



Projects, planning and prospects

Work report
2021–22



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Dear readers,

with our current work report, the third of its kind, we would like to once again present a selection of projects and plans and provide insights into the strategies, concepts and programmes that serve as our foundation in this context. As our annual exhibition 2021 entitled “The Sustainable City” has clearly documented: In addressing our tasks of urban development planning, urban and green planning, urban redevelopment and as a building approval authority, we are assuming a central and responsible role for climate protection.

We have long since been living up to this responsibility and are increasingly breaking new ground. For example, Freiham, which is under development in the west of Munich, was planned right from the outset as an “energy-friendly city”. Around 25,000 to 30,000 people will call Freiham their home someday. In the new district that is being built on the former Bayernkaserne location in the next few years, a total of 600,000 tonnes of construction waste will be recycled and reused as building material. With regard to the newly completed Prinz-Eugen-Park residential district, we have opted for timber construction. Comprising around 570 homes, this is now Germany’s largest contiguous timber housing estate – and a role model for similar projects.

Residential districts should be lively and diverse and allow their residents the benefits of short routes – a livable and likable mix of residential, working, shopping and open spaces. The building stock plays an important role in terms of climate neutrality. That is why we are again drawing on urban renewal funding for the energy-efficient redevelopment of existing buildings in Neuperlach and Moosach in the upcoming years.

The draft for the new urban development plan paints a picture of sustainable Munich in the year 2040. It is a central component of our “Perspective Munich” urban development concept. We are discussing “STEP 2040” intensively with the urban community before the City Council decides on the first urban development plan to be launched since 1986.

The high level of participation in the digital dialogue on the “Hoch hinaus?” skyscraper study, for example, underlined that citizens are increasingly taking advantage of our participation offerings and want to help shape the city. We continue to promote this interest in building culture and urban development in a multifaceted manner, for example with the citizens’ report on the development of the area around the parcel post hall.

Since the beginning of 2021, transport planning has been integrated in a “mobility unit”. In the summer interview in the mid-section of this brochure, speaker Georg Dunkel and I look back on our work to date. We address the mobility of the future and the opportunities for sustainable urban development. We will continue to work closely together on these issues.

The Corona pandemic made the inestimable value of public space clearer than ever. At the same time, new opportunities opened up, such as the redistribution of street space, as demonstrated by pop-up cycle paths or pavement cafes (Schanigarten). This is where our “open space district” concept enters the picture. In the next 20 years there will be more trees, more seating areas available, fewer parking spaces and new open spaces in the city centre.

Together with the Munich Metropolitan Region, we are working on the International Building Exhibition IBA entitled “Spaces of Mobility”. The exhibition is intended to exemplify how a growing urban region can rethink living together, working and mobility and develop these aspects to ensure a high quality of life. In order to address sustainability issues across Europe, the Department of Urban Planning and Building Regulations is partnering with the EU initiative “New European Bauhaus”, which aims to advance the European Green Deal for stronger climate protection combined with building culture.

Sustainable urban development and planning requires ecological, economic and social action. In order to ensure that housing remains affordable and affordable over the long term, we have updated one of our most important instruments in housing construction, SoBoN, the socially just land use concept. This is based on a modular model that enables the housing industry and us to apply it more flexibly. Moreover, we continue to strengthen conceptual housing construction as well as cooperative building, for example in the Eggarten estate in the north of Munich, which is to become a model neighbourhood in this context.

In early 2021, the Building Authority (LBK) approved the 100,000th apartment within ten years. With more than 10,000 decisions made annually in building supervision, nature conservation and monument protection procedures, the LBK is Germany’s largest unified building permit authority. With regard to monument protection, we would like to mention another prominent example of sustainability that will celebrate its 50th anniversary in 2022: the Olympic Park. The status as a UNESCO World Heritage Site is intended to further emphasise the significance of this total work of art comprising architectural and park landscape. We have submitted the respective application, so now it’s time to keep our fingers crossed!

The PlanTreff centre, the platform for urban development at Blumenstrasse 31, has been in new premises and gained a fresh design since October 2020. Please feel free to drop by there and experience our work as attentively and committedly as to date.



Prof. Dr. (Univ. Florence) Elisabeth Merk, Head of the Department of Urban Planning and Building Regulation



Current planning and projects

Roof garden of the NEO hotel and office building in the "Baumkirchen Mitte" district in Berg am Laim, where around 560 homes are being built (overall development: CA Immo).



Collective and sustainable building – with an emphasis on wood



The Prinz-Eugen-Park in the east of Munich is remarkable in several respects: The new district with 1,800 homes is not only a successful example of the secondary use of a barracks site. The district also serves as a role model in terms of “collective building” – in addition to the municipal companies GEWOFAG and GWG, numerous other participants and cooperatives are involved in the project. And the southern section is home to the largest contiguous wooden housing estate in Germany.

The Prinz-Eugen-Park was planned with everyone in mind: There are apartment buildings and dense low-rise buildings, terraced houses and urban villas. These so-called clusters, which are designed for different social and income groups, are situated in the rear section of the site that spans almost 30-hectares. About half of the homes are being built as subsidised housing, while another 30 per cent are being developed as conceptual rental housing. Adjacent to the bustling Cosimastrasse, four-storey urban buildings with recessed roof levels shield the neighbourhood.

The Prinz-Eugen-Park is placing a strong emphasis on wood, as a renewable raw material. This ecological model settlement in the southern section consists of eight individual timber construction projects with a total of around 570 homes. The design and construction methods of the up to seven-storey houses set new standards in terms of climate protection and sustainable urban development. Compared to a mineral construction method, 30 to 60 percent of CO₂ emissions can be substituted, depending on the share of wood involved. Around 13,000 tonnes of carbon dioxide are stored long-term in the buildings. The design and construction of the individual houses is very diversified: This ranges from

a reinforced concrete skeleton with a timber-frame façade through to solid cross-laminated timber constructions, which also include the stairwells and lift shafts. The climate-friendly buildings have already been awarded: The “Der kleine Prinz” building consortium won the “HolzbauPlus” competition organised by the Federal Ministry for Consumer Protection, Food and Agriculture (BMEL) in 2020 in the “Residential single-family house new construction” category. GWG was acknowledged in the “Residential Construction Multi-Family Houses New Construction” category. The competition honours special achievements in building with renewable raw materials.

Award-winning houses in verdant settings

Prinz-Eugen-Park is a residential area surrounded by greenery. Biotopes, valuable grasslands and a population of old trees create a park like ambience, while cycle paths and footpaths criss-cross the grounds. The Maria-Nindl-Platz square forms the focal point, where shops and restaurants as well as a green area are located. In addition, there is a citizens’ meeting place with a senior citizen’s and service centre, opportunities for child and youth work as well as cultural events. In addition

A winding bridge is the trademark of the residential complex of the “gemeinsam größer” building association (agmm architekten + stadtplaner, Hable Architekten). Right side: The municipal housing companies GEWOFAG (pictured above; planning: Fink+Jocher, Pakula & Fischer Architekten) and GWG (below; planning: Rapp Architekten) are represented in the timber housing estate.



“We can be proud of the largest timber housing estate in Germany, which serves as a role model for many other projects in the city and far beyond.”

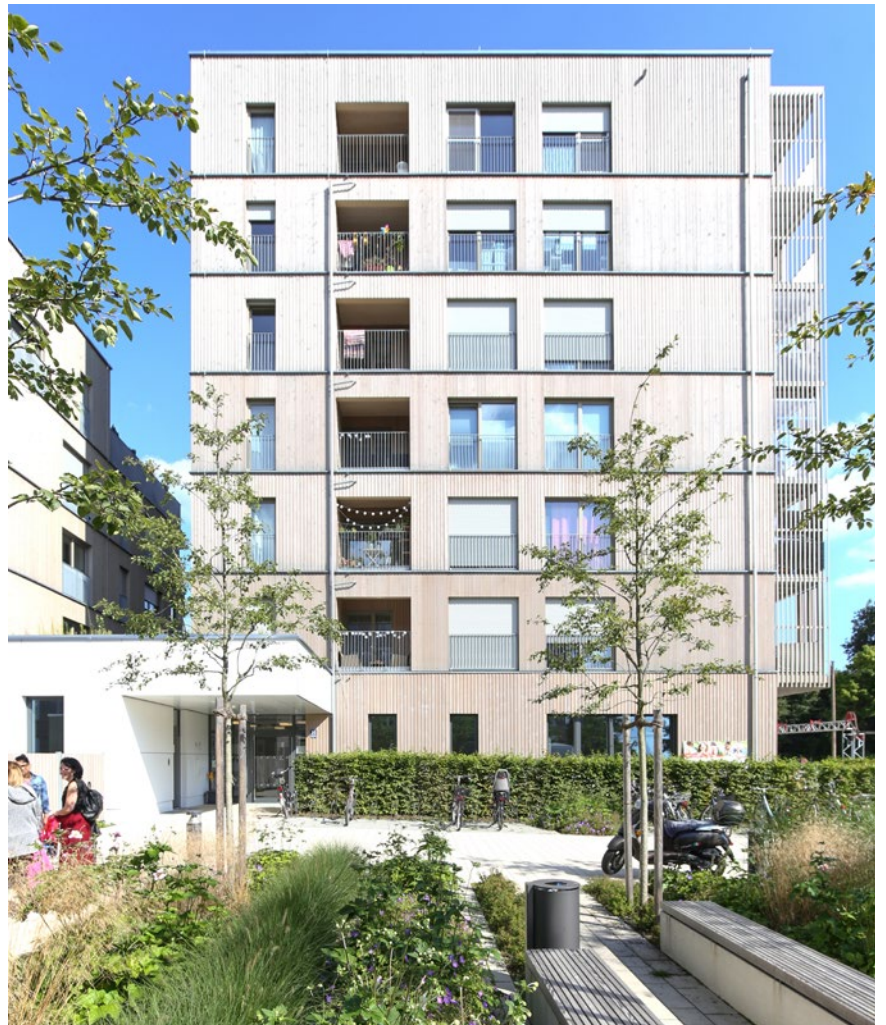
Ulrike Klar, Head of the Urban Redevelopment and Housing Department

to six day-care centres for children, Prinz-Eugen-Park has a primary school with three parallel intake classes, with a special feature: The swimming hall of the former barracks, built in 1976, was integrated into the plans for the new building. It is the only one of its kind in Munich with a so-called diving pot with a lifting platform for diving training.

**Another special feature:
The consortium**

The future residents were involved in planning right from the very outset. Community aspects play a major role in Prinz-Eugen-Park with its civic institutions and networked neighbourhoods. The consortium of land buyers is also highly diverse: GEWOFAG and GWG are active together with cooperatives, building associations and independent developers. The Jewish Community of Munich (Israelitische Kultusgemeinde) is involved with a project providing housing for senior citizens (“Seniorenwohnen”).

The site was purchased by the city of Munich back in 2005. The buildings of the former Prinz Eugen barracks were subsequently demolished. The Bundeswehr (German Armed Forces) had used the site since 1956.



The energy-efficient, inclusive urban development in the west of Munich



Freiham shows that forward planning clearly pays off. On the far western periphery of Munich, the city began buying land for a new residential district back in the days of Lord Mayor Hans-Jochen Vogel. Admittedly, what is now emerging half a century later to the north of Bodenseestrasse does not have much in common with the ideas of yesteryear. Freiham will be a neighbourhood aligned with the times: inclusive, with many parks and green spaces, sustainably planned and built. Totalling some 25,000 to 30,000 inhabitants and providing around 15,000 jobs, it is comparable to mid-sized towns like Starnberg or Weilheim.

Construction has been underway to the west of Aubing since 2016 – the education campus created by the building department is already finished and the first residents have moved in. However, it may take another 15 years before the entire area – which is the size of 250 football pitches – is completed and inhabited. The first section of Freiham Nord is scheduled to be completed in 2028.

Freiham, named after the nearby estate with a 17th century church, is setting new standards in terms of sustainability. The houses feature specifically compact, energy saving designs and are heated by geothermal energy – meaning natural hot water from deep in the ground that is pumped to the surface directly on site by the municipal utilities. Solar energy is to be used as optimally as possible so as to ensure climate-friendly electricity supply. The neighbouring Neuauubing housing estate from the 1960s is also included in the forward-looking energy concept.

Freiham is intended to reflect the diversity of Munich's urban society. The new district is planned so that everyone – regardless of age, gender, education or handicap – can easily get by and feel at home.

The idea of inclusion has been incorporated into the planning right from the very outset. Consequently, paths and squares are entirely barrier-free, and there are diverse types of housing for people with and without disabilities. The recommendations drawn up by the planners of the Department of Urban Planning and Building Regulations together with other municipal departments, experts and stakeholders range from orientation systems in public spaces and low-contrast lighting systems through to inclusive leisure facilities and a network of short routes. The Free State of Bavaria provided financial support in realizing this project.



A landscape park to the west

Freiham is to feature a larger and a smaller centre: The district centre near the Freiham S-Bahn station will be designed according to the open shopping principle and is scheduled for completion by 2024. A little further north, in the middle of the residential area, a neighbourhood centre rounds off the facilities. The Freiham South commercial area with larger shops is located to the south of Bodenseestrasse.

The Freiham North residential district, which is divided into two realisation phases, will be generously landscaped. There are several new welcoming green spaces, while existing ones are also included in the planning. A large landscape park is being created to the far west.



The framework plan for Freiham North (right) comprises two realisation phases (Hild und K Architekten, Sergison Bates, von Ballmoos Krucker, Studio Vulkan).

Urban life set between art and culture on Dachauer Strasse



Living and working in an artistic-creative environment – that is the aim of the planning for the site on Dachauer Strasse on the former location of the Luitpold barracks. The lively arts and culture scene that has already established itself there will set the tone in terms of style in the new urban district, where at least 820 homes will be built.

The Kreativquartier is intended to be decidedly multifaceted – but will be urban and highly engaging above all: In addition to housing, commercial, cultural, creative activities, shops, social facilities and an extension of the neighbouring University of Applied Sciences will all be accommodated on the site – parts of which are currently still disused. A park is to extend in the central section, connecting Dachauerstrasse and Hessesstrasse. This is also where the listed industrial buildings Jutierhalle and Tonnenhalle are situated, which are being refurbished for art and culture. According to a house-within-a-house concept, 60 spatial module units will be built into the Jutierhalle, which will primarily serve as studio and workspaces. Two of them are reserved for catering. The Tonnenhalle houses a 780 square metre hall plus catering and a backstage area. The upper floors will accommodate artists' dressing rooms, administration, a warm-up room, dance studios, a small hall as well as storage and technical areas.

In total, the Kreativquartier consists of four areas that form a large whole but can be implemented separately from each other. The so-called Kreativlabor is situated to the northwest of the Kreativpark Tonnenhalle and Jutierhalle. Cultural events have already been taking place there for some time and the

old halls are to be integrated into the new ensemble. A colourful urban mix is planned, including homes and retail offerings. The Kreativfeld is situated on the other side of Hessesstrasse on the site of the former Luitpold barracks. A total of 385 homes, a primary school and a house for children are being built on the site, which abuts Schwere-Reiter-Strasse to the north. The urban housing plots are tendered on a leasehold basis for building cooperatives, tenement syndicate-type housing projects and developers for rental housing.

The south-eastern sub-section on Dachauer Strasse has been named the Kreativplattform. The plans include the North Campus of the University of Applied Sciences, which is located on Lothstrasse, 385 homes, a primary school and a house for children. On the urban land, 30 per cent is reserved for subsidised housing, 30 per cent as rental housing according to the Munich model and 40 per cent as conceptual, in other words, as price-controlled rental housing. The entire Kreativquartier is planned according to the principle of sustainability: living, working, shopping and leisure in a compact space – this translates as short routes and therefore little traffic.

The Munich Urban Colab is also located in the Kreativquartier. The innovation and start-up centre for smart city solutions has been operational since April 2021.

A district with a strong character at the Ostbahnhof station



For decades, potato dumplings and mashed flakes were produced here – and then the nightclubs moved in. The industrial charm of the 38-hectare site near the Ostbahnhof train station has been preserved to this day. The concept of the Werksviertel specifically envisages an exciting coexistence of old production buildings, modern studio and loft structures. On the site where the almost 80-metre-high Umadam Ferris wheel currently stands, Munich's new concert hall will later be located.

Set off from the trendy district of Haidhausen by a short underpass, this vibrant, unusual neighbourhood is decidedly colourful. In terms of architecture there is also a great deal of variety: from the cafés and bars housed in old containers in the "Container Collective" to Werk 12, which was honoured as "best building of the year" by the German Architecture Museum in 2021, to the bright orange Werk 3, which was part of the former Pfanni-Werke and meanwhile even has sheep grazing on its roof. In fact, a number of buildings from the potato processing era have been preserved in the east of Munich. This also includes the silos, which today house a climbing hall, the Werk 1 building accommodating the start-up scene and the Pfanni-canteen, subsequently renamed as Nachtkantinecir, which is still featuring a restaurant.

In the Werksviertel, living, working, services, culture and leisure are all close at hand on a relatively compact area. Circumferencing a 1.3-hectare park at the centre of the district, 1,150 homes are being built in urban, five- to six-storey houses. A youth centre, three day-care facilities and a primary school are also planned. Accents are set by individual buildings ranging in height from 60 to more than 80 metres, such as Werk 4, which is strictly speaking the modern

extension of a potato silo which is now accommodating hotels.

The Werksviertel is designed to be open to all citizens and perceives itself as a meeting place for all kinds of people, but also as a place that inspires, promotes exchange and that can constantly reinvent itself and undergo further developments. There are workshops, art and concert spaces, loft offices, clubs, shops, bars and restaurants. The planned concert hall in the Werksviertel will be the home of the renowned Bavarian Radio Symphony Orchestra.

The Werksviertel is designed to be open to all citizens and perceives itself as a meeting place for a wide range of different people.

A lot of new developments are emerging around the Central Station



Change: This is the motto of the central train station district for the coming years. Surrounding Munich's central transport hub, planning and construction activities are underway in several places: The city is gaining a new Central Station (Hauptbahnhof), while the major "Elementum" development is under construction to the south, and the area of the Bavarian Broadcasting Company on Arnulfstrasse is also being redesigned. The general, revised planning of the disused track areas along the prominent track axis leading to the main station from the west is almost complete. The last component currently being discussed is the area of the parcel post hall on Friedenheimer Brücke.

The Central Station's terminal building, which dates from 1960 with its signature kidney-shaped canopy, was already largely demolished in 2019. A new reception building is being built there which will change the face of the entire environment. The station square as the entrance to the city centre will also gain a different design and be car-free: The City Council has decided to reduce the barrier effect in the direction of the Schützenstrasse / pedestrian zone. Moreover, the old Starnberger Flügelbahnhof (wing station) will also be replaced by a new building. A skyscraper topping out at just under 70 metres high will be constructed as a "landmark".

Located within sight of the main railway station, just on the opposite side of the Bahnhofplatz forecourt, the historic Hermann Tietz department store (Hertie) is to be rebuilt in keeping with its status as a listed building and "disconnected" from the adjoining 1970s extension to the east. The almost windowless block of the department store along Schützenstrasse will be completely demolished and replaced by individual buildings with attractive facades. Retailers, offices and gastronomy will be accommodated here. In future, the Karstadt department store, today still one of the largest in Germany with 36,000 square metres of sales space, will only feature its offer-

ings in the old building on Bahnhofplatz. The new, more open architecture will significantly enhance Schützenstrasse as the western section of the pedestrian zone.

South of the Central Station, on Bayer-Strasse and Paul-Heyse-Strasse, a modern, flexible and sustainable office building is planned to replace the aging Postbank Karree – the "Elementum". Large parts of the current building fabric will be retained for this purpose, while some of the demolition material will also be reused. The new building offering around 60,000 square metres of rental space will represent an example of forward-looking office architecture – with a well-thought-out energy concept and a richly planted inner courtyard that serves as an urban garden and is open to the public. Large trees will grow there, offering visitors a surprising perspective.

The green inner courtyard of the "Elementum" will be open to the public (left). Adjacent: The parcel post hall is to become a covered city square and cultural centre. Visualisations: Herzog & de Meuron.



The nearby area of the Bavarian Broadcasting Corporation on Arnulfstrasse is also being subject to new and revised planning. In March 2021, the City Council decided to draw up a development plan. Due to the fact that the public broadcaster is largely merging its radio, television and online editorial departments in Freimann, two thirds of the site will become available. The areas, which have not been accessible to the public so far, are to become an attractive district with shops, retail and gastronomy as well as a preferential address for companies active in the cultural and creative sectors. In this context, the Bavarian Broadcasting Corporation is planning a competition.

In recent years, the expansive railway tracks leading from the west to the main station have been transformed in many places from a backyard of sorts into an attractive entrance area to the city with a series of newly built districts – starting with Arnulfpark as the most

central building block, via the residential and business district at Hirschgarten to Paul-Gerhardt-Allee in Pasing and the business district at Hirschgarten to Paul-Gerhardt-Allee in Pasing. The last element in the upgrading of this formerly disused land no longer required for railway operations is the area surrounding the up to 30-metres tall parcel post hall (Paketposthalle). At present, a letter distribution centre is operational under the impressive vault roof. Deutsche Post, however, wants to vacate this location by 2023. Subsequently, a new, distinctive urban district with 1,100 homes and providing 3,000 jobs will be built on the 8.7-hectare factory site.

The parcel post hall was once used as a goods station. In future, it will become a civic and cultural meeting place and the heart of the new residential district. It is to be flanked by two high-rise buildings, which, like the entire master plan, were designed by the architectural firm Herzog & de Meuron and could well become recognized as landmarks.

As planning of this type concerns everyone, public participation is even more extensive than usual: Around 100 individuals, selected at random, submitted their criticism and suggestions on the extensive and complex project in a citizens' report. The procedure, which

is moderated by an external office, offered the opportunity for a creative and constructive discussion of the plans. To date, the planning envisages opening the listed parcel post hall – the world's largest cantilevered concrete prefabricated hall back in the 1960s – as a covered square. Inside, space for a stage, gastronomy and a gallery would be possible options.

The elegant high-rise buildings are currently being discussed and would each top out at a height of 155 metres according to the master plan. They are expected to accommodate homes, offices and a hotel. The ground and the top floors would be open to the public.

The entire neighbourhood is planned according to the principles of socially just land use, which provides for a fixed share of subsidised or price-reduced housing. The neighbourhood will be characterised by a clear commitment to ecology and sustainability. In order to reduce CO₂ emissions, a timber hybrid construction method is also being examined for the two towers.

The new reception building of the Central Station (Hauptbahnhof) will also accommodate the S-Bahn stop of the second mainline, which will run at some 40 meters underground here. An additional station is also being prepared for the new U9 subway line. Visualisation: Auer Weber

A sustainable model neighbourhood with a cooperative approach



A new urban district with around 1,800 homes and the necessary social infrastructure is to be built in the Eggarten settlement in Feldmoching. The neighbourhood has a model character – it is being developed sustainably, communally and with a generous allotment of green spaces. In addition to the homes, a primary school, several day-care centres for children, shops, a flexi-home and assisted living communities are planned.

The buildings of the new Eggarten settlement are to be grouped around small green courtyards and squares, arrangements that will align with the current structure. This is mainly characterised by small residential buildings and garden plots. In places, the new houses reach a height of up to twelve storeys, while many trees will remain in place.

The new district, bordering on the tracks of the DB Nordring, Lassallestrasse, Wilhelmine-Reichard-Strasse and the railway line between Nordring and Feldmoching, is easily accessible by public transport and will be designed to be largely car-free. The vehicles are accommodated in neighbourhood garages on Wilhelmine-Reichard-Strasse and Lassallestrasse. The design is by Studio Wessendorf, Berlin, and Atelier Loidl Landschaftsarchitekten, Berlin, who took the first prize in an urban planning and landscape design competition.

The settlement is to be given a very special character of its own. Consequently, structures for lively neighbourhoods and good coexistence and interaction have been planned from the start. Cooperatives have been instrumental in the deliberations right from the outset.

“Urbanity in green settings – we are gladly taking this apparent contradiction as a challenge. Modern urban planning must always also factor in green and open spaces as well as climate protection.”

Michael Hardi,
Head of urban planning

A lively neighbourhood centre with shopping facilities will form the centre-piece. Special consideration is given to nature conservation and species protection. The cool air currents that now pass through the area and have an important function for the urban climate will be retained as far as possible. An effective noise barrier buffers the railway operations on the nearby tracks. Sustainable mobility concepts will be supported.

In order to set down the ambitious goals, the project managers have drawn up a charter stating the following guidelines: Long-term secure housing for all, a green neighbourhood with its own identity, a lively district of short routes, a climate and environmentally friendly neighbourhood, a part of the mobility turnaround, as well as promoting communication, participation and self-organisation.

Today, the site is only very loosely developed. In today's land use plan, it is still designated as a commercial area and for railway facilities. A development plan is currently being drawn up.

In July 2020, the competition for the Eggarten settlement was decided. Studio Wessendorf and Atelier Loidl Landschaftsarchitekten, both of Berlin, took the first prize. Their design envisages a loose development interspersed with individual taller houses.

Framework planning and a wealth of new ideas



A somewhat drab four kilometres without a distinct beginning and end, and virtually no urban accents: In the long run, Wasserburger Landstrasse will not remain as it is today. This typical Munich arterial road – with a daily traffic volume of 25,000 to 31,000 vehicles – is to be upgraded in the medium to long term. The Department of Urban Planning and Building Regulation has developed three variants for the development of this land.

Specifically, this concerns the section from Bajuwarenstrasse in Trudering through to the city border with Haar. Here, the city wants to make an offer to the owners. There is certainly potential to be tapped, and given an overarching concept, the street could gain an urban rhythm in the form of future new buildings and conversions, resulting in an upgrading in the interest of all.

For strollers and cyclists, the current jumbled ensemble is not very attractive; there is a lack of urban accents, shopping facilities and welcoming places to spend time. Most of the houses on the street are one to two storeys high. Taller buildings could not only create a more coherent setting for this very wide street, but also contribute to shielding the Gartenstadt Waldtrudering settlement. At least five storeys plus a terrace storey set back would be expedient as a standard, while the transition to the rear buildings should be lower. Taller houses could set accents in prominent places. The cycle lanes are to be widened and the road space visually and ecologically improved. Avenue trees could be planted, and the existing green spaces could be connected to each other and upgraded.

Wasserburger Landstrasse is to retain its function as a major access and exit route. In redesigning this four-lane axis, the fact must be taken into account that the tramway, which currently still terminates at St.-Veit-Strasse, might be extended through to Haar in future. The further expansion of public transport is on the top of the agenda. Attractive cycling and pedestrian connections could provide further incentives for people to switch to environmentally friendly mobility. Wherever expedient, the ground floor zones should not be used for homes, but offer space for shops and gastronomy instead. In addition, the provision of social facilities is to be improved. The new concept for Wasserburger Landstrasse is to be understood as a framework for developments over the next 30 years, and as a cooperation offer for the many individual owners. No one is to be relocated and the preservation of the TSV Waldtrudering sports facility is secured.

Extensive public participation took place in the winter of 2020/21. In February 2021, the City Council approved the framework planning, and the Department of Urban Planning and Building Regulations is currently examining the preparation of corresponding development plans.

In April 2021, the City Council passed a resolution on the preparation of future development plans on Wasserburger Landstrasse. Spanning 26-hectares, the area is divided into the sub-areas of Trudering Park, Truderinger Linse, Friedenspromenade with Riemer Park, the Waldtrudering Garden City and the Waldtrudering Neighbourhood Centre. Framework planning: Nuyken von Oefele

From military location to urban district



National urban development project, EU model district for concrete recycling, subject of a city-wide renaming competition: The Bayernkaserne barracks in the north of Munich are undergoing a spectacular transformation from dreary military buildings to an urban residential district with generous green spaces and good transport connections as the new centrepiece of Freimann. One day, the 48-hectare site will be home to 15,000 people. As it will be considerably more densely built up than the surrounding neighbourhoods, it will have more of an inner-city flavour rather than suburban character.

The “Urban Area” category, newly introduced into the Building Use Ordinance, is being applied on a larger scale for the first time at the Bayernkaserne. This means: shops and restaurants on the ground floor zones, while homes will only occupy the floors above. This mix makes for attractive strolling areas and thereby an appealing urban ambience. The award as “National Project of Urban Development”, combined with 1.47 million euros of funding, proves the innovative approach of the planning. Particular importance is attached to a community-oriented flair, i.e. to harmonious interaction between the future residents. The district management set up together with the neighbourhood’s stakeholders underlines this approach. The name of the new city district will be determined in a naming competition.

In addition to the approximately 5,500 homes, the site is to accommodate day-care centres for children, two primary schools, a grammar school, a special school and a music school, along with the associated sports facilities. In addition, there are social facilities such as a senior citizens’ centre, a youth leisure centre and a venue for neighbourhood meetings. Thanks to a large supermarket and several other

shops people can do their shopping in their own neighbourhood – saving trips to the city centre or other shopping locations and thereby reducing traffic volume.

A rectangular street system is planned, while the residential buildings will feature attractive inner courtyards. A city park, a central square and two smaller squares are envisaged. A landscaped route, the “Magistrale”, is planned across the neighbourhood for the extension of the tram that now still terminates in Parkstadt Schwabing. The square, which for decades formed a kind of barrier between the Euro-Industrial Park and the residential area at Carl-Orff-Bogen in the far north, will now be accessible to all.

Concrete recycling is making an important contribution to sustainability: The material from the old barracks buildings is sorted directly on location and partly reused in the new buildings. The site is a model area of the “URGE” EU project of the circular economy for the construction industry: A group of experts is working on a concept so as to use the experience gained for all future construction projects in the city.

Classrooms with a view of green surroundings: This is how the southern school site will look one day (left). Right: the town square from above.

Climate-neutral, innovative, lively – a new district is emerging



This is a project for the future, on one of the last large remaining settlement areas: the new district in Munich's north-east, situated to the east of Daglfing, Engelschalking and Johanneskirchen. When all of the sub-sections are realised, a new home for up to 30,000 Munich residents could be created. Moreover, up to 10,000 new jobs are to be provided, of which 2,500 will be in schools, day-care centres and social institutions alone.

The winning design in the ideas competition envisages that around 300 of the total 600 hectares will be redesigned and subject to new planning. This comprises built up areas, green and open spaces, traffic routes and a lake. The remaining 300 hectares will continue to be available for agriculture, as ecological compensation areas and for equestrian sports. The design envisages an attractive urban ensemble and, thanks to its modest land consumption, will also allow for very generous green and recreational areas. Eight sub-sections are a possible option, which can be implemented step by step.

Decidedly high demands have been made on planning: A contemporary district offering sophisticated architecture, a high quality of life as well as rich greenery and landscaping will be created. The district will be characterized by urban density, i.e. with shops, cafés, restaurants and strolling areas, but also by cosy meeting areas and generously dimensioned green zones that separate the individual residential areas from one another and enable clearly arranged neighbourhoods with an independent character.

In parallel, the Department of Urban Planning and Building Regulations will develop a social use and supply concept. The specifications for the ideas competition already comprised a district cultural centre, youth centres and neighbourhood meetings. The district centre, the initial development, will be particularly intensively used and is located on a lake that is being newly created. The targeted urban mix enables a city of short routes and calls for good connections to the rest of the city: An extension of underground line 4, possibly even with a continuation on to Messestadt, and new tram routes are being investigated. With regard to the four-track extension of the Daglfing – Johanneskirchen railway line, the city is campaigning for a tunnel solution.

Ambitious planning goals have been defined for Munich's north-east. The new district is designed to be climate-neutral, ecological, with generous space for cyclists and pedestrians, as well as generation-friendly, family-friendly, social, lively and colourful. Continuous public participation should ensure that the new district is aligned with the interests of the people of Munich. An ombudsman's office is planned for property owners. The aim is to collectively develop a new district together with all the relevant stakeholders.

The visualisation by the first prize-winner of the ideas competition, the offices of rheinflügel severin together with bbz landschaftsarchitekten, illustrates what Munich's north-east will look like in future.

A district is being made fit for the future



About 50 years ago, Neuperlach ranked as the largest housing development project in West Germany at the time – an architectural vision of a car-friendly overflow city on the urban periphery. While a lot of things from back then are still quite viable today, some adaptations to today's requirements are required. With the help of urban redevelopment and an integrated action area concept, the “city of modernity” is to become a sustainable city of the future – an update for higher quality of life and social cohesion, without endangering the specific character of Neuperlach.

Neuperlach is a large housing development and home to around 55,000 people. A homogeneous structure with partially densely built-up areas and strict, massive structures, but also generous greenery characterise the district in Munich's southeast. Pictures on the right: Framework plan for Neuperlach (draft from July 2021), including green spaces to be created (bottom), mobile district management by the Munich Society for Urban Renewal (MGS, Münchner Gesellschaft für Stadterneuerung), is active at various locations (top).

Since 2019, an interdisciplinary planning team under the auspices of the Department of Urban Planning and Building Regulations has been taking an in-depth look at Neuperlach and the neighbouring areas of Perlach and Waldperlach. In addition to the integrated action area concept for the entire space, a 500-hectare area at the heart of Neuperlach is being examined in greater detail within the framework of preparatory studies. The preparatory studies are anchored in legislation and are a prerequisite for formally designating part of Neuperlach as a redevelopment area and receiving urban development funding.

None of this will work without the knowledge and participation of local citizens. The first in a series of participatory activities was a workshop-style event held in February 2020, at which around 200 participants shared their suggestions, wishes and needs revolving around life in Neuperlach. Instead of large events – due to Corona – there was a broad online survey and targeted smaller activities, including those for younger neighbourhood residents. The topics of public open spaces, networking and mobility, energy and climate adaptation, the housing and living environment, strengthening identities, Neuperlach togetherness,

urban design, local economy and employment as well as redevelopment activities were discussed.

In February 2021, the first interim results of “Neuperlach: Fit for the Future!” were unveiled. The existing public open spaces, such as the Ostpark, for example, still hold some potential for enhancing this important recreational area. An additional result: The existing streets, which at the time were generously dimensioned for the car-friendly “city within the city”, can be made safer and more lively. To further develop the district in a climate-neutral and sustainable manner, energy refurbishments or a decentralised energy supply can help. The development and strengthening of the district centre on the centrally located Hanns-Seidel-Platz is another important component.

At the end of the process, the integrated action area concept and the integrated urban development concept will serve as “manuals” for the further development of Neuperlach and its neighbours. The concepts were developed by the Department of Urban Planning and Building Regulations in close cooperation with urban administration, policymakers and the general public. They contain the goals,



plans and measures for the future of the district and help to steer developments in a multidisciplinary manner.

Urban redevelopment and regeneration

Since 1976, the City of Munich has been actively involved in urban redevelopment projects. In addition to the ongoing investigations in Neuperlach, there are seven redevelopment areas: Aubing-Neuaubing-Westkreuz, Moosach, Ramersdorf-Berg am Laim, Trudering, Ortskern Ramersdorf (Central Ramersdorf) as well as Pasing and Giesing, the last two up until 2021. In addition to the “Socially Integrative City”, which has been continued in the “Social Cohesion” programme since 2020, the “Living Centres” and “Growth and Sustainable Renewal” funding programmes are also being pursued. The total amount of urban development funding approved for Munich in 2020 stood at around 6.7 million euros, comprising subsidies from the Federal Government, the state and municipality. In all areas, Münchner Gesellschaft für Stadterneuerung (MGS) is active as redevelopment trustee and has featured as a strong partner for around 40 years.



More green spaces, greater sustainability and more affordable housing



Colourful, social, sustainable and forward-looking: This is how Moosach is to be shaped and designed in the coming years with the help of the people who live there. Since early 2021, a 195-hectare section of this district has been designated as a redevelopment area. There, numerous measures can now be supported with funds from the “Social Cohesion” urban development programme, as well as from government, state and own municipal subsidies.

The redevelopment of the housing estates from the 1940s to the 1960s represents one of the major challenges in Moosach. In terms of energy, these buildings are no longer up to date. New standards are to be set in this area by the GWG and Sparkasse housing estate to the west of Dachauer Strasse, where an energy-efficient neighbourhood concept is being drawn up. The existing development will be carefully expanded and further developed – for more affordable housing, better local amenities and strong social coexistence. In addition, an sustainable local mobility concept is being devised. The project will be based on an urban planning and open space planning competition.

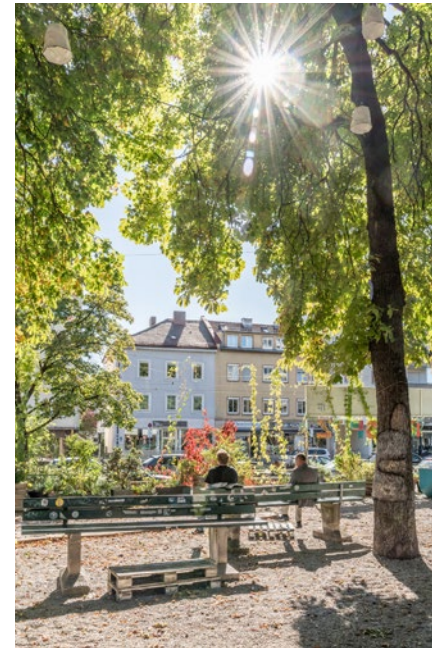
The district centre (Stadtteilladen) at Dachauer Strasse 270b is offering energy consultation services for private customers. Since 2019, urban district management has been located there as a contact point for all questions regarding urban redevelopment – acting as an interface between the Department for Urban Planning and Building Regulations, the Munich Society for Urban Renewal (MGS), the local protagonists, as well as the district committee and citizens.

Moosach has many typical qualities and places that make the district livable and lovable – and should be strengthened accordingly. Take, for example, the area around the historic St. Martin’s Square. Another focus is on the “green network” of public open spaces within the area and its direct surroundings. The first project supported by urban development funding was the upgrading of Amphion Park (realisation: Building Department). Additional urban redevelopment focus areas will comprise the Westfriedhof cemetery, the allotment garden area and the multi-storey housing development east of Feldmochinger Strasse and the new neighbourhood centre at Moosach railway station.

Within the framework of the preparatory studies, the area was examined regarding deficiencies, existing qualities and possible potentials. The citizens of Moosach were intensively involved in the process and encouraged to participate. This resulted in an integrated district development concept that coordinates and bundles goals and measures – an important foundation for implementing these later as part of a holistic approach.

Assisted by the urban redevelopment unit, among other things, the important social function of Moosacher St.-Martins-Platz as a meeting place is to be strengthened.

Some 15 years of urban redevelopment revolving around Tegernseer Landstrasse



More than 15 years of successful urban redevelopment – at the end of 2020 the district management withdrew from Giesing. Whether it's new meeting places, more attractive green spaces or the residential development on the former Agfa site – the citizens of Giesing benefit from the many projects and have meanwhile grown a bit closer together in their district. The measures were supported by the "Socially Integrative City" urban development programme.

For a long time, the eleven-hectare enclosed commercial area of the former Agfa site had a major dividing effect. With the support of the urban redevelopment unit, the new Agfa-Park residential district has been built there. It features an open design and a large green area that links up to the Weisenseepark and the adjacent "Katzenbuckl" by way of an elongated playground area. This play and recreation area, which is popular with the citizens of Giesing, was upgraded and partly redesigned with their participation.

The "Giesinger Grünsplatz" has been created between Tegernseer Landstrasse and Martin-Luther-Strasse. Where second-hand cars were once offered for sale under chestnut trees, concerts and flea markets are now taking place. There is a small kiosk-café and raised beds for gardening. The Stadteilladen (District centre) is directly opposite, which for many years acted as the central contact point for the district management of the Münchner Gesellschaft für Stadterneuerung (MGS) in Giesing. It will continue to be maintained as a social neighbourhood meeting place.

With the Pöllat-Pavilion, a larger social centre has been created on Mittlerer Ring by GEWOFAG.

In addition to a neighbourhood meeting place, a family and counselling centre and mobile day care for children, there are shared flats for formerly homeless women as well as practice rooms for musicians. The adjacent green space has been upgraded and is protected from the traffic noise of the Mittlerer Ring by a futuristic-looking wall.

The four-lane Mittlerer Ring is a considerable barrier for residents. In order to improve its crossing, the undercrossings have been upgraded and redesigned for barrier-free access. In addition to specific building projects, many socially integrative projects geared to promoting social and cultural life in the district over the years were funded, including the popular "Ois Giesing!" culture festival.

Since 1999, the City of Munich has participated in the "Districts with Special Development Needs – Socially Integrative City" programme (since 2020: "Social Cohesion"). It is intended for areas that are disadvantaged by comparison with other districts due to their social structure, lack of jobs, outdated building fabric, insufficient infrastructure as well as urban development deficits.

New places to get together in Giesing: the highly frequented Grünsplatz (right) and the Pöllat-Pavilion with its noise barrier at Neuschwansteinplatz.

A synthesis of the arts on the way to becoming a World Heritage Site



When hosting the cheerful XX. Olympic Summer Games in 1972, it formed the great centre stage: Munich's Olympic Park. This synthesis of the arts comprising architecture and park landscape is an example of successful subsequent use and a popular place for everyone. To this day, the Olympic Park still sends out the clear message according to which it was built for the citizens of Munich: cosmopolitanism and democracy. The nomination as a UNESCO World Heritage Site is intended to highlight its significance to an even greater degree, and the application is currently underway.

The Olympic Park's application for inclusion in the UNESCO World Heritage List undergoes three stages. At the Bavarian governmental level, an important hurdle was cleared at the end of September 2021, thereby reaching the national level. The Council of Ministers had decided that the Free State of Bavaria would pass on the proposal to nominate the Olympic Park as a UNESCO World Heritage Site to the Conference of Ministers of Culture. There, the proposal will be evaluated and, if all goes well, will be included in the German proposal list for the next ten years. Incrementally, these proposals are passed on to the World Heritage Centre in Paris, which decides whether to include them on the UNESCO World Heritage List – and the Olympic Park could be among them in a few years' time.

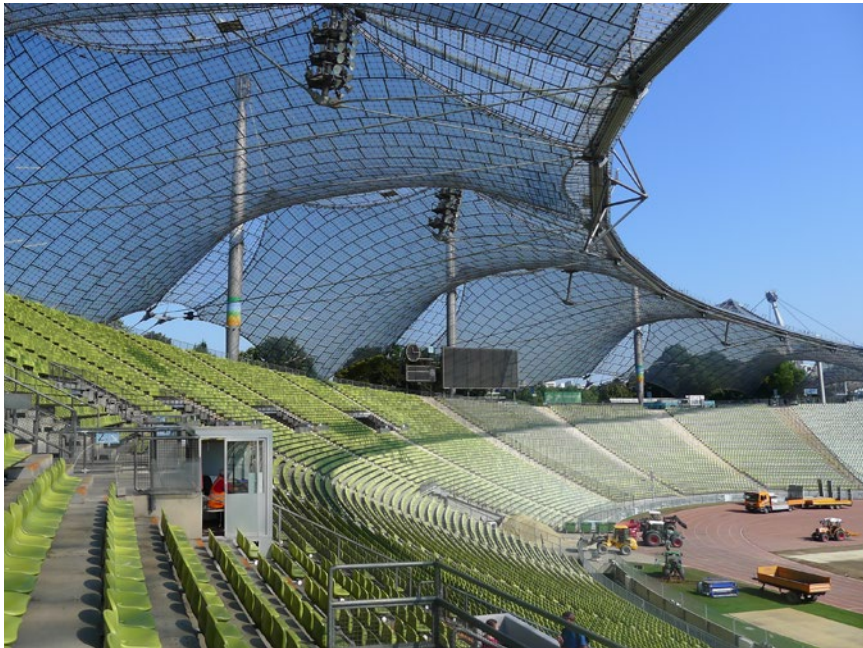
Dr Hans-Jochen Vogel (†), Munich's Lord Mayor at the time, was quickly able to convince the City Council of the idea of bringing the Olympic Games to Munich. After being awarded in the spring of 1966, the city decided on Oberwiesenfeld as the location.

In 1967 the architectural office Behnisch und Partner with Günter Behnisch, Fritz Auer, Karl-Heinz Weber, Erhard Tränkner and Winfried Büxel

emerged as the winners of a competition for the site. The expertise of the architect Frei Otto and the civil engineer Jörg Schlaich was called on for the realisation of the floating tent roof construction. Günther Grzimek was brought on board for the landscape planning. The visual appearance was created by a team under the auspices of the graphic designer Otl Aicher.

The value of the Olympic Park has been recognised for Bavaria since its addition to the list of monuments in 1998. In 2018, the City Council voted in favour of applying for the UNESCO title and commissioned the Department of Urban Planning and Building Regulations with the preparation. Subsequently, the residents and neighbours of the Olympic Park were informed in greater detail about the planned application at an event held in Milbertshofen. At the end of 2019, an international conference organised by the German National Committee of ICOMOS and the City of Munich confirmed the significance of the Olympic Park in an international comparison.

The Olympic Park is a synthesis of the arts: Once modelled from ten million cubic metres of war debris from a bombed-out Munich, it remains a symbol of cosmopolitanism and democracy and of major architectural and sporting historical significance. By 2023, half a billion euros will be invested in ensuring the structural safety of the buildings in the central area.



Dr Hans-Jochen Vogel at a special session of the City Council in front of a model with an earlier design for the Olympic Park. Left: The world-famous tent roof is a vision of organic building that became reality.

Design manual and framework plan

The city continues to develop – and so does the Olympic Park and its surroundings. A framework plan serves as a guideline for all planning activities in and around the park. The aim is to secure the outstanding qualities and beauty of the park over the long term. In 2015, the Department of Urban Planning and Building Regulations developed a design manual to preserve and maintain the Olympic Park as a synthesis of the arts in its symbiosis of architecture, landscape design and visual communication. In addition, a park maintenance document by the Department of Public Construction formulates guidelines for the care and use of the park in accordance with conservation practice.

The summer of 2022 will mark the 50th anniversary of the Olympic Games and Munich will celebrate this anniversary appropriately. Among other activities, the celebration will be part of the annual exhibition of the Department of Urban Planning and Building Regulations in the Town Hall Gallery.

Design with a clear attitude: The Olympic Park was planned as an organic architectural and park landscape with generous space for development (concept from 1967, bottom right).



Munich's trees are of vital importance!

A public relations campaign for stronger tree protection in the city



Trees provide shade, purify the air and attenuate traffic noise. They provide a habitat for many animals, feature as valuable visual elements, while improving the city's climate. With its "Munich's trees are important!" campaign, the Lower Nature Conservation Authority would like to sensitise developers and planners in particular to the essential significance of trees and inform them about advisory services, initiatives and funding programmes.

Munich's oldest tree is more than 300 years old and is situated in Gern (large picture). Extensive measures were necessary to preserve the 23-metre-high lime tree – a natural monument. Trees are also important habitats for animals, for example for Kasimir, the owl that lives in Nymphenburg Palace Park (adjacent).



The kick-off for the tree protection campaign was in the autumn of 2020 at the Building Authority's advice centre at Blumenstrasse 19, where experts answered questions about building and tree protection. Large banners in shop windows drew attention to just how valuable, diverse and beautiful Munich's trees are.

The "My most beautiful tree" photo campaign is a key component, in which Munich residents can submit their favourite tree and the story they associate with it for publication on muenchen.de/plan and help in raising awareness of these valuable green resources.

According to law, "building law takes precedence over tree protection". In many cases, however, alternative planning solutions that can preserve valuable trees are at hand. There are examples of new buildings that are in harmony with the tree population and provide protection accordingly. In future, these examples are to be documented in a brochure so that they can serve as role models for others.

In July 2021, the City Council adopted another range of support and protection measures. The "Boundary Tree Initiative" advocates planting more trees on neighbouring property boundaries. And by way of the "Pro Tree" initiative, voluntary tree planting in the private sector is to be promoted. The search for new tree locations, especially in public spaces, is another key component. Cases in which felling is approved, for example because the tree is diseased, and a replacement has been stipulated, will be subject to greater scrutiny.

Particular tree specimens may eventually make it onto the list of natural monuments and will thereby be subject to special protection. Munich recently gained an additional 22 natural monuments. To this end, the Lower Nature Conservation Authority has professionally assessed and comprehensively examined proposals from the ranks of the district committees, the nature conservation associations and committed citizens.

"The sooner you do the planting, the longer you'll enjoy more greenery!"

Astrid Sacher, Head of the Lower Nature Conservation Authority

Climate-resilient districts in a growing city



From the urban layout of buildings to protecting and securing large trees and on to the specification of roof gardens and the greening of façades: In pursuing the “Green City of the Future” research project, the City of Munich, together with partners from science and research, is investigating how climate adaptation measures can be effectively anchored in structural concepts, competitions and development planning.

Focusing on selected neighbourhoods, the project analyses what effects green spaces and bodies of water have on the microclimate, as well as how they can be improved and integrated into planning at an early stage. This is important for a growing city like Munich due to the fact that the existing density and surface sealing additionally aggravate problems such as heat and heavy rain. Climate change means that summers are hotter and drier, while extreme precipitation events are on the rise. The city must prepare itself for the consequences of climate change.

At the same time, however, housing must also be created. The research project combines both approaches. The project also includes socio-scientific surveys on open space behaviour and the motivation of owners and entrepreneurs to green their properties and their surroundings. The research project kicked off in October 2018 and will be funded by the Federal Ministry of Education and Research for five years within the context of the “City of the Future” flagship initiative.

Additional funding projects

“JUST Nature – Activation of nature-based solutions for a just low carbon transition” is another project on climate adaptation. Funded by the European Commission, Munich is participating along with five other cities. Innovative, nature-based solutions for better urban climate adaptation will be developed by 2025, establishing, for example, “green spaces” or other open space interventions. The focus will be on the open space district concept for the city centre.

From 2016 to 2019, the LOS_DAMA! EU project (“Landscape and Open Space Development in Alpine Metropolitan Areas”) was dedicated to the landscapes of the Alpine region on our doorstep, which are often perceived as “inconspicuous”. The aim was to secure and develop livable open spaces in the increasingly densifying urban regions.

The aerial view of a residential area at Hirschgarten shows how versatile green infrastructure can be. This ranges from parks to green axes in residential areas and on to large trees and green roofs, which have an important function for the urban climate.

More space for people in the city centre



Munich's city centre is to become significantly greener, and more attractive and welcoming as a place to spend time. That is the goal of the open space district concept. In the future, there will be more trees, more seating, fewer parking spaces and new open spaces in the city centre.

The historic centre is undergoing major changes. Here, the density, the multitude of different uses and the liveliness of urban life are particularly conspicuous, while free space is at a premium. Moreover, the city centre is an important part of Munich's identity. The various open spaces form the framework in this context and are also important for a pleasant urban climate.

With the open space district concept, conceptual framework planning is being developed that forms the basis for individual developments. The "Historic Green in Munich" study created an important foundation in this context. In developing the concept, it will be examined where changes are possible and how the existing open spaces can be qualified and upgraded. These are welcoming spaces, free of commercialism that convey identity, where people can slow down, cool down and regenerate.

The open space district concept is closely linked to the master plan for a "car-restricted" historic centre: Here, vehicle traffic and above-ground parking spaces are to be reduced in order to create more space for pedestrians, cyclists and public transport. Sendlinger Strasse has already been converted into a pedestrian zone, while other streets will follow. In addition, there are new

parking regulations, intelligent city logistics concepts and measures to promote cycling, such as the Altstadt-Radring cycle route. Over the long term, all of these measures are intended to contribute to the traffic turnaround and elevate the quality of life in the city.

Summer streets and parklets

The "summer streets" show what is possible when vehicles are banned from the streets for a while: launched as a pilot project in 2019, these streets are now an integral part of Munich's traffic planning. In the process, street spaces are transformed into new recreational areas during the summer months – for consumption-free encounters, play and exercise close to home – and are especially valuable in times of the Corona pandemic.

Parklets are another option to reuse public space and the available areas in new ways. As opposed to the so-called "Schanigärten" (street gardens) of the catering trade, they do not serve a private purpose, but enhance the quality of outdoor activities. Parklets are usually wooden temporary fixtures that – placed in parking bays – extend the pavement, providing seating, or space for flowers, shrubs or bicycle racks.

Situated at the heart of the city centre: the Promenadeplatz adjacent to the Hotel Bayerischer Hof



“Munich’s city centre should remain an identity conveying district, climate-neutral and provide open space for everyone. The open space district concept offers the opportunity to further develop these goals across disciplines.”

**Andrea Gebhard,
Landscape Architect**

Parklets provide small green oases in the middle of the city!

City centre concept

Creating continuity and enabling change: This sums up the goal of the Munich city centre concept. It was first developed in 1989 and was updated in 1991, 1996 and 2006 – with the next update due in 2022. The urbanity of the European city with its mix of uses from commerce, trade, work, living and culture is to be preserved so that the city centre remains an essential identification space for urban society in the future. The focus is on diversity of uses and quality of stay.



Bringing more space, more encounters and more neighbourliness into the city: This was the aim of the seasonal urban spaces created in the summer of 2019. In the Westend district, for example, car parking spaces were converted into meeting places (picture below). The seasonal urban spaces were repeated in 2020 and 2021 in the form of summer streets. Picture above: Opening of the summer street in the Südliche Auffahrtsallee in 2021.

"We need to discuss the value of public space a great deal more."

Interview with the Head of the Department of Urban Planning and Building Regulation, Elisabeth Merk and Mobility Officer Georg Dunkel



Munich's mobility of the future should be efficient, reliable and climate-neutral. To this end, the Head of the Department of Urban Planning and Building Regulation, Elisabeth Merk, and Georg Dunkel, who was Head of Transport Planning in the Department of Urban Planning and Building Regulation before taking up his post as Mobility Officer, have jointly set the course for many things to come. In an interview, they look back and cast a glance into the future. The interview was held in June 2021.

In recent years, the two of you have achieved a great deal together. What were the biggest milestones?

Georg Dunkel The biggest milestone for me was that we developed an image for the future of mobility with "Modellstadt 2030" (Model City 2030). Consequently, the issue gained so much momentum towards the end of the last term that we were almost overrun with City Council resolutions. The bicycle referendum and the "car-free historic centre" are worth mentioning, but also the many wishes for the expansion of public transport.

Elisabeth Merk That's right! We have relaunched the "Mobility Plan for Munich". And "Model City 2030" shows that you can achieve a great deal for public space with parklets and other

small measures. For me personally, the "car-free historic centre" was the toughest issue. We had a lot of discussions. And we succeeded in the end.

Was there anything that didn't go as you expected?

Elisabeth Merk Well yes, everything could go a lot faster. The plans for the Tram-West tangent were already on the table when I took office in 2007. I find it difficult that we did not achieve this any sooner, although this was also due to forming the necessary political resolve.

Georg Dunkel Our pace is always the biggest problem for me, too. The Tram-West tangent is the prime example. In principle, the decision was made back in 1991, but today we still don't have

these trams on our streets. It is not only a question of forming political resolve, however, but always also a financing issue. We don't have the funds for the big measures. We may promise a lot, but we have to find new financing instruments very quickly. Otherwise, we will be experiencing a few disappointments in the coming years.

We are here at Holzplatz in Glockenbachviertel, where a summer street is to be set up this year, in other words, a play street with space for people to stroll and relax. Why is the reallocation of public space so important?

Elisabeth Merk I believe that we have to bring new qualities into the existing city and not only into new building districts – the former being much more difficult. But once we start redistributing space courageously, we do come up with good solutions relatively quickly. We gain more quality of stay and achieve climate relevant results. One salient example is the open space district concept for the city centre. In the historic centre alone we still have 2,200 above ground parking spaces, some of which could be used differently. And there are also many cars parked here at Holzplatz. If there were a playground or water for air-cooling instead – that would be fantastic!

In Munich, vehicle registration figures continue to rise, despite the climate debate. How do you get people to start thinking differently?

Georg Dunkel We need to discuss the value of public space a great deal more. And then find ways to accommodate the cars, which occupy an area of ten square metres each for 23 hours a day. This will affect private areas more; parking will have to become more expensive and there will be some discussions and political decisions. In parallel, we will be getting very many new sharing offers in the next few years, so that whoever happens to need a vehicle can also borrow one. Public transport will be significantly improved. With these developments, we hope that people will start thinking more intensively about parting ways with their car or second car, or at least not buying a new one.

Keyword improvements. The Altstadt-Radring cycling route is being built right nearby. And in other respects, too, a lot has happened in terms of cycling in recent years. Will Munich become a cycling capital after all?

Georg Dunkel I would like all cities in Germany, Europe or ideally even worldwide to have the right framework conditions for good cycling. With the

course we have now embarked on – implementation of the “cycling decision” (a referendum which decided to promote cycling more), fast connections and many other measures – the infrastructure for cyclists will improve so massively in a few years that we will be seeing significantly more bicycles on the streets. But there will also be changes in terms of automobile traffic, and we have to be honest about this.

Let's take a look at the historic centre – what is your vision for the historic centre in 20 years?

Elisabeth Merk Definitely greener! If only there were a row of trees instead of parking spaces in a few places, we would have good ventilation and a great deal higher quality of stay. In addition, the historic centre should once again become a central meeting place, an “agora” in the classical sense – with attractive cafés and with places without the need for people to consume. Another big issue is the change in the structure of use: We should not only be bringing in the big retail chains, but also more culture, education and start-ups to the heart of the city. For me, that is part of the claim to integration and social justice. After all, the big retail and fast-food chains have managed to attract masses of people

Elisabeth Merk

“Once we start redistributing space courageously, we do come up with good solutions relatively quickly.”





Georg Dunkel

“Carpooling and home offices are two huge levers to come to terms with traffic problems.”

from our entire society to the centre of town, also from the outskirts. The McDonald’s restaurant on Stachus is the most highly frequented branch in Europe.

Georg Dunkel There is, however, one downside: With all the uses, we also have to consider supply and disposal issues. Look at the efforts made in the pedestrian zone every morning to deliver goods to all the shops ... So we won’t be completely car-free anyway. Online retail will continue to grow and I don’t want to hear the argument any more about having to drive into the city centre to get a new ironing board. Commerce and retailing must develop solutions so that the ironing board comes to my home.

The City2Share project was also about logistics. What was this all about?

Georg Dunkel The project was outstandingly successful. Right next to Holzplatz, we made an area of street space available for UPS parcel service to position a container. From there, the parcels were delivered on foot, by handcart or by cargo bike. It was a win-win situation for everyone: The drivers were received far friendlier by their customers because there was no vehicle getting in the way. They were faster and they were fitter. UPS is now desperately looking for more such locations. But we will rather have to find areas on private land: Supermarket car parks and new buildings are more ideal than public space. At Georg-Kronawitter-Platz, for example, such containers will go straight into the new garages. There should be more of that.

Elisabeth Merk Yes, we have to rethink the use of the existing structures in the city centre and sort them differently.

Where else do you see a need for action?

Georg Dunkel We have to do a much better job of creating the “city of short routes”, especially in the suburbs. In the city centre the offers are already very good, here we should just manage with fewer parking spaces in the public areas. But the historic town is not the prototype for the entire city of Munich.

Elisabeth Merk I am a fan of the one-third theory: We will continue to need a third of the current traffic volume due to logistics, supplies and various other reasons. We have to organise a third of the transports in a fundamentally different way. And one third can be reduced in the short term. Once I have done that, I can think one step further. Then I can expand the scale from the neighbourhood to the city and from the city to the region. There are enormous commuter flows in the greater Munich area. If we didn’t have them, we would have achieved one third less traffic a long time ago.

What if people would no longer commute by car but by other means of transport?

Elisabeth Merk People have different habits. I can understand if working parents with three children prefer to do their shopping by car rather than by cargo bike. My appeal is directed more towards the companies with many employees. They should shape forward-looking mobility concepts together with us.

Georg Dunkel Exactly! In addition to the political pressure, their own suffering is often not yet great enough. Munich is supposedly the traffic jam capital of Germany, but despite of this, I can get from A to B by car at almost any time of the day or night much faster than with many other means of transport. You can see it in the parking fees and other things: automobiles are still subsidised. Many companies are already setting a good example by offering very favourably priced job tickets for MVV public transport instead of parking spaces. But you have to do a great deal more.

In rush-hour traffic, the occupancy rate of a car is still 1.1 to 1.2 persons. Would carpooling be a sensible approach?

Georg Dunkel Definitely. We have to intercept people outside the city. We need central points situated around the city from where people can carpool or take buses into the city. It doesn’t always have to be the S-Bahn urban railroad, we have to find complementary systems. And there is still room for improvement in the occupancy rate of the cars. We learned something interesting from the Corona period: If we worked from home one day a week in the future, that would yield a 20 per cent reduction in traffic. This is something we should continue to do, at least in part, in order to cope with traffic problems. Carpooling and home office are two huge levers.

Elisabeth Merk This would mesh well with our neighbourhood approach. We have been accused again and again: Why are there so few cultural offerings, so few shops and restaurants in

the urban districts – these are purely dormitory towns. And, of course, that was also due to the fact that people were elsewhere during the day. If one third stays at home in each rotation, this is a critical mass that would make pubs, restaurants and various venues more economically viable. And enable better mobility concepts. You have to think of how things connect and implement them together. Then you'll see what works and what doesn't.

This could be more difficult in the surrounding regions.

Elisabeth Merk Here, too, it is important to create offers in the right places. Which means that there is not just a bus terminal, but that there is a contact point where mobility is interlinked with other uses. If things can be done en passant, then people will also take up on the offers. We are talking about the leap into large-scale urban and regional developments. This needs to be taken care of in the same way as a single cycle lane. To achieve all this, we need the Free State of Bavaria, the districts and the surrounding communities.

Georg Dunkel Unfortunately, we have

not yet managed to develop an operator concept for such locations. In other words: Who will operate all this, who will finance it? Not only municipalities and districts, but also the users and the economy should be involved. After all, it's a win-win situation. You have to build fewer parking spaces, and employees will arrive at work more relaxed if they don't have to drive their cars along crowded streets.

Elisabeth Merk We have to deal with the issue as to where Munich residents will move to when they can increasingly work remote.

Georg Dunkel Some of my colleagues are already starting to ask: What's next for the home office? They would like to buy a cottage in the countryside. This could seriously increase the distances involved. So cycle paths won't be of any use here.

In concluding, what's your wish for the mobility of the future?

Georg Dunkel That Munich becomes an even more livable city, while we enjoy highly efficient mobility at the same time. But it will have to be far less by car.

Elisabeth Merk Unrestricted mobility for everyone, but not by car. I would like to see public transport expanded much more quickly and generously, and it must be a great deal more favourably priced and better supported, not only from the perspective of the big metropolis. It is not enough for tickets to only be cheap in Munich. They have to be favourably priced in the region too.

Successful mobility pilot projects

● Civitas Eccentric

Civitas Eccentric is an EU model project for integrated urban and transport planning in new development areas. The focus was on the fast-growing districts of northern Munich: From September 2016 to August 2020, a comprehensive, future-oriented and flexible mobility concept was developed for Domagkpark and Parkstadt Schwabing. Mobility stations offering e-bikes, e-scooters, rental bikes, and cars make private cars unnecessary for residents. This takes parking pressure out of the neighbourhood, reduces traffic volume, and improves the quality of stay in public spaces.

● City2Share

The City2Share project provided important insights into the "Shared Mobility" area: From 2016 to 2020, new concepts for electromobility-based individual and delivery traffic were investigated in Untersending and Isarvorstadt. Now, four mobility stations located there are offering better charging infrastructures for electric cars as well as car sharing vehicles and rental pedelecs. A new inner-city delivery concept was also tested: Parcels are stored in centrally located micro depots and distributed by electric cargo bikes from there – in the two model neighbourhoods, this is already saving 65 tonnes of CO₂ annually.

● MCube

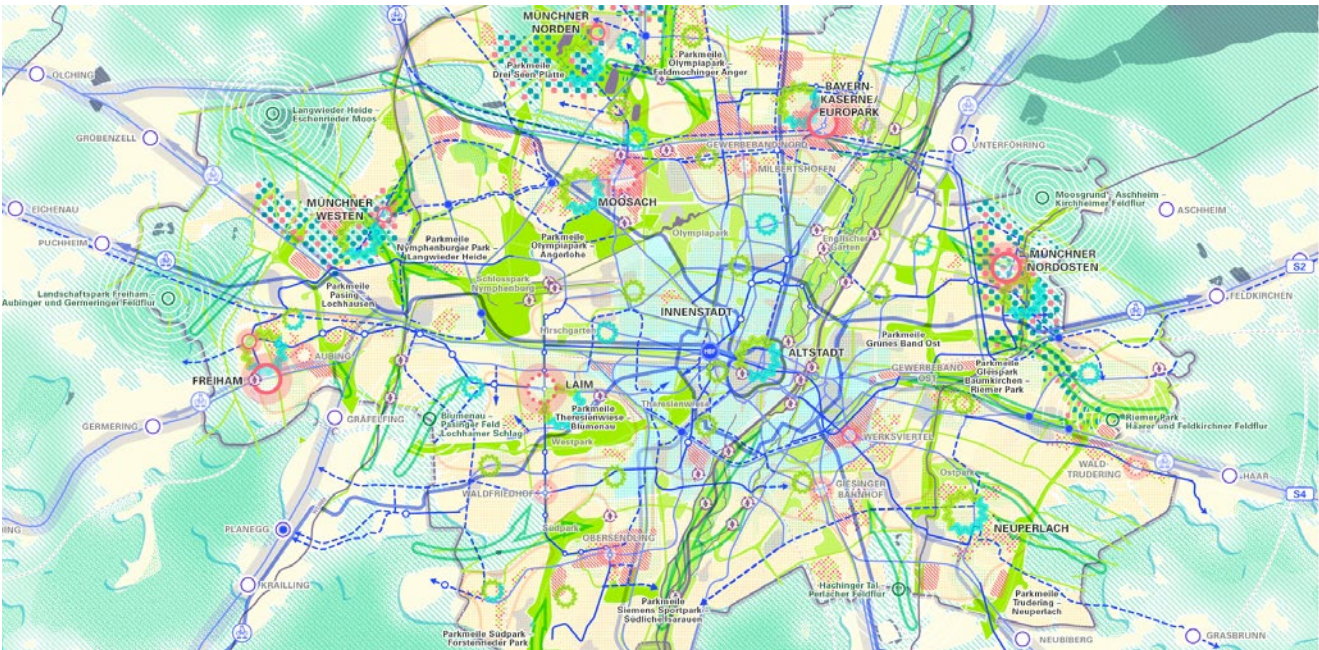
In addition, the City of Munich is a member of MCube, the "Munich Cluster for successful pilot projects for the future of mobility in metropolitan regions". This network is coordinated by the Technical University of Munich and brings together many protagonists from science, business, the public sector and society. As the winner of a competition, MCube has the opportunity to receive up to 45 million euros in federal funding over the next nine years for new, innovative mobility services in the city and region. The aim of MCube: Developing sustainable transport solutions and acting as an international role model.



Strategies, concepts and programmes



This is the plan for the future of Munich



What should Munich look like in 20 years' time? Given the dynamics of recent years, how will the city continue to develop and how do we deal with its spaces? The draft of the "Urban Development Plan 2040" discusses all the important spatial issues of the future. The key goals are a sustainable urban development and the reconciling of social, ecological and economic concerns – for a city in balance.

The first digital urban development plan paints a picture of Munich's future. It integrates the three major fields of action of urban development – open space design, mobility and settlement development – and supplements them with the challenges of climate change and climate adaptation, as well as constructive cooperation with the region. The draft will be discussed with the urban community by mid-2022. Subsequently, the City Council will decide on the integrated master plan, which summarises all the goals, strategies, and measures. The new urban development plan will complement the "Perspective Munich" urban development concept, which is currently being updated. Here are the six fields of action:

Munich is focusing on green and connected open spaces.

Open spaces are important for quality of life and harmonious coexistence and interaction, especially in times of crisis and climate change. They are places for encounters, recreation, play and sport, horticulture, and agriculture. They also have important ecological functions, for example for water resources, air exchange, biodiversity, and the adaptation to climate change. That is why securing, qualifying, and linking Munich's multifaceted open space structures is an utmost

priority – from the city centre neighbourhoods all the way through to the peripheral green belt.

Munich is committed to efficient, reliable, and climate-neutral mobility.

The number of people commuting for work, education, leisure, or shopping in the Munich Metropolitan Region is trending upwards. They all need to get from A to B easily and have access to unrestricted, barrier-free, affordable mobility. Due to the fact that there is hardly any space left for new roads and routes, Munich also needs services that are considerably more compact and space-saving. Expanding public transport, strengthening cycling and local mobility, reducing car traffic, creating strong connections in the region, promoting innovative types of mobility and reallocating public space in favour of climate-friendly transport modes – this is how the traffic turnaround will succeed.

Munich relies on strong residential districts and sustainable urban development.

Munich should remain livable for everyone. Because the city will continue to develop dynamically, it must not only preserve affordable housing, but also create new housing. That is why the





city is planning new, sustainable neighbourhoods, for example on the urban periphery, while focusing on the moderate redensification of existing neighbourhoods and bringing more mixed use into commercial areas. Development is taking place together with strong public transport and in harmony with nature. Qualities that create identity are being preserved.

Munich is focusing on climate-adapted landscape and settlement areas.

Climate change is advancing apace, and its consequences are also being felt in Munich: Temperatures have risen significantly since the 1960s. As a large city, Munich is much more impacted by these developments than the surrounding regions. The city is becoming a heat island and must prepare for higher temperatures, dry phases, and incidents of heavy rainfall. In order to ensure air exchange, cooling and seepage areas, the city must strengthen its Green and Blue Infrastructure (green and water areas) and design its urban structures accordingly.

Munich is focusing on climate-neutral neighbourhoods and renewable energies.

Munich declared climate emergency

status in December 2019 and has set itself the goal of being climate neutral by 2035. In order to achieve this, energy consumption must be curbed, the energy efficiency of buildings must be increased and renewable energy sources must be expanded – both in new districts and in existing ones. The measures geared to achieving these goals range from appropriately dense and compact construction to the promotion of timber construction and the socially compatible modernisation of older housing estates.

Munich is committed to developing the city region in a spirit of partnership.

Munich and the surrounding region represent a shared and interconnected living and economic space. Almost three million people live here – half of them in the City of Munich itself. The dynamic population development impacts on all cities and communities in equal measure. Important tasks for the future, such as creating housing, better mobility offerings and the development of open spaces, can therefore only be solved together. The measures geared to achieving the goals range from an International Building Exhibition (IBA) to intercommunal landscape projects and new decision-making structures.

Press conference on STEP2040 with (from left) Arne Lorz, Head of Urban Development Planning, Lord Mayor Dieter Reiter and the Head of the Department of Urban Planning and Building Regulation, Elisabeth Merk. Below: the interactive exhibition at the PlanTreff centre.



A housing policy action programme for stronger social sustainability



The City of Munich is making great efforts to provide sufficient affordable housing for as many households as possible. Consequently, 60 per cent of the urban land is used for subsidised, income-based rental housing and 40 per cent for conceptual rental housing, which is mainly targeted at specific groups. The basic principles are laid down in the “Wohnen in München” (“Living in Munich”) housing policy action programme.

“Wohnen in München” is the most wide-ranging communal home-building funding programme in Germany. With the currently valid sixth update, a total of 870 million euros of municipal funds have been and will be committed to affordable and subsidised housing from 2017 through to 2022.

The focus is on new housing construction: Every year, building right is granted for 4,500 homes. Together with new homes in existing areas for which building right already exists, 8,500 homes per year are to be completed, of which 2,000 will be as subsidised and affordable housing.

The city supports employees in understaffed occupations in the public service sector, such as care and education, by way of “conceptual rental housing” (Konzeptioneller Mietwohnungsbau, KMB): In this context, the city refrains from price competition when allocating land and offers the land – regardless of its location – at a fixed price, which is the foundation for the ground rent. The contract is awarded to the applicant delivering the most convincing concept in the tender procedure. The plots of land are not sold but granted as leaseholds with long-term commitments. KMB homes are also intended for households that

are no longer covered by subsidy programmes such as the “Munich Model”.

Municipal funding focuses on rental housing for lower income groups. The state subsidy for the construction is supplemented by municipal funds. Another focus is on rental housing for middle-income households, which are supported by the city alone by way of the Munich Model Rent and Cooperatives programme. The aim is to maintain the “Munich mix” – in other words, diverse and broad housing offers for all income groups as the foundation for socially stable neighbourhoods over the long term. New housing is important due to the fact that the city’s dynamic development will continue in the coming years: According to current forecasts, 1.845 million people will be living in Munich by 2040, about 16 per cent or a good 250,000 more people than in 2019.

The wagnisART complex in Domagkpark in Schwabing-Freimann is a cooperative housing construction role model project. The project was awarded the German Urban Design Prize in 2016. Planning: bogevischs buero und shag



“For many years we have been using the SoBoN scheme as a successful instrument for more affordable housing. With its amendment, we are strengthening this course of action and making it more flexible. To this end, we have developed a building block model that enables the city and housing partners to rethink cooperative building land planning.”

**Jacqueline Charlier,
City Manager**

Collective building

An important contribution to more affordable housing is made by building cooperatives and community-oriented housing projects along the lines of the Tenement House Syndicate. They contribute to sustainable settlement development, place an emphasis on sustainable construction, co-determination, and commitment to the neighbourhood – and they address the growing interest in individual, communal forms of living. In the past 20 years, about 2,500 homes have been built by building cooperatives on urban land. The City of Munich supports this commitment not only by providing funding and affordable land. The municipality also set up an independent counselling centre in 2014: The Mitbauzentrale (Cooperative building centre) advises interested parties on community-oriented housing projects in Munich and, since 2019, also in the region.

Additional instruments for more affordable housing

The socially just land use (SoBoN) concept has been in place since 1994. The concept is applied to all development plans that result in costs and burdens for the City of Munich and lead to a significant increase in land value for the owners benefiting from the planning. Consequently, developers and investors share in these costs and burdens, for example for the development of roads or the construction of day-care centres. The SoBoN concept has proven its worth: From 1994 to 2020, 59,130 homes, 16,060 of which are subsidised, have been built. In addition, 18,702 places in crèches, kindergartens, after-school care centres and primary schools were financed.

In order to create even more affordable and long-term housing in the future, the SoBoN scheme was updated in 2021. The basic model for this envisages that 60 per cent will be built on private land in the subsidised and price-linked segment, 20 per cent as privately financed rental housing and only 20 per cent privately financed owner-occupied housing. In future, the commitment period for rental homes will always be set at 40 years. Within the framework of the SoBoN scheme

update, an innovative and flexible 100-point modular system was developed, which allows housing industry protagonists individual alternatives to the basic model.

The preservation statutes are one important instrument in protecting existing housing against repurposing and luxury refurbishment. Their aim is to preserve already evolved population structures and avoid displacement processes. The city has a special say in structural changes and a right of first refusal on plots of land in the preservation statute areas. There are 36 conservation statute areas in Munich, in which around 335,600 residents are currently living.

The Urban Design Commission and competitions as quality assurance instruments



How do we deal with the built heritage? How modern can a new building be? And how will Munich be able to develop further without losing its identity? Discussions on building culture are often emotional, as these issues touch on our quality of life. Several instruments promote open discourse and successfully contribute to the quality of the townscape.



What do the iron wild boar in front of the Hunting Museum, the photovoltaic systems on the roof of the Bavarian State Chancellery and the Hypo high-rise in Arabellapark all have in common? All three projects were a case for the Urban Design Commission. The honorary committee advises on building projects that are being developed at particularly prominent locations and have a significant impact on Munich's cityscape.

The commission is well known far beyond the boundaries of the city. This voluntary body was founded in its current form in 1970 and comprises 27 members. In addition to the Lord Mayor and the City Planning Councillor, it is made up of further representatives of the city administration, experts from other authorities, the guardian of cultural heritage, as well as members of the City Council and ten freelance architects. Some of them come from other cities and enrich the discussion with a "view from the outside".

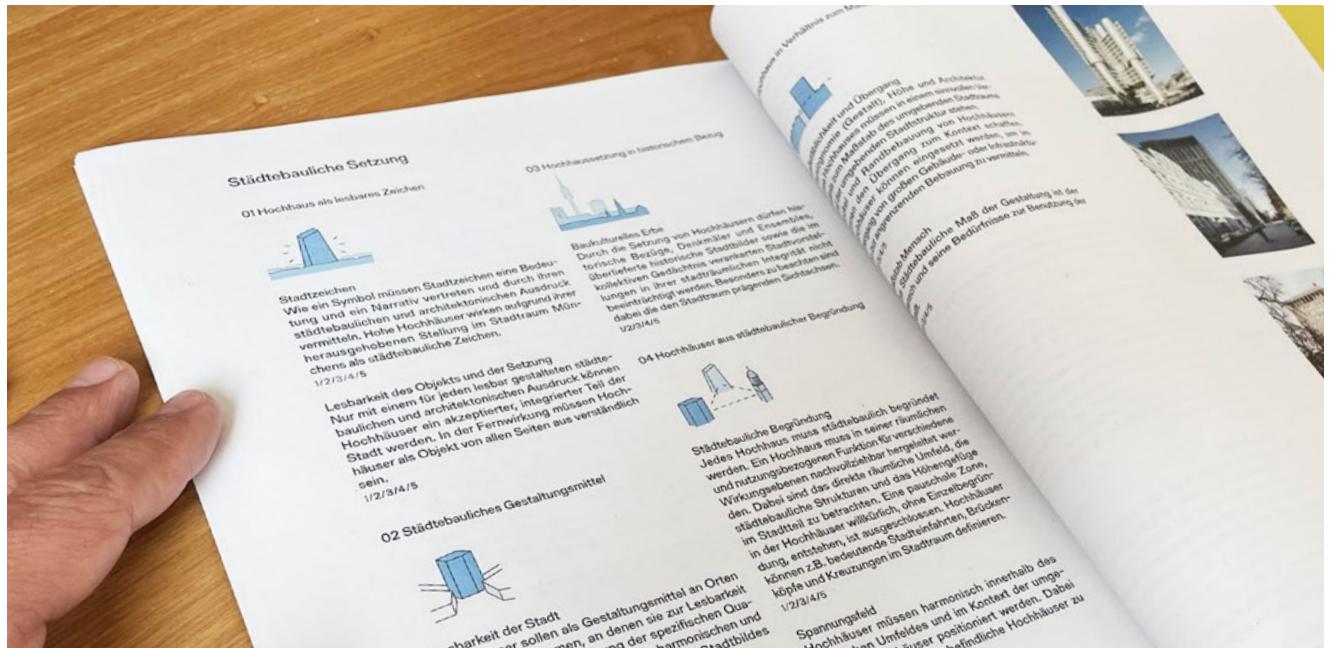
While the Commission cannot issue or withdraw building rights, it can make recommendations to the City Council. This is no easy task, because the struggle for the best solution for the good of the city not only requires expertise, but also a culture of criticism

and the courage to engage in open discourse. The public meetings of the Urban Design Commission are held regularly every two months in the large meeting room of the Town Hall.

Competitions also maintain the quality of the built environment and develop it further. They are far more than simply the competition for the best house: Moreover, they promote a dialogue between stakeholders, ensure transparency in the planning process and foster a public discussion about planning and building.

The City Council either provides prizes itself or does so in collaboration with investors. The range of competitions spans from invitational contests with few participants to open, conceptual urban planning contests. In important procedures, the recommendations of the citizenry are included in the decision, and advisory bodies have also proven their worth. Since 2017, Munich has held more than 60 competitions – and is ranked as one of the leading cities in Germany in this context.

Building culture is discussed in many places in the city, including the architecture gallery in the "Bunker" (left). "Werk 12" by Arge MVRDV and N-V-O Nuyken von Oeefe Architekten, Rotterdam / Munich, took the 2021 DAM Architecture Prize (right, photo: Ossip van Duivenbode).



High-rise buildings stand out – not only in the city skyline, but also in social discussions. Therefore, they must meet stringent standards in terms of architecture, quality, and sustainability. The City Council has commissioned a new study dealing with high-rise buildings in Munich. The study was discussed with citizens and experts in 2020/21.

In Munich, high-rise studies had already been conducted as early as 1977 and 1995. New framework conditions, such as rising population and less and less developable land called for updates.

The new high-rise study continues the “Munich Line”: The authors state that the preservation of the traditional townscape and the promotion of contemporary building in suitable locations are not contradictory aims. On the contrary: High-rise buildings are an important urban design element in the further development of the city. There are already more than 200 buildings over 40 metres in Munich – with the o2 Tower (146 metres) currently ranking as Munich’s tallest high-rise.

The study develops a new methodology for assessing high-rise projects by identifying possible spaces for high-rise buildings in a “spatial master plan” and linking their planning to concrete requirements and quality criteria. On the other hand, the study defines areas that should be kept free of high-rise developments.

The quality criteria are aimed at project developers and planners and are intended to help safeguard the cityscape. A clearly structured planning process is proposed for implementation, and technical maps show framework conditions. The high-rise study is an initial assessment foundation for new high-rise buildings. Whether a project is actually feasible will continue to be clarified in the necessary planning procedures.

The Department of Urban Planning and Building Regulation has discussed the new high-rise study 2020/21 with the urban community in a broad-based information and dialogue process. In four digital evening events hosting interesting guests, the most diverse perspectives on this type of building were illuminated. Several hundred people attended the events. In addition, an exhibition with a hands-on station was held at the PlanTreff centre, the platform for urban development, while other formats were added. During 2022, the City Council will decide how the study will be applied.

With regard to the urban setting of high-rise buildings, the draft of the new high-rise study defines five individual types: High-rise buildings as a legible sign, as an urban design element, high-rise buildings set in a historical context, high-rise buildings for urban development reasons and high-rise buildings in their relation to the scale of their surroundings.

This is how building approval works

The Building Authority is entrusted with many spectacular projects every year



Whether it's a visionary elevated sports field above the city, a walkable bridge sculpture on the Isar River or a high-performance alternative district for culture. If you want to build in Munich, there is no way of getting around the Building Authority, or LBK (Lokalbaukommission) for short. With more than 10,000 decisions annually in building supervision, nature conservation and monument protection procedures, it is the largest uniform building approval authority in Germany. Building is becoming ever more complex, but also more imaginative – and the approval process is correspondingly complex.

An alternative location for the Gasteig

Gasteig's new address during its renovation is Hans-Preissinger-Strasse in Sendling. A demanding building project involving demolition, conversion of listed buildings and new construction, with many specialist agencies involved and under tremendous time pressure to meet the deadline set for moving. The approval process was correspondingly complex, and the communication likewise multilayered: Already before the submission of the preliminary building application and the building application, initial discussions on building planning and building regulations were held with the client, Gasteig GmbH. Neighbour participation and information events on the planned project were particularly important. In order to achieve a speedy start to construction, the overall project was divided into several building applications – consisting of the three modules, the listed Hall E and the new Philharmonie building. Thanks to preliminary partial building permits it was possible to start construction during the building application process. The first talks took place in 2017, with the "Gasteig HP8" and the "Isarphilharmonie" opening their doors in the autumn of 2021.

A walk-in sculpture above the Isar River

The "Bridge Sprout" sculpture presented entirely different general conditions: The temporary installation by Atelier Bow-Wow was created as a project of the "Carte blanche", a new format for art in public space initiated by the Department of Culture. Since August 2020, the publicly accessible, wooden bridgehead has towered over the Kleine Isar side-arm as a viewing platform near the Maximilianeum. Before opening on schedule, there was a lot to clarify in the LBK's approval procedure involving many specialist agencies – such as requirements for stability and traffic safety or conditions regarding the protection of monuments and nature conservation. Interference with the listed riverbank wall and the river's natural habitat was to be avoided or minimised as far as possible.

Since the autumn of 2021, Sendling has been the temporary new home of Gasteig. This ambitious mega-project involves demolition, conversion of listed buildings and new construction – also in terms of building law and approval. Visualisation: gmp Architekten



“What looks so easy later on is often quite complex in the actual practice of the Building Authority. Nevertheless, we definitely appreciate accompanying such projects in the approval process – they are the cherry on the cake, so to speak.”

**Cornelius Mager,
Head of the Building Authority**

Floating airily and weightlessly above the Isar, while also complying with structural regulations: the “Bridge Sprout” art project (left). In 2021, the “Bellevue di Monaco” project was awarded the special prize for building culture of the Munich Metropolitan Region in the “Orte für gutes Zusammenleben” category. Planning: Hirner & Riehl Architects and Urban Planners BDA

Elevating a sports field to lofty heights

Since 2020, Müllerstrasse has been home to the highest ball playground in the city. It is part of the “Bellevue di Monaco” social project, a residential and cultural centre for refugees and non-refugees from Munich. In addition to the renovation of the building, LBK granted permission for a rooftop sports field. There were a number of legal requirements for the unusual project, for example with regard to emissions or clearance areas. Together with the client, a differentiated operating concept was developed to exclude noise exposure as far as possible. Featuring a filigree steel construction for the enclosure, the shading of neighbouring properties is reduced to a minimum, while the illuminated construction also sets design accents at night. The new sports field at this lofty height can be used by the residents of the building as well as by children and young people from the neighbourhood.



"Digital twins" driving integrated urban development



Leisure, work, community life: Digitalisation permeates all areas of life. New technologies can offer great opportunities for solving pressing future issues, whether in urban planning, climate protection or energy supply. Urban data platforms and digital twins are highly promising for integrated urban development and public participation. Munich is currently developing these in cooperation with Hamburg and Leipzig as part of the "CUT – Connected Urban Twins" project.

Digital twins are virtual images of the city, in other words counterparts to real existing objects or processes that consist of data and algorithms. They are connected to the "real" world, for example to roads, buildings or bodies of water, by way of various data sources, such as sensors, cameras and maps. More abstract administrative processes, such as urban planning or object planning, can also be expediently mapped by way of "digital twins".

The data of the digital twin of a city are bundled or merged to form an interactive 3D city model and a central urban data platform; they can be used by experts as well as accessed by citizens, taking data protection concerns into account. Based on the data, "what-if" scenarios and simulations can be created, for example. Projects can be planned digitally, while faster, better and newly thought through decisions can be made with a high level of traceability. Interdisciplinary coordination and participation procedures are facilitated – increasing transparency and effectiveness.

The geodata service of the Department of Communal Services of the City of Munich has been working with "digital twins" for many years now. The data included may concern, for example, groundwater levels, air quality, climate, road surveys and many other factors. They are used on a daily basis by the city administration, for example in planning new development areas. The bundling approach enabling integration is new.

The "CUT" project is intended as a central component of the "Smart City" Munich, which is to be climate-neutral by 2035. It started in 2021 and will run for five years. The Federal Ministry of the Interior and Community is supporting the project with approximately 32.4 million euros as part of its funding call "Smart Cities made in Germany".

Within the context of an open space district concept a green boulevard could be created on Sonnenstrasse. A visualisation generated by way of a digital twin shows what this could look like. Among other things, data from the geodata pool and from road surveys were incorporated.

Bavaria's first International Building Exhibition is now coming to the Munich Metropolitan Region



An International Building Exhibition (IBA) featuring the guiding theme of mobility is intended to improve the traffic situation in Munich and the region through innovative projects and align the infrastructure with sustainable settlement and open space development. Starting in 2022, municipalities and stakeholders will be invited to participate in the ten-year future process. The goal is to bring about fundamental change in mobility culture.

For more than 100 years, International Building Exhibitions have been established instruments when it comes to finding solutions for the pressing issues of the future. Creating better, more environmentally compatible, and more convenient mobility with access for everyone in the Greater Munich area is undoubtedly one such issue. After all, the Munich Metropolitan Region is growing – by 2035, around 6.5 million people will live there. Rail and road routes are already heavily utilised.

From the first to the last mile, from commuter and leisure traffic and through to logistics, new mobility solutions are being developed for the different challenges the municipalities are facing. After ten years, they will be exhibited in the form of concrete projects and made tangible for everyone. Mobility is more than just “traffic and transportation” – its cultural, social and spatial dimensions will also be addressed.

Under the heading of “Spaces of Mobility” the IBA will be shaped and designed as a “real world laboratory” with alternating stations. With the help of specific buildings, concepts and programmes, new ways of communication and organisation as well as experiments, it will set an international example of how a growing urban region can rethink social interaction, working and being on the move, while at the same time retaining a livable environment.

The IBA is a platform that brings protagonists and resources together. A specially founded company will coordinate the activities. In order for the IBA to succeed, it is necessary to join forces with many districts, cities and municipalities, the Free State of Bavaria and the Federal Government, as well as strong partners from business, science and research, and citizens. The impulses generated by the IBA projects are intended to improve the situation for people, strengthen the local economy and initiate a far-reaching paradigm shift.

“Together we are developing the IBA into the regional brand for outstanding and innovative projects in the Munich Metropolitan Region!”

Arne Lorz, Head of Urban Development Planning

The platform for Munich's urban development



Exhibitions, events, workshops: At the PlanTreff centre, everything revolves around Munich's urban development. The "Platform for Urban Development" located at Blumenstrasse 31 has been welcoming its guests in larger, modern rooms and with a fresh design since October 2020. Presenting many new formats, and particularly digital ones, the PlanTreff centre encourages dialogue and participation. All the participation opportunities are bundled on the central internet portal muenchen-mitdenken.de.

Planning-related public relations and participation are essential prerequisites for sustainable, integrated urban development. From printed brochures to newsletters to social media posts, from exhibitions and on to city walks as well as discussion series – in many ways, the PlanTreff centre brings transparency to planning and projects and encourages dialogue.

Since 1995, the PlanTreff centre has stood for the planning and participation culture of the City of Munich. Meanwhile, the requirements have changed: Citizens are demanding more codetermination and want to actively participate in planning. Digital services are also more and more in demand. Whether in urban development, urban planning, or urban redevelopment and regeneration – in addition to the legally prescribed steps, many free formats are offered. They sharpen the view of the involved protagonists from planning and politics as well as citizens on planning processes and the built environment. A variety of methods make it possible to address different target groups and to deal with planning, sometimes in-depth, sometimes playfully.

The PlanTreff centre interweaves participation formats with communication measures in a targeted manner so as to encourage participation. The latest updates are posted daily on muenchen.de/plan, Twitter and Instagram. A newsletter is issued four times a year. There are explanatory films and video clips on the unit's own YouTube channel on the most exciting topics.

The coordination office for civic engagement is also accommodated within the PlanTreff centre: Backed by two funding programmes, it supports committed individuals, associations, and initiatives in implementing ideas to shape their living environment. An annual schools' urban development competition is also staged to introduce children and young people to issues of architecture and urban planning.

Every year, the PlanTreff centre dedicates eight weeks to a current focus topic in an exhibition in the Town Hall Gallery under the motto of "Zukunft findet Stadt" ("Future City Happening"). On average, the exhibition attracts more than 20,000 visitors. This includes a varied programme with discussion events, city walks and offers specifically for young people.

The "Munich plans the future" interactive exhibition will accompany the public phase of STEP2040 (above). Right: Pupils present their ideas to the Head of the Department of Urban Planning and Building Regulation, Elisabeth Merk during the Mini-Munich play city. Instagram story about a conversation on urban building culture: [@plantreffmuc](https://www.instagram.com/plantreffmuc). Live stream from the PlanTreff centre on the kickoff of the public phase of STEP2040.



We're going more and more digital

As from 2020 the popular city walks of the "PlanTreff centre on location" series have also been made available as web conferences. Since the beginning of the pandemic, the "timely public participation" prescribed for development plan procedures has mainly taken place in the "dialogue spaces" on muenchenmitdenken.de. The events held in connection with the draft high-rise study and many other live-streamed formats are also still available here. An "urban development app" will be released soon. By embarking on digital tours across Munich, the planning and projects from several decades of urban development are made accessible – enabling citizens to track the city's transformation, via mobile phone. The PlanTreff centre is also expanding its methods and is currently testing new digital participation tools. These tools can visualise planning options, integrate ideas or map different interests and thereby encourage co-design.



Who we are

The Department for Urban Planning and Building Regulation introduces itself

From studies of demographic change to construction approvals and nature and architectural conservation – the Department of Urban Planning and Building Regulation oversees an enormous range of issues. Around 800 employees attend to a wide range of highly diverse tasks:

● Urban development planning

The Urban Development Planning section develops prospects for the future of our city within the framework of the “Perspektive München” urban development concept. By way of analyses and forecasts, concepts and strategies, plans and action programmes, as well as conducting active public relations work, it works to maintain, secure and further enhance Munich’s standing both as a place to live and as a place to do business. The goals are an urban society based on solidarity and sustainable settlement structures. Collaboration with nearby towns and communities, as well as with neighbouring regions and protagonists from the fields of business, culture and social affairs, is also of vital importance.

● Urban planning

The Urban Planning section continues a long-standing tradition spanning from the first city expansion in 1800 to the first urban architecture competition of 1892, Theodor Fischer’s guidelines and rules for the city (the Generallinienplanung and Staffeldbauordnung), through to the present day. By way of framework plans, the employees define the strategic objectives of urban development planning in concrete terms. They safeguard organised architectural development as part of construction and green space planning, ensure socially-appropriate land use that serves the common good, while providing a livable environment and maintaining the quality of the city, nature and the surrounding countryside.

● Urban regeneration and housing

As Bavaria’s largest awarding authority, the Urban Redevelopment and Housing section promotes the new construction and modernisation of affordable rental and freehold homes. The authority monitors and secures rents in social housing, attends to the municipal housing associations GWG and Gewofag, as well as their tenants. Together with the Münchner Gesellschaft für Stadterneuerung – MGS, the Urban Redevelopment section ensures that problems relating to the city’s redevelopment areas are resolved and secures the resulting structural improvements over the long term. The section’s work contributes significantly to the fact that Munich residents are provided with housing they would be completely unable to obtain on the private housing market.

● The Building Authority

The Building Authority (Lokalbaukommission – LBK) is the largest building approval authority in Germany. With thousands of individual decisions and hours providing advice and consultancy, the Authority shares responsibility for the quality of life of Munich’s residents and ensures that an orderly cityscape is maintained, legal standards are observed and safety in the construction sector is ensured. The Lower Construction Regulatory Authority (Untere Bauaufsichtsbehörde), the Lower Nature Conservation Authority (Untere Naturschutzbehörde) and the Lower Monument Conservation Authority (Untere Denkmalschutzbehörde) are assigned to the LBK. The Authority is therefore responsible for planning applications, planning approval processes, construction supervision, the conservation of nature and the landscape as well as trees and species, architectural conservation, urban design and advertising facilities in Munich city areas. Since 2016, the Building Authority has approved 51,600 housing units.

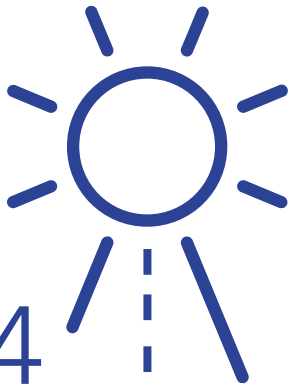
40,000

homes have been newly created in Munich since 2016.



111

days is the average approval period for building applications in Munich.



14

summer streets welcomed visitors in 2020.

66,000

homes are owned by the municipal companies GWG and GEWOFAG.

100,000

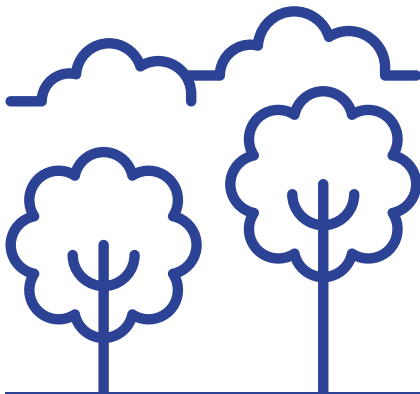
homes have been approved by LBK withing ten years up to 2021.

870,000,000

euros were invested in affordable housing from 2016 to 2021.

10

hectares of new public green spaces are created per year.



600,000

tonnes of construction waste from the site of the former Bayernkaserne are being put to new use.



31.5

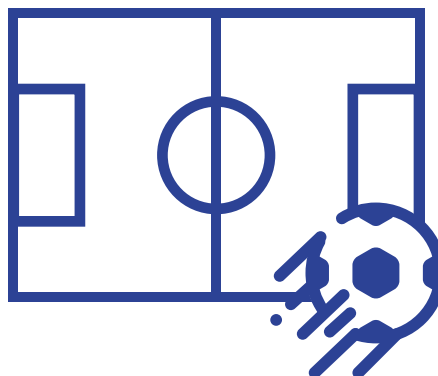
times around the equator – this is the distance covered by Munich's inhabitants during the Stadtradeln 2020 cycling event.

13,000

tonnes of carbon dioxide have been stored long-term by the ecological model settlement at Prinz-Eugen-Park.

36

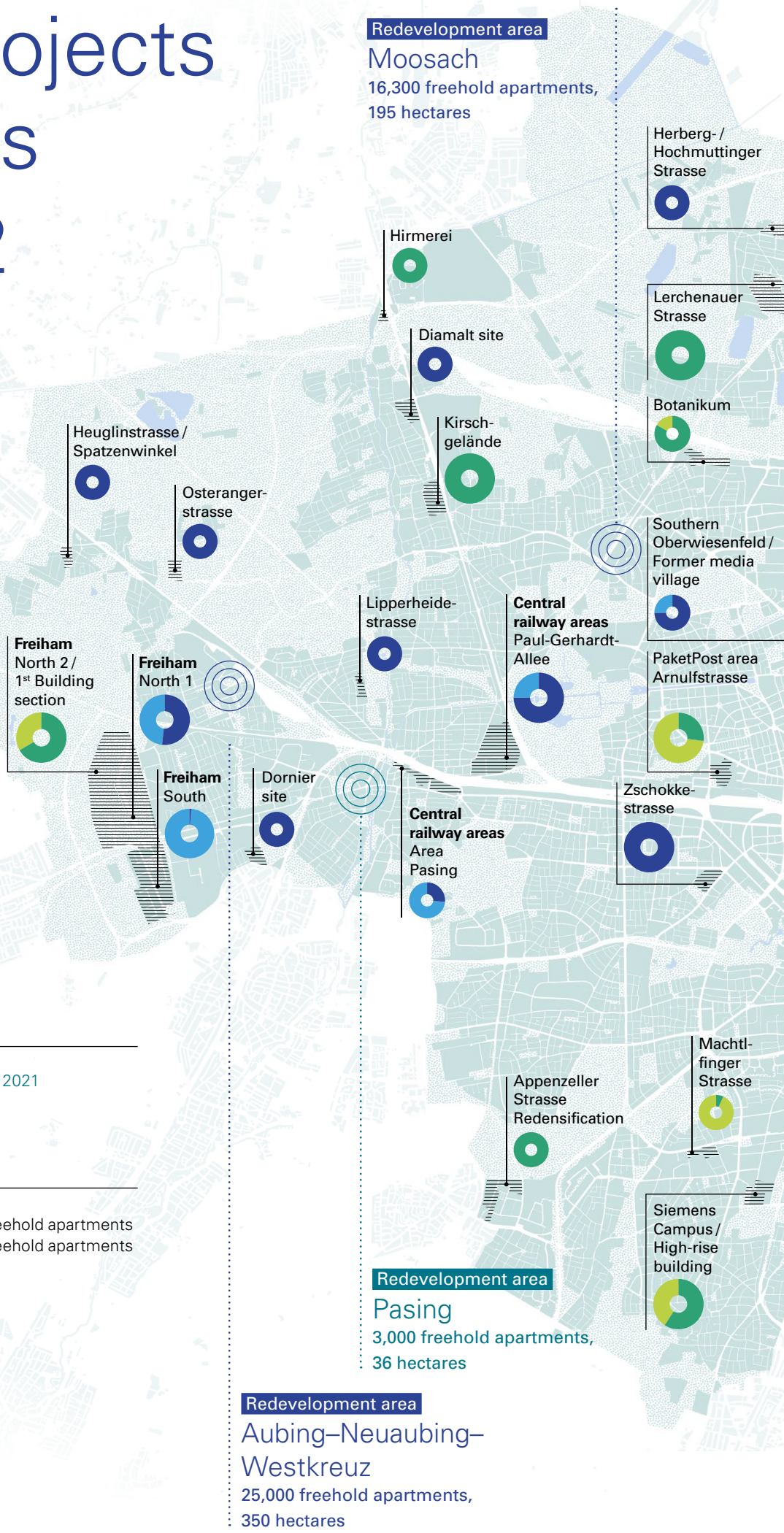
conservation statute areas exist in Munich.



250

football pitches – that's the size of the new Freiham district.

Major projects and plans 2021–22



Redevelopment area

Moosach

16,300 freehold apartments,
195 hectares

Herberg-/
Hochmuttinger
Strasse



Lerchenauer
Strasse



Botanikum



Southern
Oberwiesenfeld/
Former media
village



PaketPost area
Arnulfstrasse



Zschokke-
strasse



Redevelopment area

Pasing

3,000 freehold apartments,
36 hectares

Redevelopment area

**Aubing-Neuaubing-
Westkreuz**

25,000 freehold apartments,
350 hectares

Legend

Redevelopment area up to the end of 2021

Redevelopment area ongoing

Study area

> 20 hectares and/or > 1,000 freehold apartments
 < 20 hectares and/or < 1,000 freehold apartments

Building rights available

- Work
- Housing

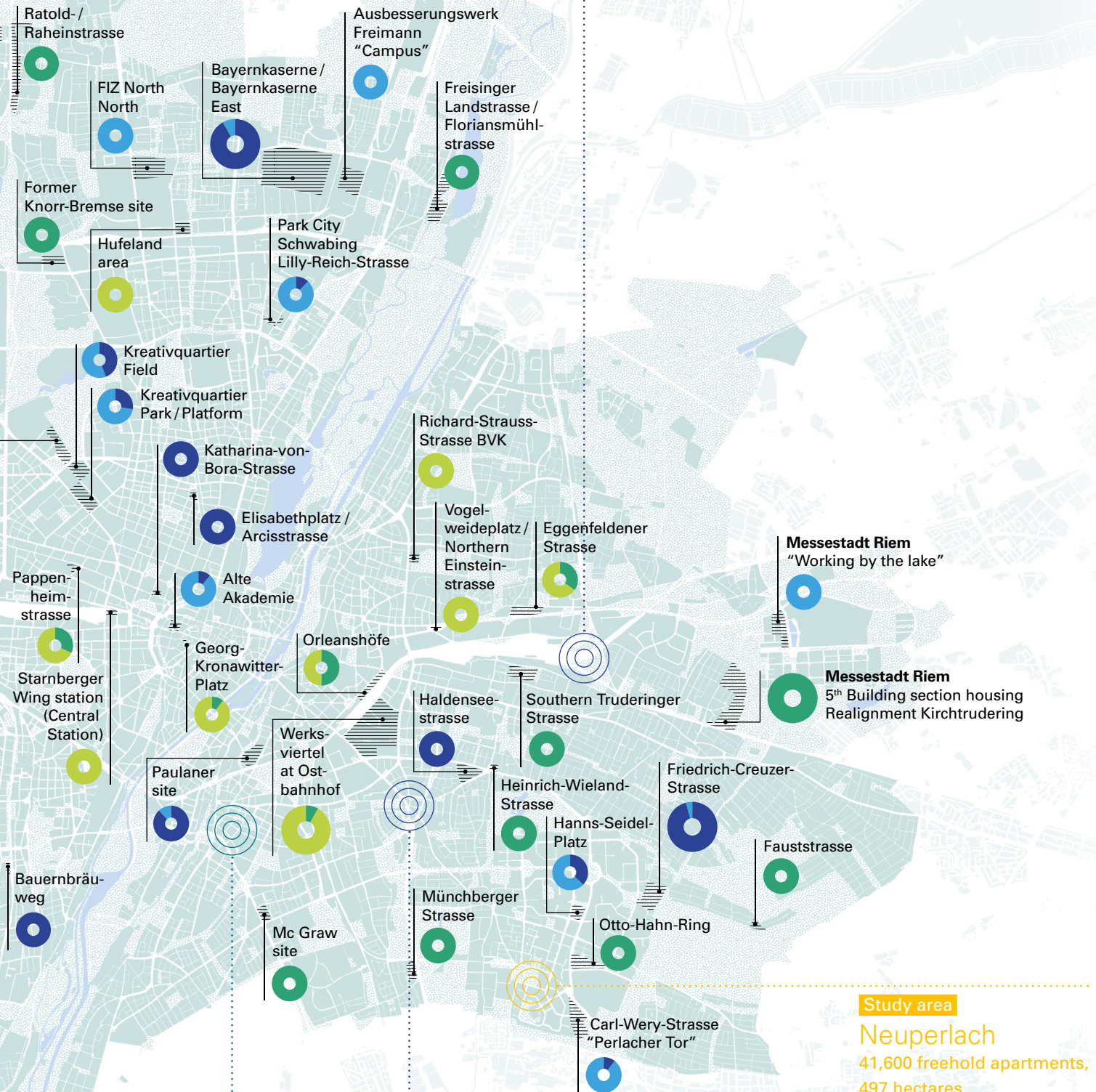
Urban land use planning in progress

- Work
- Housing

Redevelopment area

Trudering

530 freehold apartments,
19.5 hectares



Redevelopment area

Ramersdorf town centre

300 freehold apartments, 13 hectares

Study area

Neuperlach

41,600 freehold apartments,
497 hectares

Redevelopment area

**Tegernseer Landstraße/
Chiemgaustraße**

16,700 freehold apartments, 104 hectares

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