



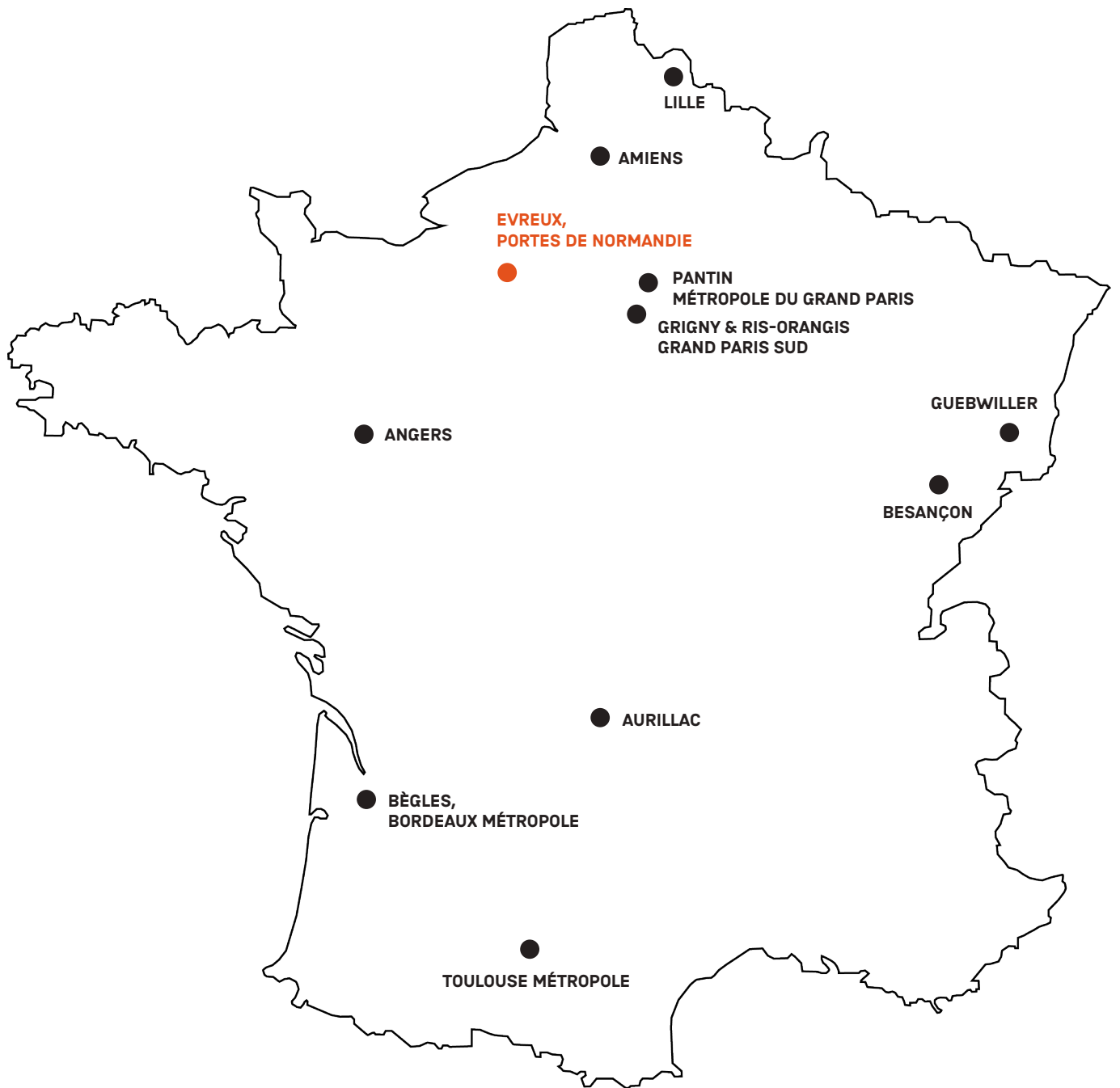
Productive
cities

EVREUX

PORTES DE NORMANDIE

PRODUCTIVE STATION

Site brief



GENERAL INFORMATION

SITE REPRESENTATIVE :

Communauté d'Agglomération Evreux Portes de Normandie, ville d'Évreux

ACTOR(S) INVOLVED :

CA Evreux Portes de Normandie, city of Évreux, with Normandie Region, Eure Départemental Council, SNCF Réseau (rail network) Chambre de Commerce et d'Industrie (CCI) Portes de Normandie, l'Etablissement Public Foncier (EPF) de Normandie, CAUE 27, and the University

TEAM REPRESENTATIVE :

Architect and/or urban planner and/or landscaper

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

Architecture, urbanism, landscaping, sociology, economics and mobility

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:

Studies of urban and architectural feasibility, guideline plan, and/or development project for the station parvis and botanical gardens

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 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

(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

(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



Aerial view of the train station (Source : AM-AUAP-2014)

RELATIONSHIP TO THE THEME “PRODUCTIVE CITIES”

As a preamble, it is interesting to read Dominique Rouillard who, in *L'infraville / Futurs des infrastructures* (1), reminds us that:

«Infrastructures, the eternal material incarnation of progress, the conquest of territories and growth, with their visibility and structuring power, were at the height of their presence in architectural theory the decisive elements of form and genesis of the city. In the thinking of critical modernity in the years 1950-60, they were the «hard», «fixed» elements that organized a flexible and progressive urbanity.

In Evreux, the infrastructures have produced a functional urbanism that has caused the city to suffer. The station and Boulevard Gambetta (national highway 13) form a physical barrier. Situated on the southern slopes of the Iton valley, the railway station, like a belvedere in the topography, accentuates the split between the upper town (Madeleine district) and the lower town (city centre). The heart of Evreux has been made fragile by the removal of an important part of its productive and social activity from the city beginning in the 1960s, abandoning urban areas, wastelands in the making.

However, since it is no longer a question of the city centre being in opposition to the periphery, Evreux is undertaking to rebalance the city by considering its territory as a whole where urban planning, architecture and landscape elements are developed, from which the city will find strength to regenerate.

In this context, the European theme of the productive city questions how Evreux should be constructed in the 21st century on the ruptures produced by infrastructures during the course of the 19th and 20th centuries:

- Could they become the catalyst that would reverse urban sprawl by organizing a return to a dense, social urbanity in the heart of the city?

- What specific role can the train station play in a productive reinvestment of the city?

- What connections should be woven between the historic centre and neighbouring areas?

- What urban structures would allow the centre and the periphery to take up a common dialogue?

- What public spaces could be reinvented to develop a new attractiveness for the city centre?

- How to turn the city's urban history into an attractive and dynamic reoccupation of the centre?

THE STATION: TURNING AN ELEMENT OF RUPTURE INTO THE TRIGGER OF THE CITY'S URBAN REGENERATION

The Evreux train station is a physical barrier in the city, even though it is also the centre of mobility and connection. The station is one element of a significant piece of railroad property capable of meeting the ambitions of the city to increase the density of the neighbourhood by introducing a variety of new facilities from temporary housing (in consideration of transit workers) to commercial and tertiary activities.

A point of convergence of flows, the station emerges in the Evreux landscape from its position on the Madeleine hillside south of the city centre. The goal is to turn this area of rupture into a unifying neighbourhood, a new central point from which the city can connect its southern areas to the centre and also to the larger territory:

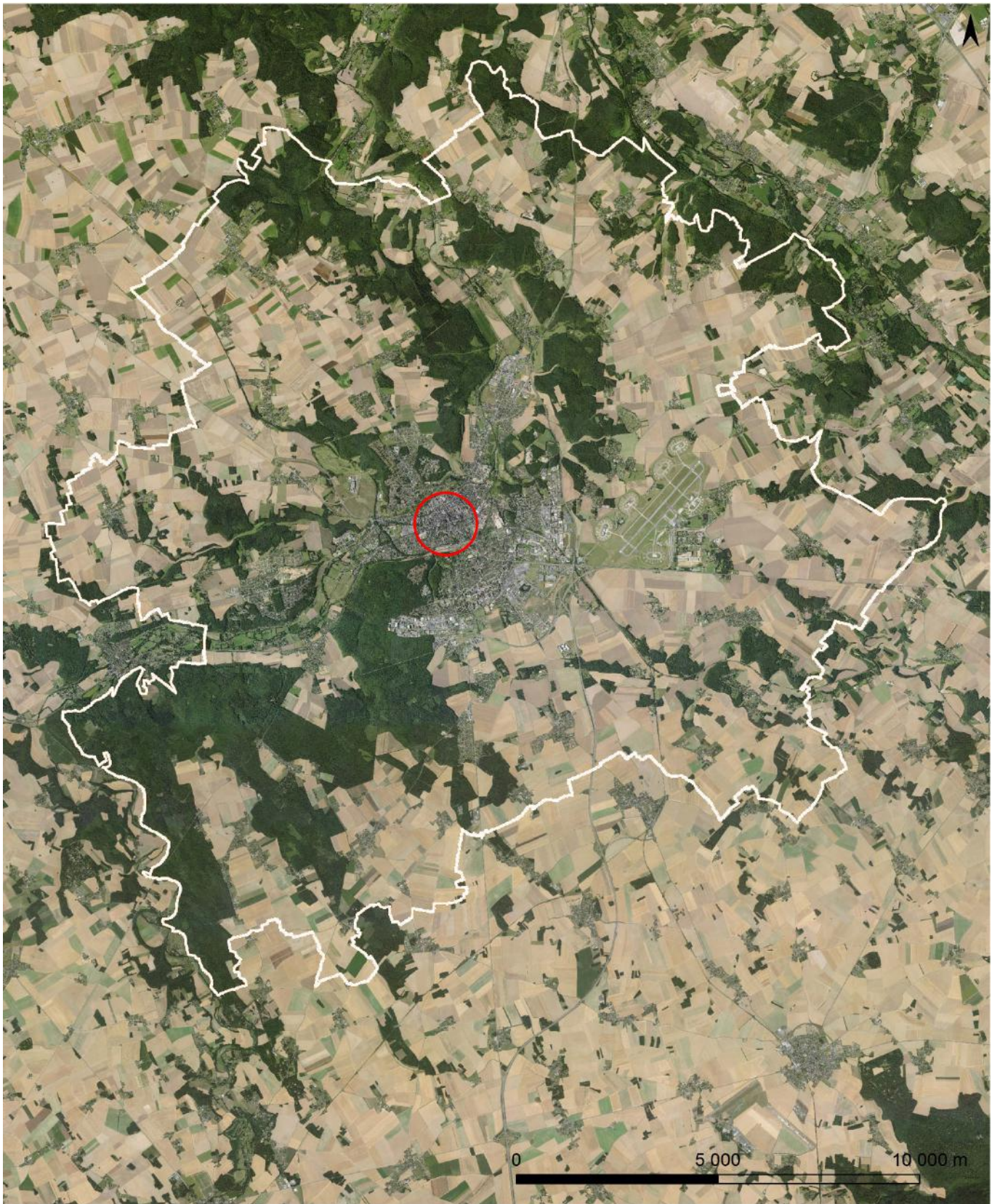
- What type of urbanity is capable of producing hospital spaces able to adapt to the different temporalities of transitory users and inhabitants?

- What facilities would complement the station / meeting point to make it an attractive, accessible place linking the upper and lower parts of the city?

At issue is the ability to consider this sector in the present with a progressive, adaptable vision. The current function of the Evreux train station is likely, over the long term, to evolve with the development of the Ligne Nouvelle Paris Normandie (LNPN). The main elements for understanding this project are stated in the chapter on the «Context of issues around the station».

As explained by the Mayor of Evreux and the president of greater Evreux (Communauté d'agglomération), «in about fifteen years, with the railway redevelopment project LNPN, Paris will be only 40 minutes away by train. However a new station might be built outside the city.»

The city's objectives are therefore to produce a diversity of uses so as to avoid a single direction that could block the territory once again and to consider types of places and architecture that can change and adapt to a possible relocation of the train station or stations.



Strategic site of greater metropolitan area Evreux Portes de Normandie (white outline)

STARTING AT THE STATION, WEAVE A NETWORK THROUGH THE CITY ACROSS PUBLIC SPACES AND CONNECT THE CENTRES OF PRODUCTION

To support issues at stake in the station sector, productive links could be created between the station and the city centre and beyond. How can a redefinition and transformation of the train station regenerate the city centre? Rue Jean Jaurès has been proposed as a European project area that can be extended and thereby resuscitate the Chartraine / Harpe shopping area all the way to the station.

Traditionally, the city has united places of work and other functions along its major streets. However, modern urban planning, based as it is on mobility (cars, trucks, etc.), has transformed, due to nuisances, these streets and public spaces into unattractive roads. Like the station, although of a very different urban fabric, the challenge is to produce urbanity, building on the qualities and shortcomings of the existing heritage in order to implement new economic activities, superimposed on, complementary to and/or diversifying the «already-there». It will probably be necessary to reconsider the relationship to the urban landscape and to emblematic places in the city and their re-appropriation and enhancement in order to place the city centre in juxtaposition with the station area.

Creating new production sites along the streets of the city centre and introducing diversity requires incorporating an urban rethinking of the development of public space. The urban grid of streets and roads in general (Rue Jean Jaurès is a characteristic example, as is Boulevard Gambetta which separates the city from the station), which we will call «urbane productive streets», need to take into consideration other infrastructure networks such as cycling, rail (in the longer term), autonomous cars, etc. The following questions will be posed:

- How can these infrastructures be planned so that they become to be fertile ground for a productive city?
- Can decommissioned streets or unused car parks become productive places?
- Can intermodal hubs, once upgraded, become productive hubs?
- What new spatial rationale could develop from these scenarios?

THINK OF APPROACHES AND TYPOLOGIES FOR REINVESTING THE CITY CENTRE AND ENCOURAGING THE REVERSAL OF THE URBAN SPRAWL

Building a city on a city and regenerating built fragments in order to use up less territory is an issue for most cities. However, the adaptation and regeneration of large abandoned sites with out-dated uses (industrial sites, barracks, etc.) can take time, depending on the scale of the sites, their situation and ability to be financially reinvested.

It is the «in-between time» that can lead to innovative urban practices temporarily occupying spaces. Cultural activities as well as production can develop there for a limited time (or not), according to many different criteria.

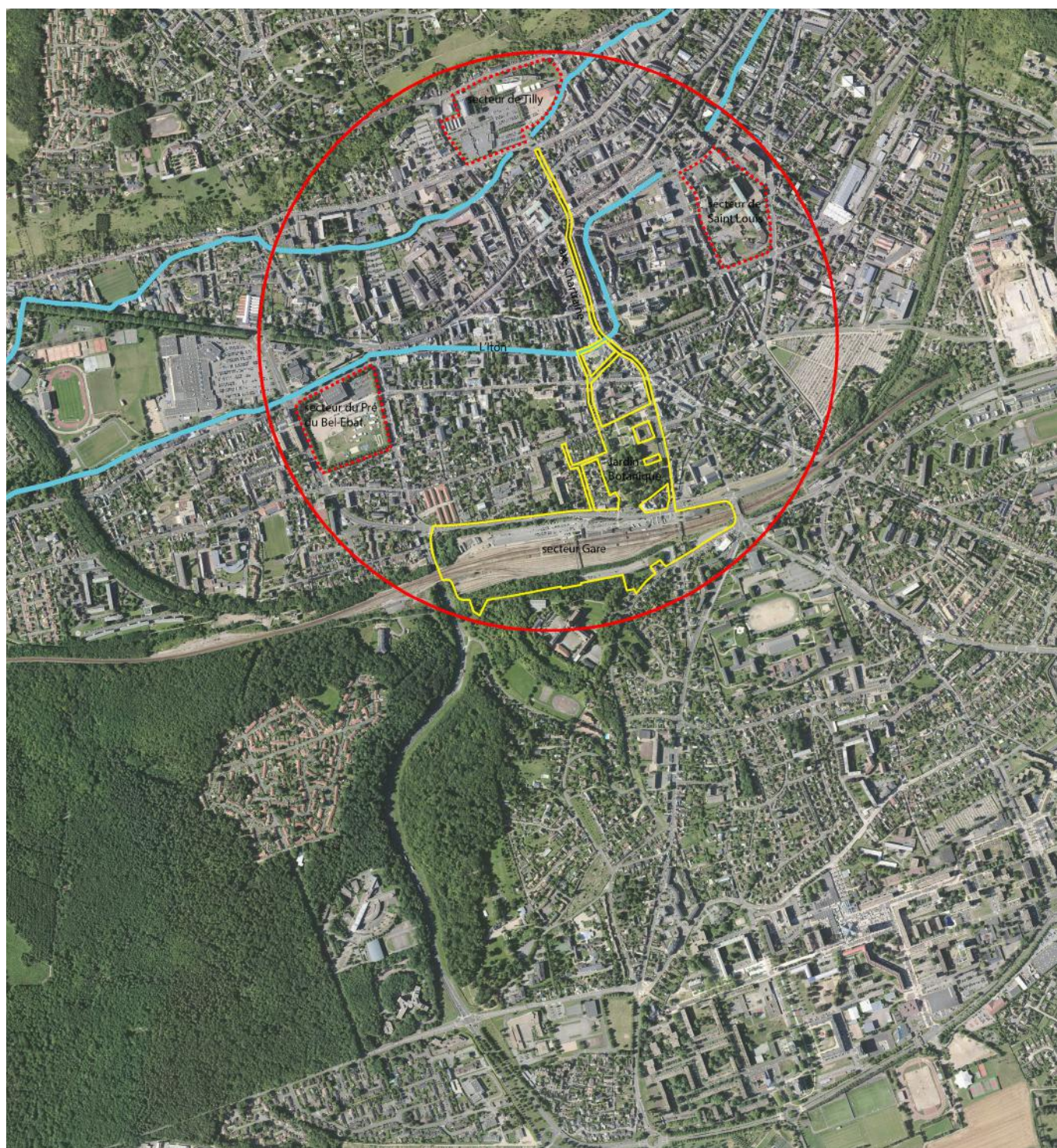
- Evreux has, in its town centre or in the vicinity, wastelands whose future is taking shape. These sites (and their future) are potential fields for experimenting and where the city could envision its renewal, creating new focal points in an urban approach connecting to the station.

Peri-urbanization has been the development model for the past 30 years. Suburban development and the creation of business or commercial zones on the outskirts of the city have undermined the development potential of the city centre (although it should be noted that a strategy of diversification of activities is being carried out on the ZACs to complement the existing one, seeking to maintain an economic equilibrium with the city centre: see attached agglomeration contract, that is being renegotiated according to the financial capacities of the metropolitan area).

The housing possibilities have been reduced and the middle classes are moving away.

-One of the essential issues is to bring a good quality of living back to the heart of the city. To do this, the teams need to develop service activities that will attract different typologies and generations, executives, students, traders, artisans, even new-era industrialists, tourists, etc., and propose also new forms of connected or even diverse housing that enhances the city centre's attractiveness and creates not only a desire to come to the centre, but the possibility to live and work there.

It should be noted that the CAUE 27 (Council of Architecture, Urban Planning and the Environment for the Eure) has been working since 2008 on urban sprawl related to ecological and energy transition. Their work is a support for European teams and the CAUE will be equally interested in the proposals the teams come up with, which will enrich their own thinking.



European boundary

The European site is multi-scale, focusing on the station to question the territory between the city centre and the other neighbourhoods. The city was partly destroyed during World War II, then rebuilt in «pockets» or zones without connection. It is therefore important to develop a project able to link all dimensions of the city, be they geographical, social or cultural.

DESCRIPTION OF THE Strategic SITE

The site of reflection forms an ellipse formed by 4 strategic sectors:

- Tilly sector to the north,
- the train station sector to the south,
- Saint Louis sector to the east,
- Pré du Bel-Ebat sector to the west.

A DENSE, FOCUSED CITY CENTRE

The city centre is a hybrid urban structure from the various epochs of its construction. By creating an AVAP (architecture and heritage enhancement area) for the city centre area, Evreux highlights the presence of three periods of its construction: Gallo-Roman, Medieval and Reconstruction. The AVAP aims to highlight spaces where these periods are self-evident, areas that have been re-appropriated many times, from ramparts to boulevards, esplanades, public gardens (see chapter on « Urban context ») and those spaces where it is necessary to give more meaning so that inhabitants, users and tourists can relate to the area. Evreux has preserved unique buildings and places of great quality (cathedral, belfry, Iton, etc.), which are considered as focal points for urban renewal. Already, renovation projects have been carried out, notably around the Cathedral with the redevelopment of the esplanade and the immediate surroundings (urban planning and landscape project director: Michel Desvignes / see annex). Also, Place de Sepmanville (at the town hall) is currently under study (urban planning and landscape consultancy: agency HYL / see annex). These two projects aim at highlighting the Iton, a vector for alternative environmentally friendly transport that would allow the dense downtown to become more porous. It should be noted that public facilities and institutions are located mainly in the city centre, which accentuates a sense of concentration, while recognizing that this helps to make it dynamic. These include the university, city hall, the prefecture, county council and cultural structures like the theatre, multimedia library, current music venue and the cinema. Since the plan for a concentrated, dense city centre leaves little possibility of evolution and change, it would be best to turn to the banks of the Iton or the few abandoned industrial sites such as the Saint Louis block (former hospital) or other strategic locations between the centre and its near neighbourhoods.

PLACES OF MEETING BETWEEN THE OLD CITY AND RELATED NEIGHBOURHOODS

The strategic site relies on strategic sectors, which are the link between the old historic city centre and the modern, contemporary city. They may become strategic points of urban connection depending on the uses and destinations to be imagined and planned. It is from these that the downtown will find a way to open its borders and construct a productive dialogue with the related neighbourhoods that are:

- Madeleine (south) : high plateau on which were founded, in the 19th century, hamlets whose population grew with the construction of the railway. In 1960, the Madeleine became the first ZUP (priority zone for urbanization) in the city with the construction of 4000 residences. It is also an important plateau for economic activities (Parc du Long Buisson) with development possibilities from a future deviation southwest of the city of Evreux.

- Nétreville (east) : another hamlet founded in the 19th century on the hillside to the east, the district urbanized greatly beginning in the Sixties, in the form of large housing estates and subdivisions. It is one of the priority neighbourhoods for the city's policy.

- Saint Michel (north) : hamlet established on the northern hill of the city, the population was less than 200 inhabitants until the second world war. The installation of a US military base under NATO and the accompanying subdivisions gave form to this neighbourhood.

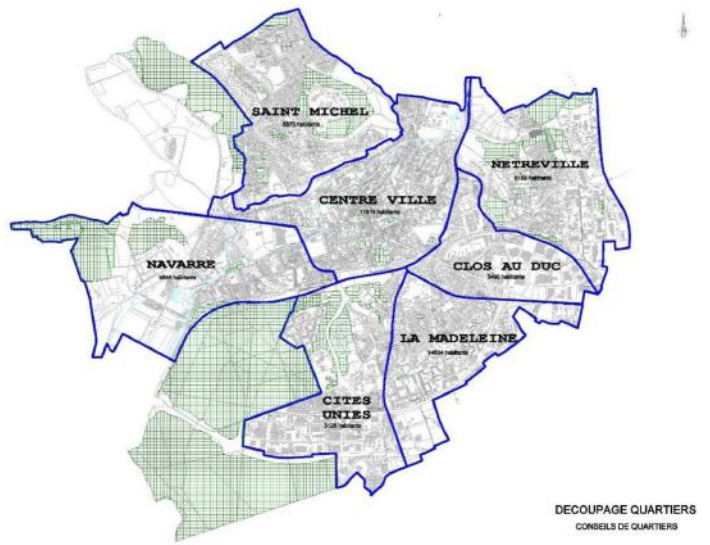
- Navarre (west) : One of the oldest hamlets on the outskirts of the city, it was incorporated into Evreux at the time of the revolution. The first factories were established here, making the neighbourhood a working-class town. Today, Navarre represents the industrial past of Evreux and the Iton valley and whose projects are focused on the development of activities related to art, agriculture, nature and sport (see annex for agglomeration contract).

The sectors presented below have been identified because they are in active interface between the city centre and its periphery. The projects are either being carried out or under study:

- Tilly : a large parking lot (formerly the square Place d'Armes), with 525 parking places, around which is a cinema (whose attendance, pro rata in number of inhabitants, is one of the largest in France) and several annexes of institutes of higher education (Institut Universitaire de Technologie (IUT), Ecole Supérieure de l'Enseignement et du Professorat, Centre de Formation d'Apprentis (CFA),



Map of the limit of the old city and contemporary city



Plan of districts of Evreux



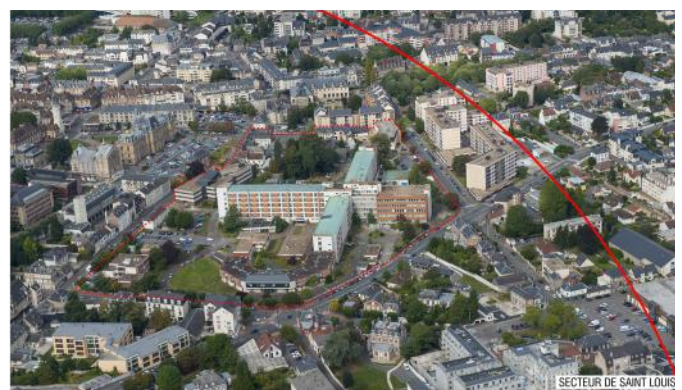
Aerial view of the train station



Aerial view of pré du Bel Ebat



Aerial view of Tilly



Aerial view of Saint Louis

etc.) including a library and a restaurant (see annex, chapter «student context»). At issue is a reinforcement of these facilities, which together with the train station create a potentially attractive, dynamic north-south axis.

- The station sector (part of the project site): multi-modal transport hub in relation with both the lower town (city centre) and the upper town and the Madeleine neighbourhood (area in the New Urban Renovation Programme (NPRU) and the economic plateau of Long Buisson being developed: see annex - agglomeration contract). It is the real source of traffic flows at stake in the urban regeneration of the city (see also the chapter on «Context of issues surrounding the station»).

- PRE du BEL-EBAT sector: a large green meadow at the gates of the city, a lively area for the city and the department. Today, it is an important cultural and sports centre with the Cadran (convention center), the Evreux-Louviers National Theatre (théâtre conventionné – state supported), Scène des Musiques Actuelles (contemporary music venue recently built by the architects: Herault-Arnod), youth centre (Maison des jeunes et de la culture - MJC) and a sports hall.

- Saint-Louis sector : a former hospital (site of about 5 Ha), occupied for the time being by part of the City Council services (parks, environment, infrastructure, culture, archives, etc.). Close to the town hall, this site would strengthen the vibrancy of the city centre and compensate for the loss of the approximately 2,600 people who worked before on this site. The challenge of this sector is to reinforce the centrality of Évreux in the heart of the municipal area, a vector of attractiveness and quality of life for both Ebrocians and visitors (see annex agglomeration contract).

A NETWORK OF FUNDAMENTAL AXES

The urban structure of the inner city is dense city blocks of housing from the Reconstruction, which offer little openness to public spaces. This emphasizes the important role streets have in the city, particularly two main axes where most of the shops in the downtown area are concentrated:

- A north-south axis (called the Chartraine), from the university/Tilly to the station

- An east-west axis, from the Pré du Bel-Ebat to the city hall/Saint Louis area. Beyond these are streets of lesser intensity for circulating in the inner city.

It should be noted that the community of Evreux decided to develop a PDU (Urban Mobility Plan) in 2012, which aims to develop of all modes of transport in the city (note: the PDU was established by the previous city council and a new project is under development). The two axes identified above link the four strategic sectors of the strategic site and are of high stakes. They must allow a harmonious, even peaceful cohabitation of all forms of mobility that would make circulation in the city fluid.

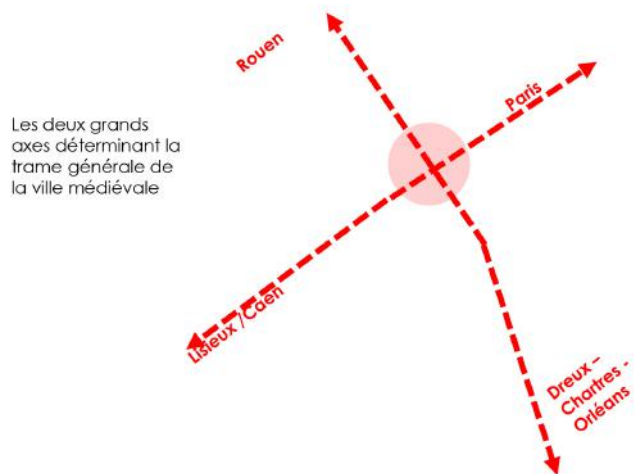
NATURE: SUPPORT FOR REDEFINING PUBLIC AREAS OF THE CITY OF THE 21ST CENTURY

The presence of nature at the gates of the city (hills and forests) and in the centre (Iton River and public gardens) is fundamental for organizing environmentally friendly connections within the city. Two landscape elements, vegetation and water, are a way to revisit the public spaces as a whole.

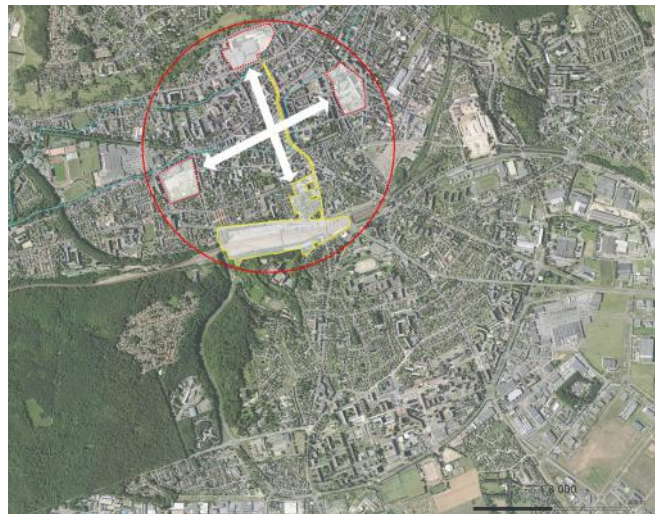
The city was built on the Iton and branches of the river (see the chapter «geographical and landscape context »). Numerous historical vestiges of its use, both domestic (bridges, laundries) and industrial (former water plant, old slaughterhouses), are still visible despite urban planning of the reconstructed town centre which caused all or part of Iton to disappear. Today, in order to reinforce the image, the «city of a hundred bridges» is undertaking development that promotes walks in the heart of the city and the creation of environmentally friendly routes that make a rediscovery of urban architectural heritage possible (see Projects already carried out, being developed or under study on the strategic site) through the rediscovery of the Iton and its surroundings.

Evreux also has significant green spaces that illustrate the history of the city (i.e. the 19th century botanical gardens, the 15th century gardens of the bishop's palace). Considered and used as ornamental gardens, their contemporary use needs to be reassessed in order to play a role in defining the city of the 21st century. The city began this thinking with the establishment of a green corridor (see annex agglomeration contract) that it wishes to pursue between the station and the city centre. The immediate nearness of the green hills (Saint Michel and Madeleine) presents an opportunity to open the city centre out to its immediate periphery and breach the structure of the ancient city focused as it is on its centre.

1	FR-EVREUX-C-M12 et 13
2	FR-EVREUX-PS APo2, SS-APo3 à o5



Determinant axis from the medieval city



Aerial view of determinant axis



Street view of the Chartrain axis



ISSUES AND GUIDELINES

From these analyses, the issues to be taken into consideration for the city centre and its relation to the urban landscape as a whole are:

- To provide a vision of the future capacities for an urban regeneration of the station / Tilly and Pré du Bel Ebat / Saint Louis sites
- Imagine the evolution of uses, occupations, activities or even status in relation to the development of current projects so that they constitute new strong focal points through which connections will link the city centre to its peripheral neighbourhoods
- Consider the use and attractiveness of public spaces so that they do not only bring together the inhabitants and users but also that they participate in an urban, productive regeneration of the city centre
- Develop a project procedure that would allow for appropriate regeneration of other locations in and around the city
- Develop approaches that will produce a more permeable urban fabric suited to less urban traffic by relying on public spaces, the urban landscape, environmentally friendly connections and typologies to be invented in response to advances in society.

PROJECTS ALREADY CARRIED OUT, BEING DEVELOPED OR UNDER STUDY ON THE STRATEGIC SITE

For the four strategic sectors:

- The train station neighbourhood (see chapter «context of issues around the station»). In 2012, a study was carried out on programming and reorganization of the station as an intermodal hub, particularly through the creation of a business district. In fact, in the previous metropolitan area contract, EPN (Evreux Portes de Normandie) undertook a cross-section study of the area of the station, including a programme and an opportunity and feasibility study for the development of a cluster of tertiary and associated services. This study was not follow-up on due to a modification of the sector guidelines and, in particular, a refocusing on the economic and urban development components of the project. At the same time, EPN is working on a initial project on land located at the eastern end of the station, the AB2 site, an old sorting hall whose asbestos removal and demolition is necessary before any upgrading can occur. The site could accommodate a tertiary services building of about 2100 m².

- Extension of the green corridor from Rue de la Cavée Boudin to the station area (under study). To strengthen the economic potential of tourism and cultural development, Evreux hopes to highlight environmentally friendly mobility along cycling and green paths. The continuation of the green way has been fully integrated into the redevelopment project for the station and green corridor sector towards the city centre, completing routes proposed towards this sector.

- Reconversion of the Saint Louis site (under study). This abandoned site of 4 hectares that was the hospital of Evreux is of major importance. To date, only one project is under construction: a residence for young people on the premises of the former maternity, which will also include a residence for young workers. This residence will have 81 places (69 apartments) including 33 places for work-training students. For the rest of the property, thinking is that it could be developed towards a type of a university campus so that «students would reinvest the Evreux city centre», according to Mr. Lefrand, mayor and president of the metropolitan area. Other options were studied (square, housing, school, etc.) but the financial stability of the whole project is now a hindrance to development of the site.

- Redevelopment of the Tilly site (under study - see project plan in appendix). The site is currently the subject of an urban programme study on the question of parking being carried out by the architect and urban planner Bruno Créus (ACA agency in Evreux) aided by an assistant to the contracting authority (AMO).

- Construction of a SMAC (current music venue) on the Pré du Bel-Ebat site. The hall, by the architecture firm Heraut Arnod, has just been built.

City Centre:

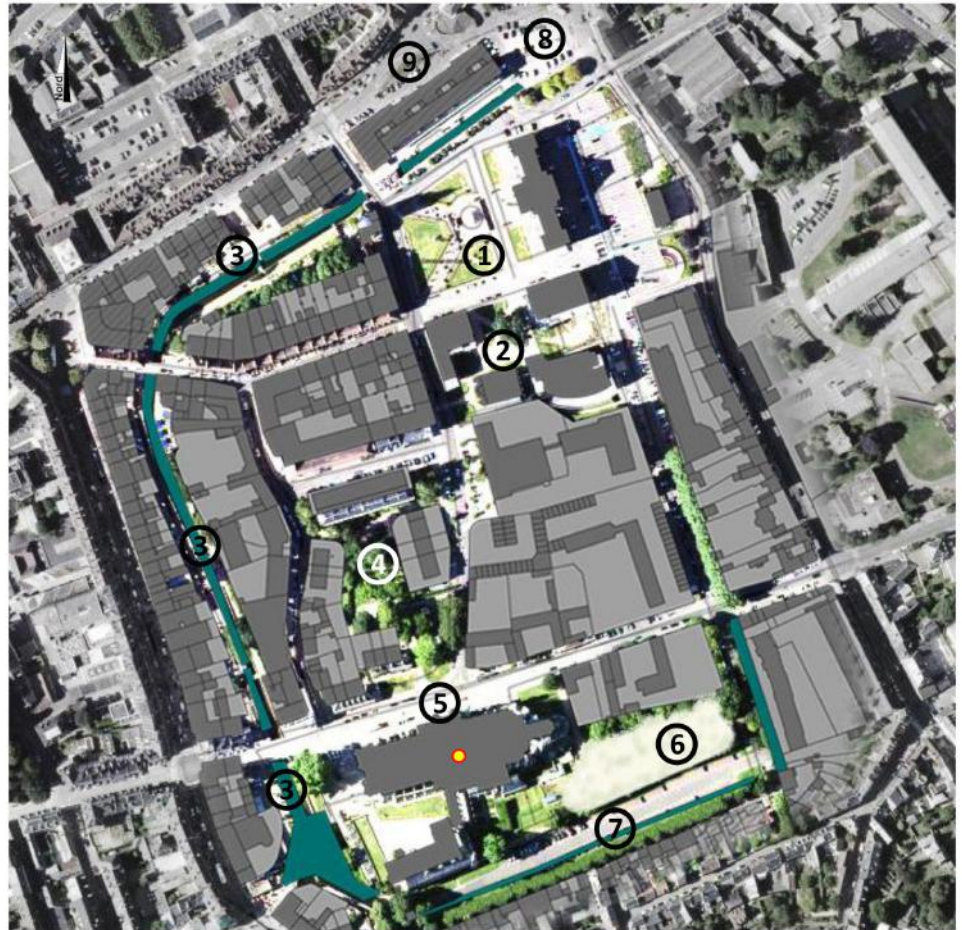
- Reorganization of the Cathedral Parvis (finished). The project immediately improved the legibility of this hitherto fragmented space while maintaining a diversity of places and situations in immediate contact with the Iton (see presentation of the project in appendix).

- Gardens of the Bishop's Palace (under study). The renovation of the gardens of the bishop's palace will create a large landscaped floral area next to the Cathedral. These gardens will become not only a place of relaxation but also an attraction, especially for tourists. In addition, there is a project to develop the remains of the Gallo-Roman ramparts and the creation of a footbridge above the moat, currently under study by the agency Atelier du Marais (see project proposal in the annex).

1 FR-EVREUX-C-M14 et AP 02

2 FR-EVREUX-PS-Po1, 02, 07 et 08

- 1- Place du Général De Gaulle
- 2- Square du Théâtre
- 3- la Promenade de l'Iton
- 4- Square Delaunay
- 5- le Parvis de la Cathédrale Notre-Dame d'Evreux
- 6- le Potager de l'Evêché
- 7- Parking du Ru Espringale
- 8- Place Sepmanville
- 9- Place du Grand Carrefour



Intramural public spaces



Redevelopment of parvis of the Cathedral (source : eure-tourisme.fr)



SMAC (Scène de Musique Actuelles)(source : duck.fr)



Iton bank

- Square Delaunay (under study). Square Delaunay, a stone's throw from the Cathedral, is a major route for reaching the city hall and the belfry. It is a place of meeting and relaxation for all ages. Its restoration will revitalize and redefine this space (renovation of the roads, new plantings), to go with the Reconstruction architecture and adapting it to uses (replacing the social games and furniture).

- Development of the Place du Grand Carrefour (finished). This project concerns a VRD (roads and utilities) development of the Place du Grand Carrefour.

- Redevelopment of Place de Sepmanville and neighbouring Rue Borville-Dupuis and Rue Georges Bernard (under study). This square has long been used for parking. Located on the northern side of the city hall, its redevelopment is recognition of the course of the Iton, with environmentally friendly circulation routes running along the river from the Cathedral. It is also planned to enhance historical vestiges such as the medieval ramparts, which are the heart of the project. By widening the riverbed and creating an esplanade descending towards the water, this square will become a new convivial central area with adjoining sidewalk café. The HYL agency is in charge of the project (see annex project plan).

- Botanical Gardens (under study). To date, only the reconstruction of the greenhouses is underway (being carried out by the city) as well as a playground designed by the landscape designer Sensemoto, using the southern slope of the gardens (see plan of the urban planning project in the annex). For the rest of the site, nothing has been decided. However the city wishes to adapt the garden to contemporary uses with a willingness to create an environmentally friendly connection («green corridor») from the station to the city centre, as an extension of the garden.

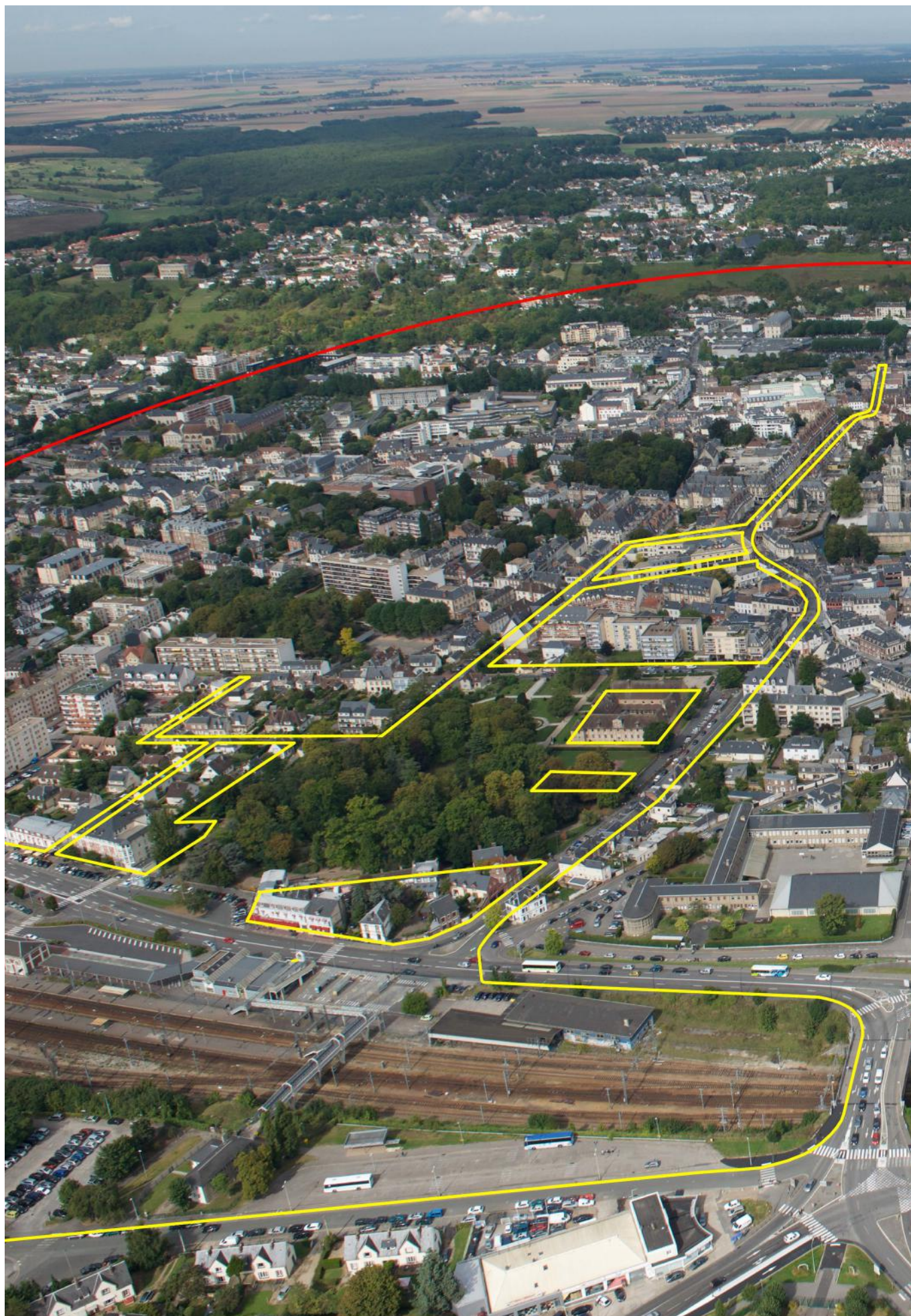
- Gardens of the prefect's residence (under negotiation). This parcel, located at 5 Rue de Verdun, is the property of the Department Council. Enclosed entirely by a wall, there is a large house and an adjoining park, both made available to the prefect as a place of residence for private use. The park, with an area of approximately 6000 m², is beautifully landscaped and the technical services of the City have repeatedly suggested that elected officials ask the Department and the Prefecture to open it to become a city centre public garden. The residence and its annexes would remain at the disposal of the prefect. Verbal contact has already been made in this direction, as well as an E-mail sent recently to the Deputy Director General of Department

Services. The significance of this existing park needs to be emphasized and the park should be made available to the public. The advantage is that it would require very little redevelopment before being opened.

- Rue Chartraine (under study). The city is looking at a reduction in the width of the street as part of a study concerning the traffic patterns of the entire city centre (study carried out by the Iris Conseil office).

- Other streets being redone: rue Josephine (2016), rue Oursel (first part 2017 / second part 2018), rue du Maréchal Joffre (2019). It should also be noted that studies are being carried out more widely on the redevelopment of the shopping streets and Place de l'Hôtel de Ville. The agency AAUPC (Patrick Chavanne) is in charge of project management (studies under way).

1	FR-EVREUX-SS-Mo2
2	FR-EVREUX-SS-P22



Semi-aerial view of the project site

The project site includes the train station and related public spaces and facilities, including the botanical gardens and the Chartraine axis (from the university to the Madeleine district via the station), which is fundamental to the urban regeneration programme.

PUCA (urban planning construction architecture) research that has been going on since the beginning of the century, has pointed out development issues confronting the station from a technological, sociological and urban perspective. A series of seminars, the last of which was in June 2016 *, have helped researchers, elected representatives and train station professionals to share their knowledge. Evolutionary uses of stations are central to their transformation and that of the territorial projects associated with them. Research has dealt with small stations in rural areas, commuter stations and more complex railway stations or hubs, making European comparison possible.

Identified as a gateway to the city connecting urban areas, the station is intended to become a space for experiments in urban, architectural and productive dynamics. It should also explain and bring into play issues present at the scale of the strategic site.

SITE DESCRIPTION

The project area includes the following urban entities:

- The train station, including boulevard Gambetta
- The botanical gardens
- The Chartraine axe, including Rue Jean Jaurès, Rue Harpe and Rue Chartraine

THE STATION AREA

The station area is located south of the old city centre. It includes the road infrastructures of Boulevard Churchill (east), Boulevard des Cités Unies (west), and Boulevard Gambetta (east-west axis). It should be noted that EPN is responsible for management of the Boulevard Gambetta and Boulevard des Cités Unies.

Geography and topography

A fundamental link between the city centre and the Madeleine district, the railway station, rail and adjacent road infrastructures such as Boulevard Gambetta make it a rupture in the urban fabric.

- From a geographical point of view, the station is located high up over city. The rail lines are dug into the Madeleine hillside, creating a significant embankment to the south (note: topographical surveys are available for a large part of the site). Boulevard Gambetta has made a sharp incline to the west at the intersection with the Boulevard des Cités Unies. North of the station, the landscape is very mineral, while the southern slope is very green and the woods of Saint François de Sales high school loom over the site.

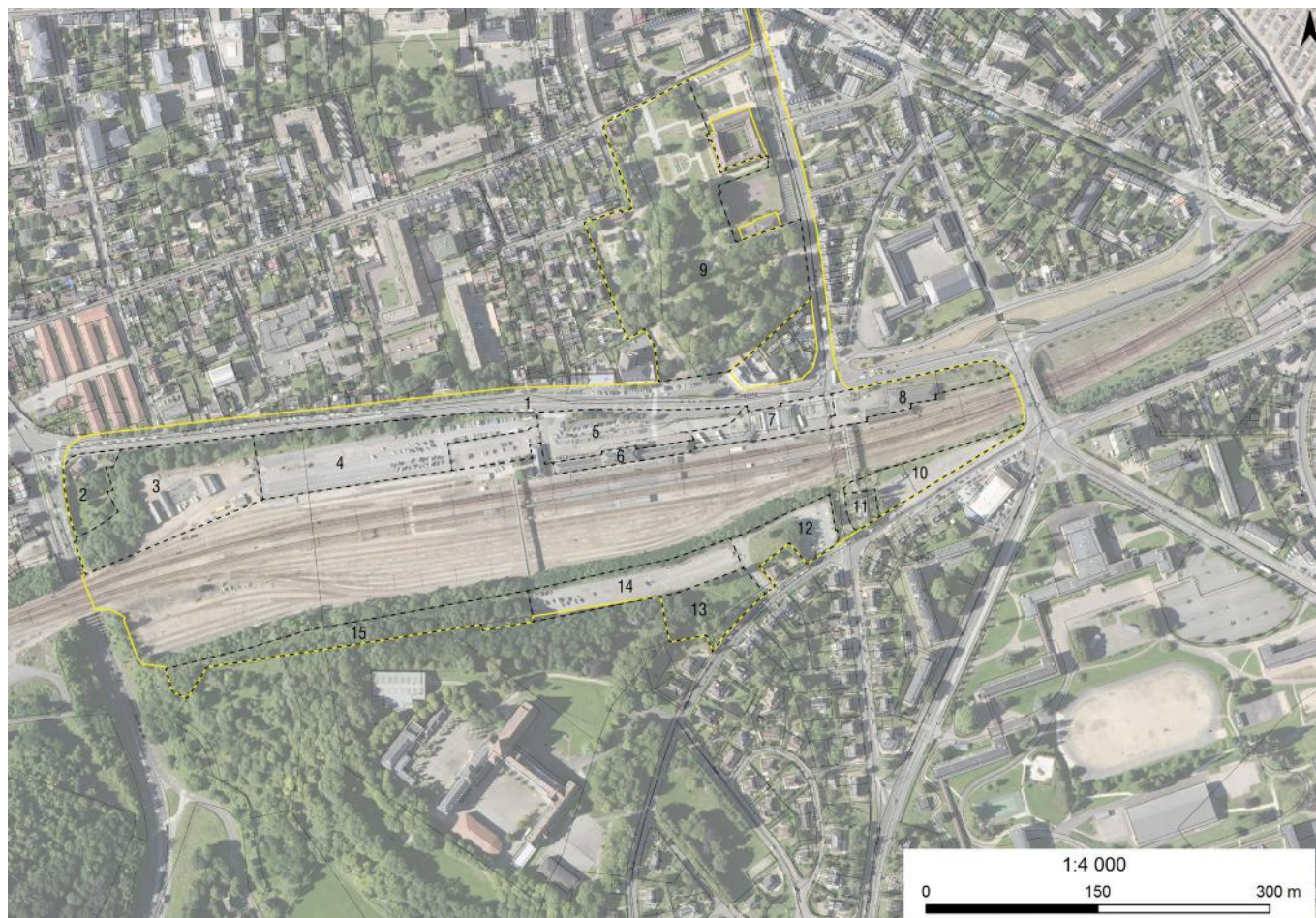
- Two footbridges cross the tracks. Their function and location, in particular the one located along the Chartraine axis (between Jaurès and Madeleine) should be questioned. What is the point of keeping two bridges? Would it be better to have a single crossing? Where should it be located?

Land ownership and management of railway facilities

- The property covers an area of 13 hectares. It belongs mainly to the SNCF, but a part is EPN property. As described above, the function of the station is likely to evolve (see chapter on «Context of issues around the station»). Thus, within the framework of the European competition, project partners have agreed to view the station property as a single entity by taking into account the constraints of all the partners including the railway (operational, DSP, parking, etc.). Thus, each team will have complete freedom to address the property issue as long as these constraints are also addressed and alternative solutions proposed where appropriate.

- The SNCF management office buildings (to the west of the site) are not to be considered as such, the the competition is seeking solutions that question their appropriation, reuse or even moving.

- The «passenger» building and its ability to manage circulation should be taken into consideration but its typology and uses will have to be called into question. A site visit will clarify the areas that are part of the competition. It should be noted that studies were carried out in 2014 on the evolution of the building to attractive professional premises for endogenous or exogenous territorial activities, to economically revive the district by connecting directly to city centre commercial activity, to upgrade the image of the city for economic attractiveness and as a destination and to spread out new services and innovative uses (especially via digital media) for specific populations (companies, mobile workers, teleworkers, designers, students, etc.).



Aerial view of the train station (project site)



Semi-aerial view of the train station (project site)

- The AB2 site along Boulevard Gambetta on the eastern tip of the station property, is a sorting hall in the process of being decontaminated and demolished
- On the southern slope are located two small plots. A real estate project was planned for the plot known as the Piscines but has been suspended. The other plot is the Roulants residence. There is also a long narrow planted strip next to St François de Sales High School.
- The footbridges are to be questioned in their uses and in their multiplication. It should be noted that, to date, the eastern footbridge has a «through» function, from the upper town to the lower town, to the railway station and to the bus and coach stations. While the western footbridge is, above all, an access to the Eiffia parking lot located south of the station (see below).
- Car parks. The train station has two car parks, one to the north managed by the city (270 places with a user rate of about 80%) and one to the south, managed by Effia, underused because of its age (no lighting, little markings, etc.). Street parking has to be paid only in front of the station, which encourages parking on the streets nearby (Rue Jean Moulin, Rue Porte Vin, etc.) where parking is free.
- The bus and public transport station and the transit building. This group is next to the AB2 site, which will be the leading project on the station site.

THE BOTANICAL GARDENS

The botanical gardens are at the corner of boulevard Gambetta and Rue Jean Jaurès. The gardens slope steeply up at the southern end, which has not prevented there being here a very much used passage and true interface between the station and the city centre.

The park is considered obsolete, certain parts are abandoned and it no longer corresponds to contemporary uses. It was, however, very popular with the Ebrouicains in the past.

The Capuchins Cloister (the only element classified as an historical monument, the gardens are not) housing the music conservatory is located in the gardens as are the horticultural greenhouses (under reconstruction). It has very beautiful arboricultural examples. The gardens are accessible in the southern, higher area from Boulevard Gambetta, in the lower part to the north from the Rue de Panette and to the east from the upper end of Rue Jean Jaurès. Pupils from the junior high and high schools (see

map of schools and universities) or teenagers meet in the park and many people have their lunch break there. It is also a busy route during working hours between the station and the city centre. It is thus the only public space capable of accommodating a diverse population on route to the centre city and for recreation or relaxation in the area of the station. It covers an area of approximately 40,000 m².

THE CHARTRAIN AXIS

As described above, Rue Jean Jaurès, Rue de la Harpe and Rue Chartraine constitute one of the important north/south axes connecting two focal points, the university and the railway station, and continues on across the railway tracks to the residential district of the Madeleine. The axis crosses the city and all the city's urban and architectural components.

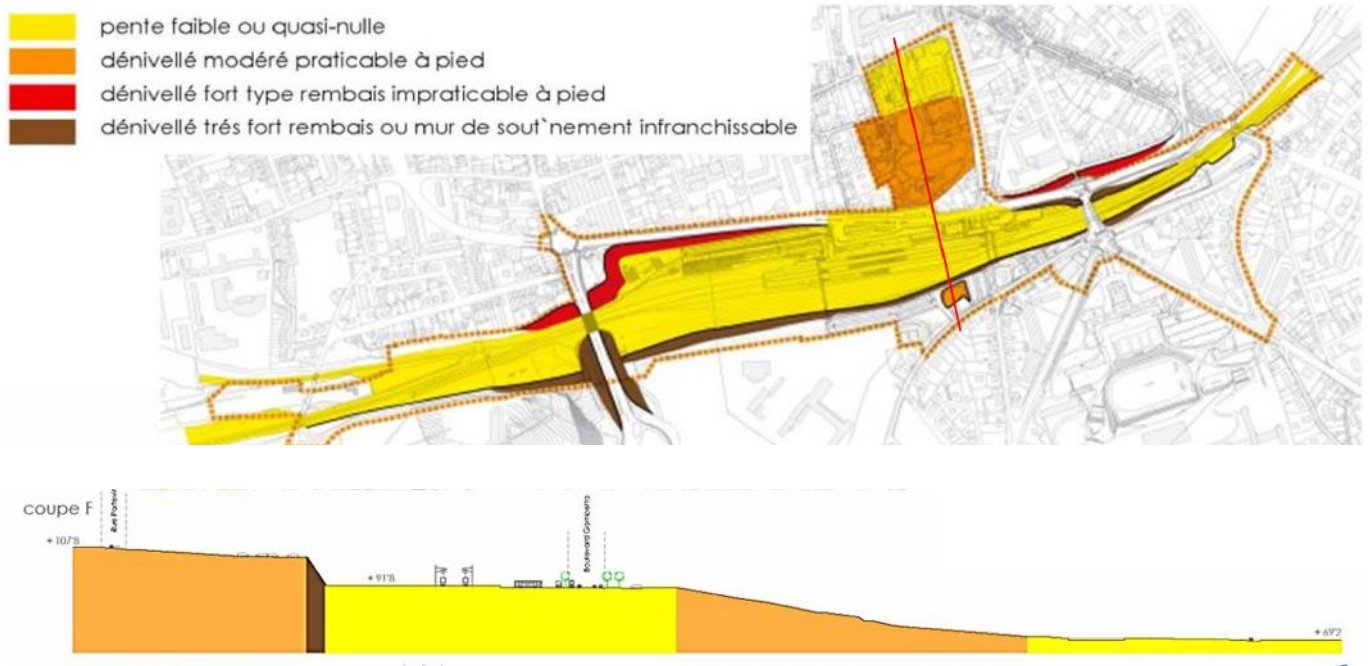
Concerning the topography, the declivity of the axis. The axis slopes steeply in the south, at the level of Rue Jean Jaurès and this continues until reaching the Iton. This reinforces the feeling of distance from the station to the city centre.

Along the axis, building is not very dense in the station area (individual properties with large gardens) and becomes more dense as soon as it reaches the heart of town. The dense blocks in the city centre are not very open, views and openings occur at the intersections of the crossing streets.

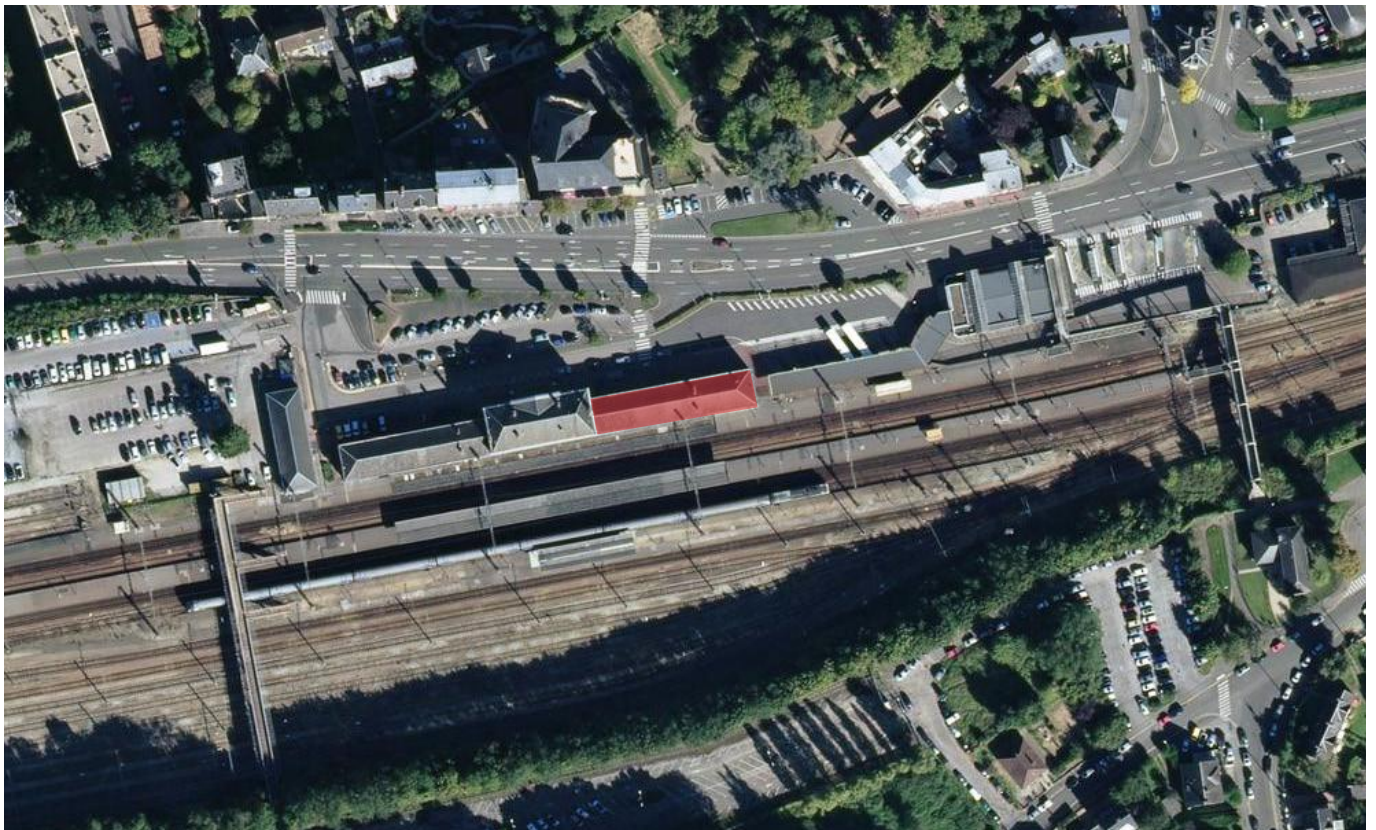
Along this axis, the only panoramic view is of the Iton and from the upper end of Rue Jean Jaurès (from the botanical gardens) a view of the cathedral.

Housing is mainly 2 or 3-storey with the ground floors mainly commercial premises (buildings from the Reconstruction and the old city)

1	FR-EVREUX-PS-M03
2	FR-EVREUX-PS-P49



Topography of the train station



In red, a part of the passenger building in which a concierge project and a telecenter were contemplated

ISSUES AND GUIDELINES

Candidates will have to answer the following questions, choosing places and subjects to be developed as a priority considering project procedures and experiments to be carried out and in connection with remarks on the strategic site. The issues can be grouped around the theme «Making the city productive»:

- How can productive activities and services in the station area attract residents, users and visitors?
- What diversity of activities will be able to adapt to new ways of living, working, travelling, producing and associative activities (smart city, mobility and sharing, short circuits, culture and education, sports and leisure activities, etc.). How to connect between the station (with its development potential) and the city centre (with its possibilities for acupuncture projects)?

Composing a productive city's urbanity:

- How can the station district (role, uses and programme diversity) be redefined in connection with the city centre and the Madeleine area so that it serves to reinvigorate the east-west and north-south axes from Pré du Bel Ebat to the Saint Louis area and from the Tilly area to the railway station and between actual and future centres?
- What criteria would help enhance Rue Chartraine, Rue Harpe, Rue Jean Jaurès and the botanical gardens and create situations where people meet and share?
- How to create places of reference and turn the «station area» into an innovative, attractive urban district?

Make the Productive City live within the urban Landscape:

- How to turn the urban landscape into exceptional asset of the station area?
- How to make use of the topography to highlight the excellent panoramic view of the city centre and the naturel setting?

Rethink the productive and evolving city:

- Finally, what would be an adaptable, flexible and evolving train station area and what constant elements would follow the main outlines of a project over the next 30 years?

Now that the issues have been laid out, what is expected from the European competition on the theme of «productive station»?

- Provide an innovative look at the station that shows an understanding and anticipation of the habits of users on the one hand and establishes collaboration between the economic world, urban players and intellectual and artistic actors on the other hand.
- The station area should bring together a multiplicity of spaces, a diversity of momentums and a plurality of timeframes. To what extent can this provision of spaces in and around the railway station constitute a series of innovations, even of severance, from both the point of view of work and the point of view of daily mobility? How does this movement relate to the themes of metropolisation, uses of time and relations between the railway station and the city?
- Provide relevant proposals on the relationship that the station could maintain with its environment and the traffic that a multimodal centre generates. Topography is a strong constraint to developing solutions but it is also a particularity that the city of Evreux must be able to use to redefine an area where vegetation and nature have a role to play.
- The link from here to the city centre, the urban weave is a visual one created by views, especially those towards the peripheral landscapes and the hills.
- More than just a simple transit way, the connection between city centre - train station could also be constructed in a traditional and sometimes distant relationship to the work of gardening (touch, feel, gather, exchange, work, sharing, etc.) or the contemplation of plants and landscape.
- A project of urban redefinition could be created for the Chartraine axis by reconsidering issues developed from the strategic site. The whole question is to imagine the transition and transfer of exchanges from the station to the city centre. How does an active hub, like a 21st century train station, communicate with the city, the university and outlying districts?
- A process of consultation with property co-owners of buildings along the axis is also expected to be developed in order to understand the functioning of commercial premises on the ground floor. Indeed, one will have to be innovative in proposing consultation strategies between



Parc botanique

Botanic garden

residents, shopkeepers and property owners, particularly in the downtown area, to encourage active participation for considering new ways of living in the city. These approaches could later be used by the EPN to establish dialogues with citizens.

The issue here is to consider the development of new activities complementary to the retail trade as points of productive contact to strengthen the links between university - city and centre - station. This should also occur in relation to the development of housing downtown.

PARTIES INVOLVED WITH THE SITE

-EvreuxPortesdeNormandie(EPN)andthecityofEvreux

As of 1 January 2017, the EPN is the new inter-communal entity formed by the merger of Grand Evreux Agglomération (37 municipalities) and La Porte Normande Community of Communes (25 municipalities). The new group is now more than 100,000 inhabitants. It is on the scale of this new metropolitan area that the European competition will have to be thought out, all the more so as they are behind the project.

- The Region of Normandy and the Eure Departmental Council

The Region of Normandy, the fruit of territorial reform, is the merger of the two territorial entities Upper and Lower Normandy. On December 14, the Region presented a program to revitalize medium-sized cities and make them the centre of development and life in the territories (3). The Region plays a key role in economic aid and intermodal mobility. The Départemental Council is a complementary actor in urban travel carried out through its management of road infrastructures. It is also a key player in departmental territory planning, to which Evreux contributes strongly, as well as in the LNPN project. Region and Department are thus essential and inseparable actors for including the European issue on the scale of the territory of greater Evreux, beyond its administrative limits.

- CAUE 27

The CAUE (Councils of Architecture, Urbanism and Environment) are departmental bodies created by the law on architecture. Their role is to promote architecture, town planning and the environment but also respect for built and natural heritage and quality of life in general. Specific actions of the CAUE 27 enhance and complement the

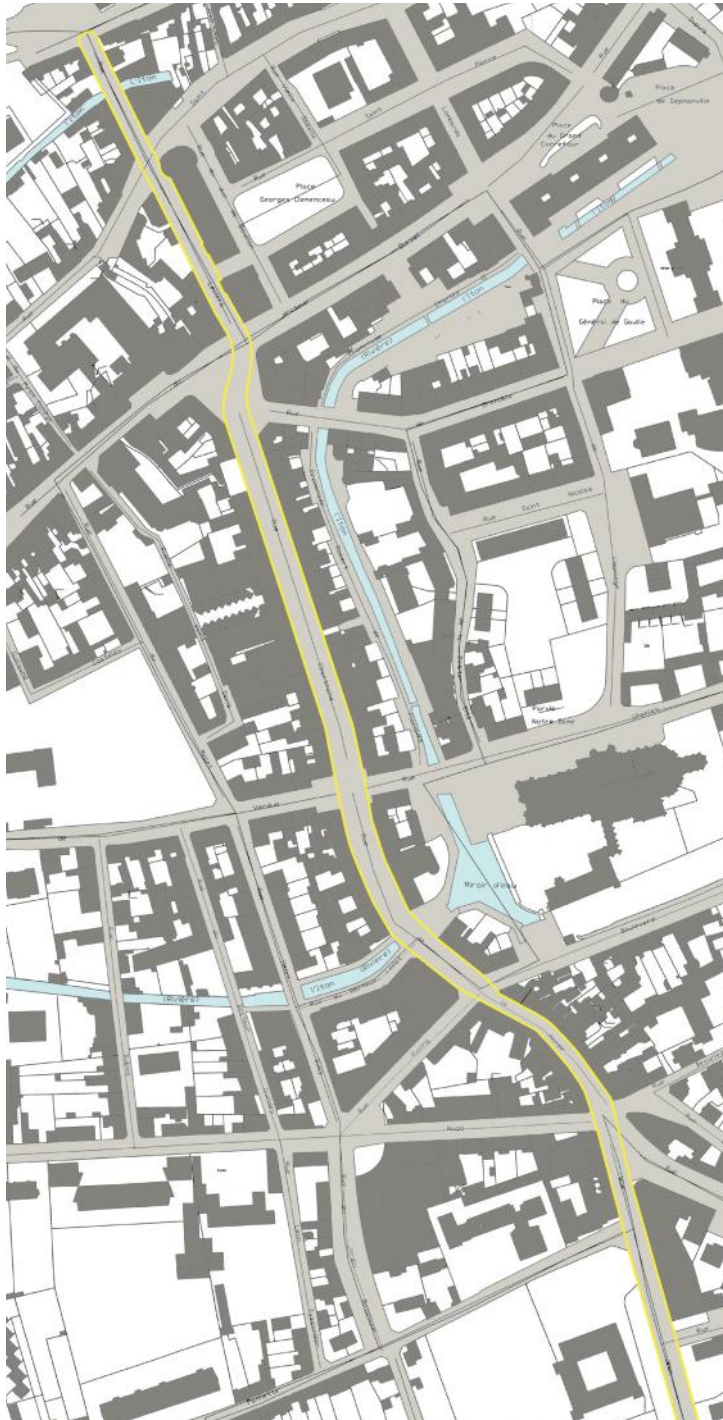
future vision of the territory, particularly in the problem of the suburbanization of cities in the department. With innovative proposals for local authorities and experiments leading to changes in the ways of decision makers and professionals dealing with living conditions are able to control this phenomenon and even reverse the trend. Within the framework of European, CAUE 27 is an essential supporter giving substance to issues on «inhabiting the territory in the 21st century».

1

FR-EVREUX-PS-P37 et 38

2

FR-EVREUX-SS-P26



The Chartrainne Axis



-SNCF (network, real estate, stations and connections)

The SNCF is developing the high-speed rail link Ligne Nouvelle Paris Normandie (LNPN). With its subsidiaries (network, real estate, and stations and connections), which combine renovation and development skills for the network's 3,000 railway stations, they are the fundamental players for the whole of the station project site, majority owners of the land and buildings concerned.

-The Chamber of Commerce and Industry (CCI)

Partner and economic development player whose objectives include promoting the economy of the territory, Chamber of Commerce and Industry Portes de Normandie is the spokesperson for commercial and industrial interests in their constituency. On the issue of economic renewal and new strategies to be developed, the CCI is a vital backer and contact.

-CMA (Chamber of Trades and Crafts)

The Chamber of Trades and Crafts represents the concerns of artisanal professionals and is the intermediary for departmental institutions and public authorities. They sit on numerous decision-making and consultative bodies to highlight the concerns and expectations of artisans. The CMA assists project leaders as well as the 10,000 artisans in the department in the success of their businesses. It also contributes to the training and professional integration of young people, to the development of employment and to local development. On the subject of reinserting productive activities in the heart of the city, the CMA is an important interlocutor because of its knowledge of the artisanal potential of its territory.

-EPFN (Etablissement Public Foncier de Normandie)

The Public Institution of the Lower Seine (EPFN) was the first public property establishment created by the State with an initial mission to carry out the programme for the development of the Lower Seine. The EPFN intervenes now on the Evreux site by managing the demolition and depollution of the AB2 site, a hangar on the station site. The EPFN co-finance and supervises the project within the framework of the Normandy / EPFN 2014-2020 convention.

-The University of Rouen, Evreux satellite campus

The University of Rouen has decentralized to several sites, including Evreux. With about 1200 students, it is a fundamental actor in the question of how the city is used and the regeneration of its structure. The university counts as a weighty interlocutor in considerations of the European subject.

PROGRAMME ORIENTATIONS

Innovative enterprises and economic activities complementing the existing fabric

Research and development structures in support of local economic specificities

Working / Co-working structures

Evolving Business and Tertiary

Housing adapted to the commuters to be determined according to the uses given to the station hub

Residential students «new generation» depending on the university offer

Artisan workshops

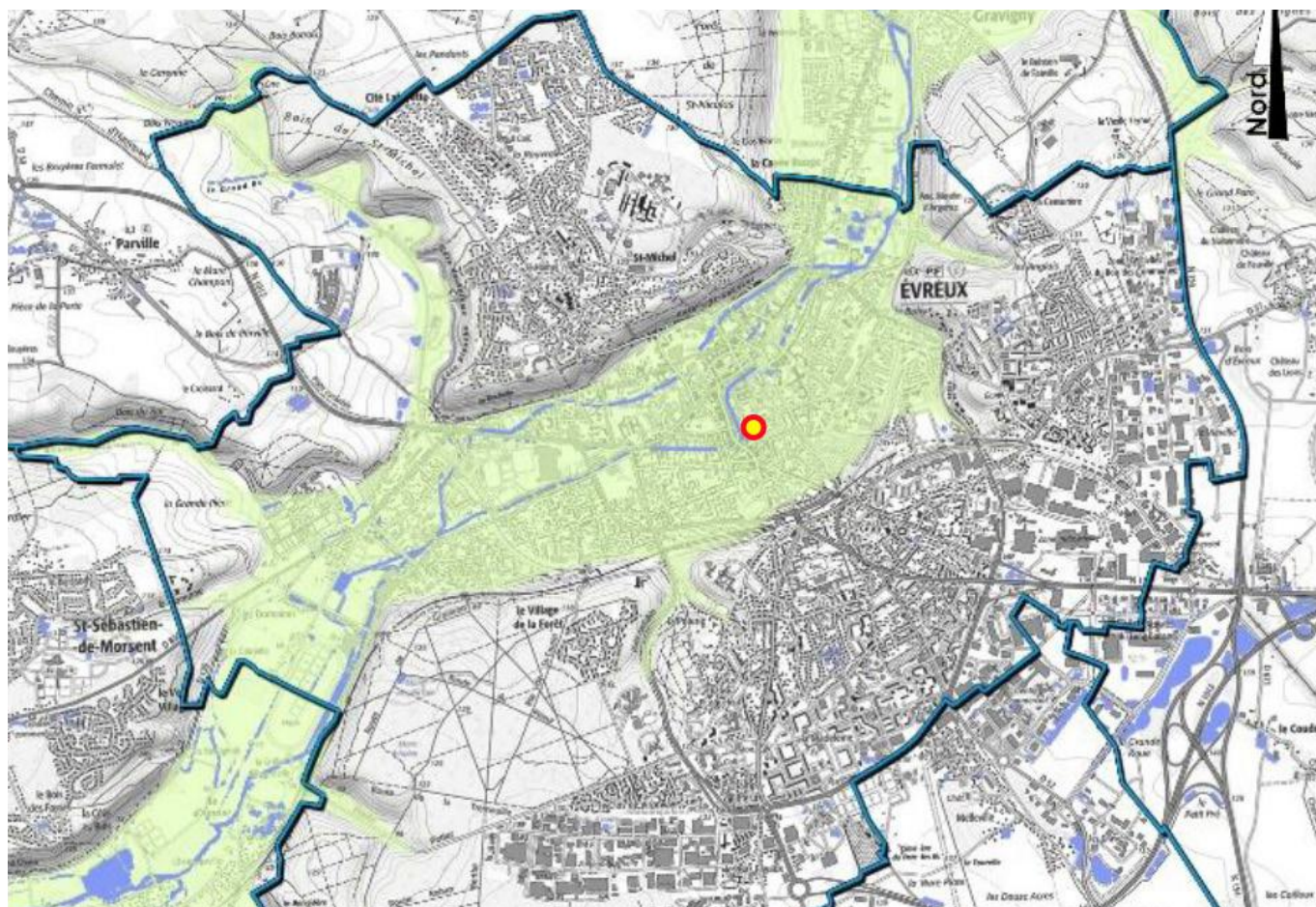
Human service sector

Dining areas emphasizing local production ...

FOLLOW UP TO THE COMPETITION

The city of Evreux is likely to ask selected teams for an urban study defining plan to follow for the strategic site. From this will emerge priority sectors of intervention, while still considering the project site, the development of the railway station and at least the forecourt of the station including the botanical gardens as priority. The green corridor or green network from the botanical garden is one of the strategic issues in the agglomeration contract.

On the basis of this plan, consultation workshops will be set up with the parties involved with the site and other public / private builders likely to be associated with this project reclaiming the city.



The bottom of the valley of Iton



The hillsides



The uplands

LANDSCAPE CONTEXT

A REMARKABLE LANDSCAPE: VALLEY, PLATEAUS AND HILLSIDES

Evreux is located on the Eure plateau and is part of the valley of Iton River which is 131,8 km long. This valley was formed by the erosion of the Iton that has separated the Neubourg plains from the Saint André plains. The landscape atlas of Upper Normandy classifies this valley as the most striking of the Eure plateau. It is characterized by strong unevenness of hillsides and cliffs. The bottom of the valley is the most favourable place for establishing a city. Taking advantage of a slight widening of the valley, the city developed in this alluvial plain on the banks of the Iton. The Iton shaped the valley and urbanization until the middle of the 20th century. The urbanized territory now occupies 90% of the valley floor, the remaining 10% is grassland. The development of this urbanization necessitated the canalization of the Iton.

The plateaus of the city are built to the municipal limits. On the plateau of Saint André (southern slope), the state forest of Evreux is present to the west, creating an important contrast between the dense urban areas and «natural spaces» of Evreux. To the northeast of this plateau, urbanization is predominantly industrial. On the plateau of Neubourg, the Saint Michel district consists of an urbanization of mainly housing.

The hillsides are multi-faceted: wooded, limestone meadows and orchards where woodlands tend to be taking over the meadows. The hillsides are a buffer space between the bottom of the valley and the plateaus. They have very different characteristics:

- The hill to the north, exposed to the sun, is wooded or open meadows and pastures. This is the most abrupt separation where urbanization has not been able to develop. This hillside is easily identifiable from the city. It is a landmark.
- On the southern slope, erosion has softened the topography allowing man to settle there. However, woods remain in the north towards Nétreville.

This geography encourages seeing the city from its communal limits, but also from its heart.

ITON: THE FOUNDING ELEMENT OF THE CITY

The Iton River was, during the 19th and 20th centuries, an element that the city structured in order to be able to cross, highlight, be protected from or use to create energy. For this it has been diverted, channelled, covered or filled.

In the middle of the 20th century, the city decided to rediscover its river in order to be able to walk along it (rehabilitation of the banks), to enhance it (project to uncover) or to highlight monuments (creation of the water mirror in 1950).

The Iton is a river that has been heavily channelled and developed. It is sequenced according to degree of natural channelling, the treatment of the surroundings and its use. This generates multiple landscapes.

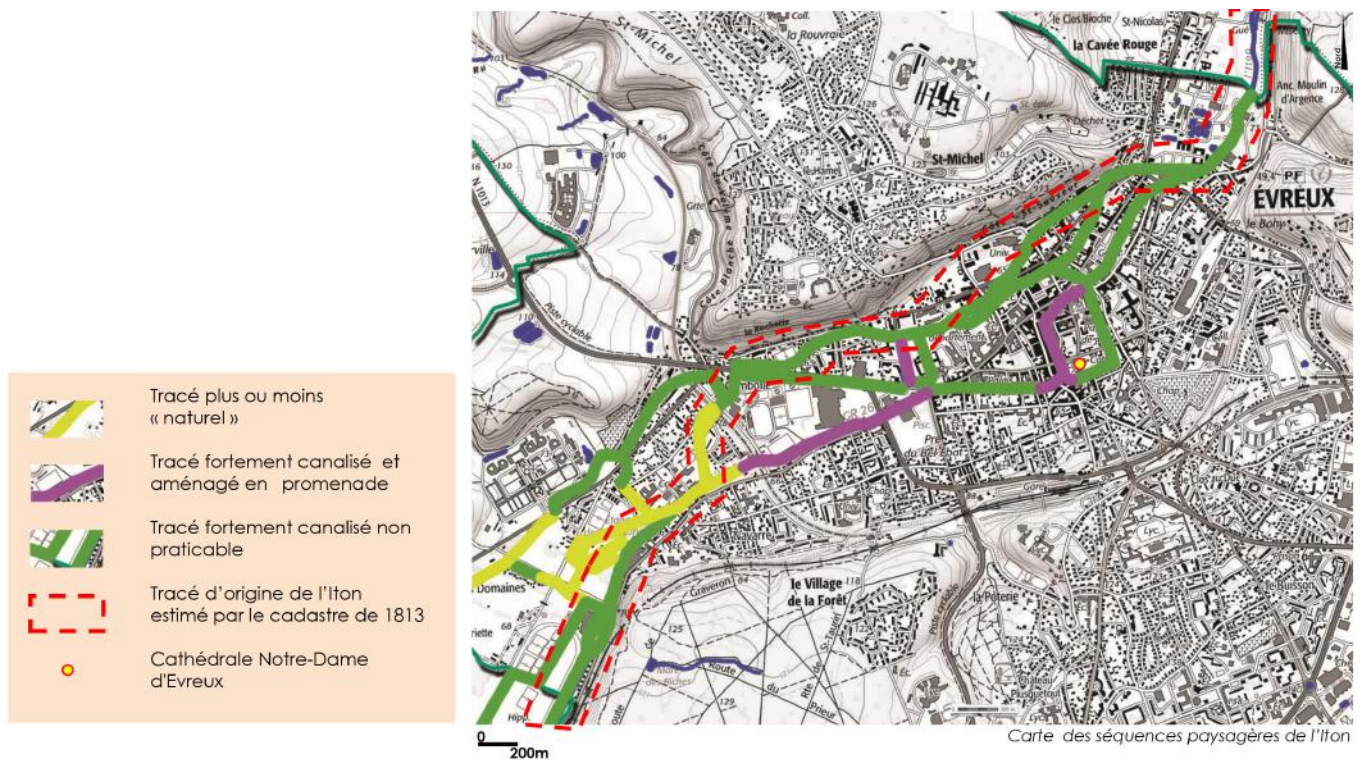
Numerous bridges for vehicles and small pedestrian footbridges linking private properties or allowing one to pass from one promenade to another cross the Iton along the walk. This profusion of passages over the Iton has given the city the title of «city of a hundred bridges». Other structures make up the riverscape of the Iton: hydraulic equipment to produce energy, a dam for controlling the flow and many private washhouses.

The canalisation of the Iton allowed the town to enhance spaces and create promenades along the river. A walk in the heart of the historic centre highlights the history of the Iton and the monuments it passes.

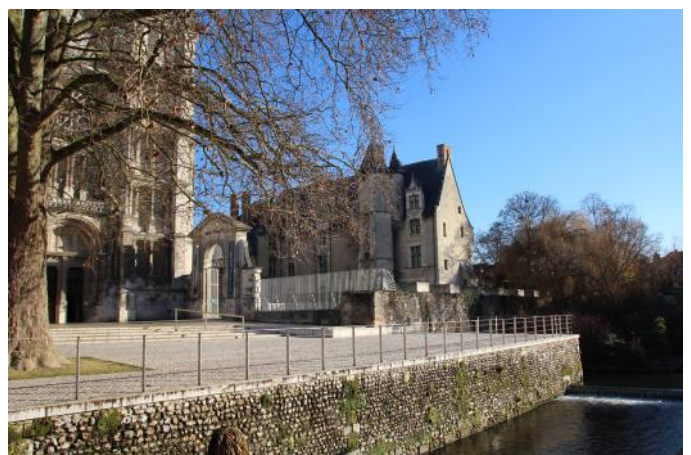
However, this canalisation also creates concrete walls along its edges. Thus, the Iton is rather unidentifiable because the image of the river has disappeared, dominated by the presence of these walls. The relationship between the inhabitants and their river has disappeared in these sections because of its brutal artificiality and the impossibility of walking next to it.

A STRONG PRESENCE OF VEGETATION

On the outskirts of the city centre, the hillsides are green spaces some of which are, like the limestone lawns of the slopes of Saint-Michel and Saint Sauveur or the Bois du Bohy on Nétreville, are protected in a Natura 2000 zone. The other hillsides of the valley are mostly forested and classified as ZNIEFF (Natural Zone of Interest for Ecology, Flora and Fauna). To the south of the city, extends the forest of Evreux whose limits reach the city at the level of the railway station. Improving its productive capacities for firewood and for the development of tourist attractions



Traces of the Iton



Iton in the city center

through a wider opening to the public would enhance this large forest. In the northeast there is the forest of Saint Nicolas, to the northwest the forest of Saint Michel and finally to the west is the King's Wood. The city centre is also very green with many gardens, however most are private.

Public green spaces are few in number but consequent in size: the banks of the Iton in the city centre and the garden of the Evêché (bishop's palace) bordered by Boulevard Chambaoudouin with its alignments of trees, the botanical gardens near the station, the Pré du Bel-Ebat and the Jean Bouin sports complex to the west, the cemetery to the east and the park of the Transis Chateau to the south, next to the park of the institute St François de Sales. There are also many isolated, classified trees in the heart of the city. They indicate scale, space and identity. Many have an exceptional character. In the heart of Evreux, certain trees are not identified as remarkable. Yet some have a real interest, for example the platane orientalis in the forecourt of the cathedral and the weeping willow at near the water mirror. Others are part of the urban design, such as the cercis silicestrum on Rue Chartraine, exceptional for its structure. Similarly, in Rue Buzot, a ginkgo biloba marks a crossroads. The entrance to Rue Chambaoudouin parking lot is indicated by a platane en cépée and two sycamore maples.

ARCHITECTURE OF THE CITY

(SEE THE AVAP ANALYSIS IN THE ANNEX)

Situated on a semi-slope to avoid the marshes, the city moved to the valley floor as drainage improvements made it possible (earthworks, drainage, pipes, etc.). Then the city developed towards the plateaus. Hydrography and topography were decisive in man's settlement and the direction the city developed.

Today, Evreux is characterized by three distinct entities:

- the city centre on the floor of the valley
- single-family housing in Saint Michel on the plateau
- the southern hillside is urbanized (zones of single-family and collective housing, team sports, etc.) and split in two by the railway embankment, which delimits the heart of the city.

The downtown area is limited by:

- the rail line to the south
- the base of the hill to the north
- the railway and then the Rue de Vernon and Rue Vigor and a part of the Rue du Faubourg Saint Léger to the east

- the Boulevard de la Buffardière, the Rue du Dr Roux and the side of the Rochette to the west.

The current city centre of Evreux, the commercial centre of the city, remains Rue Chartraine and Rue du Docteur Oursel.

A ROAD NETWORK: HYBRID OF THE HISTORY OF THE CITY

The organization of the city blocks was on the basis of the main axes of urbanization and the stages of development. The old buildings of the centre and the major alignments of the city are a direct result of the road network and urban, and constructive systems from the medieval period. The road network and hydrographic system form a grid that determines the shape and size of the city blocks. The blocks resulting from this grid system are relatively parallelepiped in shape, allowing the definition of simple parcel shapes.

Variations of this system are linked to:

- the topography (slope influencing the layout of streets)
- the city's defensive structures (Gallo-Roman and medieval fortifications: walls and ditches)
- To the revised hydrographic network.

HYDROGRAPHIC NETWORK DEFINING URBAN MORPHOLOGY

Water has been a decisive element in the urbanization of the valley in addition to water supply for the city. It has served for protection in fortifications (ancient wall, moat) and in the development of numerous industrial and artisanal activities in the Middle Ages.

As a force in development of the medieval city, water also created constraints for the Ebroicians, who, over time, had to drain the marshes, fight floods, multiply control constructions and crossings, redefine water courses, reclaim riverbanks, build canals, fill ditches, etc. Defining the outlines of the Castrum fortifications and surroundings was part of the process of domesticating the water. A water management system was developed over time to cope with the constraints of each era.

Today, despite the modest width of the Iton, water appears as an ubiquitous element of the landscape and urban setting, marking both the intramural city but also its borders and entrances. The visibility of water and city ramparts, defined by an alignment of trees (like the Allée

1 FR-EVREUX-PS-P03 et 14 / FR-EVREUX-SS-P 24 et 25

2 FR-EVREUX-C-M05

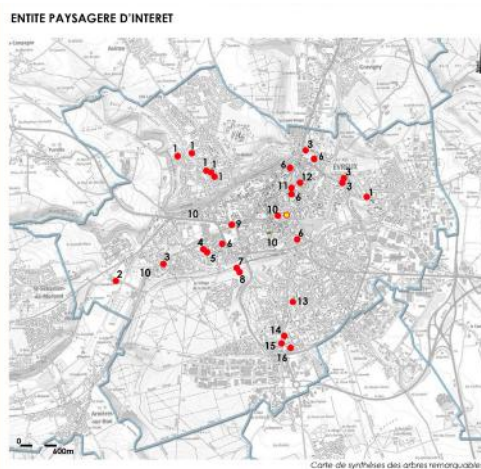
Cette carte représente l'inventaire des arbres remarquables.

Arbres Remarquables issus du repérage en annexe du PLU déc 2006 – Arbres remarquables

Liste des arbres remarquables selon l'inventaire de décembre 2006

1- Chêne pédonculé	12- Hêtre pourpre
2- Cypripès chauve	13- Cèdre de l'Himalaya
3- Cèdre de l'Atlas	14- Matornir rouge
4- Chêne des Marais	15- Orme des montagnes
5- Pin noir d'Autriche	16- Pin griffé
6- Séquoia géant	
7- Le désespoir du singe	
8- Météorite	
9- Matornir blanc	
10- Platane	
11- Arbre à 40 écus	

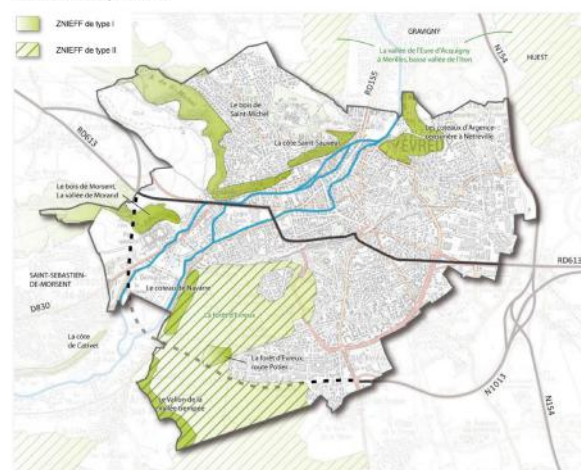
Ces arbres créent des points de repère et structurent le paysage urbain.



Inventory of the remarkable trees

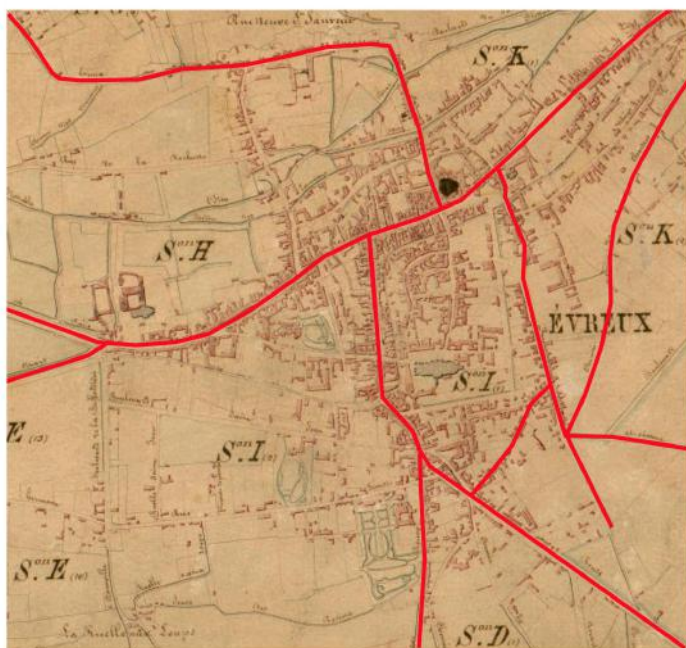
Des richesses écologiques inventoriées

Citadix - PLU Evreux - septembre 2009



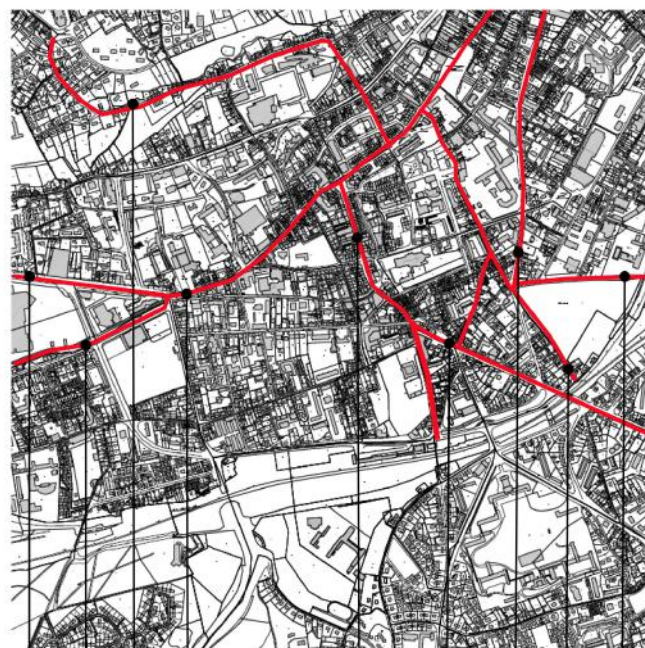
Map of protected woodland

CADASTRE NAPOLEONNIEN



* il est à remarquer que la structure viaire du cadastre actuel est similaire au cadastre Napoléonien

CADASTRE 2015



Avenue du Maréchal Foch
D55
Côte Henri Monduit
Rue Joséphine
Rue Chartraine / Rue de la Harpe
Avenue Winston Churchill
Rue Lépouzé
Rue de la Justice
Rue Saint-Louis

Comparative plan of Evreux of Napoleonic era and 2016

des Soupîrs), developed in post-war urban planning has underlined the role they have played in the defence of the city and in defining the city's borders. In the city, the water appears in a rather discrete way in multiple small diffuse sequences. The sequences are urban or rural according to the districts of the city and are part of Ebrouciens' daily life.

IDENTIFIABLE URBAN TYPOLOGIES

The urban morphology of Evreux is composed of seven large urban typologies that are often juxtaposed in the various neighbourhoods, especially in the «suburbs»:

- urban fabric of the Reconstruction, built on the traditional urban fabric and old land parcels, particularly in the city centre,
- traditional urban fabric along the historic suburban roads, constructions aligned with the road, built in successive leaps and characterized by a high construction density,
- large apartment buildings and large infrastructures related to this urbanization of the 1950s,
- scattered constructions, most often individual housing, construction carried out building by building; set back from the road, often separated from neighbouring property,
- subdivisions of single-family houses isolated on a plot or individual grouped semi-detached housing,
- mixed operations townhouses and small apartment buildings,
- large industrial, artisan and commercial buildings and large public facilities.

These urban typologies have very different volumes, height, materials or style and different periods of urbanization. The main feature of the first phase of the Reconstruction in Evreux was the desire to respect the principles of traditional settlements, the original proportions and volumes of buildings from the Middle Ages in order to reconstruct the urban fabric, urban setting and cityscape in continuity with the history of Evreux.

PARCELS OF CHANGING DENSITY, FROM THE CENTRE OUT TO THE PERIPHERY

Evreux rebuilt, following the destruction of the Second World War, the characteristic city blocks and property parcels dating from the Middle Ages. The nature of centuries-old property parcels in the city centre was indeed respected in the redevelopment of the city during

the Reconstruction. The parcel division created an urban morphology that the architects and urban planners as well as the inhabitants wanted to maintain. The maximum size of the plots in the new blocks is 80m². The blocks of the later Reconstruction abandoned these principles due mainly to an urgency to «house», a lack of budget and the dogmas of modernity. The depth of the plots varies according to the blocks on which they are. Outside the city centre, the size of plots varies considerably, depending on the city blocks. Parcels have also changed with regrouping, fragmentation or later urban planning developments (see diagnosis of the AVAP in annex).

FUNDAMENTAL PUBLIC SPACES

Two large public spaces leave their mark on the urban fabric

- The Botanical Gardens are a place for many cultural and social activities. Their rich vegetation and topography make this place a remarkable park open to the city. It has been the subject of many modifications in its past (design of paths, new plantations, etc.). A new phase of landscaping is planned for a playground, topographical work and floral work.
- The pré du Bel Ebat is a meadow with an alignment of lime trees to the north, east and west and a double alignment of chestnut trees to the south. There are two social-cultural buildings. The heart consists of a vast «lawn». It is a space for breathing in the fresh air, which has in the past and continues to host all the major events since the beginning of the XIX century. It is a space open to the sky, where the tree crowns (to the south) merge with the state forest of Evreux in the background, creating continuity in the landscape. Cars occupy 50% of its surface.

UNIVERSITY, EDUCATION AND CULTURE

STUDENT CITY

Evreux is a student city (approximately 1200 students at the University of Rouen, not counting students in secondary schools) with a large and diverse range of courses: satellite of the University of Rouen, IUT (technical university), AFPA (adult education), BTS (technical high school), Horticulture high school, etc. (see map of schools, attached).

1

FR-EVREUX-C-M 06 et 04

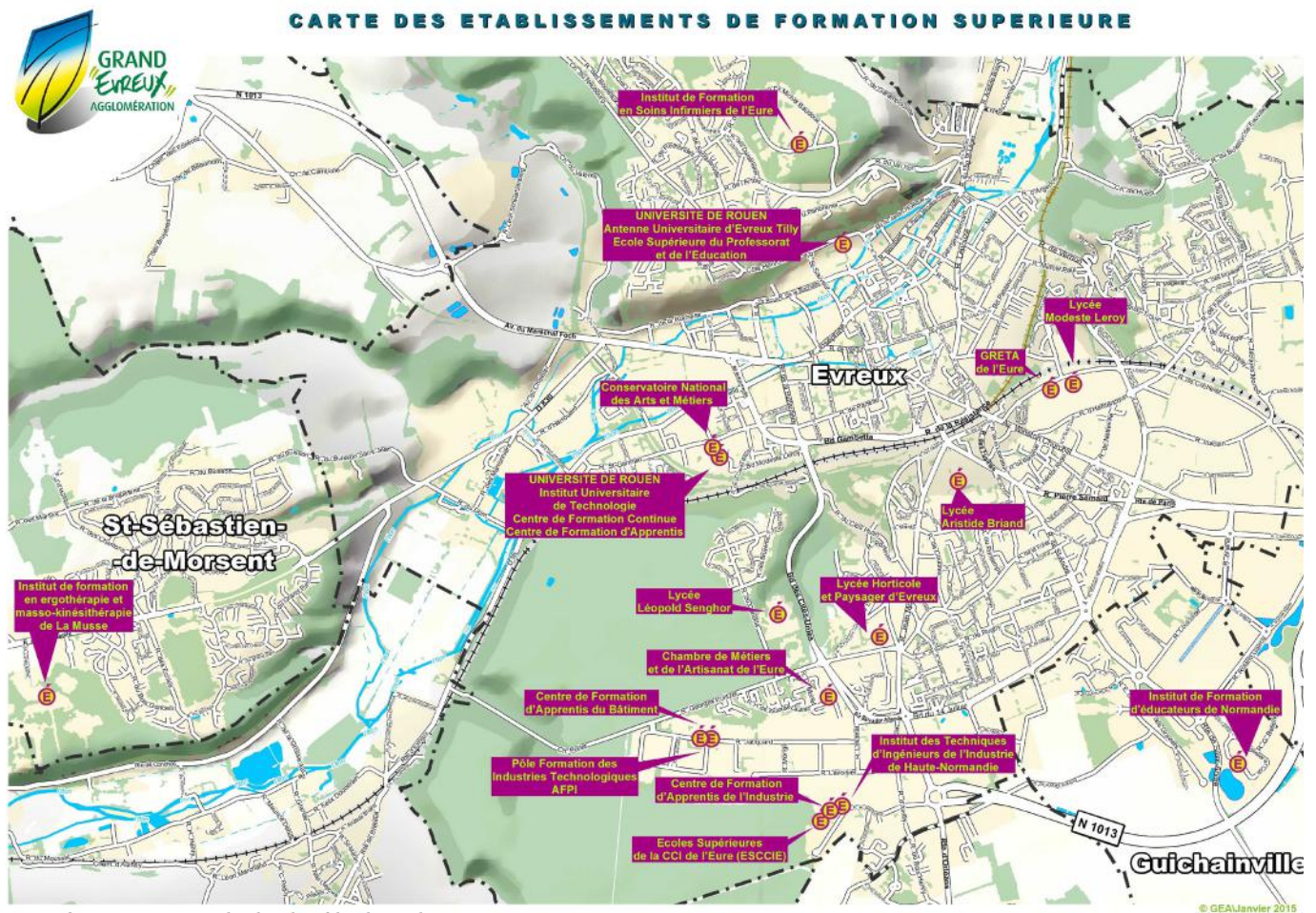
2

FR-EVREUX-C-M07



Le Bel Ebat

Structuring public spaces of Le Bel Ebat



Map of universities and schools of higher education

Beyond the offer, it is interesting to understand better the university context (see report on the EPN student living conditions and image of the territory, attached) to understand how students live in the city. Parental income analysis shows disparities. Parents of IUT students have € 2,643 average earnings, which is about € 200 more than the total population, while parents of BTS students have average earnings are € 2145 € or about 200 € lower than that of the total population. There is therefore a fairly large difference in the incomes of parents of students of these two establishments (500 € difference). The resources available to students are related to the incomes of their parents. Thus, it can also be observed that IUT students have higher resources by approximately 170 € than those of the BTS students (47 € for the IUT and 308 € for the BTS), which still classifies IUT with a higher resources than the total population and BTS with a lower resources.

When asked «why did you choose to pursue higher education in EPN?», lower costs and the training offers were the main reasons. BTS and university students tend to have chosen to study in the EPN for reasons of lower costs. IUTs and occupational therapists share their common interest in a specific training.

The same is found with respect to the average recruitment distance for students in these courses. On average, IUTs and occupational therapists tend to come from further away than the total population, 177 km for occupational therapy and 111 km for IUT, while university and BTS students averaged a distance closer to that of the total student population, 76 km for university and 32 km for BTS.

EDUCATION

BTS and the university have a more local recruitment. Occupational therapy, on the contrary, recruits more at the national level. Half of the occupational therapist students come from areas 60 km or more from Evreux. The IUT also has a rather extensive recruitment, at least at regional level, as it also offers DUTs, such as biological engineering, which are not very common.

The programmes that have a majority of «non-inhabitants» are extended-recruitment training programmes, regional or even national, such as IUT and occupational therapy (91%

non-inhabitants). On the other hand BTS have a clearly more local recruitment and their students are mainly inhabitants (70%).

Around the train station sector, there are general and professional high schools (see Map of high schools : Saint François de Sales high school, Aristide Briand high school, Léopold Senghor high school, Modeste Leroy high school and horticultural and landscape high school). With both residential and external students, these high schools take part in the area's dynamic, if only in terms of flows. For the external students, the botanical garden represents a high social value area as it allows students to meet up during lunch break or wait together for school transports. Also, the bus pole and TER journeys, are organising the daily commuting traffic, identifying the station as a fundamental logistics platform.

Thus, this school context shows particularly high potential to imagine possible interactions between students and this particular territory, whether it concerns new uses and/or modes of transport between the train station and the city center.

CULTURAL FACILITIES

It should be noted that Evreux has variety of cultural facilities, strongly participating in the attractiveness of the territory. The three Evreux cultural structures, the Scène Nationale, l'Abordage and Le Cadran, have created a new artistic, cultural and economic project serving the inhabitants of Evreux and beyond. This Public Establishment for Cultural Cooperation (EPCC) Evreux-Louviers-Eure is responsible for meeting the contractual requirements of a national theatre but also to obtain the category of Scène de Musiques Actuelles (SMAC) for the new space being built on the strategic site.

In addition to this unique cultural policy, the city also has a modern multimedia library. Moreover, to make its city centre attractive by enabling immediate access to public facilities, Evreux allowed a cinema to locate in the area of Tilly. This cinema has the largest Public participation per inhabitants nationwide.

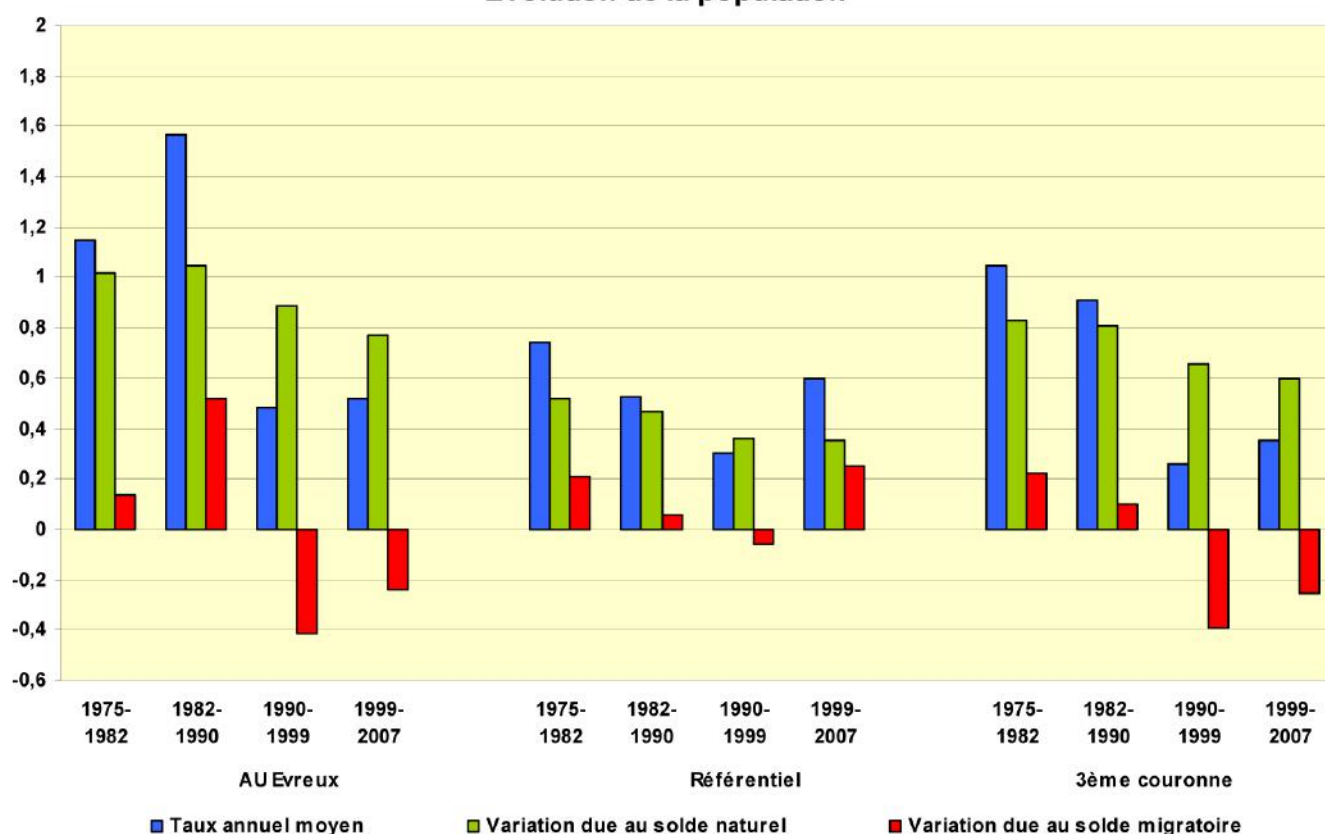
(1) symposium report L'Infraville (École nationale supérieure d'architecture Paris-Malaquais, 15 and 16 October 2010, directed by Dominique Rouillard). Éditions Archibooks Déc. 2011

(2) <http://www.urbanisme-puca.gouv.fr/des-gares-au-coeur-de-l-innovation-urbaine-r94.html>

(3) <https://www.normandie.fr/les-villes-moyennes-au-coeur-de-la-strategie-regionale-de-developpement-des-territoires-o>

1	FR-EVREUX-SS-P26
2	FR-EVREUX-C-M10

Evolution de la population



Sources : Insee, Recensements de la population 1962 à 1990 dénombrements - Recensements de la population 1999 et 2007 exploitations principales

Evolution of the population of Évreux

SOCIAL-ECONOMIC CONTEXT

(CF INSEE DATA ON THE URBAN AREA IN ANNEX)

DEMOGRAPHIC GROWTH LOSING STEAM

Evreux had 49,722 inhabitants in 2013 (EPN had 81,447). Between 2008 and 2013, the city of Evreux lost inhabitants (-1.2%), while the population of the EPN grew very slightly (+ 0.2%). The Eure department remains the most dynamic, with population growth of 3% against 2.5% for the national territory. At the same time, the demographic weight of the municipality in the metropolitan area decreased in each census period, reflecting a peri-urbanization effect and a departure of «urban» populations towards the surrounding rural communes and, in particular, the communes located in the northern part of the EPN territory.

MIGRATION TOWARDS THE PERIURBAN

Evreux experienced significant population shifts between 1999 and 2009. About 10 960 inhabitants (i.e. 1/5th of the population) left the commune while nearly 10 500 settled there.

Evreux seems particularly attractive to 35 to 55 year-olds and families with children (Evreux: 23 018, EPN: 35 293 households in 2013). People between the ages of 35 and 55 and those under 15 represent almost half of the people who moved to the town since 2003. They come mainly from other communes in Eure and 35% from other regions, mainly Ile de France.

A YOUNG POPULATION WITH A TREND TO AGING

The population of city of Evreux and the EPN is young. In Evreux 43.3% of the population are under 30, in the EPN the same population is 39.9%. In the Eure department, 36.8% of the population is under 30 years of age compared with 36.5% for the national territory. Inversely, the population aged 60 and over is less represented in Evreux, 19.2%, compared with 20.6% for the EPN, 22.8% for Eure and 24% for France.

On the other hand, changes over time indicate a certain aging of the population due to a gradual shifting of age groups (decrease of less than 45 years in favour of older age groups). This can be explained, as in most French cities, by a longer life span and aging baby-boomers. But this aging is less significant in the city of Evreux due to:

- a large natural reserve,
- younger generations are attracted to the city, wishing to benefit from services and functions in the city center or lacking the means to acquire larger housing in the outskirts,
- the residential districts (apartment blocks in the Madeleine or Nétreville) that are more adapted to their needs and resources.

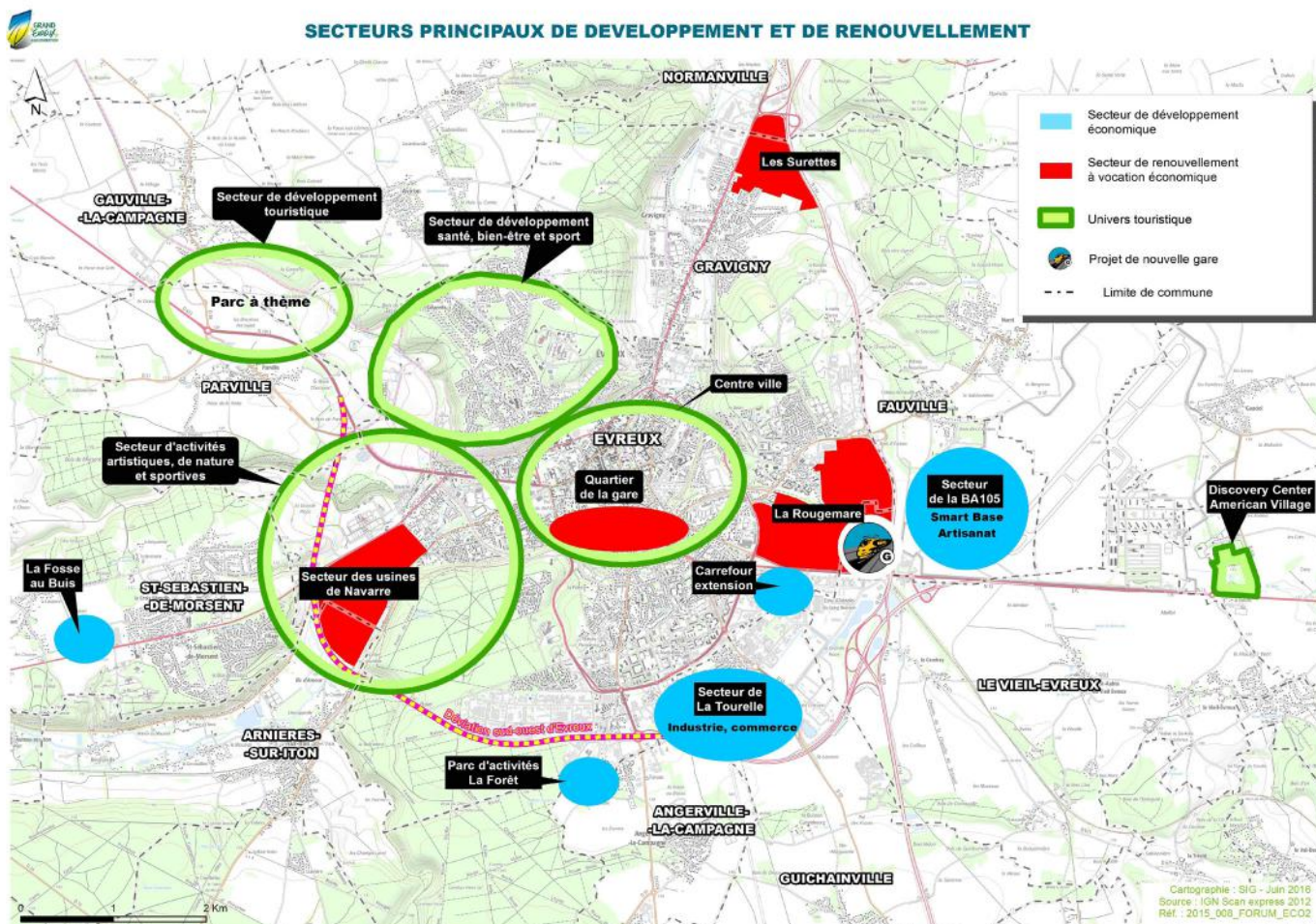
HOUSEHOLD INCOMES

Evreux households are less well off, with just 50.1% of households paying taxes in city of Evreux, 57.9% in the EPN and 59.1% in the department of Eure. The median disposable income per consumption unit is 16,793.30 euros for Evreux, 19,411.50 euros for the EPN and 20 287.9 euros for Eure. Unsurprisingly, the three priority neighbourhoods in the city policy (La Madeleine, Nétreville and Navarre) have median incomes very much lower (between 7,000 and 9,000 euros depending on the neighbourhood). Thus, the poverty rate is 25.5% for Evreux, 17.7% for the GEA (Grand Evreux Agglomeration) and 12.5% for Eure.

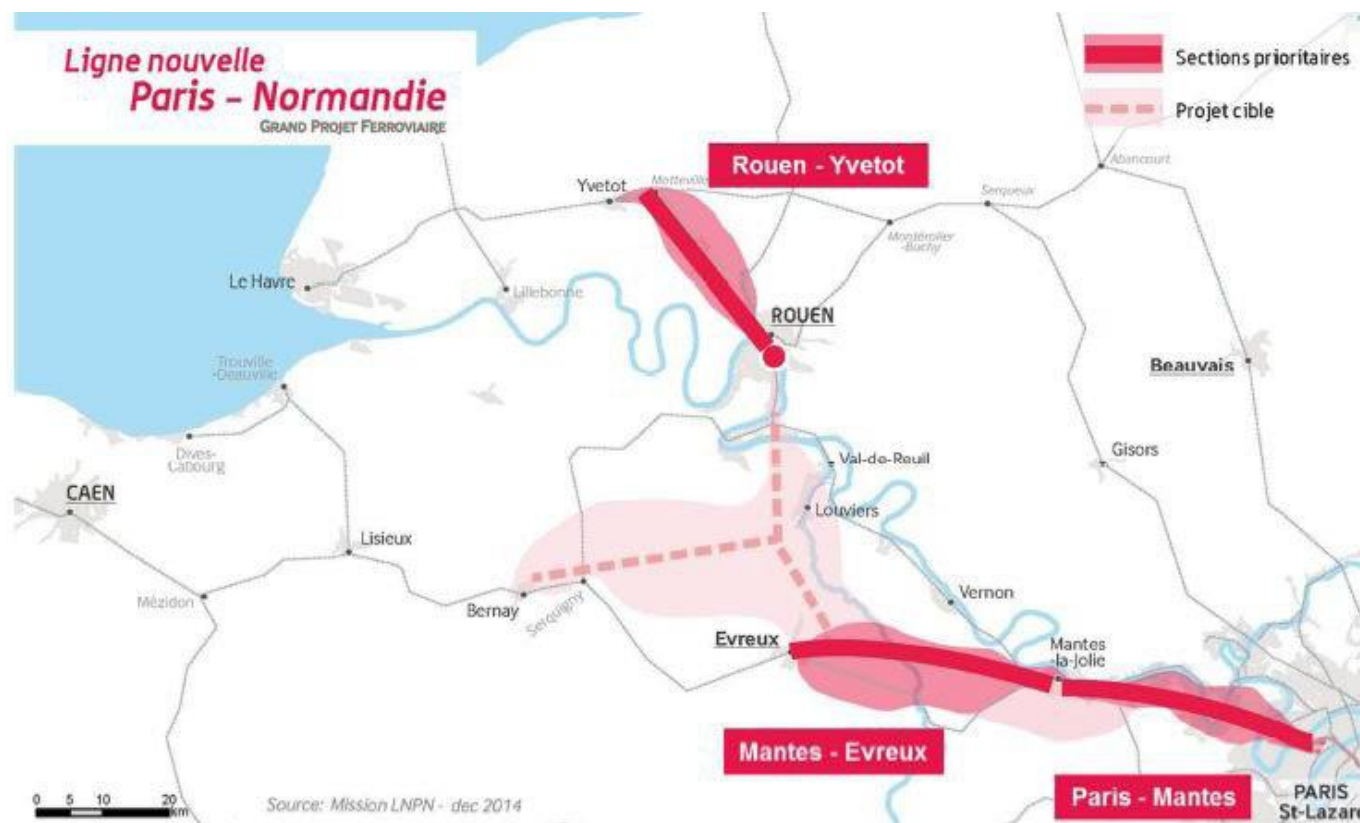
ECONOMIC CONTEXT: ACTIVITIES, EMPLOYMENT AND STRATEGIES

AN ACTIVE POPULATION SLIGHTLY LOSING STRENGTH

The active population of the commune of Evreux decreased slightly, - 2.5%, between 2008 and 2013 as opposed to - 1.3% for EPN, while the Department experienced a slight increase of + 0.8%. Over the entire national territory, the increase was +0.6%. The activity rate for 15-64 year olds is significantly lower for the city of Evreux, 71.6%, than the 73% for the EPN, 74.6% for Eure and 73.2 % for France. Unemployment (according to the population census) is higher for the city of Evreux, 21.2% than the 16.4% for the EPN, 13.4% for Eure and 13.6% for France. These rates of activity and unemployment are explained by the presence of the three priority districts (La Madeleine, Nétreville and Navarre), which accumulate numerous indicators of social difficulties (poverty, unemployment, inactivity, non-graduated population, more temporary workers, etc.). As of September 2016, the city of Evreux had 6,602 jobseekers (of whom 35% reside in the three priority neighbourhoods) and EPN has 8,840. The annual increase in the number of jobseekers is stronger for Evreux + 2.6% than the + 2.2% for EPN, + 1.7% for Eure and + 0.9% for metropolitan France for the period September



Economic development sector



Trace of the modernization of the Ligne Nouvelle Paris Normandie (LNPN)

2015 to September 2016. The situation for young jobseekers tends to improve. The proportion of under 25 year-olds registered at government employment agency Pôle Emploi is 14.9% in Evreux, 15.3% in the EPN, 16.9% in Eure and 14.9% in metropolitan France . On the other hand, the situation of jobseekers aged 50 and over and of long duration tends to deteriorate, but their proportion remains identical to the national percentages.

SOCIO-PROFESSIONAL CATEGORIES AND SECTORS OF ACTIVITY: TERTIARY ACTIVITY PREDOMINATES

Looking at job typologies according to socio-professional category, employees and workers represent 52.3% of jobs in Evreux, 52.8% for the EPN, 48.9% for France and 56.1% for the department of Eure. For Evreux and the EPN, employees are overrepresented. That figure has increased compared to 2008. The number of workers is declining (true for all referenced territories) and represents 14.8% for Evreux, 13.9% for the EPN, 11.1% for Eure and 17.2% for France. The category «Executives and higher intellectual professions» is underrepresented. Jobs related to public administration, education, health and social work are overrepresented in Evreux at 45.8%, with 42.9% in the EPN, 31.2% for Eure and 31.6% for France. Inversely, the construction and trade, transportation and miscellaneous services and agricultural sectors are underrepresented. On the issue of unemployment, it should be noted that between 2008 and 2013, the city of Evreux lost 2.9% jobs against a loss in jobs of 1.5% for the EPN and 1.4% for Eure. Employment in the national territory increased very slightly + 0.7%.

LNPN: SUPPORT FOR THE ECONOMIC STRATEGY

The Evreux train station, located on the Paris / Cherbourg line, places the city at a little more than one hour from Paris. The modernization of the New Paris Normandy Line (LNPN) will put Evreux at less than one hour from Paris.

The station plays a fundamental role in the economic strength of the city and, in the context of the European competition, is an opportunity to support the development strategies of the agglomeration that needs to be seized.

The LNPN supports the agglomeration's tourism development strategy. The development strategy aims to develop three tourist areas:

- an axis around the city centre, which aims to reinforce the Norman identity (areas of urban tourism, historical memory, cultural heritage, gastronomy and other events)

- two other specific axes: a tourism for nature and sport and tourism oriented around health / well-being.

The LNPN supports the agglomeration's economic development strategy. The urban agglomeration has territorial specializations that the LNPN would help to strengthen. Specifically:

- Bolster the cosmetics sector (note: it operates on an economic model built on brands and does not invest in production but uses small subcontractors)

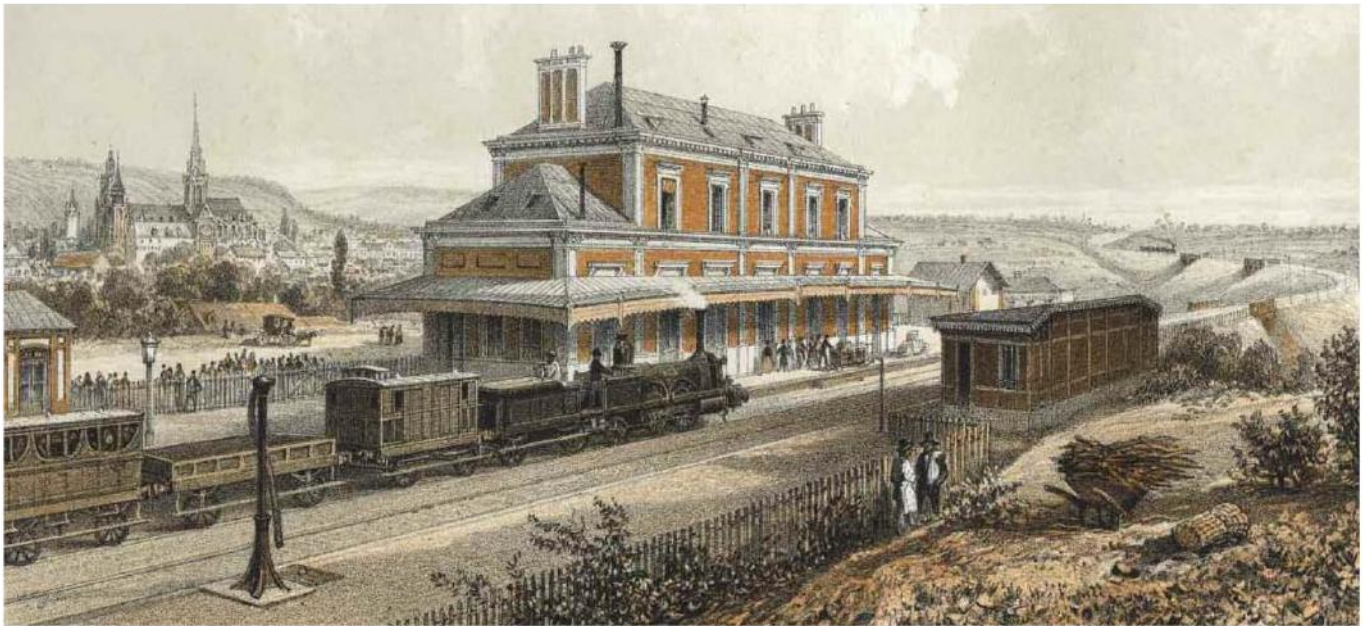
- Strengthen the demand for high-quality products of local origin that would encourage agricultural diversification, reinstate processing services that can address markets beyond the territory. (Note: the installation of sources of raw materials for the cosmetic industry follows the same logic)

- Strength and reinforce infrastructures for high added value logistics to benefit from the development of Normandy ports for unbundling and assembly.

The LNPN supports the agglomeration's residential development strategy

The residential policy for the metropolitan territory seeks to facilitate the arrival of inhabitants from the Ile de France and / or those who may continue to work there. In this highly competitive sector of cites equidistant from Paris, the objective is to enhance the advantages of the Evreux territory and develop products in high-quality operations likely to attract Parisian households equipped with high purchasing power by offering services related to quality living conditions. This will happen if the economic strategy is organized as plan

1	FR-EVREUX-C-Mo9
2	FR-EVREUX-C-Mo8



Vue depuis la gare d'Evreux (1860). Cette vue existe toujours depuis l'escalier menant à Saint-François de Sales

Illustration of the train station in 1860



Photograph of the actual train station

THE STATION : MULTIPLE CHALLENGES

The function of the current station in Evreux is likely to change in the long term with the development of the new medium-speed line LNPN (Ligne Nouvelle Paris Normandie) whose main elements are listed hereafter.

The new Paris-Normandy line is based on a new vision and a new rail concept:

- A train between the classic train and the TGV
- A speed adapted to the needs of the Seine valley territory in its broad sense
- Coverage of all the mobility needs of the area, in connection with the development of Grand Paris. A first public debate on the merits of the project and the objectives took place at the end of 2011 and beginning of 2012. In the end, SNCF Réseau (at that time still Réseau Ferré de France) decided to continue studies prior to a public inquiry on the basis of the following guidelines: Functional objectives:
 - Improved punctuality, frequency and speed of trains
 - Development of local services - ability to meet future needs on all types of services, including freight (with the release of track rights on the historic line)

Functional characteristics:

- A new line reserved for passenger traffic, with speeds of 250 km/h to the west of Mantes and 200 km/h between Paris and Mantes.
- Between Paris and Mantes: a line especially for non-stop trains Paris-la Défense-Mantes
- Between Mantes, Le Havre and Caen: the development of a new line

Continuation of financial feasibility studies for the project.

These elements were taken up in the report of the Mobilités 21 commission that was delivered in June 2013. On 12 November 2013, the Minister of Transport decided to pursue studies prior to a Declaration of Public Utility for the Paris-Normandy line. The project must be carried out in two different timeframes:

A short-term plan in which three priority sections are to be carried out: Paris-Mantes, Rouen-Yvetot and Mantes-Evreux, which are to be carried out by 2030. The preliminary studies are now under way so as to propose for each one a zone of preferential passage (ZPP) for approval by the Minister for Transport at the beginning

of 2017. However, with this timeframe the location of the current station of Evreux has not been modified.

A long-term plan that will see a continuation of the project and in particular the construction of the «Y» of the Eure (connecting lines to Rouen and Caen) located today in the EPN territory. It must be carried out in a second stage (ie after 2030, probably by 2050). It is at this time that the question arises of a possible new station in the EPN territory, which the SNCF now plans. The Eure territory and in particular the Evreux metropolitan area is at the heart of the LNPN project, whether on the short-term horizon which will reinforce the role of the current station, or the longer-term target with the construction of the Y and the possibility of a new station.

At the same time, the Department and three Eure metropolitan areas, including the the EPN, agreed in the summer of 2016, on a common position for the LNPN project. Their expectations relate to:

An extension of the EOLE project (extension of the RER E to Mantes la Jolie by 2022) to the train stations-centres of the Eure metropolitan areas.

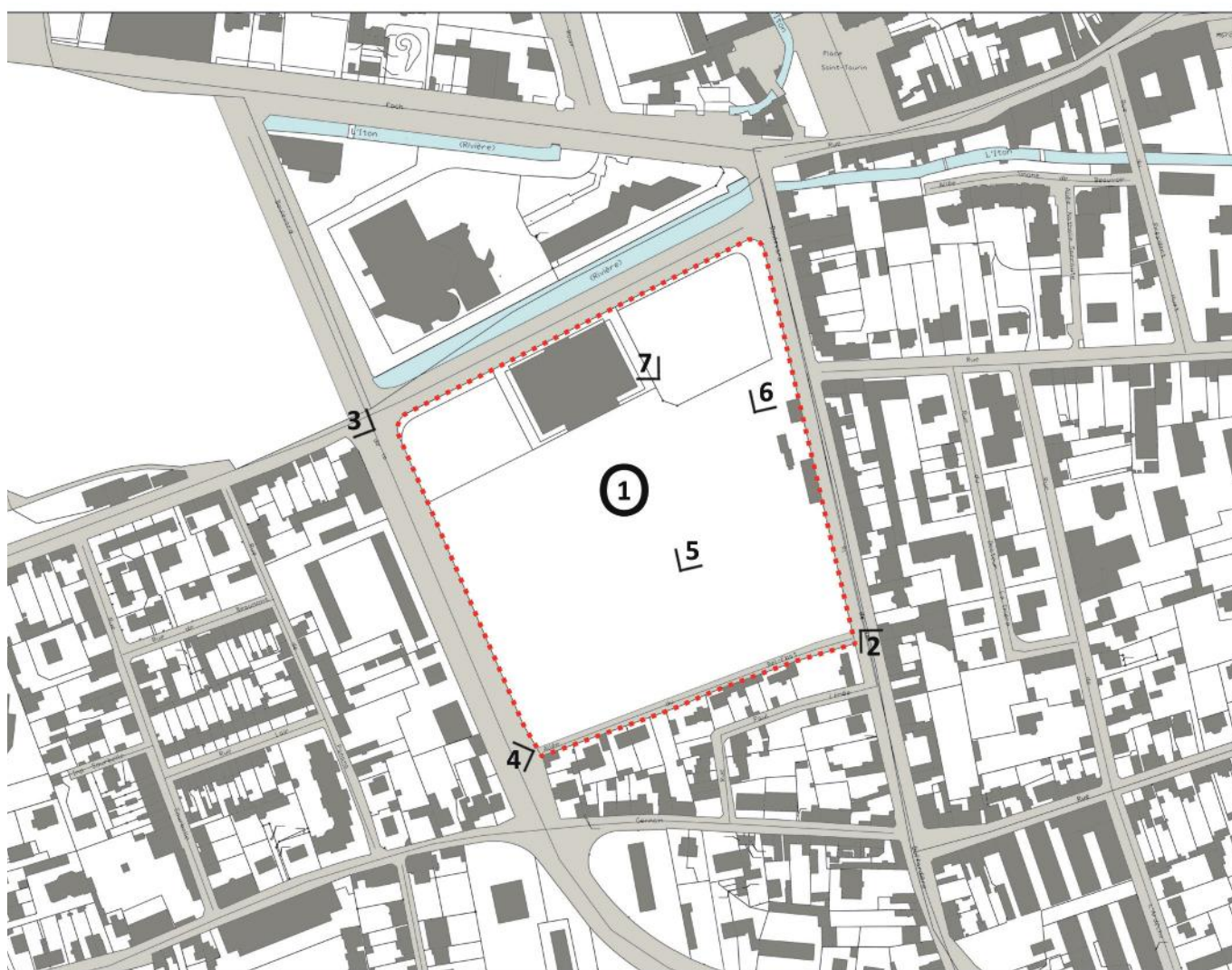
A network of the three express projects, EOLE, LNPN and CDG (a line to Charles-de-Gaulle airport between Paris Gare de l'Est and CDG, projected by 2023), linking Normandy directly Roissy Charles de Gaulle airport, thus freeing Saint Lazare station so that it runs more smoothly.

A strengthening of this service through the implementation of the priority sections of the LNPN project

The study of new scenarios for new stations: the Eure actors refused to build anywhere outside urban areas and wished therefore to study two new sites for the Eole / LNPN stations in Evreux and Louviers. In Evreux those sites are the business park of Rougemare and commercial zone of Nétreville (the center station remaining a classic station reinforced by the extension of Eole). In the short-term plan (2030), the Evreux railway station will therefore benefit from improvements in travel times as a result of new infrastructures between Paris and Evreux. Maintaining the situation would be all the more assertive in the case of an extension of EOLE. For the long-term plan, the current station would be kept in tandem with a possible second station with different functions: proximity service for the central station (and reception of EOLE trains if the extension is carried out) and the station at Nétreville for the new line.

1 FR-EVREUX-SS-P27

2 FR-EVREUX-PS-P48



SITE DE REFLEXION - SECTEUR DU PRE DU BEL EBAT

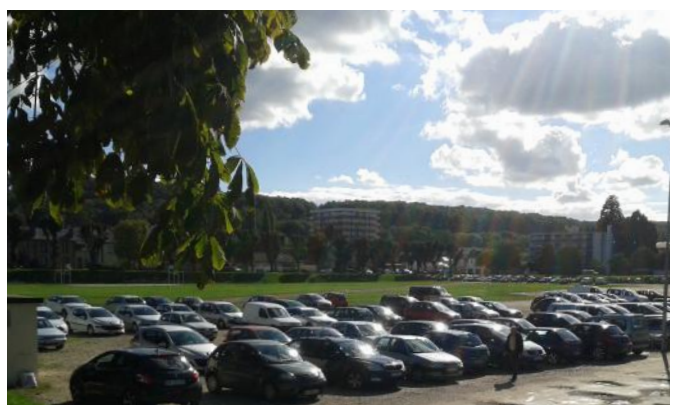
Location plan

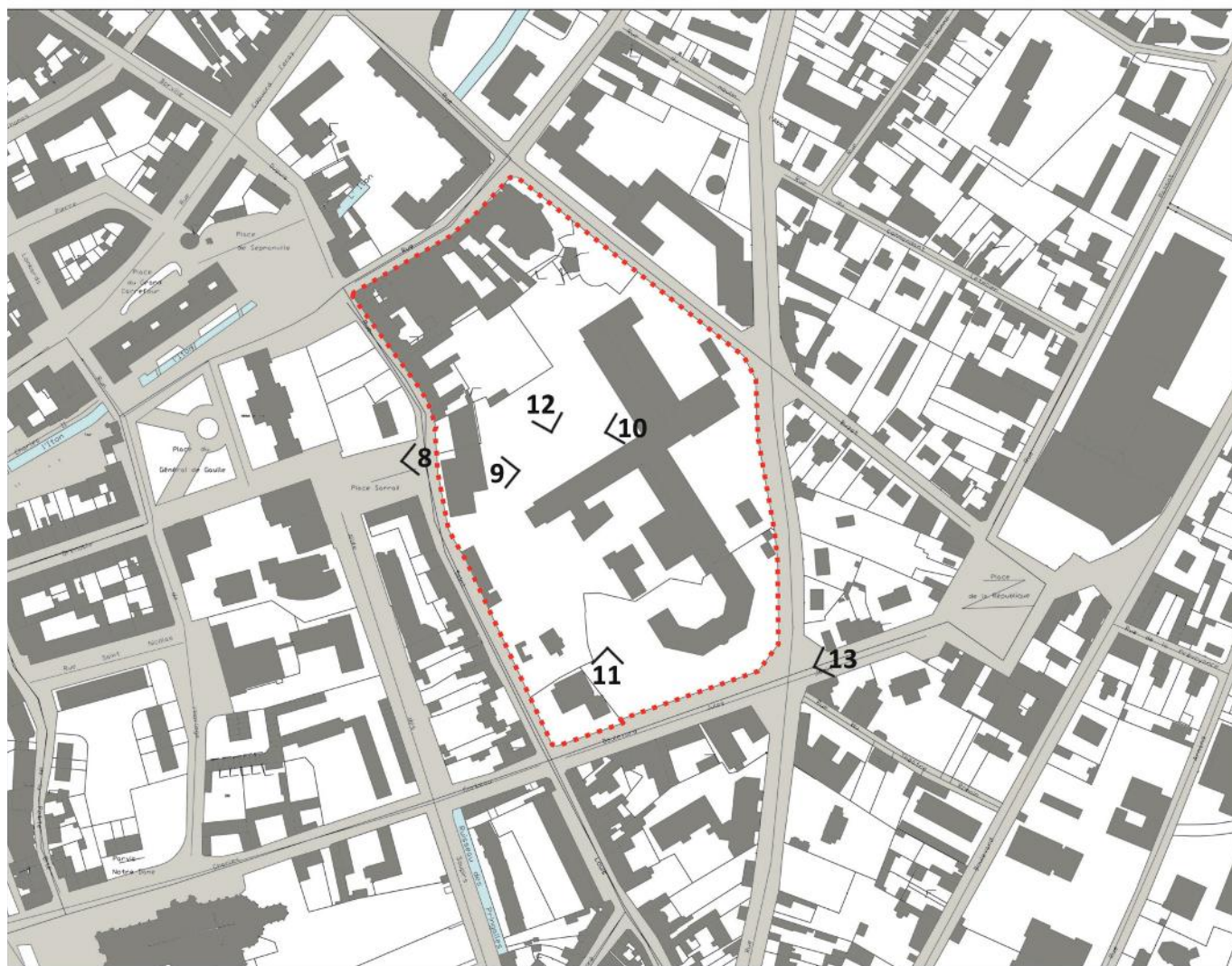
FR-EVREUX-SS-P00

Photographs : file "FR-EVREUX-SS-P01" to "FR-EVREUX-SS-P06"

	01
02	03
04	05
06	

PHOTOGRAPHS - STRATEGIC SITE





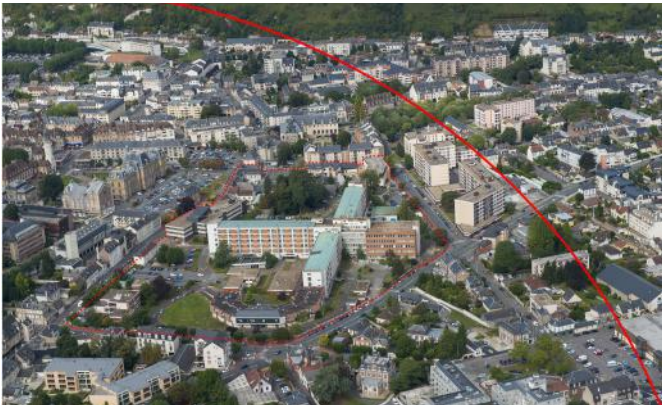
SITE DE REFLEXION - SECTEUR SAINT LOUIS

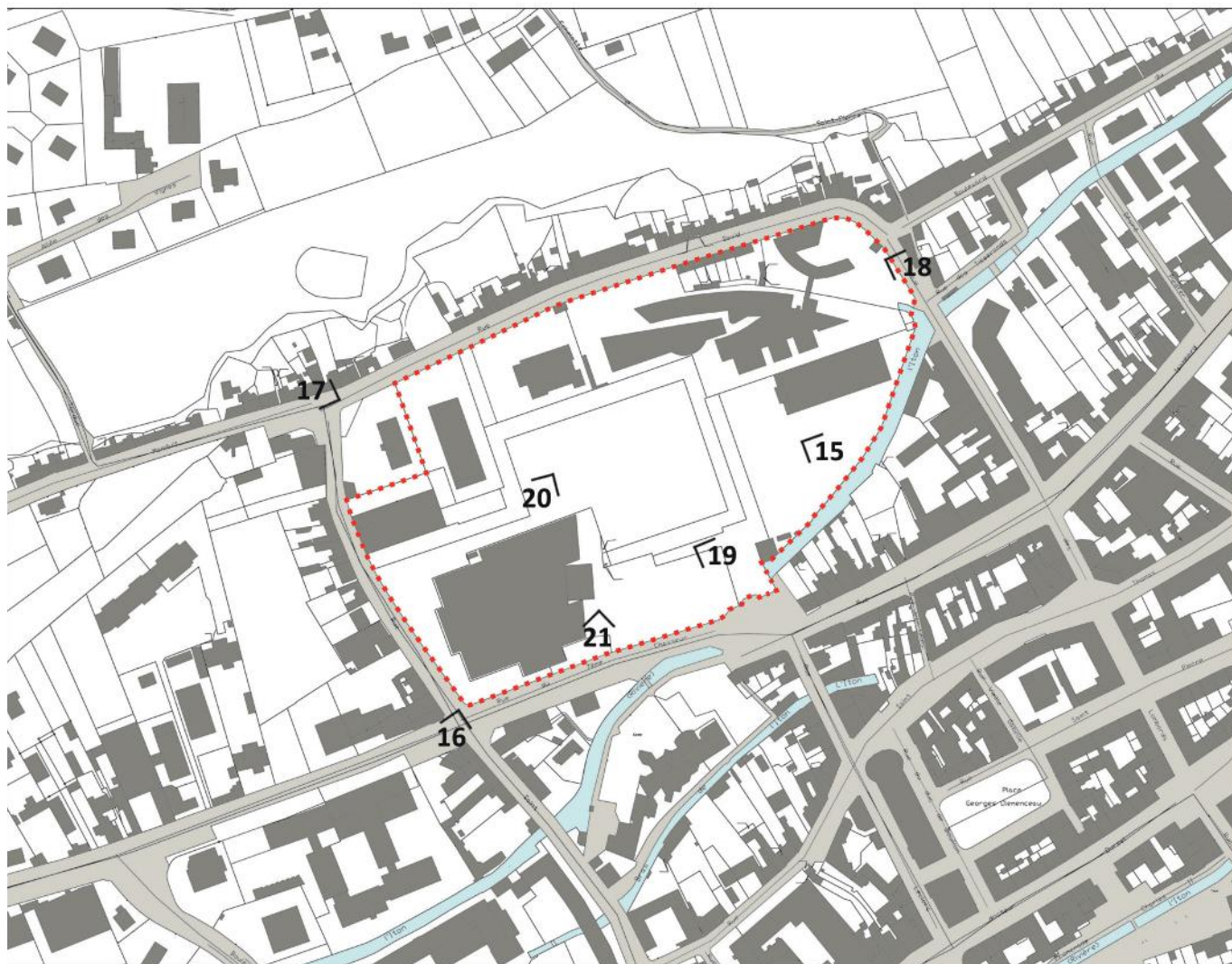
Location plan

FR-EVREUX-SS-Po7

Photographs : file "FR-EVREUX-SS-Po8" to "FR-EVREUX-SS-P13"

	08
09	10
11	12
13	





SITE DE REFLEXION - SECTEUR DE TILLY

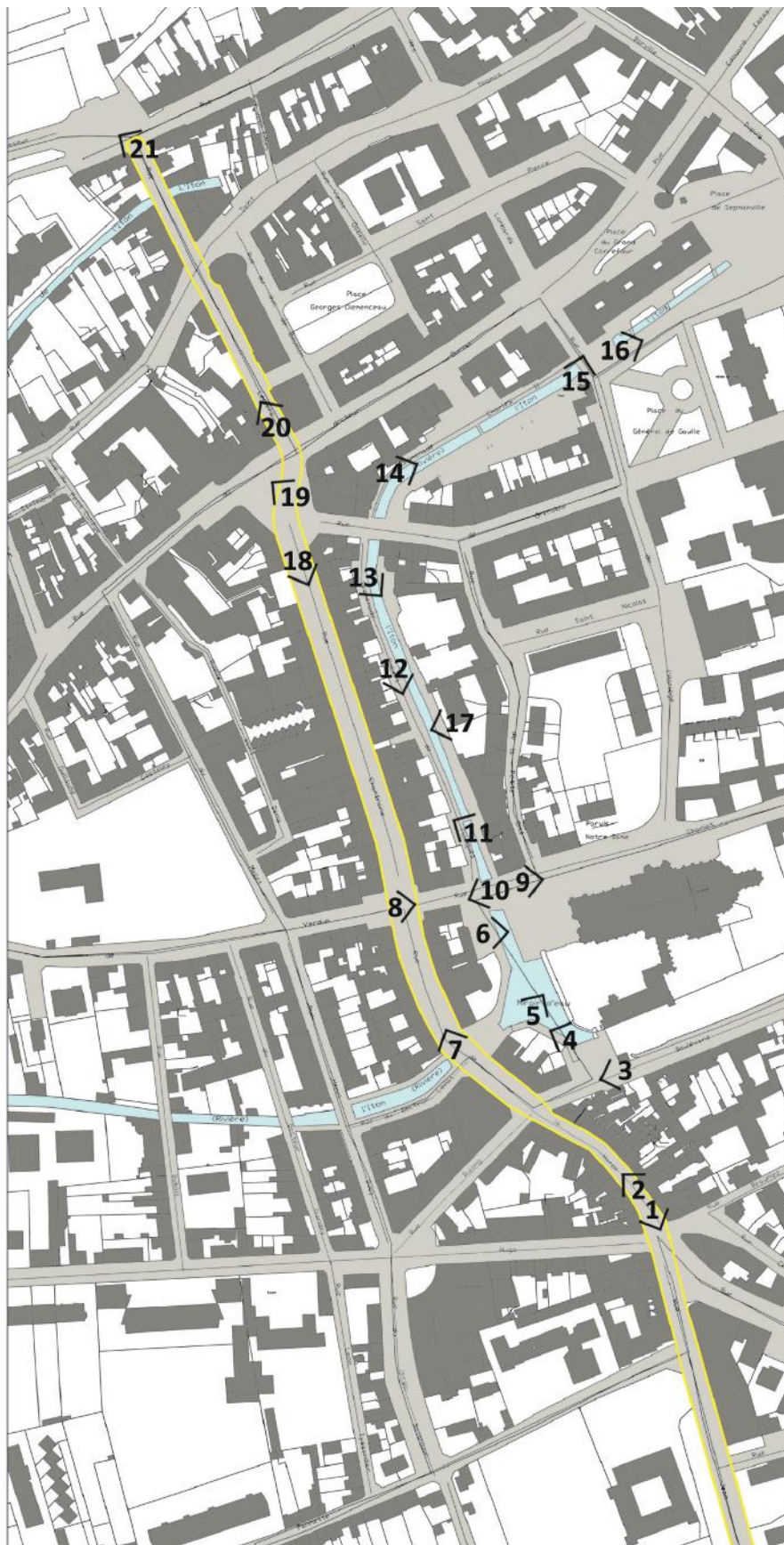
Location plan

FR-EVREUX-SS-P14

Photographs : file "FR-EVREUX-SS-P15" to "FR-EVREUX-SS-P21"

	15
16	17
18	19
20	21





SITE DE PROJET - SECTEUR CHARTRAINE

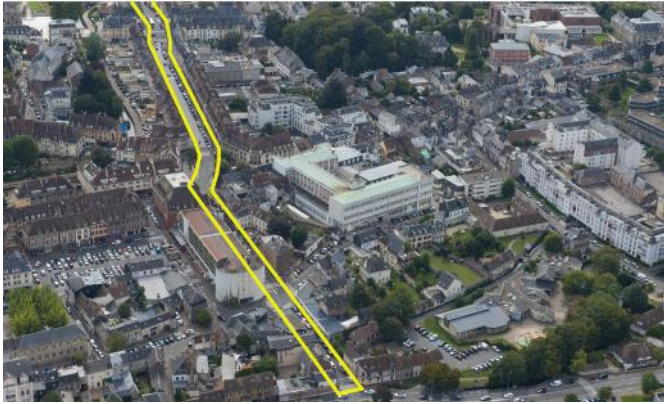
Location plan

FR-EVREUX-PS-Poo

	01
02	03
04	05
06	07

Photographs : file "FR-EVREUX-PS-P01 to "FR-EVREUX-PS-P21"

PHOTOGRAPHS - PROJECT SITE

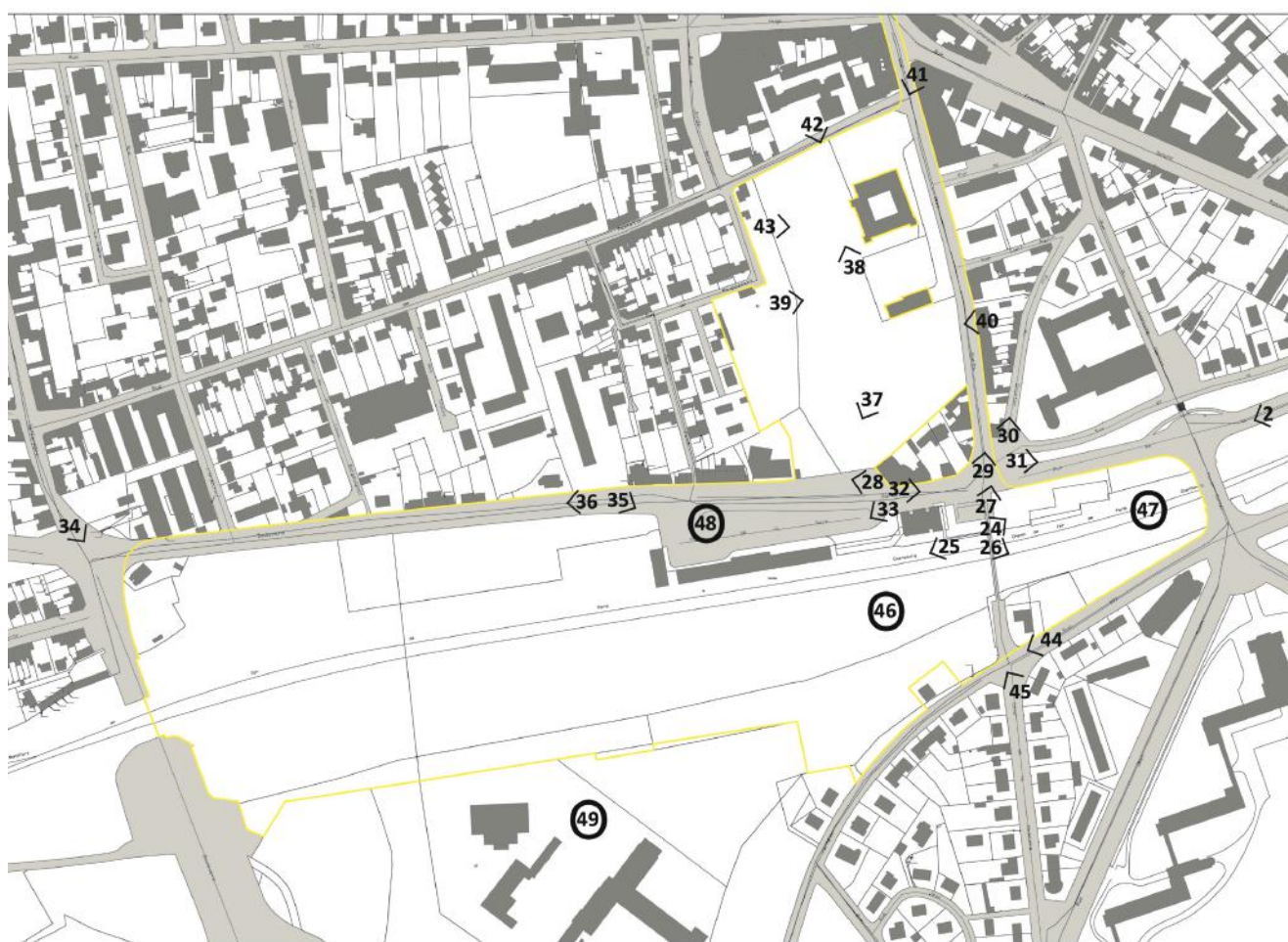




08	09
10	11
12	13
14	15



16	17
18	
19	
20	21



SITE DE PROJET - SECTEUR GARE

Location plan

FR-EVREUX-PS-P23

Photographs : file "FR-EVREUX-PS-P24 to "FR-EVREUX-PS-P49"

24	25
26	27
28	29
30	31





32	33
34	35
36	37
38	39



40	41
42	43
44	45
46	47



CONURBATION - TERRITORIAL SCALE

FR-EVREUX-C-AP01.jpg	Photograph aerial view
FR-EVREUX-C-AP02.jpg	Aerial view of determinant axis
FR-EVREUX-C-M01.jpg	The bottom of the valley of Iton
FR-EVREUX-C-M02.jpg	The hillsides
FR-EVREUX-C-M03.jpg	The uplands
FR-EVREUX-C-M04.jpg	Map of protected woodland
FR-EVREUX-C-M05.jpg	Traces of the Iton
FR-EVREUX-C-M06.jpg	Inventory of the remarkable trees
FR-EVREUX-C-M07.jpg	Comparative plan of Evreux of Napoleonic era and 2016
FR-EVREUX-C-M08.jpg	Trace of the modernization of the LNPN
FR-EVREUX-C-M09.jpg	Economic development sector
FR-EVREUX-C-M10.jpg	Plan of universities and schools of higher education
FR-EVREUX-C-M11.jpg	Plan of Evreux
FR-EVREUX-C-M12.jpg	Map of the limit of the old city and contemporary city
FR-EVREUX-C-M13.jpg	Plan of districts of Evreux
FR-EVREUX-C-M14.jpg	Determinant axis from the medieval city

STRATEGIC SITE - URBAN SCALE

FR-EVREUX-SS-AP01.jpg	Aerial view of the strategic site and project site
FR-EVREUX-SS-AP02.jpg	Semi-aerial view of the strategic site and project site
FR-EVREUX-SS-AP03.jpg	Semi-aerial view of the strategic site Pre Bel Ebat
FR-EVREUX-SS-AP04.jpg	Semi-aerial view of the strategic site Saint Louis
FR-EVREUX-SS-AP05.jpg	Semi-aerial view of the strategic site Tilly
FR-EVREUX-SS-M01.jpg	Repertory plan view from Madeleine hillsides
FR-EVREUX-SS-M02.jpg	Plan of public spaces intramural
FR-EVREUX-SS-M03.dwg	Plan of strategic site and project site
FR-EVREUX-SS-M04.dxf	Plan of strategic site and project site
FR-EVREUX-SS-P00 à 06 (.jpg)	Photographs of strategic site Pre Bel Ebat
FR-EVREUX-SS-P07 à 13 (.jpg)	Photographs of strategic site Saint Louis
FR-EVREUX-SS-P14 à 21 (.jpg)	Photographs of strategic site Tilly
FR-EVREUX-SS-P22.jpg	Photograph of Iton bank
FR-EVREUX-SS-P23.jpg	Panoramic view on the hillsides St Michel from the train station
FR-EVREUX-SS-P24.jpg	Photograph of Iton bank
FR-EVREUX-SS-P25.jpg	Photograph of parvis Cathedral
FR-EVREUX-SS-P26.jpg	Structuring public spaces
FR-EVREUX-SS-P27.jpg	Illustration of the train station in 1860

LIST OF DOWNLOADABLE DOCUMENTS

PROJECT SITE - ARCHITECTURAL SCALE

FR-EVREUX-PS-AP01.jpg	Photograph semi-aerial view of project site train station
FR-EVREUX-PS-AP02.jpg	Photograph semi-aerial view of project site
FR-EVREUX-PS-M01.jpg	Plan of project site
FR-EVREUX-PS-M02.jpg	Plan of project site axis of the Chartraine
FR-EVREUX-PS-M03.jpg	Diagram of project site around the train station
FR-EVREUX-PS-M04.jpg	Actual plan of the train station
FR-EVREUX-PS-M05.jpg	Topography of project site train station
FR-EVREUX-PS-P00 à P22 (.jpg)	Photograph of project site the axis Chartraine
FR-EVREUX-PS-P23 à P49(.jpg)	Photograph of project site the train station

TEXT

FR-EVREUX-T.pdf	
FR-EVREUX-T-ANNEXE01.pdf	Conurbation contract 2014-2020
FR-EVREUX-T-ANNEXE02.pdf	Contract of tourist development of city center
FR-EVREUX-T-ANNEXE03.pdf	AVAP Évreux Decembre diagnosis
FR-EVREUX-T-ANNEXE04.pdf	INSEE Évreux and conurbation data
FR-EVREUX-T-ANNEXE05.pdf	History of Évreux
FR-EVREUX-T-ANNEXE06.pdf	Zoning plan PLU
FR-EVREUX-T-ANNEXE07.pdf	PLU approved in Decembre 2016

GENERAL INFORMATIONS	3
FOREWORD	5
RELATIONSHIP TO THE THEME “PRODUCTIVE CITIES”	9
STRATEGIC SITE	13
A DENSE, FOCUSED CITY CENTRE	13
PLACES OF MEETING BETWEEN THE OLD CITY AND RELATED NEIGHBOURHOODS	13
A NETWORK OF FUNDAMENTAL AXES	15
NATURE : SUPPORT FOR DEFINING PUBLIC AREAS OF THE CITY OF THE 21ST CENTURY	15
ISSUES AND GUIDELINES	17
PROJECTS ALREADY CARRIED OUT, BEING DEVELOPED OR UNDER STUDY ON THE STUDY SITE	17
PROJECT SITE	21
SITE DESCRIPTION	21
THE STATION AREA	21
THE BOTANICAL GARDENS	23
THE CHARTRAINE AXIS	23

CONTENTS

ISSUES AND GUIDELINES	25
PARTIES INVOLVED WITH THE SITE	27
PROGRAMME ORIENTATIONS	29
FOLLOW UP TO THE COMPETITION	29
CONTEXT	31
LANDSCAPE CONTEXT	31
L'ARCHITECTURE OF THE CITY	33
UNIVERSITY, EDUCATION AND CULTURE	35
SOCIAL-ECONOMIC CONTEXT	39
ECONOMIC CONTEXT : ACTIVITIES, EMPLOYMENT AND STRATEGIES	39
THE STATION : MULTIPLE CHALLENGES	43
PHOTOGRAPHS - STRATEGIC SITE	45
PHOTOGRAPHS - PROJECT SITE	51
LIST OF DOCUMENTS	61



EUROPEAN
PARLIAMENT
FRANCE
14

