

# **mix moosach**

## **b.a. architektur**



**INTEGRIERTER ENTWURF  
STÄDTEBAU UND LANDSCHAFTSARCHITEKTUR  
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# inhalt

MIX MOOSACH

CONTEXT: MUNICH

NORTHWESTERN MUNICH

URBAN CONTEXT

ASSIGNMENT

STRUCTURING STUDIO

STATEMENTS SU UND LAI

STUDIO TERMINE

GLOSSAR

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IMPRESSUM

# mix moosach

## URBAN DESIGN STUDIO SUMMER 2015

It is not easy to recognize the area between Hanauer Straße and Emmy-Noether-Straße as a specific urban quarter. Made up of a wild mix of shanties, used-car lots, tire shops, allotment gardens, rural houses from the 19th century, small-scale businesses, workshops and the garbage collection's machinery yard, it could rarely be any less prominent and homogenous, a brand-new Lidl discounter is welcoming anyone arriving from the city center.

This strip of land is the centerpiece of a triangular area seemingly coincidentally formed by the old road to Dachau, now the busy Dachauer Straße, Landshuter Allee as part of Mittlerer Ring, running along the former rail line to Landshut and Georg-Brauchle-Ring. Occupying the gap between Gern and Neuhausen city extensions dating from the 19th century and the suburb of Moosach it is separated from lively Schwabing by the Olympic park. This position makes an increase in importance probable, as Munich's residential quarters are stretching their limits, though it as well calls for an increase in urbanity and mixture of program and use.

The surroundings are patchy, too. Moosach's housing projects widely dating from the 1960ies to 70ies lie to the west and north-west, municipal headquarters and an office park to the east, extensive areas of supply and storage to the north-east and Munich's highest high-rise housing corporate headquarters is embedded in a vast commercial area stretching northward.

Even less than the design perimeter itself, the vicinity hardly provides any clear identity, structure or theme. Nevertheless, the proximity of the villa colonies of Gern, the venerable Borstei housing development and Westfriedhof cemetery reminds us that it is not mere outskirts we are looking at.

But probably that double-nature is even contributing to the identificatory potential of the area: A highly heterogenous quasi-peripheral area right around the corner of the city's most sought-after areas.

Anyway, there is a lot to build upon. The area is situated in between of two subway stops and large companies draw employees from all around town. The connections to motorways and the city center by car are excellent. The area is close to high-quality recreational facilities and parks such as the Olympic park and sports grounds, Dantebad swimming stadium and Nymphenburger Park. The nearby Westfriedhof area may help to put the new quarter on the map. In search of a programmatical and structural concept for the site and a new urban image, the notion of a strong identity in this rather disperse context may lead the way, something that is able to live up to the extraordinary quality of Borstei or the Olympic park in a very urban sense.

Coming up with a leitmotif may help to establish a quarter which recognizably forms a new center for a dense, urban and diverse area and provide the „missing link“ between Moosach and the central quarters.



# context: munich

## A SHORT HISTORY

### 1158 – 1800 From Market Site to Royal Residence City

During its first 600 years, Munich's evolution as a city proceeded in three phases.

The earliest phase stretched from the settlement's founding to the construction of its first city wall.

This was followed by an era of generous expansions, leading to the erection of the outer wall ring and finally to the city's restructuring and enlargement to become a royal residence city.

### 1800 – 1860 A New Munich

The early years of the 19th century were tantamount to a new founding for Munich. Breaching and partly razing the fortified ring around the city opened a path towards urban development, which continues today. New modern suburbs arose to provide living space for the growing population. The small royal residence city was transformed into the capital city of a modern territorial state.

New transportation technologies (i.e., the railroad and the streetcar) revolutionised and accelerated urban development. The construction of a railroad line from Munich to Augsburg in 1840 marked the beginning of a development which changed the face of Munich forever.

The railroad linked Munich, which had previously been remote from major transportation routes, with sources of raw materials and markets throughout Central Europe. The railroad was the precondition and the moving force for industrialisation of the plains of Bavaria, which until then had been almost exclusively agricultural.

Munich, Bavaria's capital, became a European centre for the transhipment of merchandise and a transportation junction for southern Germany. Marshalling yards, administrative, and repair facilities (together with residential settlements for their employees) temporarily transformed Munich into a "railway man's town." The streetcar, a quick and inexpensive means of transportation, instantly widened the radius of activity for city dwellers. The boundaries of the compact city dissolved as the city expanded into the surrounding area.

### 1860 – 1918 Becoming a Metropolis

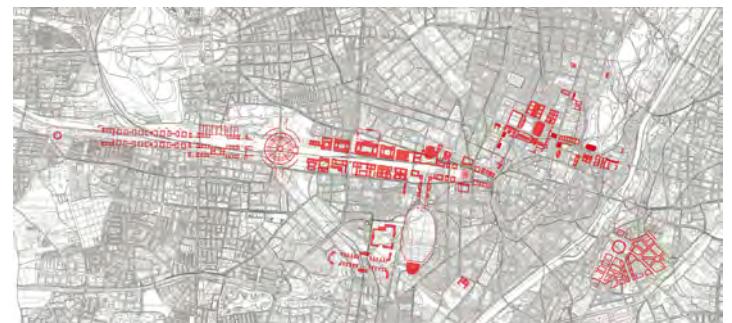
Munich "came of age" and became a genuine metropolis during the second half of the 19th century. The number of inhabitants increased fivefold and the incorporation of outlying villages further enlarged the city's area.

Industrialisation, though somewhat late in getting started, now began to make itself felt. New neighbourhoods arose due to the initiative of private investors. After a major competition, a master developmental plan for the entire city was approved at the beginning of the 20th century.

### 1918 – 1945 From War to War

The modernisation programs in housing construction during the 1920s ended with the onset of the global economic crisis. The National Socialists took over the crisis model of the small settlements and used it to force the settlers into line.

The Nazis' chief interest, however, was to transform Munich into the monumental "Capital City of the Movement." The implementation of these plans failed because of the war.



1933/1945 The planned and the actual remodeling of Munich's city center  
(from: Stadt Bau Plan, Franz Schiermeier Verlag, München)

### 1945 – 1960 Rising from Rubble

After the end of World War Two, Munich faced the decision between a radical new beginning and the reconstruction of the old cityscape.

The city decided in favour of moderately conservative rebuilding. The so-called "Munich way" combined the rebuilding and preservation of traditional structures on the one hand with future-oriented planning on the other. The result decisively contributed toward the restoration and preservation of the familiar cityscape.

### 1960 – 1972 In the Fast Lane towards Modernity

Munich's population topped the one-million mark in the late 1950s. However, the steady growth of population and commerce led to new problems. In the 1960s, a comprehensive urban-development plan created the preconditions for further growth and transformation into a modern metropolis.

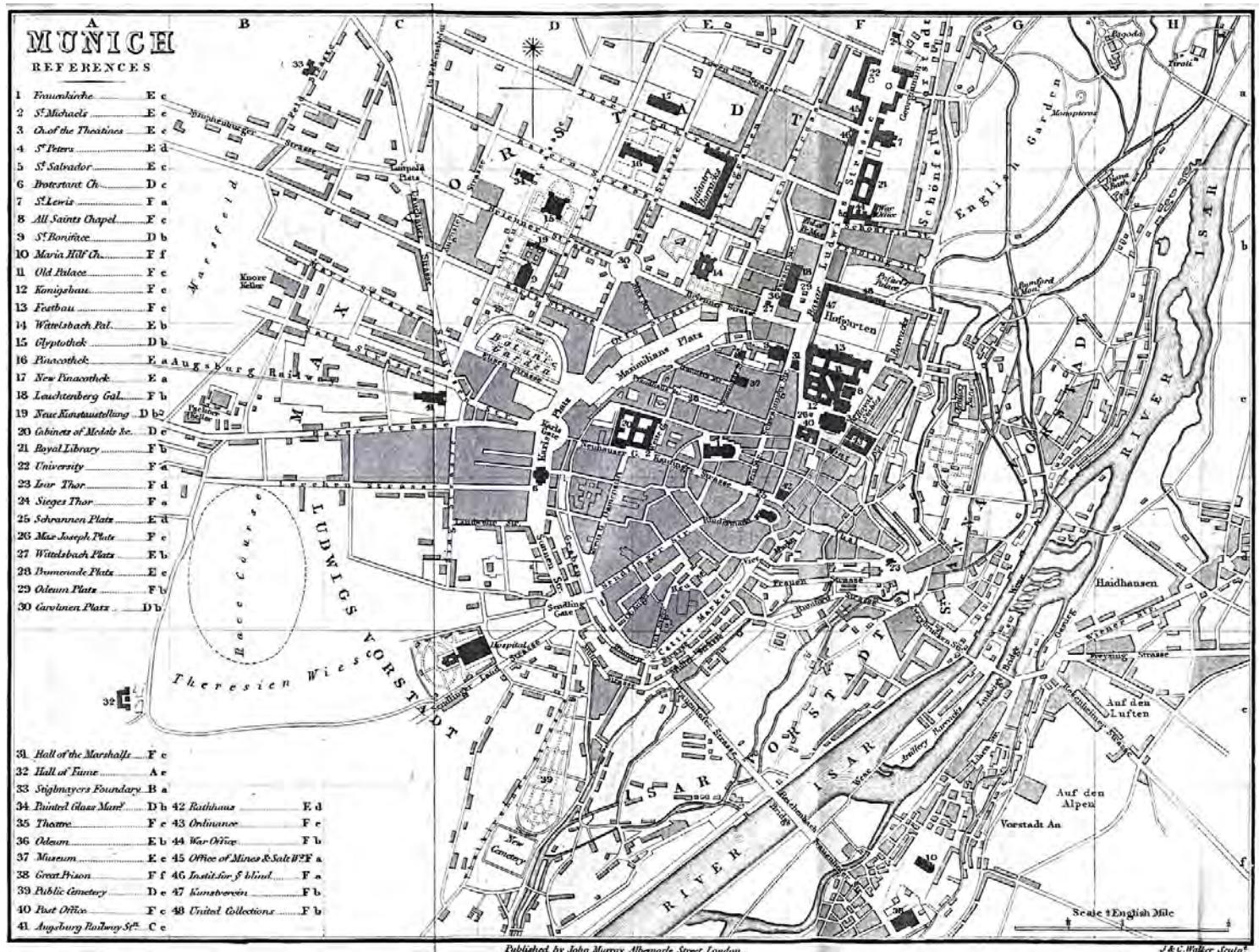
### 1973 – 2008 Crises and Consolidation

Munich's post-war development reached its peak with the 1972 Olympic Games. Afterwards, the oil crisis of 1973 put an abrupt end to the "golden years." Not until the 1990s, after a phase of small steps, did the city council again decide in favour of a comprehensive concept to expand and ensure Munich's importance as a metropolis.

New challenges such as European unification, the opening of the East Bloc, and the globalisation of production and markets demand increased efforts to maintain and expand Munich's competitive capabilities. The changed situation also required different strategies in urban-development planning. Instead of a new version of the urban-development plan, in 1998 the city council drafted "Munich Perspective," a flexible framework of orientation guidelines for the future development of the city. The "compact-urban-green" guideline was implemented for settlement development:

- "compact" means using space sparingly by building compactly and densely,
- "urban" means a lively mix of residences, worksites, shopping and recreational venues, and
- "green" means an attractive array of open spaces and green areas to improve the natural environment and the recreational potential.

Selected pilot projects are expected to indicate exemplary opportunities for implementing these concepts.



Munich 1858, from: A Handbook for Travellers in Southern Germany, Eighth Edition, John Murray, London 1858

# PLANS FOR THE CITY

It will always remain the dream of the city planner that cities should develop following a deliberate plan. From her beginnings 850 years ago, the growth

of Munich was guided not by any plan, but by a kind of forced restriction: for half a millennia she remained hemmed in by her protective walls.

Truly planned development began when Prince-Elector Karl Theodor allowed the removal of the city's fortifications, and even then Munich developed only in certain districts, primarily in Maxvorstadt. Major attempts at city planning started with the completion of the English Garden and with

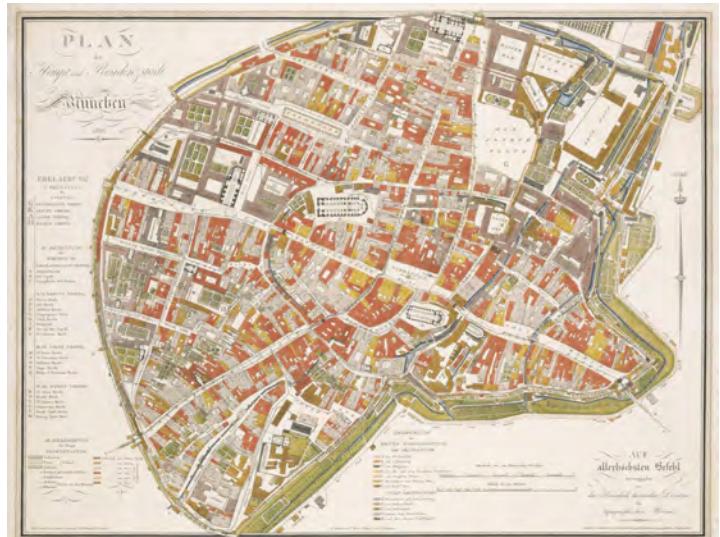
the construction of Munich's elegant boulevards, which at the time provoked fierce resistance among some of Munich's fainter-hearted, conservative citizens. Thus, Ludwig I was forced to concede that Ludwigstraße was too large and too elaborate, that it represented an [inappropriate] example of regal grandeur, and that much of the speculative construction along the boulevard might remain empty for lack of any need. This has a ring of truth, when one considers some of our current controversies. In the mean time, however, the population had become enamoured not only with Ludwigstraße, but also with Bürkleins Maximilianstraße, which earlier had been labeled "not at all like our Munich" and "outlandish".

The most active and ambitious period for city planning occurred under the leadership of Theodor Fischer, whose development office through its 'Staffelbauordnung' (Regulations of Building Scale) guided the city's development for decades and provided the imprimatur for many of Munich's prominent bridges, schools, and churches.

Thankfully, the Nazi's plans for the areas between Karlsplatz and Pasing – an enormous architectural project that the Nazis hoped would stand as a permanent record of their hold on power - were never realized. After the war, with ninety percent of Munich's Old City in ruins, the city councilors under Mayor Thomas Wimmer resolved to rebuild following the city's original layout, style, and scale. This controversial plan, which at the time was criticized as backward and provincial, is responsible for much of the attractiveness and distinctiveness of today's Munich. During Hans-Jochen Vogel's term as mayor, a model for a modern Munich was formulated, and the city made an enormous leap forward as she prepared for the summer Olympic Games. The 90's were known as a period of possibilities thanks to the removal of military bases, the construction of a new airport and the consequent development of the old airport site into a modern Trade Fair Center, and the emerging space requirements of transportation, the postal services, and industry. New city districts emerged, such as Messestadt, the Nordheide, the settlements in Ackermannbogen, and the development along the rail line from Munich's Central Station through Laim to Pasing.

*Munich as planned, Exhibition in the Munich City-Museum 2004-2008*

from: Foreword, Christian Ude, city mayor



city plan of 1806

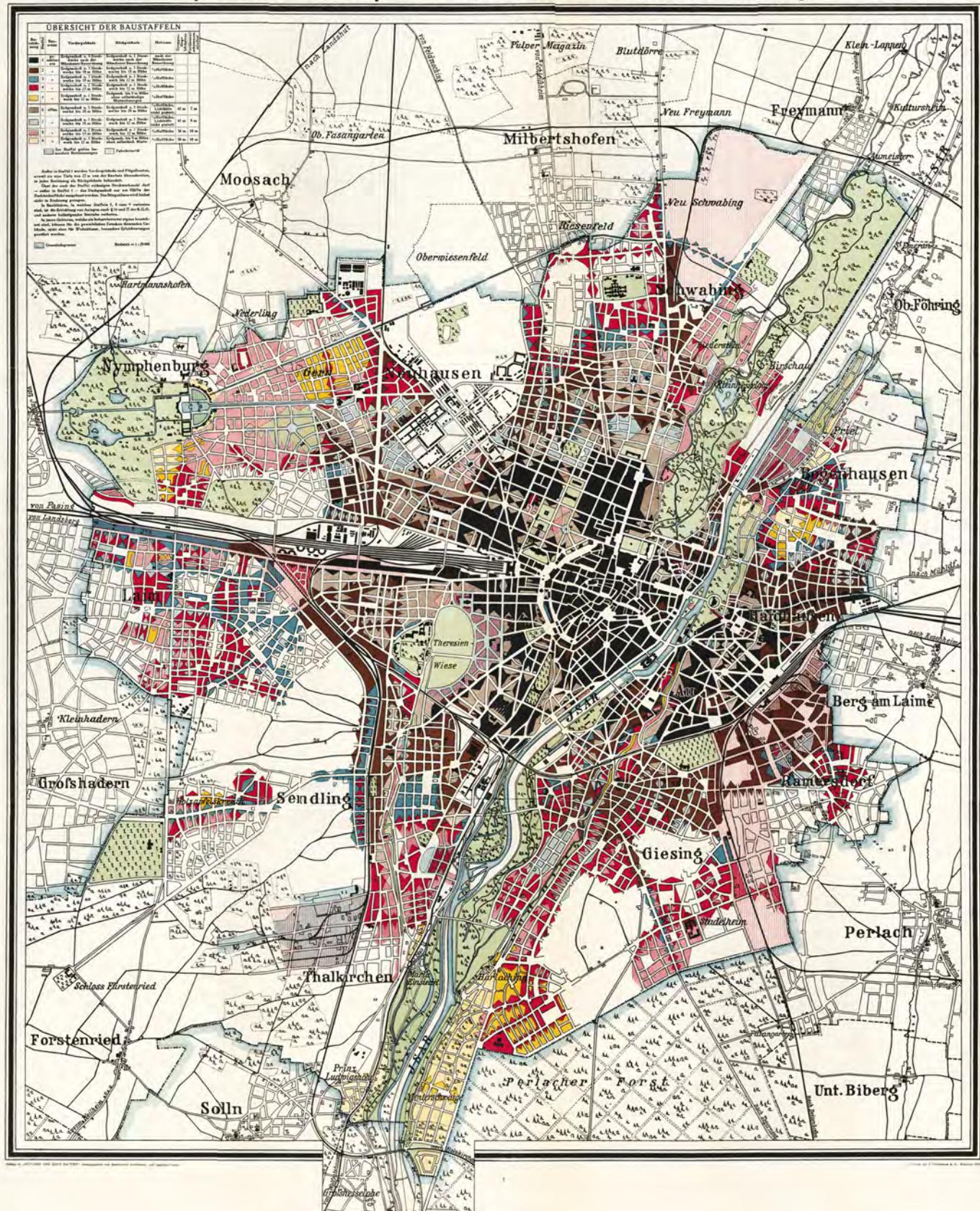


overlay: Theodor Fischer's building lines plan of 1899 and the current figure-ground plan



city-development plan of 1963

## Staffelbauplan der K. Haupt- und Residenzstadt München 1904, ergänzt bis 1912



Theodor Fischer's Staffelbauplan (Regulations for Building Scale) of 1904, from: Stadt Bau Plan, Franz Schiermeier Verlag, München

# northwestern munich

## NEUHAUSEN, GERN, MOOSACH

The area's ambiguous character reflects its history as well as its location in between of several Munich inner-city districts and suburbs. It seems impossible to describe the area as being part of any coherent quarter or nameable borough. Being part of the Moosach suburb, it still seems to be closer to prominent Olympic Park and urban Neuhausen or the Gern villa colonies. A short overview around north-western Munich might help to get an idea about some urban conditions:

### **NEUHAUSEN**

Neuhausen is a Munich city expansion district from the 19th century, with a few typical features such as its broad diversity of typologies and its location between the city and the Nymphenburg royal residence which made it an important representative gateway area. Mentionable are the villa colonies of Gern (see below) and Neuwittelsbach. Neuhausen had been incorporated into the Munich city limits in 1890, a time when it was an already prospering Gründerzeit quarter. The district had a dense and cohesive perimeter block structure made up by small business



Rotkreuzplatz with the high rise of the Red Cross Nurse Dormitory is Neuhausen's urban center. Photo: rl



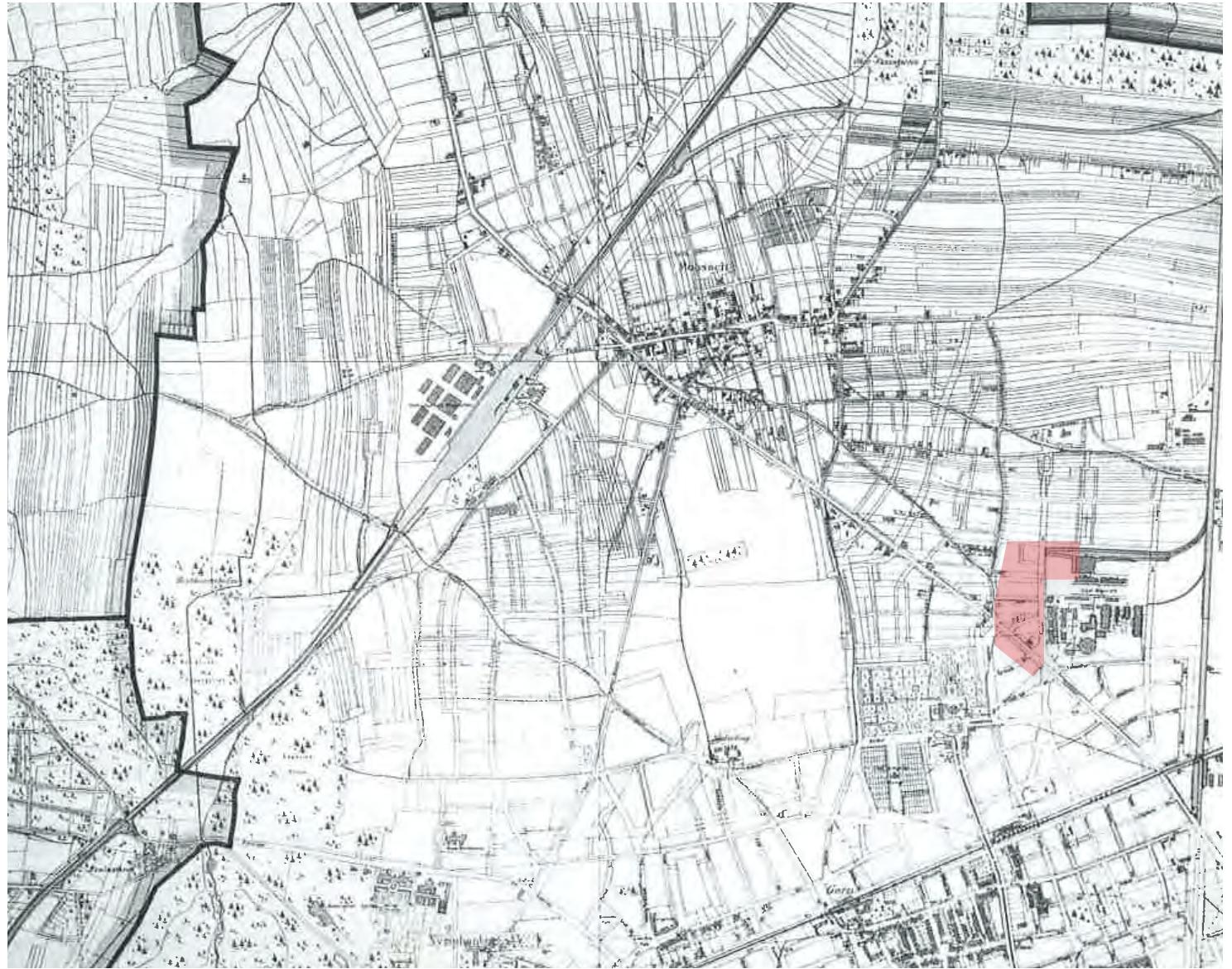
In Gern-Nymphenburg a broad variety of villas, mansions and row houses can be found. Photo: Helmuth Stahleider - Gern



Large parts of Moosach are dominated by housing from the 1950ties to '70ties. Photo: rl

and housing, with workshops and light industry inside the blocks' courtyards, being typical for the urban structure of Germany's late 19th century city expansions. North of Rotkreuzplatz, free-standing villas and garden colonies prevail and flank the canal leading to the residence. Today, the quarter is cut in half by Munich's main ring road, running along what once were train tracks leading north. To the south, next to the railway yards, nonresidential areas prevail, but allotment gardens (Kleingärten), cooperative housing structures such as Siedlung Neuhausen and some erected by companies such as the former Bavarian mail and telegraph company can be found as well. Rotkreuzplatz, with its diverse and complete supply of urban functions such as the Rotkreuz hospital and a department store, is the quarter's urban and commercial center. It's also the location of the former village Neuhausen which is the modern district's eponym.

Neuhausen was one of the first parts of Munich to see the rise of gentrification, which is partly due to the turn-of-the-century high quality building substance and partly to the proximity of a number of green spaces. These include the Nymphenburg park, Hirschgarten, and the Olympic Park with its waterways and numerous sports and recreation facilities. Neuhausen features some interesting new projects too, such as the cooperative housing project „Drei Höfe“ on Renata-/Andreestraße, and a communal underground parking garage on Donnersbergerstraße.



1915 field map. In the center: The village of Moosach and the Rathgeber railway factory close to the railway crossing of Dachauer Straße. To the right: The site (marked red) next to the gas works. Borstei is still to be built. The street layout of the Theodor Fischer plan is visible as an overlay in the open fields.  
Source: Laturell, Volker - Moosach



Aerial photograph, 1976. Redevelopment of the gas works has begun. Moosach is visible in the background. Source: Laturell, Volker - Moosach

Some of the sports and activity grounds along in the Hirschgarten area show how notoriously noisy skate-parks can be enclosed to allow housing development nearby or even may contribute to the rough and distinct atmosphere of the railside fallow lands.

#### GERN

Stretching from Neuhausen to Westfriedhof cemetery, the borough of Gern is a late 19th-century villa colony stemming from a consistent plan in order to develop the agricultural lands between Schloß Nymphenburg and the existing city as an upper-class garden city for the wealthy Munich bourgeoisie seeking the area's green serenity. Developer Jakob Heilmann founded the company „Familienhäuser-Colonie Nymphenburg-Gern“ to implement a set of canonic designs corresponding with the Theodor Fischer city extension plan. 280 single family, double or row houses of different sizes were built from 1892 on to implement this exclusive quarter into the rational plan. Park-like Westfriedhof with its neo-byzantine mortuary on Dantestraße forms a subcenter within Gern.

#### MOOSACH

Moving northwest on Dachauer Straße and entering Moosach you encounter an area that has developed from a village more than 1.200 years old. Though, Moosach hardly radiates any historic atmosphere, the district now is one of Munich's least



Inside Borstei. Source: panoramio.com



Former olympic press village. Photo: rl

prominent and most heterogenous areas. It encompasses the high-rises of the former Olympic press quarters, and adjacent OEZ mall as well as a series of typical extensive post-war projects reflecting the efforts throughout the 50ties to 70ties to turn the housing shortage into a contemporary and progressive form of cityscape. Around Pelkovenstraße and St-Martins-Platz, village structures, the Pelkoven Mansion and some labourer's cottages a mere century old remind us that it was not before 1913 that the village of Moosach became a part of the Munich municipality. Here in central Moosach, you can also find the train station, today operated by the suburban S-Bahn and the Meiller manufacturing plant for trucks and utility vehicles, a company that can be traced back to a railway coach factory inhabiting the place when Moosach was a village.

#### BORSTEI AND THE FORMER GAS WORKS

The site's direct surroundings features one of the most interesting urban features of north-western Munich: The Borstei housing development building contractor Bernhard Borst built following his personal vision from 1922 to 1929. This referred to example of a densified garden city development is still widely



Borstei in an aerial photo looking west, 1930s. The site is visible as an open stretch of land between the gas works and the tree-lined road.



**Georg-Brauchle-Ring and Hanauer Straße.** Suburbs as a city built for the automobile. Photo: rl



The Olympia-Einkaufszentrum mall in a 1973 promotion film still. Large parts of Moosach and its surroundings are dominated by 1960s / 70s planning.

considered consistent with today's ideas of a green yet dense urban development.

The concept of more than 770 largely identical dwellings grouped in 77 4-storey houses that form a complex perimeter block system produces a quality still appreciated today. Inside this system, roads connecting inner promenades and shopfronts to the outside alternate with quiet park-like gardens and garage courts. To the north, the municipal gas works were located, and for decades, a 96-m-gasoholder dominated Moosach's skyline before being torn down in the 1990ties. The largest part of the gas works' area now is occupied by a business park and the SWM municipal works' headquarters.

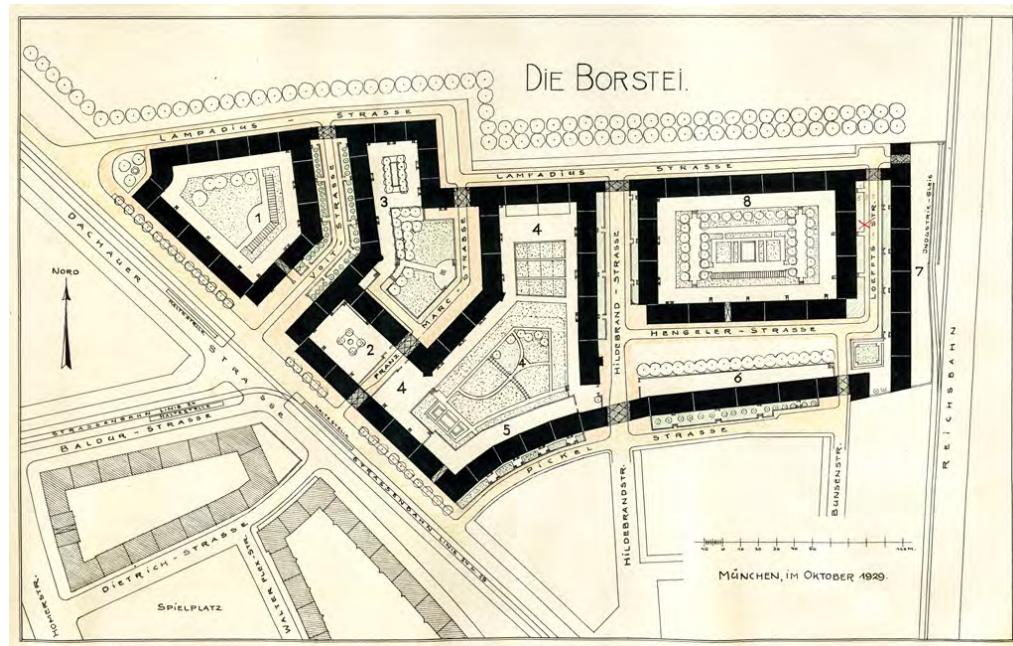
#### THE 1972 OLYMPIC FACILITIES, PARK AND VILLAGE

Being an important symbol for Germany's post-war rise from moral rubble as much as one of the places to mark the beginning of the age of international terrorism, this remarkable area is separated from the Hanauer Straße site by the ring road and the business park on Agnes-Pockels-Bogen. The proximity of this global architectural and landscaping icon raises the question of urban links and permeability in the area.



The gas works is 1915.

Aerial photo from: Hundert Jahre Gas in München



Borstei situation plan, 1929. Source: [www.borstei.de](http://www.borstei.de)

# urban context

## THE SITE AND ITS BORDERS

The site you will be focusing on measures about 5,2 ha. At its immediate boarders the site is lined by very divers urban structures representing the rather wild growth of this part of Moosach over the last decades, some of which (Borstei, the former gasworks now SWM,...) have already been introduced on the previous pages. This jumbled fabric is worth looking at, maybe even worth intergrating and connecting to:

### RECENT

SWM: Over the years the former industrial base (gasworks) has been gradually transformed into a service campus hosting the municipal utilities. The new headquarter of the municipality replaced the old industrial area of the gasworks in 2001, trying to connect to its history by building a quotation of the gasholder made of a steel/glass structure as central architectural element. Over 3000 people are working on the premises of the so called SWM (Stadwerke München).

AWM Abfallwirtschaftsbetrieb / Munich waste company: On the north eastern edge there are the premises of the municipal waste business. Service, maintenance, depot and office space were housed in new headquarters which stretch along Georg-brauchle-Ring in 2006. The two big western parking lots adjacent to the buildings also belong to the AWM but function more as scrapyards at the moment, waiting to be turned into the new busdepot in the near future.

Uptown: Across the street from the AWM, in the north of the site the highrise "Uptown" was built in 2004 by Ingenhoven Overdiek and Partner. With its 146 meters the "Uptown" is momentarily the highest office build of the city of Munich, and only topped by the Olympia-tower the highest building in all Munich. It rents to O2/telefonica and BMW and is surrounded by a campus-like lower structure of four office buildings and one residential block.



The site is embedded in rather heterogenous surroundings

## PLANNING IN PROGRESS

M Campus: The municipality is momentarily expanding its program by developing a technology campus (M Campus) with production, laboratory and shop facilities. Two of the planned four sectors are already realized.

## VACANT

The long empty strip north of the M Campus will stay empty. Being a former railroad and heavy industrialized area its soils are contaminated. The brownfield now serves as compensating area for the densification that is taking place on the rest of the grounds.

"Schwimmadwiese": Referred to as "Schwimmbadwiese" the little park between the campus and the "Kleingärten" was planned to become an important urban open and green space for the campus and SWM premises.

## LISTED

Watertower: The old watertower and a few other buildings of the former gasworks were renovated and, being listed buildings, integrated in the municipal headquarters.

Villas: Further remains of the old gaswork are four villas, formerly the residences of the executives, they are now used as office space for SWM.

## OTHER

U-Bahn: The two subwaystops Westfriedhof and Georg-Brauchle-Ring are important links to the city. The U1 brings you to the Hauptbahnhof in no more than five stops. The areas around the subway entrances are momentarily strangely deserted. Hardly any infrastructure that would support a dayly routine can be found there just yet. There surely seems to be the potential of a quarter dominating axis that could span between them.

Westfriedhof/The western cemetary: Munich's western cemetary opened in 1902. Until today it has grown to the size of 50 ha, which means it is ten times larger than the site you are working on this term. Apart from the Olympic area it is one of the large park-like open urban areas close to the site and an important landscape-architectural and recreational space. The neo-byzantine mortuary at its southern rim marks quite impressively the main entrance to the cemetery.

Allotment Gardens (Kleingärten): The southern counterpart of the site is a large triangular patch with "Kleingärten", the little parcels of land used for gardening by their lesers. The community of the "Kleingärtner" is usually big in solidarity strictly defending their rules of gardening (to cut grass regularly, to commit to seeding and harvest,...). The average age of a Klein-gardener is 60, but more and more young families see the Kleingarten as alternative outdoor space as single family houses with a garden are hardly affordable in the city of Munich.

The v-shaped five-story building marks the northwestern corner of the large intersection of Dachauer- and Hanauerstraße. Behind it you can find residential towers in a parksetting, built in the 70s. Rising nine stories high and with balconies facing to every side they don't "turn their backs" but form quite interesting inbetween spaces. That most of them are wasted for parking reminds us that the parking issue is important and present when planning a new dense quarter.



SWM headquarters, Dachauerstraße, photo: dr



SWM listed villas along Emmy-Noether-Straße, photo: dr



70s residential on Hanauerstraße, photo: rl



Corner of Dachauerstraße and Hanauerstraße, photo: rl

# THE SITE AND ITS BUILDING STOCK

The site itself is no empty lot. On the contrary different phases and stages of buildings and program can be found on it. A just closed competition hints an image of the future northern edge. A to be commenced competition wants to find a future for the western strip. There are many temporary structures surrounded by large lots and a few long-established ones.

## RE-USE OR NO-USE OF EXISITING BUILDINGS

All the existing structures, including the freshly planned ones, are to your disposition. You may see the site an an empty lot and not incorporate any of the building stock, but maybe the one or other structure comes in handy an supports your concept well.

The programs of the existing buildings and the one of the new stuctures must not be subject to drect dependency, co-existence of divergent or rather contradictory functions is common in any changing urban context and might contribute to resilient and flexible urban scheme.

## TEMPORARY

There are temporary accomodations for workers in stacked containers in the northern part. A vietnamese food shack, a music bar and a variety of used car salesmen with their offices in RVs have been filling further voids around it for the past years and are destined to loose ground, as well as the discounter food market surrounded by a large parkinglot at the southern tip at corner of Hanauer- and Dachauerstraße.

Limited in time is also the daycare and kindergarten for the kids of the SWM staff in the middle of the site; fenced in it has the notion of a biotop in a rather industrial setting.



parking lot with temporary accomodation for workers and "Uptown" highrise in the background, photo: dr



Lidl discount supermarket. Photo: rl



food shack. Photo: rl

## PLANNING IN PROCESS

Busdepot: A just closed competition decided what will happen along the northern part of the site (along Georg-Brauchle Ring). The Munich busdepot (Hybrid.M) for up to 200 buses including a work yard and officespace will be built here: An L-shaped building will seam the street corner of Hanauerstr. and Georg-Brauchle-Ring, functioning as a noise shield as much as a strong urban edge. Sheltered by it the workyard and a recreational open space are inteded to be on the south side of what is now the mentioned AWM parking lot. Further infomation about the competition around the Hybrid.M can be downloaded on our website.

A to be commenced competition is set to find a future for the western strip (along Hanauerstraße). Residential structures and social infrastructures (such a school and a neighborhood meetin-point) are focused on here.

## VACANT

On the corner of Dachauer- and Emmy-Noether-Straße there is an empty commercial building formerly hosting the city laundry in a big hall structure.

## LISTED

Two listed buildings (Hanauerstr.12+14) are located on the site. They are referred to as "Model C colonie Moosach" and were built in 1919 in rural style to test alternative building materials. Like the childcare, theese single-family-houses surrounded by "white-picket-fences" seem oddly placed in this context.

## OTHER

Along the eastern side there is a small patch of the characteristic and very resistant „Kleingärten“ (little patches of land used for urban gardening, mainly leased by people that live in flats and well patronized by them). A larger "Kleingärten"-colonie can be found south of the plot in the triangle between Dachauerstraße, Westfriedhof (cemetery) and the Dante sportscomplex.

Next to the Kleingärten there is another little area hosting housing combined with small businesses, such as a rent out fake fish for decorations or a vendor of glastiles.

## STREETS

The major streets framing the site are the Georg-Brauchle-Ring in the north, Emmy-Noether-Straße in the east, Dachauerstraße with its tramtracks in the south and Hanauerstraße with the subway running underneath it in the west. At the corner of Dachauer- and Hanauerstraße there is a park-and-ride garage, formerly marking the end of the line U1 at the stop Westfriedhof. The garage additionally provides parking spots for the bordering Kleingärten, the SWM and the visitors of the cemetery.



childcare biotop. Photo: rl



used car dealers. Photo: dr



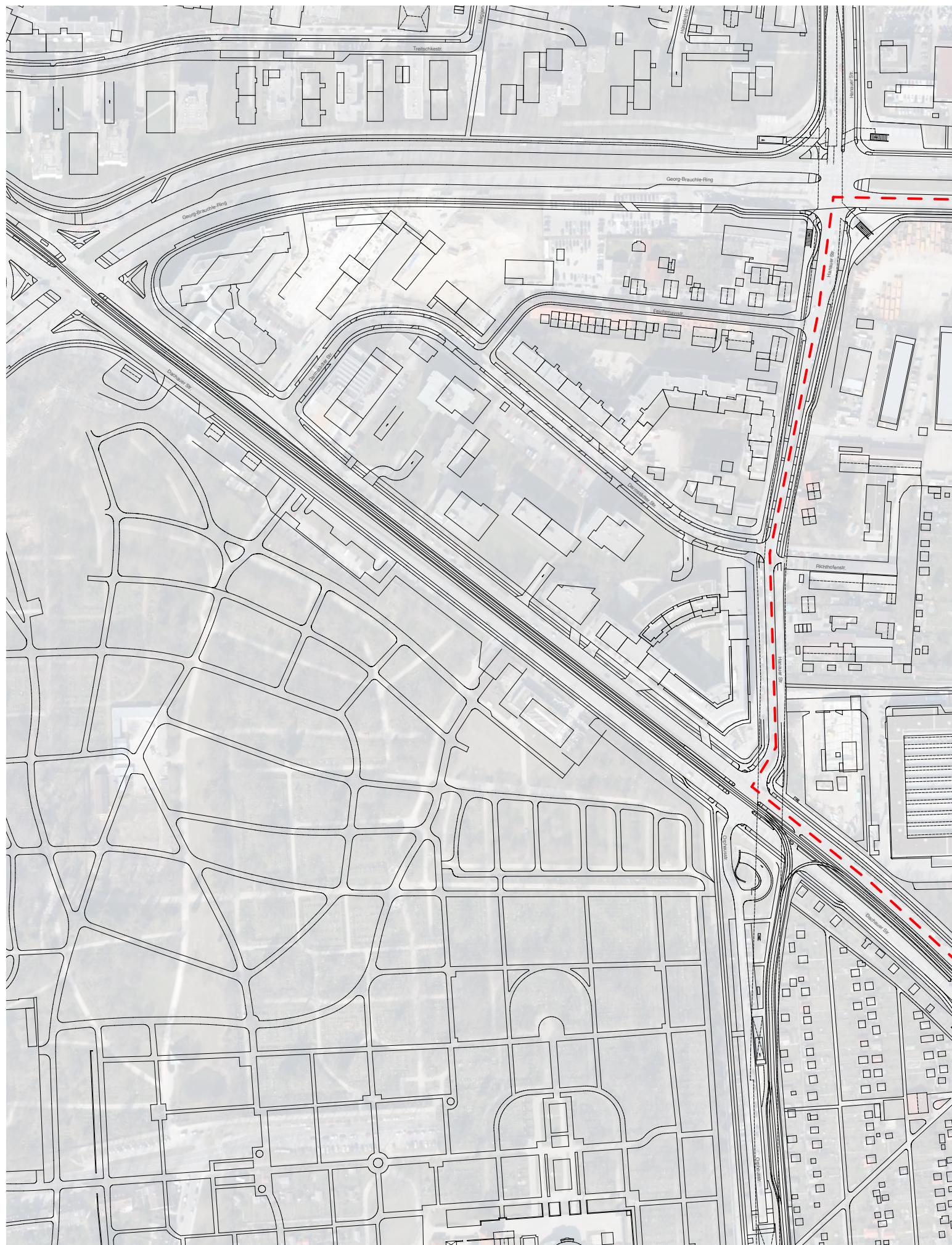
fake-fish-rental. Photo: rl

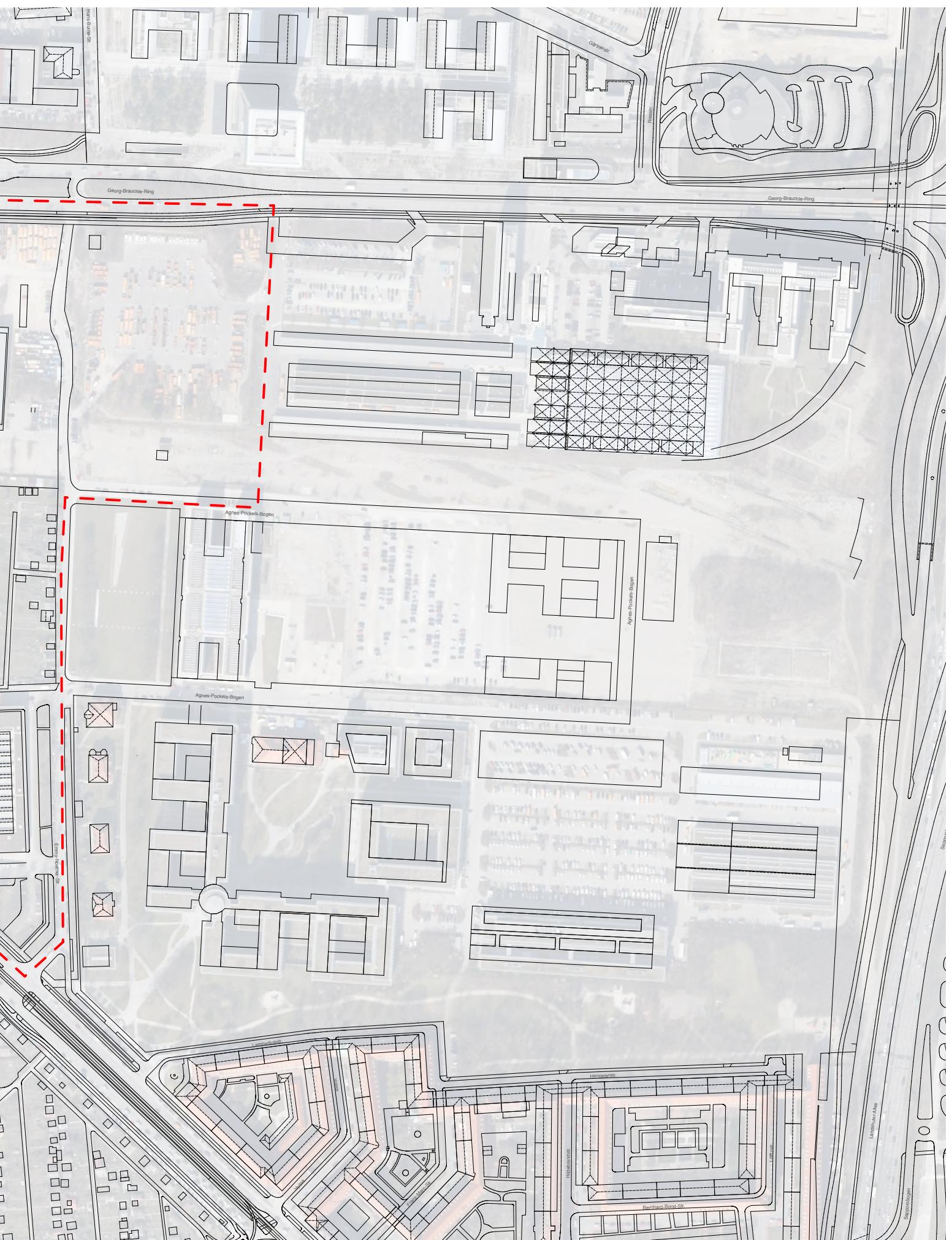


AWM premises. Photo: rl



Model Colony Moosach. Photo: dr





# assignment

## BRIEF

### THE MISSING LINK -

### A NEW QUARTER FOR NORTHWESTERN MUNICH

In search of a programmatical and structural concept for the site and a new urban image for northwestern Munich, the notion of a strong identity in this rather disperse context must lead the way. Something that is able to live up to the extraordinary quality of Borstei or the Olympic park in a very urban sense. Coming up with a leitmotif may help to establish a quarter, which recognizably forms a new center for a dense, urban and diverse area and provides the „missing link“ between Moosach and the central quarters.

As it is very helpful to have something in mind for the area you will be working on in this term, you will start off with forming an encouraging vision that paints a positive future for this patch of Munich. Collecting knowledge by mapping site and surroundings and evaluating the data will set you off to develop (by physically building!!!) an urbanistic concept model and testing its qualities in a structural model as kickoff for the more detailed structural design.

The aim is neither simply a new masterplan, nor any tabula rasa strategy, but the careful evaluation of the deficits and potentials of the area, taking into consideration the vicinity, the overall situation in the Munich context, specific opportunity brought in by location and existing buildings, social context and many more factors. The elementary school and the „M-Hybrid“ bus depot planned in the area are to be implemented in the urban concept – by actively re-evaluating their detailed urban and architectural setups. It's not a new quarter of stand-alone logic to be developed and implanted into an urban gap, but an heterogeneous element



70s housing framing an empty lot on site, Foto: rl

that adapts precisely and specifically to its neighbouring structures and situations – the kind of concept that forms a functional and atmospherical integrated design that can be described as „assemblage“.

### PROGRAM

Against the backdrop of skyrocketing rents and an alarming housing shortage, dense dwelling seems the logical core theme. The aim is to come up with the concept for a dense quarter with outstandingly designed housing and a clear allocation of public and semi-private spaces. In suitable schemes, the usual Munich floor area ratio of 1.5 can be considerably increased.

In addition to housing, space for commercial and office use should be provided, while it can be combined with housing in strategic locations. This can help control the characteristics of public space (usage frequency, round-the-clock use) as well as help with filling the ground floors. Selected spots might also allow exclusively for densified commercial space. To establish and support an urban quarter of multifaceted and vital character that attracts users from the surrounding areas, public program of minor share should be provided. Such functions may be allocated to the housing areas or be of city-wide importance.

However, the sensible choice of density, dimension and plots' openness are important means to control the character and program of public space. Different typologies and combinations of program can at their borders form multiplicably determined spaces full of potential. Special pieces of program can be employed to make areas of centrality inside the area recognizable from the outside and to attract. Maybe Hanauerstraße as the connecting axis between the two subway stops will grow to a



70s housing, empty lot and "Model Colony Moosach", Foto: rl



"SWM Villen Allee", Foto: rl



WB Gewinnerentwurf Busbetriebshof "M Hybrid", JSWD Architekten Köln mit KLA Duisburg, Quelle:WB aktuell Dokumentation

zone of frequency of usage and density? A selection of well inserted and properly chosen pieces of program can be one way to link the new quarter to its context. Placing one element big in size or content at the proper spot can be another.

# TYPOLOGY AND HOUSING

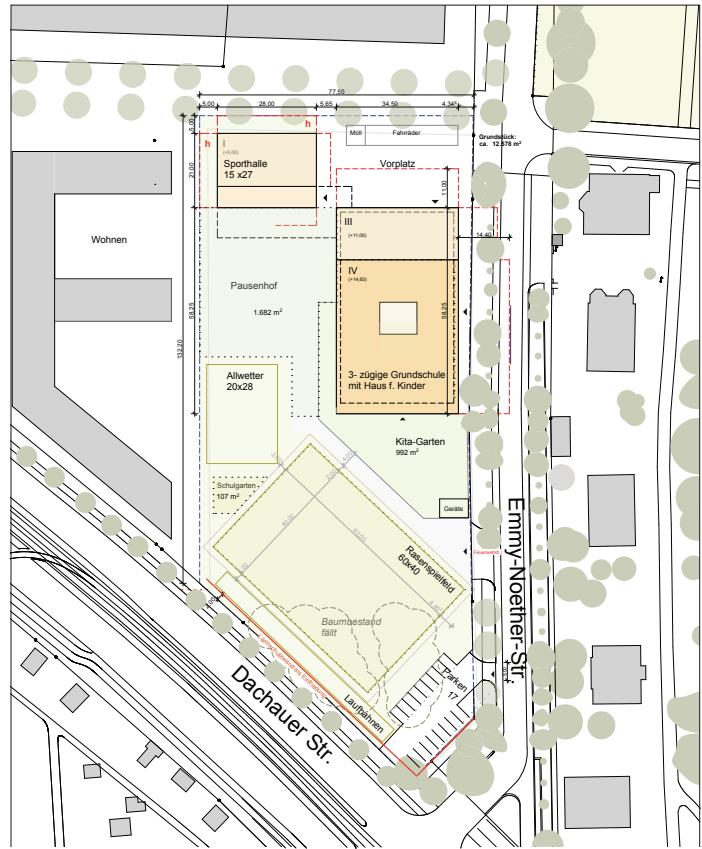
Quality housing in a dense quarter of mixed use puts typological decisions to the test.

The guideline should be a general idea about the character and atmosphere of the new neighborhood, the orientation of flats and the disposition of semi-private or private spaces as much as openness and closedness of urban typology. Mixed use inside the buildings may add to diversity and call for special solutions in selected sites. Housing is an important issue in the Munich context, conversion of large industrial and logistical sites nowadays is more common a topic than ever. The aim is to generate synergies with these potentials.

Collective functions can be a critical asset in distinguishing dwellings of special quality or target groups (which does not necessarily mean up-market): from valuably designed open spaces to community kitchens and terraces, child care, laundries to spas and sports, there are a lot of possibilities.

PUBLIC SPACE

The connections to the neighbouring quarters and the situations around the existing buildings ask for specific and strategic solutions. A clear weighting, strategic distribution and characterization of public space will be of central importance: publicly and semi-privately used space plays a special role in an area that is to



Machbarkeitsstudie Grundschule Variante B; Quell: SWM Auslobungstext "Wohnquartier Hanauerstraße".

be shared by various groups of users and their activities. Ideally, open, somewhat undetermined functionality and spacial precision should be balanced. The adjacent buildings' programs should help in creating and supporting a vital and broad mixture of uses in the public space they are defining. The open space has to be structured in an recognisable set and sequence of urban spaces. Suitable spatial vegetation has to underpin the concept of the urbanistic layout and have to offer unique appearance of each character of open space. These characters are to formulate in their materiality, the choice of street furnitures and the lighting concept.

The concept and the design must clear, what role the central and important urban spaces inside the site and along its edges plays for the new quarter and its vicinity. Is there an emphasis either on the core or on the margins of the new structure and what characterizes the new urban spaces? Are open or closed urban structures more helpful in creating areas that can be used in a flexible way?

Here, the ground floors' programs play a central role, proportions and dimensions of urban space and its design should support the potential in a quiet manner. Inconsistencies and ambiguity cannot be ruled out. The character of the spaces between the buildings must enable and promote the idea of city imagined, it is necessary to formulate this idea while working on your design.

## THESIS

Find a design thesis, a radical statement or a distinctly chosen design focus (vision). It will improve your work process. The thesis must content the definition of the key problems and challenges, the main aim your conceived is focused on and the method how to reach this aim.

TAKING THE FOLLOWING ASPECTS INTO CONSIDERATION MAY HELP YOU DEVELOP YOUR PROJECT:

What can be the strategic role of the new quarter in the urban context of western Munich?

What pattern of urban space may suit your concept best?

What are the key connectors and interfaces to the surrounding areas?

How might mediation between different densities and urban grains be achieved?

What can be means of defining the degree of publicness of open spaces?

What can be suitable, contemporary and high quality typologies of housing in this context?

What program is already existent in the surroundings, which is essential to be added?

What additional programs can extend the time of usage and mix of user groups?

## REQUIREMENTS

Specific requirements and products for your final presentation will be announced in the course of the term.

Generally, the finished project should fill around four A0 panels, showing the substantial steps in the development of the design, from interpretation and analysis, concept and scenario to the urban design project in plans, sections and elevations of appropriate scale. Applicable scales will be 1:1000 and 1:500 for focuses, greater or smaller if necessary. For sections and elevations the scale of 1:200 or 1:100 will be suitable. There should be perspective drawings and annotating text.

Very important will be your models showing the overall project, its development and if applicable, a focus area with spatial concepts. Your models should be built in a scale of 1:1000.

The Landscape Architects in the teams have to hand in an project report. Ideally the report is written parallel to the design process. The report should have a length of 15.000 - 25.000 characters. Figures, tables, images, illustrations should support your text. Please have a special look at a proper layout based on the layouttemplate of the LAI and on the citation rules.



business/housing mix along Hanauerstraße All photos: r1



Sackgasse bis KITA ab Hanauerstraße All photos: r1



Kleingärten along Hanauerstraße



Kleingärten and 70s housing along Hanauerstraße

# structuring the studio

## STRUCTURING THE STUDIO

Structuring the studio in design phases should help you to organize your workflow and control subtopics and interdependent aspects. (This does not mean we believe in any linear design strategy; changing back and forth between scales and topics is essential to counter-check and control your design process.) The phases are linked to each other and are based on each other.

## VISION

After having visited the site for the first time you are now asked to present your „path of desire“ for these spaces by making a collage of your vision for its immediate future:

What are the main aspects of a good city? What in particular does this site need to contribute to a positive growth of the city of Munich? How big or small of an impact is necessary? What could function as the mentioned „missing link“ between Moosach and the downtown quarters: a dominant structure or a striking piece of program or neither or both? What could be the perfect mix for Moosach?

Envision and discuss the future of these coarse patches of land and their relation to the surrounding context of mixed uses in your design team. Draw a realistic but adventurous and, most important, a positive image of the to be designed area and its surrounding. Display the everyday activities and overall atmosphere you wish to establish there and take a first guess which structures will help to support them on the urban level. See the vision as an important driver for your further design process. Document your idea in drawing, title and a short text.

### REQUIREMENT:

Make one **drawing** of your vision that can lead to a successful design process. Anchor your dream scenario to established elements of the site/context to really show direct impact on the existing structures: For instance a group of buildings, a streetscape or a part of the existing landscape that seems worth connecting to. You are free to choose any technique to best bring across your vision: collage into a taken photo, sketch, paint, use built references, etc. Please use the format DinA3.

Find an apt **title** to support your vision and describe your scenario in a short **essay** (not more than one DinA4 page of writing).

Please hand in a **digital version** as well (this can be a scan or photo-jpg of your A3 vision).

**FORMAT: DIN A3 (DRAWING); DIN A4 (TEXT)**

**HANDOUT: APRIL 16TH**

**DUE: APRIL 21**



Collage life in Bangkok, Source: Internet



Collage KEW 2012/13: In the middle of munich, Simon Sauer

## INVENTORY AND EVALUATION / ORTSANALYSE

The vision can work as an important driver for your further design process. To be able to test your vision on the site it is necessary to know how the urban situation is organized at the moment. Focus especially on the connection to and character of its context. Raising an accurate evaluation of the inventory of these spaces will be essential to react to the plot properly.

Please scan the site plus its greater context for the following proposed topics and map them as important reference for your further design process. Therefore it will be necessary to visit the site again with a focus on these (or additional) topics:

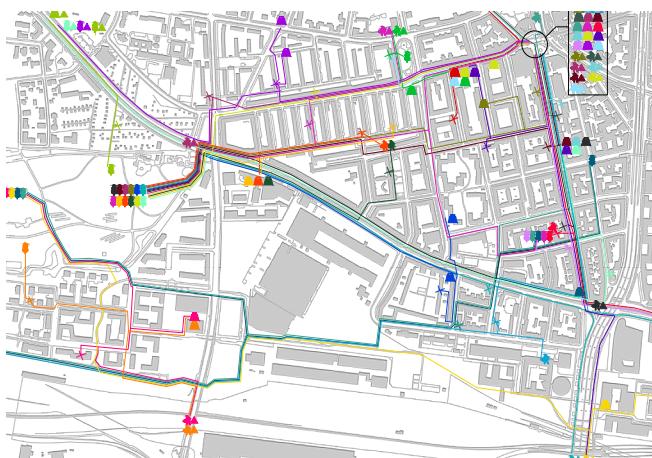
1. MOBILITY, TRANSPORTATION, PUBLIC TRANSPORTATION, BIKE PATHS, PEDESTRIAN AREAS, PARKING LOTS, STREETS, TRAFFIC
2. PERMEABILITY, SPATIAL SEQUENCES, BORDERS, BARRIERS
3. LANDSCAPE, VEGETATION, DOMINANT TREES, SEALING
4. BUILDINGS, FUNCTIONS, USES, INTERMEDIATE USES, VACANCY, AGE OF BUILDINGS, HEIGHT OF BUILDINGS, ORGANIZATION
5. PRIVATE AND PUBLIC SPACES, POINTS OF ACTIVITY, OPPORTUNITIES OF INTERACTION

It usually helps to throw together all the knowledge and experience you gained by mapping the categories and visiting the site several times and generate one big potential-deficits-map. To have all information in one map, you will need to select the data you got by its importance and its impact. This evaluation map will show you the hot spots for the design process.

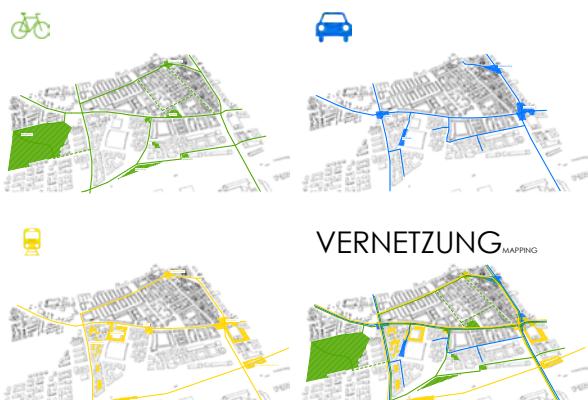
In this phase each group should build a model of the site + its context that will be the Arbeitsmodell for the whole semester. Scale 1:1000 Please see download on our website for digital map and model perimeter.

**DUE: MAY 4**

**FORMAT:** suiting your topics, DinA 1, scale 1:1000  
according to prior agreement



Mapping Neuhausen; map: Judzentye, Kracht, summer 14



VERNETZUNG



Melun Senart Ville Nouvelle Competition entry 1987, Rem Koolhaas OMA,

Source: Internet



still: deux ou trois choses

### CONCEPT MODEL / KONZEPTMODELL

You are now loaded with data and visions concerning the site. Discuss the status quo and the "future to be" with your associates:

What is the aim? Draft a thesis! (Remember, a design thesis is a radical statement!) Does it still mirror your vision? What needs to be the concept for your plot? Express via model the guidelines of further design and development. Is there a major axis that needs to be strengthened? Are there important points of interaction that need to be created? Highlight areas that need to be controlled by design, but also identify parts where the development can be kept loose and the advice you give is: "laisser faire".

### REQUIREMENT:

Build a model (scale 1:1000) showing the site and the larger context. Find a way to mark, **in conceptual manner**, the essential spacial and programmatical aspects. For example: Show connections you find important by physically building them. Point out hotspots and urban peaks you want to create by actually piling up stuff etc. PLEASE NOTE: This will not be a structural model ! Visualize the important conceptual elements!

Support your model by drafting a thesis. Your thesis should only have one or two significant sentences. Please print them in big letters on a DinA3 sheet of paper.

**DUE: MAY 4**

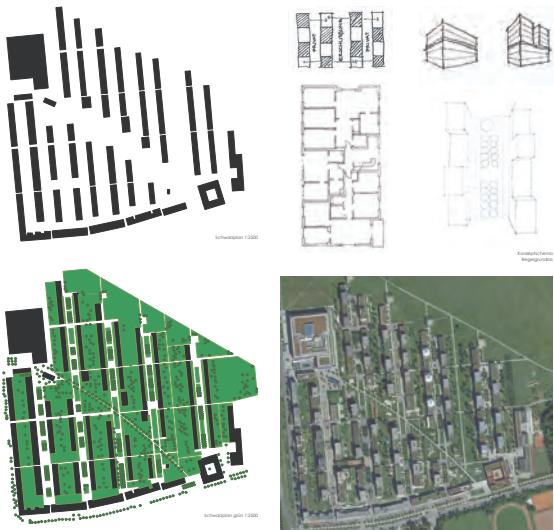
**FORMAT:** DinA 1, scale 1:1000, thesis 1 DinA3

## CASE STUDY / REFERENZ

To get a better feeling for the dimension of housing typologies you will analyse good urban design projects as case studies. Looking at their urban qualities as much as the organisation of the buildings and the arrangement of the floorplans will help you to make decisions for your design and will serve you as reference.

**DUE: MAY 11**

**FORMAT:** DinA 1, scale 1:1000, detailed information will be available as download on our website.



Studying references, Ex: Nordhaide Munich, ba students 2014

## TEST IT / FINAL STEP

It will not be possible to work out every corner of your project in detail, so you will have to choose an area or aspect you want to focus on towards the end of the design process (1:500). What will be the key situation that stands for the projects success? In this phase it is very helpful to think of an atmosphere you want to create in the new quarter. Partly this may have you looking back to your initial vision. Who should use the spaces you are in the middle of designing? Students, high income people, families or all together. What should be the ambience? Recreational and featuring sports in the neighbourhood of the Olympiagelände? An area with little stores and restaurants, growing to be a new little center? Stressing social needs or adding to the research campus? Work hard on bringing across the key elements necessary to provide a convincing future of the targeted quarter.

Result will be a masterplan (1:1000/1:500) and perspectives to visualize the atmosphere. The masterplan should inform about building heights, uses, entrances, parkinggarages, division of floorplans, private spaces, the organisation of the public space and landscaping elements. The masterplan is presented on groundfloor level, showing the interaction of indoor and outdoor spaces. Furthermore you might need diagrams, sections or details of floorplans in a smaller scale to explain the upper floors of buildings, special uses or other essential urban elements more closely.

Of course there will be a model with the final state of the design.

**ABGABE PLÄNE AM 17. JULI !!  
SCHLUSSPRÄSENTATION AM 20./21. JULI**

## TEST IT / PLAN OHNE WEISS

Go into detail. Push your ideas further and turn your concept into a well working design with essential information about all the spaces. Include every space and create a "Plan ohne Weiß" as important intermediate stage in your process. Work in the scale 1:1000

**DUE: JUNE 8/9 TISCHGESPRÄCH MIT PROF. MICHAELI UND PROF. WEILACHER**

**FORMAT:** M 1:1000, handdrawing!!



# städtebau & landschaftsarchitektur

## MARK MICHAELI

**Challenge:** A fundamental transformation of forms of urbanisation has been observed in recent years. In widely diverse areas, an urban landscape has emerged revealing forms decisively different from any seen before. The concentric urban agglomerations of the late 20th century are being replaced by today's complex polycentric urbanized regions, that functionally and spatially stretch from metropolitan suburbia and their infrastructures far into rural areas. These peripheries are of particular interest. While cities worldwide are trying to respond to global and local challenges, their surrounding regions are increasingly under threat. Specifically, urban peripheries are badly equipped to adapt to the demands of fast changing times and modernisation, as they lack the city's capacity to absorb new solutions in technology, services and societal changes. It seems essential today to re-integrate urban and rural local economies more efficiently and reconstruct regional expertise necessary for rebuilding efficient, resilient and more sustainable cities and regions. The transformation processes arising from this situation can be seen as an opportunity to upgrade long neglected or low-value urban structures and move towards a quality development of the urban and the surrounding landscapes. Particularly in demand are urban and landscape reconstruction strategies and designs that enable a new balance between the physical space and active participants to be involved in the transformational process and develop ideas for urban reconstruction from the resources available. Such strategies building on specific local talents and opportunities are considered "sustainable", since they initiate a socio-economic process that is able to sustain itself. In a sense, "the city (re)produces the city".

**Approach:** The Chair of Sustainable Urbanism views sustainable spatial and urban development as a product of the particular effects arising from the ongoing interaction between the environment and society. Entire contemporary urban systems stretching from metropolitan hubs to the rural periphery can be regarded as an arena in which catalytic and induced dynamics mutually complement and drive spatial development. Certain spatial forms and elements appear beneficial to the urban processes of interaction, while others seem to hinder productive exchange. The challenge for urban design and planning disciplines is to activate specific potentials arising from the interaction between the built environment and social dynamics. Strategies and measures are essential for promoting urban qualities at both levels of building design and urban policy, planning and governance. The Chair of Sustainable Urbanism promotes a spatial development that is committed to the common good and the principle of sustainability. The accessible means and untapped strategic potentials for the transformation and qualification

processes of the given urban situation are considered urban resources. The complex interweaving of given conditions within the socioeconomic context have hardly been detected so far by planners. These conditions embody the motor of a development that, in the sense of a sustainable development, advances current urban conditions. Which operative urban resources are available for initiating a transformation process in the given urban situation? How can they be activated and deployed in the redevelopment processes and within a strategic planning process? Which particular spatial constellations (typology and topology) can be identified as conditions conducive to urban quality? Which urban strategies can intelligently inform development and transformation processes? Dealing with these challenges requires the necessary expertise to grasp the problem as well as explore possible design solutions. This involves synthesising incisive analysis and extensive design exploration:

**Scientific Research:** This approach follows the principle of interdisciplinary academic research. It focuses on specific problems and areas of inquiry within the context of current urban phenomena. Applying empirical scientific, socio-scientific and humanistic methods, topic-specific analyses will be performed and scenarios developed in the context of a contemporary city and its underlying mechanisms.

**Design Research:** This approach follows the principle of a practice-oriented and solution-oriented synthesis of findings in the design process, thus taking normative factors into account. During the design phase, comprehensible analysis and concrete scenarios will form the basis for combining and consolidating the various findings of the relevant areas of research into concepts, strategies and projects.



**Roofscapes** Matteo Pelagatti, Dominik Baumann, Lorenzo Trevisan Volta

# **UDO WEILACHER**

## **Unbequeme Wahrheiten der Ökologie**

Je nach Standpunkt – und das ist keineswegs neu – sind die Erwartungen an die Landschaftsarchitektur im Zusammenhang mit zukünftiger Stadtentwicklung sehr unterschiedlich bis vollkommen divergierend. Während die meisten Wohninteressenten in den hoch entwickelten Industrieländern erwarten, dass man der Realisierung ihres privaten Traums vom Häuschen im Grünen nicht im Weg steht, fordern die Weltgemeinschaft und insbesondere jene, die schon heute von den Folgen des Klimawandels unmittelbar und existenziell betroffen sind, vollkommen zu Recht die sofortige Anerkennung der „unbequemen Wahrheiten der Ökologie“<sup>1</sup>, den Schutz wertvoller globaler Gemeingüter und ein entsprechend gewissenhaftes Planen und Bauen. Auch die Landschaftsarchitektur in Deutschland muss insbesondere hinsichtlich des Schutzes der Ressource Boden klare Standpunkte beziehen und verantwortungsvoll mitwirken an der Gestaltung einer Lebensumwelt, die sich permanent auf komplexe Weise verändert. Triebkräfte dieser dynamischen Veränderungen sind in erster Linie der Wandel gesellschaftlicher Normen und Werte vor dem Hintergrund einer täglich um etwa 230.000 Erdenbürger<sup>2</sup> zunehmenden Weltbevölkerung und ständig wachsender, alltäglicher Ansprüche der Menschen. Diese Ansprüche sind weltweit betrachtet keineswegs nur auf mehr Genuss und „grünes Plus“, sondern immer häufiger auf die Sicherung der blanken Existenz gerichtet. Es ist nicht nur kurzsichtig, sondern geradezu fahrlässig, die Frage nach der Zukunft des Stadtgrüns im eigenen Wirkungskreis zu diskutieren, ohne sich der vollen globalen Tragweite dieser Frage bewusst zu sein. Dieses Problembewusstsein und den Mut zu unbequemen Wahrheiten muss man von aktueller Landschaftsarchitektur grundsätzlich erwarten können.

[...]

Alle städtebaulichen Zukunftsvisionen [...], darunter auch die Pläne zur Ökostadt Masdar City in den Vereinigten Arabischen Emiraten, werden nicht nur von den Themen Energieeffizienz, Umweltschutz und Mobilität geprägt, sondern sind auch durch einen hohen Grünanteil deutlich gekennzeichnet. Die Qualitäten dieses öffentlichen und privaten Grüns, und zwar keineswegs nur die ästhetischen, sind entscheidend für die Baukultur der Zukunft.

## **Verantwortungsvolles Freiraummanagement**

In Milano Santa Giulia möchten die Planer [um den renommierten Architekten Lord Norman Foster] einerseits die Ressource Boden schonen und andererseits durch ausgedehnte Grünflächen eine gute Lebensqualität innerhalb des neuen Wohnquartiers erreichen. In Plänen und Modellen wird deutlich, dass sich die geplanten Außenräume in ihrer Ästhetik von urbanen Grünflächen

der Vergangenheit nicht wesentlich unterscheiden. Heute ist man sich jedoch darüber im Klaren, dass unbebaute, unzerschnittene und unzersiedelte Fläche eine sehr begrenzte und kostbare Ressource ist. Einige der wichtigsten Herausforderungen für die Landschaftsarchitektur in solchen Projekten bestehen darin, in interdisziplinärer Zusammenarbeit mit Architekten, Stadtplanern, Verkehrsexperten und anderen Fachleuten den „ökologischen Fußabdruck“ des gesamten Stadtentwicklungsprojektes im Auge zu behalten. Im Interesse einer sinnvollen Innenentwicklung müssen sie einerseits zulassen, dass geeignete Freiflächen in erforderlicher Dichte bebaut werden. Andererseits muss die Landschaftsarchitektur dafür Sorge tragen, dass nicht aus ökonomischen Sachzwängen wichtige Bausteine des vernetzten Freiraumsystems von Stadt, Umland und Region der unbedachten Überbauung zum Opfer fallen. Die langfristige Sicherung solcher Freiflächen als „grünes Gemeingut“ wird nur durch eine strategisch sinnvolle Einbindung in multi-soziale und multi-ethnische Stadtsysteme zu gewährleisten sein. So wichtig die attraktive gestalterische Qualität neuer Gärten, Parks und Plätze in Zukunft auch sein mag, ohne Einbeziehung aller Akteure in die Planungsentscheidungen und ohne intelligente Einbindung der Landschaftsarchitektur in komplexe Stadtentwicklungsprozesse, zum Beispiel im Rahmen von Innenentwicklungs-, Qualifizierungs-, Umnutzungs- oder Zwischennutzungsstrategien, besteht die Gefahr, dass Grünflächen zukünftig lediglich als hübsche, aber im Zweifelsfall entbehrlieche Schmuckstücke betrachtet werden.

[...]

Die Herausforderung für Landschaftsarchitekten und Architekten wird darin bestehen, künstliche und natürliche Systeme so miteinander zu verbinden, dass in der Stadt eine lebenswerte, mit Natur durchwirkte Dichte zustande kommt. Die alten Gärten und Parks werden auch in Zukunft Orte sein, an denen der Mensch den sinnlichen Kontakt zum terroir, zur landschaftlichen Grundlage der Stadt aufnehmen kann. Diese Grünräume werden aber nur dann nicht aus dem Bild der Städte verschwinden, wenn es der Landschaftsarchitektur gelingt, das öffentliche Bewusstsein für den Wert und die Geschichte dieser Orte wach zu halten und beständig für ihre Pflege und Erhaltung zu sorgen.

[...]<sup>1</sup>

Aus „Landschaftsarchitektur im Zeitalter urbaner Transformation“ (publiziert in: Bund Deutscher Landschaftsarchitekten bdla (Hrsg.): Grüner Wohnen. Barcelona Basel New York 2011; S. 8 – 19)

<sup>1</sup> vgl. Wolfgang Haber: Die unbequemen Wahrheiten der Ökologie. Eine Nachhaltigkeitsperspektive für das 21. Jahrhundert. München 2010.

<sup>2</sup> The World Bank Group (Hrsg.): Beyond Economic Growth. Washington D. C. 2004, S. 22.

# studio termine

**#1 - Jeder schreibt bitte eine Email zu Eintragung in die mailing list an [roman.leonhartsberger@tum.de!](mailto:roman.leonhartsberger@tum.de)**

**#2 - Informationen und Materialien sind regelmässig zu finden: (Siehe auch QR-Code:)**

**[www.sustainable-urbanism.de](http://www.sustainable-urbanism.de)**

**#3 - Arbeitsraum Grüner Saal, für Zugangsberechtigung bitte 50 Euro Pfand pro Zweierteam hinterlegen (A im Sekretariat SU und LA im Sekretariat LAI)**

W01 / DI. 14.04. / 14.00 / kick off / HS 0360

W01 / DO 16.04. / 14.00 / Ortsbesichtigung  
U1 Georg-Brauchle-Ring Subway Stop / **VISION!**

W02 / MO 20.04. / 14.00-19.00 / Präsentation - **VISION!**

W03 / MO 27.04. / 14.00-19.00 / Betreuung Grüner Saal

W04 / MO+DI / 04+05. 05. / 10.00 / **TESTAT 1**  
**Ortsanalyse und Konzept(modell)**

W05 / MO 11.05. / 14.00-19.00 / Betreuung Grüner Saal

W06 / MO 18.05. / 14.00-19.00 / Betreuung Grüner Saal

## PFINGSTEN

W08 / MO 01.06. / 14.00-19.00 / Betreuung Grüner Saal

W09 / MO+DI / 08+09. 06. / 10.00 / **TISCHGESPRÄCH**  
**"Plan ohne Weiß"**

W10 / MO 15.06. / 14.00-19.00 / Betreuung Grüner Saal

W11 / MO 22.06.-26.06 / A: Exkursionswoche Haase,  
LA Betreuung bei Bedarf

W12 / MO+DI / 29+30. 06. / 10.00 / **TESTAT 2**  
**Entwurfsfortschritt**

W13 / MO 06.07. / 14.00-19.00 / Betreuung Grüner Saal

W14 / MO 13.07. / 14.00-19.00 / Betreuung Grüner Saal

W14 / FR 17.07. / 10.00-12.00 / **ABGABE Pläne und A3 Verkleinerungen** / am Lehrstuhl

W15 / MO+DI / 20+21. 07. / ab 10.00 / **SCHLUSSPRÄSENTATION** in der alten Bibliothek

Vorlesung Modul 16P immer Montags 9.45-13.00 Uhr HS 0360  
Infos auf der Webseite

Vorlesung Weilacher immer Dienstags, 11.30st-13.00 HS 1180  
Infos auf der Webseite



# glossar

**Stadt** „Ein Siedlungsgebiet, in dem die Wahrscheinlichkeit einem Unbekannten zu begegnen hoch ist.“



**Akteur** Ein Begriff der nicht mit „Nutzer“ gleichzusetzen ist, bezogen auf einen bestimmten Bereich der Stadt, oft auch im Sinne einer Einflussnahme von aussen.

**BGF / GF** Die Bruttogeschossfläche beinhaltet Konstruktionsfläche und Nettogrundfläche und wird im Städtebau oft mit dem Begriff der Geschossfläche gleichgesetzt.

**Dichte** (siehe auch GFZ) bezeichnet das Verhältnis von Geschossfläche bzw. Bauvolumen zu einer bestimmten Fläche und ist ein Indikator für Ereignisdichte, Urbanität, ökonomischen Druck, klimatische Bedingungen etc.

**FNP** Der Flächennutzungsplan ist das übergeordnete Instrument der Bauleitplanung und regelt die städtebauliche Entwicklung innerhalb der Gemeinden und die bauliche Nutzung.

**Freiflächen** Die Zuordnung / Widmung der Freiflächen bezieht sich auf die Nutzungsgruppen und den Grad der Privatheit. Gestaltung und Eigentümerschaft (öffentliche / privat) spielen eine Rolle.

**Gemeinbedarf**, Versorgung mit, Bauten und Freiflächen welche der Allgemeinheit dienen wie bsp. Sportflächen, Sakralbauten, Bildungs- und öffentliche Freizeiteinrichtungen usw.

**GFZ** Die Geschossflächenzahl (BauNVO, § 20) gibt das Verhältnis der gesamten Geschossfläche aller Vollgeschosse auf einem Grundstück zu der Fläche des Baugrundstücks an, z.B. 1,2

**GRZ** Die Grundflächenzahl nach (BauNVO, § 19) gibt den Flächenanteil eines Baugrundstückes an, der überbaut werden darf; z.B. 0,3

**Infrastruktur** Einrichtungen und Bauten zur Versorgung, Beförderung oder Nutzung durch die Allgemeinheit oder für öffentliche Belange.

**Körnung** Typische vorherrschende Gebäudetiefen, Abstände und Morphologien innerhalb eines Gebietes.

**Milieu** Soziales Umfeld, charakteristische Umgebung in der ein Mensch lebt und die ihn prägt.

**Mischung** Die Funktions- und Nutzungsmischung steht der sozialen Mischung gegenüber.

**Morphologie** Klassifizierung von Bauten, Stadtteilen oder Freiräumen hinsichtlich ihrer Formmerkmale.

**Öffentlich / halböffentliche / privat** Diese Begriffe klassifizieren Bereiche im Freiraum wie auch innerhalb der Wohnung nach ihrer sozialen Zuordnung und Nutzung und sind oft unscharf abgegrenzt.

**Schwarzplan / Massenplan / Figure-ground-plan** Grundlegendes Analyse- und Planungsinstrument für Baustrukturen und Stadträume.

**Struktur** im städtebaulichen Sinne bezeichnet Gestalt, Anordnung und Hierarchisierung der Bauten wie sie im Schwarzplan erkenntlich sind.

**Typologie** Klassifizierung von Bauten, Wohnungen, Freiräumen hinsichtlich Erschließung, Organisationsprinzip, Tiefe, etc.

# reading / research

**NOTE:** Most of the reading is either available in english or featuring enough drawings and pictures to help you even without being able to read german text. Please make use of the central library and the university for applied science's library (HM) on nearby Karlstraße.

Our **incomplete** selection:

## ON MUNICH

- **LHM München, u.a. (Hrsg.): München wie geplant. Die Entwicklung der Stadt von 1158 bis 2008. Schiermeier Verlag, München 2004**

- Münchner Stadtmuseum Stadtarchiv München (Hrsg.): Stadtatlas München. Karten und Modelle von 1570 bis heute. Schiermeier Verlag, München 2003

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# wie man städte bereisen sollte

## VON BORIS SIEVERTS

aus Arch+ 183 Situativer Urbanismus / [www.neueraeume.de](http://www.neueraeume.de)

1. Kaufen Sie topografische Karten Ihrer Stadt im Maßstab 1:25.000 (gibt es in Deutschland im Katasteramt und bei den Landesvermessungsämtern).
2. Finden Sie heraus, welche die Ortsteile sind, die im kollektiven Bewußtsein der Stadt von sich selbst unterrepräsentiert bis nicht vorhanden sind.
3. Suchen Sie diese Orte auf. Stellen Sie Besonderheiten fest. Halten Sie sich über längere Zeiträume dort auf. Machen Sie Fotos von Orten, Dingen und Menschen, die Ihnen zugleich typisch und fotografisch repräsentierbar erscheinen. Sprechen Sie mit Leuten, die sich an diesen Orten schon länger aufhalten als Sie.
4. Lassen Sie die Fotos entwickeln und abziehen. Was sehen Sie? Was ist alles nicht auf den Fotos? Konnte es überhaupt auf Fotos erscheinen?
5. Kehren Sie zu den Orten zurück. Haben Sie Geduld. Lassen Sie Langeweile einfach vorübergehen.
6. Kehren Sie mehrfach zurück, mit und ohne Kamera. Führen Sie Gespräche, trinken Sie Kaffees in den unscheinbarsten Lokalen. Betrinken Sie sich am helllichten Tag. Schlafen Sie Ihren Rausch an einem unpassenden Ort aus. Kommen Sie wieder mit Schlafsack und Zelt oder übernachten Sie in einer Pension/ Zimmer mit Frühstück/ kleinem Hotel.
7. Gehen Sie nochmals ins Katasteramt, um Karten und Luftbilder des Gebietes Ihrer engeren Wahl, im Maßstab 1:5000, in zweifacher Ausführung, zu besorgen. Montieren Sie eine Ausführung zu einem zusammenhängenden Bild und hängen Sie dieses an die Wand Ihrer Wohnung/ Ihres Arbeitsraumes (wenn die Wandfläche nicht ausreichen sollte, mieten Sie für diese Zeit einen Raum mit entsprechend großen Wänden).
8. Lassen Sie die Grafik auf sich wirken. Vergleichen Sie die Struktur der unter Punkt 2 als unterrepräsentiert befundenen Ortsteile mit denen der identitätsbildenden Ortsteile. Was fällt Ihnen auf? Versuchen Sie, es in Worte zu fassen. Machen Sie Notizen.
9. Hängen Sie neben die Karten und Luftbilder im Maßstab 1:5000 Ihre topografische Karte im Maßstab 1:25.000. Vergleichen Sie. Prägen Sie sich alles gut ein. Stecken Sie den zweiten Satz Karten und Luftbilder M 1:5.000 in eine Papptasche und legen Sie diese zu Ihrer Reiseausrüstung.
10. Lassen Sie die Sache ruhen. Verbringen Sie einige Tage oder Wochen mit Broterwerbstätigkeit oder reisen Sie in ferne Länder. In dem Maße, in dem Ihre Sehnsucht nach Fortsetzung der Untersuchung steigt, werden Sie Klarheit über das Wesen der Untersuchung gewinnen.
11. Lesen Sie niemals die lokale Tageszeitung. Die Oberflächlichkeit ihrer Betrachtungen widerspricht ihrem Gewicht als Gedrucktem. Das würde Sie irritieren und zurückwerfen. Wahrscheinlich hat jede ihrer eigenen Erkenntnisse zu diesem Zeitpunkt bereits mehr Gewicht.
12. Besuchen Sie statt dessen Archive von Stadtverwaltungen, Wohnungsbaugesellschaften, die Lokalitätsregale von Antiquariaten, Plankammern, Bildarchive, Heimatvereine. Atmen Sie den Geist dieser Häuser.
13. Gehen Sie Fragen, die auftauchen, hartnäckig nach. Nicht, um die Wahrheit zu erfahren, sondern um viel zu hören zu bekommen; das hilft, die Grenzen zwischen Innenbildern und Faktizität aufzulösen.
14. Variieren und ergänzen Sie die Schritte 1 bis 13, bis Sie sich kompetent fühlen für die Schritte 15 bis 19.
15. Stellen Sie sich vor, Sie müßten Ihr Innerstes nach außen kehren. Dabei könnten Sie weder sprechen noch schreiben. Aber Sie kennen all diese Orte. Welche Orte würden Sie Ihrem Gegenüber zeigen, um etwas von sich zu erzählen? In welcher Reihenfolge würden Sie sie bringen, um ihre Wirkung zu verstärken?
16. Ihr Gegenüber kommt aus identitätsbildenden Regionen der Stadt. Welches Gefühl für diese Terra Incognita möchten Sie ihm vermitteln?
17. Welche identitätsbildenden Elemente enthält die Terra Incognita selber? Tappen Sie nicht in die Falle der Stadtplaner und Lokalpolitiker, sondern nehmen Sie diese Elemente einfach zur Kenntnis. Meistens werden Sie sie umgehen.
18. Gibt es Sensationen? Wenn ja, welche? Kommt in diesen Sensationen etwas verstärkt zum Ausdruck, das das ganze Gebiet wie gewisse Gerüche, die man nur dicht über dem Boden riecht, durchzieht? Unbedingt einbauen!! (auch wenn die Lautstärke dieser Sensationen unter Umständen den ganzen Spannungsbogen neu zu gestalten zwingt). Andere Sensationen sind wertlos, wird es aber auch kaum geben.
19. Führen Sie Freunde und Fremde zu Ihren persönlichen Plätzen. Riskieren Sie peinliche Momente. Fassen Sie Ihre Vorlieben in Worte, die diese Vorlieben ausdrücken und begründen. Prägen Sie sich Formulierungen, bei denen die Peinlichkeit verschwindet, ein.
20. Verfeinern Sie den Weg über die Jahre.

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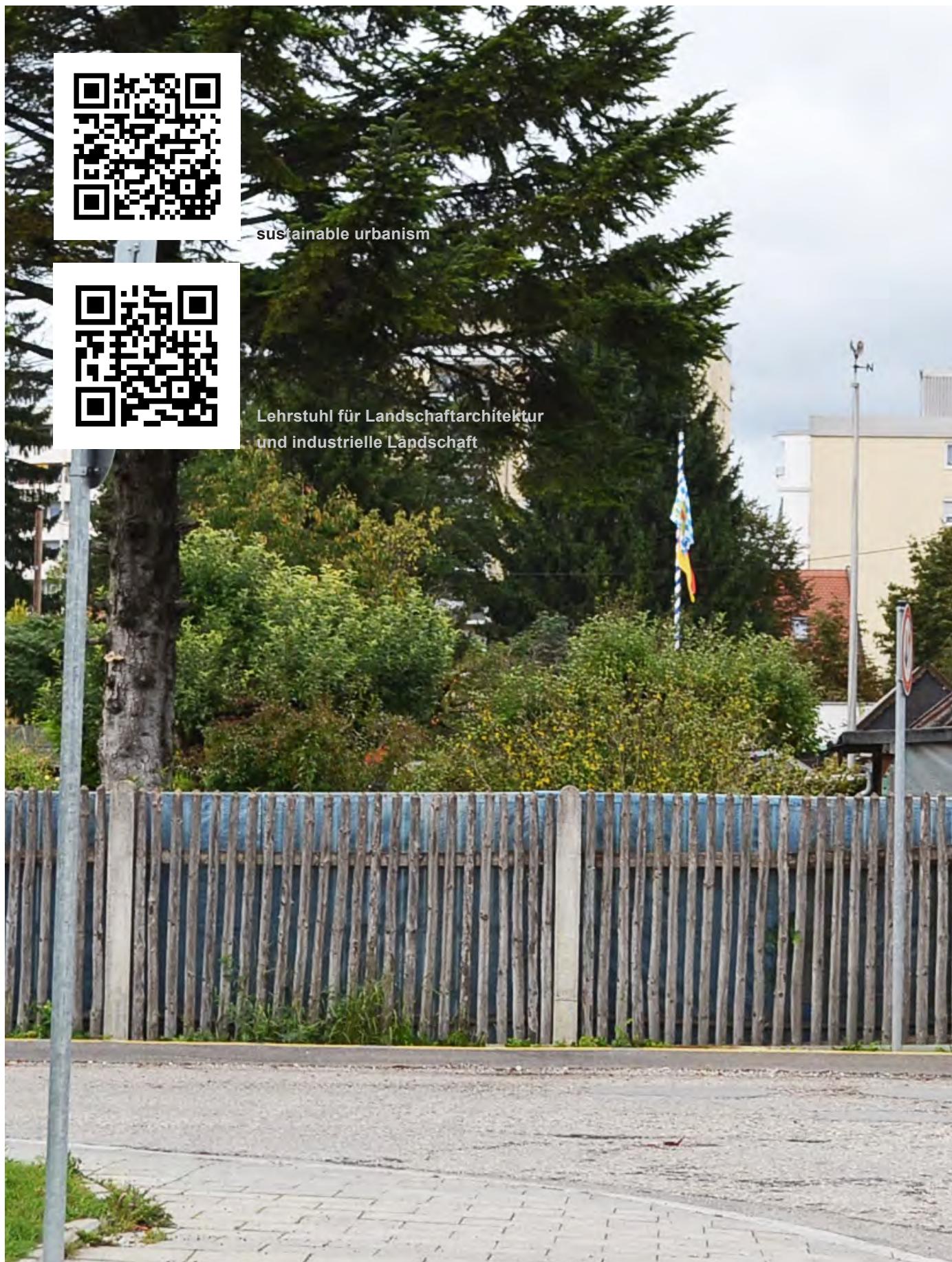
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**sustainable urbanism**  
NACHHALTIGE ENTWICKLUNG VON STADT UND LAND





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