



Productive
cities

AURILLAC

A CITY IN THE COUNTRYSIDE

Site brief



GENERAL INFORMATION

SITE REPRESENTATIVE :

City of Aurillac in partnership with Société d'Équipement du Bassin d'Aurillac - SEBA 15, with Unité Départementale de l'Architecture et du Patrimoine du Cantal and la Caisse des Dépôts

ACTORS INVOLVED :

City of Aurillac, Société d'Équipement du Bassin d'Aurillac - SEBA 15, Unité Départementale de l'Architecture et du Patrimoine du Cantal, ENGIE (propriétaire de la friche), Conseil Départemental du Cantal (propriétaire des anciens locaux de la Direction des Services Vétérinaires)

TEAM REPRESENTATIVE :

Architect and/or urban planner and/or landscaper

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

Architecture, urbanism, landscaping

COMMUNICATION :

Communication of projects after the competition, Decembre 1st 2017

JURY – 1ST 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)

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 and/or architectural feasibility studies and/or project development to initiate with partners

THE GOOD HEALTH OF EUROPAN*

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 typo morphology. 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 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)

(6) Bruno Marzloff, sans bureau fixe

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

(7) 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



City of Aurillac in the Auvergne - Rhône - Alpes region

Source : Région Auvergne-Rhône-Alpes



Territory of the conurbation Bassin d'Aurillac

Source : Communauté d'Agglomération du Bassin d'Aurillac



View of the city center (strategic site) and surrounding

RELATIONSHIP TO THE THEME “PRODUCTIVE CITIES”

Aurillac is located in the department of Cantal on the border of the Regional Nature Park of the Auvergne volcanoes, with a distant view of the Puy Mary. The town was founded along La Jordanne River.

Pierre MATHONIER, mayor of Aurillac, explains, «Aurillac is the most isolated prefecture in France. Aurillac, in the Auvergne-Rhône-Alpes region, is four hours drive from Lyon, a metropolis to which it is administratively dependent, and a two-hour drive from Clermont-Ferrand, the capital of the former Auvergne region. The closest highway is more than an hour away and the railway network that serves the city is in a worrying state, which makes the daily air link essential between Aurillac and Paris, the real line of territorial development.»

But Aurillac also has many assets, such as its setting and quality of life, which allow it to turn resolutely towards the future and take control of its destiny. For example, Aurillac enjoys an exceptional environment of natural heritage that is a prime tourist attraction.

Like all medium-sized cities, Aurillac has several key challenges for the future. First of all, the policy of urban planning and the economic development carried out by the Municipality of Aurillac must make it possible to bolster the attractiveness of the city in order to appeal to new populations.

A decisive step has also been taken to revitalize the city centre and is one of the priorities of the municipality: renovation of the covered market, renovation or demolition-reconstruction work on interesting city blocks, continuation of the OPAH-RU* and development of city centre shops, etc.

It is in this spirit of winning back the city centre that the municipal team wished to apply for the EUROPAN 14 competition on the theme of the «productive city».

RECONCILING PRODUCTION AND EXCHANGE IN THE CITY CENTRE

Aurillac, the central city of the Communauté d'Agglomération du Bassin d'Aurillac (56,000 inhabitants), has about 28,000 inhabitants. There are 21,000 jobs in the Aurillac territory and every day nearly 12,000 people come from outside to work in the city, thus making the car omnipresent.

*Opération Programmée d'Amélioration de l'Habitat de Renouvellement Urbain

Like many cities of its demographic size, Aurillac has experienced urban sprawl, particularly to neighbouring towns. Indeed, many Aurillac inhabitants have succumbed to the attractiveness of small neighbouring towns for reasons including taxes and availability of land.

Today, Aurillac bears the heavy costs of centralization paid mainly by the taxpayers of the city.

Like the majority of medium-sized cities, Aurillac sees its downtown incurring a process of decline:

1. a city-centre commercial area losing steam,
2. a growing vacancy in housing,
3. a fragile social situation in an old city centre.

To reverse this trend, the city of Aurillac has initiated a process of urban renewal of the old districts of the city centre, whose main objectives are:

4. revitalize the production of city centre housing (OPAH-RU / participatory design),
5. revitalize economic activity (shops, artisan, services) by supporting the commercial attractiveness of the city centre and local trade in the neighbourhoods,
6. facilitate and improve the lives of residents,
7. enhance the historical and architectural heritage.

The EUROPAN 14 competition assumes its rightful place in a proactive project to revitalize the old city centre.

The area under consideration includes several parking lots, a former GDF gas plant (the next industrial wasteland that the City of Aurillac is going to buy), as well as spaces available along La Jordanne making it possible to reclaim of banks of the river.

Several avenues are to be explored in order to reconsider urban planning of the site. For example, the ENGIE industrial wasteland could be converted into a «parking-silo» to create a mixed centre for parking, solar power and local agriculture.

The main problem is to maintain the population by considering the «productive» identity of the city: solar energy production (20% of city energy to date), local food production (local shops and allotment gardens) and intelligent production.

Aurillac, a medieval city and candidate to become a «City of Art and History», is questioning how to develop its historical heritage and identity while simultaneously proposing contemporary production in the service of inhabitants and visitors.

1	FR-AURILLAC-C-Mo9	FR-AURILLAC-C-APo1a
2	FR-AURILLAC-SS-Po2S	



Aerial view of the conurbation Bassin d'Aurillac



Narrow aerial view of the medieval town

Several urban planning projects are in the immediate vicinity of the EUROPAN site:

8. Baldeyrou city block, a project to reduce substandard housing (acquisition, demolition, construction and rehabilitation to enable sustainable redevelopment of the site),
9. Frères Charmes city block, which should become the commercial heart of the city centre with the arrival of national brands to boost city commerce,
10. renovation of the Aurillac covered market to revitalize local commerce,
11. Gerbert city block, with a project of participatory renovation housing (the first operation of this type in France),
12. development of the remaining architecture on the Saint Géraud city block, with a view to creating a focus for the tourist sector.

The candidature of Aurillac refers to a fundamental political problem that concerns all medium-sized cities and their future in a network of cities:

How can the city centre become vibrant and attractive again? How does diversity contribute to the construction of a generous and intelligent, cultural and social city? Can we create an urban base for diversified economic activities? Can Aurillac become the city of short distribution channels?

EUROPAN expects candidates to work on:

- a city that brings together and unites,
- a city for all generations, which promotes mutual aid and social cohesion thanks to the intensity of its city centre.

The teams will have to focus on developing services that will attract various types of people: executives, students, retailers, etc.

For this, Aurillac has several assets:

- a «double» landscape (the larger landscape and the interior landscape along La Jordanne),
- a geographical location that is a perfect platform for trade,
- a concentration of services that makes the city centre attractive.

IMAGING THE «CHARACTERISTICS» OF A CITY IN THE HEART OF RURALITY

Pierre MATHONIER, Mayor of Aurillac, insists on what for him is tomorrow's essential issue: to revive the heart of the city by creating more connections and diversity.

They are currently giving thought to the originality and vitality of the old city centre, in some way looking for the characteristics, which could be counted on to repair the multiple urban fractures in the city.

The EUROPAN competition makes it possible to imagine regenerating a fragment of the city that links industrial wasteland to both modern and medieval areas. It is the ideal site to repair and reconnect the city.

Parallel to the European competition, the municipality is hoping also to obtain the label «City of Art and History», a network of cities committed to developing and appropriating architecture and heritage.

EUROPAN proposes, beyond this label, that candidates consider producing a new 21st century architectural heritage. This will involve upgrading the older heritage, which offers significant reconstruction potential. It also concerns the future of architectural objects from the end of the 20th century, monumental and self-centred as they are in the city centre.

How to attach typological characteristics of a medieval city centre (alleys, back courtyards, architectural density, etc.) to the production process of a contemporary city? How does architectural heritage become in turn alive, busy and productive? How to open up possibilities between older and contemporary cities?

This new architecture will have to result from a new solidarity and sharing. Experiments are required: rehabilitation, alteration, reuse, etc. of existing buildings. The contemporary architecture will have to participate in developing this territory, the substance that makes up the city of Aurillac.

1	FR-AURILLAC-C-APo3
2	FR-AURILLAC-SS-APo4



Place Gerbert



Parking of the faithrail, view towards the medieval city, with in bottom the castle and the thinking hill

QUESTIONING THE CAR'S PLACE IN THE CITY

The concentration of the services and public offices required by the population is subjecting the city to a continuous stream of cars. It generates nuisances, congestion and especially a lack of parking places in the city centre.

The 20th century has encouraged the emergence of a city dominated by the car and abused by its infrastructures: parking lots, over-wide roads and roundabouts. These elements, hitherto considered fundamental to the economic vitality of a city, have often been conceived against its urbanity.

How can these spaces be transformed into new ways of using the city? How can decommissioned streets or old car parks become productive spaces?

There is no question in Aurillac of rejecting the car. The car's place and especially its visibility must be called into question. The lack of a public transport network in the outskirts of Aurillac makes it necessary to establish parking nearby. However, this parking must be hidden and serve as support for other activities (agricultural, energy production, services, etc.).

We must also propose the development of environmental friendly mobility and public transport and reconsider the place pedestrians have in the city. The candidates will have to think about an optimal cohabitation of city and car that will benefit the inhabitants.

In Aurillac, EUROPAN poses the question of the place we want to give to the automobile in a city of the 21st century. New visions of mobility in the city offer unprecedented opportunities to reinvest, adapt and inhabit places. How can we cohabitate with the car and reconsider the functions and uses of these spaces?

1	FR-AURILLAC-C-AP03
2	FR-AURILLAC-PS-P31



European boundaries in the north conurbation Source: ville d'Aurillac



« la carte postal d'Aurillac », Medieval town houses along the Jordanne

STRATEGIC SITE

REPAIR AND PRODUCE IN THE HEART OF CITY

The strategic site is the scale chosen to experiment with innovative urban strategies to recover the city centre. It is necessary to associate the issues of renewal with those of landscape and architecture. The candidates will be able to connect the territorial wealth and the pragmatic needs of a functional city in relation to its urban area. How to associate car parks, transport and alternative forms of mobility with a circular economy, local and solidary, creating a good quality of life? How can people be encouraged to invest in the city centre and reverse the process of desertification?

TOWARDS RECOVERING THE CITY CENTRE

The strategic offers the opportunity to question current urban planning in the city and to connect the historical city centre with the landscape. Linked directly with the medieval centre, the industrial wasteland, which is also in immediate vicinity of the city-centre, could bring a form of reconciliation and create bonds and social worth.

The strategic site encompasses both banks of La Jordanne, the city centre and the medieval centre on one side and the project site on the other. EUROPAN hopes that the candidates can consider a balance between the two banks of La Jordanne, a natural element of the city's internal landscape. The challenge is therefore to connect the centre with the project site on the south shore. A solution to the omnipresence of the car in the city centre (only the inner city is subject to access control that prohibits all automobile traffic except for the residents) could occur with this real estate opportunity and alternative solutions for car parking.

We are at the heart of what constitutes the «postcard image of Aurillac». This is notably composed of a group of medieval city houses perched on the banks of the river with their foundations in the water. A few restaurants have taken advantage of the landscape and installed outdoor dining on the ground floor of these houses. This façade, built around the use and the vernacular, shows that from the beginning the city was alive and inhabited. How can this postcard image reflect the city of tomorrow, alive and productive? It is this fantasy of the city that the EUROPAN competition seeks to re-examine. How does this bucolic landscape become productive and alive?

WHAT STRATEGY FOR MOBILITY?

In Aurillac, an urban mobility plan (PDU) is being drawn up to define uses, create parking (small pockets of parking and park-and-ride sites) near the heart of the city (offering peripheral parking 15 minutes on foot and 5 minutes by bicycle or bus from the city centre) and adapt public transport accordingly.

This plan should make it possible to respond to the problems associated with high commuter traffic. The availability and fluidity of parking is therefore an important issue. Without adequate and sufficient parking the user turns away from the city centre.

The question of attachment to the car is prevalent. The habits of years have sometimes distanced the Aurillac inhabitants from wandering and discovering the city on foot, by bicycle or on public transport. This is a sense of comfort that is sometimes illusory. The time spent looking for a parking place sometimes exceeds travel time.

At the moment, parking has saturated public space in the city centre. Parking lots are mainly in the most beautiful places of the commune, places that have real potential. This is particularly the case along the river, in the Cours Monthyon and the Cours d'Angoulême. The city has two types of parking: commuter parking and that for inhabitants in the center. The vacancy rate for parking places is 12% in Aurillac.

CULTURAL AND ECONOMIC RESOURCES

In recent years, Aurillac has sought to reverse the process of desertification of its downtown area. Administrative services are highly developed, but there is a need to develop housing and economic activities. The city as a whole, but especially the study site, has multiple resources on which it will be necessary to rely. How can human activity enrich the city centre?

In Aurillac, wealth is mainly centred around four pillars: local culture (theatre, dance, etc.), gastronomy, local agriculture, young people (including 1,500 students) and training programmes (city of learning). Added to this is a magnificent natural landscape, omnipresent, an exceptional environment.

1	FR-AURILLAC-C-AP02
2	FR-AURILLAC-PS-P4



Downtown shopping street



International Festival of Street Theater and Street Arts

STREET THEATRE PLACES PUBLIC SPACE AT THE HEART OF THE CULTURAL PROCESS

The International Festival of Street Theatre in Aurillac is of national importance. To succeed, the festival needs large spaces for the 30.000 people a day over four days visiting the festival (third week of August).

Nearly 650 street theatre groups invest all public spaces throughout the city. The festival is the main vector of city's notoriety. It is an asset, a human and cultural wealth for the territory. Public space becomes a cultural medium. In this perspective, the heart of the festival is the study site and the public spaces where the festival takes place. How can we use this wealth, that is part of public space, to rebuild a daily social bond? Could the city centre be the backbone of a cultural production spreading out beyond the territory? What place does culture and art have in the city?

GASTRONOMY IN RESONANCE WITH LOCAL PRODUCTION

In the heart of the Massif Central, Aurillac has become the source for several gourmet areas, particularly cheeses (Cantal, Salers, Saint-Nectaire, etc.) and dried and cured meats.

A city of meeting and trade, there is a very long tradition of markets and fairs (six a year).

Aurillac has all the assets to become the symbol of local production and gastronomy. Some important local businesses extend well beyond Aurillac.

«Les Européennes du Goût», a gastronomic and cultural event lasting a weekend, showcases local products attracts over 30,000 visitors.

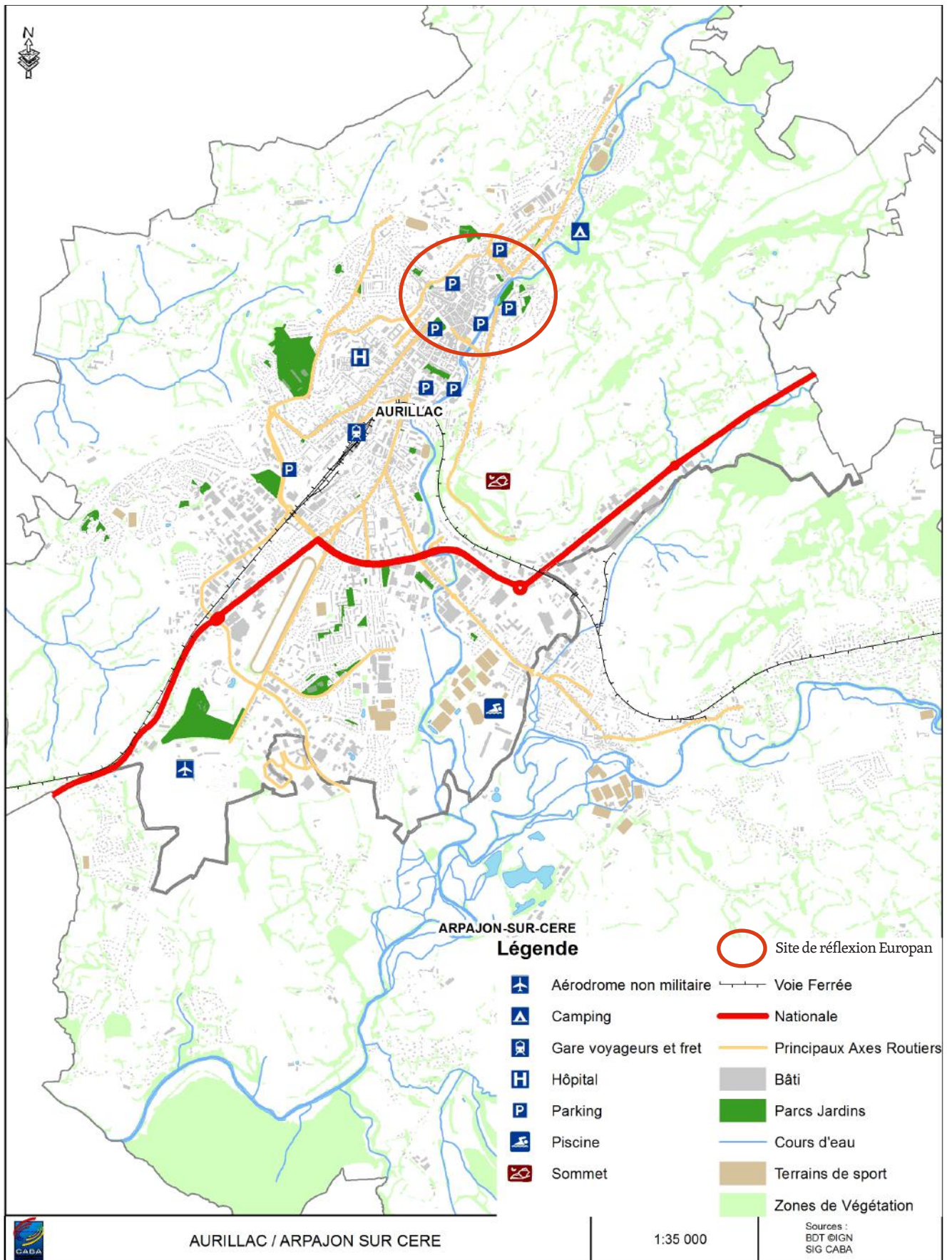
A CITY OF LEARNING: LOCAL EXCELLENCE IN THE DIGITAL ECONOMY

The following training and research units are listed on the Biopôle site:

- ENIL V (national school for milk and meat industries)
- INRA (Aurillac cheese research laboratory)
- LIAL (laboratory for dairy analyses for the Massif Central),
- LIP (production laboratory),
- IUT - Aurillac technological university branch with training in agronomy (tomorrow's agriculture),
- Lycée agricole Georges Pompidou (agriculture school),
- CIF (committee for Cantal cheeses)

How can the city of Aurillac draw on this economic pool to stimulate production and excellence in the city and encourage young people to settle here?

1	FR-AURILLAC-SS-P13
2	FR-AURILLAC-SS-P15



Urban zone of the conurbation Bassin d'Aurillac

Source : Communauté d'Agglomération du Bassin d'Aurillac

STRATEGIC SITE ISSUES

REPAIRING URBAN AND ARCHITECTURAL FRACTURES IN THE CITY CENTER

Candidates need to assert the attractive role of the city centre, develop a process to connect the existing projects in the downtown area and begin a gradual recovery of public spaces.

How to develop the relationship between the territory and a lively city? The aim is to propose a strategy for:

- confirming a «rural» and «cultural» city,
- recovering the city centre,
- tying a large, productive territory to the city centre, a meeting and producing place.

PROPOSE AN ALTERNATIVE TO THE « CAR ONLY » CITY CENTRE

Mobility in rural areas is essential and raises many issues. Can a balance be established between alternative transport modes, cars and public transport? Without access to Aurillac city centre, the economic, cultural and social relationship to the territory disappears and with it the city.

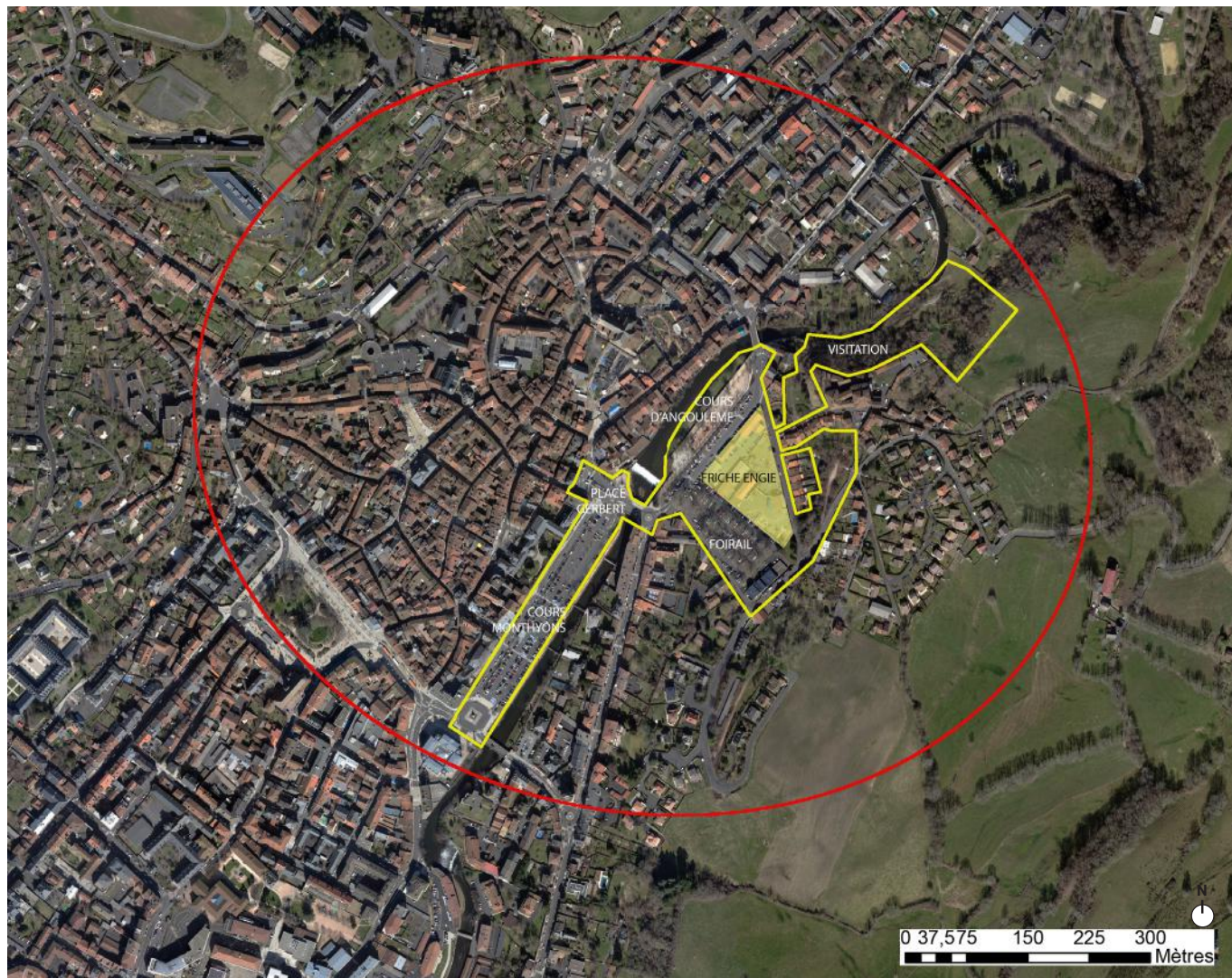
What place should the car have in public space? Candidates are invited to find solutions so that the problem of car parking is no longer a major issue. By concentrating parking on the old ENGIE industrial site, it should be possible to recover space in the historic centre for the pedestrian.

21ST CENTURY ARCHITECTURE IN AURILLAC AS THE EMBODIMENT OF ARCHITECTURE

Create a future innovative architectural heritage that is identifiable within the territory and is made of imagination, innovation and utopia

Aurillac has a few examples, including the town hall and the Museum of Art and Archeology, a contemporary structure within a 17th century building (the former

Visitandines convent, which became an Haras National (national stud farm) and then a museum). This is also the case of the UDAP (Departmental Group for Architecture and Heritage), which, as with a dance company located in the heart of the city, is in a city-centre renovated umbrella factory. The strength and finesse with which these contemporary works have been inserted into existing buildings reveals the traces of that architectural history.



European boundary



Project site : foreground, wasteland of ENGIE with le cours d'Angoulême, le foirail , and second plan parking du Gravier, cours Monthyon

EUROPAN has defined a project area in which potentially operational sites have been identified. Never has the city had such an opportunity to reinvest public space and rebuild itself into a city of sharing, connection and social cohesion for the benefit of all the inhabitants

The project area is now almost exclusively mono-functional, used for parking and circulation. The EUROPAN project will make it possible to rethink this heart of the city by anchoring it in the 21st century. Man will take his place in the city.

DESCRIPTION OF THE PRE-OPERATIONAL SITES ALONG THE NORTH BANK OF THE RIVER

GRAVIER PARKING LOT

The Gravier park lot extends from Pont Bourbon to Pont Rouge (two bridges) along La Jordanne.

Originally a promenade, this site became a parking lot in the 1950s. Cars occupy all the space along the river except for a path next to the water. This public space is to be completely reconsidered.

It's worth noting the Cantal county council building at one end of the Gravier parking lot. It offers an image of a disconnected city in its most rigid institutional form. This car park is the link between the medieval city, the city centre and the river.

There are 460 places in the parking lot (280 subscription and 180 short-term parking). Here, as on other sites, the use of the site has to change but the overall number of parking places must be maintained and taken into consideration elsewhere in the project.

There is a statue at either end (Pope GERBERT and General DELZONS), a kiosk and metal pedestrian bridges over the river.

COURS MONTHYON

The Cours Monthyon is the street between the Gravier parking lot and the city centre. The city hall is considering the possibility of making the Cours Monthyon a public space without traffic. Candidates can take this approach in their project. The Cantal Prefecture is on the Cours Monthyon.

PLACE GERBERT

Opposite the Cantal county council building, at the other end of the Gravier parking lot is Place Gerbert.

A fountain, a washhouse, cafes, a restaurant-nightclub, a hairdresser, an insurance agent, the Prefecture of Cantal and the Treasury of Aurillac, border the square.

The centre of Place Gerbert is a paid parking lot. A lot of the city's traffic between the north and the south banks passes through here. It is also the gateway to the medieval city.

On this square, a participatory housing rehabilitation project is currently under way. The improvement of what remains of the Saint-Géraud city block in the immediate vicinity is under study.

DESCRIPTION OF THE PRE-OPERATIONAL SITES ON THE SOUTH BANK OF THE RIVER

COURS D'ANGOULÊME

The Cours d'Angoulême has 104 parking places. It is a single traffic lane and a promenade along the banks of La Jordanne between Pont du Buis and Pont Bridge. This promenade planted with trees was opened to the public in 1815. In 1934, it became a parking lot. The Cours d'Angoulême is directly opposite the medieval riverbank. It is a place with immense, underexploited potential, particularly in relation to productivity, economy and the riverbanks.

How can the riverbanks be reinvested to improve quality of life for the inhabitants? The architectural solutions candidates present for these sites will serve as an example for a progressive development along the banks of La Jordanne throughout the whole city of Aurillac.

It should be noted that a link between the Cours d'Angoulême and the medieval city could be created along the medieval riverfront.

1	FR AURILLAC SS AP02
2	FR-AURILLAC-PS-AP01



Wasteland ENGIE - GRDF



Park Visitation

LE FOIRAIL OR PLACE DU CHAMP DE FOIRE

This became a parking lot in 1978 and has 260 parking places. With its very steep slope, its future development may be closely linked to that of the ENGIE industrial wasteland described below. The alignment of trees breaks the otherwise very mineral nature of the square. The site has an exceptional view of La Jordanne and the medieval city. At the upper end of the Foirail parking lot are premises belonging to the County Council of Cantal (Volunteer House) with 1,192sqm.

Development projects must take into account the SPR-AVAP regulations (remarkable heritage site - area for the enhancement of architecture and heritage) for this sector.

⇒ All together this is an area estimated at 33,800 m² - Ville d'Aurillac - public domain (Gravier parking lot / Cours Monthyon / Place Gerbert / Cours d'Angoulême / Foirail). The building of the County Council of Cantal, located at the upper end of the Foirail parking lot can be integrated into the project.

ENGIE INDUSTRIAL WASTELAND

An area of 9.033 m².

Located along the Cours d'Angoulême and neighbouring the Foirail, the site is a former gas plant transformed into the centre for the company Électricité de France. Buildings were built along the Cours d'Angoulême. The site is divided in three terraces. High walls of stone and concrete surround the site.

This site is perhaps polluted (the municipality has not yet done soil studies). There is no other information on this subject. The land, private for the moment, is in the process of being acquired by the City of Aurillac and will be operational within the timeframe of the EUROPAN competition.

The idea of 400 parking places is to be included on this site with a strong project for shops and inhabitants. The topography of this project site is an asset for hybrid elements combining parking silos and car services to be associated with other functions for the city, public, business and cultural places and housing.

As mentioned above, the overall number of parking places needs to be maintained throughout the area of the pre-operational sites. Candidates will therefore be able to study different development hypotheses on this area.

PARC DE LA VISITATION AND GARDENS ABOVE THE PARK

20 789 + 4 410 m²

VILLE D'AURILLAC ET DOMAINE PRIVÉ

Ce parc en désuétude articule l'échelle du paysage intérieur de la commune et du grand paysage. Actuellement complètement en friche, il est associé à d'anciens bâtiments (exclus du site de projet). À l'origine, La Visitation était un couvent. L'enclos comprend un vaste bâtiment, des murs de soutènement et un bois bordé par la Jordanne plus au Nord. Depuis 1982, la Visitation a été transformée en logements sociaux. Le parc se déroule sur une ligne topographique surplombant la rivière : en balcon, il offre à la fois une intimité et un panorama sur la ville médiévale. Comment faire d'un parc un espace culturel et productif au cœur de la ville ? Comment articuler le passage du paysage de la rivière au paysage des vallons ?

1	FR-AURILLAC-PS-P13
2	FR-AURILLAC-PS-P39



PROGRAMME GUIDELINES

Candidates will have to address an urban strategy that allows for experimenting with architecture and public spaces: forms, typologies, uses and exploratory programming. The EUROPAN teams can investigate several programming avenues with regard to the issues described above possibly incorporating other territorial actors:

- programmes on vehicle parking and car-related services:

- car-sharing, parking, car-pooling, alternative commerce, little pockets of parking, etc.: make parking attractive.
- multimodal hub: energy production, local services (shops, urban agriculture, artisanal activities, etc.), activities as a source of economy of scale: simultaneous or deferred sharing of space, pooling of space, use of industrial wasteland.

- develop proposals for housing in its most innovative and diverse forms linked to other functions: participative renovation, student, inter-generational, cohabitation, creation of shared spaces, etc.

- re-appropriating public space: place for artistic and cultural production, commercial activities, meeting and discussion, temporary use, rediscovery of urban spaces by associations, public spaces for economic, social, cultural, touristic and environment development on a territorial scale.

- innovative cultural facilities: artists' residencies, performance spaces suitable for everyone, street theatre, art in the city

Finally, the EUROPAN teams have to make use of the landscape to tie the city into a larger territory. It is a question of having an experimental project approach and clearly asserting a unifying, cultural merit.



Crossroads at the end of Angoulême



The edges of the Jordan

EXPECTATIONS AND FOLLOW-UP TO THE COMPETITION

EXPECTATIONS

The notion of productivity leads to the notion of transition: towards a more resilient city, a more autonomous city. The size of Aurillac might be perfect for experimenting. How to repair decades of fractures and separations and put forward assets and potential? What type of city do we want in a rural context in the 21st century?

There are two avenues to be investigated:

- reverse the process of desertification in the city centre:
- an issue of attractiveness in the heart of the city,
- cultural and social issues dependent on the intelligence of the city,
- an energy issue.

- support experimental as well as cultural merit in architecture and urban planning:

At the EUROPAN conference on 23 September 2016, Myrto Vitard, Grand prix de l'Architecture 2016, stated of the Aurillac site, «a very beautiful landscape deserves beautiful architecture».

What is known as «beautiful» architecture might be interpreted as an the embodiment of architecture:

- producer of values,
- creator of connections and sharing,
- repairer of urban fractures,
- on a human scale.

The candidates need to take into account 20th century architectural heritage and develop architectural intervention that enhances and transforms the existing built environment. As such, everything is heritage.

PLAYERS

(other than the city of Aurillac)

Autour de la mairie, les acteurs sont identifiables :

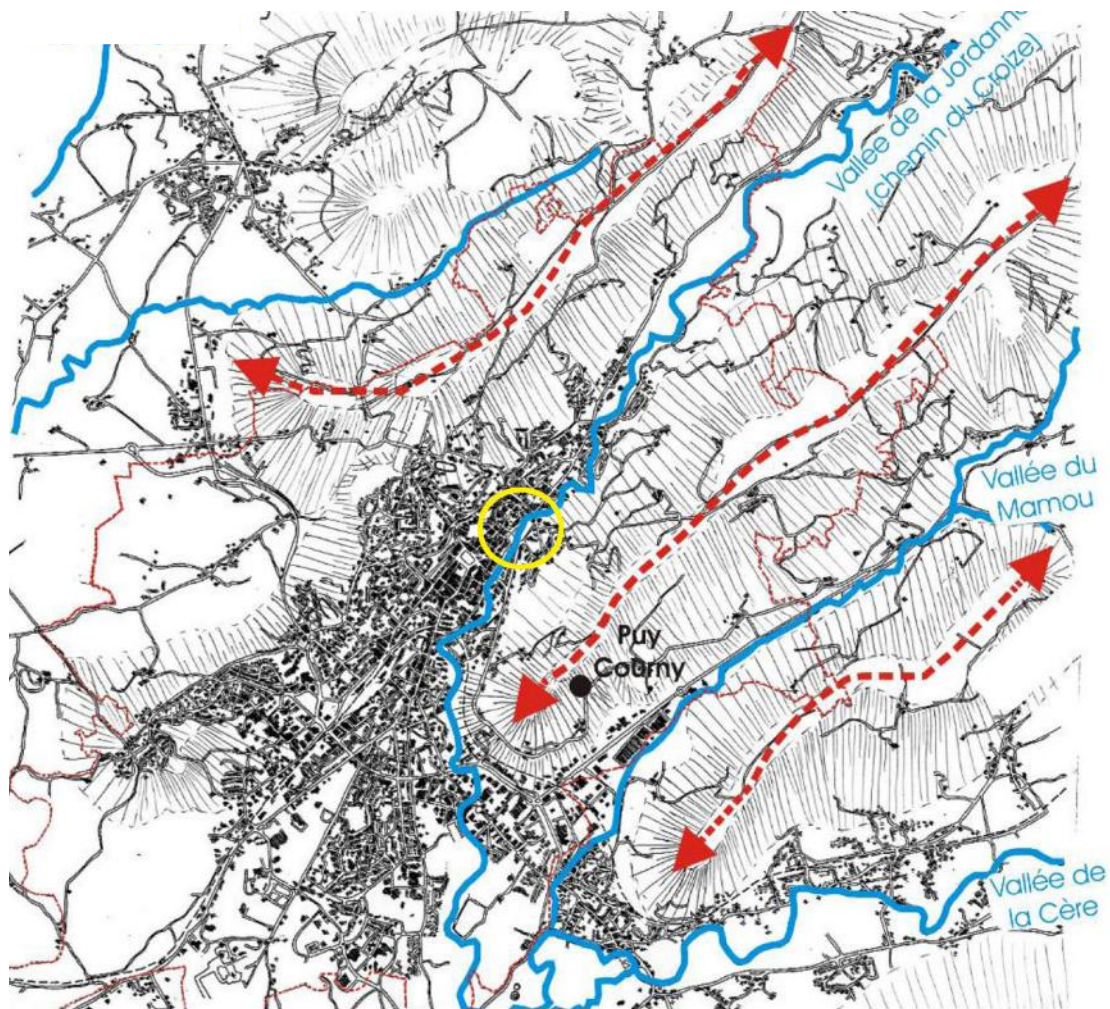
- SEBA 15 (public works company for the Aurillac region) works with the city on a number of urban development projects, particularly housing and economic questions concerning the metropolitan area. SEBA 15 is involved in the development of business areas, residential areas, commercial real estate and the construction of public facilities. For example, the construction and management of the Aurillac Business Village outside the city centre (10 minutes by car from the airport): 360 jobs, 50 companies, with the aim of concentrating certain activities with common or shared services in the outskirts.

- The UDAP (departmental unit of architecture and heritage), a decentralized state office for the architectural review board (ABF), whose office is in Aurillac. They work closely with the commune in sectors SPR-AVAP (remarkable heritage site - area of enhancement of architecture and heritage). This is the case for most of the current city centre project sites.

COMPETITION FOLLOW-UP

Together with the city and SEBA 15, the project sites are in pre-operational position for the territory. This group will receive innovative approaches for real-estate set-up. The City will be able to offer candidates directly operational follow-up studies and management for urban planning projects or architectural development. The city will also be able to set up an agreement for competitive dialogue or even a workshop with several teams.

The guidelines and issues are given free of charge. Candidates can take on one or more themes. They have the freedom to respond as they wish without having to take on the entire project area in their proposal.



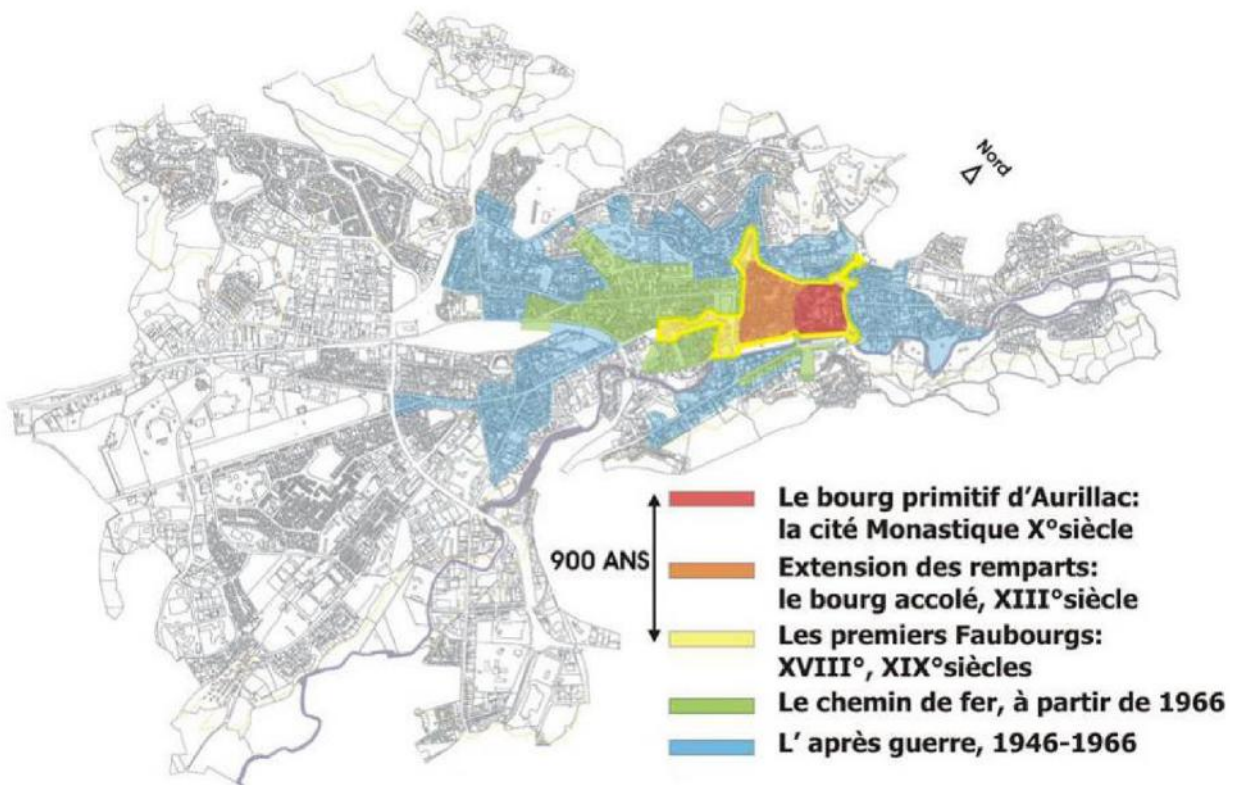
— SITE EUROPEAN

/// Fortes pentes

--- Crêtes

Relief, ligne de crêtes et vallées
Carte GHECO

Hydrography and topography



1866 - 1960, Urban expansion of Aurillac Source : CAUE du Cantal

CONTEXT

THE CENTRAL CITY OF A RURAL TERRITORY

A CITY ANCHORED IN A LARGER LANDSCAPE

Aurillac is at an altitude of 650 meters. It is in the heart of a territory of nature, forests, mountains, lakes, rivers and other volcanic formations. The Cantal is the largest volcano in Europe. Many activities that contribute to the quality of life depend on nature. The city is characterized by the omnipresence of a rural landscape.

The town developed on the plain of La Jordanne river, between very steep hills and originally on the north bank. The valley, however, opens to the southwest onto a vast plain leading to the Aquitaine basin. Established on the valley floor, development occurred along La Jordanne, spreading out from the medieval city in a northeast southwest direction towards the plain. From the city, the immense countryside is everywhere.

Nevertheless, topographical, geological and climatic constraints have strongly influenced the development of Aurillac. Thus, there are few lines of communication. Just the Route Nationale 122, which meets the A75 near Clermont-Ferrand and Montpellier, and the railway Figeac / Arvant. The city does not have a high-speed train nor motorway connection nearby. There are two flights a day from Aurillac to Paris.

HISTORY: FROM THE OUTSET A TERRITORY OF ECONOMIC EXCHANGE

The primitive city was gathered around the Saint Géraud Abbey and benefited from its economic vitality and protection. Little by little, new districts were added and surrounded by a fortified wall. The suburbs were made up of convents, workshops, dwellings, gardens and meadows along the main roads. The location of the city was conducive to trade from the plains and the mountains. It became a true commercial city when the tannery and goldsmith industries arrived. Many fairs still punctuate the year in Aurillac.

Beginning in the 18th century, Aurillac underwent great changes like the development of a promenade on the present Gravier. Gradually, religious buildings were converted, changed uses, became a stud farm or a theater. As market town, Aurillac dispersed the agricultural

products from Cantal. This intensified with the arrival of the railway in 1866.

In the 1970s, urbanization of the city was regulated and guided by a development policy (SDAU, POS, etc.), which allowed the development of subdivisions, large housing projects and business zones at the entrances to the city. In the 1980s and 1990s, large cultural, educational and sports facilities were built.

Three essential elements mark the history of the city:

- the geographic location of Aurillac has always encouraged trade,
- the transfer of building use has been going on since the origin of the city (e.g. religious buildings),
- urban policies and context (social, economic) from the middle of the 20th century mark a rupture in the exchange and transfers that have structured the city hitherto.

TERRITORIAL EQUILIBRIUM ISSUES HIGHLIGHTED BY THE SCOT

The influence of Aurillac extends over 76 communes in Cantal and Aveyron. It is the main commune in the Communauté d'Agglomération du Bassin d'Aurillac (CABA), which brings together 25 municipalities and 56,383 inhabitants (48% are from Aurillac).

Some of the issues raised by the SCOT (territorial coherence plan) resonate with the EUROPAN theme:

- the issue of maintaining and creating of jobs within the territory must be the subject of transversal consideration, notably in the capacity to accommodate populations, location of housing and commuting to work,
- the development of future economic structures, some of which make it possible to establish jobs in rural areas: certain industries, tourist attractiveness, territorial digital development, sectors linked to an aging population,
- ensure residential fluidity across the territory (social and generational diversity),
- anticipate and insure housing adaptable for an aging population.

1	FR-AURILLAC-C-Mo2a
2	FR-AURILLAC-SS-Mo5



Objectives: less car in the city center



Reclaiming the banks of the Jordan

THE CITY'S ENVIRONMENTAL POLICY

As part of their policy for sustainable development, the CABA (Communauté d'Agglomération du Bassin d'Aurillac) and the city of Aurillac signed a TEPCV (Territoires à Énergie Positive pour la Croissance Verte) convention with the Ministry of Environment, Energy and Marine for financial support.

Initiated by the Ministry of the Environment, Energy and the Sea, the TEPCV encourages concrete action to mitigate the effects of climate change, encourage the reduction of energy needs, the development of local renewable energies and facilitate the establishment of green areas. To this end, a € 1.5 billion financing fund over three years has been allocated. In September 2016, Ségolène ROYAL, Minister of the Environment, Energy and the Sea, confirmed that the application by the President of CABA and the Mayor of Aurillac had been selected for the TEPCV programme.

The project presented by the two communities is based on programmes to be carried out over several years in a sustainable development approach: Agenda 21 for the city of Aurillac, community Territorial Climate Plan and projects of mobility, parking, urbanism, housing, eco-citizenship and energy.

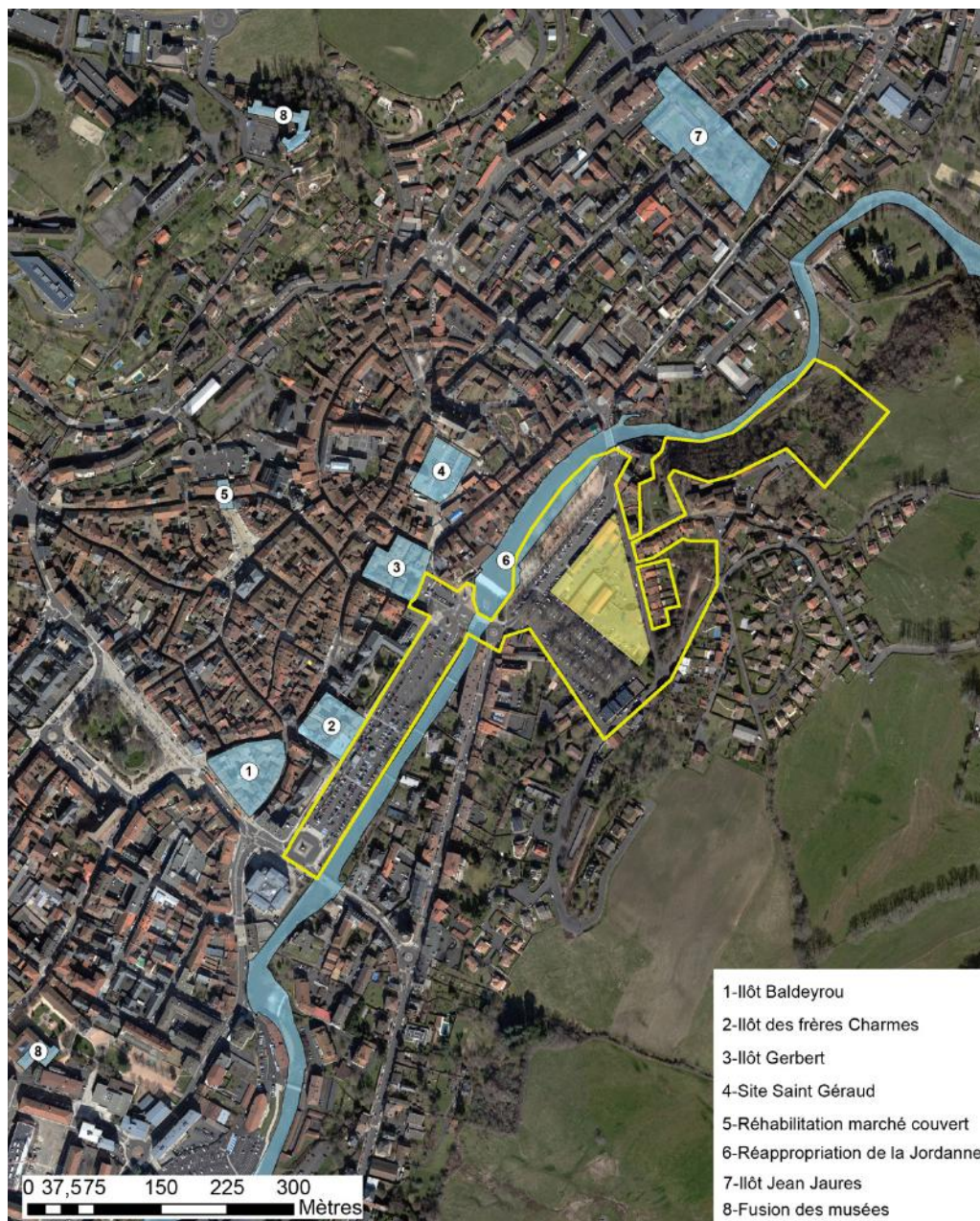
Four dossiers attracted the attention of the Ministry of the Environment, Energy and the Sea: development of public lighting, acquisition of electric shuttles, development of shared transport by the acquisition of low emission vehicles and reclaiming the banks of La Jordanne.

The financial support agreement enables CABA and the city of Aurillac to benefit immediately from 500,000 € in aid from the Energy Transition Fund on the four projects for immediate implementation (i.e. co-financing of 50% to 60%). An additional € 1.5 million will be mobilized at the end of this first phase of the contract to support other projects in the areas of mobility, energy performance, new energies, conservation and environmental awareness. To reduce the consumption of fossil fuels and the production of greenhouse gases and improve thermal comfort, the city of Aurillac is considering registering the thermal renovation of its municipal buildings for the second instalment of the funds.

Numerous other projects would also be eligible for financial support: creation of multimodal park-and-ride sites, commuter traffic in the city centre, reduction of noise nuisance and development of environmentally friendly modes of travel.

The city of Aurillac wishes to carry out projects to raise awareness of the environment and biodiversity. Finally, within the framework of the Assises du Développement Durable initiated by the municipality, new projects are likely to be eligible under this fund.

1	FR-AURILLAC-PS-P1
2	FR-AURILLAC-PS-P10



ILOT GERBERT



PERSPECTIVE SUR L'ILOT DES FRÈRES CHARMES



SAINT GÉRAUD



PARCELLE DES FRÈRES CHARMES

Projects of city center

CITY CENTRE PROJECTS

Within the strategic area, projects on the issue of «living and working in the heart of the city» are being carried out by the city. For several years, the city of Aurillac has been pursuing a policy of winning back its inner city: OPAH RU (planned improvement of the housing of urban renewal) in the heart of city, clearance of sub-standard housing, redefinition of public spaces and revitalization of businesses. Several city blocks are concerned:

BALDEYROU CITY BLOCK

This is an RHI project to reduce sub-standard housing. This city block has an extremely complex, difficult to understand urban form due to layers of sedimentation and building accumulation. Urban issues are present at the heart of the block and on the scale of the city centre for creating public spaces. It is a question of re-establishing a connection with new uses and more conviviality between inhabitants.

The objectives are:

- reduce density to develop the existing urban heritage,
- balance the mineral / vegetation ratio,
- propose new private spaces at the heart of the city block by regrouping real estate.

THE COVERED MARKET / SUPPORT FOR LOCAL COMMERCE

Much has already been carried out (studies on local commerce, work on vacant businesses to revitalize trade, etc.). Work by the community is currently being carried out on fairs (foire de la Saint-Géraud) and markets.

In 2016, the city of Aurillac renovated the covered market, which sees nearly 5,000 visitors every Saturday morning. This restructuring project aims to make the covered market a real commercial powerhouse for the local produce business. It is even more valuable as a project, since it is the main food source in the city centre and creates social ties.

FRÈRES CHARMES CITY BLOCK

In line with a policy of urban renewal that started several years ago, the city of Aurillac is carrying out a major real estate project in the historic and commercial heart of the city. The aim of the Frères Charmes city block project is threefold:

- improve the quality of life in the historic centre,
- initiate urban and social diversity,
- revitalize commercial activity with the arrival of a commercial powerhouse.

The project aims to attract other businesses with the presence of two commercial powerhouses and to provide functional and housing diversity (rental and acquisition social housing and private sector housing).

THE PARTICIPATORY HOUSING RENOVATION PROJECT FOR THE GERBERT CITY BLOCK

In front of Pont Rouge, the Gerbert city block is often described as one of the entrances to the centre of Aurillac. With its 19th century buildings, the heart of the block is like a garden.

The project involves the renovation of buildings in poor condition (creating 13 flats), recovery of the ground-floor commerce, integration of an architectural and urban planning heritage for the unbuilt areas at the heart of the block and development of public spaces.

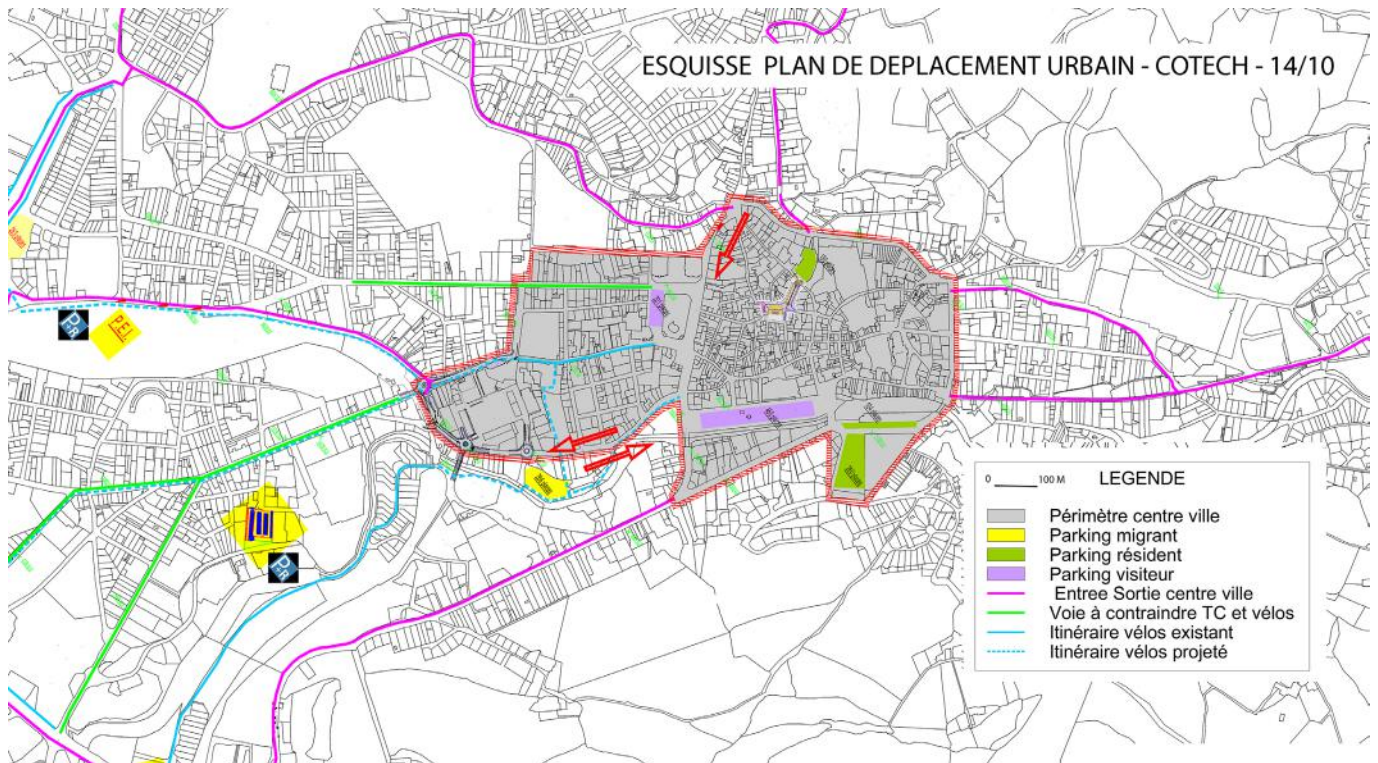
The Municipality of Aurillac also intends to fight against substandard housing by a new housing approach: participatory housing rehabilitation (the first participatory project in France involving older housing). The participatory housing project will enable the inhabitants to completely or partially design, build and manage the renovation of their future home using a well-organized participatory approach.

THE DEVELOPMENT OF THE REMAINS OF THE SAINT GÉRAUD ABBEY (COMPETITION LAUNCHED IN 2016)

A major site for heritage development and urban restructuring in the future is the Saint Géraud Abbey, the remains of which were recently discovered during construction of a new project (abandoned since the discovery).

A programme study is currently underway for the development of urban space and restoration of the heritage site.

It is a vast development programme in the medieval city centre, which should create hanging gardens, terraces, an archaeological meadow, pedestrian paths to connect Place Gerbert, Place Saint Géraud and Square de Vic with a redefinition of the Rue de la Fontaine de l'Aumône (between the Square de Vic and the abbey).



Outline of Urban Travel Plan

Source ville d'Aurillac



Cours Monthyon

THE PROJECT FOR A MULTIMODAL HUB (OUTSIDE THE SITE)

The project is backed by the Communauté d'Agglomération du Bassin d'Aurillac.

It is located outside the study site. In addition to this hub project, the mayor would like to begin consideration of new environmentally friendly paths, particularly connected to a re-appropriation of the banks of La Jordanne.

PLAN FOR MOBILITY AND PARKING CURRENTLY UNDER PREPARATION BY THE CITY

The city of Aurillac is working towards the possibility of opening up the city centre following a plan of mobility / parking which needs to take into consideration several issues:

- reducing traffic from the periphery to the city centre in favour of public transport and active modes of travel (walking, cycling),
- prioritize efficient residential parking for the inhabitants of Aurillac,
- provide a solution for the three types of parking needed: short-term city-centre parking near neighbourhood shops, parking for commuters and visitors (including customers to shops in the city centre), residential parking.

There are two major entrances for automobiles to the «city centre», Avenue Paul Doumer and Avenue de la République, and three secondary entrances, Avenue Delzons, Avenue A.Briand and Cours d'Angoulême.

The proposal is to restrict commuter city-centre parking, to extend limited traffic zones (pedestrian zones, meeting areas, zone 30 km/h), which cover already most of this sector and to put in paid parking on roads and all parking lots in the area, maintaining the axis Cours d'Angoulême - Boulevard du Pont Rouge - Avenue Aristide Briand.

City hall wants to offer alternative, attractive peripheral parking with park-and-ride sites for commuters and public transport adapted to each site. The construction, in spring of 2017, of the Pompidou park-and-ride site to the south of the metropolitan area, convenient parking on the site of Méallet de Cour in 2018 and the creation of park-and-ride sites to the north (Cortat) and to the east (Toulousette) in the years that follow.

The plan also proposes to restrict circulation of private vehicles and encourage the use of more attractive park-and-ride sites. The redevelopment of the Avenue de la République between Rue Jules Ferry and the Square Vermeuzouze to give it a more urban and commercial character is planned in the long term, as well as consideration of developments for Avenue des Pupilles de la Nation, Avenue des Prades and Avenue des Volontaires.

Finally, the city will be working to develop a biking alternative. The bike plan of Aurillac has suffered from a difficult terrain that curbed ambitions. In light of the rapid development of e-bikes (VAE), bicycling is obviously an unavoidable mode of travel in Aurillac as elsewhere. Three cycling paths are under study:

- continuing construction of the biking backbone along the banks of La Jordanne with the link Clairvivre - Gambetta in spring 2017
- linking the future PEI to the city centre via Avenue Milhaud and beyond that to the Belbex district and the Vialenc eco-district
- linking the Marmiers shopping center (and the city's political priority area) to the city centre via Avenue des Pupilles, Avenue des Prades and Avenue de Tivoli

1	FR-AURILLAC-SS-Mo6
2	FR-AURILLAC-PS-P33



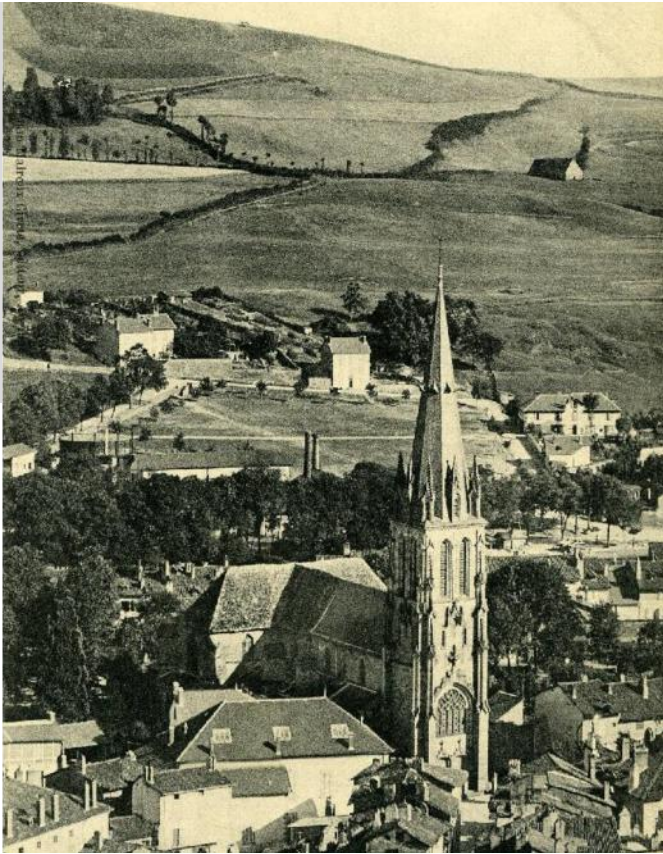
Location plan photographs of the strategic site

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01		FR-AURILLAC-SS-Po1 to FR-AURILLAC-SS-Po6
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PHOTOGRAPHS - STRATEGIC SITE





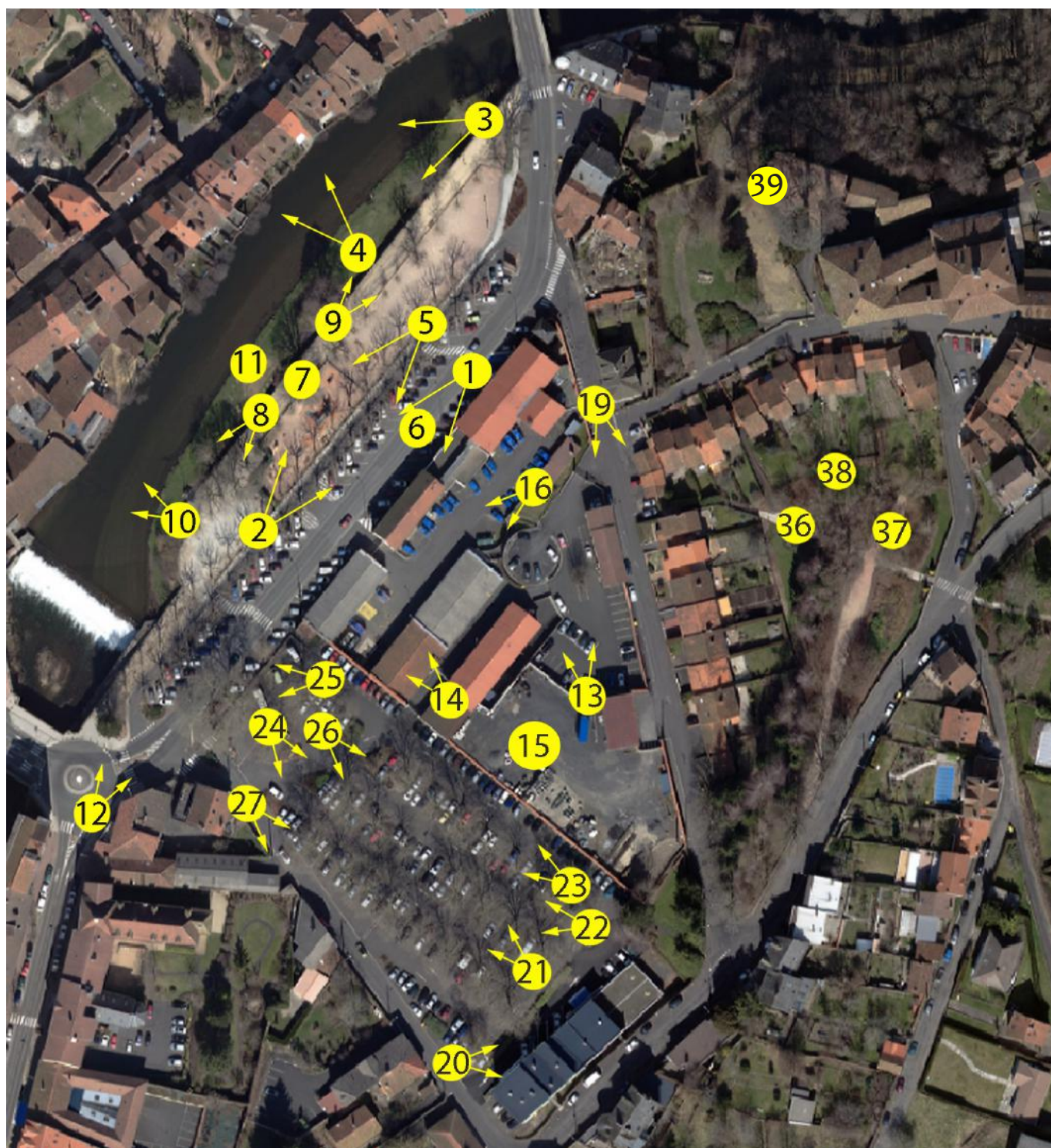
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FR-AURILLAC-SS-Po7 to FR-AURILLAC-SS-P1o



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FR-AURILLAC-SS-P11 to FR-AURILLAC-SS-P14



Location plan photographs of the project site

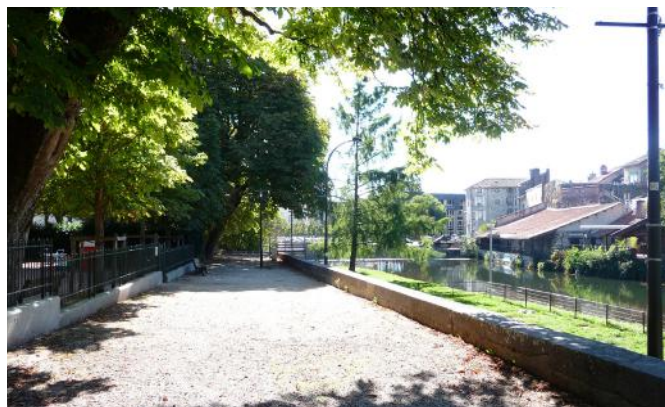
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FR-AURILLAC-PS-Po1 to FR-AURILLAC-PS-Po8

PHOTOGRAPHS - PROJECT SITE

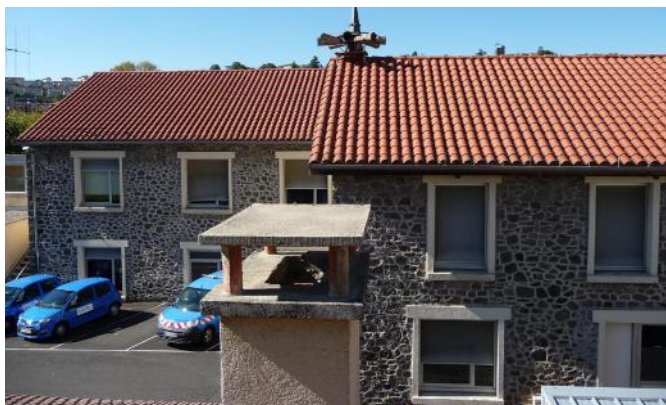
COURS D'ANGOULÊME / ENGIE WASTELAND / FOIRAIL PARKING / PARC DE LA VISITATION





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FR-AURILLAC-PS-P09 to FR-AURILLAC-pS-12



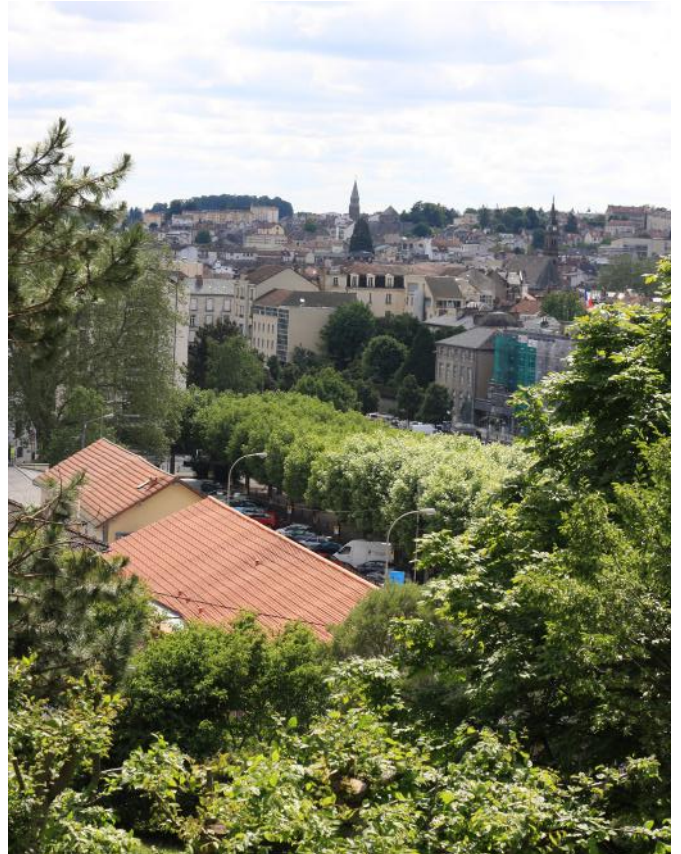
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FR-AURILLAC-PS-P13 to FR-AURILLAC-pS-P19



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22	23
24	25
26	27

FR-AURILLAC-PS-P2o to FR-AURILLAC-pS-27



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37	39

FR-AURILLAC-PS-P36 to FR-AURILLAC-pS-P39



Location plan photographs of the project site

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28	29	FR-AURILLAC-PS-P28 to FR-AURILLAC-PS-P35
30	31	
32	33	
34	35	

PHOTOGRAPHS - PROJECT SITE

COURS MONTHYON



CONURBATION - TERRITORIAL SCALE

FR-AURILLAC-C-AP01.JPG	Photograph aerial view of conurbation Bassin d'Aurillac
FR-AURILLAC-C-AP01A.JPG	Photograph aerial view of conurbation Bassin d'Aurillac with strategic site boundary
FR-AURILLAC-C-AP02.JPG	Photograph aerial view
FR-AURILLAC-C-AP03.JPG	Photograph semi-aerial view of conurbation (Source : Communauté d'Agglomération du Bassin d'Aurillac)
FR-AURILLAC-C-AP04.JPG	Photograph semi-aerial view of conurbation Bassin d'Aurillac
FR-AURILLAC-C-M01.DWG AND .DXF	Plans of conurbation Bassin d'Aurillac
FR-AURILLAC-C-M02.JPG	Section and cartography of hydrography and topography of Aurillac
FR-AURILLAC-C-M03.JPG	Map of Cassini, topography of Aurillac
FR-AURILLAC-C-M04.JPG	Morphology and global perception (Source : Révision du Plan Occupation des Sols 1998)
FR-AURILLAC-C-M05-1922.JPG	Plan topography of Aurillac - 1922
FR-AURILLAC-C-M06.JPG	Urban plan zone of conurbation of Bassin d'Aurillac
FR-AURILLAC-C-M07.PDF	Urban Travel Plan (novembre 2016)
FR-AURILLAC-C-M08.PDF	Plan urbanism local of Aurillac - Planche Nord

STRATEGIC SITE - URBAN SCALE

FR-AURILLAC-SS-AP01.JPG	Photograph aerial view
FR-AURILLAC-SS-AP01A.JPG	Photograph aerial view of European boundary strategic site
FR-AURILLAC-SS-AP02.JPG	Photograph aerial view of 1947
FR-AURILLAC-SS-AP03.JPG TO FR-AURILLAC-SS-AP05.JPG	Photographs semi-aerial view
FR-AURILLAC-SS-M01.DXF AND .PDF	Cadastral plan of strategic site
FR-AURILLAC-SS-M01A.PDF	Cadastral plan of strategic site
FR-AURILLAC-SS-M02.JPG	Regulatory Plan
FR-AURILLAC-SS-M03.JPG	Regulatory zoning plan for the prevention of flood risks
FR-AURILLAC-SS-M04.JPG	Cartography of the city center urban reorganisation of 17e and 20e era century
FR-AURILLAC-SS-M05.JPG	Cartography of urban expansion from 1866 to 1960
FR-AURILLAC-SS-M06.JPG	Outline of the Urban Travel Plan of strategic site (novembre 2016)
FR-AURILLAC-SS-M07.JPG	Cartography of projects of the city center
FR-AURILLAC-SS-M08.JPG	Urban Context (Source :étude sur l'îlot Gerbert, ville d'Aurillac)
FR-AURILLAC-SS-P00.JPG	Location plan photographs
FR-AURILLAC-SS-P01.JPG TO FR-AURILLAC-SS-P14.JPG	Photographs of strategic site
FR-AURILLAC-SS-P15	Photograph of the International Festival of Street Theater and Street Arts of Aurillac

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FR-AURILLAC-PS-AP02-1947.JPG	Photograph aerial view 1947
FR-AURILLAC-PS-M01.DWG AND .DXF	Cadastral plan of project site
FR-AURILLAC-PS-M01.PDF	Cadastral plan of project site
FR-AURILLAC-PS-M01A.PDF	Cadastral plan of project site with boundary
FR-AURILLAC-PS-M02.PDF	Plan of wasteland ENGIE
FR-AURILLAC-PS-M03.PDF	Surface area of the project site
FR-AURILLAC-PS-P00A.JPG	Location plan photographs Cours d'Angoulême, Friche ENGIE, parking du Foirail - Parc de la Visitation
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FR-AURILLAC-PS-P36 TO P39.JPG	Photographs of Park Visitation
FR-AURILLAC-PS-P40.PDF	Photographic report of the site ENGIE (Sources : ENGIE)
FR-AURILLAC-PS-P41-1950.JPG	Photograph of the old town from le Foirail around 1950 (Sources : Archives départementales du Cantal, Fond Euzet)
FR-AURILLAC-PS-P42-1910.JPG	View of walk of Gravier (cours Monthyon) and la Jordanne around 1910 (Sources : Archives départementales du Cantal, Fond Euzet)
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