

EUROPEAN PRAGUE

FA ČVUT - Ateliér Klokočka 2024

Pavel Jaroščák, David Talacko



Hypothesis-Utopia: Prague as the Capital of the European Union?

VISIONS AND SCENARIOS



TABLE OF CONTENTS

Introduction	5
Research & Analysis	10
Interviews	11
Data	12
Possible Locations	14
Analysis Conclusion	19
Concept 1 - Trinity of the EU HQ	20
Parliament	24
Commision	30
Slatiny EU Quarter	36
Concept 2 - From Bureaucracy Bunker to Metro Marvel	48
Parliament	52
Comission	56
Letňany Housing Quarter	62
68 Buildings of the EU	66
Concept 3 - Beyond the Divide	85
Concept 4 - Strahov EU Towers	92
Concept 5 - Monolith of Unity	100
Appendix	108
Reference Projects	110
Sources	112

STUDIO LEADER’S ASSIGNMENT:

Let's imagine that the European Union will be seeking a new location for its main institutions. Whether through the expansion of the European Union towards the east – Ukraine, Georgia, Moldova, and the rest of the Balkan countries – or through political development and ambition. In that case, it would not be illogical for Prague to become this new seat, instead of Brussels.

In what way would it be possible to integrate European institutions and other infrastructure into the specific context of our capital city?

Can we come up with principles and strategies for the urban development of the city?

The key is for the new situation to be enriching for both parties, meaning that the existing city and the new interventions should be mutually complementary and supplementary.

We will seek answers to questions such as:

- How to leverage today's opportunities in Prague?
- Connect potential interventions to transportation hubs like train stations?
- Stick to situating new functions around the highway ring around Prague?
- Partially leave Prague and consider a network of facilities in the Central Bohemian Region?

In our studio, we will focus on the development of various scenarios, functional and spatial, to address this hypothetical challenge. Of course, with respect to the current values of Prague and its surroundings.

I am convinced that one of the tasks of urban planning is to develop visionary ideas for the more distant future, often seemingly Utopian at first glance, where only time will tell if they will be accepted. The result of the workshop project will be a series of proposals – concepts for the organization of space in Prague and its surroundings within the given assignment.

INTRODUCTION: Prague as the New Seat of the European Union

The notion of a new seat for European institutions often revolves around Prague as a potential alternative to Brussels. In 1993, when the European Union was founded, Brussels was chosen as the center primarily due to its geographical centrality to the then-member states. In short, "every country was equally distant from the center of activity," aligning with the EU's principle of equality. However, as the EU expands to include more member states and due to political developments and ambitions, the geographical center shifts. With the increase in member states from the original 15 to the current 27, the center of the EU moves further eastward. Considering the prospect of further expansion to include countries such as Ukraine, Georgia, Moldova, and other Balkan states, the center of the EU would inevitably shift to Prague. Thus, Prague would become the focal point, leading to increased demands for civic amenities, transportation infrastructure, and housing. Could Prague withstand this change? Another significant consideration is the overall area occupied by EU institutions. Should we disperse individual European buildings throughout Prague or propose a compact district? How would our proposal affect Prague's protected panorama? Will our proposal be open to the public, creating opportunities for leisure and recreation? How might the new seat of the European Union influence the social and cultural dynamics of Prague? What impact will it have on local transportation, and how can these effects be minimized or optimized?

IDEAL PROPOSAL

In seeking answers to this challenge, we focus on the principles and strategies of urban development complemented by EU values and ideas (equality, diversity, etc.). The goal is the harmonious integration of European institutions and the associated new functions into the existing urban structure. Achieving mutual complementarity and supplementation between the existing city and new interventions is crucial.

Within our proposal, our aim is to create a multifunctional urban structure, not a monofunctional development solely for EU employees that would be separated from the public - thus avoiding the creation of a closed "bubble" in the heart of Prague. We also aim for inclusivity, aligning with the principle of equality among EU employees and the public. We also consider the expanding phenomenon of digitization. Already, the current EU institutions operate on a three-day workweek, and with the growing trend of remote work, the necessity for office space may diminish. We prioritize not only the mass but also the public space between buildings in our overall urban design, maximizing green areas to encourage leisure activities. In terms of transportation, our goal is to connect institutions to well-functioning traffic flows, whether on major roads, the city's ring road, or public transportation like trains and subways. We consider proposals for both compact and dispersed structures across Prague.

In our studio, we explore various scenarios that are not only functional but also spatially viable, durable, and sustainable, to successfully address this hypothetical yet not so distant challenge. Throughout, we respect Prague's current values while striving to create visionary proposals that serve as a catalyst for future development.

The result of our research will be several different conceptual proposals for the urban organization of EU institutions, involving different locations and approaches to design.

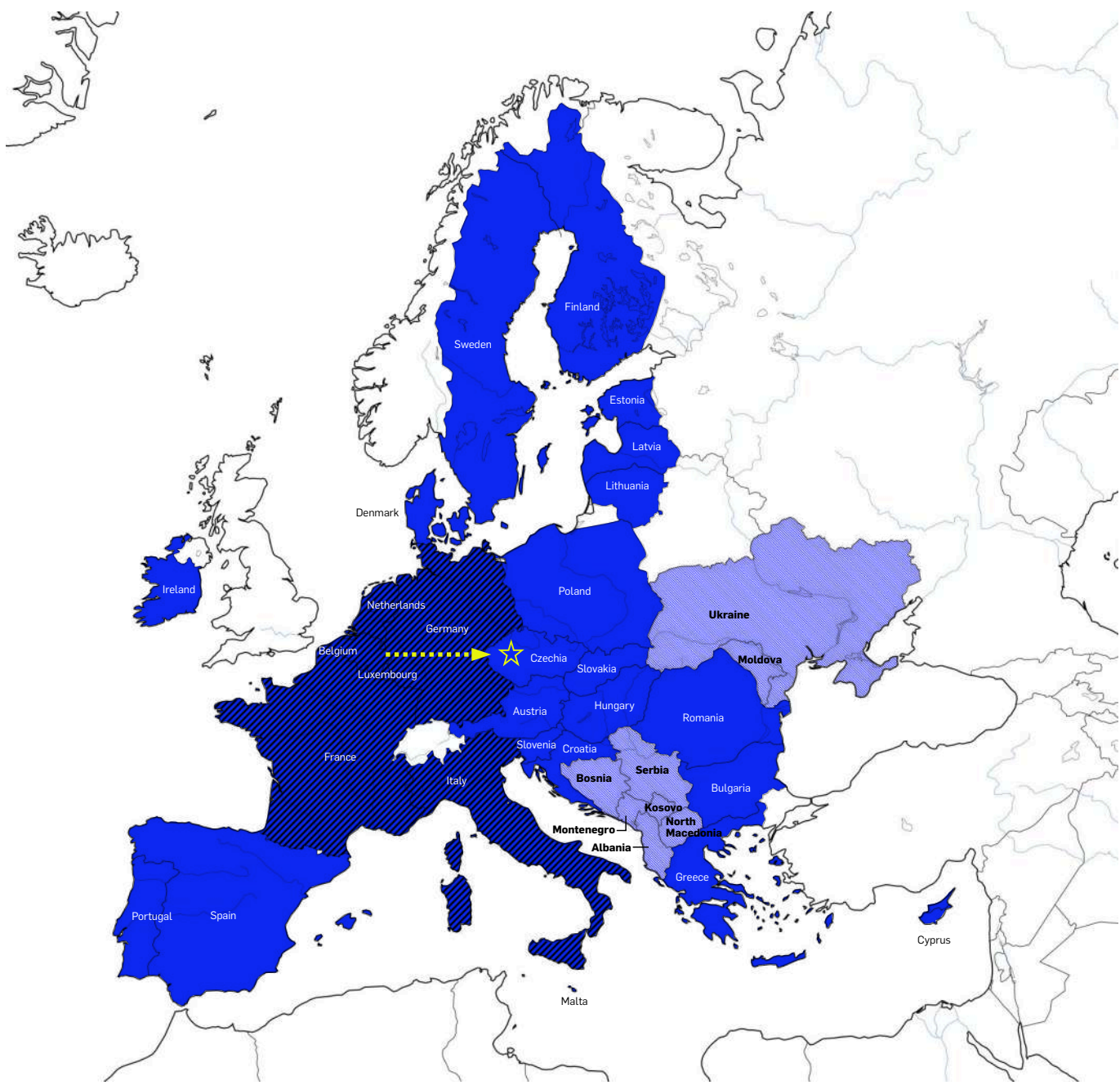
Basis for Project

- European Union will expand with the hypothetical addition of Ukraine, Georgia, Moldova, as well as Serbia, Albania, Bosnia, Montenegro and North Macedonia.
- Population of EU will rise from 448 to 507 million, increasing the EU headquarters employee count from 32 000 to 35 404.
- The geographical center of the EU will move east.
- Relocation to Prague will create equality in distances that need to be traveled to reach the EU headquarters.
- Czech Republic will adopt the Euro as its currency.
- Multiple scenarios with a wide range of realism will be created.
- The project will aim to involve Prague and Czech locals, as well as citizen of the EU in the form of architectural competitions.
- The project will heavily rely on Prague's public transportation and automobile infrastructure.

Project Goals

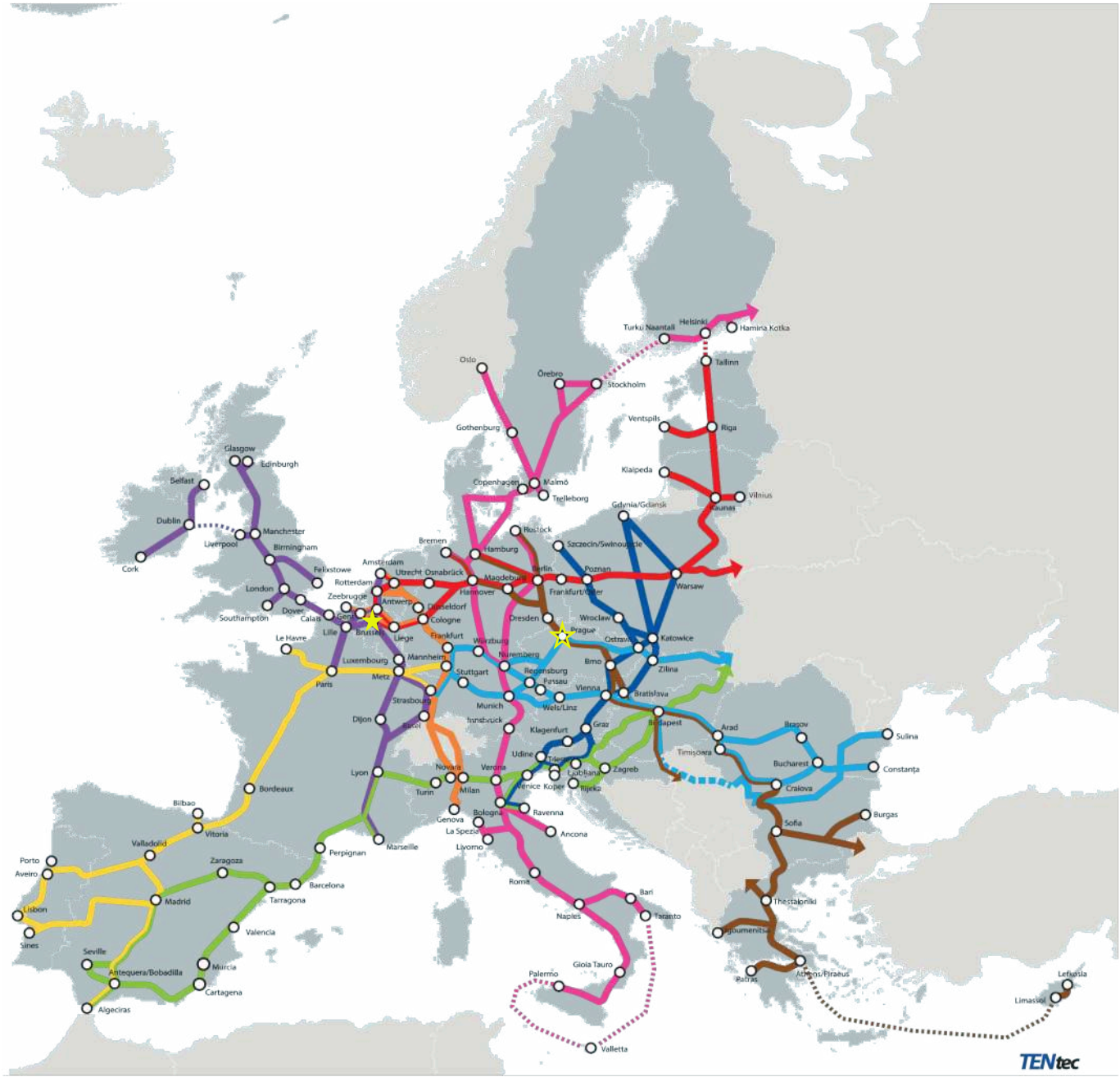
- Create a multi-functional structure of EU buildings and their respective amenities.
- Utilize existing structures where appropriate to reduce unnecessary construction.
- Utilize public transport network heavily, in order to reduce necessary car usage drastically.
- Connect the project to Prague's green spaces.
- Create a general urban study or proposal, rather than a detailed design; the project shall be used as inspiration or guide for further, more detailed design.
- Scenarios of various respects to monument preservation will be created. Some will respect Prague's preservation laws strictly, while other will aim to push or even stray away from them.
- The proposal aim to be efficient on multiple levels: transport, floor area usage and functionality.

Shift of Europe's Center



Founder States Current States Added States ★ Brussels (old capital) ★ Prague (new capital)

High-speed Rail Conenctions of the EU



● Baltic - Adriatic	● Orient/East-med	● Atlantic
● North Sea - Baltic	● Scandinavian - Mediterranean	● North Sea - Mediterranean
● Mediterranean	● Rhine - Alpine	● Rhine - Danube

Research and Analysis

Information gathered from Brussels

While conducting research for this project, we visited Brussels in order to learn about the current situation of the EU Quarter, and analyze its functionality. Part of this was visiting the EU Parliament, conducting short interviews with its employees, the main architect of the EU Commission Peter Benuška, Czech reporter for Český Rozhlas in Brussels Zdeňka Trachtová, as well as Belgian architect Frank Delumulle, who has worked on a project for making the EU Quarter more secure against terrorism in 2010. Below is the important information we gathered from these short interviews.

Peter Benuška:

- The EU Institutions do not provide housing for its employees.
- All of the buildings of the EU are intended to be located around a metro line for easy transportation.
- Post-COVID, many workers are still continuing to work in a hybrid working week (3/5 days spent at the office and the other two are spent working from home). This led to a 40% decrease of required office space.
- Even despite the fact that the buildings need to be secure, they are still designed with active parterre and mixed used on the ground-floor, in order to interact with the general public.
- Biking as a mode of transportation between buildings is encouraged; bikes can even be borrowed.
- Many nations build schools and kindergartens for the children of their representatives and employees.
- The EU strives to have their employees interact with the locals.

Zdeňka Trachtová:

- The Czech representatives and employees that work for or around the EU, have their own bubble, and the interaction with the locals is limited. It is something they consider a shame and something they would like to change.
- She believes that if the EU quarter was to be relocated to Prague, it should be dispersed through out the city, so that every part of it benefits from the increased job opportunities and other commercial and leisure amenities.
- During a summit, the entire EU quarter get blocked off to the public.
- The employees of the EU institutions have cafeterias and cafes provided for them within the buildings, however many still decide to go to restaurants and cafes in the area.

Frank Delmulle:

- The European capital should be an example for all European cities.
- The main problem of the EU Quarter: mono-functionality. Any future projects involving the EU should strive to create multi-functional buildings that are sown into the public urban landscape.
- All of the EU buildings get abandoned at night once the employees get off work, creating long term vacancies in buildings in the center of the city.
- Blending EU administrative buildings in with residential buildings would hide them better from terrorism as well as creating equality between high officials and the common public.

Our experience:

- Mono-functionality is quite evident. When visiting the quarter, it was even further emphasized by the fact that all the buildings were closed due to the Easter holiday, and the streets were almost completely empty.
- The European quarter feels detached from the city due to a difference in architectural style, a larger scale of buildings and as mentioned before: mono-functionality

Parameters of the EU Quarter: Old vs New

Numbers of Brussels EU Quarter

Floor Area*	No. Buildings	No. Employees
1.9 km²	61	32 000

Floor area of main EU buildings

Commission	Council	Parliament
240 000 m²	70 600 m²	84 000 m²

Numbers of Prague EU - standard working week model

Floor Area*	No. Buildings	No. Employees
2.2 km²	61	35 404

Floor area of main EU buildings

Commission	Council	Parliament
265 530 m²	78 110 m²	92 900 m²

Numbers of Prague EU - hybrid (3/5 working days) model

Floor Area*	No. Buildings	No. Employees
1.32 km²	61	35 404

Floor area of main EU buildings

Commission	Council	Parliament
159 310 m²	46 860 m²	55 740 m²

* “The total surface area of the buildings occupied by the European institutions in Brussels is 1.9 million square metres, 1 million of which is used by the European Commission and its executive agencies. This 1 million square metres comprises about 919 000 square metres of actual office space, spread over 55 different buildings" "Questions and Answers on the European Economic Recovery Plan." European Commission - Press Corner, 26 Feb. 2009, https://ec.europa.eu/commission/presscorner/detail/en/MEMO_09_94.

Demographics of the EU Quarter: Old vs New

Brussels

No. Employees	Family included*	No. Households**
32 000	70 400	30 609

Prague

No. Employees	Family included*	No. Households**
35 404	77 889	33 865

Amenities connected with the EU Quarter: Old vs New

Brussels

Elem. schools	High schools	Hospitals	Cafe/Restaurant	Hotels****
30	11	1	62	11

Prague***

Elem. schools	High schools	Hospitals	Cafe/Restaurant	Hotels****
33	12	1	69	52

Transportation of the EU Quarter: Old vs New

Brussels

Cars	Metro rides/ann.	Tram rides/ann.	Bus rides/ann.	Train rides/ann.
32 446	9 491 481	8 937 800	6 397 400	1 450 000

Prague

Cars	Metro rides/ann.	Tram per/ann.	Bus rides/ann.	Train rides/ann.
?	14 570 749	13 849 704	13 508 838	1 830 248

* “In 2022, 198 million households resided in the EU with 2.2 members per household on average.”"Household composition statistics." Eurostat Statistics Explained, European Commission, 2022, https://ec.europa.eu/eurostat/statistics-explained/index.php?title=Household_composition_statistics#:~:text=In%202022%2C%20198%20million%20households,members%20per%20household%20on%20average.

** “There were on average 2.3 persons per household in the EU in 2021.”"Eurostat Housing Statistics." Eurostat, European Commission, n.d., <https://ec.europa.eu/eurostat/cache/digpub/housing/bloc-1b.html>.

*** All of these amenities would theoretically be created by the state, a specific country of the EU, or by an independent investor

**** Calculated with hotels per capita in respective cities. Brussels: 0.000158. Czechia: 0.000667. The result is a representation of the amount that would be created based on the current standards of the city.

Parameters of possible locations in Prague

Location	Area (km²)	Train	Metro	Tram	Airport	Highway
Letňany	2.8					
Libeň	1					
Zahradní Město	1.3					
Radlice	6.4					
Letná/ Dejvice	2.2					
Slatiny	3.3					
Pankrác	2.5					
Palmovka	2.0					

Is in the near vicinity



Letňany

This location is to the north of Prague, right around the final stop of metro line C: Letňany. In its current state, it is used as a grass-field airport for aviation clubs, however, it has been the subject of possible development for years.

Benefits:

- Large area means it could fit the entire project
- Great transportation connections, including a military airport
- A world-trade exposition center is in the vicinity

Negatives:

- Bad tram connection
- Is quite secluded from the rest of the city



Libeň

An atypical location which is situated above one of Prague's largest train stations; while it would provide an excellent transport connection, it would definitely be daring and unusual to Prague.

Benefits:

- Praha-Libeň trains station
- O2 arena could potential be used as part of the complex
- Fantastic location within the city

Negatives:

- Building over the train rails would pose a challange
- Is not large enough to include housing and further amenities



Zahradní Město

A location closed of by railway and highway near Zahradni Město train stop. Most of the development around here is industrial from the east and residential from the west. It holds a great opportunity for further connecting Prague together, as well as developing around Depo Hostivař, the final station of metro line A.

Benefits:

- Transportation cutting through location could hold potential
- Mostly undeveloped

Negatives:

- Without intervention to rail and highway, it is not pedestrian friendly
- Awkward location within Prague



Radlice

This hill top is currently occupied by a horse pasture. It could be a way for the EU buildings to take their place along the Prague city-scape in a visible yet not overpowering spot. It is large enough for housing and perhaps even a large public park to appear.

Benefits:

- Large area
- Great visibility
- Close to the new development in Smíchov

Negatives:

- A new location for the current function would have to be found
- Accessibility is not great as it is on top of a hill



Na Slatinách

A large "no man's land" surrounded by railways and highway. Former emergency and horticultural colony. The area is currently dilapidated – the city has long been considering about a new use of the area.

Benefits:

- Large area
- Still close to the heart of the city
- Connectivity by train and car

Negatives:

- Building over the train rails would pose a challenge
- No facilities nearby
- Undeveloped area nearby



Hradčanská/Dejvice

Hradčanská is a location with great importance due to its proximity to the Prague castle. Even though it is heavily protected, it would make a great location for important institutions of the EU, which would even further emphasize the density of governmental institutions of importance in the area

Benefits:

- Opportunity to redevelop Letná plains, which already has a lot of essential infrastructure
- Could establish Vítězné Náměstí as one of the most important centers of Prague
- Transportation connections are excellent

Negatives:

- Strict preservation regulations
- A new location for the functions occupying Letná plains would have to be established
- A major redevelopment of residential areas in Dejvice



Pankrác

Newly developing location. Near skyscrapers and office parks. A few steps from metro line C, emerging metro D and highway. With a many civic amenities nearby. Located close to the park and HQ of Czech television.

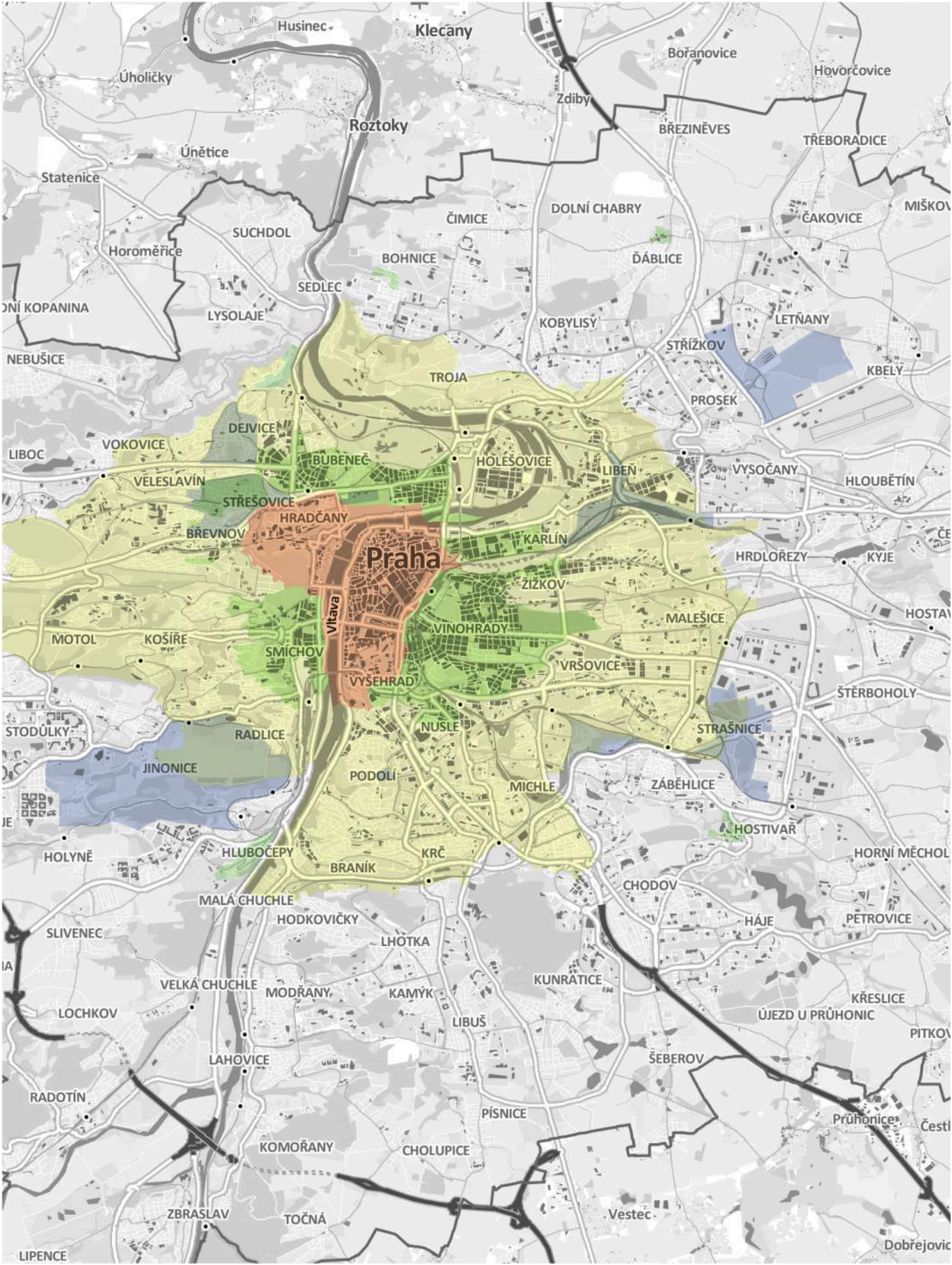
Benefits:

- Great connectivity – Metro C and D, highway
- Developed location with all amenities

Negatives:

- Not enough space for all office building – must be combined with another place.
- On the hill, visible on the Prague panorama

Prague protection zones



1:100 000

Analysis Conclusion

As the European Union evolved from its inception with fewer member countries to its current status of 27 members, along with the potential for future additions like Ukraine, Georgia, Moldova, and several Balkan countries, the geographic centrality of Brussels, once advantageous, now seems less ideal. With this expansion, the need for a capital city that can truly represent and accommodate the diverse geographical spread of its members becomes increasingly apparent. In this context, Prague emerges as an appealing alternative, positioned more centrally within Europe and thus capable of restoring a sense of geographic equilibrium to the union.

Moreover, as the European Union navigates the complexities of evolving working models, particularly in response to the lasting impact of the COVID-19 pandemic, there arises a unique opportunity to re-imagine the design of its administrative capital. The shift towards hybrid work weeks, where employees balance office and remote work days, presents a prime opportunity to create a more compact and efficient European capital in Prague. By leveraging this flexible approach to work arrangements, the demand for extensive office space, characteristic of the current setup in Brussels, can be significantly reduced, even with the incorporation of additional employees from new member countries.

Prague's exceptional transportation infrastructure further bolsters its candidacy for the EU capital. With nearly 60% higher usage by its residents compared to Brussels, Prague boasts a robust public transport network that can adeptly meet the needs of EU personnel. By strategically siting EU buildings near this extensive network, reliance on cars can be minimized, fostering greater integration between EU staff and the local population. Such an approach not only promotes environmental sustainability but also facilitates more meaningful interactions between EU personnel and Prague residents, thus mitigating the social bubbles that currently plague Brussels.

Additionally, the lessons gleaned from the shortcomings of the European Quarter in Brussels underscore the imperative of multi-functional urban planning. The mono-functionality of the current European Quarter, characterized by the dominance of office buildings and subsequent desertion after working hours, underscores the necessity for a more diverse and vibrant urban environment. Relocating the EU capital to Prague offers a unique chance to rectify this oversight, enabling the creation of a dynamic city center that thrives beyond office hours. Furthermore, dispersing EU buildings throughout Prague, rather than concentrating them in a single quarter, could bring about numerous benefits such as increased utilization of public transport, support for local businesses including hotels and services, and the revitalization of multiple areas within the city.

The relocation of the European Union capital to Prague presents an unparalleled opportunity for comprehensive urban development that extends beyond the confines of administrative infrastructure. With the influx of EU employees and the subsequent increase in economic activity, Prague can embark on ambitious initiatives to enhance its social and physical infrastructure. This includes the establishment of new educational institutions to cater to the needs of EU staff and their families, ensuring access to high-quality education in an international setting. Moreover, the hospitality sector stands to gain significantly from the relocation, prompting the development of new hotels and restaurants to accommodate the influx of visitors. Concurrently, the potential for new residential developments arises, offering an opportunity to bridge currently disconnected areas of Prague and foster greater cohesion within the city. Through proactive urban planning and investment in social infrastructure, Prague can emerge as a thriving hub of culture, innovation, and connectivity, symbolizing the dynamic spirit of the European Union in the heart of Europe.

Through a meticulous examination of these factors, the case for relocating the European Union capital to Prague emerges as not only a practical solution but also a compelling proposition that promises to foster greater geographical balance, efficiency, and urban vitality within the union's administrative center.

CONCEPT 1

From mono functionality to the living district : Trinity of the EU HQ

Introduction

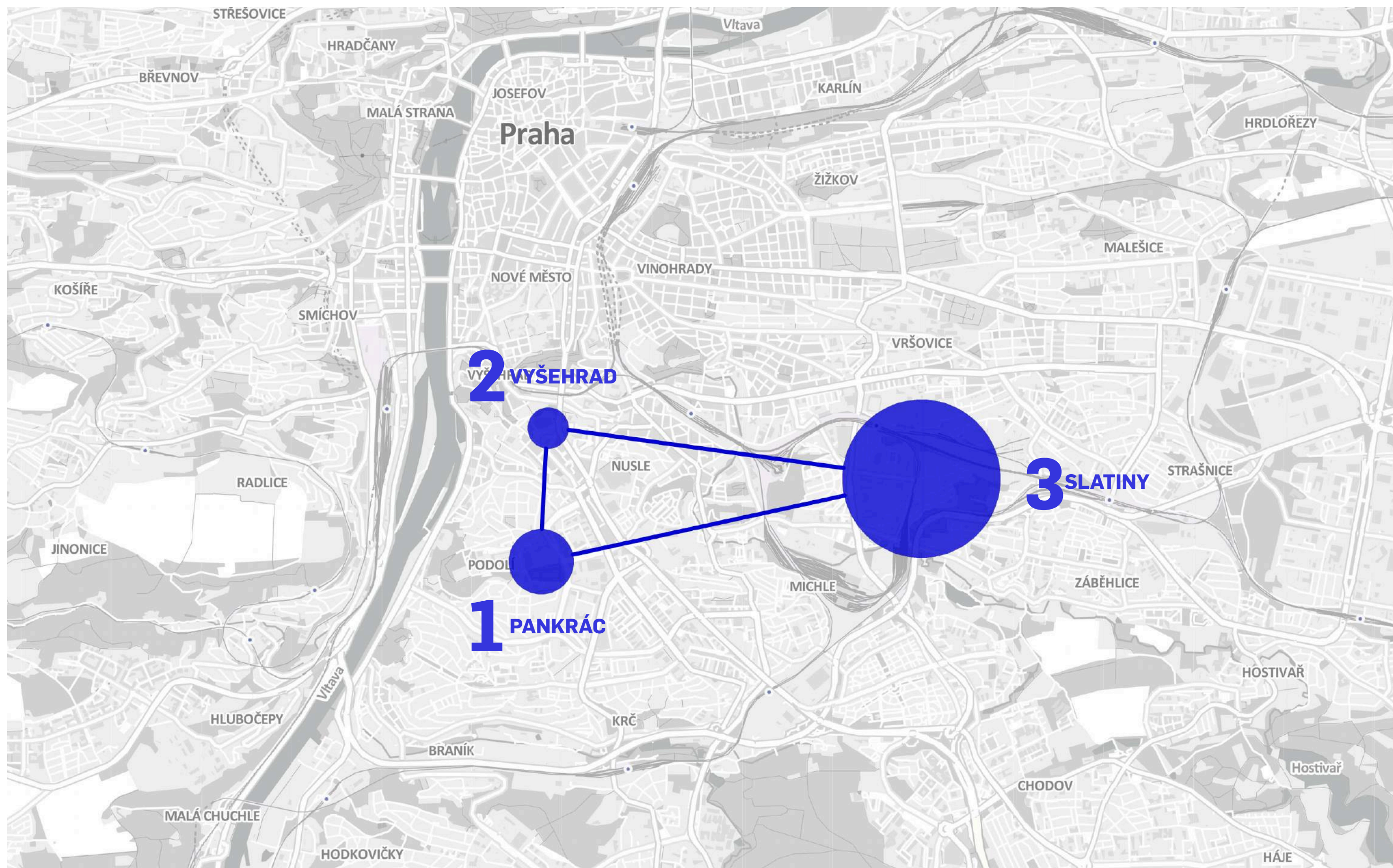
This concept involves three locations. The design considers dividing European institutions and their facilities into three centers – Pankrác, Vyšehrad, and Slatiny. In this proposal, the main EU buildings are situated in prominent and easily accessible locations integrated with the urban structure. The remaining administrative buildings, accommodation, and civic amenities form a separate European district located in the area of Prague-Slatiny. All three centers, referred to as the Trinity, are excellently accessible by metro as they are located near metro stations, and by car due to their proximity to the highway. Additionally, the European district in Slatiny has its own urban railway station.

A significant part of this concept utilizes both currently unused buildings and long-term vacant sites or brown-fields. The proposal is based on the idea that it is more advantageous to fully utilize empty spaces located within a well-connected urban structure rather than further expanding the city and thus encroaching on open countryside. The proposal is also based on an analysis which revealed that public transport is used much more extensively in Prague than in Brussels. Therefore, all parts of the Trinity are connected to it. However, the concept does not underestimate the importance of personal car transportation and also includes provisions for car-sharing services for minimalising the space needs. The entire Trinity concept embraces a hybrid workweek model, allocating three days for onsite work at the designated centers.

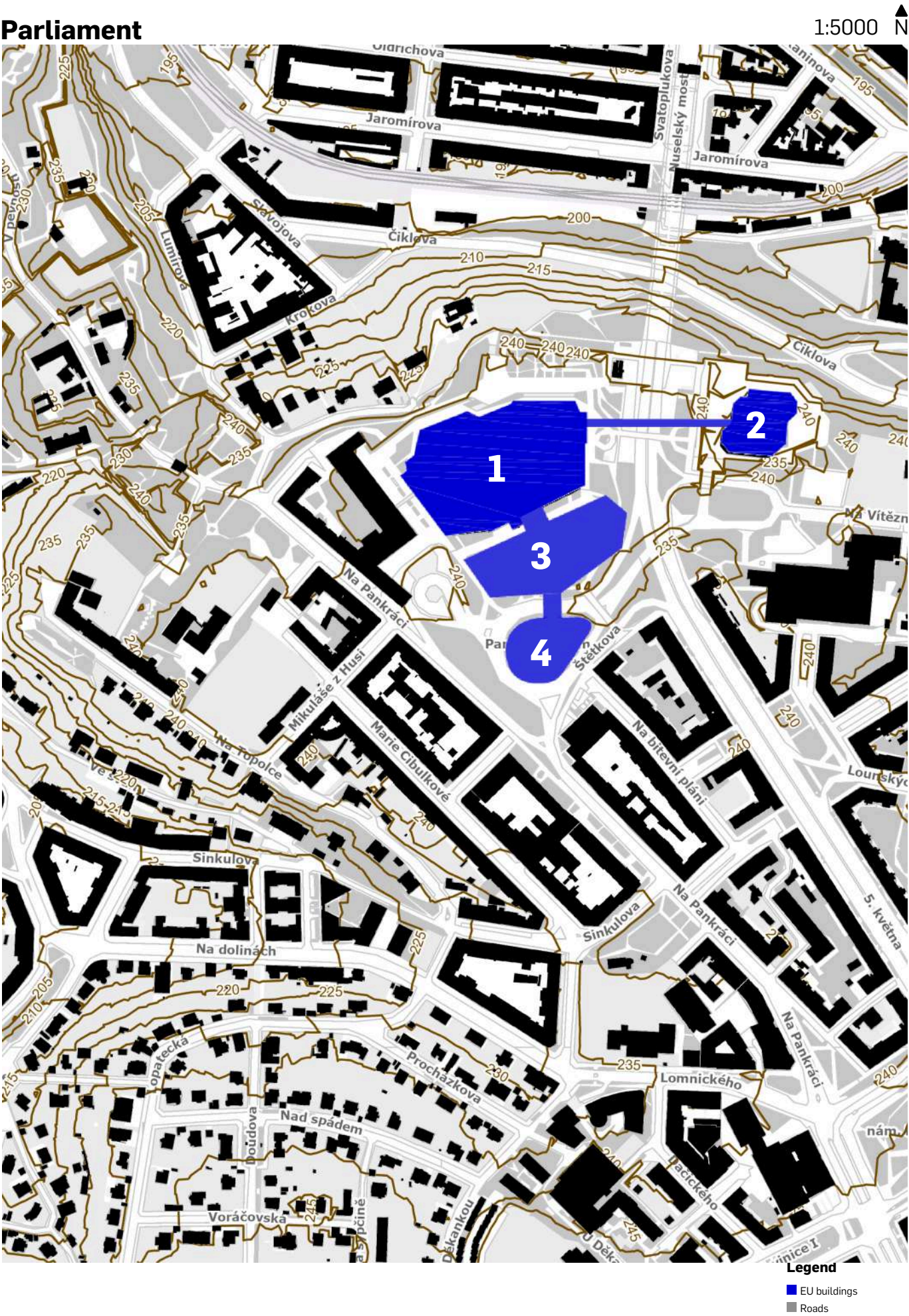
Another key idea of the proposal is openness. The design envisions European institutions and the European district itself as being open to the public, integrating seamlessly with the existing city and embracing multi-functionality. This approach aims to prevent the development of mono-functional areas and the creation of gated communities or barriers to public access within an otherwise vibrant city. The proposed Trinity centers, and especially the new European district, are intended to be used not only by EU employees but also by the general public. This will prevent the phenomenon of afternoon depopulation, where the European district would otherwise become deserted after working hours. By ensuring these areas are lively and accessible, the proposal fosters a dynamic environment that benefits both the institutions and the surrounding community. Moreover, the integration of public spaces, cultural venues, and recreational facilities within the European district will further enhance its appeal and usability for all residents and visitors, promoting a sustainable and inclusive urban development.

The creation of the Trinity concept, and especially the establishment of the European district in Slatiny, will also lay the foundation for the further development of the surrounding area. This initiative will provide the city with an opportunity for growth driven by new demand from an influx of residents and a workforce, benefiting the local economy. The European district is expected to attract a diverse range of professionals and their families, which will in turn stimulate the development of housing, retail, and services in the vicinity. Additionally, the presence of a vibrant European district will likely encourage investment in infrastructure and public amenities, further enhancing the quality of life for all inhabitants. This development will create a positive feedback loop, where the increasing population and economic activity lead to further improvements and expansions in urban facilities. Local businesses will benefit from the increased foot traffic and consumer spending, while the city will enjoy an expanded tax base to support public services and infrastructure projects. The integration of the European district within the urban fabric will also promote a sense of community and belonging among new and existing residents, fostering social cohesion and cultural exchange.

From my visit to the European district, I observed a significant lack of park spaces. Therefore, another key element of the proposal for the European district is the inclusion of ample green park areas connected to the institutions. This emphasis on greenery will ensure that the new development does not feel cramped or overly dense. The proposed parks will provide residents, employees, and visitors with accessible recreational spaces that promote relaxation, social interaction, and physical activity.



Parliament



Information

Location: Vyšehrad metro station (Line C)

Building 1: Congress Center

Floor Area: 35 000 m²

Building 2: Hotel Corithia

Floor Area: 55 000 m²

Building 3: Parliament enlargement

Floor Area: 25 000 m²

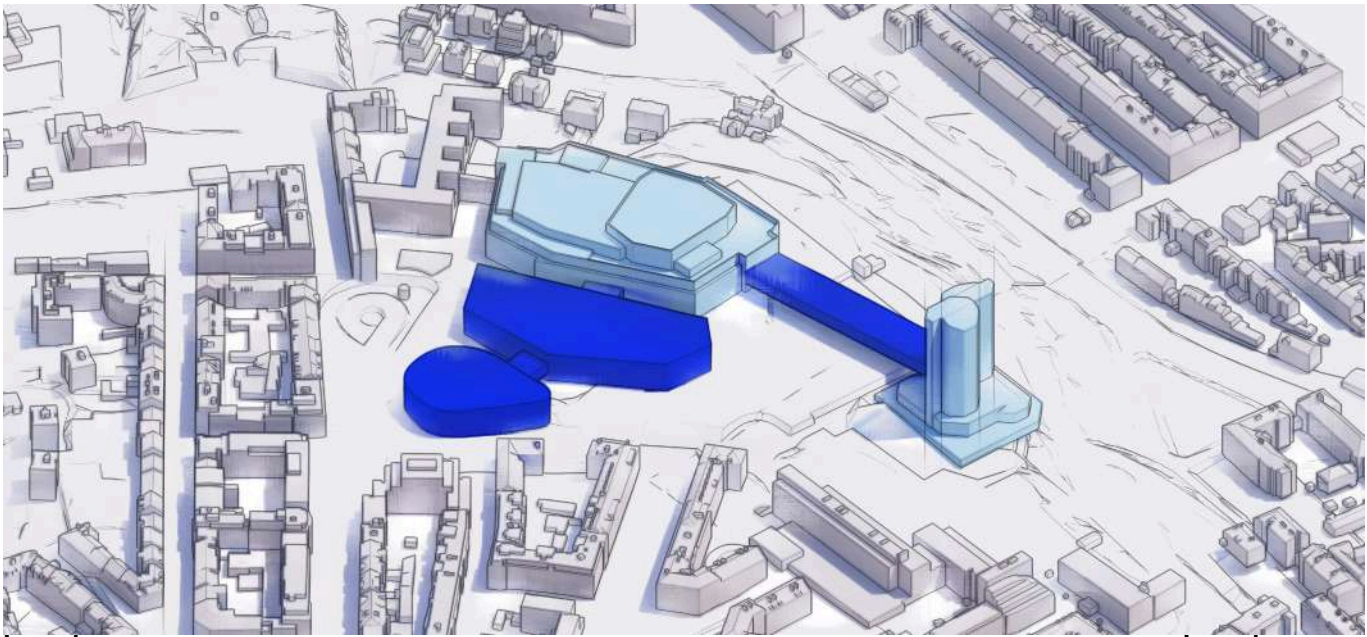
Building 4: Parliament admin.

Floor Area: 12 000 m²



The European Parliament is situated at Vyšehrad, a significant location directly above a metro station and adjacent to the main highway, serving as a key transportation hub in Prague. Its primary functions are housed within the existing modernize building of the Congress Centre (1), which is currently underutilized. This structure boasts large halls and conference rooms, making it an ideal location for the Parliament. Connected via a connecting link, the Parliament is also linked to the existing modernize Corinthia Hotel (2), providing short-term accommodation for politicians in close proximity to the Parliament. Furthermore, the Parliament is connected to a new structure (3), expanding the area of the Congress Centre (1) to accommodate the Parliament's needs. Additionally, this new area is linked to a building (4) providing essential administrative functions for the operation of the European Parliament.

The location itself holds significance from various perspectives. Firstly, it boasts excellent accessibility via both intra-city transportation and connections to other Trinity centers (Pankrác, Slatiny). Additionally, its positioning near the Vyšehrad Church and its direct line of sight to Prague Castle further enhance its prominence. This strategic positioning not only facilitates ease of travel for Parliament members and visitors but also lends historical and cultural significance to the Parliament's locale. Furthermore, its proximity to iconic landmarks enriches the overall experience and symbolic importance of the European Parliament within the city-scape.



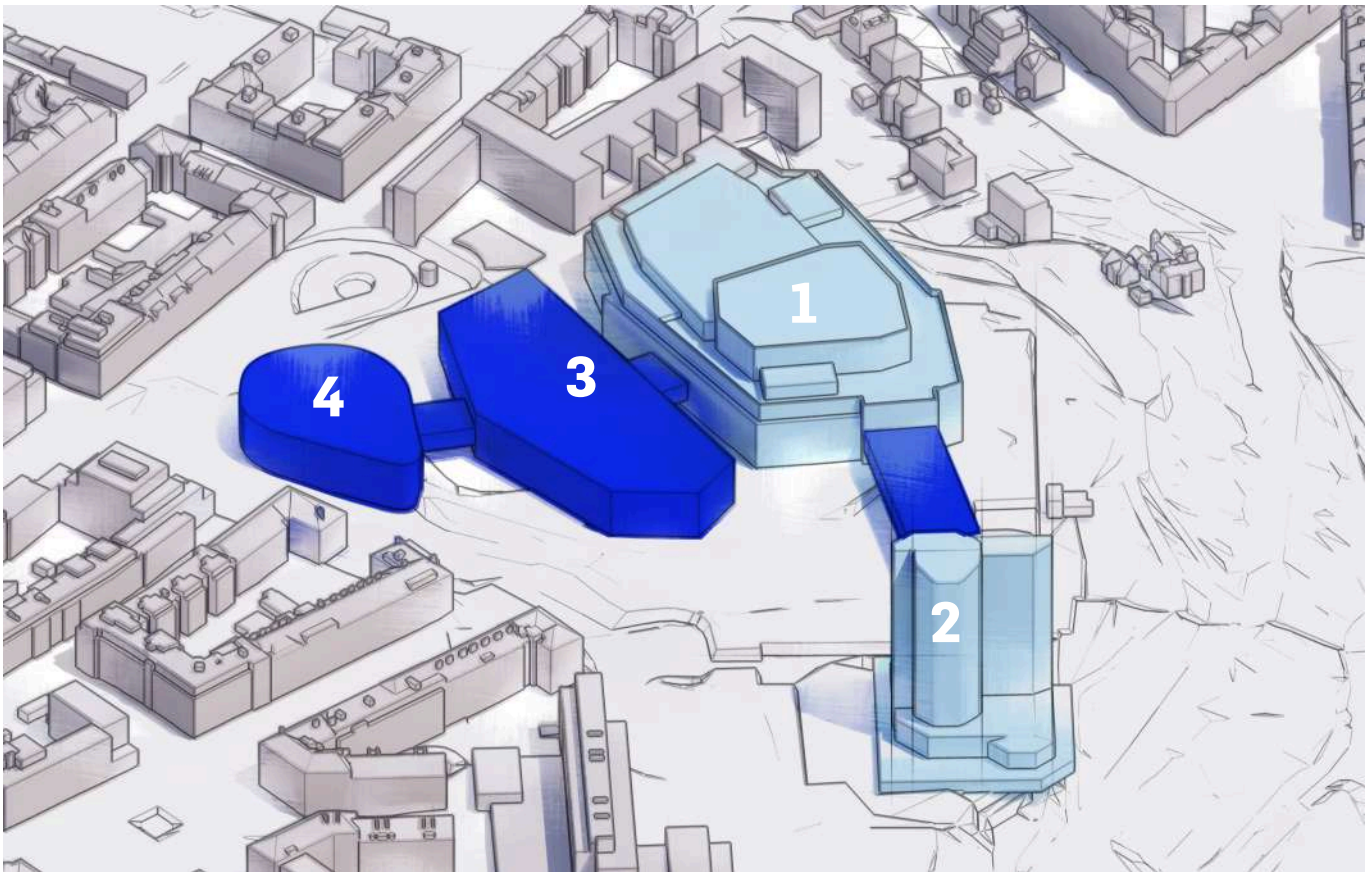
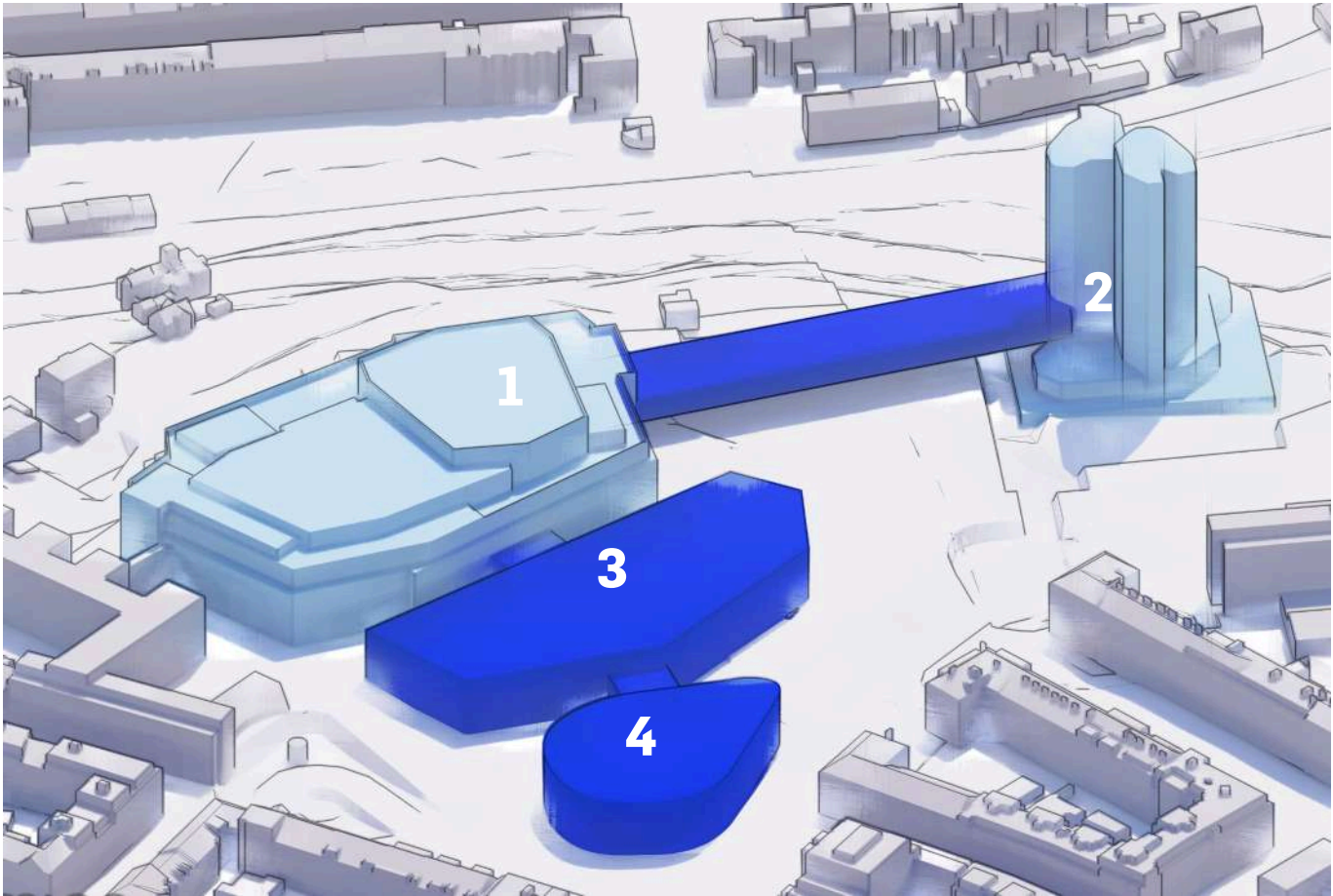
Legend

- 1 EU parliament in congress centre
- 2 EU hotel Corithia
- 3 EU parliament enlargement
- 4 EU admi.

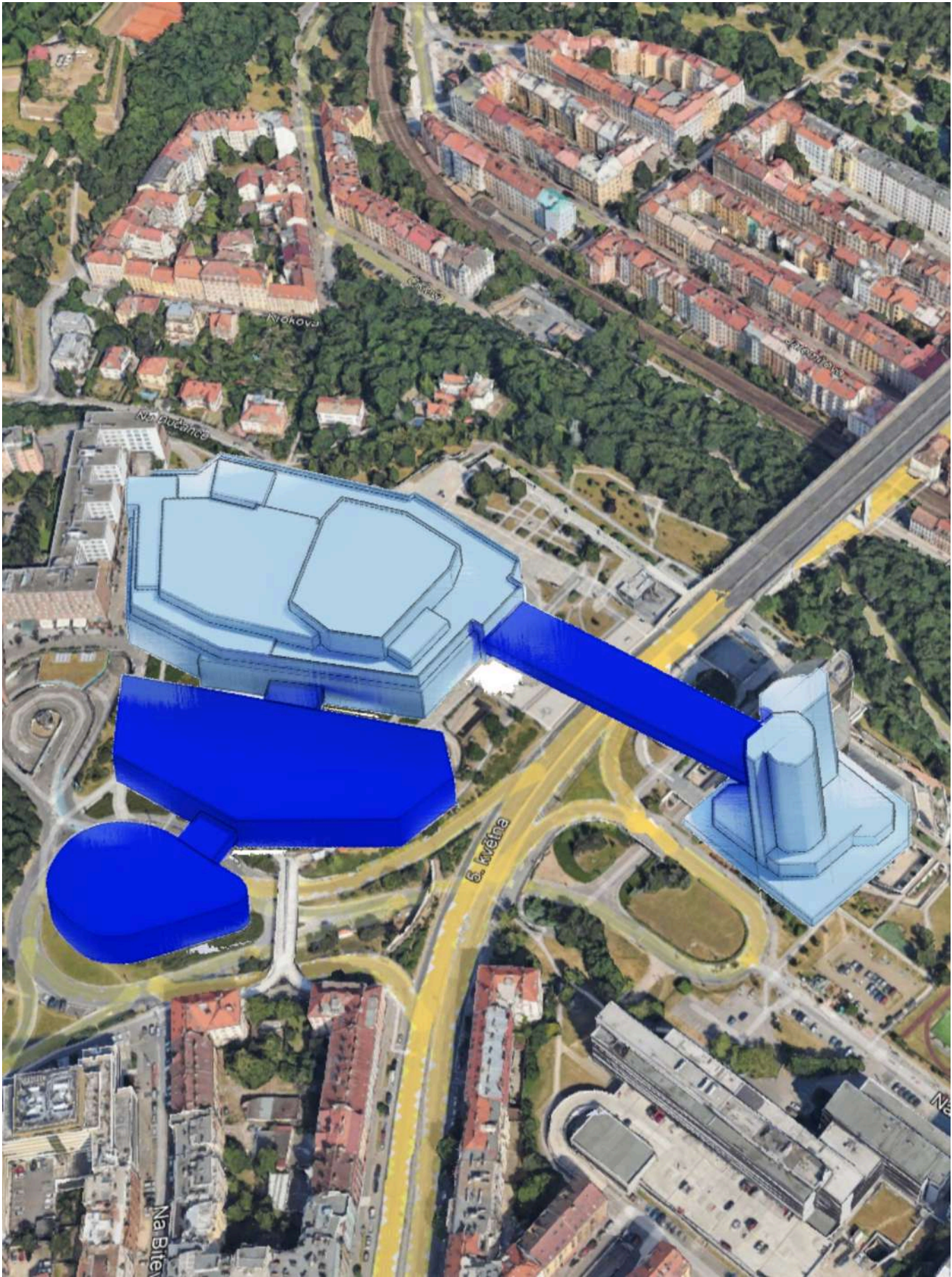
Legend

- EU new buildings
- EU existing buildings

Parliament



Legend
1 EU parliament in congress centre
2 EU hotel Corinthia
3 EU parliament enlargement
4 EU admi.

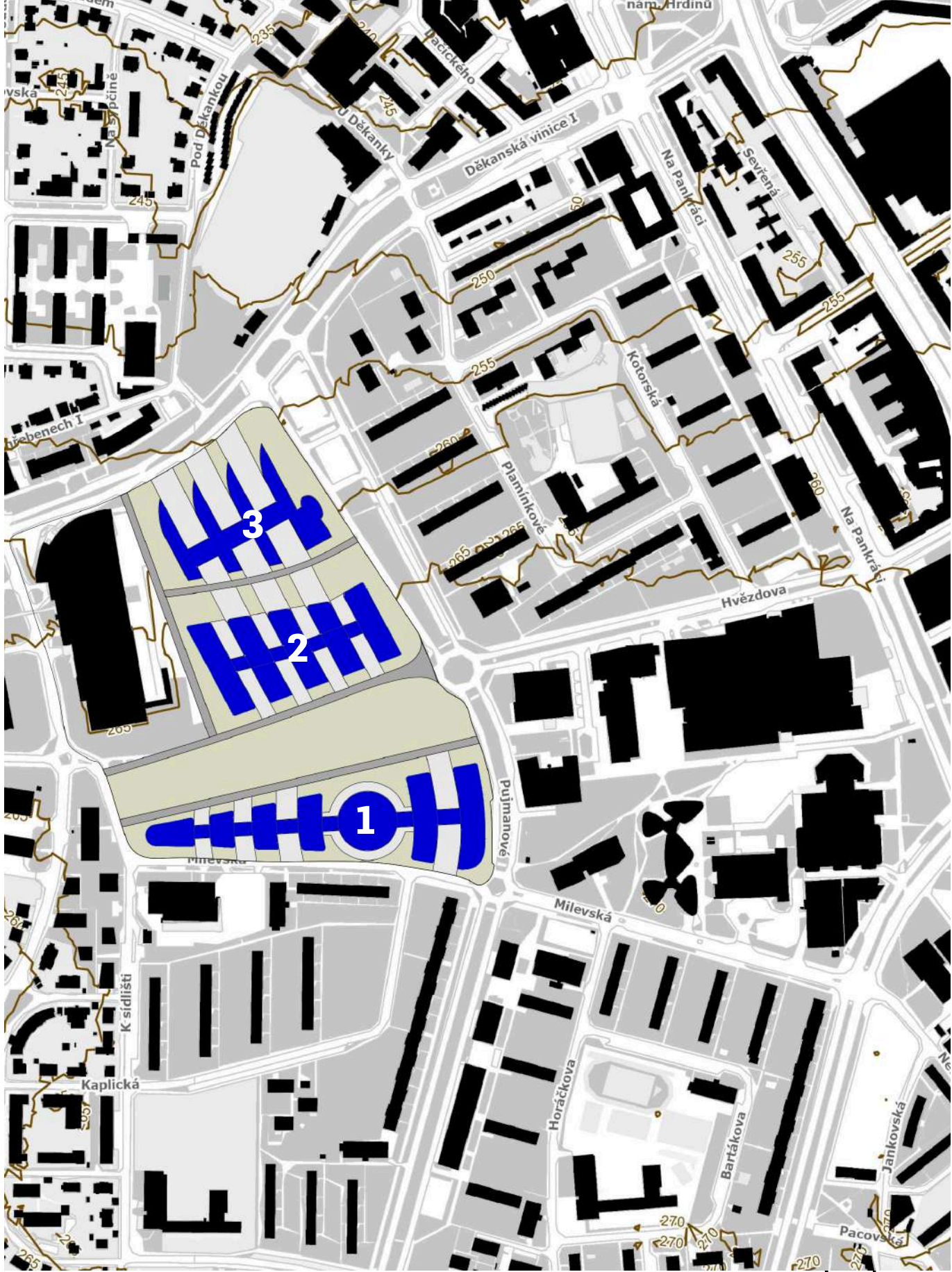


Legend
■ EU new buildings
■ EU existing buildings

Parliament



Commission and Council



- Legend**
- EU buildings
 - Roads
 - Grass

Information

Location: Pražského povstání metro station (Line C)

Building 1: European Union Commission

Floor Area: 160 000 m²

Building 2: European Union Council

Floor Area: 50 000 m²

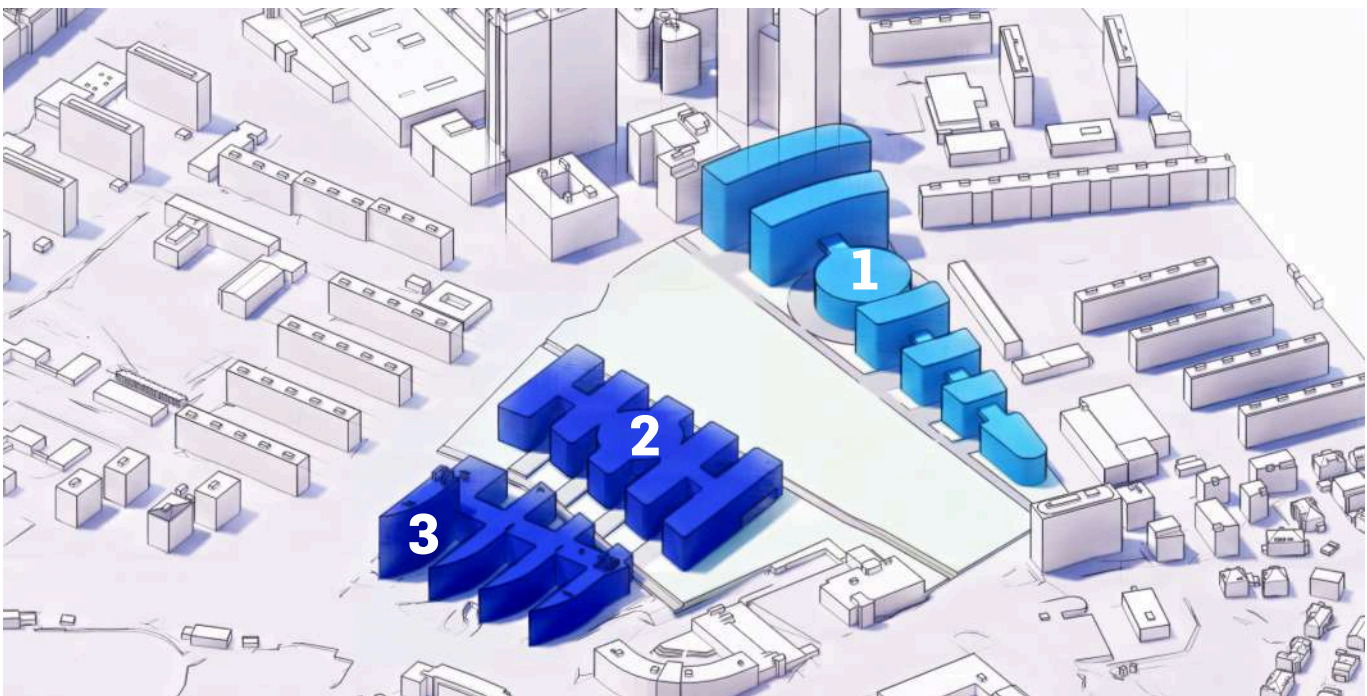
Building 3: European Union Commission and council admini.

Floor Area: 48 000 m²



At Pankrác, the buildings for the European Commission and the European Council are situated. The designated plot is currently long-term unused and temporarily serves as a parking area. This site is adjacent to an office park and high-rise buildings in Pankrác, along with the public space of Družba Park. The proposed development will directly connect with the existing and emerging high-rise structures and the newly developing administrative district. The building for the European Commission (1) and the building for the European Council (2) are both newly designed structures. Meanwhile, the supplementary administrative building for these two institutions (3) will re-purpose an existing, currently vacant and unused building. These buildings will align with the park and its axis, creating a seamless integration with the surrounding environment. A large green space will serve both the employees and the public, enhancing the area's appeal and usability. The ground level of the buildings will be accessible, avoiding the creation of barriers in the space. This area will be filled with multi-functional spaces that serve both institutional needs and public activities, generating a vibrant and lively locale.

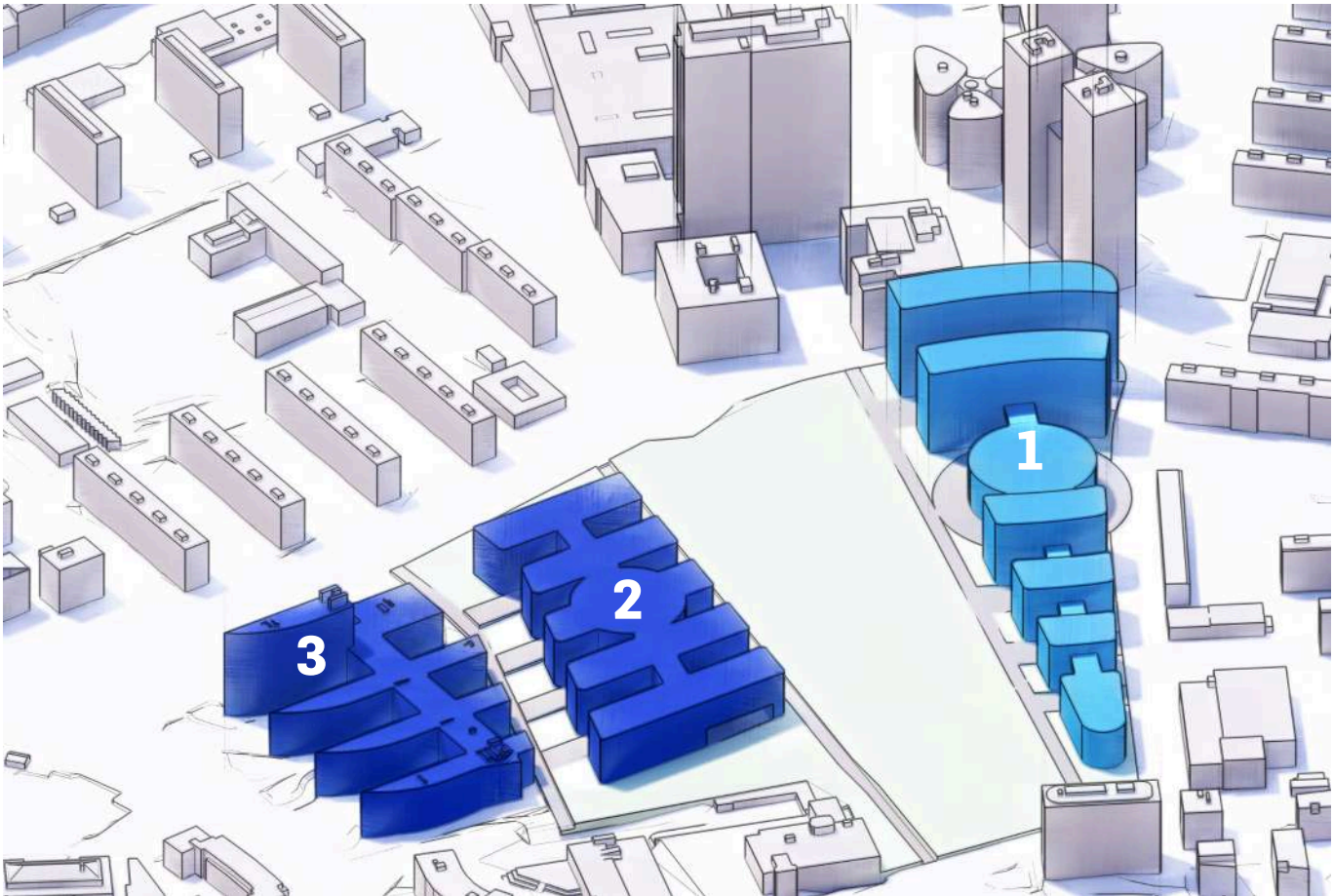
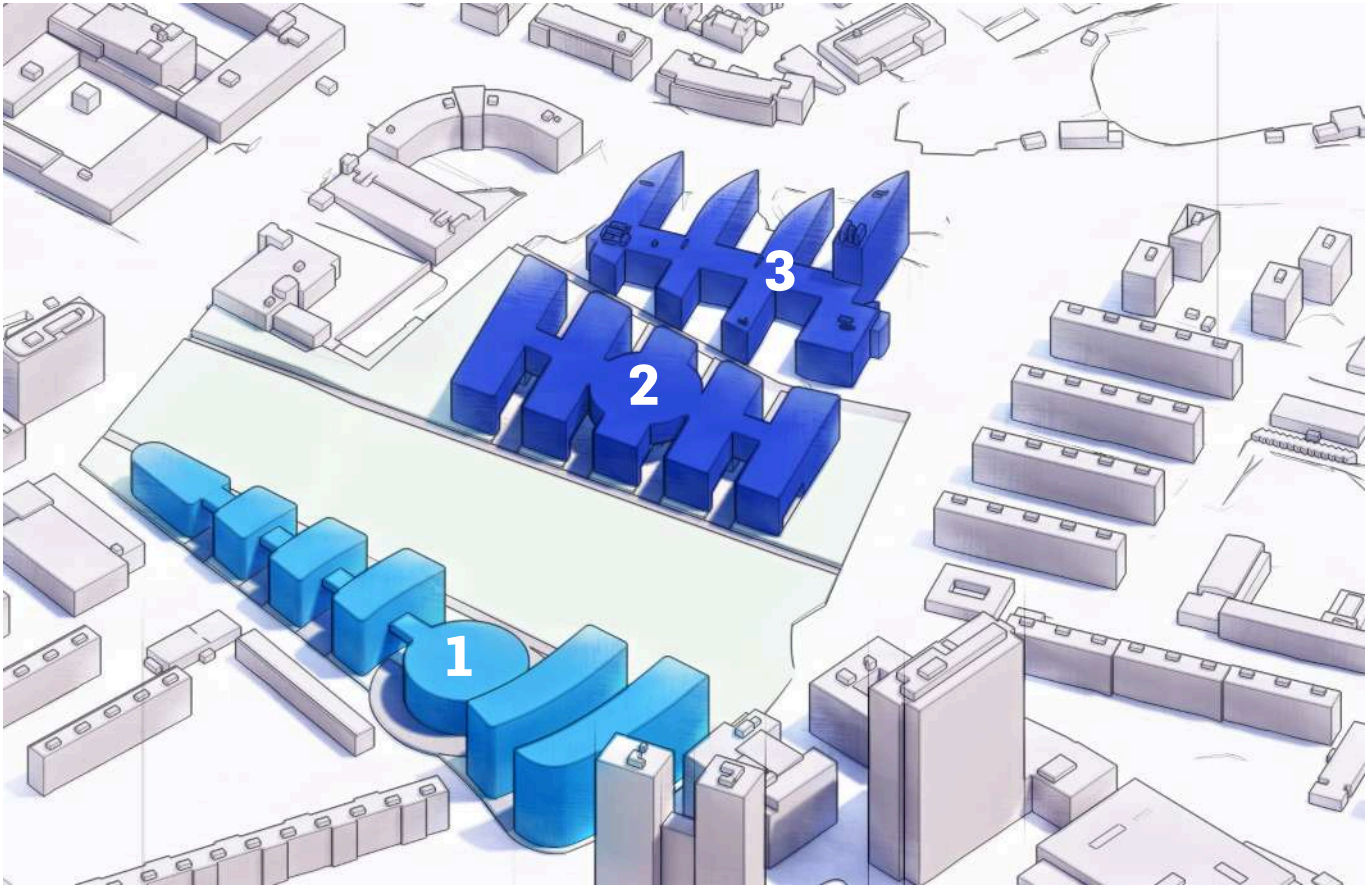
The buildings are located near Metro lines C and the under-construction line D, as well as the main highway. They are in close proximity to the Parliament at Vyšehrad and have good connections to the European district in Slatiny.



- Legend**
- 1 EU commission
 - 2 EU council
 - 3 EU commission and council admin.

- Legend**
- EU council
 - EU commission

Commission and Council



Legend
1 EU commission
2 EU council
3 EU commission and council admin.



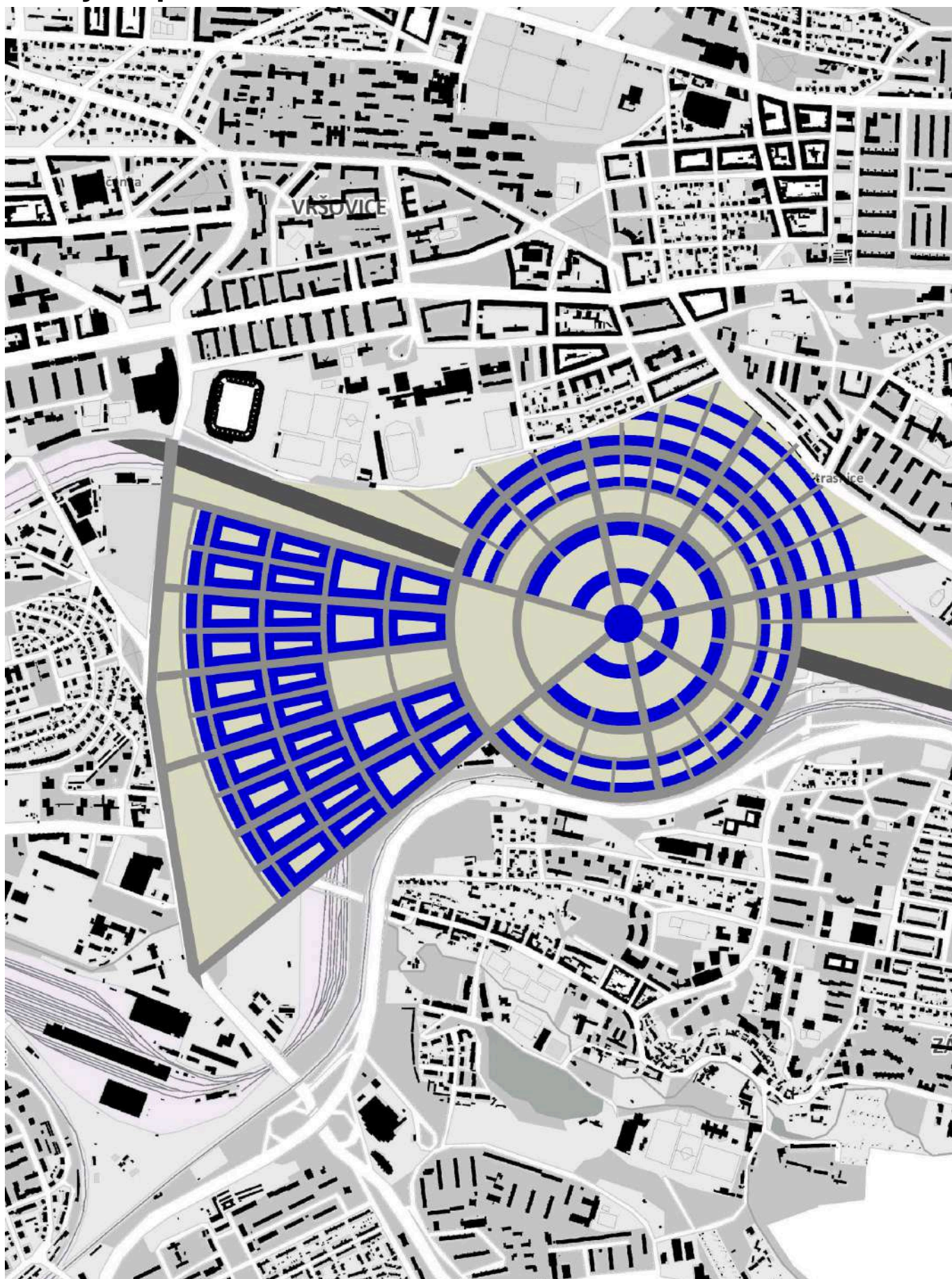
Legend
■ EU council
■ EU commission

Commission and Council



Slatiny EU quarter

1:10000 N



Legend

- EU buildings
- Roads
- Grass
- Train tracks

Information

Location: Letňany Metro Station (Line C)

Eu Administrative

Floor Area: 1 320 000 m²

Residential

Floor Area: 950 000 m²

Commercial/Services

Floor Area: 192 000 m²

Healthcare

Floor Area: 160 000 m²

Education

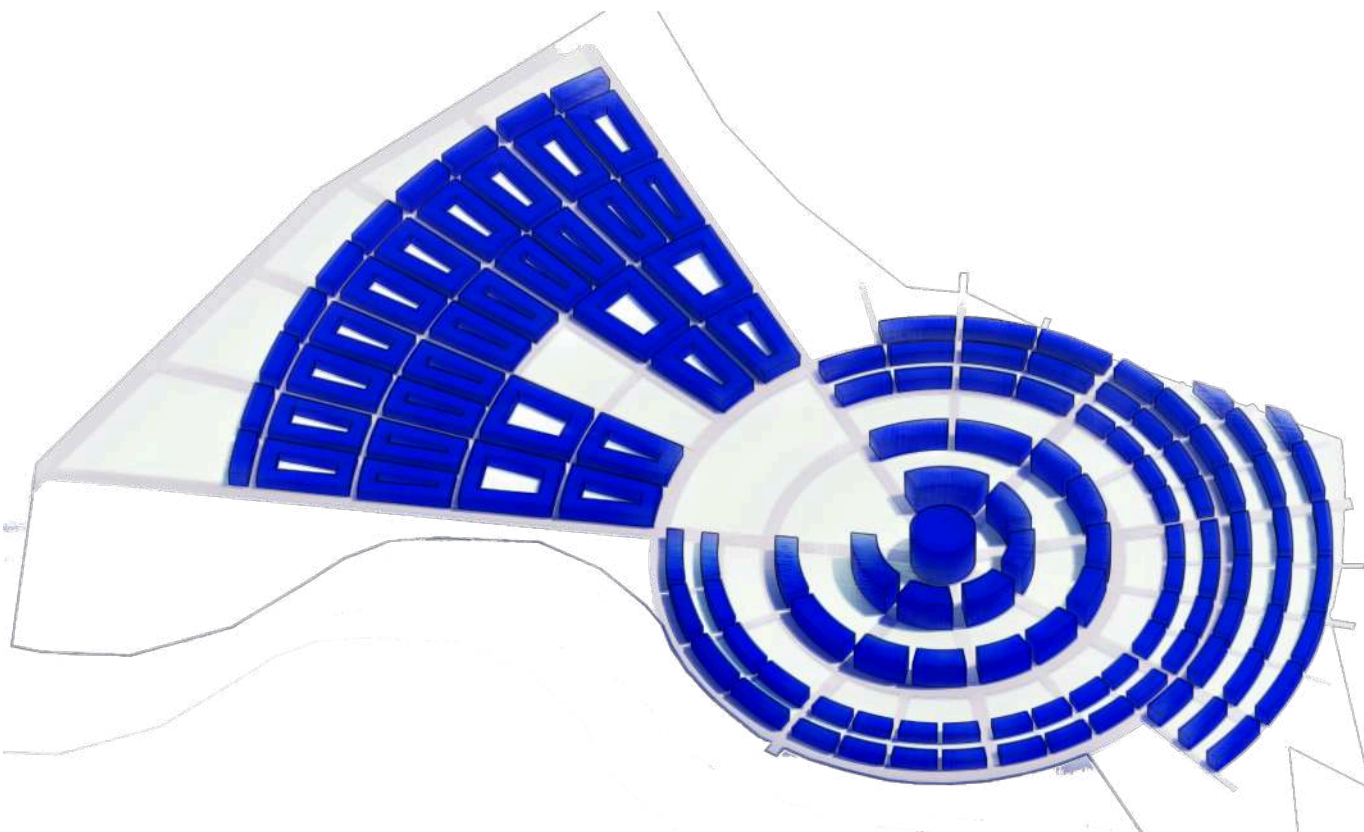
Floor Area: 140 000 m²

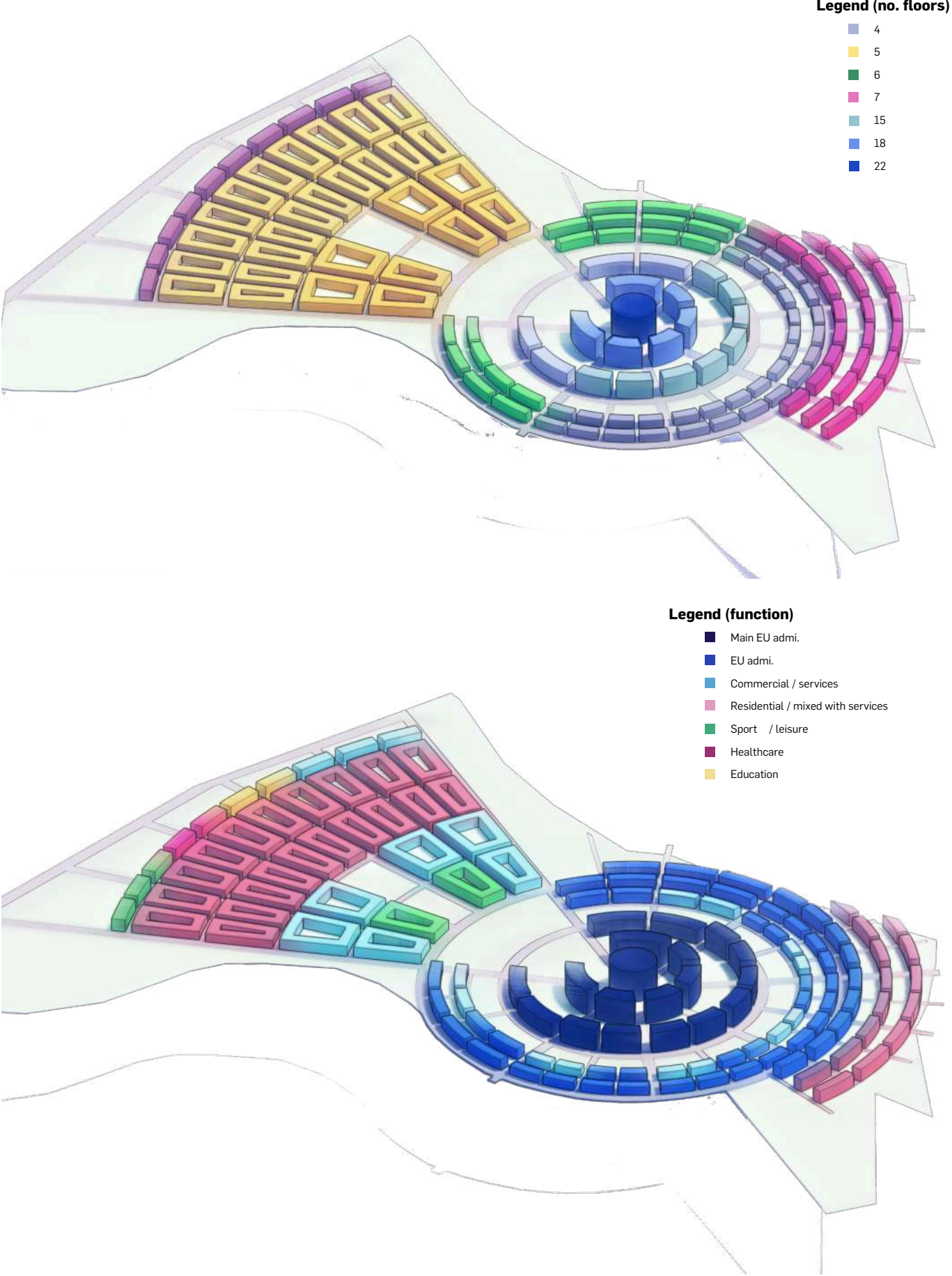
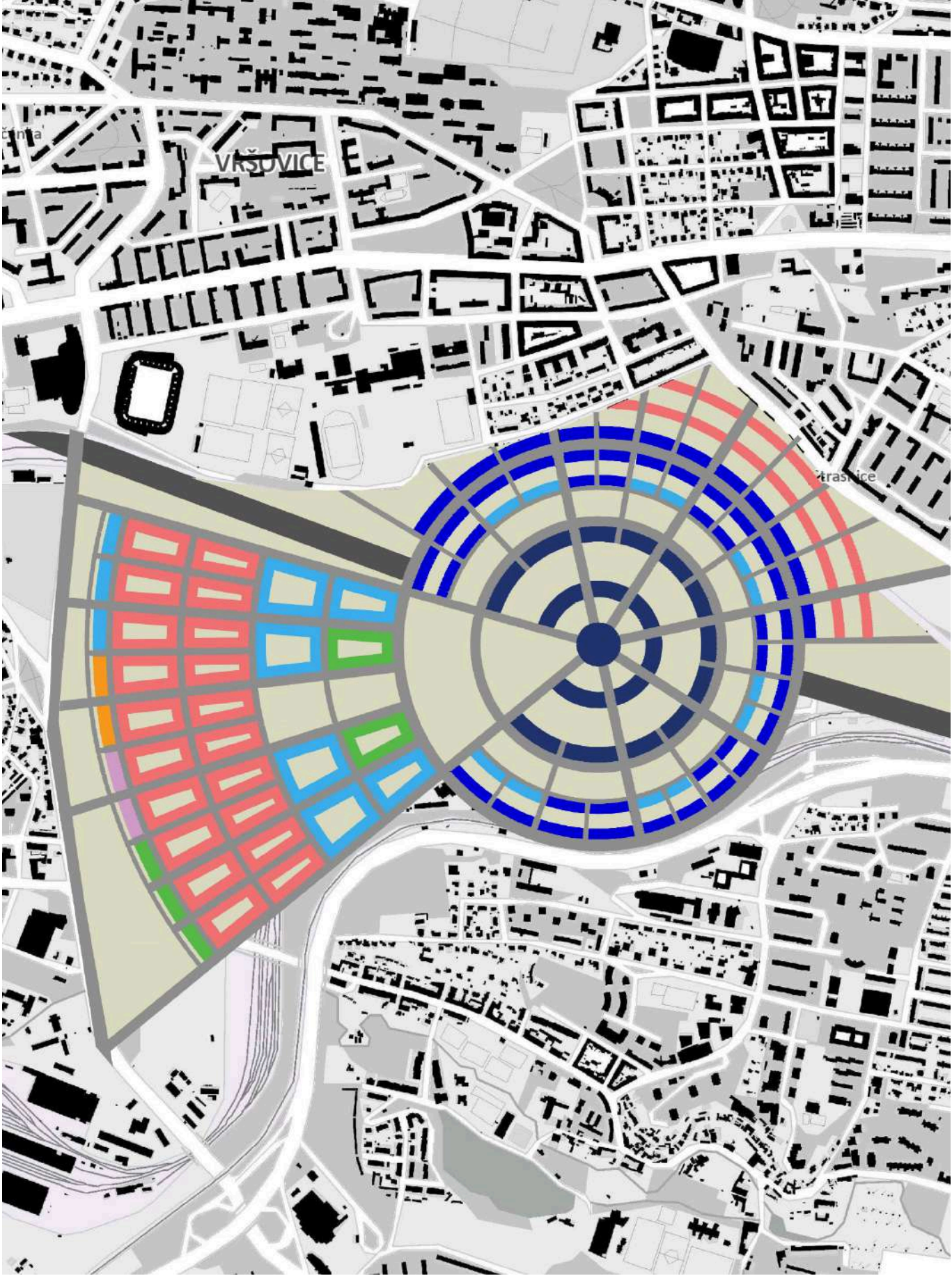
Leisure/Sports

Floor Area: 70 000 m²

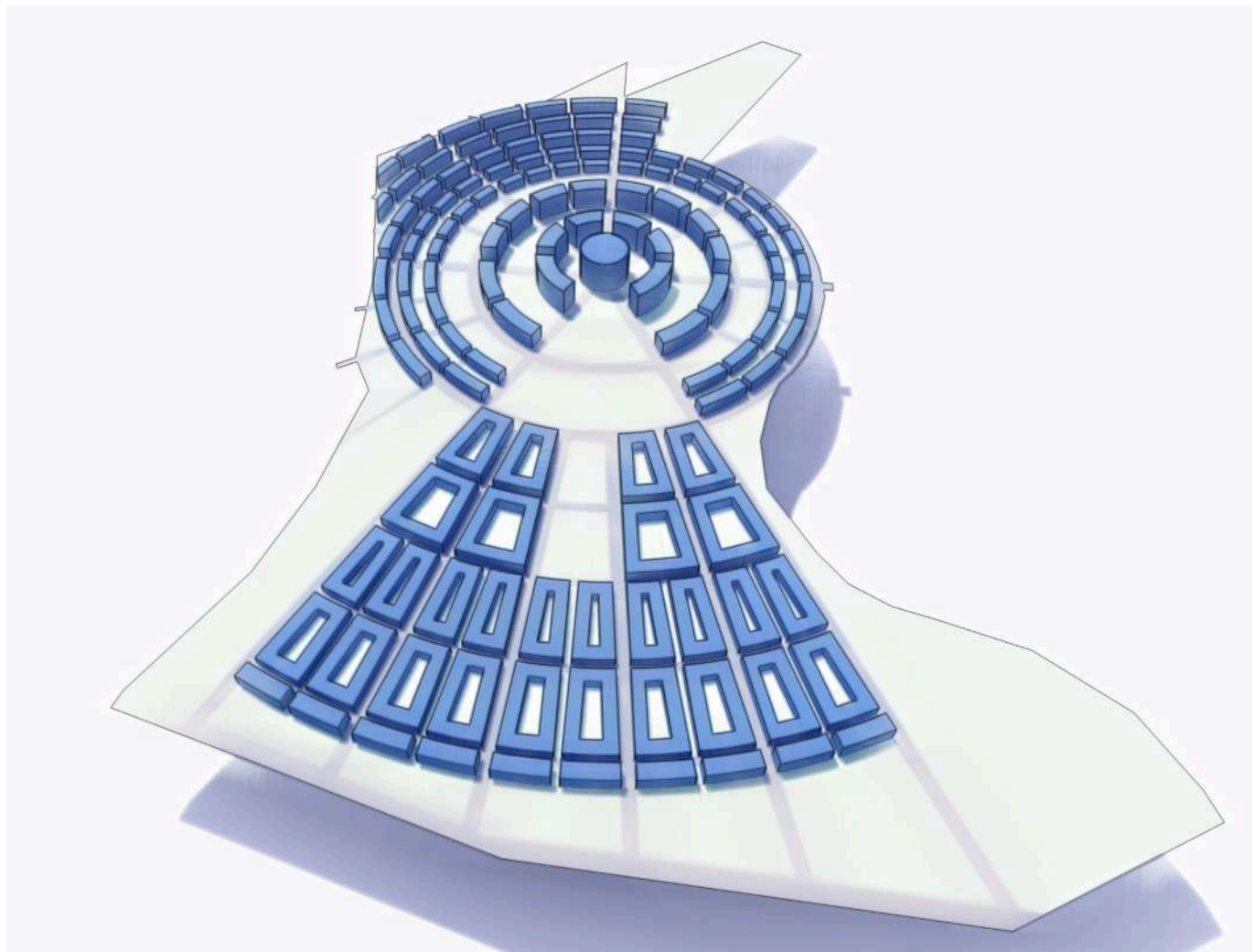
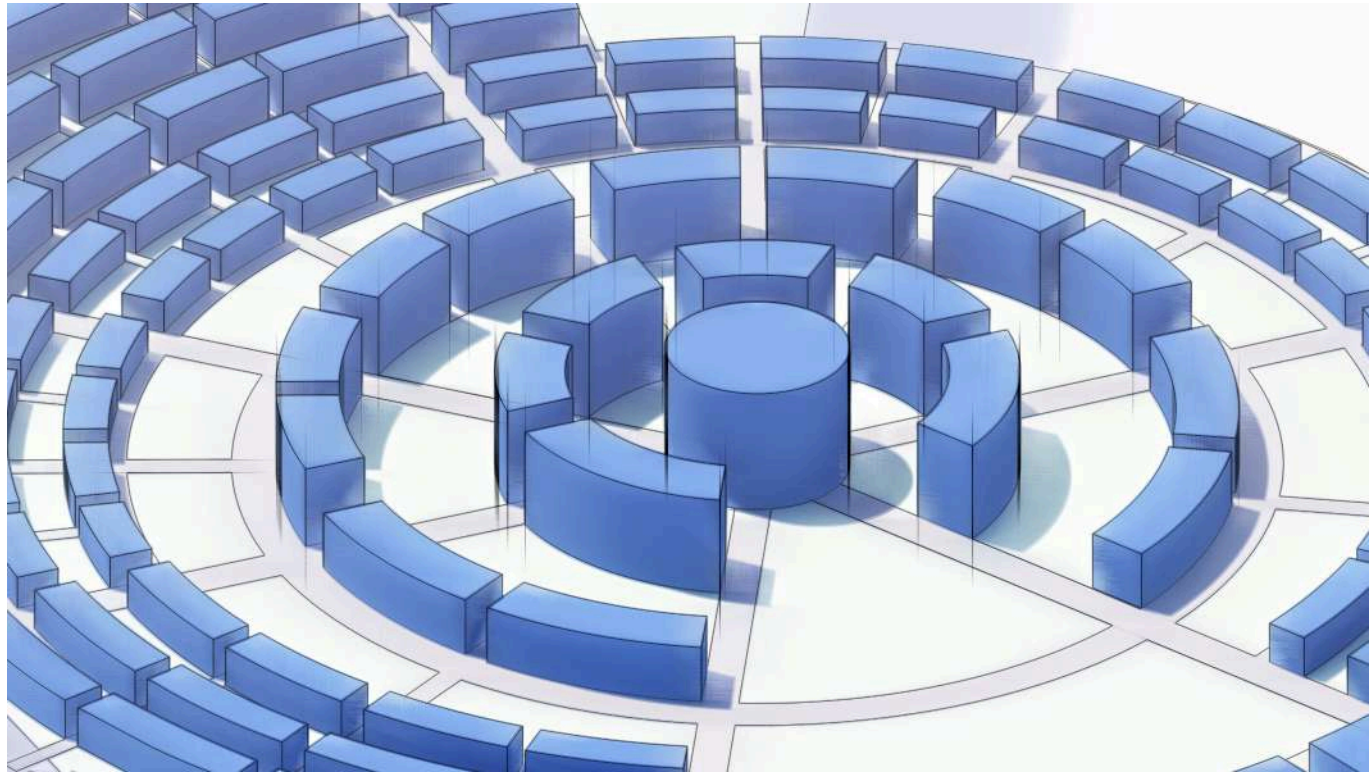
All other administrative institutions would be located in the newly established "European district" in Prague-Slatiny and the adjacent Bohdalec area. This extensive space is capable of accommodating all the administrative buildings necessary for the functioning of the EU. Additionally, it is situated near Pankrác and Vyšehrad, with direct connections provided by the main highway, city ring road, railway, and metro. The administrative buildings are designed to be combined with civic amenities at the ground level, creating an active and vibrant district for the public. Thus, the European district will not serve solely EU employees but will also function as a new multi-functional center for Prague.

The layout is planned in a radial configuration, ensuring clarity and openness. Significant integration with greenery is also incorporated within the radial sections. The administrative district is complemented by a residential area intended for both EU employees and the general public. This residential area will also be intertwined with civic amenities and green spaces, aiming to create a lively and functional urban environment. The district is designed as a block structure directly connecting to the radial layout of the administrative part of the European district.





Slatiny EU quarter



Legend

- EU buildings
- Roads
- Grass

To the west, a large park is being developed, which can serve as a reserve for the future expansion of the European district. The entire European district combines administrative and residential functions with both lower and higher levels of civic amenities. It will also generate development impulses for the surrounding neighborhoods district. In detail, the plan includes:

Location and Connectivity: The European district is strategically placed near major transportation lines, including Metro lines C and the future line D, as well as the main highway. This proximity ensures excellent connectivity to other key areas such as Pankrác and Vyšehrad, and provides straightforward links to the Slatiny area via the highway, city ring road, railway, and metro.

Integration with Green Spaces: The radial design includes substantial green spaces, ensuring that the district is not only functional but also aesthetically pleasing and environmentally friendly. The green areas provide a natural counterbalance to the urban structures and enhance the quality of life for both residents and employees.

Administrative and Residential Blend: By combining administrative buildings with residential areas and civic amenities, the district aims to create a diverse and dynamic community. The residential areas are designed to be attractive and livable, with convenient access to necessary services and recreational spaces.

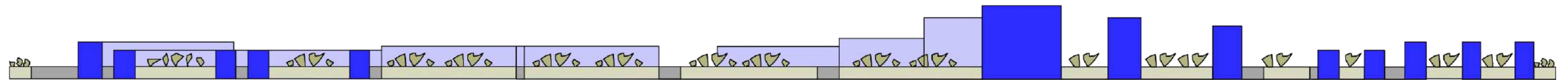
Urban Design and Future Expansion: The radial layout of the administrative center connects seamlessly with the block structure of the residential area, promoting coherence and navigability. The western park offers a substantial green space and serves as a potential area for future development, ensuring the district can grow and adapt over time.

Economic and Social Impact: The creation of the European district will stimulate economic growth and development in the surrounding areas. By providing a mix of functions and amenities, it will attract a diverse population and foster a vibrant community, contributing to the overall dynamism of Prague.

In conclusion, the proposed European district in Prague-Slatiny and Bohdalec is designed to be a multi-functional and integrated urban area, combining administrative functions with residential and civic amenities. Its strategic location, connectivity, and thoughtful design aim to create a lively, sustainable, and inclusive environment that benefits both the EU institutions and the local community.



Slatiny EU quarter



Slatiny EU quarter





CONCEPT 2

From Bureaucracy Bunker to Metro Marvel

Introduction

This concept is an expansion on the previous one, as it too uses the Congress Center as the Parliament, with Pankrác being selected as the location for the EU Congress and Commission. However, it takes an alternative approach to the 1km² of administrative floor space that comes with the EU Headquarters.

As an attempt to avoid another mono-functional EU Quarter, this concept explores the possibilities of tying the buildings of the EU around Prague's metro network. As explored in the analysis stage above, Prague's public transport is vastly more used by the citizens of the city compared to Brussels. A key factor to this is the well placed metro stations in the city, making the metro preferable alternative to even driving throughout the city. The main solution for multi-functionality of the new EU headquarters explored in this concept is a dispersal of the necessary 1.32 km² of floor space throughout the entire city. This will not only eliminate the problem of the current EU Quarter, where it is a massive barrier throughout the day, and abandoned during the evening, but also create an opportunity for the entire city to benefit from the increased population and commercial demand from the union's relocation. Therefore, it is logical to tie these buildings to a well established public mode of transport. It will allow employees to move swiftly between buildings, even when they are not directly next to each other, it will better integrate foreign employees into the local community as they will interact with them constantly, and importantly, it will mean that the increase in the amount of cars in Prague could be vastly in-proportionate to the increase of population.

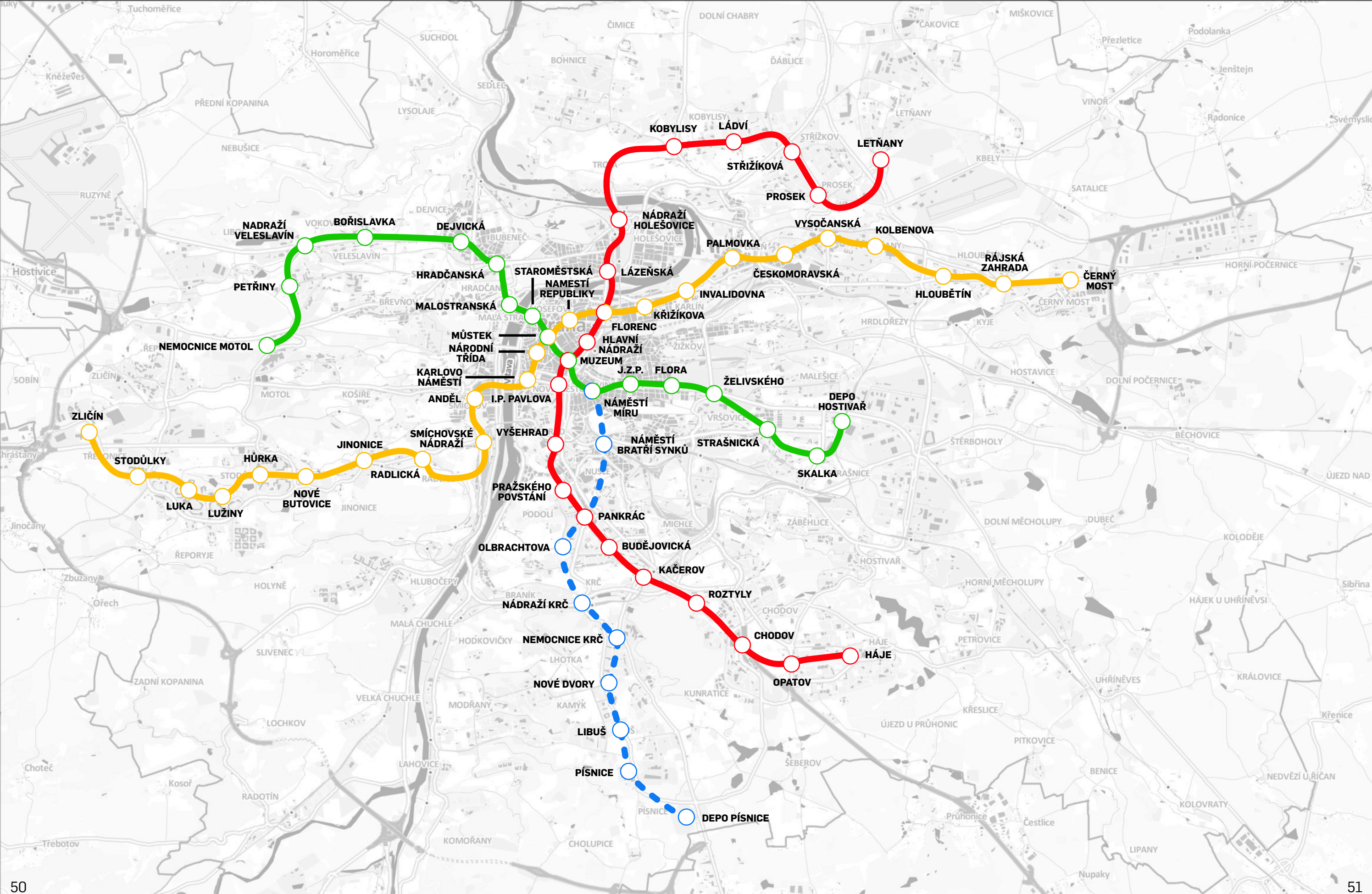
Other regions of the city that could benefit are the areas around the brand new stations of metro line D, which is currently under construction. The employees working in the buildings tied to these stations will immediately bring demand to the line, as well business to establishments around the stations. This will ensure that the metro line will be used regularly and will integrate into the network swiftly.

Terminus stations of the Prague metro network are usually relatively undeveloped. This is especially true to the Letňany station. It is adjacent to a military as well as an amateur airport, meaning it is mostly surrounded by spacious, un-built upon surfaces. It provides an opportunity for the concept to include a multi-functional housing area, that would have large spaces to possibly expand into. It will host apartment housing for about 20% of the EU employees and their families, while the rest will find or be provided already built apartments or houses through out the city. Letňany will include a portion of the amenities that would theoretically be required with the increase in population, such as a large hospital, multiple hotels, as well as schools. These schools would understandably be international, in order to be able to be attended by the children of the EU employees; languages spoken in these schools could be either English, French or possibly German. The area will include a large portion of the EU administrative buildings, so that the area would be populated by employees throughout the day, in order to avoid becoming abandoned during working hours. Otherwise, the area will include many commercial zones and services, as well as sports and entertainment venues, with the goal of being self-dependent.

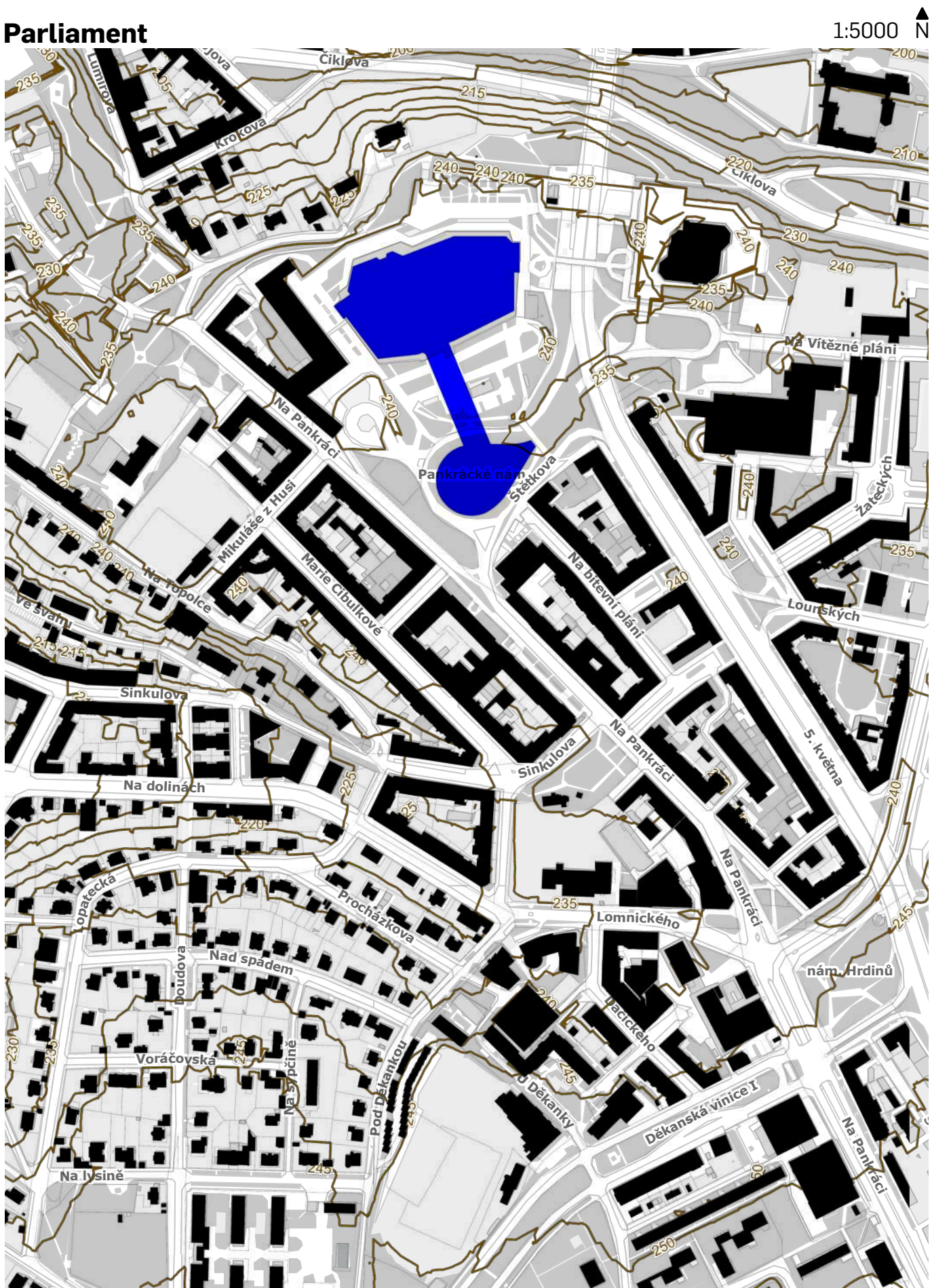
In regards to the ideology of selecting an appropriate method of placing the EU administrative buildings near metro station, a strategic approach is adopted. The standard approach is to select an already existing building that is already administrative, a bank building, or at last resort, a reconstruction of a residential building. This approach is taken in order to be financially efficient as well as sustainable; the less buildings constructed the better. However some areas might be quite severely undeveloped. In this case, new buildings shall be constructed in order. They will hopefully act as fire-starters for the area, starting up a wave of new development and densification. These stations will then become lively and thriving, due to the increased employees of the area.

This dispersed, metro-linked approach offers a sustainable and dynamic solution for the new EU headquarters in Prague. By integrating the EU into the city's fabric, it fosters a vibrant, connected, and environmentally friendly urban environment.

Prague Metro Map



Parliament



Information

Location: Vyšehrad metro station (Line C)

Building 1: Congress Center

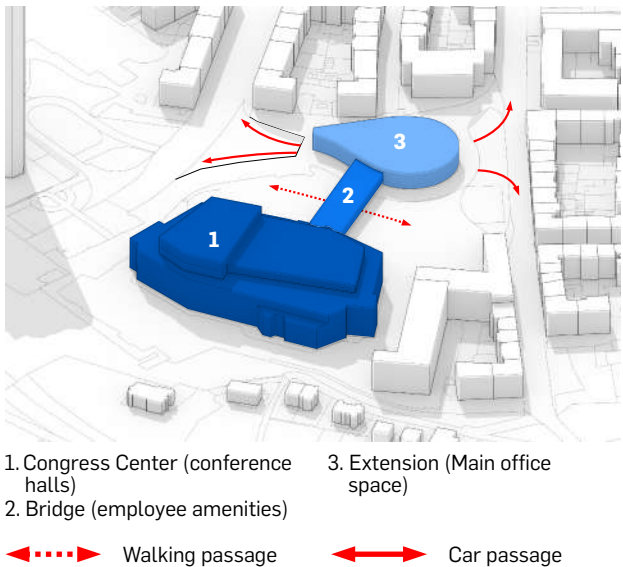
Floor Area: 35 000 m²

Type: Re-purposing

Building 2: Parliament Extension

Floor Area: 24 000 m²

Type: New Construction



The congress center located above Vyšehrad metro station, is currently the building that is best equipped to serve as the EU Parliament. It has multiple large conference halls, as well as many smaller ones. However the current form would not satisfy the required capacities of the parliament, even when adjusted to the hybrid working week model. Therefore an extension is built above a highway off ramp, behind the Congress Center. The highway would be lowered to the underground, as a lively square could be built over it, with the extension wing taking the form of the rounded off ramp below it. The floor area will be increased from 35 000 m², to 59 000m². This extension will provide mainly offices.

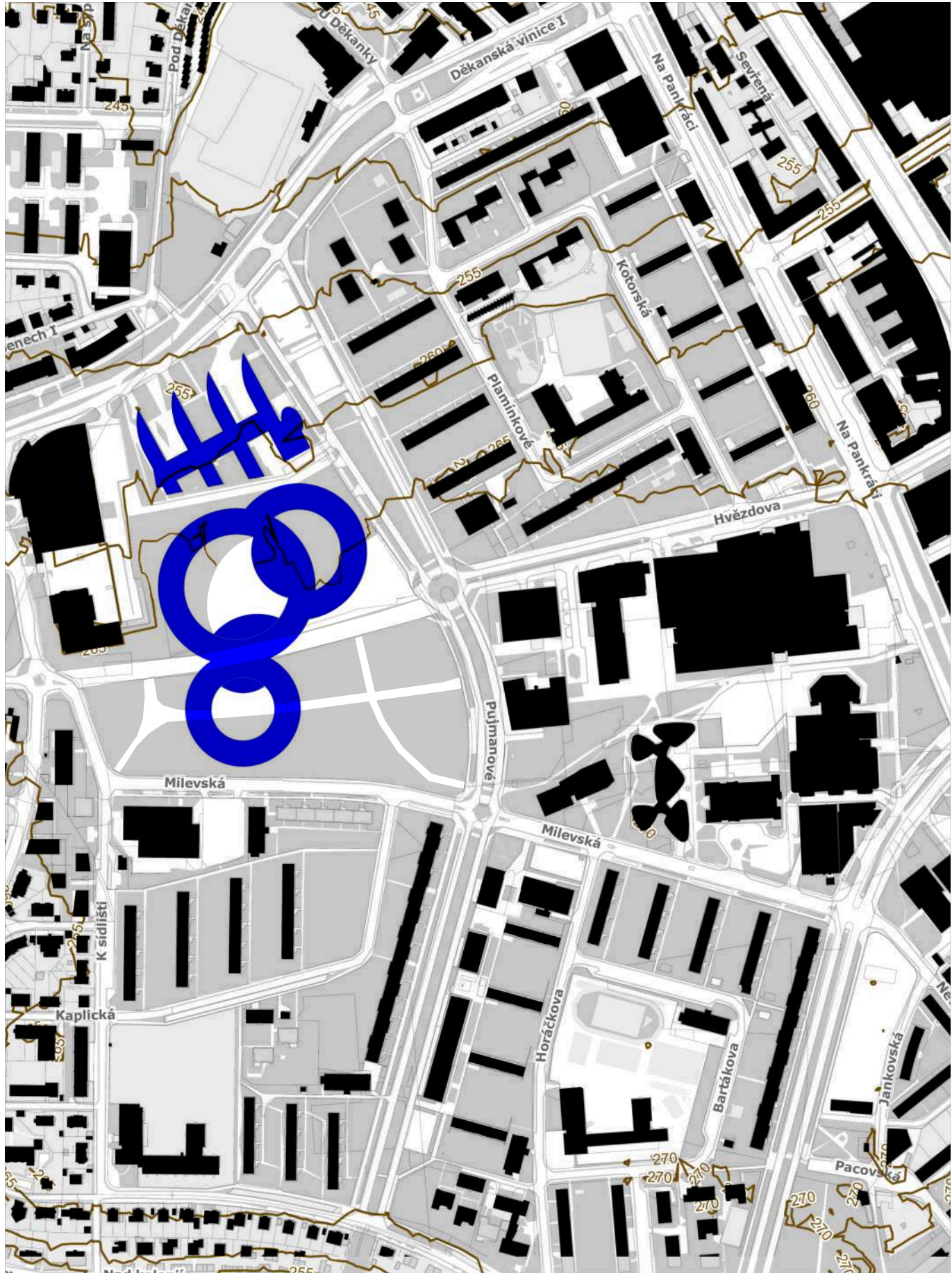
It's location is also exceptional in many ways. The fact that it is located directly above a metro station, allows workers and visitors to easily and efficiently navigate to it, from any part of the city. Symbolically, it would be near the historical castle of Vyšehrad, and laying opposite of the Prague Castle upon the valley that envelops Prague. It would represent the two ruling governments in Prague. In terms of amenities, Hotel Corinthia would be able to host large amounts of visiting delegates and officials, while the center of the city is still only 2 metro stations, or 5 minute ride away. This strategic positioning not only enhances the practicality of the proposed EU Parliament venue but also elevates its stature as a pivotal landmark within Prague's urban landscape.





Commission and Council

1:5000 N



Information

Location: Pražského Povstání metro station (Line C)

Building 1: European Union Council

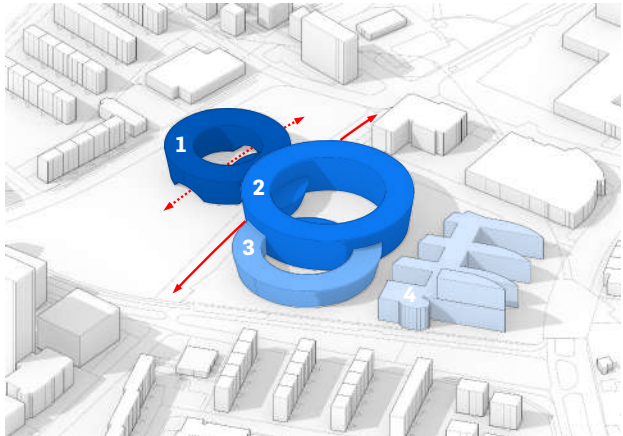
Floor Area: 52 000 m²

Type: Re-purposing

Building 2: European Union Commission

Floor Area: 160 000 m²

Type: New Construction



- 1. South wing (public interaction)
 - 2. Central building (main office and hall space)
 - 3. West wing (Secondary offices and common spaces)
 - 4. EU Council
- Walking passage Car passage

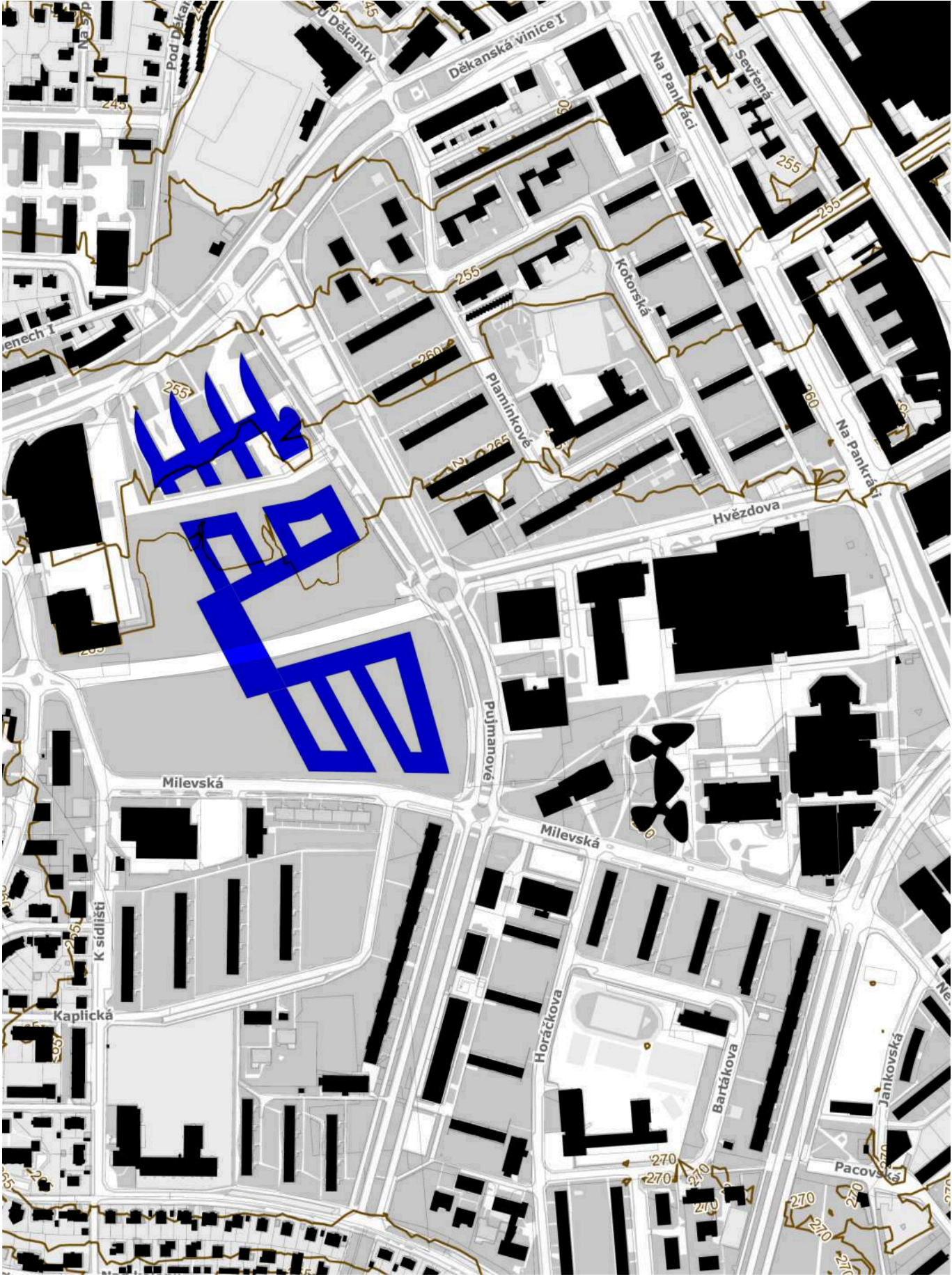
The main buildings of the Commission and Council will be placed at a currently vacant lot near the Pražského Povstání metro station. While the Council will be placed in an existing administrative structure that meets the floor area requirements, a new structure will be constructed for the Commission. The Commission's building will aim to create a vibrant and lively square full of greenery, which should encourage not only employee utilization, but also that of the public. By allocating a portion of the ground floor of the Commission for commercial services such as shops and restaurants, the project aims to promote multi-functionality and create a bustling hub of activity. This integration of commercial elements not only enhances the amenity of the space but also fosters economic vitality and community interaction.

The medium rise structure is supposed to blend into the area and not disturb the panorama. The circular forms were selected to provide ample light inside of offices as well as creating intimate courtyards of different functions; southern courtyard is dedicated to public interaction, the northern one is dedicated to employee use, while the western courtyard shall serve as open air refreshments are for a possible employee and visitor cafeteria in the ground floor.





Alternate options



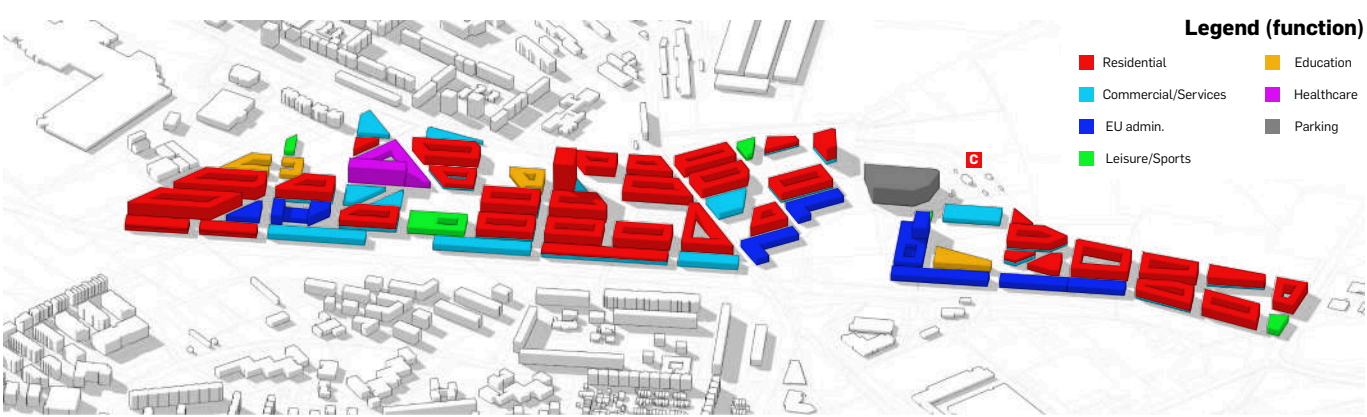
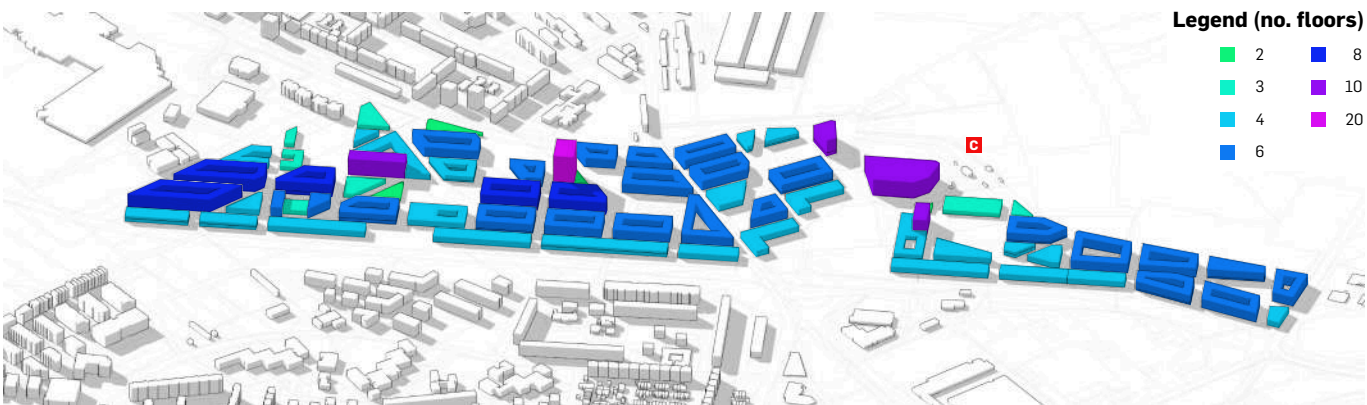
1:5000 N



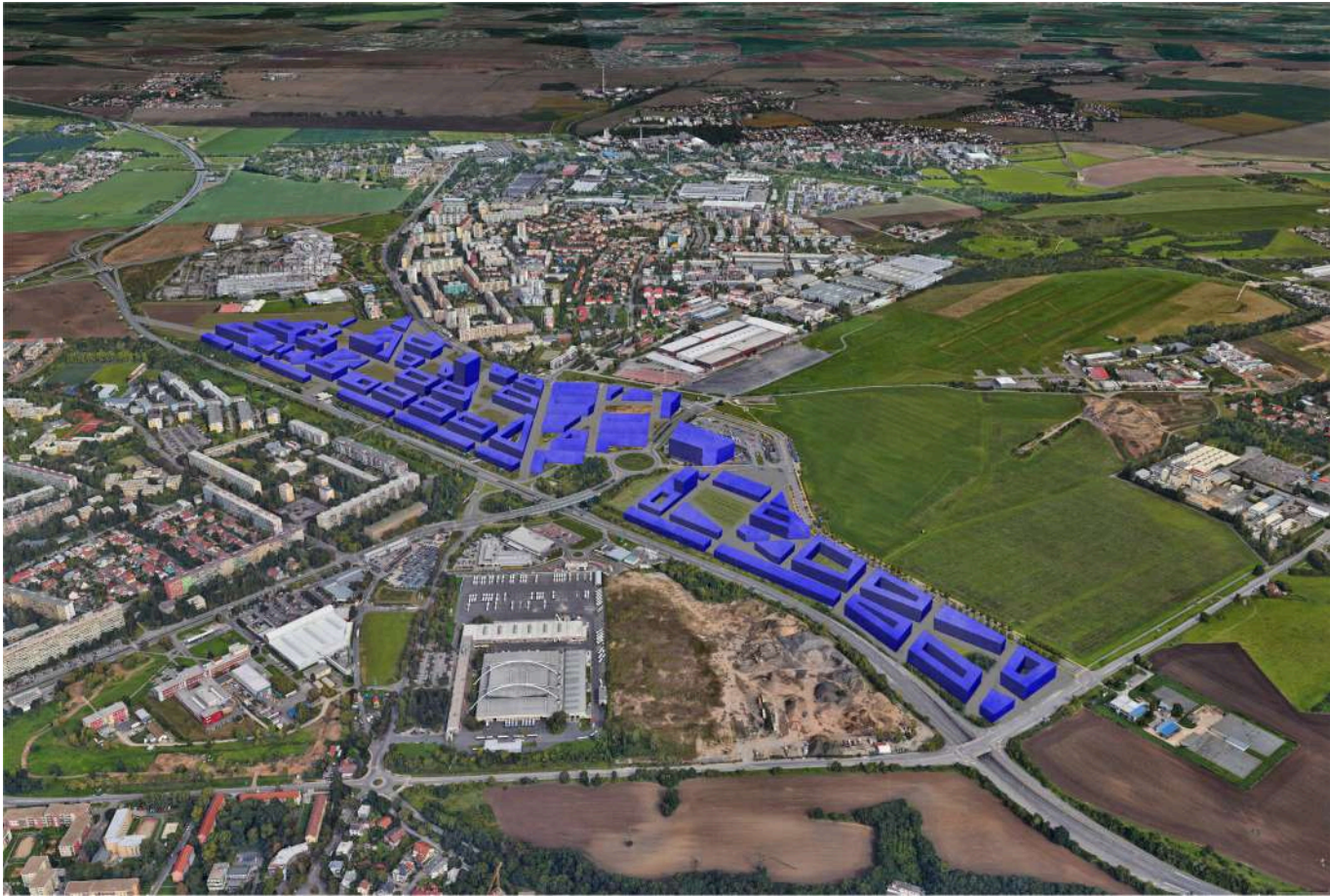


- Information
- Location: Letňany Metro Station (Line C)
- Residential
- Floor Area: 623 448 m²
- Max. Population: 16 625
- Commercial/Services
- Floor Area: 162 093 m²
- Healthcare
- Floor Area: 207 057 m²
- Education
- Floor Area: 37 862 m²
- Leisure/Sports
- Floor Area: 27 785 m²
- EU Administrative
- Floor Area: 113 058 m²

The Letňany Housing Quarter would be developed and sponsored entirely by the EU, and would be dedicated to housing not only a portion of the their employees, but also the locals; it shall also include affordable housing units to support people in need. The quarter would be designed with multi-functionality as its main focus, in order to become a small new center surrounding a terminal metro station. In this case, multi-functionality means that the quarter will include housing, commercial services, leisure, healthcare, entertainment and education, while also including a large portion of the EU administrative buildings. This will ensure that the quarter does not become just another typical housing quarter or administrative buffer zone, much like in Brussels, that becomes abandoned during large portions of the day. It should be busy and populated at all times of the day, much like any other smaller center in Prague. People will rely on public transportation, biking or walking to move around rather than cars. Therefore, the streets are designed as simple two lane roads, which would discourage street-side parking; parking is solved by a construction of new, large parking house, opposite of the metro station.



Letňany Housing Quarter

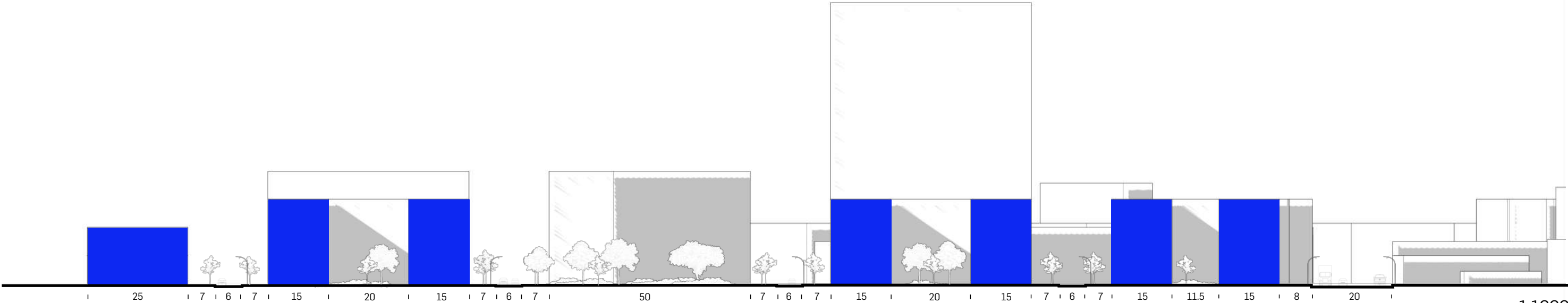


Aerial view from the South



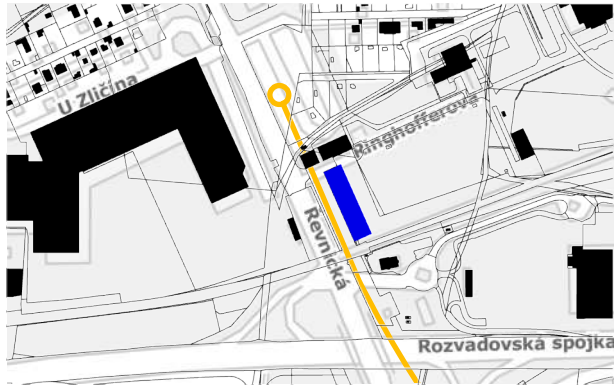
Perspective view from metro station

Section A



1:1000

68 Buildings of the EU - Commission Administrative



1:10000

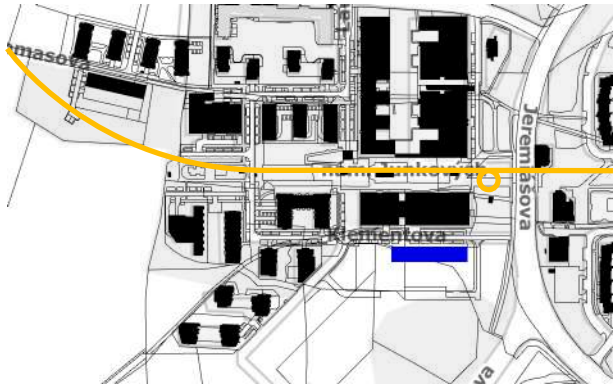
Building 1

Location: Zličín Metro Station (Line B)

Type: New construction (3F)

Floor area: 7500m²

Moderately undeveloped area. A newly constructed three floor building would be placed right near the metro station.



1:10000

Building 2

Location: Stodůlky Metro Station (Line B)

Type: New construction (5F)

Floor area: 10000m²

Newly developed area. Many plots still remain open, and a new 5 floor building would be added. New housing in the area could be rented by employees.



1:10000

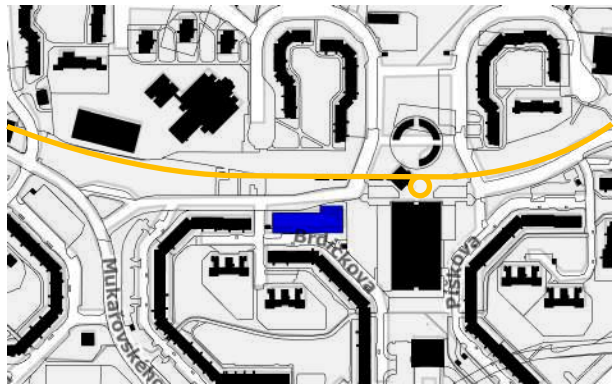
Building 3

Location: Luka Metro Station (Line B)

Type: New construction (4F)

Floor area: 6600m²

Mainly a residential area. Would benefit from a new administrative building near metro station.



1:10000

Building 4

Location: Lužiny Metro Station (Line B)

Type: Reconstruction (3F)

Floor area: 8300m²

An administrative building in its current state would be reconstructed or simply repurposed to serve as an building of the EU.

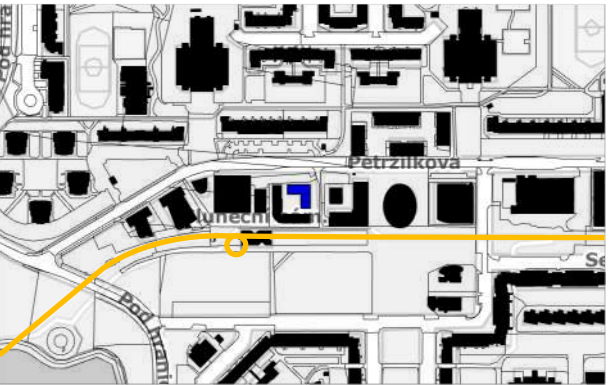
Building 5

Location: Hůrka Metro Station (Line B)

Type: Re-purposing (6F)

Floor area: 3660m²

A multi-functional building repurposed. Located near other office and admin buildings, as well as high-rise housing.



1:10000

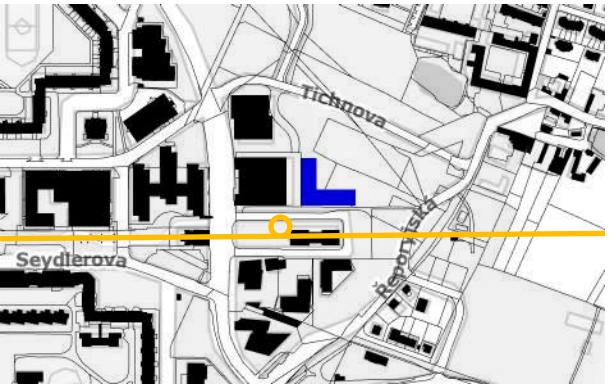
Building 6

Location: Nové Butovice Metro Station (Line B)

Type: New Construction (4F)

Floor area: 9120m²

A new 4 floor construction would complete a large block of administrative and office buildings. Located adjacent to a metro entrance.



1:10000

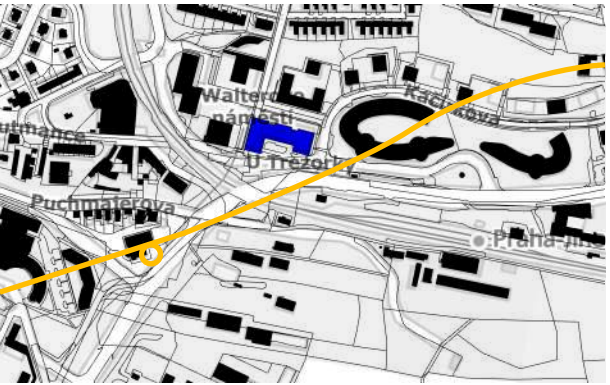
Building 7

Location: Jinonice Metro Station (Line B)

Type: Re-purposing (7F)

Floor area: 17500m²

Administrative building owned by a pharmaceutical company in a newly developed neighborhood. Simple re-purposing.



1:10000

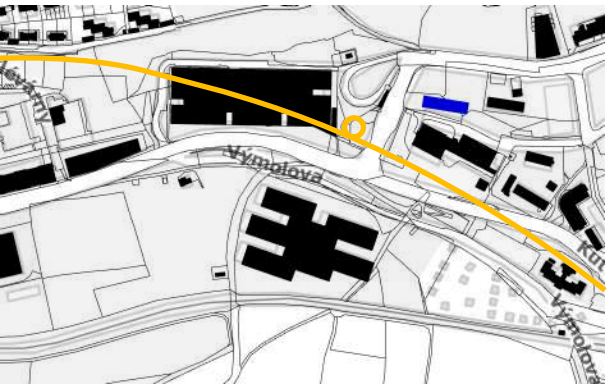
Building 8

Location: Radlická Metro Station (Line B)

Type: New Construction (4F)

Floor area: 3600m²

Smaller 4 floor construction. Bank headquarter administrative building in the area. Otherwise an undeveloped location.



1:10000

68 Buildings of the EU - Commission Administrative



1:10000

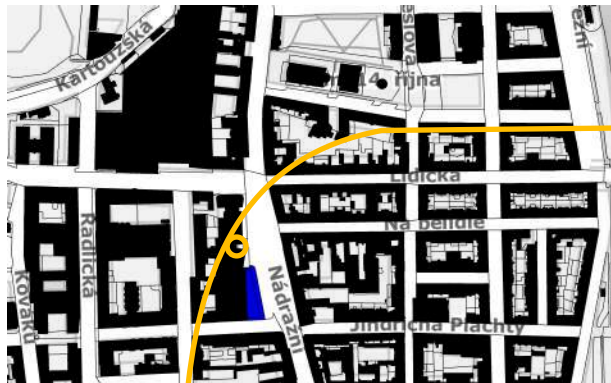
Building 9

Location: Smíchovské Nádraží Metro Station (Line B)

Type: New construction/Reconstruction (4F)

Floor area: 4000m²

Reconstruction of an older residential building, as well as a brand new extension. Located in the vicinity of a newly developed housing neighborhood "Smíchov City".



1:10000

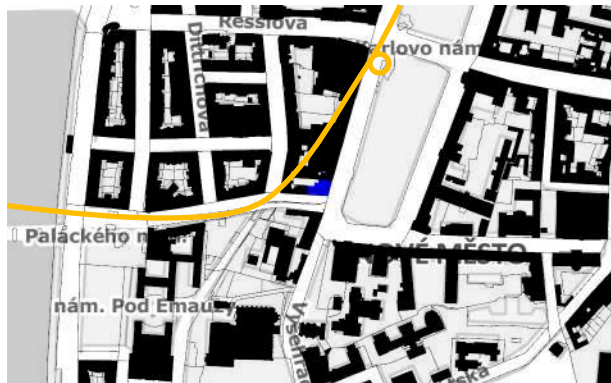
Building 10

Location: Anděl Metro Station (Line B)

Type: Re-purposing (7F)

Floor area: 8400m²

Currently an administrative and bank building in the heart of Anděl. One of the larger buildings in a dense area of the city. Metro station directly below it.



1:10000

Building 11

Location: Karlovo Náměstí Metro Station (Line B)

Type: Re-purposing (6F)

Floor area: 3000m²

As this area is very desired and valuable, a corner multi-functional building was chosen. It will only further enhance the prestige of the Charles Square.



1:10000

Building 12

Location: Národní Třída Metro Station (Line B)

Type: Re-purposing (9F)

Floor area: 5000m²

Currently a large administrative building in one of Prague's most significant spots. Fantastic location near many landmarks, and a building that would simply be re-purposed.

Building 13

Location: Náměstí Republiky Station (Line B)

Type: Re-purposing (7F)

Floor area: 6500m²

Currently a bank building on the perimeter of a prominent square.



1:10000

Building 14

Location: Florenc Metro Station (Line B&C)

Type: New Construction (6F)

Floor area: 12000m²

A new construction on top of the current metro station could transform an awkward space in the center of the city.



1:10000

Building 15

Location: Křižíkova Metro Station (Line B)

Type: Re-purposing (8F)

Floor area: 18000m²

A newer office building would be re-purposed to an EU building.



1:10000

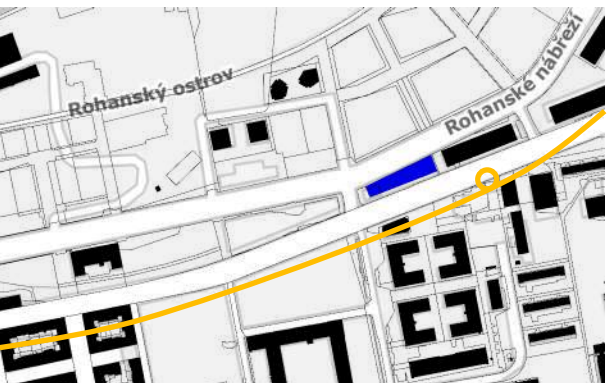
Building 16

Location: Invalidovna Metro Station (Line B)

Type: New Construction (6F)

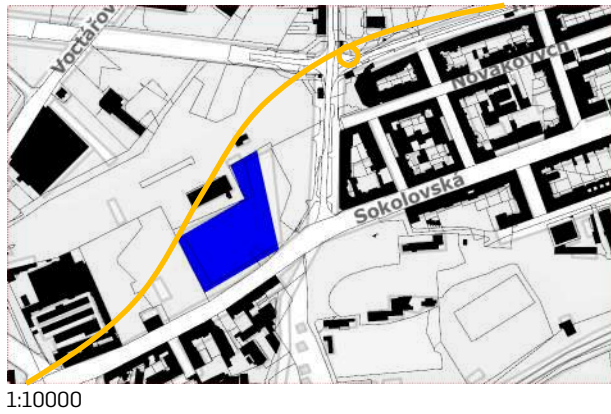
Floor area: 11000m²

A newly constructed building that would compliment another new building right beside it, in order to further enhance a developing quarter.



1:10000

68 Buildings of the EU - Commission Administrative



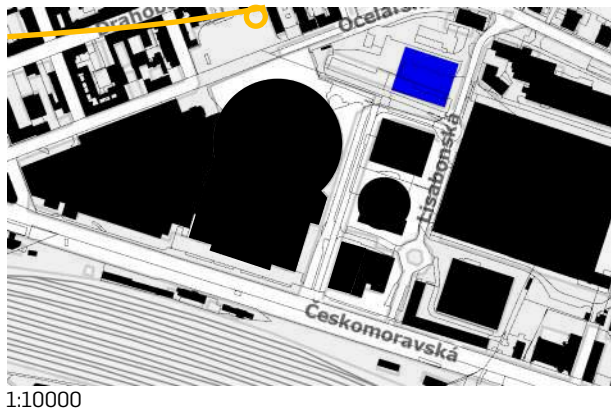
Building 17

Location: Palmovka Metro Station (Line B)

Type: Reconstruction (9F)

Floor area: 35000m²

A reconstruction or completion of an abandoned construction site of a new town hall. Large building could spark the redevelopment of a disheveled area.



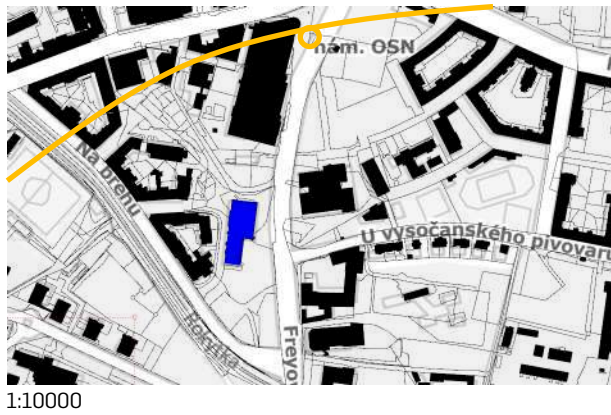
Building 18

Location: Českomoravská Metro Station (Line B)

Type: New Construction (6F)

Floor area: 26000m²

Continuation of development of administrative buildings near the O2 Arena. Arena could also be used for large conferences held by the EU.



Building 19

Location: Vysočanská Metro Station (Line B)

Type: Reconstruction (8F)

Floor area: 14600m²

Reconstruction of a run-down high rise building.



Building 20

Location: Kolbenova Metro Station (Line B)

Type: New Construction (3F)

Floor area: 4000m²

Construction of a new 3 floor building near some recent development.

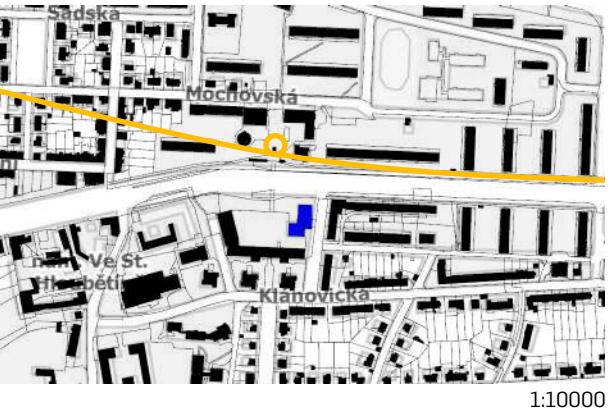
Building 21

Location: Hloubětín Metro Station (Line B)

Type: New Construction (3F)

Floor area: 2750m²

New construction near a small square in a mainly residential area.



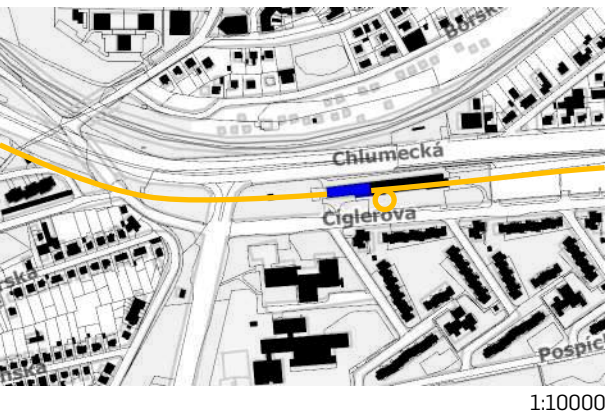
Building 22

Location: Rájská Zahrada Metro Station (Line B)

Type: New Construction/Reconstruction (5F)

Floor area: 4500m²

Extension of existing metro station. Could create a small center of the region with more administrative and commercial buildings with a great connection to rail and highway.



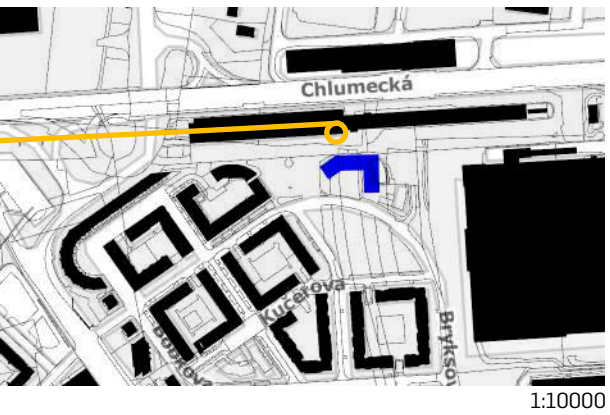
Building 23

Location: Černý Most Metro Station (Line B)

Type: New Construction (3F)

Floor area: 6500m²

New construction that closes of a small square near a terminal stop.



Building 24

Location: Petřiny Metro Station (Line A)

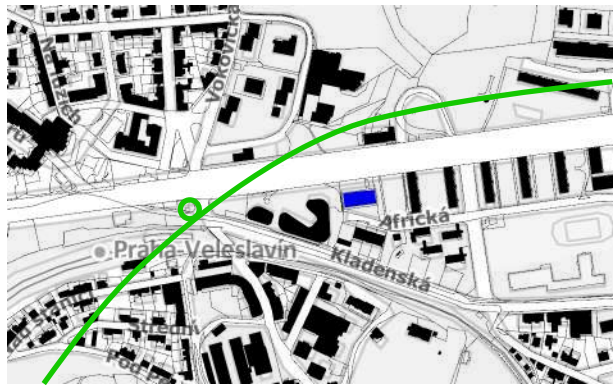
Type: New Construction (4F)

Floor area: 7800m²

New construction that replaces an existing building. Would be multi-functional to support a mainly residential area.



68 Buildings of the EU - Commission Administrative



1:10000

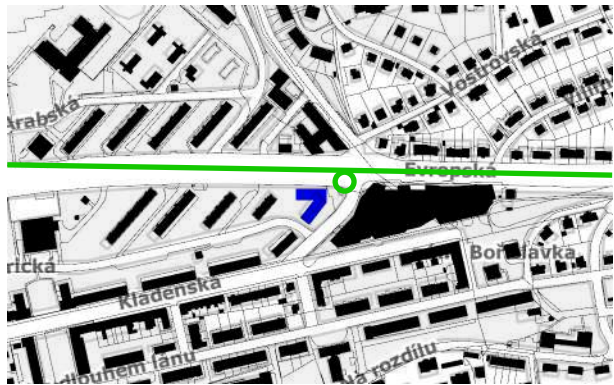
Building 25

Location: Nádrazí Veleslavín Metro Station (Line A)

Type; Reconstruction (3F)

Floor area: 2400m²

Reconstruction of a smaller administrative building near an important transportation node and connection to airport.



1:10000

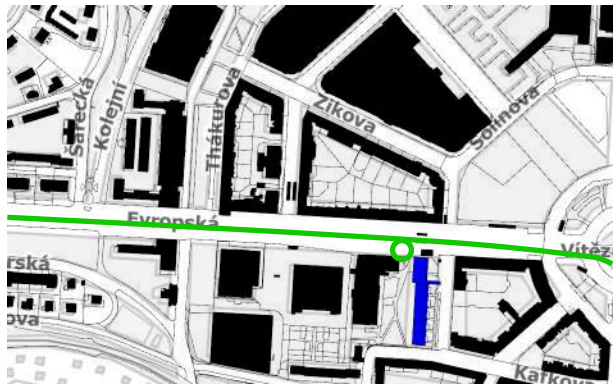
Building 26

Location: Bořislavka Metro Station (Line A)

Type: New Construction (6F)

Floor area: 6600m²

New construction to replace a residential building opposite of a new large administrative building.



1:10000

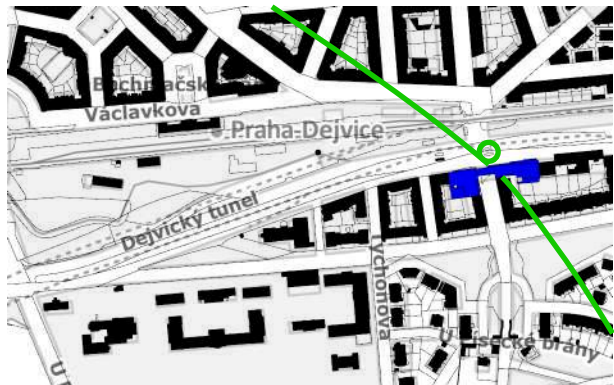
Building 27

Location: Dejvická Metro Station (Line A)

Type: Reconstruction (8F)

Floor area: 17200m²

A reconstruction of a residential building in an area intensely populated by commercial, governmental, educational and administrative buildings.



1:10000

Building 28

Location: Hradčanská Metro Station (Line A)

Type: Reconstruction (6F)

Floor area: 18000m²

Re-purposing of administrative building at an important transportation node, relatively close to the Prague Castle.

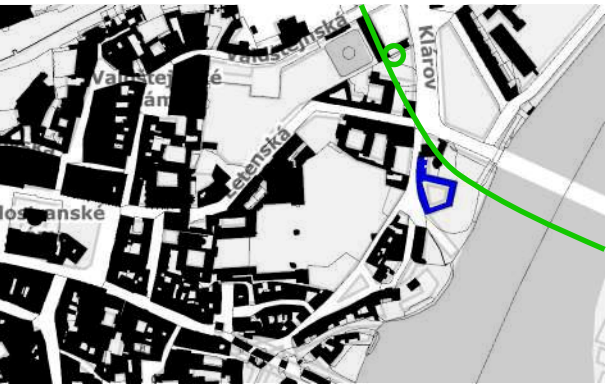
Building 29

Location: Malostranská Metro Station (Line A)

Type: Re-purposing/Reconstruction (3/4F)

Floor area: 4500m²

Currently occupied by niche and souvenir shops. Prominent administrative and governmental neighborhood. Some reconstruction would be required and building would be visitor focused.



1:10000

Building 30

Location: Staroměstská Metro Station (Line A)

Type: Re-purposing (6F)

Floor area: 4500m²

Re purposing of a hotel in prominent location near universities and Old Town Square.



1:10000

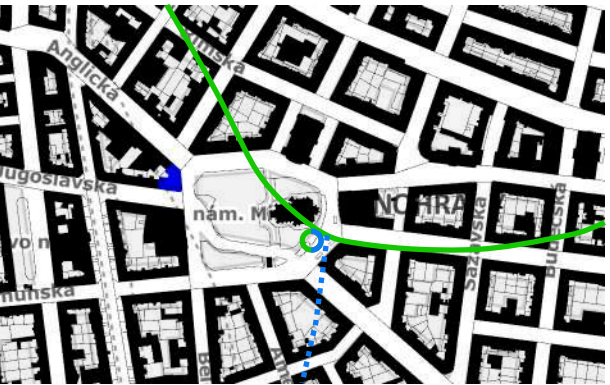
Building 31

Location: Náměstí Míru Metro Station (Line A&D)

Type: Re-purposing/Reconstruction (7F)

Floor area: 3700m²

Re-purposing of bank and residential building.



1:10000

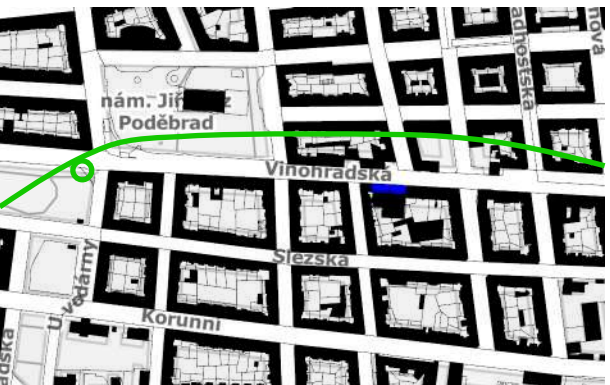
Building 32

Location: Jiřího z Poděbrad Metro Station (Line A)

Type: Re-purposing (7F)

Floor area: 3800m²

Re-purposing of an office building with supermarket on the ground floor.



1:10000

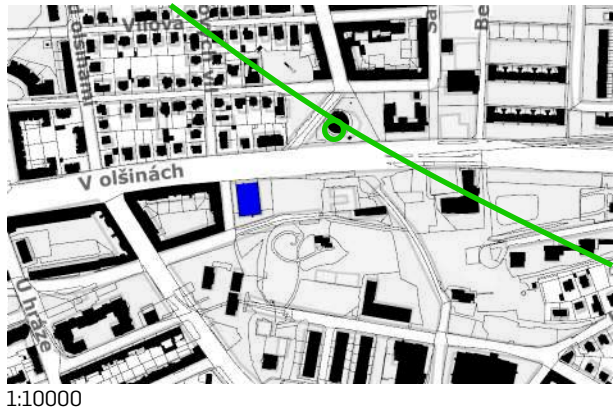
68 Buildings of the EU - Commission Administrative



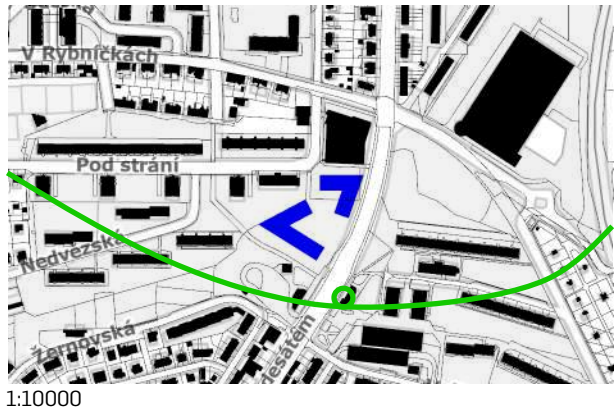
Building 33
Location: Flora Metro Station (Line A)
Type: Re-purposing (7F)
Floor area: 37200m²
Re-purposing of a new large office building.



Building 34
Location: Želivského Metro Station (Line A)
Type: Reconstruction (17F)
Floor area: 20000m²
Reconstruction of older high rise building.

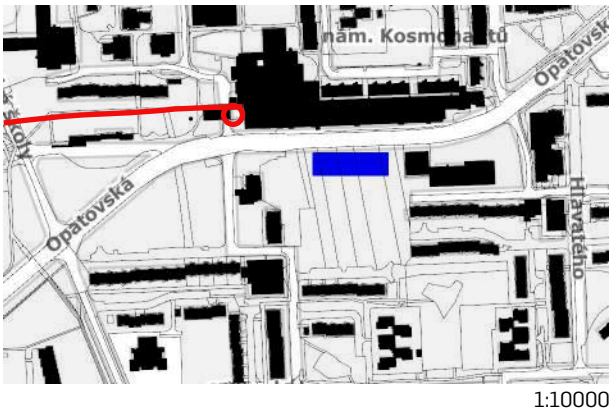


Building 35
Location: Strašnická Metro Station (Line A)
Type: Re-purposing (6F)
Floor area: 7500m²
Re-purposing of an office building.



Buildings 36 & 37
Location: Skalka Metro Station (Line A)
Type: New Construction (6F)
Floor area: 25000m²
New construction of a pair of buildings that would create an intimate square in a mostly residential area. Would be multi-functional.

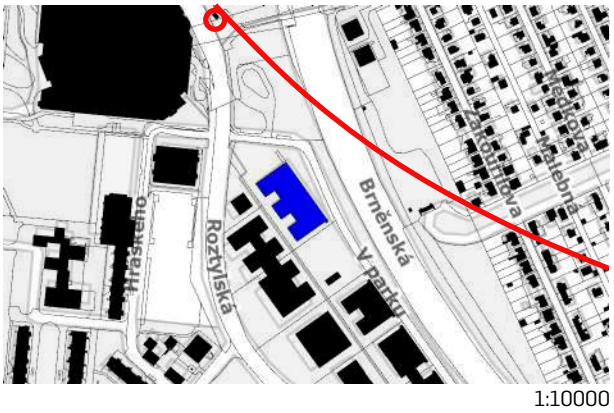
Building 38
Location: Háje Metro Station (Line C)
Type: New Construction (8F)
Floor area: 24500m²
New construction opposite of a terminal station to enhance its importance in an area far from the center.



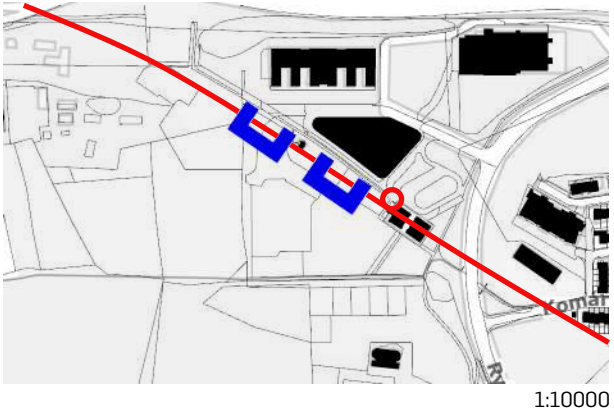
Building 39 - 44
Location: Opatov Metro Station (Line C)
Type: New Construction (6F)
Floor area: 90000m²
New administrative building complex to fill area around busy highway. Would act as buffer zone to protect residential areas in the surroundings from noise, and emphasize metro station.



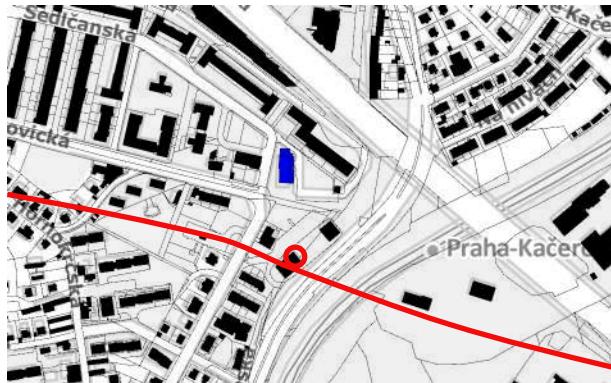
Building 45
Location: Chodov Metro Station (Line C)
Type: Re-purposing (4F)
Floor area: 16000m²
Re-purposing of administrative building in a newer office park.



Building 46 & 47
Location: Roztyly Metro Station (Line C)
Type: New Construction (6F)
Floor area: 24000m²
New twin construction near newly roughly developed block around metro station.



68 Buildings of the EU - Commission Administrative



1:10000

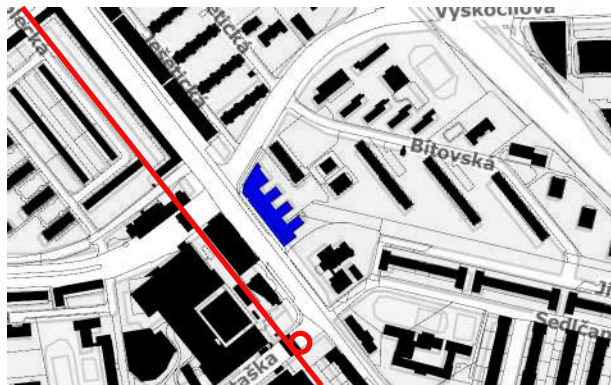
Building 48

Location: Kačerov Metro Station (Line C)

Type: Reconstruction (12F)

Floor area: 10400m²

Reconstruction of a residential building closest to metro station in a quiet residential neighborhood.



1:10000

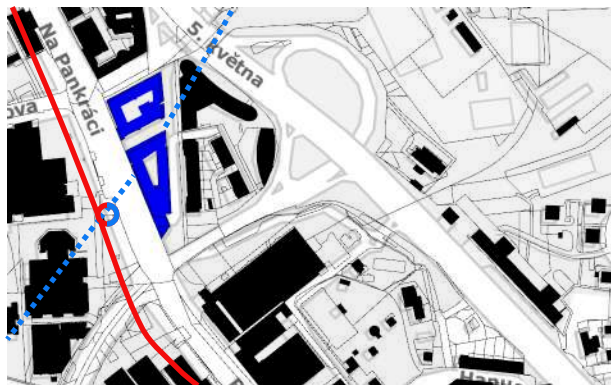
Building 49

Location: Budějovická Metro Station (Line C)

Type: Re-purposing (8F)

Floor area: 35000m²

Re-purposing of large multi-functional administrative building, which is characteristic to this part of Prague.



1:10000

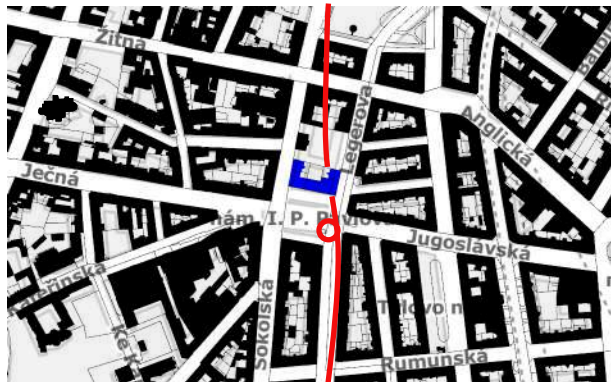
Building 50

Location: Pankrác Metro Station (Line C)

Type: Re-purposing (6F)

Floor area: 46600m²

Re-purposing of large multi-functional administrative building, which is characteristic to this part of Prague. Close to EU Commission and Council.



1:10000

Buildings 51

Location: I.P. Pavlova Metro Station (Line C)

Type: Re-purposing/Reconstruction (5F)

Floor area: 8000m²

Reconstruction of residential buildings on the perimeter of a smaller squarer in extremely busy street network.

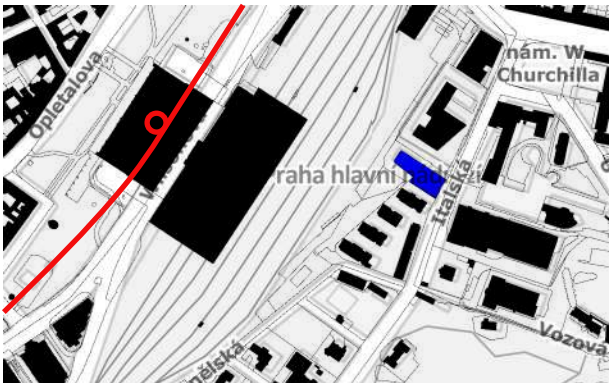
Building 52

Location: Main Train Station (Line C)

Type: Re-purposing (6F)

Floor area: 10800m²

Re-purposing of a newly built building with great connection to the main train station.



1:10000

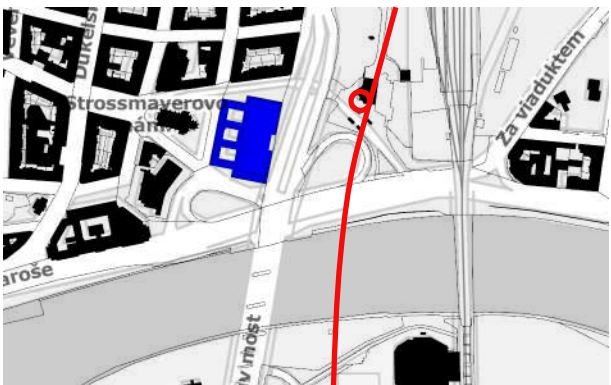
Building 53

Location: Vltavská Metro Station (Line C)

Type: Re-purposing (6F)

Floor area: 34000m²

Re-purposing of recently renovated state heritage administrative building. Would be close to the future Prague Philharmonic.



1:10000

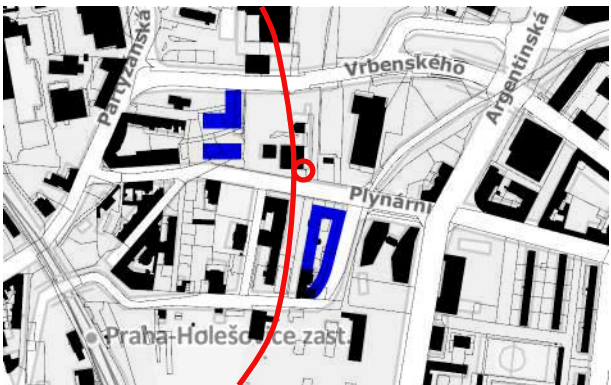
Building 54 - 56

Location: Holešovické Nádraží Metro Station (Line C)

Type: New Construction (3/5F)

Floor area: 43800m²

New construction and completion of blocks of deteriorating are could spark further development and renovation.



1:10000

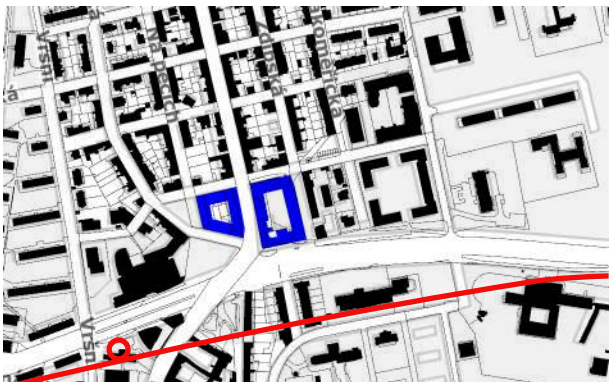
Building 57 & 58

Location: Kobylisy Metro Station (Line C)

Type: New Construction/Reconstruction (4F)

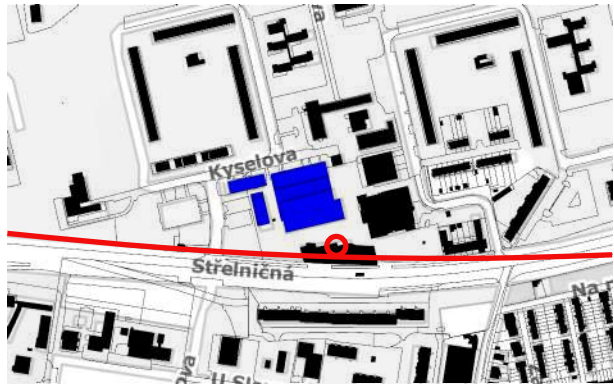
Floor area: 23600m²

New construction and completion of blocks adjacent to newer administrative building.



1:10000

68 Buildings of the EU - Commission Administrative

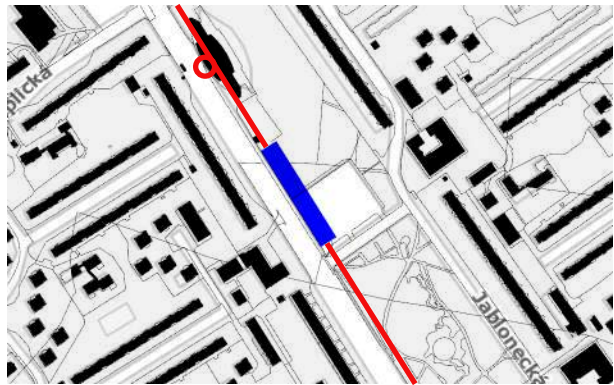


1:10000

Building 59

Location: Ládvi Metro Station (Line C)
Type: Reconstruction/New Construction (5F)
Floor area: 32800m²

Reconstruction and expansion of multi-functional building near metro station.

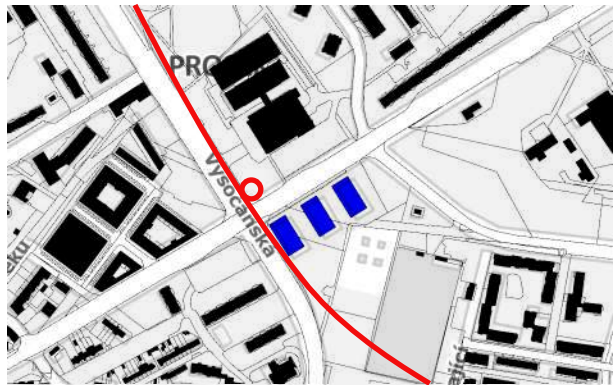


1:10000

Building 60

Location: Střížkov Metro Station (Line C)
Type: New Construction
Floor area: 22500m²

New construction surrounded by large park and relatively newly reconstructed metro station.

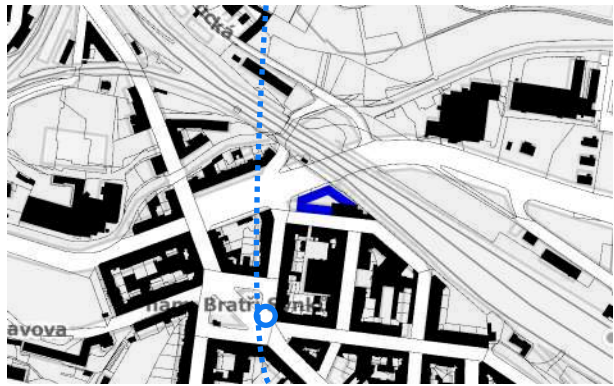


1:10000

Building 61-63

Location: Prosek Metro Station (Line C)
Type: Re-purposing (8F)
Floor area: 26200m²

Re-purposing of three larger administrative buildings at the edge of a large park.



1:10000

Building 64

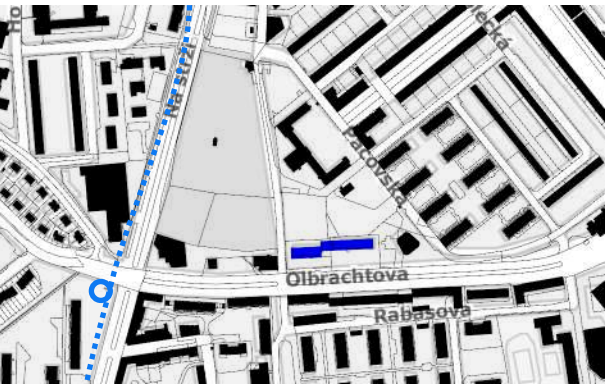
Location: Náměstí Bratři Sýnků Metro Station (Line D)
Type: Renovation/New Construction (5F)
Floor area: 1100m²

Completion of block at the perimeter of a busy square to support nearby new station.

Building 65

Location: Olbrachtova Metro Station (Line D)
Type: Reconstruction/New Construction (4F)
Floor area: 5800m²

Joining of two smaller office buildings to support a new metro station.

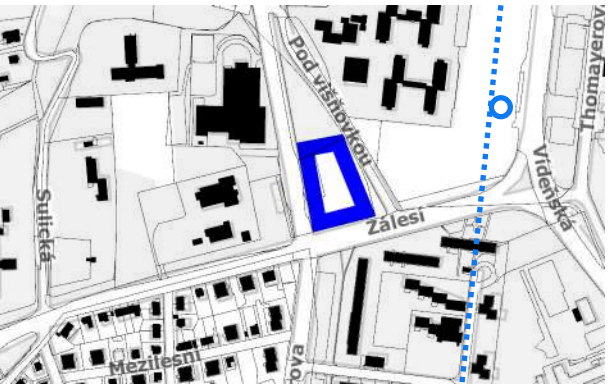


1:10000

Building 66

Location: Nemocnice Krč Metro Station (Line C)
Type: New Construction (3F)
Floor area: 33750m²

New construction of larger building opposite of large hospital on one side and a new metro station on the other.



1:10000

Building 67

Location: Nové Dvory Metro Station (Line D)
Type: Re-purposing/Reconstruction (18F)
Floor area: 28000m²

Reconstruction of a high-rise building near new metro station to solidify its importance.

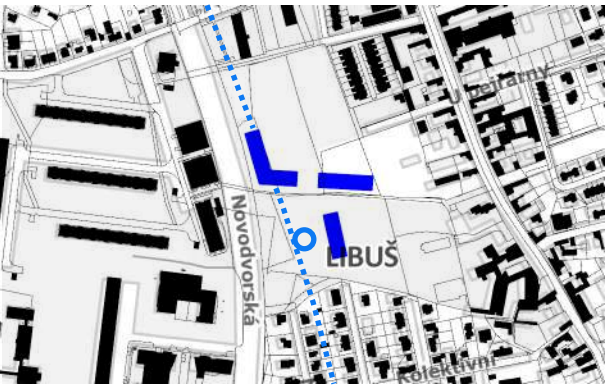


1:10000

Building 68

Location: Libuš Metro Station (Line D)
Type: New Construction (5F)
Floor area: 23500m²

Multiple new buildings in open field that could create a lively square surrounding new metro station and spark further development.



1:10000

68 Buildings of the EU - Commission Administrative

The dispersal of the buildings of the European Union through out Prague's metro station network creates various opportunities for each specific station and its vicinity. While for many stations near the center, the buildings act as just another administrative building that blends in with the rest, some constructions, especially towards the ends of each metro line, act as focal points around the station. The hope for these buildings would be that the new construction (which would be a competition hosted for European or simply Czech architects), as well as its eventual employees, would act as catalysts for underdeveloped areas or neighborhoods, to evolve into lively and bustling places with multi-functional centers around their metro station. These administrative buildings make up around 71% of the floor area that the EU would require (excluding Letňany due to its unique condition).

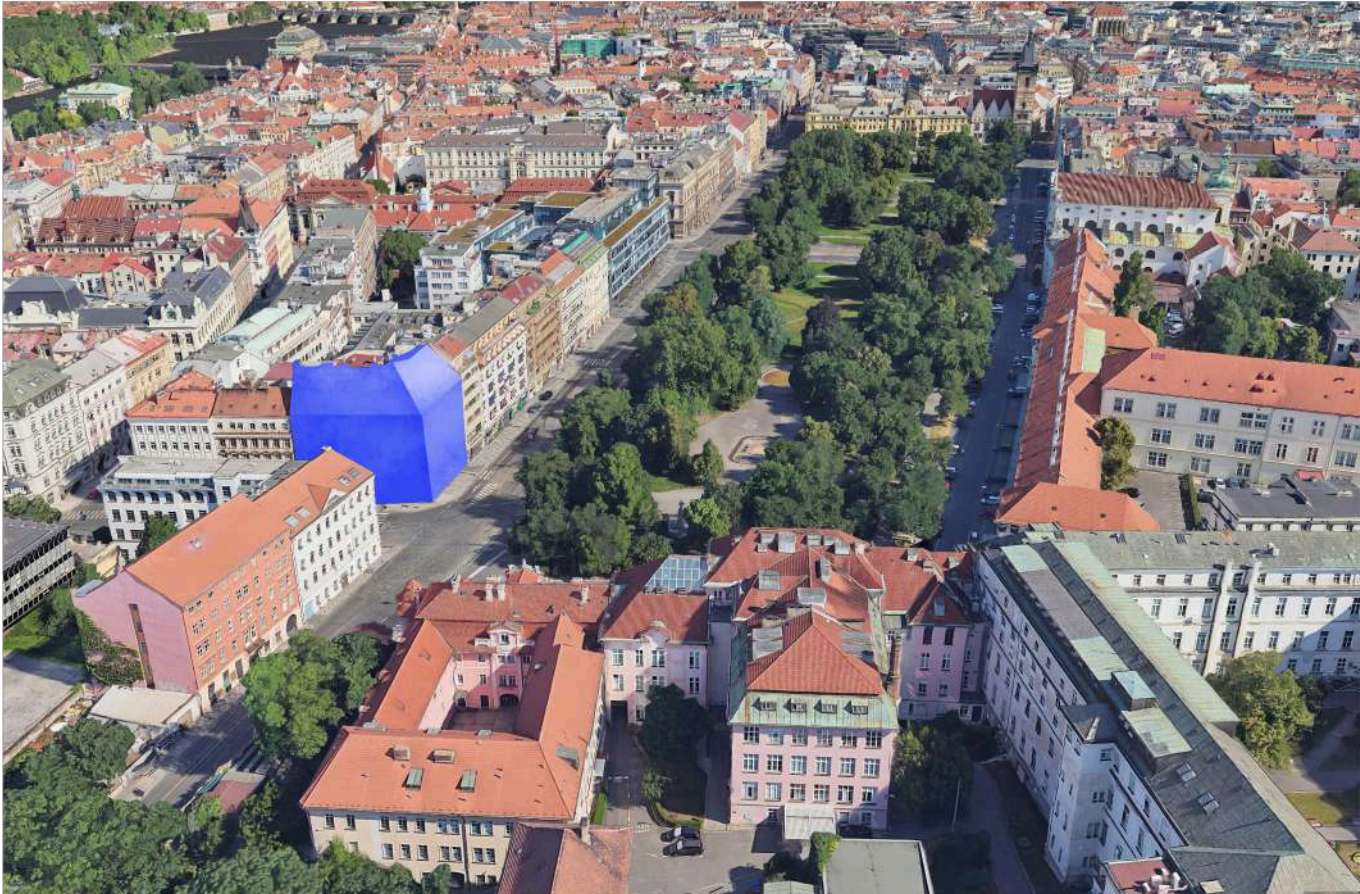
All of the metro-tied buildings would be put up for design competitions, ranging from local ones to Europe wide ones. This will be done in order to involve Prague, the Czech Republic as well as the entirety of the EU into the formulation of Europe's new capital.

Total floor area of EU administrative buildings: 1.31 km²

Total floor area of metro tied EU administrative buildings: 0.93 km²

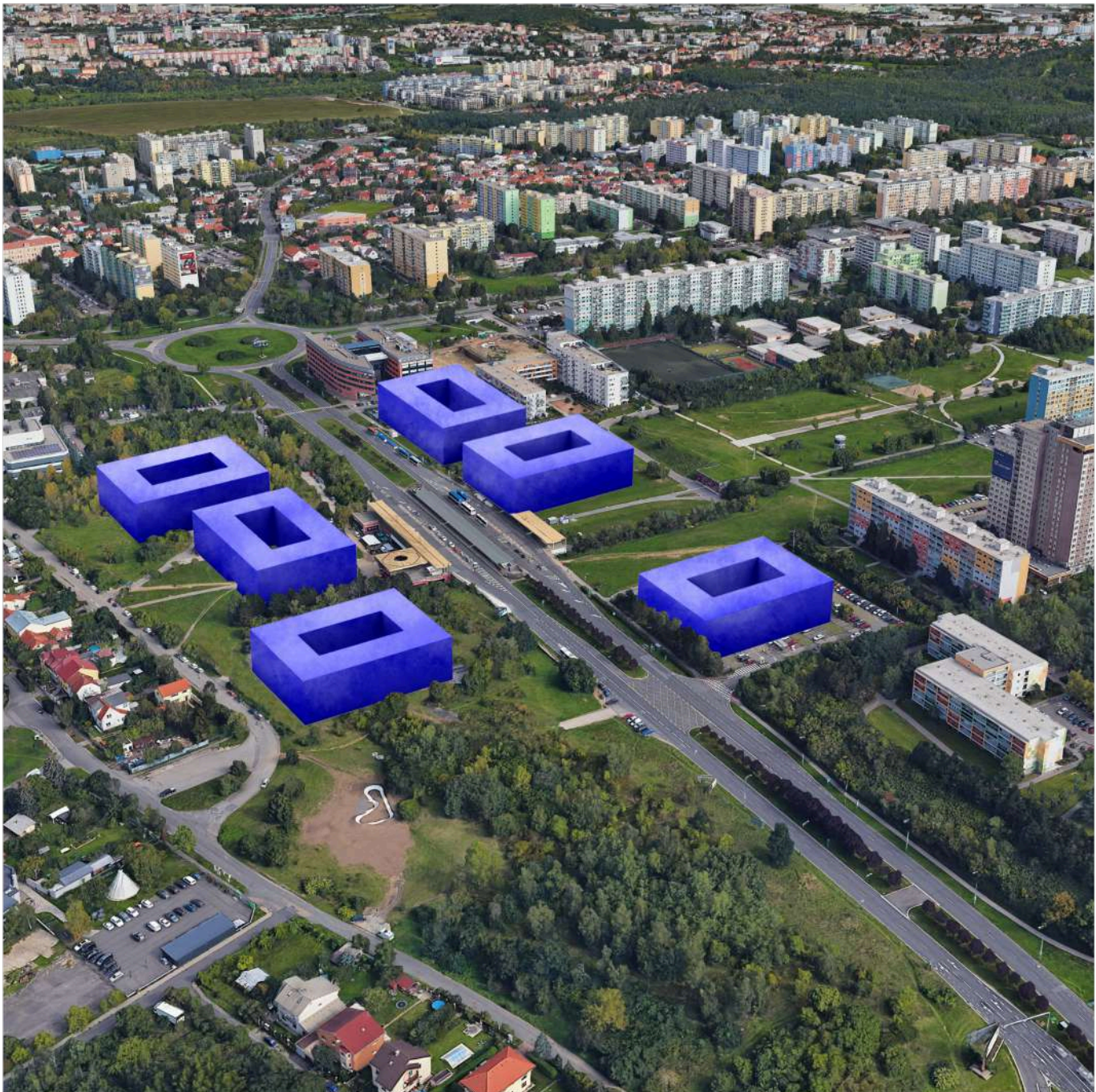
Building 11 represents a situation in which the EU would buy an existing structure and re-purpose it. In this instance, the mixed-use (commercial and residential) structure is a smaller corner building at the cusp of Charles Square. Re-purposing this building into an EU administrative function would not disturb the prestige of the square or overshadow any other institutions in the area such as the General University Hospital in Prague and Center for Architecture and Metropolitan Planning. It would instead act as secondary institution that supports the area with increased employees, as well as access to an EU building for locals.

Building 11 - Karlovo Náměstí



Buildings 39 to 44 would form a significant multi-functional EU administrative park in Opatov. It would be connected to the D1 highway through an off-ramp only about 100m away, ensuring easy access for visitors and employees commuting from other significant cities of the Czech Republic. As the area is currently by majority residential, the administrative park would provide some commercial and perhaps cultural venues in the ground floors of its structures, in order to support the citizens of Opatov as well as Chodov. The 6 floor buildings would also function as a buffer zone for noise pollution along a busy road to protect a large adjacent city park, while also generally increasing pedestrian traffic, essentially livening up the area.

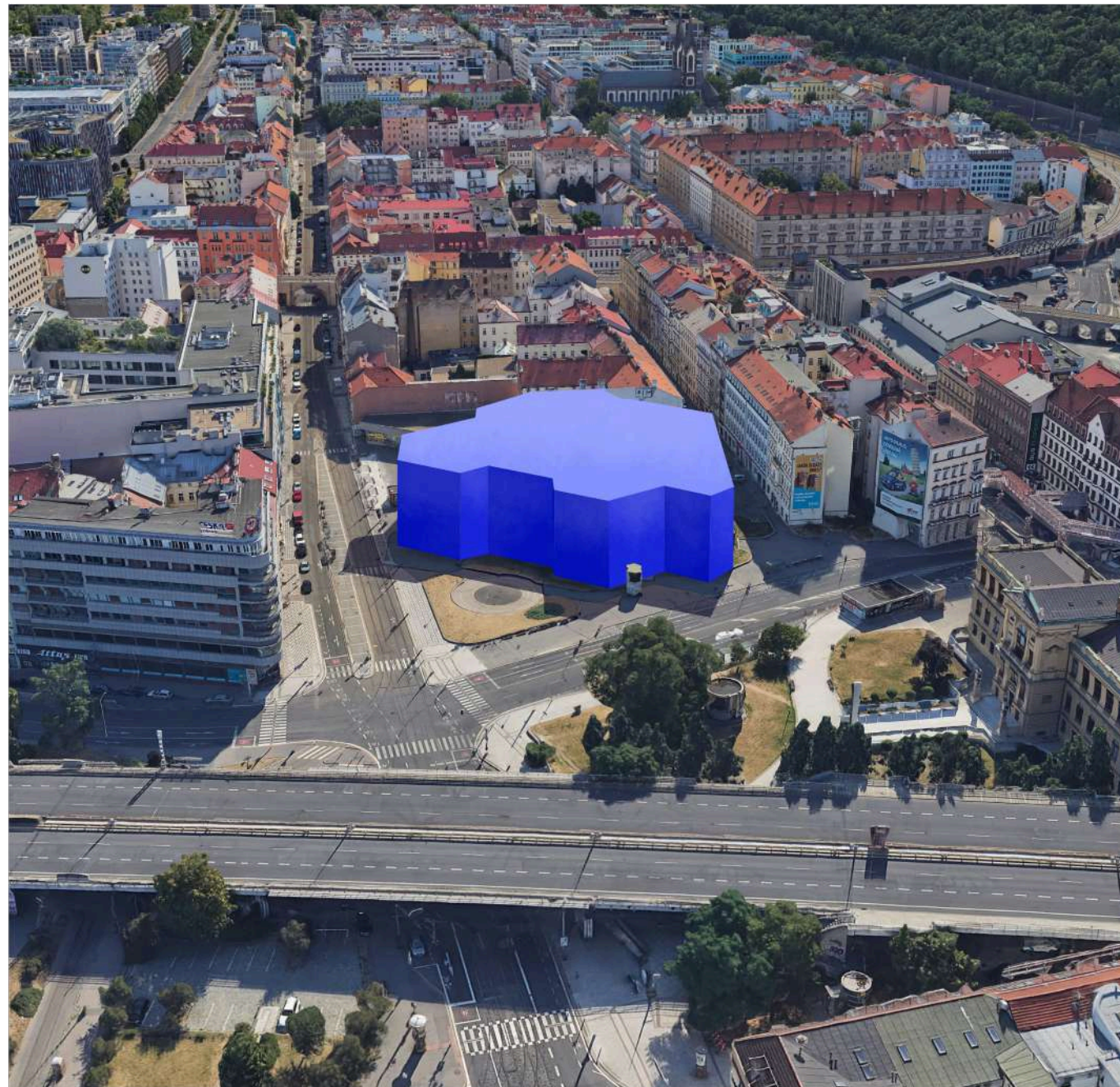
Buildings 39 to 44 - Opatov



68 Buildings of the EU - Commission Administrative

Buildings 14 presents a situation in which the EU reconstructs a building by adding onto an existing structure. The Florenc metro station and its vicinity is one of Prague's more disheveled locations. An extension of the station as well as a potential renovation of the area could transform it into one of Prague's most thriving areas, due to its location within the city and proximity to important landmarks such as the Florenc bus station, Masaryk Train Station, Main Train Station and Namestí Míru. Being a transfer metro station, Florenc warrants a large, prominent structure that would define the area. It could serve as the focal point, with frequent visitations from employees of surrounding metro stations and perhaps even the public.

Building 14 - Florenc



68 Buildings of the EU - Commission Administrative



CONCEPT 3

Beyond the Divide: Home to the European Union

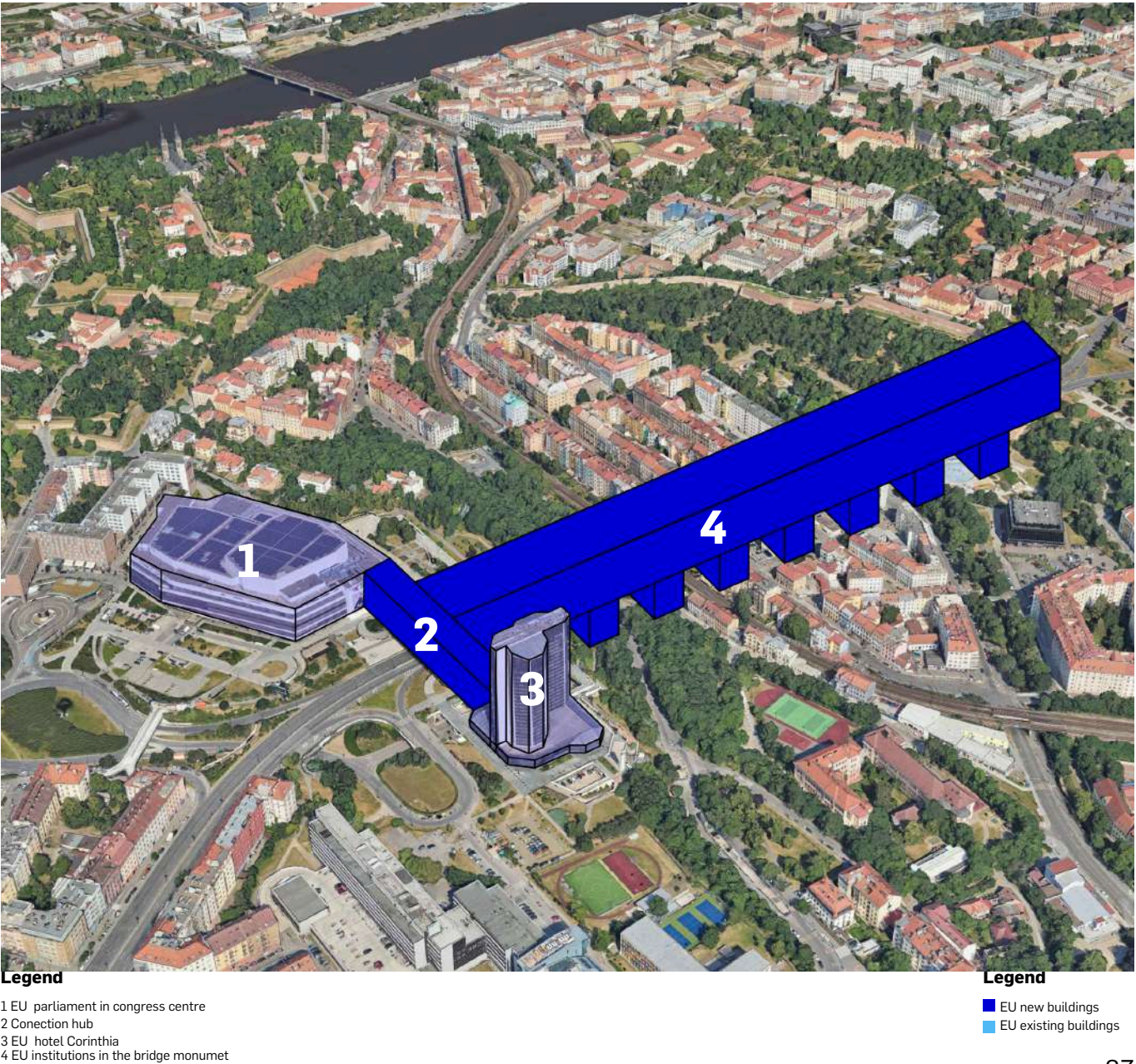
Beyond the Divide

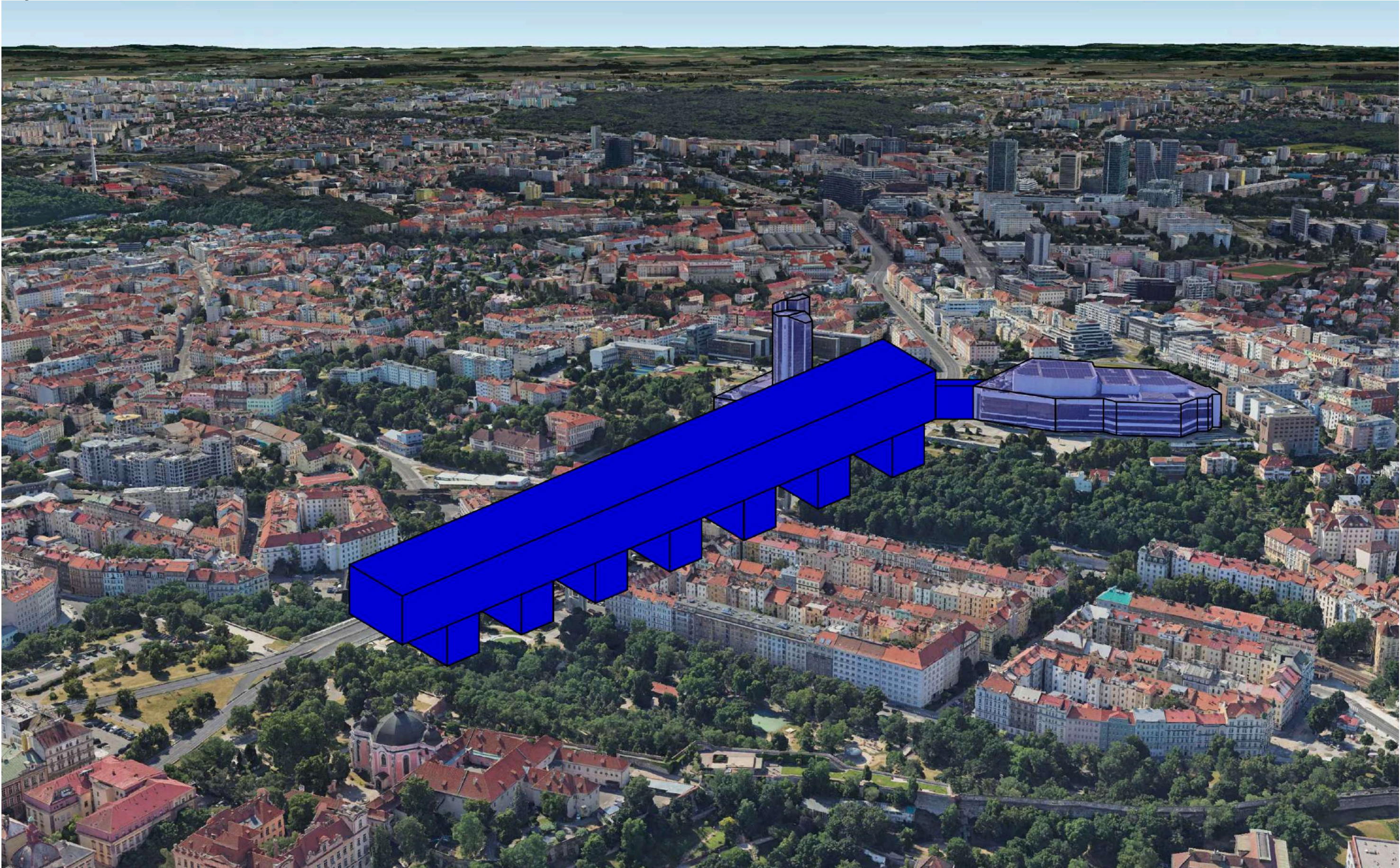


This concept centers on situating all European institutions at Vyšehrad. The proposal utilizes the existing Congress Centre building, which is designated for the new EU Parliament. The existing Corinthia Hotel building will house EU accommodation and administrative offices. The Nusle Bridge, which is nearing the end of its service life, will require revitalization. The European Council, the European Commission, and other administrative buildings of the European Commission are located in a newly designed block situated on the site of the current Nusle Bridge. The bridge's function will be preserved, with vehicular and metro traffic continuing through the center of the block. European institutions will be situated both above and below the traffic flow, with the supporting pillars of the bridge doubling as buildings for these institutions.

The supporting pillars of the Nusle Bridge, re-purposed as institutional buildings, symbolize a fusion of infrastructure and architecture. These pillars provide unique vertical spaces for offices and meeting rooms, maximizing the use of available space and creating a visually striking urban landmark.

Revitalizing the Nusle Bridge by incorporating European institutional buildings into its structure represents a bold and sustainable approach to urban development. The design maintains the essential transportation functions of the bridge while transforming it into a multi-functional space that serves the needs of the EU.







CONCEPT 4



Twin Castles: Strahov EU Towers

Twin Castles: Strahov EU Towers

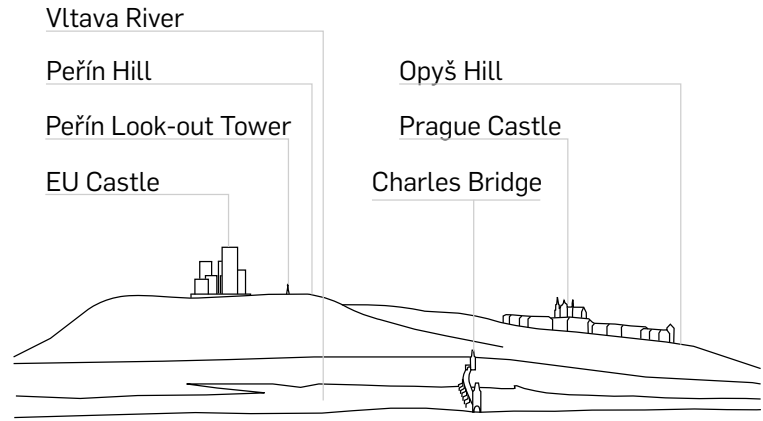


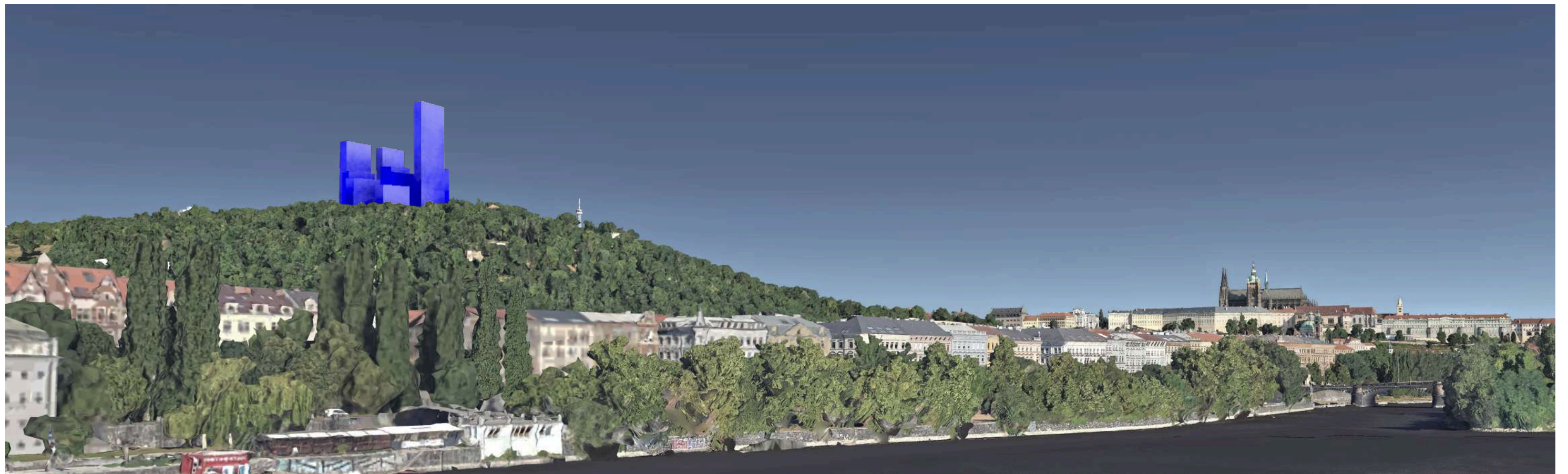
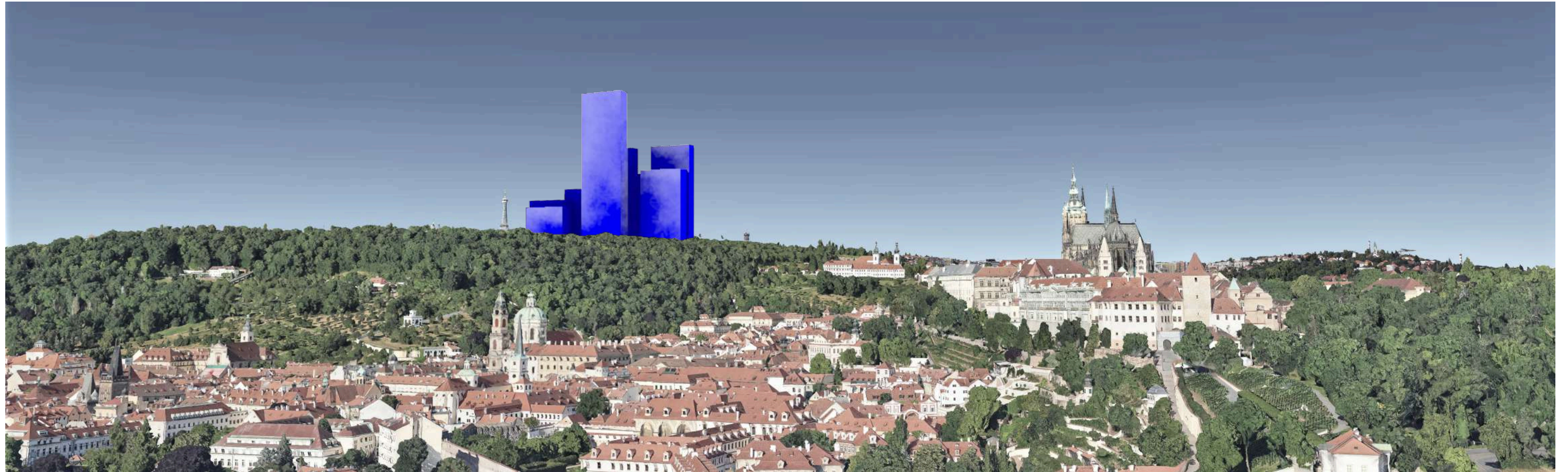
Strahov Stadium, a Prague giant, stands as a poignant reminder of a bygone era. Even though it remains as the world's largest stadium, its thunderous cheers have faded into an unsettling silence. For decades, this iconic landmark has languished, its concrete tribunes waning away, its vast spaces echoing with emptiness. Yet, amidst the decay lies a hidden gem – location. Strahov's position directly adjacent from the majestic Prague Castle presents a unique opportunity, a chance to breathe new life into the stadium and forge a powerful symbol of unity and progress.

The “castle” would be comprised of nine massive tower structure, housing the various administrative functions as well as housing. A monumental complex, a modern "EU castle," would rise from the stadium's footprint. Nine towering structures, each representing a member nation, would pierce the Prague skyline. Their distinctive architectural styles would weave a tapestry of European diversity, a physical manifestation of the union's collective spirit.

This "EU castle" wouldn't be a mere aesthetic marvel. It would be a functional powerhouse, even utilizing the vast floor space within Strahov's old concrete stands. The complex would encompass all the functions of the European Union Parliament, consolidating its operations and fostering a vibrant center of collaboration.

The juxtaposition with Prague Castle would be deliberate, a potent symbol woven into the very fabric of Prague. The historic castle, a testament to Czech sovereignty, would stand shoulder-to-shoulder with the EU castle, representing a new era of cooperation and balance. Here, tradition and progress would hold a powerful dialogue, a visual representation of the intricate relationship between a nation and the union it belongs to. The two structures, united by a shared panorama, would speak volumes of a Europe that is both fiercely independent and magnificently united.







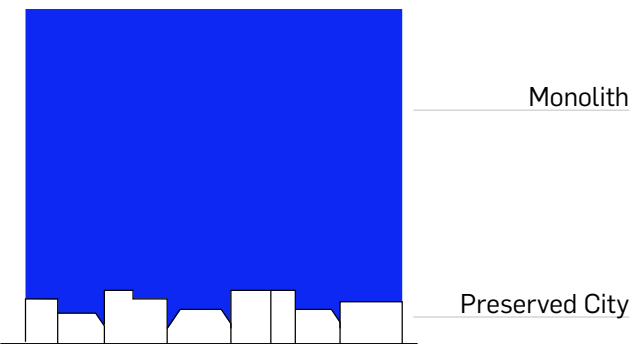
CONCEPT 5



Monolith of Unity



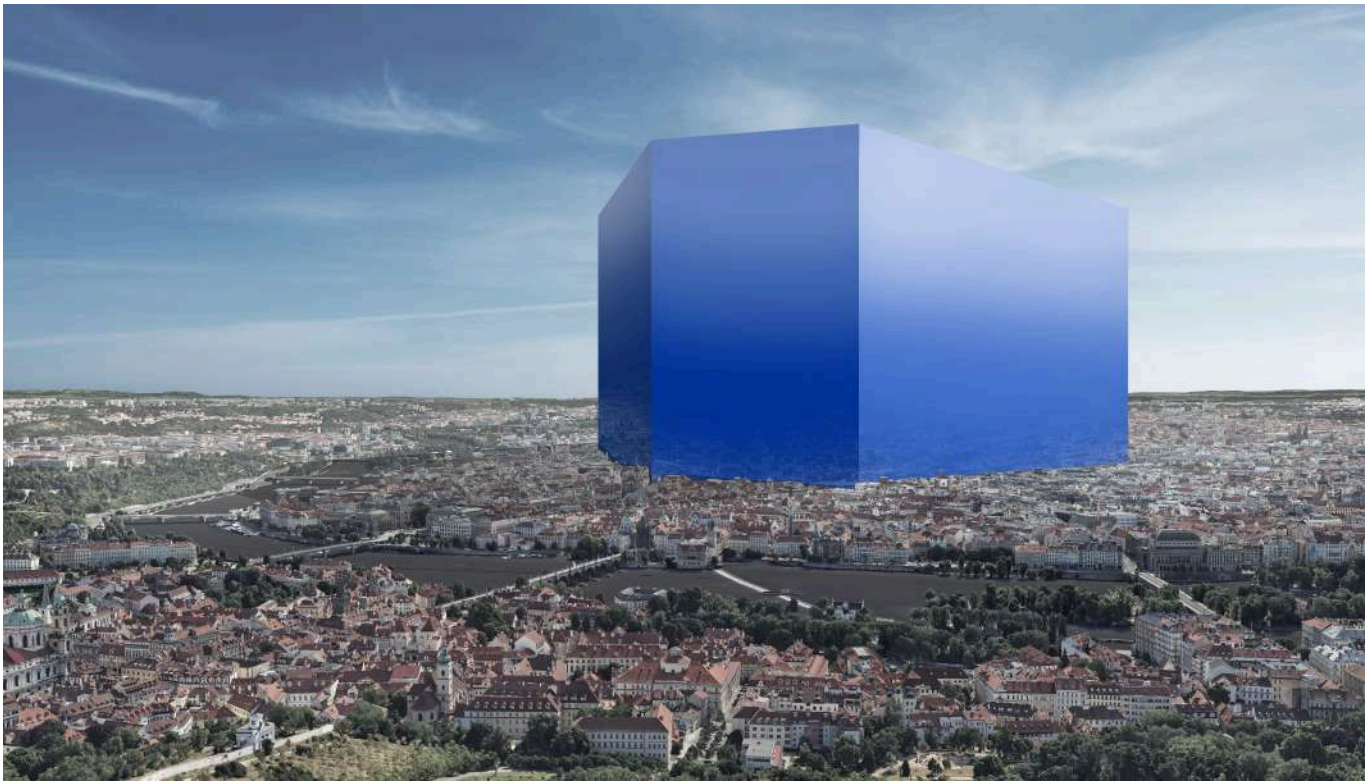
The Monolith of Unity represents unity in multiple forms. Rising from above the New Town quarter, in the very center of Prague; it borders the Old Town, Václavské Náměstí, Náměstí Míru, as well as Josef Fanta's Main Train Station Building. It's corners encompass the transfer stations of the metro lines A, B and C, which are used as the main mode of transport within this monumental structure. The Monolith includes all of the EU's functions, for it's employees as well as locals, public amenities including parks and sports venues , schools, entertainment venues, commercial spaces, and all other essentials.



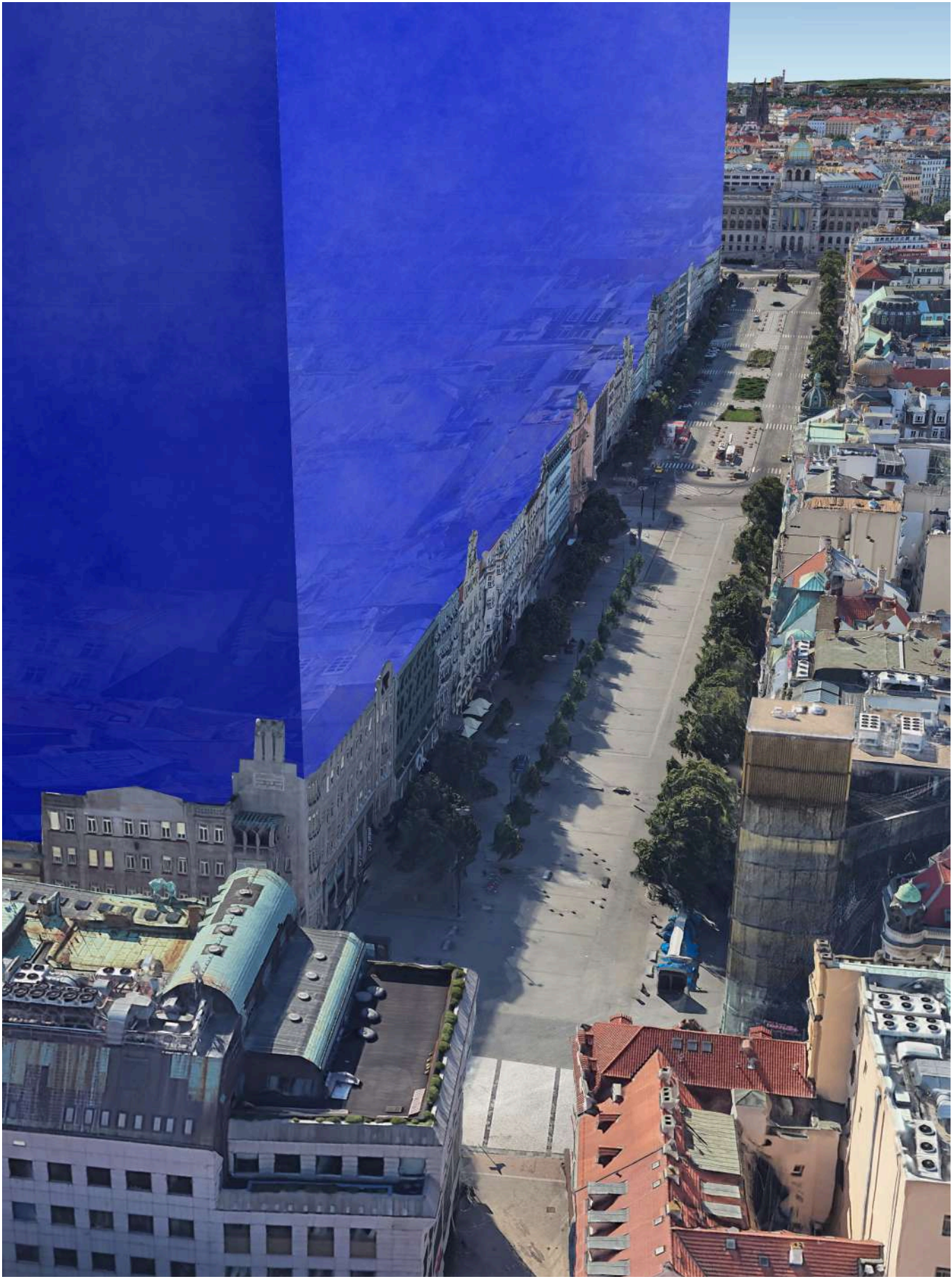
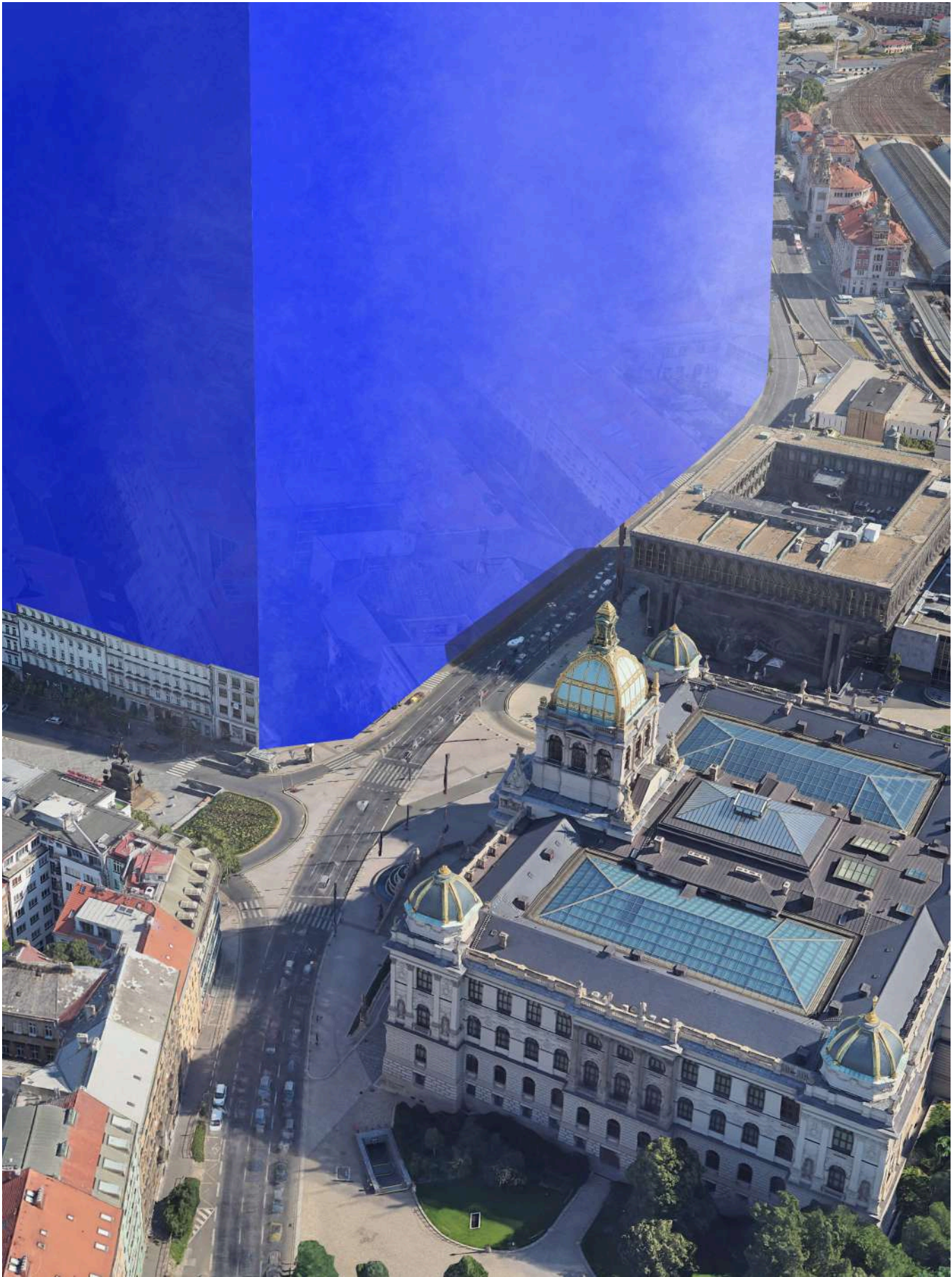
Unity of nations is represented through all of their representatives and EU functions being placed in the same structure. Customs and traditions of each nation shall be present to create one big melting pot of culture. The European headquarters should embrace and promote every single nation's art, literature, language, fashion, cuisine, values as well as beliefs equally. With the added states, this would be a prime opportunity for every culture to get familiar with each other within the EU's headquarters.

The Monolith would also unite the portion of the city of Prague that it sits upon, preserving it for the rest of time. It would sit on top, with the facades of every building underneath preserved. The Monolith wouldn't just physically encompass a section of Prague, it would become a unifying landmark, a central point of convergence for the city. Imagine people from all across Prague gathering around the base of the Monolith, celebrating their shared history and cultural heritage. Perhaps the monument's design incorporates elements that reflect the various architectural styles found throughout Prague, creating a visual tapestry of the city's evolution.

It wouldn't erase Prague's architectural identity but rather create a new layer, a testament to the city's growth. Perhaps the space beneath the Monolith becomes a museum or cultural center, showcasing the Prague that existed before the monument's construction.



Monolith of Unity



Monolith of Unity





Appendix

Reference Projects



Brussels - A Manifesto, Towards the Capital of Europe - Pier Vittorio Aureli, Bernardina Borra, Joachim Declerck, Agata Mierzwa, Martino Tattara, Tom Weiss - Publication (2007)



Nanjing Constitution Park and the Amenities of Urban Living Room in Green Expo Park - azLa - Nanjing, China (2022)



Rue de la Loi - OMA - Brussels, Belgium - Competition Submission (2009)



13 Projets Lille Metropole 2004 - Alain Guiheux, Dominique Rouillard, Christele Gualdi - Info-graphic Realization (2004)

Resources

Eurostat Statistics Explained, European Commission, 2022, https://ec.europa.eu/eurostat/statistics-explained/index.php?title=Household_composition_statistics#:~:text=In%202022%2C%20198%20million%20households,members%20per%20household%20on%20average.

"Eurostat Housing Statistics." Eurostat, European Commission, n.d., <https://ec.europa.eu/eurostat/cache/digpub/housing/bloc-1b.html>.

"Questions and Answers on the European Economic Recovery Plan." European Commission - Press Corner, 26 Feb. 2009, https://ec.europa.eu/commission/presscorner/detail/en/MEMO_09_94.

European Commission, TENtec. "Trans-European Transport Network" Published 20 Dec. 2013, https://www.projectmapping.co.uk/Europe%20World/Resources/SchematicA0_EUcorridor_map.pdf.

"Public Transport Ridership." The International Association of Public Trasnport, citytransit.uitp.org/brussels/public-transport-ridership.

Hlavní město Praha, Technická správa komunikací a.s. Prague Transportation Yearbook 2020 (Chapter 4). https://www.tsk-praha.cz/static/udi-rocenka-2020-vm-cz-HTML/kapitola_04.html.

"Prague, Czech Republic." Google Earth Pro, version 7.3.3.7699, 50.0755° N, 14.4378° E, 22 May 2024. Accessed 22 May 2024.

Pier Vittorio Aureli, Bernardina Borra, Joachim Declerck, Agata Mierzwa, Martino Tattara, Tom Weiss. "Brussels: A Manifesto, Towards the Capital of Europe". NAI Publishers, 2007.

"Atlas Prahy." Institut plánování a rozvoje hl. m. Prahy, <https://app.iprpraha.cz/apl/app/atlas-prahy/>. Accessed 22 May 2024.

"The Unadapted City." Microsoft Excel spreadsheet, T.O.P. Office, Acessed 22 May. 2024.

