



GOTTFRIED
BÖHM
STIPENDIUM
2023/24

Developing empty spaces for a sustainable city

A project between
Architecture and Nature
for the city of Cologne

FOREWORD



The Gottfried Böhm Scholarship gives outstanding architects the opportunity to engage intensively with Cologne and provide the kind of impetus that only an architect with exceptional talent and understanding of our city can give.

It was an honor to get to know Gottfried Böhm personally. I was very impressed by his alert and modern spirit. His works are of inestimable value to Cologne. I can hardly imagine our city without his influential buildings. They enter into a dialog with their surroundings and are still contemporary and visionary today.

In 1987, Gottfried Böhm was the first and so far only German to be awarded the Pritzker Prize, the »Oscar of architecture«. His basic convictions, in particular the networking of architecture with its environment, still shape the cityscape today and fit perfectly into the neighborhoods in which they are located. On the occasion of his 100th birthday, it was particularly important to me to establish this scholarship.

The first application process in 2023 showed the international appeal of the name Gottfried Böhm. The numerous applications from all over the world testify to the appeal of Cologne as a metropolis and Böhm's work. The first scholarship holder, Dr. Di Chiara, fits in perfectly with Böhm's intellectual legacy with her approach to architecture. She, too, sees architecture not just as a task that ends at the property boundary, but as part of a larger whole - embedded in green spaces, leisure and recreational areas and sustainable, resilient urban planning. Her work is an inspiring contribution to Cologne's future and I warmly congratulate her on this success.

- Henriette Reker

Mayor of the City of Cologne



As the Association of Friends and Sponsors of the Cologne University of Applied Sciences, we are particularly pleased to have been able to support the Gottfried Böhm Scholarship from the very beginning. What began as an idea in October 2022 has developed into a successful project in a very short space of time. We were able to publish the call for applications for the scholarship in May 2023 and select the first scholarship holder just a few months later, in September 2023. We were overwhelmed by the response to the call for applications: Applications from 23 countries show how widespread and recognized the name Gottfried Böhm is in the international architecture scene. The quality and diversity of the applications were already exceptional in this first round, and we are proud that in Dr. Di Chiara we have found a scholarship holder who embodies the values and visions of the scholarship in a special way.

Dr. Di Chiara has not only made a difference for Cologne, but her work will also shape the future direction of the scholarship. We are excited to see how the Gottfried Böhm Scholarship will develop in the coming years and are confident that it will make a lasting contribution to shaping our city and promoting the next generation of architects.

- Susanne Fabry

Chairwoman of the Association of Friends and Sponsors of the Cologne University of Applied Sciences



The Gottfried Böhm Scholarship was established by the Mayor of Cologne, Henriette Reker, to mark the centenary of Gottfried Böhm's birth. The scholarship holders focus on urban planning and architectural development opportunities in Cologne and the region.

The open view that the scholarship provides is particularly important - an unbiased view of the city from the outside. This perspective opens up new possibilities for leaving familiar thought structures behind and developing consistent, innovative solutions. The Gottfried Böhm Scholarship can thus provide inspiration for work on architectural and urban planning tasks in the city.

I'm sure my father would have had great fun discussing with young architects and urban planners how innovative and social urban planning and architecture could have a positive impact on people's lives in Cologne. For Gottfried Böhm, architecture and urban planning were an inseparable unit. With this scholarship, we want to keep his holistic approach to urban

planning and architecture (his chair in Aachen had the significant title: Urban Area Planning) alive and pass it on to future generations.

Dr. Di Chiara, the first scholarship holder, has succeeded in doing just that with her work. Her approach goes further than many people in this city would have thought possible and inspires us to think outside the box. With her neutral perspective, she has shown us how important it is to remain open and courageous if we want to shape the future of Cologne. Her work teaches us to look at the city differently.

- Prof. Paul Böhm

Faculty of Architecture at the Cologne
University of Applied Sciences

THE GOTTFRIED BÖHM SCHOLARSHIP

The Gottfried Böhm Scholarship supports architects in the post-graduate phase who are particularly interested in the connection between architecture and urban planning. Under the patronage of Cologne's Lord Mayor Henriette Reker, the one-year residency scholarship takes place in the metropolis of Cologne. The scholarship holder is given the opportunity to work for a year on creative and visionary architectural and urban development projects for Cologne and its periphery. For this period, he or she will receive free accommodation, a workplace in a creative environment in the heart of the city and a monthly grant totaling 2,500 euros. The scholarship is awarded and supervised by the Association of Friends and Sponsors of the Cologne University of Applied Sciences. With a renowned tutor, the scholarship holder receives individual professional support throughout the one-year residency. In addition, he or she will be supported by an advisory committee.

To publicly present and honor the results of the residency scholarship, Mayor Reker, in cooperation with the Cologne University of Applied Sciences and the Association of Friends and Sponsors of the Cologne University of Applied Sciences, will host a festive event at Cologne City Hall at the end of the scholarship. Afterwards, the urban development ideas will be exhibited for two weeks in the atrium of the Spanish Building.

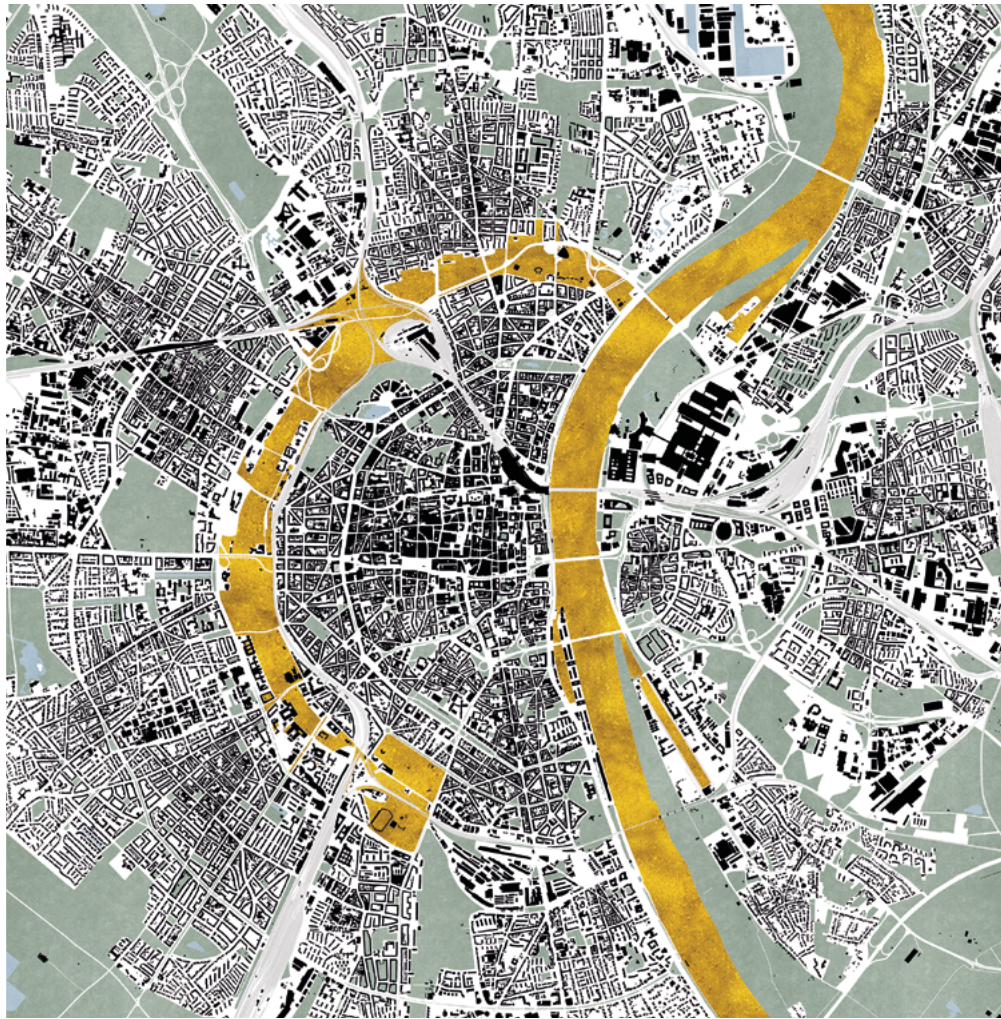
42 architects and urban planners from a total of 23 countries applied for the first scholarship in 2023. This impressive international response shows the high recognition of the name Gottfried Böhm and the scholarship associated with it. The first scholarship holder, Dr. Ermelinda Di Chiara, impressed the jury with her outstanding academic career and her deep understanding of architecture and urban planning. In May 2023, she completed her doctorate at the Sapienza University of Rome with the top grade of »summa cum laude«. Her Master's thesis in »Architectural and Urban Design« at the University of Naples Federico II was already awarded the highest possible grade.

Dr. Di Chiara was chosen for her ability to view architecture not just as an isolated discipline but, like Gottfried Böhm, as part of a larger urban and social fabric.

»I want to enhance the »empty spaces of nature« in the urban fabric of the city of Cologne«

Dr. Ermelinda Di Chiara





Schwarzplan, 2024 | Maßstab 1:10.000

EPILOGUE

Gottfried Böhm considered the relationship between new buildings and the existing heritage, i.e. history, to be particularly important. In his view, the ultimate goal of building is to find harmony and make the place more valuable than it was before. He wanted to emphasize what was there and make it visible, make it more precious than it was before.

This way of thinking reveals an analogy between the Japanese art of Kintsugi and the architecture and theory of Gottfried Böhm. The Japanese art of Kintsugi comes from »kin« for gold and »tsugi« for joining together, meaning »to mend with gold«. It is an art form in which broken ceramics are repaired with gold in order to give the broken areas a special meaning and to embellish them. Applied to the well-known work of Gottfried Böhm, the cathedral of Neviges (1963) represents the gilded »piece« that »embellishes« the medieval village. Böhm thus succeeded in combining the existing with the new. Dr. Ermelinda Di Chiara's work therefore consciously refers to the art of Kintsugi in the spirit of Böhm. She thus emphasizes the value that the design of the new has in relation to the existing.

The pilgrimage church in Neviges also reveals another topic that Böhm dealt with during his intensive professional activity: the connection between urban planning and architectural

design. For Böhm, architecture and urban planning are inseparable. Consequently, he always combined his architectural work with urban planning concepts. What is striking is that Böhm believed that the street is an elementary component of everyday life. Urban paths should therefore be designed as places of encounter and exchange. In line with Gottfried Böhm, the design for the city of Cologne therefore deals explicitly with the street system, the connections and the urban space as a »constitutive element of the city«.

»I think the future of architecture lies not so much in continuing to fill the landscape, but in bringing life and order back into our cities and countries,« says Gottfried Böhm. The project »Developing empty spaces for a sustainable city. A project between architecture and nature for the city of Cologne« follows this vision and aims to bring 'life' and 'order' back into the city.

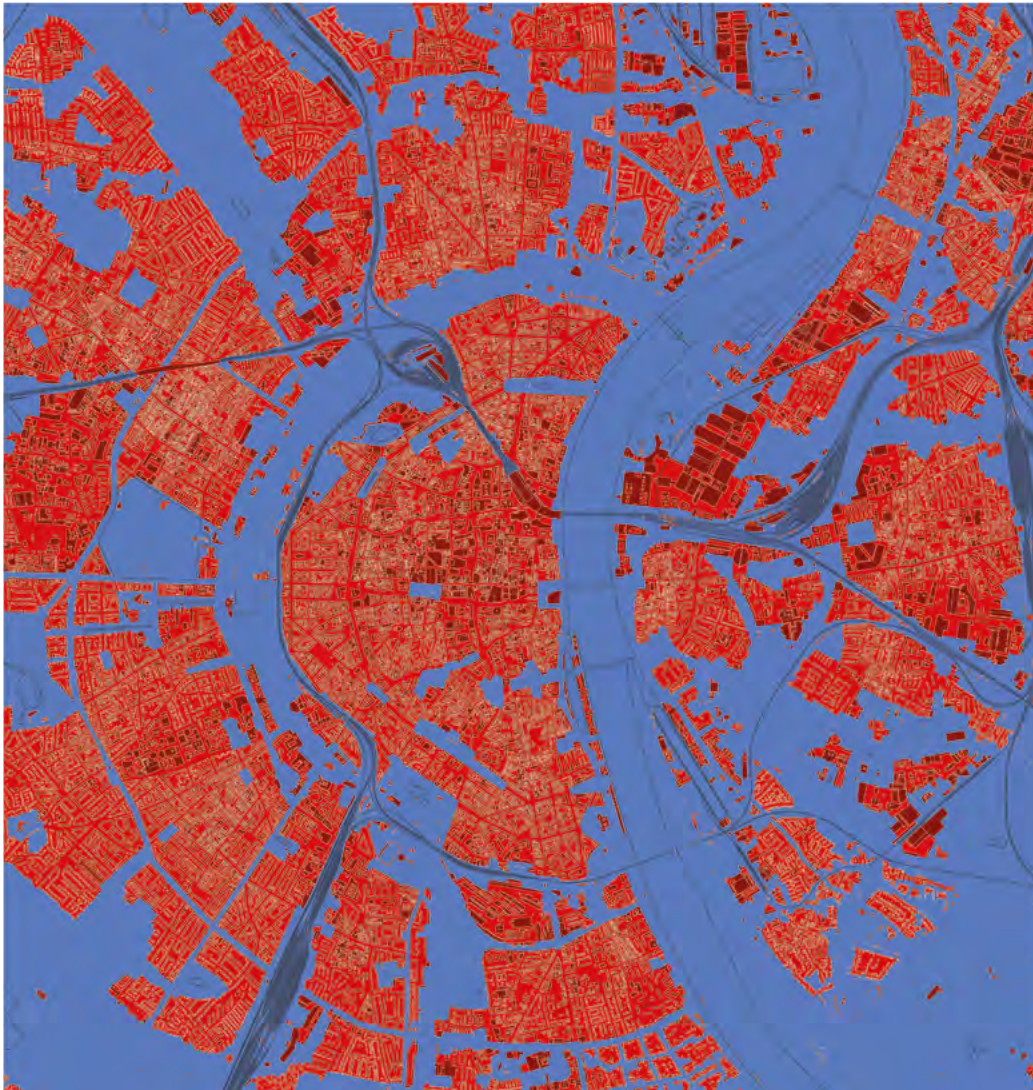
SPATIAL ANALYSIS AND MORPHOLOGICAL DEVELOPMENT

Dr. Ermelinda Di Chiara's work approaches the object of study in the spirit of Gottfried Böhm: Those who look forward should look at the history of the city. The morphological development and spatial analysis were useful for Dr. Di Chiara to understand the development of the city walls, the relationship between built-up areas and green spaces and the relationship between »interior spaces« (red) and »exterior spaces« (blue), as well as to recognize the potential of the urban form.

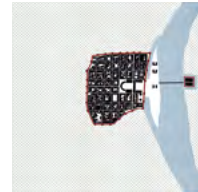
The city of Cologne has undergone considerable change since its foundation. In Roman times, the walls marked the boundaries of a dense and compact city. Green spaces, i.e. green areas, were not located within the city, but surrounded it. However, these green spaces were lost at the beginning of the industrial age. As the population continued to grow, it became necessary to demolish the solid line of defense. Architect Joseph Stübben designed the new town. The design of the new town led to a change in the relationship between built-

up areas and green spaces. The green areas of the medieval city, i.e. the »space outside the walls«, were densely built upon, depriving the city of its natural spaces.

Mayor Konrad Adenauer finally put an end to this undesirable development with urban planning by Fritz Schumacher that focused on »green«. The urban planner began planning the »green belt« - the inner and the outer - as well as the »natural corridors« that were to connect the city center with the outlying areas. Although Schumacher's original idea remained unfinished, current projects, such as the master plan by Albert Speer + Partner and the Parkstadt Süd project, anticipate the completion of the inner green belt to the south.



Schwarzplan, 2024 | Maßstab 1:10.000



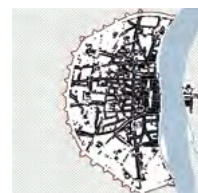
Schwarzplan 50n. Chr. Maßstab 1:20.000



Schwarzplan Rheinvorstadt vor 965 Maßstab 1:20.000



Schwarzplan Stadterweiterung 1106 Maßstab 1:20.000



Schwarzplan, Historische Karte von Rheinvorstadt 1752 | Maßstab 1:10.000



Konzeptplan | Maßstab 1:10.000



Stadtmauern



Alte Stadt



Neue Stadt und urbaner Raum



Grüngürtel

FOCUS ON THE NEUSTADT

In Dr. Di Chiara's view, this is only a first step towards healing the city. More needs to be done to achieve this. As part of her project »Developing empty spaces for a sustainable city«, she is focusing on one part of the city of Cologne: the morphological and spatial view of Cologne makes it possible to identify two »natural empty spaces« that »beautify« the structure of the city. In the spirit of Kintsugi, Dr. Di Chiara marked these structures in gold: the Rhine and the inner green belt. The Rhine is the »natural void« that separates the eastern and western parts of the city. The inner »green belt«, on the other hand, is the »natural void« that separates the historic core from the western districts. The project »Developing empty

spaces for a sustainable city« aims to restore the natural character of the new town to the time before the demolition of the city wall. Dr. Di Chiara is keeping an eye on the historical structures and current urban planning instruments. She wants to enhance the »empty spaces of nature« in the urban fabric of the city of Cologne. Based on the Japanese art of Kintsugi, she plans to strengthen the »golden threads« in order to increase the value of the urban design. In the spirit of Gottfried Böhm, this will bring life and order back to the city.

EMPTY SPACES FOR A NEW URBAN DEVELOPMENT

The project looks at a variety of aspects in order to make sensible use of empty spaces in the city. It also looks at the relationship between potential new buildings and existing buildings. Dr. Di Chiara is planning to build a new residential district. She wants to define the boundary between the inner green belt and the neighboring districts of Cologne more precisely. In addition, a reorganization of traffic in Neustadt Süd is intended to ensure an optimal design of the space.

Complementing existing blocks (1)

Neustadt is predominantly characterized by block structures that correspond to the urban morphology of the Wilhelminian era or the early 20th century. However, the blocks adjacent to the railroad infrastructure are intersected. This is because they have open courtyards facing the railroad embankment, which defines the boundary of the new town. For this reason, the project redefines the urban blocks by creating private courtyards that provide green spaces for the residents of the apartments. In addition, the urban space between the railroad embankment and the new building front is supplemented by a row of trees.

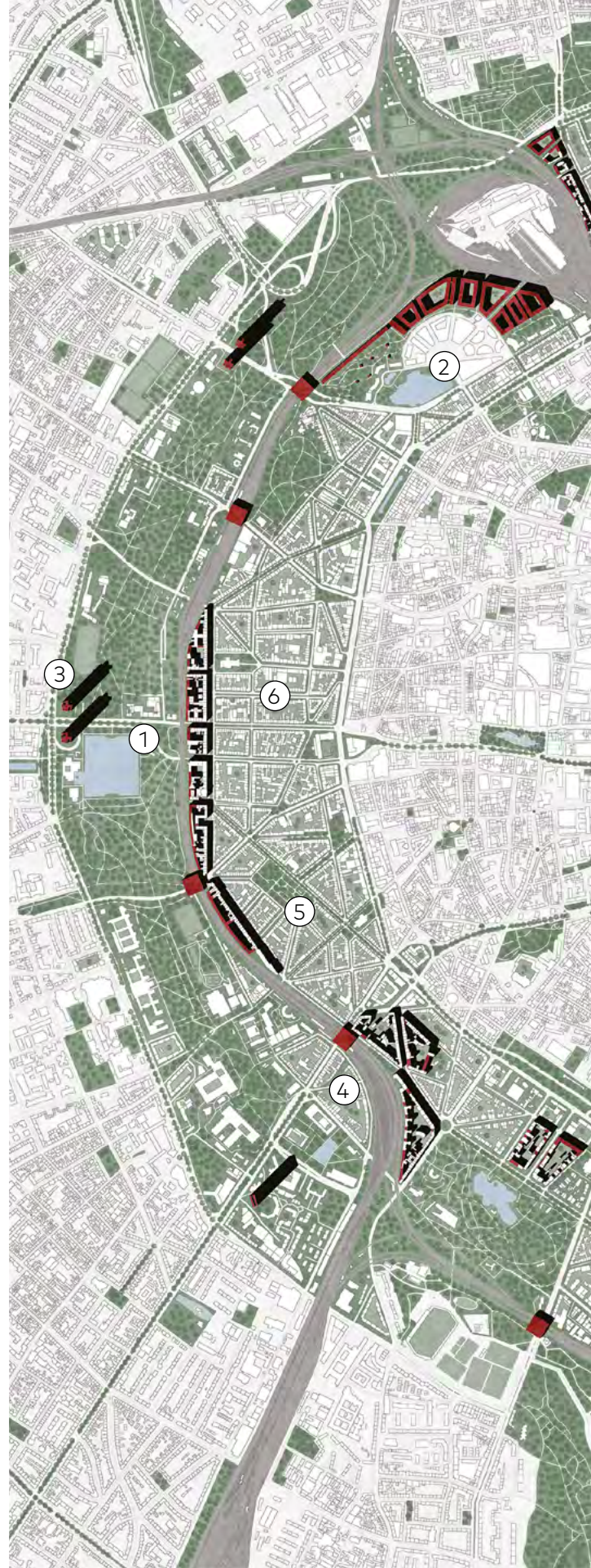
Residential area (2)

A new residential district is to be built in August-Sander-Park. The park is currently a kind of hidden, forgotten empty space in the city that is waiting to be rediscovered in terms of urban development. The park is characterized by its uneven terrain. It is only connected to the Herkulesberg by a footbridge. Dr. Di Chiara plans to continue the construction of the MediaPark based on the alignment and heights of the existing building. Where possible, a structure corresponding to the superblock type is to be created in order to preserve large, green, private inner courtyards for the residential buildings. The only area that retains its original function as a park is located behind the existing residential buildings. It is characterized by a significant difference in height between the park and Erftstraße. This park thus has clear boundaries: It is bounded to the north by the new »superblock«, to the south by the street, to the east by the existing residential buildings and to the west by a new building that corresponds to the row type.

The building in August-Sander-Park serves to demarcate the natural space of the park and at the same time mark a physical boundary between the park and the railroad infrastructure behind it. It is almost 300 meters long and has a pergola on the first floor that compensates for the difference in height and makes it possible to cross the Herkulesberg Bridge, which connects August-Sander-Park with Herkulesberg Park via the railroad line.

Boundary of the green belt (3)

While the project works with the typology of the urban block for the new residential quarter, it relies on a different type of building for the boundary of the green belt: the »tower« type. The planned towers not only emphasize the boundary of the green belt, but also highlight the city's most important streets, its »gates«.



Projektplan | Maßstab 1:5.000



Mobility hub (4)

Urban greening and the targeted relocation of motorized private transport will turn the new town into an »ecological island«. Motorized private transport is only permitted on certain busy roads in order to ensure a connection between the outlying areas and the city center. The roads on which motorized traffic is permitted are, starting from the south: Bonner Straße, Vorgebirgsstraße, Luxemburger Straße, Bachemer Straße, Bismarckstraße, Subbelrather Straße, Riehler Straße, Neusser Straße and, of course, the road connecting the northern and southern districts along the banks of the Rhine. Parking systems, so-called mobility hubs on the infrastructure, separate the inner »green belt« and the new town.

Typology of the streets (5)

Dr. Di Chiara achieves this by redefining the street types of the Neustadt. First, Dr. Di Chiara classified the street types. The aim is to understand their cross-section and relationship to the built environment, existing green spaces, public transport and cycling infrastructure. Based on the six identified street types, she restructures the Neustadt and changes the entire area through design interventions in the urban space.

Extension of the green belt (6)

Extending the green belt is the core idea of the project. It envisages extending the »inner green belt« to the Ring - a street that follows the course of the city wall and separates the old town from the new town. The new section of the green belt, which includes the new town, is therefore much larger, around twice the size of the existing one. It is clear that the existing »green belt« and the new town have a different morphological character. The »green belt« is a near-natural, ordered space. Neustadt, on the other hand, is characterized by a dense and compact structure that lacks green spaces and has a street system in which mixed mobility (bicycles and motorized traffic) predominates. Here, »green spaces« must be created that harmonize with the circumstances.



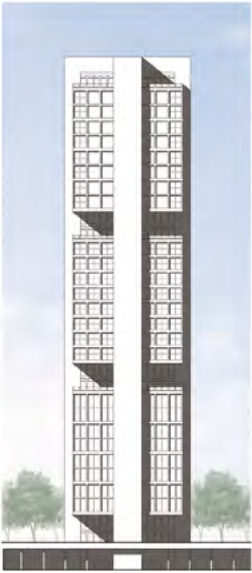
Erdgeschoss
Maßstab 1:500



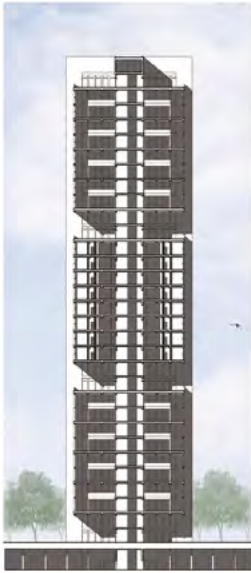
Normalgeschoss
Maßstab 1:500



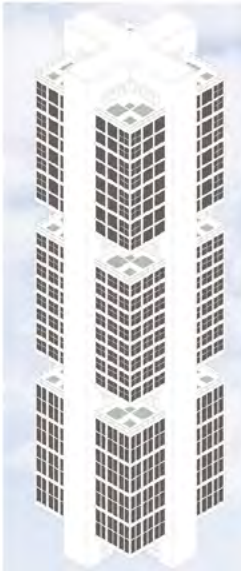
Terrassengeschoss
Maßstab 1:500



Ansicht | Maßstab 1:500



Schnitt | Maßstab 1:500



Axonometrie | Maßstab 1:500

»The planned towers not only emphasize the boundary of the green belt, but also highlight the most important streets of the city, its »gates.«

Dr. Di Chiara

STRENGTHENING THE BORDERS OF THE GREEN BELT

While the project works with the typology of the urban block for the new residential quarter, it relies on a different type of building for the boundary of the green belt: the »tower« type. The planned towers not only emphasize the boundary of the green belt, but also highlight the city's most important streets, its »gates«. They are located at three strategically important points in the city: in the north at the Innere Kanalstraße/Subbelrather Straße intersection, in the center at the Innere Kanalstraße/Aachener Straße intersection and finally in the south at the Universitätsstraße/Luxemburger Straße intersection.

For Luxemburger Straße, Dr. Di Chiara decided to build a single new tower that would enter into a dialog with the existing

tower opposite. The new tower thus enters into a close morphological and visual connection with the UNI-Center Cologne building.

On the other hand, Dr. Di Chiara plans to build two towers on Subbelrather Straße and Aachener Straße, which are oriented along the respective streets as mirror images of each other. The towers have a square, cruciform floor plan with sides measuring approximately 30 meters and a height of approximately 140 meters. This height is determined by three blocks with different compositional modules. The publicly accessible viewing terraces separate the three blocks, which have different characters and functions.

TYPE OF STREET I AACHENER STRASSE

The first type of street, as identified by the example of Aachener Straße, is characterized by a wide street cross-section and is heavily used by private vehicles as well as public transport, which is dangerous for pedestrians. The cycling and pedestrian infrastructure is unclear, and the sidewalks are often occupied by commercial establishments. Green spaces are only available in the form of scattered trees along the sidewalks. Aachener Straße will be transformed into a linear park that touches significant places such as Neumarkt.

The transformation from an »urban void« to a »near-natural space« creates a »natural corridor« within the historic city. The new park should serve as a place to linger and participate. Dr. Di Chiara recommends moving the trams into a tunnel to preserve the natural character and increase pedestrian safety.



Aktuelle Ansicht

Zukunftsvisionen

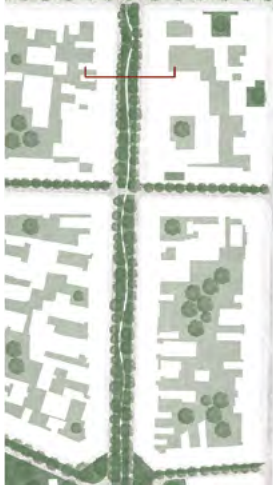


Plan | Maßstab 1:100



Gehsteig Bikelane Grüne Promenade Bikelane Gehsteig

Zukunftsvisionen

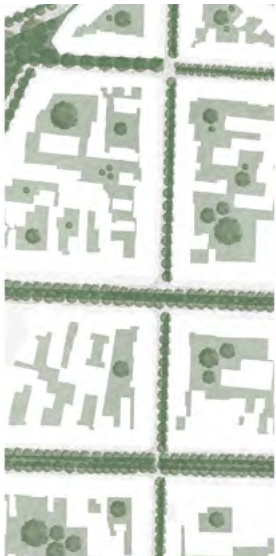


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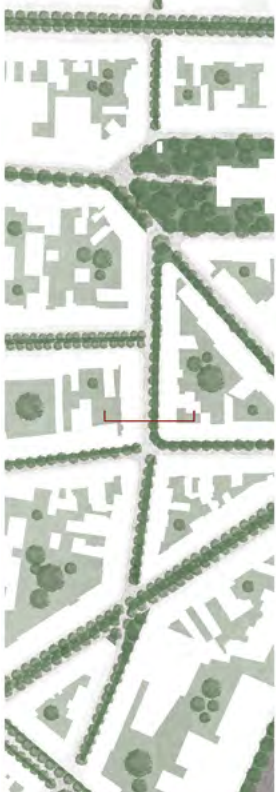
Schnitt | Maßstab 1:100

Zukunftsvisionen



Aktuelle Ansicht

Zukunftsvisionen



Plan | Maßstab 1:100

Gehsteig Bikelane Grüne Promenade Gehsteig

Zukunftsvisionen



Schnitt | Maßstab 1:100

Zukunftsvisionen

TYPE OF STREET II BRÜSSELERSTRASSE

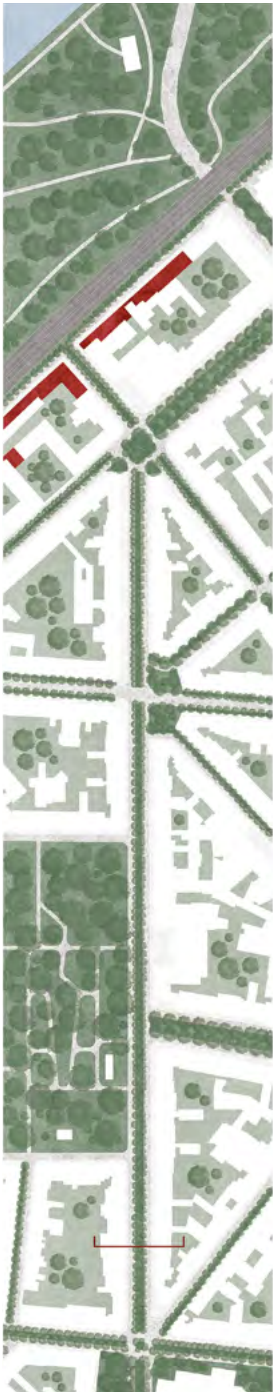
The second type, developed using Brüsseler Straße as an example, is characterized by a single-lane road cross-section. It is a relatively busy street for private vehicles that park on the sides. There is no designated bicycle lane. The bicycle lane also uses the car lane. The pedestrian infrastructure is impeded by the tables, umbrellas and chairs of the restaurants on the ground floors. The existing greenery does not shape the street enough,

as there are only tall trees on one side. The design for Brüsseler Straße envisages the elimination of motorized private transport and the design of a street with a single bicycle lane. The parking spaces will be replaced by a »linear park«.

TYPE OF STREET III ROONSTRASSE

The third type, designed using Roonstraße as an example, has a different ratio of built to green space than the other streets in Neustadt. The reason for this is Rathenauplatz, which is bordered by streets on all sides. Roonstraße, characterized by a large road cross-section, is a very busy street lined with parking lots. The design for Roonstraße envisages the removal of motorized private transport and the design of a street with a double cycle lane.

Here, as in the other designs, the cycle lanes are planned to be somewhat larger than necessary in order to ensure access for supply and disposal as well as in emergencies. The two cycle lanes are separated by a »linear park«, which further enriches the »greenery« in the street.



Plan | Maßstab 1:1000



Aktuelle Ansicht



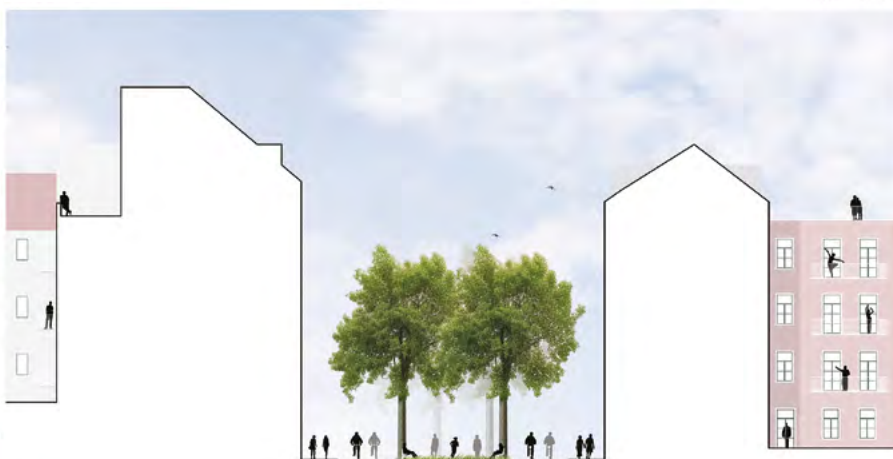
Zukunftsvisionen



Plan | Maßstab 1:100

Gehsteig Bikelane Grüne Promenade Bikelane Gehsteig

Zukunftsvisionen



Schnitt | Maßstab 1:100

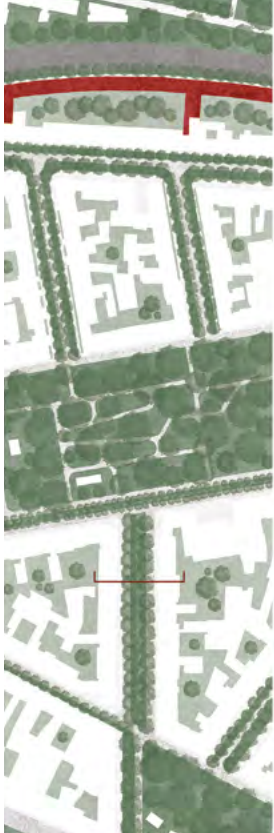
Zukunftsvisionen



Aktuelle Ansicht



Zukunftsvisionen



Plan | Maßstab 1:100

Zukunftsvisionen



Schnitt | Maßstab 1:100

Zukunftsvisionen

TYPE OF STREET IV BEETHOVENSTRASSE

The fourth type, as exemplified by Beethovenstraße, represents a rather »happy« model of street construction in the city of Cologne. Here, infrastructure for motorized traffic and urban green spaces alternate, together accommodating pedestrians and cyclists. In some cases, however, the urban green space opens up to accommodate parked cars.

The design for Beethovenstraße envisages the preservation of the existing urban space. The only change that will be made relates to the flow of traffic. Here, too, the plan is to reduce motorized.

TYPE OF STREET V LOCHNERSTRASSE

The fifth type, as determined by the example of Lochnerstraße, is a special example because it is a street characterized by private »greenery«. The green spaces in this street are the front gardens. The street is not particularly busy, with only one lane lined with parking spaces, and no bike lane. The project for Lochnerstraße includes the removal of the property boundaries.

As a result of the elimination of motorized private transport, the street will be opened exclusively to cyclists.



Aktuelle Ansicht

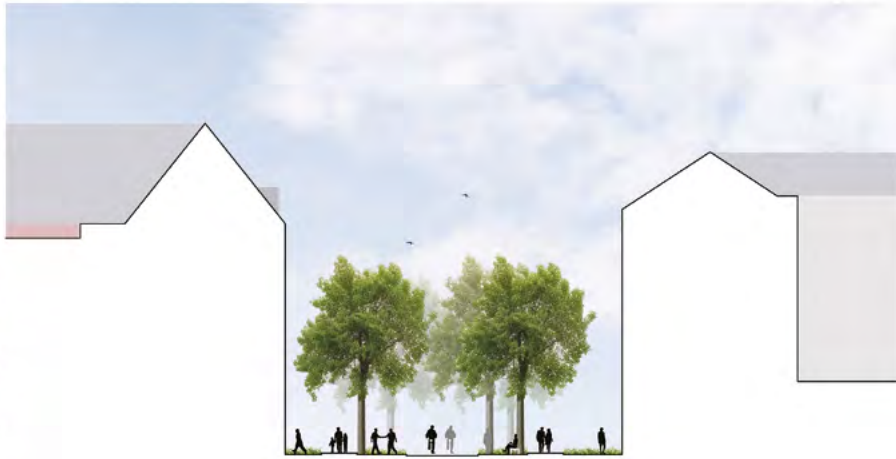
Zukunftsvisionen



Plan | Maßstab 1:100

Privatgrün Gehsteig Grünfläche Bikelane Grünfläche Gehsteig Privatgrün

Zukunftsvisionen



Schnitt | Maßstab 1:100

Zukunftsvisionen

Plan | Maßstab 1:1000



Plan | Maßstab 1:1000



Aktuelle Ansicht



Zukunftsvisionen



Plan | Maßstab 1:100

Gehsteig | Bikelane | Grünfläche | Gehsteig

Zukunftsvisionen



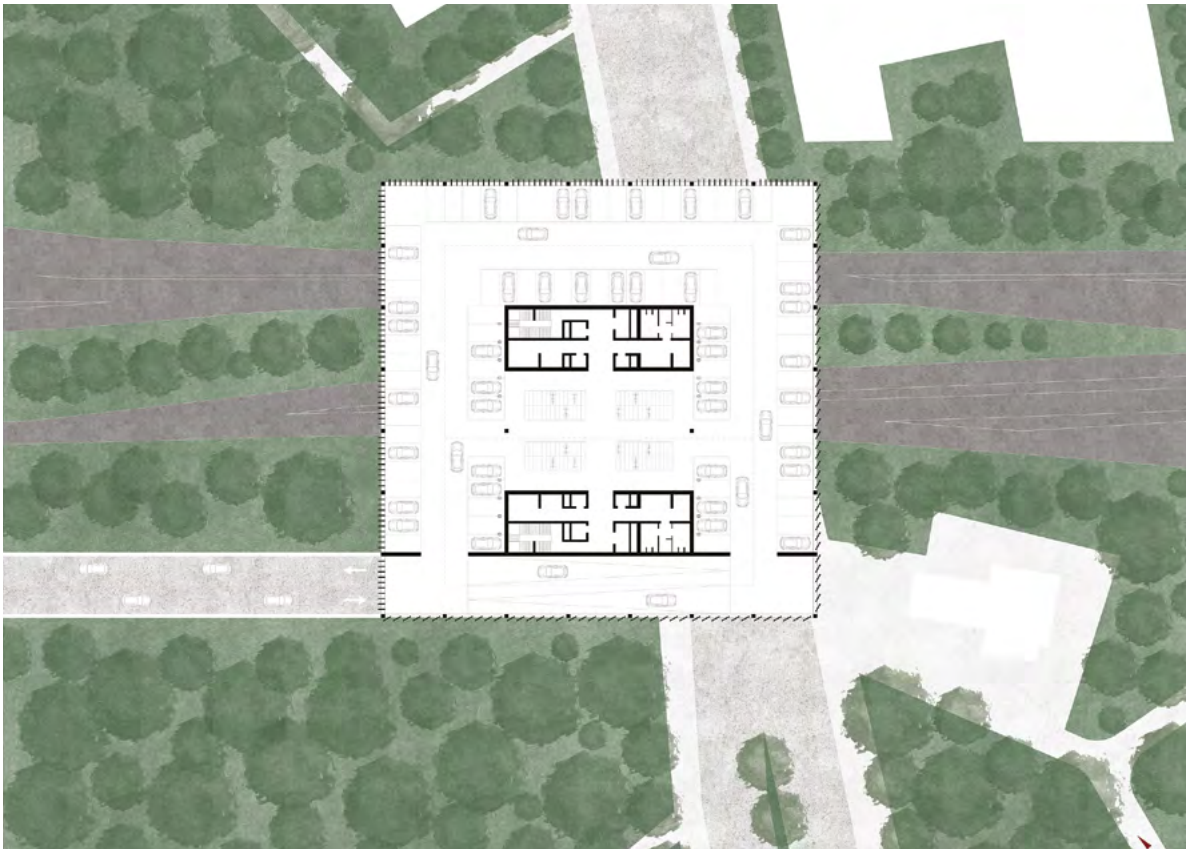
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Zukunftsvisionen

TYPE OF STREET VI ELSASSSTRASSE

The sixth type, which was determined using Elsaßstraße as an example, has a reduced and not particularly busy street cross-section. The single-lane roadway is bordered first by parking spaces and then by sidewalks. There is no bike lane on this street, and a few tall trees are striking on both sides of the roadway.

The project for Elsaßstraße envisions freeing the street of motorized private transport and designing a road with a single bike lane flanked by additional green spaces.



Normalgeschoss | Maßstab 1:200

MOBILITY HUB

»The greening of the city and the relocation of motorized private transport outside the neighborhood turns Neustadt into an »ecological island.«

Dr. Di Chiara

The Neustadt becomes an »ecological island« through urban greening and the targeted relocation of motorized private transport. Motorized private transport is only allowed on certain heavily trafficked streets to ensure the connection between the outskirts and the city center. The streets on which motorized traffic is permitted, starting from the south, are: Bonner Straße, Vorgebirgstraße, Luxemburger Straße, Bachemer Straße, Bismarckstraße, Subbelrather Straße, Riehler Straße, Neusser Straße, and of course the road that connects the northern and southern districts along the Rhine bank. Parking systems, so-called mobility hubs on the infrastructure, separate the inner »green belt« and the Neustadt. The eight new mobility hubs will be publicly accessible places where various means of transport and sharing services come together.

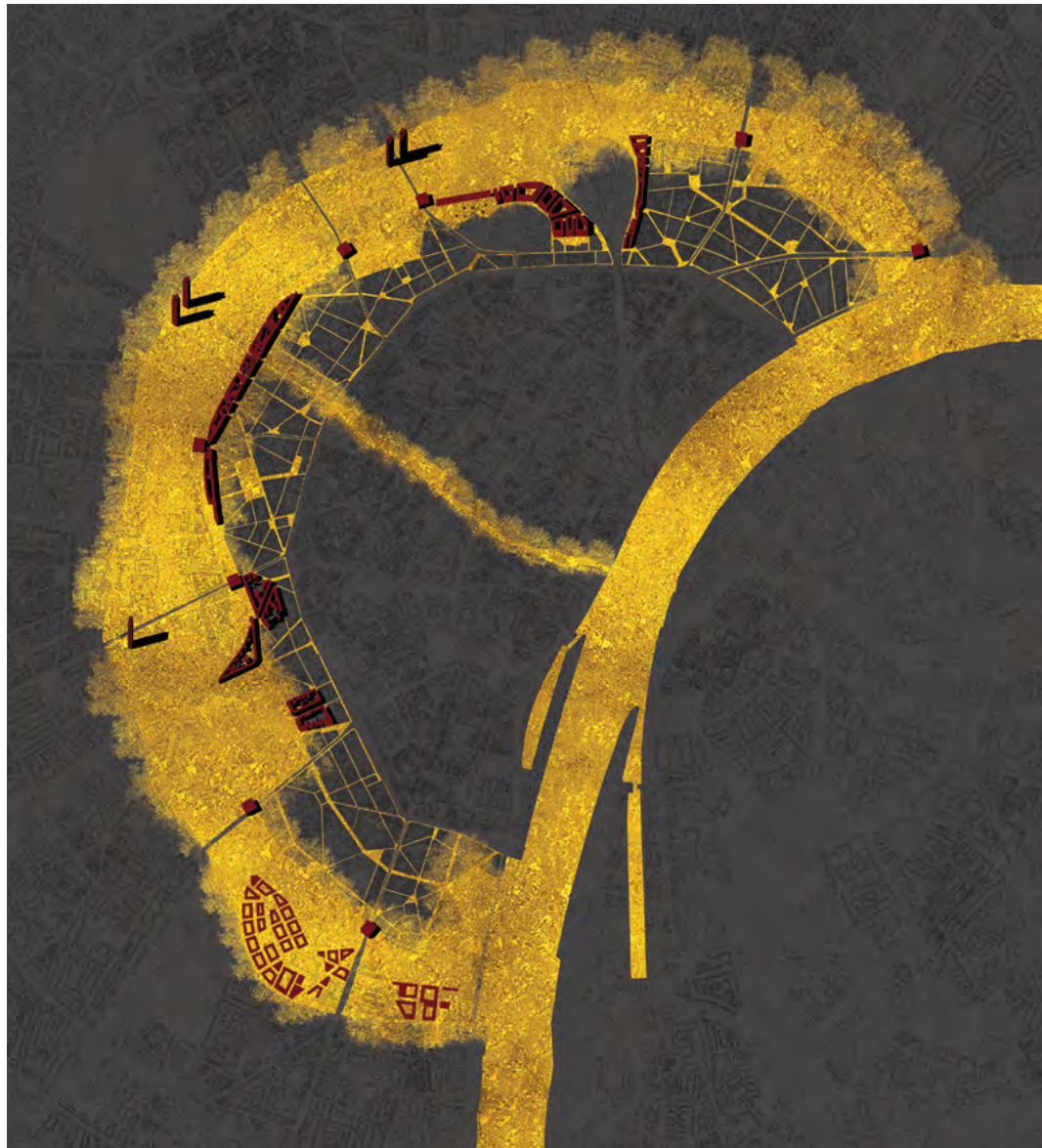


Südwest-Aufriss | Maßstab 1:200



Längsschnitt | Maßstab 1:200

These three-story steel structures on stilts have a square floor plan with sides around 60 meters long. They are equipped with solar cells and planned at a maximum distance of 1.2 kilometers from each other. They also represent the points in the city where the various goods are sorted in order to minimize the amount of (delivery) traffic entering the new town. The eight mobility hubs form the new centers of the sustainable urban system of the »future« city of Cologne, where everything revolves around the concept of designing urban space and »natural spaces«.



Axonometrie

CONCLUSION

Developing empty spaces for a sustainable city A project between Architecture and Nature for the city of Cologne

The scholarship work »Developing empty spaces for a sustainable city, a project between nature and architecture for the city of Cologne« intervenes in the city by working on the »edges«, on the existing architecture and urban space of the Neustadt. It uses the »existing empty spaces« as a tool to work out and enhance the different morphologies and typologies that make up the city.

The goals of the 2030 Agenda for Sustainable Development, together with the urban planning instruments currently in force in the city, are taken as premises to redefine green and accessible spaces for a clearer and more legible urban structure.

The aim is to create a model of sustainability that is in line with global challenges.

Thus, the golden coloration is no longer limited to the existing inner green belt and the Rhine. In the Neustadt, the »empty spaces«, the gaps in »natural spaces« are transformed and charged with potential and value. Ultimately, the concept – in the spirit of Gottfried Böhm – aims to ensure that »things will be better«.

JURY MEMBERS

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