

# Transit Oriented Development in Munich, Germany

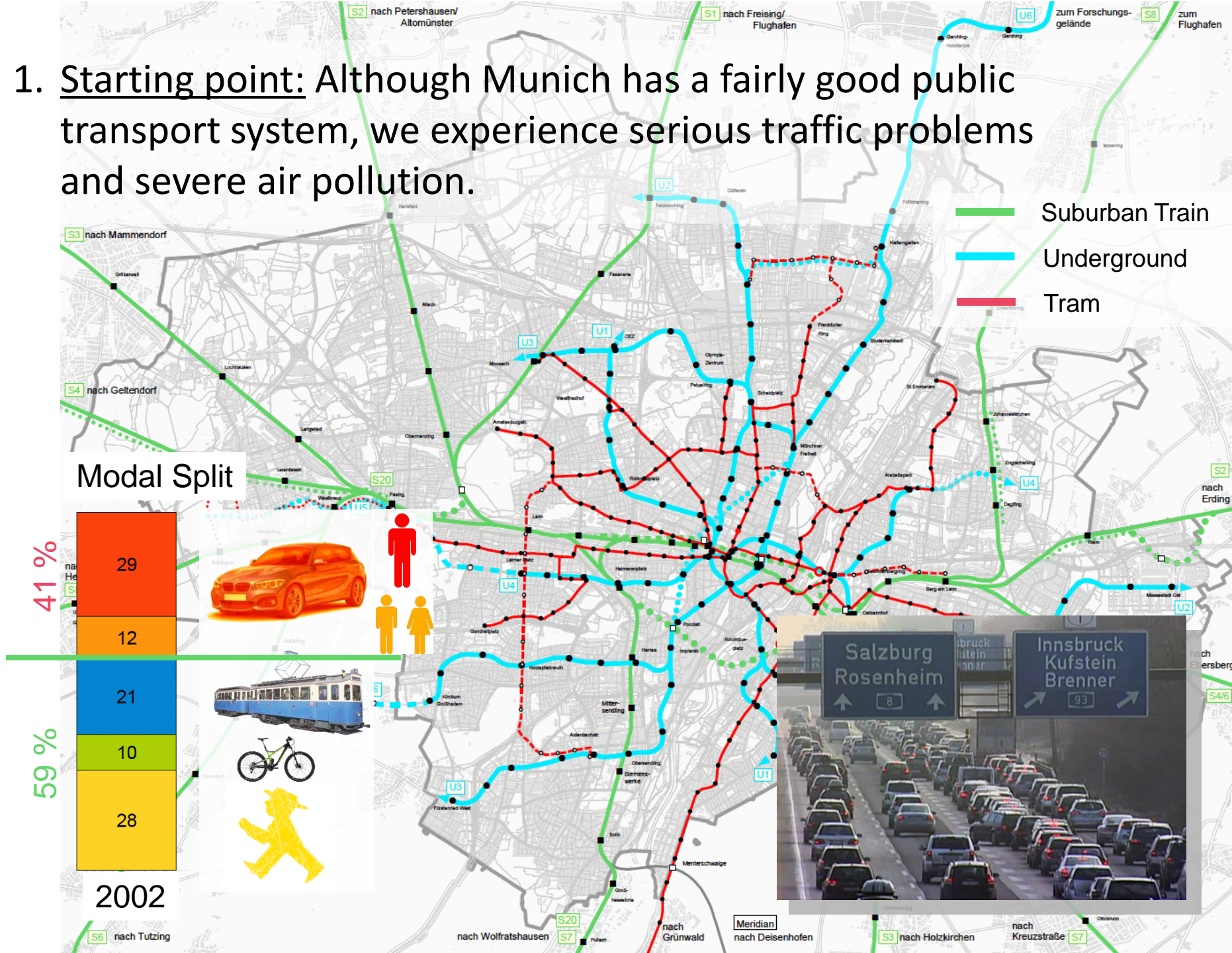
## Qualified Inner City Development - Combined with Tram-Expansion

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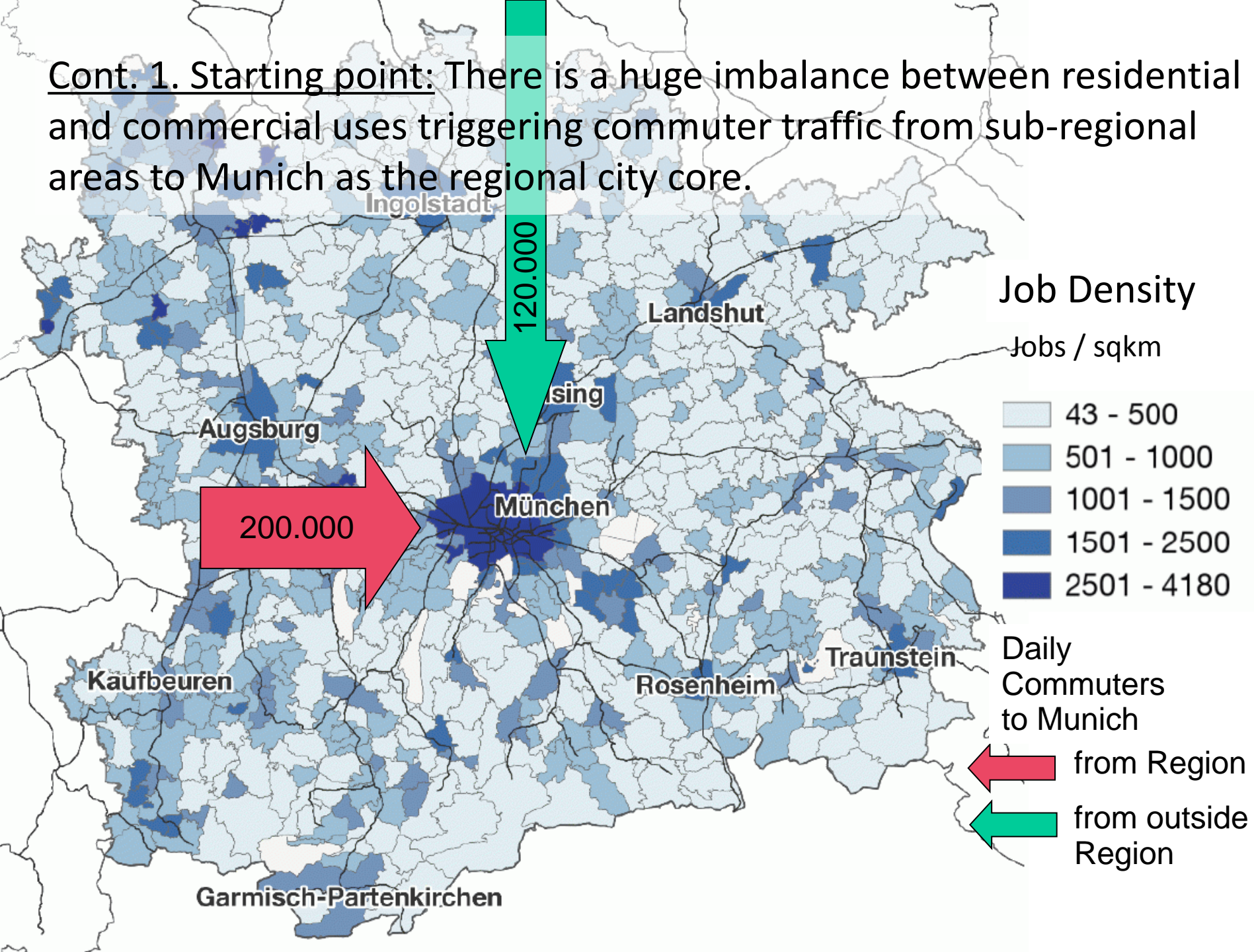


1. Starting point: Although Munich has a fairly good public transport system, we experience serious traffic problems and severe air pollution.



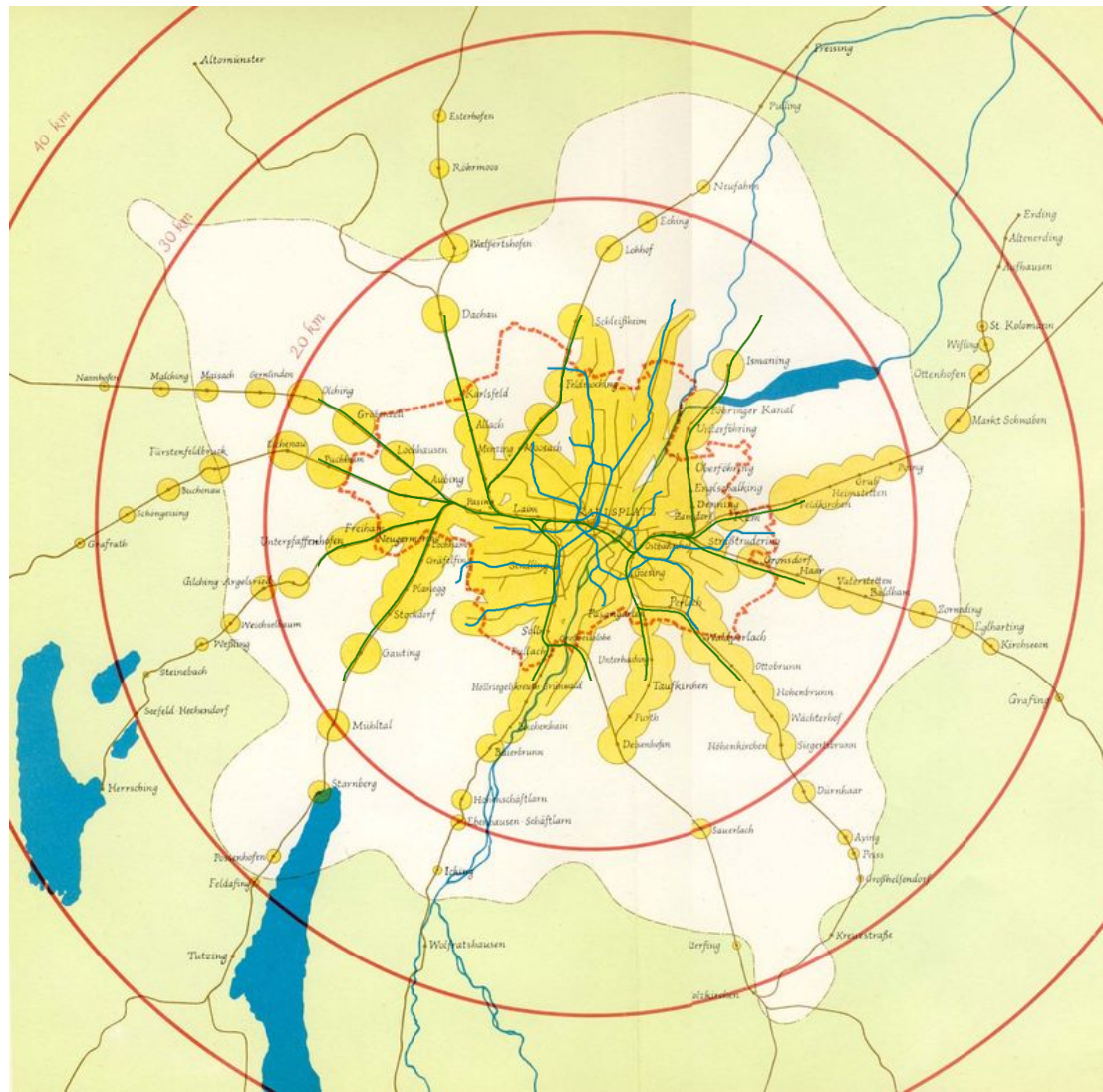


Cont. 1. Starting point: There is a huge imbalance between residential and commercial uses triggering commuter traffic from sub-regional areas to Munich as the regional city core.



## 2. Institutional setting:

Munich has a 50 year long practice of transit-oriented development and a good tradition of strategic urban planning.



Since 1972  
Munich has a  
Suburban Train System  
and a growing  
Underground system

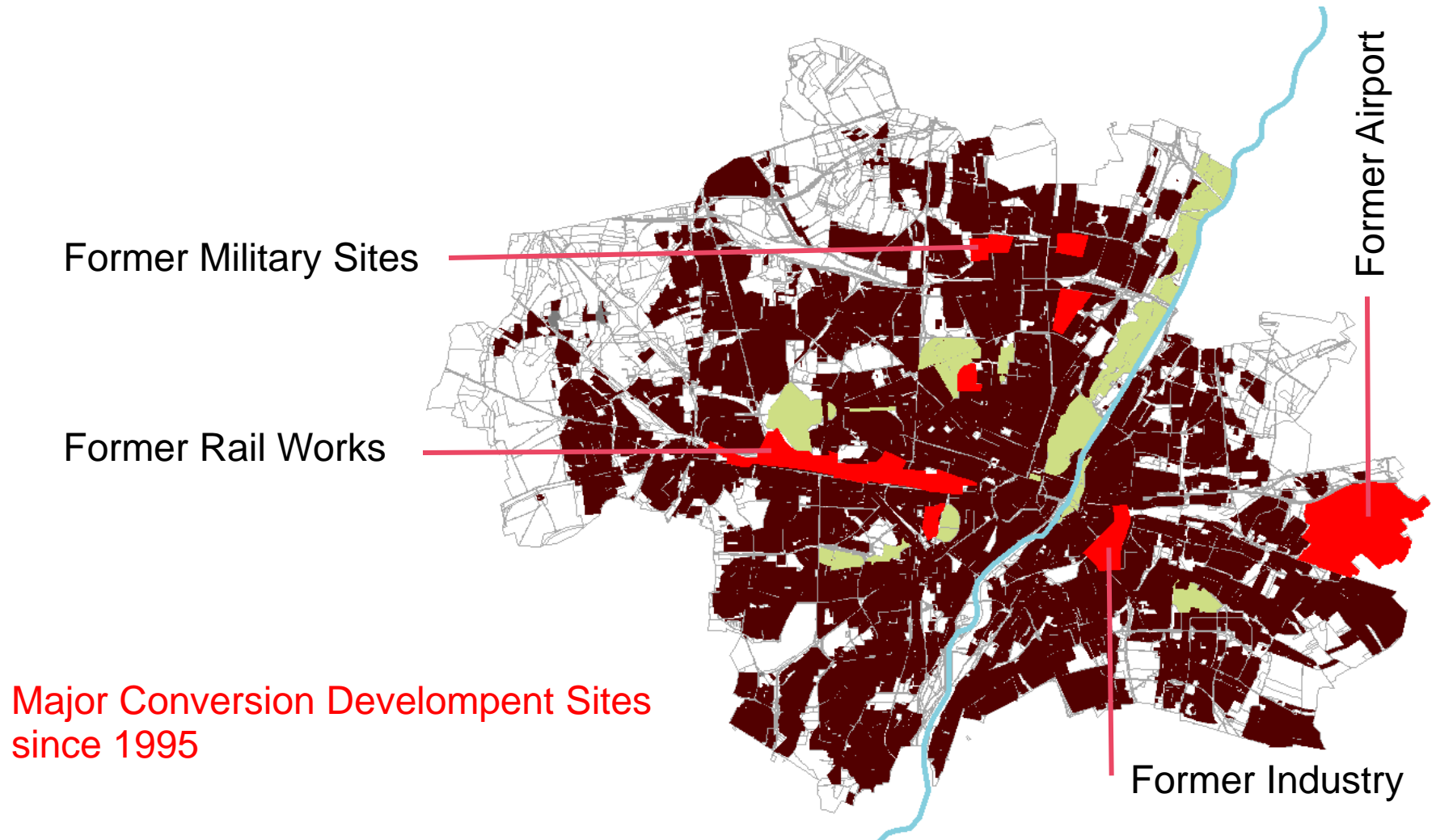
But this had not  
been good enough!

Munich Development Plan 1963



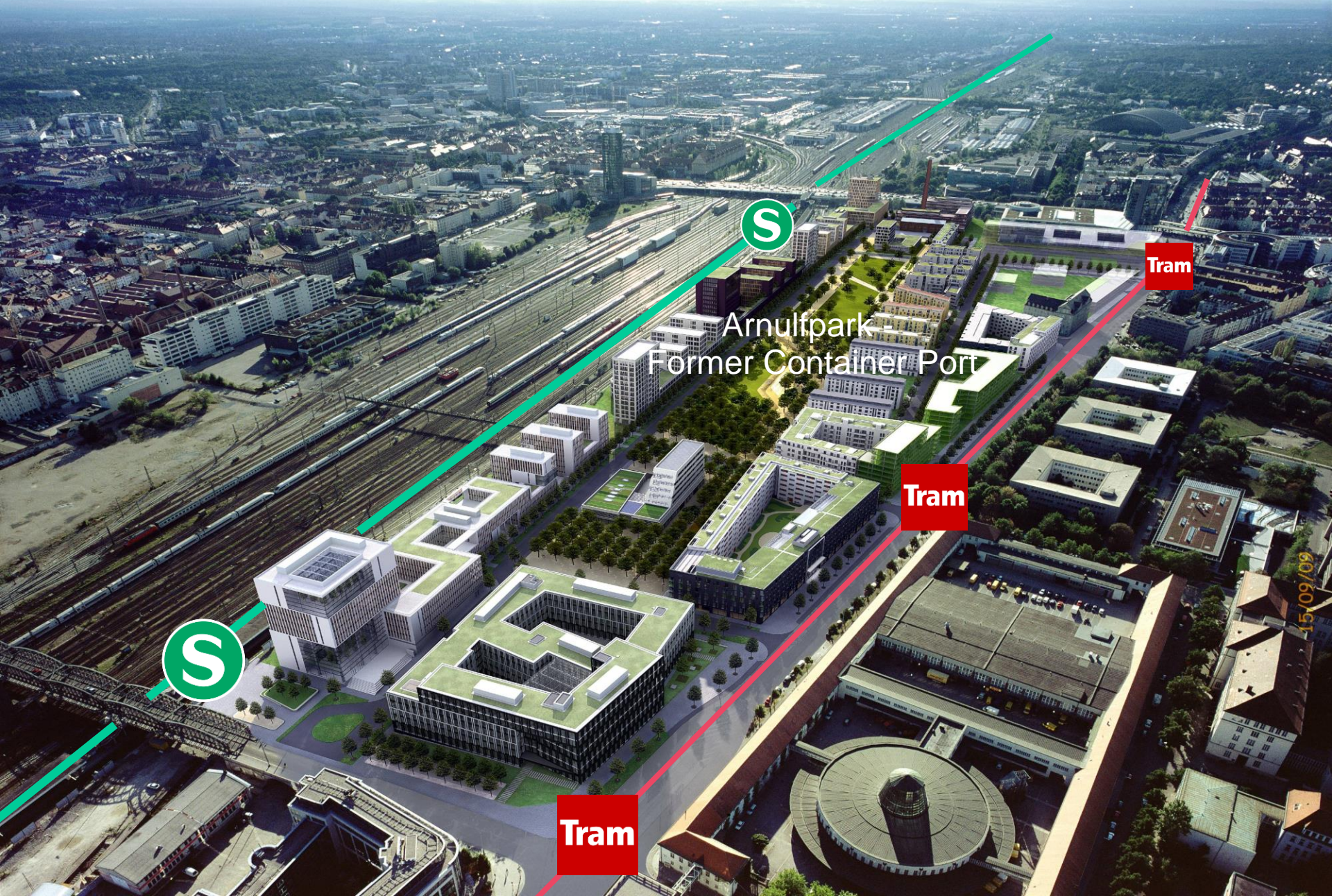
## Cont. 2. Institutional setting:

From 1998 Munich pursues an integrated approach towards spacial planning and transport planning under the slogan ,compact - urban - green' focussing on inner city conversion developments.





### 3. Approach: To bring development to transit lines





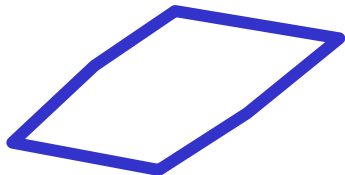
## Cont. 3. Approach:

To bring transit to  
developments:

New tramline extension  
in the northeast of Munich



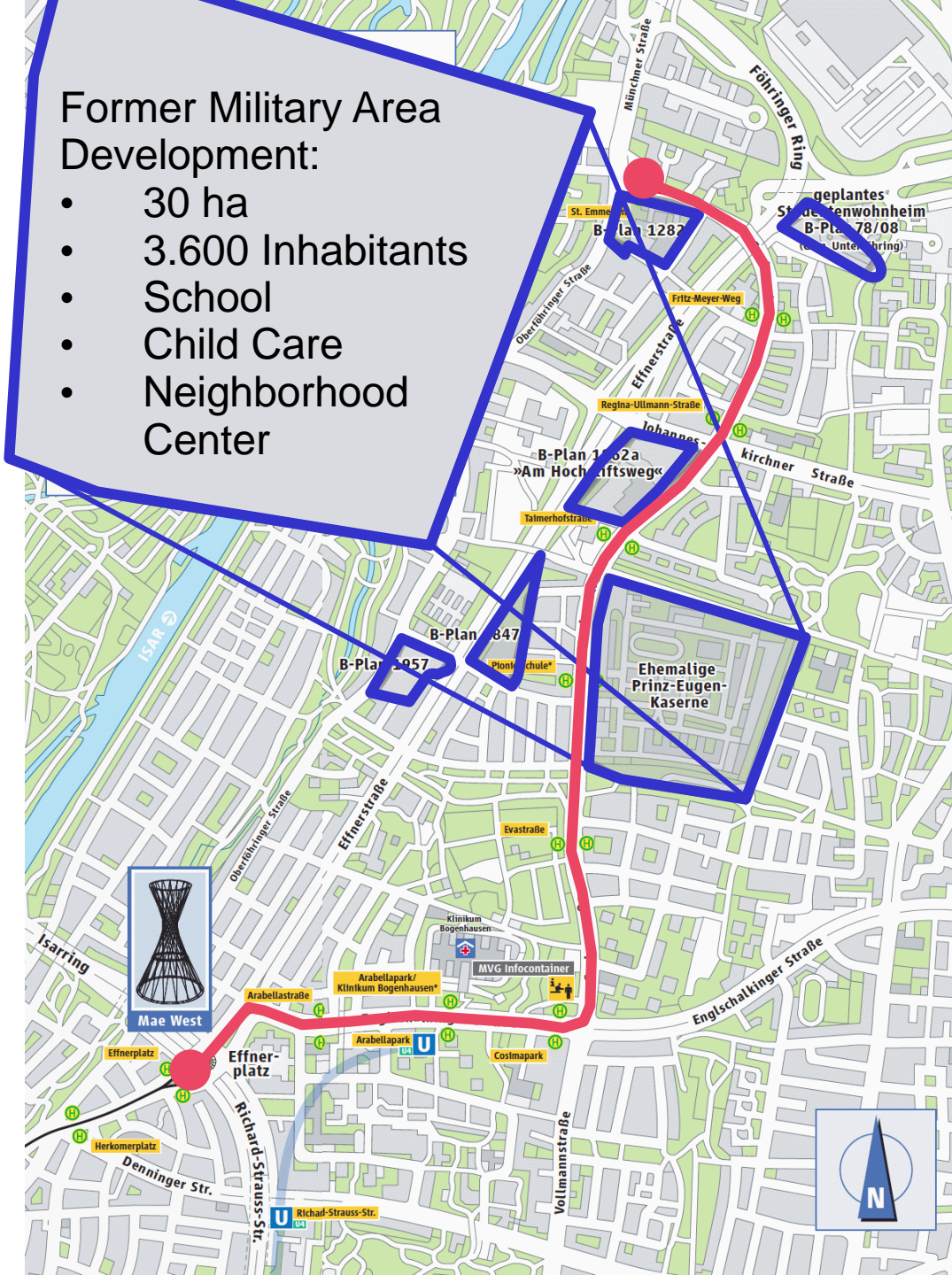
New Tram Line



Development  
Sites

Former Military Area  
Development:

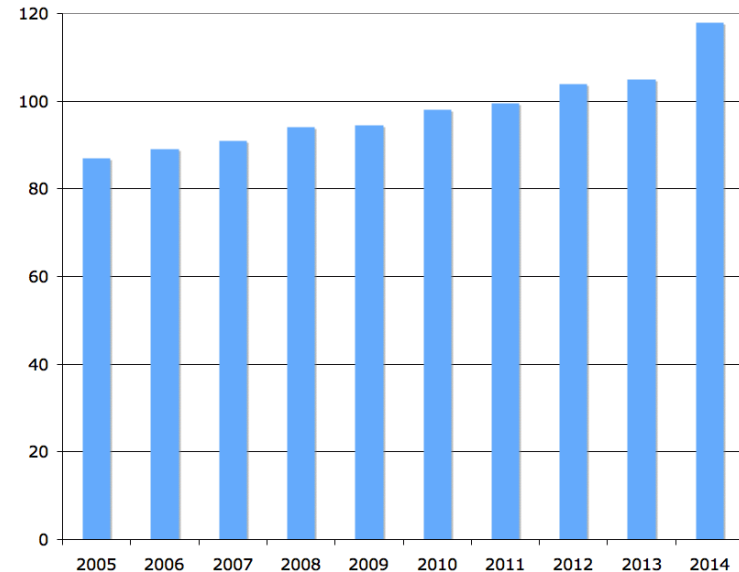
- 30 ha
- 3.600 Inhabitants
- School
- Child Care
- Neighborhood Center



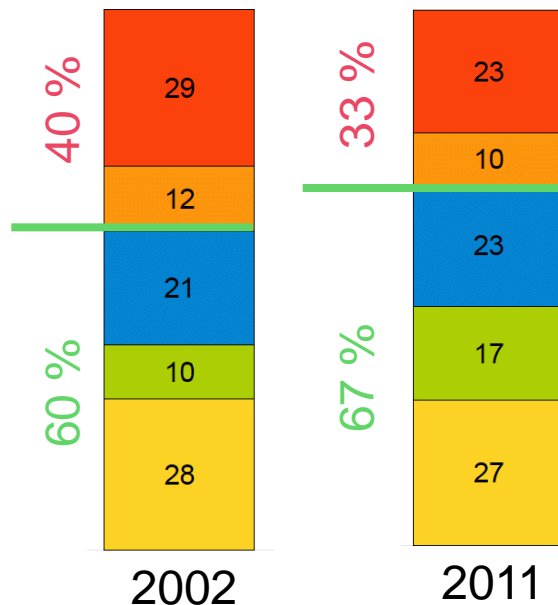
## 4. Outputs:

High ridership on all means of public transport.  
Tram and Bus had been a great success in particular.

2005 - 2014: up 15 %



### Modal Split



2002 - 2011: up 70 %!



## Cont. 4. Outputs:

The extended Tram not only improves the modal split towards transit use but also allows for new mobility concepts:

- Car sharing stations
- Sharing bikes and pedelecs
- Charging stations for electric cars
- Reduced car parking space  
- less construction costs





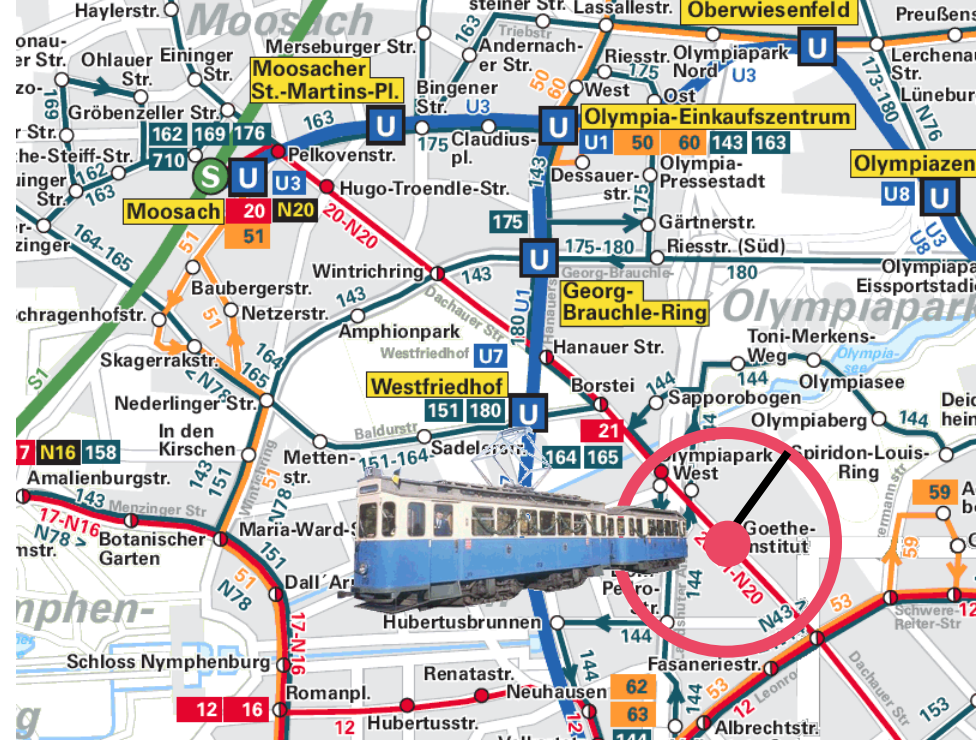
## 5. Lessons:

Standards are helpful:  
no development beyond  
4 - 600 m catchment areas  
around stations.

Ensure proximity of housing,  
and working. Emphasise local  
supply and service provision  
for daily necessities and their  
accessibility.

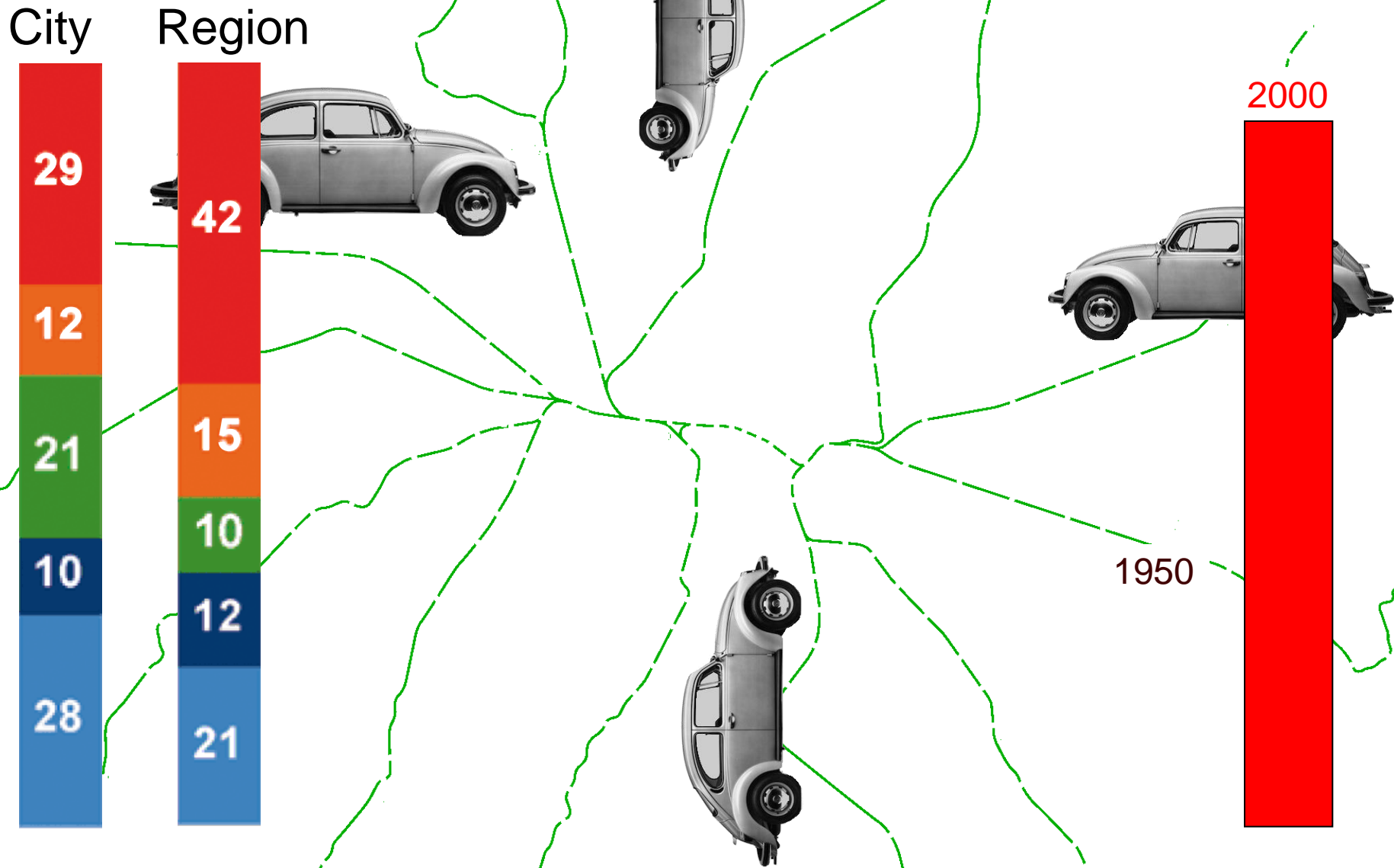
Avoid far out suburban shopping  
centres.

This is a tough job because you  
plan against strong market  
forces!





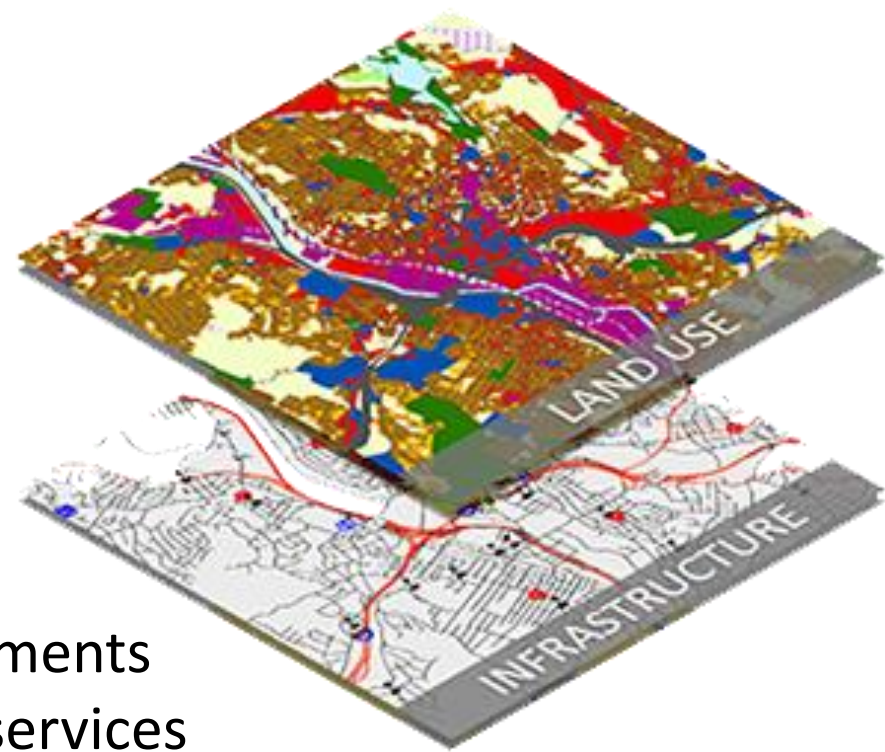
Cont. 5. Lessons: What works well in inner city areas did not yet work very well at the regional level!





## 6. Transfer:

- Integration of spatial and transport planning
- Promotion of mixed use developments
  - *residential*, commercial, retail, services
- Combine promotion of public transport and biking with restrictions to individual motorized traffic
- Federal subsidies for public city transport
- Access to conversion sites:
  - right of pre-emption
  - systematic and early acquisition of land







Economic  
Pressure

Cont. 6. Transfer  
8 Check Points

Citizens

Culture

Tradition

History

Peak Oil

Climate

Technology