



MUNICH: DECENTRALIZING AFFLUENCE

FAST FACTS		Similar To
Metropolitan Area Population	2,000,000	Portland, Brisbane, Vancouver
Urban Area Population*	1,600,000	Portland, Cleveland, Brussels
Urban Land Area: Square Miles	200	Lisbon, Auckland, New Orleans, Delhi
Urban Land Area: Square Kilometers	520	
Population per Square Mile	8,000	Los Angeles, Nagoya, Marseille, Amsterdam
Population per Square Kilometer	3,100	
*Continuously built up area		

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Munich has often been cited by planners as a model urban area. Munich was one of the first urban areas in the world with a multiple operator, coordinated public transport system, which continues to operate successfully today. Unlike most public transport systems, the buses, underground (U-bahn) and suburban rail (S-bahn) services continue to experience ridership increases, though market share losses have continued (one-sixth from 1980 to 1995). Today, approximately 20 percent of travel in the Munich metropolitan area is on public transport, a slightly higher figure than average for a European urban area.

But it would be a mistake to think of Munich as not being automobile oriented. The home of BMW is one of the world's great automobile urban areas. The Mittlerer Ring, which circles the old urban core at a distance of approximately two miles, is in the process of being placed in tunnel in many places (Figure 1). This will allow local traffic to move on the surface level, with through traffic moving much more quickly in the tunnels. This is a fairly common approach in European urban areas, which has not generally been adopted in North American or Australasian urban areas.

A major extension of the incomplete autobahn ring will soon be opened, connecting the Lindau and Stuttgart autobahns on the west side of the city. But the fairly modest urban density (below) has not kept the core area from exceeding air pollution standards. In the first three months of 2005, Munich had managed to nearly equal its annual permitted days of air pollution exceedences.

The central city itself is not particularly dense (Figures 1-16), at just above 10,000 residents per square mile, considerably less dense than Los Angeles south of the Santa Monica mountains. The overall urban area is somewhat sparsely developed as well. There are high densities, particularly

along and within the Mittlerer Ring. But, outside this core area, single family detached houses and 2-family houses predominate. Even the central city of Munich has an ample supply of these low density housing patterns.

The land use pattern is the typical German leap frog (centralized decentralization) style that results from focusing much of the development in already existing development outside the contiguous urban area. There are some suburbs that are adjacent to the city of Munich (Figures 17-23). But much of the development in metropolitan Munich is in the exurban areas that have expanded around the historical villages (Figures 24-42) that are separated from the contiguous development. Many back yards are competitive in size with those in the United States (Figure 37) and there are many two-car garages.

This development pattern, of course, increases automobile use and travel distances. The exurban development is much more scattered than in Milan and resembles the widely scattered development that occurs outside the London green belt. Munich has no green belt.

Much of the new development is in suburban or peripheral centers. Many new office buildings will be found along the Mittlerer Ring. There are also important peripheral centers in the city of Munich, such as Sendling, Neuperlach and Reim. Reim is the former airport, which like Denver's Stapleton, is in the process of redevelopment. There is some multi-unit residential development, which resembles London council housing (Figure 7). This is surprising, since virtually all of the development is new. It usually takes longer for the failures of architects to become so obvious (The Bilbao Guggenheim and Los Angeles Disney Center were also instant failures).

Most of the development at Reim is commercial, and not nearly so unattractive as the residential development. There is also a large shopping center. Neuperlach appears to be an even larger commercial center, with more and higher rise office buildings and a large shopping center. The extent of peripheral commercial development is somewhat significant for a middle sized urban area and this decentralization tends to work against maintenance of public transport market shares.

As with any automobile oriented urban area, there will be large parking lots (Figure 13) and many petrol stations (Figure 8). Generally, the roadway system in the exurban areas is less than adequate, except for the autobahns. Roadways are nearly all two lane and more intense traffic congestion (and air pollution) is avoided by the fact that exurban development is so sparse. But, the leap-frog exurbs of Munich provide a high standard of living in the "wide open spaces" that is paralleled by few urban areas in the world.



Munich
Mittlerer Ring
Tunnel

1



Mittlerer Ring: West

2



Mittlerer Ring: North

3



Mittlerer Ring: North
BMW Headquarters

4



Reim
(Old Airport)

5



Reim

6



Reim

7



Munich

8



Mittlerer Ring: East

9



Neuperlach Shopping Center

10



Neuperlach

11



Neuperlach

12



Munich:
Sendling
Employee
Parking
Lot (Holiday)

13



Munich

14



Munich

15



Munich

16



Suburban
Grafelfling

17



Grafelfling

18



Grafelfling

19



Grafelfling

20



Grafelfling

21



Grafelfling

22



Grafelfling

23



Exurban
Germering

24



Germering

25



Exurban
Inning

26



Inning

27



Inning

28



Inning

29



Inning

30



31



32



33



34



35



36



Kottgeisering
Exurban Backyards

37



Kottgeisering

38



Kottgeisering

39



Kottgeisering

40



Kottgeisering

41



Kottgeisering

42