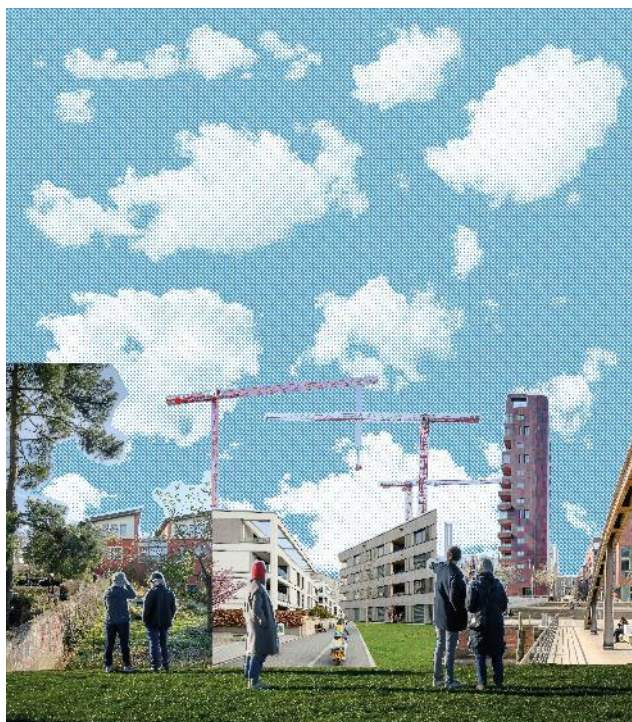


PRESS

INFORMATION of June 27, 2025

Frankfurt / Main



Visual: VERY, Frankfurt am Main

BUILDING CITIES TODAY?
The challenge of new urban
neighbourhoods in Germany

June 28 – November 2, 2025
at Deutsches Architekturmuseum (DAM)
Schaumainkai 43, Frankfurt/Main

PRESS CONFERENCE:
Fri, June 27, 2025, 11 p.m.

EXHIBITION OPENING:
Fri, June 27, 2025, 7 p.m.

GUIDED TOURS
on Saturdays + Sundays, 3 p.m.

OPENING HOURS
Tue, Thurs - Sun 11 - 6 p.m.; Wed 11 - 7 p.m.;
Mon closed

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ABOUT THE EXHIBITION

Developing innovative urban neighbourhoods is a challenge many German cities face today. In the process, aspects such as climate protection, mobility, social integration and demographic change all have to be considered.

One hundred years ago, in the framework of the “Neues Frankfurt” housing program, new housing estates arose that were prime examples of innovative, social construction. The housing estates were located like satellites on the city limits but were monofunctional in thrust. Homes and work were separated into distinct zones, which meant development of transport infrastructure became ever more important. For decades, this model which required a large amount of land on the city’s limits shaped urban planning, up to and including the large housing estates of the 1960s and 1970s.

A turning point in the direction of the internal development of the existing city commenced in the mid-1980s, with a prime example being the IBA International Building Exhibition in West Berlin. This gave rise to strategies for repurposing wasteland and to participatory practices. Today, mixed-use neighbourhoods are back on the drawing board, uniting homes, work, and commerce, whereby the central challenges are to create sustainable and socially mixed structures that provide a high quality of life despite the dearth of free land.

Building Cities Today? showcases not only Frankfurt’s *Römerstadt* of 1928, but also eight other neighbourhoods in Germany, all of which were planned between 1990 and the 2020s. They range from Munich’s *Messestadt Riem* to the *WarnowQuartier* in Rostock, and they all visualize the development strategies used in sustainable planning, with two of the projects highlighting the limits to such undertakings and why they can fail.

A city is never a definitive plan, once and for all. Creating structures that are flexible and open in order to accommodate change is likewise one of the major challenges of planning sustainable neighbourhoods today.

DEVELOPING NEW NEIGHBOURHOODS TODAY

A neighbourhood is a circumscribed urban unit that is larger than a block and smaller than a district. Unlike a housing estate, there are mixed uses in a neighbourhood. The challenge today involves enabling the broad social mix of inhabitants and a sufficient supply of affordable housing, while at the same time keeping everything close at hand and facilitating different forms of mobility. In ecological terms, all aspects of climate-friendliness must be incorporated: the heat supply system, the preservation of existing biotopes, water retention measures, and steps to avoid heat islands. The architectural quality of the social infrastructure can give the neighbourhood an identity and an unmistakable character, for which citizens need to be involved at an early stage in the integrated planning of the neighbourhood.

Developing a neighbourhood involves a series of processes: the steps range from environmental impact assessments, ideas competitions, and contractual agreements to supporting decision-making by the local authority or municipal council and obtaining their approval. Parallel to this, various sets of plans need to be drawn up: from the zoning plan and urban planning masterplans through to legally binding development plans. A mixed-use, sustainable, resilient, and socially diverse neighbourhood is not the outcome of a finished proposal, however. Rather, along the way all the different actors with their different interests need to align to drive urban development for the common good.

NEUES FRANKFURT HOUSING ESTATES

With Ernst May's appointment as Frankfurt's Head of Municipal Planning and Building in 1925, the city's Planning Executive was granted extensive powers, with building inspection, structural engineering, urban planning, and gardens all brought under a single roof. This resulted in construction of housing estates containing about 12,000 flats by 1930. May's team provided not only the urban planning proposals but also the detailed construction planning for the buildings, the interior fit-out, the garden sheds, and the plans for plants. In this way, and with standardization and typification of the construction components, it was possible to build the housing estates at a brisk pace.

The estates comprise the diametrical opposite of the densely built city with tenement blocks next to factories and marked a move away from the noise and cramped conditions to a life with light, air, and green spaces for rest and recreation. Along the valley of the River Nidda in particular, the housing estates' garden-city character was abundantly apparent. The planning was rounded out by social facilities such as schools, kindergartens, washhouses, and communal buildings, although not all of them were realized. The bulk of the apartments were designed for four-person households, and the housing estates were trailblazing in terms of the apartments' functional details and fit-out as well as the quality of the outdoor spaces. Their circumscribed size meant that neighbourhoods arose with a strong sense of identity and membership.

Nevertheless, the functional design that was developed to match living conditions in the 1920s makes it hard to adjust the flats to today's requirements. Moreover, these almost completely monofunctional housing estates mark an early step in the direction of fragmenting both the countryside and urban structures in the decades that followed.

THE SHEER VARIETY OF URBAN CONSTRUCTION: EIGHT NEW NEIGHBOURHOODS

The main section of the exhibition presents eight specimen cases of new neighbourhoods developed in various parts of Germany. They visualize the range of contemporary strategies for a differentiated approach to urban planning and differ in terms of size, location, state of development, and conceptual thrust.

One focus is on downtown areas undergoing conversion: the *Bahnstadt* in Heidelberg and the *Neckarbogen* in Heilbronn involve a transformation of former railway sites into vibrant living spaces. Hamburg's *HafenCity* expands the city centre outwards as far as the River Elbe – creating a denser urban setting with manifold uses. By contrast, the *WarnowQuartier* in Rostock is still in the early stages of development.

On the perimeter of urban structures that have evolved historically, new neighbourhoods have also arisen on sites that have been repurposed: *Messestadt Riem* has arisen on the grounds of the former Munich airport, and the *City of Wood* in Bad Aibling, a pioneering project for ecological timber construction and simple building, stands on a former military site.

Not every project has been realized: Berlin's *WerkBundStadt* came to a halt owing to profit-oriented sale of the land. And Frankfurt's *Günthersburghöfe* failed due to political opposition, and despite its prioritizing civic consultation.

These eight case studies highlight how developing new neighbourhoods is a complex and often time-consuming process with uncertain outcomes. They reflect the key challenges of our day: from repurposing and ecological and climatic sustainability to civic participation and a balanced mix of usages.

MAKING OF... A Frankfurt University of Applied Sciences teaching/research project

Taking as its starting point the ideas of Neues Frankfurt, the *Making of ...* teaching/research project focused on large-scale neighbourhood development plans in the recent past. It tackled the following questions: What requirements must a diverse urban neighbourhood meet to offer a good quality of life and cater to different lifestyles? What decisions, processes and instruments define the planning? The project addressed factors that both inhibited development and those that drove it.

Students on the Environmental Management and Urban Planning in Metropolitan Areas M.Sc. programme studied specimen projects such as *Messestadt Riem* (Munich), *HafenCity* (Hamburg), and *Bahnstadt* (Heidelberg). The emphasis was on criteria such as the awards process, different forms of living, inhabitant density, ecological concepts, and design guidelines. A central part of the work involved independent study trips to the neighbourhoods in question, where the students conducted interviews with local players to gain insights into the overall conditions and the decision-making processes.

The seminar also closely followed the development of the *Plan. Spiel. Stadt.* game devised specially for the *Building Cities Today?* exhibition. In interdisciplinary rounds with health and social work students at the UAS, the game concept and process were tested. The project also received valuable input from the cooperation with Deutsches Architekturmuseum and from its dovetailing with the entire process behind the exhibition.

Environmental Management and Urban Planning in Metropolitan Areas Master's programme.

Seminar *Designing Cities Ready for the Future* in 2024 summer semester:

Prof.-Ing. Natalie Heger, Urban Planning and Design / Co-Labs. Social Architectures.

Lukas Vejnik, Ruth Schlögl, Research Lab "Post-War Modernism"

Students: Mustafe Abdi, Arthur Bottner, Kate Busch, Miriam Camacho Rocha Caetano, Alicia Demare, Tuan Duc Do, Robin Ehrenfeld, Ali Can Akin Erul, Daike Gloy, Kosar Goldasteh, Franka Günther, Johanna-Christine Hilpert, Christina Hoffmann, Elena Hohl, Laura Lehrnickel, Nicole Miller, Patricia Platz, Jakob Schickedanz, Janosh Schnee, Britta Schober, Johanna Schultze, Mara Stechmann, Annika Strahl, Santhiya Vanajanathan, David Julian Vydra, Lukas Zeidler

Tutors: Jaroslav Cerny and Stanislao Satta

PLAN.SPIEL.STADT. – Verhandle klug, baue weise.

Urban planning is a complex process in which different sets of interests collide. Growth, sustainability, environmental issues, social justice, and business need to be harmonized. It is a balancing act requiring intelligent decisions and skill in negotiating. To enable you to experience the challenges for yourself, Deutsches Architekturmuseum (DAM) has not publishing a classic exhibition catalogue and has instead devised an urban planning game. It is based on the game *Conflicity* produced by the non-profit urbanequipe e.V.; DAM has teamed up with the games company Lookout GmbH to develop it further.

The playful elements convey specialist knowledge, problem-solving abilities, and a deeper understanding of urban planning. In the game, players don different roles, ranging from investors and city administrators to environmentalists: Together they then design the future of a city. However, every decision has impacts: What construction projects will be realized? Where are negotiations needed? How to solve conflicts? The goal: to create a functioning city that excludes no one. And in the process, you experience first-hand how conflicts of interest, compromises, and strategic considerations shape the face of the city.

PROJECTS IN THE EXHIBITION

Historical reference:

Römerstadt, Frankfurt/Main (1927–1928)

Eight neighbourhoods:

HafenCity, Hamburg (as of 1999)

Bahnstadt, Heidelberg (as of 1999)

Neckarbogen, Heilbronn (as of 2009)

City of Wood, Bad Aibling (as of 2008)

Messestadt Riem, Munich (as of 1990)

WerkBundStadt, Berlin (2014–2018)

Günthersburghöfe, Frankfurt/Main (2013–2021)

WarnowQuartier, Rostock (as of 2018)

The city that is not one

Römerstadt, Frankfurt/Main (1927–28)

Area: approx. 50 hectares / 124 acres

Inhabitants: approx. 2,500–3,000

Jobs: relatively few, as primarily a residential area

Start of planning: 1925

Start of construction: 1927

Former use: agricultural fields, meadows

The name *Römerstadt* (Roman City) refers to the ancient city of Nida, which once lay on the site. The built structures that now occupy the land are part of a series of satellite estates along the Nidda Valley that were conceptualized as garden cities. The apartments stood out for their modern, functional ground plans with central heating, a bathroom, and a “Frankfurt kitchen”. The technical standard was exceptional: The *Römerstadt* was Germany’s first fully electrified housing estate, and each apartment had a radio connection.

A wall with bastions secures the slope on which the housing estate stood. In front of this in the east, there is a path along the promenade with a circle of allotment gardens, while to the north, four-storey apartment blocks form the outer perimeter of the estate. Multi-storey buildings, some with retail outlets for everyday requirements, run along the S-shaped internal backbone road, forming the public centre of the estate. By contrast, the long roads along the line of terraced houses had a semi-public character. About half of all the apartments in the terraced houses each had a small garden.

To this day, *Römerstadt* offers houses in parkland. The Nidda River was channelled at the same time as the housing estate was built but has since been returned to its natural state. In the 1960s, Nordweststadt was established next to the estate, and since then *Römerstadt* has been connected to the city centre by the subway system and an expressway, with the line of the road bisecting the estate. The planned central area, which was to house a church centre and a kindergarten, was forfeited as a result.

A park in the port

HafenCity, Hamburg (as of 1999)

Area: 157 hectares (land area: 127 hectares), 388 and 314 acres respectively

Inhabitants (planned): approx. 16,000

Jobs (planned): approx. 45,000

Start of planning: 1999

Start of construction: 2001

Former use: port facilities, warehouses, and industrial plant

The former harbour infrastructure cut off central Hamburg from the River Elbe, but the new use given to the portside has restored the city's access to the waterfront. The historical quay walls and canals have been preserved, while new neighbourhoods with cultural offerings, offices, and flats have arisen. The guiding principles underlying the development of *HafenCity* included, among other things, mixed usages, ecological sustainability, and architecture that fostered identity. The raised construction level of the wharfs protects against flooding.

The fabric of the total of ten neighbourhoods that differ in terms of main usages varies greatly: from the residential high-rises on the Strandkai through to the social mixture of Grasbrook, where cooperatives, building groups, and investors are busy collaborating. The mixture of subsidized (30 per cent), freely financed, and owner-occupied condominiums creates social diversity, while public green spaces, promenades, and characteristic plazas serve to provide high-grade recreational areas. The strong mix of usages means everything is close at hand.

Land was allocated by a selection process, with 70 per cent of the score being awarded for the concept, and 30 per cent for the price. The original masterplan was advanced to enable development of the east section of *HafenCity*. An extension to the subway line and the addition of a new LRT stop made it feasible to build new flats at Baakenhafen (around a park at the harbour basin) as well as an office quarter at the east end of *HafenCity*.

One city – countless Passivhaus-standard homes

Bahnstadt, Heidelberg (as of 1999)

Area: 116 hectares (286 acres)

Inhabitants (planned): approx. 6,800

Jobs (planned): approx. 7,000

Start of planning: 1999

Start of construction: 2009

Former use: railway operations, freight station, and Deutsche Bahn shunting yard

On the grounds of what was the freight railway station, an urban, socially mixed neighbourhood is being created, with 60 per cent rental flats and 40 per cent owner-occupied condominiums. *Bahnstadt* stands out for its horizontal mixture (and in central areas a vertical mixture) of uses (commercial, services, and housing). Its legal designation as an urban planning development measure facilitates coordinated development, based on binding stipulations and favourably priced land.

In the north, a commercial zone acts as a buffer to the current railway line, while the Lange Anger forms the central spine cutting across the neighbourhood plaza and incorporates rainwater basins. The ecological concept features a mandatory Passivhaus-standard for all new builds along with remote heating. The open perimeter blocks with their green inner courtyards vary between three and five storeys.

In the south a promenade complete with cycle path and playgrounds abuts the open countryside, with drywalls that have been erected to offset the building activities for the local sand lizards. Characteristic elements of the former rail operations, such as signal boxes and a goods shed have been preserved.

A university campus and a new conference centre comprise the east section of *Bahnstadt*. The new neighbourhood can be reached by tram, and there is direct access to the central railway station. Gradually, parking space management will improve leisure-time use of the road space.

Renaturation, architectural quality, and diversity

Neckarbogen, Heilbronn (as of 2009)

Area: 25 hectares (61.5 acres)

Inhabitants (planned): approx. 3,500

Jobs (planned): approx. 1,000

Start of planning: 2009

Start of construction: 2016

Former use: industrial estate, freight station, port facilities, transportation area

The application to host the *BUGA Federal Horticultural Show 2019* catalysed development of the area between the Neckar, Neckarkanal, and the central railway station to create a mixed-usage neighbourhood. The green spaces and open-water areas were designed on the basis of sustainable urban planning, with an urban planning competition specifying the guiding principles to be observed – namely climate-friendly building, networking of green spaces, and noise protection. Detailed plans were drawn up following a participatory process that included citizens' workshops and working parties.

The Flosshafen Lake is located at the centre of the triangular site, and a road was rerouted to create the Neckaruferpark with its terraced riverbank. A purpose-built noise protection wall facing the industrial zone to the west runs along the Karlsee Lake, which is connected to the other lake, with both serving as rainwater retention basins. To the north of the neighbourhood, a 500-metre-long stretch of the riverbank along an old sidearm of the Neckar was renatured, and a footbridge now leads to it.

The plots of land were assigned by means of a selection procedure. Investors applied for a specific plot on the back of a proposal from an architecture practice that concurred with the masterplan, with the objective being to create buildings boasting high-quality architecture made with ecologically safe materials. The larger building plots have a common underground car park, while an overground multi-storey car park with an attached photovoltaic plant functions as an e-mobility centre. The plan is to discourage vehicles being parked by the road.

Building simply

City of Wood, Bad Aibling (as of 2008)

Area: approx. 70 hectares (173 acres)

Inhabitants (planned): not known

Jobs (planned): not known

Start of planning: 2008

Start of construction: 2010

Former use: military zone

The former military zone some 70 hectares in size is being redesigned with the goal of creating a new mixed-usage neighbourhood. The existing buildings will be preserved but given new uses, and the new builds, at the behest of the landowner, will constitute a research site for building with timber, simple building, and climate-friendly energy supplies.

Two timber buildings, one with four and the other with eight floors, will serve as pilot projects for residential blocks erected using timber modules, and the plans also include town houses and terraced houses. As part of the TU Munich's *Building Simply* research project, four experimental buildings have already been erected. The study set out to define the principles for simple building and road-testing them in practice, and the insights gained were brought to bear in an apartment block for a housing cooperative. A wooden multi-storey car park serves the neighbourhood, while a heating plant that runs on woodchips (a second one is under construction) provides remote heat locally, and a solar farm supplies the electricity.

The spacious layout emulates the site's rural legacy, with the planning derived from the City of Bad Aibling development plan, which has gradually been adjusted. The latest amendment, made in 2025, envisages four somewhat larger buildings, while a seven-storey standalone block will function as a further example of simple, sustainable, and inexpensive construction

Compact – urban – green

Messestadt Riem, Munich (as of 1990)

Area: 560 hectares (1,384 acres)

Inhabitants (planned): approx. 16,000

Jobs (planned): approx. 13,000

Start of planning: 1990

Start of construction: 1994

Former use: grounds of Munich's Riem Airport

The grounds of Munich's former airport extend across 560 hectares and were subdivided into three zones for the purposes of an urban planning competition: trade-fair/commerce, housing, and a green zone. The trade-fair, commerce, and housing areas were placed on what were already sealed surfaces. The clear axes define the setting: A north-south road separates commercial operations from the trade-fair zone, while an east-west axis forms the boundary of the residential neighbourhood. In the south, the site borders on Riemer Park (*BUGA Federal Horticultural Show 2005*) with its lake and sledding slopes. The housing area boasts countless "green fingers" running into it from the park, with built densities falling the closer the buildings get to the park side.

The housing is a "Munich mixture" of subsidized and freely financed flats. Since 2013, land has been assigned by means of a concept awards process, which has in part spawned architecturally remarkable projects by building groups and cooperatives. Local shopping is concentrated mainly in the mall in the west and the smaller plaza with retail outlets in the east, meaning the neighbourhood more or less lacks any vertical mixture of vibrant, semi-public ground-floor zones.

Given its former use as an airport, the *Messestadt Riem* (Trade Fair City Riem) is a satellite located outside downtown Munich, so from the outset there was much emphasis on providing a subway link. Civil dialogue commenced in 2021 both digitally and on location with regard to the fifth and final section of construction activities. The new section is meant to contain everything close at hand, with vibrant ground-floor zones and collective car parks.

An emerging "urban district"

WerkBundStadt, Berlin (2014–18)

Area: approx. 2.9 hectares (7 acres)

Inhabitants (planned): approx. 2,000

Jobs (planned): approx. 200–300

Start of planning: 2014

Start of construction: the project was halted in 2018

Former use: coal bunker, later tank farm on the Berlin-Spandauer shipping canal

WerkBundStadt was meant to be built on the grounds of a former tank farm in Berlin's Charlottenburg-Wilmersdorf district. Deutsche Werkbund Berlin initiated the planning for the quarter, which was meant to combine housing, living, and work in one place. In several closed meetings, a total of 16 architecture practices together developed the urban planning concept, and a further 17 practices were involved in drafting design proposals for the structures to be built on the small plots.

An existing building on the grounds was to be retained, with five closed blocks and a building axis running north-south to be built as new additions. The plan was for a vertical mixture of uses consisting of commerce, offices, doctor's surgeries, and housing. The internal roads were primarily construed as spaces for pedestrians to move around and meet, and not as thoroughfares for cars, while a neighbourhood car park would have housed e-vehicles and rental bikes for the local inhabitants.

With the inclusion of the "urban district" in the Land Utilization Ordinance (2017), mixed usage became possible in line with that of late-19th century neighbourhoods – thus the *WerkBundStadt* could have become a prototype for a new neighbourhood where everything was close at hand. Yet the planned change of use sent the value of the properties skywards, and the owners sold out. Instead of the small parcels of land originally envisaged with their varied usages, the site now features residential and office towers up to 65 metres high.

City or wilderness?

Günthersburghöfe, Frankfurt/Main (2013–21)

Area: approx. 16.6 hectares (41 acres)

Inhabitants (planned): approx. 3,000

Jobs (planned): not known

Start of planning: 2013 / 2017 new urban planning ideas competition with civic consultation sessions

Start of construction: project has been on ice since 2021

Former use: (planned) transportation area, commercial area, allotment gardens, and parkland

The site borders on a densely built-up quarter dating from the late 19th century and was originally partly set aside for a road-building project. In the interim, wild and allotment gardens evolved adjacent to the Günthersburgpark, then after the original road plans were shelved, attention turned to the possibility of a low-traffic, urban, and socially mixed neighbourhood. Around 40 per cent of the area is privately owned, and the development objectives were to be enshrined in urban planning agreements.

After the first draft plans came in for criticism, a cooperative ideas competition was held with several planning teams and a civil dialogue session. The outcome was an urban planning concept with blocks featuring inner courtyards with plenty of greenery, roof gardens, vertical mixed usages, social infrastructure, and some of the wild gardens preserved.

The plans were laid during the heyday of climate protests and the heatwave summers of 2018 and 2019, so critics began to fear that the neighbourhood could block important fresh-air corridors into the adjacent existing quarter. During the Covid-19 pandemic, communication between the municipal planning office and citizens paused, and the large proportion of areas owned by a publicly listed housing property developer likewise met with criticism. At the end of 2020, shortly before the development plan was to be issued, the Green Party's District Members Convention held an online programmatic party conference in which they withdrew support for the project, insisting that new builds should only be permitted on areas that already had sealed surfaces.

A green neighbourhood downtown

WarnowQuartier, Rostock (as of 2018)

Area: 21 hectares (52 acres)

Inhabitants (planned): approx. 2,000

Jobs (planned): approx. 1,000

Start of planning: 2018

Start of construction: 2026

Former use: wasteland and port facilities, wharves on the banks of the River Warnow

The existing commercial district between the city centre and the northeast districts of Rostock will in future become the *WarnowQuartier* – an urban district with housing, culture, and commerce all close at hand. A north-south axis leads from the tram stop across the neighbourhood plaza to the banks of the River Warnow, while a green ribbon through to the *Stadtpark* (city park) references the countryside. Existing biotopes will be preserved. Clear edges to the layout, staggered building heights, and eye-catching highlights serve to structure the new neighbourhood.

The neighbourhood plaza will feature a multi-generation apartment block and theatre workshops, while public open spaces and semi-public inner courtyards will foster a sense of community. Up to 30 per cent of the flats will be created through subsidized housing construction, with the land plots to be put out to tender in a concept competition. The neighbourhood will be car-free, although its eastern section will be at least a low-car area, and neighbourhood car parks will function as mobility stations. A tram already runs from here to the city centre.

The original plan envisaged dovetailing the development with a *BUGA Federal Horticultural Show*, meaning the first inhabitants would have enjoyed attractive and extensive recreational spaces in parkland, but the Covid-19 pandemic up-ended the schedule, and in the end the *BUGA* had to be cancelled. The neighbourhood development project is being accompanied by information and participation events – for example, in spring 2025 an online survey was held on the design of playgrounds and meeting points for children and young people.

PUBLICATION



Plan.Spiel.Stadt. Verhandle klug, baue weise.

Editors: Deutsches Architekturmuseum (DAM)

This game was developed by the Education Department of the Deutsches Architekturmuseum (DAM):
Rebekka Kremershof (Head of Education), Confiyet Aydin (Deputy Head of Education), Gabriel Bär (Freelancer)

In collaboration with: Lookout (Redaktion: Grzegorz Kobiela, Grafik-Support: atelier198)

Supported by: Ruth Schlögl, Prof. Dr.-Ing. Natalie Heger, Lukas Vejnik and students of the Frankfurt University of Applied Sciences

Basis: This game is based on *Conflicity*, developed by Urban Equipe (Zurich).

Graphic design: VERY, Frankfurt am Main

ISBN/ Barcode: 4170000230878

Age recommendation: 8+

Number of players: 4

At the museum shop available for 25,- EUR.

CONINCIDING PROGRAMME

The exhibition is accompanied by an extensive programme of events and educational activities including lectures, bike tours, guided tours, an autumn academy, games events and activities for children and young people. Further information can be found in the attached programme flyer and at www.dam-online.de

IMPRINT

Building Cities Today? The challenge of new urban neighbourhoods in Germany

June 28 – November 2, 2025

at Deutsches Architekturmuseum (DAM), Frankfurt/Main

Director DAM: Peter Cachola Schmal

Deputy Director DAM: Andrea Jürges

Curators: Yorck Förster (kuratorenwerkstatt), Mathias Schnell (studio central)

Curatorial assistant: Jorun Jensen

Exhibition design: Studio Kai Linke

Graphic design, key visual: VERY, Frankfurt am Main

Photographs: Moritz Bernouilly

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Invitation card, poster, and banner: Ammon Studio

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Administration: Inka Plechaty, Katharina Neugebauer

Front desk: Ieva Paegle

Cooperation: Frankfurt University of Applied Sciences, Faculty of Architecture – Civil Engineering – Geomatics, Prof. Dr.-Ing. Natalie Heger, Urban Planning and Design, Ruth Schlögl and Lukas Vejník, Research Lab Post-War Modernism

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Bundesministerium
für Wohnen, Stadtentwicklung
und Bauwesen

NATIONALE
STADTENTWICKLUNGS
POLITIK



POLITIK

In cooperation with the Frankfurt University of Applied Sciences (Faculty 1: Architecture – Civil Engineering – Geomatics, Prof. Natalie Heger, Lukas Vejník)



As part of the *100 Years of Neues Frankfurt* programme



Loan of pendant lights

VIZIA



Press images for announcements and reports during the exhibition period at www.dam-online.de/press

PREVIEW

Sulog - Filipino Architecture in the Crosscurrents

September 20, 2025 – January 20, 2026

DAM Architectural Book Award 2025

October 16 – 19, 2025 >> Book Fair Frankfurt/Main

ARCHITECTURAL CONSTRUCTION KITS – Plenty to play with!

October 25, 2025 – February 9, 2026

DEUTSCHES ARCHITEKTURMUSEUM

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