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this very fact was a great opportunity for the planners. The Berliners could profit by the mistakes made in West German cities and were thus open to new ideas. Already everyone has accepted the sharp reduction of ground utilization in the destroyed areas, over against the old pre-war building code.

Prior to the outbreak of the Second World War, through traffic had to go through the city center owing to the grave lack of adequate by-passes. The circular express highway (III. 1) was planned to relieve Berlin from the pressure of through traffic. This project has to date been completed only in the south and east sections. At the present time there is only one feeder street from the south ring in service, which brings traffic from the express highways from Hanover and Munich into Berlin. There are planned traffic arteries which will have within the city limits, along with the feeders, a length in all of 180 km. and will be for the most part free of crossings and provided with three lanes and traffic islands. The interior traffic arteries of a big city handle for the most part intra-city traffic, and the ones in Berlin are being laid out with this in mind. The future traffic problem of cities can only be solved if all the available street area is kept open for moving traffic; this calls for parking lots off the main arteries, removal of tram lines and introduction of buses. No tram lines are envisaged in the reconstruction of the city center. It is intended gradually to remove the tram from the life of the city and to construct subways (III. 12) to handle the intense flow of traffic within the city. In the Second World War around 500,000 houses were destroyed in Berlin. In West Berlin there have since then been rebuilt 100,000 dwellings, which have been located to a considerable extent in the outlying and suburban districts. Most of the dwellings have been built on formerly destroyed sites. The greatest consistent reconstruction project, with 1300 apartments, is the Hansa District on the northern edge of the Tiergarten, that is in a central section; here the site has been completely re-organized in a brand-new disposition. This project will be the subject of the International Building Exhibition in 1957.

The great majority of Berlin's industrial establishments are located in the outlying districts. The planning program has extended these areas, if they are in a suitable place and have access to railway lines, waterways and highways. A considerable part of the small-scale and medium-sized enterprises were located and are still to be found in the densely built-over areas of the center. It is intended to transfer these

works into the new industrial zones, especially if the concerns themselves are seeking to expand their operations; the new sites for this purpose are already marked out.

Berlin has the great advantage of a beautiful geographical situation. Also in 1920 the city came into the possession of extensive woodlands and lakes. The main problem, however, does not consist so much in maintaining and preserving the forests and lakes and the huge parks as in extending the green belts in the inner districts which were so densely built over in the second half of the last century and around the turn of the century. The city is to be opened up and articulated by joining together separate green belts. These green belts are to be integrated with the park lands on the outskirts and are to be connected with the one-family residential areas. In the green belts, at suitable locations, schools, day nurseries, playing grounds and similar establishments will be erected.

Berlin, beginning in the last century, has grown to be a great world city, its sources of supply and its markets being the world at large and not merely its immediate geographical hinterland. It is today a great international crossroads and focal point of international business, open to the wide world, and its city center developed accordingly. Here government buildings rubbed shoulders with banks and newspapers' offices, tourist agencies as well as the big export-import concerns, the printing and publishing firms and the garment industry. Also transport concerns, department stores, theaters and museums and educational institutions made this area their center, which was an international focus in spite of inadequate planning. The Second World War almost totally destroyed this center. What had previously been the busiest part of Berlin, containing the places of work for 500,000 people, or nearly $\frac{1}{4}$ of the working population, though comprising only 1% of the total area of the city, as a result of the war has become a vacuum in the middle of Berlin. Owing to the far-reaching destruction in this area the industrial and business activity of the city has migrated to the less damaged and more outlying districts. The former city center has become a mere border zone between the two sectors of partitioned Berlin. However, owing to the complete stagnation of reconstruction in this area, it has not been possible for mistakes to be made comparable to those in other cities. Apartment houses and factories are excluded from the new plans for this district. There has been initiated a competition "Berlin the Capital City" for the city cen-

ter, in which all European architects can participate. They are subject to no particular limitations except that they have to plan within the framework of the new traffic arteries, the railways and buildings of a historic or artistic significance. The results of the competition should clarify the problem of the creation of a modern city center.

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