



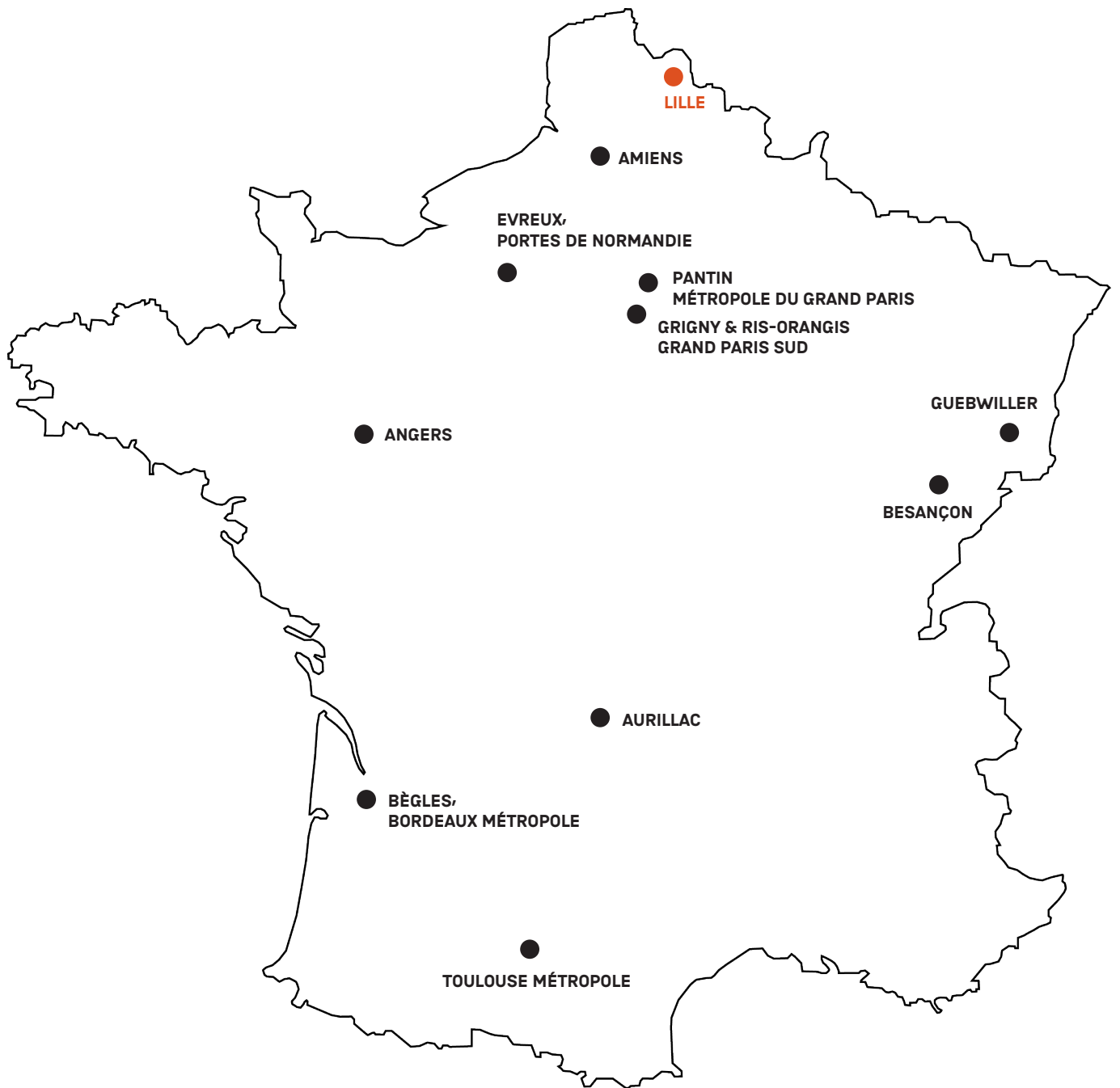
Productive
cities

LILLE

ÎLE DES BOIS BLANCS

ISLAND OF OPPORTUNITIES - EMBANKMENTS INFLUENCED BY PRODUCTION

Site brief



GENERAL INFORMATION

SITE REPRESENTATIVE :

Métropole Européenne de Lille, city of Lille

ACTOR(S) INVOLVED :

Métropole Européenne de Lille, city of Lille , city of Lomme

TEAM REPRESENTATIVE :

Architect and/or urban planner and/or landscaper

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

Architecture and urbanism, landscape

COMMUNICATION :

Communication of projects after the competition, December 1st 2017

JURY – 1ST EVALUATION :

With the participation of the site representatives

JURY – PRIZE SELECTION :

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

POST-COMPETITION INTERMEDIATE PROCEDURE :

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

MISSION GIVEN TO THE SELECTED TEAM(S) FOR THE IMPLEMENTATION

Urban study and/or urban and architectural project to be arranged with the partners

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 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.

(6) Bruno Marzloff, sans bureau fixe

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

(7) https://www.senscritique.com/film/La_Sortie_de_l_usine_Lumiere_a_Lyon/470793

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

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)

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.

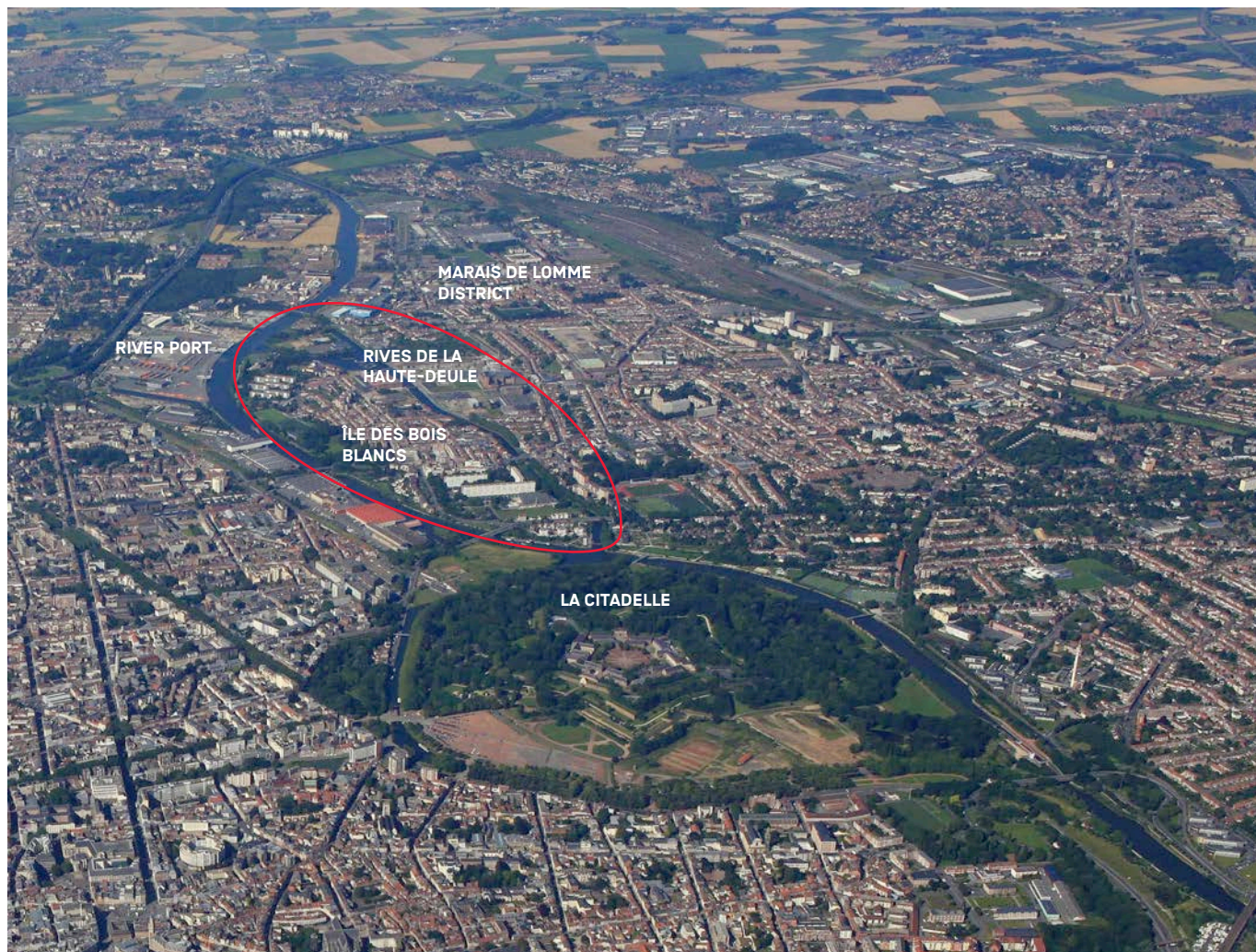
We have good hope because 7 of 10 of European 13 sites in France have begun implementation with selected teams.

'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



Semi-aerial view : at the forefront, the Citadelle.



Quai de l'Ouest (wharf) - île des Bois Blancs - 19th century

RELATIONSHIP TO THE THEME OF "PRODUCTIVE CITIES"

Based on experiences and policies that have been carried since 2004 (the urban planning project Un Nouvel art de Ville in 2004, the conference Ville 3000 in 2009 and the Lille Respire / low carbon competition in 2015), the community and the metropolitan area wish now to continue along these lines and go further with experimentation and pragmatism.

A HYBRID, CREATIVE CITY

The study site includes the Ile des Bois Blancs, part of the Marais quarter in Lomme, the Rives de la Haute Deûle and the Presqu'île Boschetti in a territory that is undergoing major transformation. The Canal de la Haute Deûle links several major urban development projects that will define metropolitan Lille, including the Parc de la Citadelle in the north and the eco-district Les Rives de la Haute Deûle with the EuraTechnologies centre of excellence (+ 3,500 jobs). Among these projects, the presence or even the creation of economic activities on a «human scale» with diverse uses and social ties leading to a more balanced lifestyle becomes a real issue.

Navigating along the Canal de la Deûle is an experience that successively reveals the industrial port, the factories along the canal where there are still hazardous activities, the new Rives de la Haute Deûle residential neighbourhood and digital tertiary activities, bits of older urban fabric, large 20th-century architectural works and a woods that is backdrop for the historic Vauban citadel.

What place is there for activities for citizens that associate history, the inhabitants and places (pleasure, culture, tourism, leisure and small production) and the growing digital «research and development» of EuraTechnologies?

How can this richness be transformed and reused to serve a hybrid, creative city* bringing together heritage and innovation*?

WATER - VECTOR OF URBAN DEVELOPMENT AND PRODUCTION TOOL

The productive city, without denying the quality of inherited spaces (wharves, sheds and buildings), would be paving the way for a territorial reorganization where unique residential and working conditions and productive activities of all kinds (industrial, artisan, tertiary, logistics, trade) could be accommodated in a redesigned open urban space.

The productive city should also be an area for living with a wide range of sport, creative, cultural and festive activities.

This requires an approach aimed at reintroducing and strategically anchoring a productive economy with innovative enterprises in the secondary sector, for example. The city can indeed link expertise, innovation and production in a circular economy with shorter and more sustainable economic cycles, the «renaissance of factories» within the city.

DIVERSITY AND SHORT CYCLES

The city has much to gain from an economy of local jobs and environmentally friendly production that emphasises recycling and short cycles. At a time of concerns of global warming, water and waterways point out the significance of small-scale, ethical cycles. The desire to preserve small rivers that are Eurométropole's identity, the desire for activity along their banks or on small boats, tourist places, recovery of public spaces «along the waterways», growing consumer interest for local organic products being transported via the waterways, the need for energy self-sufficiency in work, the popularity of the TCF (Transport Culturel Fluvial) cultural boats, sports on the small canals, scientific, ecological and cultural educational needs ... are all rich topics.

The separation of production, service and residence needs to be rethought. Social and functional diversity need to be made a necessary condition of living together, greatly aided by the common theme of water.

These progressive practices will, in some way, be writing a new territorial history built upon a stratification of uses in the coming years.

(1) - Project from the team Obras - 169 architectures - Elioth for the Low Carbon competition (Concours Bas Carbone)



Semi-aerial view île des Bois Blancs, on the 19th april 1977



Semi-aerial view from îles des Bois Blancs today

COMPETITION FOLLOW-UP

The originality of the proposals associated with the expectations of cities and European will be revealed during the analysis of the projects then by the jury. The ideas have aiming to be implemented.

The breadth of the site, the different dimensions of reflections: city, metropolis, euro-metropolitaine, the existing operational tools, the interest for Métropole Européenne de Lille and the city of Lille, are all elements that make for a unique proposal on this difficult site.

This is why the various projects and ideas that emerge from this competition are going to contribute to a shared vision of the territory.

On the basis of the proposals selected, the city plans the following:

1. On-site meeting with the teams selected: presentation of the projects, exchanges with the various partners and institutions, etc.
2. Establishment of a two-day paid workshop with the three teams selected according to specifications established by the city.

Thus, the richness of the proposals made will allow the city of Lille and Métropole Européenne de Lille, respectively owners of the swimming pool site and owners of the Boschetti and Silo site, to be able to follow up, on a project in close collaboration with the candidats and with European support.

1 FR-LILLE-SS-AP35

2 FR-LILLE-SS-AP18



Semi-aerial view: at the forefront, île des Bois Blanc and the river port of Lille Sources : ville de Lille 2003

THE ILE DES BOIS BLANC IN THE DYNAMICS OF A METROPOLITAN PROJECT

HISTORY

The Ile des Bois Blancs has undergone major changes since the excavation of the large gauge canal in the 1960s. What is now the Brasse de Canteleu, partially filled in for the construction of the Kuhlman Bridge to the south, carried the majority of the Deûle before the destruction of the crossing of the Rue Victor Hugo and the construction of the new Léon Jouhaux Bridge to the north. The two dirt «pyramids» on the east bank, just a stone's throw from the Citadel are from the excavation of the larger canal and construction of the Lille Europe station. The work also resulted in the destruction of the LOSC Jooris stadium.

THE CITADELLE TO THE NORTH

The Ile de la Citadelle, 110 hectares classified historic monument in 2012, is a large urban project in the city of Lille, one of the main places of leisure and outdoor sports for the inhabitants of Lille and the Métropole Européenne de Lille, a site of great historic value contributing significantly to the identity of the city.

Military fortification, historic monument, landscaped park, leisure park and natural space, the Citadelle is a major site in the city of Lille. In 2003, the city of Lille initiated a study and the renovation of the entire park.

Designated one of seven major city projects for the period 2008-2014, the general issues to enhance the citadel site in the Schéma directeur de la Citadelle (master plan) 2009 – 2020 are:

- consider the site as a whole and develop a plan over its entire area
- seek and maintain a balance between historical heritage, use and nature
- unify the site mainly by eliminating the boundaries between spaces
- propose an attractive, well maintained park so that the site of the Citadelle becomes an open space accessible to all, a place of diversity

- break with the insularity by integrating the Citadelle into the regional green-blue network, by making it a connection for promenades along the canal and metropolitan nature areas and by being part of the network of the Canals of the Deûle.

ACROSS FROM THE ÎLE DES BOIS BLANCS : THE RIVER PORT

The river port sectors 1, 2, 3 and 4 are on the east bank of the Deule opposite Ile des Bois Blancs.

Port warehouses built in the 1950s and 1960s were designed and positioned parallel to the canal to facilitate loading and unloading to the waterway on one side and to rail and road on the other. These buildings are massive and partially hide views from the city to the Deûle. However, these buildings have been present in the Lille landscape for more than half a century. They symbolize the history of the port and its heritage.

The city and the port are considering the diversification of this territory, similar to what other cities have done for port areas: conservation and redefinition of docks and warehouses for other uses. This particularly concerns sector 1.

The question of urban logistics appear in the last kilometer of sector 2. Innovative products for the city based on multimodality are to be introduced. The Centre Multimodal de Distribution Urbaine [CMDU] has established itself in one-third of building «M» to experiment before future development and a move to a larger space near the Port Fluvial roundabout.

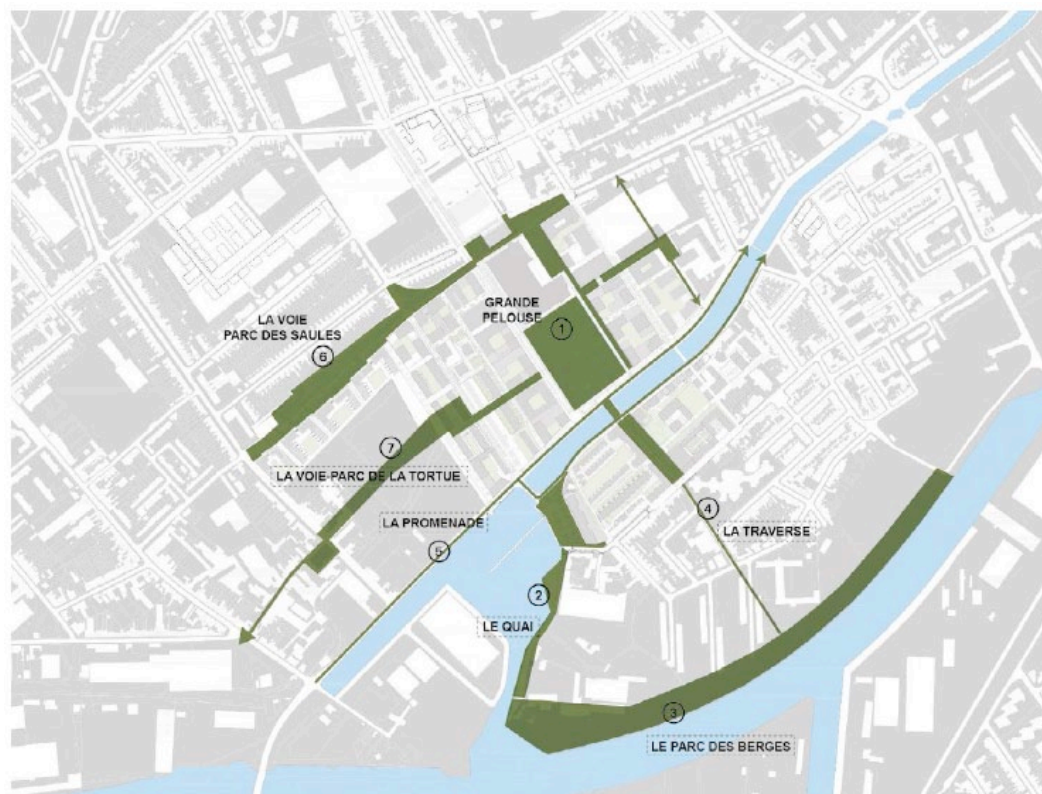
The recently freed-up floor in the other two-thirds of building M is for proposals related to the CMDU. An idea to develop tertiary spaces in the building connected to the EuraTechnologies division and for emerging companies working in the field of mobility, transport and logistics has been studied.

The southern part of sector 2 and connected with sector 3 could be for developments related to urban logistics. A project for a village of artisanal materials (showroom and supply platform for materials delivered via the waterway) is under study for the docks at the Port Fluvial roundabout.

Port sector 4 in Sequedin is next to the Standart silo site. Smart Module Concept produces prefabricated wood elements for the construction of houses. They employ 55 people on a 14,000 m2 site.



Semi-aerial view: at the forefront, île des Bois Blancs, at the second plan the city of Lomme, and the Marais district



ESPACES PUBLICS EXISTANTS
 ① - GRANDE PELOUSE
 ⑥ - LA VOIE PARC DES SAULES

ESPACES PUBLICS À CRÉER OU CONFORTER
 ② - LE QUAI
 ③ - LE PARC DES BERGES
 ④ - LA TRAVERSE
 ⑤ - LA PROMENADE
 ⑦ - LA VOIE-PARC DE LA TORTUE

Map of structuring public spaces

Source : Document de présentation Rives Haute Deule, Concertation préalable 2016

THE RIVES DE LA HAUTE DEÛLE AND EURATECHNOLOGIES TO THE SOUTHWEST

The site known as «Rives de la Haute Deûle» extends over a hundred hectares along both banks of the old Canal de la Deûle in the communes of Lille and Lomme to the southwest. This exceptional territory and the canal are located in an urban area close to the city centres of Lille and Lomme. It can be reached directly by metro on Avenue de Dunkerque as well as at Port Fluvial.

Inline with the decision to create the EURATECHNOLOGIES programme of activities in the early 2000s, MEL decided to initiate a global consideration of the overall redevelopment of the Rives de la Haute Deûle sector, with the ambition to make it a real urban neighbourhood with housing, public facilities and business premises. The EURATECHNOLOGIES programme, which focuses on new communication and news technologies, is based on rehabilitation of the Leblan Lafont industrial wasteland. This major investment site should, over the next ten years, accommodate nearly 5,000 inhabitants (i.e. more than 2,000 housing units).

AN ECOLOGICAL TREASURE

If the EuraTechnologies area is conducive to trade and business, it is also a pleasant place to visit and to live. The urban plan is resolutely ecological. A group of valleys and canals, perpendicular and parallel to the Canal de la Deûle, cross and connect the area. They define a strategy for organizing public space, accompanying and emphasizing the general urban structure. The Jardin d'Eau and the Grande Pelouse are landmark public spaces in the district. The Jardin du Marais (Parc de la Tortue) further out to the west, a green public space widening out along a gentle east-west diagonal. To give a «landscaped thickness» to the Canal de la Deûle, extensions of the green grid form, in the heart of block, private spaces.

The presence of the water was increased, penetrating into the heart of district near residential and office buildings. The ZAC was declared an EcoQuartier by the Ministry of Sustainable Development in 2009 and won a prize for the theme of water.

Opposite the Rives de la Haute Deûle and the Parc de la Citadelle, the site of Port Fluvial and the banks of the Ile des Bois Blancs form a link between these two urban projects and, more significantly, become the connection between the city centre and projects located on the «blue grid» of the Deûle.



European sites (strategic site in red, project sites in yellow and la ZAC (Zone d'Aménagement Concerté) Rives de la Haute-Deule (in white))



Semi-aerial view: at the forefront, the project site of Presqu'île Boschetti and the silo

The study site extends over île des Bois Blancs, the banks of the Bras de Canteleu and the harbour, from the Presqu'île Boschetti to the Parc de la Citadelle. Bringing these two project sites together can awaken existing activities and stimulate new ones in this area currently under development

LARGE URBAN ENTITIES

THE ÎLE DES BOIS BLANCS

Although geographically isolated, the Ile des Bois Blanc is nevertheless fairly accessible. By public transport, bus no. 18 leads directly to the Marx Dormoy swimming pool and the heart of the Rives de la Haute Deûle. Two metro stations serve the area along the Avenue de Dunkerque. The island is connected to the centre of Lille by three bridges, to the north is Pont Léon Jouhaux, Pont Kuhlman is on Boulevard Hegel to the south and Pont Dunkerque is at the centre of the island. A transversal grid of streets crosses the island and the city wants to reinforce it similar to the planned changes for the Avenue de Dunkerque. The Rue du Pont à Fourchon and Rue Guillaume Tell will eventually become major transverse axes crossing the island.

As part of an enlargement of the ZAC Rives de la Haute Deûle, the city is studying the possibility of constructing a bridge over the entrance to the canal at Gare d'Eau (harbour) from the southern end of the island to Presqu'île Boschetti, at the same time as a new pedestrian bridge to be built to the right of Avenue Arthur Notebart.

The island is marked by a great architectural diversity ranging from working-class row houses to large housing estates. An ANRU (Agence Nationale pour la Rénovation Urbaine) urban renovation project is underway at the Aviateurs site south of the island. The neighbourhood known as Vieux Bois Blancs is typical of suburban Lille architecture, centred on the church and public buildings. Recent projects reflect research on the renewal of older typologies in connection with current practices (real estate, construction techniques, administration).

The city wishes to highlight this particular architectural diversity by conserving activities on the island such as the Cafés Méo, the nautical leisure Association La Deûle or the development of a Techshop (Leroy Merlin) on part of the old Lycée Jean Monnet site. This diversity poses the question of what new relationships can be established between residential and various types of productive activities.

THE BRAS DE CANTELEU AS URBAN CONNECTOR

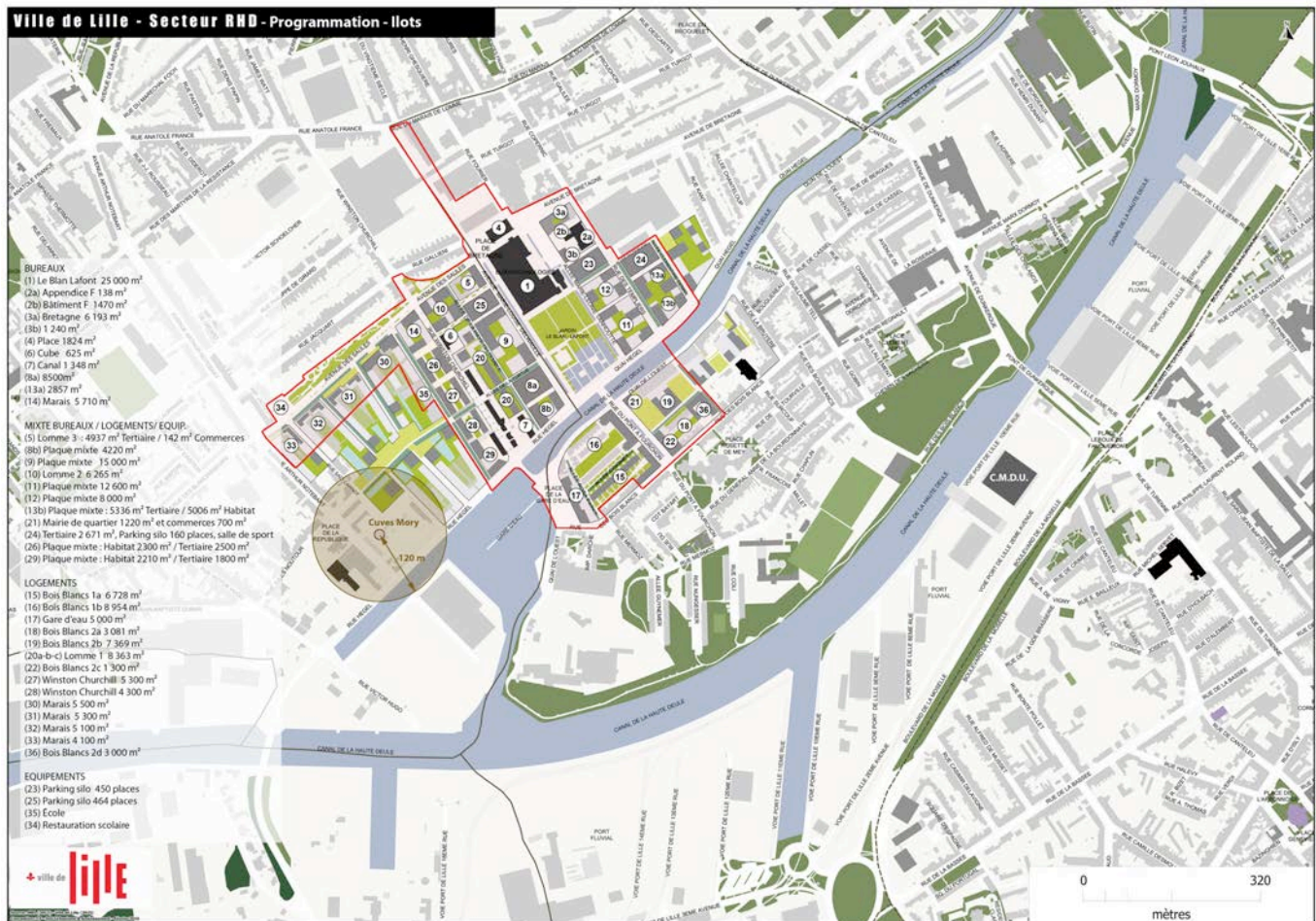
The Bras de Canteleu is a breathing space in the urban fabric created by coherent large plantings and work undertaken along the embankments that now forms a natural element on scale with the island. The connection between the two banks «ties» the island to the rest of the city.

There are numerous barges with a great diversity of uses on the site: private residences, restaurants, a clubhouse, etc. Two barges belong to the Association Transport Culturel Fluvial (TCF) and transport equipment necessary for cultural activities to be set up along the canals. Other barges, although abandoned, indicate the possibility for other activities.

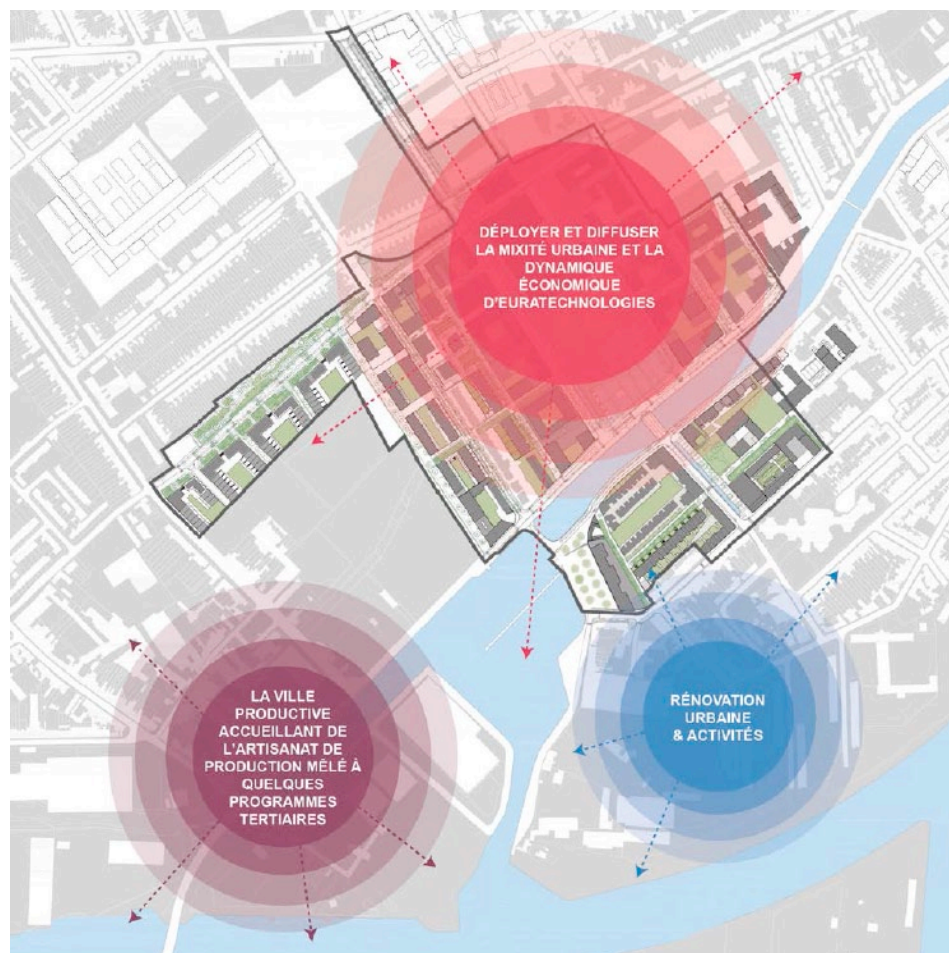
The inauguration of EuraTechnologies in 2009, was the occasion to test a river shuttle linking the citadel and Lille city centre to Rives de Haute Deûle. The project considered for the Gare d'Eau (harbour) testifies to the city's will to strengthen the river dimension.

THE « MARAIS » OF LOMME

As its name suggests, the Marais district of Lomme is built on marshland that, over time, was drained, particularly due to the use of ground water by industries. With industrial decline, the water table has stabilized at a level that exposes the cellars to flooding. The Léo Lagrange stadium is the major public facility in a district historically working-class.



Urban programming for the Rives de la Haute-Deûle project Sources : ville de Lille - SIG - 2016



Schema programmatics issues for the Rives de la Haute-Deûle project

Source : Document de présentation Rives Haute Deule, Concertation préalable 2016

A TERRITORY READY FOR NEW ACTIVITIES

TECHNICAL AND NATURAL CONSTRAINTS THAT REQUIRE ADAPTED RESPONSES

Three tanks of chlorine on a petrochemical site (SEVESO II high-risk site) in Loos recall the site's port function. As required by the Technological Risk Prevention Plan (PPRT-Plan de Prévention des Risques Technologiques), the prevention perimeter extends to the southern limit of the ZAC Rives de la Haute Deûle and includes the Standart Silo site and part of the Presqu'île Boschetti.

The Mory company's tanks near the Silo site require a 120 metre protective perimeter.

The presence of water near the sites and in basements has impacted the development of other facilities and industries. The Marx Dormoy swimming pool, for example, was built high to prevent, when drained, from collapsing in due to pressure from the high water table.

In general, candidates are asked to follow the city's approach to anticipating natural dangers due to climate change. The EDF Low Carbon competition in October 2015 is an example put forward by the City.

RIVES DE LA HAUTE DEÛLE PROJECT CALLS FOR ADDITIONAL PROGRAMMING

The proximity of the ZAC Rives de la Haute Deûle raises questions on the renewal of urban forms and the use of innovative construction methods. The development programme for this project tends to ensure an equitable distribution of areas for housing and offices.

The EuraTechnologies site's incubation process aims to encourage endogenous activities in connection with information and communication technologies. This has influenced the real estate programme for the ZAC. It suggests possible synergies between the project sites and this metropolitan pole that still have to be invented.

Candidates are invited to propose a broad, diverse programme while ensuring coherency with the environmental programme on scale with the strategic site.

A «MINOR HERITAGE» TO BE HIGHLIGHTED

The study site includes many buildings and urban complexes of «minor heritage»: disused industrial buildings, typical row houses, experimental housing projects, built up city blocks, unique facades, remarkable trees, etc. Taking them into consideration is a way of preserving the industrial identity of the sector, justified by the expectations for a Productive City.

EXPECTATIONS AND GUIDELINES

One of the objectives of this competition is to bring to light a new type of urban and territorial development that reconsiders the sectorial and sometimes segregated organization of territories and reinforces a number of bonds and ties that are the essence of a European city.

• Initiate a transformation process

The guidelines for the study site are very open. It can be seen as an urban planning and architectural laboratory to highlight past uses (architectural, fluvial and industrial heritage), develop contemporary forms for the inhabited city and to anticipate the city of the future.

• Imagine possible futures

The communities are expecting input, ideas, leads, proposals and projects that will allow them to carry out a concept. For example a process-oriented project, the central cog in collective actions, versatile organization of space and time and/or collaboration within a circular economy.

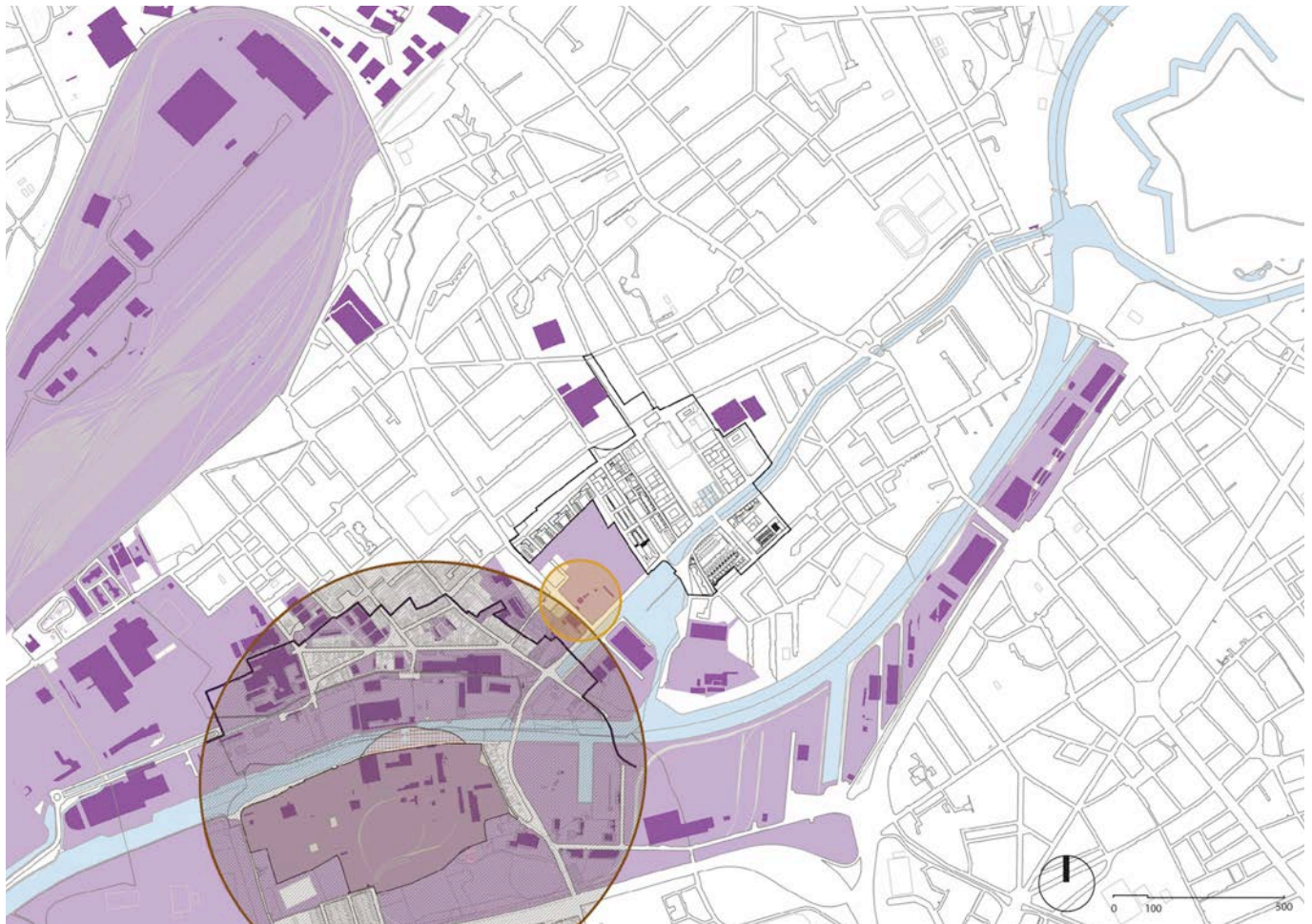
Various negotiation structures are possible and teams are invited to position themselves clearly.

• Part of a morphological, typological and environmental tradition of innovation

The EUROPAN teams can respond to research undertaken by the city and the Métropole Européenne de Lille, both in terms of urban morphologies and typologies and by taking into account climate change and changing

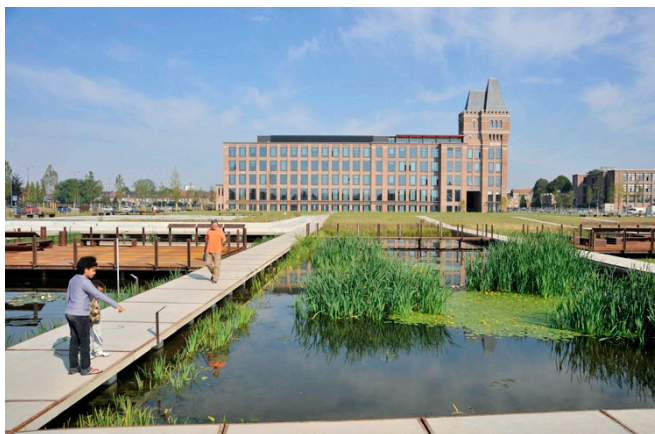
1 FR-LILLE-SS-M10

2 FR-LILLE-T-ANNEXE 01



Activities (purple) on the Rives de la Haute-Deûle- Inventory of the situation

Sources : ville de Lille - SIG - 2016



Euratechnologies



Marie Louise Delwaulle avenue



View on the Canal



View of the quai Hegel

lifestyles. Taking into account the urban and natural environment, questioning the more or less recent architectural and urban forms. Taking into account the notion of heritage applying to any construction and assuming that industrial buildings and infrastructures are capable of generous sometimes lacking elsewhere.

- **Respond to city research**

Both sites need to consider the appropriateness of energy approaches based either on the construction of urban heating networks or on the place of fossil energies in cities.

- **Explore conditions and forms for a new urban diversity**

Project spaces need to be identified for experimenting with new forms combining productive and non-productive activities in all their dimensions. EuraTechnologies and the Port Fluvial suggest a complementariness to be found in information and communication technologies (ICT), logistics, new production activities and support from the city.

The presence of significant technological and environmental industrial constraints suggests that the issue of diversity has to be addressed locally, but not only locally. These two sites, isolated one from the other, also suggest their complementarity in the urban environment.

- **Consider the links between the project sites**

The Île des Bois Blancs and the canal constitute a landscape structure that needs to be strengthened. The distance between the two sites calls for physical links and complementary programmes to reinforce the coherency of the entire strategic site.

- **Investigate the relationship to water on every scale**

The canal and the connection to water inspire new ways of living and producing. The EUROPAN teams have complete freedom to propose uses related to water, i.e. maintenance of boats, dry-dock, cultural activities, nomadic living, recreational and nautical activities are a few examples.

The canal inspires also collaboration and complementary economic relations with other areas of the city, the Eurométropole and the region. Without expecting a purely economic vision from the teams, the relationship between the production of goods and services and other urban activities will be studied carefully.

The project sites are some of the last available areas in the western Haute Deûle area of Lille and Lommois. From the northern tip of Ile des Bois Blanc, these sites allow the possibility of maintaining existing activities while creating a new productive generation, along the canal, a port of registry for atypical hybrid boats fulfilling one or more functions at a time.



Semi-aerial view on the Bois Blancs island from the North : at the forefront, the site of the Marx Dormoy swimming pool



The swimming pool Marx Dormoy, vue from the North

The project sites are located at either end of the study site:

- The site of the Marx Dormoy swimming pool: a popular, much-used place, with several different functions and services still in activity. A new Olympic-size swimming pool will, however, be built on the Saint-Sauveur site.

- The site of the Standart silo and Presqu'île Boschetti: a unique metropolitan area, on the western edge of the Rives de la Haute Deûle eco-district. The project site is the only opening onto the water from the Marais neighbourhood in Lomme.

MARX DORMOY SITE: THE SWIMMING POOL

DESCRIPTION AND HISTORY

The swimming pool was built in 1972. A skating rink should have been associated with the swimming pool. Not far away was the Jooris Stadium where the LOSC team played.

An architectural competition for the rehabilitation and extension of the swimming pool was held in 2012.

The Marx Dormoy swimming pool is still in operation, but on December 2, 2016, the Métropole Européenne de Lille council announced the construction of a new complex on the so-called «Belvedere» site, part of the Saint Savior project. The entire Marx Dormoy «pool» function on the site will therefore be closed within approximately 5 years.

Following this decision, the future of the pool complex remains to be decided.

THE SITE'S ENVIRONMENT

The site's contribution in an urban strategy

The Marx Dormoy complex is located at the man-made confluence of the Deûle and in direct contact with the Parc de la Citadelle (110 hectares). It can also be seen as a connection point for the three major Lille projects in the western sector: the Citadelle, the port of Lille and the Rives de la Haute-Deûle.

The project on the Marx Dormoy site could play a decisive role in changing the relationship of the city centre to the suburbs.

Linked to water and the citadel

The swimming pool site is an environment dominated by water. The wide gauge Canal de la Haute Deûle is to the east, the lateral canal to the west. Access to the northern tip of Île des Bois Blanc from the site is along Avenue Butin to the north and under the Léon Jouhaux Bridge to the south. From this point, the nearby citadel is still accessible via footbridges passing by, among other things, the Maison Folie de Lambersart.

A through site

The area of the site extends over the entire esplanade surrounding the swimming pool Marx Dormoy, between two branches of the Canal de Haute Deûle. It is bordered to the north by a row of houses along Avenue Butin and to the south by Rue de Bordeaux.

This «prairie» was originally the site for an ice rink to be built adjacent to the swimming-pool complex.

The current urban planning debate oscillates between reinforcing built edges and working on the horizon. Whether visual or physical, the relationships of one bank to the other must be defined and thought out along each line that represents a potential intervention.

Large architectural elements enclosing the sites

The plain ends with a view of façades on the canal, a long apartment block to the south and an alignment of row houses to the north. To the south, the Résidence du Bois built in the 80s is the third strong architectural typology.

How to relate to these three archetypal elements characteristic of different stages of the island's urbanization and to the majestic landscape of city, sky and water?



ARCHITECTURAL HERITAGE

A multi-programme ensemble

The Marx Dormoy swimming pool is part of a larger complex with a theatre (Le Grand Bleu), high-quality sports facilities and a multimedia library.

It is the only olympic-size pool in the city. With approximately 230,000 visitors a year, it is one of the most popular places in the city. Attendance reached 400,000 visitors a year at one time, but has declined, perhaps due to the older building's accessibility and safety standards.

The complex has a 50-metre pool and, on the second floor of the building, a 25-metre pool. They are separated by the bleachers of the larger pool and communicate easily through a passageway.

The bar / clubhouse overlooking the main pool is regularly occupied by swimming clubs for various events. The swimming pool also includes facilities closed to the public, such as the solarium, the diving pool (12 m) and a dining area with an underwater view of the pool.

The pool also houses facilities for the city rowing and kayaking clubs. The clubs have their own entrance and garages integrated into the building, giving access directly to the secondary canal. These functions might be left on site to reinforce the recreational role of the Citadel (see the Citadel master plan).

A building of structural significance

The current programme's diversity is possible because of the complex's superstructure, which would also allow for a multitude of new functions. This is particularly true of the large hall with a saw-tooth roof spanning more than 50 meters. The floor below is made up of hypostyle-like halls where the reinforced concrete bears the marks of humidity and time.

Renewal of the superstructure would require an increased understanding of the importance of the site's historical heritage.

A building as source of heat

The boiler room of the Marx Dormoy swimming pool also serves a small neighbourhood heating network. The network provides heating to the neighbouring Bois residence as well as the Polyclinic on Avenue de Dunkerque.

Relationship to the residential districts (from Avenue de Dunkerque to Avenue de l'Hippodrome)

« Dès les années 1880 et jusque la fin des années 30, l'évolution urbaine de Lambersart est accompagnée d'architectures privées, inventives, exprimées dans la diversité sociale par des programmes et des styles différents : des villas les plus ostentatoires de l'avenue de l'Hippodrome aux maisons ouvrières du quartier de Canteleu en passant par les maisons de ville qui représentent la majeure partie de l'habitat du territoire communal. » (1).

(From the 1880s to the end of the 1930s, Lambersart's urban development was accompanied by private, inventive architecture and social class was expressed in the diversity of programme and style: from the most ostentatious villas on the Avenue de l'Hippodrome to working-class houses in the Canteleu neighbourhood to the row houses which represent the majority of residences in the commune. (1))

The northwest sector, for which the Marx Dormoy site forms one façade, should not be neglected. The serenity of the surroundings of the Colysée and Avenue de Soubise are a character to be preserved and serve as a counterpoint to the lively, public façade of Avenue Marx Dormoy.

GUIDELINES AND EXPECTATIONS FOR THE SWIMMING POOL SITE

The facilities and the surrounding terrain are property of the city of Lille.

While awaiting the closing of the swimming pool, current uses (multimedia library, theatre, nautical activities) are to be maintained or altered and new activities for the complex investigated.

The city gives the teams a free hand, in the philosophy of studies and competitions launched in recent years. The city will pay particular attention to consideration of the swimming pool complex as a potential «resource».

Its leisure and recreational nature can be considered an element of the «productive city» in its own right, necessary but not sufficient in itself.

The morphological link between the project site, the canal and nearby large typologies will have to be dealt with. This site provides an opportunity for teams to tackle architectural objects confined to an urban scale.

(1)- Richard Klein, extract from the program of international competition « la Villa urbaine » organised by the city of Lambersart.



Semi-aerial view from the South : at the forefront, the project sit of Boschetti peninsula and the Silo



+, F7BDX7F xF 7Silo



A@F 7>7FxF 7silo, A@F 7D9 Fxpresqu'île Boschetti

Remember that one of the expectations is a connection and interdependence between the two project sites. In this synergy, water is one of the possible common threads to be grasped.

PROGRAMME GUIDELINES

- . Maintain the role of public space and public and collective uses.
- . Collective projects for culture, recreation and sports in connection with the multimedia library, rowing and kayaking clubs and taking into consideration the proximity of Parc de la Citadelle.
- . Uses for spaces with a large clear span and high floor-to-ceiling height.
- . Experimental uses in connection with architecture, plant and energy.
- . Use and site transformation of spaces in line with new activities developed at EuraTechnologies and Standart silo site.
- . Connecting the swimming pool area to public spaces, in particular the lawn to the north.
- . Establishing a relationship with the residential complex on Rue Henri Dunant.
- . Consideration the evolution of the roads and the parking lot of Marx Dormoy in relation to site changes.

THE SILO SITE AND PRESQU'ILE BOSCHETTI

PROJECT SITE

The project site is on property belonging to Métropole Européenne de Lille at the silo and on the other side of the canal.

Site description:

- Silo parcel: 1,6 hectares

On Quai Hegel: the Standart SA silo, former grain centre reconverted to a malt house. This building has remained unused for more than 15 years.

	FR-LILLE-SS-AP2o
	FR-LILLE-PS2-Po1-a
	FR-LILLE-PS2-Po6

On Rue Noutour and Place de la Republique: a metalworking company that closed and has been torn down.

- Presqu'île Boschetti parcel: 4.1 hectares

At the heart of this competition parcel were buildings of vaulted concrete (dilapidated, demolished in 2016), which housed the garage and metalworking company Lecoeuche.

Part of this parcel has been, under agreement, loaned to a construction company for the storage of materials.

This entire Silo project site is covered by the Loos chemical factory technological risk prevention plan or PPRT.

THE SITE'S ENVIRONMENT

The project site is a strip of land in the commune of Lomme, the city's only access to the canal and water. The remainder of the Marais neighbourhood in Lomme is cut off from the canal by a strip of land belonging to the neighbouring commune of Sequedin and occupied by large industry.

The site is in close vicinity to EuraTechnologies to the north and the harbour to the south and includes an unused branch of the canal that can be a subject of proposals.

Rue Jules Noutour leads to Place de la Republique and is the connection between the Marais neighbourhood and the future extension to the ZAC Rives de la Haute Deûle (RHD 2). The relationship of the project site to the future ZAC deserves to be questioned.

The city has considered a footbridge at the end of Avenue Arthur Robert and a bridge linking Presqu'île Boschetti to the Ile des Bois Blancs.

EuraTechnologies has begun to work on public spaces, looking for new relationships to the canal.

A PRODUCTIVE HERITAGE?

The silo makes reference to typical industrial activities along canals. Completely functional in its architecture, this large structure questions the specific typologies defining productive activities today. Beyond its architectural style of necessity, its urban dimension and historical nature make it an element of a distinct architectural heritage to be valued.



Both the city and European insist on the freedom the teams have to produce a resolutely innovative proposal using these historical elements.

Nearby activities to be questioned

Port sector 4 to the west of Avenue Kuhlmann will remain in operation over the long term. This sector includes construction and storage activities.

Historically, the Marais neighbourhood in Lomme was organised in relation to the canal on which industries depended.

The Marais has the traditional alignment of working-class houses along city blocks where there are still sometimes productive activities. Thus, just next to the project site, the company Les Asturiennes will continue to produce bricks and «solutions for roofs»

To the north of Presqu'île Boschetti (outside the competition perimeter), part of the city's technical-service equipment is stored in sheds, particularly equipment for fairs and special events. They also host cultural associations including TCF who use the waterway. The city emphasizes the privileged position of Presqu'île Boschetti, the Standart Silo and the harbour.

At present, to the south, a scrap dealer occupies the site between Rue Victor Hugo and Avenue Kuhlmann with direct access to the canal. The old building on this site is to be demolished.

In the immediate vicinity, the company Mory has a site with fuel tanks. It is not sure the company will remain on site. Their presence raises the question of sources of energy for the inhabitants of the neighbourhood and, more generally, the metropolitan area.

EXPECTATIONS AND GUIDELINES FOR THE SILO SITE

Métropole Européenne de Lille owns the site. The cities of Lomme and Lille have a common interest to see the site developed along the given guidelines.

Changes to presqu'île Boschetti and the Standart Silo parcel must be thought out in stages and with ephemeral functions that will only partially occupy the site, eventually becoming permanent.

With these constraints in mind, alternative uses have to be identified that will not block the future of the peninsula and its river front, which in the long term will occupy a central territorial position.

Consider activities in connection with:

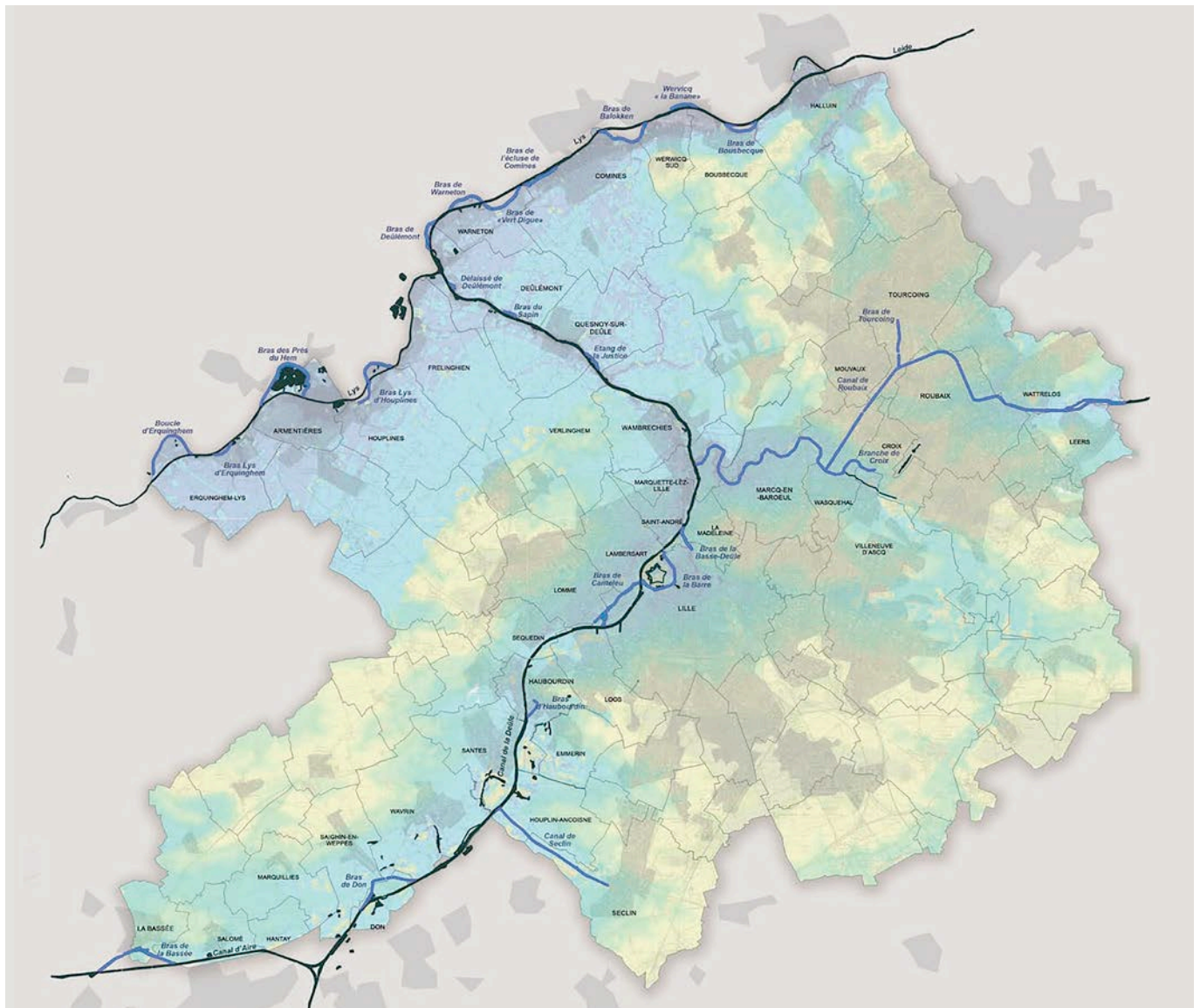
- EuraTechnologies R&D experiment and application for buildings on land or floating
- site decontamination
- city repair and maintenance
- cultural activities nearby
- waterway and future harbour: fairing, repairs, dry dock, inner harbour boat ramp, etc.
- mobility relay
- energy relay
- services and short cycles for the Marais neighbourhood in Lomme and the Rives de la Haute Deûle 1 and 2

Consider the proximity of industries in port sector 4.

Candidates need to take into account technical and environmental constraints, which make it impossible to establish new housing on project parcels at this time.

Consider the importance of public spaces, embankments and access to water, especially for the inhabitants of Lomme

The river element encourages a study of the site's relationship to other places in the city, particularly the Marx Dormoy swimming pool site on the northern end of the island.



Territory map of metropolitan issues identified by the SCOT (Schéma de Cohérence Territorial) : Canal Urbain (urban canal)



View of Citadelle bank

LILLE, CARREFOUR DE L'EUROPE

THE HIGH-SPEED RAILWAY

The high-speed railway, the commissioning of the LGV Nord and the Lille-Europe station in 1994, means Lille is no more than one hour from Paris. The LGV was accompanied by a project of great magnitude. The Euralille project developed around a new station for the TGV, Lille-Europe, and a district built ex nihilo to reinforce the attractiveness of metropolitan Lille. This area includes offices, housing, an urban park and commercial spaces. It illustrates the desire to make Lille a major hub of routes to the London basin, Belgium and Paris and make metropolitan Lille more accessible by improving its centrality in the transport network, both nationally and internationally. This project was one of the major axes of a strategy of economic reorientation for the city and has two main aspects:

- nationally, as a definition of Lille in relation to Paris and other major cities in France
- in northern European, as a reinforcement of Lille's strength in international rail links (Eurostar, TGV Nord-Européen)

Located at the heart of the European link Seine-Escaut, the Eurométropole Lille-Kortrijk-Tournai will once again be at the crossroads.

The 107 km long canal Seine-Nord will allow for barges transporting up to 4400 tons of goods, limited to 700 tons today. An ambitious project scheduled to start in 2017, which will link the Scheldt to the Seine and the ports along them, from Le Havre to Rotterdam via Paris and also Lille.

The Canal Seine Nord Europe project is a key element in the development of the territory of Lille. It is also a development project of and for Europe, the missing link that will connect two networks and form a genuine trans-European transport policy.

Currently, over 80% of goods are transported by road from the port of Antwerp to France, adding to the congestion of our motorways and illustrates the need for a new sustainable river transport system for France, Belgium, the Netherlands and Germany. All the economic and social players in our territories are waiting for the Seine-Escaut link.

Lille is the crossroads of northern Europe, at the junction of the canals to the Benelux ports and the canal to the port of Dunkirk, France's third most important port and northern Europe's seventh along the area stretching from Le Havre to Hamburg.

ESPACE BLEU ON A EUROMETROPOLITAINE SCALE

The «urban canal» territory in the SCOT

Faced with the challenge of territorial recomposition and the increasingly strong competition between the major regional capitals, the Métropole Européenne de Lille needs to assert its wider position and display its capacity to structure itself around major unifying issues of metropolitan interest.

From the SCOT, the «Territoire de projets» initiative proposes to identify these major territories in the making. The objective is to federate the various public and private actors in these sectors around common objectives, thus bringing the projects in a complementary way towards a common coherent goal at the metropolitan level.

The identification of project territories was based first and foremost on defining the major development issues that determine the scale of a larger metropolis as set out in the SCOT in terms of economic attractiveness, accessibility, tourism and residential attractiveness, energy transition and the environment, socio-spatial balance and cross-border relations.

« Le Canal urbain»: present a city on the waterfront with a renewed life style

The urban area of the Deûle canal, from the Lomme docks in the south to the confluence with the Marque in the north, constitutes a key area for revitalizing the presence of water in the city, the most important large urban and nature space of metropolitan scale located near the city centre.

Little is missing from the projects already carried out nor from those under way to initiate a real renewal of the image of the metropolis and to display a «city on the waterfront» with an attractive life style, like Flemish or other European cities.

1	FR-LILLE-C-Mo2
2	



The city's urban projects and the European strategic site (in red)



Semi-aerial view of the conurbation

The real estate potential remains significant in this «canal» area. It is a valuable asset, provided one knows how to take advantage of the changes to come. These transformations must produce the maximum impact and require an approach that ensures a coherence relying on private dynamics and an integration of canal-front commerce.

The Espace Bleu on a Eurometropolitaine scale

The city of Lille, Métropole Européenne de Lille, is part of a greater Franco-Belgian territory largely structured by a dense network of rivers without borders. Water in all its dimensions is the common asset to be valued, protected and managed. The dynamic ESPACE BLEU was officially launched on Tuesday, March 22, 2016 in Kortrijk to make the Euro métropole Lille-Kortrijk-Tournai become:

- a sustainable territory that responds to climate issues and unites around innovative actions related to water in all its dimensions: waterways, rivers, streams and wetlands, drinking water sources and wastewater infrastructures, bridges and locks, aquatic fauna and flora, etc.

- a 21st century metropolitan area, urban and rural, dynamic and powerful, where citizens, elected officials and local actors work together to develop a common culture of living with water.

«Espace Bleu» is based on the following principles of development:

- Bringing together both actors and projects: The objective is to encourage the sharing of knowledge and experiences and the pooling of means to act.

- Co-creation makes it possible to abandon conventional structures and anticipate the future while laying the foundations of real projects to come.

- Active participation of citizens in the development of the territory with regard to water.

- Capitalization on cross-border structuring projects.

THE CITY'S URBAN PROJECT

THE RELATIONSHIP BETWEEN VARIOUS NEIGHBOURHOODS AND PROJECTS

The 2008-2014 mandate was exceptionally constructive, with some 13,400 accommodations built and large sectors (Lille-Sud, Lille-Moulins-Porte de Valenciennes, Bois-Blancs) redefined. The current mandate, in line with the precedent, is to continue the transformation of Lille. Major projects and town planning are at the top (30%) of the city's investment spending for 2016.

To meet the challenges of our time and the expectations of the people of Lille, to develop coherently the city's urban development ambitions at various territorial levels: Ville, Métropole, Euro Métropole, consideration is being given to updating the urban project for Lille, «Un nouvel art de ville» written in 2005.

This re-evaluation is also based on work carried out in 2009, in the seminar «Ville 3000» where free rein was given to developing a life style based on functional, social and generational diversity relying on two pillars, urban and architectural quality and community life.

Based on the history of urban sites, the study has identified three major development issues for Lille, which express the strategies of urban, economic and environmental development, residential attractiveness and social diversity through housing and social and cultural development:

Strengthening and extending the centrality of Lille

The historic Lille «city centre» is quite small. Several factors may explain this: a hemming in due to successive fortifications; the development of multiple centres in the metropolitan area generating a doubt about the geographical location of its centre and a dense road infrastructure enabling large retail outlets and e-commerce to thrive at the expense of business within the city.

1 FR-LILLE-C-Mo4

2 FR-LILLE-C-APo2



Fives Cail Badcock (FCB)



Fives Cail Badcock project (Source :agence AUC)



Gare Saint-Sauveur



Gare Saint-Sauveur project (Source : agence Gehl)



Citadelle Schéma directeur 2009 - 2020

Strengthening the centrality of Lille depends on several projects:

- strengthen the city centre by enhancing commercial circuits through the creation of additional commercial premises thus combatting rent speculation and avoiding the city centre from becoming trivial and sterile and by redefining public spaces.

- strengthen the city centre, notably with the Euralille 3000 project which aims to intensify and reposition the business district making it a neighbourhood to live in and reinforcing this very metropolitan centre

- extend the city centre to the south with the Saint Sauveur project. The success of cultural facilities and JB Lebas Park have already established an undeniable central character and modified the habits of the inhabitants of Lille. Development of the wasteland with a specific programme oriented towards reinforcing an understanding of urban society will open up even greater readjustment.

Continued urban renewal and reabsorption of urban divisions and wastelands

The territory of the city of Lille has deep traces of its historical development which now constitute obstacles to a harmonious development: large industrial wastelands, i.e. the 17 ha of FCB; massive infrastructures such as the A25 crossing the city in the south; the change from ring road to viaduct near Fives and the extent of rail tracks in the middle of the urban fabric.

The Euralille project was built around the idea that infrastructure is a great economic asset but has to be mastered to serve the territory. The northeast city divide has thus been mitigated and this objective continues in the Euralille 3000 project. There remain two large territories isolated from the city by infrastructures, namely the neighbourhood of Fives to the east and Lille-Sud to the south.

The city and MEL have strongly invested in the work of revitalizing in the neighbourhoods of Lille-Sud, Porte de Valenciennes and older substandard neighbourhoods in Fives, Wazemmes and Moulins. Today there remain sectors that require urban renewal: Concorde Verhaeren in the Faubourg de Béthune, Marcel Bertrand and the heart of the Moulins neighbourhood and the Aviateurs area in Bois Blancs.

In response, large project territories around Fives Cail Babcock and the southern ring road, each in their own way, aim to recover vast neglected or isolated territories and improve living conditions for the inhabitants in recomposed, redefine and renovated residential areas that can accommodate the businesses of tomorrow.

The enhancement of historical, cultural and geographical assets

For too long, the city turned away from the Citadelle, the Deûle and the port synonymous with pollution, unhealthiness and flooding. Now that a large part of industrial production has left the banks of the Deûle and the enormous work of depollution and development is beginning to show results, the cities along this blue ribbon are rediscovering the value of their river.

Lille is no exception and the first developments around the water confirm this renewed interest. Lille Citadelle is emerging from the shadows. In spite of having been badly maintained for more than a century, the citadel has found new attributes. The work begun in 2006 has reopened the site to the outside, breaking with its insularity and restoring its original connection with the network of waterways. The Deûle, which had been an urban divide, is becoming an element of unity and centrality.

The project Rives de la Haute Deûle has pushed access further along the banks to the end of the Bois-Blancs peninsula. The same remains to be done on both sides of the waterways, both on the dock and port sides.

A METROPOLIS FOR PROJECTS: FIVE CENTRES OF EXCELLENCE

Since Métropole Européenne de Lille assumed economic management, they have been encouraging the creation of centres of excellence distributed throughout the metropolitan territory.

Excellence sites are true pillars for priority economic sectors and essential tools for companies:

- **Euralille**, the third largest business district in France, is a European hyper-centre in the heart of the city. Planned around the TGV stations of Lille Flandres and Lille Europe, Euralille is the tertiary showcase in the Lille metropolitan area and symbol of its economic transformation. There are officially 14,000 jobs at the moment in the greater Euralille area, mainly in the sectors of financial services, insurance, telecommunications, consulting and information technology.



Euralille



Parc Eurasanté



La Haute Borne, parc scientifique Haute Qualité (Source : lillemetropole.fr)



La Plaine Images in Union district



Euralille is also one of the most popular living places in the area. The already wide range of services, shopping and leisure activities is constantly expanding. Quality hotels, shopping centre, Zenith, Lille Grand Palais congress centre, mail sorting centre, etc. are all signs of the attractiveness of the site.

Euralille is distinguished from other business centres by the diversity of its programme. Beyond office buildings, the Lille excellence site offers a true quality of life for employees and inhabitants.

182,000 square meters of housing, 4,000 people, approximately 2,300 housing units, including 450 student-housing units.

- **Eurasanté**, a centre of excellence dedicated to the biology / health sector. Located in the communes of Lille and Loos, in the heart of the third health centre in France, the Eurasanté park represents a successful alliance between education, medical research and companies specialized in the field of health.

- **EuraTechnologies**, is dedicated to information and communication technologies and the digital sector. EuraTechnologies encourages the development of all digital entrepreneurs with a unique methodology and know-how by supporting companies from their inception to their international deployment. Established in 2009, EuraTechnologies has been ranked among Europe's top ten accelerators by Fundacity and the first in France. In seven years of existence, EuraTechnologies has succeeded in establishing itself as the spearhead of the French digital economy through French Tech: with 150 companies, 3,500 jobs, 100 projects incubating each year, 500 annual events and a dense international network (San Francisco, Dubai, Shanghai, New York, Belo Horizonte).

With its expertise and an awareness of the importance of investing in the larger territory, EuraTechnologies is diversifying its offer, notably with Blanchemaille by EuraTechnologies, a new venue for developing champions in e-commerce with more than 20 entrepreneurs and start-ups, 30 partners and a research laboratory specializing in e-commerce.

- **La Haute Borne**, is a science park for high quality environmental standard (Haute Qualité Environnementale) near Lille 1 University in Villeneuve-d'Ascq. La Haute Borne science park hosts research laboratories and innovative companies.

The Haute Borne science park enjoys a privileged geographical location less than 350 km from five European capitals. It is located at the heart of a teaching and research centre of European scale (Lille 1 University of Science and Technology), bringing together on a 300 hectares site more than 1,300 teachers and researchers, more than 50,000 students and 60 research laboratories from Lille 1 University and the Grandes Ecoles.

Haute Borne is an international research centre with skills in many cutting-edge sectors (nanotechnology, information and communication technologies, etc.). The objective of this centre of excellence is to promote communication and cross-fertilization of laboratories and companies.

- **L'Union**, showcase for textile and graphic design sectors. This site includes the Plaine Images and the European Centre for Innovative Textiles (Centre Européen des Textiles Innovants CETI). At the junction of Roubaix, Tourcoing and Wattrelos, the Union is a «piece of the city» in full revival. It covers 80 hectares and is one of the largest urban renewal projects in France.

L'Union is a diverse neighbourhood where economic activity, housing, leisure and public space are closely interwoven. The site reflects the triple imperatives of rejuvenation of a city on itself, the contemporary notion of intense city and co-production especially with the inhabitants.

Eventually, the neighbourhood will become a place for living in its own right, a shared space for 4,000 inhabitants and 4,000 employees.



Redevelopment project of Champs de mars - Park Citadelle (Source : Atelier Horizon Corajoud)



Events in the city: Braderie de Lille, LILLE 3000

ATTRACTIVENESS AND LIFE STYLE: THE LILLE EXCEPTION, A CULTURAL CITY

Lille and the Métropole Européenne de Lille have made culture a major asset in territorial development and cohesion. Cultural dynamism enhances attractiveness and development, stimulates creativity and promotes coexistence with equal rights and opportunities to prosper.

Various projects have produced a reweaving of the urban fabric throughout the city.

Euralille was reconnected to Fives by Chaude Rivière, to Saint-Maurice with symbol Signal building on rue du Faubourg de Roubaix and to Moulins with Euralille 2 and Bois Habité.

Moulins was reconnected to the centre by a complete redefinition of streets and public spaces, starting from the Porte de Valenciennes around a major facility like the Stéphane Hessel House and youth hostel and continuing to the JB Lebas Park and Saint-Sauveur Station.

Around Euratechnologies in Bois Blancs all the public spaces were redesigned and new streets, a new bridge and a water garden planned.

The city of Lille is seeking to make everywhere more pleasant through urban walks, the creation of green spaces and public spaces and with by redesigning mobility that is more environmentally friendly and seeking a balanced use of the car (bus corridors, shuttle bus in Old Lille, car-sharing, V'Lille).

All these projects have shaken the image of the city, an image that inhabitants had of their city and of themselves and the image from outside Lille. Lille has become an attractive city. Quality of life, innovation and creativity are driving urban transformations. A city that shines and attracts is above all a city where the inhabitants feel good.

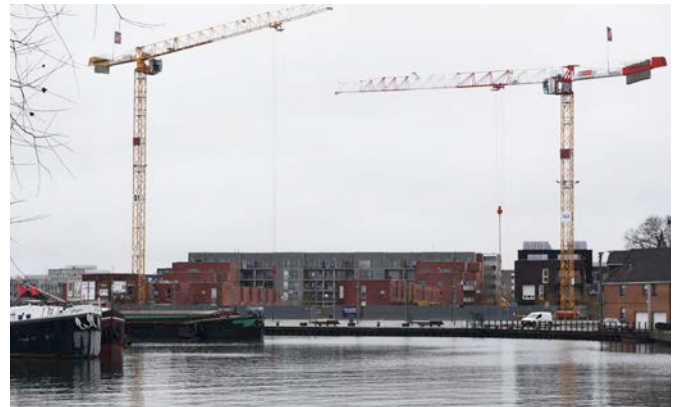
Lille is striving to put work and employment back in the heart of the city, in the centres of excellence Euralille (14,000 jobs), Eurasanté (more than 3,000 jobs) and Euratechnologies (more than 5,000 jobs including 3,800 jobs on site) and as was done with b'Twin at Fives. The city of Lille's Centre of Social Economy (Maison de l'économie sociale et solidaire) supports the economy of tomorrow.

The City of Lille also encourages the development of good quality training as with the future artisan campus in Lille Sud or the hotel school, which opened its doors in Fives Cail at the beginning of 2016.

This way of conceiving the city, this urban vision is obviously based on so-called soft policies: education (a priority for the city of Lille) and insertion as a tool to encourage communal living.

Since 2004, when Lille was European Cultural Capital of Culture, the city of Lille and the Métropole Européenne de Lille have made culture a major asset of territorial development and cohesion. Cultural dynamism enhances attractiveness and development, stimulates creativity and promotes coexistence with equal rights and opportunities to prosper.

PHOTOGRAPHS - STRATEGIC SITE AROUND "LA GARE D'EAU"





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ASB AFADBE

FR-LILLE-PS1-Poo

Photos : files "FR-LILLE-PS1-Po1" à "FR-LILLE-PS1-P21"

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PHOTOGRAPHS - PROJECT SITE 1

MARX DORMOY SWIMMING POOL

OUTSIDE





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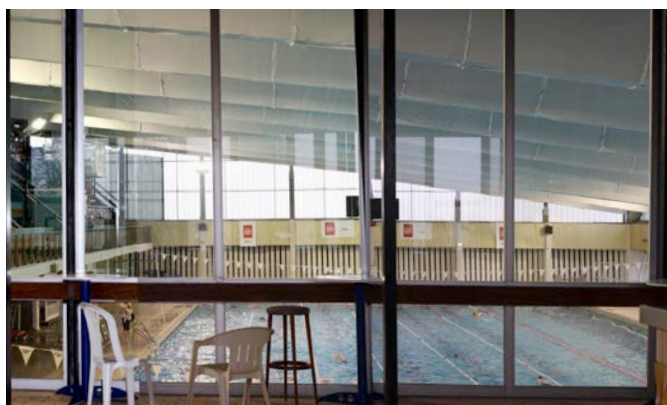
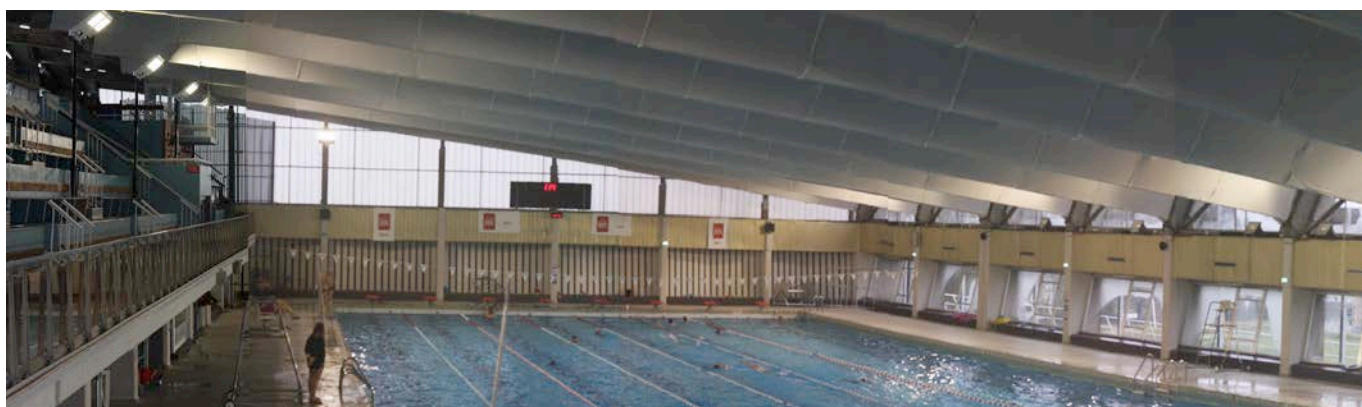
Photos : files “FR-LILLE-PS1-P22” à “FR-LILLE-PS1-P28”

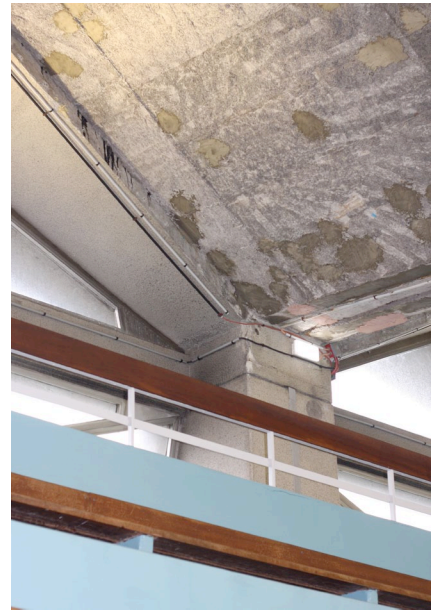
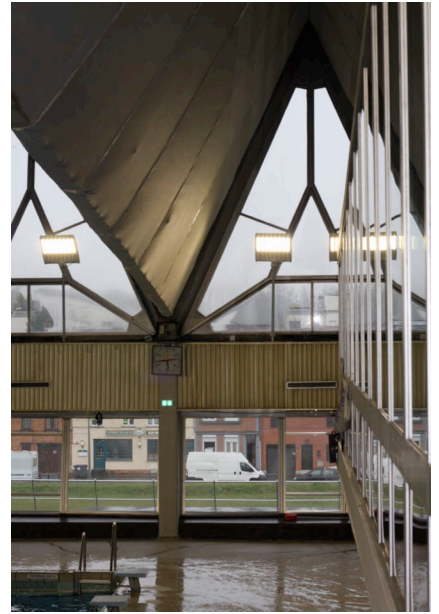
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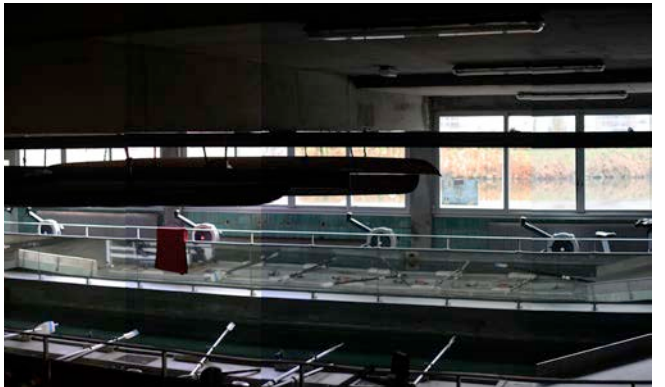
PHOTOGRAPHS - PROJECT SITE 1

MARX DORMOY SWIMMING POOL

INSIDE

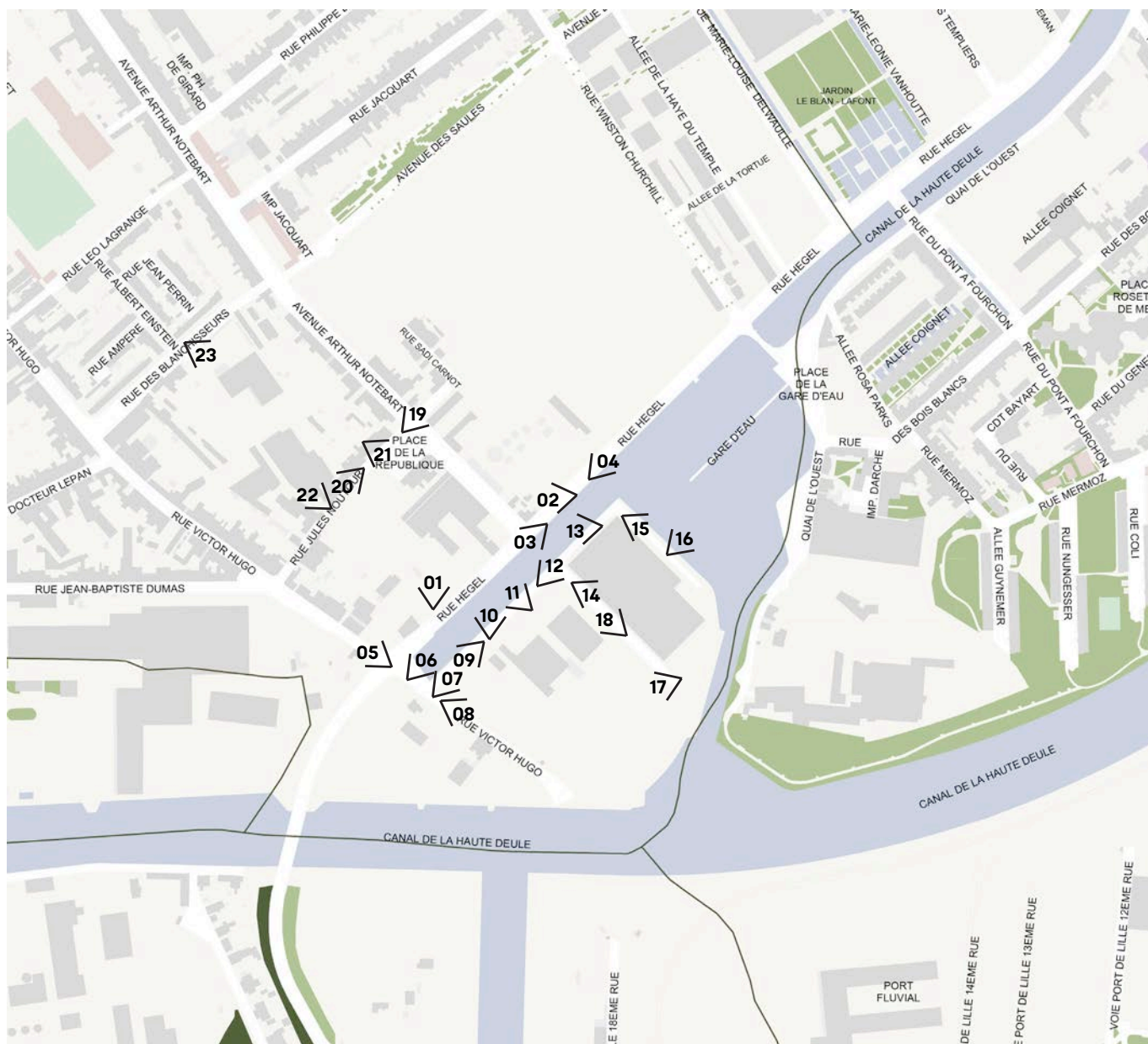






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FR-LILLE-PS2-Poo

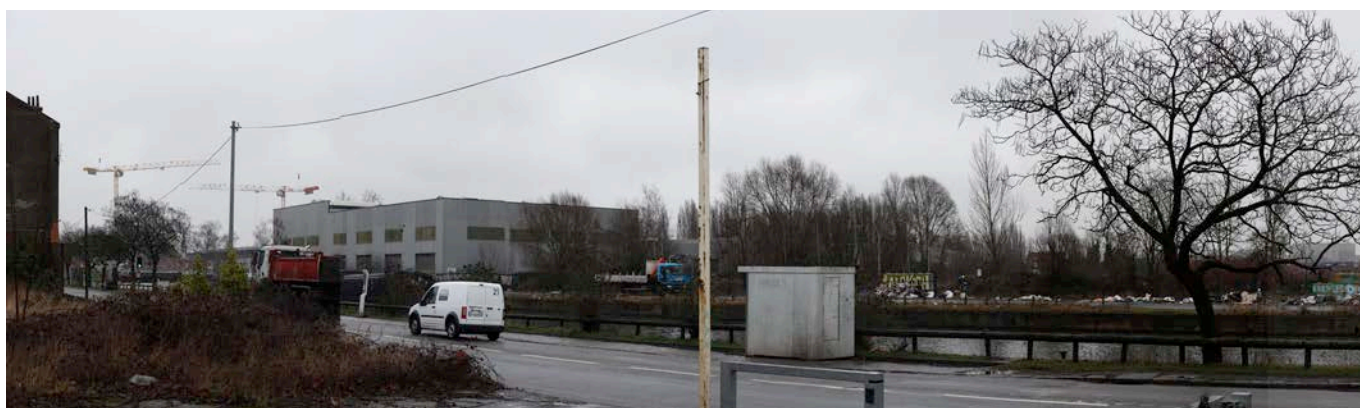
Photos : files “FR-LILLE-PS2-Po1” à “FR-LILLE-PS2-P21”

To see another pictures : <http://www.lense.fr/news/hot-spot-lille-usine-standart-s-a/>

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PHOTOGRAPHS - PROJECT SITE 2

PRESQU'ILE BOSCHETTI & SILO STANDART

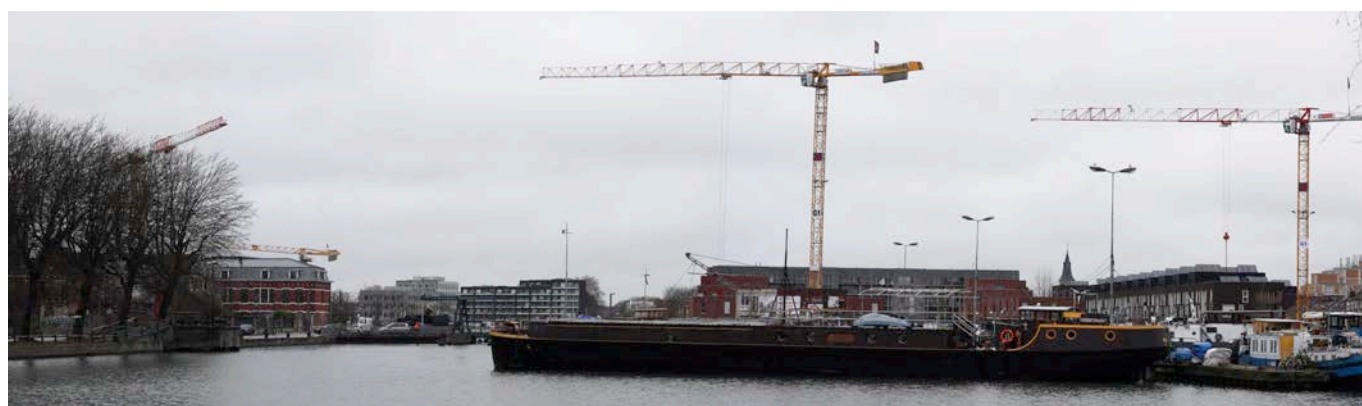




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CONURBATION - TERRITORIAL SCALE

FR-LILLE-C-AP01.JPG	Aerial view of conurbation Métropole Européenne de Lille
FR-LILLE-C-AP02.JPG	Semi-aerial view of conurbation
FR-LILLE-C-AP03.JPG	Semi-aerial view of conurbation
FR-LILLE-C-M01.PDF	Topographic map of Lille
FR-LILLE-C-M02.JPG	SCOT (Schema de Cohérence Territoriale) Territory : Canal Urbain
FR-LILLE-C-M03A ET M03B.JPG	Plan Local d'Urbanisme
FR-LILLE-C-M04.JPG	Map of urban project in the conurbation
FR-LILLE-C-M05A ET M05B.PDF	PSC distribution of populations of 15 years old and over in 2007
FR-LILLE-C-M06.PDF	Population density data
FR-LILLE-C-M07.PDF	Evolution of population of Lille between 1999 and 2008
FR-LILLE-C-M08A ET M08B.PDF	Population structure per Age in 2007

STRATEGIC SITE - URBAN SCALE

FR-LILLE-SS-AP01	Aerial view of strategic site
FR-LILLE-SS-AP02.JPG À	Aerial view of strategic site between 1930 and 2016
FR-LILLE-SS-AP17 .JPG	
FR-LILLE-SS-AP18.JPG À	Semi-aerial view of strategic site
FR-LILLE-SS-AP34B.JPG	
FR-LILLE-SS-AP35.JPG	Historic semi-aerial view of strategic site
FR-LILLE-SS-AP36 ET 37.JPG	Historic semi-aerial view of strategic site
FR-LILLE-SS-AP38.JPG	Semi-aerial view of strategic site
FR-LILLE-SS-M01.DXF	Strategic site plan
FR-LILLE-SS-M02.PDF	Map of equipment on the strategic site
FR-LILLE-SS-M03.PDF	
FR-LILLE-SS-M04.PDF	Plan of commercial polarity in Bois Blancs district
FR-LILLE-SS-M05.PDF	Plan of commercial polarity Vauban district
FR-LILLE-SS-M06.PDF	Risk and activities maps (PPRT (technological risk), PPRI (flood risk) etc.)
FR-LILLE-SS-M07.PDF	Map Occupation du sol (land uses)- Bois Blancs district
FR-LILLE-SS-M08	Strategic site Maps with captions
FR-LILLE-SS-M09.JPG	Activities map - Rives de la Haute Deûle - current situation
FR-LILLE-SS-M10.JPG	Map of urban programming - ZAC Rives de la Haute Deûle
FR-LILLE-SS-P00.JPG	Photos location map
FR-LILLE-SS-P01.JPG À	Photographs of the Gare d'Eau
FR-LILLE-SS-P15.JPG	

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PROJECT SITE - ARCHITECTURAL SCALE

FR-LILLE-PS1-AP01.JPG

Aerial view project site 1 : piscine Marx Dormoy

FR-LILLE-PS2-AP01.JPG

Aerial view project site 2 : Presqu'île Boschetti et Silo Standart

FR-LILLE-PS1-M01.DWG

Plan project site 1 : Marx Dormoy swimming pool

FR-LILLE-PS2-M01.DWG

Plan project site 2 : Presqu'île Boschetti and Silo Standart

FR-LILLE-PS1-P01.JPG À

Photographs project site 1 : Marx Dormoy swimming pool

FR-LILLE-PS1-P40.JPG

FR-LILLE-PS2-P01.JPG À

Photographies project site 2 : Presqu'île Boschetti and Silo Standart

FR-LILLE-PS2-P23.JPG

**PS-D _ PS1 _ PLANS-
SECTIONS-STUDIES**

Plans, sections, studies of the Marx Dormoy swimming pool

FR-LILLE-T.PDF

Site brief

FR-LILLE-T-ANNEXE 01.PDF

Presentation for consultation - Rives de la Haute-Deûle, poursuite du projet urbain - 2016

FR-LILLE-T-ANNEXE 02.PDF

History and description of the Gare d'Eau

FR-LILLE-T-ANNEXE 03.PDF

Le Plan Vert de Lille

FR-LILLE-T-ANNEXE 04.PDF

Atlas historiques des Eaux lilloises (Historic maps of water in Lille)

FR-LILLE-T-ANNEXE 05.PDF

Schéma directeur des Eaux de Lille (Schema directeur of water in Lille)

FR-LILLE-T-ANNEXE 06.PDF

Urban programming studie for the restructuring plan of Marais Sud District in the city of Lomme

FR-LILLE-T-ANNEXE 07.PDF

programming studie for the river port of Lille :
Étude de programmation relatif à l'insertion et au renouvellement du port de Lille dans le tissu urbain lillois - Studio 13 Bernardo Secchi et Paola Viganò

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