



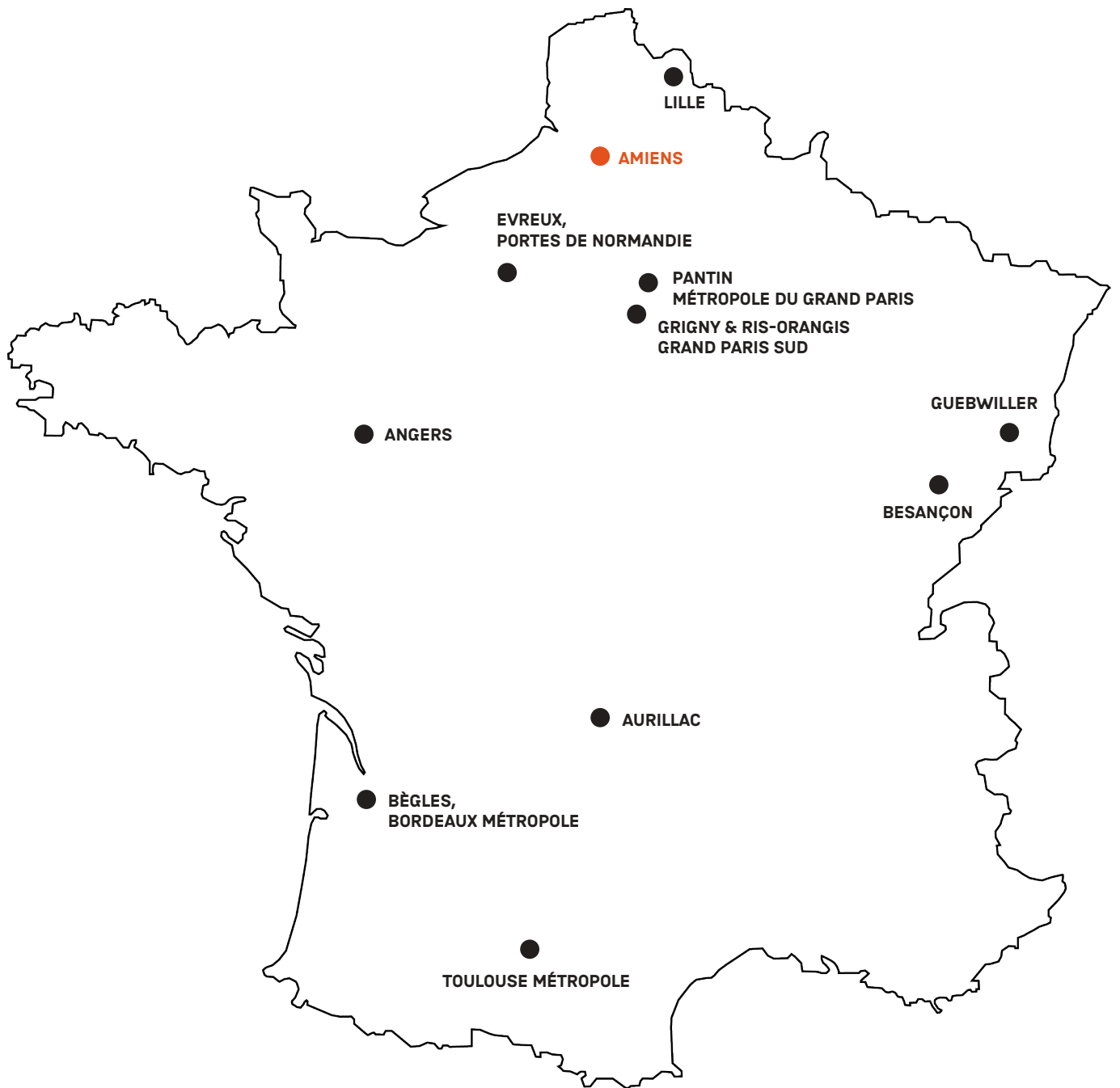
Productive  
cities

# **AMIENS**

## **MONTIÈRES INDUSTRIAL ZONE**

### **WEAVING THE CITY OF POSSIBILITIES**

Site brief



# GENERAL INFORMATION

## **SITE REPRESENTATIVE :**

Ville d'Amiens, metropolitan Amiens

## **ACTOR(S) INVOLVED :**

city of Amiens and Amiens Métropole in partnership with CCI Amiens Picardie (Chamber of Commerce and Industry), OPH Amiens (Housing Public Agency), Departement of Somme, Region Hauts-de-France, Club des entrepreneurs de Montières, private owners

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## **TEAM REPRESENTATIVE:**

Architect and/or urbanist and/or landscape designer

## **EXPECTED SKILLS WITH REGARDS TO THE SITE'S ISSUES AND CHARACTERISTICS :**

Architecture, urbanism, landscape

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## **COMMUNICATION :**

Communication of projects after the competition, December 1<sup>st</sup> 2017

## **JURY – 1<sup>ST</sup> EVALUATION :**

With the participation of the site representatives

## **JURY – PRIZE SELECTION :**

Ranked Selection : with Winner (12.000€), Runner-up (6.000€) and Special Mention (no reward)

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## **POST-COMPETITION INTERMEDIATE PROCEDURE :**

- Meeting with sites representatives and 3 selected teams, organized by European France in Paris, february/mars 2018.
- On-site meeting with sites representatives and 3 selected teams organized by cities and partners from january 2018.
- Assistance and consultancy to the cities and partners, also their collaborators, for the implementations processes, by european france.

## **MISSION GIVEN TO THE SELECTED TEAM(S) FOR THE IMPLEMENTATION :**

Urban study, urban planning for the strategic site, project for restructurings of public places and architectural realizations





## THE GOOD HEALTH OF EUROSPAN\*

This is the title of an article published in the Revue *Urbanisme* (1), last January, about the European Intersessions forum organised by Europan. It emphasizes the importance and vitality of this innovative and unique competition. During this forum, sites representatives, experts and young selected candidates from 15 different countries got the chance to meet. For the Europan 14 sites launching, a lot of actors came and met, between 'adaptable and productive cities'.

For the launching of Europan 14 competition, France is presenting 11 sites to the European candidates. But before that, municipalities undertook a significant upstream work with their team and multiple partnerships. The preparation of the competition documents takes time: it is the first year of the session. The « Productive cities » theme aims at all territory scales and parts of society of our European culture. Eminently, it is a contemporary and topical theme. Expectations are high but as always, in a spirit of openness, listening and discovery. To ensure ideas can become real and encourage actions, they already need to be expressed and discussed collectively, between sites representatives, experts, jury members, on a national and then, European level. This fertile ground fosters the in-situ experimentations after the competition for the selected teams. In France, there will be three of them per site.

*« Architecture is a driving force that can provide adequate, ingenious, innovative answers regarding contemporary society's issues for the future » (2)*

**FROM ADAPTABLE CITY TOWARDS PRODUCTIVE CITIES, THE THEME IS FOLLOWING THE PREVIOUS ONE.**

"Productive cities" emphasizes on activity diversity, housing and lifestyles in the city centre or in the periphery. Production refers to productive activities, and therefore to places, architecture, urban interactions and associations, contemporary production of the city. Thus, the theme aims at questioning the artisanal and industrial production, services, of which origins and outcomes and therefore forms are changing.(3)

Several sites from the 13th session – Adaptable city – showed how essential it was to think in terms of process, structuration, and negotiations so production in the city can be sustained or renewed, as some of the E14 sites are showing. Some others are concerned about the role of the

city in some places dedicated to the production of products that have become obsolete or in mutation. This idea of production that we must imagine because of its strong diversity may demonstrate the renewal of urban and typology. It can be transformed, adapted to lifestyles, hybrid forms of social life, revealing simultaneously resistance and resilience forms, events, and revolutionary transformations.

The city of the 19th century may turn out to be adaptable, as it is presented, to a certain extent, in the Haussmann exhibition at the Pavillon de l'Arsenal in Paris. What about the great projects of the 20th and 21st centuries? Zones? Priority urban development zones (ZUP), joint development zones (ZAC), areas of activities (ZA+ZI), residential zones, housing estates, infrastructures?

As always, Europan seems to raise simple questions through the different themes and issues it brings out. Some might say it is obvious. Actually, the question is more complex than it seems as it shakes up both urban cultural foundation and its future. It is questioning two centuries of construction and development of the cities for a deterritorialized industry and its housing policy.

"Productive cities" is on ! Bauwelt (4) published an issue dedicated to this very theme in September 2016 and Bozar in Brussels (5) also presented a « productive city »-oriented exhibition which ended on Jan 15th, 2017. Indeed, Brussels and Flanders are pioneers when it comes to the change in urban planning and development in Europe which led the post-industrial city towards the productive city. It is already illustrated by many projects that but there is still a great deal to be done in a lot of situations, everywhere in Europe. Europan shows the singularity of each site.

## 11 SITES, WHY THE NUMBER AND DIVERSITY OF MUNICIPALITIES AND THEIR PARTNERS MATTER?

The « Productive cities » theme attracted municipalities which were facing the mutation of their territory, landscape and know-how. The theme resonated even inside the economic activity societies which were approached by the municipalities. Once more, Europan is bringing the different scales face to face, from micro to macro. Europan relies on the testing ground of ideas with multiple actors and urges openness and discussion so urban and architectural innovation can subtly be revealed. Two inseparable dimensions, two scales prior to the creation of the competition in 1988.

(1) \* Urbanisme n° 403 p13

(2) Stratégie Nationale pour l'Architecture, octobre 2015

(3) Besson, R., 2014, capitalisme cognitif et modèles urbains en mutation. L'hypothèse des systèmes urbains Cognitifs, in Le Blanc A, Piermay J-L, Daviet S, Villes et industries. Lille : territoire en mouvement, n°23-24.

(4) Bauwelt n°211 die produktive stadt

(5) Atelier brussels, a good city has industry, Bozar

From metropolitan artefacts to (motorised) cities in the countryside, many situations are presented and questioned. The theme will allow us to go further, with answers that will meet the cities' expectations but that will also surprise them. Answers that will provide subtle solutions and forecast what we have not thought about yet.

## COMMON PLACES, A PLACE COMMUNITY

Sites have as many similarities as differences, specificities. We are avoiding clichés even if sometimes, we are dealing with some archetypal parts of the sites like commercial zones bounded by house estates, endless parking lots, infrastructural urban divides, empty spaces. The peri-urban Europe looks like Ken Loach or Bruno Dumont backdrops. In opposition with city-centers where the street is a lively and joyful wander? Not always. City centres are emptying out, becoming dilapidated, expensive, unreachable. Some great equipments have been relocated as their heritage was turning into empty fallow shells.

At the same time, the activity zones are looking to emancipate from their big enclaves as the market studies are showing moving clients. The big retail areas are trying to reach a fragmentation of the city center, and are in fact looking new tenants or buyers for the huge large bases they are occupying at the entrance of the city. But now businesses have become mobile and there are countless people working with « no physical office» (6) as it became a mobile, hazy even short-lived entity.

Businesses have not all disappeared yet. Some of them still have industrial activities or have decided to develop new ones, as Bègles does. Because the pivotal period can be a very bright spot for possibilities in recycling, transformation, reuse, regeneration, creation. There is some work to do! It is also promising regarding spaces, places looking to be taken, shared. Indeed, the city is like a market. We have to bring the city near, or even in, the production source. Vice-versa. Nowadays, businesses tend to stay on the original site while regenerating their activities like in Amiens, Guebwiller and Angers. Renewal, resilience but also resistance (staying!). Businesses, like cities, need symbols and imaginary. (The very first film in cinema history, directed by the Lumière brothers, shows workers leaving the Lumière factory ) (7). They need to focus on inventing new products or transforming our activities, on going back to production in the city. Which means lying on urban strategies (movements, access, proximity, centrality, short circuits, etc) and on a architectural and cultural representation. They have to enhance their image as much as functionality

(6) Bruno Marzloff, sans bureau fixe

and energetic performance (8), research as much as development. And production needs to rely on inhabitants. Production needs knowledge. What can be more fertile, for example, than a university campus, with student residences as long as they are connected to the city centre thanks to performing urban transports like in Besançon ?

« *cherish the generosity of industrial buildings and infrastructures* »(5)

The peripheral areas of activity are accessible places because they are not expensive. They were so caught short by the city that it would take little for an urban study. The benefits of the infrastructures can be revealed as long as they move and adapt, welcome green ways, a tramway, carpool. A real potential of spaces, really close to the countryside or natural spaces, can be discovered like in Angers, Lille and Toulouse as well.

The role of the car and the necessity of movements are raising questions. We should be able to go anywhere. Car is both an environmental constraint and an asset. The way we use it is changing and can be shared, as is the status of parking lots. How is it possible to prevent it from damaging and putting a strain on public space? But that it rather becomes a factor in transformation? This issue is raised in Aurillac, a flagship city in a rural living area. Also in Pantin, because of cars business.

The train station is a potentially productive place, as it represents the entrance of a city and a place where exchanges, gatherings and crossings are possible. This station can generate an urban renewal by production and services activities, as it is the case in Evreux. In Grigny/ Ris-Orangis Productive Cities talk about urban repairs, cities connections, in between large housing projects where live a lot of inhabitants.

## EUROPAN COMPETITION'S EXPECTATIONS

Two centuries after industrial revolution, sustainable development has been opening a new cycle on how to make the city and how urban, rural or metropolitan territories have been changing. This mutation requires mobilizing architectural practices to offer several lives to buildings but also to urban centers, equipments and public spaces.

It is essential to develop awareness on architectural heritage, especially from the 20th and 21st centuries, in order to reconcile architecture and heritage: architecture takes part in priority in the existing framework so it can be developed because « transforming, it's preserving ». (2)

(5) Atelier brussels, a good city has industry, Bozar

(7) [https://www.senscritique.com/film/La\\_Sortie\\_de\\_l\\_usine\\_Lumiere\\_a\\_Lyon/470793](https://www.senscritique.com/film/La_Sortie_de_l_usine_Lumiere_a_Lyon/470793)

(8) Boutang, Y-M 2008 , le capitalisme cognitif : la nouvelle grande transformation, paris :Editions Amsterdam, coll Multitude/Idées, p245 ; cité par Raphaël Besson, introduction à la journée de lancement européen 14 en France,15 février 2017.

Quality of life, intellectual and economic influence of cities at international level, taking part in a shared experience of a European culture, of a City culture, as some examples from the entire world can testify and have enriched us. Those are the challenges supported by the Direction of Architecture (9) and the DGALN (10) and that we do share with sites representatives.

European competition brings together Research & experimentations and real sites, presented by municipalities collectively with public and private partners.

That's a lot of people but this is its strength.

Sites files are reflecting the long-term work that was undertaken by municipalities and their partners in a short period of time. Indeed, it takes time to consider the issues of a situation, an opinion given by the city. This work is conducted little by little. We are encouraging the teams to bring a clear, creative and substantiated answer but also solutions demonstrating great complexity that would go beyond the competition temporality.

As a matter of fact, it is essential to invent, dare, make choices, share a clear message in resonance with expectations and to know how to express what was not said. Therefore, the expected proposals are not in the order of the catalogue. The European 13 jury did highlight the necessity to advise the candidates not to answer all issues presented in the sites files.

The statements are developing, to the greatest possible extent, what are the challenges and expectations. Candidates have to make theoretical and practical choices. The economy, in the event it would be questioned, is not an exact science and « Productive cities » isn't an economic planning exercise. The competition is still a call for imagination, intuition, situations intelligence, and even for synchronicities. It requires an architectural and urban culture, and the importance to think about the great challenges of our society. It is a call for young architects, urban planners, landscapers to show their ability to get involved in the contemporary reflection of the city with architecture, nature, landscape, infrastructures that are aware of the environmental, social and human consequences. The economic, cultural and societal value of architecture is being questioned as creation and as a factor of innovation, a global innovation strategy.

## THE IMPLEMENTATIONS AFTER THE COMPETITION

The originality of the proposals associated to the cities and European expectations will be revealed during the phase of projects expertise and then, during the jury rounds. The ideas will have to find a situation, a form and an experimentation. They will have to stand as examples. They will have to be implemented as we use to say in European.

Different steps in the presentation of projects, out of context and in situ, will be organized by European with the municipalities and their partners. In France, depending on the projects and proposals, multi scenario implementation can be developed. In general, European recommends that the 3 selected teams on each site work together with separate missions. It is also recommended there is no immediate competition in order to encourage a collective and productive work, for the teams but also for all the actors. Thus, the pre-operational programme can be elaborated at the same time. Then, it will be possible to make one choice, or multiple choices. Of course we are expecting about more implementation process with cities and partners.

We have good hope because 7 of 10 of European 13 sites in France have begun implementation with selected teams.

'Concrete utopia' is going on.

(2) Stratégie Nationale pour l'Architecture, octobre 2015

(9) Ministère de la Culture et de la Communication

(10) Direction Générale de l'Aménagement, du Logement et de la Nature





## **MON-TIER(E)S-LIEU**

### **Tisser la ville des possibles**

With the help of my municipal team, my goal is to regenerate the City of Amiens, so it can become an attractive city for businesses and a great place to live for its inhabitants.

Located in the heart of a rich agricultural region, Amiens offers an attractive quality of life thanks to its omnipresent natural areas and gardens. The most famous, the Hortillonnages, irrigate to the very heart of our city. These water gardens and their multiple canals make this environment a unique site in the world. These pleasant and peaceful places find continuity in the beauty of the Saint-Pierre and the Hotoie parks, inside the winding roads of Saint Leu with their bustling terraces, or in our rich architectural heritage, from the cathedral to contemporary creations.

Dynamic and driven by innovation, Amiens is sending out numerous positive signals.

Again, numerous businesses are creating jobs and we are expecting a fresh momentum from our health, energy and numerical clusters.

We are willing to rejuvenate our city. The urban developments, planned as part of our BHNS project, will contribute to this.

Taking care of our city means developing each of its districts by making them ever more joyful, colourful and valuable. Our « 4 flower » label and Amiens being ranked as the seventh greenest city of France are good examples.

Neglected for too long, the Montières activity area, a wasteland today, extends from Etouvie to the Aval Port. Our ambition is to turn this part of the city into a new showcase for Amiens, focused on the architectural innovation, associated to the landscape nature that characterizes our territory.

We are expecting from the European 14 competition it provides us with projects, meeting our wishes for creativity and boldness.

The Montières site is open which is a real challenge for Amiens.

Brigitte Fouré, Maire d'Amiens





**Semi-aerial view of one part of the industrial zone (foreground, Orion wasteland)** (Source : Amiens Métropole (AM) , Atelier Urbanisme Architecture et Paysage (AUAP))



**Semi-aerial view of one part of the industrial zone (foreground, Cosserat site)** (Source : AM - AUAP - 11/06/2006)



# RELATION TO THE THEME OF THE PRODUCTIVE CITY

## SITE ISSUES RELATING TO THE THEME

The site proposed for the European 14 competition touches the western boundary of Amiens city centre, at the bottom of the Somme Valley. The site is the Montières industrial zone, a monofunctional riverside space made up of big business premises. One of them, the old Cosserat velvet and cotton factory, has been a textile production site since the late 18th century, and constitutes a remarkable industrial complex officially classified as a historic monument. It is located by the edge of the Somme and right in the heart of the industrial zone. Now abandoned, this site is slated for upcoming conversion, raising the question of its own programmatic mix and that of its environment, which is only a place of urban vitality during working hours.

As a result, the municipality is considering the future of the spaces situated between the factory, the city centre and the suburbs, and more globally the connection between this sector and the river.

In order to bring new options in terms of jobs, economic activities and lifestyles and to increased the attractiveness of Amiens as a whole and this industrial zone in particular, the municipality wishes to introduce a diversity of urban functions into these areas. New forms of work could act as a driving force for this regeneration, alongside the introduction of housing and amenities. The challenge is also to restructure this area around public or shared space, which is currently lacking or not exploited in this role.

At regional scale, the city of Amiens is a major hub characterised by large-scale amenities, an urban area that is seeking to become a metropolitan cluster and establish its position at the heart of the Paris-London-Brussels triangle, halfway between the conurbations of Lille and Paris. Residential quality and the development of metropolitan functions should enable Amiens to maintain its role as the Hauts de France Region's second city. That is why the municipality is emphasising the development of the river (sports activities, culture...; energy potential, agri-food business...) and job creation.

With regard to the Montières Industrial Zone, Amiens would like it to undergo a dual evolution, so that it is simultaneously:

-integrated into the city, which will attract the urban amenities it currently lacks,

-in a position to bring assets to the city that the latter currently lacks or is unaware of possessing.

Against this background, Amiens is encouraging the development and introduction of new economic activities in order to improve the living environment of its population: in particular through architectural designs that are in harmony with their surroundings and low in energy consumption, and public spaces with the capacity to create links and urban quality.

With regard to the European classification of the Montières site, it falls within the category "from productive area to productive city". The question is, what kind of urban quality for logistics and industrial zones?

Introducing diversity of uses into the "zone", a process that is already actually underway but without any specific urban organisation, reveals the the extent to which industrial architecture of all the errors is open to conversion, because of the spatial dimension of the structures, the architectural quality of the buildings, the compositional properties found, for example, in the design of the Cosserat factory.

The aim, therefore, is to develop urban quality and to find in this zone the space lacking elsewhere for composition, experiment, invention. It should be noted that these built-up areas outside the city centre often predated monofunctional housing zones such as the Etouvie district. "Multifunctional" Montières could thus become the factor linking the different urban entities of this section of Amiens. At the same time, it will be an alternative to the urban sprawl characteristic not only of housing, but of all human activities.

1 FR-AMIENS-SS-AP03

2 FR-AMIENS-SS-AP14





**Boundary of strategic site European 14** (Source : IGN 2013 et AM - AUAP)



**Semi-aerial view of one part of the industrial zone (foreground, Whirlpool site)** (Source : AM - AUAP - 11/06/2006)



## THE SPECIFIC EXPECTATIONS OF THE MUNICIPALITY AND ITS PARTNERS

-What project process needs to be implemented in order to shift from an industrial zone to a productive neighbourhood?

-How can the relations between inhabiting and producing be organised and optimised?

-How can we reclaim brownfield sites by introducing new activities and creating a new neighbourhood?

-Amiens municipality is expecting the candidates to adopt a forward-looking perspective in order to exploit the assets of the area in order to amplify and diversify its productive function, while managing its hybridisation with the residential function.

-How to accommodate and amplify the different ecosystems present on certain sites?

-How to develop an adaptive and evolving system that attracts projects and encourages private initiatives?

-How to inhabit a productive territory and how to ensure that activities are maintained, developed and introduced, while opening up the site to other functions, notably the residential function?

-Given the site's geographical position at the base of the Somme Valley, a place of great landscape qualities, and the desire of the actors to maintain and develop industry, what can be done to orchestrate urban renewal?

-How to take advantage of the presence of water and highlight the landscape of the banks of the Somme?

-Can the landscape itself become productive (again)?

-How to take account of the timescale of the project and propose gradual measures based on a strategy to be defined and opportunities that arise?

-Can time itself also be made productive?

## COMPETITION FOLLOW-ON

On the basis of the proposals chosen, the municipality envisages the following methods:

1.Meeting with the selected teams in situ: presentation of the projects, discussions with the different partners as well as the guest institutions, inhabitants (citizen councils), the press.

2.Running of a two-day paid workshop with the 3 selected teams, on the basis of the specifications established by the municipality.

3.Following this workshop, the municipality plans to commission one of the teams to develop the guideline masterplan for the whole strategic site. In addition, the municipality or the SPL (local public company) may consult the 3 teams about any operations to restructure public spaces, etc. For its part, L'espace Alliance may consult the 3 teams in relation to a guideline plan for its site, or for new building operations.

The methodology set out here may change and be adjusted to take account of the selected teams and their proposals.

1	FR-AMIENS-SS-APo1
2	FR-AMIENS-SS-APo4



# GEOGRAPHIC, URBAN AND CULTURAL CONTEXTS

## A CITY BY THE WATER

### AT THE CROSSROADS OF THE RIVER SOMME AND BIG COMMERCIAL ROUTES

It is in Julius Caesar's Gallic Wars that the capital of the Ambiani, Samarobriva (Latin for Bridge over the Somme) is mentioned for the first time. Forty years later, it had become a city that controlled the Via Agrippa linking Lyon to Boulogne.

The city experienced a real golden age in the 18th century, exemplified by Notre Dame Cathedral. This prosperity was based on trade in wine and cereals, the manufacture of sheets and dyes, notably trade in the "blue gold of Picardy": woad, a local dye from the leaves of a local plant which produced the pastel called "Amiens blue".

In the 17th century, wool fabrics gave work to thousands of artisans before the production of velvet, in particular by the firm Cosserat de Montières, in the mid-19th century, in turn brought the city worldwide renown. Suspended during the Franco-Prussian War, activities resumed after 1870 with new industries (steam engines, garments, shoes, the food industry, boiler making, agricultural equipment, chemicals). The arrival of the railway accelerated these changes.

Since the end of the Gallo-Roman era, a wall had gradually been built around the city of Amiens. At the beginning of the 19th century, the final demolition of the ramparts and the channelling of the Somme, north of the Saint Leu district, would determine the development of the city for almost a century and a half. The opening to the south fostered strong urban growth, whereas the channel, by re-establishing the old boundaries, strengthened the Citadel as an impermeable barrier preventing extension to the north. It was only after 1945 that, under strong demographic pressure, the city expanded significantly to the north. Before that, the geostrategic position of Amiens, protecting the capital, had exposed it to bombing and large-scale destruction in both world wars. Briefly occupied in 1914 and then between 1940 and 1944, almost half the city had been destroyed in 1945, including 60% of the city centre.

## BRICK AND CONCRETE MEET WATER AND STONE

The city was rebuilt under the supervision of the architect Pierre Dufau. Economic recovery was also pursued with the construction of a dedicated zone west of the city centre: Montières Industrial Zone.

In 1958, the Northern industrial area was created to attract new businesses, in activities that would gradually replace the textile industry. The city expanded spectacularly in this period, attracting new arrivals for 25 years in new residential areas made up of big housing estates, particularly in the north and west of the city (Nord and Etouvie districts). The university was established in 1968, and developed on a campus on the outskirts to the south.

Starting in the 1980s, the city introduced its first policies for the urban regeneration of certain districts, in particular Nord and Etouvie, but also St Leu. Long isolated from the network of big national communication infrastructures, Amiens then saw the development of a bypass and two motorways which gradually improved transport within the conurbation and opened it up to the rest of the country. The construction of the A16 and A29 motorways (linked to the A1 and the A26) brought the city into proximity with the decision-making and production centres of northern Europe.

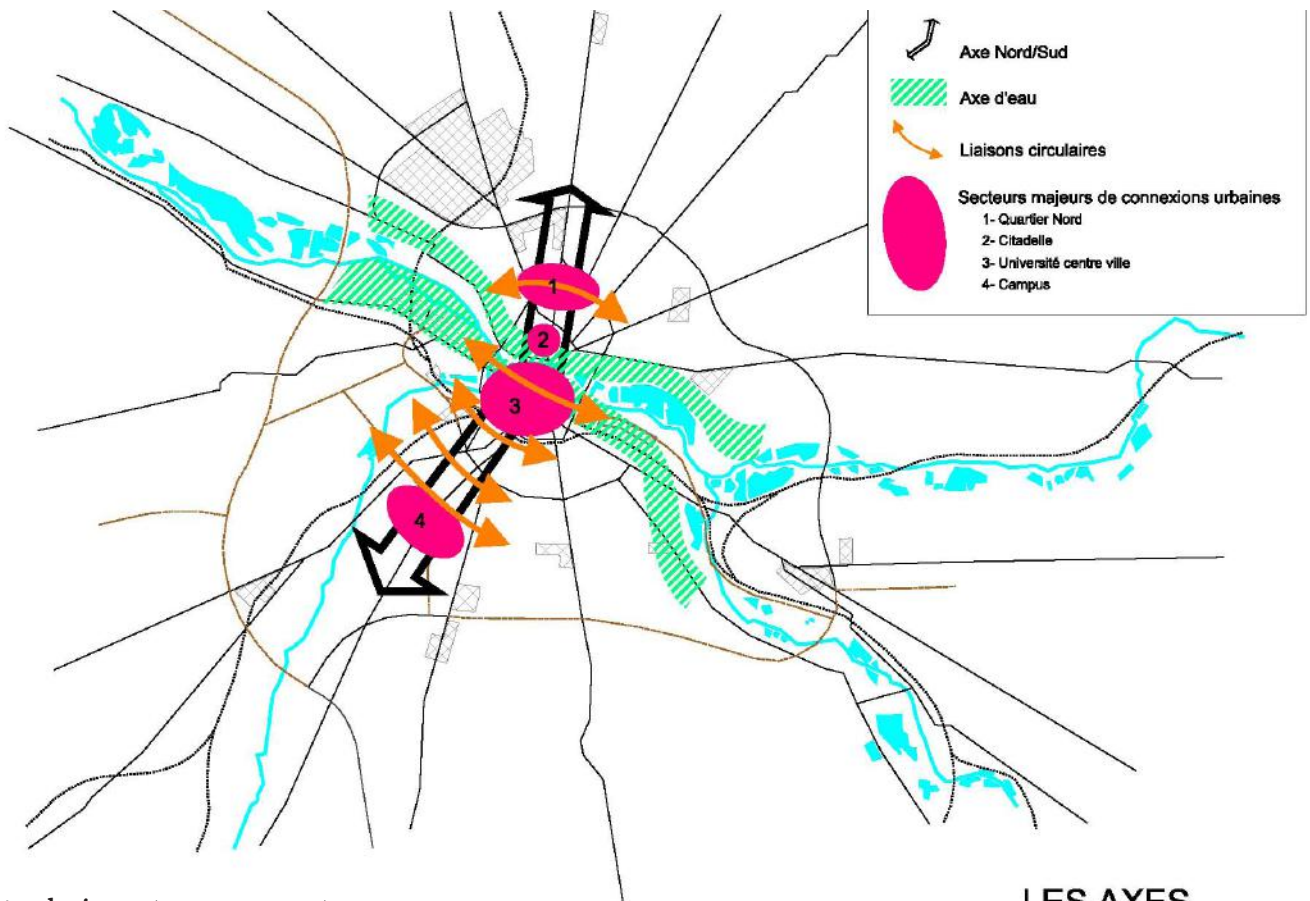
In 1990, the municipality began thinking about the future development of its territory, developing a consistent framework for the numerous construction or planning projects subsequently pursued around two primary axes of urban development:

-the water axis (east-west), formed by the Somme Valley, where the main priorities were to preserve and enhance the natural landscapes and environments and to restructure sites that had reverted to the municipality. The development of Parc Saint Pierre (Jacqueline Osty), the creation of the Gare La Vallée Industrial Zone (Paul Chemetov), as well as the restructuring of the Teinturiers sector (European 2 site) were initiated within this framework.

- the stone axis (north-south), which tracks the history of the city, where the main priorities are to complete, repair and connect sometimes scattered urban fragments. The refurbishment of the Northern district, the University's move to the city centre and the Paul Claudel and

1	FR-AMIENS-C-Mo2
2 3	FR-AMIENS-C-Po1
	FR-AMIENS-SS-P2o





Master plan in 1995 (Source: AM - AUAP - 1995)

## LES AXES



The faculty of sciences in Saint leu (Source: www.henrugaudin.com)



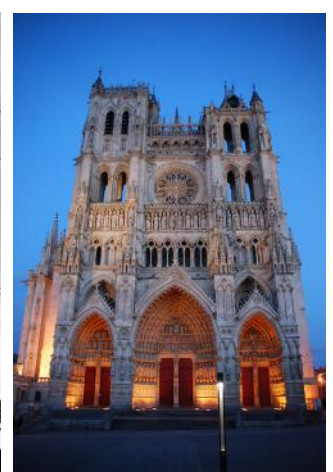
Saint-Pierre park (Source: www.osty.fr)



La Citadelle, University picardie Jules Verne (Source: www.rpbw.com)



La Tour Perret (Source: lemoniteur.fr)



Gothic cathedral Notre Dame d'Amiens (Source: S.Crampon)

Intercampus business zones were initiated within this framework.

A city of architecture, represented in a few remarkable buildings:

- The Gothic cathedral of Notre Dame, a UNESCO World Heritage site
- The faculty of sciences in Saint Leu, Henri Gaudin, grand prix d'architecture
- Park Saint-Pierre, Jacqueline Osty- AJOA, grand prix du paysage [landscape prize] 2005
- La Citadelle, University Picardie Jules Verne, RPBW Renzo Piano
- Tour Perret, Auguste Perret, 1952

### **AMIENS, JULES VERNE'S IDEAL CITY\***

Jules Verne (1820-1905) settled permanently in Amiens in 1871. Elected a municipal councillor in 1888, he would be a member of the committee responsible for cultural issues and urban planning for 16 years.

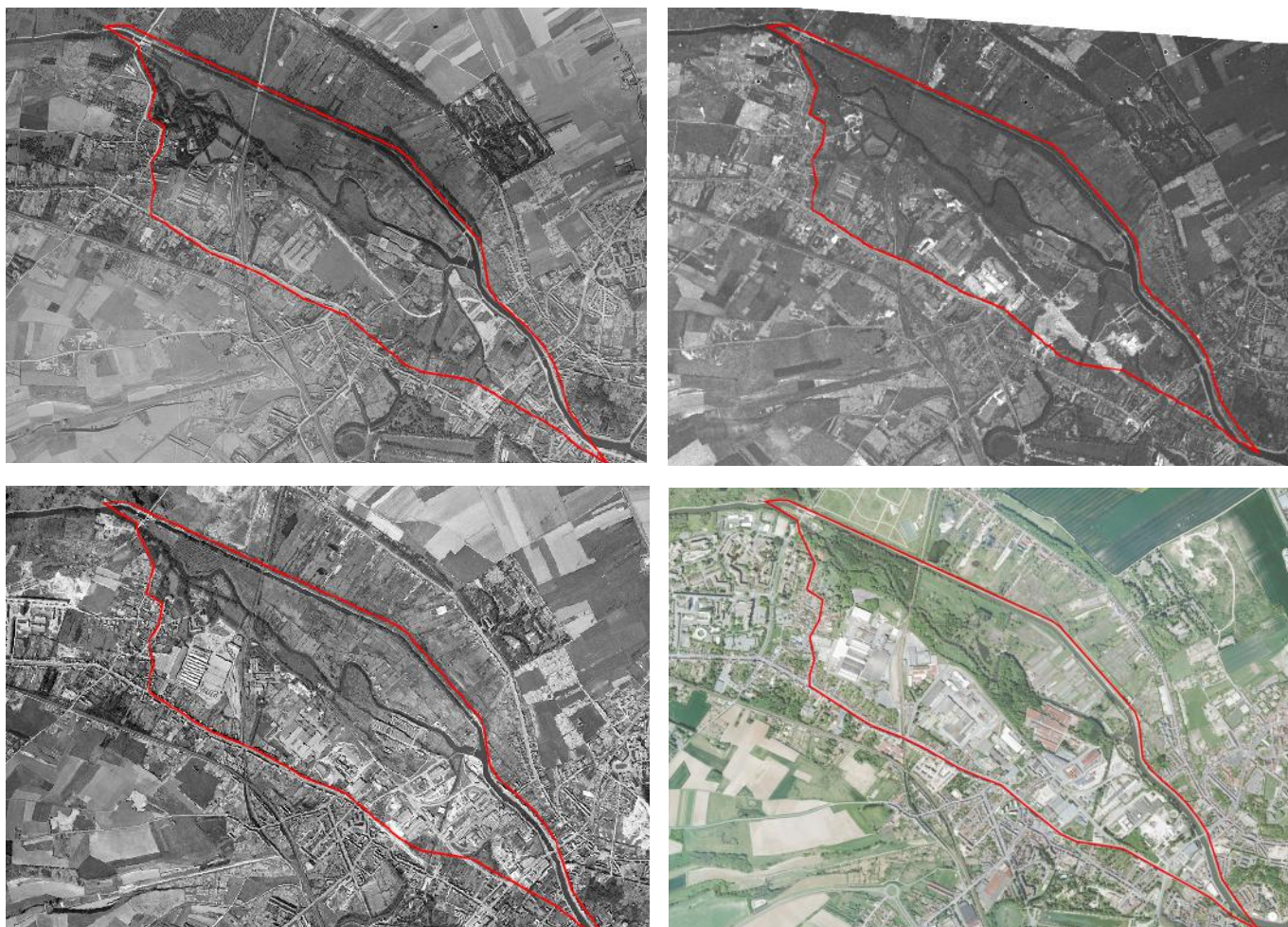
In his famous speech – “The ideal city” – delivered in 1875 at a public session of the Amiens Academy (which he chaired for two terms), Jules Verne dreams of his city in the future. This theme of the ideal city is particularly present in his 1879 novel “The Begum's Fortune”, in which the author depicts an utopia and a dystopia through two cities built on very different principles by the two heirs of a colossal fortune.

In a letter to a friend, Jules Verne gives his reasons for choosing to settle in Amiens: “At my wife's prompting I decided on Amiens, a wise, well-ordered and equable city, with a cordial and literate society. We are sufficiently close to Paris to feel its influence, without the intolerable noise and the sterile agitation. And on top of that, my Saint Michel\* is moored at Crotoy.”

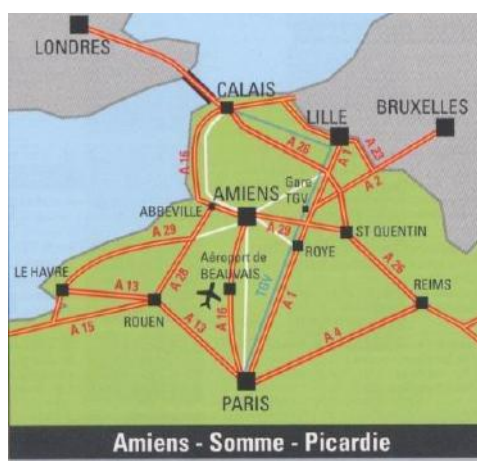
In 1889, he declares: “I like Amiens, I like its Old World air and its calm (...)”, Then in 1895 : “In the last 12 years, I have become amiénois, and my wife was born here. It is here that I met her and gradually all my interests, all my affections have become concentrated on Amiens. Many of my friends will tell you that I am prouder of being a municipal councillor for Amiens than of my literary reputation. I must confess that my role as municipal councillor brings me great satisfaction.” Jules Verne is buried in Amiens, in the romantic la Madeleine cemetery (near the European 14 strategic site).

(\* Saint Michel was the name of Jules Verne's boat)



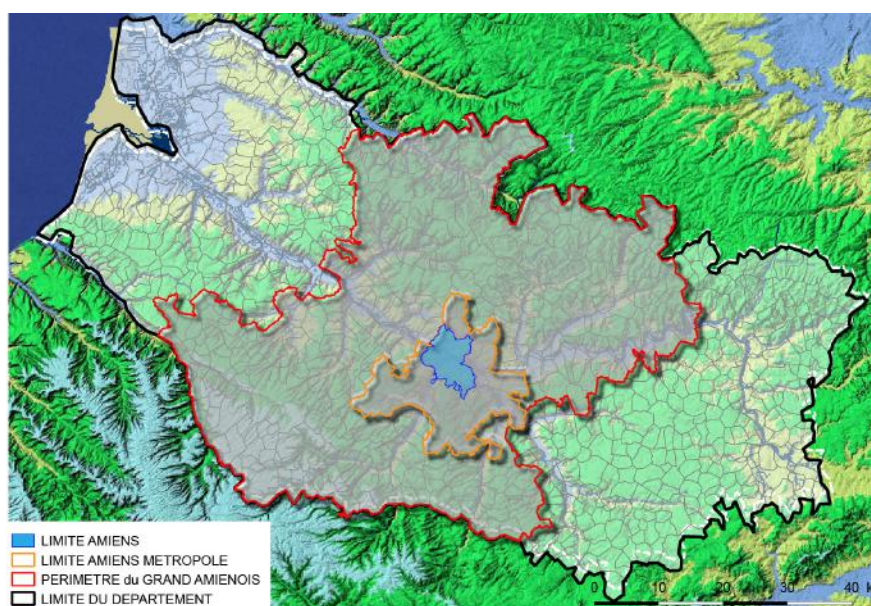


**Aerial view of industrial zone in 1947, 1954, 1965 et 2013** (Source : Géoportail et AM-AUAP-2016)



**Amiens in triangle Paris, Londres, Bruxelles**

(Source : AM - Service Patrimoine)



**Different limits of territory** (Source : AM-AUP-2016)



# THE CITY AND THE TERRITORY

## THE CITY

With a population of more than 132,000, Amiens is the only city within an extensive and largely rural territory. It is located within the Paris-London-Brussels triangle, just over one hour from Paris by train. It is therefore far enough from the capital not to become a suburb, and close enough for its inhabitants to be able to make a round trip in a single day. The other big cities nearby are 1 hour 15 minutes away by train in the case of Lille and Rouen, or less than 2 hours away by car in the case of Reims. By train, Brussels is 2 hours 30 minutes away, Lyon and London 3 hours 30 minutes.

The urban area of Amiens has 271,000 inhabitants and 120,000 jobs. It stands between the urban areas of Lille and Paris, which respectively have more than 1 million and more than 12 million inhabitants, making it something of a “featherweight” in comparison. The main commuting volumes linked to the Amiens urban area follow a north-south axis: Paris, Beauvais, Lille and Arras. Very few commuting exchanges follow the east-west axis, with Rouen, Reims or Laon. More people work outside the Amiens urban area than come into it to work, with the exception of Arras.

## AMIENS METROPOLE COMMUNAUTE D'AGGLOMERATION

Set up in 2000 and formalised in 2007 within its current boundaries, the Amiens Métropole communauté d'agglomération [conurbation] encompasses more than 175,000 inhabitants and covers a territory of contrasts, characterised by a major urban hub, a few combined municipalities, and numerous towns and villages:

- an urban hub with more than 132,000 inhabitants
- 9 municipalities attached to the urban hub, with 1200 to 5400 inhabitants,
- 3 municipalities of 1200 to 2400 inhabitants,
- 20 municipalities with fewer than 1000 inhabitants.

Since 1999, the number of inhabitants has been stable, but the city of Amiens has lost around 2800 inhabitants to peripheral communities.

More than any other conurbation, Amiens Métropole demonstrates the contemporary social geography of the city-territory. It is currently isolated in terms of cooperation between cities in the northern half of France, such as the metropolitan hubs (Rouen-Seine-Eure,

G10...) or the opening up of Grand Paris towards Rouen and Le Havre. However, the attractiveness of Amiens Métropole depends on its strategic position in relation to the Paris catchment and Lille Metropolis within the Paris-London-Brussels triangle.

The territory of Amiens Métropole gravitates around valleys, their confluences and the dense urban region, a state is emphasised by the bypass. Beyond the urban hub, the landscape character of this territory is structured around the omnipresence of agriculture, natural spaces concentrated in the valleys and a regular network of small communities. Agriculture is characterised by big open fields on the plateaus and pastures and market gardens in the valleys and near the villages.

## TOWARDS A METROPOLITAN HUB

In 2008, a wider territory of inter-urban cooperation emerged covering a catchment corresponding to the urban area: Pays du Grand Amiénois. It encompasses 381 municipalities, 12 intermunicipal districts and more than 337,000 people, i.e. 60% of the population of the Somme département. The Schéma de Cohérence Territoriale (territorial master plan, SCOT, approved at the end of 2012) was drawn up at this scale, and gave Amiens Métropole the opportunity to align its aspirations with a more global development strategy.

Located equidistant from the megacity of Paris and the Lille metropolis, Pays du Grand Amiénois is directly concerned with the question of maintaining complementarity and balance between urban and rural. This metropolitan territory is an “urban countryside”, within which city, suburbs and rural areas are intimately linked. As places of production and employment, agricultural areas represent 80% of this primarily rural territory. They constitute a nonrenewable resource, exposed to the pressures of urbanisation and changes in farming practices.

In order to improve the coordination of measures taken at this scale, Pays du Grand Amiénois will soon become a “pôle métropolitain” [metropolitan hub].

## A FORMER REGIONAL CAPITAL THAT NEEDS AN IMAGE MAKEOVER

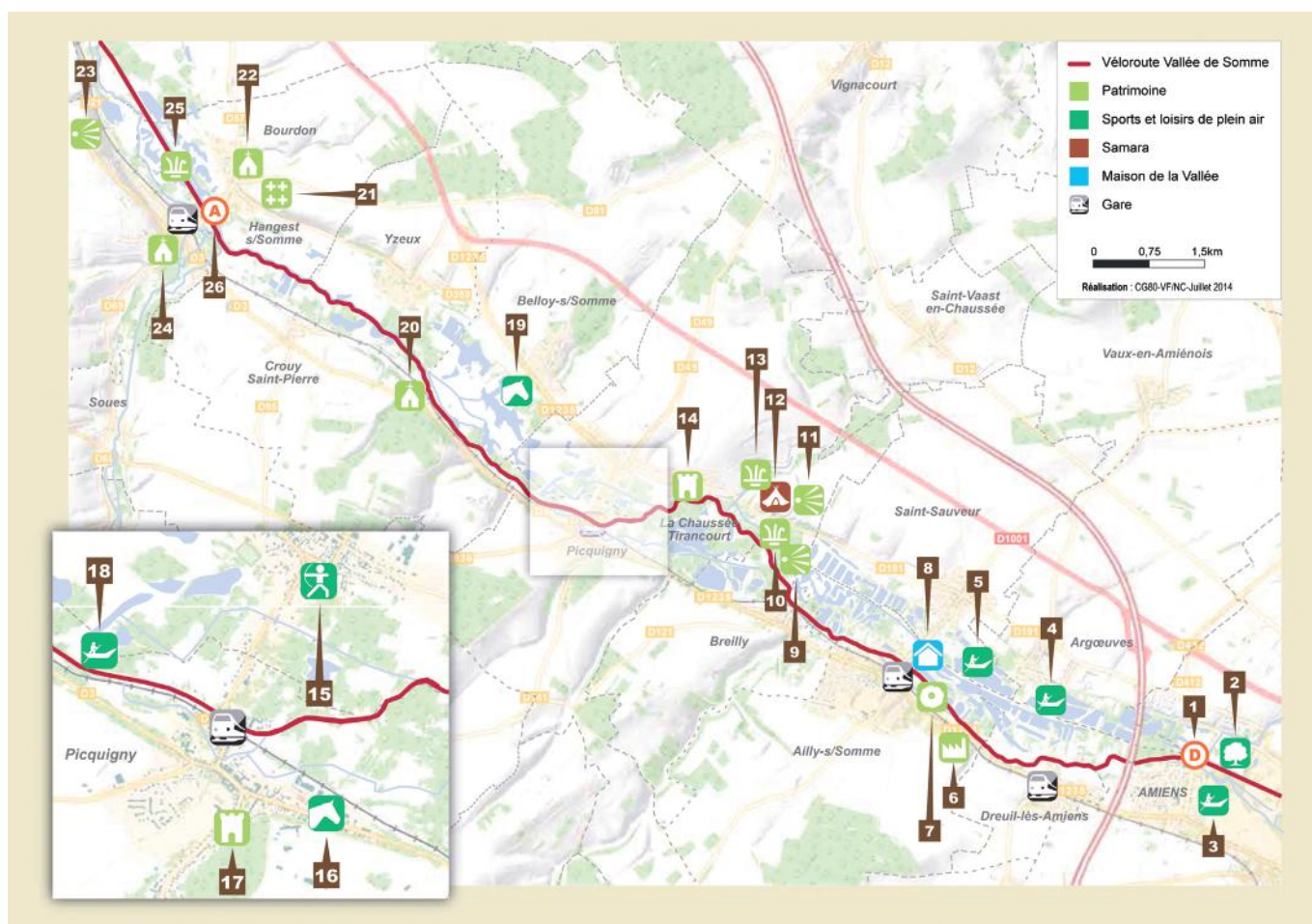
The brand-new Hauts de France Region, which was created by the merger of the Nord-Pas-de-Calais and Picardie Regions, deprived Amiens of its status as a regional capital. This recent reform will increase the City's already high

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Semi-aerial view of Hortillonages (Source : AM)



Plan of bike roads (Source : [www.somme.fr](http://www.somme.fr))



dependence on outside decision-making centres, especially in the private sector. In response to the phenomena of trade globalisation and interterritorial competition, Amiens needs to update its image. To do this, there are amenities with regional scale influence that it can draw upon: the CHU teaching hospital or the headquarters of Université de Picardie Jules Verne, which makes Amiens one of the cities with the highest student numbers in France, with 6.1 resident students for every 100 habitants. However, it has difficulty in retaining the people educated there, or to attract other working populations: in the 25 to 39 age group, the city has more people leaving than arriving.

The textile industries brought the City prosperity for centuries, but they have now virtually disappeared. The arrival of automotive equipment makers picked up the slack in the post-war era and industrial activity remains high today. However, like many French cities, Amiens is feeling the effects of the current economic difficulties: a major crisis in the industrial sector, in particular the automotive industry, a low level of productive jobs and, overall, a low level of skills.

The city's image and economic development also depend on local tourism, which relies on three main themes: historical and cultural tourism, based around Amiens Cathedral, a UNESCO World Heritage Site, as is the belfry, but also museums, castles and archaeological sites; "remembrance" tourism, around the battlefields and memorials of the First World War, the centenary of which (2014-2018) currently represents an opportunity to promote the area both nationally and internationally; nature tourism, based in particular around the hortillonnages, the Somme Valley and its Véloroute cycle route, and the proximity of Baie de Somme, a primary tourist destination recently labelled a Grand site de France. With regard to urban tourism, Amiens offers only modest attractions. A report by the Economics, Finance and Industry Ministry in 2008 compared 36 French cities, and ranked Amiens bottom in terms of the number of overnight stays, with fewer nights spent there than elsewhere.

So the positioning of Amiens, as well as residential quality and the development of metropolitan functions need to ensure that it maintains its role as the second city in the brand-new Hauts de France Region. Local policies place the emphasis on the development of the river and job creation.

## THE HORTILLONNAGES

The hortillonnages (floating gardens) are gardening plots located on floodplains in the Somme Valley, which have evolved over the centuries and today represent a unique natural legacy. Originally, this was a marshy area fed by arms of the River Somme, where the soil, rich in humus and well supplied with water, is particularly fertile.

In order to start the first agricultural production, waterways were dug and the soil from the excavations used to construct raised islands. Gradually, these marshes became a mosaic of small rectangular plots raised out of the water (from 1 to 5 ha), separated by a web of channels and ditches.

From the 1950s onwards, market garden production moved into more appropriate areas and, since then, 99% of the hortillons have stopped production and 90% of the site has ceased to be used (out of 950 hortillonnages in 1906, only 7 remain today). Nonetheless, the trend towards a return to organic and local produce has contributed to the survival of the last plots.

The wetland environment that developed with the abandonment of the plots has reinforced the ecological value of the site, since it is now home to numerous wild species. In addition, numerous plots have been bought by individuals to be turned into vegetable and flower gardens as well as second homes. The landscape of the Hortillonnages has therefore changed profoundly: the proliferation of cabins, trees and hedges has had the effect of closing and privatising a formerly open area.

Because of their proximity to the city, the Hortillonnages have also become a very popular tourist destination. Every year, around 100,000 visitors travel through the maze of channels in the characteristic local boats. The objective today is therefore to turn this into a destination for tourism, leisure and relaxation, as well as a major marker of Amiens identity.





**Foreground, park Saint-Pierre and second plan, les Hortillonages** (Source : AM - AUAP - 11/06/2006)



**Park Saint-Pierre (Jacqueline Osty - AJOA, grand prix du paysage 2005)** (Source : AM)



## A RIVER AND CLUSTERS

### VALLEE DE SOMME GRAND PROJECT

The conurbation of Amiens developed on both sides of the Somme River and around the confluences with the Avre and Selle Rivers. The richness of its waterway network is an asset that has always been exploited, and has contributed to establishing the landscape, urban and economic character of the territory. Having remained outside the urban priorities of the 20th century, however, the rivers have now once again become an object of attention.

The purpose of the Vallée de Somme Grand Project, conducted by the Département, is to make the river the unifying component of the culture and identity of the Samariens. The aim of this global development project is to reinforce the attractiveness of the territory for its inhabitants, but also for tourists. It encompasses economic, environmental, touristic, social and cultural dimensions. Within this framework, the Departmental Council has already initiated a number of projects:

- Application for the Somme Valley to acquire the RAMSAR label.

- The Vallée de Somme Véloroute cycle route: the backbone of the project, this is a 120 km long trail that stretches along the river from Péronne to Saint Valéry-sur-Somme. The banks of the Somme are a popular cycle touring route and will become even more so. The aspiration for this Véloroute is that it should become a structural axis linking to the big national and European routes that run along the coast or cross the River Aisne, as well as a local axis connecting to other trails that such as those along the tributaries...

- Maisons de la Vallée: a network of information points and services along the river, where travellers will be able to hire bicycles, canoes, electric boats, find accommodation, or just stop for a coffee break.

- Viewpoints: places where visitors can admire the exceptional environment of the Somme Valley. Some 30 such viewpoints will be placed along the route.

Amiens Métropole has also focused on the importance of reclaiming the river. Simultaneously a national reservoir, a production area, a residential and leisure area, the Somme, if better exploited, could once again become a powerful vehicle of territorial development. It

offers a terrific opportunity, whether for the revival of a potential source of energy, the regeneration of brownfield sites (notably those in the Montières business zone), the development of the agri-food sectors, or for sports and cultural activities. Similarly, the conurbation's tourist strategy is focused around three major priorities, largely based around the river and nature:

- developing as a shortstay destination (improvements to attractions such as the zoo, the Museum of Picardie...),

- developing as a business destination. Here, the question of building a business centre near the station (and therefore near Paris) is under consideration, as well as the development and diversification of hotel accommodation,

- improving the attractiveness of the destination as an experience of nature (river, hortillonnages, campsites, parks...).

In fact, with 100 ha of public parks, squares and gardens spread across 300 sites, Amiens can be described as a "nature city". The public green spaces, the large planted courtyards of private blocks and of course the hortillonnages, water gardens in the heart of the city, contribute to the quality of the inhabitants' living environment. Among the green spaces characteristic of Amiens is the necklace of parks associated with the valleys: Parc Saint Pierre, le jardin des Plantes, la Citadelle, Cemetery of la Madeleine, Parc du Grand Marais, Parc du Château de Montières...

While some projects are already underway (creation of walking and cycling paths, establishment of a landscape festival, creation of a river fair ...), the rudiments of a full metropolitan aspiration for the river still remain to be established. Whatever form this takes, it is clear that the River Somme needs to play a unifying role in revealing the assets of the territory. Because of its location on the edge of the river, the European 14 strategic site should contribute to this objective.

### CITY OF CLUSTERS

The fragility of the local socio-economic fabric has prompted the city to undertake a policy of intervention that seeks to redirect the system of development via the "pact for employment and innovation". The objective is to redefine the productive system in order to adapt the local economy to contemporary changes. This entails a change in the modes of production and organisation – ubiquity of IT, changes in manufacturing processes – which call on new skills and know-how, themselves underpinned

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**Energy cluster spin-off scheme** (Source :AM-AUAP-2016)



**Perspective view of futur energy Hub in SaintLeu** (Source :Nickland Partnerarchitectes)



**Construction site of Citadelle of Amiens** (Source : H.Miserey)



**Zoo Amiens** (Source : AM)



by new higher functions (education, etc...). In recent years, some sectors such as the agri-food sector, ICT, and logistics, have become key. Amazon, the online shopping giant, has in fact just announced its decision to establish its new logistics platform (warehouse of more than 100,000m<sup>2</sup>...) within Amiens Métropole, signalling the creation of some 1000 jobs.

Support for the emergence of “excellence sectors” is at the heart of Amiens Métropole’s policy. Three high-tech clusters are in the course of development:

- one is dedicated to e-health (SimUSanté, Faire Face Institute...). It is linked to the southern hospital and situated on ZAC Intercampus;

- a second is dedicated to new digital uses (ESAD, MIS...), located east of the city centre, ZAC Gare-la-vallée;

- a third is dedicated to energy autonomy. It is attached to the “Energy Hub”, situated in the Saint-Leu district.

In the coming years, this third cluster could extend towards the west of the city, notably the European 14 strategic site. This area could also be involved in the emergence of other specific sectors, such as food self-sufficiency or the social and community economy.

## PROJECTIONS FOR THE CONURBATION

Amiens Métropole is currently studying four development priorities to set its future territorial marketing strategy: city of possibilities, nature-size city, city of mixes and the good life, and finally, city of proximities. The main urban projects currently underway are associated with these directions.

### AMIENS CITY OF POSSIBILITIES

The city of possibilities fosters a spirit of community and creativity by establishing excellence hubs through the three clusters and by developing support programmes (European researcher centre, laboratories, co-working spaces, digital canteen...). The urban innovation scheme stretches between Hôpital Nord, the Citadelle and the station. This sector generates strong potential for urban development around higher metropolitan functions: university sites, intermodal station hub, development of clusters dedicated to the new digital practices and energy autonomy, etc. The objectives of the urban innovation scheme are to use public space in order to highlight

this sector dedicated to innovative functions, to provide real estate and land that backers of projects can quickly mobilise and to develop public and/or shared spaces that stimulate innovation, involvement and interactions. Within the framework of this latter objective, urban itineraries in the form of loops have been identified, which will be the foundation of improvements and developments. One of these loops extends to the west and links the city centre to the Cosserat site, at the heart of the European 14 strategic site.

Citadelle d’Amiens, converted by Renzo Piano, will be home to the faculties of history and geography, humanities, languages, the teacher training Institute (IUFM) and a university library. This project completes the university’s move to the city centre, began in 1993 with the faculty of sciences and the School of electrotechnical and electronics engineering (ESIEE), then the faculties of law and economics, and art, in 1997.

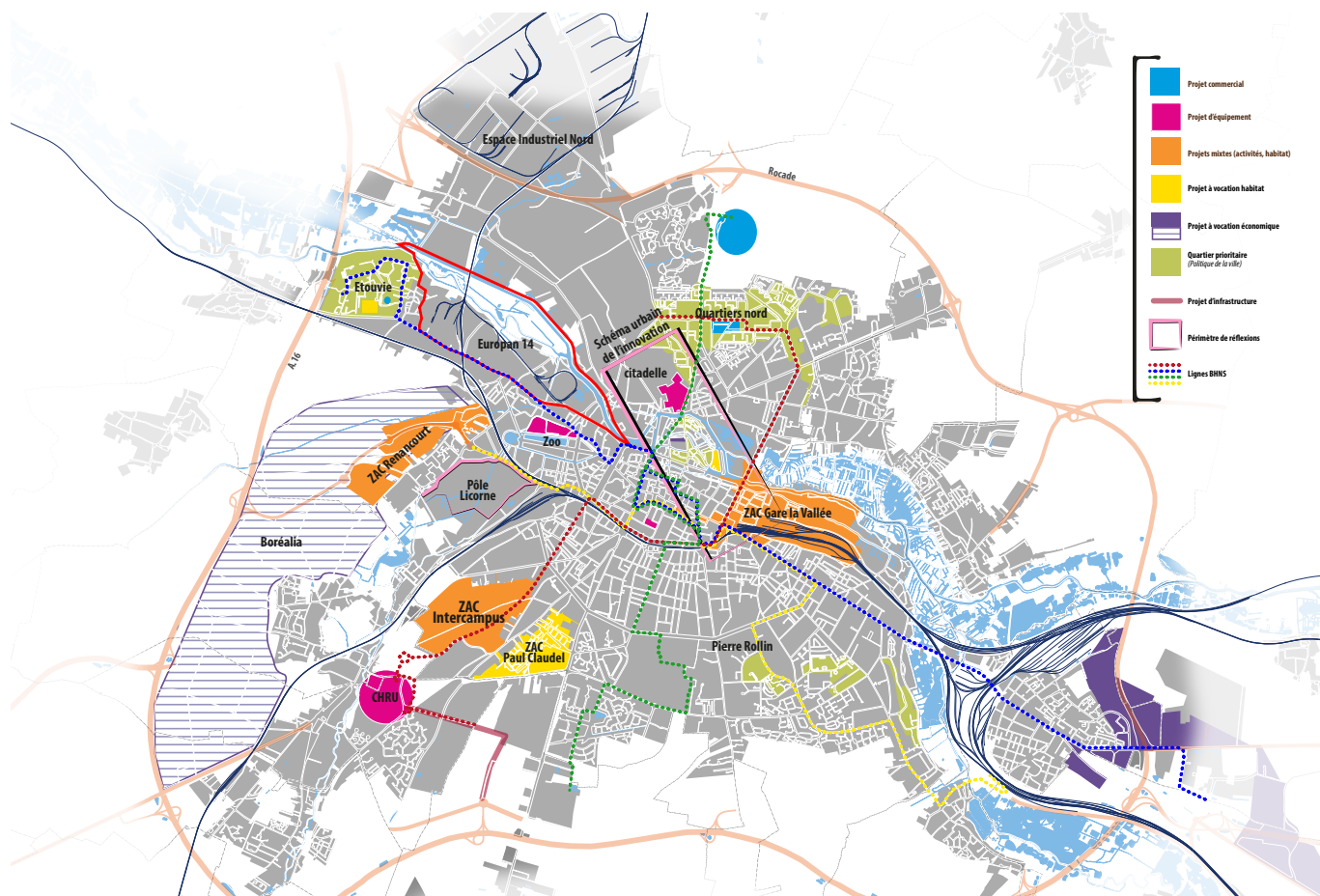
Finally, the planned departure of all the departments of the Northern Hospital to the Southern Teaching Hospital (CHU) at the end of 2017, will leave a large vacant site situated between the North and Saint-Maurice districts. The Municipality is working with the Hospital on planning for the future of this site, where future operations will need to complement those underway in the rest of the territory.

### AMIENS NATURE-SIZE CITY

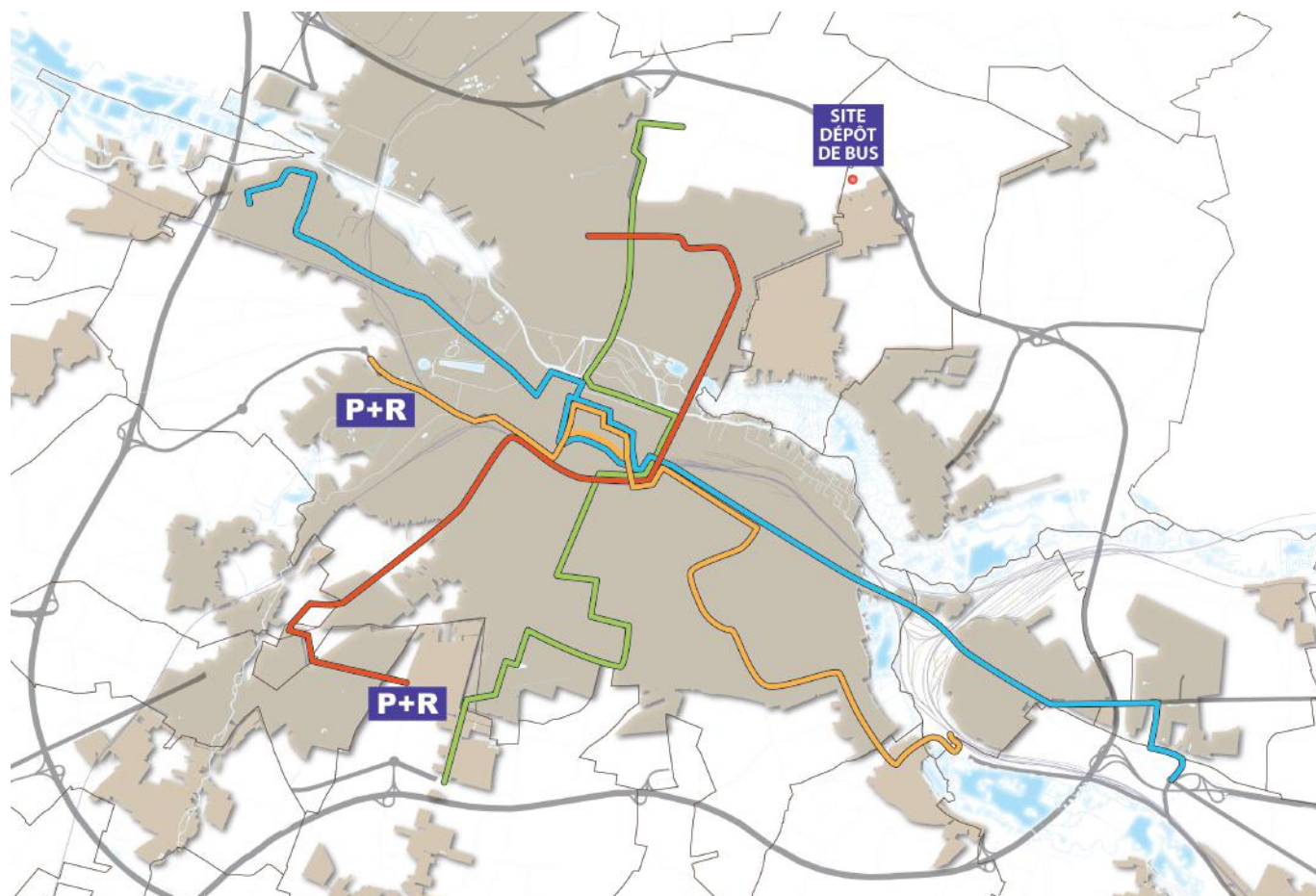
The nature-size city restores the river to its place at the heart of urban activity (natural reservoir, production spaces, housing zone and leisure area). A study is underway on the subject of reclaiming the river and the valleys, with the aim of reinforcing the attractiveness of the territory in relation to the natural environment of the valleys of the Somme, the Avre and the Selle. The aim is to use the Hortillonnages site, on the one hand, and on the other hand the landmark locations that punctuate the valleys. The objective is to emphasise the protection of natural environments, notably as sources of attraction, while developing different uses: tourism, day-to-day practices, market gardening, leisure, nature sports ... To the west, this study focused on the Amiens Métropole campsite and no plans were made for the Montières business zone and the European 14 strategic site.

Situated in the Selle Valley and opened to the public in 1952, Le parc zoologique d’Amiens is the biggest zoological park in the Hauts de France Region, attracting more than

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**Principal ongoing projects in Amiens** (Source : AM - AUAP - 2016)



**Plan of 4 futur lines of BHNS**(Source : AM-AUAP-2016)

180,000 visitors a year. At present, the municipality has begun a restructuring programme with the objective of increasing annual visitor numbers to 300,000. The plan is to extend the site onto the neighbouring plots and to provide a home for big fauna like giraffes, tigers, etc. This project could perhaps lead to the development of complementary activities on the European 14 strategic site.

## AMIENS CITY OF MIXES AND THE GOOD LIFE

The city of the good life encourages a social mix, a functional mix, a generational mix and residential quality, conditions for the emergence of a vibrant neighbourhood life and links between inhabitants.

ZAC (zone d'aménagement concerté, procédure publique d'aménagement) Gare la vallée [a ZAC is literally an "agreed development zone"] corresponds to a process initiated in the 1990s for the conversion of the station district, with the aim of making it the city's technological showcase. The Paul Chemetov urban project is a plan to build a mixed industrial zone focusing on information and communication technologies, linked to the intermodal station hub combined with almost 1000 housing units. The programmatic priorities for the European 14 strategic site should be a complement to the programme for ZAC Gare la vallée in order to avoid any potential competition between these projects.

Etouvie, situated at the western end of the city of Amiens, is a district of 2780 dwellings and more than 7500 inhabitants. It has been part of different municipal policy measures since their establishment in 1984. In 2005, it was classified as a priority urban zone (ZUS) and received funding from the ANRU which was used to undertake work on public spaces, notably with the creation of Place des Provinces Françaises on the former footprint of the Tour Bleue, which was demolished in 2010. The urban redevelopment plan for Etouvie is still underway. Its guiding principles are diversification of functions and urban organisation.

Boréalia is an intermunicipal land reserve in the west of Amiens with a surface area of around 650 ha, intended for the development of an economic cluster. ZAC Renancourt constitutes its first operational phase. The plan entails the construction of some 1000 housing units to extend the suburb of Renancourt

## AMIENS CITY OF PROXIMITIES

Amiens is a major employment centre where almost half the jobs are occupied by nonresidents. This situation generates numerous commuter journeys, most of them in private cars. At present, alternative transport provision is inadequate. For 2019, the conurbation plans to set up a network of 4 rapid transit bus lines (BHNS)\* with park-and-ride facilities scattered round the territory.

The east-west line will run along rue d'Abbeville, south of the European 14 strategic site. In parallel, the Municipality is looking for densities that are suitable to the project sites (highest in the city centre, ZAC Gare la Vallée and along the public transit routes) and that take account of the pre-existing urban forms.

\* A BHNS (bus à haut niveau de service) is a transit system that uses buses or trolleybuses. The concept dates back to 2005 and varies in its definition, because of the different forms it takes. It usually runs along a dedicated corridor and stops are equipped like tramway stations.

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Boundary of strategic site and project site of European 14 (Source : IGN 2013 et AM - AUAP)



## AN ACTIVITY ZONE NEXT TO THE RIVER AND AT THE GATEWAY TO THE CITY CENTRE

The strategic site is located at the gateway to the city centre. It consists of three longitudinal strips stretching from east to west: the river and its banks, the heart of the Montières industrial zone, and the axis leading into the city with its suburb. These areas are juxtaposed but interact very little with each other. The immediate proximity of the city centre, of residential neighbourhoods and of the banks of the River Somme, are an invitation to mixed functions and relate directly to one of the main questions of European 14: how to live in a productive territory? In the last 20 years, the original role of the industrial zone has gradually shifted towards small businesses, services, shops or leisure. Opportunities are now available in the form of private projects that the municipality would like to support and to harmonise with the territory.

### A STILL ACTIVE ZONE

As the city's original industrial district, the strategic site is a monofunctional space inherited from the zoning practices of earlier spatial planning. With 2000 jobs, it represents the conurbation's third largest employment source after the Northern Industrial Area and the Jules Vernes Hub, to the south. The area's main employers include:

- Scott Bader, a firm specialising in the development and production of structural resins and adhesives, as well as gelcoats for wind turbine blades (100 jobs).
- Ortec Services Environnement, an industrial cleaning, sewage and waste management business (158 jobs).
- Whirlpool, manufacturer of electrical appliances (350 jobs).
- Logigaz, gas production and distribution (118 jobs).
- Prima, manufacturer of plastic-based parts (57 jobs).
- Cimentub, design and production of prefabricated concrete hydraulic structures (45 jobs).
- The technical departments of the Municipality's Western sector (some 100 employees).

Between 2000 and 2010, the number of jobs in Montières industrial zone fell from 4000 to 2000. Business shutdowns or relocations left large abandoned sites. In

all, out of the zone's 100 ha, 40 are now vacant or about to become so. Three very different sites constitute the essence of this area: Cosserat (13 ha), Step-Orion (11 ha) and Immochan (9 ha). However, although there are multiple sites in quest of a function, most cannot really be described as wastelands, since they are home to very vibrant ecosystems. Voluntary structures and various economic activities have gradually taken over the vestiges of an industrial past whose heritage qualities, in terms of both buildings and landscape, constitute individual and distinctive worlds. The old slaughterhouses have become Espace Alliance (some 20 firms and almost 200 jobs). La Clara (former milk processing plant) is now home to administrative and voluntary sector activities, including a performance hall. The old distillery is now occupied by Homebox and a scrap merchant, although most of the site's areas remain unoccupied.

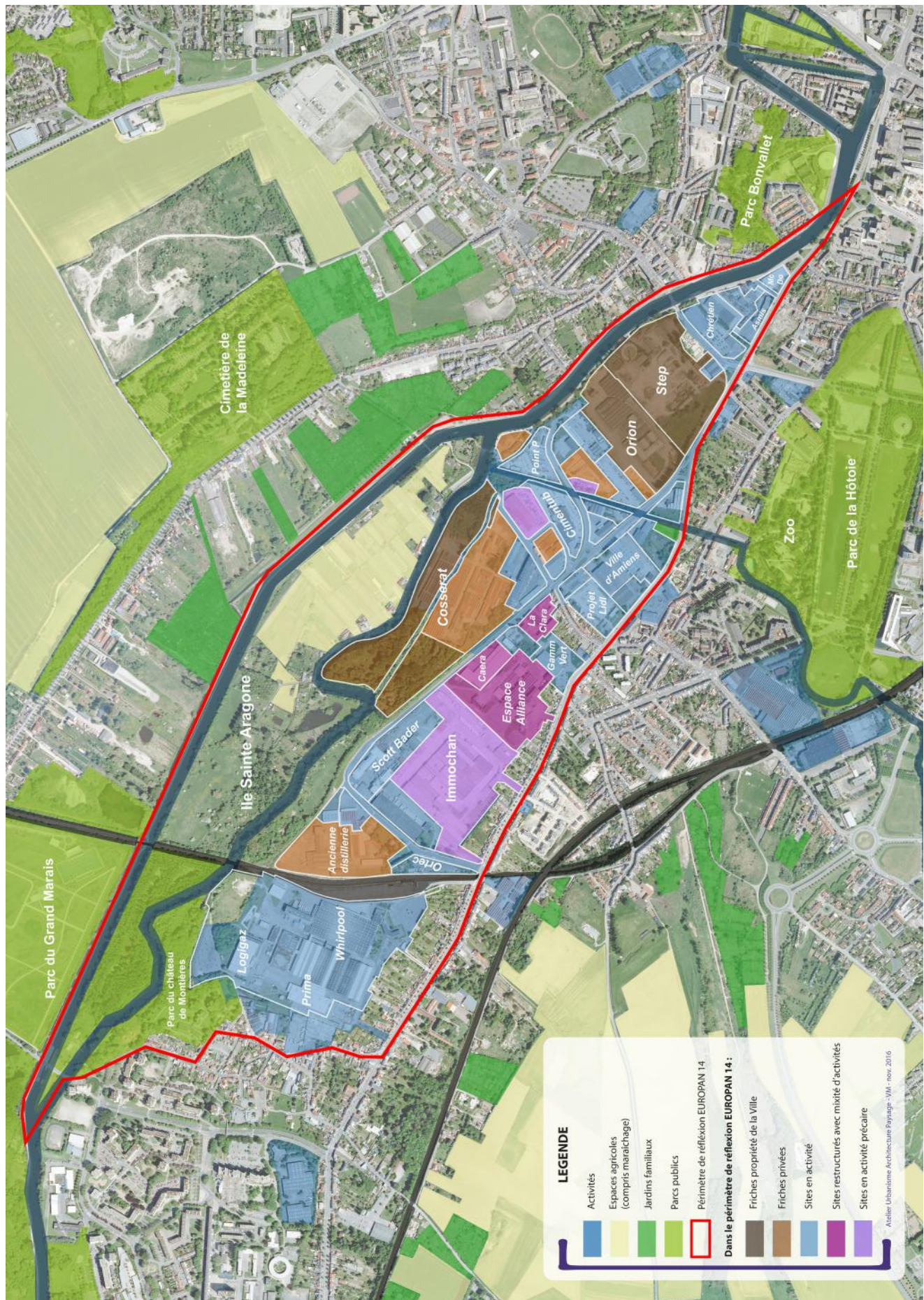
In addition, the industrial zone accommodates a number of companies in the construction sector: Caera (electrical equipment), Aubade (sanitary equipment), Leblanc (plumbing, heating), Cimentub (roads and utility services), Point P (materials), Loxam (machine hire), Tollens (painting, decoration), Riquier (painting), Chrétien (materials), Kiloutou (equipment hire), Les Naturelles (detached houses), Gamm Vert (gardening)...

### A ZONE WITH ITS BACK TO THE RIVER

Apart from the banks of the River Somme and rue d'Abbeville, on the edge of the strategic site, Montières industrial zone has no public or shared spaces able to accommodate multiple uses. It just has a few very wide roads, with almost no attractions, solely designed for heavy goods vehicle access. These streets, almost devoid of sidewalks, do not encourage pedestrians and cyclists to explore or cross this area at the base of a valley, which is completely lacking in public squares, places or unifying facilities. However, a few spaces such as the courtyard of the Cosserat factory or the banks of the Somme contain the seeds of the potential for community or sharing. However, being private or undeveloped, they offer no attraction to the population as they stand.

The towpath, which runs along the industrial zone on the southern bank of the river, is only accessible by public roads from the industrial zone at two points (Pont Cagnard, rue Maberly). Moreover, these roads are not developed. In other words, from the heart of the industrial zone, the river-edge location is almost invisible. Similarly, the industrial zone has no connection with the river. Since







Montières is located at the bottom of the valley, a steady slope runs down from rue d'Abbeville towards the Somme. However, some sites have sharper descents. For example, the waterway network (ditches, streams...) runs through the wooded area west of the Cosserat factory. Or again, rue du Château Milan, which crosses the valley on an elevated embankment so that Cagnard Bridge, which crosses the Somme, receives sufficient air for river navigation, forms a ridge several metres high near the so-called STEP vacant site.

## **A ZONE NEAR THE SUBURBS AND THE CITY CENTRE**

Around the industrial zone are four somewhat enclosed working class suburbs, where the unemployment rate ranges between 14 and 20%:

- To the south, Faubourg de Hem with 3862 inhabitants and 21% social housing
- To the north, Saint Maurice with 7417 inhabitants and 44% social housing
- To the west, Montières with 1447 inhabitants and 3% social housing.

-Further to the west, Etouvie, a neighbourhood registered in the NPRU (new urban renewal programme) in 2015, with 7635 inhabitants, 2780 dwellings, 90% of them social housing.

In the Montières industrial zone (apart from rue d'Abbeville), there are only around a hundred individual houses, almost 80 of which stand on rue Maberly, a social housing apartment building with 42 units on rue du Château Milan and a small private group of 6 houses at the bottom of rue Maberly.

As for the city centre, it is home to most of the metropolitan functions (university, administrations...). Montières industrial zone is situated right next to this, but draws no benefit from it. With better connections to the city centre, the strategic site could possibly benefit from its influence. This in particular is the purpose of the urban loop in the urban innovation scheme (see above) which extends to the west and links the city centre to the Cosserat site.

## **TOWARDS A DEVELOPMENT STRATEGY**

In relation to the industrial zone, Amiens municipality is looking for the first foundations of an urban development strategy that can notably form a framework for new project opportunities when they arise. The brief is to define the strategy and the operational methods that will attract new activities, populations, etc.

### **The project should meet the following objectives:**

- Developing an attractive ecosystem that respects, exploits and amplifies the identities and assets of each site. The project can take the form of the development of public spaces, signage, artistic interventions... The goal is to enhance the identity of this neighbourhood, which is open to so many possibilities, in order to encourage projects, attract investors and, ultimately, users, visitors, etc.
- Defining the conditions for the development of a programmatic mix and in particular the productive dimension, while leaving space for the gradual inclusion of residential functions, which should be defined in the projects.
- Developing interconnections between the industrial zone, the suburbs and the river. Particularly important is to address this territory from the river, or to make the River Somme more visible from the suburbs and the industrial zone. The other goal is to open up the Faubourg de Hem and the Saint Maurice neighbourhood and to establish links with the Etouvie district.
- Identifying spaces of intensity and sociability, developing and proposing projects for these places.

### **The main factors to take into account are as follows:**

- The attractiveness of the site for local actors, but also regional and national actors, as well as for users and inhabitants,
- Accessibility, in the broad sense of the term,
- The river, whose territorial identity needs to be encompassed in its entirety,
- The existing ecosystems and activities, which must be retained and intensified,
- The timescale of the changes, which can include temporary uses,
- The infrastructures, currently appropriate for mixed functions, but which must remain suitable for production,
- The risk of flood (no building below the average level of the natural soil) > see Flood risk prevention plan (PPRI) in the appendix.
- The BRT project (BRT; layouts and stops identical to those of the L1, currently running on rue d'Abbeville).

The objective is to change the use and image of the zone by developing a functional mix through innovative operational methods, notably leaving a bigger role for private initiative





**View of family garden in district Saint-Maurice, of l'île Sainte Aragone and north site of Cosserat** (Source : NAI - 04/06/2005)



**Garden of île Sainte Aragone and north facade of Cosserat in second plan** (Source : AM - AUAP - 2014)



## PRODUCING AND LIVING IN THE SAME PLACE

### PRODUCING ON THE EDGE OF THE RIVER AND AT THE GATEWAY TO THE CITY CENTRE

The project will need to draw on the existing activities and to devise new projects, for example developments linked with the river. In recent years, leisure activities have started to appear in the sector. This theme could be emphasised, notably with links to tourism. Drawing on the identity of the zone and of each of its components, an entirely new experience of the territory could be proposed. Users could be placed at the heart of the project, whether they are residents of the neighbourhood, employees of one of the companies in the zone, tourists taking the Véloroute, visitors to the zoo, etc. The itineraries and experiences proposed to such users would become the main drivers of an urban change focused on the public adoption of this fragment of territory.

In addition, the Hortillonnages offer the city of Amiens a feature so distinctive, extensive and attractive, that it would be interesting to create a counterpart of equal ambition and quality to the west of the city. These “Hortillonnages” could be laid out on the edge of the river, at the intersection of these routes and around Île Sainte Aragone, which is already home to a few market gardens and could be intensified in its agricultural role. By contrast with the original Hortillonnages, limited by the need to preserve a cultural and heritage landscape, these “new Hortillonnages” could take account of productive and economic imperatives, the most advanced techniques of environmental management, and the opportunity to produce a distinctive landscape. They could be a way to renew the bond with effective and extensive forms of agricultural production, but also environmental services (decontamination, energy, etc.), while providing a place that is both innovative and embedded in a territorial history. Inhabitants, workers in the Montières industrial zone, tourists, could enjoy the benefits of short distribution chains and the related services associated with this site of urban agricultural production. New forms of links between distributors and consumers could also be proposed, based on a principle of local distribution.

Finally, the towpath and the Véloroute run along the right bank of the river. Montières industrial zone, for its part, is situated along the left bank, where little improvement work has been done. Between the city centre and Île Sainte Aragone, the Véloroute has not yet been upgraded. However, the right bank here is occupied by a road that leaves little room for future improvements to the tourist route. The construction of a footbridge extending from Parc Bonvallet would make it possible to switch the Véloroute to the left bank, since the towpath is better suited to tourist activities. As a result, Montières industrial zone would be have the Véloroute running alongside it, which it could punctuate with related programmes: catering, leisure... The old Cosserat factory could become a major staging point on the tourist route. In addition, at the level of this site and the confluence between the rivers Selle and Somme, a cross route could link the Véloroute to two places where the tourist potential needs to be intensified: Cimetière de la Madeleine (Jules Verne’s grave...) and the zoo.

### LIVING IN AN INDUSTRIAL ZONE?

In the last two years, the City of Amiens has observed an imbalance between its economic attractiveness and its lack of residential appeal. Longer commuting distances and urban sprawl into agricultural areas have been direct consequences of this. The forms of housing proposed in the project should offer credible urban alternatives to suburban life. They should meet the aspirations of the population and differ from those currently available within the territory, partly to avoid competing, but also in order to stimulate the market by the diversity of provision. These dwellings should notably take advantage of their location, and in particular offer new forms of links between home and work, for example by adapting to new working methods (teleworking, co-working, collective and voluntary sector initiatives, etc.....).



## Key player's view

The Club des dirigeants of Montières Activités, created in 1994 with the Chamber of Commerce and Industry (CCI) of Amiens as main driver, seeks to think and propose new actions to public authorities, related to the improvement of the work conditions environment for the executives and employees of this area.

For a long time, we have been calling for opening up this area in order to facilitate the traffic flows.

It is also important for us to ensure a better security of goods and people by dealing with the reconversion of the wastelands (Orion, Cosserat,...)

We also need to work on the image of this area which has grown poorer and which has been slightly forgotten in the communication of the local elected representatives.

This zone has many assets that must be enhanced, such as the proximity of the Somme river, its industrial history and its natural areas.

Finally, we would like to see the development of proximity services (hotel industry, restoration, transport, nursery, sports hall...) to attract new businesses.

To do so, we as business leaders must be committed and mobilized to provide our opinions and ideas to European 14 candidates.

Jean Marc Bain, President of the Club des dirigeants de Montières, DG de Scott Bader

The CCI of Amiens Picardie, partner of Amiens Métropole and facilitator of the Club des dirigeants of Montières Activités supports the competition of architecture and urban planning ideas for the Montières activity area in Amiens.

Indeed, this economic activity area - the 3rd largest one in Amiens with 160 businesses and 2.000 employees - traditionally industrial and located in an urban area, has been experiencing for some years an economic reconversion, focused on the diversity of activities (services, associations, leisure, culture, craftwork,...)

This reconversion was made possible thanks to local private actors, to a large extent (e.g. the slaughterhouses converted into the Espace Alliance, the new Scott Bader's head office,

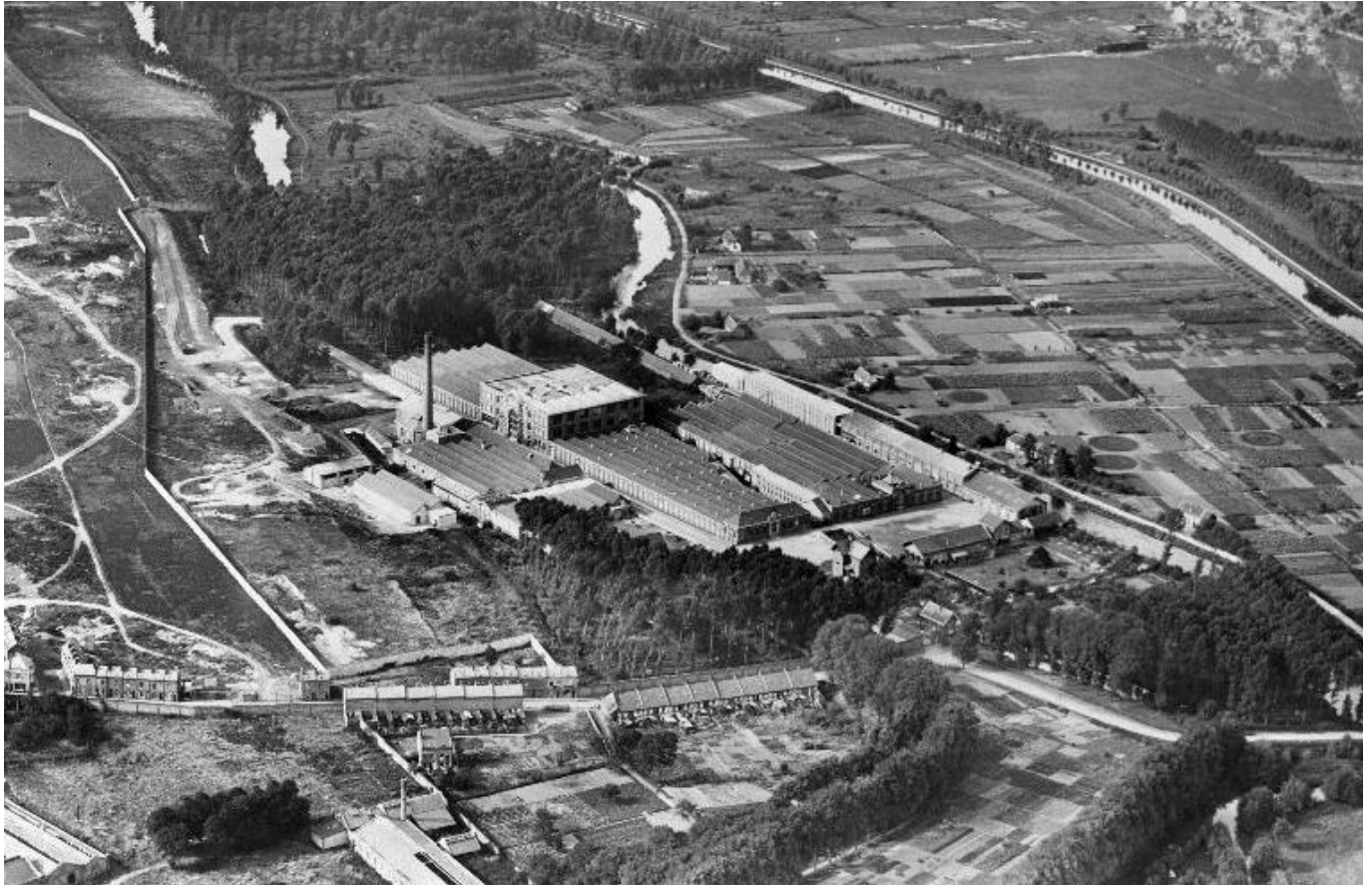
It would be necessary that the candidates bring pragmatic solutions on the following matters :

- image of the area
- accessibility
- wastelands reconversion
- integration of new activities in the natural environment while taking into account the nearby great equipments which are the Zoo, the Hotoie park, the Licorne stadium, the Megacité, the Zenith,...

You can count on the CCI to support the candidates through the European 14 project !

Fany Ruin, President of the Amiens Picardie CCI





**Aerial view of Cosserat factory around 1950** (Source : Lefébure Thierry (reproduction) ; Ministère de la Culture ; Inventaire Général, 1988 ; AGIR-Pic ; Immat : IVR22\_198880000771X)



**Court of Cosserat (private side)** (Source : AM-AUAP-2016)



**Main road of Cosserat** (Source : AM-AUAP-2016)



**View of machine room of Cosserat (named as «la cathédrale») in 2014**

(Source : Ciché Lefébure Thierry ; Région Picardie ; Inventaire Général)



**Cosserat seen from the roof of the machine room** (Source : AM - AUAP - 2014)



## THE FORMER COSSERAT FACTORY

The site of the old velvet and cotton factory (13 ha ; Fig 42-45) is for its part directly linked with the river, which is where the factory obtained its energy. It is a small town in its own right, with streets, a square with an arm of the river running through it, punctuated by a memorial, and surrounded by buildings such as the old refectory or the old cooperative, the management building, etc. Today, ownership of the site is shared between the Municipality and private owners. The private segment is currently being bought by a group that is backing a mixed project, with a majority cultural dimension (premises for the storage of artworks intended for galleries, artists' workshops, exhibition spaces...).

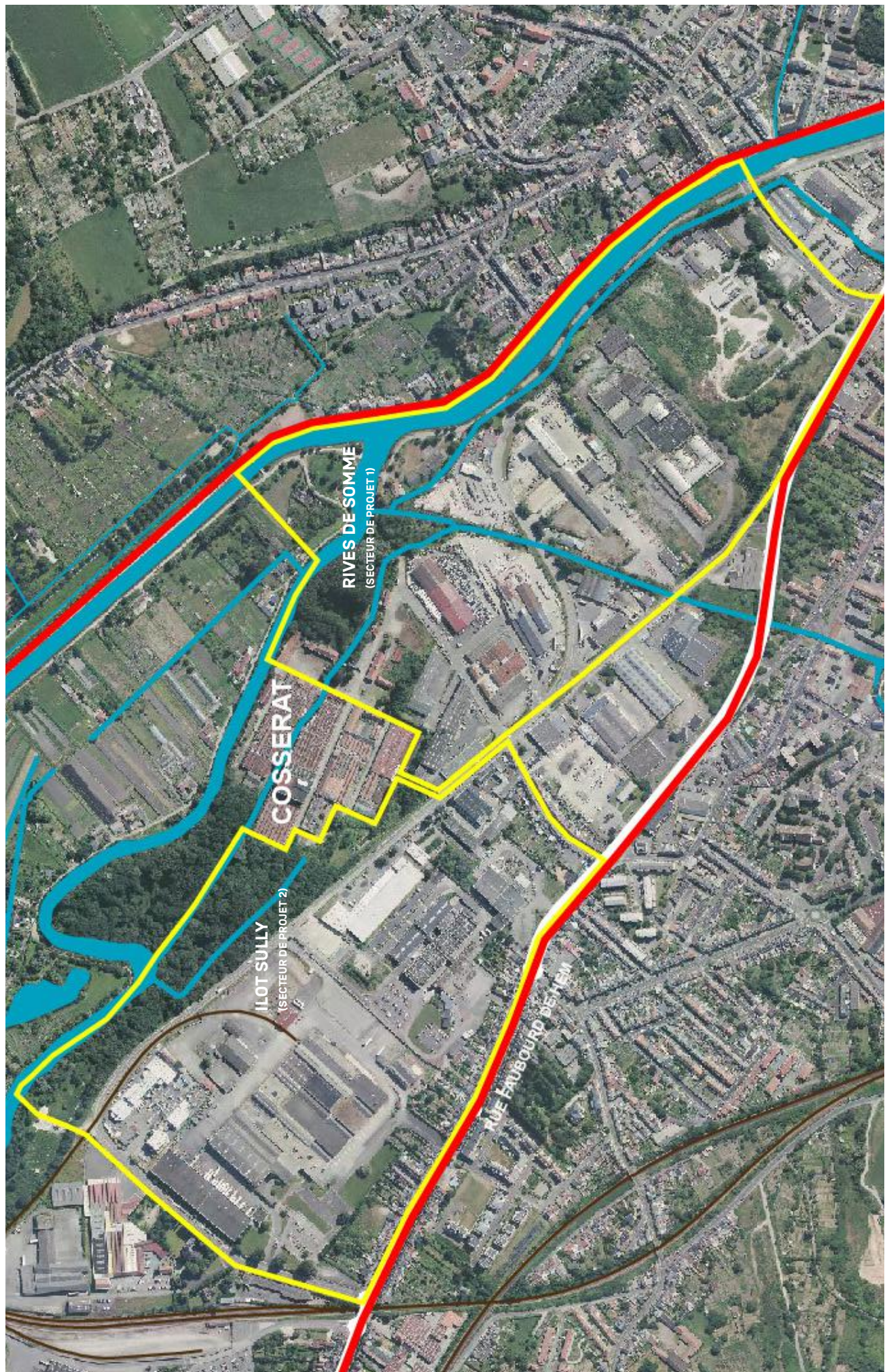
Amiens municipality hopes that this neighbouring project will offer opportunities for programmes on its own site. However, it has the idea of developing a craft complex on the site, in which the Royale Bonvallet Factory, a company that has recently moved in, would constitute the first element. This small workshop employs five people, but is a worldwide exporter of luxurious fabrics embossed using a printing technique invented in Amiens in the 18th century. In addition, a "living textile museum" could be considered around the collection held by the Bleu de Coccagne Association, located in situ and essentially composed of machines from the textile industry, reflecting major local innovations in this sphere.

While the Municipality's intentions will not lead to big projects in the immediate future, that is not the case for the actors who are acquiring the private part of the site. In the course of discussions with them, but also in order to improve the management of its own deteriorating property, the municipality has decided immediately to recruit a chief buildings and landscape architect. This person will first conduct an architectural and landscape study of the factory heritage. They will then establish a guideline plan for the whole site, and then a plan for managing the Municipal part. The ultimate public goal is to see the factory converted to become one of the city's focal points.

This complex is at the heart of the strategic zone, but its buildings are not included in the project site. This is because the current private project is already supported by a team of architects and the Municipality will have its own architects from the beginning of 2017. This means that European 14 candidates will have no possibility of post-competition commissions relating to this particular site, which should not prevent them formulating proposals relating to it, notably in the strategic component of their projects. In addition, the perimeters of the project sites overlap and both include parts of the Cosserat site, so that the links and joins between the future operations should be considered and well integrated into the proposals.

1	FR-AMIENS-SS-AP13
2	FR-AMIENS-SS-P22
3	FR-AMIENS-SS-P23
4	FR-AMIENS-SS-P24
5	FR-AMIENS-SS-P25





Boundary of strategic site and project site of European 14 (Source : IGN 2013 et AM - AUAP)



The emergence of a new focal point west of the city centre, on the Cosserat site (see inset), raises the question of what lies between, and in particular east of Montières industrial zone (Banks of the Somme: between the city centre and Cosserat) and its southern edge (Sully Block: between the old factory and faubourg de Hem). Two priority sites characterise the sectors: the Step and Orion brownfield sites, on the one hand, and Espace Alliance and the Immochan site on the other hand. It is here that the municipality wishes the candidates to consider operational applications of their “global projects”.

## BANKS OF THE SOMME (PROJECT SECTOR 1)

### AFTER THE ABANDONMENT OF A PROJECT

Between 2003 and 2011, preliminary studies were carried out on this sector for the building of a ZAC [agreed development zone], which extended from Port d'Aval to the Cosserat site, and from the river to the suburb. The Patrick Chavannes agency (AAUPC) prepared the layout plan for this. However, in the light of the decline in the real estate market and numerous municipal development procedures simultaneously underway in the territory, a risk of competition between the operations became apparent, prompting municipal officials to abandon the project in 2011.

Today, although the real estate market is recovering, the municipality cannot undertake new development procedures before those underway have been finished. Moreover, the idea is no longer to ignore the existing activities, but to accommodate them.

### TRANSITING FROM NEGATIVE TO POSITIVE

This sector is marked by an 11 ha vacant site, consisting of two contiguous properties: the old municipal water purification plant, called Step (6.5 ha), and a private site called Orion (4.5 ha), currently a first refusal process for acquisition by the municipality. At present, this brownfield site has a negative impact on the sector. Given its location on the edge of the river and the suburb and halfway between the city centre and the Cosserat factory, the aim is to find a new use that will add value to the area. In order to make this site useful, and therefore productive, from now on, the municipality is looking for other ways than a development procedure, approaches that include temporary functions. It is now asking two major questions:

-how to exploit this sector in the short term, without shutting off the possibility of using all or part of this land reserve in case of need? How can the waiting time be managed (opening up of certain parts, temporary uses...)?

-How could some initial initiatives prefigure or even trigger future options?

## PROGRAMMATIC ORIENTATIONS

### Tourism

In the event that the Véloroute cycle path is shifted to the left bank of the river, since the towpath is more suitable for walking and cycling (see above), it would run along the edge of the project site, which could therefore develop related programmes (restaurants, accommodation, bicycle repair, points of interest ...). Perhaps it would be possible to take advantage of the site's location, between the Véloroute and Amiens zoo? In any case, the plan to restructure the zoo includes the addition of some 200 parking spaces, which could be shared with other programmes.

### Sport and leisure

A multisport field is already in place and a skatepark is currently being constructed in one of the Step buildings. So the sports and leisure theme is developing on the site in a largely spontaneous way. This trend could be intensified. In fact, private developers are interested in introducing a range of programmes (indoor tree climbing, go-karting, golf practice range...) in the city: perhaps this site or a part of it could be dedicated to such activities?

### Housing

Housing provision can also be proposed, within reasonable limits. In the coming years, the municipality is able to plan for the annual construction of some 50 units on this site. This means that any housing projects will have to be phased. Moreover, the development of a housing project here will only be considered if such housing differs significantly from that currently available in the territory. What might make this housing original could be its location in a productive district and the links it maintains with the notion of production (relation between home and work, homeworking,...). In addition, the location near the city centre and in contact with the banks of the Somme could bring other forms of originality, such as a new relation to the water, to the landscape, etc. Another possibility would be a link with a nearby programme, such as leisure (deluxe apartments associated with golf practice, or any other proposal).

NB: The volume of housing proposed does not justify the creation of new public buildings (schools...); at most, improvements to existing local facilities (e.g. the opening of new classrooms...).



**Orion wasteland seen from Alfred Catel road** (Source : AM-AUAP-2016)



**Orion wasteland seen from Somme river side** (Source : AM-AUAP-2014)



**Shore of Somme river near STEP and Orion wasteland** (Source : AM-AUAP-2014)



**Shore of Somme river seen from Cagnard bridge** (Source : AM-AUAP-2014)



**Access of Espace Alliance from Abbeville road** (Source : AM-AUAP-2014)



**Access of Espace Alliance from Abbeville road** (Source : AM - AUAP - 2016)



## ILOT SULLY (PROJECT SECTOR 2)

### BETWEEN SUBURB AND INDUSTRIAL PRODUCTION

Îlot Sully is directly in contact with the suburb and the “hard industrial nucleus” of the industrial zone. It is separated from rue d’Abbeville by a thin line of detached houses, typical of suburbs in Amiens, which turn on rue Maberly to constitute the only residential segment that penetrates the industrial zone. In terms of businesses, this block contains:

- the firm Scott Bader, which has restructured and extended its site this year,
- the frozen food warehouses of the Auchan Group,
- the Immochan site, currently being acquired (see below)
- Espace Alliance (4.5 ha), a local model of economic conversion of an abandoned site (see below),
- Caera, distributor of electrical equipment to the trade
- an office of the Association des Paralysés de France
- La Clara, another converted site that contains a range of activities,
- Gamm Vert, gardening

The project will have to accommodate to the existing activities and housing and reconsider the relation between these two functions.

### FROM BIG INDUSTRIAL ENCLAVE TO PART OF A CITY

At the heart of this plot is the Espace Alliance site. This is the site of the old slaughterhouses belonging to the firm Défiat, which was unable to make conventional use of this site after it closed. A real estate management subsidiary was set up and put the existing premises on the rental market with the offer of dividing them up and developing them as required. After the success of this first operation, new construction followed, again carried out in accordance with the needs of the future tenants. Today, with almost 30 SMEs and more than 200 jobs, the site has reached maximum capacity. The management subsidiary is continuing to grow, since it is in the process of buying a large part of the neighbouring land (7.6 ha), recently put up for sale by Immochan.

Espace Alliance plans to apply the same recipes as have succeeded so far. However, it has to be recognised that there are certain urban limitations to the first operation, whose objectives were primarily economic. Gérald Decayeux, Secretary General of the Alliance Group, explains: “This first operation was conducted with no master plan and suffers from certain problems relating to traffic (it is not possible to turn left towards the city centre out of the rue d’Abbeville exit), to the coexistence between the businesses and local people (noise pollution), and to visibility.” In fact, the new buildings have notably been occupied by leisure activities whose lack of public visibility is likely to hinder their long-term development. The 4.5

ha enclave has opened up to the city only very partially, and despite the assistance of imposing signage, access is not very easy. If the neighbouring land were to be developed on the same model, the Sully block and a large part of the industrial zone would miss a unique opportunity to open up to the city and begin a hybridisation of functions linked with the suburb.

### PROGRAMMATIC ORIENTATIONS

For Gérald Decayeux, “this development needs to be the opportunity for a global examination, including the possibility of further interventions on the first operation”. He imagines, for example, the creation of themed sectors as a framework for the future site (a leisure hub, a logistics hub, a shopping hub...). The projects will need to demonstrate, notably to the owner, the advantages of making these two big enclaves more permeable. The operation could include a degree of mixed programming, to accompany links that cross this big block from the suburb to the river, and vice versa.

#### Activities

The aim is that the existing activities within Espace Alliance will remain in place. However, some of them already need to expand, and the owner must be able to offer solutions that will prevent the risk of their leaving. The acquisition of the neighbouring land needs to make it possible for the landowner to increase, rationalise and optimise its real estate package. Apart from the importance of developing businesses, Amiens municipality wants this restructuring to provide an opportunity of opening up this big enclave, at least in part, notably to facilitate urban access from and to the heart of the industrial zone (rue Sully, the Cosserat site and the banks of the Somme). Since the Immochan site has an outlet onto rue d’Abbeville, one option would be to create a new link crossing the block as far as rue Sully and perhaps extending to the Cosserat site. This route extending between the houses of the suburb and the industrial zone would be a gradual way of undertaking a hybridisation between housing and production.

#### Housing

Again, housing can be proposed, in reasonable volumes, notably as a way of effecting a transition between the production site and the lines of detached houses on rue d’Abbeville. Nevertheless, the development of a housing project here will only be considered if such housing differs significantly from that currently available in the territory. What might make this housing original could be its location in a productive district and the links it maintains with the notion of production (relation between home and work, homeworking,...).

NB: The volume of housing proposed does not justify the creation of new public buildings (schools...); at most, improvements to existing local facilities (e.g. the opening of new classrooms...).

21	22
23	24
25	26

FR-AMIENS-PS-P21 to 26



## Location plan

FR-AMIENS-SS-Poo

Photographs : file “FR-AMIENS-SS-Po1” to “FR-AMIENS-SS-P19”

01	02
03	04
05	06
07	08



# PHOTOGRAPHS - STRATEGIC SITE







**Scott Bader** (Source : AM - AUAP - 2016)



**Scott Bader, new administration building** (Source : AM - AUAP - 2016)



**Main access of Whirlpool site** (Source : AM - AUAP - 2016)



**Cimentub** (Source : AM - AUAP - 2016)



**La Clara** (Source : AM - AUAP - 2016)



**Home Box (Site of former distillery)** (Source : AM - AUAP - 2016)

09	10
11	12
13	14





**View of Maberly road near the access of Cosserat site** (Source : AM - AUAP - 2016)



**View of Sully road at the crossroads with Maberly road** (Source : AM - AUAP - 2016)



**Court of Cosserat** (Source : AM - AUAP - 2016)



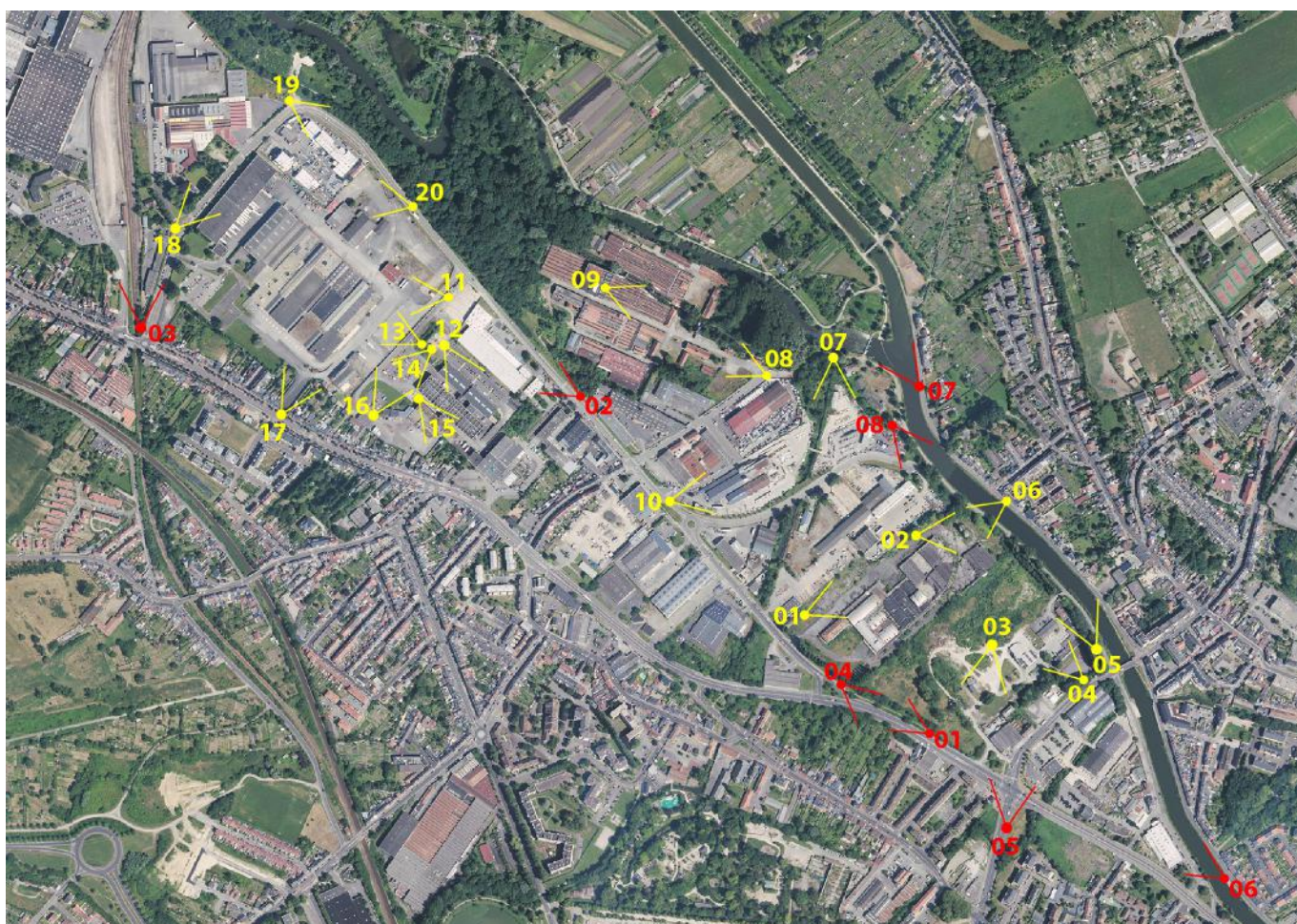
**View of the south part of Maberly road** (Source : AM - AUAP - 2016)



**View from the tow path of Somme river** (Source : AM - AUAP - 2016)

15	16
17	18
19	





# Location plan

FR-AMIENS-PS-Poo

Photographs : file “FR-AMIENS-PS-Po1” to “FR-AMIENS-PS-P2o”

o1	o2
o3	o4
o5	o6
o7	o8



# PHOTOGRAPHS - PROJECT SITE







09	10
11	12
13	14





15	16
17	18
19	20

## CONURBATION- TERRITORIAL SCALE

FR-AMIENS-C-AP01 and 01a (.jpg)	Photograph of aerial view of conurbation
FR-AMIENS-C-Mo1.pdf /.dwg	Plan of conurbation
FR-AMIENS-C-Mo2.jpg	New monumental, industrial and commercial plan of Amiens
FR-AMIENS-C-Mo3.jpg	Master plan in 1995
FR-AMIENS-C-Mo4.jpg	Amiens in triangle Paris, Londres, Bruxelles
FR-AMIENS-C-Mo5.jpg	Different territory boundaries
FR-AMIENS-C-Mo6.pdf	Main ongoing projects
FR-AMIENS-C-Mo7.jpg	Plan of 4 futur lines of BHNS
FR-AMIENS-C-Mo8.jpg	Plan of reconstruction of Amiens
FR-AMIENS-C-Mo9.jpg	Cartography of urban innovation scheme
FR-AMIENS-C-M10.pdf	New intensity of west of city center
FR-AMIENS-C-Po1.jpg	Graphic restitution of Amiens in the 3 <sup>rd</sup> century
FR-AMIENS-C-Po2.jpg	Perspective view of futur energy hub in Saint Leu
FR-AMIENS-C-Po3.jpg	Construction site of Citadelle of Amiens
FR-AMIENS-C-Po4.jpg	Zoo Amiens
FR-AMIENS-C-Po5.jpg	Githic Cathedral Notre Dame of Amiens

## STRATEGIC SITE - URBAN SCALE

FR-AMIENS-SS-AP01 and 01a(.jpg)	Photograph of aerial view of strategic site
FR-AMIENS-SS-AP02 and 02a(.jpg)	Photograph of aerial view of strategic site and project site
FR-AMIENS-SS-AP03.jpg	Semi-aerial view of one part of the industrial zone (foreground, Orion wasteland)
FR-AMIENS-SS-AP04.jpg	Aerial view of one part of the industrial zone (foreground, Whirpool site)
FR-AMIENS-SS-AP05.jpg	Aerial view of industrial zone in 1947
FR-AMIENS-SS-AP06.jpg	Aerial view of industrial zone in 1954
FR-AMIENS-SS-AP07.jpg	Aerial view of industrial zone in 1965
FR-AMIENS-SS-AP08.jpg	Aerial view of industrial zone in 2013
FR-AMIENS-SS-AP09.jpg	Semi-aerial view of Hortillonages
FR-AMIENS-SS-AP10.jpg	Foreground, park Saint-Pierre and second plan, les Hortillonages
FR-AMIENS-SS-AP11.jpg	Park Saint-Pierre
FR-AMIENS-SS-AP12.jpg	View of familiy garden in the district of Saint-Maurice, île Sainte Aragone and the north site of Cosserat
FR-AMIENS-SS-AP13.jpg	Aerial view of Cosserat factory around 1950
FR-AMIENS-SS-AP14.jpg	Semi-aerial view of one part of industrail zone (foreground, Cosserat)
FR-AMIENS-SS-AP15.jpg	Semi-aerial view of part of Hortillonages
FR-AMIENS-SS-AP16.jpg	View from industrial zone toward city center
FR-AMIENS-SS-Mo1.pdf /.dwg	Plan of strategic site
FR-AMIENS-SS-Mo2.pdf	Energy cluster spin-off scheme
FR-AMIENS-SS-Mo3.pdf	Occupation plan of industrial zone
FR-AMIENS-SS-Mo4.pdf	The west urban loop of urban innovation scheme
FR-AMIENS-SS-Mo5.jpg	Extract of flood risk prevention plan



# LIST OF DOWNLOADABLE DOCUMENTS

FR-AMIENS-SS-P00.pdf	Aerial view of strategic site
FR-AMIENS-SS-P01 to 08 (.jpg)	Photographs of strategic site
FR-AMIENS-SS-P09.jpg	Scott Bader
FR-AMIENS-SS-P10.jpg	Scott Bader, new administration building
FR-AMIENS-SS-P11.jpg	Main access of Whirlpool site
FR-AMIENS-SS-P12.jpg	Cimentub
FR-AMIENS-SS-P13.jpg	La Clara
FR-AMIENS-SS-P14.jpg	Home Box (part of former distillery)
FR-AMIENS-SS-P15.jpg	View of Maberly road near the access of Cosserat
FR-AMIENS-SS-P16.jpg	View of Sully road at the crossroads with Maberly road
FR-AMIENS-SS-P17.jpg	Court of Cosserat
FR-AMIENS-SS-P18.jpg	View of the south part of Maberly road
FR-AMIENS-SS-P19.jpg	View from the towpath of the Somme river
FR-AMIENS-SS-P20.jpg	Axometric view of the Cosserat velvet and cotton factory
FR-AMIENS-SS-P21.jpg	Garden of île Sainte Aragone and the north façade of Cosserat
FR-AMIENS-SS-P22.jpg	Court of Cosserat (private side)
FR-AMIENS-SS-P23.jpg	Main road of Cosserat site
FR-AMIENS-SS-P24.jpg	View of machine room of Cosserat
FR-AMIENS-SS-P25.jpg	View of Cosserat seen from the roof of machine room
FR-AMIENS-SS-P26.jpg	Parvis of engineer school
FR-AMIENS-SS-P27.jpg	Family hiking at Véloroute Vallée de Somme
FR-AMIENS-SS-P28.jpg	Interior view of the room of Cosserat factory

## PROJECT SITE - ARCHITECTURAL SCALE

FR-AMIENS-PS-AP00.jpg	Semi-aerial view of industrial zone (foreground, Chrétien site and STEP wasteland)
FR-AMIENS-PS-AP01 to 10a (.jpg)	Aerial view of project site
FR-AMIENS-PS-M01 to 04 (.dwg/pdf)	Plan of project site
FR-AMIENS-PS-M05.jpg	Hypothesis of a new link through Sully block
FR-AMIENS-PS-P00.jpg	Location plan of project site
FR-AMIENS-PS-P01 to 20 (.jpg)	Photographs of project site
FR-AMIENS-PS-P21.jpg	Orion wasteland seen from Alfred Catel road
FR-AMIENS-PS-P22.jpg	Orion wasteland seen from Somme river side
FR-AMIENS-PS-P23.jpg	Shore of Somme river near STEP and Orion wasteland
FR-AMIENS-PS-P24.jpg	Shore of Somme river seen from the Cagnard bridge
FR-AMIENS-PS-P25.jpg	Access to Espace Alliance from Abbeville road
FR-AMIENS-PS-P26.jpg	Access to Espace Alliance from Abbeville road
FR-AMIENS-PS-P27.jpg	Access to Espace Alliance from Sully road

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