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Euralille is regarded as the most spectacular architectural and urban

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planning project in Europe of the last five years. The core of the recently completed plans for this large, completely new city quarter was the TGV station, stop for the "Eurostar" train between London and Paris. The master plan of Rem Koolhaas emerged from an international competition as the winning entry ahead of works by Vittorio Gregotti, Norman Foster, Oswald Mathias Ungers, and others. This plan forms the framework for the sensational buildings by Christian de Portzamparc (office tower for Credit Lyonnais), Claude Vasconi (World Trade Centre), Jean Nouvel (shopping and office center), Jean-Marie Duthilleul (TGV station), and Rem Koolhaas (congress center and rock concert hall). The book describes the creation of the new quarter, outlines the design processes, and shows extensively the individual buildings. The documentation is supplemented by floor plans, structural drawings,

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and other technical information. In a series of interviews the architects comment upon their work and explain the backgrounds of their plans. Well-known critics such as Stanislaus von Moos, Jean-Louis Cohen, Jean Attali, and finally Rem Koolhaas himself establish a theoretical context for Euralille and discuss the results.

Trains, Culture and Mobility is—along with its companion volume: Trains, Literature and Culture—the first work to thoroughly explore the railroad's connections with a full range of cultural discourses—including literature, visual art, music, graffiti, and television but also advertising, architecture, cell phones, and more...

A highly illustrated reference tool, this handbook provides comparative visual analysis of major urban extensions

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and masterplans around the world. It places an important new emphasis on the processes and structures that influence urban form, highlighting the significant impact that public or private land ownership, management and funding might have on shaping a particular project. Each of the book's 20 subjects is rigorously analysed through original diagrams, scale drawings and descriptive texts, which are complemented by key statistics and colour photography. The case studies are presented in order of size rather than date or geographical location. This offers design professionals, developers and city planners, as well as students of architecture and urban design informed organisational and formal comparisons, leading to intriguing insights. A wide geographical range of contemporary and historic masterplans are featured. These encompass European projects from the 19th century

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to the present day: Belgravia in London, Sarphatipark in Amsterdam, Potsdamer Platz in Berlin, La Défense Seine Arche in Paris and Hammarby Sjöstad in Stockholm. In North America, the postwar development of Stuyvesant Town in Manhattan is also the subject of a case study. More recent and ongoing international urban schemes are included, such as Puerto Madero in Buenos Aires, Downtown Dubai and the New Central Business District in Beijing.

The activities of Rem Koolhaas and his staff were widely discussed even before the foundation of the Office for Metropolitan Architecture in 1975. Today, many contributions on the work of OMA can be found in the international architectural press, including Koolhaas' own writings. The book contains about 150 selected texts—interviews, feature articles, essays, lead articles,

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reviews, letters, introductions, appraisals, and competition reports that have been compiled for the first time. This compilation not only provides a fresh and critical view of the oeuvre of one the most important contemporary architects, but also represents an account of the debate on architectural and urban design in recent decades.

The role of railways in urban development is the subject of this book. The central aim is to inquire into how especially the development of high-speed rail and light rail links will affect European cities. The analyses are carried out with special attention given to the broader institutional environment of the railway system, including the shift toward privatised railway companies and internationalisation.

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When designing, planning and building urban spaces, many contradictory and conflicting actors, practices and agendas coexist. This book propounds that, at present, this process is conducted in an artificial reality, 'Concept City', characterized by a simplified and outdated conception of space. It provides a constructive critique of the concepts, underlying the practices of planning and architecture and, in order to facilitate more dynamic, inclusive and subtle practices, it formulates a new theory about space in general and public urban space in particular. The central notions in this theory are temporality, experiment and conflict, which are grounded on empirical observations in Helsinki, Manchester and Berlin. While the book contextualizes Lefebvre's ideas on urban planning and architecture, it is in no way limited to Lefebvrian discourse, but allows insights to new theoretical work, including that

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of Finnish and Swedish authors. In doing so, it suggests and develops exciting new approaches and tools leading to 'experiential urbanism'.

Urban quality is generally considered increasingly important for urban competitiveness. Nevertheless, large urban redevelopment schemes often fail to provide sufficient quality from a user ' s perspective. This study therefore investigates the role of urban quality in large-scale urban redevelopment, which is here elaborated in terms of Richard Florida ' s concept of quality of place. In a number of extensive case studies, it focuses on prestigious redevelopment projects around the high-speed rail stations in Amsterdam, Rotterdam and Lille. It provides an analysis of the role of urban quality in the development of these projects, as well as

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some insights in the applicability of quality of place in a wider Dutch context. In addition, the study advocates a more open and flexible planning process, based on a distinctly long-term perspective on urban quality.

Analyzes the architectural and urban visions for a capital of Europe, comparing them to the reality of the three headquarter cities of the European Union.

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