

UBC

UNION
OF THE BALTIC
CITIES

30 YEARS
1991-2021



Hanse- und Universitätsstadt
ROSTOCK

Join us in person in
the city of Rostock

26th - 29th September 2021

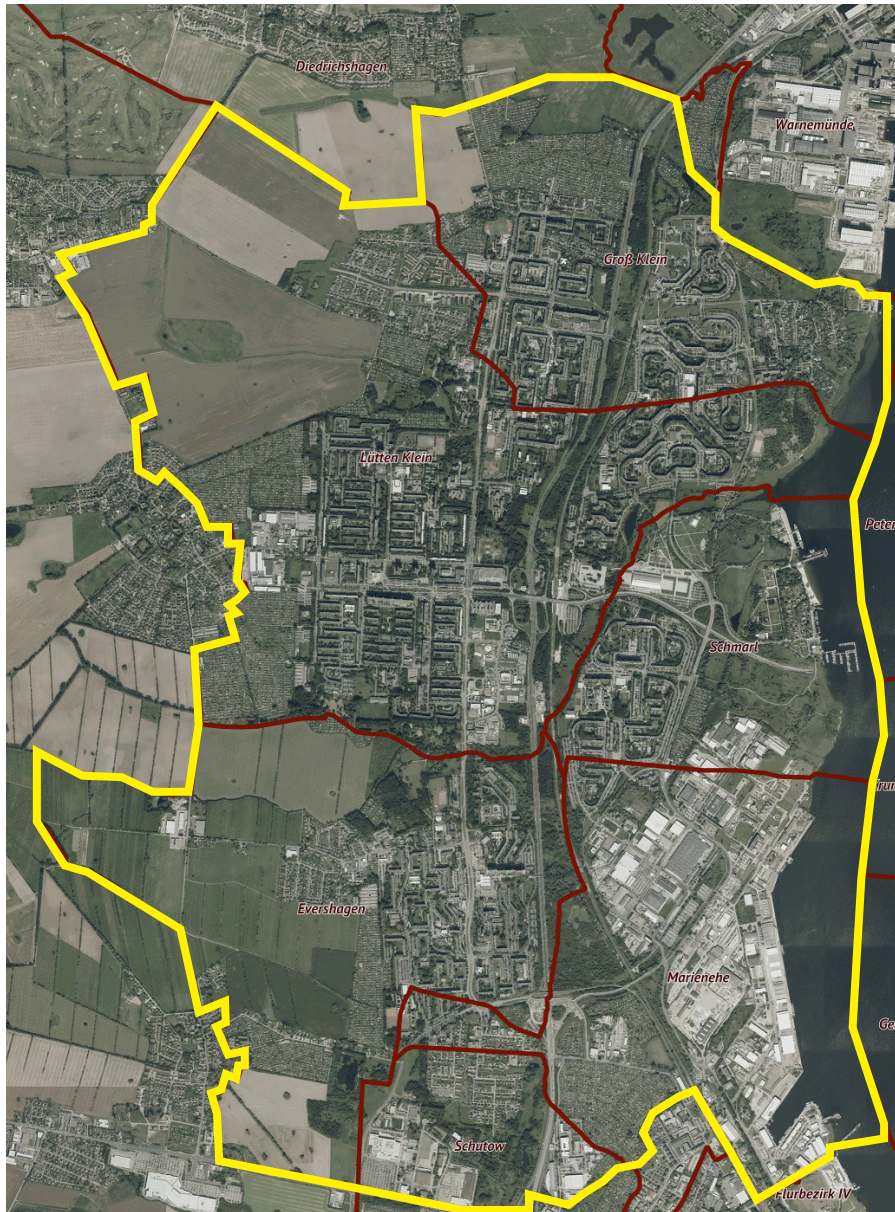


External UBC-experts recommendations are needed for an integrated and complex development strategy for Rostock's large concrete prefabricated housing estates. Rostock asks to shed light on the requirements of future generations of residents for the 5 large housing estates, built in concrete slab construction in Rostock North West.

Rostock NW 2035+

How to make 5 absolutely solid satellite towns even better?





How to go Rostock?

You reach us via ferries from Denmark and Sweden, by long distance busses like Flixbus: <https://global.flixbus.com/bus/rostock> ; by train: <https://www.bahn.com/en#slc> and by car via Highways A20 and A 19. Next airports in Hamburg and Berlin.

Arrival day: Sunday, September 26th, 2021

Departure day: Wednesday, September 29th, 2021

Although the registration deadline at **Hotel Radisson** has expired, the reception will certainly be accommodating as long as rooms are free. They charge € 130 per night and room (one person / harbour view). Reservations by email: reservations.rostock@radissonblu.com; by phone: +49 381 3750 3500. key word: UBC-workshop

We have slightly cheaper hotels and guest flats in the city centre, but not for as many guests as a group.

We recommend:

1) <https://www.hotel-bb.com/de/hotel/rostock-hafen>

2) <https://www.altes-hafenhaus.de>

3) <https://www.motel-one.com/de/hotels/rostock/>

4) <https://www.gaestehaus-evershagen.de/> (good tram connection to inner city)

COVID-19

EU-wide entry restrictions remain in force. For Germany, these restrictions are issued by Federal Ministry of the Interior, Building and Community (BMI). Please check with the BMI prior to your trip to find out what regulations apply specifically with regard to the country from which you plan to enter Germany. In principle, entry is possible for persons who are in possession of: - proof of vaccination | recovered from COVID-19 | with a negative test certificate (antigen test: taken max. 48 h, PCR test: taken max. 72 h before entry)

The basic procedure



26 | 09 | 2021

On **Sunday** we will meet informally 6:30 p.m. beginning in a nice City harbour and brewery restaurant. The Interreg project JOHANNA invites us. (In this project we are committed to the staff profile of a „cruise port area development manager“. Small cruise ships, mega-yachts and tall ships are to enliven the maritime and economic life of the city port near the crane bridge).

27 | 09 | 2021

On **Monday** we will start in the **town hall (Festsaal)**, we will be introduced to the topic of our workshops and further developments in Rostock. A colleague from Inner City port area development team will present the **outcomes of our workshop 2017** in Rostock; **the national landscape design and garden exhibition BUGA 2025 will take place in Rostock** Inner City Harbour area. Also: the **chief architect of INROS-Lackner Ltd.** Rostock, our friend *Carsten Nielsen* will introduce us to the bridge project in the City Harbour. Then we'll drive by public transport to the northwest, look around, set up ourselves thoughts in the workshop areas.



28 | 09 | 2021

On **Tuesday** we will start again in the town hall. The urban planner and sociologist *Dr. Bernd Hunger*, Berlin, **Competence Center for Large Housing Estates, Berlin (Chairman of the Board)** will speak about **“Renewal of Large Housing Estates – German experiences”**. Then we go by public transport back to the large housing estates and work in our workshop areas. Tuesday evening we will celebrate the reception of the UBC.

29 | 09 | 2021

On **Wednesday** morning we will process our recommendations to the city in the town hall, in which the mayor *Claus Madsen* will also take part. Then we will present them in public environment, discuss with Rostock stakeholders, followed by a light lunch. In the afternoon, the Rostock team will show you the upgraded cruise and railway station area in Warnemünde and the seaside resort of Warnemünde.



Our working rooms are booked in **community center house 12 in Rostock Schmarl**.

In the evening we will be invited to the Mayor's Reception. We could book the unique **Warnowhuus in Groß-Klein** „the access point to IGA Rostock 2003 landscape garden exhibition field“.

program

Sunday 26.09.2021

19:00 Get together dinner at brewery restaurant "Zum Alten Fritz" Warnowufer 65

Monday 27.9.2021

08:30 registration in Festsaal, old town hall (Rathaus); Neuer Markt 1

09:00 opening, *Paulina Szewczyk* (UBC planning commission), *Andrea Krönert* (chairwomen of Rostocks city councils board for integrated urban –and regional development, environment, public order)

09:15 general introduction with city, planning actualities, challenges (*Oliver Köppen*, urban planner team Rostock)

09:30 evaluation of UBC Workshop 2017 outcomes

- - national gardener and urban landscape exhibition Rostock "BUGA2025" (*Renate Behrmann, Robert Strauss*)
- - city harbours city bridge project (*Carsten Nielsen* INROS Lackner Ltd.)
- - the Warnow-quarter: the Rostock model project of the national government for innovative urban planning (BUGA2025 team and Jens Will)

10:15 coffee break

10:35 lecture and discussion about the topic of the seminar and introduction to project territories in Rostock NW

- - urban planners perspective (*Anja Epper, Oliver Köppen, Anette Truché, Dr. Andreas Schubert, Jens Will; Dürten Schölens* – key initiative; now in rehabilitation)
- - heritage protection officers perspective (*Uta Jahnke, Peter Writschan*)
- - social planners, quarter development managers perspective (*Claudia Nielebock, Daniel Jarohs*)

11:40 forming the groups

11:50 lunch

12:20 departure by public transport - first impressions: The city centre NW in district Lütten Klein

15:00 coffee break in workshop room(s) in „Stadtteil- und Begegnungszentrum -Haus 12“; Am Schmarler Bach 1

18:15 pick up in front of Hotel Neptun, short city excursion to Rostocks reception venue in restaurant „WarnowHuus Groß-Klein“ Kleiner Warnowdamm 18

Tuesday 28.09.2021

08:30 lecture: "Renewal of Large Housing Estates – German Experiences" Dr. Bernd Hunger, chairman, Center of Competence for Major Housing Estates", Berlin

09:30 travel by public transport to workshop areas and work in workshop rooms

12:15 lunch

19:00 UBC reception of UBC in foot distance to Hotel(s) in a restaurant on river waterfront or in hip student quarter, depends on nr. of participants

Wednesday 29.09.2021

08:30 work on outcome presentations, city hall workshop rooms 1 and 2 (ground floor)

10:30 public presentation of outcome results, city hall Festsaal ; discussions with mayor *Claus Ruhe Madsen* and stakeholders

11:15 conclusions

11:30 coffee break and interviews with journalists from press and TV

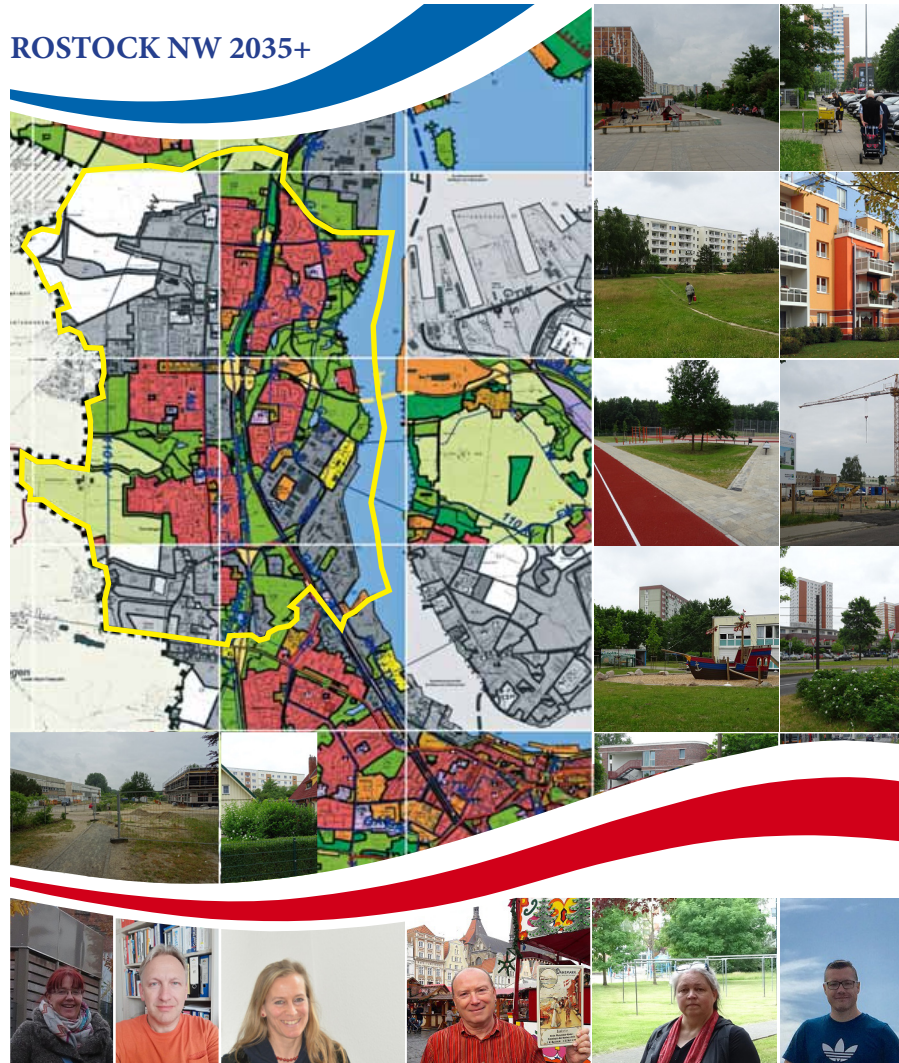
11:45 invitation to next UBC meeting, miscellaneous

12:15 lunch, catering in Festsaal , farewell

13:00 steering committee meeting

15:00 voluntary excursion





Rostock and its large housing estates: insights into our everyday work

Anja Epper, Oliver Köppen, Dürten Schölens, Dr. Andreas Schubert, Anette Truché, Jens Will

Rostock's concept of urban expansion was based on the concept of the concentric city on the river until around end of 1950ies, later on the integration of the historic city centre (including peripheral areas) into the development of the socialist city with a knot-ribbon structure (Miljutin Sozgorod). Between Rostock Warnemünde and old Rostock (before 1945) were developed 5 socialist city model districts. After 1990, only relatively small building areas were added. The knot-ribbon structure is still recognizable, dominant; definitely still a source of quality of life for the post socialist city of Rostock, taken up as a supporting structure in the master plan manuscript Rostock 2030+. At the beginning of 1960 it was decided to make Rostock into and as model city of (GDR) German socialist urbanisation, led by central government in Berlin. The economy of shortage, but also socialist ideals, allowed a (re-)building, without having to seriously consider land ownership as a property. Cultivating arable land was easier than (re-)building an old town with a high percentage of private ownership on properties.

The large socialist housing estates were built at „suburban village location“; the small -already incorporated-farmer villages gave the settlements their names. Following the socialist goals and the pressure to grow; caused the decision: only modern industrial construction technology could solve the most urgent problems; it was about low costs, the highest building speed and in beginning acceptable quality of living. Concrete became the predominant building material, living and working quarters manufactured in industrial pre-production and industrially assembling. The traditional segregation into the upper class and workers' quarters was fundamentally abolished by means of the prefabricated housing estates. At that time, car traffic was just as unpopular as cycling. An absolutely exemplary public transport system (model Miljutin: Sozgorod) was created for that time.

All in all, Rostock had in the 1990ies good starting conditions for further urban development. E.g.: Large traffic axes could be added quickly: those of the inner city ring road and in the 1990s as well as the east-west highway Hamburg-Stettin. Because individual car traffic increased many times over, public city and regional traffic was strengthened.

As part of a preliminary investigation into the development of new city districts and their connection to the tram network, it became clear that from the overall transport network perspective (increased vehicle demand, susceptibility to failure, possible bottlenecks) the



development of new city districts in the northwest should not be impossible, but should be redirected to areas in the interests of a balanced network structure; that restore balance to the network.

You remember our workshop in 2017 about Inner City harbour area. Now in post-socialist city of Rostock we are concentrating on the inner-city area, jumping across the river; build a footbridge; shape the “Rostock Oval”. These areas are becoming more and more attractive, but also more and more expensive to live in.

Nevertheless: the common gentrification drama of western cities is not to be expected: almost 30% of the real estate in the inner city area belongs to the city or housing cooperatives.

Almost nearly all of the residents in the inner city area have been replaced meanwhile; without dramatic conflicts; everyone has improved somehow. Now, however, social trends are beginning to have a spatial impact, triggered by a wave of mortality. If you look at the demographics (trees of life), soon begin in Rostock’s North-West what runs already through the entire city: demographic and social



change, measurable already in statistical clarity especially in the large housing estates from 1970ies and 1980ies. Beginning with the first large housing estate „Rostock Südstadt“, the first residents die away and were replaced by new groups of residents. This “Rostock Südstadt” residential area is close to the city centre, there were no problems regarding change of population. What is the experience and attitude of the UBC partners on this subject?

Now the Rostock development planners are faced also with the challenge of curbing suburbanization on the one hand. On the other hand: in the 1960s were foreseen the garden colonies as urban development potentials with a long term target to relocate some of the garden colonies to the outskirts and rural areas. Nowadays the garden colonies (often completed with garage complexes) are „sociotopes“, heavily defended by their old owners partly from Rostock (within walking distance) and (growing) from their new owners from far away. A party prince can no longer give orders.

Hardly being allowed to convert the allotment garden areas into residential building land, and having to offer inexpensive residential and commercial space, on the other hand. The surrounding villages would rather lose their character through suburbanization than offer garden colonies for townspeople in their village locations. This lobby is too strong. As a result, there are not many areas left on which to place rounding-off buildings with well-defined urban functions.



In the 1960s and 1970s, our colleagues deliberately used generous space. Land cost almost nothing, only the development effort had an impact. Now we benefit from small remaining areas, which allow attractive rounding-off and completion buildings. Or we dare to convert a garden colony - as in the southern part of the city - into building land. From our point of view, there is a more realistic opportunity to improve given basic urban structures on the one hand -and corresponding social structures on the other hand- by future proof by means of very careful structural and spatial consolidation-completion-compression. Beyond that, it is not the strength of the urban planning engineering disciplines; however, we are open to an interdisciplinary approach. In principle, the large housing estates in Rostock are fine. Nevertheless, the urban and structural infrastructures mustn't satisfy future residents and institutions. There is also no guarantee that the attractive allotment gardens and car-garages|storage rooms will not be used by the first generation rather than the new tenants.





Urban sociology knows the mechanisms that lead from a lust for image and a degeneration of identity to cumulatively and self-reinforcing negative effects of the selection of the urban milieu in less popular city quarters. The state and municipal occupancy policy do the rest. The Berlin urban sociologist

Bernd Hunger has examined „overwhelmed neighbourhoods“ in large Berlin housing estates. The social structure can no longer integrate the various immigrant milieus; rather, immigration pressure leads to active emigration of long(er)-established residents.

So how do you upgrade and stabilize the North-West - formerly a model city of socialist urbanization?

Image campaigns alone will not help any more than fresh paint. Rostock NW was a very attractive place to live in the 1970s and 1980s; the triad of garden-dacha-garage and (former) modern new apartment promised a comfortable life in a not fully complicated urban environment. For the most part, work was carried out at short distances in the e.g. shipyards, in the harbour's and in the large fishing industry area. Future generations will not live this structure of values in this way; It's not just the world of work that has completely changed. On the other hand, it is only a very short way to the Baltic Sea and various state completion and upgrading programs have barely allowed these large housing estates to bad compared to the urban qualities in the inner city. The advantage that there is practically mainly cheap communal and cooperative residential property in the large housing estates could lead to an immigration wave of gentrification losers on the one hand and new residents who have been assigned by communal housing allocation. **What is the strategy in other cities in our UBC network; what can be transferred to Rostock?**

Meanwhile, the large housing estates have their history. As a result, we are interested in what our foreign colleagues consider to be fundamental, valuable, worth preserving, even worthy of monument protection. We will discuss what is to be protected from the Lichtenhäger Brink, whether the district of Schmarl should be a monument in whole or in part.

How to handle trends like growing city, demographic change and social cohesion vs. segregation? New construction in all parts of the city cause a lot of open questions:

- ● ● what does building and spatial development mean for new and existing buildings and quarters/districts mean in future? Supplement to the existing building in the same construction? New building in keeping with the times? Q
- ● ● Densification through development of the green inner areas in the same structure? U
- ● ● New buildings with other building structure (e.g. floor plan, material, proportions) for other/future forms of living to create a better social mix in neighbourhood? E
- ● ● Creation of a new area on the building line of the settlements? S
- ● ● Development of outdoor parking spaces? T
- ● ● Climate adaptation (here: drought, heavy rain and heat (not the main topic in Rostock), energy effectivity, energy production I
- ● ● Leisure rooms for different age groups, for different requirements O
- ● ● Wireless Internet for free in district, quarter, hotspots? N
- ● ● Mobility hub's S
- ● ● sharing economy in general, especially for cars, cargo transport, the last 300m
- ● ● cross connections between the quarters

Heritage protection



Monument conservator *Peter Writschan*: Is city district Schmarl exemplary and something special in different to the other 4 pre-fabricated large housing estates in Rostock NW?

How are the changes since the fall of the Wall to be assessed: redesigned facades, demolitions, new buildings. Is this change process worthy in agreement with heritage protection principles? Do we know in UBC cities heritage protection in large housing estates built in prefabricated concrete construction?

Should the entire district Schmarl be heritage protected or only selected areas, buildings, or only some building elements?



Monument conservator *Uta Jahnke*: The Lichtenhäger Brink (boulevard) takes up the tradition and attitude of life of the traditional city boulevard/promenade in old Inner Cities. This boulevard was lavishly laid out with street furniture, „art in architecture“ and public greenery, complemented by a little bit of gastronomy. But how do you fill the boulevard with urban functions and life when strolling

is not enough? What is missing? Are there models from other UBC partner cities, how boulevards were „brought to life“ in comparable situations and locations? Should the boulevard as a whole; or should only parts or only individual elements be assumed under monument protection law?

teaser for spatial planners and heritage protection officers challenges: It is no longer easy to identify problematic situations in the 5 large housing estates; certainly not to activate such development potentials only with the tools of the urban planner. The generation of first-time residents (pioneers) of large housing estates is dying out. Which structural and spatial planning instruments are actually suitable for allowing demographic and social change to proceed in a gently controlled manner? Which (spatial) structures create identity and identification with the quarter and its community; improve willingness and ability to commit to the benefit of the neighbourhood, the community? Rapid interventions are excluded; interventions in a homeopathic dimension are more likely. We are all too well aware of interface deficits between the planning and implementation actors. But what are the options for intervention and control if we understand spatial planning and -development as a variable of economic, social and ecological challenges?

Social planning/ community planning

1. thoughts and facts about intermediate mediation between system and lifeworld in Rostock NW (*Daniel Jarohs*)

- Various studies, in particular the „Wissenschaftszentrum Berlin für Sozialforschung (science centre for social sciences)“, assist the HRO a (partially) fragile social infrastructure. Which planners socio-spatial development tool kit (instruments, methods and concepts) should serve the comprehensive development of the 5 large housing estates built in prefabricated concrete construction in NW of Rostock with a view to the year 2035?

- Specifically: a) If social spaces construct behavior and b) behavior cause social spaces, how urban planning/spatial planning (should) construct lively and balanced social spaces in terms of institutional and built infrastructure?

- Which structure or organization promotes social-urban (community) development in the context of the strategic goal of an agile city administration?

teaser for Daniels keynote speech

The social space as the „arrangement of social goods and people on places (Martina Löw)“ affects people’s behavior. These action-spatial entanglements and relationships of a quarter –and its community- constitute in turn the social space. The „decoupling of system and living environment“ (Jürgen Habermas) can also be seen in the North-West of Rostock. Places of togetherness, encounter, help and support break away from the reality of life of older people. An integrated approach, consisting of appropriate instruments and methods to relate these can be found in the Lütten-Klein urban area.



2. A social hotspot quarter was released from governmental program funding; challenges to neighbourhood and quarter management - first thoughts (Claudia Nielebock)

The position of district manager Schmarl has been permanent since May 2021 and is part of the Rostock city administration. Until 2020, the district management in Rostock Schmarl was funded by the “Socially Integrative City” program. Institutional and structural structures were created in an intervention program (federal government-state government-city) and revitalized with projects. Now the positive development must not collapse or slow down; even if the status of „social hotspot“ no longer leads to promotion and stigma.

A central task of the district management is the revitalization of the district in cooperation with all relevant actors. Here, socio-structural and socio-spatial challenges play a major role, so that each district should be considered individually, as there are different requirements in this regard in each district.

Three questions / expectations for the participants:

1. What measures do you take to counteract segregation?
2. Which tool kits are used in this regard in other UBC-network cities?
3. What low-threshold offers utilized in other UBC-network cities to promote social encounters in the district, to overcome isolation, segregation?

teaser for Claudias key note speech: The Schmarl district has been „made fit“ over the years by means of generous funding from the federal government, the state and the city. The subsidies are breaking down. Can be the power of the community and the neighbourhood economy sufficient enough to avoid downward developments? What can a neighbourhood manager achieve? Which material or immaterial development goals should be defined for those communities and their districts?

An aerial photograph of Rostock, Germany, taken during the golden hour of sunset. The sun is low on the horizon, casting a warm, golden glow over the city. The sky is filled with soft, wispy clouds. The cityscape is dominated by numerous multi-story apartment buildings, many of which are arranged in long, curved blocks. A central green space with a winding path and some trees is visible in the middle ground. The overall atmosphere is peaceful and scenic.

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