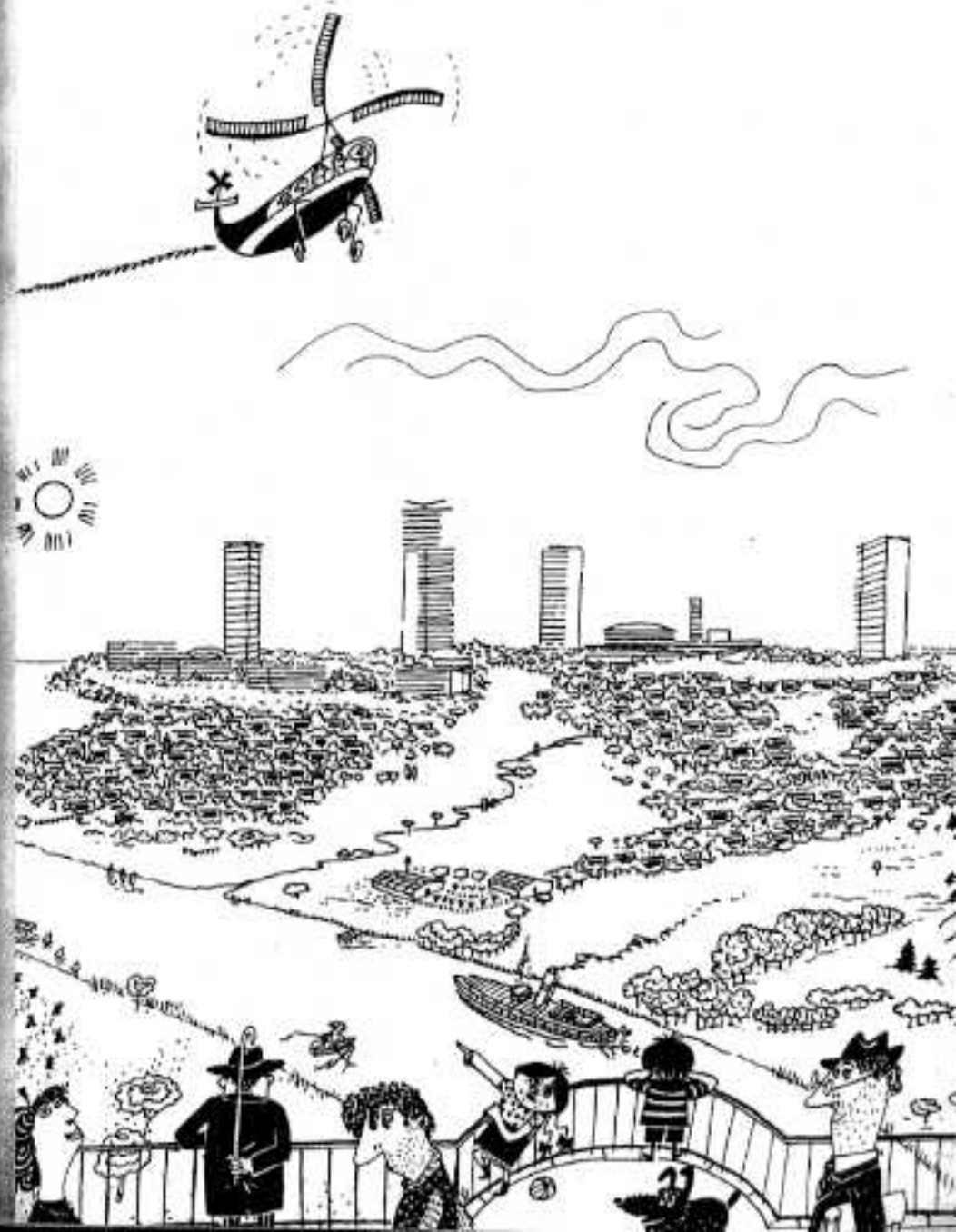


# DIE STADT VON MORGEN



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# THE CITY OF TOMORROW



Spanischer Damm 19 · 10019 Berlin  
Baukunstarchiv

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Spandauer Damm 19 14059 Berlin  
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## FOREWORD

Our towns were built for an earlier age and for the conditions of life of the people of that time.

That is why with the forward march of our "technical world" our towns show an increasing failure to conform, they no longer work.

We see it daily:  
the life of the individual, the existence of the family and the community of all citizens in the now unsuitable urban housing shell are out of gear.

To restore order to urban life we must therefore today plan the city of tomorrow.

This city is not alone dependent on the ideas and capabilities of architects and town-planners.

It is the responsibility of each one of us today to redesign and renew our outdated towns.

The city of tomorrow needs your support,  
townsmen and townswomen,  
but above all the co-operation of councillors,  
administrative departments,  
press and radio.

We all have a say in building the city of tomorrow!

## TOWN AND MAN

### Urbanisation

- 1 In the last 150 years our world has been transformed more quickly than ever before.  
Science and engineering have altered conditions of work and life from the ground up.  
Population figures have risen from decade to decade in a so far unknown degree.  
Technical-industrial economy has concentrated the people in large towns.
- 2 In 1800 only 12 1/2% of the population lived in the towns.  
Today 63 1/2% live in the towns.  
Tomorrow living conditions in the country will more and more resemble those in towns.
- 3 Formerly the clear shape of the town corresponded to the clearly organised structure of society.
- 4 Increased concentration of population burst the outline of the towns.  
At the same time society also lost its old structure.

### Changing working methods

- 5 For 150 years industrial working methods have been displacing the craftsman's way of working and the skilled trades. There are now only a few trades — e. g. goldsmith, glassblower — where craftsmanship prevails.
- 6 Even in old traditional trades — e. g. farming and bricklaying — technical working methods are penetrating more and more.
- 7 The machine gives rise to new trades. Human strength and skill still remain indispensable (turners, milling-machine operators).
- 8 At the assembly belt the man is a mere accessory of the machine — the machine dictates his rhythm.
- 9 In production the advance of mechanisation is driving craftsmanship further and further into the background. Instead there is "driving", supervising and attending the plants by tradesmen.
- 10 Tomorrow will see some branches of industry fully automated, controlled by a few technician-workmen. These will have to possess a high degree of intelligence and responsibility.

### Effects and dangers

- 11 In past ages the creator had the beginning and end of the products of his craftsmanship within his purview.

- 12 An understanding of the whole and a complete survey beyond one's own activity are more and more lost today.
- 13 We have almost reached the stage where each of us stands at some "assembly belt" ready with some "twist" or "gimmick".
- 14 Instruction in rationalised knowledge has spread to the schools. The system is content to produce specialists.
- 15 Further the ability to form one's own judgements is more and more disappearing. Values and terms too are already being consumed ready-made.
- 16 Thus fewer and fewer people are aware of the sense of existence.
- 17 Superficial and senseless distractions are on the increase as recreational activities.
- 18 The celebrity and the star are becoming universally accepted, delusive models.
- 19 Amidst this transformation the circle of politically and economically responsible persons has not yet achieved the character of a new elite, a genuine governing class.
- 20 There has arisen the type of professional official whose specialised capacity for thought does not move beyond the scope of devoluted duties.
- 21 Creative spirits, almost unknown to the masses, have their being in seclusion. But the value of their achievements has not yet been restored to general effectiveness.

#### **The family, the individual, the children, the aged, the community**

- 22 In the years of war and hardship the family was a refuge even for the individual.
- 23 The constantly changing working conditions and mass phenomena in our society are however in the long run an increasing danger to the essential tasks of the family.
- 24 The family used to be a unit of several generations, living, working and spending their leisure together. Today the large family has been reduced to a small one by the splitting of the old from the younger working generation.
- 25 Even this small family flies apart today towards its various places of work and interests. The members of the family drift apart.
- 26 The additional burden frequently imposed on the woman by having to earn money besides bring up her children and conduct her household attacks the core and content of the family. This is a threat to the roots of society.

The children grow up deprived of "nest warmth".

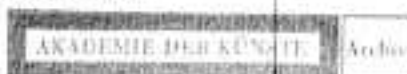
- 27 But the family's life together is the most important prerequisite for the children to grow up healthy and formed.
- 28 Above all the attitude of father and mother in daily life is the most important example in bringing up the children.
- 29 In the communal life of the family the adolescents, standing in need of advice as they do, receive better help and enlightenment than from outsiders.
- 30 The old, mostly living alone, are bereft of a task in the family. The evening of their days becomes poor and meaningless. The children have no grandparents, uncles or aunts.
- 31 The character-building powers of the family can create new foundations for the community of man.

#### **The problem of leisure**

- 32 Work and recreation used to be adjusted to each other in a reasonable proportion and rhythm. Environment was also a recreative factor.
- 33 Since industrialisation began the type and tempo of work have been sharpened, work and recreation divided. Man's environment has become an additional burden.
- 34 Working methods and living conditions in our society will be considerably altered by automation and atomic power.  
Working time will be reduced, leisure increased. Leisure will thus become a new problem for the individual and the community.
- 35 Those not prepared for leisure will not know what to do with it. They will only waste it passively.
- 36 Leisure can and should, however, enrich life.
- 37 Choosing his own leisure activities man could leave the confines of specialisation and form his own set of values in other fields.
- 38 But leisure also could and must make a genuine family life possible again.
- 39 Leisure could thus be the starting point for a new consciousness in our society of the sense and value of human existence.
- 40 Free time calls for free space, which the "city of tomorrow" must provide in its planning. The smallest free space is the playground for children and the young.

#### **What is to be done for tomorrow?**

- 41 The city of tomorrow must be so planned that it becomes a frame ordering the life within and providing the individual, the family and the community of neighbours with conditions protecting and giving form to their lives.



- 42 This planning should start from the living conditions of the family as the most important unit. The family and its existence may be regarded as the smallest planning cell.
- 43 Several families live together in dwelling areas in full view of each other.
- 44 Family groups adjusted to the capacity of the school form a city unit with its own centre.
- 45 The city units in their totality are the city, which is arranged round an economic and cultural centre.
- 46 In the city so arranged people will find conditions of existence which will also restore society to its orderly structure.
- 47 In this city new cultural forces can grow. In such surroundings the obligation of the individual to share responsibility towards the community will also flourish in the spirit of true democracy.

## TOWN AND HEALTH

- 1 The relationship of medical practice to town planning has so far been confined to the field of hygiene — hygienic installations, hygienic homes, water supply, sewerage. They consisted in what we today call collectively the technique of health.
- 2 With the rise of the new building and the new town planning these relationships have broadened. Scarcely a branch of medicine today would be at a loss to indicate its correlation to town planning, its share in town-planning problems.

### A few examples

- 3 Orthopedics demands  
a healthy alternation of rest and movement and opportunities for enhancing powers of resistance by opening up the layout of cities, with housing estates in outer suburbs, footpaths with elastic surfaces, green spaces, sheltered rest rooms, small gardens.
- 4 Children's therapy demands  
that the stimuli inherent in unsullied nature shall be brought by degrees into effect. The decisive factor in forming the child's personality is not the short holiday but his daily environment. A bedroom to himself, room to play in the garden, a playing field, running around and playing in natural surroundings, a wading pool, open-air and enclosed swimming baths, the way to school through green spaces, away from traffic — these are necessities.

- 5 Ear, throat and nose therapy demands  
the cultivated use of technical innovations, a legal basis for technical combating of noise, the chance for proper rest during sleep, a healthy rhythm of tension and relaxation.
- 6 Cancer research demands  
the return to a natural order of life, preservation of clean atmosphere, avoidance of danger of cancer through impurities in the air we breathe, prevention of radioactive infection.
- 7 Psychology demands  
provision of truly native surroundings in a community of neighbours. The combination of contrasts — the feeling of shelter, security, ownership and harmonious adaptation to the residential area.
- 8 Pharmaco-psychology demands  
the return of mankind to a natural way of life giving regard to the elemental requirements of the body of movement and breathing.
- 9 The ophthalmic clinic demands  
simple and properly displayed traffic regulations, lighting without dazzle.
- 10 Therapy for the aged demands  
sheltered sleep at nights, opportunities for daily walks and for participation in social life for old people too.
- 11 The deleterious effects of city life on people largely pass through a transitional stage in which they can be caught. Between the damage to civilisation and the illness ultimately produced lies the broad transition basic bodily functions.
- 12 There are of course cases of direct injury, produced, say, by inhaling carcinogenous substances or injuries to the auditory system caused by noise, and occupational skin diseases. These last are innocuous because they are obvious and the damage to civilisation can be stopped at once. In large modern industrial concerns it is easier to protect the worker from occupational disease than in the small craft trades.
- 13 Much more serious are those ailments absorbed by the vegetative functions without in the first stages causing great pain or discomfort. They are dangerous because by a variety of separate effects they insidiously overstep the boundary necessary for defining organic injury.
- 14 When these deleterious effects are traced in the vegetative system, it is seen that they consist to an excessive degree in disturbances of basic functions. Basic functions of human somatism suffer derangement in town life. So for instance we are in towns largely deprived of the human right to sleep with the window open.
- 15 Basic bodily functions are daily habits and ways of behaving which can be largely incorporated into every civilising way of life and can be protected in the face of all civilising impacts, provided that the appro-

prate knowledge is present in the individual. But there is a boundary where the harm caused by civilisation to a basic function can no longer be balanced merely by skilled measures, but only by abolishing the chronic harm. The city of tomorrow helps towards this abolition.

- 16 Here we face the fact that the new town planning, relying on the work and experiments of the past decades, is in the position to respond to a high degree to the objections, questions and demands of the medical sciences.
- 17 The city of tomorrow will provide rest, outward and inward rest, which will communicate itself direct to the vegetative nervous system. Sound and undamaged foodstuffs produced near the consumer's home can be guaranteed in the city of tomorrow. Here green spaces will be properly distributed, there will be gardens for all, everyone will have the scope for essential bodily exercise too. The children will enjoy special protection and grow to maturity in safety. And the old will not be forgotten either.
- 18 The city dweller is exposed to the sum of influences of all positive and negative forces of town life. The mental world, the world of his body here represented, all this builds the man. Every influence leaves traces, the traces mount up to layers, the layers are finally absorbed into the genetic function, the heritage for future generations.
- 19 Whatever city dwellers do to make their town bright and lively, will pass into its children, its adults, will be traced into the life going on; whatever they leave dark and dead, will detract.
- 20 The ambitions of medical science are not directed merely towards rational working and living, the regulation of traffic and the disposition of industries; they are concerned with a life worth living in itself. And a closer look shows that all branches of medicine call for the city of tomorrow.

## TOWN AND NATURE

### Town and nature today

- 1 The invasion of nature by man is a long process which began with the first weapons and the first tools and has reached its present stage in the mastery of undreamed-of physical, chemical and biological forces.
- 2 The acceleration in the last industrial phase of this process since 1800 has subjected the way of life of man and his relationship to nature, to his landscape, to profound changes.
- 3 This dramatic development in the economic and social sphere has left a scene resembling a battlefield on great expanses of the face of the

earth. A chaos of towns, bad dwellings, industrial plants, traffic routes and scraps of countryside remains, in which new building and patching up ceaselessly goes on and under which nature, the landscape, the woods, streams and rivers are buried deeper and deeper and destroyed.

- 4 The application of natural forces and the exploitation of natural deposits still go on largely from the point of view of their usefulness "today", without regard to the damage "tomorrow".
- 5 Our lives today are spent in the towns and countryside which our forefathers, who could have no inkling of future developments, prepared for us yesterday.
- 6 But none of us would voluntarily go on living in tenements, and each desires healthier dwellings in natural surroundings for his children.
- 7 All long to relax in the forests, wander among fields, bathe in clear lakes and rivers, and enjoy activity in little gardens.
- 8 Most city dwellers are deprived of those effects of nature necessary for their health. A holiday in the country is not sufficient to balance this deficiency.
- 9 Since 1925 a few large cities, particularly Berlin and Frankfurt-on-Main, have introduced healthy homes with green spaces reaching right up to the front doors. Since then the effort has been to protect the landscape itself, nature, from the effects of technical progress and "from people". Nature preservation — protection for woods, for lakes and streams — is the domain of national authorities and voluntary societies. When it comes to the push they are always on the defensive. Despite all their exertions they can never achieve more than limited protective measures for definite areas. Nobody invests them with the necessary powers of decision.
- 10 But the other forces menacing us in the unbridled play of industrial, urban and transport development,  
each with only its own weal in view, all combining to edge out the land,  
the land which is thus constantly shrinking before our eyes,  
that land that feeds us and yet in economic power is often weaker than its adversaries,  
all these powerful, unorganised forces will endanger the lives of our children by stifling the land and countryside with ruthless disregard of their own vital laws.
- 11 Despite regional planning and urban planning, each only responsible for its own domain, this process goes on. The knowledge of these facts is never converted into large-scale organising measures. There is only partial responsibility for sectional areas. But nature, the countryside, is indivisible.

12 In this situation the relationship between town and nature must be reorganised today. It is no longer a problem of green spaces within the town itself; rather is it a more extensive problem of organising our land, the relation between town and country and — not least for the sake of mankind — a question of the relation between man and nature.

#### What is to be done for tomorrow?

- 13 The land is the basis for the new town, as it is for all planning and organising of industry, traffic routes and settlements in the country.
- 14 The green space as component of the scene is the centre of the town and forms the framework of its structure.
- 15 This green centre, finely laid out and the preserve of the best landscape gardening, is surrounded by the centres of government, administration, society, the church, the arts, the theatre, economy and all those arrangements which a city today must provide for the lives of its inhabitants.
- 16 This green centre is joined to the open fringe of the town by broad green spaces and strips. These green arterial ways leading to the environs are largely designed to suit the local scene. They follow waterways or chains of lakes, or occupy surfaces where the soil is more suited to greenery than for building, and lead directly into the open countryside.
- 17 Green spaces are therefore no longer mere parks or unbuilt-up town areas. They are to be deliberately regarded as a part of the scene functionally and vitally preserved.
- 18 Green spaces no longer occur as sections left over in the process of town planning,  
they are no longer merely the indispensable minimum of distance between buildings for hygienic or lighting purposes in our residential areas;  
they are no longer the odd patch of allotments which gets built on in the long run;  
they are no longer the area left vacant for the time being when a building plan is laid out.
- 19 Rather does the new town arise on the basis of the landscape with its green as the fundamental in the planning. This renders the planning healthy and sound, and green spaces arise as an economic factor in the account.
- 20 The green spaces outside the city centre or outside the centres of the various city units are mostly utility areas. They are the unbuilt-up parts of the functionally preserved landscape.
- 21 Around the residential areas, themselves sown with a variety of small gardens for the inhabitants, the extensive natural scene is made up of

small gardens, nurseries and farms, accessible for walking. Streams, lakes and woods are among its features, and the open country surrounding can be reached without crossing traffic routes.

- 22 Exploitation of green spaces to this degree and the economy of urban hygiene call for a more rational disposal of the refuse produced by such a town than is at present the practice.
- 23 Large compost works dispose of the refuse and sewage in a concentrated process, converting it to hygienic, rich manures and drawing the town, which today occupies the status of a consumer only, back into the natural circulatory process.
- 24 Supplies of fresh vegetables, milk and eggs to the urban population are thus available from the neighbouring agriculture.
- 25 The opportunity for gardening in the natural areas near the home or in the allotment, unmenaced by repeated new building schemes, would be more effective for the health and wellbeing of the people than many a new hospital building.
- 26 Even the city dweller can have one foot in unspoilt nature here. No traffic roads or transport lines penetrate with their disturbing or even dangerous influence to the domain of the green zones.
- 27 This green land is the kingdom of the pedestrian, the children, an area of rest and quiet. Here fresh food grows, reaching the consumer direct.
- 28 Here water is once more a clear, healthy element, in natural contact with woods, meadows and fields. Trees may grow old and tall here, people may grow up here undisturbed and healthy.

## TOWN AND TRAFFIC

### Why is traffic in the town constantly increasing?

- 1 The requirement and density of traffic today increase more rapidly than the population of the town.
- 2 We all ride more than formerly, but do not organise the town for vehicular traffic.
- 3 The desire for a power-driven vehicle of one's own is on the increase in all sections of the population.

- 4 A power-driven vehicle provides an extension of personal living space formerly unknown!  
Driving enhances a man's self-confidence!  
Driving brings social cachet.
- 5 To an increasing degree the motor car serves the economy and brings increasing influence to bear on its present-day methods.

#### What traffic dangers threaten us today?

Every town dweller travels ten times as much as 50 years ago. In our towns today some 25 times as many man-kilometers are travelled as in 1900. Against this road surface has increased in the same period by only 1½ times or twice its capacity.

In the face of traffic requirements our towns are becoming obsolescent.

- 7 Traffic in the town today is a bodily and mental threat to the people. Each one of us experiences this threat daily.
- 8 The city dweller loses 2 to 3 hours daily covering distances on the way to work, recreation, relaxation.  
This loss of time shortens leisure hours, costs money and health.
- 9 The daily journey to and from work in overcrowded, unhygienic public transport is often more exhausting than work itself.
- 10 Week-end recreation is detracted from by traffic difficulties.
- 11 Traffic noise attacks the already taut nerves of the city dweller almost all day and night — in bus or tube, in the street, at work and at home. Noise leads to disturbances of health.  
Still more deleterious for the human organism are the shocks and concussions in vehicles and buildings.
- 12 In the street canyons the poisonous exhaust fumes become denser and combine with the already impure town air to cause grave harm to health.
- 13 In the Federal Republic of Germany the population of a town, 13 000 people, fall victims to fatal traffic accidents each year.
- 14 The number of injured and crippled from traffic accidents rises from year to year.
- 15 Car driving degenerates to an aimless end in itself. People seek to exercise themselves using hired or borrowed motor power, driving without "destination" and arriving nowhere.
- 16 Loss of time resulting from street hold-ups and shortage of parking space forms a disadvantage to the economy of the towns.

- 17 Spaces inside the town badly accessible to motor traffic lose in value and degenerate into delapidated areas.

#### What is wrong?

- 18 The demand for motorisation has outstripped the available road space. Power-driven traffic, increasing amorphaously, flows through towns designed for horse-drawn vehicles.
- 19 Even parked traffic — in proportion to the constantly rising number of power-driven vehicles — finds ever scantier space at its disposal. (A proportion of one private car to every 10 inhabitants would occupy as much as 70% of today's central urban surface for driving and parking private cars.) The density of private car traffic arising from today's concentration of building at the centre of towns exceeds by far the available traffic and parking space.
- 20 The lay-out of town traffic roads today often ends in compromises with existing ownership rights to the land. The apparent improvements are obsolete after a few years.
- 21 The intermingling of various types of traffic — "heavy" (tramways, lorries) and "light" (cyclists) produces dangers mutual obstruction.
- 22 The mobile cyclists frequently rides through the rest of the crowded traffic and hinders other drivers.
- 23 The pedestrian is only just tolerated in road traffic in the centre of towns.
- 24 The chaos of traffic conditions is not abolished by police regulations and a forest of signs.  
Regulation of traffic will not be achieved without appropriate steps to regulate building.
- 25 Our children are the ones most endangered by traffic. There are not enough adequate and safely accessible children's playgrounds for their protection.
- 26 Chaos on the roads is matched by the lack of discipline among drivers and pedestrians.

#### What can be done better today?

- 27 To reduce density of private car traffic, building can be spread more.
- 28 In inner urban areas public transport, particularly underground and buses, must receive priority treatment over private car traffic, as they take up much less space.
- 29 The street system is to be divided up into particular routes for heavy and light traffic.



- 30 Cyclists and pedestrians must be given separated roadways from the rest of the traffic. Main inner centres should be reserved for pedestrians only.
- 31 Main arterial streets and crowded junctions should be made as elevated roads or on two levels.
- 32 Today surface necessary for flowing traffic is taken up by parking at the roadside. In the inner urban area mass parking surfaces or parking houses must therefore be provided outside the public street space in proportion to traffic needs.
- 33 Public measures must oblige manufacturers of power vehicles to improve and apply technical aids for reducing noise.

#### What is to be done for tomorrow?

- 34 The city of tomorrow should be planned that traffic in the town is reduced as far as possible by rational arrangement of workplaces, dwellings and places of recreation.
- 35 The city should be so laid out that separate city units emerge, to be kept free of all powered traffic from outside.
- 36 In these residential units the "City of Tomorrow" is a pedestrians' city with distances of 2 kilometers at the most to school or shopping centre.
- 37 In these city units freed of traffic there is no noise, no dust, no shaking and no exhaust fumes.
- 38 No building up should be allowed in the central traffic streets.
- 39 Public traffic in the central urban areas should be largely led under the roads (subsurface tramways or underground express railways) or on elevated roads.
- 40 Connecting traffic streets for private and public traffic between city units will be screened from built-up dwellings by green spaces.
- 41 In the extended green spaces adequate scope will also be provided for developments in air traffic. In these green spaces small-scale landing grounds for helicopters and private planes will be included.
- 42 The advance of air transport has led to ever-increasing noise nuisance for townspeople. This nuisance can be reduced by appropriate planning of surfaces and flying routes for airlines and by appropriate technical measures in the manufacture of aircraft.

## TOWN AND LAND

### What must be done to convert today's towns into the cities of tomorrow?

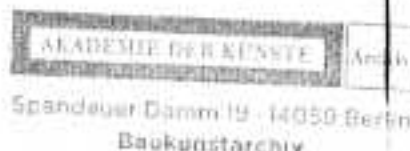
- 1 Our public and private means must be distributed in a sequence giving priority to outlay for redesigning and renewing our towns.
- 2 Money is not the only thing necessary for developing our towns. Whoever wants to build cities of tomorrow, must be able to decide the use their land is put to.
- 3 For this new ideas and new legal powers must be created, their essential point being the right to dispose of land.
- 4 Land should not be allowed to be merchandise which the owner may dispose of at will.
- 5 Land is the basis of our nutrition and our building. Land cannot be increased at will. For this reason land destined for building on should be treated economically on the basis of careful planning.
- 6 Don't be afraid of planning! It doesn't mean planned economy; it is an indispensable aid to assuring freedom and healthy conditions of life for all in the narrow space available.  
Tomorrow the town-planner will have as much money, time and power as a general.  
Whether that will happen lies in your hands too.  
Help to plan your town!

## SUMMARY OF THE MAIN PLANNING PRINCIPLES FOR THE CITY OF TOMORROW

- 1 The city of tomorrow unites  
urban density and rural breadth,  
urban life and rural quiet.
- 2 In the city of tomorrow the land is the basis of planning. Green spaces form a framework penetrating and dividing the entire town. These spaces should connect with the environs of the town and also be used for gardens, agriculture and forestation.
- 3 In the city of tomorrow work, dwelling and recreation are restored to a strength-saving, rational spatial relationship.

- 4 In the city of tomorrow the people will live in urban residential areas with a free view and linked with their neighbours. At the same time each has the opportunity to lead his own personal life.
- 5 In the city of tomorrow the family is given the living conditions necessary for its flourishing. In this city children grow up in close touch with the earth and with nature.
- 6 In the city of tomorrow people can use their leisure to enrich their lives by rational activity.
- 7 In the city of tomorrow superfluous road traffic will be avoided by appropriate arrangement of spaces for working, dwelling and recreation. Road traffic will run divided up in accordance with its various types, so that it flows smoothly and without accident. In residential and shopping areas the city of tomorrow is a pedestrians' city.
- 8 In the city of tomorrow people will live — in accordance with their biological laws — healthily.  
The realisation of the city of tomorrow arranges life anew. It is a great program for the peaceful existence of man. The city of tomorrow should be the goal and task of youth.

This booklet is a terse summary of the exhibition section "The City of Tomorrow" of Interbau Berlin 1957. It is intended to inform the layman about the necessity for redesigning and renewing our cities.



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