

ALTERING THE AGING

PROJECT DESCRIPTION

ENABELING AGING IN PLACE

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URBANISM AND SOCIETAL
CHANGE

SEMESTER:
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INDEX

SOCIETAL THEME

AGING IS AN UNAVOIDABLE PART OF LIFE, BUT IN AN EUROPEAN CONEXT, OUR SOCIETIES ARE BECOMING OLDER. FORMAL CARE FOR ALL ELDERLY WILL BE AN ECONOMIC BURDEN ON SOCIETY, WHILE AGING ALONE CAN RESULT IN URBAN LONELINESS DUE TO A LACK OF SOCIAL INFRASTRUCTURE CLOSE TO HOME. MY THESIS EXAMINES METHODS OF SUSTAINABLE AGING IN A LOCAL CONTEXT.

POINT OF DEPARTURE

SITE ANALYSIS

INTENTION/CONCEPT

SELECTED APPROPRIATION

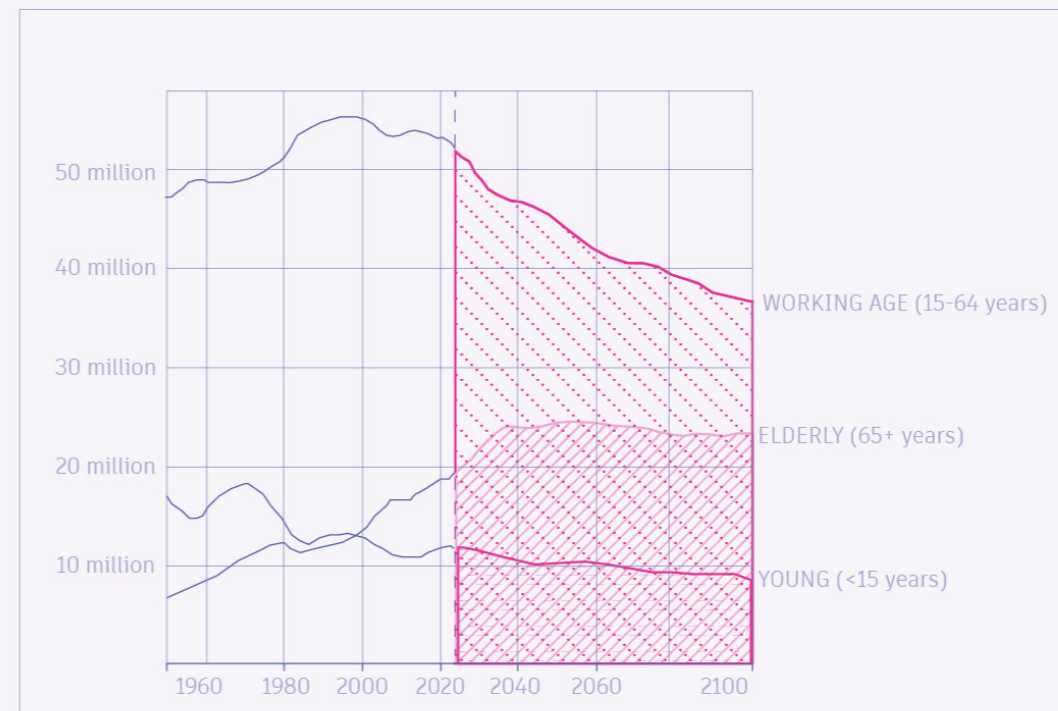
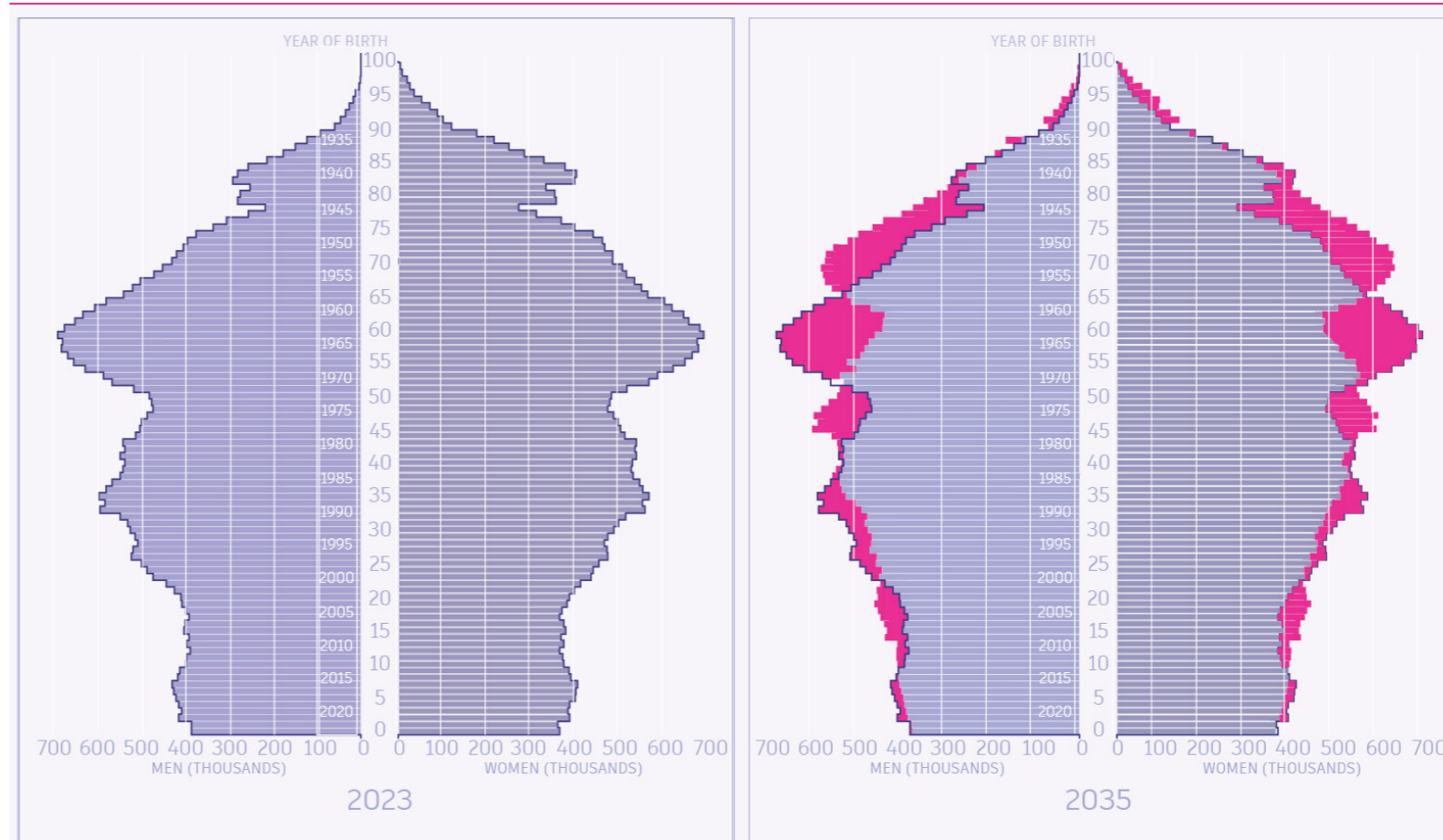
PROPOSAL

1.1 DEMOGRAPHIC CHANGE IN GERMANY

FUTURE SHORTAGE OF WORK-FORCE

- CURRENT STATUS
- CHANGES
- POTENTIAL CHANGE

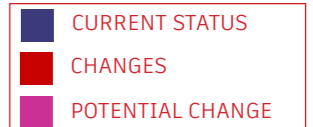
Germany is one of the most rapidly ageing countries in Europe. Due to the baby-boomer generation retiring around 2030, an enormous strain is put on the care-sector in Germany. The last 4 years, the number of elders receiving long-term care has risen by 45 %. The baby-boomer generation (b. 1957-1969) will be retired by 2030, leaving less people to care for an increasingly ageing population. This is putting pressure on the care system, as well as elders not withing to receive institutionalized care



Future demographic structure of Germany
Source: Statistisches Bundesamt (Destatis), Wiesbaden 2023

1.2 GERMAN SYSTEM OF CARE

METHODS OF ORGANIZING CARE

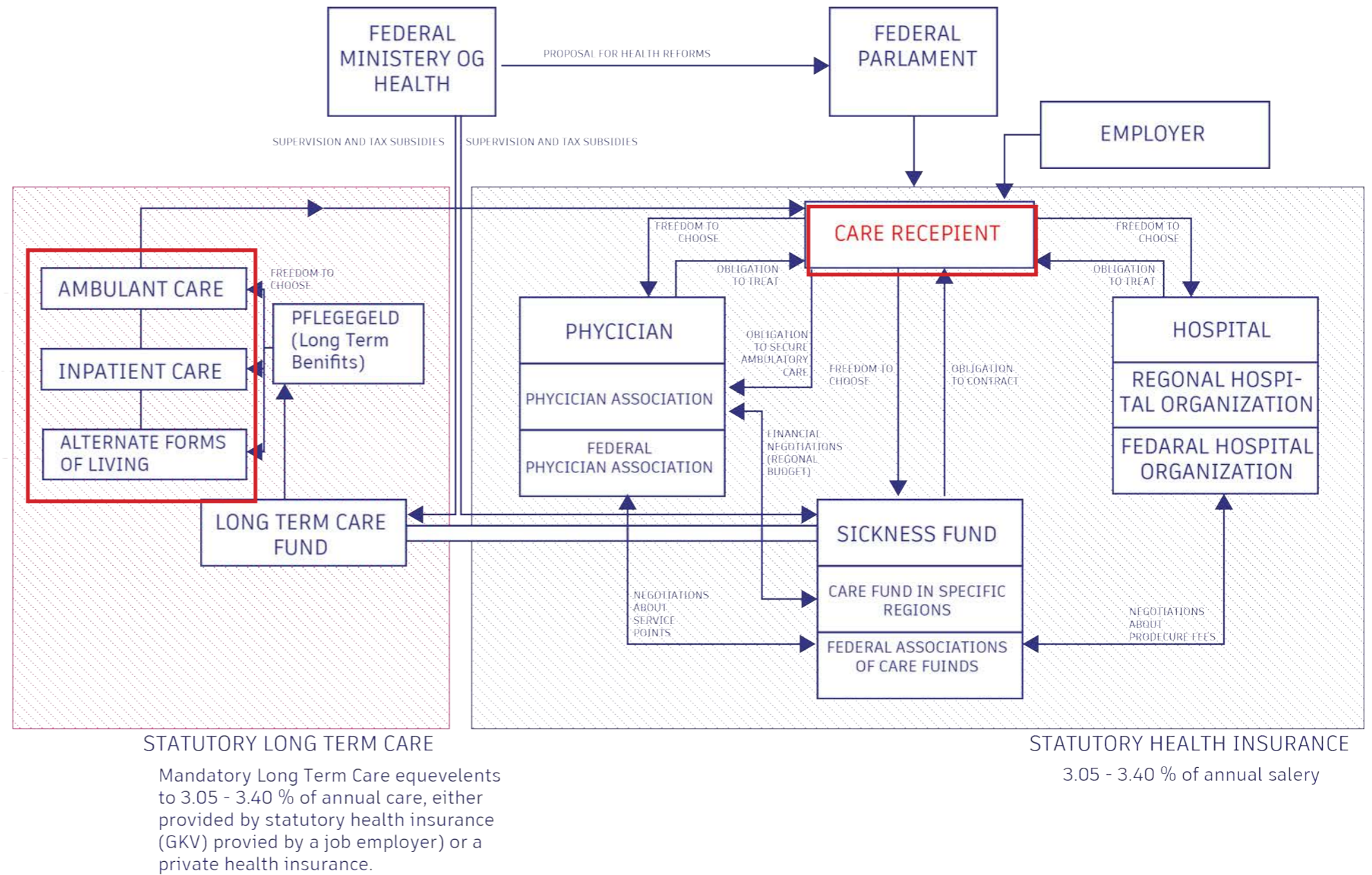


Mobile care (Ambulant),

The person who wants to stay at home with long-term care insurance provides support in the form of subsidies and allowances. The choice is between care benefits in kind - for instance interventions from approved outpatient care services - or cash benefits such as the care allowance.

Inpatient care

Inpatient care is also subsidized by long-term care insurance, including both care expenses and medical expenses. The subsidy is capped according to the care level of the person in need of care: Up to 2.005 euros per month. Most of the time, this benefit is not enough to cover the full cost of inpatient care; the person in need of care therefore also must pay a contribution. This care-system is funded by statutory long-term care, paid for by employers privately.



1.3 UNSUSTAINABLE SITUATION

CONSEQUENCE OF DEMOGRAPHIC CHANGE

■ CURRENT STATUS
■ CHANGES
■ POTENTIAL CHANGE

The demographic change of Germany has though led to a strain on the care sector: By 2035, up to 307.000 additional care personnel Is needed in Germany to accommodate demographic changes. This will no doubt lead to an effectivization and institutionalization of the care-sector in Germany. In addition, if the aging population of Germany should all receive formal care, an additional 2,3 % of Germanys BNP is required in 2035

If Germany proposes a formal solution to ageing, by 2070, it would demand 2,3 % of GDP in Germany, translated to

91,04 billion Eu every year

If every senior from 2020-2030 should recieve formal care, it would require 0,7 % of German GDP, translated to

29,82 billion Eu every year

Germany		EC (DG ECFIN) - EPC (AWG) 2018 projections							
Health care									
Baseline scenario as % of GDP		Ch 16-70	2016	2020	2030	2040	2050	2060	2070
AWG reference scenario		0.7	7.4	7.5	7.7	8.0	8.2	8.1	8.1
AWG risk scenario		1.5	7.4	7.6	8.0	8.5	8.8	8.8	8.9
TFP risk scenario		0.7	7.4	7.5	7.7	7.9	8.1	8.1	8.1
Demographic scenario		0.9	7.4	7.5	7.7	8.0	8.3	8.3	8.3
High Life expectancy scenario (variation of Demographic sc.)		1.1	7.4	7.5	7.8	8.1	8.4	8.4	8.5
Healthy ageing scenario		0.1	7.4	7.4	7.5	7.6	7.7	7.5	7.4
Death-related cost scenario		0.7	7.4	7.5	7.7	7.9	8.1	8.1	8.1
Income elasticity scenario		1.2	7.4	7.5	7.8	8.2	8.5	8.5	8.6
EU28 cost convergence scenario		1.0	7.4	7.5	7.7	8.1	8.3	8.3	8.4
Labour intensity scenario		2.1	7.4	7.5	8.1	8.7	9.1	9.3	9.5
Sector-specific composite indexation scenario		1.8	7.4	7.6	8.0	8.6	9.0	9.1	9.2
Non-demographic determinants scenario		2.6	7.4	7.6	8.2	8.8	9.5	9.8	10.0
Long-term care									
Long-term care spending as % of GDP		Ch 16-70	2016	2020	2030	2040	2050	2060	2070
AWG reference scenario		0.6	1.3	1.5	1.7	1.8	2.0	2.0	1.9
AWG risk scenario		2.1	1.3	1.6	1.9	2.3	2.8	3.1	3.4
TFP risk scenario		1.4	1.3	1.5	1.8	2.1	2.5	2.6	2.6
Demographic scenario		1.3	1.3	1.5	1.8	2.0	2.4	2.5	2.5
Base case scenario		1.4	1.3	1.5	1.8	2.1	2.5	2.6	2.7
High Life expectancy scenario (variation of Base case sc.)		1.8	1.3	1.5	1.9	2.2	2.7	2.9	3.1
Healthy ageing scenario		1.1	1.3	1.5	1.8	2.0	2.3	2.4	2.4
Shift to formal care scenario		2.3	1.3	1.8	2.5	2.8	3.3	3.4	3.6
Coverage convergence scenario		2.1	1.3	1.6	1.9	2.3	2.8	3.1	3.4
Cost convergence scenario		1.7	1.3	1.5	1.8	2.1	2.6	2.8	2.9
Cost and coverage convergence scenario		2.3	1.3	1.6	2.0	2.4	3.0	3.3	3.6
Number of recipients (in thousands)		Ch 16-70	2016	2020	2030	2040	2050	2060	2070
AWG reference scenario		51%	2,749	2,940	3,340	3,631	4,181	4,154	4,161
of which: receiving institutional care		68%	775	834	980	1,060	1,279	1,314	1,300
receiving home care		45%	379	404	453	494	557	545	549
receiving cash benefits		45%	1,595	1,702	1,907	2,077	2,345	2,295	2,312
Education									
Education spending as % of GDP - Baseline		Ch 16-70	2016	2020	2030	2040	2050	2060	2070
Total		0.3	4.2	3.9	4.1	4.3	4.2	4.3	4.5
Number of students (in thousands)									
Total (students/staff in 2016 = 10,5)		-5.4%	13,773	13,457	13,730	13,752	13,074	12,943	13,027
as % of population 5-24		-1.3	86.6	85.4	86.0	85.0	85.3	85.6	85.3
Education spending as % of GDP - High enrolment rate scenario (diff. from baseline)		Ch 16-70	2016	2020	2030	2040	2050	2060	2070
Total		0.7	0.0	0.1	0.3	0.6	0.7	0.7	0.7
Unemployment benefit									
Unemployment benefit - Baseline		Ch 16-70	2016	2020	2030	2040	2050	2060	2070
Unemployment benefit spending as % of GDP		0.1	0.6	0.6	0.7	0.7	0.7	0.7	0.7
Total cost of ageing									
As % of GDP		Ch 16-70	2016	2020	2030	2040	2050	2060	2070
AWG reference scenario		4.2	23.5	23.8	25.6	26.7	27.3	27.7	27.7
Alternative scenarios (diff. from reference scenario)									
AWG risk scenario (affect HC & LTC)		2.3	0.0	0.2	0.6	1.0	1.5	1.9	2.3
TFP risk scenario (-0.2 p.p.)		0.8	0.0	0.0	0.1	0.3	0.5	0.6	0.8
High life expectancy (+2 years) (8)		1.4	0.0	0.0	0.2	0.5	0.8	1.1	1.4
Lower fertility (-20%)		2.2	0.0	0.1	-0.1	0.1	0.8	1.4	2.2
Higher TFP growth (+0.4 p.p.)		0.9	0.0	0.2	0.3	0.4	0.6	0.7	0.9
Lower TFP growth (-0.4 p.p.)		0.8	0.0	0.0	0.2	0.3	0.5	0.6	0.8
Higher employment rate (+2 p.p.)		0.1	0.0	-0.1	-0.6	-0.4	-0.2	-0.1	0.1
Lower employment rate (+2 p.p.)		1.4	0.0	0.2	0.9	1.0	1.2	1.3	1.4
Higher employment rate of older workers (+10 p.p.)		0.1	0.0	-0.1	-0.7	-0.5	-0.4	-0.2	0.1
Higher migration (+33%)		0.1	0.0	-0.1	-0.2	-0.3	-0.2	-0.1	0.1
Lower migration (-33%)		1.5	0.0	0.2	0.6	0.9	1.3	1.4	1.5
Policy scenario linking retirement age to life expectancy		-0.4	0.0	0.0	0.0	-0.1	-0.2	-0.4	-0.4

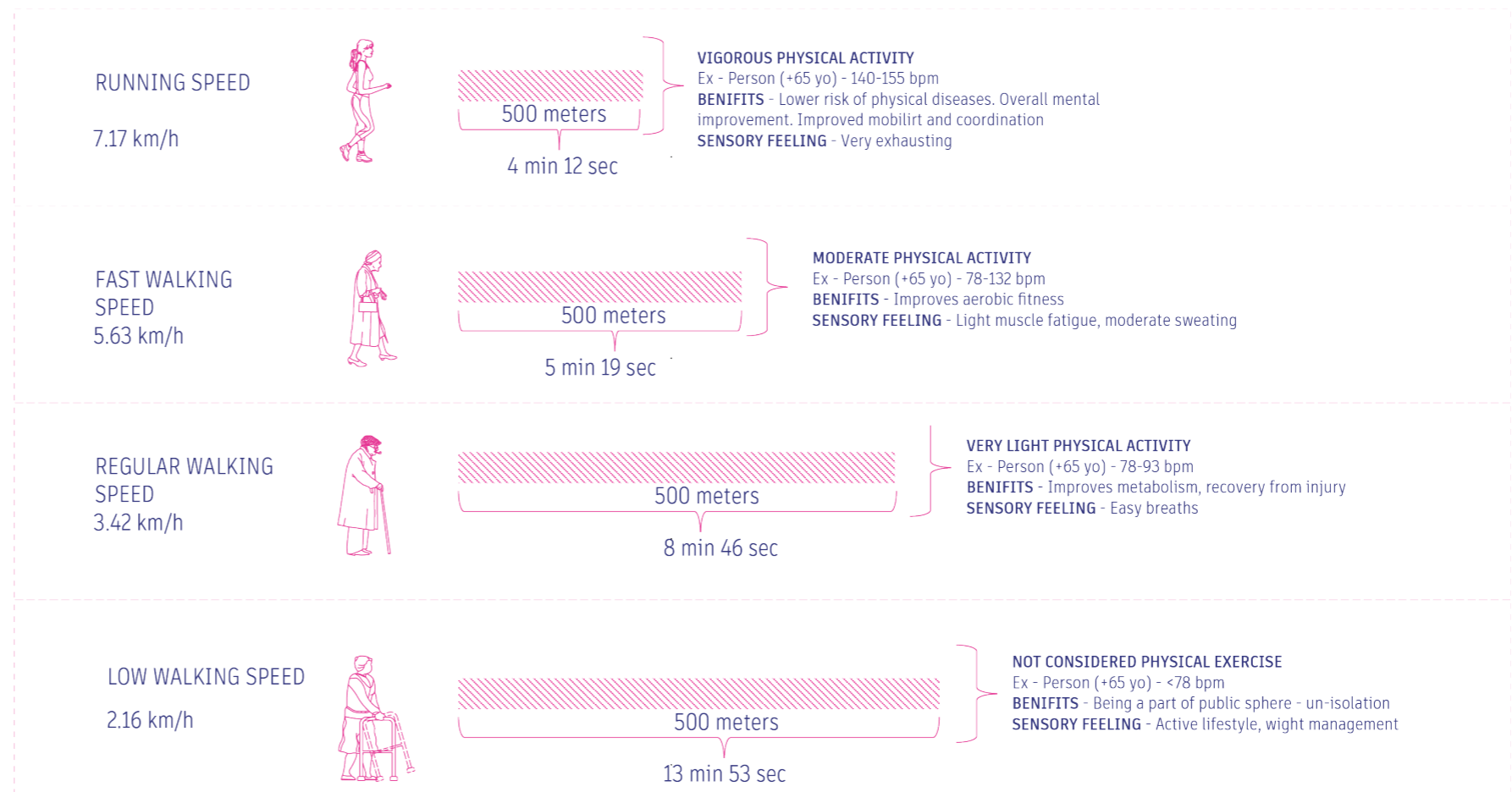
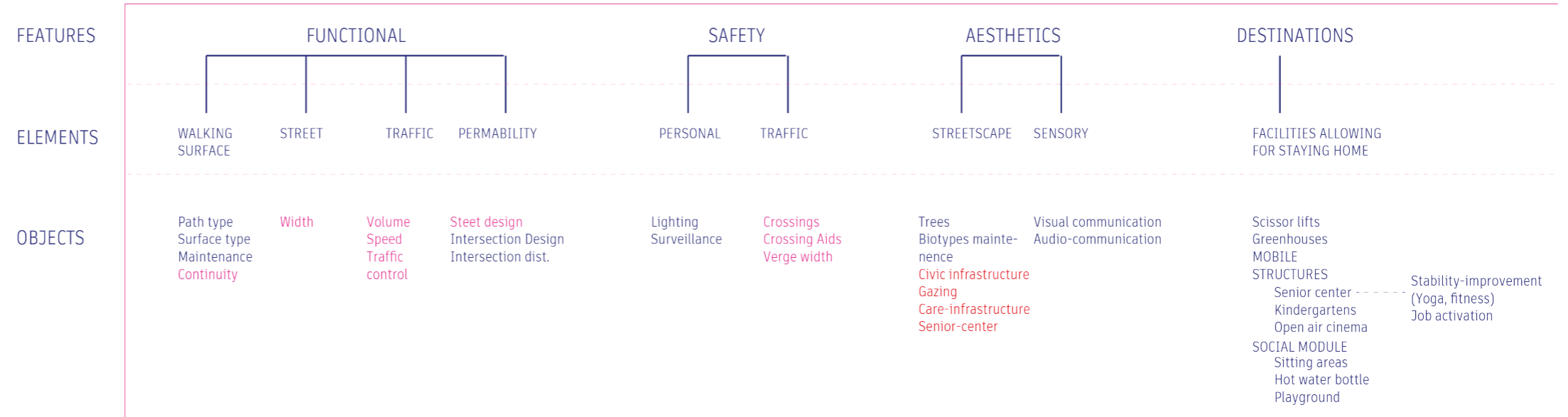
SOURCE: The 2021 Ageing Report: Economic and Budgetary Projections for the EU Member States

1.5 SECLUSION OF ELDERLY

LIMITED ACCESS TO PUBLIC SPACE

■ CURRENT STATUS
■ CHANGES
■ POTENTIAL CHANGE

This economic reality will leave many disabled and depressed elderly with social seclusion and isolation. Many elderly find it increasingly difficult to reach public space, while also finding it increasingly difficult to operate in. Many elderly rely on care-personal to assist them in public space, and this will not be able in a future of stressed care-institutions.



1.6 SECLUSION OF ELDERLY

CITIES WITHIN CITIES

In the effectivization of the care-sector, there is a high risk of increasing loneliness among people needing care, if the problem of staff-shortage is not solved in a compassionate, and not a purely pragmatic fashion. In 1977, The architect O.M. Ungers theorized Berlin as consisting of Cities within Cities. This also applies to some elders, living in retirement homes with little contact with the surrounding city. But when applied to elderly unable to leave their apartment due to mobility difficulties, the home becomes a cell. I have mapped the areas visible for several retirement homes in Berlin. To many residents, this visible contact equals much of their contact with the rest of the city

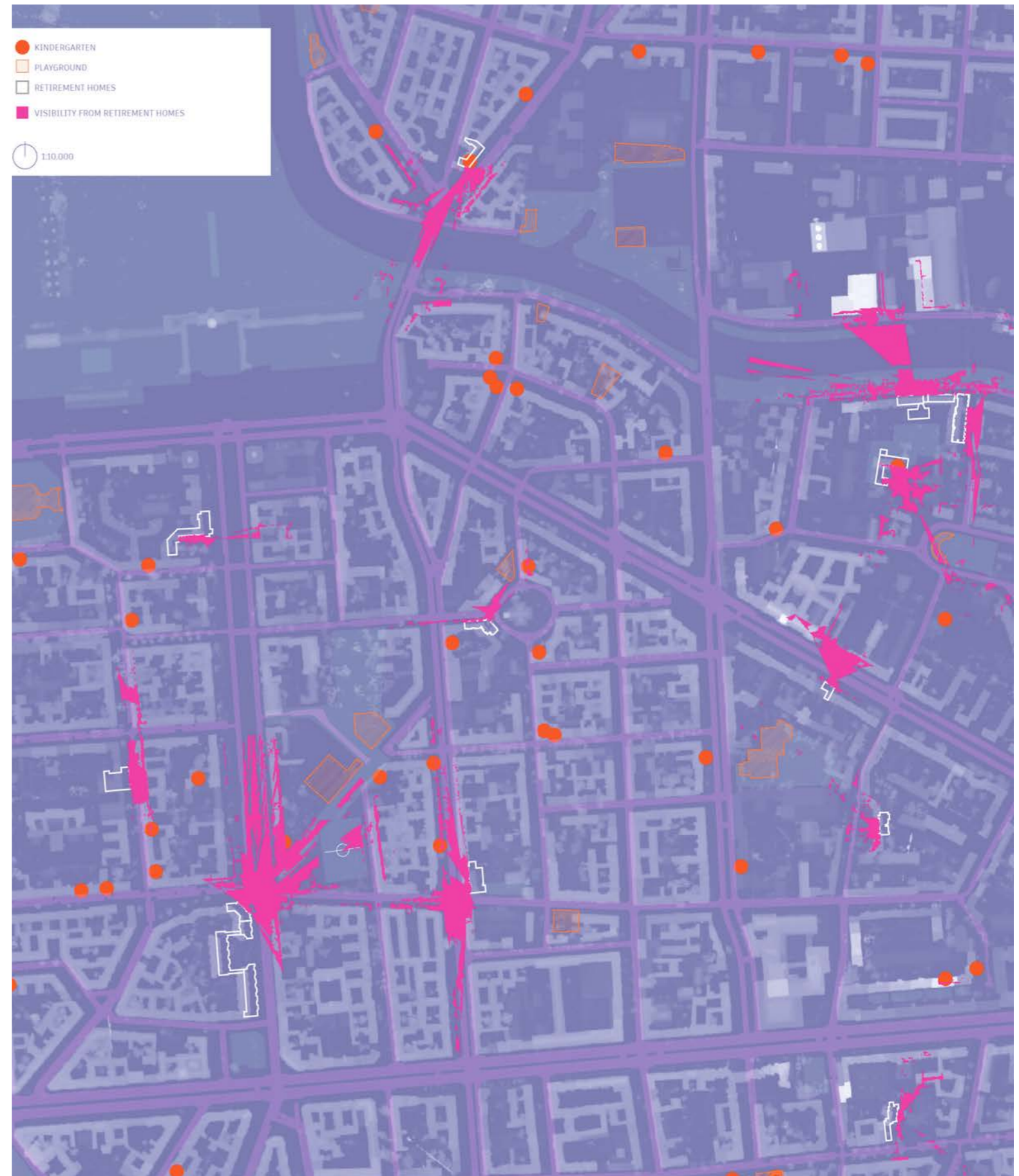


Fig. 15 The cities within Berlin: "By individualizing the city, there is space for the inhabitant to identify with something specific (as opposed to the depersonalization encountered in the anonymous city)" (O.M. Ungers, R. Koolhaas, 1977 P. 44-45)

1.7 CONSEQUENCES OF LACKING CARE

PERSONAL AND GLOBAL CONTEXT

■ CURRENT STATUS
■ CHANGES
■ POTENTIAL CHANGE

Germany introduced the system of Long-Term-Care (LTC) in 1995. Since 1991, the number of people in need of LTC has risen from 2.016.091 to 3.414,378 in 2017 (a rise of 69.4%) and to 4.960.000 in 2021 (a rise of 45 % in a span of 4 years) (Germany's statistics ministry, 2022)

The LTC guarantees the elderly an economic compensation if they do not wish to live in a retirement home providing elders 125-2031 eu pr. month depending on their need for care. (Deutsche Welle 26/06/23)

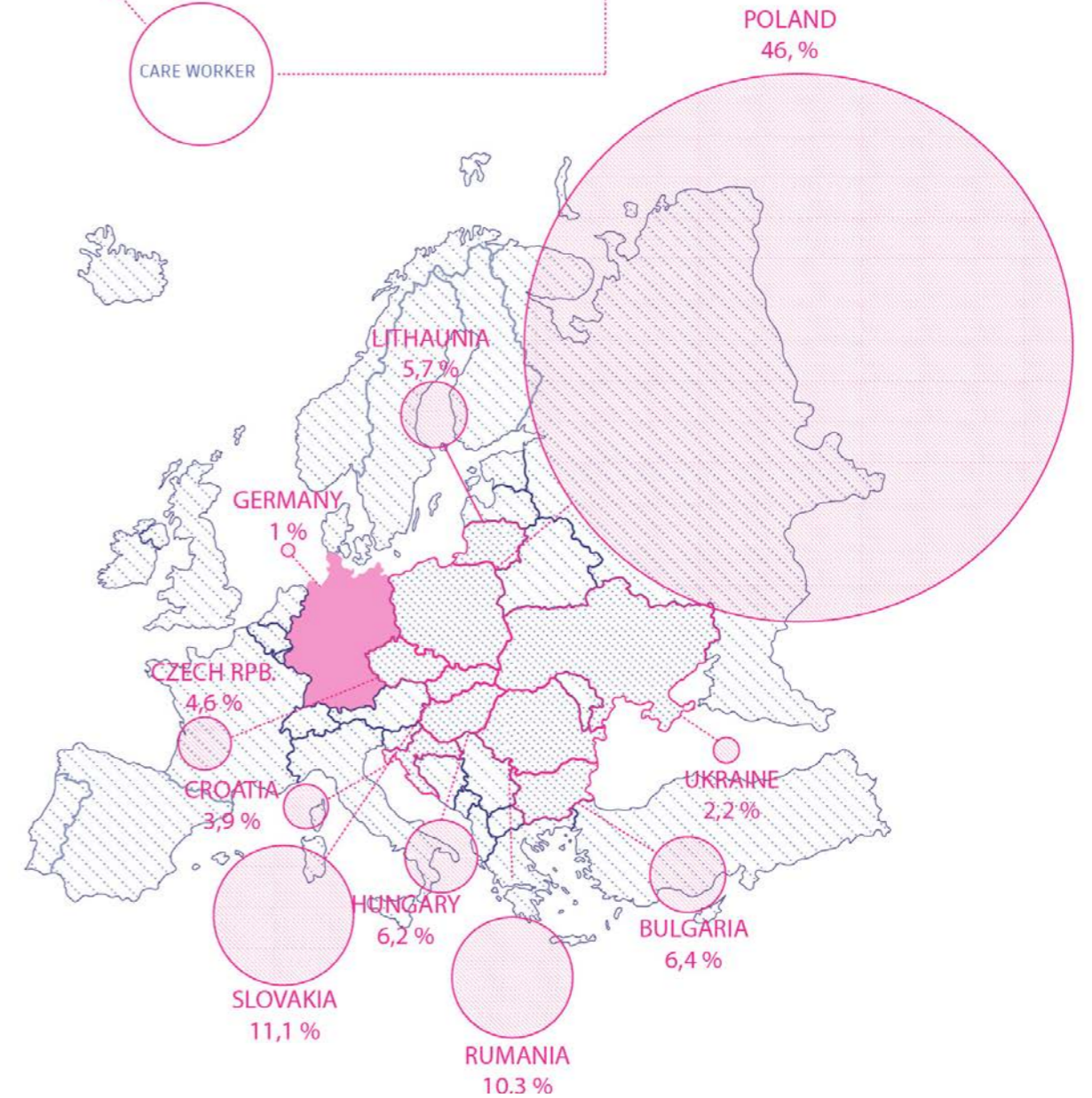
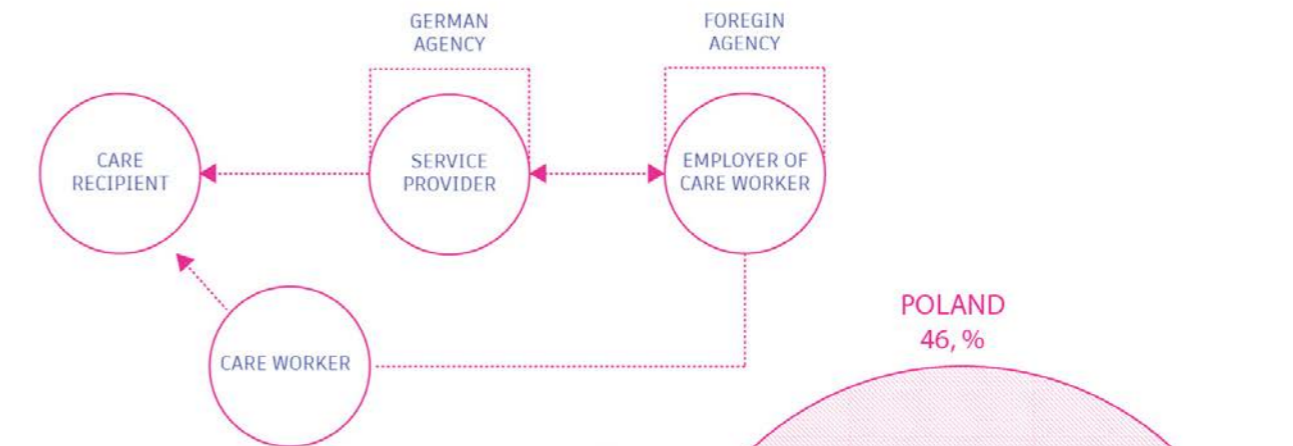
Full time caregivers in Germany are entitled to 9.54 Eu an hour, 24 hours a day, due to a ruling in the German Labour Court in 2021.

If elderly in need of full time care cannot find a relative willing to take care of them, or is unwilling to live in a retirement home, it could cost them 6.868,8 eu a month.

This stress on the care-system has had caused many elderly Germans to rely on illegal work from immigrants, travelling abroad to serve as full-time caretakers without formal training or pension (Portal for foreign workers, 2022), which emphasize the current severity of the situation.

ILLEGAL CARE
 Approximately 90 % of all live-in care workers is undertaken illegally and unregulated

MAXIMUM BENEFIT FROM LONG TERM CARE (LTC) = 2.005 EU PR. MONTH	MINIMUM SALARY: 9,54 EU PR HOUR = 229 A DAY = 6.868 EU A MONTH	SALARY OF BULGARIAN CARER, EMPLOYED IN BULGARIA BUT WORKS IN GERMANY: 450 EU A MONTH
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COGNITIVE DECLINE



32 % BIGGER RISK OF RECURRENT STROKE



50 % BIGGER RISK OF DEVELOPING DEMENTIA



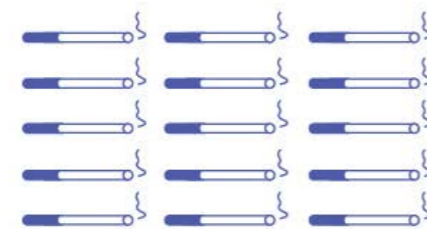
RISK OF OBESITY



RISK OF SLEEP DISORDER



RISK OF HEART DECEASE



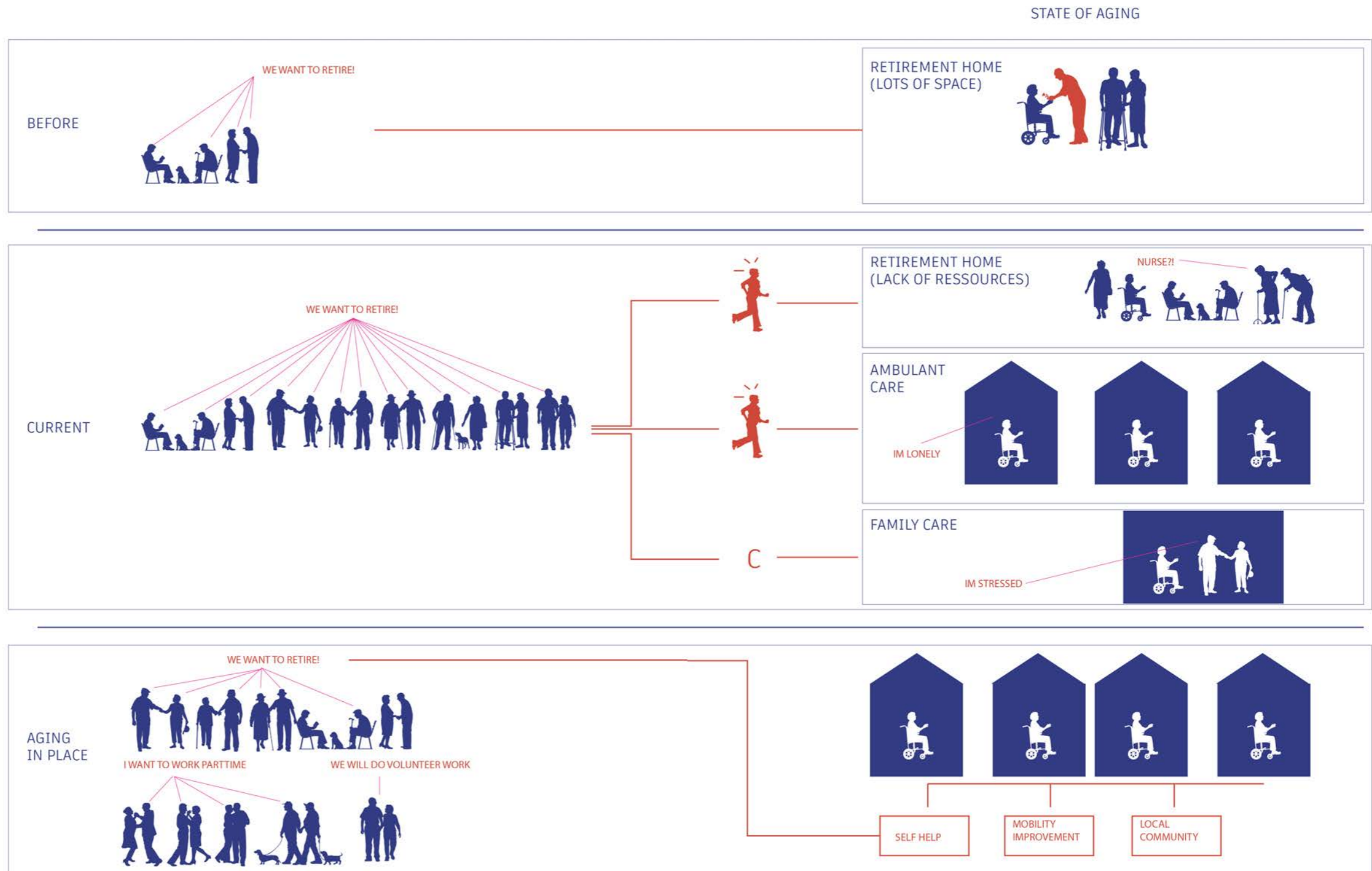
LONG TERM LONELINESS: SAME HEALTH-IMPACT AS SMOKING 15 CIGARETTES A DAY

1.8 POSSIBLE ANSWER TO CARE-CRISIS

ALTERNATIVE: AGING IN PLACE

- CURRENT STATUS
- CHANGES
- POTENTIAL CHANGE

To sum up: The current situation allows for 3 different kinds of care, but all are facing either social or economic difficulties. A strategy is therefore needed, that will serve as an economical relief as well as minimizing loneliness in old age.



HOW CAN SPACE BE “IRRIGATED WITH POTENTIAL” IN ORDER TO ACCOMMODATE SUSTAINABLE AGING IN PLACE FOR ELDERLY? AND WHICH SPACES CAN BE APPROPRIATED?

“If there is to be a ‘new urbanism’ it will not be based on the twin fantasies of order and omnipotence; it will be the staging of uncertainty; it will no longer be concerned with the arrangement of more or less permanent objects but with the irrigation of territories with potential; it will no longer aim for stable configurations but for the creation of enabling fields that accommodate processes that refuse to be crystallized into definitive form; it will no longer be about meticulous definition, the imposition of limits, but about expanding notions, denying boundaries, not about separating and identifying entities, but about discovering unnameable hybrids; it will no longer be obsessed with the city but with the manipulation of infra-structure for endless intensifications and diversifications, shortcuts and redistributions – the reinvention of psychological space.”
- REM KOOLHAAS, Whatever happened to Urbanism”, S M L XL (1995)

2.1 OCCUPATION/APPROPRIATION OF SPACE

CAR-SPACE OCCUPIED

■ CURRENT STATUS
■ CHANGES
■ POTENTIAL CHANGE

Our society is in constant change, and our societal change demands physical change. Richard Sennett stresses the concept of “closure” of programming, specifically that of “Over-determined forms”, structures unable to adapt to change.

“On paper it could be claimed that the visual order of cities has gained clarity and purity in form and use, but this claim, too is suspect. In practice, building standardization and the proliferation of bureaucratic regulations have disabled local innovation and growth, frozen the city in time” (Sennett, 2012)



Fig. 5 Sebastians-strasse, corner to Ecke Luckauer (1962) (source: author)



Fig. 6 Sebastians-strasse, corner to Ecke Luckauer (2022) (source: author)



Fig. 7 Mauerpark, an example of transformation of an overdetermined form (source: author)



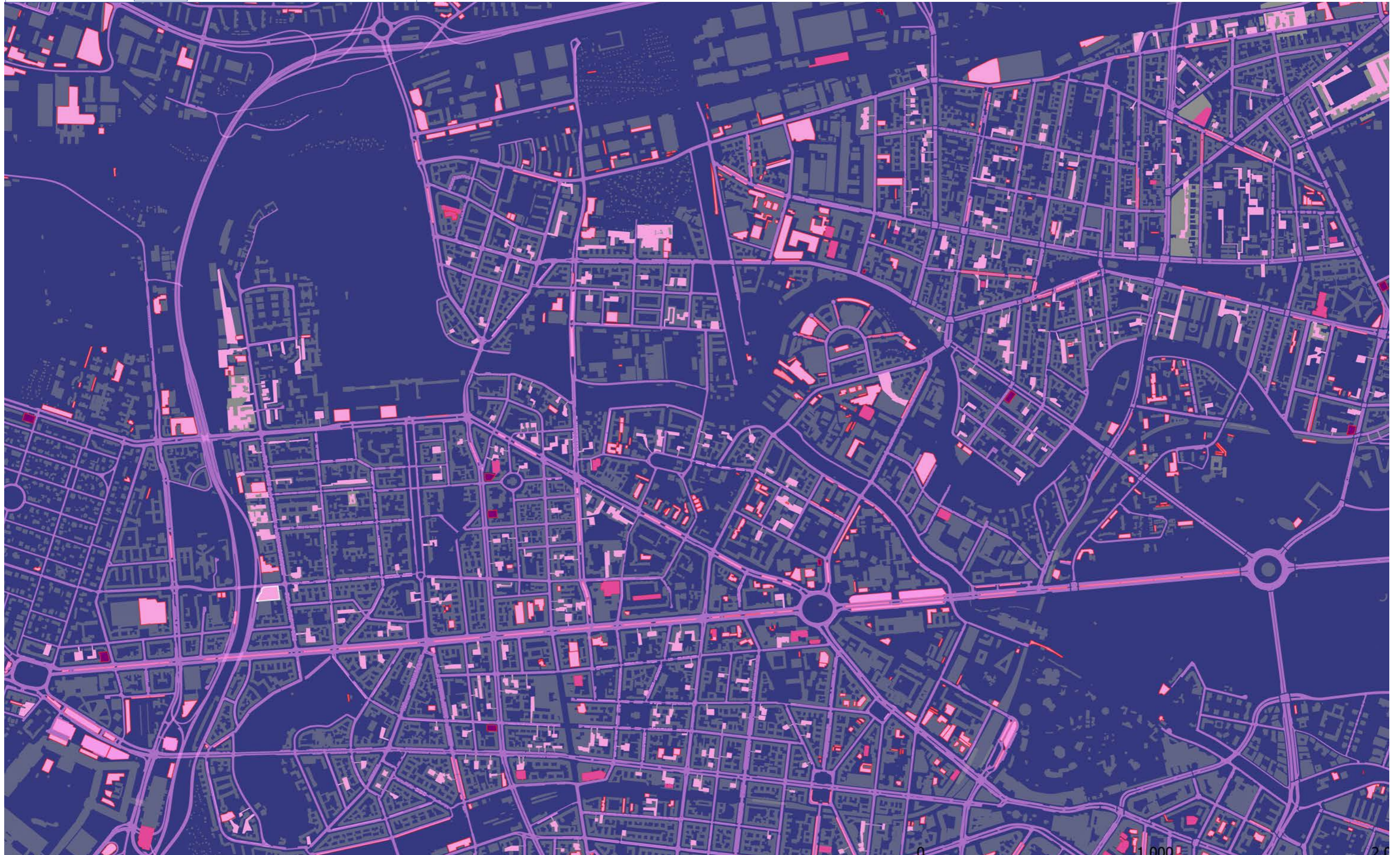
Fig. 8 Beach Mitte, another space opened up after the transformation of the wall (source: author)

2.2 PERMEABILITY OF THE CAR

SPACES, DESIGNATED SOLELY FOR CARS

- ROADS
- PARKING GARAGE
- PARING SPACE

SPACE FOR CARS 1:20.000 0 M 500 M 1000 M



SOCIETAL THEME

POINT OF DEPARTURE

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SELECTED APPROPRIATION

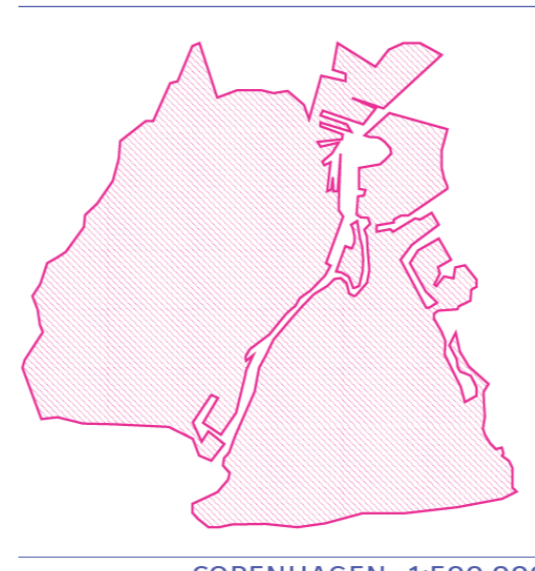
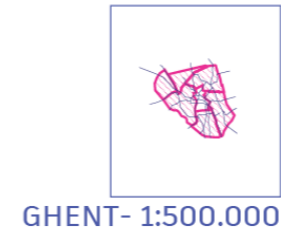
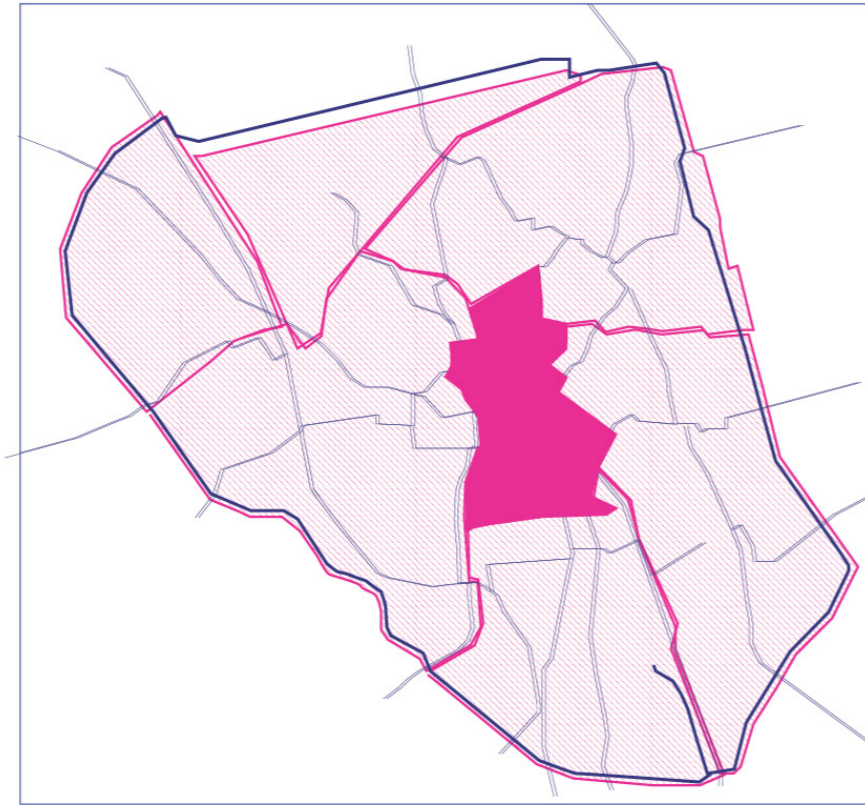
PROPOSAL

2.5 ALTERNATIVES FOR CAR-USE

STRATEGIES IN EUROPEAN CONTEXT

- CURRENT STATUS
- CHANGES
- POTENTIAL CHANGE

The city of Berlin is in a process of car reduction in an urban planning scale, with almost a third of all districts implementing car-reduction (Kiezblocks, 2023) Along with other metropolises, the fabric allowing for individual, motorized transport - cars - is being gradually absolved, instead being replaced with programs of communal value. In the case of Berlin, an optimal strategy would be a de-centralized strategy of reduction using the scale of the Kiez as a measure of reduction



SOCIETAL THEME

POINT OF DEPARTURE

INTENTION/CONCEPT

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PROPOSAL

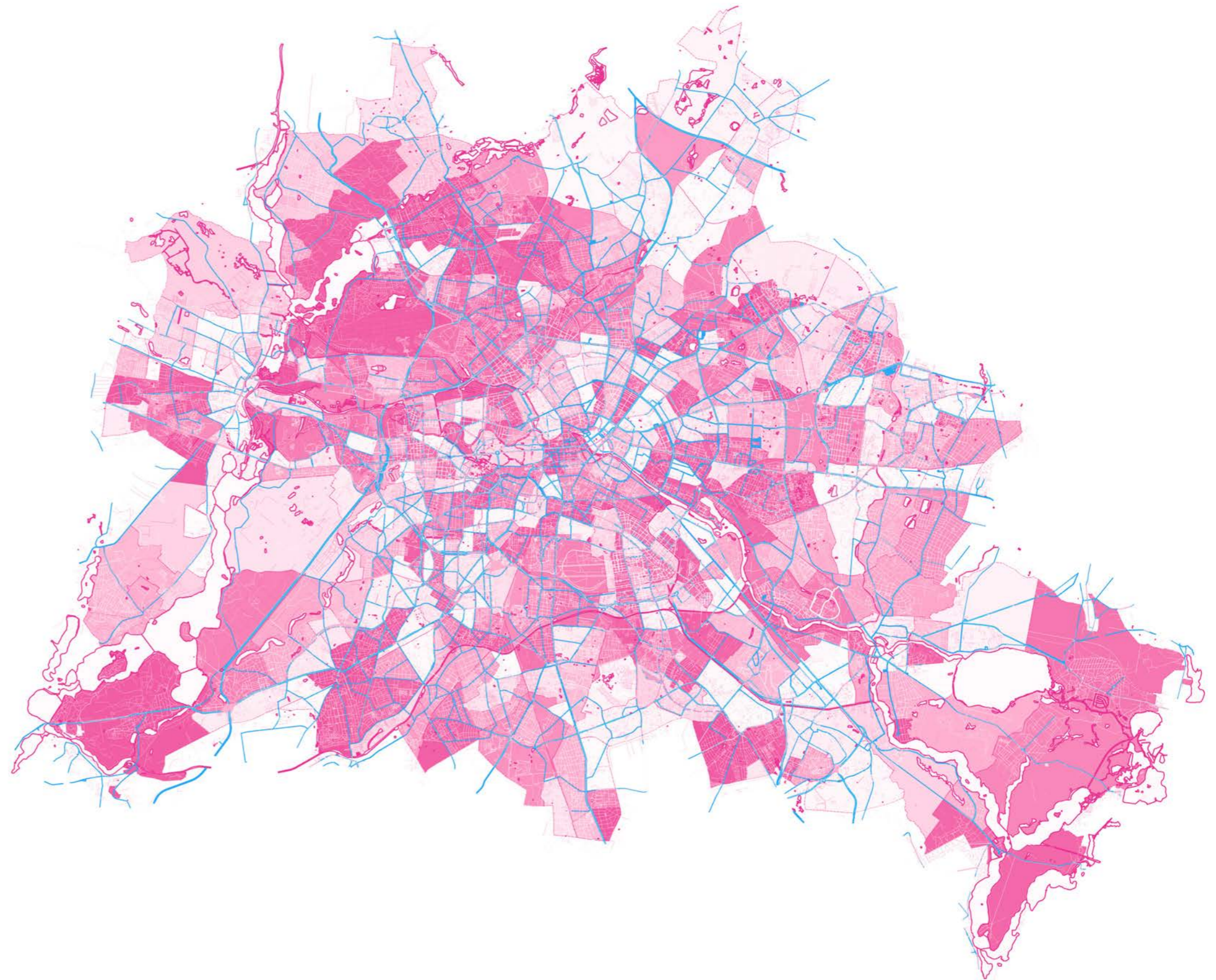
KIEZ

Substantiv, maskulin [der]
plural: Kieze

MEANINGS

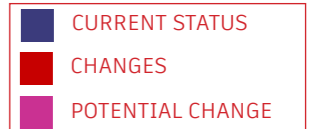
[1] north-east German, especially Berlin: urban area with its own infrastructure as the life center of its residents

A result of the fragmentation of Berlin is the concept of the Kiez. The Kiez is defined by a small community within a larger town, originally defined by people inhabiting Berlin rather than the city-adminstration and linked with the word "quartier". They are hugely important for the social fabric of the city, where people often relate themselves to the Kiez they live in rather than the districts.

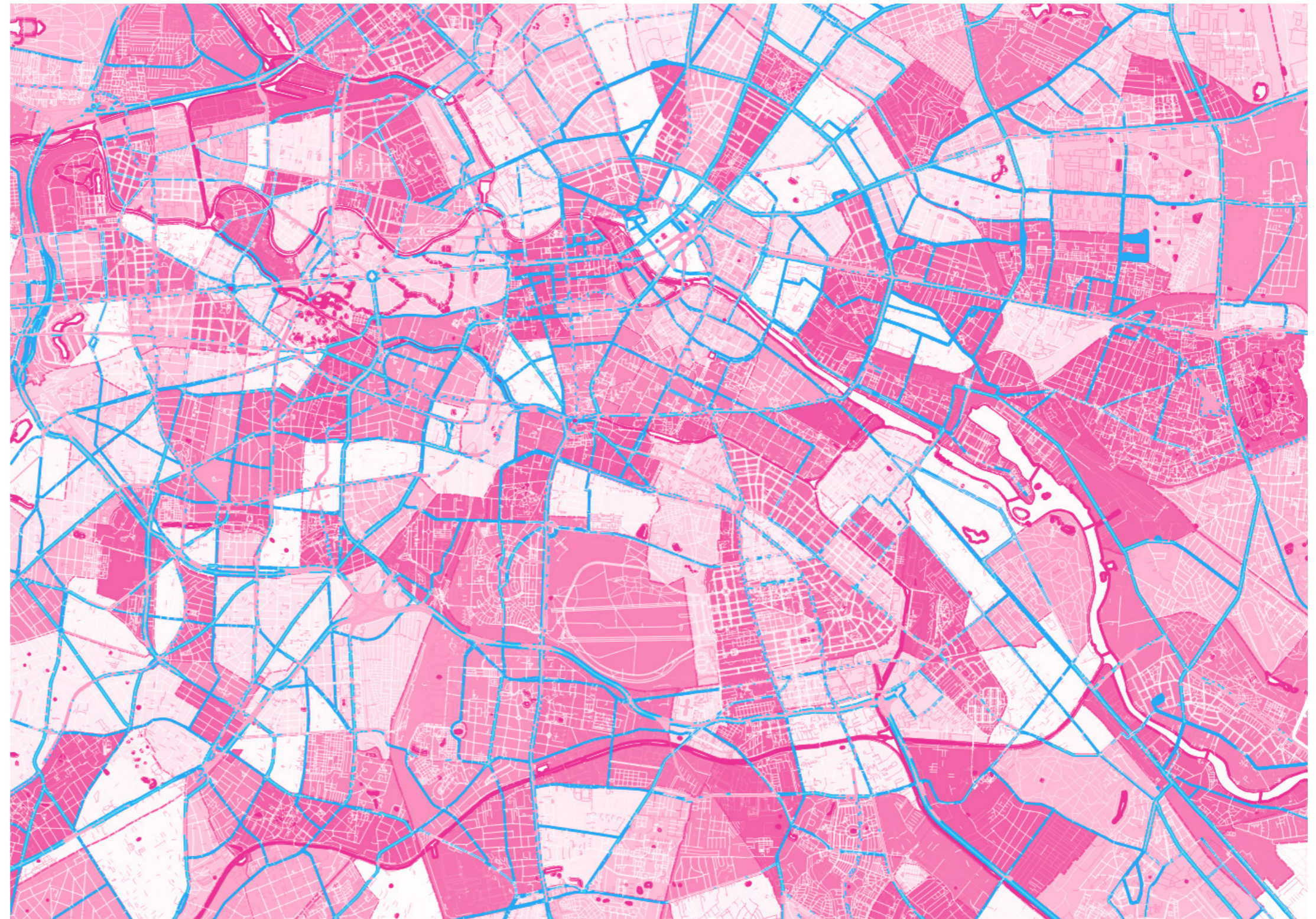


2.6 THE SCALE OF THE KIEZ

TRAFFIC ARCHIPELAGOS



Each of the Kieze are surrounded by a large traffic route. Making the Kieze car-reduced would create traffic islands. Berlin has the spatial potential of creating different sections of reduced traffic and using existing infrastructural veins to divert traffic through these main roads, while creating pockets of non-car traffic among these veins. These pockets will in turn transform the urban space. Whereas Ungers named Berlin “a green Archipelago” by the way the fragmented, urban islands were separated by green corridors, removing cars from the urban landscape can create a traffic Archipelago, where urban islands are separated by traffic corridors – or as illustrated in figure 30 and 31, an urban river-delta, where the flow of cars runs and articulates islands in the city. This would require a strengthening of the public transportation in these networks.

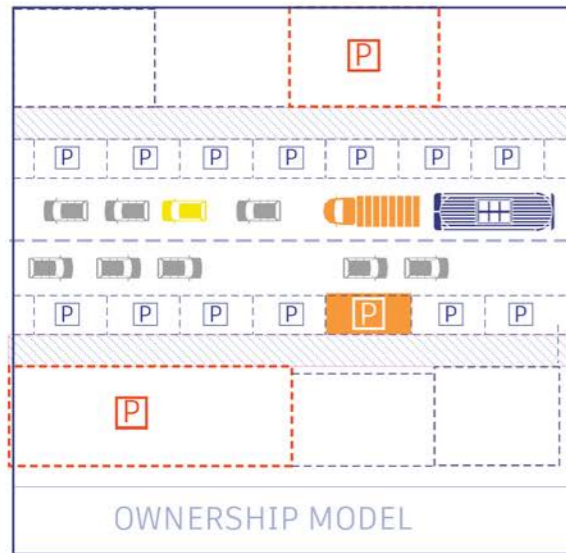


MAP:
Potential traffical veins (blue) and the roads that could be car-reduced (red)

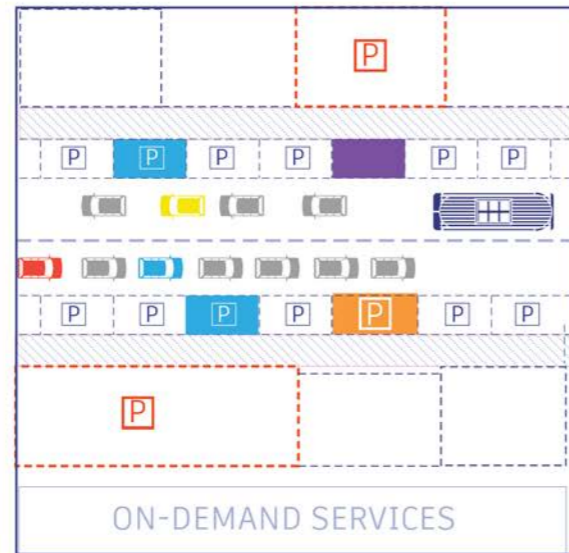
2.4 ALTERNATIVES FOR CAR-USE

CAR-REDUCTION THROUGH SHARING

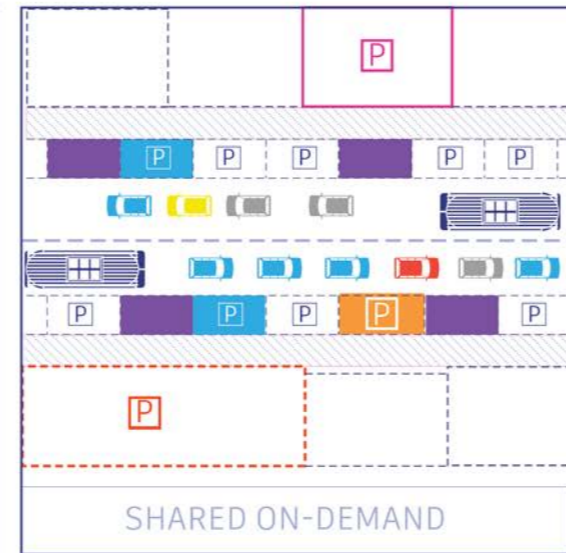
- CURRENT STATUS
- CHANGES
- POTENTIAL CHANGE



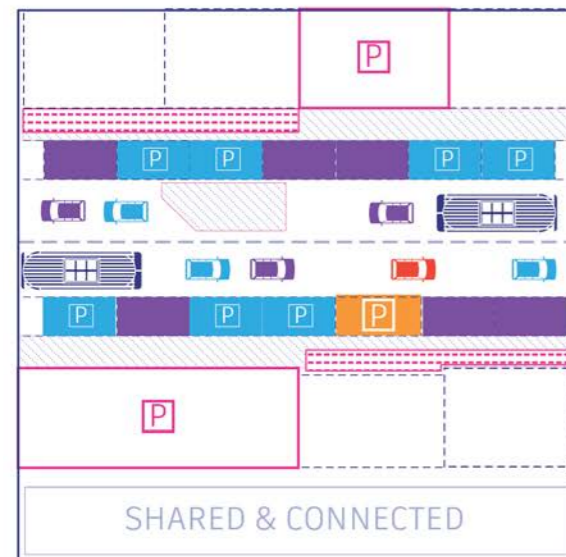
Modes of transportation operates independently, causing congestion, pollution and noise. Public space is inhibited by car-infrastructure. Lack of funding to maintain infrastructure of collective transportation



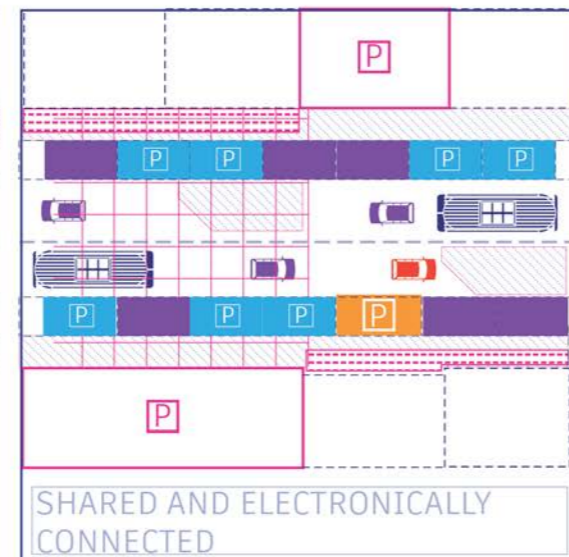
Supply of on-demand car-sharing is increased, but unavailable for many inhabitants. Public transportation system is expanded (tram-network). Parking-space is utilized as an extension of existing programmes



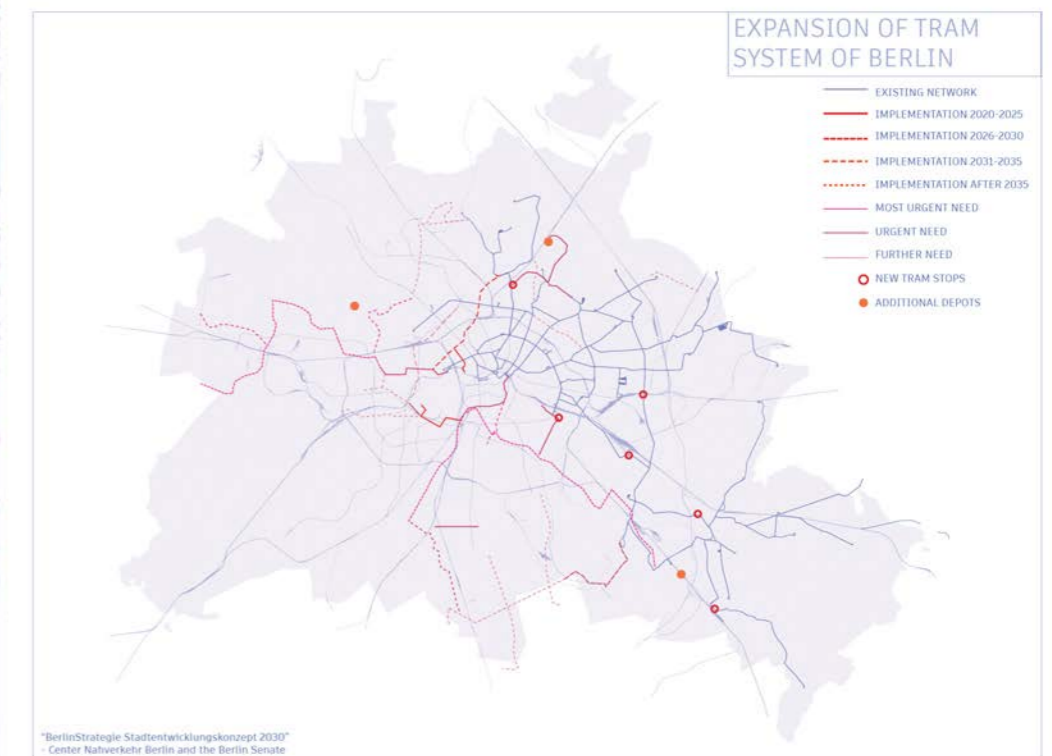
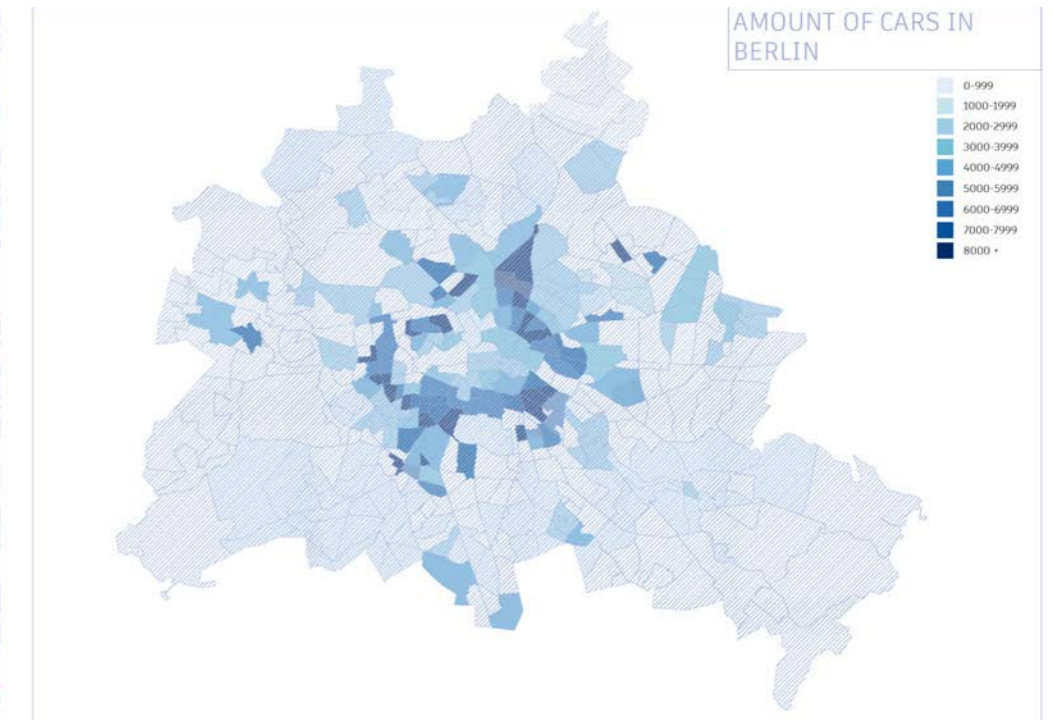
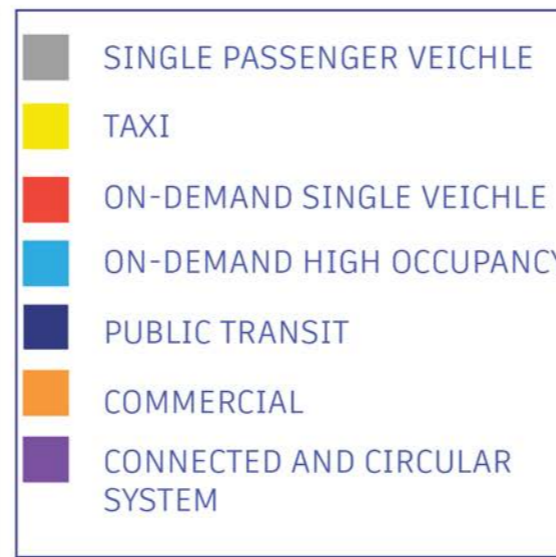
Most on-demand vehicles are designated as shared. Cost of shared mobility is low enough for many to participate. Logistic infrastructure is combined with commuting, reducing demand for trucks in the city. Parking garages and gasoline stations are becoming abundant, allowing for a transformation.



Modes of transportation operates independently, causing congestion, pollution and noise. Public space is inhibited by car-infrastructure. Lack of funding to maintain infrastructure of collective transportation. Private parking is drastically reduced from public space, and urban farms are emerging from parking-structures, allowing for an extension of the building-body, to create a social loggia.

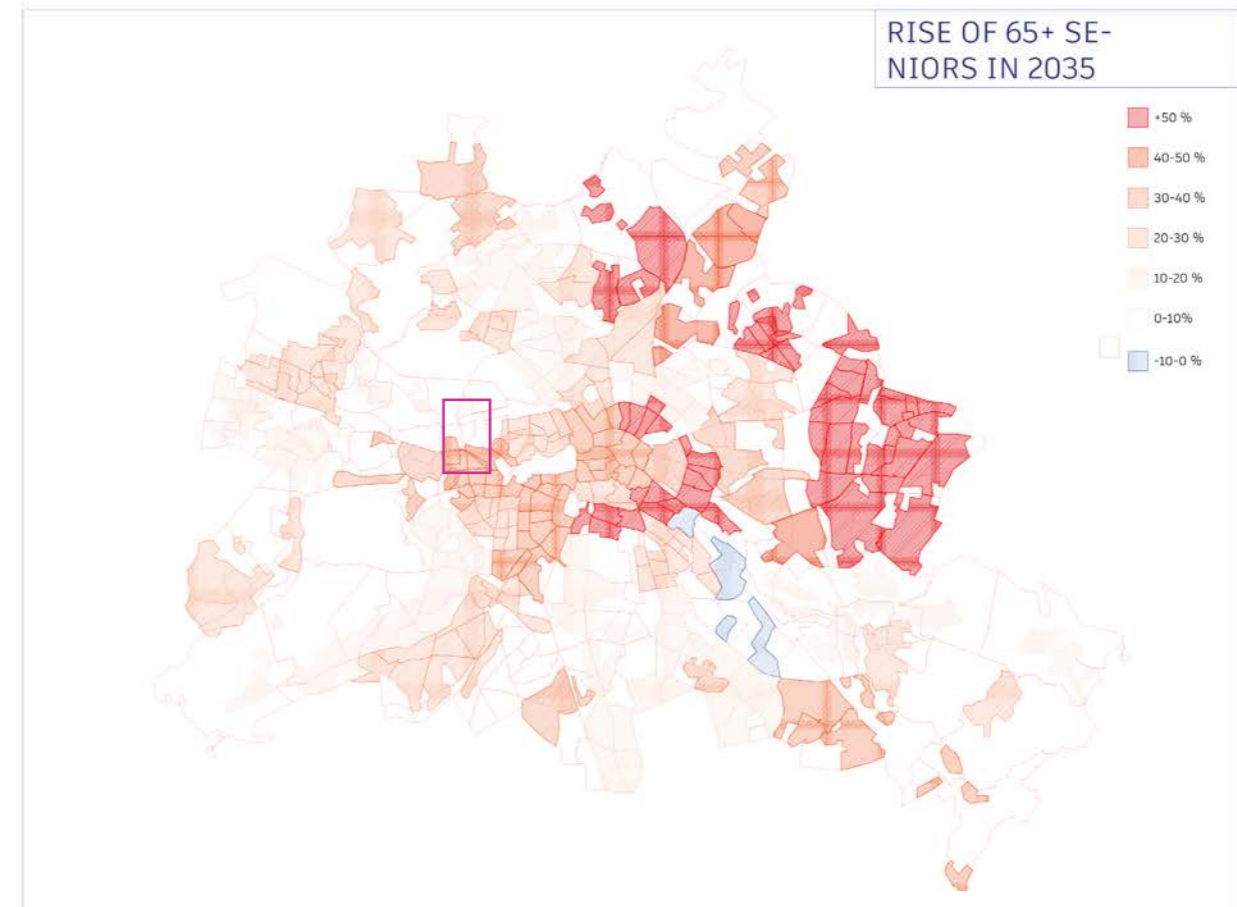
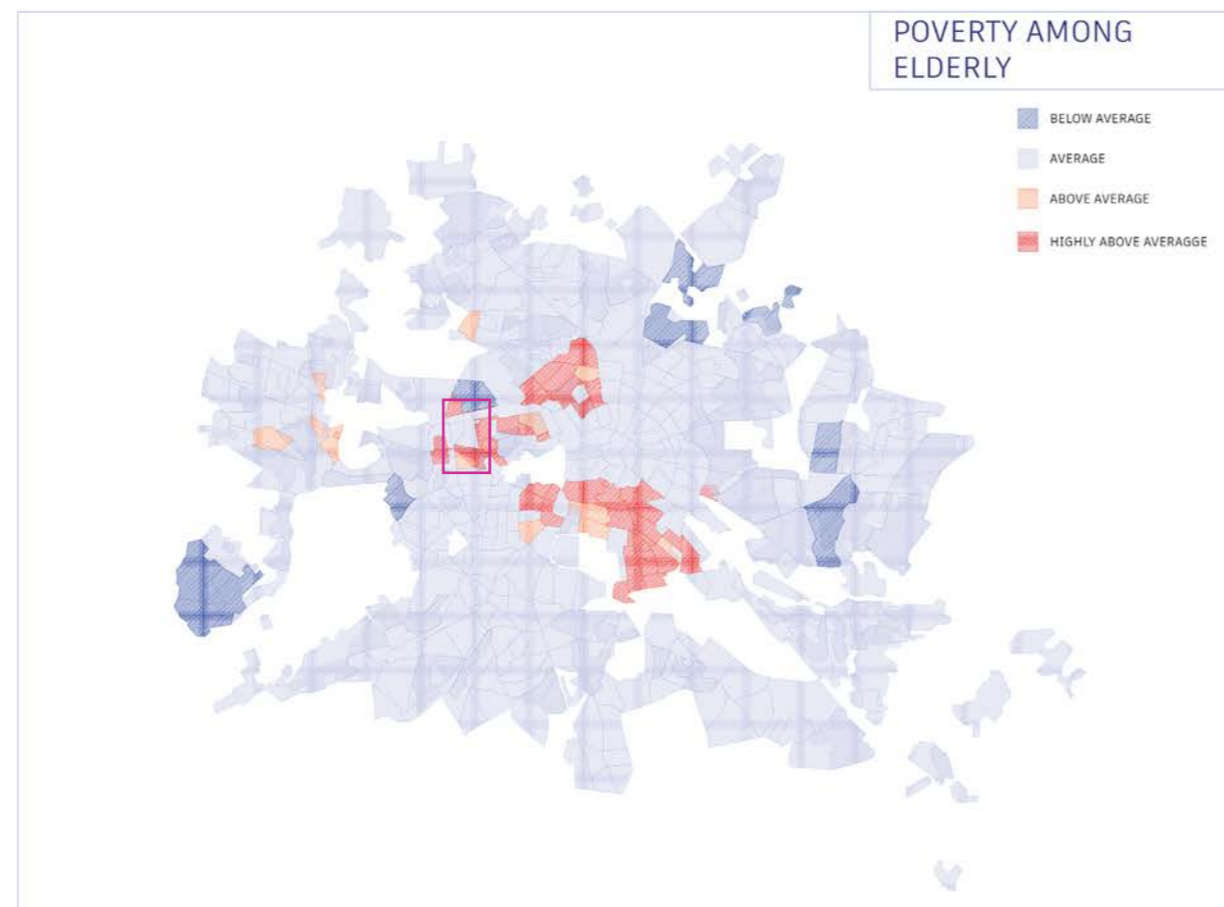
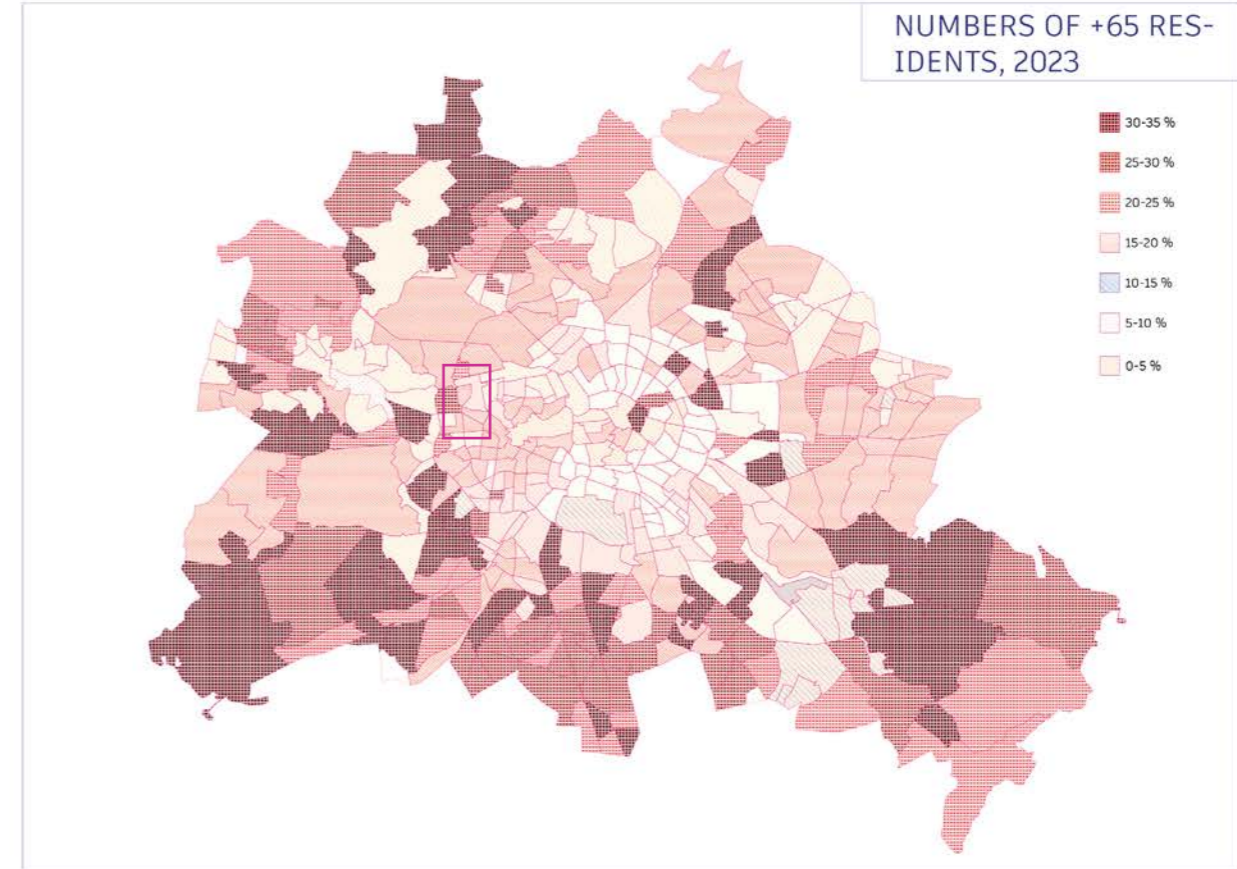
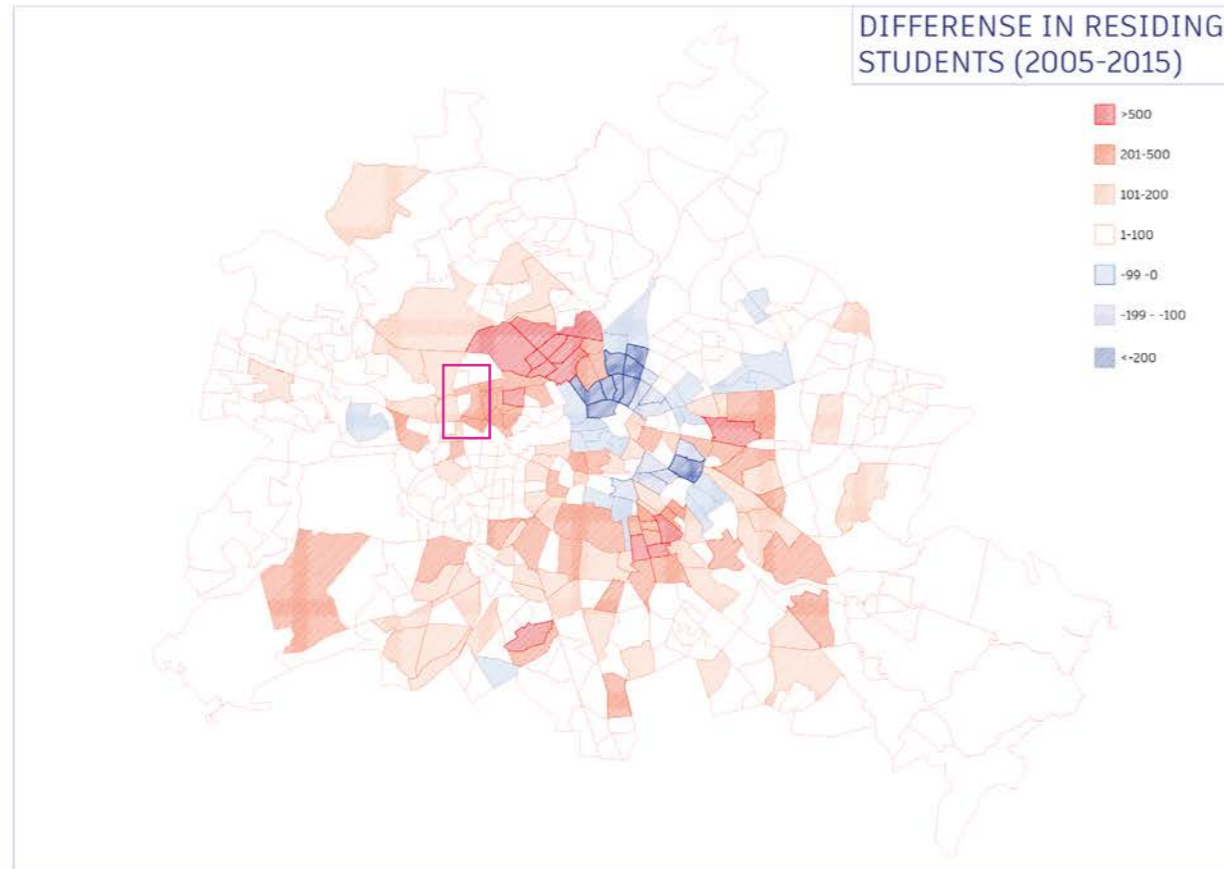


The street is dominated by care instead of cars. The play-scape is implemented



3.1 DECIDING A SITE

DEMOGRAPHIC CHARACTERISTICS



SOCIETAL THEME

POINT OF DEPARTURE

SITE

INTENTION/CONCEPT

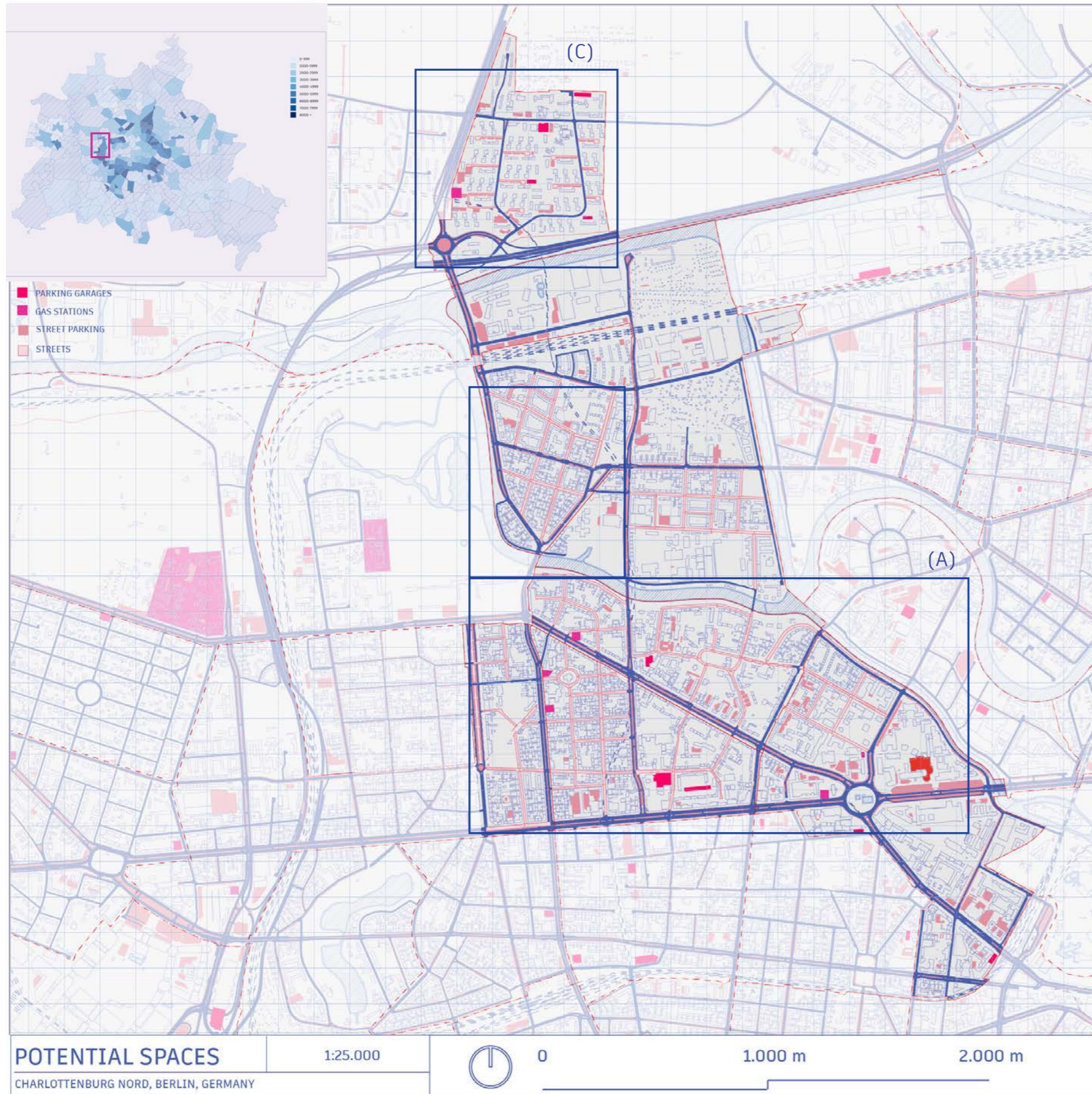
SELECTED APPROPRIATION

PROPOSAL

3.2 SITE - DIVERSITY IN NEIGHBORHOODS

CHARLOTTENBURG NORD

- CURRENT STATUS
- CHANGES
- POTENTIAL CHANGE



Charlottenburg currently has 368 cars pr. 1000 inhabitant (M. Niedbal, 2022), Making Charlottenburg the district with the 4th highest density of cars. The neighborhood around Bismarcksstrasse (A) has the highest car-density of the 3 sites, possessing a large number of gas-stations, parking garage and street parking. Tegeler Weg (B) situated between two traffical veins, creating the possibility for a car-free city block. Isolated from the site is Paul-Herz park (C), isolated by a highway on 2 sides. This area is the most reliant on car-transportation, which is to be reduced by a tram-line going through the neighborhood, set to be completed in 2035 (Berlin Transport Services, 2023)

SOCIETAL THEME

POINT OF DEPARTURE

SITE

INTENTION/CONCEPT

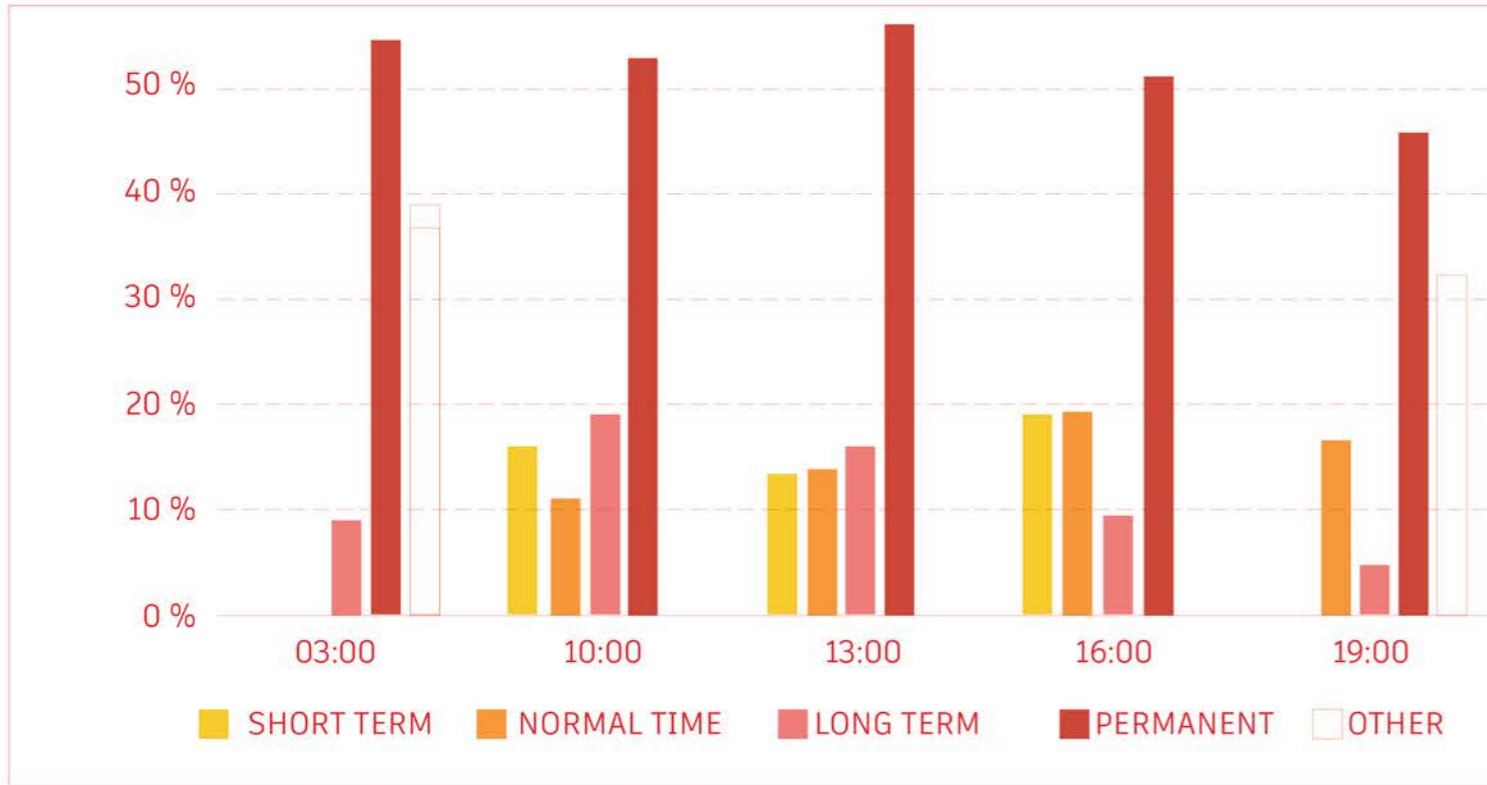
SELECTED APPROPRIATION

PROPOSAL

3.2 CARS ON A NEIGHBORHOOD SCALE

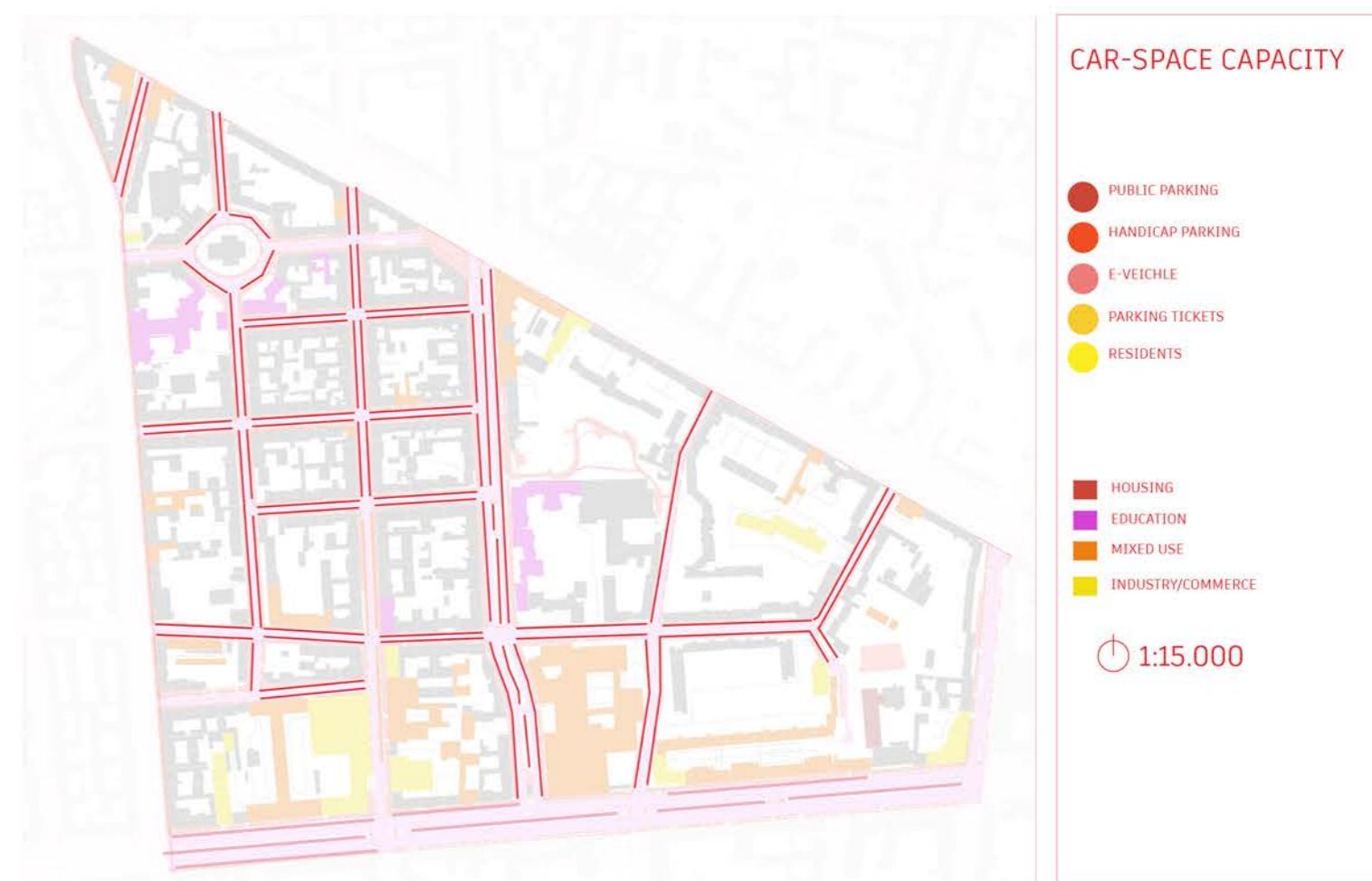
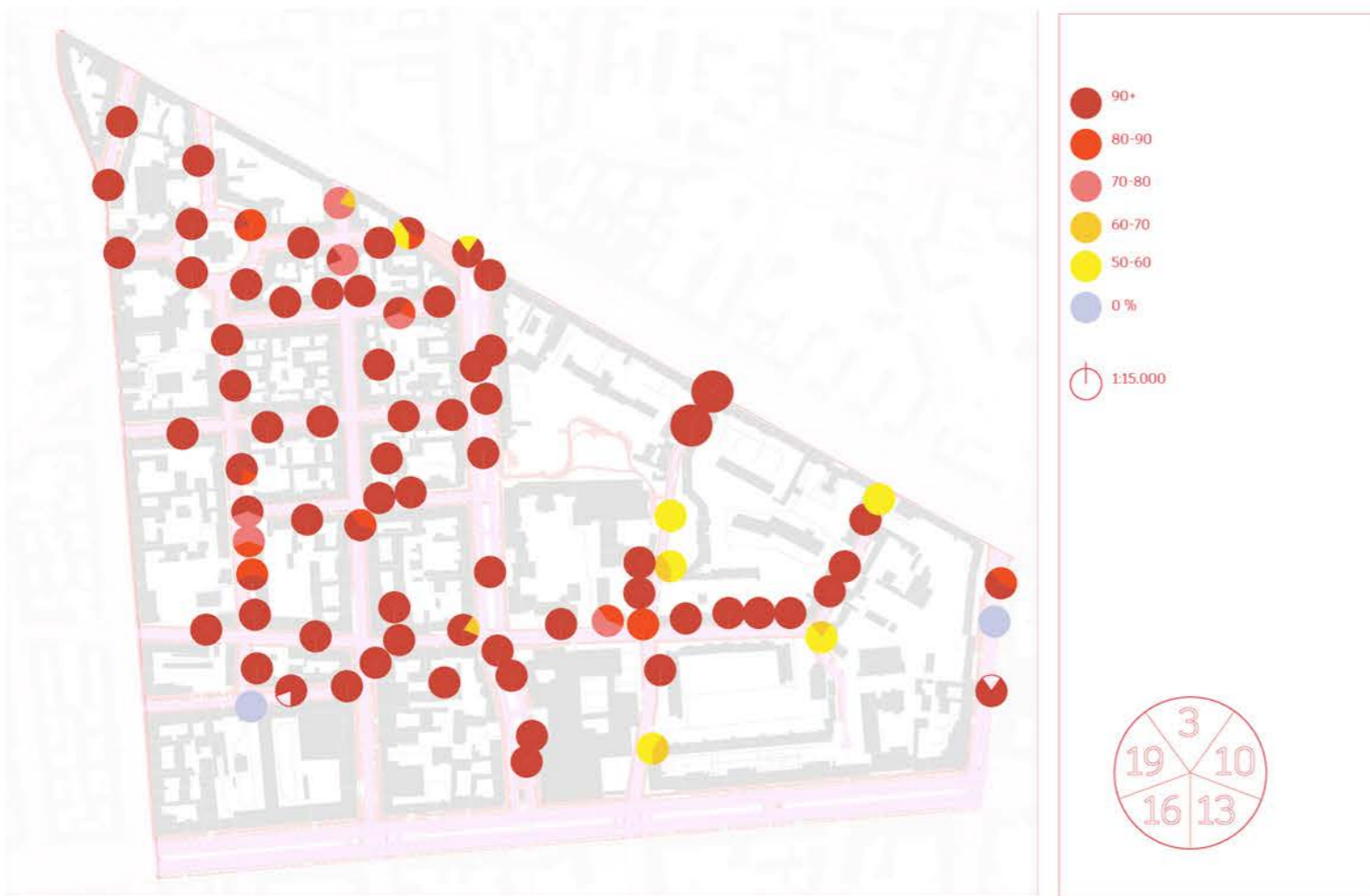
KIEZ AROUND RICHARD-WAGNER STR.

USE OF PARKING SPACE DURING A NORMAL WORK-DAY



NEIGHBORHOOD DATA

RESIDENTS	10.811
TOTAL STREET LENGTH	4,5 km
PARKING SPACES	1979
SOCIAL INFRASTRUCTURE	RESIDENTIAL, COMMERCE



SOCIETAL THEME

POINT OF DEPARTURE

SITE

INTENTION/CONCEPT

SELECTED APPROPRIATION

PROPOSAL

3.3 CHARLOTTENBURG NORD

DEMOGRAPHIC CHARACTERISTICS

- CURRENT STATUS
- CHANGES
- POTENTIAL CHANGE

LOCATION



POPULATION TOTAL



BERLIN - 3.775.480
 CHARLOTTENBURG - 333.998
 DISTRICT RANK - 4

DEMOGRAPHY 2021



DISTRICT RANK

75+	4
65-74	3
55-64	5
45-54	4
34-44	5
25-34	8
18-24	5
12-17	12
6-11	12
3-6	12
0-2	12



SINGLE DWELLING AMONG +65 YO: 20,4 %

#1 IN BERLIN

DEMOGRAPHY 2040



DISTRICT RANK

75+	3
65-74	3
55-64	2
45-54	7
34-44	5
25-34	6
18-24	5
12-17	12
6-11	11
3-6	12
0-2	12

OUTPATIENTS IN NEED OF CARE - 6.275

- 1 IN 50

#1 IN BERLIN



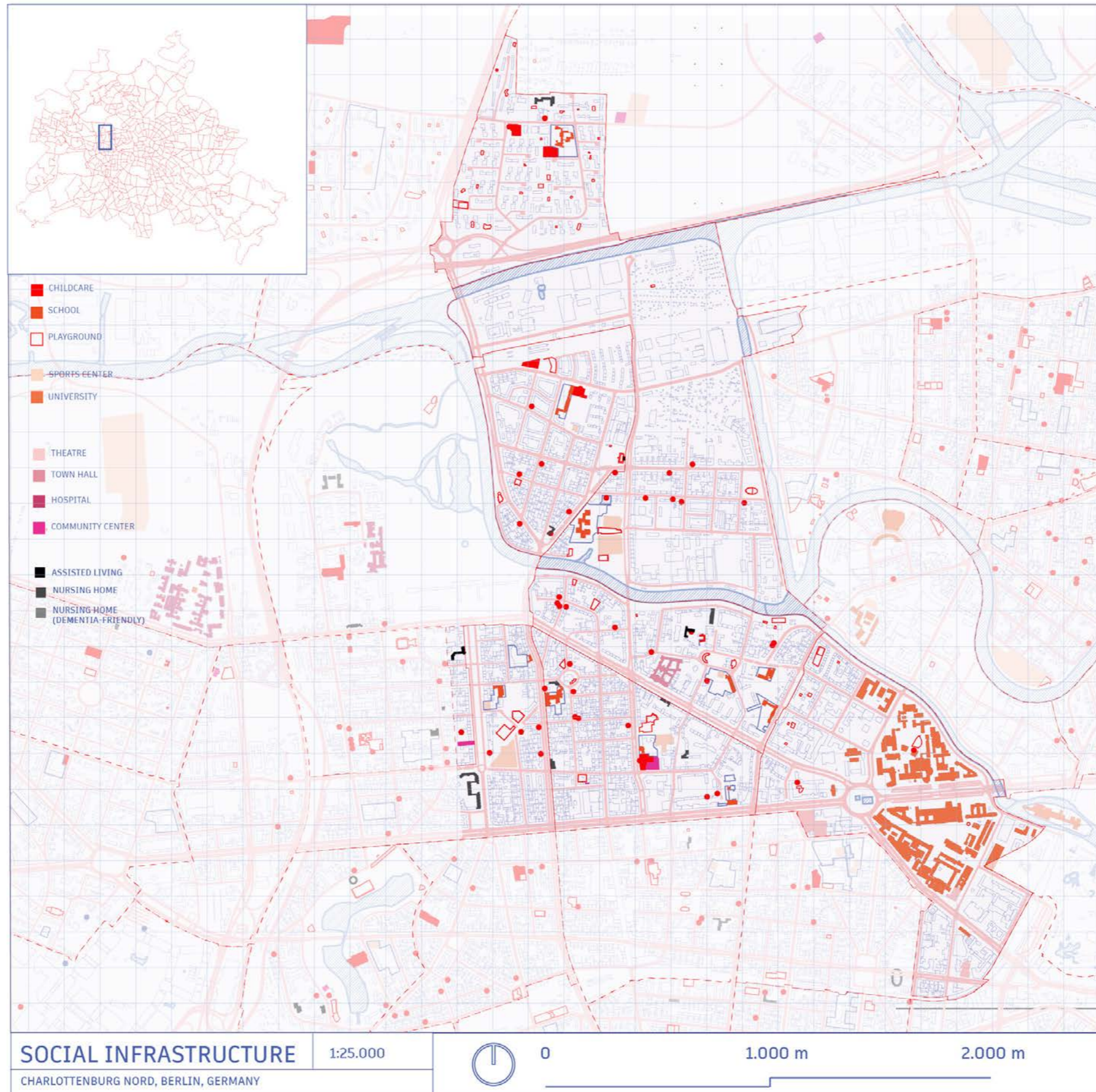
PEOPLE SUFFERING FROM DEMENTIA (2008)

DISTRICT	65-69	70-74	75-79	80-84	85-89	90+	65+
FRIEDRICHSHAIN-KREUZBERG	115	207	287	423	429	290	1.751
MARZAHN-HELLERSDORF	173	306	393	541	513	337	2.268
MITTE	194	359	470	691	734	562	3.010
LICHTENBERG	216	408	531	708	683	537	3.083
SPANDAU	207	376	463	755	827	655	3.283
NEUKÖLLN	239	424	506	784	853	716	3.521
REINICKENDORF	241	438	515	855	893	642	3.584
TREPTOW-KÖPENICK	223	511	621	864	816	568	3.603
PANKOW	223	462	584	865	905	719	3.768
TEMPELHOFSCHÖNEBERG	280	488	572	999	1.206	1.100	4.643
STEGELITZ-ZEHLENDORF	292	506	590	1.114	1.333	935	4.770
CHARLOTTENBURG-WILMERSDORF	289	481	571	1.084	1.294	1.182	4.900
BERLIN (2008)	2.701	4.965	6.108	9.683	10.486	8.242	42.184

3.3 CHARLOTTENBURG NORD

EXISTING SOCIAL INFRASTRUCTURE

- CURRENT STATUS
- CHANGES
- POTENTIAL CHANGE



SOCIETAL THEME

POINT OF DEPARTURE

SITE

INTENTION/CONCEPT

SELECTED APPROPRIATION

PROPOSAL

INTENTION

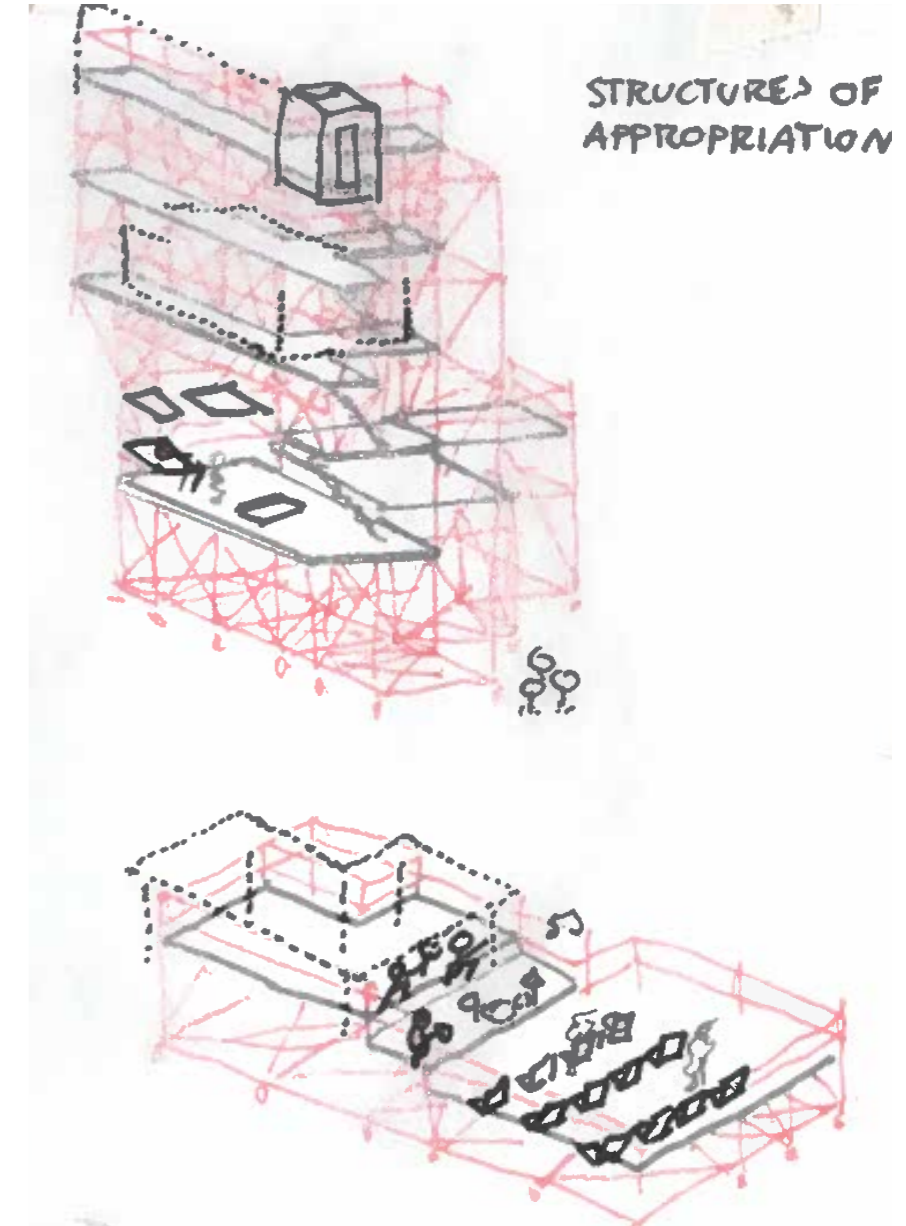
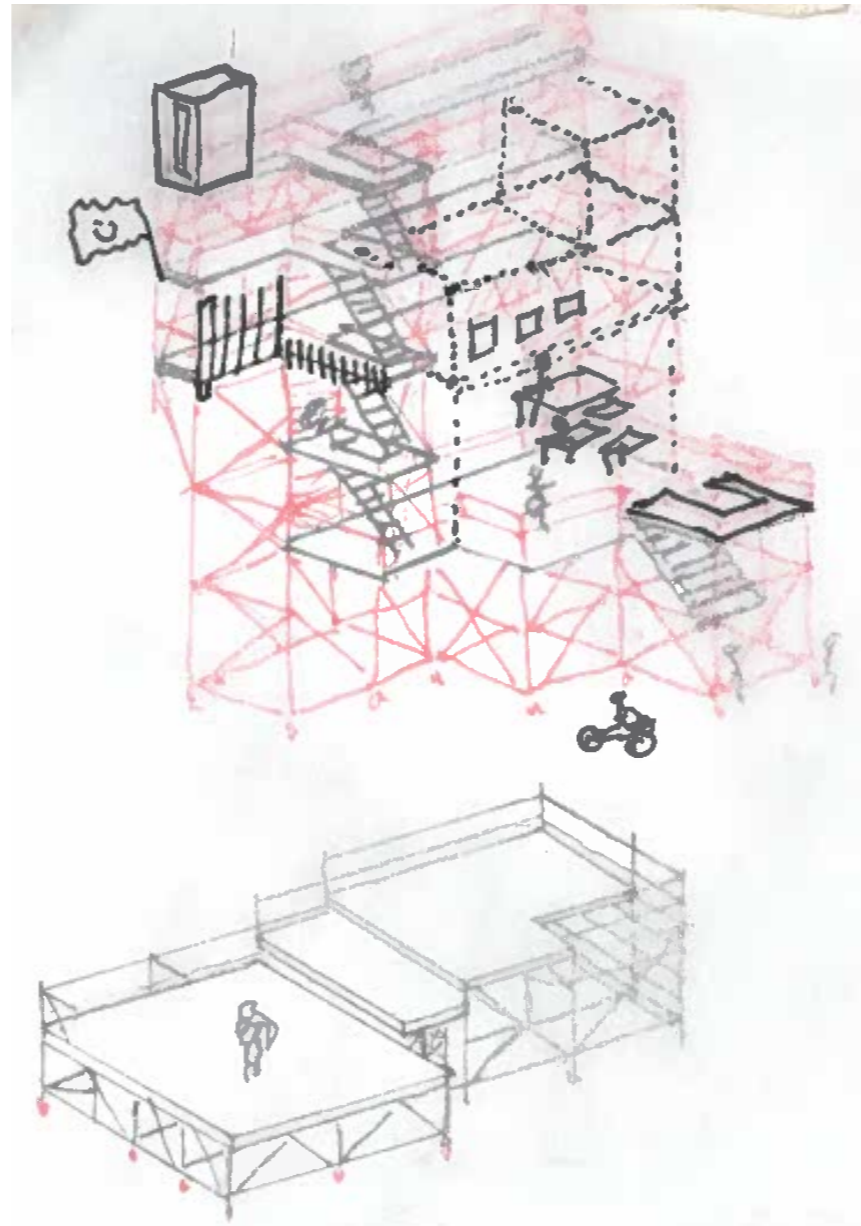
IRRIGATING THE POTENTIAL SPACES RELEASED BY A CAR-REDUCTION OF BERLIN SERVE TO EXTEND A DEMOGRAPHICALLY-INCLUSIVE INFRASTRUCTURE OF CARE, FURTHER FACILITATING AGEING-IN-PLACE.

A CAR-SPACE FACILITATING A CIVIC CENTER
THE SPACE OF THE STREET, THAT DELIVERS SOCIAL INFRASTRUCTURE

3.3 TRADITION OF URBANISM (REFERENCE)

ARCHITECTURE OF APPROPRIATION

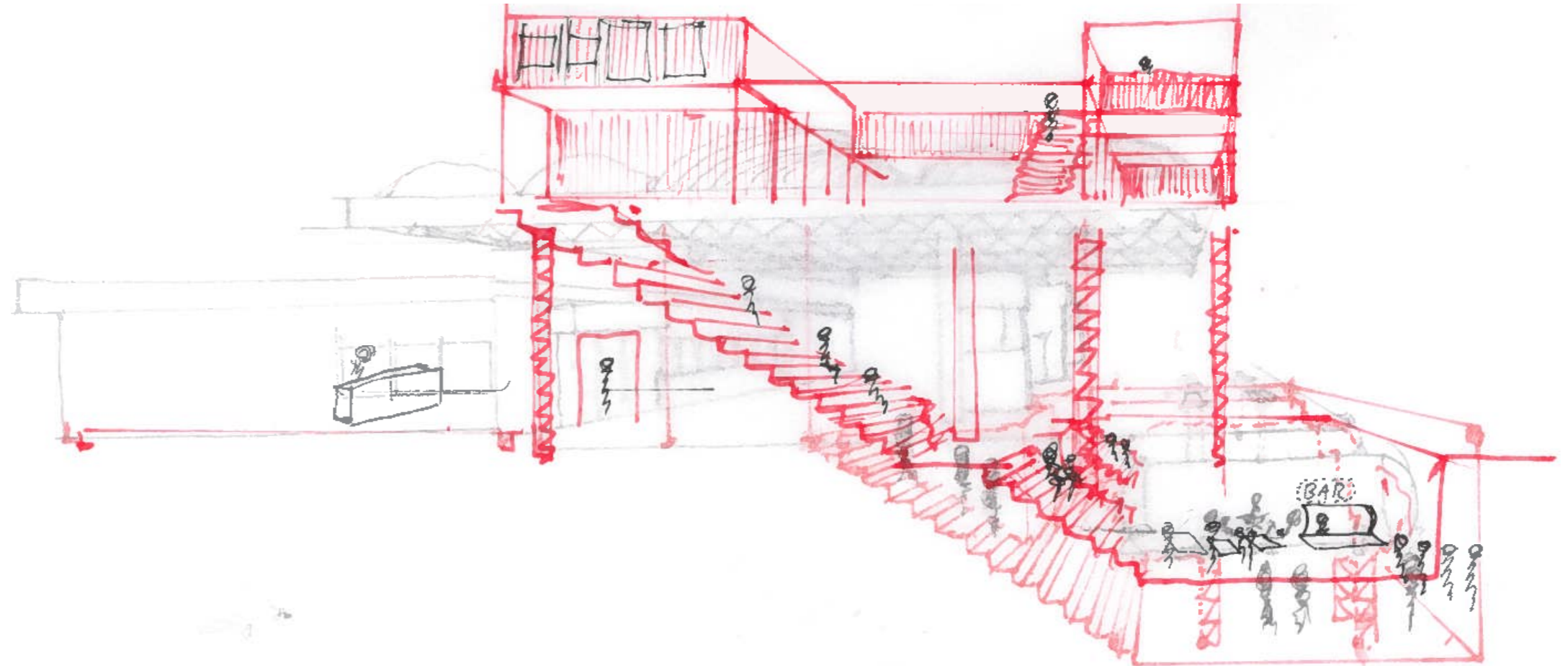
In order to achieve this, I has been inspired by several disruptive traditions of architecture, that allows for a social, engaging and participatory architecture. The first tradition being that of squatting. To an extreme degree, people appropriate un-used spaces in a close-knit community. This architectural tradition is strong in Berlin, but has receded the last decades due to gentrification



3.3 TRADITION OF URBANISM (REFERENCE)

ANTI-AESTHETIC PLAYScape JUNK PLAYGROUND

Another tradition is that of the junk playground. Children are using whatever tools available to play in a chaotic and anarchistic fashion. This tradition is not set to infantile adults and elderly, but serve as a vision of enabling architecture, that serves as activation and utilization of what is otherwise considered useless.

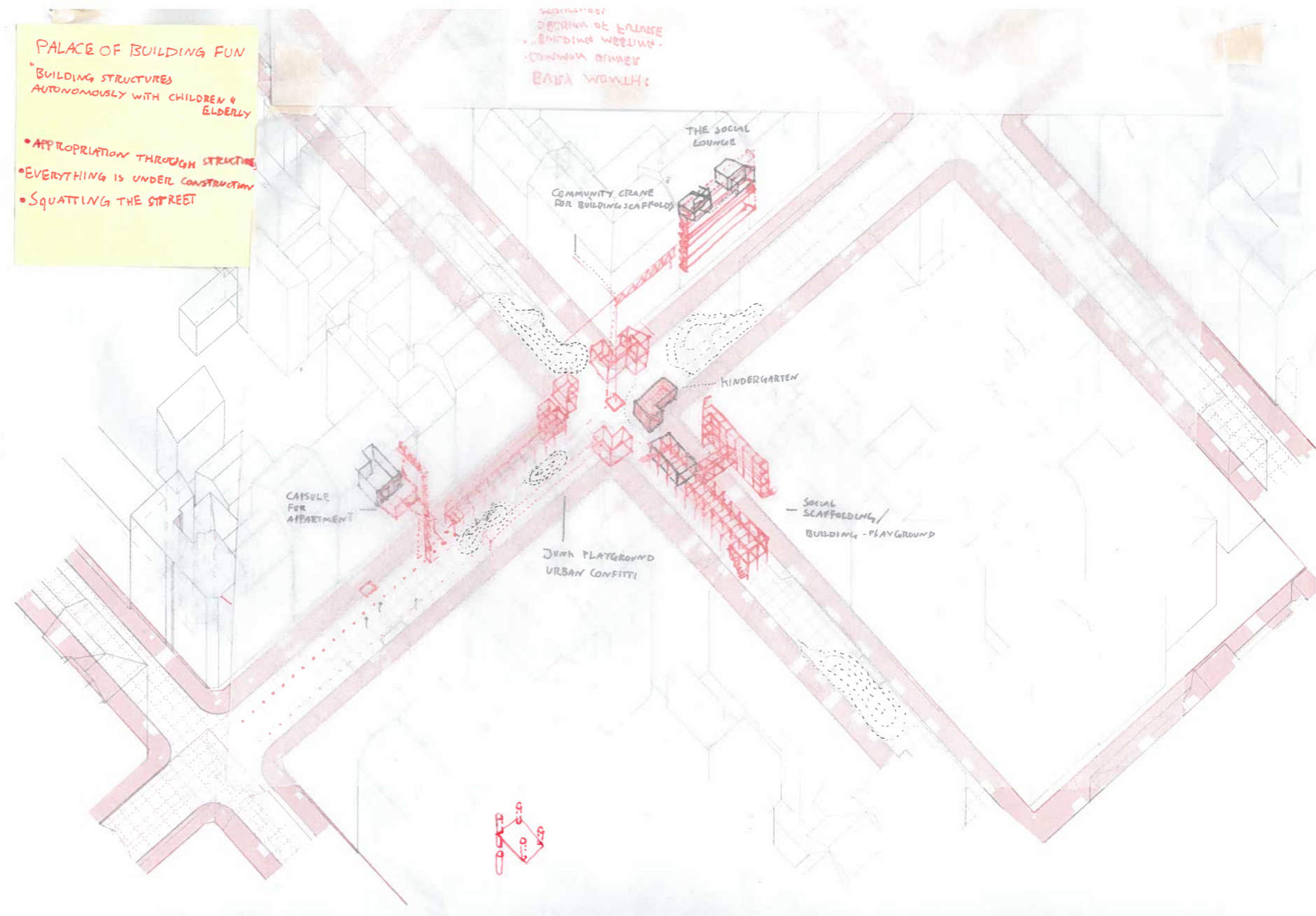


3.3 TRADITION OF URBANISM (REFERENCE)

FUN-PALACE

The last tradition is that of the fun-palace. I was inspired by the concept of architecture, that changes based on the desire of the user, and which functions more as a toolbox than an actual building.

These traditions has lead me to develop my own concepts regarding appropriating streetscape and structures for civic centers.



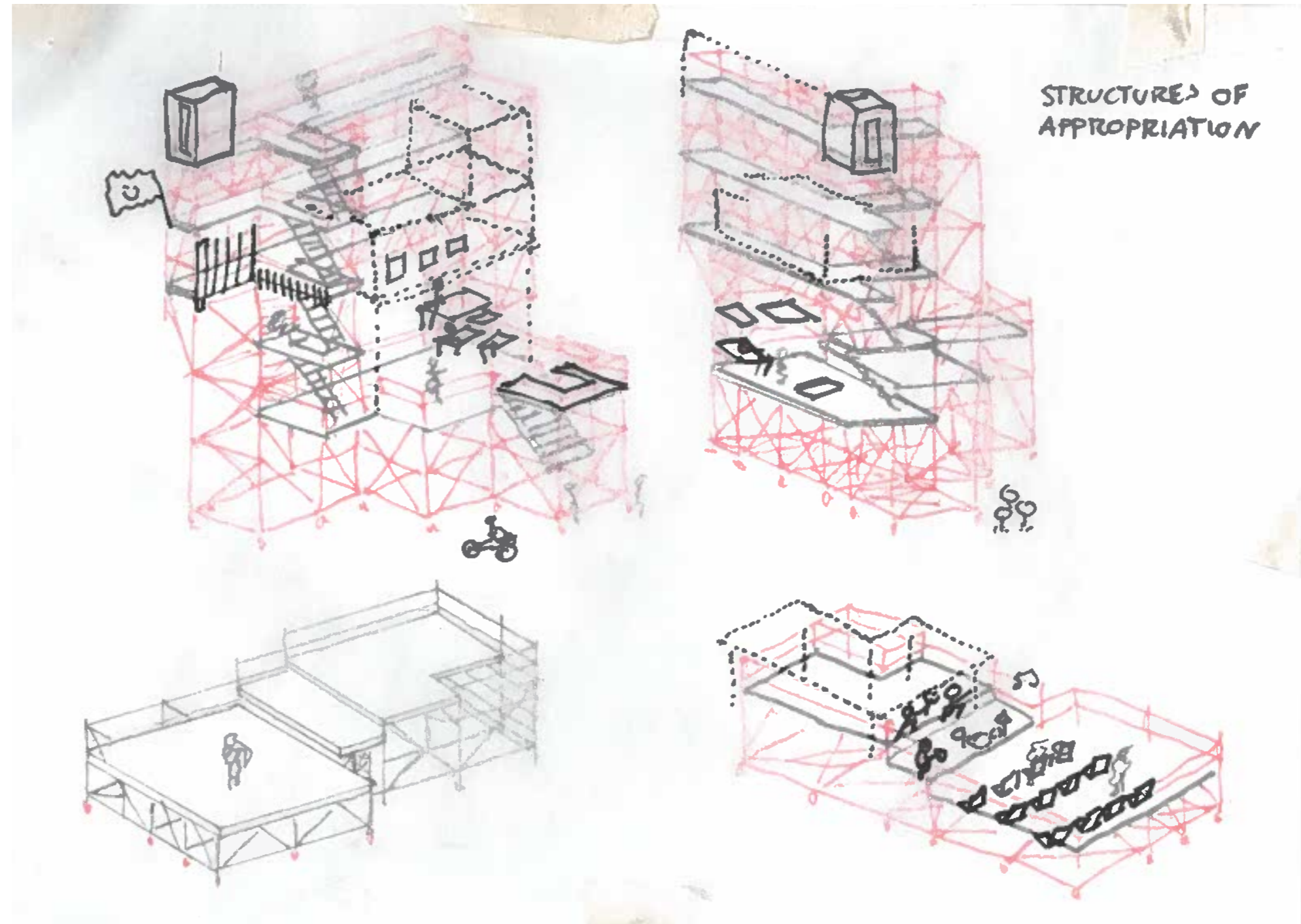
CONCEPT 1 APPROPRIATING STREETScape

INDEPENDENT MOBILITY
SOCIAL ENGAGEMENT

The project will aim at de-institutionalizing care, but instead give the individual the tool to care for himself/herself. Through multi-programming of space, the public space will accommodate some of the tasks currently handled by institutions. This is possible by building infrastructure, that allows for a more independent and more playful occupation of public space.

This appropriated streetscape will function as informal care directly in the street, close to home and all demographics. Studies show, that by gazing the street, elderly are able to maintain their relation with the public sphere, and even perceiving their own dwelling as part of that. Additionally, the freed-up parking space in the streetscape as well as car-reduction will ensure a child-infrastructure that supports autonomous and explorative play.

STRUCTURES, THAT CAN ADAPT, BEND, BUCKLE AND BE REBUILD IN ORDER TO ACCOMODATE A VARIETY OF NEEDS



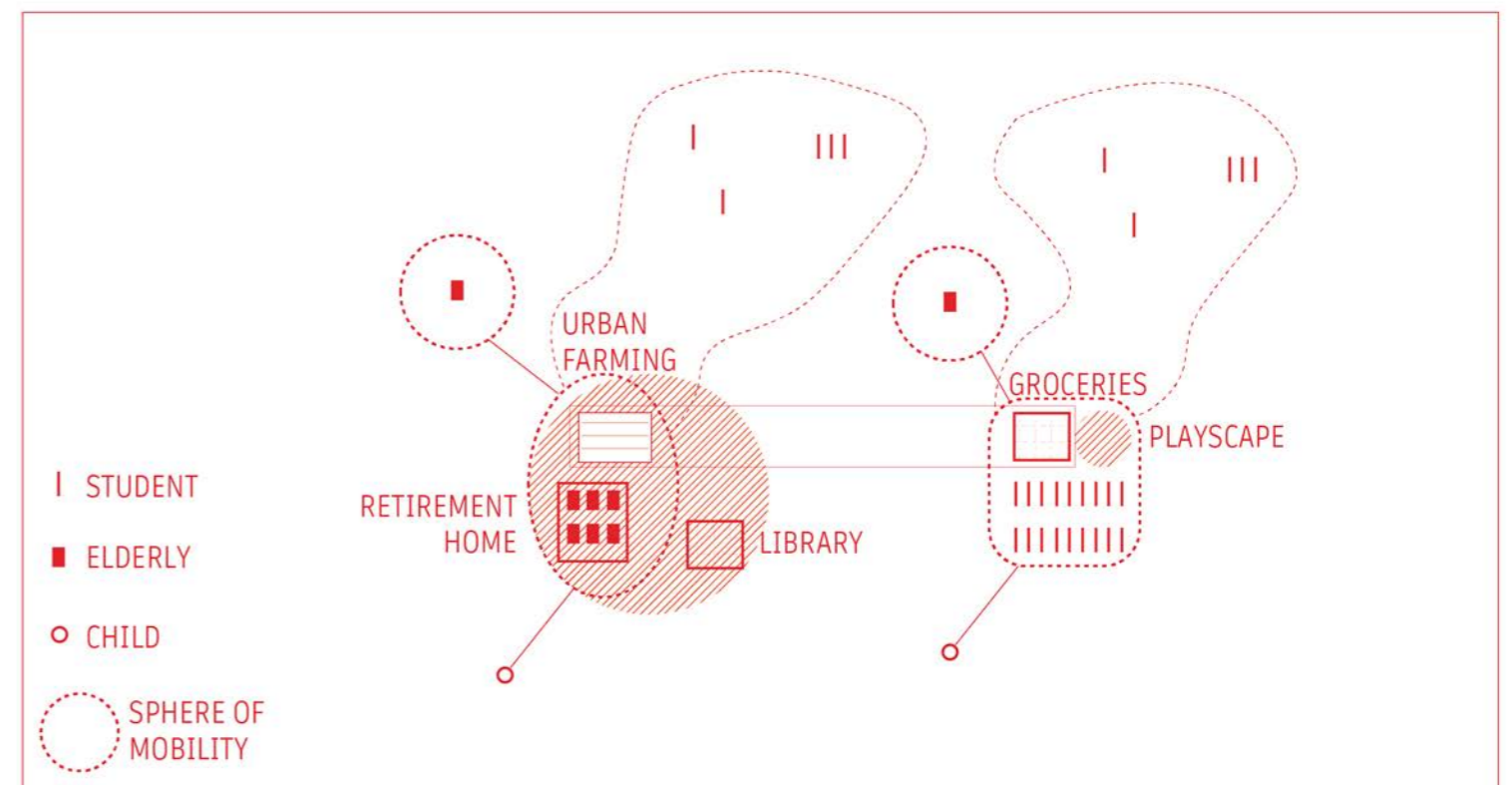
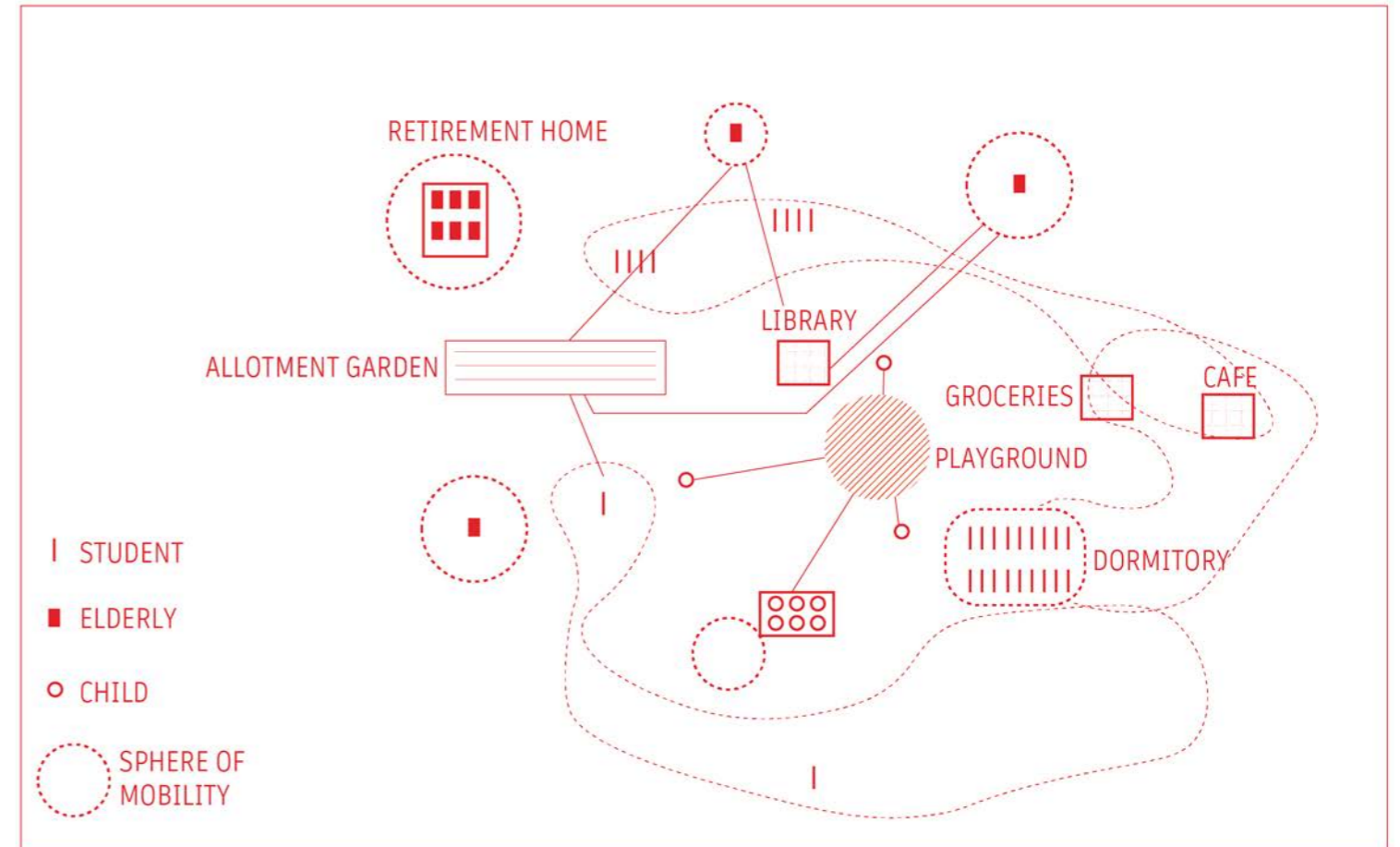
3.3 CONCEPT 2 - MOBILE WELFARE AMENITIES

STRUCTURES, THAT CAN REPLACE ABUNDANT FUNCTIONS AND RELOCATE TO SUITABLE LOCATIONS (ON A SMALL SCALE)

INDEPENDENT MOBILITY
SOCIAL ENGAGEMENT
SENIOR WORK ACTIVATION

Social and public amenities are today driven by a constant replacement of places-to-be and things-to-do. This requires structures that can replace abundant functions and relocate to suitable locations (on a small scale).

Care today is effective, but only when isolating demographics. My intention with this project is not to further institutionalize care but allow for different organs in the care-infrastructure to cross path, so that care is not perceived as occupying different demographics, but as an upbringing by a community.



SOCIETAL THEME

POINT OF DEPARTURE

INTENTION/CONCEPT

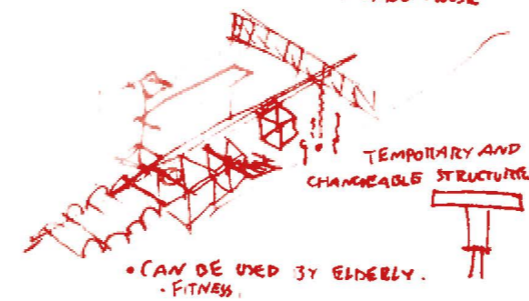
SELECTED APPROPRIATION

PROPOSAL

Creating circumstances for inhabiting public space for the most time as possible, in order to create a performative public space. Reduced cars and asphalt will create a landscape regulating temperatures (Consulted Stine Christiansen for her work in creating performative landscapes in Berlin)

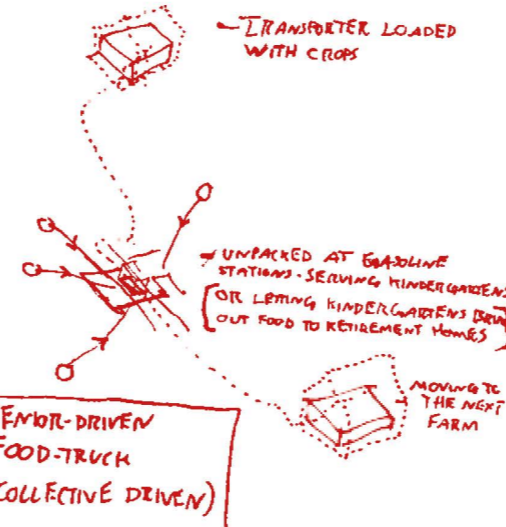
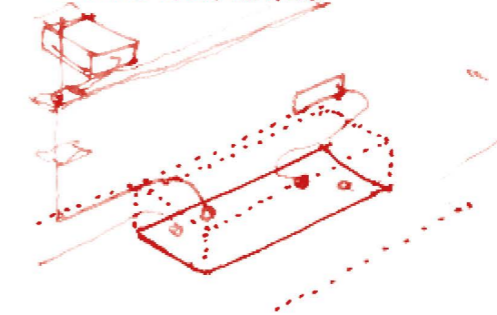
PLAY-STREET

- OPERATING CRANE
- EASILY-CHANGEABLE STRUCTURES
- CITIZENS DESIGN THE STREET
- LEVEL CHANGE: TYPOLOGY OF TREE-HOUSE

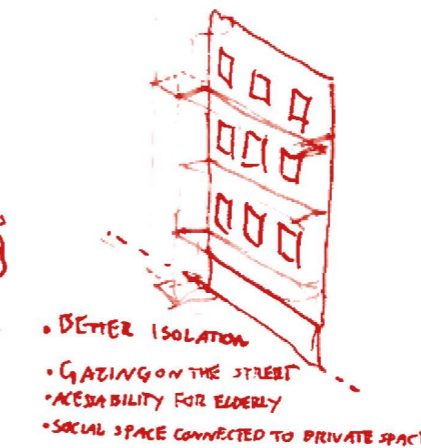


THE SOCIAL CARE-SPACE

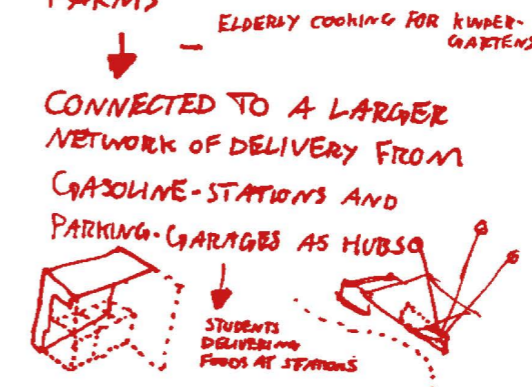
- MOBILE KINDERGARTENS, THAT APPROPRIATES THE STREET, WELCOMING SENIORS TO INHIBIT
- RITUAL OF "MOVING THE CITY FABRIC" ON A SOCIAL SCALE, NOT A CAR

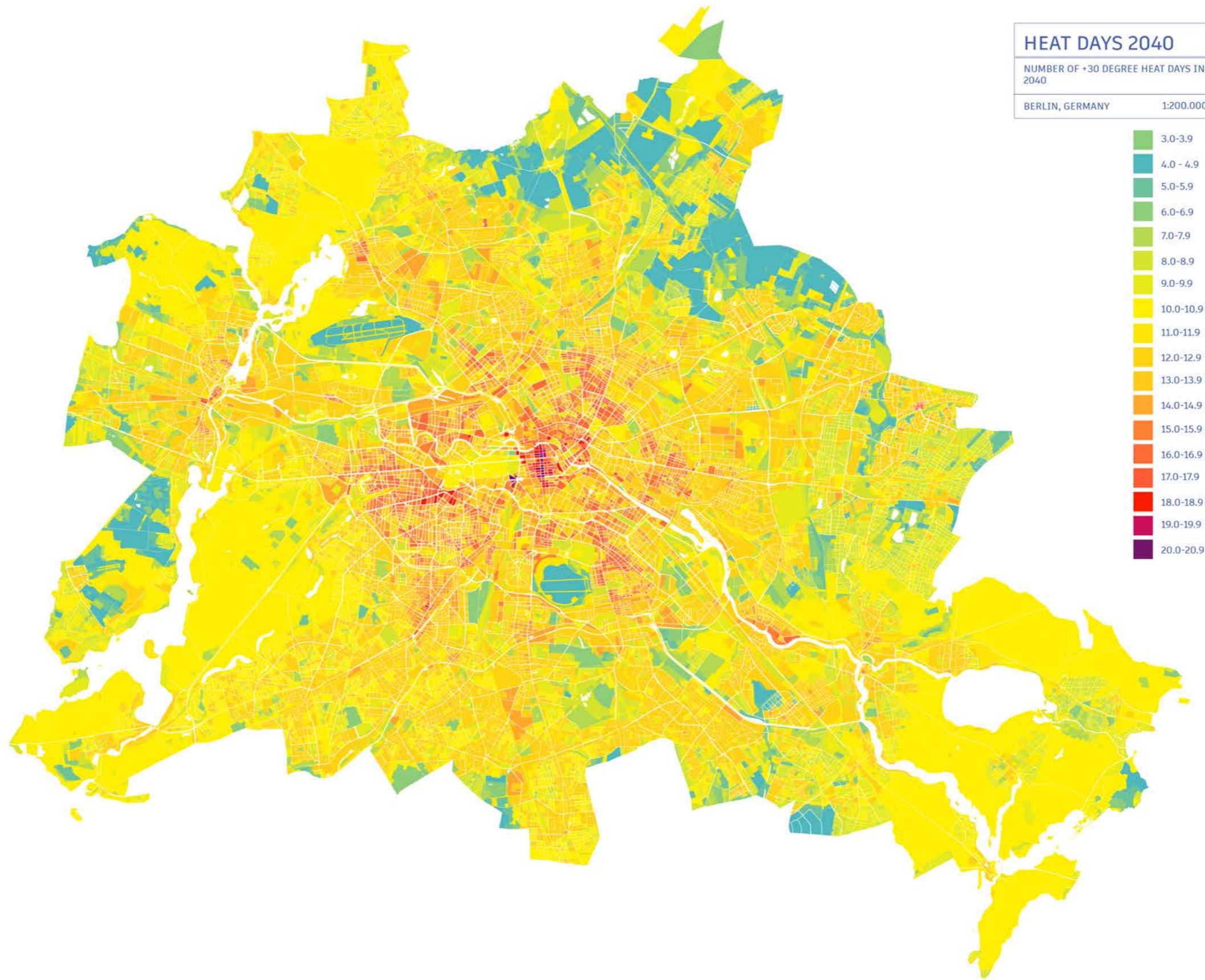


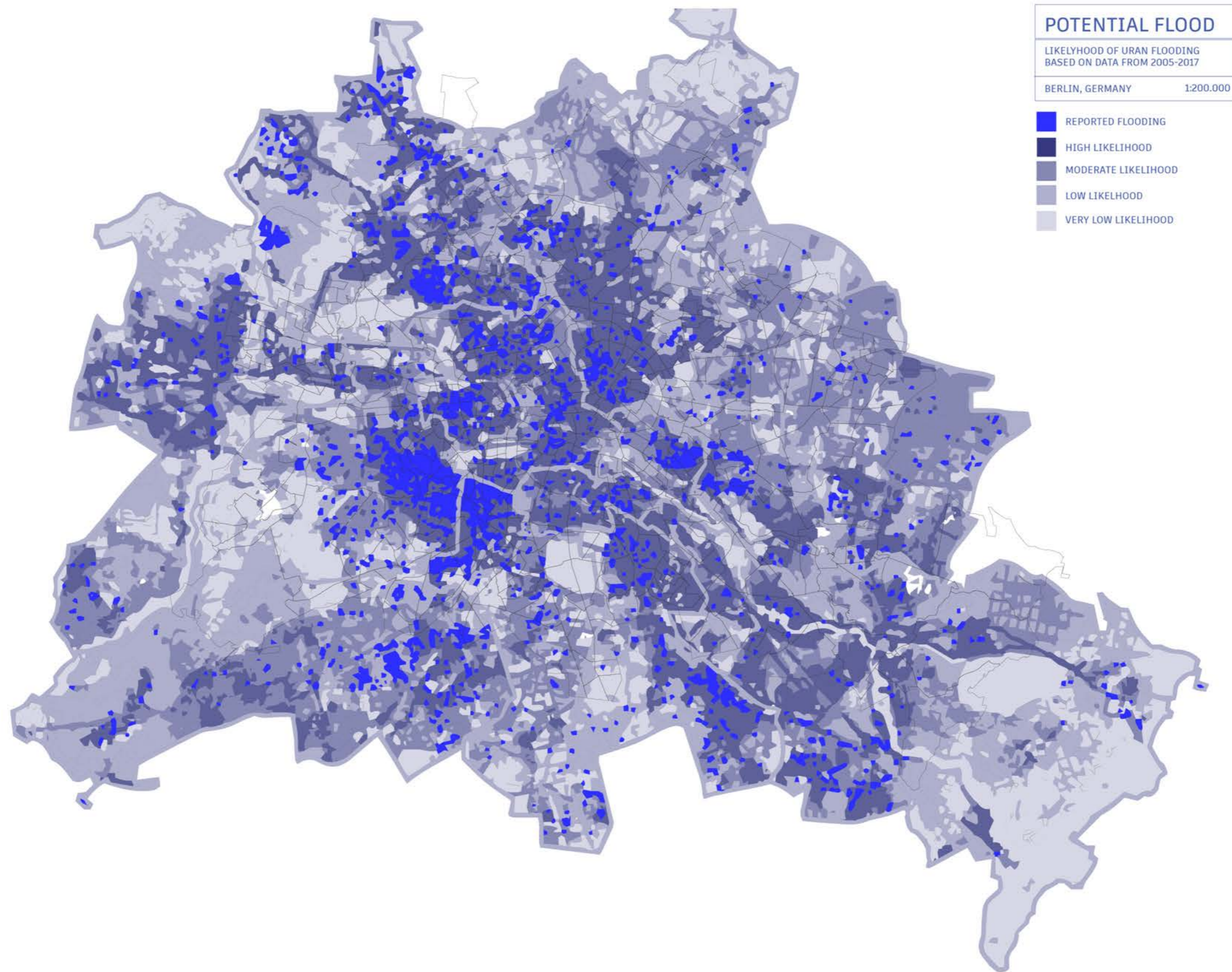
LOUNGE



STREET KITCHENS
W. INGREDIENTS FROM URBAN FARMS

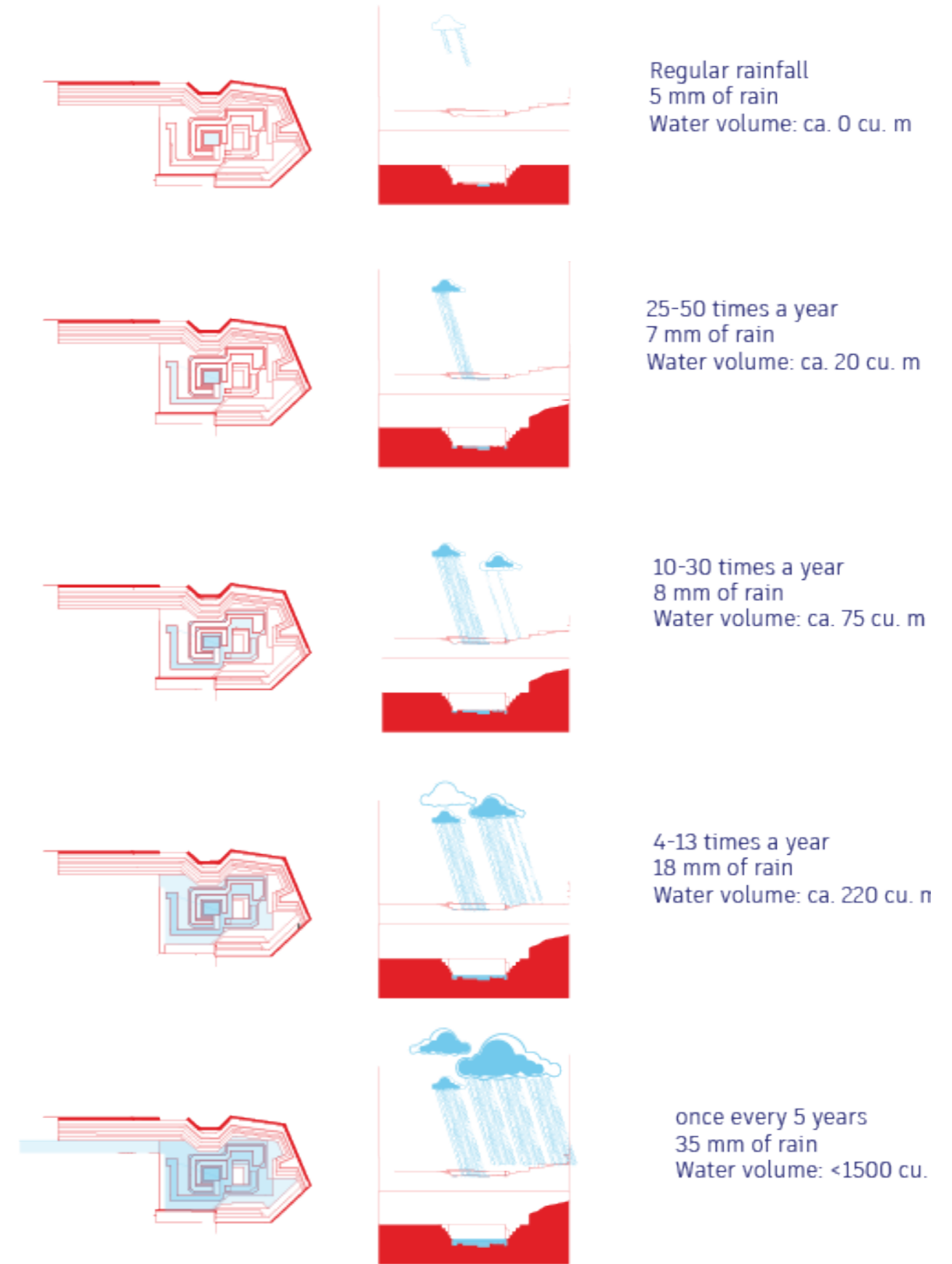
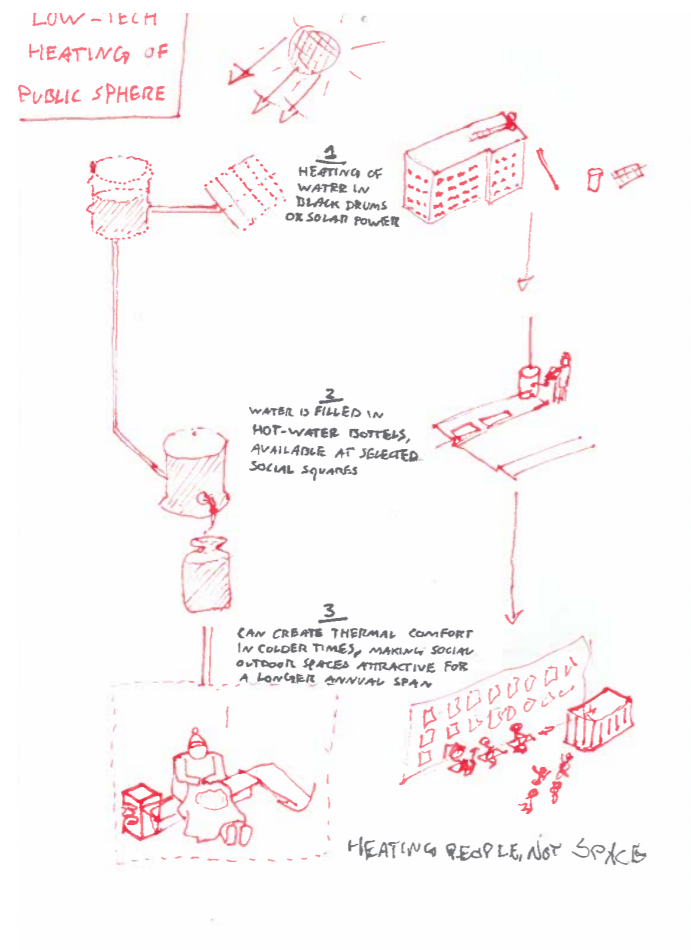
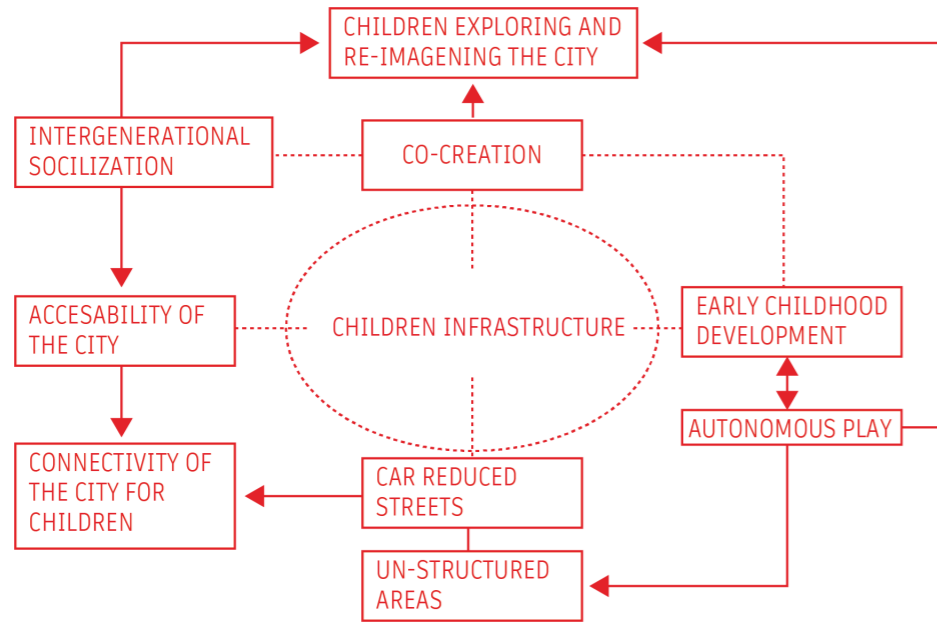






3.6 STRATEGIES FOR CONDITIONING

CREATING A HABITABLE PUBLIC LANDSCAPE



SOCIETAL THEME

POINT OF DEPARTURE

INTENTION/CONCEPT

SELECTED APPROPRIATION

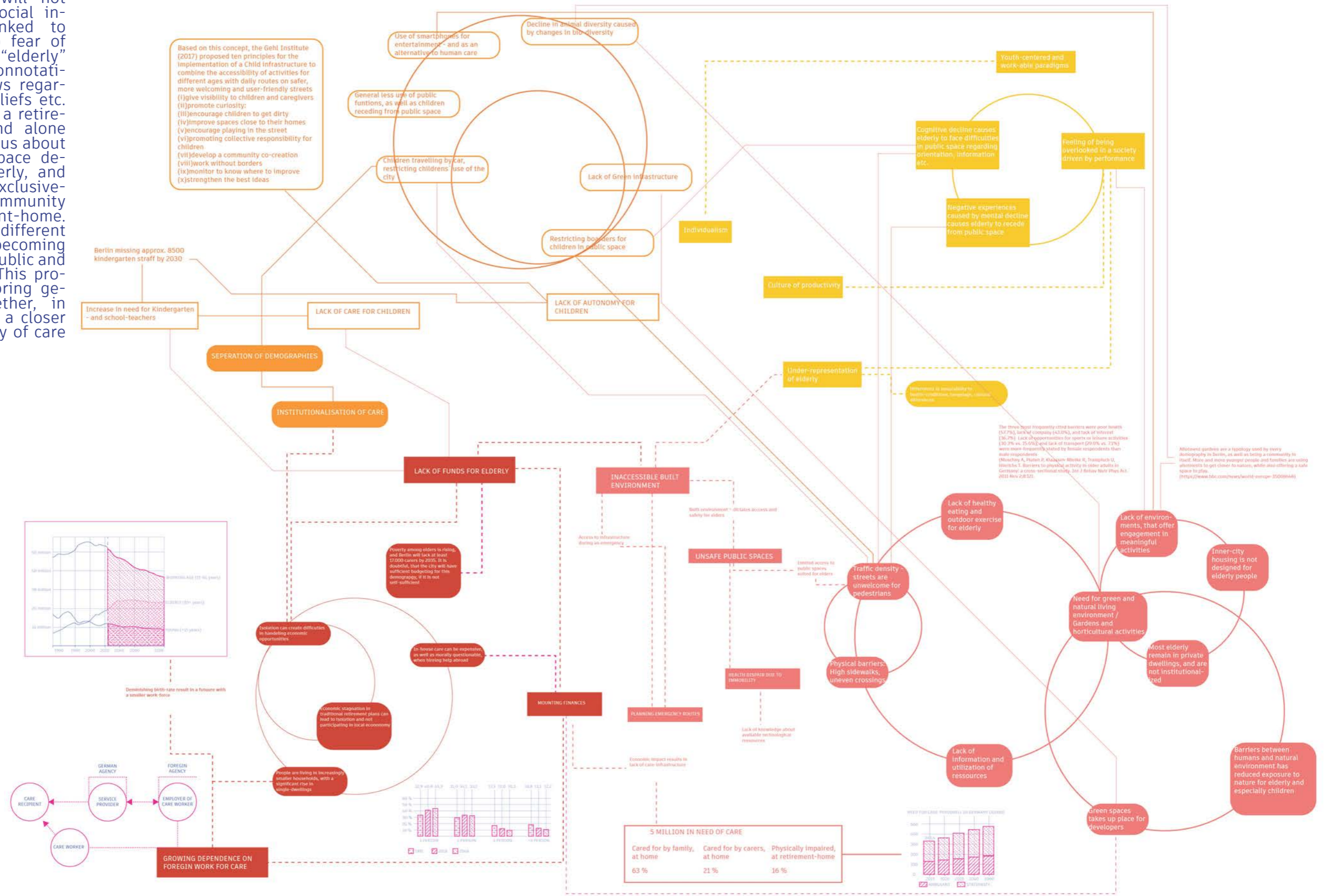
PROPOSAL

3.7 CONCEPT 4 - DEMOGRAPHIC INCLUSIVITY

MERGING DEMOGRAPHIES TO UTILIZE HUMAN RESSOURCES

■ ELDERLY - ECONOMY
■ ELDERLY - ENVIRONMENT
■ ELDERLY - PSYCHOLOGICAL
■ CHILDREN

Many elderly will not use existing social infrastructure linked to elderly, due to fear of being labelled "elderly" and all the connotations that follows regarding health, beliefs etc. Elders living in a retirement home and alone might be cautious about using public space designed for elderly, and instead reside exclusively within the community of a retirement-home. This has led to different generations becoming segregated in public and private space. This project seeks to bring generations together, in order to create a closer local community of care



SOCIETAL THEME

POINT OF DEPARTURE

INTENTION/CONCEPT

SELECTED APPROPRIATION

PROPOSAL

3.1 SUSTAINABLE AGING IN PLACE

ASPECTS, THAT NEEDS ADDRESSING

- SOCIAL ADDRESSING
- INSTITUTIONAL ADDRESSING
- PRIVATE ADDRESSING

If Germany proposes a formal solution to ageing, by 2070, it would demand 2,3 % of GDP in Germany, translated to

PRIVATE-HOUSEHOLDS

91,04 billion Eu every year

If every senior from 2020-2030 should receive formal care, it would require 0,7 % of German GDP, translated to

29,82 billion Eu every year

REMAINING AT HOME

Ageing in place refers to the desire to be independent in a residence of one's choice and participate in the community. Meaningful social contact and well-being are essential components of ageing in place. Instead of segregating people into communities based on age (like retirement communities), intergenerational living can provide companionship and purpose for older adults.



QUESTION: What social amenities must be placed close to elderly-dwellings, in order to allow an ageing in place?

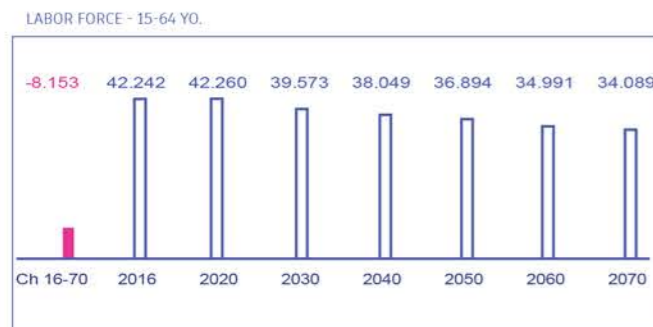
- Which social activities would allow social connections across demographics?

SENIOR WORK-ACTIVATION

A significant number of low- and medium-income seniors experience financial challenges that require them to extend their retirement plan. With increased longevity, even those individuals who have the means to retire want to stay in the workforce longer but can face age discrimination, despite the fact that an intergenerational workforce that embraces mentoring and reverse mentoring can spark innovation and organizational success.



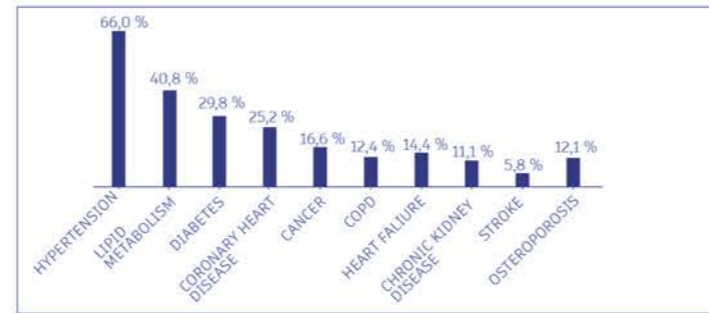
QUESTION: How can elderly living isolated in single-person dwellings be physically connected to the streetscape?



- Catalyst function:
- Advisor function:
- Mentor function:
- Specializing in further training for older employees
- Workplace design

SOCIETAL THEME

POINT OF DEPARTURE



INDEPENDENT MOBILITY

Driving cessation is associated with increased depressive symptoms and a variety of other health consequences. Therefore, meeting the mobility needs of the older population is crucial to minimizing the adverse impacts on their health and well-being. While disability in the older population can arise as a result of age-related declines in sensory, mobility, and cognitive functions, individuals can also experience disability as a result of pre-existing impairments. In addition to supporting older adults with a range of abilities, it is also important to support those with long-term impairments.



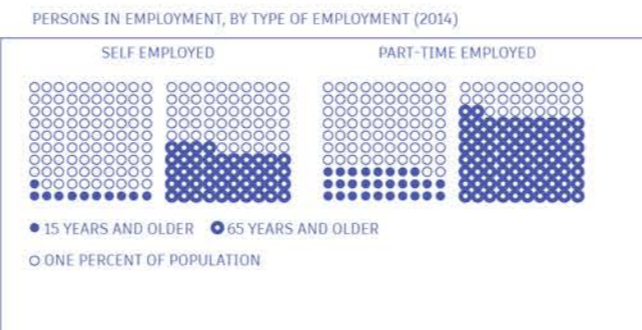
QUESTION: How can elderly living isolated in single-person dwellings be physically connected to the streetscape?

ABILITY-INCLUSIVITY

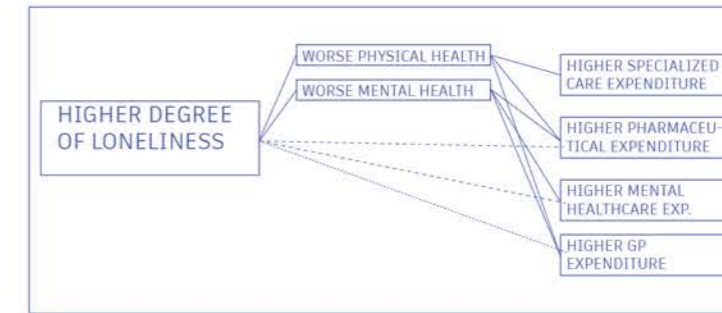
It is important to acknowledge that older adults are a heterogeneous group of individuals, with varying physical, sensory, cognitive, and sensory abilities. Contrary to popular belief, there is not always a clear relationship between chronological age and health status.



QUESTION: How can a new streetscape accommodate ageing-in-place for elders of different mental and physical capacity?



INTENTION/CONCEPT



SOCIAL ENGAGEMENT

Social inclusion or active engagement in society via a social network (whether through employment, volunteering, childcare, learning or teaching) has a positive impact on mortality, well-being, and life satisfaction.

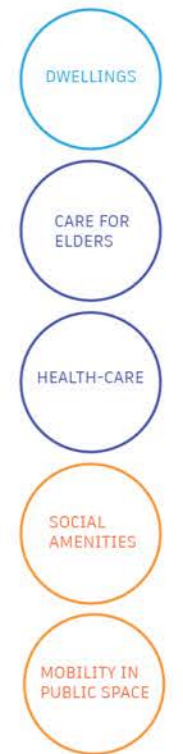
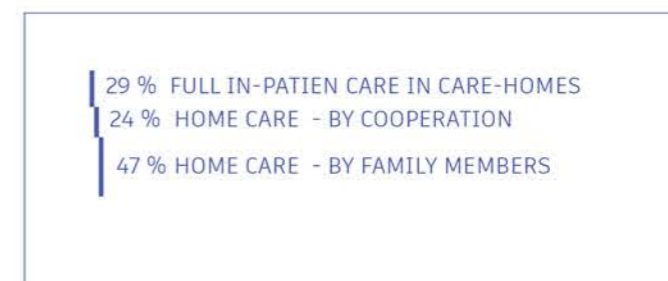
QUESTION: How can the streetscape of a car-reduced city mirror the institutional, social space of a care-home, while also serving as an inter-generational space of care? And how can this space help lower the loneliness of elderly people?



BURDEN OF FAMILY CARE-GIVERS

The growth in the population of older adults coupled with the desire to age in place and the shortage of professional care providers is requiring families and friends to fill the gaps. As a result, family caregivers suffer from cognitive overload, balance of time and especially relationship loss as they shift from the role of daughter, son or spouse to a caregiver role. In fact, family caregivers suffer a significantly higher rate of depression. Especially low-income immigrant families are reliant on family care for economic and social reasons, further allowing for limited social life for both parties.

QUESTION: How can a new streetscape ease the burden of family care-givers? Which activities can promote an inter-cultural community for seniors (and not only young people)?



SELECTED APPROPRIATION

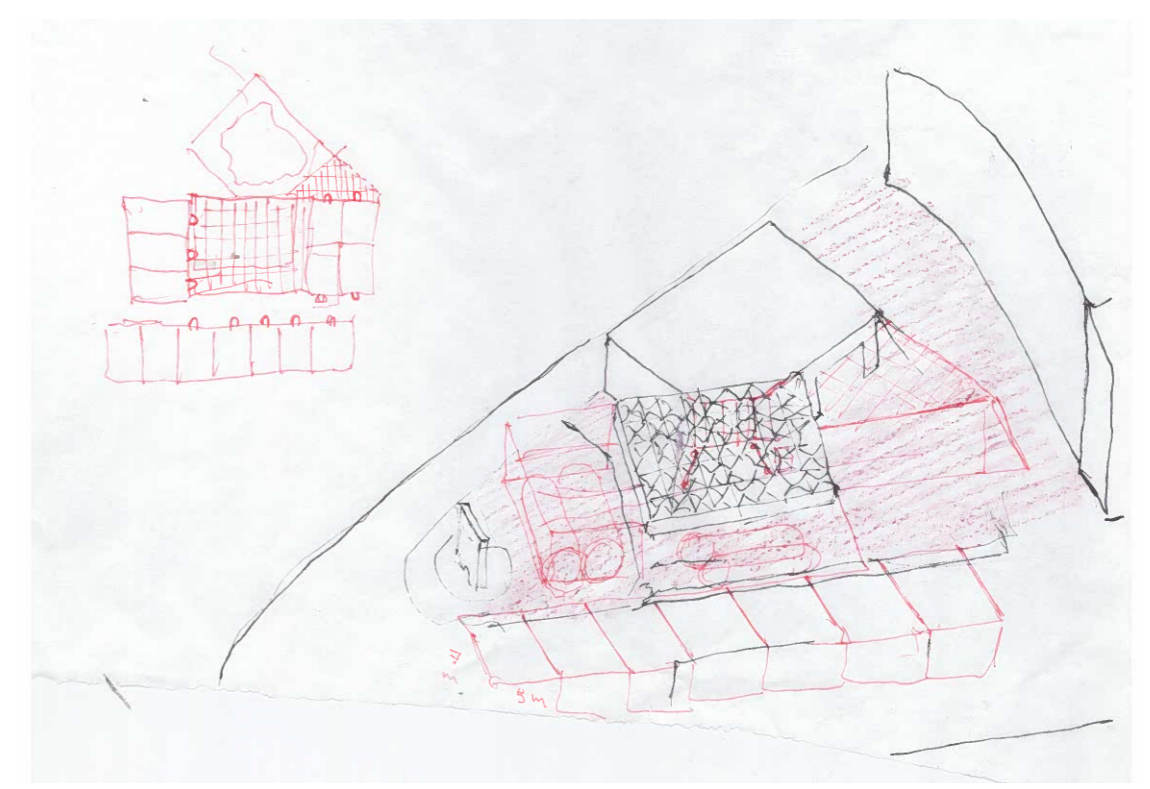
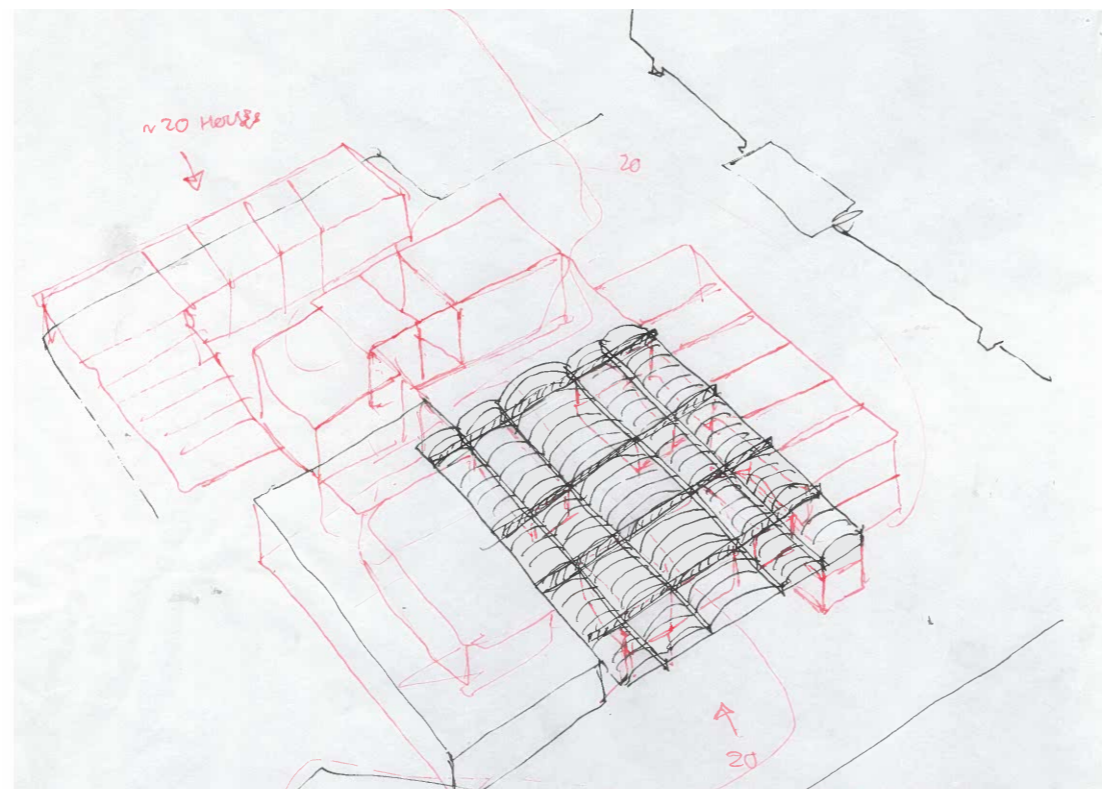
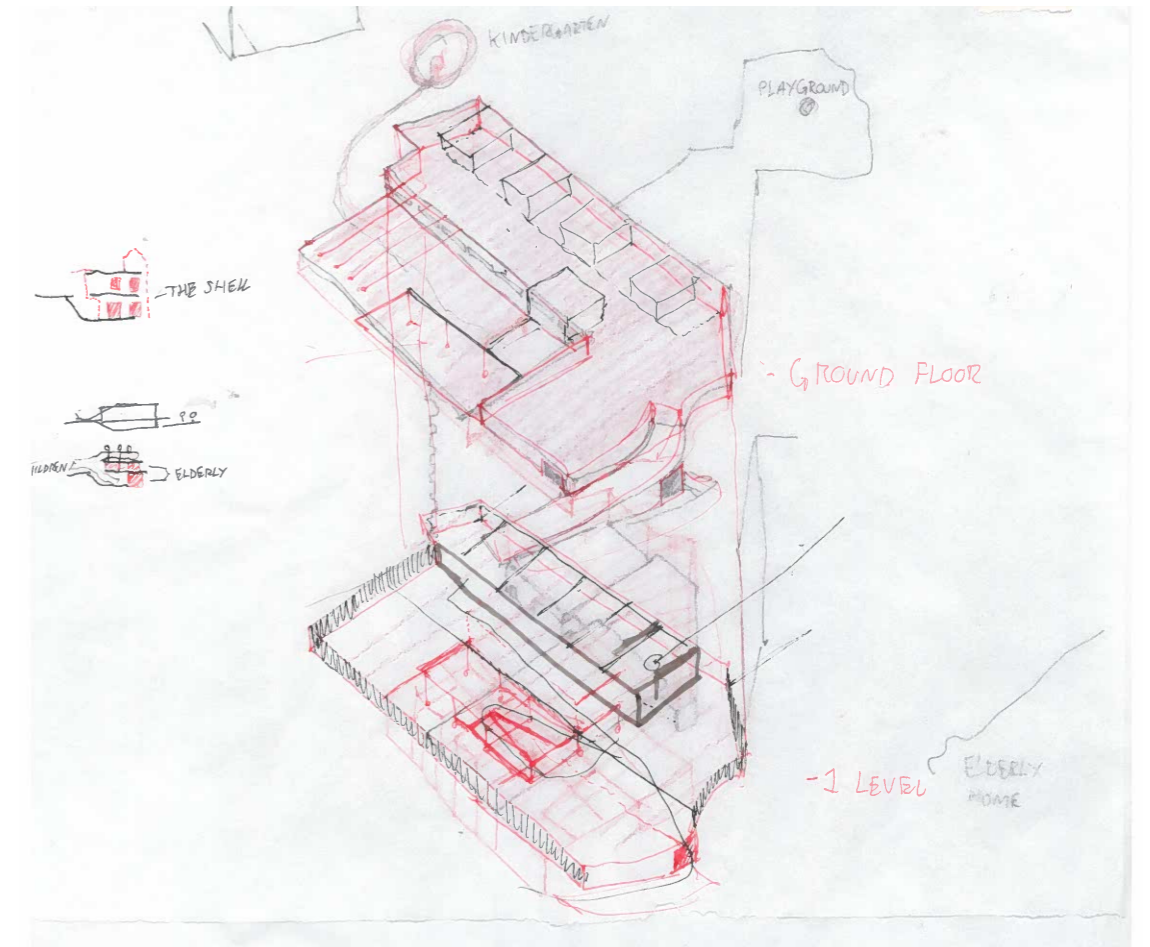
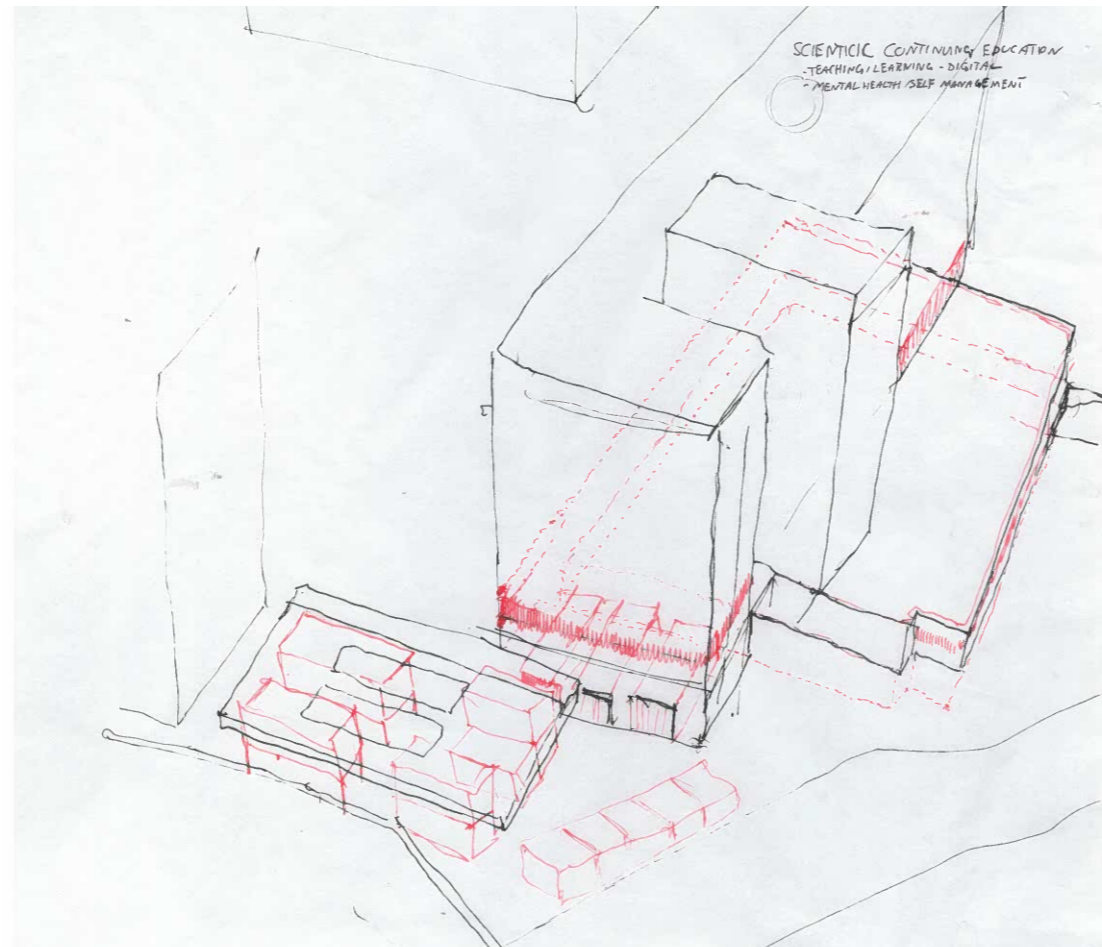
PROPOSAL

THE FIRST SPACE OF TRANSFORMATION IS A MEETING SPACE, A CENTER-POINT FOR
DEMOGRAPHIC INTERCHANGE

4.2 EXPLORATION OF SPACES

GASOLINE STATION - FUTURE ABUNDANT TYPOLOGY

A typology more suitable for appropriation is the gasoline station. Berlin is planning an out-phasing of cars powered by fossil fuels by 2035. This will create less demand for gas-stations, to the point where approximately 80% of all gas-stations will be un-profitable in 2035 (M.Rubens et. al, 2019). At some point, gas stations will be obsolete altogether. When the car fleet is at some point consisting of electric cars, many will have fast-chargers at their private addresses or parking, removing the need for an urban, drive-through energy station.



SOCIETAL THEME

POINT OF DEPARTURE

INTENTION/CONCEPT

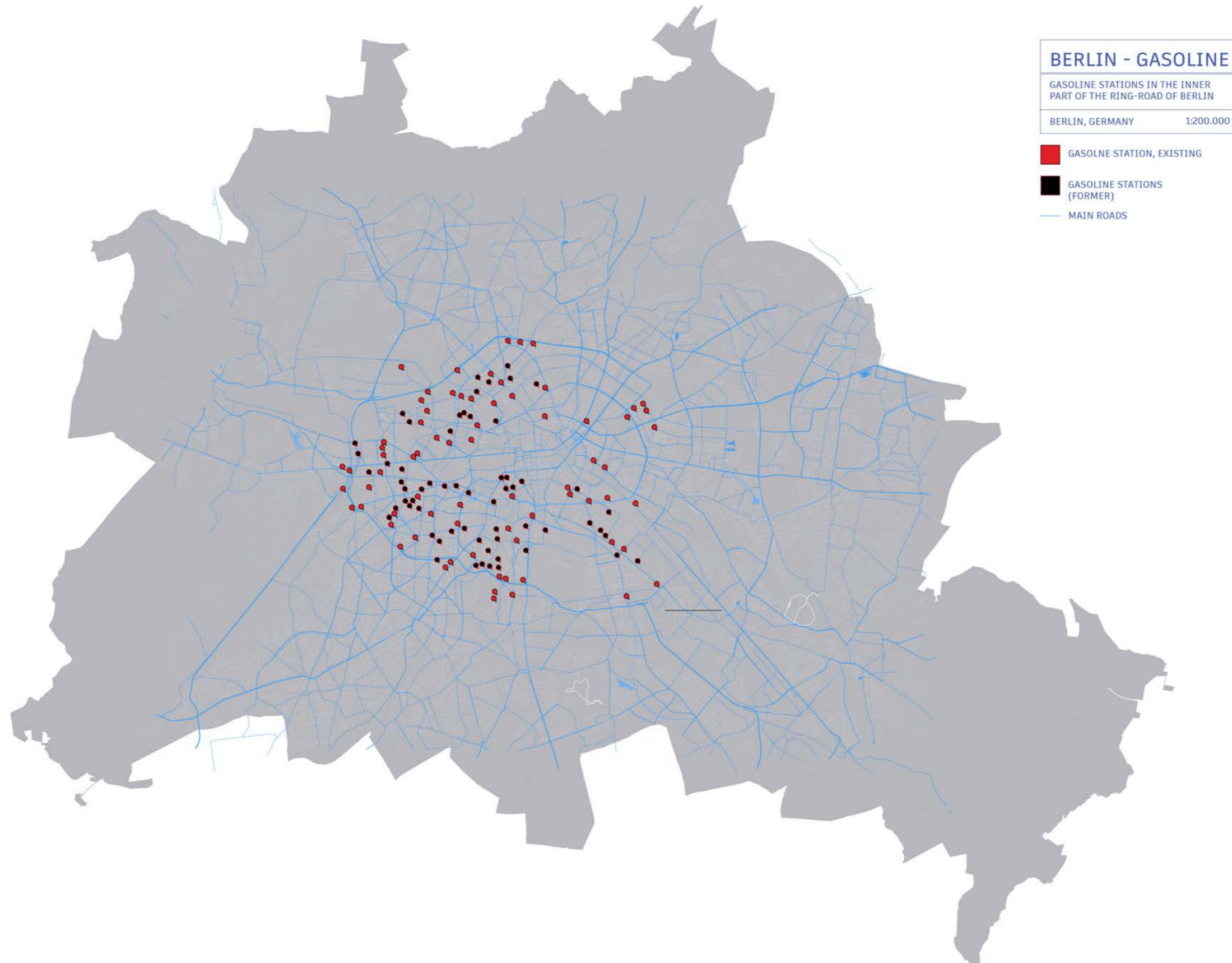
SELECTED APPROPRIATION

PROPOSAL

4.3 MAPPING SPACES OF APPROPRIATION

GASOLINE STATION - FACING TRAFFICAL VEINS

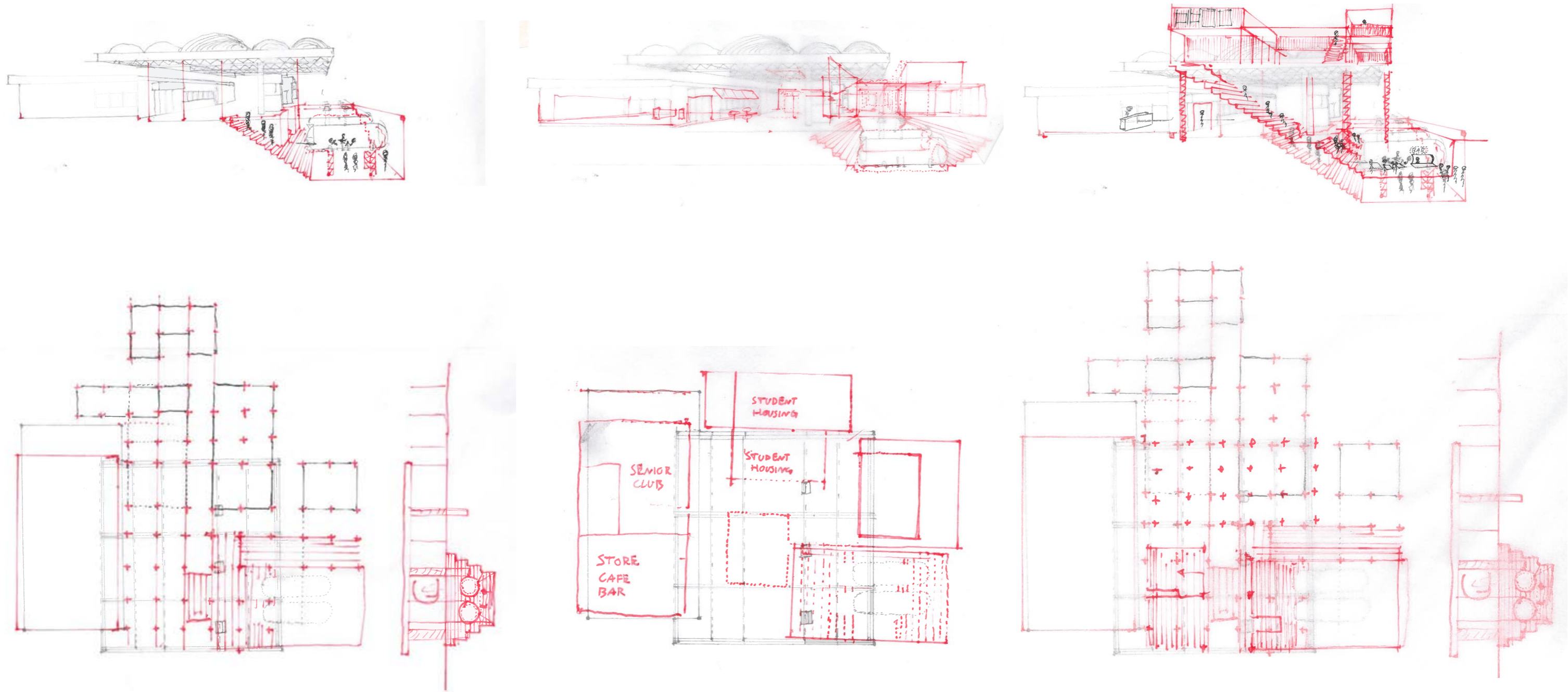
Gasoline-stations is a typology existing in most inner Kiez in Berlin, making it ideal for a Kiez center. Spatially, these stations are usually placed at the border of neighborhoods, facing a traffical vein, where the spatial design revolves around an in-out motion.



4.4 STRATEGIES FOR APPROPRIATING

UTILIZING STRUCTURE AND EXCAVATING REMNANTS

Throughout the development, I wanted to appropriate the gasoline station in a way, that it still echoes its former function of a car-service station, but in the meaning uses that transformation to create a space of attention for passers-by.



SOCIETAL THEME

POINT OF DEPARTURE

INTENTION/CONCEPT

SELECTED APPROPRIATION

PROPOSAL

4.16 GASOLINE STATION - AXONOMETRY

GROUND FLOOR AND EXCAVATION

- EXISTING
- IMPLEMENTED
- MODULAR
- MOVABLE STRUCTURES
- GASOLINE TANKS
- STRUCTURAL ELEMENTS - IMPLEMENTED
- URBAN FARMING

FORMER GASOLINE ST.
FRIEDRICHSTRASSE 192, CHARLOTTENBURG, BERLIN
1:500

Excavation, pit:

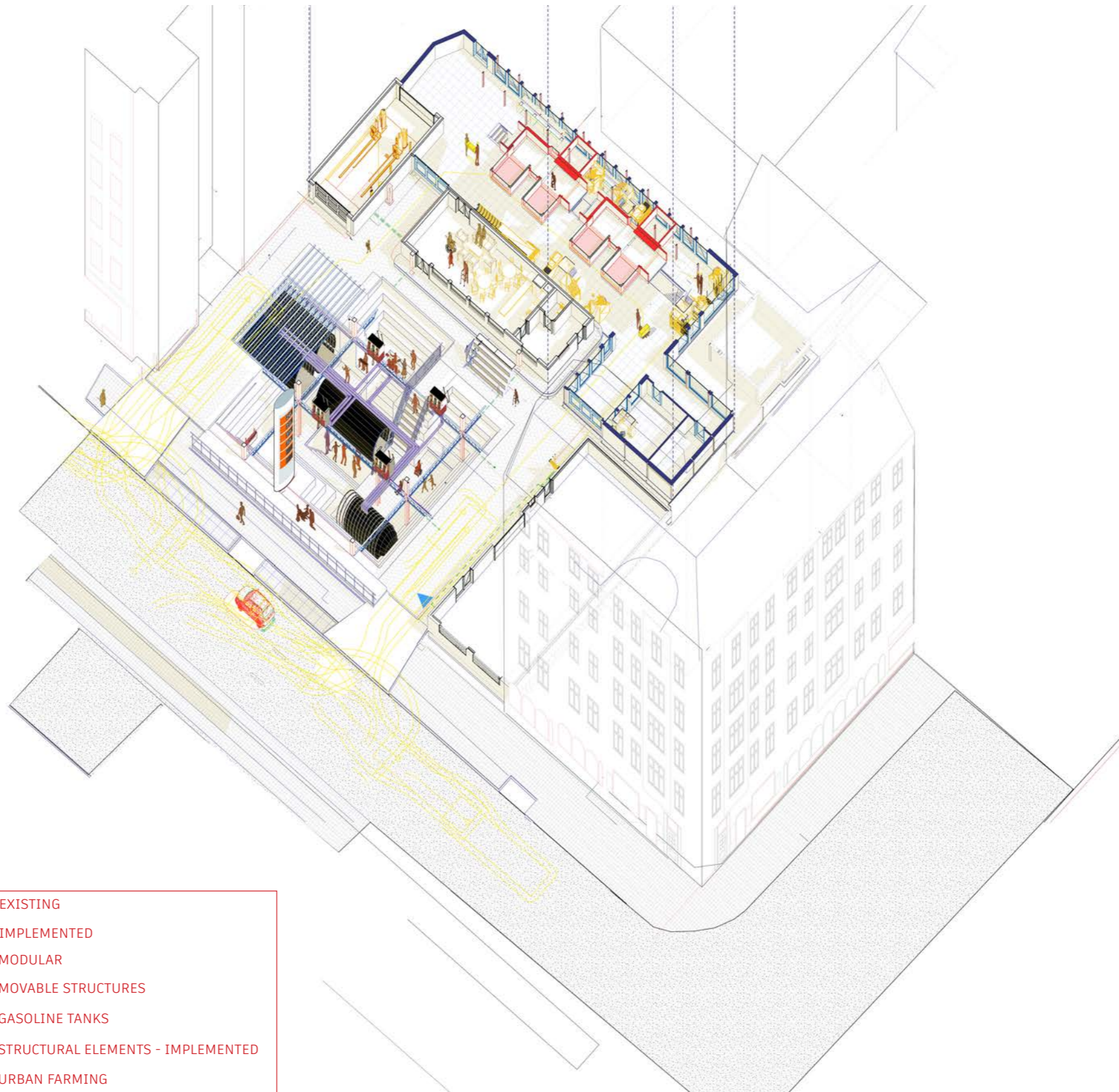
The site will be excavating the remnants of a car-based society. The hole this creates will mirror an archeological approach of understanding the past, but also the intimate space of activating a pit.

Pit-stop for mobile structures.

The gasoline station will be transformed into a service area for mobile structures, that will appropriate streetscapes. The movement throughout the layout of the former gasoline station will mirror the same in/out motion, that ensures a linear movement.

Senior club.

The former kiosk will be housing a senior club, possibly still while operating the kiosk.



- EXISTING
- IMPLEMENTED
- MODULAR
- MOVABLE STRUCTURES
- GASOLINE TANKS
- STRUCTURAL ELEMENTS - IMPLEMENTED
- URBAN FARMING

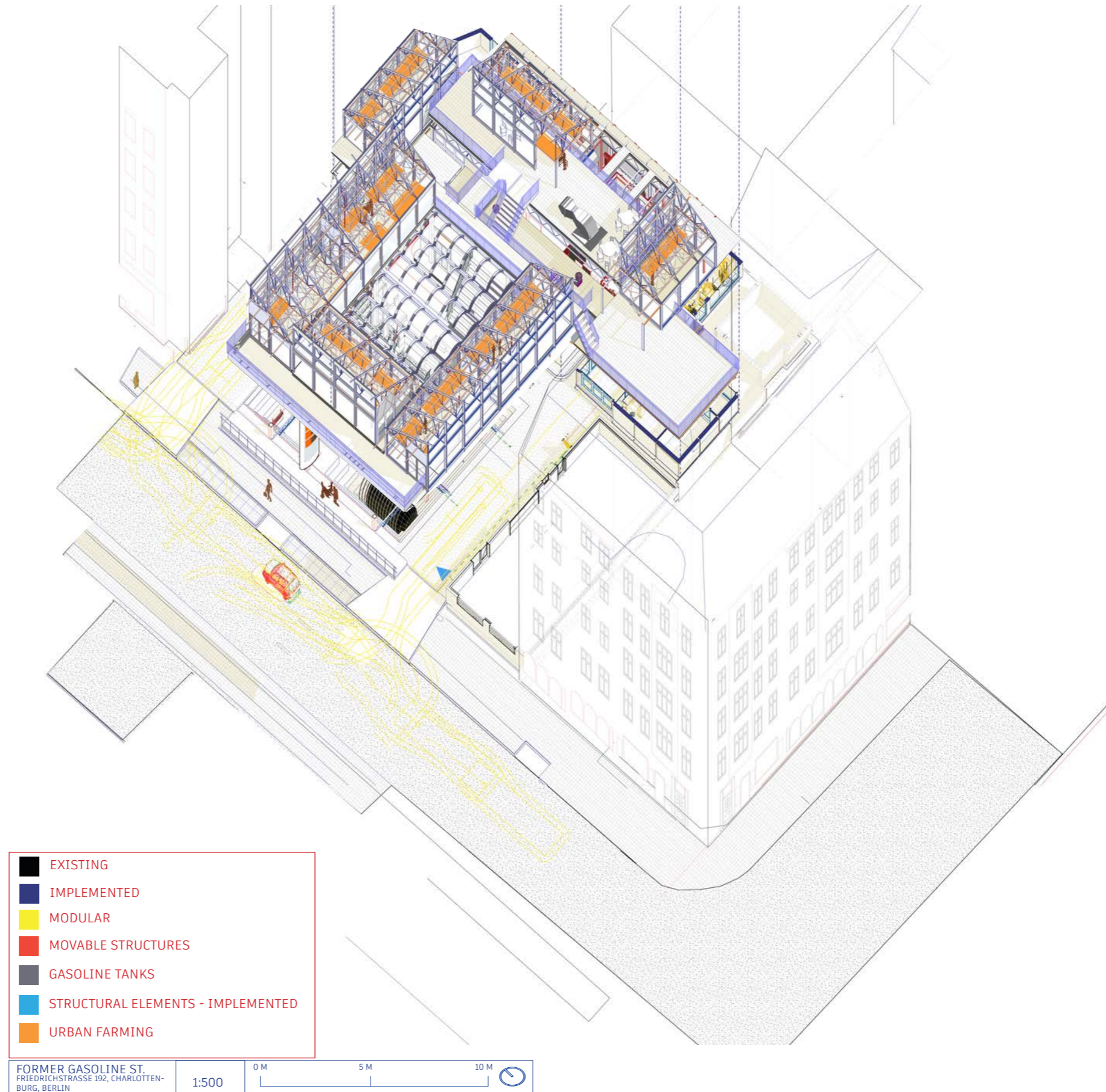
FORMER GASOLINE ST.
FRIEDRICHSTRASSE 192, CHARLOTTENBURG, BERLIN
1:500

4.17 GASOLINE STATION - AXONOMETRY

ROOF AND URBAN FARM

Moving up some implemented stairs to the roof of the gasoline station is an urban farm.

This urban farm is inspired by the fact, that allotment-gardens serves as the most diverse landscape of demographics. People of all ages will cultivate crops, floating atop ruminants of the gasoline pumps and gasoline tanks – now used for sitting areas.



- EXISTING
- IMPLEMENTED
- MODULAR
- MOVABLE STRUCTURES
- GASOLINE TANKS
- STRUCTURAL ELEMENTS - IMPLEMENTED
- URBAN FARMING

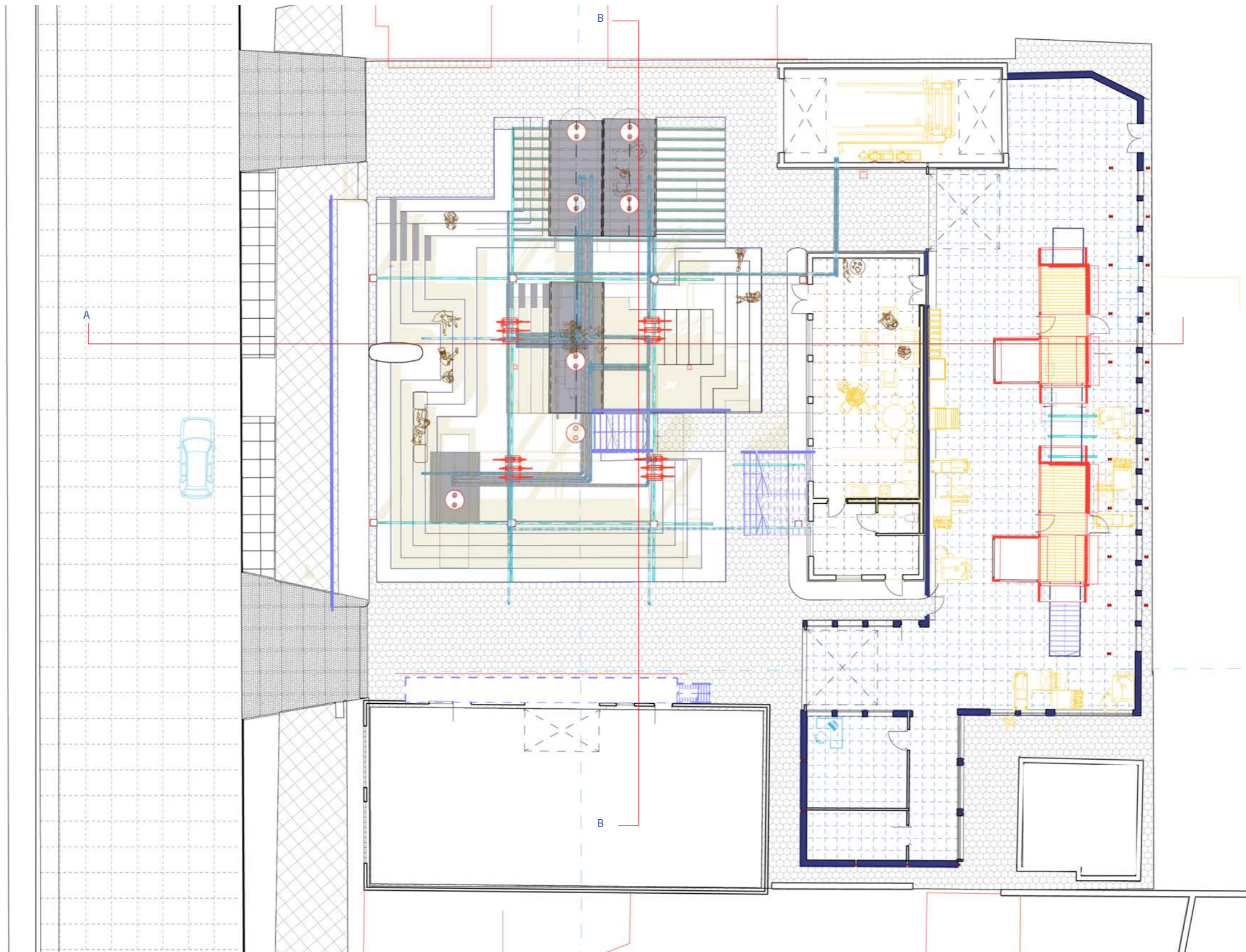
FORMER GASOLINE ST.
FRIEDRICHSTRASSE 192, CHARLOTTENBURG, BERLIN
1:500
0 M 5 M 10 M

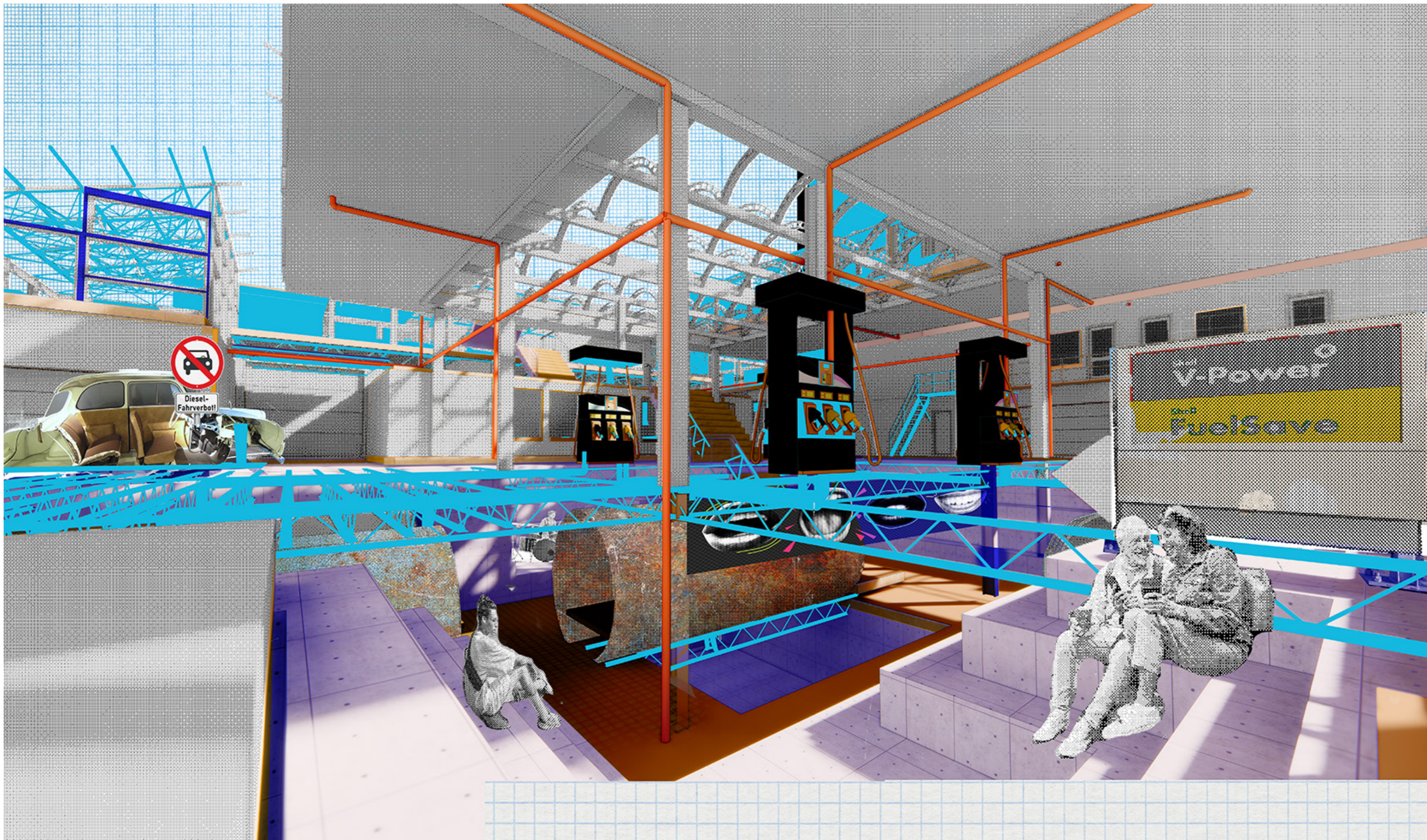
- EXISTING
- IMPLEMENTED
- MODULAR
- TYPOLOGY OF GASOLINE / MOVABLE
- GASOLINE TANKS

FORMER GASOLINE ST.
FRIEDRICHSTRASSE 192, CHARLOTTEN-
BURG, BERLIN

1:200

0 M 5 M 10 M



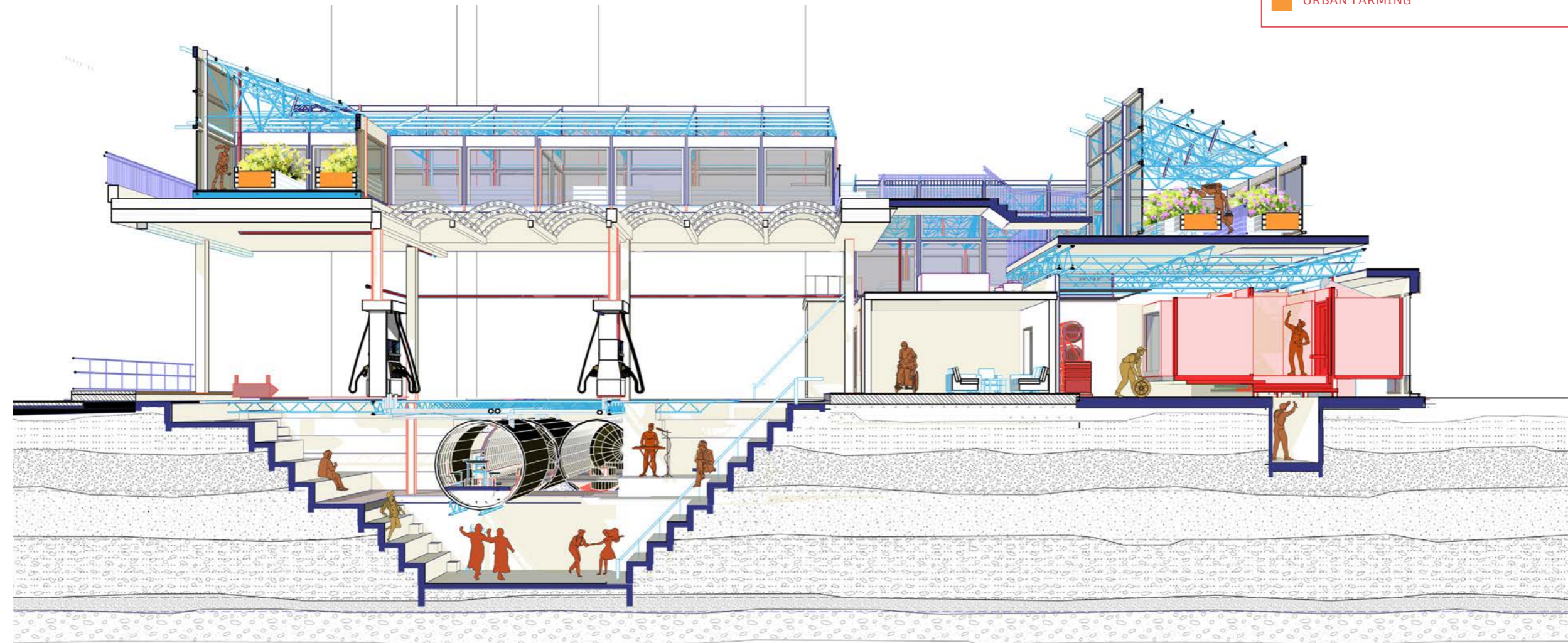


4.12 GASOLINE STATION

ARCHIOLOGICAL PERSEVATION OF CAR-INFRASTRUCTURE

ABILITY-INCLUSIVITY
SOCIAL ENGAGEMENT

- EXISTING
- IMPLEMENTED
- MODULAR
- MOVABLE STRUCTURES
- GASOLINE TANKS
- STRUCTURAL ELEMENTS - IMPLEMENTED
- URBAN FARMING



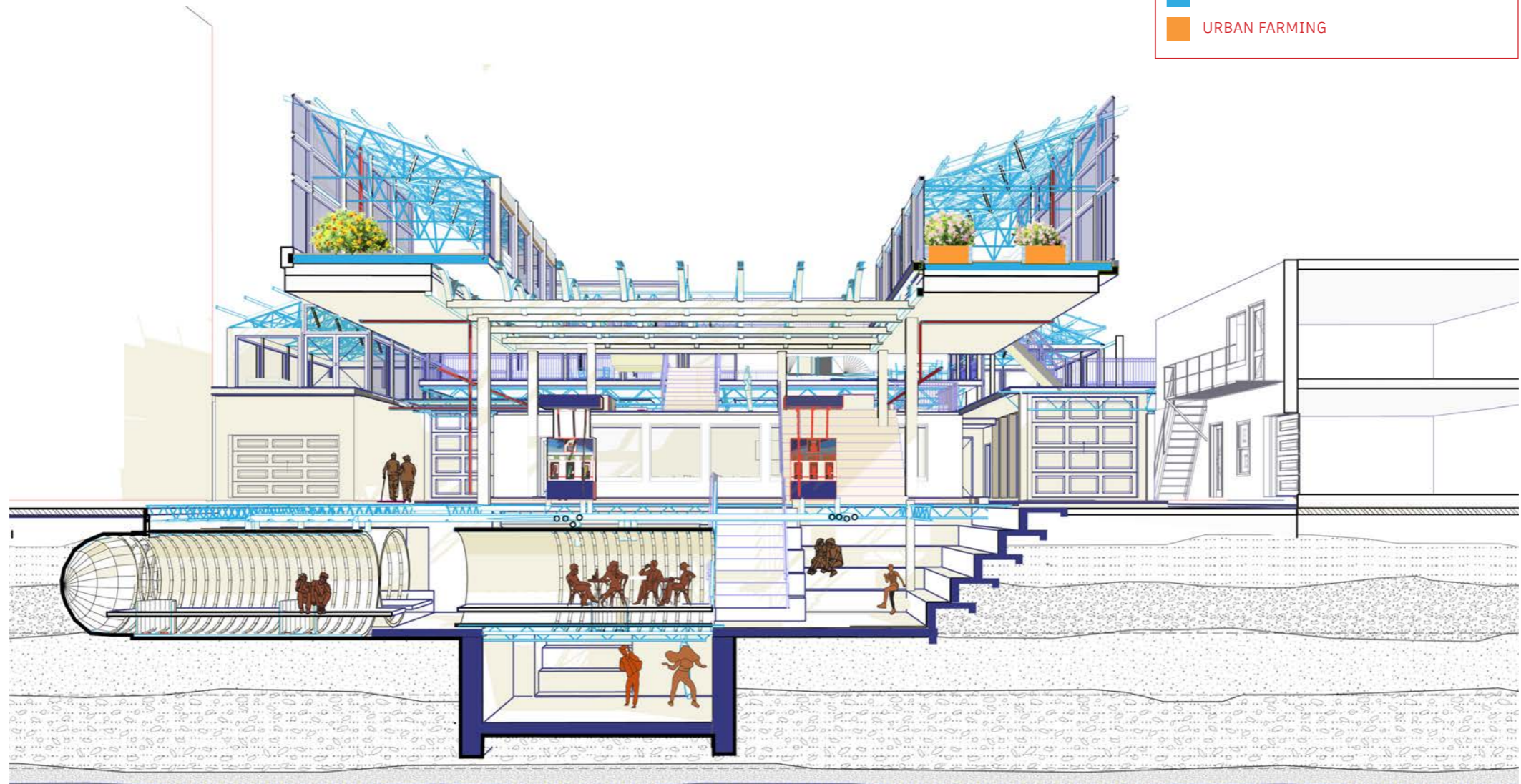
SECTION AA
FRIEDRICHSTRASSE 192, CHARLOTTE-
BURG, BERLIN
1:100
0 M 5 M

4.13 GASOLINE STATION

INHABITING USABLE SPACE

ABILITY-INCLUSIVITY
SOCIAL ENGAGEMENT

- EXISTING
- IMPLEMENTED
- MODULAR
- MOVABLE STRUCTURES
- GASOLINE TANKS
- STRUCTURAL ELEMENTS - IMPLEMENTED
- URBAN FARMING



SECTION BB
FRIEDRICHSTRASSE 192, CHARLOTTE-
BURG, BERLIN
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SERVICE OF MOVABLE STRUCTURES



URBAN GARDEN



URBAN GARDEN



SEEN FROM STREET



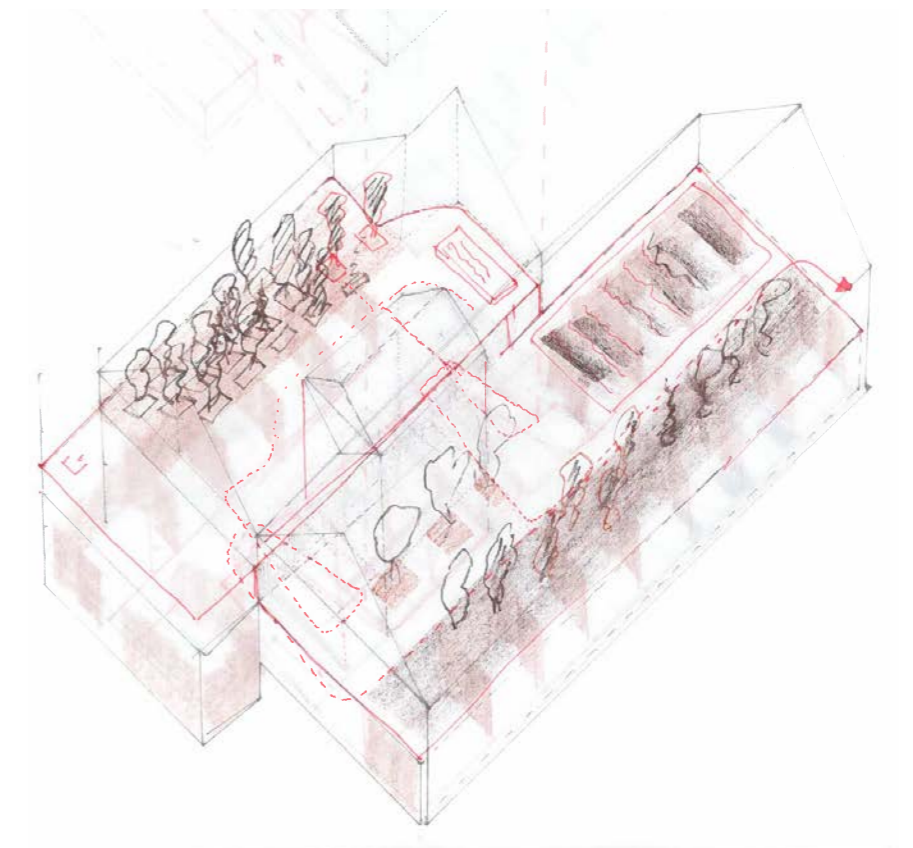
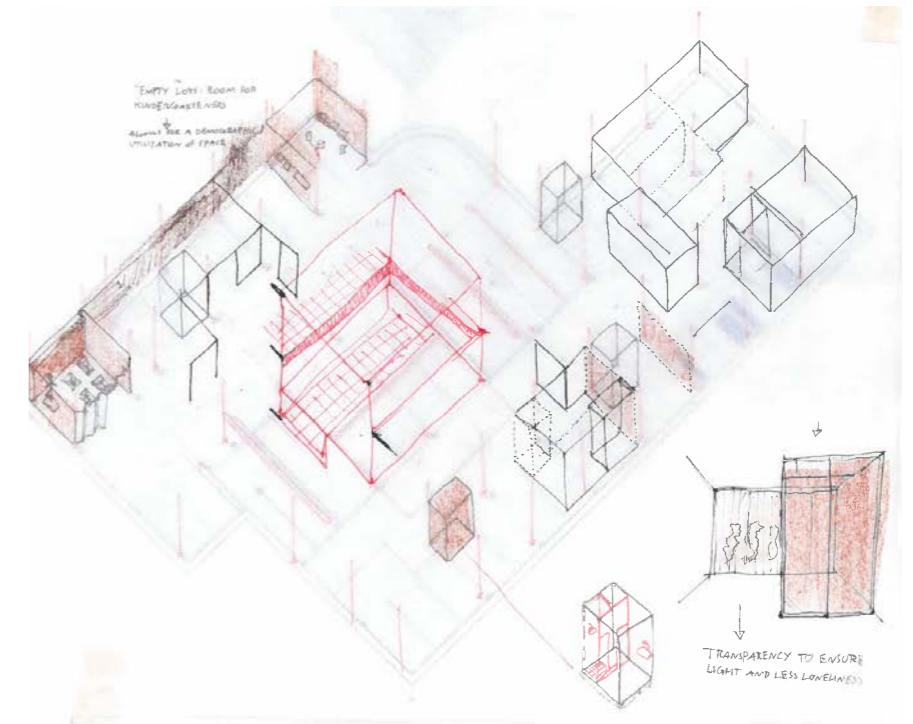
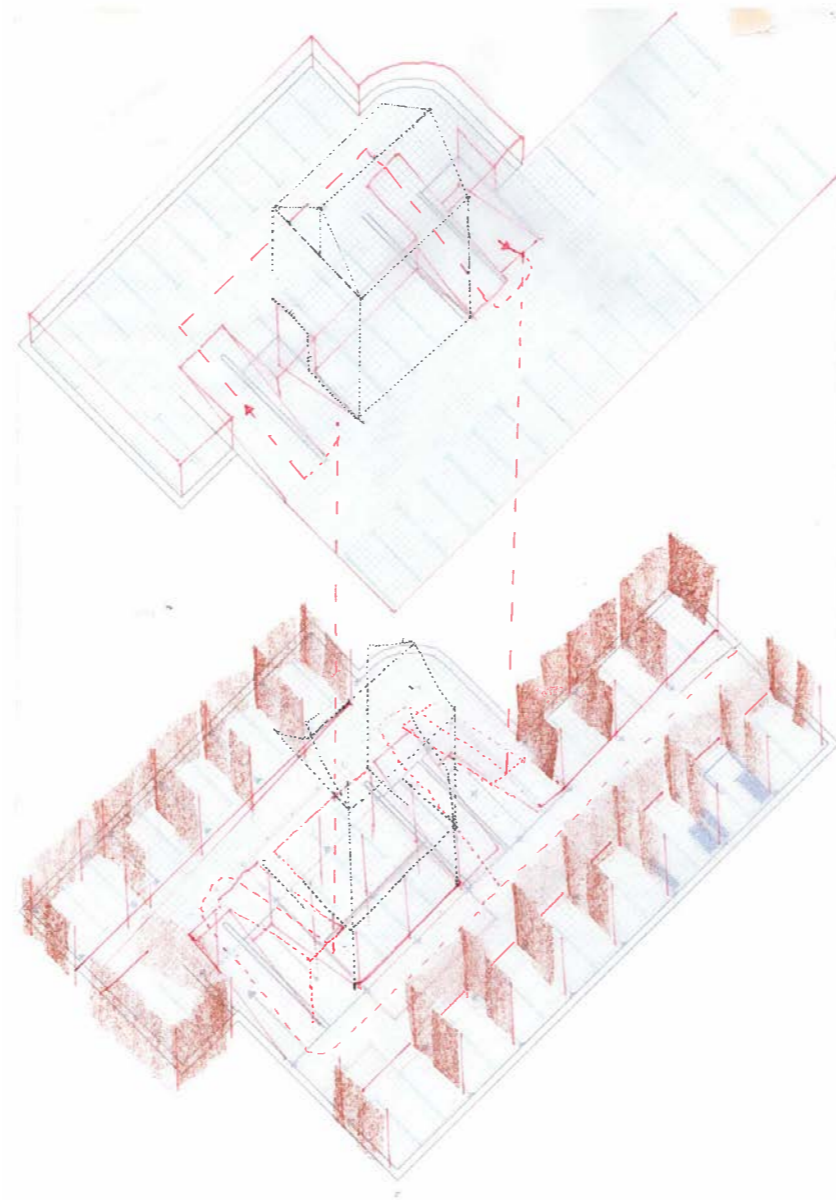
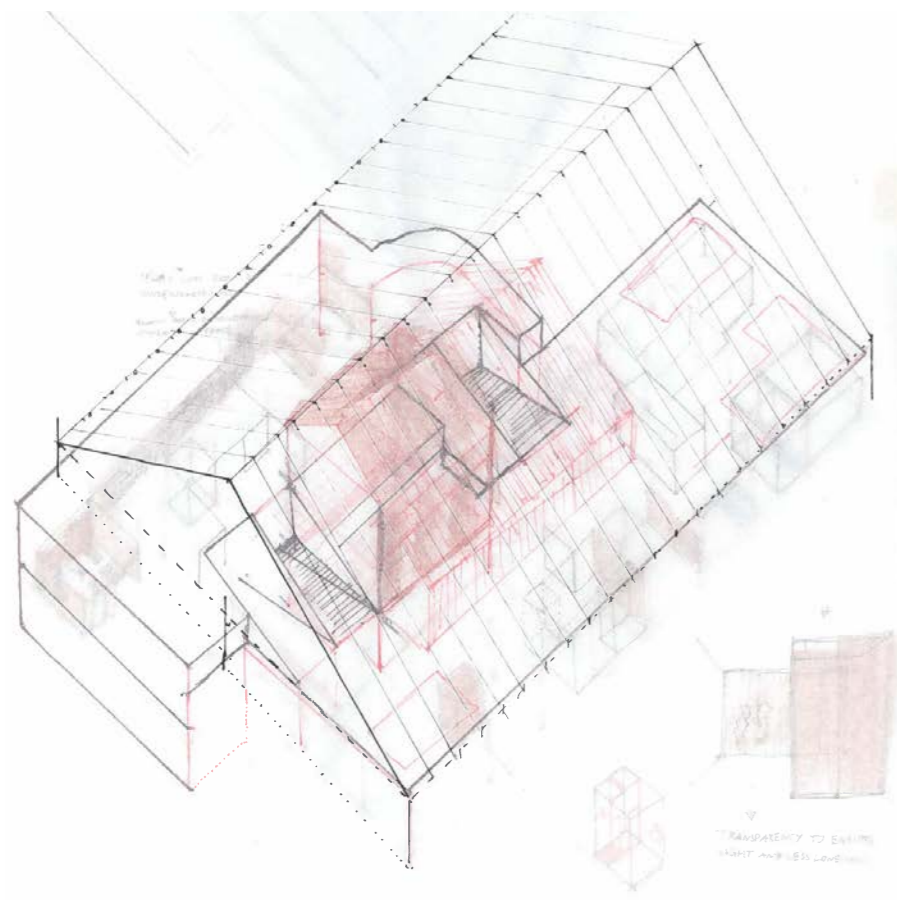
THE EXCAVATION OPENING TOWARDS THE STREET

4.1 EXPLORATION OF SPACES

PARKING GARAGES - STILL NEEDED AS AUTOMOBILE INFRASTRUCTURE

An alternative typology I considered was the parking garage, the dwelling of the car. This typology is centered around a flow of movement for an object using wheels to move.

But in reducing cars on a city-wide scale, the need for storing cars are still present in the future.



SOCIETAL THEME

POINT OF DEPARTURE

INTENTION/CONCEPT

SELECTED APPROPRIATION

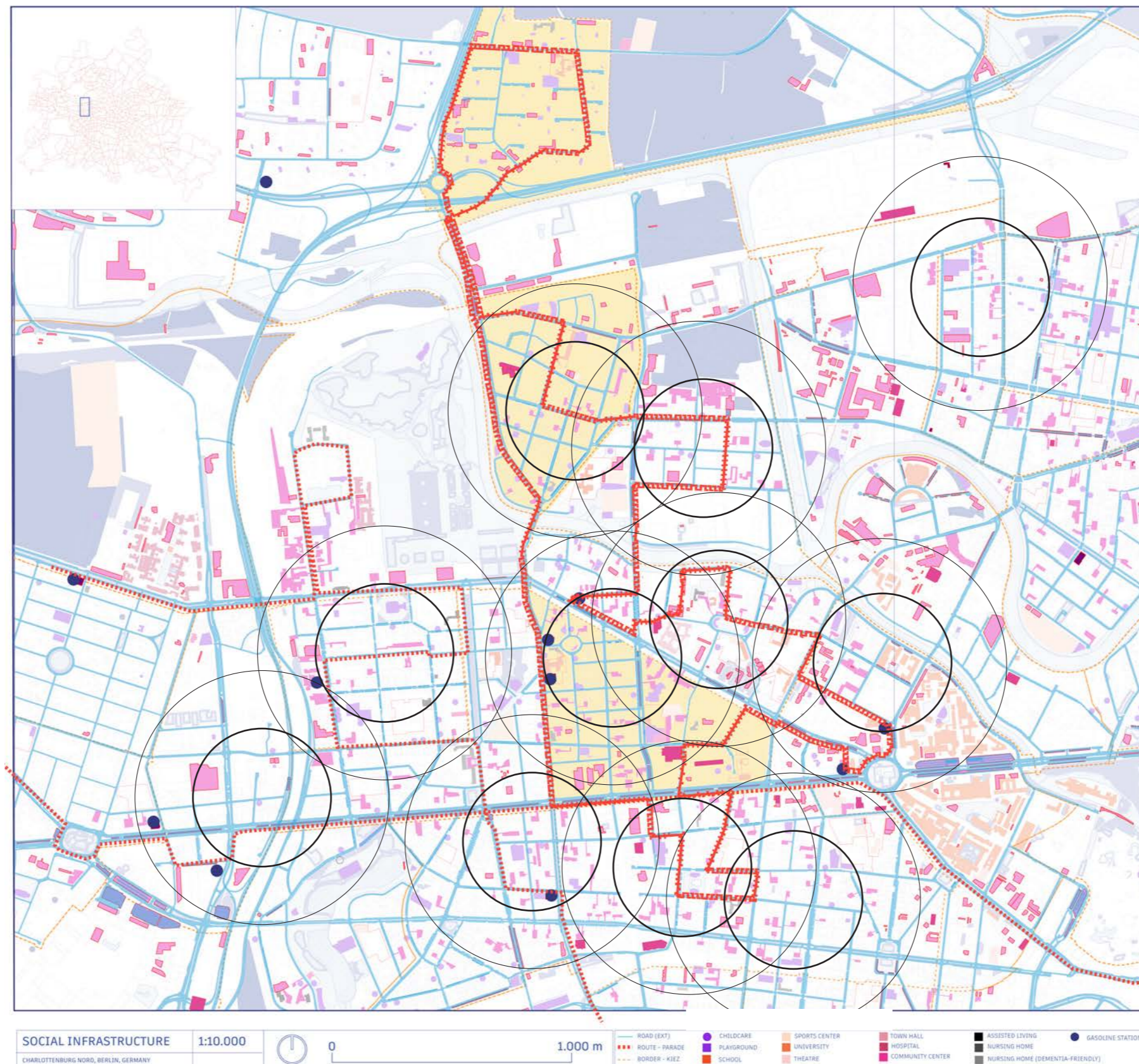
PROPOSAL

5.11 PARADE OF MOVABLE STRUCTURES

DISPERSING MOVABLE STRUCTURES INTO LOCAL STREETSCAPES

From the gasoline station, the movable objects will emerge in a parade, following a variety of routes to tie the social fabric of different neighborhoods together. The more secluded neighborhoods, like Paul Hertz Settlement isolated by 2 highways will have a social infrastructural connection to the rest of the city this way.

A board of representatives from each Kiez will mediate wishes and dialogue regarding the configuration of movable structures after each parade. These configurations will still allow for the street to perform vital functions. Ambulances need at least 2,5 m space and a 5,2 m turn radius, while fire trucks need 5 m to implement hoses.



SOCIETAL THEME

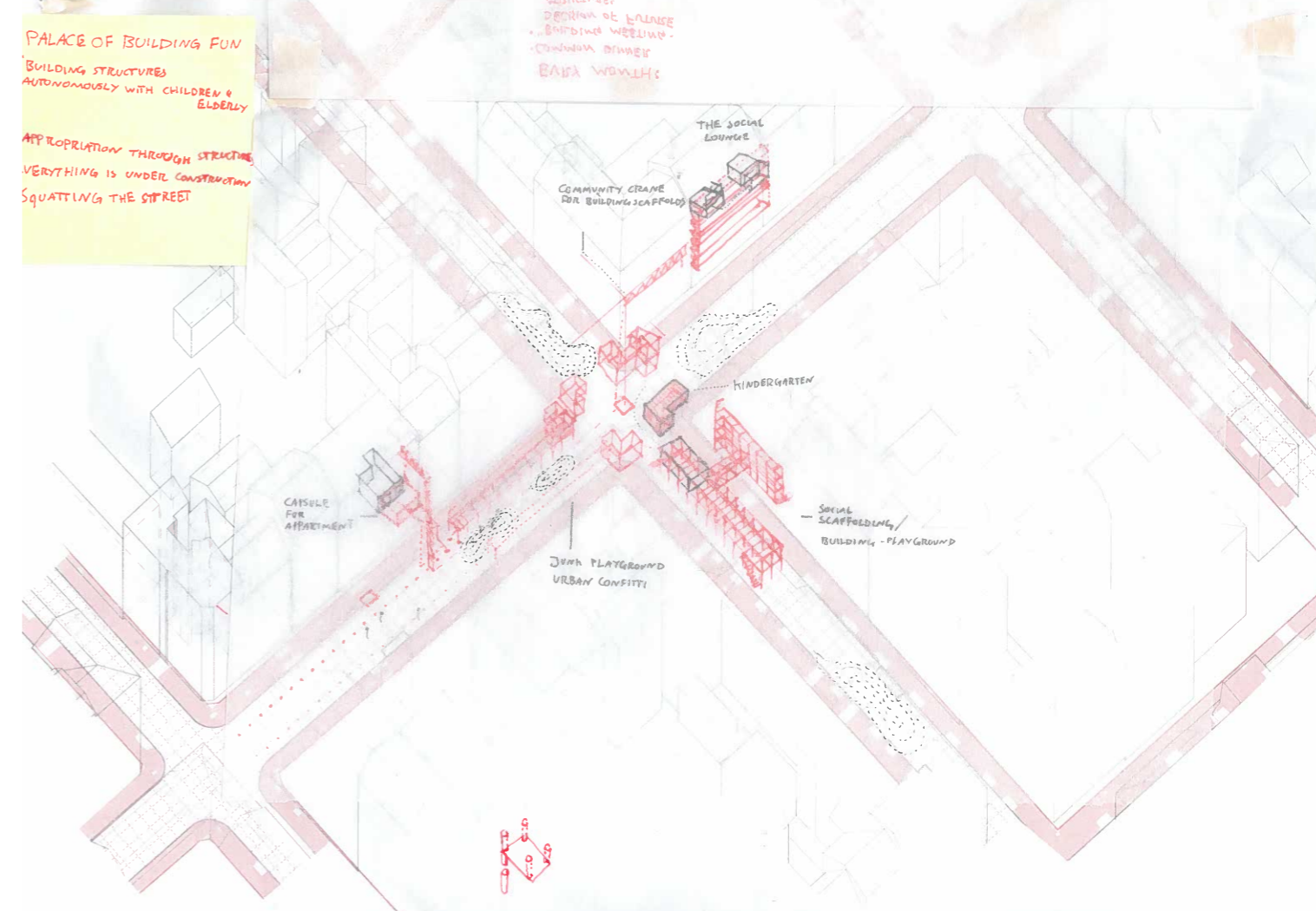
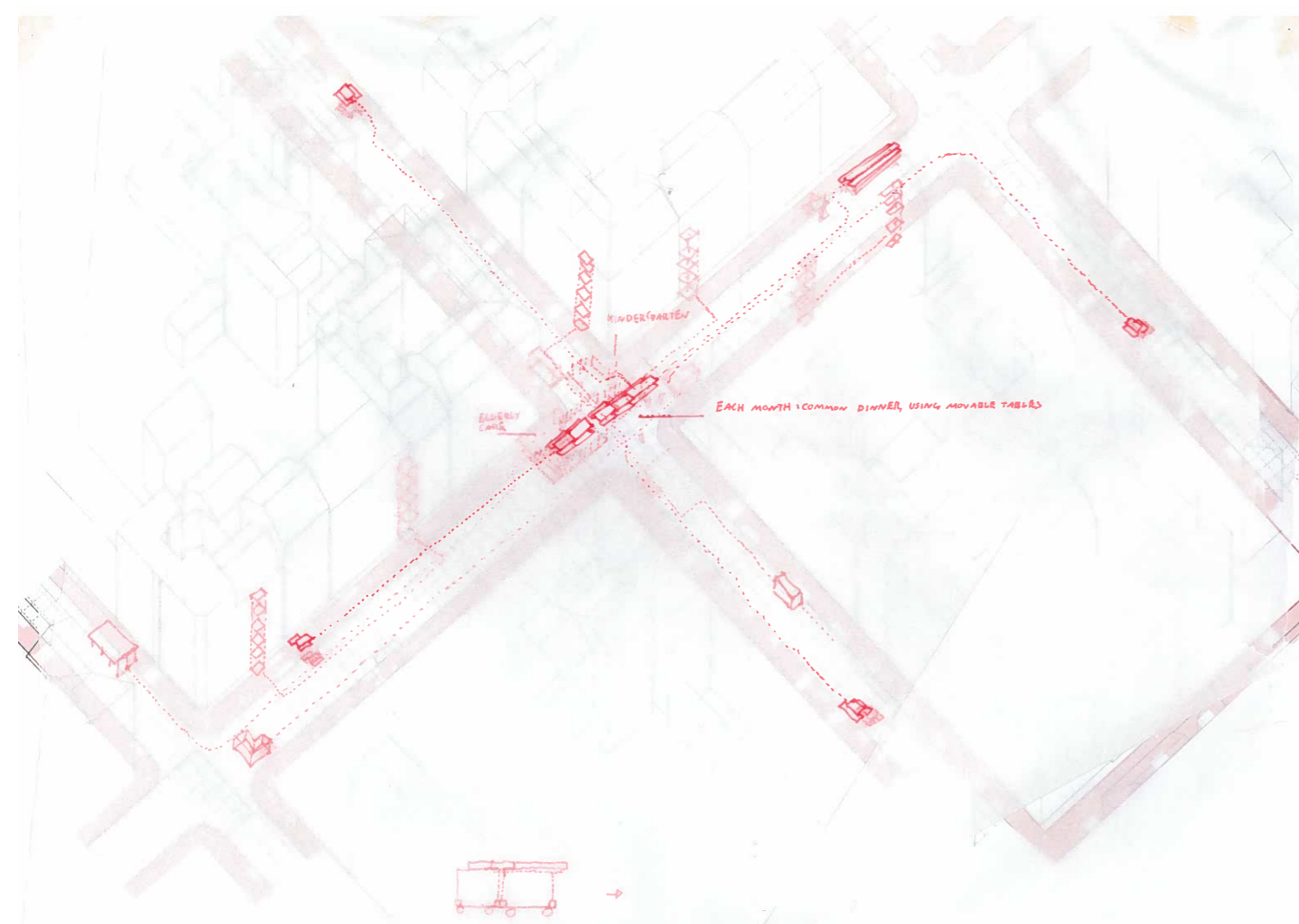
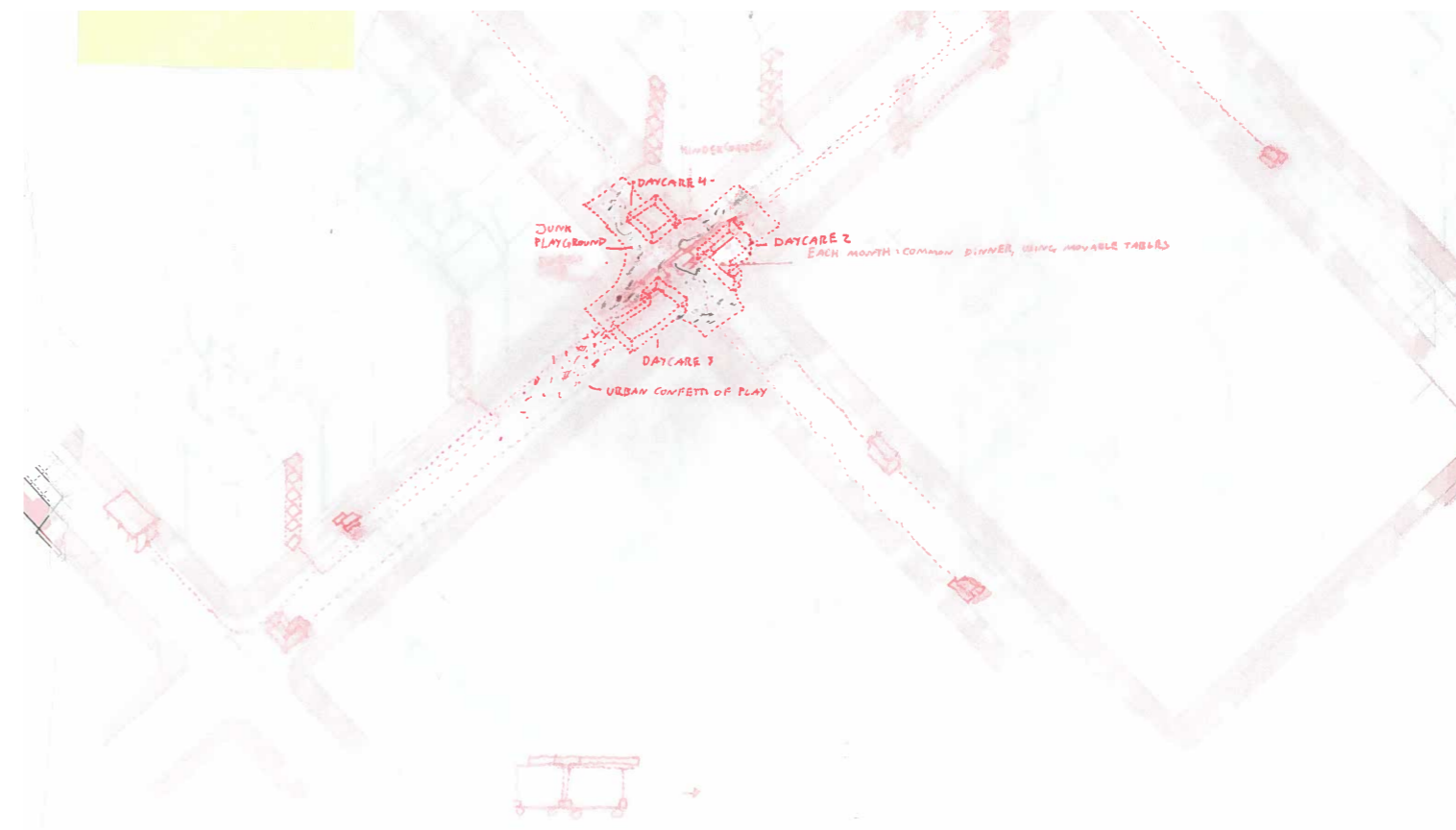
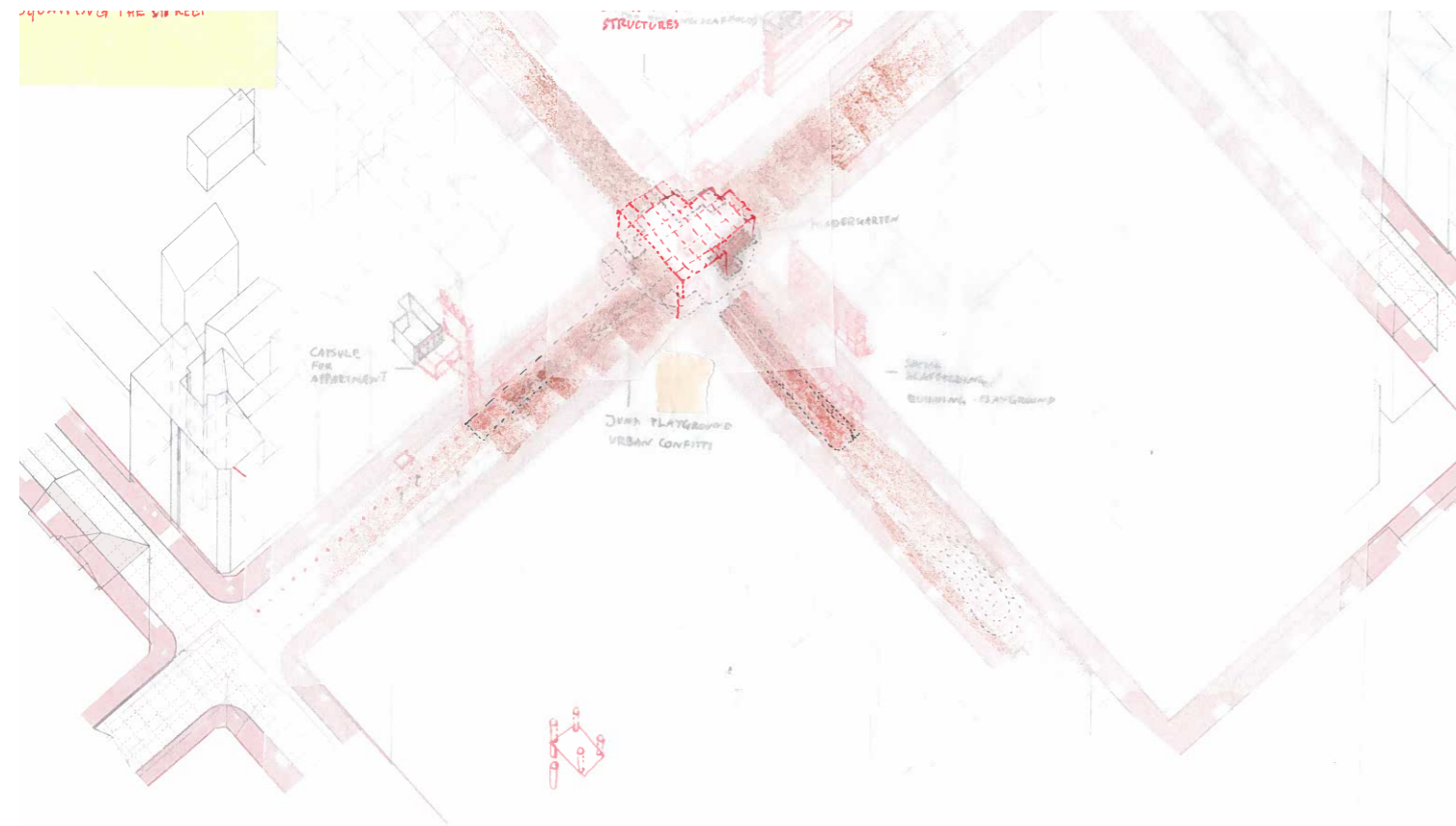
POINT OF DEPARTURE

INTENTION/CONCEPT

SELECTED APPROPRIATION

PROPOSAL

6.6 CONCEPT PROCESS - STREETScape

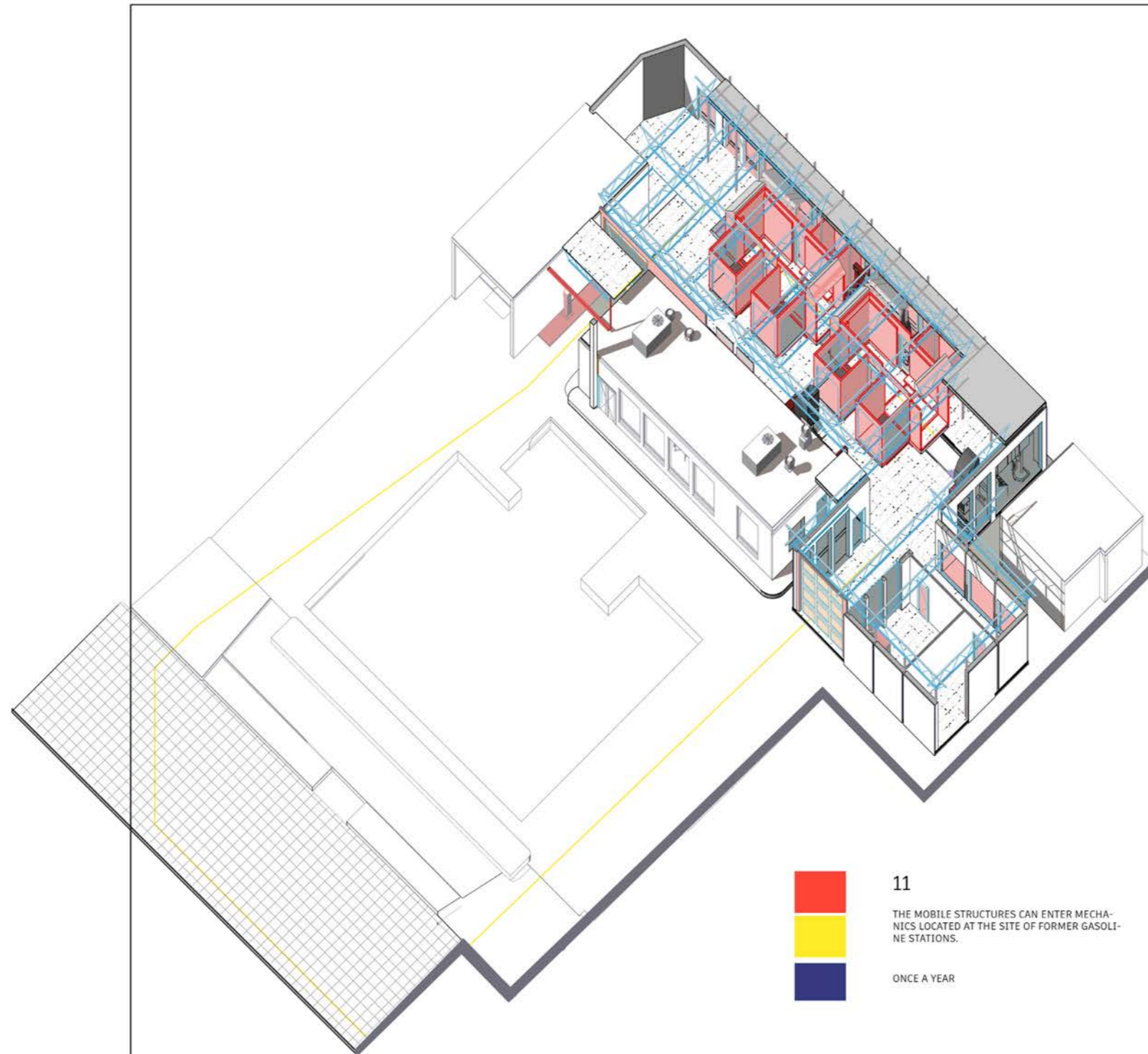


5.12 ROUTE - 0 - LEAVING GASOLINE STATION

MOBILE STRUCTURES LEAVES SERVICE AT FORMER GASOLINE STATIONS

- EXISTING
- STATIC ELEMENTS
- MODULAR
- MOVABLE STRUCTURES
- STRUCTURAL ELEMENTS - IMPLEMENTED

For some movable structures, This parade starts with the movable objects leaving the gasoline station from service, entering the road

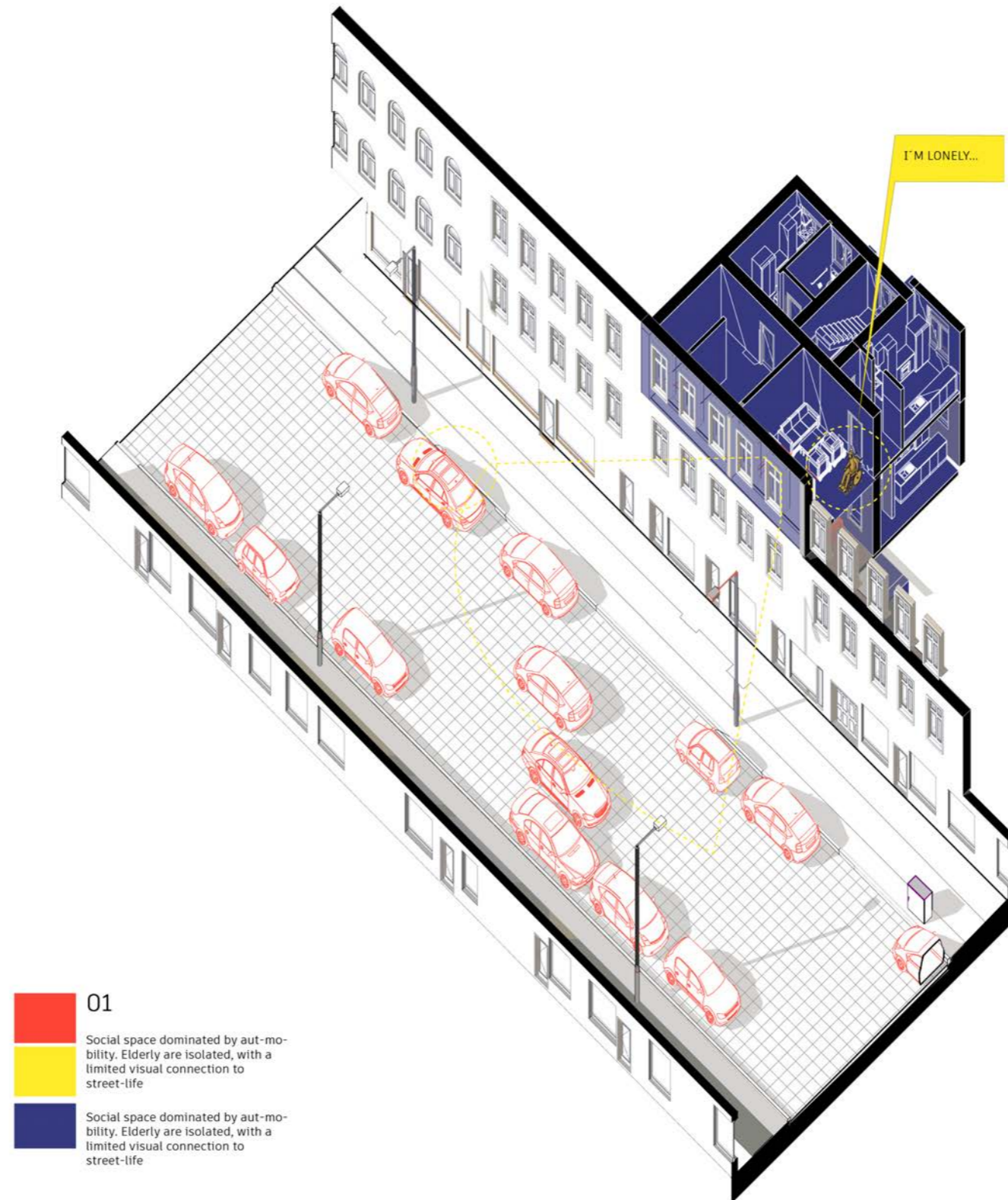


5.13 ROUTE - 1 - CURRENT STREET

ROAD SPACE IS ALLOCATED SOLELY FOR CARS.

- EXISTING
- STATIC ELEMENTS
- FIELD OF VISION
- MOVABLE ELEMENTS

In this scenario, the social life of the street is restricted for cars. Elderly are isolated at home, while some are also physically bound to their apartments due to mobility-impairment



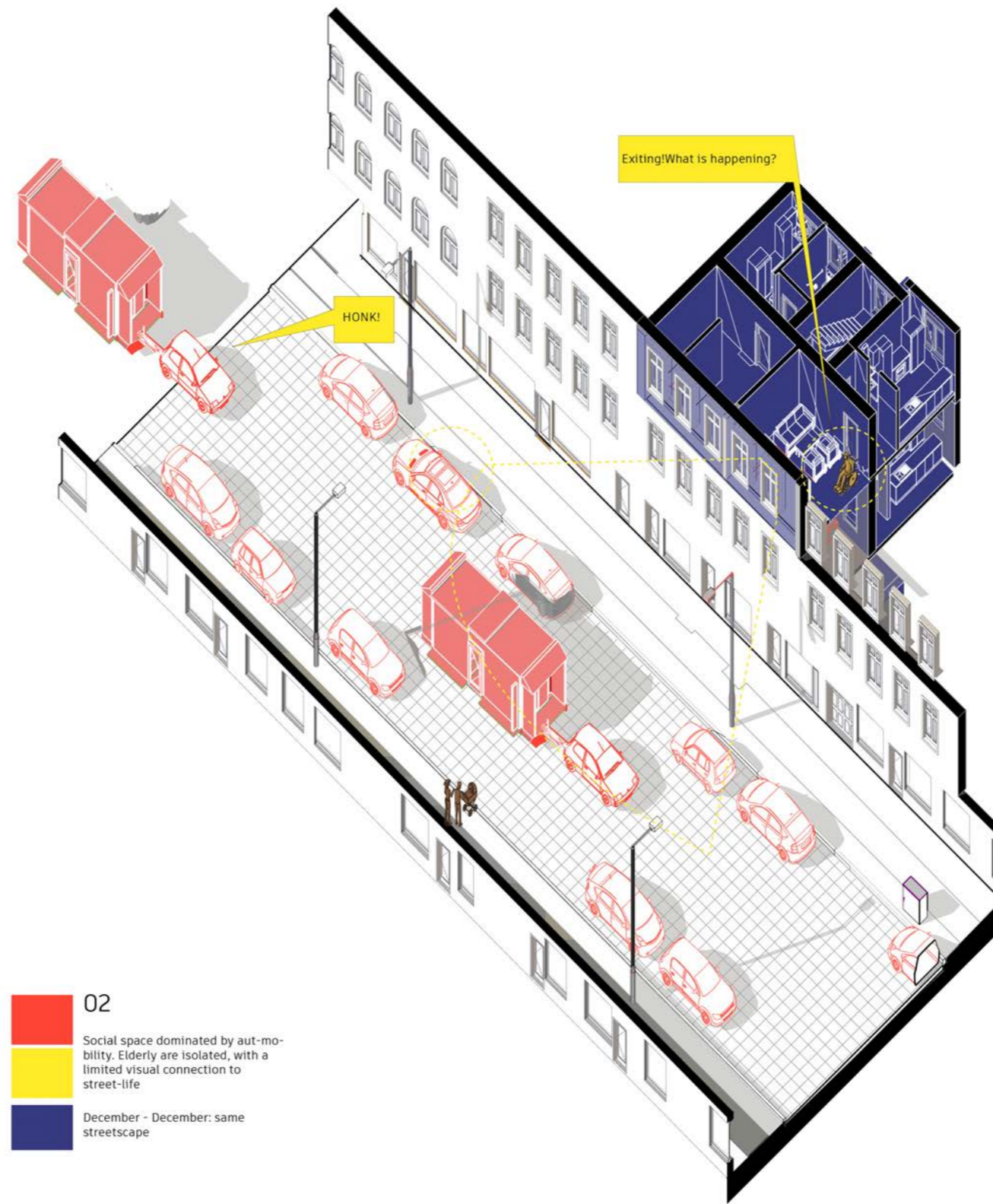
- 01 Social space dominated by auto-mobility. Elderly are isolated, with a limited visual connection to street-life
- Social space dominated by auto-mobility. Elderly are isolated, with a limited visual connection to street-life

5.14 ROUTE - 2 - ANIMATING STREET

MOVABLE STRUCTURES ENTER STREET

- EXISTING
- STATIC ELEMENTS
- FIELD OF VISION
- MOVABLE ELEMENTS

The movable structures will then enter the streetscape in one of many configurations.

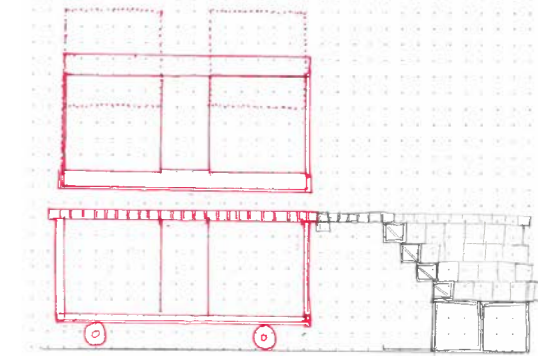


REMAINING AT HOME

Ageing in place refers to the desire to be independent in a residence of one's choice and participate in the community. Meaningful social contact and well-being are essential components of ageing in place. Instead of segregating people into communities based on age (like retirement communities), intergenerational living can provide companionship and purpose for older adults.

QUESTION: What social amenities must be placed close to elderly-dwellings, in order to allow an ageing in place?

- Which social activities would allow social connections across demographics?



5.15 3 - UNFOLDING MOVABLE STRUCTURES

URBAN FURNITURE ARE IMPLEMENTED FROM RESIDENT-PARTICIPATION

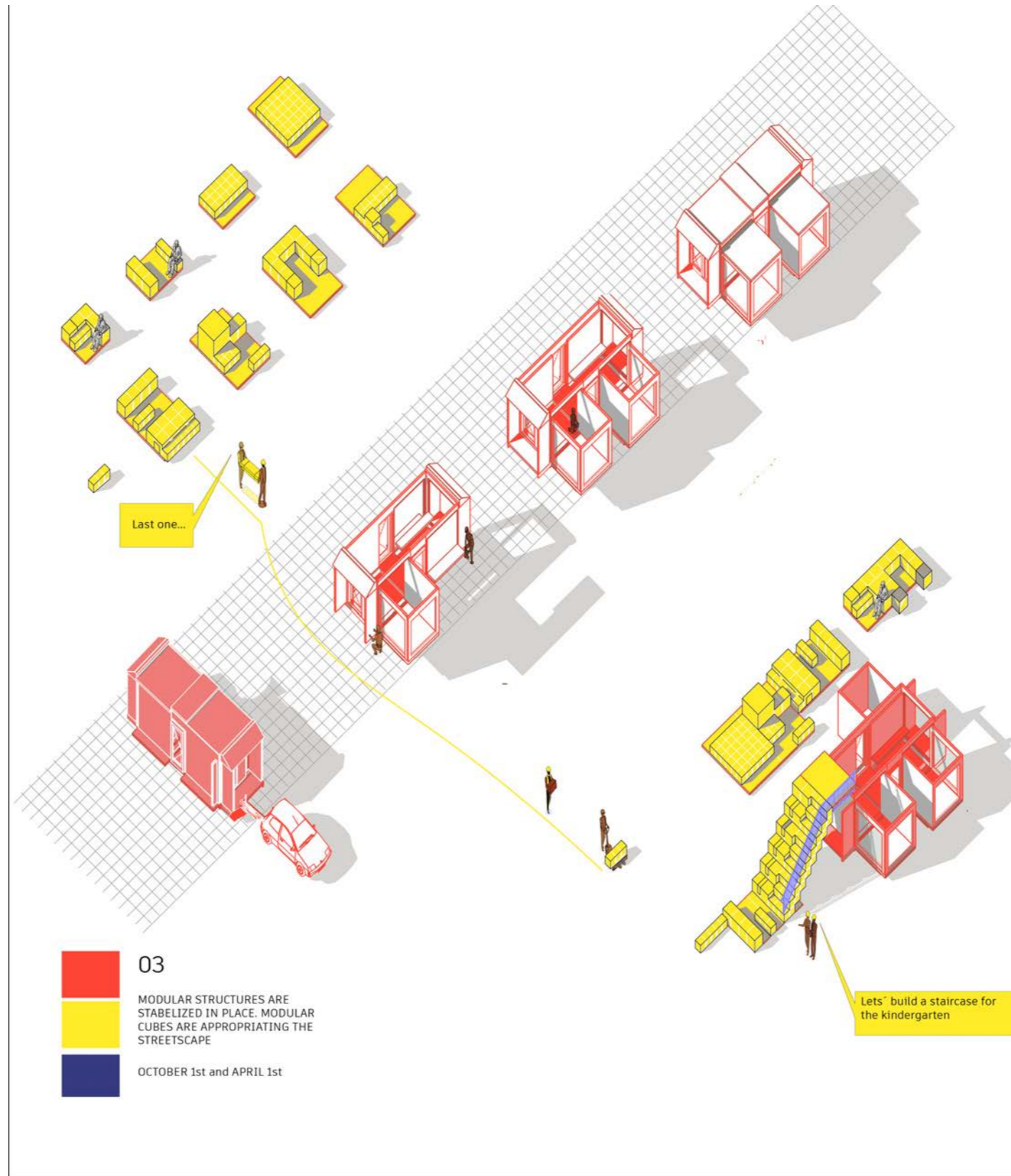
- URBAN FURNITURE
- MOVABLE ELEMENTS

These structures will be folded out, and enable urban, modular furniture to be placed on the street. This will enable residents-participation to create ownership of the streetscape, enhancing connection to the local landscape

SOCIAL ENGAGEMENT

Social inclusion or active engagement in society via a social network (whether through employment, volunteering, childcare, learning or teaching) has a positive impact on mortality, well-being, and life satisfaction.

QUESTION: How can the streetscape of a car-reduced city mirror the institutional, social space of a care-home, while also serving as an inter-generational space of care? And how can this space help lower the loneliness of elderly people?

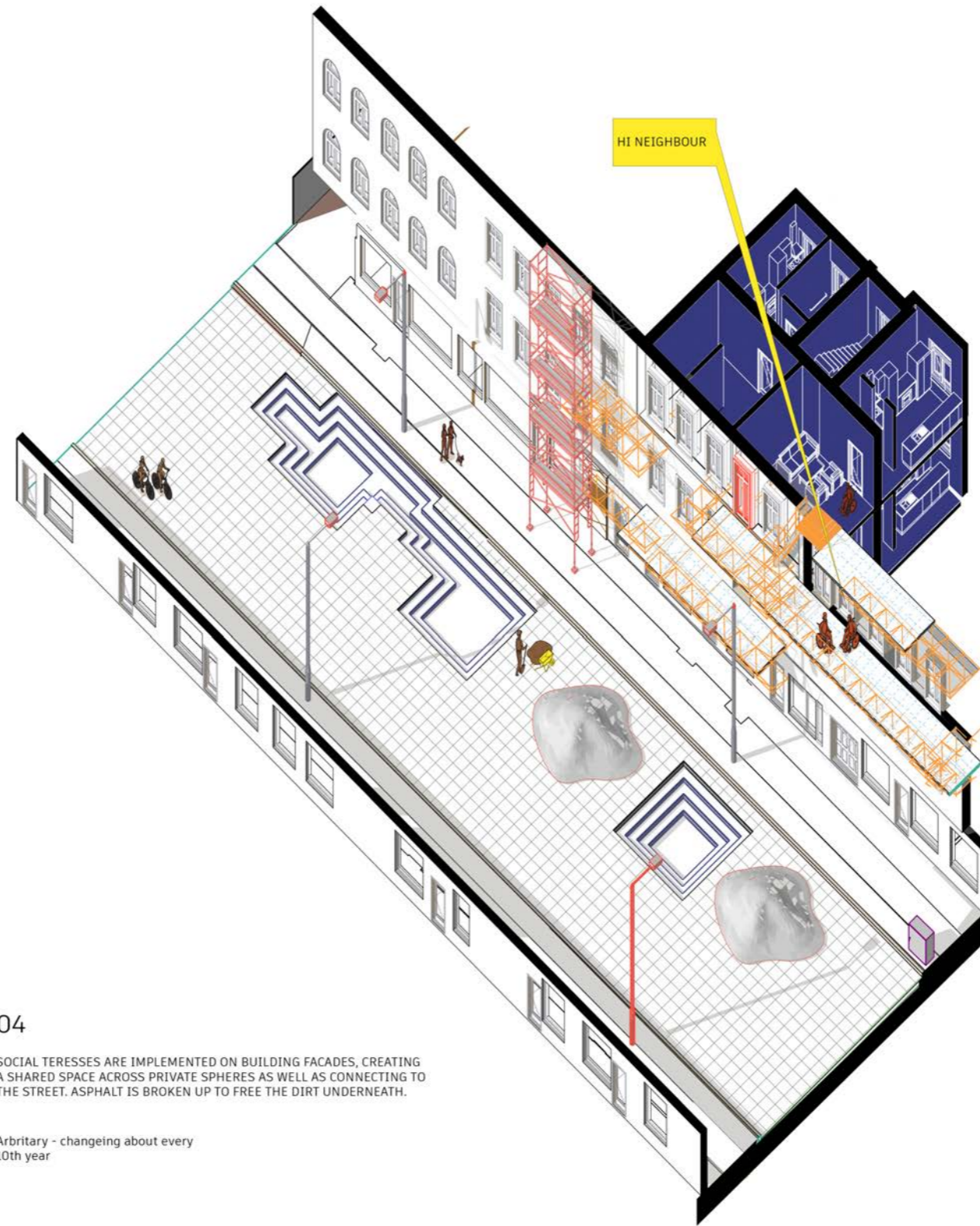


5.16 ROUTE - 4 - INSTALLING AND EXCAVATING

IMPLEMENTATION OF SOCIAL TERESSES AND EXCAVATION OF ASPHALT

- EXISTING
- STATIC ELEMENTS
- MODULAR
- MOVABLE STRUCTURES
- GASOLINE TANKS
- SPACEFRAMES / TERESSES

A spaceframe system is placed on the existing façade of buildings. This will also allow elderly to gaze the street, inviting the life in the streetscape to animate their apartments. Also, these frames function as a social lounge for neighboring residents. Asphalt is also excavated to grow vegetation as well as creating speed barriers for passing cars. These excavations will also serve as a temperature-regulating area, collecting rainwater and providing shade as well as space for stopping.



- 04
SOCIAL TERESSES ARE IMPLEMENTED ON BUILDING FACADES, CREATING A SHARED SPACE ACROSS PRIVATE SPHERES AS WELL AS CONNECTING TO THE STREET. ASPHALT IS BROKEN UP TO FREE THE DIRT UNDERNEATH.
- Arbitrary - changing about every 10th year
- Arbitrary - changing about every 10th year

INDEPENDENT MOBILITY

Driving cessation is associated with increased depressive symptoms and a variety of other health consequences. Therefore, meeting the mobility needs of the older population is crucial to minimizing the adverse impacts on their health and well-being. While disability in the older population can arise as a result of age-related declines in sensory, mobility and cognitive functions, individuals can also experience disability as a result of pre-existing impairments. In addition to supporting older adults with a range of abilities, it is also important to support those with long-term impairments.

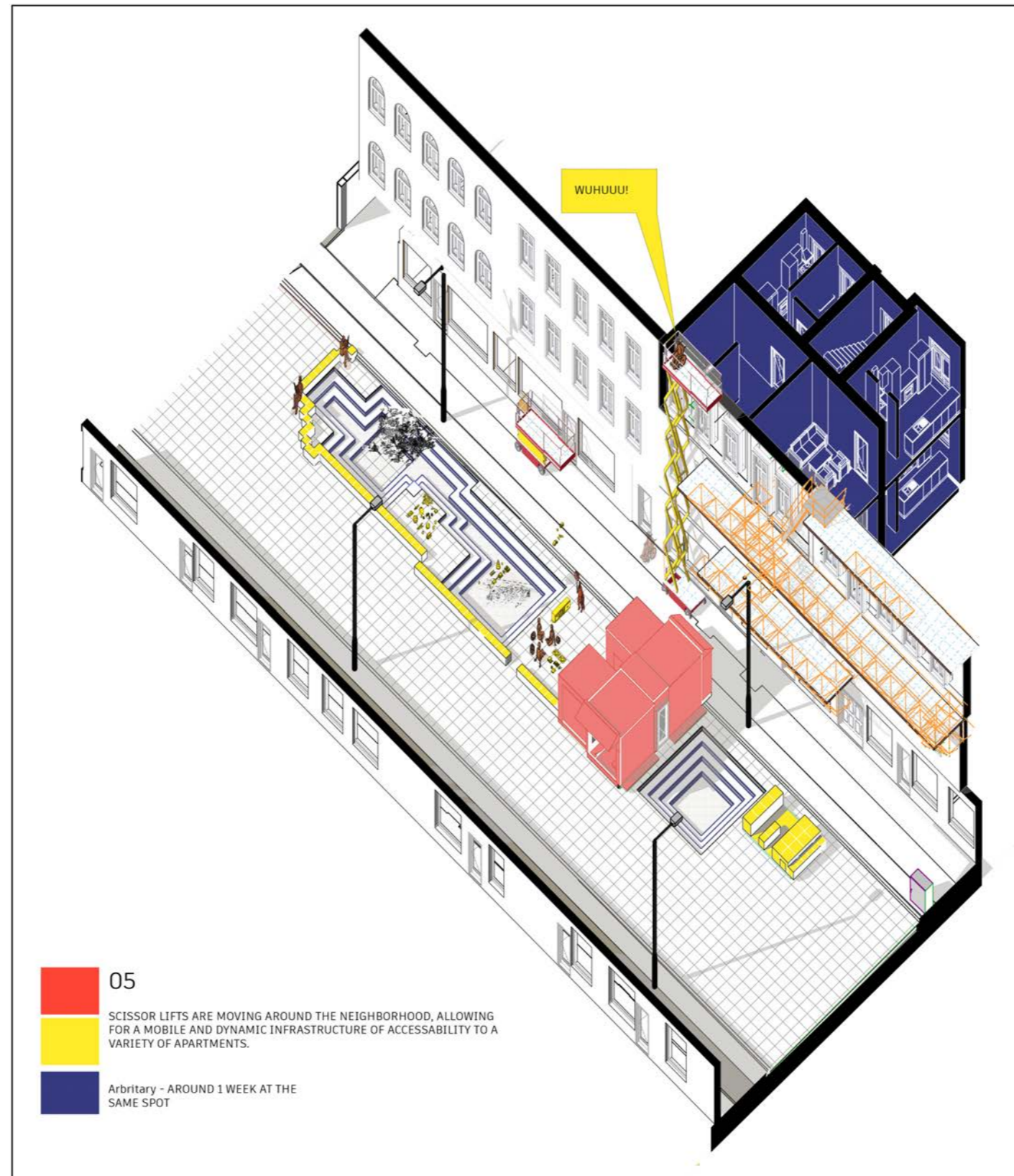
QUESTION: How can elderly living isolated in single-person dwellings be physically connected to the streetscape?

5.17 ROUTE - 5 - SCISSOR LIFTS

MOBILE SCISSOR LIFTS WILL PROVIDE ACCESS FROM TERESSES TO GROUND LEVEL

- EXISTING
- STATIC ELEMENTS
- MODULAR
- MOVABLE STRUCTURES
- GASOLINE TANKS
- SPACEFRAMES / TERESSES

To ensure mobility to all demographics, a scissor lift is implemented in each neighborhood as an additional method of transport to the street level. This can be moved around on demand, lowering mobility-impaired residents from the spaceframe terrasses to ground level. This will provide empowerment and independence to mobility-impaired elderly, while also being a cheaper alternative to elevators. Additionally, one scissor-lift is movable, and can cover a larger variety of space



INDEPENDENT MOBILITY

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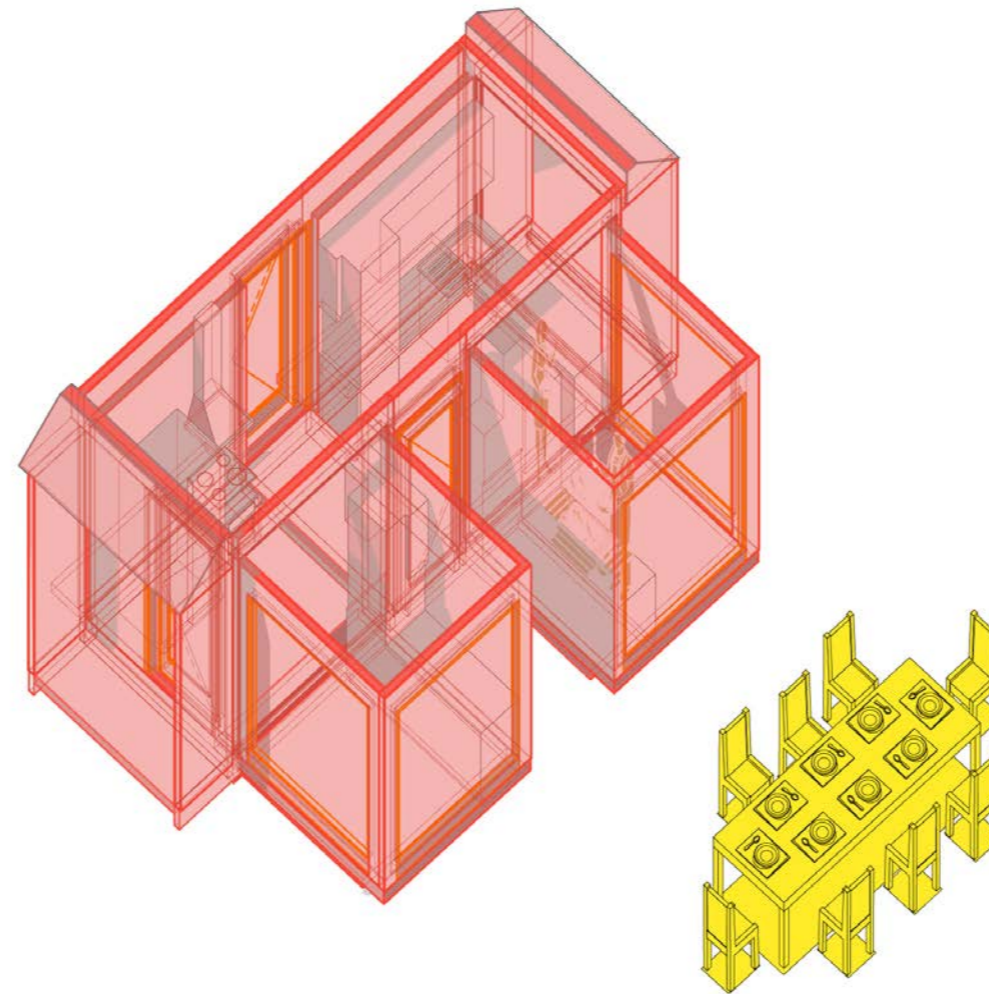
QUESTION: How can elderly living isolated in single-person dwellings be physically connected to the streetscape?

BURDEN OF FAMILY CARE-GIVERS

The growth in the population of older adults coupled with the desire to age in place and the shortage of professional care providers is requiring families and friends to fill the gaps. As a result, family caregivers suffer from cognitive overload, balance of time and especially relationship loss as they shift from the role of daughter, son or spouse to a caregiver role. In fact, family caregivers suffer a significantly higher rate of depression. Especially low-income immigrant families are reliant on family care for economic and social reasons, further allowing for limited social life for both parties

QUESTION: How can a new streetscape ease the burden of family care-givers?

INHIBITING A MODULE CONTAINING A KITCHEN



SOCIAL ENGAGEMENT

Social inclusion or active engagement in society via a social network (whether through employment, volunteering, childcare, learning or teaching) has a positive impact on mortality, well-being, and life satisfaction.

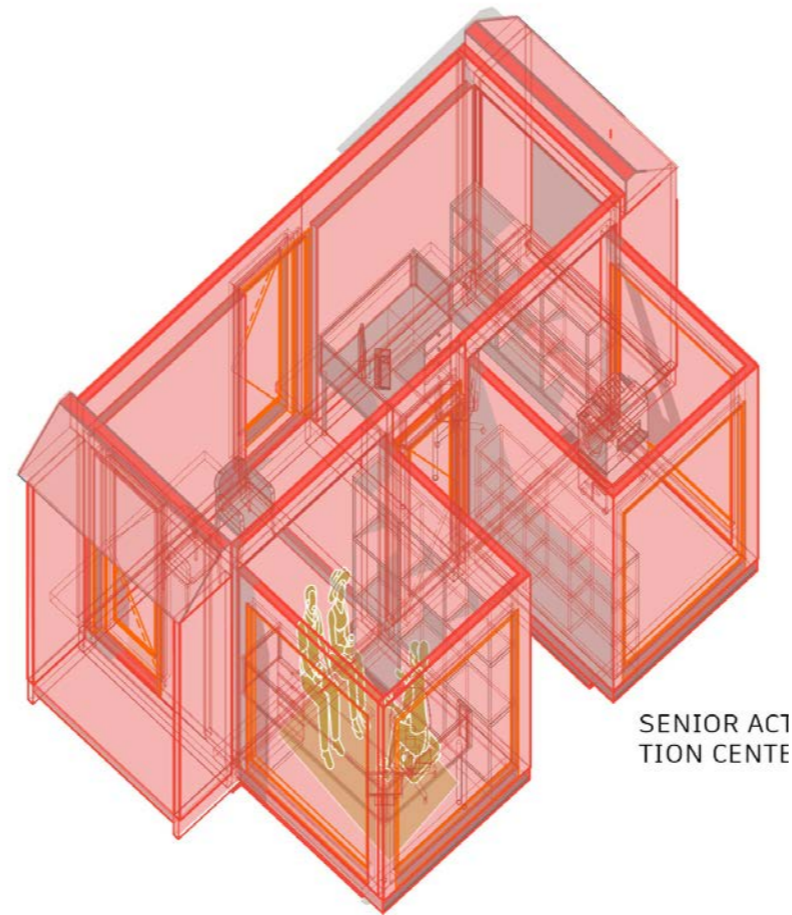
QUESTION: How can the streetscape of a car-reduced city mirror the institutional, social space of a care-home, while also serving as an inter-generational space of care? And how can this space help lower the loneliness of elderly people?

ABILITY-INCLUSIVITY

It is important to acknowledge that older adults are a heterogeneous group of individuals, with varying physical, sensory, cognitive, and sensory abilities. Contrary to popular belief, there is not always a clear relationship between chronological age and health status.

QUESTION: How can a new streetscape accommodate ageing-in-place for elders of different mental and physical capacity?

SENIOR JOB ACTIVATION



BURDEN OF FAMILY CARE-GIVERS

The growth in the population of older adults coupled with the desire to age in place and the shortage of professional care providers is requiring families and friends to fill the gaps. As a result, family caregivers suffer from cognitive overload, balance of time and especially relationship loss as they shift from the role of daughter, son or spouse to a caregiver role. In fact, family caregivers suffer a significantly higher rate of depression. Especially low-income immigrant families are reliant on family care for economic and social reasons, further allowing for limited social life for both parties

QUESTION: How can a new streetscape ease the burden of family care-givers? Which activities can promote an inter-cultural community for seniors (and not only young people)?

SENIOR WORK-ACTIVATION

A significant number of low- and medium-income seniors experience financial challenges that require them to extend their retirement plan. With increased longevity, even those individuals who have the means to retire want to stay in the workforce longer but can face age discrimination, despite the fact that an intergenerational workforce that embraces mentoring and reverse mentoring can spark innovation and organizational success.

QUESTION: How can elderly living isolated in single-person dwellings be physically connected to the streetscape?

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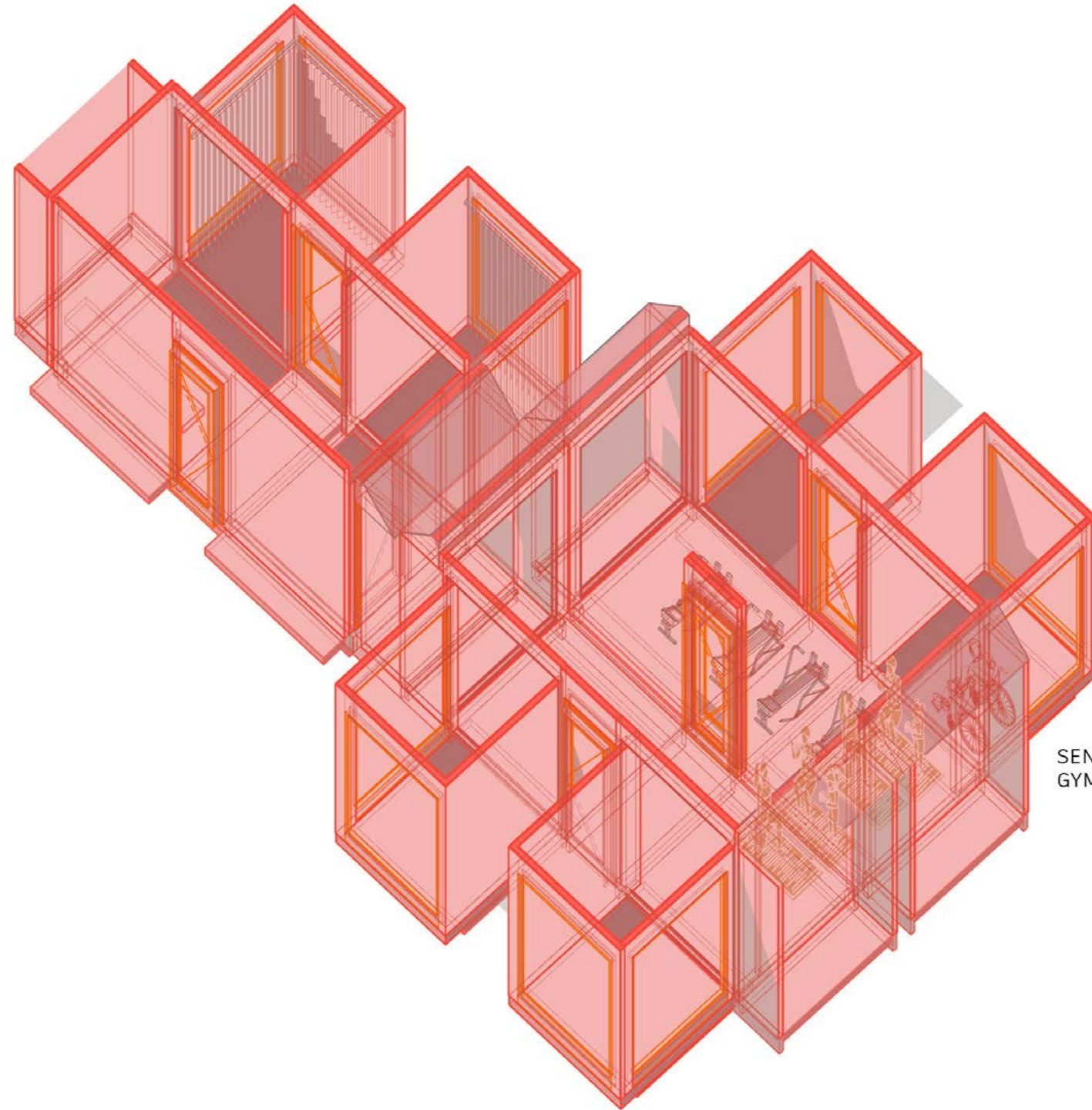
QUESTION: How can a new streetscape accommodate ageing-in-place for elders of different mental and physical capacity?

5.22 ROUTE - 6 - PROGRAMS

FUNCTIONS OF PHYSICAL WELLBEING

ZUMBA, YOGA AEROBICS CLASS
REDUCES CHANCE OF FALLING AS
WELL AS DIZYNESS

CRONIC DISEASE SELF-MANAGE-
MENT PROGRAM



REMAINING AT HOME

Ageing in place refers to the desire to be independent in a residence of one's choice and participate in the community. Meaningful social contact and well-being are essential components of ageing in place. Instead of segregating people into communities based on age (like retirement communities), intergenerational living can provide companionship and purpose for older adults.

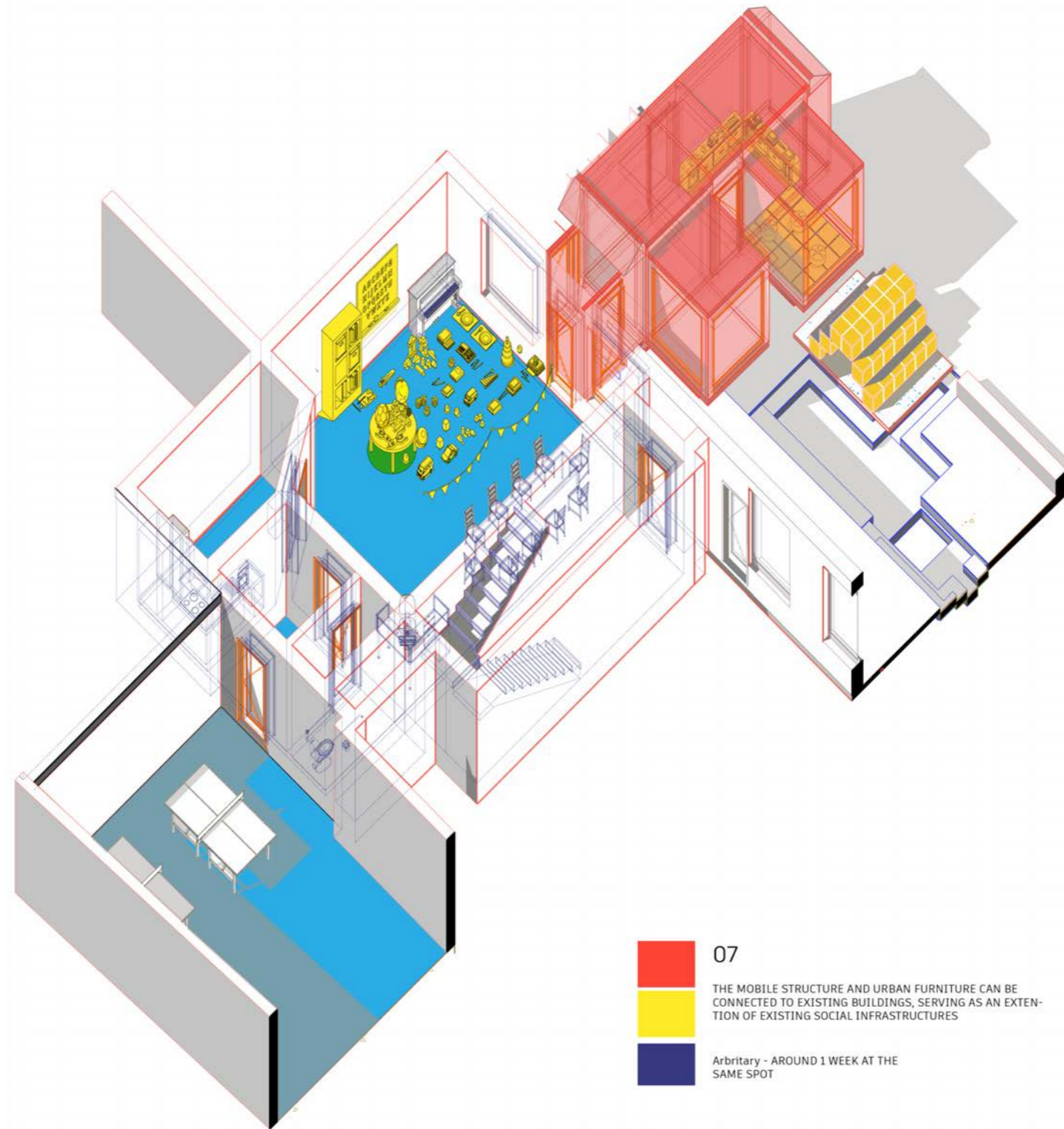
QUESTION: What social amenities must be placed close to elderly-dwellings, in order to allow an ageing in place?

- Which social activities would allow social connections across demographics?

5.23 ROUTE - 6 - PROGRAMS

KINDERGARTEN - SOCIALIZING CARE

CAN BE COMPRISED OF SEVERAL MODULES
IMPLEMENTS URBAN CONFETTI



SENIOR WORK-ACTIVATION

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5.24 ROUTE 6 - PROGRAMS SECTION

NEW TYPOLOGY OF STREETScape OF PLAY

- EXISTING
- STATIC
- MODULAR
- MOVABLE STRUCTURES
- VEGETATION
- STRUCTURAL ELEMENTS - IMPLEMENTED
- URBAN FARMING

SECTION DD
WILMERSDÖRFERSTRASSE
CHARLOTTENBURG, BERLIN
1:100
0 M 5 M



SOCIETAL THEME

POINT OF DEPARTURE

INTENTION/CONCEPT

SELECTED APPROPRIATION

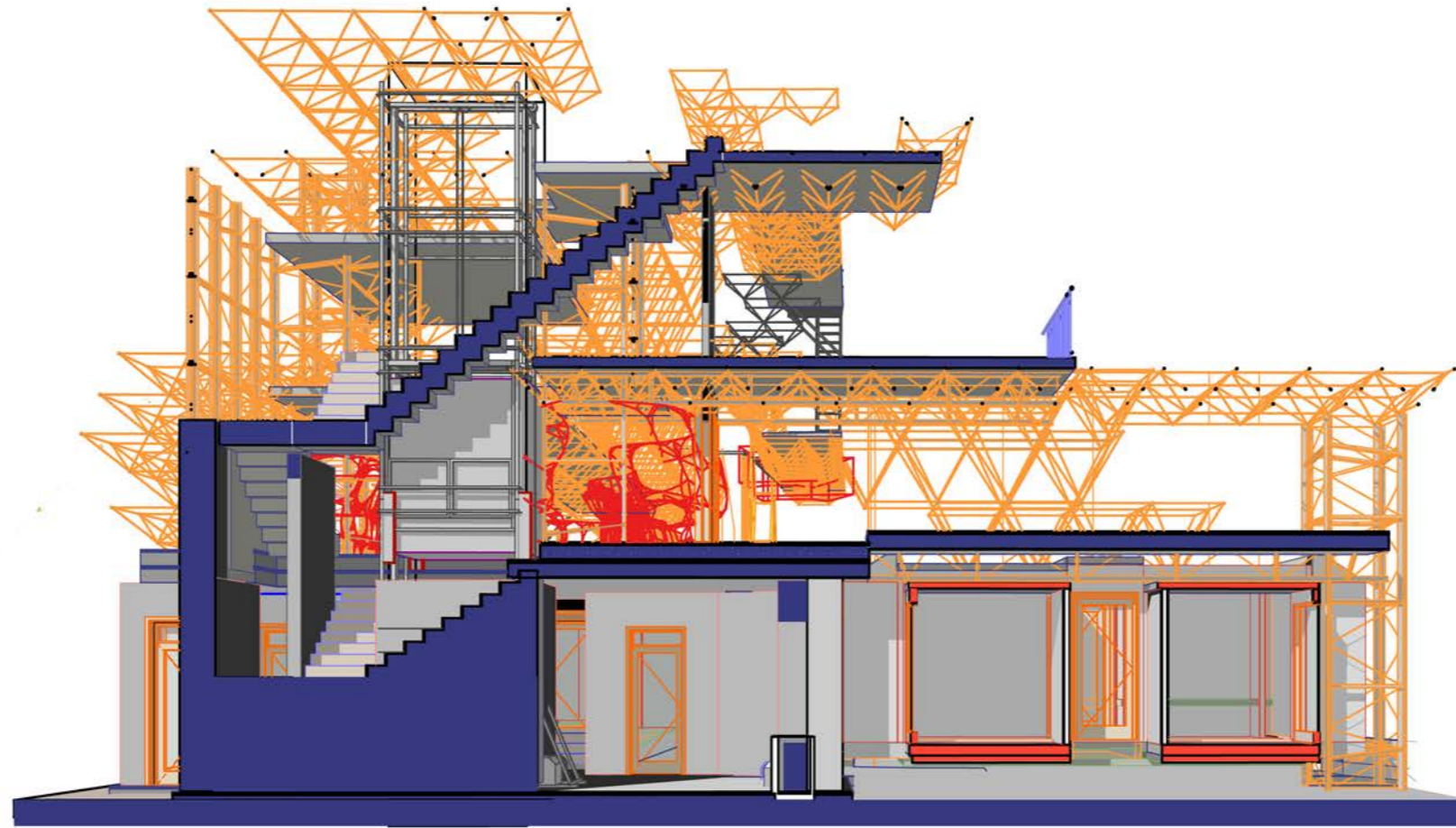
PROPOSAL

5.31 ROUTE - 7 - STATIC ELEMENT

MODULAR SPACE FRAMES, MOVABLE STRUCTURES CAN BE ATTACHED

- STATIC
- MODULAR
- MOVABLE STRUCTURES
- STRUCTURAL ELEMENTS - IMPLEMENTED
- MODULAR SPACE FRAMES

In addition to the movable elements and the modular space frames, a static element is placed on the streetscape. This will serve as a kitchen, toilets and can have movable structures attached in order to create a larger institution that is constantly changing shape.



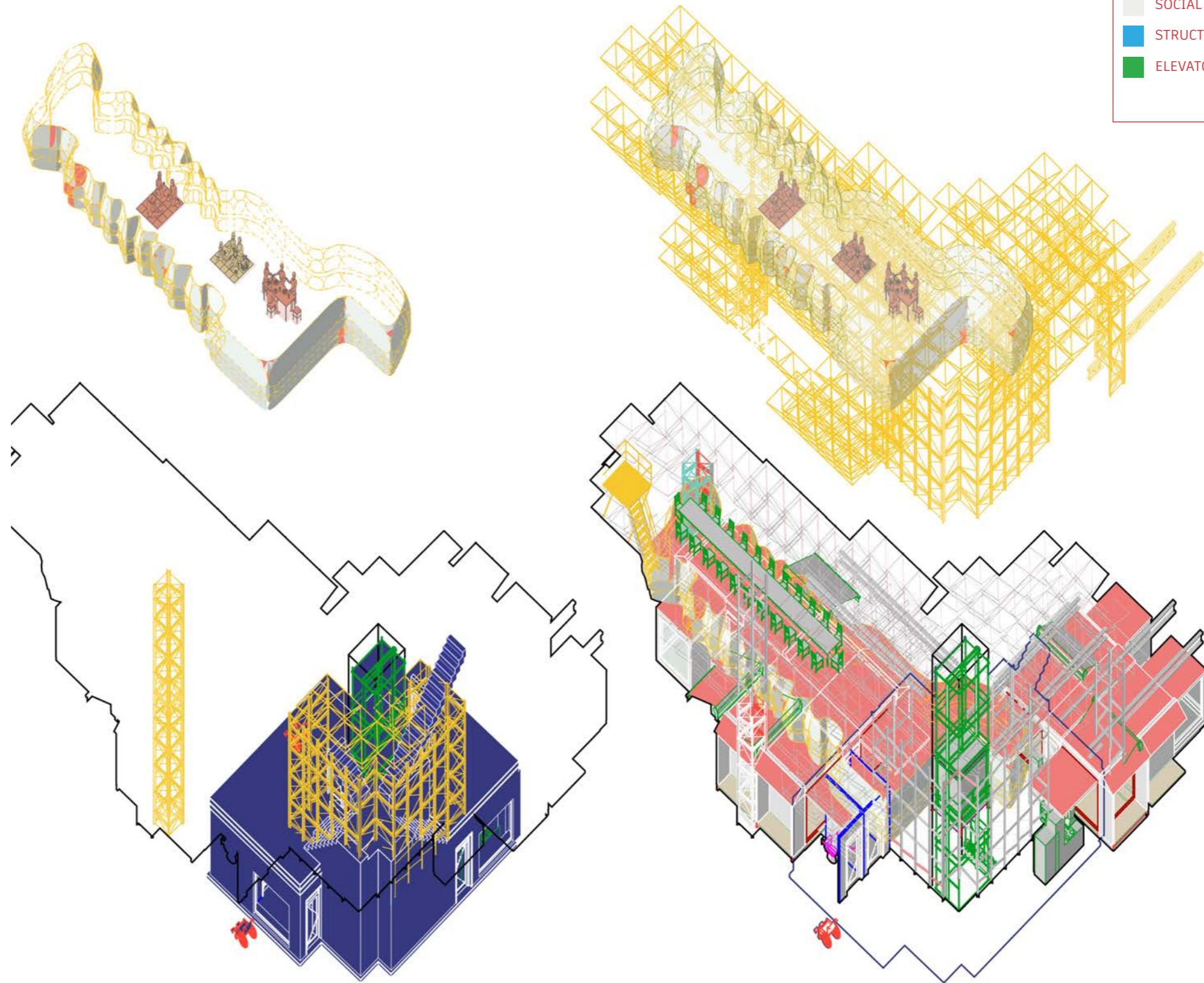
06

- MODULAR STRUCTURES ARE APPLIED TO STATIC STRUCTURES. TOGETHER THEY ACCOMODATE SOCIAL PROGRAS, AS WELL AS CONDITIONING OUTDOOR SPACE
- SPACE-FRAMES ALLOWS FOR A CHANGEABLE SPACE SURROUNDING DYNAMIC AND STATIC STRUCTURES. THEY CREATE THE BOUNDERIES FOR A SOCIAL BUBBLE, THAT CONDITIONS UPPER LEVELS DURING WINTER MOTHS
- MODULAR STRUCTURES: EVERY 3 MONTHS
SPACE FRAME: DECIDED BY RESIDENTS

5.32 ROUTE - 8 - SOCIAL BUBBLE

INFLATABLE PLASTIC BUBBLE, CONDITIONING OUTER SPACE DURING WINTER

- EXISTING
- IMPLEMENTED
- MODULAR SPACE FRAMES
- MOVABLE STRUCTURES
- SOCIAL BUBBLE
- STRUCTURAL ELEMENTS - IMPLEMENTED
- ELEVATOR / COLUMN OF INFLATION



08

MODULAR STRUCTURES ARE APPLIED TO STRUCTURES. TOGETHER THEY ACCOMODATE SOCIAL PROGRAS, AS WELL AS CONDITIONING OUTDOOR SPACE

SPACE-FRAMES ALLOWS FOR A CHANGEABLE SPACE SURROUNDING DYNAMIC AND STATIC STRUCTURES. THEY CREATE THE BOUNDARIES FOR A SOCIAL BUBBLE, THAT CONDITIONS UPPER LEVELS DURING WINTER MONTHS

MODULAR STRUCTURES: EVERY 3 MONTHS
SPACE FRAME: DECIDED BY RESIDENTS

SOCIETAL THEME

POINT OF DEPARTURE

INTENTION/CONCEPT

SELECTED APPROPRIATION

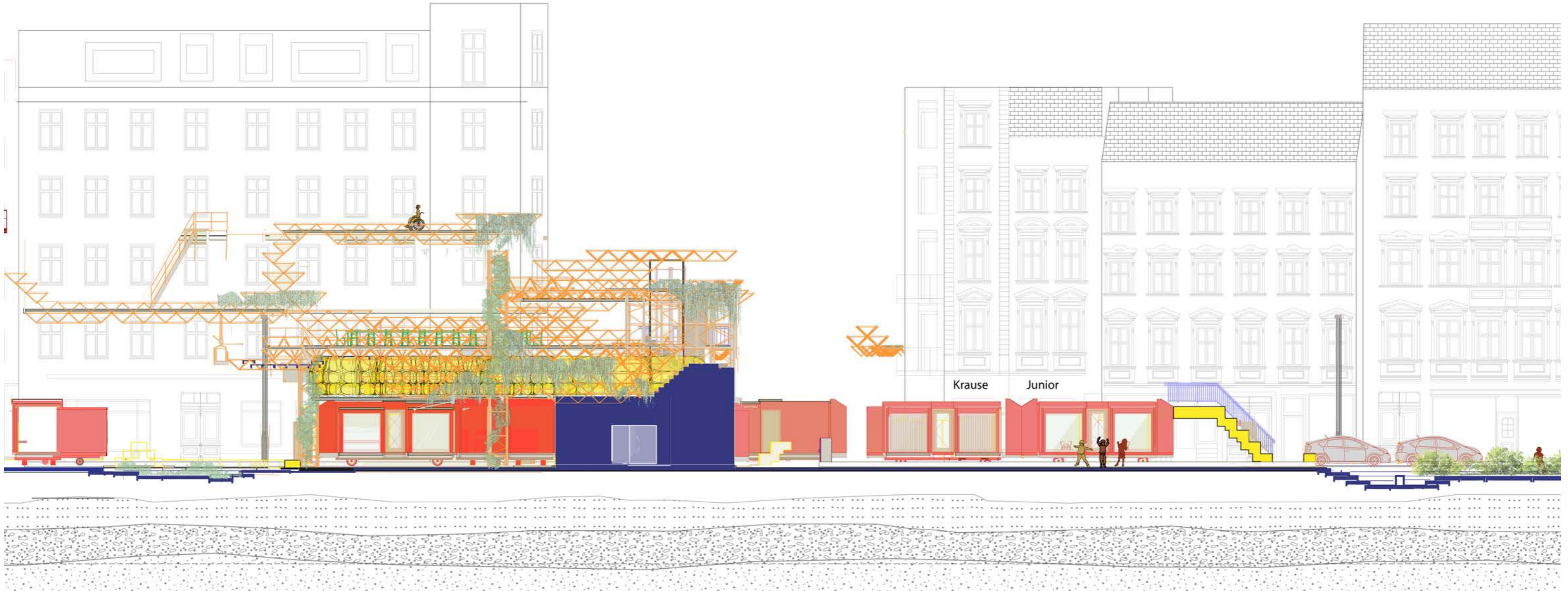
PROPOSAL

5.34 GASOLINE STATION - AXONOMETRY

GROUND FLOOR AND EXCAVATION

SECTION CC
WILMERSDORFERSTRASSE
CHARLOTTENBURG, BERLIN
1:200
0 M 10 M

- EXISTING
- IMPLEMENTED
- MODULAR SPACE FRAMES
- MOVABLE STRUCTURES
- SOCIAL BUBBLE
- STRUCTURAL ELEMENTS - IMPLEMENTED
- ELEVATOR / COLUMN OF INFLATION



SOCIETAL THEME

POINT OF DEPARTURE

INTENTION/CONCEPT

SELECTED APPROPRIATION

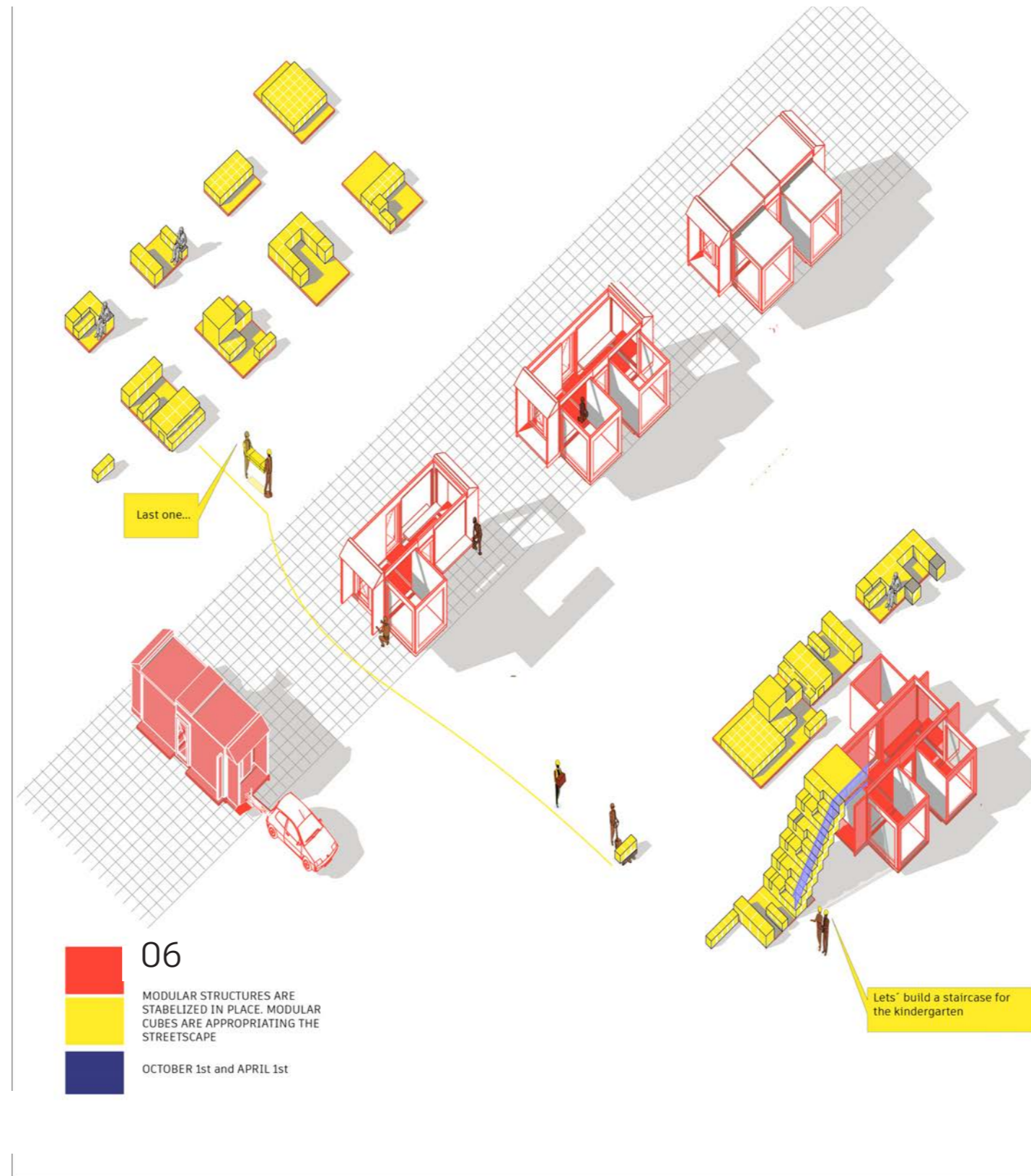
PROPOSAL

4.41 ROUTE - 9 - PACKING DOWN

URBAN FURNITURE AND MOVABLE STRUCTURES ARE PACKED DOWN AND MOVED

- URBAN FURNITURE
- MOVABLE ELEMENTS

When necessary, or minimum twice a year the movable structures can be reconfigured

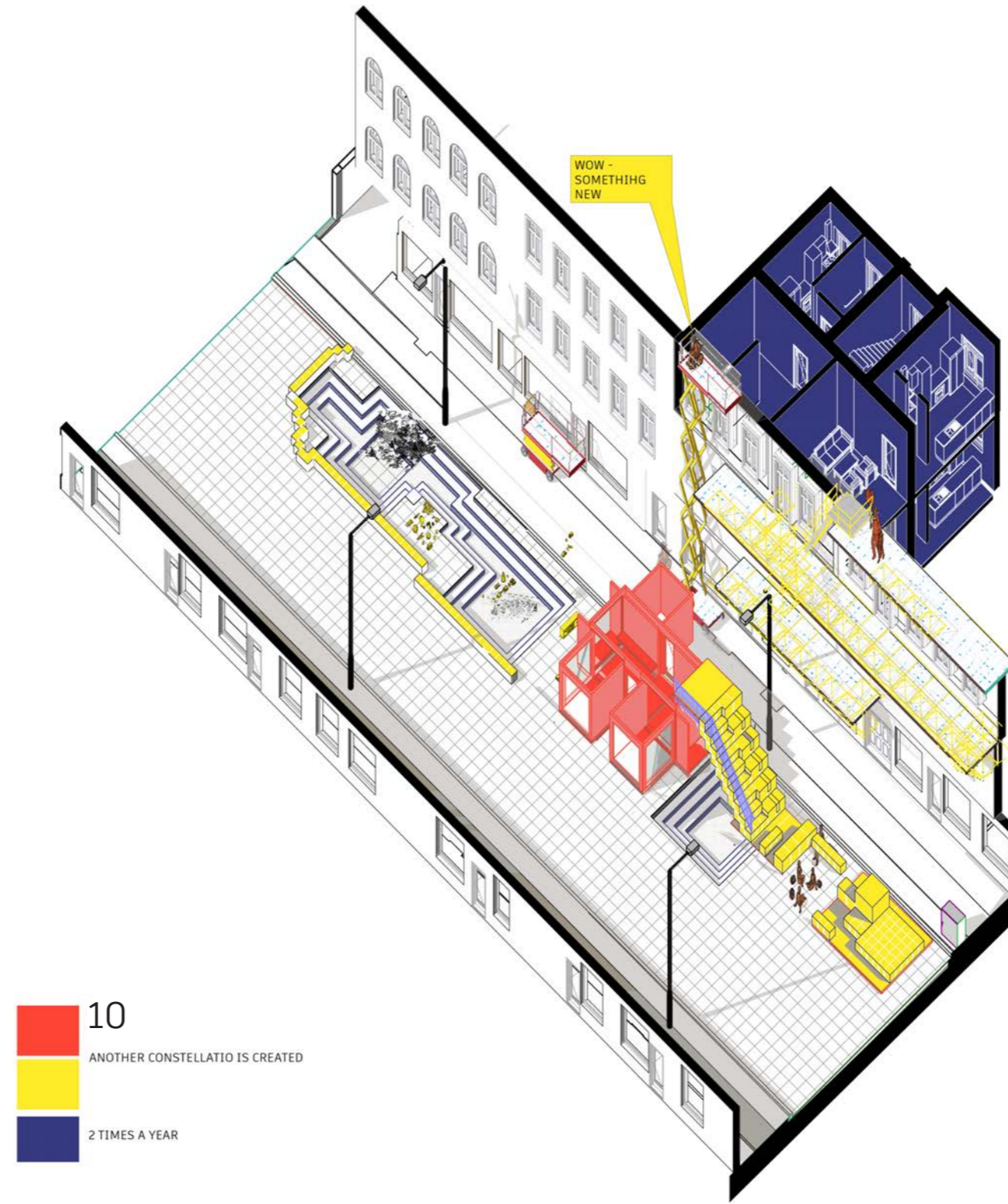


5.42 ROUTE - 10 - ALETRED CONSTALLATION

THE MOVABLE STRUCTURE CAN EITHER BE RE-ARRANGED IN A NEW CONSTELLATION

- EXISTING
- STATIC ELEMENTS
- MODULAR
- MOVABLE STRUCTURES
- GASOLINE TANKS
- SPACEFRAMES / TERESSES

...Andcreateanewconstellation

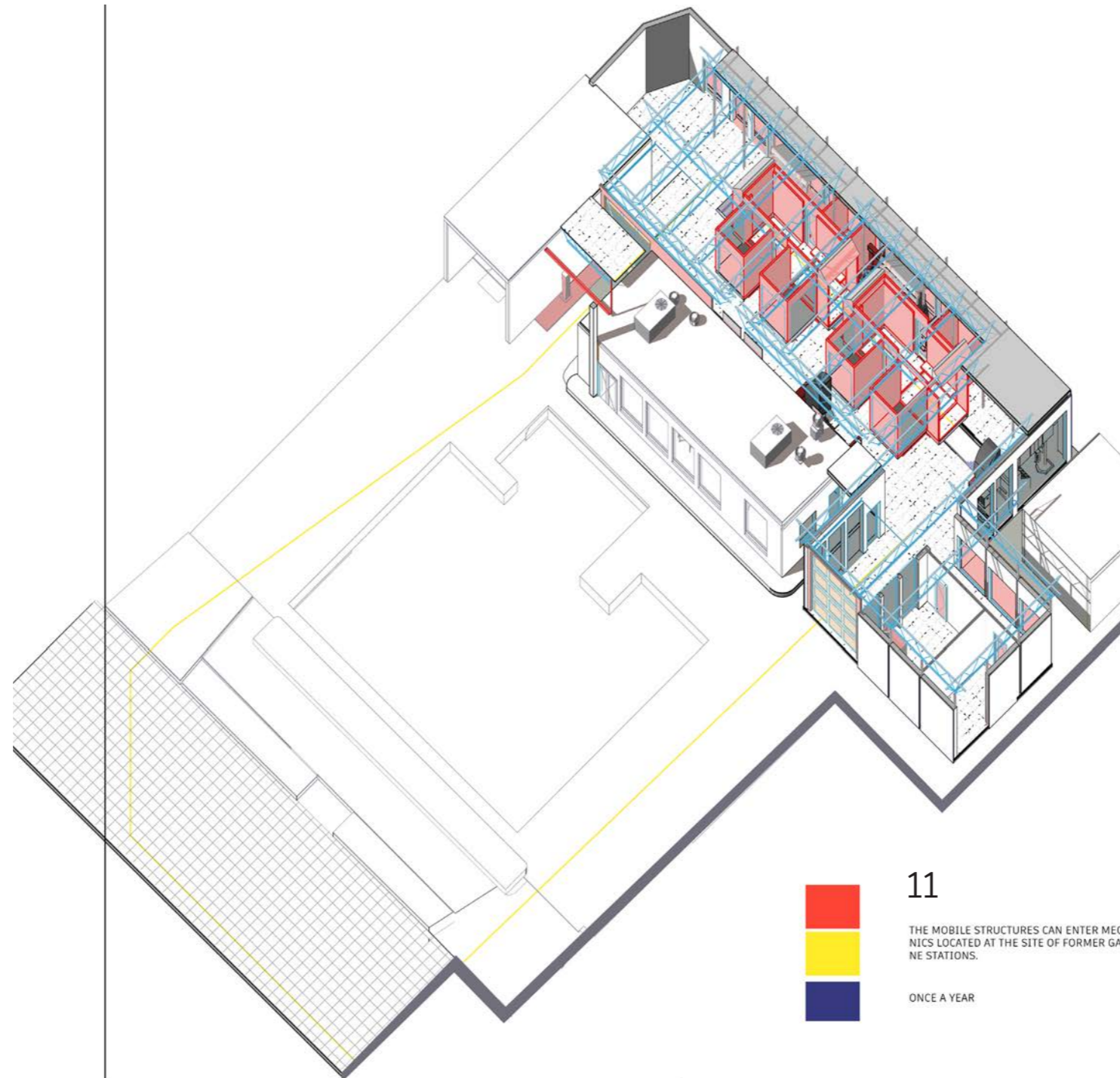


5.43 ROUTE - 11 - END OF JOURNEY

... OR BE BROUGHT BACK TO THE GASOLINE STATION FOR SERVICE

- EXISTING
- STATIC ELEMENTS
- MODULAR
- MOVABLE STRUCTURES
- STRUCTURAL ELEMENTS - IMPLEMENTED

... While the movable structures are brought to former gasoline-stations regularly for service.



6.1 NEW STREETSAPES AROUND SITE

NEW PLAYSCAPES OF SOCIAL LIFE LINKED WITH FORMER GASOLINE STATINS

These new play-scapes of social life will be scattered around the city, linked with gasoline stations, providing flexible infrastructure in change of demographics, and allowing for a flexible strategy of approaching local change. All infrastructure will be reachable within 500 m of home addresses.



6.2 NEW STREETSCAPES - SUMMER

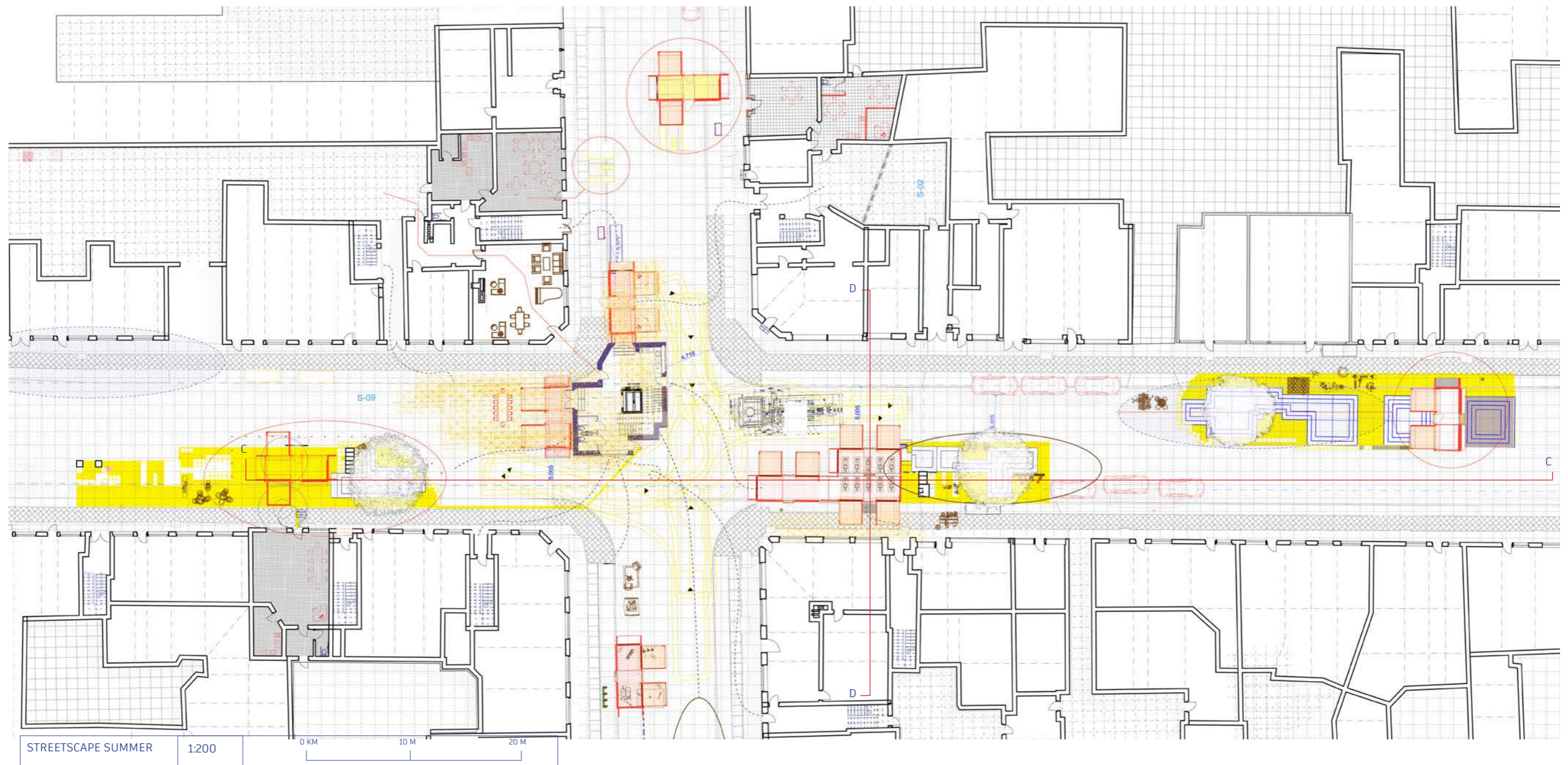
UTILIZATION OF APPROPRIATED SPACE

PLAN
FRIEDRICHSTRASSE 192, CHARLOTTEN-
BURG, BERLIN
1:500
0 M 10 M 20 M

The configuration of the streetscape changes accordingly to seasonality, following the change in behavior due to different weather.

In the summertime, these streetscapes will be utilizing the open space offered by cars. This will enable the street to perform and inhibit the following the following programs:

- Ambulance lines
- 5 m for firetrucks to set up for all apartments
- Slowing down traffic
- Zones of kindergardens – closed off
- Relations to commerce, that can use senior activation



SOCIETAL THEME

POINT OF DEPARTURE

INTENTION/CONCEPT

SELECTED APPROPRIATION

PROPOSAL



6.3 NEW STREETSCAPES - SUMMER

CONGESTION OF FUNCTIONS

PLAN
FRIEDRICHSTRASSE 192, CHARLOTTEN-
BURG, BERLIN

1:500



In the wintertime, the movable structures are more congested around the static structure to preserve heat. The flexibility of the modular spaces is resulting in a desire to extend building-bodies. For example, a restaurant extending sitting areas, a public birthday in the social bubble, expansion of kindergarten in case of a rise in children being born.



SOCIETAL THEME

POINT OF DEPARTURE

INTENTION/CONCEPT

SELECTED APPROPRIATION

PROPOSAL



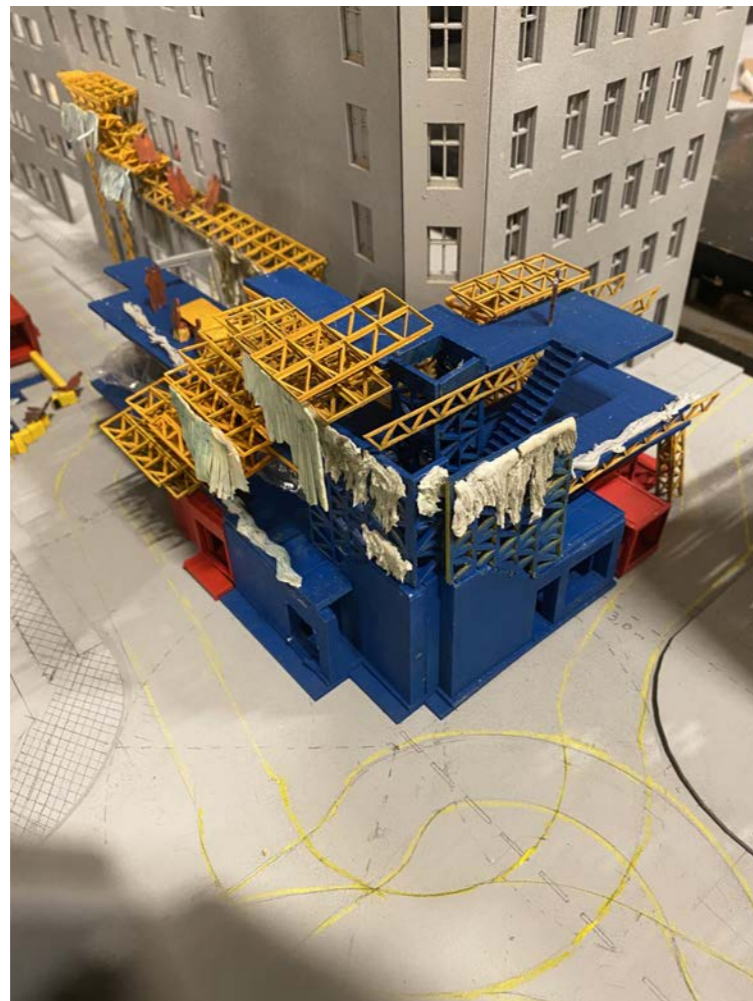
6.4 MODEL PHOTOS - STREETScape



CREATING AN URBAN LIVING ROOM



SOCIAL TERRASSES



STATIC STRUCTURES AND EMERGENCY-LANES



SCISSOR LIFT



SOCIAL TERRASSES

SOCIETAL THEME

POINT OF DEPARTURE

INTENTION/CONCEPT

SELECTED APPROPRIATION

PROPOSAL

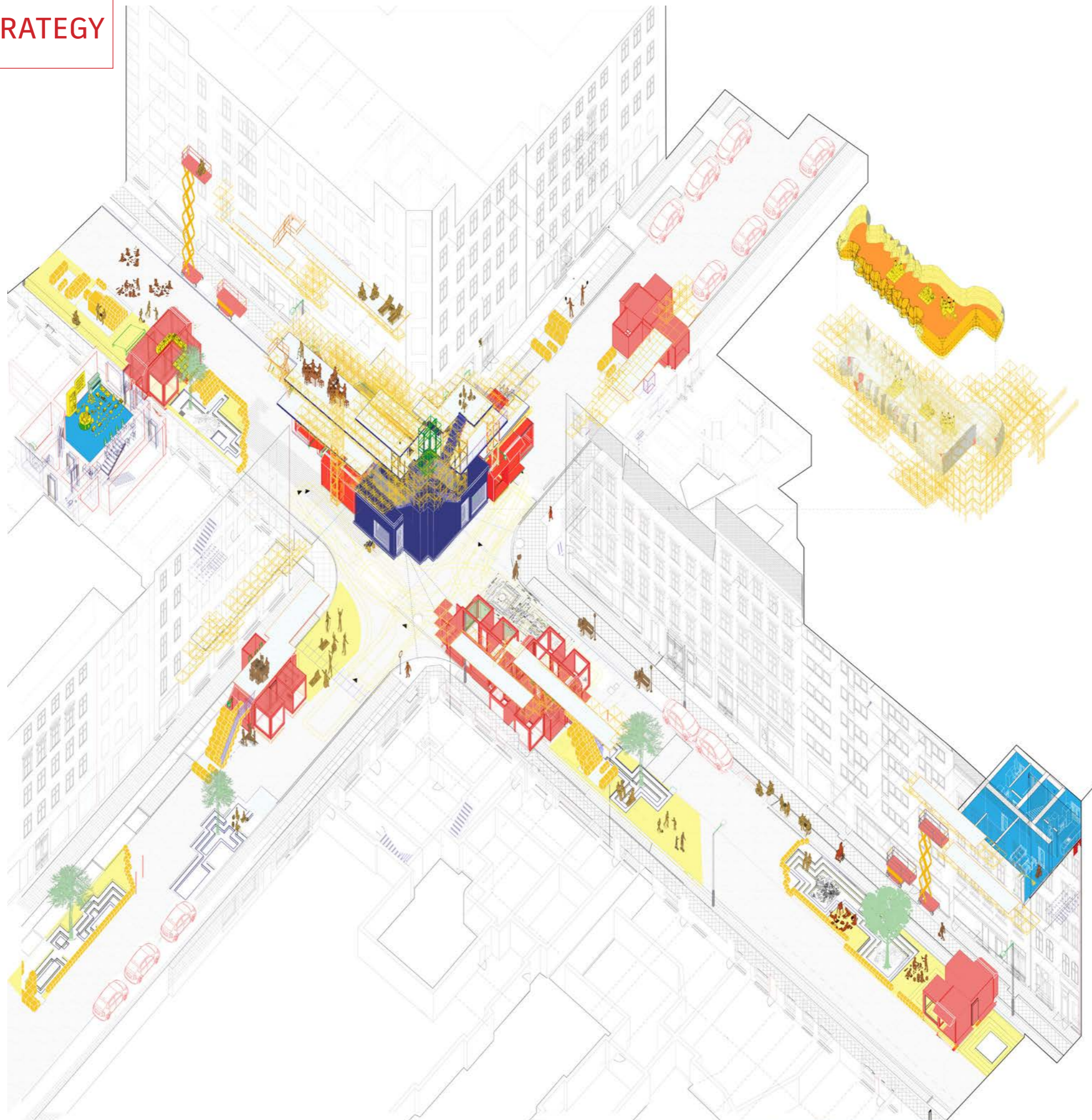
6.5 COLLECTED STRATEGY

FORMER GASOLINE ST.
FRIEDRICHSTRASSE 192, CHARLOTTEN-
BURG, BERLIN

1:500



In the end, these combined elements will serve as a toolbox, or rather a playset for all inhabitants of a local neighborhood. The elderly will be a part of an urban playscape, where people are building fun and connections together, as well as observing an animated street. In this, the mobility of the architecture is critical. Movable structures and modular material will follow the wishes of the inhabitants, and not the other way around. This constellation is just one of many possibilities. People will have the tools to avert loneliness and include all ages in engaging in a streetscape that ensures everyone can age where they desire, until they age no more.



- EXISTING BUILDINGS
- STATIC STRUCTURES
- MODULAR SPACE FRAMES
- MODULAR URBAN FURNITURE
- MOVABLE STRUCTURES
- SOCIAL BUBBLE
- STATIC CONNECTED TO STREETSCAPE
- ELEVATOR / COLUMN OF INFLATION
- ZONES PROTECTED FROM CARS

