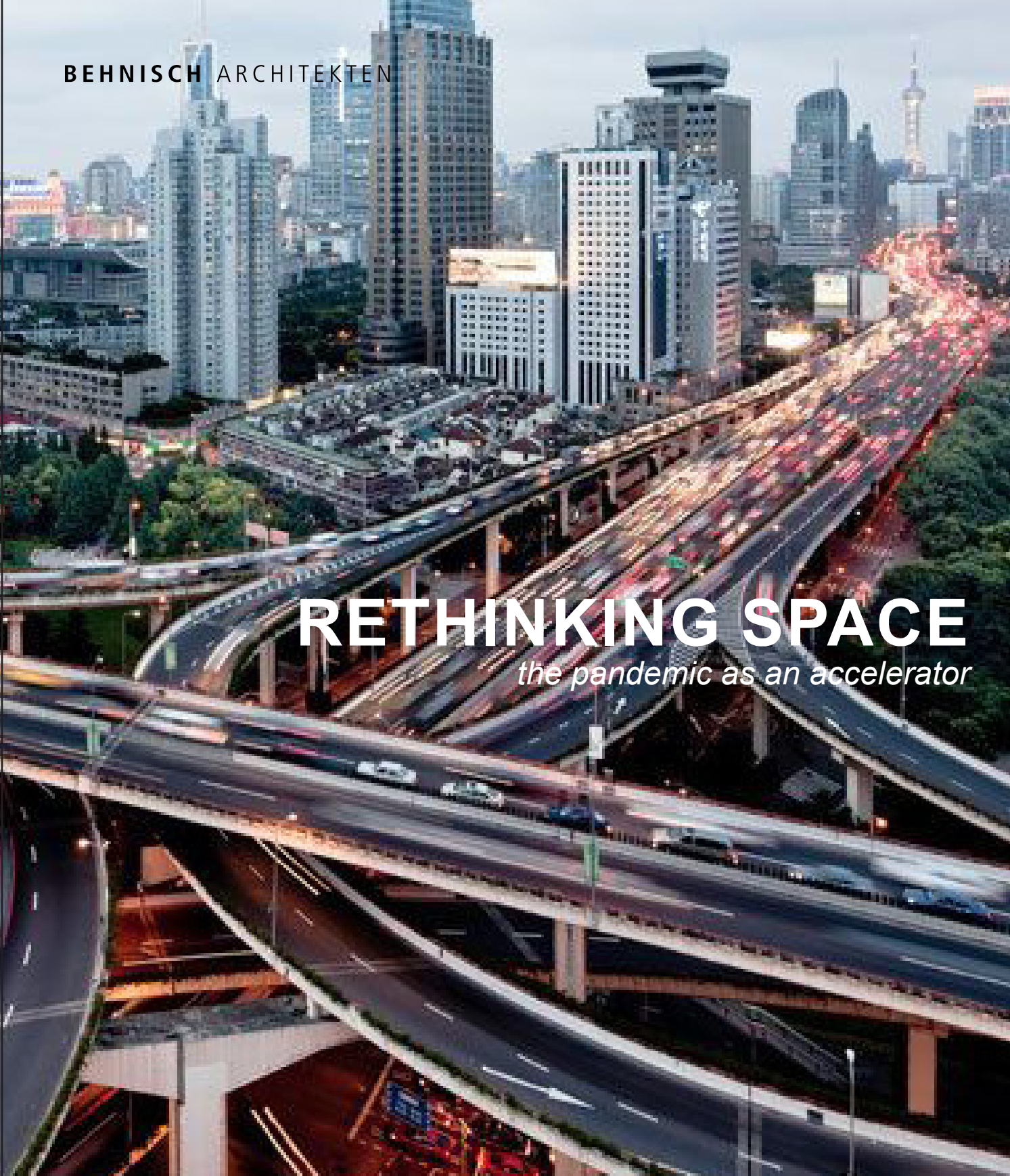
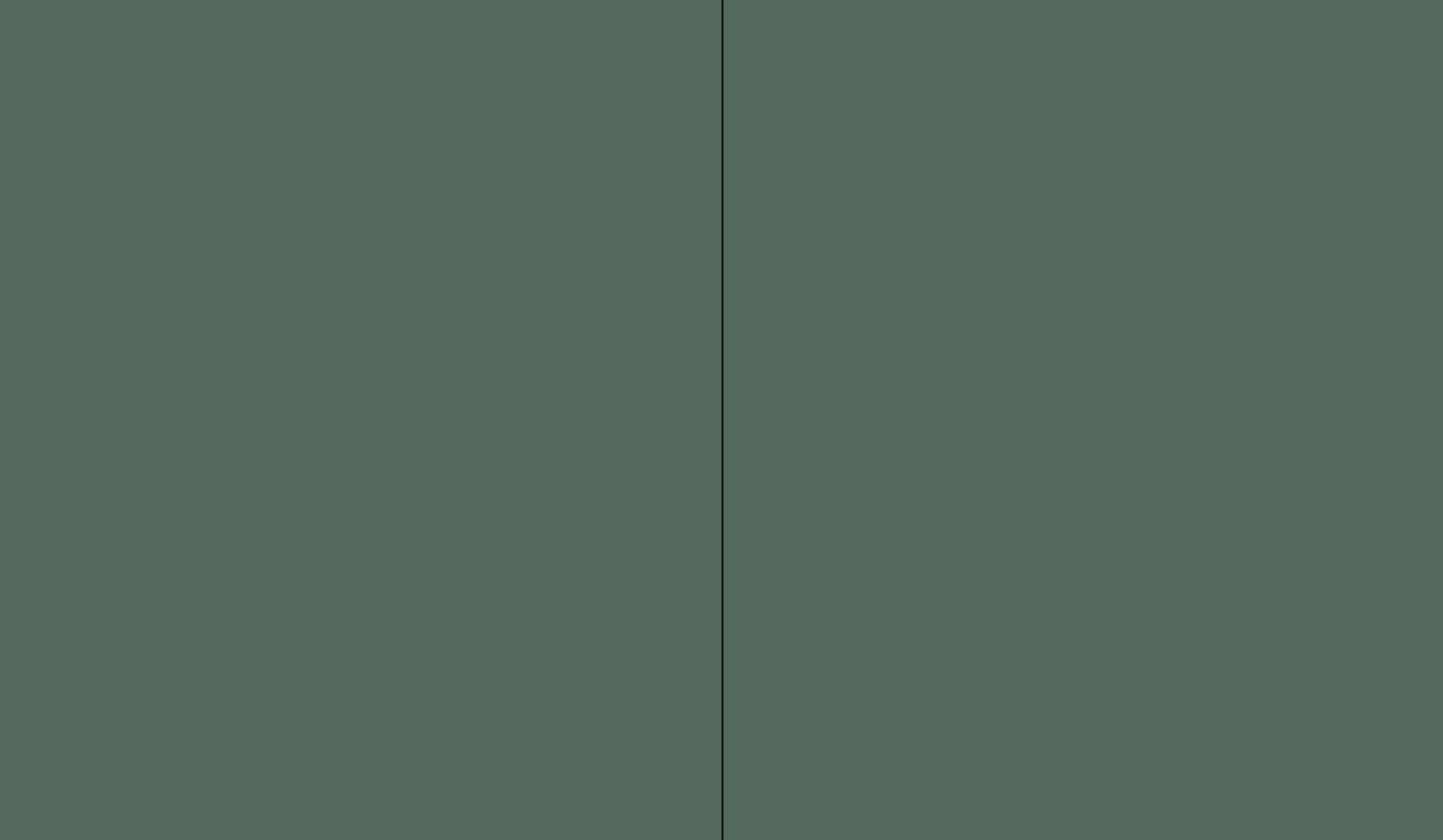


BEHNISCH ARCHITEKTEN

RETHINKING SPACE

the pandemic as an accelerator





RETHINKING SPACE

the pandemic as an accelerator/ catalyst

ABSTRACT

The pandemic as a catalyst towards a more human and sustainable city planning?

The pandemic as a catalyst towards a more human and sustainable city planning?

This research project investigates the effect of the covid pandemic to the current urban realm.

It transfers results of taken observations towards a future urban environment with a higher diversity of user groups throughout the city, the value of space taken by resting cars and creates ideas towards a reconfiguration of existing spaces for a more resilient, human scaled city.

The current situation of the pandemic forces us to adapt our living habits in a way we could not imagine before. Especially urban dwellers, who mostly rely on the use of public facilities like urban plazas, playgrounds, parks and public venues had to reorganize their everyday life according to the continuously changing pandemic regulations.

Thus, two current trends are to be observed:

1st - people try to move from the city towards the suburbs and even further to rural environments. The prospect of working from an affordable home with a garden and a view on the countryside plus the ability of working remotely connected by the world wide web makes this option highly attractive.

2nd – people start to adapt the city to their current needs under the exceptional status of COVID. Latter option, leads to a vivid, hitherto uncommon appropriation of public spaces. Citizens start to discover the qualities of their neighbourhoods, which finally start to play a role beyond grocery shopping. The reduction of traffic and commuting due to “the home office” frees up spaces, which are transformed into outdoor gyms, dining areas or urban gardens.

Necessary sustainable transformations, claimed over decades, suddenly become

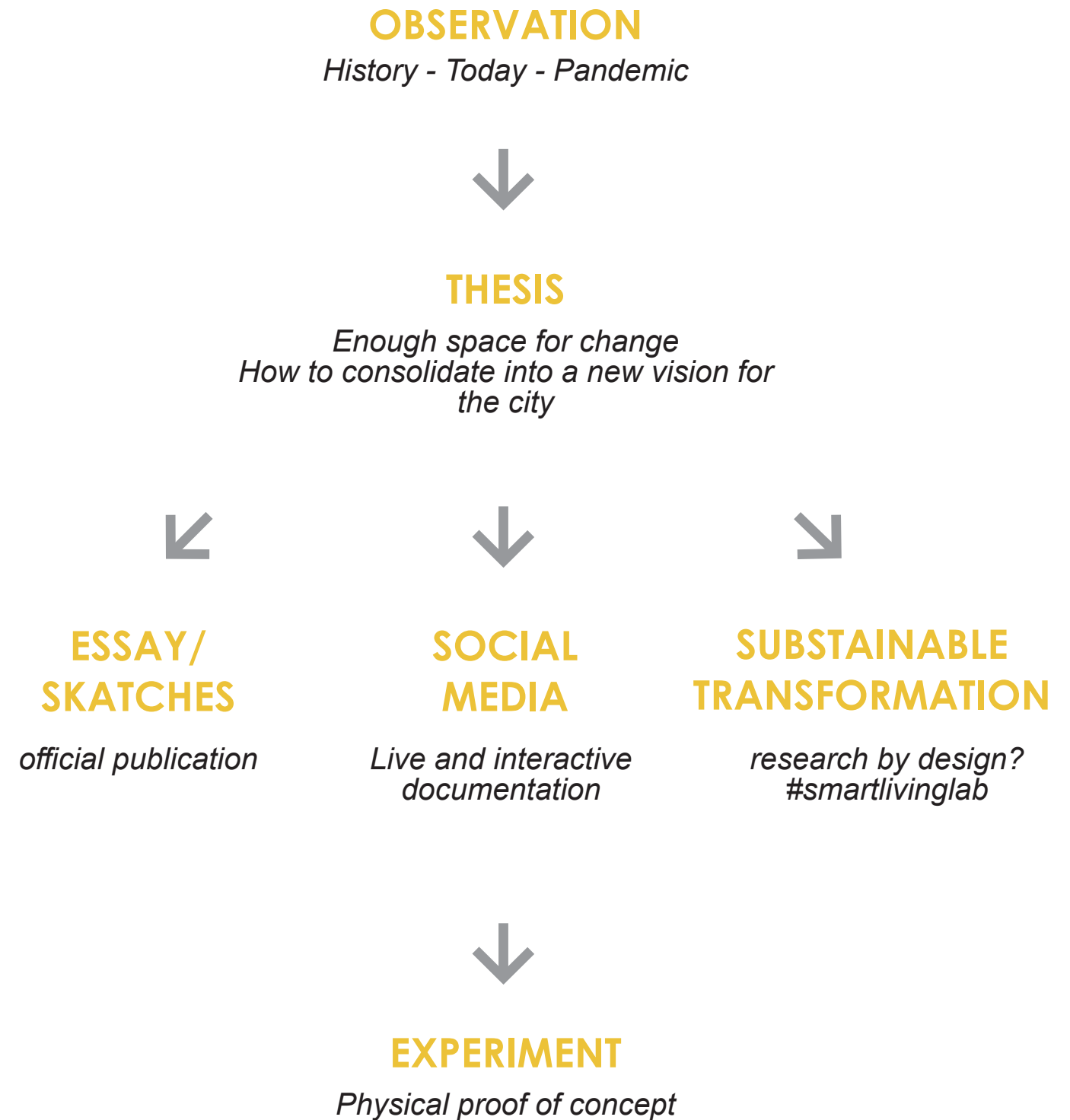
possible! In this special case the pandemic revealed a chance for the coming out of our primeval desire for a more human centred environment. The 5-minute-city, the utopia of dense network city of living, working, daily needs as well as leisure activities in a walkable distance, a city which helps us to live healthy and encourages social interaction, seems in reach.

For the moment most of these “Covid-19 based” changes are only on easy to reverse improvisations. However, these selective improvements need to be manifested for future planning strategies.

Hence, this research focuses on the evaluation of how planners can consolidate the positive urban changes and learnings from the pandemic and transforms them into a new visions of a more human centred, sustainable, and healthy city.

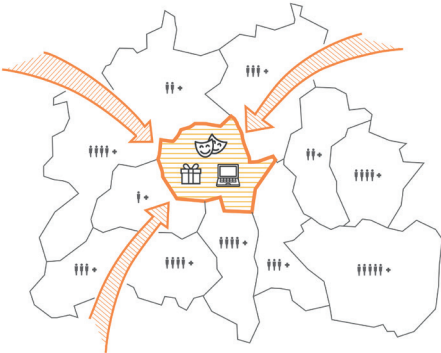
METHODOLOGY

The pandemic as a catalyst towards a more human and sustainable city planning?



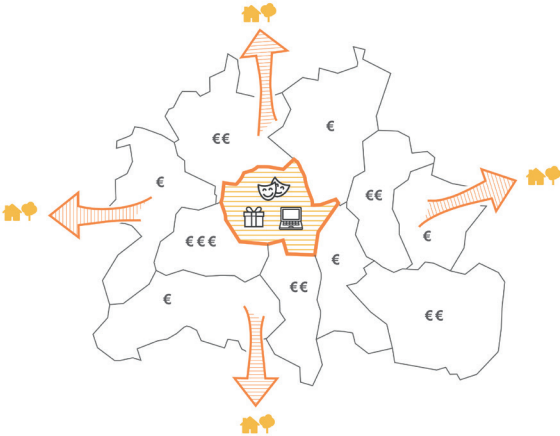
CITIES AT THEIR LIMIT

A short inventory



Focus to the center

Continuous flow of people moving into the cities over the last decades. Cities are operating on their limites



Escape to the countryside

Only way out = further growth? >>> Denzralisation
Fatal influence on our eco system, Climate, mobility, nutrition, social behaviour etc

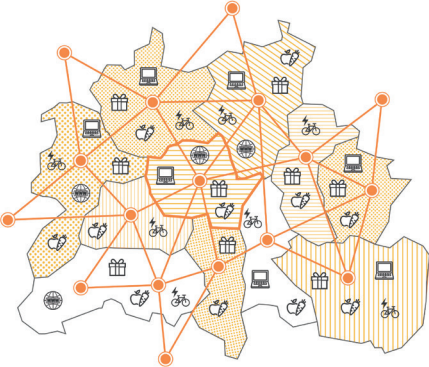


cars first

Making dezentralization more convenient with by easy to use traffic ways in and out

the network city

„Technicaly“ it would be possible to create more „equal“ and multifunctional cities. Change of beaviour



Sold out

„Why is nothing happening???”



rethinking the space

The pandemic shows us that change is possible...it is an accelerator. Can result in two ways:

More people moving out the cities

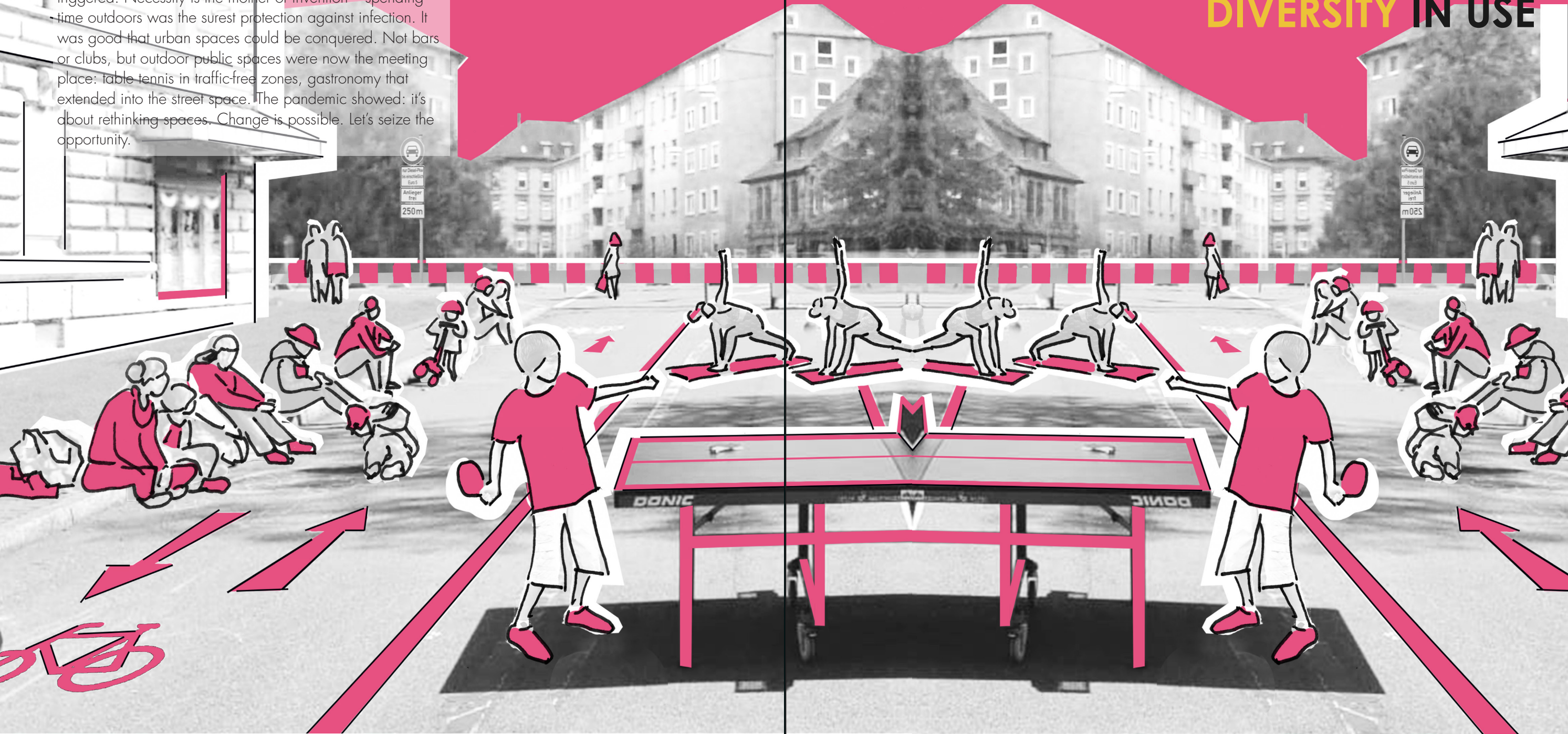
Adaptation/ reconquering of urban spaces



THE PANDEMIC AS A CATALYST

Within the last year, the world has suffered from the effects of the COVID-19 pandemic, but changes have also been triggered. Necessity is the mother of invention – spending time outdoors was the surest protection against infection. It was good that urban spaces could be conquered. Not bars or clubs, but outdoor public spaces were now the meeting place: table tennis in traffic-free zones, gastronomy that extended into the street space. The pandemic showed: it's about rethinking spaces. Change is possible. Let's seize the opportunity.

MORE PEOPLE **OUTSIDE**
CONQUERING SPACE
DIVERSITY IN USE

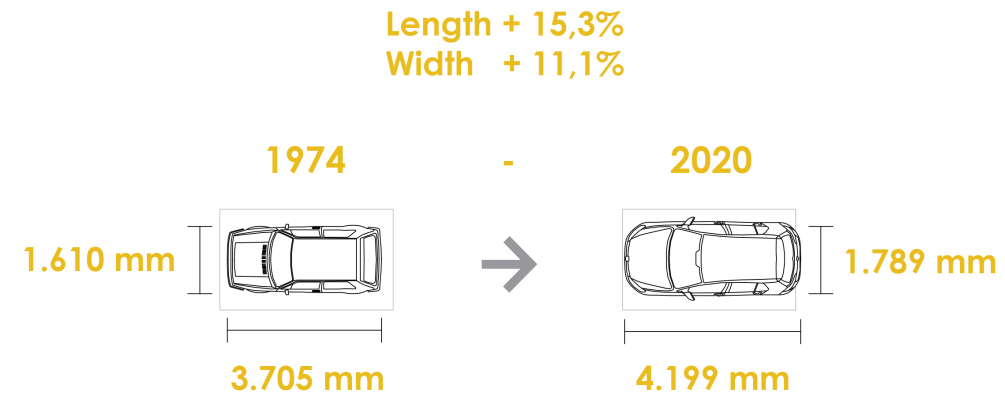


RETHINKING SPACE

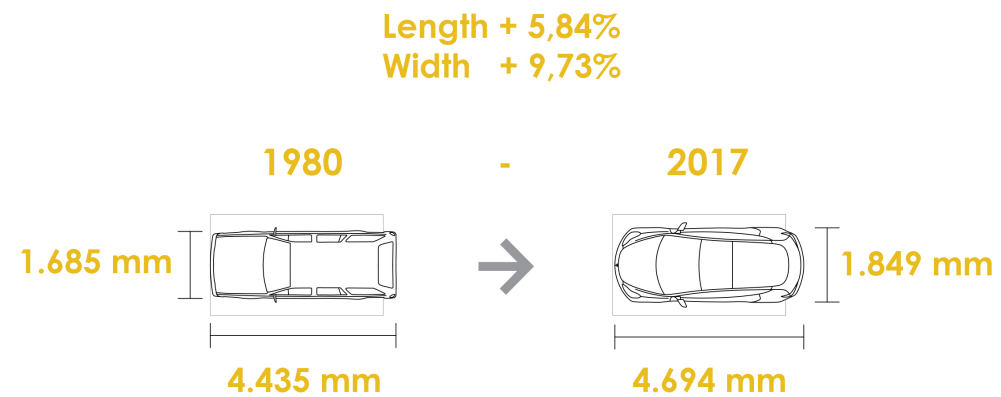
**HOW TO ORGANIZE THE
CITIES IN A NEW WAY ...**

CARS NEED SPACE NO MATTER WHAT ENERGY THEY USE ...

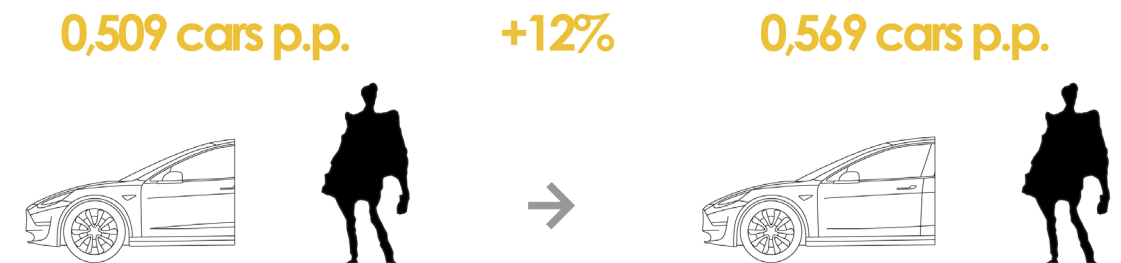
Progression of the dimensions of the car on the example of the
VW Golf (1974) - VW Golf 8 (2020)



Progression of the dimensions of the car on the example of the
VW Passat B2 (1980) - Tesla Model 3 (2017)



Car density per person in Germany (2010 - 2019)

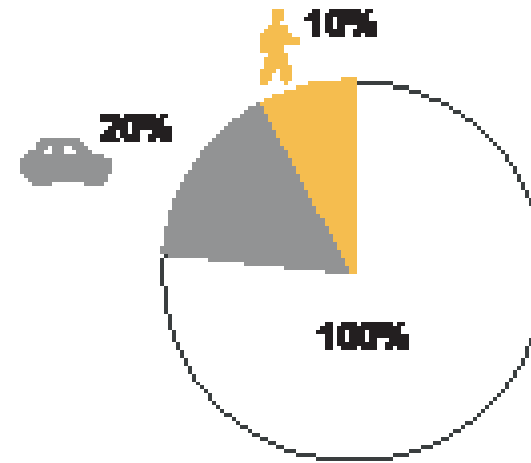


REORGANIZE TRAFFIC

Cars, parking lots, parking garages – in our urban space, motorized traffic occupies large areas, it is dominant and characterizes the city. converted into residential space – as has already been done in the planning for the Scarborough Parking Structure in Toronto – much can be gained.

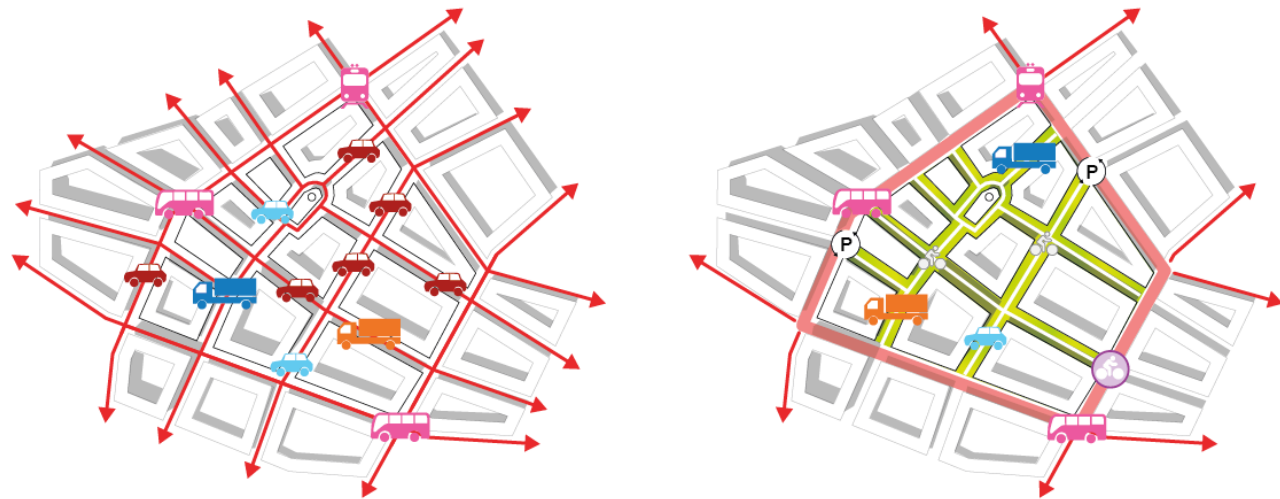













CREATE LIVELY PLACES.



FINDING THE SPACE FOR CHANGE

This is where change can come in: If we succeed in bundling stationary traffic, e.g., in mobility hubs, and transforming entire city districts into traffic-free islands, areas will become free. Areas that can be put to completely new uses that benefit the common good and improve the quality of life in cities. The city can be re-thought. If parking garages can also be converted into residential space, much can be gained.



-  PUBLIC TRANSPORT SUBWAY NETWORK
-  DUM CARRIERS PUBLIC SERVICE
-  PRIVATE VEHICLES PASSING
-  BICYCLES MAIN NETWORK
-  BASIC TRAFFIC NETWORK
-  MOBILITY HUB PARK & WALK
-  PUBLIC TRANSPORT BUS NETWORK
-  URBAN SERVICES & EMERGENCY SERVICE
-  RESIDENT VEHICLES
-  FREE CYCLING
-  SINGLE PLATFORM PEDESTRIAN PRIORITY

MOVING TRAFFIC

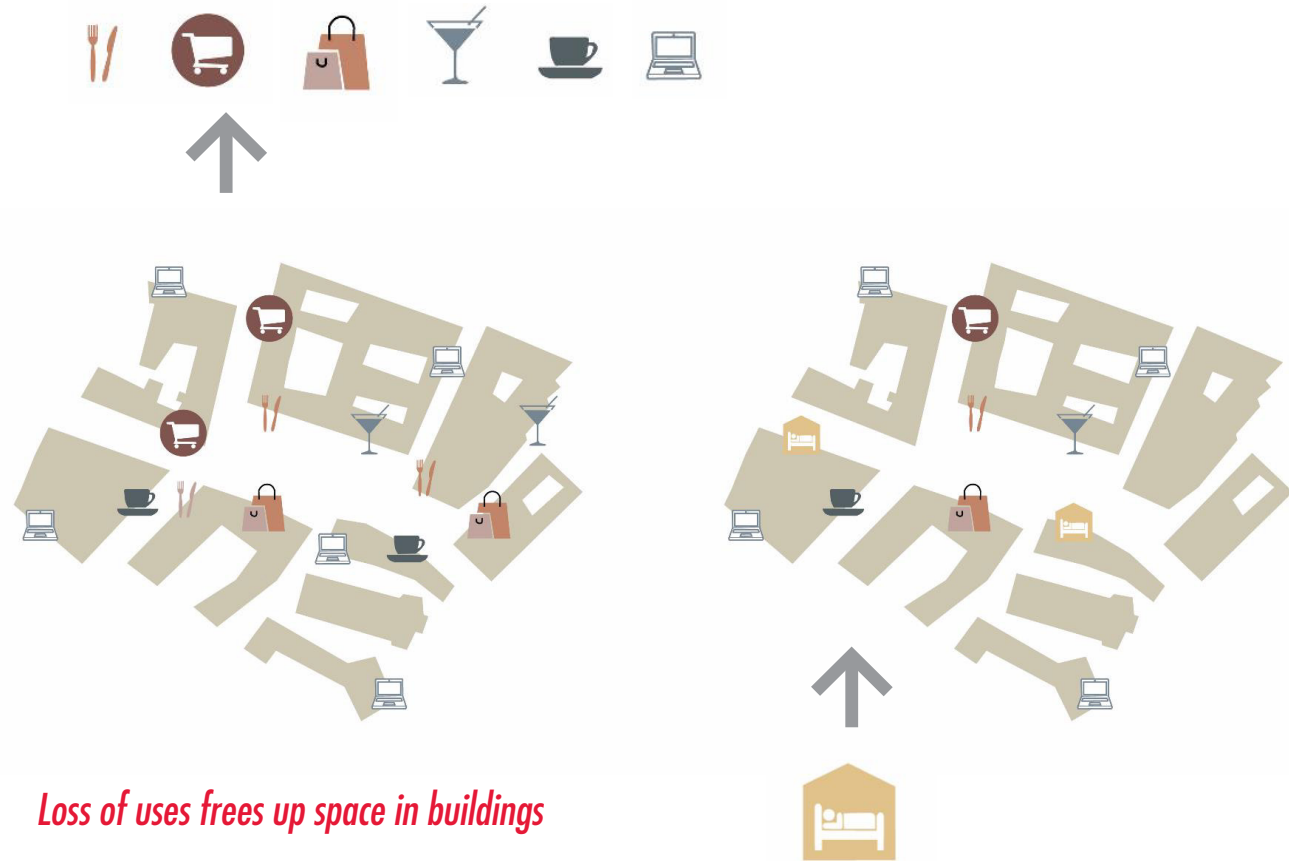


STATIONARY TRAFFIC

MIX IT

Create lively places.

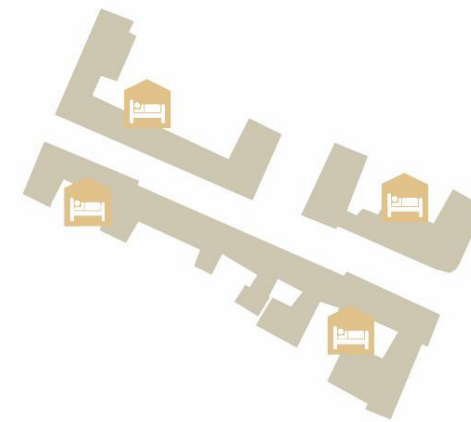
High architectural quality and long periods of use also come from a healthy mix of functions and an inspiring juxtaposition of neighborhoods. The point is not to design mono-functional districts, but to design connections and synergies, to ensure networking and communication so the activation continues 24/7.



Dealing with the existing building

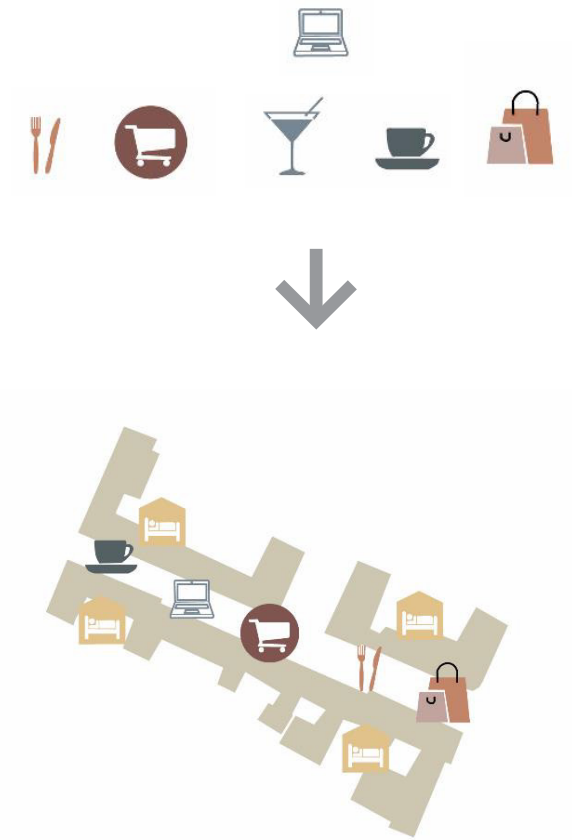
TOWN TOWN / COMMERCIAL CENTER

free up the space / remove cars

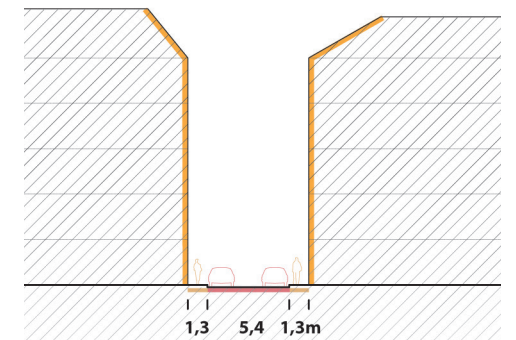
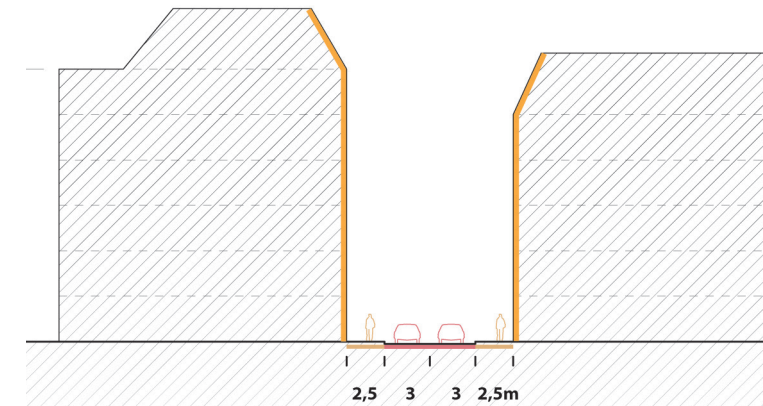
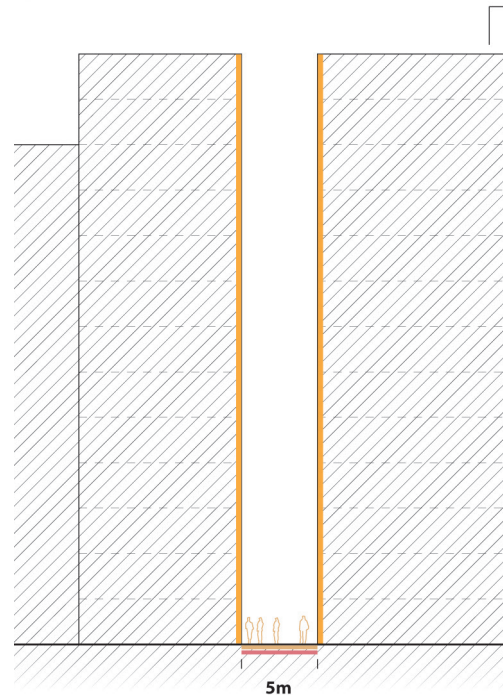
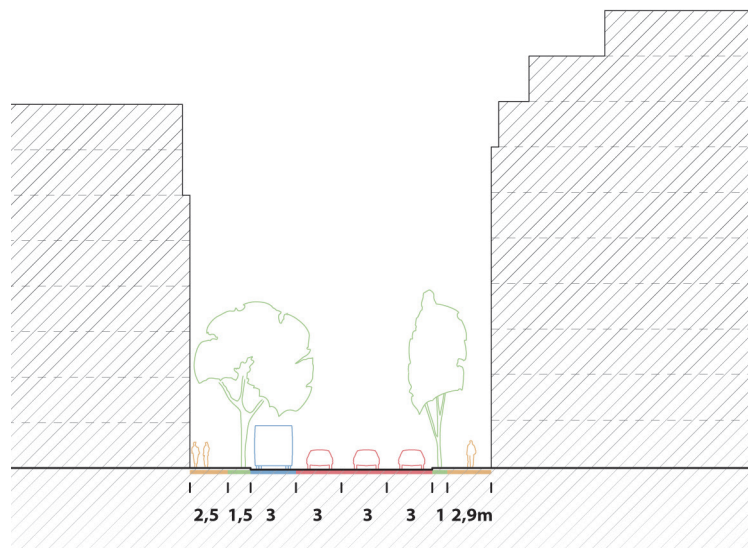
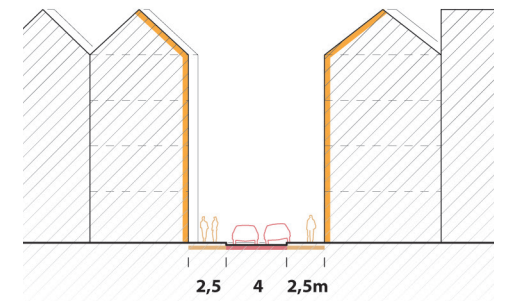
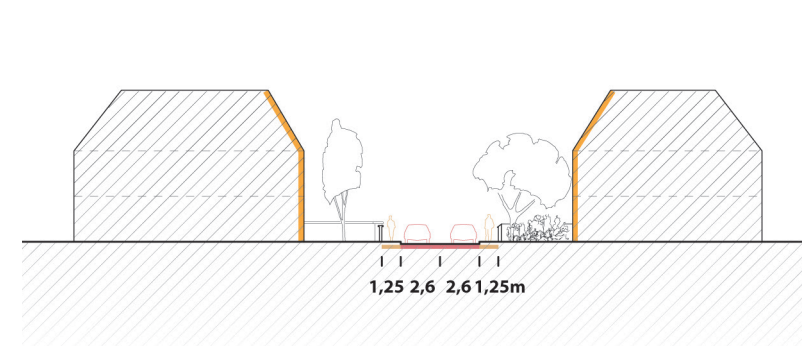
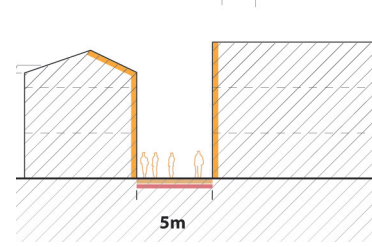
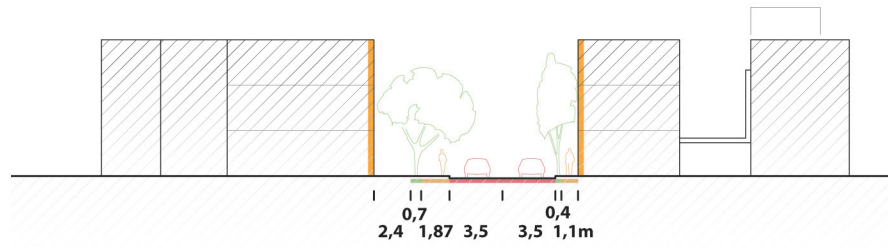
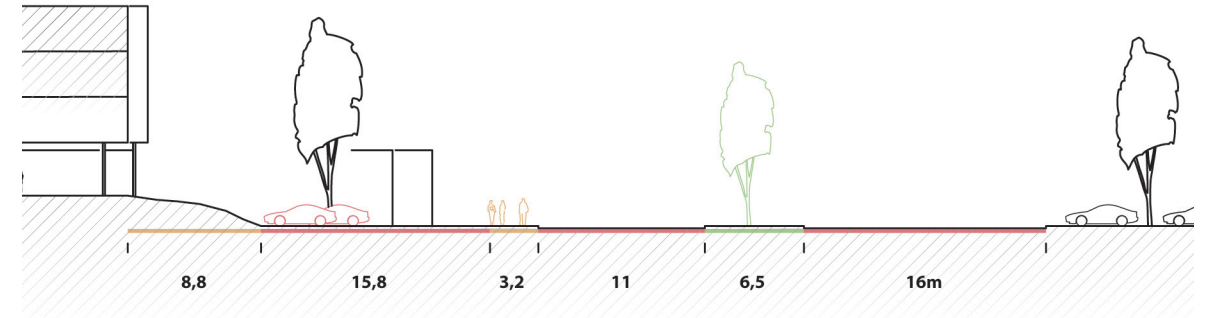
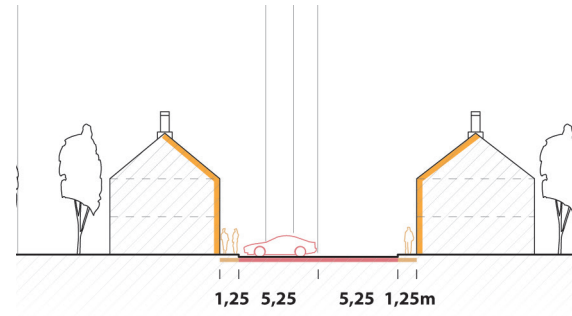
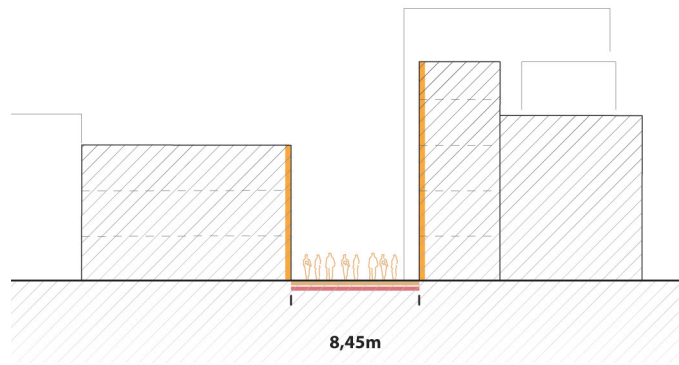


Dealing with the urban space

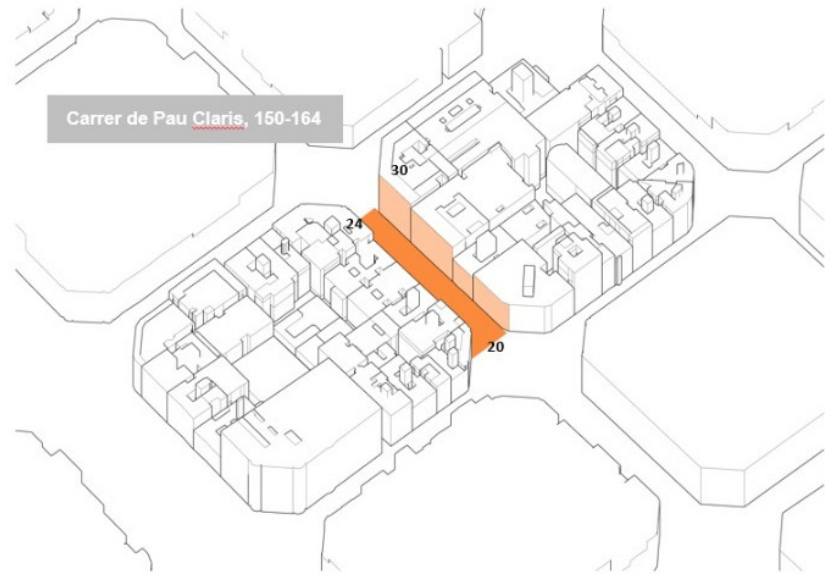
RESIDENTIAL AREAS



LET'S ANALYZE CITIES

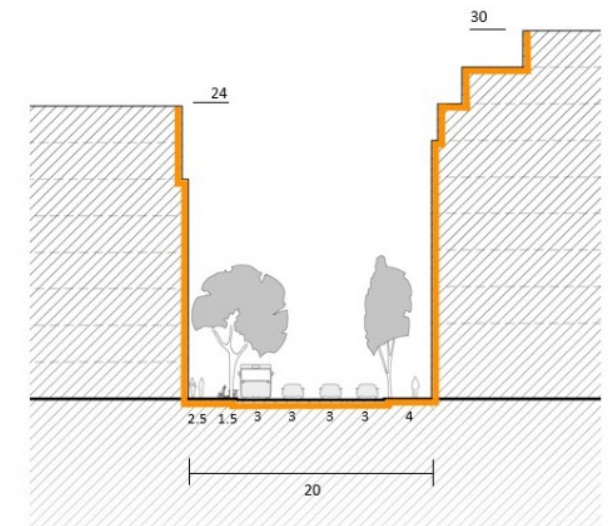
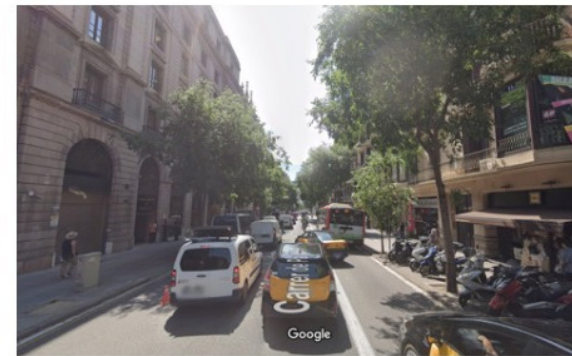


Barcelona, Spanien



Barcelona, Spanien

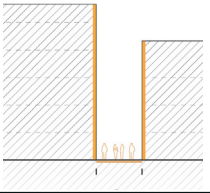
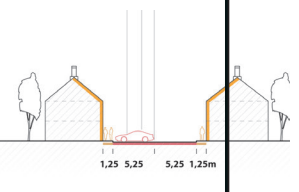
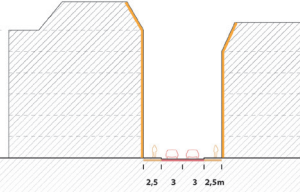
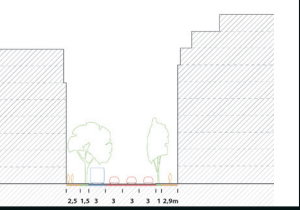
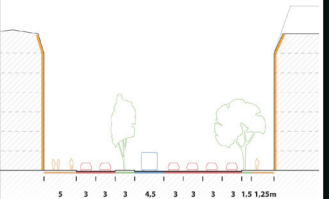
Carrer de Pau Claris, 150-164



REVALUE SPACE

To build community and for a better climate.

High architectural quality and long periods of use also come from a healthy mix of functions and an inspiring juxtaposition of neighborhoods. The point is not to design mono-functional districts, but to design connections and synergies, to ensure networking and communication so the activation continues 24/7.

	1-2 GESCHOSSE	3-4 GESCHOSSE	5-6 GESCHOSSE	7-8 GESCHOSSE	HÖHER	
Gasse 8M						Grün Dachleitern
Nachbarschaftsstraße 15M						Kleinere Einbauten Balkone, Grün, Kiosk
Quartiersstraße 25M						Allgemeine Funktionen Kita, Bar, Essen, Co Working
Boulevard 40M						2-3 geschossige Gebäude
Ringstraße 60M						Erweiterung der Nachbarschaft

CHANGE IS POSSIBLE

Even if you think it's not.

The prerequisite is to re-think public spaces. Unimagined possibilities open up through the bundling of traffic, more greenery and the sensitive complementing of new buildings and expanded offers of use. Freed-up parking spaces – stationary traffic is concentrated in mobility hubs – are pleasantly structured by differentiating fixtures in the form of kiosks, bars, cafés or co-working spaces. Even in narrow alleys, new quality can be created with simple greenery. This densification creates diversity. As a result, we see a compact, highly networked, vibrant city. A more human and sustainable city that does not take the car as the measure of all things, but relates to people – there is enough space, you just have to use it properly.

LET'S START!

Even if you think it's not.



ALLEY

Green | urban farming | stairs to the roof | terraces



RESIDENTIAL STREET

general functions

Kindergarten, Bar, Restaurants, Co Working

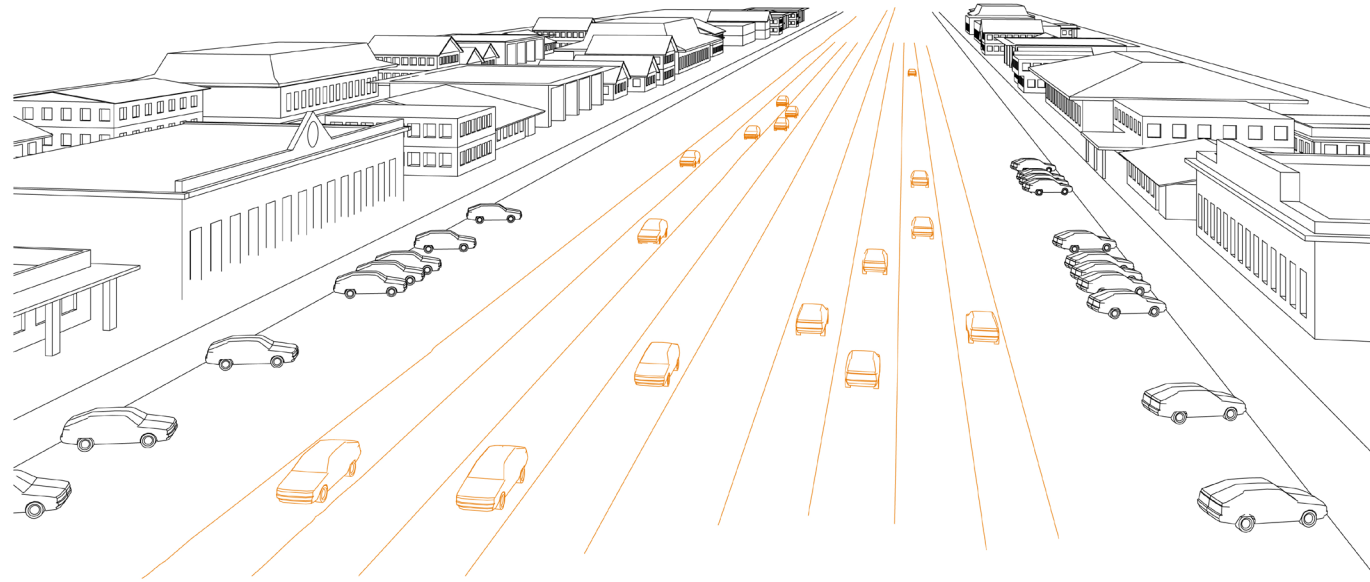


←----- 20M -----→



BOULEVARD

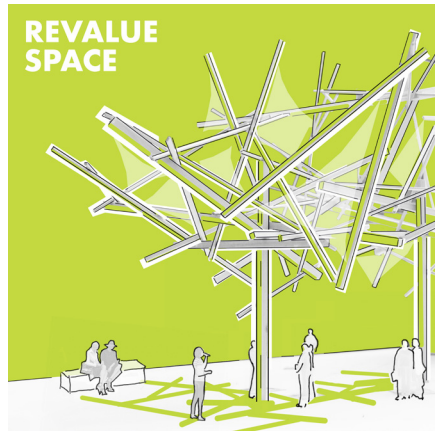
Expansion of the neighborhood

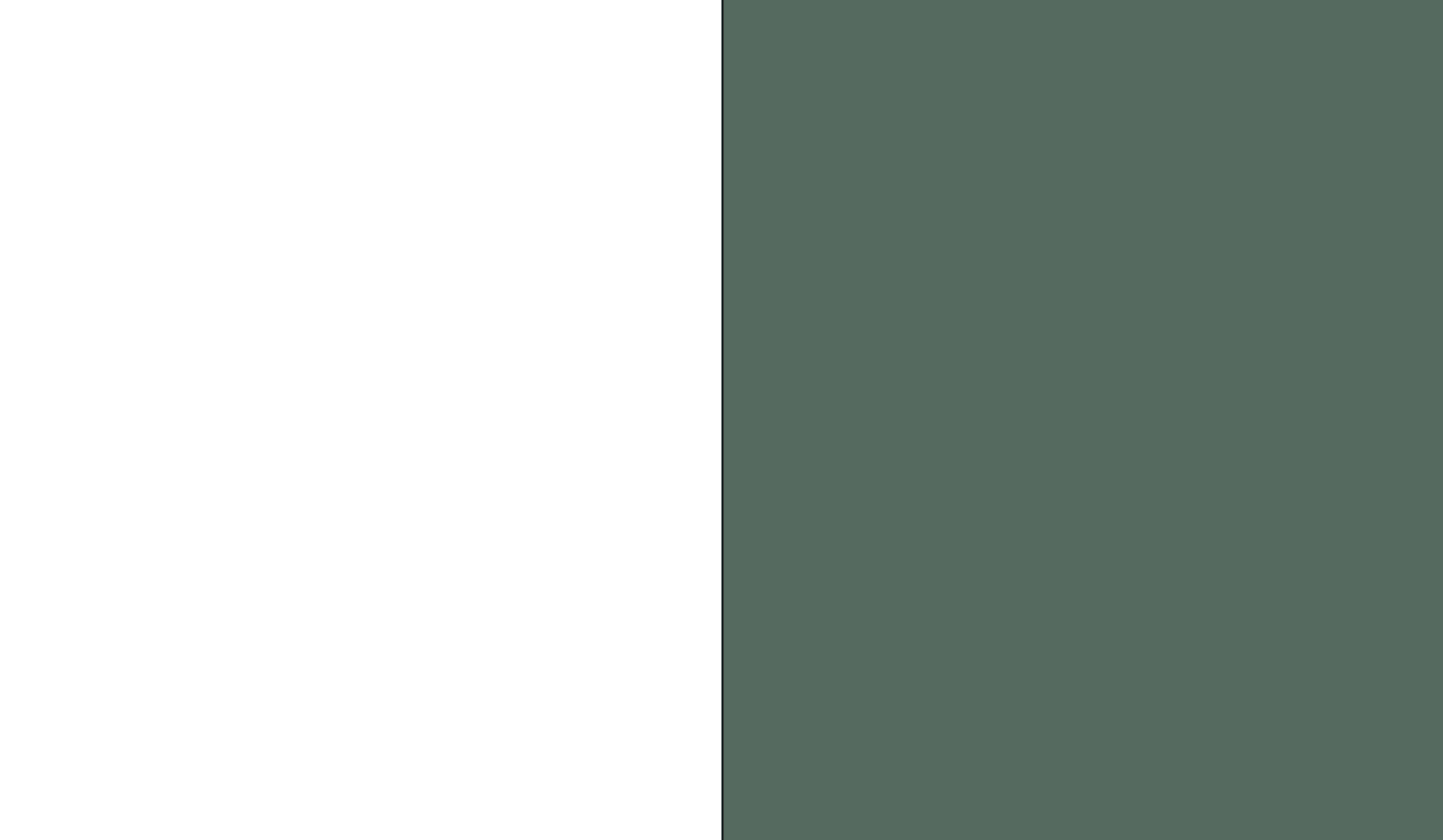


← - - - - 70M - - - - →

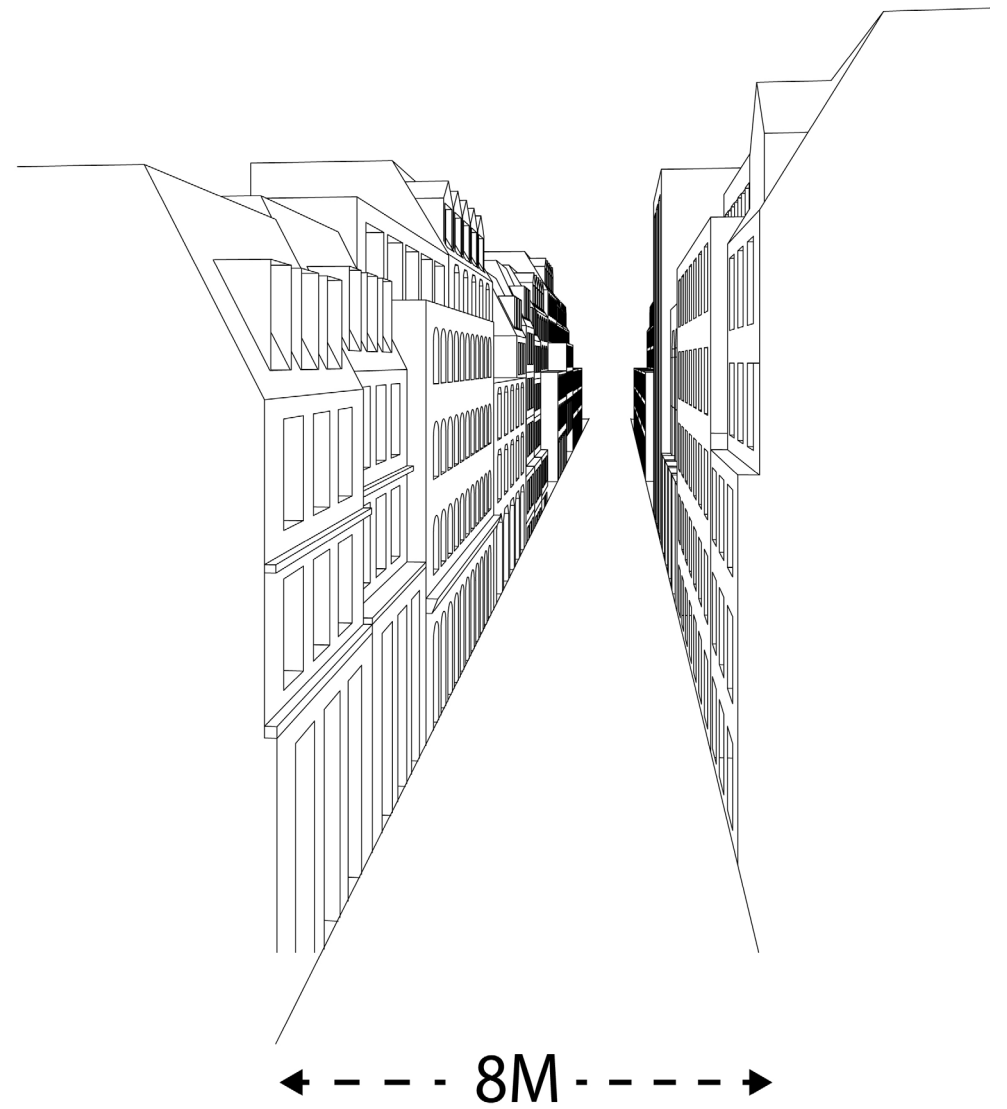


WAF INSTAGRAM TAKEOVER



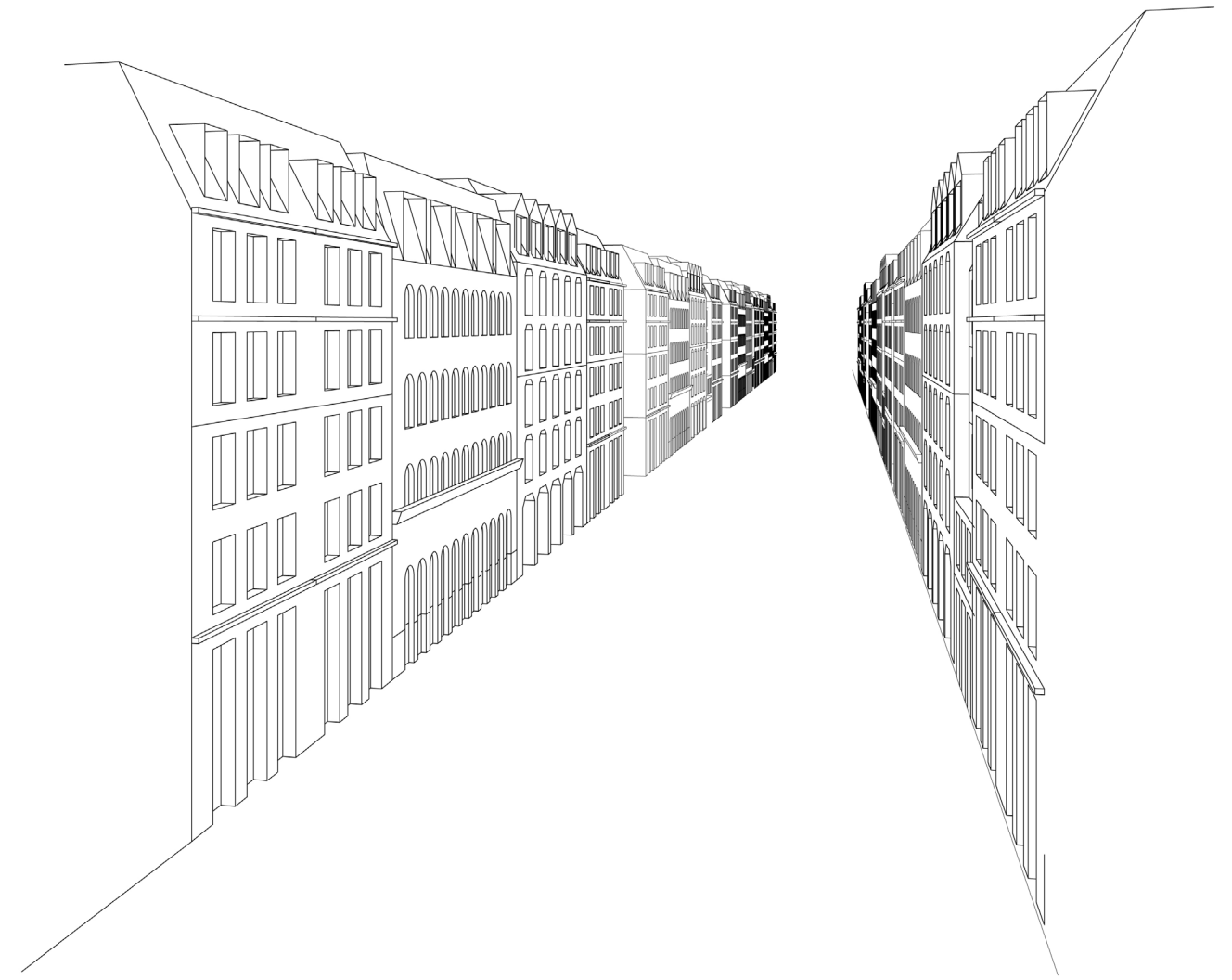




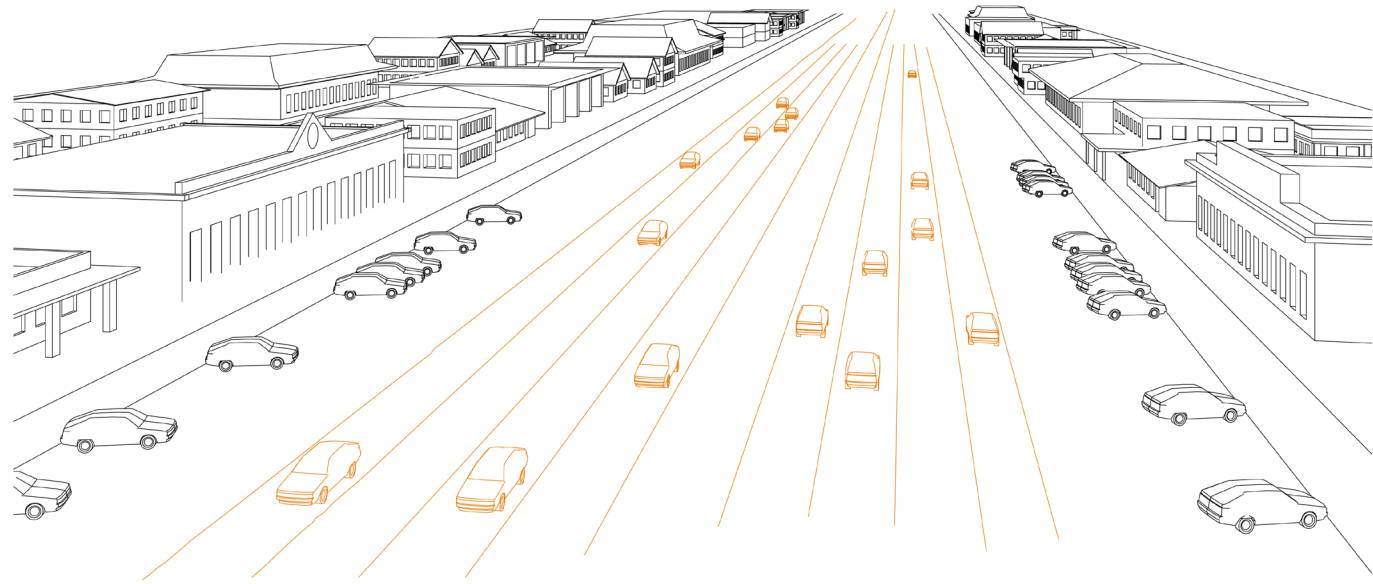




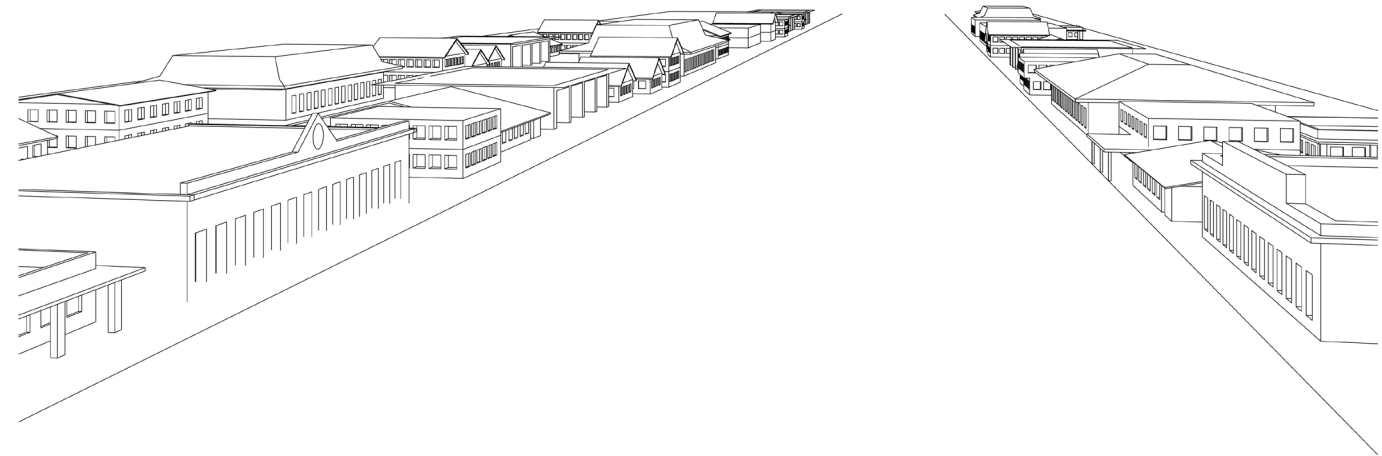
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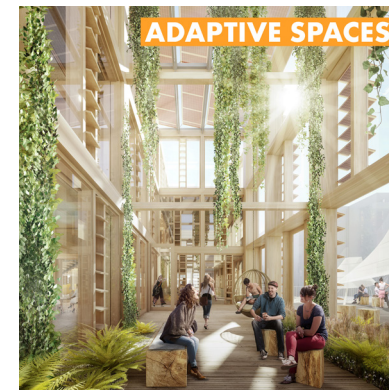
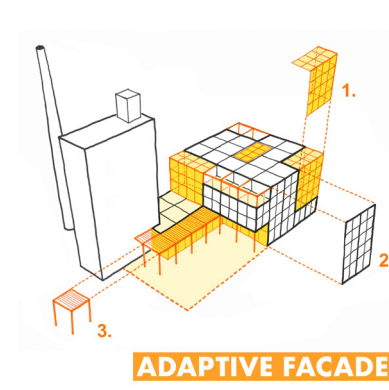
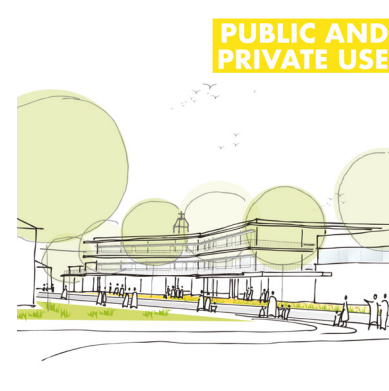
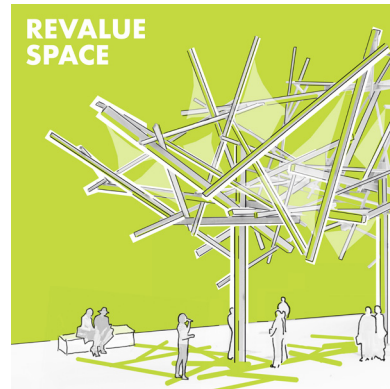
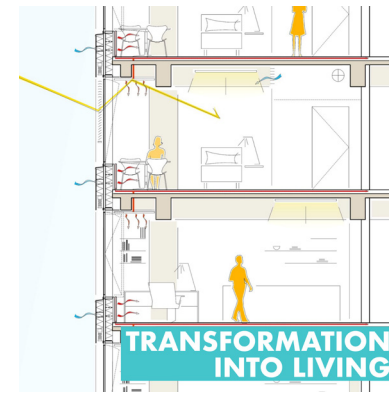
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MAKE IT FLEXIBLE

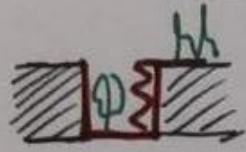
Be prepared for the future.

Space will be one of the most valuable commodities in the future. Conversions will become even more important. Even at the design stage, the focus must be on the future. Be it through buildings with flexible interior and exterior spaces that can be adapted to future requirements.

MAKE IT FLEXIBLE



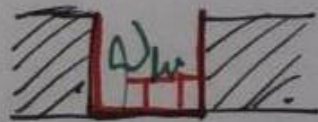
Typ 1 "Grasse"



Tree + stair up
on the roof

18m

Typ 2 Nachbarschaftsstrafe (Münster) ^{2.K}



Tree + 1storey
kiosk with terrace on top

1 15m

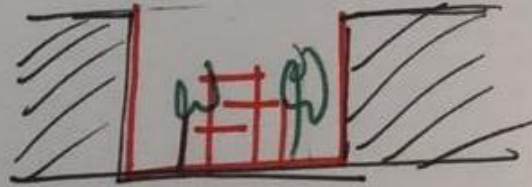
Typ 3 Quartiersstrafe (Stuttgart)



Tree + 1-3storey
building with terrace
on top

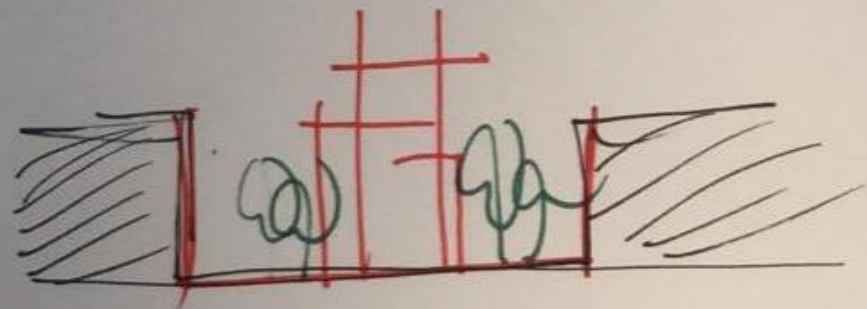
1 25m

Typ 4 "Boulevard" (Paris) Munich



40m

Typ 5 "Avenue" (L.A.)



A4



Soft City

Building Density
for Everyday Life

David Sim

Foreword by Jan Gehl

20,6 X 26,7 CM

JAN GEHL

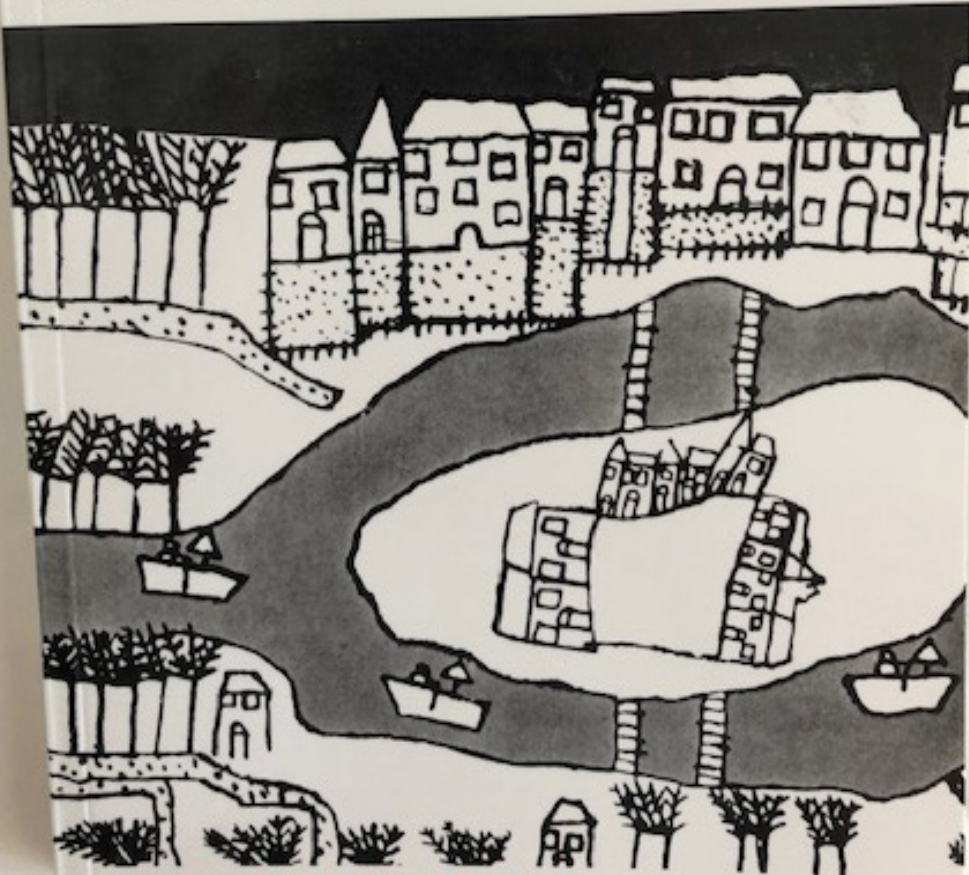
jovis

STÄDTE FÜR MENSCHEN

17,4 X 24,6 CM

Kevin Lynch

Das Bild der Stadt



Stadtgestaltung/Stadterlebnis

14X19CM

COUNTRYSIDE?
A REPORT

AMO /
REM KOOLHAAS



COUNTRYSIDE IN
YOUR POCKET!

GUGGENHEIM
TASCHEN

10,2 X 15,9 CM