. Source: Wellcome Collection, modified by students of TU Delft
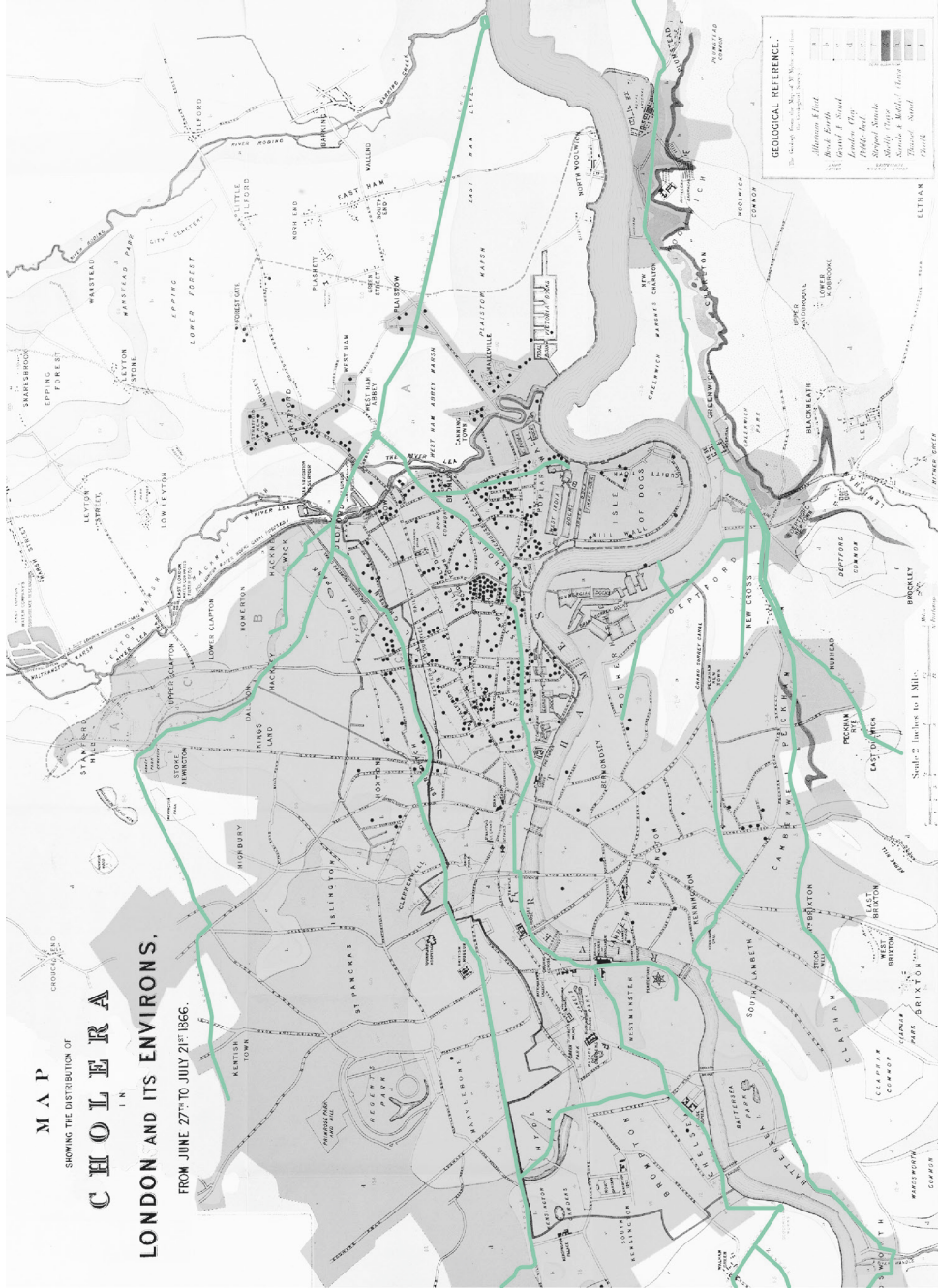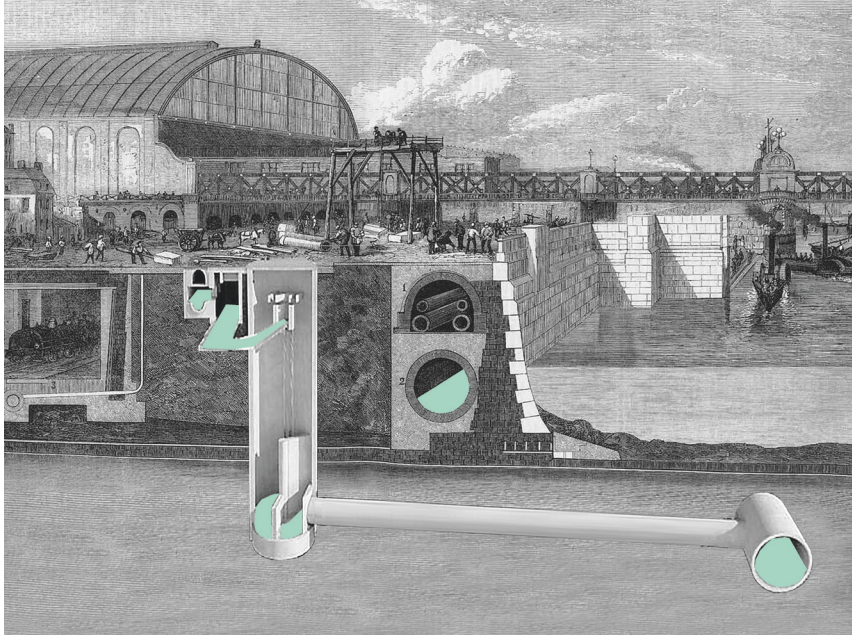
↑ Cross-section of the Victoria Embankment (1867) and the Thames Tideway Tunnel Project (2024), representing the engineered environment. Source: Museum of London, tideway. london, modified by students of TU Delft
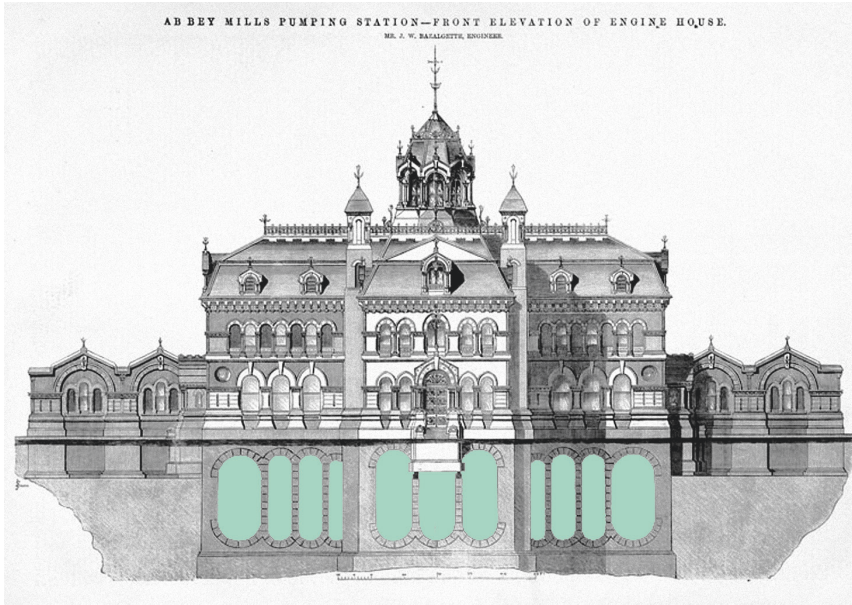
↑ The Cathedral of Sewage from 1867, Abbey Mills Pumping Station by Joseph Bazalgette (1819–1891). Source: Grace's Guide

The Metropolitan Paris of Haussmann and Bechmann

At the end of the XVIII century, Parisian cemeteries were overfilled, posing a threat to the health of city residents. One solution was to transfer the remains underground inside former quarries, thus giving birth to the catacombs of Paris, a large underground tunnel system that is one of the main tourist attractions in the city today. During the Industrial Revolution, many rivers and canals that crossed dense neighborhoods in various European cities became a source of nuisance. They often served as open-air sewages and became polluted with industrial waste. As a result, many were filled in, changing the aspect of those cities. In Paris, la Bièvre, a tributary river to the Seine, used to run through tanneries and became very polluted. As a result, it was covered up and diverted into the sewage system. The chief water engineer, Georges Bechmann (1848–1927), removed the polluted river and created a water supply and sewage treatment system. The city of Paris, with its 3 million inhabitants, was equipped to significantly reduce river pollution and the spread of typhus. However, in the suburbs, some sections were recently reopened as a landscape element.

↓ Scum and foam in Bièvre canal in Vieux Paris
   before sewage system was created

1425. Le Vieux PARIS *(13ᵉ arrt)* — *Les Bords de la Bièvre*
C. M.

RELOCATING URBAN INFRASTRUCTURE TO IMPROVE HYGIENE IN CO-BURG AND ERFURT VERLAGERUNG DER STÄDTISCHEN INFRASTRUK-TUR ZUR VERBESSERUNG DER HYGIENE IN COBURG UND ERFURT

The appearance of cities was framed not only by the impacts of crises but also as a result of turning points with regard to industrial, mobility, educational, and environmental developments. Regional capitals such as Erfurt and Coburg rearranged their city structure as a result of the plague during the middle decades of the 17th century at the time of the scientific revolution. The plague, especially the last one from 1681 to 1684, had an important impact on the urban development of Erfurt – as it did for most cities in Europe. At the time of the epidemic, many measures were taken to lower its prevalence: the relocation of royal households to plague-free areas along with the implementation of quarantine for affected persons and areas in conjunction with travel restrictions. Those measures limited mobility for years. In order to combat the plague and for the purpose of fire protection, barns were relocated to the outskirts and pig farming was restricted within the city. In addition, sewers were improved and street cleaning was controlled more rigorously. As a result, rats, the substantial vectors of the plague, lost significant portions of their living environment, which was intensified by the more solid construction of houses, especially on the ground floors. This process of adaptation continued during the onset of industrialization, characterized by an enormous boom in population growth and building activity. For example, the city of Coburg closed small slaughterhouses in the city center and built a new, immense slaughter house outside of the city in order to achieve a new standard of hygiene. Owing to the rapidly developing industrialization toward the end of the 19th century, the Coburg central station finally reached the limits of its capacity, and a freight station was built to the south of the slaughterhouse, which led to the establishment of many other industrial enterprises away from the historical city center.

← South of Coburg's city center, the new slaughterhouse was built around 1880

CONNECTIVITY WITHOUT BORDERS VERNETZUNG OHNE GRENZEN

The pandemic is drawing new borders. This can be seen at an international level between neighboring countries, such as Poland and Germany, where there had not been border controls for more than 15 years, but also at a national level, as is the case in the German state of Mecklenburg-Western Pomerania, where we may once again experience hard borders. Here, visitors and tourists are stopped at the border and asked to turn around or go somewhere else. Different nations are trying to find their own answer to the pandemic. Does this mark the beginning of national distancing? At the regional level, a new order has emerged, for example, through distinct traffic behavior. Cars were used for longer distances when train traffic was temporarily restricted. Near the city, people are more likely to walk and cycle. While other cities are creating more space for these activities, that is not the case in Kassel. Within the city, the social borders have changed most noticeably: Shopping or using public transport is only possible when wearing a mask, while the bicycle and the car have become more popular as modes of transport.

The current COVID-19 pandemic has social and economic repercussions for people living in cross-border regions. Although travel restrictions might soon be lifted, the effects could have long-term consequences for urban development policies. As a result, the pandemic gives cause to rethink density management in cities and decentralization efforts. However, rethinking density might seem contradictory to the aims of the Leipzig Charter. The pandemic will contribute to the ongoing and never-ending process of city planning with a focus on sustainability and climate change. An excellent digital infrastructure will likely be of greater importance in the future. In a smart city, it is even possible to control and localize the spread of diseases and monitor public health. Investments in digitalization could draw people out of the city to areas where land is less expensive.

↘ Cross-border effects on cities during COVID-19

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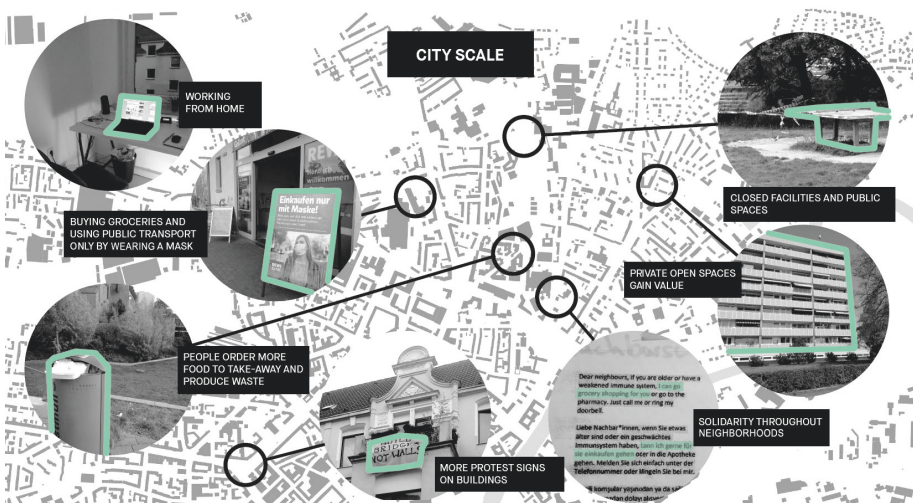
→ Spatial intrventions for micromobility and transition to a smart working environment, made by Yeeun (Esther) Boo and Enrico Corvi

SMART WORKING AND MOBILITY STRATEGIES
SMARTE ARBEITS- UND MOBILITÄTSSTRATEGIEN

Fast travel has become the norm in Europe and several cities have seen their workers undertaking increasingly long commute trips every day. The Netherlands, with an average of 10 million commutes per day of 34 minutes each, is an extreme case, with Zuid Holland being even more pronounced due to Schiphol. However, the unprecedented COVID-19 crisis has transformed means of mobility, such as airplanes, trains, and buses, into potential hubs for the virus, shedding new light on Dutch regional development.

In March 2020, the system shock caused by COVID forced institutions to close and many offices across the country implemented smart working solutions. This led many across the country to think about the implications of our commuting habits before the crisis. We created different scenarios based on mobility modes and work environments, and focused on micromobility and smart working strategies to achieve more resilient and sustainable urbanization. The current working solutions have led to a favorable office-home relation, softening the boundaries between work and personal life. It revealed, however, that while the pandemic has proven to be a symmetrical shock, not all people are affected in the same way, as housing conditions and the possibility to work online differ across different groups. It is necessary to strike a balance with our old commuting habits, assure more suitable housing, and rethink the location of work spaces: Businesses should be incentivized to distribute their activities, avoiding the current clustering trend. In turn, various types of spaces such as co-offices, community buildings, and small branch offices could provide more flexibility and diversity. To support this shift, individual micromobility should be encouraged by the public administration, with the introduction of slow streets, cycle highways, and shared spaces. While the world is adapting to life with the virus, we see how communities and nature are benefiting from the reduction in human activities and many wonder if this is the ideal occasion for profound climate action. However, at the time of this writing, some of the measures have been lifted and many offices have gone back to hosting their workers on site, thus supporting individual car-based mobility as an alternative to the risks posed by public transport, leaving us with the unanswered question: Is returning to normal really the right step?

RECOMMENDATIONS FOR ACTION

19 Departments at European Universities Studying Borders and Border Issues in Various Cities and Regions across Europe

Research-based teaching at European universities with students from all over the world focused on investigating past and current borders and border issues in cities and regions across Europe. The topic of borders was initially addressed in urban planning and architecture classes within a local and national university context, covering different aspects and scales of borders and border issues. The challenging times posed by the pandemic then forced us to move the joint summer school into the virtual realm.

In the wake of COVID-19, the overarching theme of the Borderline City met with even greater resonance. The future of urban planning and urban design in the European context was discussed at a time when national borders were being closed in part, while local and regional mobility was extremely limited. In addition, we were primarily connected to the world outside our homes via the Internet. Our own physical involvement in lockdowns during the pandemic undoubtedly influenced the work of the students and the discussions of the university teachers on future cities and regions. It spurred discussions regarding the development of public and private spaces, the density and functionality of towns and cities, as well as social conflicts and questions of social cohesion and inequality. Looking at the results from the classes, the summer school, and current developments, we as university teachers and researchers have identified a number of fields of actions and research needs for future European cities and regions and their visible and invisible borders.

Spatiality of Borders and Neighborhoods as a Vital Element

There are three principal poles of spatiality with regard to borders in cities: borders used to separate functions, infrastructure, and solitary buildings, which Jane Jacobs refers to as a border vacuum. Some of them are perceived as rather permanent, built barriers that are – in everyday life – rarely crossed, or they are simply terra incognita. The urban development principles of the past 100 years have largely promoted the segregation of uses and functions. The challenge in the coming decades will be to build connections across these landscapes and to incorporate them into new models and frameworks for sustainable urbanization.

Furthermore, there are individual and collectively defined borders, which, at the neighborhood level for example, define an internal logic and identity while also manifesting exclusiveness and segregation at times. Especially here the characteristics of borders are ambiguous. They can be determined on an individual basis subject to permanent shifting, but they can also result in the collective stigmatization of neighborhoods.

Both structural-physical borders along with their collective attributions and individual borders play an important role in everyday urban life. They have to be understood and dealt with in urban policies and urban planning and design. While defining their legal spatiality can be problematic, they are also needed to ensure the protection of heritage or areas of environmental value. Ultimately, when dealing with collective and individual borders, the perspective of the inhabitants needs to complement the views of planners and decision makers. Here the concept of the neighborhood as a microcosm has gained in importance – and not just in times of a pandemic. It can be seen as an access point for a discourse on socio-spatial needs and border issues, and it currently represents a vital starting point for community building and bottom-up action.

Borders can only be fully incorporated into policy and practice when detached from an exclusively negative image. Borders should be regarded as both an element of division and exclusion and as a place of contact and exchange. Borders can act as a means of reinforcing and preserving identity, used to restore the inner qualities of a place. But they require a counterpart capable of penetrating the divides between people and groups of society within cities and neighborhoods. Here, forms of tactical urbanism that increase the porosity of division are of interest. Examples can be found in changing neighborhoods in large housing and contested urban regeneration districts. Public space plays a crucial role. It is the foundation of urban connectivity. Public space networks must be strengthened, legally secured, and interpreted as critical in terms of boosting the resilience of cities, not just in times of crisis. Providing quality urban public spaces is a way of overcoming physical and mental barriers in our cities.

Sometimes, exploring physical borders reveals socio-economic or socio-cultural ones. Urban designers should aim for inclusive planning processes through neighborhood planning. Community-led planning should bring together – more frequently – inhabitants and planners, but also anthropologists, specialists in legislation and public administration sciences, real-estate managers, etc. More of these encounters should serve as cooperative frameworks to strike a balance between top-down and bottom-up processes within a decision-making context.

Improving Existing Land Use and Limiting Land Consumption

Current architecture education and practice frequently understand building as a universal tool for improving a city. Reconstruction, renovation, and rebuilding are rarely considered a solution, not building at all even less so. This approach stimulates the consumption of land and ignores the vital importance of enlivening existing buildings. Currently, major European cities in particular are growing as if there were neither borders of expansion nor limits to the resource of land.

Expanding the built environment is a worldwide phenomenon, and even towns with shrinking populations tend to demand more and more space for suburban housing. In the century of climate crisis, improving existing land use and limiting land consumption must be an essential part of practice and policies.

Restricting the expansion of built space is not only a matter of resource efficiency but also a strategy of city development. Global housing crises are still often addressed by building more homes. By realizing that it is not only the lack of built space, but also speculation that causes worldwide real-estate crises, we can see that building more is not a solution. Instead, we should consider the limits of purely profit-oriented development and the potential of non-profit, community-oriented policies and strategies. In such a situation, working to promote more equitable and more socio-spatially inclusive cities is pivotal. However, the crucial question remains how to move toward an "alternative" model from a "real" context of unequal power relations, in which those in power (financial agents, real-estate developers) press to make the city an "engine of economic growth" serving the interests of a minority. Planning and urban design can support urban policies to guarantee the right to the city for all people.

Equitable Access to Spaces and Decision-Making

Urban development and borders are clearly intertwined, with zoning demarcations being one of the most visible artefacts of urban planning. Nevertheless, people experience relatively invisible borders even when involved in planning processes, sometimes due to barriers caused by language, gender, age, or religion. We see a rising need to reflect on how planning professionals and decision makers can in an ethical manner negotiate the often contradictory positions of the stakeholders by acknowledging tensions between included and affected populations, between the center and the fringe.

This includes reflection on heritage and its artefacts along with important cultural influences. It also involves reflection on the connectivity between spatial struggles, such as the right to housing, which is a global problem affecting cities in very different contexts, sometimes even influenced by the same global players. Violations of these rights pose challenges for planning policies. There are "social borders" that are spatialized in the city and that prevent equitable access to both the resources (housing, infrastructures, public space, etc.) and to decision-making spaces. In other words, spatial borders give rise to social borders and vice versa.

The need for space and access to public open space and infrastructure are issues that have become very prominent during the COVID-19 pandemic. The lockdown around Europe uncovered socio-spatial needs and shortcomings (including digital deficiencies that hinder

working and learning at home tremendously). Studies show that during the pandemic, even with the availability of private open space (such as a small private garden or balcony), public spaces in and close to neighborhoods were frequently used and valued by inhabitants. They also indicate that low-income households often do not have access to private or public open space. Spatial justice in the sense of providing the inhabitants of a city access to open spaces like parks or areas for pedestrians and bicycles will become significantly more important now and in the future. The call for equitable land use planning and design has taken on a new, more urgent tone, which needs to be reflected in planning practice and policies.

Promoting a Cross-National Planning Culture

Over the past decades, a number of successful transnational planning projects have taken place. Nevertheless, borders are still instrumental despite the consensus about the potential of cross-border development. National borders, even if they are no longer physical barriers, still affect infrastructure development, migration, tourism, and territorial cooperation. As many spatial development issues are not limited to administrative borders, research shows the constant need for cross-border cooperation and a transnational planning culture.

Border regions profit from their bilateral influences. In order to maintain and promote this fact, border landscapes need to be designed as sustainable and resilient spaces. This means, on the one hand, focusing on international cooperation, while, on the other hand, developing common infrastructures such as education facilities, mobility and transport services, or leisure activities in green landscapes. Transnational education degrees in urban design and planning, like the EMU program at TU Delft, could help to establish a collective understanding of and approaches toward livable and sustainable cities all over Europe.

In many cases, there are already planning tools and networks available for dealing with cross-border cooperation. However, they are often informal structures that are not legally binding and lack an institutional foundation. Therefore, a main objective when planning border landscapes should be to strengthen such structures and include them in general planning systems.

Cultivating Transitional Areas

Based on various effects in landscape ecology and biology, we can argue that borderline areas – when they form transitional zones – are characterized by increased activity and diversity in terms of their uses and users. These places and spaces are characterized by an extraordinary amount of interaction, which can also create social and spatial friction. Accordingly, the border areas between the different areas in

land-use planning, for whose design there is hardly any expertise or legal guidelines at the moment, hold great potential for urban development. For future urban development, the research and analysis of existing transitional areas and their revaluation will be fundamental.

There is still a lack of understanding regarding the spatial and territorial state "in between" and its potential for transformation and dynamic processes. The instability of the margins can provide great opportunities at a social, economic, and cultural level, for a livable and sustainable city and region. The principle is effective on all scales: between public and private space at the interface "house-city" as a window, balcony, loggia; as borders and zones between the city and countryside; as dynamic spatial configurations between European regions; as a hard border between land and sea. "In between" could be regarded as a fundamental truth of the European city.

In order to exploit the potential of border landscapes, contextual design and planning is necessary. Depending on the characteristics of the built and open space, transitional zones between two adjoining areas of use need to be designed in such a way that they act as a dynamic intersection between both areas. This is the only way for them – similar to the ecotones in landscape ecology – to form their own identity instead of lingering on as empty spaces in the urban space continuum.

Redefining the Limits of Public and Private Space

When a crisis arises (political, economic, or sanitary), borders are redefined at the social and spatial level. We therefore need to investigate in more detail the interactions between socio-spatial borders at different territorial levels (neighborhood, commune, metropolitan, and regional).

COVID-19 prevention measures have highlighted borders that shape urban life: a set of physical determinants, rules, possibilities, personal experiences, and capacities. These borders are more than fixed lines or physical and mental barriers. In their daily practice, people showed that borders become vague and porous, shifting beyond a public-private distinction. Remote work fosters new concepts of traditional offices and commuting patterns. Distance learning is another tangible example of daily negotiation along and across borders to constitute public and intimate spaces in everyday life. Both developments are not without conflicts and are mainly directed toward office jobs. However, as a consequence of remote work, other forms and places of community (family, friends, meeting places, etc.) take on an important role and impact neighborhoods as they also become working places.

At the same time, borders offer an opportunity to create bridges; contrasts hide potential for innovation. Borders are also produced by high-traffic roads and car-friendly urban designs. Streets can be diversified, for example, by converting them into bike lanes and pedest-

rian routes in order to promote a healthy and sustainable city. Public space can be strengthened by human-scale design, open access, small shops, and a high interaction density, celebrating freedom and tranquility. Corona bubbles and social distancing will be temporary. A city needs closeness and warmth.

In times of crisis, architects, designers, and planners need to identify changes in social practices and envision their future development. Citizens develop new forms of resilience and use private and public spaces differently than before. The border between private and public use has shifted. New borders have to be adapted materially (balcony, entryway, courtyard, street, park, shop, etc.). Research needs to understand the nature of these new spatial practices and take into account the implications of spatial design, organizations, and governance in order to avoid conflicts.

Consolidating Efforts Between European Planners

The pandemic illustrates more clearly what was already known before: There is an urgent need to transform urban discourses, practices, and structures so that corresponding rights (to housing, public space, public infrastructure, etc.) are available to all. Our work can contribute to identifying both the structural causes behind and the consequences of violating these rights. Likewise, we can support and legitimize the struggles of those affected in order to transform the policies and practices that exclude them. Urban planners and designers are uniquely positioned to prevent and bridge gaps in the urban and social fabrics of our cities in the coming years.

Planners should therefore design the future with utopian ideas and scenarios – based on participation and openness – and not lose themselves in danger prevention and short-term reactions. We also need approaches in urban planning and design derived from the power of inter- and transdisciplinary work and strong communication between planning researchers, practitioners, and policy-makers at all levels. Sustainability, cross-generational equality, and climate protection will remain the main objectives, as set out in the Leipzig Charter. We need:

– integrated approaches, not sectoral separation

– social and functional density, not social and spatial distance

– environmentally friendly public transport, not aseptic private cars

– open public space, not gated communities

– solidary communities, not egoistic individualism

HANDLUNGSEMPFEHLUNGEN

Die 19 europäischen Universitäten über Grenzfragen in verschiedenen europäischen Städten und Regionen

Die forschungsbasierten Lehrprojekte an den beteiligten Universitäten – mit Studierenden aus der ganzen Welt – fokussierten sich auf die Erforschung historischer und aktueller Grenzen und damit einhergehenden Fragestellungen in Städten und Regionen in ganz Europa. Das Thema „Grenzen" wurde zuerst an den unterschiedlichen Instituten für Städtebau, Architektur und Planung behandelt, wobei Grenzen und Grenzsituationen unter verschiedensten Aspekten und Maßstäben betrachtet wurden. Die Herausforderungen der Pandemie zwangen uns dann im weiteren Verlauf, die gemeinsame Sommerschule in den virtuellen Raum zu verlegen.

Angesichts der Bedrohung durch COVID-19 stieß das übergreifende Thema der „Borderline City" auf noch größere Resonanz. Die Zukunft der Stadtplanung und Stadtentwicklung im europäischen Kontext wurde so in einer Zeit diskutiert, in der nationale Grenzen teilweise geschlossen und die lokalen und regionalen Bewegungsmöglichkeiten extrem eingeschränkt wurden. Die Verbindung mit Menschen außerhalb unserer eigenen vier Wände fand vor allem über das Internet statt. Zweifelsfrei haben die eigenen physischen Lockdown-Erfahrungen während der Pandemie die Arbeit der Studierenden und die Diskussionen der Hochschuldozierenden über die Zukunft der Städte und Regionen beeinflusst: Es entstanden Diskussionen über die Entwicklung öffentlicher und privater Räume, über die Dichte und Funktionalität unterschiedlich großer Städte sowie über soziale Konflikte und Fragen des gesellschaftlichen Zusammenhalts und der Ungleichheit. Ausgehend von den Ergebnissen dieser Semesterprojekte, der Sommerschule und weiteren aktuellen Entwicklungen haben wir als Hochschuldozierende und Forschende für die Zukunft europäischer Städte und Regionen – sowie deren sichtbaren und unsichtbaren Grenzen – eine Reihe von Handlungsfeldern identifiziert und weiteren Forschungsbedarf formuliert.

Zur Räumlichkeit von Grenzen und Quartiere als wesentliches Gestaltungselement

In Bezug auf städtische Grenzen gibt es drei wesentliche räumliche Aspekte: Grenzen durch die funktionale Trennung, durch Infrastruktur und durch Einzelgebäude (Jane Jacobs bezeichnet dies als „Grenzvakuum"). Darunter werden manche Grenzsituationen als eher dauerhafte, gebaute Barrieren wahrgenommen, die im Alltag nur selten durchschritten werden, oder sie sind unbekanntes Terrain. Die städtebaulichen Prinzipien der vergangenen 100 Jahre haben die Trennung verschiedener Nutzungen und Funktionen in starkem Maße befördert. Die Herausforderung der kommenden Jahrzehnte wird darin beste-

hen, zwischen diesen Räumen wieder Verbindungen herzustellen und sie in neue Modelle bzw. Planungen einer nachhaltigen Stadtentwicklung einzubinden.

Darüber hinaus gibt es individuelle und kollektiv definierte Grenzen, die zum Beispiel auf der Ebene von Quartieren (im Sinne von Nachbarschaften) einer inneren Logik und Identität folgen, worüber mitunter auch Exklusivität und Segregation manifestiert werden. Insbesondere in dieser Hinsicht sind die Merkmale von Grenzen mehrdeutig. Sie können individuell festgelegt werden und einer ständigen Neudefinition unterliegen, oder aber auch zu der kollektiven Stigmatisierung eines Quartiers führen.

Sowohl physisch-strukturelle Grenzen mit ihren kollektiv verliehenen Attributen als auch individuelle Grenzen spielen im städtischen Alltag eine bedeutende Rolle. Diese Grenzaspekte müssen in der Stadtentwicklungspolitik sowie der Stadtplanung verstanden und thematisiert werden. Auch wenn es keine leichte Aufgabe ist, die Räumlichkeit von Grenzen rechtlich festzulegen, wird diese Eingrenzung dennoch benötigt, um den Schutz von Kulturerbe oder ökologisch wertvollen Landschaften gewährleisten zu können. Letztlich muss beim Umgang mit kollektiven und individuellen Grenzen die Perspektive der BewohnerInnen in die Arbeit der PlanerInnen und der EntscheidungsträgerInnen miteinfließen. Das Konzept des Quartiers als Mikrokosmos hat an dieser Stelle an Bedeutung gewonnen – nicht nur in Zeiten der Pandemie. Es kann als Einstieg für einen Diskurs über sozialräumliche Bedürfnisse und Grenzfragen dienen und stellt derzeit einen wichtigen Ausgangspunkt für Community-Prozesse und Bottom-up-Aktivitäten dar.

Grenzen können erst dann vollständig von Politik und Praxis thematisiert werden, wenn man sich von der einseitig negativen Konnotation des Begriffs „Grenze" löst. Grenzen sollten sowohl als Orte der Trennung und Ausgrenzung, aber auch als Orte des Kontakts und des Austauschs verstanden werden. Grenzen können dazu genutzt werden, um Identitäten zu stärken und zu erhalten. Sie können damit also auch zur Wiederherstellung eigenständiger Qualitäten eines Ortes eingesetzt werden. Aber es bedarf auch eines Gegenstücks, das in der Lage ist, die Trennung zwischen Menschen und zwischen gesellschaftlichen Gruppen innerhalb von Städten und Stadtteilen zu überwinden. Hier sind Formen des taktischen Urbanismus (auch im Sinne von informellen Raumtaktiken) von Interesse, mit denen die Durchlässigkeit dieser Teilung erhöht werden kann. Beispiele finden sich in dynamischen Nachbarschaften in Großwohnsiedlungen und umkämpften Stadterneuerungsgebieten. Der öffentliche Raum spielt eine entscheidende Rolle: Er bildet die Grundlage städtischer Konnektivität. Überörtliche Verbindungen des öffentlichen Raums müssen gestärkt und rechtlich abgesichert werden. Es muss verstanden werden, dass sie die Resilienz von Städten – nicht nur in Krisenzeiten – maßgeblich erhöhen. Die Bereitstellung hochwertiger öffentlicher

Räume in Städten ist ein Weg, um physische und mentale Barrieren in unseren Städten zu überwinden.

Stellenweise offenbart das Entdecken physischer Grenzen auch sozio-ökonomische oder sozio-kulturelle Grenzen. StadtplanerInnen sollten mit Hilfe von Quartierskonzepten auf inklusive Planungsprozesse hinwirken. Kollaborative Planung (community-led planning) sollte noch stärker BewohnerInnen und PlanerInnen zusammenbringen, sowie auch ExpertInnen aus der Anthropologie, aber auch beispielsweise aus den Bereichen Recht, öffentliche Verwaltung und Immobilienwirtschaft. Dieser kooperative Austausch zwischen Akteuren sollte den Rahmen für Entscheidungen vorgeben, da auf diese Weise ein Gleichgewicht zwischen Top-down- und Bottom-up-Prozessen erzielt werden kann.

Verbesserung der bestehenden Landnutzung und Begrenzung des Flächenverbrauchs

Die Architekturausbildung und -praxis versteht das Bauen heutzutage häufig als universelles Werkzeug zur Verbesserung einer Stadt. Rekonstruktion, Modernisierung und Wiederaufbau werden zu selten als Lösungsansatz betrachtet, geschweige denn, gar nicht erst zu bauen. Dieser Ansatz befeuert den Flächenverbrauch und ignoriert dabei, wie wichtig die Aktivierung bestehender Gebäudeanlagen ist. Derzeit wachsen vor allem die europäischen Großstädte, als seien weder dem Expansionsumfang noch der Ressource Land irgendwelche Grenzen gesetzt. Weltweit kann beobachtet werden, wie die bebaute Umwelt weiter ausgedehnt wird. Selbst Städte mit schrumpfender Bevölkerung neigen dazu, immer mehr Fläche in den Vororten mit Wohnungen zu bebauen. Im Jahrhundert der Klimakrise müssen sich Praxis und Politik wesentlich dadurch auszeichnen, dass die bestehende Landnutzung verbessert und der Flächenverbrauch begrenzt wird.

Bei der Einschränkung einer weiteren Expansion durch Bebauung geht es nicht nur darum, Ressourcen effizient zu nutzen, sondern um die strategische Ausrichtung der Stadtplanung. Momentan wird Wohnungsnot noch weltweit oft über den Bau von mehr Wohngebäuden gelöst. Es gilt jedoch auch zu erkennen, dass nicht allein der Mangel an bebautem Raum, sondern auch die Spekulation damit die Ursache für Immobilienkrisen weltweit ist. Es muss erwogen werden, der rein profitorientierten Entwicklung Grenzen zu setzen. Außerdem sollte das Potenzial erkannt werden, welches in gemeinnützigen sowie gemeinschaftsorientierten Politiken und Entwicklungsstrategien steckt. Bei diesem Lagebild ist es ausschlaggebend, dass es bereits Verfechter für gerechtere und sozialräumlich integrativere Städte gibt. Die entscheidende Frage bleibt jedoch, wie man aus dem „realen" Kontext ungleicher Machtverhältnisse zu einem „alternativen" Modell kommt, insbesondere vor dem Hintergrund in dem die Mächtigen (Finanzwirtschaft, Immobilienentwicklung) darauf drängen, die Stadt zu einem „Motor

des Wirtschaftswachstums" zu machen, welches den Interessen einer Minderheit dient. Stadtplanung, Städtebau und Stadtentwicklung können die Politik darin unterstützen, allen Menschen das Recht auf Stadt zu garantieren.

Gerechter Zugang zu Räumen und zu Entscheidungsfindungsprozessen

Die Themen Stadtentwicklung und Grenzen sind ganz klar miteinander verwoben; am sichtbarsten wird das in der funktionalen Zonierung in der Planung. Und auch bei der Beteiligung an Planungsprozessen erleben die Menschen Grenzen, wenngleich weniger sichtbar, manchmal aufgrund von Barrieren durch Sprache, Geschlecht, Alter oder Religion. Wir sehen die zunehmende Notwendigkeit, darüber nachzudenken, wie ExpertInnen der Stadtplanung und EntscheidungsträgerInnen auf Grundlage einer ethischen Denkweise die oft widersprüchlichen Positionen der Beteiligten verhandeln können, indem sie Spannungen zwischen beteiligten und betroffenen Bevölkerungsgruppen – zwischen dem Zentrum und den Rändern – anerkennen.

Das schließt auch das Nachdenken über Erbe, dessen Artefakte sowie über wichtige kulturelle Einflüsse mit ein. Dazu gehört auch das Reflektieren über die Zusammenhänge von Verteilungskämpfen, wie dem Recht auf Wohnen. Es handelt sich um ein globales Problem, das Städte in sehr unterschiedlichen Kontexten betrifft und manchmal sogar von denselben globalen Akteuren beeinflusst wird. Verstöße gegen diese Grundrechte stellen die Stadtentwicklungspolitik vor Herausforderungen. Es gibt „soziale Grenzen", die im städtischen Raum zementiert werden und die einen gleichberechtigten Zugang sowohl zu den Ressourcen (Wohnraum, Infrastruktur, öffentlicher Raum usw.) als auch zu Entscheidungsräumen verhindern. Mit anderen Worten: Räumliche Grenzen ziehen soziale Grenzen nach sich, und umgekehrt.

Das Bedürfnis nach Lebensraum und der Zugang zu öffentlichen Freiflächen und Infrastruktur sind Themen, die während der COVID-19-Pandemie sehr deutlich zum Vorschein gekommen sind. Der Lockdown in Europa hat sozialräumliche Bedürfnisse und Defizite sichtbar gemacht (einschließlich unzureichender digitaler Leistungsfähigkeit, die das Arbeiten und Lernen zu Hause enorm behindern). Erste Studien zeigen, dass auch während der Pandemie öffentliche Räume im Quartier beziehungsweise in Quartiersnähe von den Bewohnern häufig genutzt und entsprechend geschätzt wurden, selbst wenn die Bewohner eigentlich selbst über privaten Freiraum verfügten (wie beispielsweise einen kleinen privaten Garten oder Balkon). Die Studienlage zeigt auch, dass einkommensschwache Haushalte oft keinen Zugang zu privaten oder öffentlichen Freiflächen haben. Die Frage der Raumgerechtigkeit wird in Zukunft deutlich an Bedeutung gewinnen – im Sinne eines Zugangs der StadtbewohnerInnen zu Freiflächen wie Parks oder Flächen für FußgängerInnen und FahrradfahrerInnen.

Die Forderung nach gerechter Flächenverteilung und entsprechen-
den Gestaltungsvorschlägen hat einen neuen, dringlicheren Ton an-
genommen, der sich in der Planungspraxis und -politik widerspiegeln
muss.

Förderung einer länderübergreifenden Planungskultur

In den letzten Jahrzehnten gab es eine Reihe von erfolgreichen trans-
nationalen Planungsprojekten. Auch wenn man sich über das Poten-
zial länderübergreifender Planung einig ist, so sind Grenzen dennoch
handungsleitend. Nationale Grenzen sind zwar keine physischen
Barrieren mehr, beeinflussen aber immer noch die Entwicklung von
Infrastruktur, Migration, Tourismus und territorialer Zusammenarbeit.
Da sich viele Themen der Raumentwicklung nicht an administrativen
Grenzen orientieren, wird auch in der Forschung darauf hingewie-
sen, dass konstant die Notwendigkeit nach grenzüberschreitender
Zusammenarbeit und transnationaler Planungskultur besteht.

Grenzregionen werden bilateral beeinflusst – und profitieren davon.
Um diesen Umstand zu erhalten und weiter zu fördern, müssen diese
Grenzlandschaften als nachhaltige und resiliente Räume gestaltet
werden. Das bedeutet, einerseits auf internationale Zusammen-
arbeit zu setzen und andererseits eine gemeinsame Infrastruktur zu
schaffen, wie etwa Bildungseinrichtungen, Mobilitäts- und Verkehrs-
angebote oder Freizeitaktivitäten im Grünen. Transnationale Bildungs-
abschlüsse in Städtebau und Stadtplanung, wie das EMU-Programm
an der TU Delft, könnten dazu beitragen, ein kollektives Verständnis
von und Ansätze für lebenswerte und nachhaltige Städte in ganz
Europa zu schaffen.

Vielerorts gibt es bereits Planungsinstrumente und Netzwerke für die
Koordination dieser grenzüberschreitenden Zusammenarbeit. Aller-
dings handelt es sich oft um informelle Strukturen, die nicht rechts-
verbindlich sind und denen eine institutionelle Grundlage fehlt. Ein
Hauptziel bei der Planung von Grenzlandschaften sollte es daher sein,
solche Strukturen zu stärken und diese in allgemeingültige Planungs-
systeme einzubeziehen.

Übergangsbereiche kultivieren

In Anbetracht verschiedener landschaftsökologischer und biologi-
scher Funktionen lässt sich feststellen, dass Grenzgebiete – wenn
sie denn Übergangsbereiche bilden – hinsichtlich ihrer Nutzungs-
weisen und NutzerInnen durch eine höhere Aktivität und Vielfalt
gekennzeichnet sind. Diese Orte und Räume zeichnen sich durch
ein außerordentliches Maß an Interaktion aus, was auch zu sozialen
und räumlichen Reibungen führen kann. Dementsprechend bergen
Grenzgebiete mit unterschiedlichen Nutzungen ein großes Potenzial
für die Stadtentwicklung, obwohl für deren Gestaltung und Steuerung

derzeit kaum Fachkenntnis oder gesetzliche Vorgaben existieren. Für die künftige Stadtentwicklung wird die Erforschung und Analyse bestehender Übergangsbereiche und deren Aufwertung von zentraler Bedeutung sein.

Es fehlt immer noch das Verständnis für das räumliche sowie territoriale „Dazwischen" und dessen Potenzial für Transformation und dynamischer Veränderungsprozesse. Die Instabilität der Ränder kann auf gesellschaftlicher, wirtschaftlicher und kultureller Ebene hervorragende Chancen eröffnen für eine lebenswerte und nachhaltige Stadt beziehungsweise Region. Das Prinzip lässt sich auf alle Maßstabsebenen anwenden: An der Schnittstelle „Gebäude-Stadt" zwischen öffentlichen und privaten Räumen in Form von Fenstern, Balkonen, Loggien; als Grenzen und Übergangsbereiche zwischen Stadt und Land; als dynamische Raumgefüge zwischen europäischen Regionen; als harte Grenze zwischen Land und Meer. Das „Dazwischen" könnte man als eine grundlegende Wahrheit der europäischen Stadt betrachten.

Um das Potenzial von Grenzlandschaften nutzbar zu machen, müssen Gestaltung und Planung kontextbezogen sein. Je nach Beschaffenheit des bebauten und des freien Raumes müssen Übergangsbereiche zwischen zwei benachbarten Nutzungsbereichen so gestaltet werden, dass sie als dynamischer Schnittpunkt zwischen beiden Bereichen wirken. Nur so können sie – ähnlich wie die Ökotone (Randbiotope) in der Ökologie – eine eigene Identität ausbilden, statt als Grenzvakuum im städtischen Raumkontinuum zu verbleiben.

Die Grenzen des öffentlichen und privaten Raums neu definieren

Wenn eine Krise auftritt (egal ob politischer, wirtschaftlicher oder gesundheitlicher Natur) werden Grenzen auf sozialer und räumlicher Ebene neu gezogen. Daher müssen die Wechselwirkungen zwischen sozialräumlichen Grenzen auf verschiedenen Maßstabsebenen (Quartier, Kommune, Metropole und Region) genauer untersucht werden.

Die Präventionsmaßnahmen in Folge von COVID-19 haben die Grenzen sichtbar gemacht, welche städtisches Lebens hervorbringen: Eine Gesamtheit von physischen Vorbedingungen, Vorschriften, Möglichkeitsräumen, individuellen Erfahrungen und Vermögen. Diese Grenzen sind mehr als fixe Linien oder physische und mentale Barrieren. Im konkreten Alltag haben Menschen aufgezeigt, dass Grenzen vage und durchlässig sind und sich mit der einfachen Dialektik von Öffentlich und Privat nicht erfassen lassen. Das digitale Arbeiten aus dem Homeoffice beschleunigt die Entstehung neuer Konzepte darüber, was traditionelle Büros eigentlich leisten und was den Pendlerverkehr bestimmt. Fernunterricht ist ein weiteres greifbares Beispiel für die tägliche Auseinandersetzung entlang und über Grenzen hinweg, um im Alltag öffentliche und intime Räume zu konstituieren. Beide

Entwicklungen sind nicht konfliktfrei und betreffen vor allem Menschen mit Bürojobs. Als Folge des digitalen Arbeitens nehmen jedoch andere Formen und Orte des Zusammenlebens (Familie, Freunde, Treffpunkte usw.) eine wichtige Rolle ein und wirken sich auf die Nachbarschaft aus, da diese ebenfalls zunehmend zu einem Ort des Arbeitens wird.

Gleichzeitig bieten Grenzen die Chance, Brücken zu bauen; und Gegensätze verbergen das Potenzial für Innovation. Grenzen entstehen durch stark befahrene Straßen und das Leitbild einer autogerechten Stadtentwicklung. Straßenräume können diversifiziert werden, zum Beispiel durch eine teilweise Umwandlung in Fahrradwege und Fußgängerbereiche, um eine gesunde und nachhaltige Stadt zu fördern. Der öffentliche Raum kann durch eine Gestaltung nach menschlichen Maßstäben, durch freie Zugänge, kleine Geschäfte und eine hohe Interaktionsdichte gestärkt werden – ein Raum, in dem Freiheit und Ruhe zelebriert werden. Die Corona-Kontaktverbote und Abstandsregeln sind nur vorübergehend. Eine Stadt braucht Nähe und Wärme.

In Krisenzeiten müssen ArchitektInnen, StadtgestalterInnen und PlanerInnen gesellschaftliche Veränderungen erkennen und deren zukünftige Entwicklung weiterdenken. Die BürgerInnen entwickeln gerade neue nachhaltige Umgangsformen und nutzen private sowie öffentliche Räume anders als bisher. Die Grenzen zwischen privater und öffentlicher Nutzung haben sich verschoben. Neue Grenzen müssen baulich-räumlich angepasst werden (zum Beispiel Balkone, Einfahrten, Hinterhöfe, Straßen, Grünanlagen, Geschäftsräume usw.). Die Forschung muss der Funktionsweise diese neuen Alltagsgewohnheiten nachgehen und deren Folgewirkungen für die räumliche Gestaltung, für Organisationsformen und für Governance-Fragen berücksichtigen, um zukünftige Konflikte zu vermeiden.

Gemeinsame Aufgabenstellungen zwischen europäischen StadtplanerInnen

Die Pandemie veranschaulicht deutlicher, was schon vorher bekannt war: Es besteht die dringende Notwendigkeit, städtische Diskurse, Praktiken und Strukturen so zu verändern, dass entsprechende Grundrechte (auf Wohnraum, öffentlichen Raum, öffentliche Infrastruktur usw.) für alle angewendet werden und verfügbar sind. Unsere Arbeit kann dazu beitragen, sowohl die strukturellen Ursachen als auch die Folgen der Vernachlässigung dieser Rechte zu identifizieren. Gleichermaßen können wir die Kämpfe der Benachteiligten unterstützen und rechtfertigen, um ausgrenzende Politiken sowie Praktiken zu korrigieren. StadtplanerInnen und StädtebauerInnen sind in einer einzigartigen Position, um Brüche im urbanen und sozialen Gefüge unserer Städte in den kommenden Jahren zu verhindern und zu schließen.

PlanerInnen sollten daher die Zukunft mit utopischen Ideen und Szenarien – basierend auf Beteiligung und Offenheit – gestalten und sich nicht in Gefahrenabwehr und kurzfristigen Reaktionen verlieren. Wir brauchen ebenso Ansätze in der Stadtplanung und im Städtebau, die sich aus der Kraft der inter- und transdisziplinären Zusammenarbeit und einem starken Austausch zwischen Raum- und PlanungswissenschaftlerInnen, FachexpertInnen und politischen EntscheidungsträgerInnen auf allen Ebenen ableiten. Nachhaltigkeit, generationenübergreifende Chancengleichheit und Klimaschutz bleiben die Hauptziele, die bereits in der Leipzig-Charta festgelegt sind. Wir brauchen:

- integrierte Ansätze, keine sektorale Trennung;

- soziale und funktionale Dichte, keine soziale und räumliche Distanz;

- umweltfreundliche Verkehrsmittel im ÖPNV und Fernverkehr, keine steril abgeschlossenen Privatautos;

- frei zugängliche öffentliche Räume, keine Gated Communities;

- solidarische Gemeinschaften, keinen egoistischen Individualismus.

PARTNERS

Rheinisch-Westfälische Technische Hochschule Aachen
Lehrstuhl für Planungstheorie und Stadtentwicklung, Lehrstuhl und Institut für Städtebau und Entwerfen und Europäische Urbanistik
Prof. Dr. Agnes Förster
Gisela Schmitt
Prof. Christa Reicher
Anne Söfker-Rieniets

Technische Universität Berlin
Fachgebiet Städtebau und Siedlungswesen
Prof. Dr. Angela Million
Dr. Felix Bentlin
Jürgen Höfler
Tim Nebert

Technische Universität Braunschweig
Institut für Städtebau und Entwurfsmethodik, Fakultät Architektur, Bauingenieur-wesen und Umweltwissen-schaften
Prof. Uwe Brederlau
Larisa Tsvetkova

Universitatea de Arhitectură și Urbanism "Ion Mincu"
Departamentul Planificare Ur-bană și Dezvoltare Teritorială, Facultatea de Urbanism
Prof. PhD Claudiu Runceanu
Vera Marin PhD
Dr. Serin Geambazu

Hochschule Coburg
Fakultät Design, Studiengang Architektur, Fachgebiet Städtebau und Entwerfen
Prof. Mario Tvrtković
Jana Melber

Brandenburgische Technische Universität Cottbus-Senftenberg
Fachgebiet Stadtmanagement
Prof. Dr. Silke Weidner
Tihomir Viderman

Technische Universiteit Delft
Ruimtelijke Planning en Stra-tegie, Faculteit Bouwkunde
Prof. Dr. Roberto Rocco
Luiz Marcos de Carvalho Filho

Technische Universität Dortmund
Fachgebiet Stadt- und Regionalplanung
Prof. Dr. Frank Othengrafen
Dr. Andrea Rüdiger
Lukas Arntz

Fachhochschule Erfurt
Fachgebiet Planungsrecht und Projektentwicklung
Prof. Dr. Reinhold Zemke
Stefan Andres

Politechnika Gdanska
Wydział Architektury, Katedra Urbanistyki i Planowania Regionalnego
Prof. Dr. Izabela Mironowicz
Prof. Dr. Piotr Lorens

Leibniz Universität Hannover
Fachgebiet Städtebauliches Entwerfen
Prof. Andreas Quednau
Benedikt Stoll

Technische Universität Kaiserslautern
Fachbereich Raum- und Um-weltplanung
Prof. Dr. Detlef Kurth
Annika Schuster

Universität Kassel
Fachgebiet Stadterneuerung und Planungstheorie
apl. Prof. Dr. Harald Kegler
Dr. Arvid Krüger

Westminster University London
Department of Architecture and Cities
Johannes Novy PhD

Universidad Politécnica de Madrid
Urbanística y Ordenación del Territorio, Departamento de Ciencias Histórico-Jurídicas y Humanísticas, Facultad de CC. Jurídicas y Sociales
Prof. PhD Eva Álvarez de Andrés

Université Paris-Est Créteil
Chair of Urbanism and Planning History, École d'Urbanismede Paris
Prof. Dr. Marcus Zepf
Marine Tritz

Kungliga Tekniska Högskolan Stockholm
Avdelningen för Urbana och regionala studier, Skolan för ar-kitektur och samhällsbyggnad
Prof. PhD Tigran Haas
Michael Mehaffy PhD
Ryan Locke

Bauhaus-Universität Weimar
Professur Stadtplanung
Prof. Dr.-Ing. Barbara Schönig
Uta Merkle

Technische Universität Wien
Forschungsbereich Örtliche Raumplanung
Prof. Rudolf Scheuvens
Ao. Prof. Dr. Andreas Voigt
Balazs Cserpes

Even before the spread of COVID-19 across the globe during the crisis of 2020, cities and regions acted as venues and drivers for a dualistic development dynamic by both creating and dissolving borders. The results obtained from various university seminars and a European summer school form the basis for a crisis manuscript, while serving to review the planning and design activities in different European cities and regions. For the first time ever, a network of students from the urban planning and design departments at 19 European universities have defined common requirements for crisis-resistant and people-friendly urban planning in Europe: On the one hand, crisis-related experiences act as catalysts for fundamental social, economic, and ecological changes, and, on the other hand, they accelerate changes that are already underway with regard to urban development policies. The crisis and border situations explored in this joint investigation extend beyond the mere operating principles of European cities and regions. In fact, as an endurance test and didactic example, they provide a guide for crisis-proof urban renewal in Europe. They lead the way in building a bridge between the European architecture and planning disciplines to create vibrant border landscapes.

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