PRODUCTIVE CITIES

1

CITIES

ANALYSIS OF A SESSION

Productive Cities / 1
Europan 14 Results
Points of view

This document is available for free download on *www.europan-europe.eu.* It gathers two types of points of view on the Europan 14 session results on the topic Productive Cities.

On the European scale, experts from the Scientific Council and the Technical Committee and international expert analyse a selection of rewarded projects with regards to the thematic families of sites:

1 — From Productive Area to Productive City

2 — From City to Productive City

3 — From Functionalist Infrastructures to Productive City

4 — And Productive Again!

On the scale of the Europan national structures, members of the juries in Germany + Switzerland, Austria, Belgium, Spain, France and Norway give their points of view on the session results in their respective countries.

This collection of about ten articles offers a reflexive approach on the session.

A catalogue with the articles on the European scale, an analysis on judgment processes, the rewarded projects (winners, runners-up and special mentions) and an article on "After the competition" with examples of implementation processes at different scales of sites, is available for free consultation on the European website *www.europan-europe.eu* – section E14 Results Catalogue

A printed version of the catalogue is for sale at €37 in the European website *www.europan-europe.eu* – section Publications

Productive Cities / 1
Europan 14 Results

Summary

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E14 Map
of sites

NARVIK

LILLESTRØM

KARLSKRONA

TRELLEBORG

HAMBURG

AMSTERDAM TRANSFORMATORWEG
AMSTERDAM PIARCOPLEIN
AMSTERDAM PAPAVERDRIEHOEK
AMSTERDAM H-BUURT
AMSTERDAM SLUISBUURT

TUBIZE

ZWICKAU

LILLE

HUY

AMIENS

ASCHAFFENBURG

ÉVREUX

PANTIN

NEU-ULM

LINZ

WIEN

GRIGNY & RIS-ORANGIS

GUEBWILLER

ANGERS

MÜNCHEN/
TAUFKIRCHEN

BESANÇON

GRAZ

KRIENS

TORRELAVEGA

AURILLAC

BÈGLES

TOULOUSE

CUNEO

ŠIBENIK

BARCELONA

MADRID

LA BAZANA

ALCOY

PLATJA DE PALMA

ALTA

TORNIOHAPARANDA

OULU

HELSINKI

WARSZAWA

● FROM PRODUCTIVE AREA TO PRODUCTIVE CITY

● FROM CITY TO PRODUCTIVE CITY

● FROM FUNCTIONALIST INFRASTRUCTURES TO PRODUCTIVE CITY

● AND PRODUCTIVE AGAIN!

BELGIQUE / BELGIË / BELGIEN

● HUY
● TUBIZE

DEUTSCHLAND

● ASCHAFFENBURG
● HAMBURG
● MÜNCHEN/TAUFKIRCHEN
● NEU-ULM
● ZWICKAU

ESPAÑA

● ALCOY
● BARCELONA
● LA BAZANA
● MADRID
● PLATJA DE PALMA
● TORRELAVEGA

FRANCE

● AMIENS
● ANGERS
● AURILLAC
● BÈGLES
● BESANÇON
● ÉVREUX
● GRIGNY & RIS-ORANGIS
● GUEBWILLER
● LILLE
● PANTIN
● TOULOUSE

HRVATSKA

● ŠIBENIK

ITALIA

● CUNEO

NEDERLAND

● AMSTERDAM H-BUURT
● AMSTERDAM PAPAVERDRIEHOEK
● AMSTERDAM PIARCOPLEIN
● AMSTERDAM SLUISBUURT
● AMSTERDAM TRANSFORMATORWEG

NORGE

● ALTA
● LILLESTRØM
● NARVIK

ÖSTERREICH

● GRAZ
● LINZ
● WIEN

POLSKA

● WARSZAWA

SCHWEIZ / SUISSE / SVIZZERA / SVIZRA

● KRIENS

SUOMI-FINLAND

● HELSINKI
● OULU
● TORNIOHAPARANDA

SVERIGE

● KARLSKRONA
● TRELLEBORG

EUROPEA
POINTS

AN
OF VIEW

Productive Synergies at Urban/ Architectural Scales

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The question of the productive city as applied to sustainable development relates to the work-in-progress of bio-synergies. If symbiosis is about living together, synergy refers to the active cooperation between elements, the sum that is more than the parts, oikos that becomes ecology. Often, we start with the synergy of the arm or of the limbs, and finally of the body, as a first example of synergy; these days, we also think about

1 — KARLSKRONA (SE), WINNER — A BLUE ENTRANCE – TO THE CITY IN THE SEA
> SEE CATALOGUE P215

cities, and hence ecosystems, the idea that everything works together. How can parts work with the whole? This is obviously a very critical question, relevant to our current concerns about the production of inhabited environments, a question that leads on to the notion of ecosystems, of territories, of the landscape, of the region… and links directly with the issue of architecture. In the mid-20th century, in his book "The Great Transformation", Karl Polanyi called for the re-embedding of a market economy that had become "disembedded" from society as a whole, had become cut off. We of course see the effects of this in the contemporary city, and particularly in the question of the productive city. In the production of that functionalist, predatory modernism, in its over-consumption of resources, in its tendency to divide, to separate, to over-exploit, ecosystems and cities as ecosystems, has fallen by the wayside. Within an ecosystem, production reflects the interchanges and interactions between things, the way things work together. The science of ecology, with its recognition of the interactions and interdependencies between living organisms and environments, prompts us to look for other ethical ways of doing things, ways of developing life-creating coevolutions and coproductions that take account of the vulnerabilities, the inequities and limits of resources, but also of what one sociologist, Chombart de Lauwe, called a "space of ideas", i.e. the manner of situating problems and remaking the world. The contemporary city is at a turning point, and the productive city is at the hinge of that turning point, where it's about making things work together.

2

In aesthetic tradition, the idea of harmony between whole and parts long predominated. Whether in Graeco-Roman or Chinese civilisation, the question of harmony between the whole and the parts is fundamental: harmony of landscape, harmony in life, harmony between things. Harmony was also considered essential to the work of art. Many thinkers take the view that we are now living in a post-harmony era, marked by dissonance and paradox. In the hypothesised era of the Anthropocene, there is an emphasis on the deadly impact of many human productions and on the prospect of risks and disasters, both natural and cultural, that lies before us. To the point that a new field of resiliences is opening up for activation, to carry us through the catastrophes and help us bounce back.

All this is part of the matter of architecture, of the city and of landscape today. The challenge is to imagine life-creating synergies that re-explore strategic, tactical or alternative urban design. How can we become part of an evolving, situated whole whose contours are unknown both to the different stakeholders and to science? How do we deal with this reality? Improvise? Cooperate? How do we devise life-creating synergies, synergies that are not deadly? These are the questions that we found frequently in the proposals presented, not only in the use of the word synergy, which we didn't expect, but also in ideas that pursue collaboration between scales or between elements.

Six synergistic paths can be identified in the winning projects in the 14th session of the Europan competitions, on the topic of Productive Cities, interweaving ecosystem, territory, landscape, region, city, neighbourhood…

1 — SYNERGIES BETWEEN NATURE AND ARTIFICE: CYCLES AND RESILIENCES

While it has already been much talked about in relation to the previous Europan theme, the Adaptable City, we find the same topic again with the productive city in the idea that the key question is our attitude to risks. It is the idea that the city needs to be resilient. How do productive cities contribute to the resilience of the city as a whole?

As long as human beings relied on their own or animal strength, they were part of the processes and cycles of nature. They could only produce what the conditions of nature allowed and natural forces (heat, rain, soil composition, seasons, etc.) were an integral part of their production. On the other hand, all production could be recycled, through human consumption, or through consumption by animals and plants. There was therefore a certain balance between production and consumption, with everything embedded in the cycles of nature. It is this balance that the machine and the globalised, monetised productivism associated with it have overturned, to the point that the issue of waste and recycling has become critical. However, the synergy between nature and artifice is more globally the recognition of new conditions of co-evolution and productive co-rhythms between man and nature, both living (plant, animal) and elemental (water, air, earth, fire). In the winning project in Karlskrona (SE), *A Blue Entrance – to the City in the Sea* (fig.1), on a unique site in the Swedish archipelago, the team proposes to restore this abandoned territory's identity as a "city in the sea", returning to the roots of the establishment of the city and its naval base. Here, water becomes an element of urban space; and along docks, canals and quays, the architecture becomes interwoven with the sea, while accommodating to the risks of rising waters. Water is also used in the winning project in La Bazana (ES), *Bazana go!* (fig.2), to bring resilience to the site, a former village built by Franco to keep the farmers in the countryside, but which has now lost its rural dimension. The team proposes to reactivate it by combining agricultural production and industrial processing, and by generating a hybrid territory, half urban, half rural. This relies on the use of the available natural resources, in particular the reactivation of the old irrigation canal that forms an active boundary to contain the city's expansion towards the valley. And in addition to restoring agricultural dynamism, the aim is to steer the eye towards the landscape through light-framed buildings that accommodate functions such as swimming pools treated by phytoremediation, but also shade and cool, the revival of a vision of the forgotten landscape.

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3 — BARCELONA (ES), WINNER — IN FLOW > SEE CATALOGUE P111
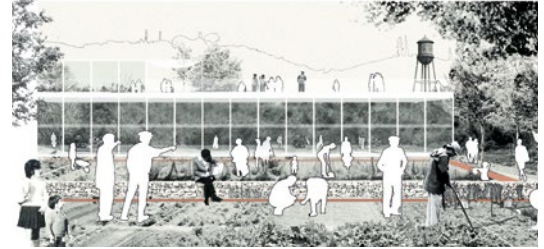
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4 — TOULOUSE (FR), SPECIAL MENTION — RE-SOURCES > SEE CATALOGUE P84

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The winning project in Barcelona (ES), *In Flow* (fig.3), proposes a strategy based on natural cycles and the improvement of existing resources, generating a "biological exchanger with other neighbourhoods in the city". To achieve this, the water from the Canyelles stream and the run-off water provide all the irrigation for the community orchards and for a new green zone, a total 2 hectares of permeable spaces "with a variety of tree plantations that help to reduce environmental pollution and to generate new resources for the district." The concept of permeability at all scales turns the district into an intermediate space between city and nature. This urban nature has a pedagogical role and the orchard, for example, is a space shared between the two schools, which benefit from the production of fruit and vegetables.

2 — SYNERGIES BETWEEN LOCAL RESOURCES AND SUSTAINABLE URBANISM: RELOCALISATION

The term globalisation, which dates from the early 1960s, referring to the spread of human activities across the planet, became more focused in the 1980s on the idea of a process of capital deterritorialisation. This phenomenon came to dominate the market through multinationals in the form of unsustainable development that prioritises a global economy to the detriment of situated resources. The challenge is to devise other transactions, reconciliations, based on the resistances and resources specific to each living environment. Some even employ the term diplomacies, in other words the use of the resistances and resources specific to a place — hence a locality — as material for the reinvention and recapture of the contemporary

city, where recapture means making the city more habitable and less separate, hence more synergistic, but without dissociating it from its exchanges with other environments and trans-local scales. While the global helps to prevent the local from withdrawing into itself, attention to the local is crucial in maintaining the vitality of diversities. The importance of reintegrating local production is directly a part of this and is widely implemented. This idea of activating the porosities between a place — the local, and other places — the global — is absolutely central. Ultimately, it is a "trans-local relocalisation", but one that becomes a condition for the vitality of the project. Relocalising does not mean ignoring the whole, but rather focusing on a part of the whole that has a value in its own right.

"…The problem of resources will be the primary question in the decades to come. After more than a century of relative abundance, humanity is gradually becoming aware of scarcity. Yet paradoxically, we continue to exploit resources as if they had remained limitless, demonstrating our difficulties in altering the way we live. Industrial zones and shopping centres are the best examples of conflicts. Their operations are based on consumption, production and growth, on supply and consuming immense quantities of energy, particularly fossil energy. This system delivers products from everywhere in the world to customers who arrive in an urban environment where car use is often unavoidable. Paradoxically, there is no sustainable and sufficiently collective strategy for the reuse of the thousands of tonnes of waste generated by the logistics and activities of these zones…" This is the analysis that underpins the special mention

project, *Re-sources* (fig.4), in Toulouse (FR). On a site characterised by the juxtaposition of hypermarkets, shops, distribution centres, offices, road infrastructures, private plots and housing units in a non-sustainable economy, the winning team proposes to work with local actors to generate a productive urbanism through the "preservation and production of local resources, of new architectural and urban forms, the improvement of the site's hydrological and geological systems, and the creation of a dynamic of redistribution, pooling, reuse and recycling."

Drawing on the ideas of the philosopher B. Stiegler, the winning project in Pantin (FR), *Kintsugi or the "small mills" strategy* (fig.5), predicts that tomorrow's city will be multiple and will outgrow categories such as industry, services and small businesses. It will be a city that differentiates automated production to match consumption objectives, one in which "conversely everything that is not automated, that generates meaning, surprise" will hatch a different productive city "with the emergence of new places and programmes, the extension of places of learning, the reinforcement of the links between workplaces and public spaces". The team proposes to draw on the existing seedlings (in particular those that mix production and culture) to generate a process of aggregation and exchange between productive programmes around a network of public spaces that form "an ecosystem of ecology and learning".

The special mention project in Guebwiller (FR), *Manufacture de terroirs* (fig.6), is based on three radical principles that converge to produce an urbanism rooted in the local scale. "Everything a region produces is needed to make a productive city." The winning team proposes to rethink the relation between territory and economy, so that the territory becomes the generator of an economy whose value and development is embedded in the local. The second principle —"Destroy nothing unless you are sure of proposing something better"— argues for the reuse of 100% of the existing fabric, by devising new ways of living and working. Finally, "Produce no waste and capture and store energy" is an incitement to mix functions, to reuse materials, to purify water in the landscape, to produce electricity with rooftop solar power, and to prioritise green mobilities over the car.

## 3 — SYNERGIES BETWEEN MOBILITIES AND PRODUCTION

The material of human settlements is made up of lines of movement that run through inhabited environments, creating links and forming connected constellations of fixed points. These lines of movement serve places of production, of residence, of encounter, of leisure, and finally trace links and form constellations that link homes, inhabited places, with the village, the city, the region, etc. Green or active mobilities (pedestrian trails, cycle paths) linked with other faster modes, in particular improved public transport, but also digital mobilities, are unquestionably crucial to the sustainable development of contemporary territories. We are now seeing the emergence —notably with anthropologists like Tim Ingold— of a whole series of ideas on the correspondences between the lines of
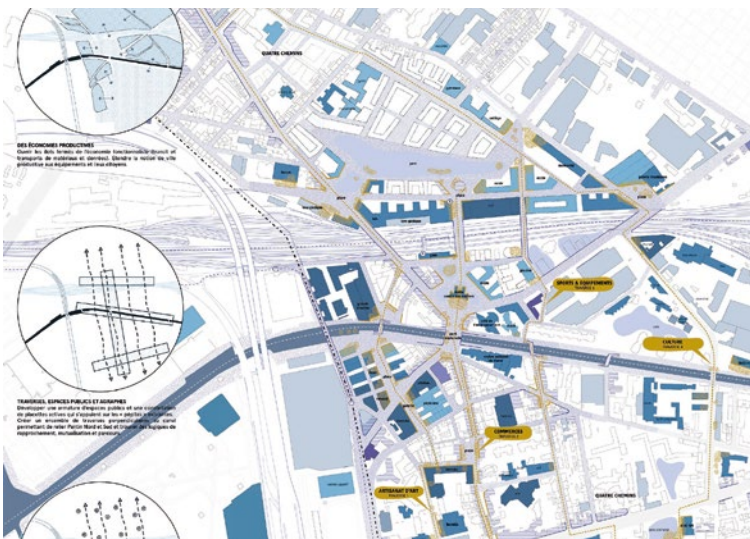
5 — PANTIN (FR), WINNER — KINTSUGI OR THE "SMALL MILLS" STRATEGY > SEE CATALOGUE P223
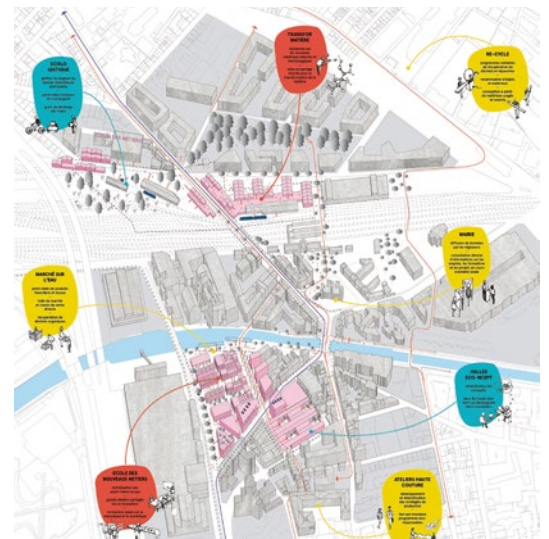
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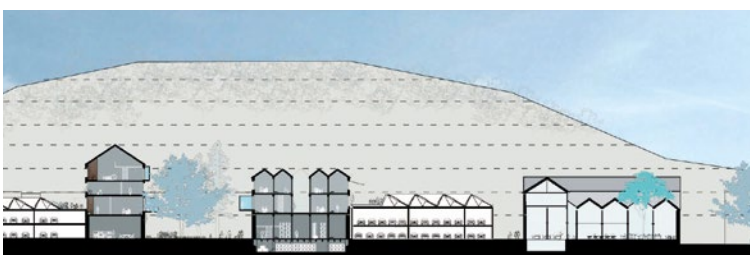
6 — GUEBWILLER (FR), SPECIAL MENTION — MANUFACTURE DE TERROIRS > SEE CATALOGUE P213

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movement of humans and animals, emphasising how ever since human beings have existed and have built settlements, the movements of animals have reflected their presence.

On the Eastern side of the ecologically significant Helsinki (FI) site is Laajasalontie, a motorway that separates the city centre and the suburbs to the East, creating a divide with the Western part where there are possibilities for leisure areas. At this point, the city wants to convert the motorway into an urban boulevard with new pedestrian links and a tramline providing rapid access to Helsinki city centre, as well as to convert more than 30 km of expressways. The aim is to reduce the number of cars and replace them with public transport, but also to take advantage of this downgrade to develop lively neighbourhoods, which are partly "frozen" at present because of the problems caused by these motorways.

The winning project, *Lateral Coalescence* (fig.7), proposes the creation of two ports (one industrial, the other a marina) — linked to the city centre by two new roads — which will increase the density of the built fabric while preserving the surrounding woodlands and wetlands. Converted to a mixed use urban boulevard, the motorway is interconnected with these new roads. Combining public and private uses, including production, the project offers real urban quality combined with sustainable mobilities, all directly linked to nature where before there was nothing but a peripheral landscape generated by the road systems.

The city of Platja de Palma (ES) is looking for ways to transform a somewhat dilapidated mass tourism district, Arena, into a lively neighbourhood for all residents. The winning team's proposal, *Agora 4.8* (fig.8), seeks to restore shared meaning and shared spaces in order to encourage the city's inhabitants to reappropriate the area. They begin by creating a new "agora", a large planted square that links together cultural, commercial and administrative life in order to give the neighbourhood an identity. This agora is located in the centre of a remodelled network of streets and public spaces that reconnect to the region's transport systems with intermodal nodes linking the city to the wider territory. For the team, the goal is to "make the city work better by remodelling and opening up the public spaces so that they collaborate with its metabolism".

Amsterdam Piarcoplein (NL) is a site marked by the presence of elevated motorways, which will remain, and surrounded by tall buildings and a big parking lot. It lacks an urban dynamic and is characterised above all by a strong sense division between its elements. The proposal in the runner-up project, *Urban Platform* (fig.9), is to insert a digital platform within this space between two motorways, while introducing below them a pedestrian/cycling trail, between built structures that can accommodate a series of programmes.

4 — SYNERGIES BETWEEN MIXITY OF USES, PRACTICES AND URBANO-ARCHITECTURE

Much stronger emphasis is placed today on generating urban intensity through overlapping uses and practices. Large-scale geographical visions combine with micro-spaces or promenades that help to increase the potential of encounter: public spaces, cultural amenities, services and production spaces work together, with the revival of vernacular traces that reflect the attachment to

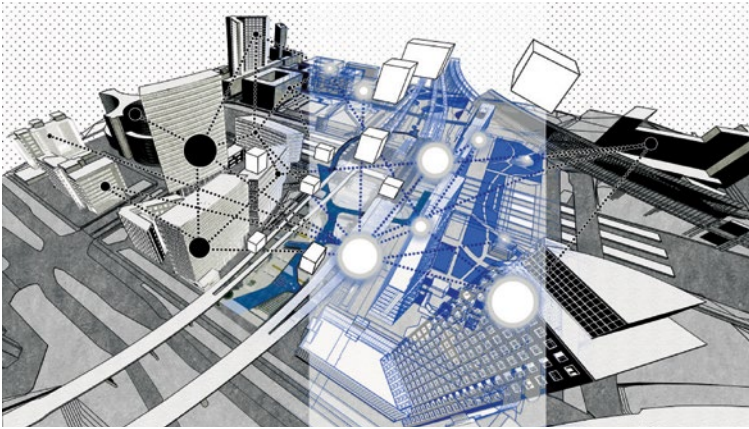7 — HELSINKI (FI), WINNER — LATERAL COALESCENCE > SEE CATALOGUE P177

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8 — PLATJA DE PALMA (ES), WINNER — AGORA 4.8 > SEE CATALOGUE P141

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9 — AMSTERDAM PIARCOPLEIN (NL), RUNNER-UP — URBAN PLATFORM > SEE CATALOGUE P158
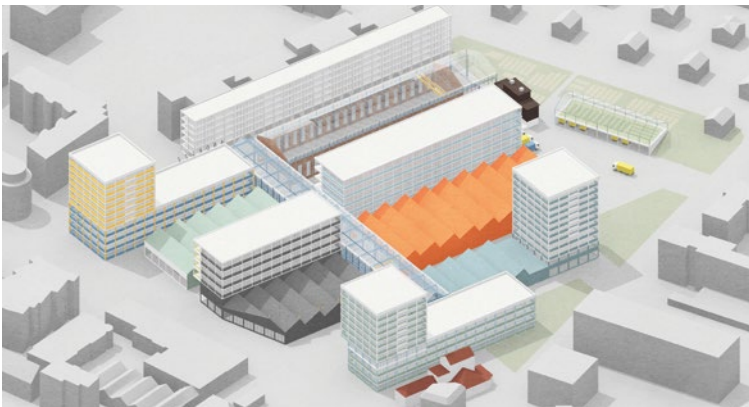
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10 — HAMBURG (DE), WINNER — IN BETWEEN THE LINES > SEE CATALOGUE P63

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11 — KRIENS (CH), WINNER — DIE FABRIK > SEE CATALOGUE P71

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place but also the importance of healthy living and urban quality. Most of the projects in this session thus rely on this synergy of uses to reactivate the contemporary city. How can urban regeneration projects offer affordable workspaces in the city? Hamburg (DE) is not exempt from the risks of gentrification, for example in the Hafencity built on the traces of the old port. On the more suburban site proposed for the competition, the winning project, *In Between the Lines* (fig.10), tackles this question with an innovative solution to achieve this goal, by linking spaces of production and a mixed community. Wilhelmsburg could become a neighbourhood in the productive city that provides a long-term mix of uses with an interwoven community of different users. A new public square is the site of a semipublic principal building that accommodates some of these mixed uses (a construction skills centre, workspaces, cafes and bicycle repair). Other permanent buildings house productive and co-working spaces.

Mixed groups of craftspeople, creatives and residents join forces to build user-centred spaces along the canal, ensuring the community's long-term stability.

The plan for the Kriens (CH) site is to convert an enormous factory, located in a peripheral area that has now become fairly urban, by both retaining some production and introducing new production, but also adding residential areas and urban amenities. The goal is to bring urban quality to the site, while maintaining continuity with the historical ethos. The winning project, *Die Fabrik* (fig.11), retains a number of factory halls, converted to public spaces, and introduces a stratification, with urban and productive activities in the lower part, and flexible accommodation in the new upper storeys that can be used for both residential and working purposes. The project thus proposes a complexity of possible uses and practices within this converted industrial structure.

In the centre of Zwickau (DE), a city in which part of

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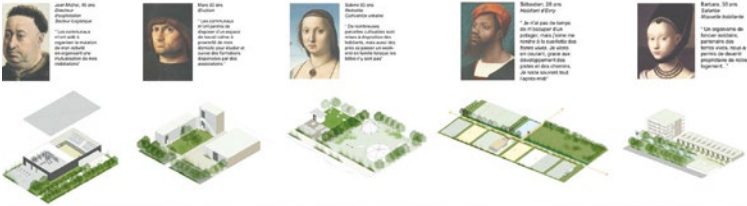
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the centre was destroyed and then rebuilt with high-rise blocks, the winning project, *Productive Update* (fig.12), proposes introducing multiple uses around a road axis. Through the construction of new typologies of workspace, housing and urban structure, this centre becomes a prototype for mixity and a laboratory of new mobilities in a "car-free space". Green production systems enhance the quality of life and contribute to the presence of resilient urban and climatic environments.

5 — SYNERGIES BETWEEN PRODUCTION, PUBLIC AND PRIVATE

New forms of shared production can also be a way to prevent cities becoming fragmented into different communities, even gated communities, so that productive space acts as a connecting rather than separating force. We know how important urban agriculture, in particular, has become, but also about the rise of digital culture, which is generating new economies and new forms of sharing. It is noticeable in this session that there is a new preoccupation with the common, with the in-common based on a new commons: reviving a rural tradition of common pastureland, the territorialist movements inspired by the ideas of Ivan Illich and Alberto Magnaghi look for ways to reactivate a circular economy with this communality,

by means of temporary or more durable communal third-spaces. Some of the proposals explore possible scenarios in contemporary territories.

The municipalities of Grigny & Ris-Orangis (FR) in the Southern outskirts of Paris have been shaped by urban zoning and the physical boundaries between the different zones. The site is a gap in the urban fabric which, at territorial scale, is part of a wider natural space, and ecological conservation is a key question compatible with the idea of developing a productive territory. The runner-up team explains that "in the Middle Ages, land that was not privately owned was considered common land, in other words land for all the inhabitants. Every villager could use it." Their project, *Terres Vives, les nouveaux communaux* (fig.13), adopts this practice and "revives the idea a collective right to the use of shared land". Beyond family gardens, the aim is to make the land available for production of all kinds. For the team, temporary uses, without land ownership, offer a new way of developing cities. An institution called "living land" heads a debate and supports the effort to find different possible partnerships for individual initiatives.

Oulu (FI) is the site of a big university that is disconnected from the city and whose only links are with roads and nature. The question now is how to create a university district that is not only a campus,

but a genuine fragment of city. The special mention project, *The forum* (fig.14), proposes creating a large intermediate space, conceived as a meeting place, that acts as a transition between the academic production to the West and the day-to-day activities of the city to the East, the community, and the nature around them. The forum is a public space, but its perimeter can accommodate multiple private and public uses that can evolve over time, support services both for the university and the residential district, which consists of urban blocks containing a mix of housing and productive spaces. In Besançon (FR), the site is a large suburban zone with a motorway running behind it, which is home to the university and a whole area associated with both knowledge production and operational research. Within these sparse components, the University has offered Europan unoccupied plots for the design of linking elements. The winning project, *Jurassic Parks* (fig.15), contravenes the request, since its idea is to create large public linking spaces. By interweaving public space, services and landscape, the project aims to reconnect the sparse components, and even to incorporate external urban and production elements into the "cluster".

6 — SYNERGIES BETWEEN SCALES AND SPATIAL AND TEMPORAL RULES

The synergies that link part and whole raise the question —not in a world of harmony, but in our world which is full of risks and question marks— of the need for projects to work on the synergies between scales and between rules in their production of space. The interweaving of scales and processes that lie at the heart of the Europan culture re-emerge once again within a perspective of eco-productive transition that accommodates the rhythms of production and processing over time. The strategies required to work on the rhythms of nature and of artifice are somewhat different, and working with the existing fabric must include the capacity to speak of the rhythms of production, the rhythms of process and the rhythms of recycling.

"Modularity, versatility and adaptability are prized features that need to be prioritised in an uncertain and fast-evolving world. Diverse systems with many connections and scales are more resistant in the face of external shocks than systems built simply for efficiency...." Ken Webster, "The Circular Economy: A Wealth of Flows".

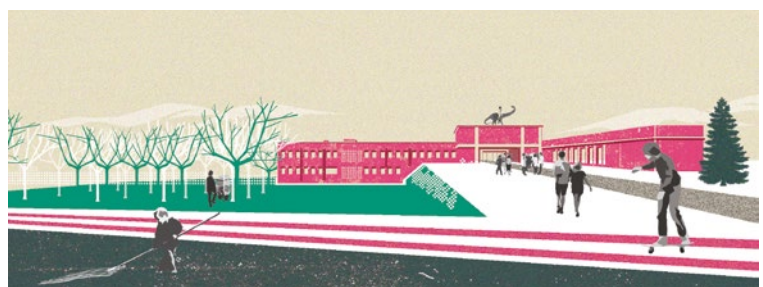The site in Amsterdam H-Buurt (NL) in the Bijlmer

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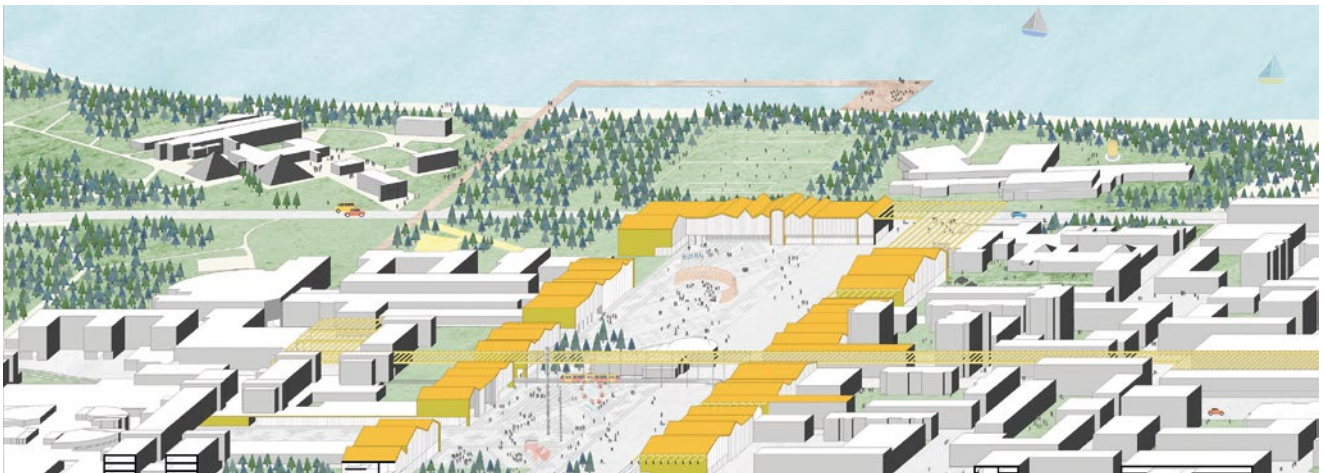
14 — OULU (FI), SPECIAL MENTION — THE FORUM
> SEE CATALOGUE P139

15 — BESANÇON (FR), WINNER — JURASSIC PARKS > SEE CATALOGUE P115

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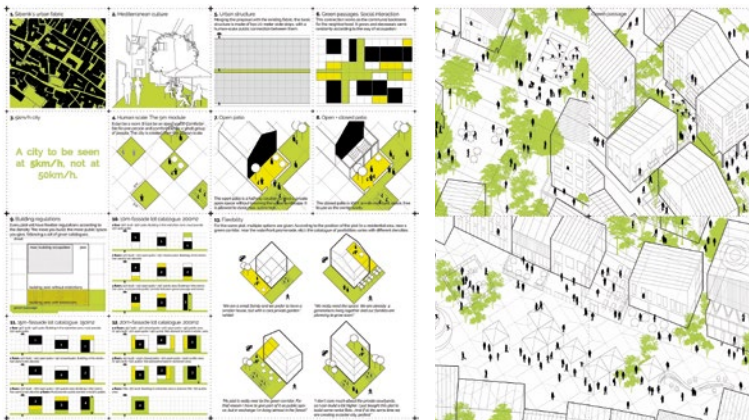
district, is a place where the CIAM principles of the "triumph of simple efficiency in an era of stability" were originally applied, "but no one could have predicted that this would become an obstacle in terms of the diversity needed to foster resilience in an unstable era". The winning project, *Foam of Production* (fig.16), attempts to introduce a different scale into this fragile site, by giving it the capacity to accommodate a new, agile and smart economy, founded on the circular principles of design for the long-term, maintenance, repair, reuse, repackaging, recycling and upcycling". A proliferation of small and highly adaptable buildings are juxtaposed with the gigantic blocks built in the 1970s.

Šibenik (HR) is a Mediterranean city located on the Croatian coast, which possesses a lively and attractive mediaeval centre where the local scale is palpable. The municipality has provided a site for the competition, a large abandoned industrial plot situated West of the centre. The runner-up project, *Give me Five!* (fig.17), proposes strips of buildings that follow the contour lines, connecting the layout to the topography and to the sloping landscape. At the same time, however, the team wishes to use these undulating lines in the land opposite the sea to discover the "human scale" that they see as characteristic of the historic centre. To achieve this, it proposes using "a 5 x 5 metres module as the smallest element for human interaction. This can become a room or an open space, comfortable and familiar for one person or a small group." Landscaped passages inserted between the strips provide space for social interaction. A rule that balances public and private is imposed on landowners: "The more you build, the more public space you must provide." Housing programmes must be combined with commercial and productive spaces to generate a city that is active throughout the year. Between these territorial and local scales, the project creates the conditions for the
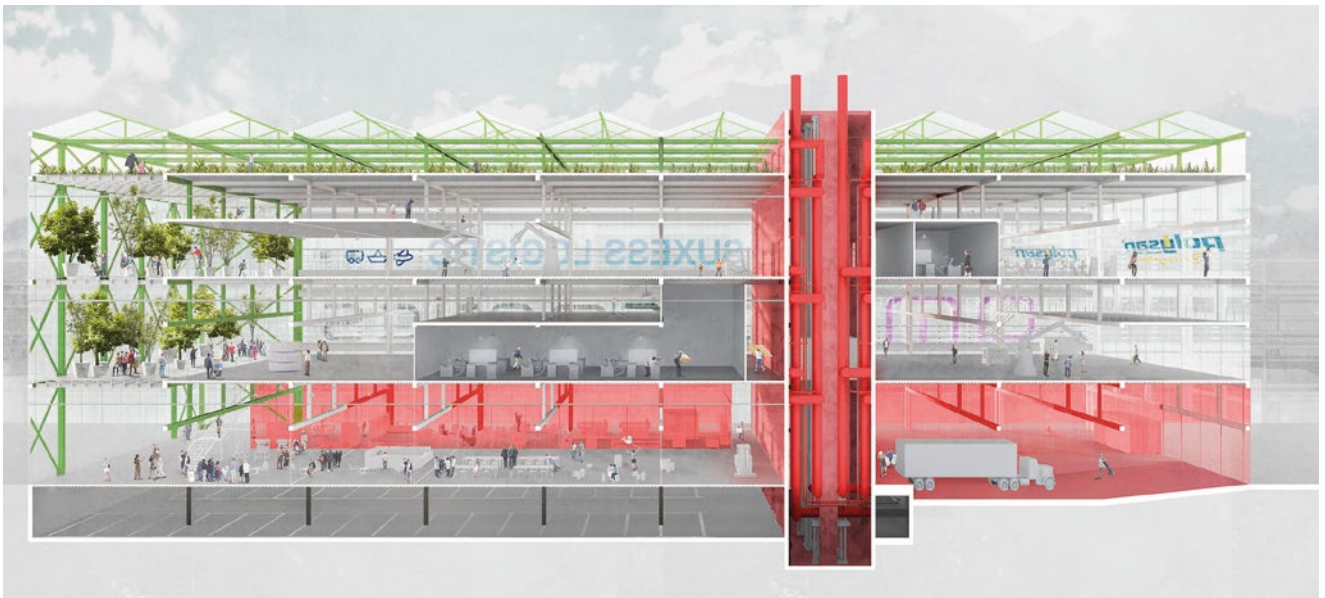

16 — AMSTERDAM H-BUURT (NL), WINNER — FOAM OF PRODUCTION
> SEE CATALOGUE P103

17 — ŠIBENIK (HR), RUNNER-UP — GIVE ME FIVE! > SEE CATALOGUE P228

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18 — WIEN, WINNER — 3L'S FOR LIESING > SEE CATALOGUE P87

development over time — with what the team calls a "predictable spontaneity" — of a fragment of city that will coalesce out of the wishes and collaboration of its inhabitants. The site in Wien (AT) is an obsolete fragment of a large industrial area South-East of the city, that wishes to regenerate by leaving behind the model of warehouse lots, and creating links not just between industries and research, but also among the productive entities themselves.

'Just as Nina Rappaport wonders in her book 'Vertical Urban Factory' whether vertical factories can again represent sustainable solutions for self-sufficient cities, we share the idea that 'reinventing the factory has the potential to engage the public in the cycles of making, consuming, and recycling needed to create a self-sufficient city'". To tackle this challenge, the winning

project in Wien, *3L's for Liesing* (fig.18), proposes a new typology based on the threefold strategy of flexibility, sustainability and spectacularity as qualities that can guarantee industrial, organisational, cultural, social and environmental values. "We combine a red L, highly industrial and containing logistics, with a green L, highly "natural" and social, and a diaphanous container space potentially capable of linking them — the Lofts.

All these projects in the 14th session of Europan — chosen from the 136 winning teams and projects — explore ways to develop synergistic cooperations between nature and culture, between local and global, between rural and urban, so that new eco-productive opportunities can emerge. They form part of a forward-looking dynamic focused both on better adaptations and on integrative alternatives.

From Productive Area to productive City

What kind of Urbanity for the Logistics & Industrial Areas?

The contemporary city is divided between very active big box urbanism linked to all metropolitan networks and light industrial sites adjacent to city centres. They operate in isolation to their adjacent areas with mono-rhythmic uses.

The challenge is to inject new economies that would generate synergies between uses, but also porosities resulting into poly-rhythmic urban milieu. How to develop common shared spaces between users of diverse activities as well as with the inhabitants of the surrounding areas?

The Space that Looks at Us

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THE PRODUCTIVE CITY AS A NEW FORM OF MIXTURE — EUROPAN 14 AND THE QUESTION OF THE OPENING UP AND HABITABILITY OF "INDUSTRIAL ZONES"

"The 'exterior' (…) which is foremost the place, the landscape, the environment, the topographic space that looks at us and which we look at in return."
Luigi Ghirri, 1985 [1]

In one of his essays, Luigi Ghirri — the Italian photographer and a chronicler of the societal upheavals that took place in Italy during the late 1970s and 1980s — writes about something he observed while taking photographs. When documenting the radical changes occurring in the urban realm along the edges of some inner cities, he suddenly became aware that his surroundings returned his gaze. During this period, Ghirri photographed urban sites of fracture and industrial zones he found concealed behind back walls in Emilia-Romagna, empty streets, factory gates, chimneys, and machine halls — none of them used for their originally intended purposes: as productive parts of the city (fig.1). As a consequence of industrial change, they had become unusable, had been simply left to decay. For Ghirri, they posed the question of their future — they looked at him.[2]

A NEW CONCEPT OF YEARNING

For many decades, the modern functional separation of the postwar city into residential and commercial zones —a step which had been sealed by Fordism— had remained unquestioned. But in an era of digital production, the arguments pertaining to urban health and sanitation that originally led to this separation have become obsolete. When we encounter sites of industrial production dating from the postwar era in the contemporary cityscape, it is for the most part in the form of fragmented spatial structures which have been deprived, at least to some extent, of their original functional contexts. Now, the residues of the industrial city are resurfacing as the siren calls of future urban forms. Inherent in them are both the promise of the future of the city as well as the new appetites of the real estate industry. Between functional mixture and social segregation, the productive city gives form to the new yearnings of city planning.

Today, the term "productive city" emblematizes the fear that through the transformation of urban Europe over the past 30 years into the service provision city, we have sacrificed the very core of urban life. Undeniably, the economic basis of the city has shifted from an industrial to a knowledge economy. With its global financial

1 — FIDENZA © EREDI LUIGI GHIRRI

2 — HUY SITE (BE) > SEE CATALOGUE P66

3 — LILLESTRØM SITE (NO) > SEE CATALOGUE P78

service industry, London[3] represents an extreme: as a consequence of exploding land prices and speculation on office towers and luxury apartments, productive activity has been expelled so completely from the city that even smaller craftspeople such as glaziers, plumbers, and carpenters have no access to the spaces that would allow them to remain productive.

In many European cities, the process of city-centre deindustrialization is not nearly as advanced as it is in London. And currently, there is some evidence that we are already observing an about-face, away from the "cultural turn" of the city in recent years and towards the "material turn" of the city of the future. Current transformations in industrial production such as the emergence of urban manufacturing, networked production, and co-working spaces, fab labs, and small factories in the recycling sector might well signal a return to urban industrial activity in small-scale, mixed districts. Here, it is not a question of a return to earlier models, but instead of a "search concept for the reinvention of the city" (Dieter Läpple[4]) in whose context the question of urban mixture is expanded now to encompass productive functions as well. At the moment, the chances for a new impetus toward mixed utilization look good. The current sense of insecurity has the potential to stimulate new ideas, allowing urban manufacturing, assisted by digital modes of production, to develop into a strong local element, thereby positioning an explicitly local component alongside globalized urban economics flows. For this to be possible, however, the DNA of the city, its architectural and regulatory structures, will need to change significantly. The Europan locations discussed in this text are in the vanguard of this development, which is observable currently throughout Europe: zones used primarily for industrial uses are being opened up for additional utilizations — in particular residence. This also means that the housing question can no longer be considered in isolation, but instead always in conjunction with (already familiar) spaces dedicated to culture and (new) spaces for work: spaces for microeconomics, for training and continuing education, as well as for energy and urban foodstuffs production. This requires the courage to tackle the unavoidable urban conflicts that arise from discrepancies between social and ecological, economic, and spatial needs and to avoid playing them off against one another in legal venues.[5]

EUROPAN LOCATIONS WITH URBAN PRODUCTION

Among the 44 locations of Europan 14, approximately a dozen once served as sites of industrial production, or still do so in the present: in Norway, these are Alta and Lillestrøm; there are six in France, namely Amiens, Angers, Bègles, Grigny & Ris-Orangis, Lille, and Toulouse; Amsterdam Papaverdriehoek in the Netherlands; Hamburg in Germany; Huy in Belgium; Kriens in Switzerland; and Wien in Austria. For a number of locations, the competition program contained precise stipulations concerning which concrete utilizations will be present there in the future; it was a question here of existing owners or users who would continue producing on portions of the premises.

For most locations, however, the program is essentially open and heterogeneous, and requires proposals from participants for a mix of utilizations that at times approaches the adventurous. In Grigny & Ris-Orangis and in Huys (fig.2), the aim of the program was to explore ways of simulating the local economy in conjunction with social innovation and densification. In Lillestrøm (fig.3), Hamburg (fig.4), and Amsterdam Papaverdriehoek, it was a question of striking a balance that would allow the intimate coexistence of contemporary industrial uses and residential functions; in Bègles, it was rather a question of strategic opening up of a large, mixed industrial premises at an attractive riverside location. In Alta (fig.5), the slate industry had freed up an area in the vicinity of the fjord that would serve public urban functions extremely well; the owner, however, is primarily interested in marketing the land for private housing development. In Toulouse, the focus is a gigantic study area where the town is simultaneously shaping its urban entrée while striving to bring together industrial zones that are clustered around a motorway feeder road, along with fragmented residential districts — a mammoth undertaking. Comparably extensive is the program in Lille, with a study area measuring 130 ha on the banks of the Canal de la Haute Deûle, while in Angers (fig.6), development is taking place on the banks of the Maine and Sarthe Rivers. Amiens is concerned with the restructuring of a large historical

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industrial area on the banks of the Somme. The study area is "perforated" with a number of unused industrial areas and is looking for a connecting story of a mixed version of the Productive City. The point of departure in Kriens (fig.7) is urban competition with nearby Lucerne; the aim here is to transform the halls of a partially converted downtown factory into a city centre with a singular character. In this group, only Wien is exceptional. The clients are calling for an experimental area for a "business mix" of the future without additional utilizations or supplemental residences.

ANTAGONISMS OF THE PRODUCTIVE CITY: INNOVATIVE WORKSPACES AND STANDARDIZED APARTMENTS

Many Europan teams are exploring what happens when residence is once again — as in the 19th century — situated in closer proximity to industrial facilities in districts characterized by mixed use. Developed in order to accommodate new working and production forms will be an entire spectrum of speculative responses. In many instances, coworking spaces serve simultaneously as buffers for maintaining distance from disturbing production and as rendezvous points; they substitute for public spaces that are not yet available. Conspicuous here is the search for a greater capacity for adaptation on the part of such industry-affined typologies, for example, the winner and runner up in Hamburg. In particular the runner up (fig.8), *Da/ -Rin -Rum -Runter -Zwischen* (Within, around, underneath and in-between) managed to manoeuvre a series of persuasive solutions to accommodating workshop spaces, small industry, workshops, and galleries into place within a block development. In this design, however, the apartment floor plans remained conventional — and the same is true for the winner. This may be related to the enormous demand for affordable

living space in Hamburg: "experiments" require time and are expensive. At other Europan locations where the density in peripheral commercial zones is lower, ensembles of small residential buildings and "villages artisanales" are grouped together that furnish a sense of identity. Sometimes they are supplemented by collective green spaces and mobility stations, i.e. in Toulouse, in the special mention project *Re-Sources* (fig.9), which assert themselves like islands within productive zones. In Amsterdam Papaverdriehoek, the runner up team, *CoLIVING* (fig.10), went even further, neutralizing the characteristics of the apartment to such an extent that floorplans can be transformed into apartments today, workshop spaces tomorrow, and ordinary office spaces the day after that. Here, only a certain density ensures urbanistic stability and a tight grid between multifunctional buildings, which at least promise an interesting street space.

Conclusion: such a close convergence between housing development and production sites — a topic that is to be discussed further when the theme "Productive Cities" is taken up again by Europan 15 — makes conflict inevitable. Which prerequisites would allow apartments to offer worthwhile qualities while being situated in direct proximity to commercial premises and small industry? One design grappled directly with the contradiction that characterizes the "productive city" as a project definition. The special mention in Lillestrøm, *Fictions* (fig.11), superimposed a cruciform superstructure consisting of elevated apartment buildings across the entire industrial premises that was scheduled for restructuring. Here, residence as ontological, primordial basis of city formation becomes a test of strength with the preexistent, a multifunctional version of the Plan Voisin with row houses where residence looks over its shoulder and from above at the preserved industrial structures. This design brings

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the unavoidable conflict between functions to a head, but at the same time reactivates the utopian promise of modern mass housing development to provide public access to recreational and green spaces and the general availability of private ownership.

DELIMITATION AND OPENING AS PARALLEL DEVELOPMENTS

In early 2000, one of the two large pharmaceutical concerns in Basel pulled off a cheeky coup. Through an urbanistic competition, the concern wanted to reconfigure the enormous company premises in the northern part of the city. The winner presented them with a chunk of "European city", a system, open on all sides, based on street grid and block perimeter development. The paradoxical result of the design's realization was the complete fencing in of this territory, all the way down to the Rhine River. The total privatization of urban land was presented via the rhetoric of an "urbanistic opening", a scandalous claim already in view of the pitiless separation of the German and French parts of the city on this neuralgic riverside property.

15 years later, the mechanisms of urbanistic segregation that followed in the wake of the privatization of territory and buildings, and effected via spatial apparatuses such as fencing and clearance areas, has gone far

beyond this. It has long since come to encompass an entire arsenal of additional options through which private enterprises and luxury residential districts can fence themselves off from the rest of the city. In a recent study, The New York urban planning office Interboro listed more than 200 strategies of exclusion, from street closures to electronic access control, and all the way to legal measures. This demonstrates that today, multiple boundary demarcations are essential components of a technological processes of urbanization, and that they function well for users and urbanites precisely by virtue of their impenetrable complexity.[6]

The existing segregation of "industrial zones", their often historically-grounded insularity in relation to the surrounding urban fabric, is one of the enormous challenges facing the teams of E14. Many Europan participants attempted to analyse and evaluate the dead ends, blind alleys, and other spatial separations of their respective locations and to supplant them with new, porous textures and linkages for users. In doing so, they had not just to create connections between inadequate public and social spaces, traffic/transport links, and green zones, but also to reflect upon the structural features of production cycles that are shared by various private owners, and to understand their impact on the praxes of public space. In Hamburg, for example, the winning team, *In Between the Lines* (fig.12) proposes intelligent breaks with and displacements from the urbanistic typologies of an already existent masterplan, through which a former industrial zone could also be opened up in a second direction for pedestrians, and moreover with view axes leading toward a former industrial canal. Larger locations require more complex responses; striking solutions involving parallel public and private layers were elaborated by the winning project in Bègles, *La grande Mine* (fig.13); by the winner in Lille, *Ecoto(w)ne*; and by the winner in Toulouse, *Oeconomie territoriale*. The architects of the design in Bègles characterized their concept as follows: "The productive spaces are now presented to be seen from the public space", thereby positioning themselves in relation to the methodological tools that were introduced by Bernardo Secchi and Paola Viganò with their concept for a "porous city" for opening up formerly closed or inaccessible urban zones. Public space in peripheral districts must be conceived in fundamentally different ways from public space in city centres. It becomes an instrument of relationships between territories. As such,

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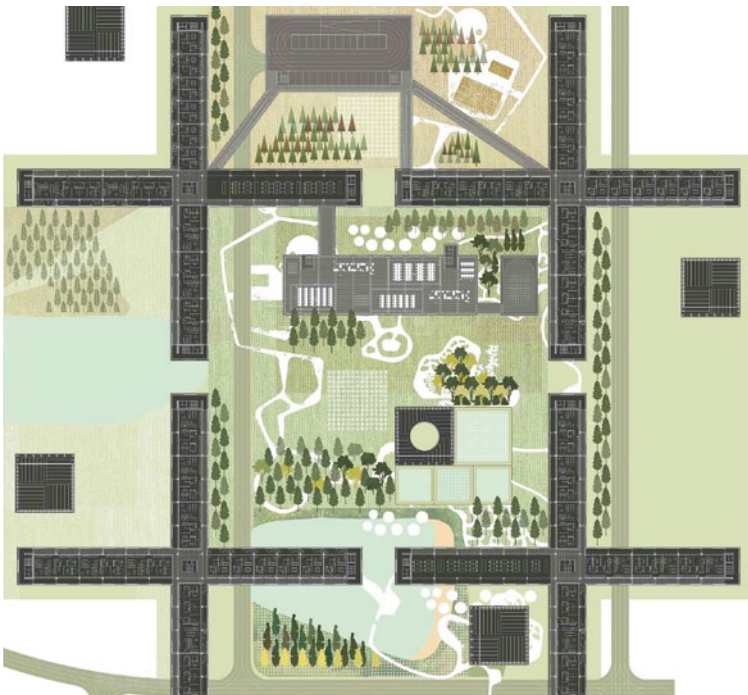
11 — LILLESTRØM (NO), SPECIAL MENTION — FICTIONS > SEE CATALOGUE P81

12 — HAMBURG (DE), WINNER —
IN BETWEEN THE LINES > SEE CATALOGUE P63

13 — BÈGLES (FR), WINNER — LA GRANDE MINE > SEE CATALOGUE P55

it encompasses the significance for city planning of linkages between watercourses and irrigation canals, or is defined through new, integrated utilizations for public route connections on hitherto entirely forgotten zones — an example being the winner in Amiens, *Cultivating the City* (fig.14).
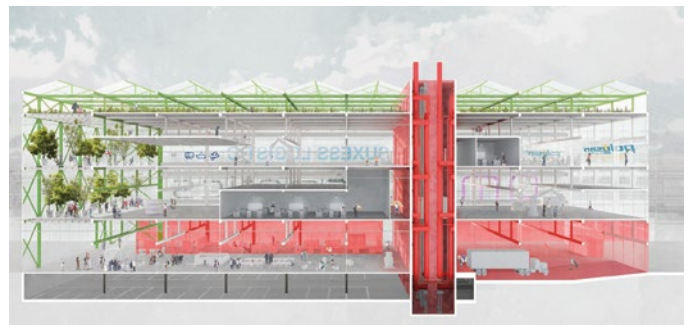
PROGRAMMATIC FUZZINESS: URBAN PRODUCTION TODAY

"Concerning this topic, perhaps the architects are to begin with uncertain as to whether their proposals will really function." Alain Maugard[7]

At many urban planning competitions in recent years, there has been much discussion of the necessity for a "mixed city", without however any clear definition of what this encompasses in concrete terms. For the most part, it meant in general additional utilizations alongside residence in the areas of education (kindergartens), public amenities (neighbourhood meeting points), or consumption (cafés, restaurants). With the theme of Productive Cities, a certain fuzziness concerning the mix of uses that is regarded as suitable for a given location has only increased. Available today in many cities is new employment in the area of urban production ("urban manufacturing"). According to the definition that is customary today,[8] urban manufacturing means the production and processing of material goods in densely settled areas, and as a rule, in close proximity to places of residence. Since the challenges with regard to planning regulations and the anticipated utilization conflicts are however for the most part unforeseeable for the cities issuing invitations, it was generally left to the participants themselves to arrive at a suitable mix and to conceptualize business plans for the economic reorientation of entire urban districts. In the event that the users and owners who were already present provided no guidelines, proposals for the precise proportioning

of "urban industry", "urban manufacturing", and "urban agriculture" — that is to say the three basic pillars of urban production — were supplied by the participants. This led to a to some extent amusingly broad palette of proposals, ranging from fishing to ecotourism to a large spa, as in the northernmost location of Alta. From the perspective of the exploratory activities of each town, this might have been helpful; regarding the chances for participants' proposals to attain implementation, a more precise program for Europan 15 would seem desirable. For the participants in Europan 14, there was also the question: How is digitalization transforming urban space? For when it comes to the theme of Productive Cities, the new digital guidance elements intervene simultaneously in urban production on multiple levels. First of all, at the level of the manufactured objects themselves, which will be smaller and lighter, making it possible to produce them in the future with less noise and fewer machines, and will hence call for more flexible building types, as well as for spaces whose individual areas can be configured with greater flexibility. And secondly, digital guidance intervenes as well at the level of the "conditions of production" within the urban realm, which then affects the organization of urban districts, their energy provision, mobile connections, and possible forms of a local networked economy. On the architectural scale, there were a series of convincing responses — one being the winner in Wien, *3L's for Liesing* (fig.15), whose construction became a connective infrastructure in the service of the concept of a three-dimensional factory. A comparably persuasive green factory-machine was featured in the runner up project in Bègles, *Les machines urbaines* (fig.16). At the overarching level of urban planning and production conditions, the participants faced greater challenge when confronting what were in some instances extremely large study areas, and their

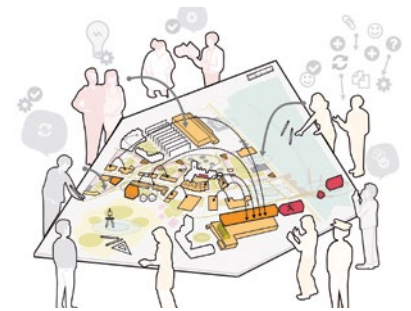14 — AMIENS (FR), WINNER — CULTIVATING THE CITY > SEE CATALOGUE P43

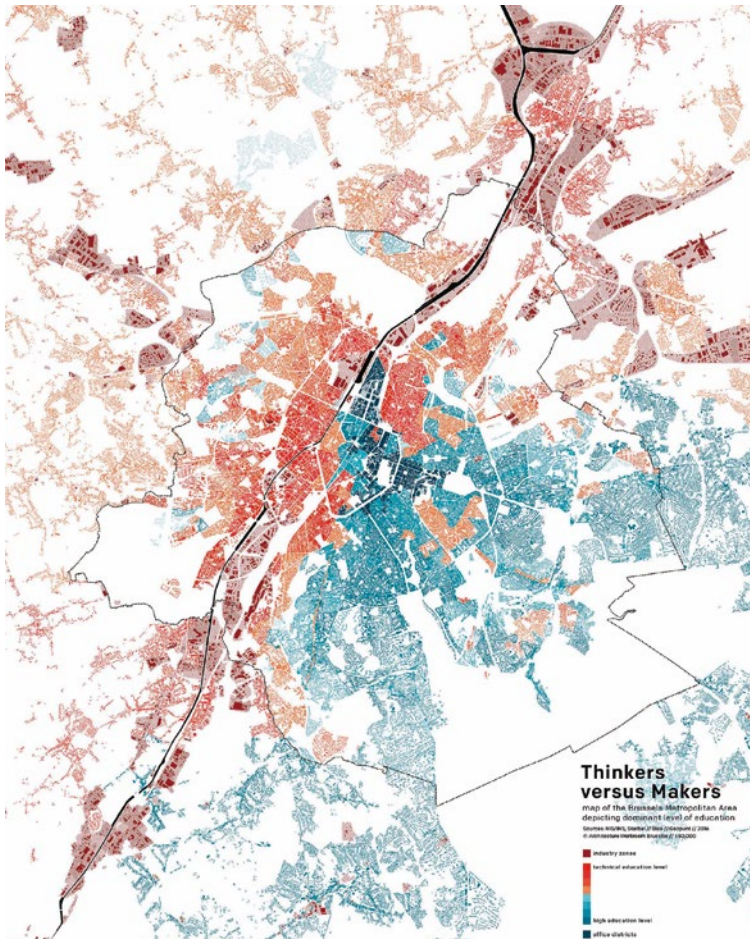15 — WIEN (AT), WINNER — 3L'S FOR LIESING > SEE CATALOGUE P87

16 — BÈGLES (FR), RUNNER-UP — LES MACHINES URBAINES > SEE CATALOGUE P56

17 — GRIGNY & RIS-ORANGIS (FR), RUNNER-UP — TERRES VIVES, LES NOUVEAUX COMMUNAUX > SEE CATALOGUE P61

19 — BÈGLES (FR), SPECIAL MENTION — TOOLKIT CITY > SEE CATALOGUE P57

18 — THINKERS VERSUS MAKERS — BRUSSELS
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THE TRANSFORMATION OF CITY CENTRE 'INDUSTRIAL ZONES': THINKERS AND MAKERS

A number of years ago already,[9] UN Habitat, a program of the United Nations, made the "Productive City" one of its central campaigns. The aim was the inclusion of that segment of the population that either came to be excluded from urban economic cycles in the process of the transformation of the city into a knowledge society, or else — as migrants — were never integrated into them in the first place. With the "reappropriation of industrial zones" in European cities, it is a question of who remains inside, and who outside. It was for this reason that in the course of the reactivation of inner-city industrial terrain, Kristiaan Borret, the Bouwmeester of Brussels Capital Region, coloured a large map with blue and red, which corresponded to the categories "makers" and "thinkers" (fig.18). With this distinction, he highlighted their shared significance for the future restructuring of the city centre canal zone. The distinction was also decisive for public debates because it put out of play the notion, virulent for a number of years already, that the "creative class" was the decisive tip of the spear when it came to the reactivation of urban spatial reserves. A series of competition participants employed the categories *thinkers* and *makers*, for example the special mention in Bègles, *Toolkit City* (fig.19). For the architects and planners of Europan 14, this perspective of *thinkers* and *makers* meant regarding the "industrial zones", with their total inventory of components and forms, as spatial resources, and avoiding their selective compartmentalization. To define the productive city for the coming years means to comprehend the city, with all of its components, on behalf of the population as a whole, of all user groups. The productive city — the space that looks at us.

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responses were correspondingly tentative in nature. How can digitalization be deployed both effectively and critically in the transformation of such peripheral urban environments? To be sure, the firms behind smart digital city technologies promise more effective forms of management when it comes to energy provision and mobile connections — two themes of great importance for the opening up of "industrial zones". For the most part, however, smart city firms are only interested in local systems designed to improve municipal communication between residents and temporally coordinated utilizations of public spaces to the extent that such optimization can be further commercialized. Meanwhile, the schisms that exist between improvements in the utilized area, the marketing of interests, and the screening of users remains unresolved.

Among the few examples which consciously instrumentalize digitalization as the basis of the design concept is the municipal revitalization of building structures by the runner-up in Grigny & Ris-Orangis, *Terres Vives, les nouveaux communaux* (fig.17). Apart from the somewhat disconcerting proximity to the Chinese system of rewards for exemplary behaviour, this case demonstrates how, under the motto of the productive city, and taking advantage of the resources offered by digitalization, questions of social cooperation, with corresponding value creation for all, can be thought through further.

[1] Ghirri, Luigi <1985> (2017), The Complete Essays 1973 – 1977, London: Mack, p. 91.

[2] The photograph illustrated here, from the series "Il profilo delle nuvole" (The profile of the clouds) shows the crossing of Via Berenini and Via Carducci in Fidenza with the city centre industrial area to the rest of the train station.

[3] Moore, Rowan (2015) London, "The City that Ate Itself", in The Guardian, May 28, 2015.

[4] Läpple, Dieter (2016), "Produktion zurück in die Stadt. Ein Plädoyer", in Stadtbauwelt 211, p.22.

[5] Geipel, Kaye (2016), "Stadt = Wohnen und Gewerbe. Stimmt die Formel?", in Stadtbauwelt 211, p.20.

[6] Interboro (2017), The Arsenal of Exclusion, Madrid: Actar Publishers.

[7] The French Europan President during a discussion that took place on October 21, 2017 at the Europan Forum in Helsinki (FI)

[8] Sassen, Saskia (2006), "Urban Manufacturing: Economy, Space and Politics in Today's Cities", in Erfolgreiche Innenstädte. Handeln - Koordinieren - Integrieren.

[9] http://mirror.unhabitat.org/categories.asp?catid=683

From City to Productive City

How to Create Vibrant Productive Districts with Craftmen, Makers & Local Production?

Every city would like to be diversified. Yet standard approaches to create "vibrant communities" summon an imagery of housing, offices, cafés and restaurants. But, is that enough? Shouldn't we also instil liveliness in an existing neighbourhood by fostering productive activities? Could this option also be viable in the case of bedroom communities? What does production mean for creative- and knowledge-based industries? What economic balance is necessary to retain productive activities as the area improves and prices rise?

The Software and the Hardware

Carlos Arroyo (ES) — *architect, urbanist, linguist, teacher in Madrid's Universidad Europea and member of Europan's Scientific Council. He is the founder and director of Carlos Arroyo Arquitectos. www.carlosarroyo.net*

Julio de la Fuente (ES) — *architect, urbanist and co-founder of Gutiérrez-delaFuente Arquitectos in Madrid. He is member of Europan's Technical Committee. www.gutierrez-delafuente.com*

How to create a vibrant productive district with bakers, makers and local production?
Standard approaches to create vibrant communities summon an imagery of cafés and restaurants, which is fine, but, can we instil liveliness in an existing neighbourhood by fostering productive activities? Can this be a more viable option in the case of low rent dormitory areas? What does production mean for creative and knowledge-based industries? What economic balance is necessary to retain productive activities as the area improves and prices rise?
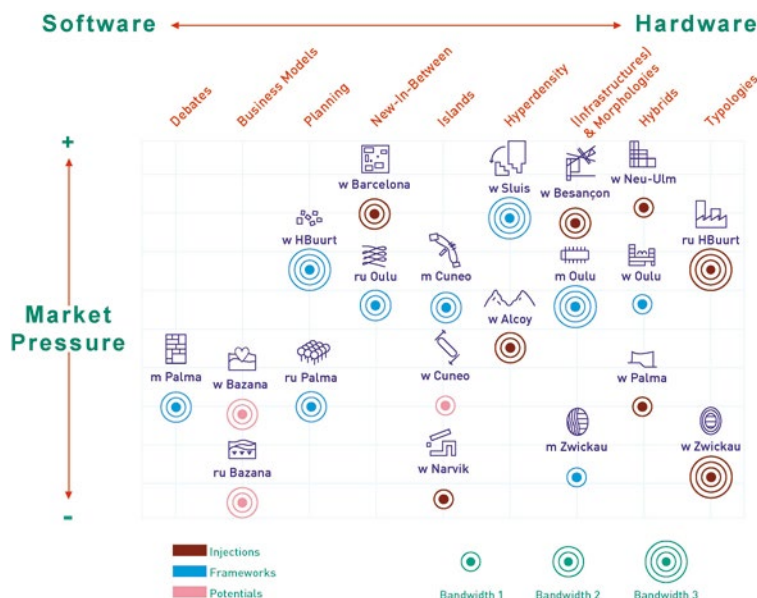
The award-winning proposals, in sites where the challenge is how to transform the existing city into a productive city, range from the most abstract and immaterial debate to the most concrete definition of buildings. In an attempt to identify patterns and classify them we have produced a graph, acting as a quadruple-axis measuring device (fig.1).
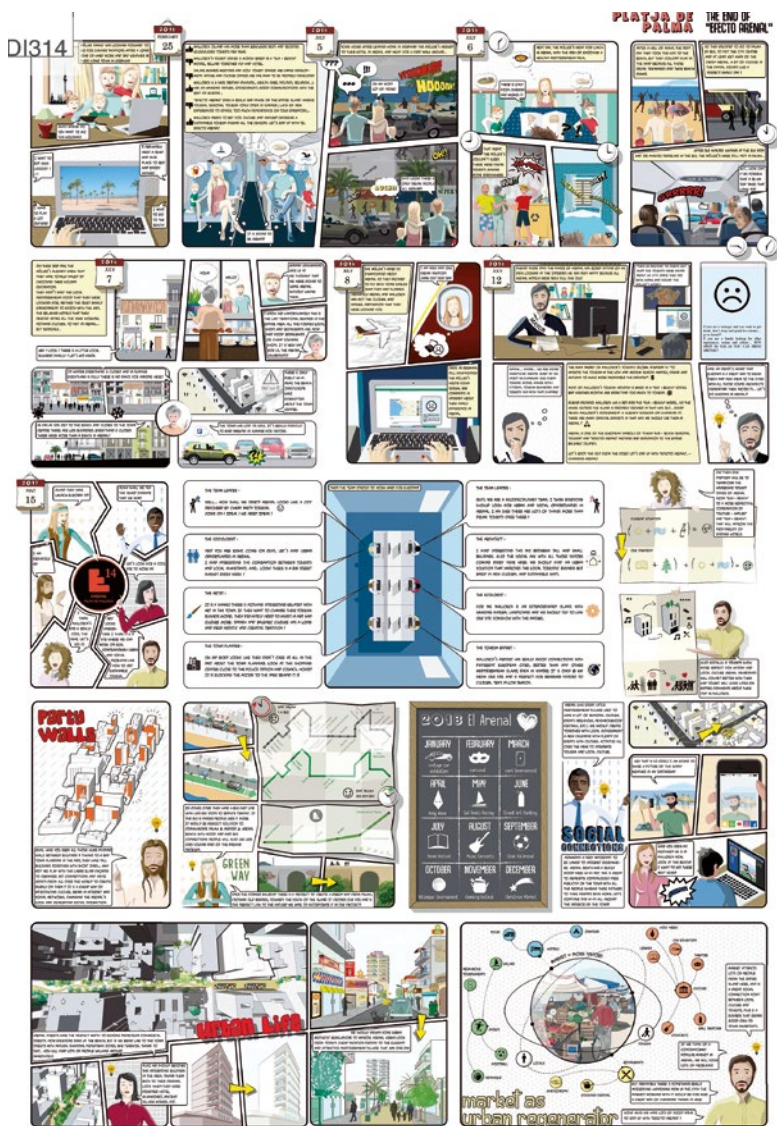
The first scale is based precisely on the gradient from *software* to *hardware*: the horizontal axis goes from the most immaterial to the most concrete proposals. Then, the vertical axis refers to market pressure. In some sites, the challenge is to attract the forces of the market, while in others the challenge is to control and guide these forces. It is easy to see that in the former, software solutions prevail; while in the latter, hardware solutions are the most relevant. The cluster of proposals concentrates over the diagonal that results from compounding these two dimensions.

A third dimension examines the engagement of the proposals with the theme of Europan 14, Productive Cities. Some proposals go a longer way in combining production with living, leisure, and generally urban functions -the question of the session- while other proposals concentrate on the traditionally urban without a specific strategy for production. This is shown in the graph with the number of circles around each spot, with the larger diameter for the former, and the smaller for the latter. We could say that the larger diameter corresponds to the most pertinent answers in this session topic, while the smaller ones -being good solutions for the site- deal with other issues less relevant to the topic and raise questions for the next session.

The fourth dimension is colour, defining the scope of the proposal. Some of them are *injections* or very localised interventions that may activate the context; other proposals aim at establishing *frameworks* for different interventions to take place; while a third

1 — DIAGRAM TO IDENTIFY AND CLASSIFY PATTERNS
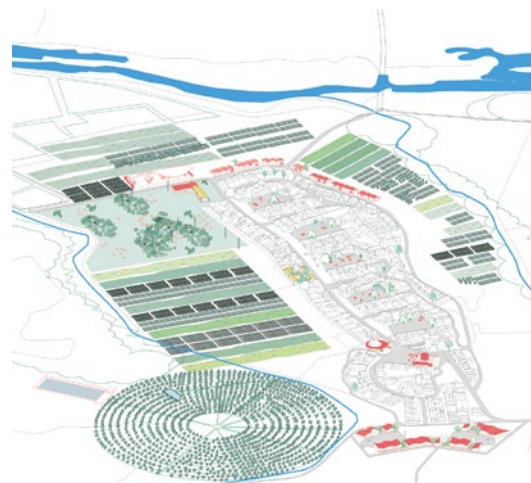
2 — PLATJA DE PALMA (ES), SPECIAL MENTION — THE END OF THE "EFECTO ARENAL"
> SEE CATALOGUE P143

3 — LA BAZANA (ES), SPECIAL MENTION — 15MAY2026
> SEE CATALOGUE P126

4 — LA BAZANA (ES), WINNER — BAZANA GO! > SEE CATALOGUE P124

from the domestic such as garages, sheds, to large infrastructural complexes such as streets, squares and forums.

The tools to describe these proposals also show a corresponding variety, from the comic strip or an excel chart to the most precisely defined rendering.

DEBATES

A comic strip is precisely the communication tool of choice for *The End of the "Efecto Arenal"* (fig.2), special mention in Platja de Palma (ES). Their first panel is a description of what they call *Efecto Arenal,* the mismatch between expectations and reality of tourism in the area, in a format that could be well used in a communication campaign by the municipality. The narrative continues to describe workgroup and meetings, different points of view — ecology, identity, sociology — with a debating table at the centre of the panel. The storyline includes the award giving ceremony, with the team receiving the commission and developing the project; in this way, a specific proposal does emerge, in the understanding that it is fictionalized, and that the real proposal will be the result of a collective process.

Twitter is the communication tool chosen by another team*, 15May2026* (fig.3), special mention in La Bazana (ES), proposing a participatory strategy to build a self-managed model of small economic agents and the sustainable exploitation of natural resources.

These proposals describe a decision-making process and are very open with both function and design. The productive activity or business model that may eventually take place is not known at this point.

BUSINESS MODELS

A business model describes the rationale of how an organization creates and captures value in economic, social, and cultural contexts. The process of business model construction is part of business strategy which is understood as an open-ended process in some awarded entries.

In La Bazana, a rural context outside the metropolitan influence, the proposal is to look for new visions of rurality to resist shrinkage. The winner *Bazana Go!* (fig.4)

group look at the *potential* of a narrative or aim at enhancing a characteristic element in the context. Potentials are more frequent in sites with lower market pressure, while injections and frameworks appear with a similar frequency in sites with a higher market pressure. Nevertheless, frameworks are more frequently associated with proposals giving a precise answer to the question of the productive city.

We have also explored the sectors proposed by the teams, noticing that agriculture is a frequent hypothesis with *potentials;* then, *injections* frequently include makers hubs and business incubators; finally, *frameworks* are more open, as can be expected for this kind of strategy. However, the teams include a variety of productive activities in spaces ranging

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and the runner-up *La Fábrica de Suelos* (fig.5) explore alternative models to build a new prosperity, with an understanding of economic success based on solidarity and equality. Both reactivate the economy through the development of the pre-existing potentials as a low barrier to entry of a new economy: the landscape, the market logics, and the local communities. A dynamic evolution is created around production of food, ecological equilibrium and recreation.
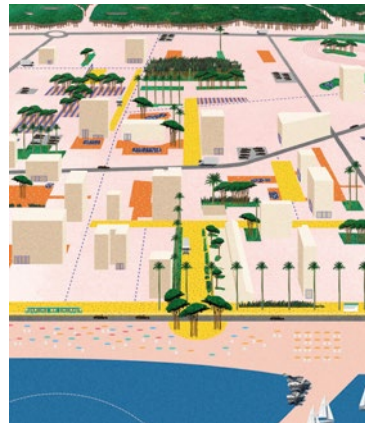
PLANNING

This may sound obvious, but it is important to note that the invisibility of production in the contemporary city is largely dependent on planning strategies. Mid-century agendas were not globally concerned by pollution at the planetary level, only at urban level, and zoning warrantied that all obnoxious emissions of production, be it gas, particles, fumes or noise, were relegated to specific areas, far from what was considered urban.
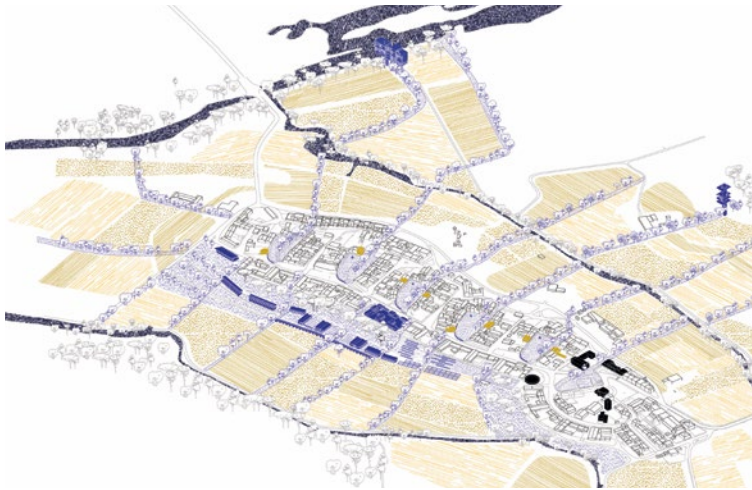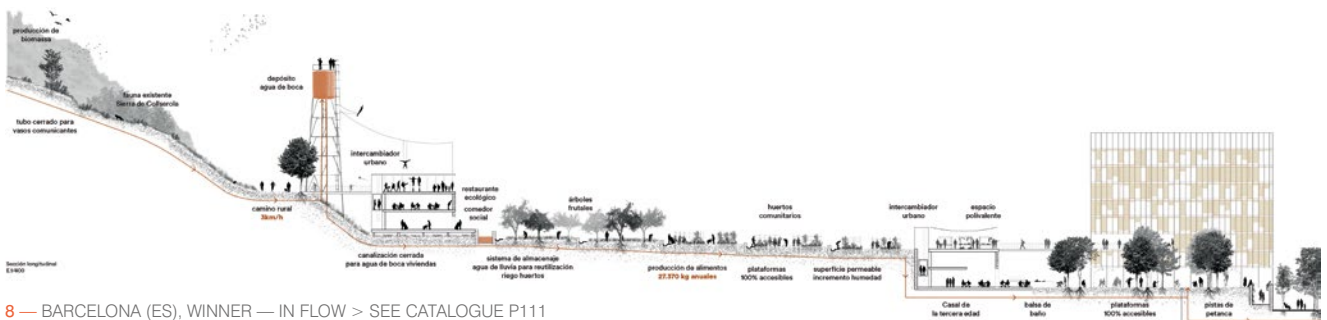
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Pollution is no longer allowed anywhere, and production can reclaim its space within the urban; the question is: what planning strategies can be devised enabling an urban mix to include the production?

Foam of Production (fig.6), winner in Amsterdam H-Buurt (NL) draws its theoretical frame from the phenomenology of spatial plurality described by Sloterdijk and Latour and sets a physical frame for porous production spaces of interaction and mobility: a network of scenographies to celebrate how new agents interconnect to existing ones, inserting the missing parts of a circular economy: durable design, repair, reuse, renew, recycle.

The idea of an open sequence of urban scenes is also present in *Places* (fig.7), the runner-up in Platja de Palma. Connected elements rather than continuous tissue, a succession of different uses understood as variation rather than fragmentation, and an openness to individual entrepreneurship within a common logic, are all hypothesized with remarkable graphics, as tools to open our imagery.

NEW IN-BETWEEN

Interaction with public space has largely been dependent on commercial activity, shop fronts, cafes and leisure —but if the new paradigm of the productive city comes into the public stage, what new in-between spaces can be imagined, other than the nineteenth century cobbler on the sidewalk?

What infrastructure, other than transport, can be made visible on our cities?

The winning project in Barcelona (ES), *In Flow* (fig.8), proposes an in-between productive landscape of water harvesting, food production, photovoltaic energy and biomass, while at the same time exploiting synergies between rural and urban, production and life: housing and workshops, crops and recreation. A landscape of outdoor cultivation and fitness circuits.

The runner-up proposal in Oulu (FI), *A Tale of Two Lakes* (fig.9), is a literal intertwining of residential space, productive activities, and public paths, that challenges not only the sharp boundaries of zoning at the urban scale, but the very limits of the building and the public. The *in-between* is also the *above* and the *underneath*.
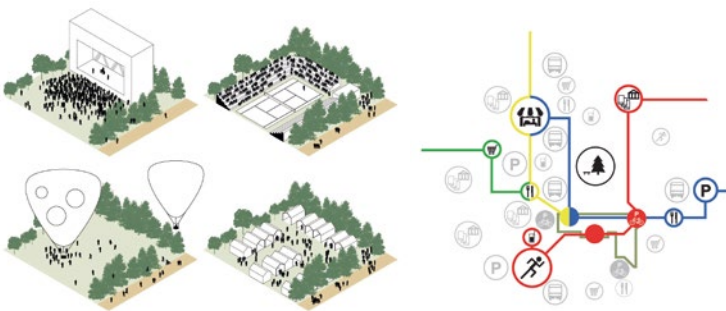
ISLANDS

Some teams envisage isolated clusters within the urban fabric, even making explicit reference to the island as a metaphor. In contrast with narratives of urban continuity,

9 — OULU (FI), RUNNER-UP — A TALE OF TWO LAKES > SEE CATALOGUE P138
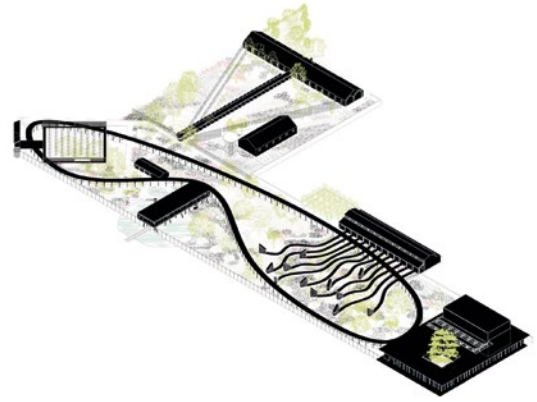
11 — CUNEO (IT), SPECIAL MENTION — THE DIFFICULT WALL
> SEE CATALOGUE P122

10 — CUNEO (IT), WINNER — GREEN IS THE COLOUR > SEE CATALOGUE P119

12 — NARVIK (NO), WINNER — ON REFLECTION
> SEE CATALOGUE P129

it is possible to defend an urban connectivity of parts, each of the parts small enough not to be considered a full continent. Elaborating on this, the old paradigm of zoning could be defined as fully separated "continents", while these clusters of production could be experienced as integrated in the larger urban context.

The winning team in Cuneo (IT), with their title: *Green is the Colour* (fig.10), advocates for the minimum intervention, respecting the existing enclosure of the former barracks, emphasizing the introvert shape of a hippodrome as outlined by the mature trees existing on the site. Connectivity is ensured by means of gates and doorways; two of them are more urban in nature, flanked by buildings to accommodate the requested program, and provide an East-West connection along the site; the Northen wall is interrupted by a new entrance, reminiscent of the *poikile* wall in Hadrian's Villa, connecting this island to the adjoining site of a new park.

Still in Cuneo, the special mention project, *The Difficult Wall* (fig.11), explicitly characterizes the site as one of several islands along the main axis of the alpine city. The proposed constructions within the site also behave like islands in turn, lightly linked together by a pedestrian loop, accommodating micro industries of digital craft, agriculture and commerce.

In Narvik (NO), the winning team, *On Reflection* (fig.12), incorporates a new volume of mixed use with a façade to the park and another towards existing buildings, creating an enclosure, an internal square where it is possible to imagine exchanges between the knowledge industry and the budding enterprises that it may foster.
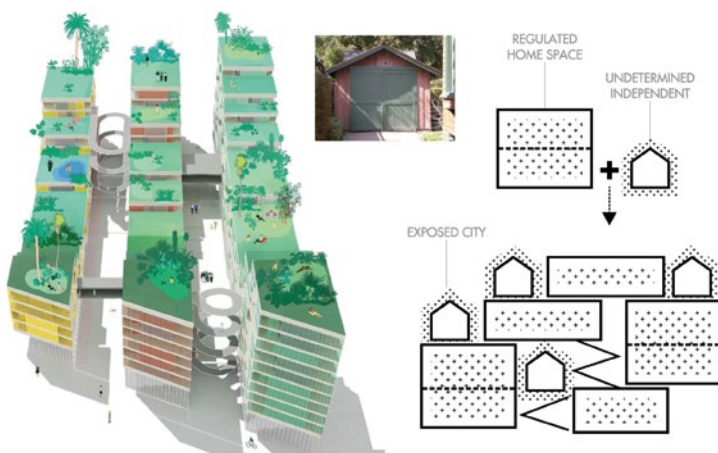
HYPERDENSITIES

High-density provides a fertile ground for encounters, spontaneous social contact and creative cross-fertilization, as some of the main ingredients for the next economy. These interaction environments create spatial-economic frameworks integrating productive activities -linked to the social agenda- into existing urban fabrics.

The winning project in Alcoy (ES), *Exposed City* (fig.13), proposes a high degree of social and economic interaction through a network of productive and residential programs, working on the friction between

13 — ALCOY (ES), WINNER — EXPOSED CITY > SEE CATALOGUE P99

the regulated home space, and the "garage" as an undetermined and independent space that may be available for youngsters to be entrepreneurial.

In Amsterdam Sluisbuurt (NL), the winning project, *"Top Spin"* (fig.14), anchors the productive activities in the gap between home and the public domain with a collection of shared maker spaces at the scale of the complex to promote innovation and spin-offs. Manufacturing is explored at domestic scale with mixed-use units, at block scale with rental "satellites", and by workshops in contact with a productive street at urban scale.

Both works increase the perimeter of contact with the public space on ground floor to make the network of activities more visible and permeable. New opportunities to locate manufacturing again in the city arise from new techniques and clean energy issues. Production is again allowed to be visible.

INFRASTRUCTURES

A number of sites requests a more infrastructural approach, calling for a provision of basic elements to serve a set of future constructions with functions yet to be defined. The elements may be within the scope of any of the sciences of the built environment, as it were, therefore relating to space and morphology as much as to mobility, resources or utilities.

The Forum (fig.15), a special mention in Oulu, provides an infrastructural urban space that celebrates the void between the university and the residential area, redefined as an oversize empty space that will be surrounded by the functions expected to emerge from the new relationship between the two realms.

Connection between a campus and an urban area is also the subject of *Jurassic Parks* (fig.16), the winning proposal in Besançon (FR), in this case prioritizing public and pedestrian transport along a line stitches together the campus, suburbia, small industries and the city centre. It is a multiscale macro, micro, nano intervention, that makes use of landscape elements in one extreme, while attempting the domestication of existing infrastructures, roads and walls, creating a single geographical entity.

HYBRIDS

Technological innovation democratizes the means of production, since manufacturing is rendered accessible to the masses and the boundaries between producers and consumers are blurred. These short-circuits are an organic part of the public domain, a place to make money for and by the city.

In Platja de Palma, the winner *Agora 4.8* (fig.17), upcycles an existing facility building into a mixed-use artefact with commercial, facilities and maker spaces in order to relaunch the main square as a unique spatial frame for the next economy.

The winner team in Neu-Ulm (DE), *The Productive Heart of Neu Ulm* (fig.18), also links new hybrids to the public space at ground level, proposing a new centrality with commercial, productive and residential programs, bisected by a bicycle line.

In Oulu, the winning project *Kaljama* (fig.19), offers new spatial policies with a collection of compact blocks for a better balance between living and working, managing knowledge and education as the fuel of the productive city.
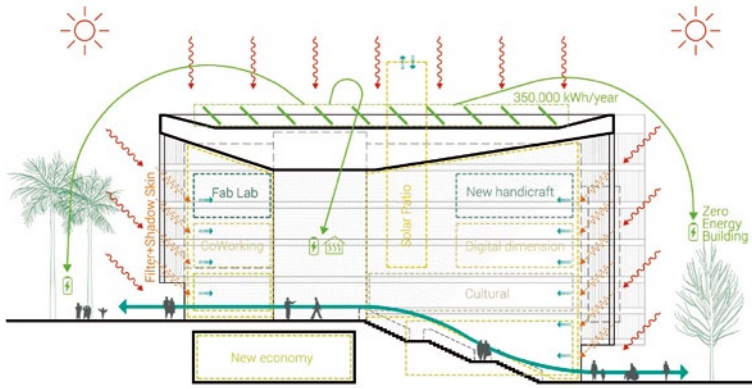
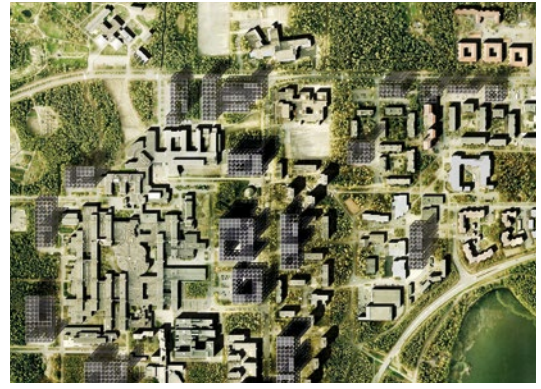14 — AMSTERDAM SLUISBUURT (NL), WINNER — "TOP SPIN" > SEE CATALOGUE P107

15 — OULU (FI), SPECIAL MENTION — THE FORUM > SEE CATALOGUE P139

16 — BESANÇON (FR), WINNER — JURASSIC PARKS > SEE CATALOGUE P115

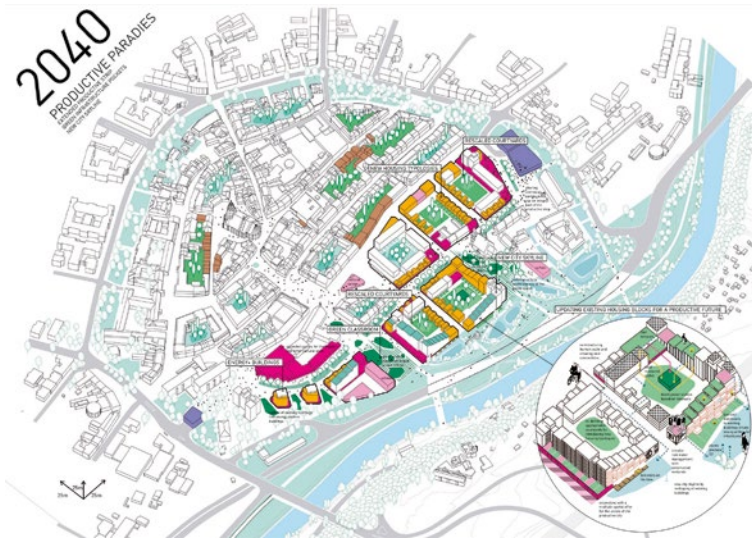17 — PLATJA DE PALMA (ES), WINNER — AGORA 4.8 > SEE CATALOGUE P141

19 — OULU (FI), WINNER — KALJAMA > SEE CATALOGUE P137

18 — NEU-ULM (DE), WINNER — THE PRODUCTIVE HEART OF NEU ULM
> SEE CATALOGUE P133

20 — AMSTERDAM H-BUURT (NL), RUNNER-UP — H-BUURT
MAKERS > SEE CATALOGUE P104

21 — ZWICKAU (DE), WINNER — PRODUCTIVE UPDATE > SEE CATALOGUE P145

Innovative urban imaginaries and hybridization models are linked to public space to create new forms of making in town and a new common perception of the public realm, where distribution and production are part of consumption. A warehouse can be as memorable as a civic facility is.

TYPOLOGIES

Demographic, cultural and social trends suggest and forecast that the productive economy will, in the future, be strongly anchored in the urban fabric, including the

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kind of manufacturing which adds value locally. The city as a factory reconnects knowledge, innovation and production, providing low-skilled employment, inclusiveness and social equity: a landscape for a circular economy.

In Amsterdam H-Buurt, the runner-up *H-Buurt Makers* (fig.20), plans a diverse mix of middle-income residential buildings sitting atop a collective glass shed with affordable incubators of production. The shed is a space for clustered small and low-end productive units ran by neighbours and locals, surrounded by shared areas for distribution and logistics. The traditional court is now a central storage area. A short circuit community is established, and waste and energy loops are closed. In the winning proposal *Productive Update* (fig.21) in the city of Zwickau (DE), a series of programmatic infill vacant plots with additional elements to the existing residential blocks that host a new economic tissue based on the knowledge and mobility industry, with start-ups for fast prototyping and fabrication on demand.

As a conclusion, a range of innovations, from political models to building typologies, is needed in order to manage the new and shorter distances between production-distribution-consumption, as well as to negotiate the interest of private owners, investors and local communities in the circular economy.

From Functionalist Infrastructures to Productive City

How Can New Mobility Conditions Encourage Hybridization Between City & Production?

Infrastructures are crucial actors to introduce a dynamic economy in the city. But they have most often been introduced against the city itself — motorways, parking lots, intermodal areas act as gaps and reinforce urban fragmentation.

New city visions on a soft mobility model offer new opportunities to reconsider those infrastructures for adaptation. But how can we make sure this leads to a more sustainable urban life and the hybridisation of programs including productive activities? How to reinforce infrastructures as a fertile ground for a productive city? Could downgraded roads become productive streets? Could obsolete parking areas turn into productive places? Could updated intermodal nodes generate productive hubs? And which space strategies could arise from these scenarios?

From Mobility Infrastructure to Productive Spaces, What Kinds of Transformation?

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Dimitri Szuter — architect, PhD candidate in architecture, dancer and performer. He is co-founder of the P.E.R.F.O.R.M! project-based research laboratory in Paris (FR). www.perform-the-city.org

When it comes to infrastructure, many challenges lie ahead for urban design. As infrastructures are increasingly divided into active and passive, their relation to the productive city can threaten or reinforce the quality of urban metamorphosis (fig.1).

PASSIVE/ACTIVE MOBILITY (fig.2)

Until now, infrastructures were classified in terms of speed — slow lanes, fast lanes… — or their impact on the environment: sustainable mobility modes, green mobility modes… However, a new classification is in the process of emerging: passive mobility infrastructures and active mobility infrastructures. A passive mobility infrastructure is one set aside for driverless vehicles, where the reliance on sensors demands specific physical conditions, and autonomous mobility places the vehicle occupant in a passive relationship to their environment. By contrast, with active mobilities such as walking, cycling or e-biking, the person moving must be in permanent interaction with their environment.

TURNING POINT FOR INFRASTRUCTURE

Passive mobility, particularly the kind dedicated to the logistics of the productive city, has been tested

1 — QUALITY OF LIFE OF A NEIGHBOURHOOD BUILT AROUND ITS PUBLIC SPACES FOR PEDESTRIANS AND CYCLISTS, LINKED WITH WATER - TORNIOHAPARANDA (FI/SE), WINNER — TWO CITIES ONE HEART > SEE CATALOGUE P193

2 — STRICT SEPARATION OF SPACES FOR POSSIBLE PASSIVE MOBILITIES AND FOR ACTIVE MOBILITIES - GRAZ (AT), SHORTLISTED — THE COLLABORATIVE MILE
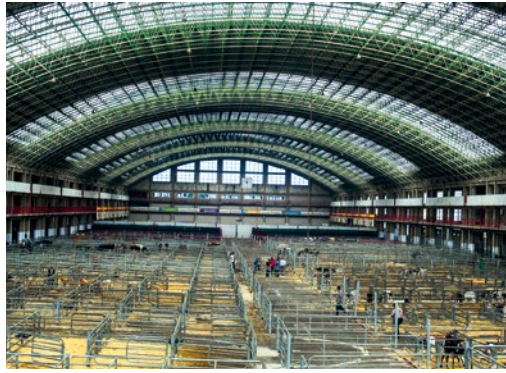

3 — SPACE RECAPTURED BY THE IDLER - AMSTERDAM PIARCOPLEIN (NL), WINNER — UNDERGROWTH > SEE CATALOGUE P157

4 — INFRASTRUCTURE AS SPACE - HELSINKI (FI), WINNER — LATERAL COALESCENCE > SEE CATALOGUE P177

5 — AMSTERDAM PIARCOPLEIN SITE (NL)
> SEE CATALOGUE P156

6 — TORRELAVEGA SITE (ES) > SEE CATALOGUE P188

7 — GRAZ SITE (AT)
> SEE CATALOGUE P172

8 — AURILLAC SITE (FR) > SEE CATALOGUE P164

9 — AMSTERDAM PIARCOPLEIN (NL), RUNNER-UP —
URBAN PLATFORM > SEE CATALOGUE P158

for a decade and is on the verge of entering the urban environment. It is dependent on sensors which, for transport to be safe, need to be protected from unexpected events. Conflicts between robotic and human use of public space can therefore be expected. Recently, in an article tracing the shift in the responsibility for safety on infrastructures from the driver to the pedestrian, the journalist Jordan Fraade wrote about "petextrians" (individuals texting while walking) and the rules banning such practices that have been introduced in several cities…[1] Fraade sees these regulations as a foretaste of a future ban on idling, in order to allow the development of the self-driving car. Along similar lines, Professor Adam Millard invites us to see the current era as a particular moment in the history of mobility and its infrastructure.[2] With the shift in responsibility for safety from the driver to the maker (of autonomous cars), three possible scenarios emerge: either all mobility in cities simply remains active and the technology is not implemented there; or the legislation changes and places more restrictions on pedestrians and cyclists; or finally, we see the ascendancy of the active user! Active users, long pushed to the margins of urban transport, could be allowed to travel when and where they want. Since the responsibility for autonomous cars rests with their manufacturers and not their drivers, the watchword in the automobile industry is apparently "stay below the speed limit and make sure you don't hit anyone!". Active mobility could therefore win back the right to carefree urban travel (fig.3).

If this third scenario comes to pass, infrastructure can be redesigned from facade to facade like a real space. In this scenario, infrastructure is not merely designed for its effectiveness in getting from A to B, but also as a element that contributes to the quality of the space between A and B. Traffic space then becomes public space in its own right (fig.4).
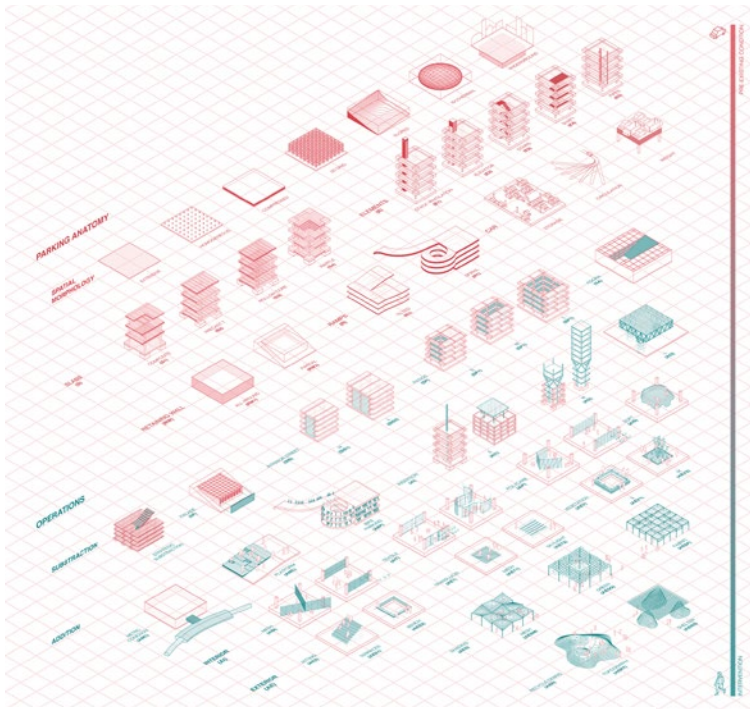
INFRASTRUCTURE AS SPACE

This space can have different "shapes". One kind would be three-dimensional. Such infrastructures would resemble extruded objects, possessing an underside or something like an architectural dimension. They will be objects with "capacities" or "potentials", containing spaces that it will seem obvious to "fill" or "adorn" with productive uses. Examples of such infrastructures are the sites in Madrid (ES), with its soon to be obsolete parking infrastructures, in Amsterdam Piarcoplein (NL) (fig.5), with its overhead transport infrastructures, or Torrelavega (ES) (fig.6) with its hall type infrastructure. The second category is two-dimensional connecting spaces. These include mobility axes of different kinds, such as urban boulevards (Graz (AT), fig.7), motorways (Helsinki (FI)), or even a straight waterway running through the city (Aurillac (FR), fig.8). Here, the transformation is more about restructuring mobilities, in order to bring quality of life to these sometimes hostile transit spaces, but also and above all to add productive depth.

Within these two categories of infrastructure, projects can be differentiated by reference to three criteria.

METHOD OF TRANSFORMING INFRASTRUCTURES
Transformation through the use of the infrastructural resource

The first method of transforming infrastructure into a space in its own right is to reuse or recycle the infrastructure itself. It becomes a space, a latent resource for the regeneration of the site.[3] The runner-up project in Amsterdam Piarcoplein, *Urban Platform* (fig.9), precisely uses the under-surfaces generated by

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the infrastructure to introduce productive uses.

Some teams thus develop a capacity to "accommodate to" the infrastructure, a capacity of reinvention to convert an infrastructural constraint into a productive resource. Here, the aim is to identify the capabilities of the infrastructural object and to derive possibilities from it, potentials for adaptation to one or more productive uses.

Other teams develop the potential for reversibility in these "capable" infrastructures in order to prepare "productivity spaces" which can evolve in their use or production over time. One such is *Common Ground* (fig.10), one of the two runner-up projects in Madrid. Here, the team produced a set of typological variations on types of parking infrastructures, combining them with small creative gestures of subtraction or addition (partial demolitions, extensions, grafts, new openings,

etc.) in order to adapt the architectural structure of the car parks to accommodate to different uses. The detailed fragment of the project clearly shows how this infrastructure is adapted to reinvented and innovative social, productive or urban uses (fig.11). The winning project in Torrelavega, *Vacant Space* (fig.12), uses the infrastructure of the big hall as a resource for the regeneration of the area, making it the base for a diversity of productive uses. The team chose to recycle the infrastructure with a focus on adaptability, proposing a variety of possibilities at different times of the week or year. Here, therefore, the architectural act of transformation entails evolving and reversible uses.[4] By contrast with this, some projects ignore the question of infrastructural transformation, proposing only peripheral interventions, which seems insufficient with respect to the session theme.

Conversion of infrastructures into spaces of production

The second form of intervention on infrastructure considered as a space in its own right entails its conversion into a space of production, a more radical approach than the previous one. This is more about conversion than simple transformation.

In this case, what is crucial is the choice of the type of production and its relevance to local conditions, or its originality. Some teams proposed production that derives directly from the potentials of the infrastructure on their site. The shortlisted project in Aschaffenburg (DE), *Connective Framework* (fig.13), makes judicious use of a thickness, a layer of solar panels that covers the infrastructure, turning it into a locus for productive uses. The linear infrastructure is thus faced with a productive overlay that supplies energy to the activities around the road axis. In these cases, production is associated with spatial potential. It has a similar relation with the infrastructure and judiciously exploits the capacities "already there", in order to enhance uses through appropriate production. In the same way, the special mention project in Madrid, *Air Matter(s)* (fig.14), uses the volumetric and architectural capacities of an old car park to produce pure air for the city.

"Already there" is also a matter of contextualising production, in other words proposing types of production that are in reaction to or in continuity with the history of the place. The special mention project in TornioHaparanda (FI/SE), *Seamless* (fig.15), proposes the construction of sports infrastructures linking the two countries, in order to generate an activity that would unite the inhabitants of the two frontier towns. The innovative potential in this unifying production could provide a response to the territorial and historical issues associated with the site. By contrast with these forms of reaction or continuity, the proposals for identical forms of production on several sites that are entirely different in nature offer a somewhat generic solution. This

suggests a somewhat standardised vision of the idea of production, or the emergence of programming trends or fashionable practices that are "routinely" applied to a territory (fab-labs, co-working spaces, workshops, etc.). Should production not rather emerge out of a social reality, out of a productive deficiency, or out of the revival of certain crafts and local "skills"? The runner-up project in Aurillac, *Panoplie* (fig.16), for example, proposes the conversion of existing infrastructures to accommodate some of the area's legacy craft activities. In this case, however, the revival of production raises other questions: about the logistics associated with the new production; the new mobility infrastructures, the spaces for the management of this new productivity, generated on the site.

Transformation through an active process

The third mode of transformation is one in which the time needed for the conversion of the infrastructure is seen as a driver of the project.
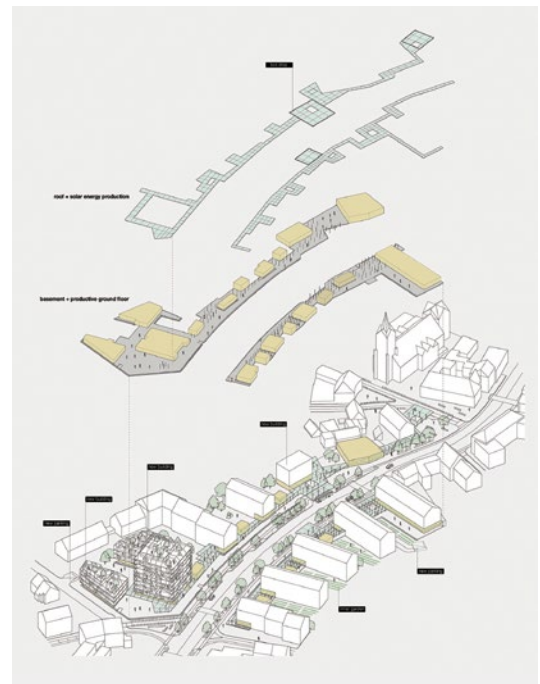
Three different attitudes to this issue of temporality, to the recognition of transformation as a process, can be identified. The first and most common is to project a

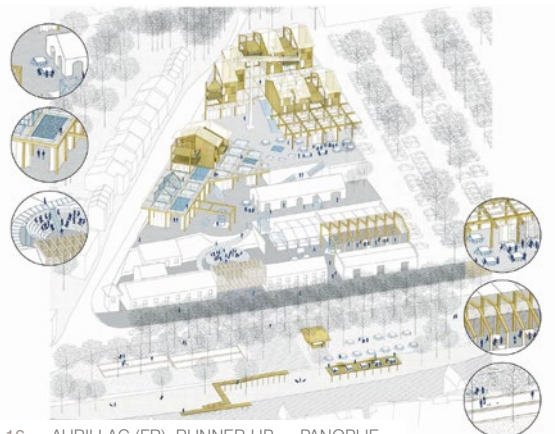13 — ASCHAFFENBURG (DE), SHORTLISTED — CONNECTIVE FRAMEWORK
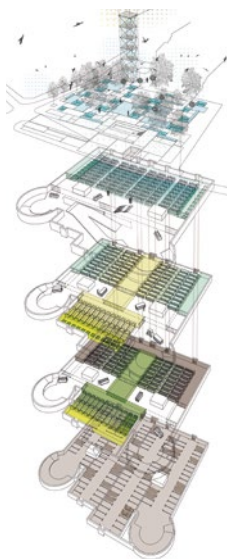
14 — MADRID (ES), SPECIAL MENTION — AIR MATTER(S) > SEE CATALOGUE P183
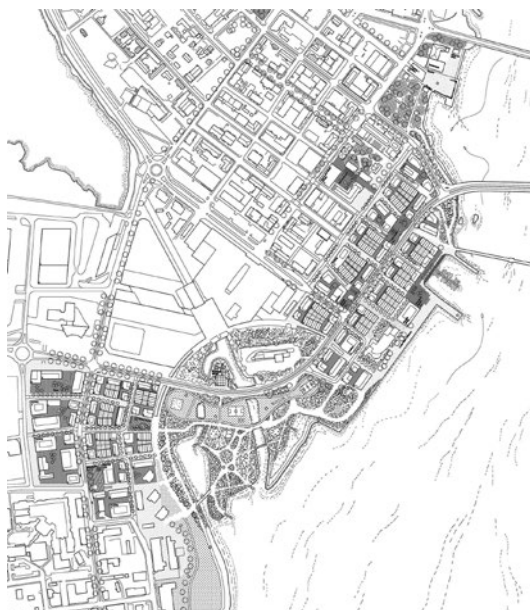
15 — TORNIOHAPARANDA (FI/SE), SPECIAL MENTION — SEAMLESS > SEE CATALOGUE P195

16 — AURILLAC (FR), RUNNER-UP — PANOPLIE > SEE CATALOGUE P166

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"finished" state, a point at which the projected vision for the site will be complete, without specifying the methods or processes for getting there. The special mention project in Évreux (FR), *Articulations d'intérêt collectif* (fig.17), illustrates this tendency to represent everything at once, like a multitude of actions, without specifying any logical order, any processual approach to achieving this regeneration. And it still remains to be done. In fact, a vision needs to be enacted step-by-step, in successive phases, through which the regeneration unfolds, as is proposed in the shortlisted project, *The collaborative mile* (fig.20), in Graz. A global vision is necessary, but should it not play the role of driver for the development of scenarios of enactment, rather than constituting a fixed vision of the future of the site? Otherwise, what about the unexpected [5], what about gestation time for the inhabitants and the municipal actors to absorb and to adopt a first phase of transformation?

A second attitude is to project a global vision, accompanied by a process of phasing over time, in which the first step — the project "starter" — is much more complete and ready for rapid implementation (in terms of economic resources and feasibility). Here, the subsequent phases are a scenario, and the successive steps through to completion of the projected vision, unfold with varying degrees of dexterity. Certain phases can be preliminary, such as a slow productive latency of soil decontamination in preparation for a subsequent phase of construction. This is the case, for example, with the shortlisted project in Aurillac, *A Cours et A Jardins* (fig.19).

The use of the temporal dimension to regenerate a site can also underpin a third, less common approach, a genuine project-process, where the process and its gradual enactment become the core of the project. Here, the key is to identify the "conceptual driver" of the transformation, before even thinking about the ultimate vision. The stages in a project-process are therefore deliberately experimental [6], like a series of actions that absorb the unexpected and convert it into a project strength. The shortlisted project in Amsterdam Piarcoplein (NL), *Productive People, Happy People* (fig.20), for example, introduces experimental stages into the process of conversion of the car parks, but does not necessarily incorporate the results of the experiments into the subsequent development of the project. As a result, the scenario is ready to adjust to the unexpected, by absorbing and accepting the outcome of a first phase of construction. This project-process, approached in terms of a "conceptual driver", can then freely assimilate different scenarios, since it is not fixed. The risk in proposals of this kind lies in the capacity to convince clients to move forward with a project that they cannot fully visualise. The project strategy must therefore be sufficiently robust to assimilate the fact that the construction and self-construction of the project follow a predefined processual vision, but a vision that can also be altered, adjusted to the events that transpire in the course of transformation. The main advantage of these project-processes is that their potential for feasibility is embedded in the project itself. However, can the teams accept the risk of placing the emphasis on active regeneration processes if clients and juries remain nervous about such proposals? Is it time for clients to overcome their fear of the unknown in order to pursue more processual projects on their territories?
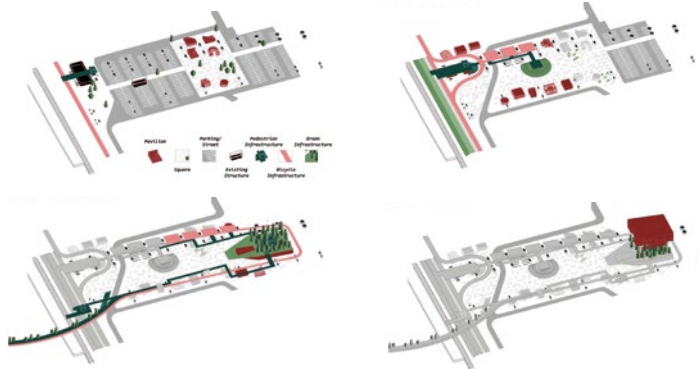
17 — ÉVREUX (FR), SPECIAL MENTION — ARTICULATIONS D'INTÉRÊT COLLECTIF
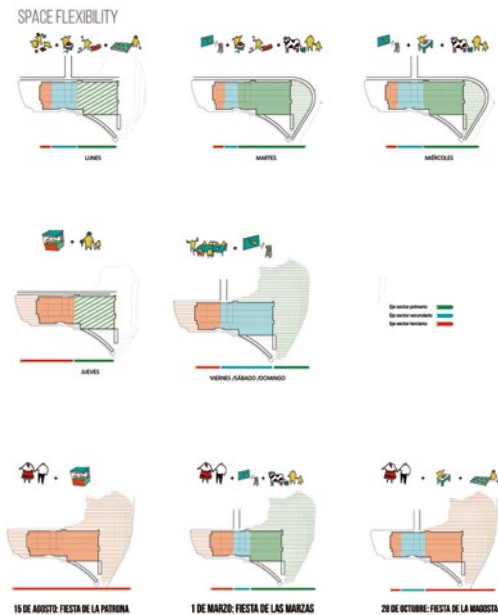> SEE CATALOGUE P170

18 — GRAZ (AT), SHORTLISTED — THE COLLABORATIVE MILE
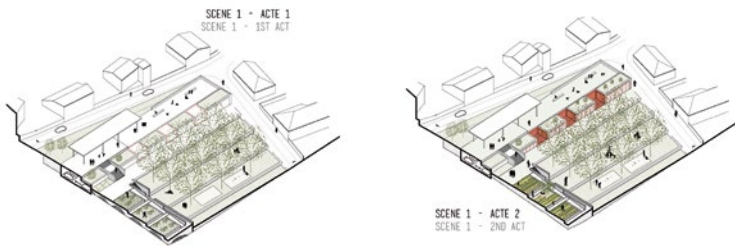
19 — AURILLAC (FR), SHORTLISTED — A COURS ET A JARDINS

20 — AMSTERDAM PIARCOPLEIN (NL), SHORTLISTED — PRODUCTIVE PEOPLE, HAPPY PEOPLE

21 — TORRELAVEGA (ES), SPECIAL MENTION — DE LA MANZANA AL MERCADO > SEE CATALOGUE P191

INFRASTRUCTURE AS A PRODUCTION SPACE.
THE PROCESS AS A DRIVER OF CHANGE

As part of the objective of bringing productive spaces back into the heart of cities, infrastructure —in all its typological diversity— seems to offer a genuine (two- or three-dimensional) resource space for productive regeneration. Indeed, the development of active or passive mobilities demands a programme for the transformation of infrastructures and the spaces associated with them. The development of active mobilities in the heart of European cities is releasing certain infrastructures from passive mobility, with the result that they become spaces of "architectural" character, with the potential for new uses (Madrid car parks). Under these circumstances, infrastructure becomes a latent resource for the productive city, with potential for adaptation, for transformation, that cities and urban designers need to exploit.

From the point of view of usage and programming, there is also the question of identifying the appropriate type of production. Linked with the regeneration of infrastructure, this question can also be approached in terms of the history of the place and of local needs. In other words, productive use can partially derive from the place itself and its legacy. It can in part reflect a local culture, rather than simply being "parachuted" into place. There are many different kinds of production that could be reintroduced into the city: industrial, digital, cultural, agricultural, social, artisanal, etc. Productive regeneration can also entail a mix of these types of production, and can even imagine an approach that is reversible, adaptable, allowing systems of production to vary with the different timeframes of the site. An example of this approach is *De la manzana al mercado* (fig.21), the special mention project in Torrelavega.

Finally, in order for infrastructural transformation to move in step with the transition in mobility, and for certain functions to be maintained, many teams sought to devise active processes of transformation. The question they tried to answer was how to transform a place gradually in such a way that its functional transition is logical and economically viable? That is the challenge of Europan 14, and why the teams need to be creative in their proposals for processes of change. This is also the source of the complexity of the project, and the key to its feasibility. How to enact the transformation? What interventions to start with? What might be the impacts of these initial interventions on the place? How can these impacts become drivers for the progressive regeneration of these infrastructures? Ultimately, are not the method or the conceptual strategy employed to convert infrastructures into spaces of production as important as aesthetics in the quest to produce a space of genuine quality?

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[1] Fraade, R, *Who's afraid of the petextrian*? The blaffer, 2018

[2] Millard- Ball, A, *Pedestrians, autonomous vehicles and cities,* journal of planning education research, 2017

[3] D'Arienzo, Younès, *Ressources urbaines latentes,* Métis Presse, 2016

[4] Cité de l'architecture et du patrimoine, *Réver(cités), villes recyclables et résilientes,* AMC, 2016

[5] Ariella Masboungi, *Berlin le génie de l'improvisation,* Parenthèses, 2017

[6] Léchot-Hirt Lysianne, *Recherche-création en design. Réflexions et modèles pour une pratique expérimentale,* Métis Presses, 2010

And Productive Again!

How to Reintroduce the Productive Economy into New Urban Districts?

Many formerly industrial places in and around cities are now out of use. Buildings were left in a derelict state, activities have been moved or stopped, sites became brownfields. Obsolescence is the common feature of these sites and the future is uncertain. Mostly, we dream of turning them into new vibrant urban quarters. But to avoid total gentrification as it has appeared in many urban renewal projects in the past, we should perhaps try to put some productive activity in these sites… again? Because these sites were once industrial and linked to the city. Because there is a will for a really mixed city, and that mix includes productive economy as well.

And Productive Again!

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And productive again!... An interesting part of speech, this word "again" used to refer to the particular factors that now allow us to reconsider productivity in urban environments. Firstly, the word "again" leads us to think about the transformation of industrial wastelands both as renewal and continuity: how to simultaneously regenerate *and* preserve the productive dynamics specific to these urban areas? Secondly, this call for a productive "again" resonates with the industrial history that shaped our cities, drawing us into the question of its legacy: *how to inherit* past forms of productivity in the urban milieu? This notion of legacy should not be understood here as a simple process of transmission, but rather as a particular mode of transformation. Inheriting is a task,[1] a putting to work, a process of transformation that relentlessly pursues the question of what can be done *again* with what one receives.
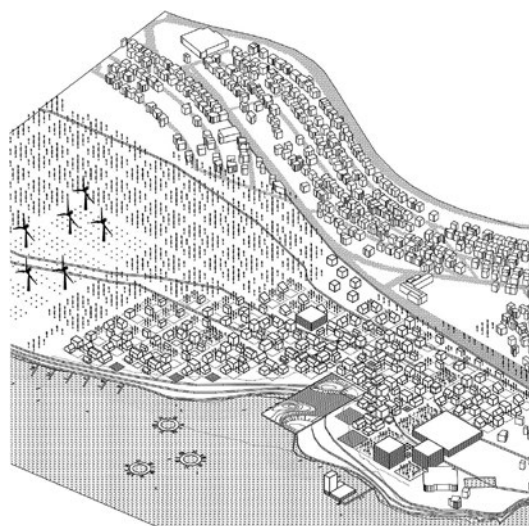
Three ways of putting this legacy to work are presented here, encompassing project strategies that differ in their quest 1) for new frameworks of flexibility; 2) for new forms of connection; and 3) for specific modes of intensification.

1. LEAVE ROOM FOR UNCERTAINTY

A first family of sites consists of urban areas that have erased their industrial past. With production eradicated or relocated, their old productive structures partially or totally dismantled, the sites at Šibenik (HR), Trelleborg (SE) and Karlskrona (SE) appear today as vast vacant surfaces, enhanced in their interest and appeal by their quality as "seafront". However, these large spaces battered by the coastal winds are exposed above all to the threatening squalls of opportunistic development and the pressures of tourism. In order to resist one form of monofunctionality being replaced by another, all the winning projects seem to share the same conviction: these sites, which have completely swept away modern industry, are nevertheless not a blank slate. They represent not an opportunity to forget history, but rather the need to learn from it, "to learn how to immerse

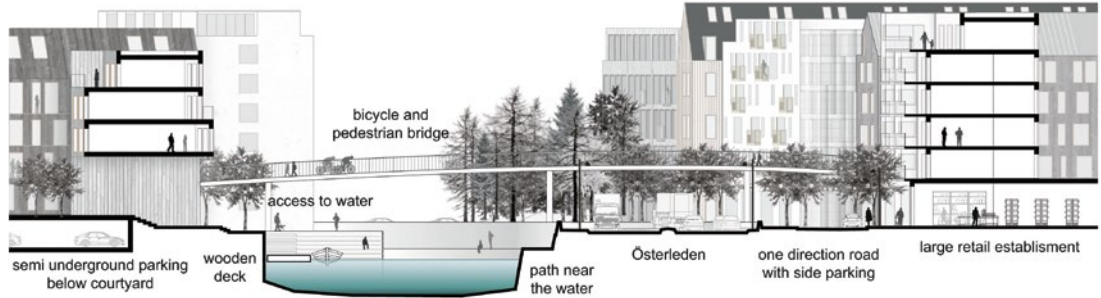1 — TRELLEBORG (SE), WINNER — PIONEERS > SEE CATALOGUE P231

2 — ŠIBENIK (HR), WINNER — PLACE > SEE CATALOGUE P227

bicycle and
pedestrian bridge

access to water

semi underground parking
below courtyard

wooden
deck

path near
the water

Österleden

one direction road
with side parking

large retail establishment

oneself in histories in order to transform them".[2]

The winning project in Trelleborg, *Pioneers,* proposes a new model of urban development for the conversion of the city's old port. The aim is to sow the seeds for the possibility of a new mode of site transformation, assigning the making of the city to the forces of labour rather than those of capital. A new mode, or more precisely new *agents* of transformation: these are "the pioneers", a community of 300 people who have turned up on this piece of land, land deserted but not empty of potential, since the task of the pioneers is precisely to reveal and activate its latent resources (fig.1). In a similar quest for a regulated sharing of the tools of territorial transformation, the winning project in Šibenik, *Place,* proposes the idea of introducing an orthogonal grid as a model of social and spatial resilience (fig.2). The grid provides for decreasing density with an appropriate distribution of programmes, but above all it initiates a model of "productive plots", designed to prompt new forms of partnership between the different stakeholders in the project, whether private or public.

The purpose of these shared design strategies is to make the transformation processes more flexible. The challenge is to design flexible frameworks that allow the private and collective initiatives to mature and evolve spatially, but also to embed new rhythms of intervention for the urban transformation of brownfield areas, fluctuating between civic spontaneity and overall architectural coherence. The runner-up project in Šibenik, *Give me Five!,* also explores the theme of new forms and rules of flexibility by introducing a modular structure, choosing a 5x5 m module as an optimum unit for human interactions (fig.3). To achieve development that is both spontaneous and organised, we find this

principle of regulated flexibility in the approach chosen by the runner-up *Ny Karla* project for the conversion of the former port of Karlskrona. In order to re-establish interactions between the maritime and terrestrial environments, it seeks to extend the existing urban structure progressively over the sea by introducing floating installations along new axes of urban life (fig.4). These extensions to the urban fabric are presented as modules, capable of structuring a wide variety of programmes in time and in space (mixed residential; public amenities; productive activities). The modular structures here seem to represent a desire to say farewell to the static zoning systems that paralysed areas of productive activity; a desire that we find in the winning project, *A Blue Entrance - to the City in the Sea,* but which is expressed here through the reconstruction of Karlskrona's old island landscape. On the one hand, the design of the new islands revives the historical typography of the site while, on the other, the morphology projected on them by the winning team architecturally recaptures the productive memory of the region. However, inserting strips of water into the land to follow the partitions traced by the previous planning systems, is also a way to reshape the urban qualities of the passages.[3] This entails tackling the question of the bridge (fig.5) not as a simple urban infrastructure, but as a space that attracts urban life, which at the same time connects and separates (us).[4]

The conversion of these sites therefore requires the definition of what constitutes or could constitute a sort of "productive background". An elastic, flexible background, and above all one that is sensitive to the unpredictable. However, the design of a flexible structure necessarily requires a strong vision.

6 — TUBIZE (BE), WINNER — SEED STRUCTURE: THE PRODUCTION OF HAPPINESS
> SEE CATALOGUE P235
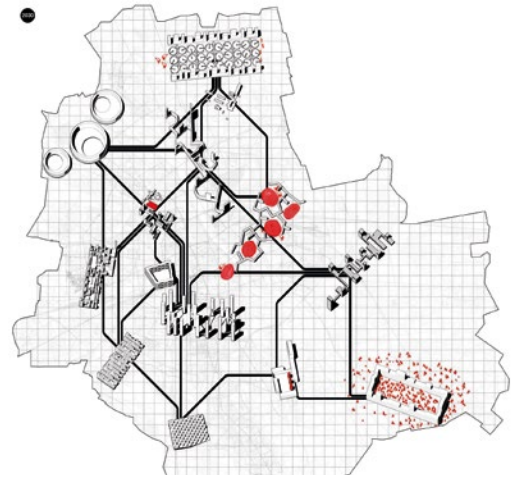
7 — WARSZAWA (PL), RUNNER-UP — THE EXCITY
> SEE CATALOGUE P240
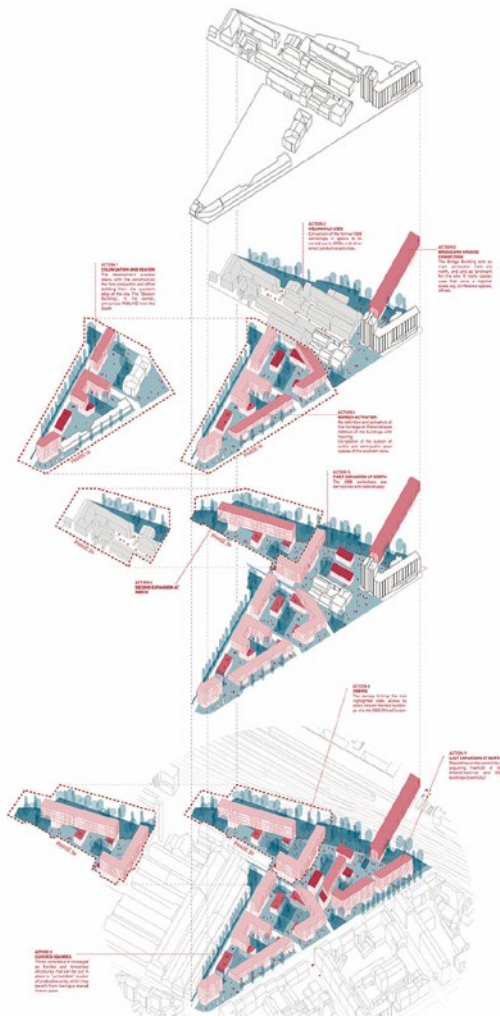
8 — LINZ (AT), RUNNER-UP — FABLINZ > SEE CATALOGUE P219

2. CONNECTING THE SCALES OF TIME AND SPACE

A "strong vision" in this case does not mean a sort of statement of dogmatic principles dominating and imposed on the land. It is more about building a common and active conception of a shared urban future. Another word we could use is "figure": a strong idea, translated into physical and/or symbolic terms, capable of maintaining elastic and flexible modes of territorial transformation over time and through its multiple uncertainties. The question is what are the registers in which the power of these project figures are expressed?

In Pantin (FR) with the runner-up project *Ex-Changing Production,* and in Linz (AT) with the runner-up project *PROlinz Productions Unlimited,* the register of expression is fictional. The teams propose a multiplicity of animated micro-narratives of change, speculating on the future positive experiences of the milieu and laying out the descriptions of today's fabric on the shelves of the past. Though fiction distils possibilities, others prefer a more physical embodiment, conveyed through an architectural vision of happy and radical renewal. For the winning project in Tubize (BE), *Seed Structure: The Production of Happiness,* the aim is to engage fully with the symbolic and immaterial aspects of the site's urban and productive transition, by making human well-being and collective self-realisation essential motifs of the project (fig.6). In Warszawa (PL), the runner-up project *The Excity* also presents a strong vision of necessary change: in order to breathe life into the questions raised by waste management in the urban environment, the team chooses to present its project in a way that resembles urban fable (fig.7).

Between fable and fiction, therefore, the productive renewal of urban environments also entails a sort of imaginative renewal. These projects seek to highlight the features of reality, not out of naiveté, but in order to reassert a certain confidence in the future; for others, the aim is more to interfere *between* the lines of the existing fabric, to occupy its interstices and develop new forms of possibility here. These figures that work *between* a present situation and a desired future are presented here by projects for sites where the key question is what creates links *between* milieus; between the city centre and its inner suburbs in Tubize, between the current productive economy and its urban consolidation in Linz, or else between the productive reinvention of a particular zone and the morphological and social diversity of the surrounding urban fabric in Warszawa.

This quest for new modes and forms of connection is pursued through different project tactics, both spatial and temporal. The runner-up project *FABLinz – Commons of Production,* approaches the transformation of the Linz site by combining three

urban-architectural tools: a redefinition of the urban surfaces (public and shared), the development of new "productive blocks" and the gradual testing of architectural units that interweave living spaces and workspaces (fig.8). The team bases its project on a radical and necessary transformation of the ways of conceiving and experiencing production, whether spatial or socio-economic. The challenge then is to know — or rather to conceive — the forms through which such ambitions can be achieved over time. The method chosen here is to focus the initial efforts on establishing the architectural signals of a changing territory, while encouraging new occupancies of existing spaces in order to orchestrate a "gentle colonisation" and introduce a different image of production in the urban environment.

Also a runner-up in Linz, the *Rock the Block!* project team likewise sees indeterminacy as an essential component of the redefinition of a productive urban milieu. With the figure of the tartan as a system of organisation, their strategy is not to be in a hurry to fix the duty of inventing new forms of productivity in predefined spatialities or programmes, but to devise an adaptable spatial structure that encourages spontaneity of uses, that facilitates experiment and the

collective construction of a productive new future (fig.9) — what the team calls "tactical spaces". In Warszawa, the runner-up projects *HOUSE the Productivity* and *Warszawa Common Places* express their strategies for the urban and industrial conversion of the site through a process of restructuring at the margins. The first makes the project site one of the points in a new "active urban fringe", outlining an intermodal loop between different surrounding neighbourhoods redefined as "hubs", places for new forms of social and economic interaction; the second seeks to restructure exchanges between the city centre and its outskirts by the creation of "productive paths", walking and cycling tracks that wind through the huge typological diversity of the existing built environment, where the introduction of new micro-amenities combines with the development of areas dedicated for temporary productive activities. This exploration of new forms of connection also needs to engage with the architectural scale, in order to investigate the typo-morphological opportunities of the renewal of productive urban territories. This complementarity of scales is found, for example, on the Warszawa site with the runner-up project *Warszawa Common Places*. The layout of the new neighbourhood consists of a set of closed or semi-closed blocks arranged along two axes, which directly dictate the morphology and programming of the different blocks: a dense axis dedicated to so-called "stable" uses (social housing, local shops, local production, etc.); and another, more "flexible" axis, consisting of smaller plots for which the modes of acquisition and rules of occupancy are less rigid (fig.10). On the same site, the runner-up project *HOUSE the Productivity* considers new forms of "mediating thresholds", private, public and/or shared spaces that cushion the tensions between the different functions and allocations that make up the new blocks (fig.11). A principle similar to urban thresholds is proposed in the runner-up project, *Learning from Tubize,* although here these spaces are not presented in terms of their quality of mediation but of their potential for
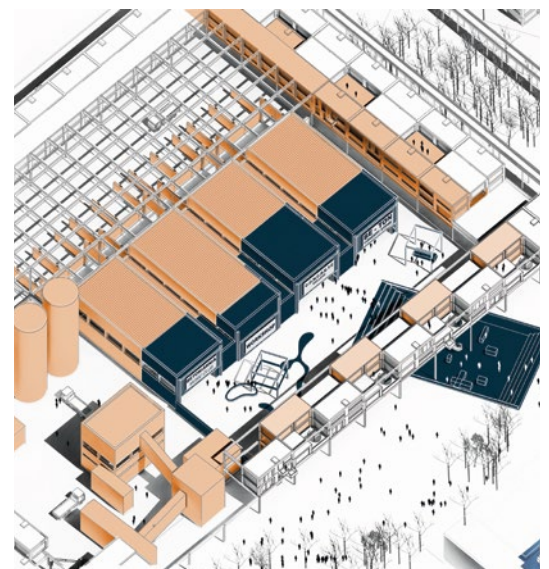
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View along the renovated industrial building

9 — LINZ (AT), RUNNER-UP — ROCK THE BLOCK! > SEE CATALOGUE P221
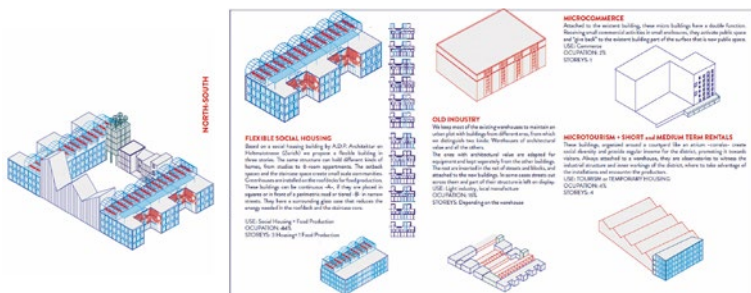
10 — WARSZAWA (PL), RUNNER-UP — WARSZAWA COMMON PLACES
> SEE CATALOGUE P241

11 — WARSZAWA (PL), RUNNER-UP — HOUSE THE PRODUCTIVITY
> SEE CATALOGUE P239

negotiation between the different users. The rhythms and variations in activities constantly redefine the neighbourhood's possible social interactions (fig.12). These spaces are presented as empty strips, alternating with strips of production (allocated to functions that themselves alternate, though reversibly, between parking and making), which contain a wide range of forms of housing and office space. Combining with these layers of functions are vertical connecting infrastructures (ramps, footbridges, staircases) and other linking objects (plugs), designed as unexpected and dynamic places of programmatic encounter.

These attempts to find new forms of connection are both different and complementary, but above all they are an encouragement to rethink what a milieu that is both urban *and* productive might be.

3. INTENSIFYING THE POTENTIALITIES OF THE EXISTING FABRIC

A third family of site is characterised by the presence of a productive backdrop that is already in place. Whether a clearly identified and functioning activity (Amsterdam Transformatorweg (NL)), a legacy of production that is resistant to the processes of deindustrialisation (Guebwiller (FR)), or a fabric that is swarming with initiatives of different kinds and scales (Pantin (FR)), these are territories that are now calling for an architectural and urban reaffirmation of their productive qualities.

On the different territories, potential drivers of a renewed productive urban future have already been identified, but the question is how to activate them. The action strategies proposed here cluster around the theme of intensifying the existing fabric. There are several possible pathways here, always grounded in the specificities of each situation. The path chosen by the winning team with *Kintsugi or the "Small Mills" Strategy* to restructure the productive fabric in Pantin is to identify and reveal the multiplicity of existing opportunities, to understand the specificities of the existing fabric, in order to develop the "nuggets". The project proposes to rework the urban structure by focusing on the loci

of activities responsible for its original fragmentation. The result is the emergence of a new network of public spaces in the area, a series of crossings perpendicular to the canal, which are infiltrated into the existing fabric partly to emphasise its existing resources (whether linked with transport infrastructures or heavy or light industry, with commercial, cultural, civic and educational structures, and many others), and partly to act as bait for new forms of urban production (fig.13). In order to convert an urban fabric into a productive ecosystem, the project counts on a collective reappropriation of the proximity and complementarity effects between all kinds of productive initiatives. Since the project site happens to include two major production hubs linked with the automobile sector, the special mention project *SCOop* Savoir Coopérer,* co-opts what might simply have been a part of the background as a vehicle of metamorphosis. Intensifying possibilities here entails transforming a state of affairs (two garages on the same site) into a nucleus of joint and shared interests (given the energy and technological transitions currently underway, what is the future for this business sector?). In the case of Pantin, the aim is to combine existing production with the introduction of new education and research hubs, but also to develop related experimental fields (green energy production, etc.) and associated functions (garages, car parks, workshops, etc.). This urban development strategy could be compared with the ideas put forward in the winning project *Media Sloboda* in Amsterdam Transformatorweg, where one of the main features of the site is the presence of a Mediacollege. The team proposes to intensify the existing function by linking it with a whole programme of multifunctional but thematic spaces: a MediaHub articulated around new forms of work, experience and knowledge sharing, virtual and real social spaces, etc. In borrowing their name from Russia's former free colonies, the project stakes its claim as an urban invention capable of "shaping its own idea of being productive": not designing a building, but conceiving a series of spaces constantly redefined by the nature of the uses and users within them (fig.14). The
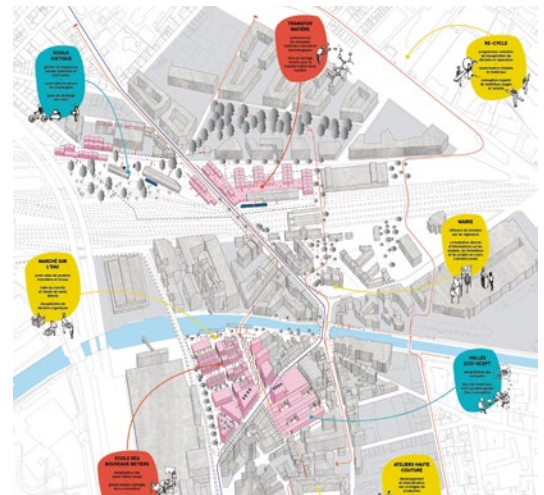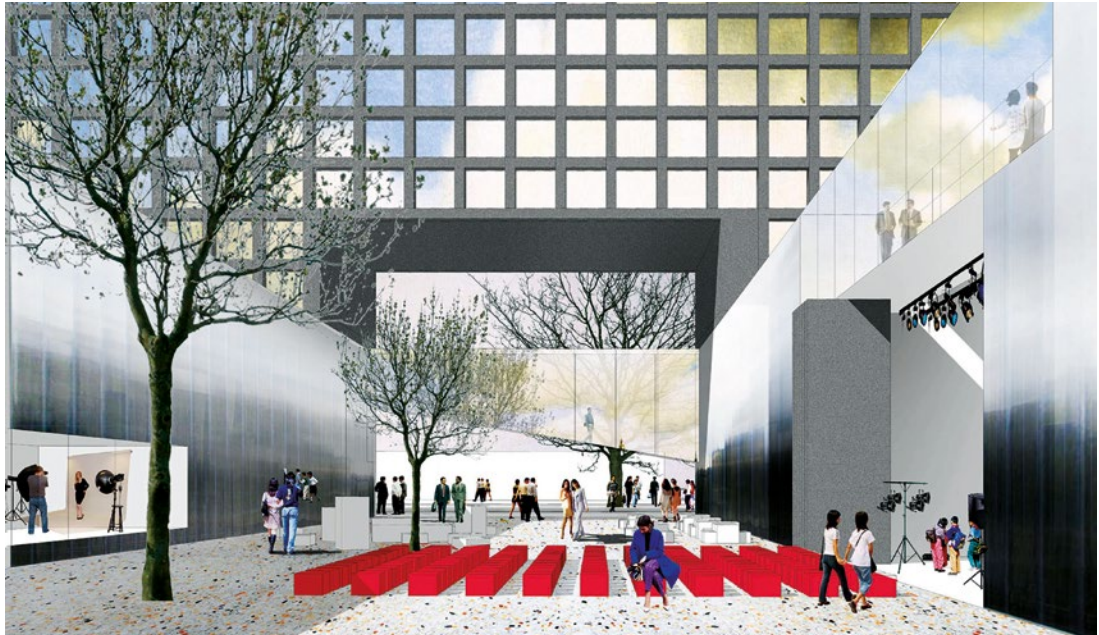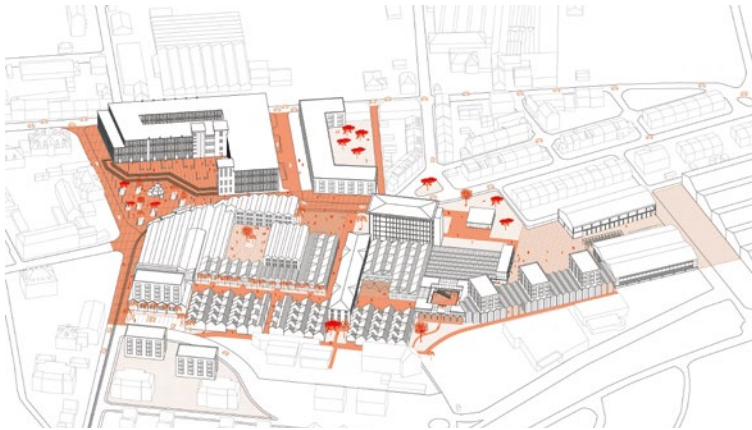
14 — AMSTERDAM TRANSFORMATORWEG (NL), WINNER — MEDIA SLOBODA > SEE CATALOGUE P207

15 — GUEBWILLER (FR), WINNER — PRODUCTIVE ARTICULATIONS > SEE CATALOGUE P211

architecture given to the MediaHub (combination of a vertical residential plane and a plinth combining living spaces, workspaces and public spaces) should then be understood as a sort of infrastructure conceived in interaction with a digital interface.

It should also be specified that this strategy of intensifying a thematic function is implemented here without even touching the buildings that initially house that function (a requirement of the specifications). An interesting point of comparison with the winning project *Productive Articulations* in Guebwiller, where the team reverses the order of action and proposes to intensify, or more precisely to "capitalise upon", the productive legacy of the site by converting its built structure. Dividing, adding, connecting, revitalising: four architectural operations to reshape the built heritage of the old textile industries. More than this, though, while the project carves into the existing fabric, its aim is to redevelop a dynamic productive mesh, capable of adapting to the new conditions of the textile market and, in the process, to reconnect with its symbolic legacy (fig.15). Through the reshaping of the existing fabric, this process of intensifying the city's historical specificities serves as a sort of updating of a model of activity that is still and already present. To affect

the transition from monofunctional to versatile, the project links new functions: a textile innovation centre, a textile recycling pavilion, knowledge production and transmission workshops, etc. And to effect the transition from an isolated production area to a productive urban milieu, the project also introduces porosities into the existing buildings, outlines passages between the different constituents of the urban territory with what the project team calls "gate-architectures".

Leaving room for uncertainty, connecting scales, intensifying what is already there: all this is about putting the legacy of the productive city to work, and it is also about changing our methods of design with the aim of not creating tomorrow's wastelands today. *Re-member:*[5] to "recall" what the productive city was and "reshape" what it could become *again*.

[1] Jacques Derrida, *Spectres de Marx,* Paris, Galilée, 1993, p.94

[2] Donna Haraway, *Manifeste Cyborg et autres essais : sciences – fictions – féminismes.* Paris : Exils éditeurs, 2007 [1985], p.106

[3] Cf. the catalogue of the City on the Move Institute's international exhibition, "Passages, transitional spaces for the 21st-century city". New York, Barcelona : Actar Publishers, 2017.

[4] Georg Simmel, "Bridge and Door", trad. Mark Ritter, Theory, Culture and Society, vol. 11 (1994), pp. 5–10 ; republished in Neil Leach, *Rethinking Architecture. A reader in cultural theory.* London: Routledge, 1997, pp.63-67.

[5] Metaplasmic formulation proposed by Donna Haraway; French version by Vinciane Despret in « En finir avec l'innocence. Dialogue avec Isabelle Stengers et Donna Haraway », in Elsa Dorlin, Eva Rodriguez (dir.), Penser avec Donna Haraway. Paris: PUF, 2012.

NATIONAL
POINTS

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OF VIEW

Contrasting Approaches to the Productive City

Europan Belgique Results

Point of View of a Jury Member: Jean-Michel DEGRAEVE (BE), *architect-urbanist*

Europan Belgique provided two sites for the fourteenth session of the competition. The first in Tubize, which is the Western centre of Walloon Brabant to the south of Brussels, and the second in Huy, which is a regional centre on the bank of the Meuse River between Namur and Liège. Both sites are former industrial locations that are looking for a second wind. Despite a reduction

in the number of projects submitted compared with previous sessions, we received numerous interesting proposals. After a brief reiteration of the site priorities, I will discuss the links between the projects selected by the Jury and the Europan 14 theme "Productive Cities" and how these relate to the expectations of the participating cities.

TUBIZE, ENTRANCE TO THE CITY

The Forges of Clabecq had been the driving force of Tubize's industrial development for two centuries. When the factories were shut down in 2002, the conversion of the 87 hectares of the forges became a critical priority. A partnership was formed between the firm Duferco, owner of the site, the Municipality and the Wallon Region to develop a project that would enhance the area. The masterplan that was established was a mix of housing, with a plan for more than 2000 new homes, economic activities and services, together with numerous public spaces. This project has just been labelled one of the ten priority "new districts" of the Wallon region. The location proposed by Europan is the top triangle in the northern part of the future new district. Its unusual shape is the result of the creation of an urban boulevard that runs above the railway tracks, 7 metres higher than the current level. The Europan site (fig.1) needs to act as a linking element between the future district, Tubize city centre and Clabecq Village. As a hinge between the railway lines

1— TUBIZE SITE (BE) > SEE CATALOGUE P234

that generates a unified identity for a "Post-industrial Tubize".

However, the implementation of this project will need active partnership between the local and regional authorities and the private actor Duferco. While the latter is strongly committed to the regeneration of an important part of the city, the public authorities will be responsible for developing and maintaining the public amenities. The proposed improvements will therefore probably need to be adapted in order to find the best symbiosis between the financial priorities of a private actor and the funding of public amenities. The solution might be, for instance, to introduce compatible elements such as a museum, an art gallery, a cinema, a tourist office or housing. The post-competition discussions between the city, the region, the private actor and the winning team should lead to the preparation of this new programme.

The runner-up project, *Learning From Tubize* (fig.3), fits in with the block principle defined in the masterplan. It proposes, at the same time, a realistic structuring division in the block and a project of suitable scale. Business premises and parking spaces are developed in the two lower levels of the new urban boulevard. This productive base is perforated to create room at the existing ground level for green public spaces for relaxation or sports. Buildings containing a mix of reversible offices and housing emerge above this productive plinth, again with openings providing a view to Tubize city centre. Finally, the new developments are connected to the city centre via a footbridge over the railway tracks. Apart from its urban rhythm, which generates a clear district identity, the proposal includes progressive phasing. This capable structural proposal, which mixes the functions of housing, parking, business premises and public spaces, should allow the team to participate in the implementation of part of this sector of the masterplan.

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and the canal, it is the entry point to the city centre. The Jury adopted two radically contrasting visions of the productive city.

The winning project, *Seed Structure – The production of Happiness* (fig.2), proposes the creation of a place that will generate happiness through therapy spaces filled with light and water, a public salon of ideas or a peace garden. This productive core is crowned with a signal tower aligned with the axis of entry to the city, which will give the site a community and landscape value. These hedonistic elements combine with walking and strolling spaces that extend towards Clabecq Village via a walkway over the canal. Premises for agricultural production and trade activities have been integrated into the former industrial buildings near the Europan site. By placing the priority on poetic components that introduce a "dream element", the project extends the notion of productive space to renew and revive the cultural dimension of the city. It enhances the masterplan, which is primarily driven by economic concerns. These improvements link the neighbourhoods together to create an urban dynamic

4 — HUY SITE (BE) > SEE CATALOGUE P66

5 — HUY (BE), RUNNER-UP — TAKING CARE! > SEE CATALOGUE P67

HUY, REINFORCED AXIS

The district of Sainte Catherine, at the southern entrance to Huy, occupies the floor of Hoyoux Valley (fig.4). A former industrial containing a mix of brownfield sites and working-class housing, it has been left behind and forgotten as a result of deindustrialisation. Fortunately, the district contains a recently renovated regional hospital, which is an important source of employment. The Europan site is located south of the hospital. The site was formerly occupied by the Thiry factory, which manufactured industrial machines, but only the old factory hall survives. The site, which is public property, consists of an island surrounded by two arms of the river, only one of which is visible today. After partial decontamination, the site was used as a car park for the hospital, but a parking silo has now replaced it. A nursing home is under construction on the eastern side of the Europan site and there are ongoing discussions with a private developer about the construction of housing units on the plot south-east of the site. The city would like to see the development of a multifunctional hub containing a mix of housing and activities, mostly relating to medicine given the proximity of the hospital.

The Jury did not choose a winner, since it considered that none of the projects provided the right global response to the priorities of the site: housing density, handling of the river, integration of the nursing home and private housing projects, position at the entrance to the city. However, it noted that four projects contain the seeds of this global response. The Jury therefore awarded the runner-up prize to one team, and gave a special mention to three teams, suggesting the idea of producing a synthesis by mixing the different projects. Among these four projects, two proposals handle the notion of "Productive Cities" in radically different ways. The project *Taking Care! Huy as a Health Productive City* (fig.5) proposes the establishment of a productive ecosystem. The old industrial building is converted to an urban farming unit powered by hydroelectricity generated from the River Hoyoux. The banks of the river are redesigned to regulate flooding and also to attract vegetation that will decontaminate the site and create a public space as a viewpoint and walking area. This public park is crossed by a walking and cycling trail and offers outdoor sports facilities. Drawing on "socio-ecological" principles, the project provides

an interesting solution to the issues of mobility, water treatment and public spaces. It crystallises the features of the site: wooded slopes of a valley through which weaves the River Hoyoux. This ecological development project constitutes a sort of "local permaculture" approach. The introduction of food and energy production systems, the attention to the water cycle and the creation of urban biodiversity, form the basis for a new connection between a territory and its environment. However, the project locates the housing and planned parking lots on the private land outside the Europan site. This means that the question of the planning costs that the municipality might impose on the private contractor to finance the public facilities is crucial to the feasibility of the project.

The *Île de Thiry* project (fig.6) proposes creating a lively and mixed garden district, and seeks to combine various environmental objectives, such as the creation of a mini hydroelectric power plant or the greening of the site, with urban objectives. The old industrial building provides accommodation for co-working spaces, shops and production workshops, accessed via a central space dedicated to cultural events. It is complemented by a new building dedicated to research laboratories and offices for paramedical activities. The

final element is an extensive range of single-family and collective housing. A residential tower located on the tip of the island acts as a beacon signalling the entrance to the city. This territorially productive proposal must enable the city to obtain sufficient surplus value from the housing to finance the other phases of the project. The two other projects recognised by the jury, *Initiate Resilience* (fig.7) and *Urban Biotope* (fig.8), develop ideas that fall between these two extreme visions of the productive city.

There is great diversity in these different approaches to the productive city, whether in Tubize or Huy. The ideas developed offer a wider vision of the possibilities for integrating economic activities into urban-architectural projects. They raise the question of how to organise a productive territory through processes based on ecological interventions, the production of happiness or the establishment of urban intensities by an adaptable and evolving functional diversity. Nevertheless, the economic balance of these proposals, as well as their ability to deal locally with the available resources, are elements that need to be developed. Let us hope that these ideas for "productive cities" will be followed by implementation with the participating municipalities!

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6 — HUY (BE), SPECIAL MENTION — ÎLE DE THIRY > SEE CATALOGUE P68

7 — HUY (BE), SPECIAL MENTION — INITIATE RESILIENCE
> SEE CATALOGUE P68

8 — HUY (BE), SPECIAL MENTION — URBAN BIOTOPE > SEE CATALOGUE P69

Three Approaches to an Inclusive City for Makers

Europan Deutschland - Schweiz / Suisse / Svizzera / Svizra Results

Point of View of a Jury Member: **Socrates Stratis** *(CY), Ph.D. Architect, Urbanist, Associate Professor, Chair of the Department of Architecture, University of Cyprus*

BECOMING ENGAGED IN THE CONCEPT OF PRODUCTIVE CITIES

During the last couple of years, the Europan 14 competition, *Stadt Bauwelt* No. 35 and the Atelier Rotterdam, in cooperation with IABR 2016, have all engaged in various ways with the concept of productive cities. For these actors, as well as for many others, the concept of productive cities is a mobilizing force bringing an economy with a local added value, both circular and socially inclusive, back to the city.[1] According to IABR Atelier Rotterdam, manufacturing is being rediscovered. It is increasingly becoming a way to promote social empowerment and employment. Technological innovation is democratizing production capital, since entrepreneurs only need to make limited investments in order to become producers.

According to Europan 14's theme of productive cities, we should be aware that the concept of mixed city has so far excluded the productive economy. To facilitate a productive economy, we need new relationships between micro- and macro-urban scales, new programmatic frameworks, synergies of urban actors that do not usually collaborate with each other in their everyday practice, and, finally, implementation processes.[2] In his introduction for *Stadt Bauwelt* No. 35, Kaye Geipel addresses additional points regarding urban changes for a productive city. He suggests first and foremost supporting the maker movement in cities, based on bottom-up processes, as an alternative to the problematic concept of the technology-oriented smart city. We should also tackle the modernist urban zoning that segregates uses and is deeply anchored in the building regulations of European countries. Finally, we must broaden the view of architects, who frequently perceive hybrid building types as one solution for achieving such a productive city.[3]

In fact, my involvement in formulating the theme of the Europan 14 competition, as member of the Europan Europe Scientific Council, and in evaluating the Europan 14 German competition, as a member of the jury, has helped me add some thoughts for re-theorizing the urban design practice of the competition. Starting from the network character of Europan, which consists of all sorts of urban actors, we can consider it as a potential platform for processes of transforming the city to be more inclusive for makers. Such a platform facilitates an exchange of knowledge and know-how among urban actors with diverse practices and cultures as regards living and producing. Furthermore, usual Europan's practice of formulating themes, such as that of productive cities, becomes a driving force for establishing common concerns for urban actors in a fractured Europe with an urban environment that is becoming increasingly privatized. The theme of productive cities provides new horizons

1 — HAMBURG (DE), WINNER — IN BETWEEN THE LINES > SEE CATALOGUE P63

2 — ASCHAFFENBURG SITE (DE) > SEE CATALOGUE P160

3 — ZWICKAU SITE (DE) > SEE CATALOGUE P144

4 — NEU-ULM SITE (DE) > SEE CATALOGUE P132

for practitioners of the urban—architects, urban designers, landscape architects, urban planners—to contribute to such transformation. At the same time, professional practices are still quite often embedded in specific and isolated scales, thus making such a task rather difficult.

Thus, three approaches can be identified as Europan contributing to an inclusive city for makers. These approaches described in this article, are exemplified by means of references to some of the prize-winning projects in the Europan 14 German competition.

READJUSTING CURRENT MODES
OF URBANIZATION

The first approach concerns readjusting current modes of urbanization such as that of master planning in Germany. The winning project in Hamburg, *In Between the Lines*, is evocative in this sense (fig.1). The master plan envisions housing taking over a former industrial area, with the remaining operational industrial activities located on the opposite side of the existing canal. The project deals with new adjacencies of programmes with an intention to inject affordability into the process of urbanization in Hamburg. The winning team proposes a linear array of storage-like sheds along a new alley parallel to the canal, and therefore opens up public spaces at specific locations along the alley, where diverse uses can intersect. Further, in a second array of linear buildings, the ground floors host creative and commercial uses, with housing on the upper storeys. The proposed adjacencies can give rise to all sorts of gradual overlapping between housing and production as a result of the narrow public alleys and spaces between the two arrays of buildings. *In Between the Lines,* indeed, expands how architects seek solutions beyond building typologies for the productive city. In addition, it also makes a contribution to the debate in Germany about affordable work and production spaces.

REFORMULATING BUILDING SITES
### AS PROJECT SITES

The second approach concerns the formulation of project sites, which tends to go beyond what we usually refer to as building sites. A project site involves the logic of strategic intervention, which takes multiple contexts such as those of networks, programmes, and urban actors into account. The multi-context profile of a project site is capable of addressing the complex processes of a productive economy, which relate to intersections between all sorts of urban networks on micro- and macro-scales. Thanks to the structure of Europan, reframing building sites as project sites has been very helpful for quite a number of cities during the past competition sessions as a result of the open-ended competition briefs and thanks as well to the multifaceted approaches of the teams participating in the competition, which make the networks, programmes, and urban actors involved apparent. The Europan 14 German sites, such as those in Munich and Aschaffenburg (fig.2) for example, are suspected of not reframing building sites as project sites. The fact that the too accurately specified building sites referred to particular buildings may be one of the reasons why some opportunities were missed in the competition. Most of the proposals failed to go beyond building configuration, thus ignoring the potentials of the competition. Moreover, the programme suggested for the ground floors in the competition brief seems to be related more to the kind of mixed city that precisely excludes a productive economy. The other German sites such as Zwickau (fig.3), Neu-Ulm (fig.4), and Hamburg, had truly successful formulations of the project sites and were developed further through the highly innovative ideas of the prize-winning projects.

"…in our e-mobility start-up in cooperation with the university, we design and produce prototypes for VW directly, right next to the place we live in the centre of Zwickau…" [4]

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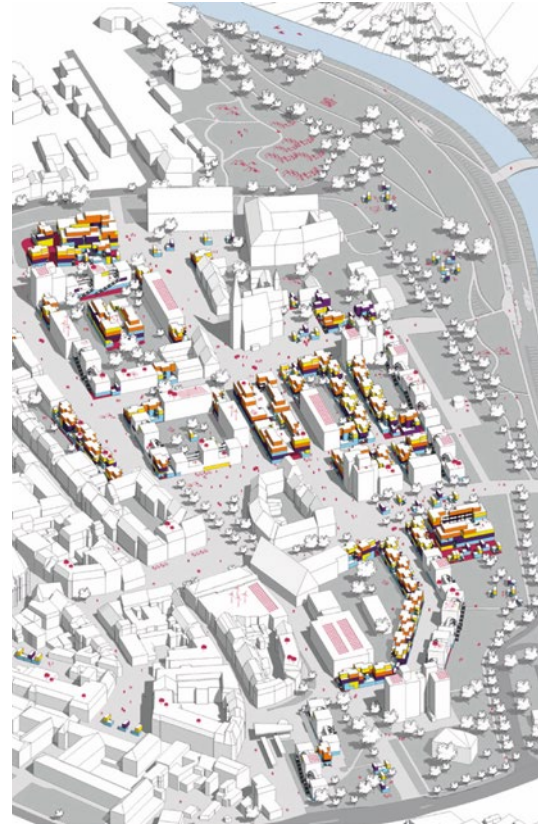
New proximities between living and producing are the driving force of the urban imaginary developed by the winning project, *Productive Update,* in Zwickau. Both the winning (fig.5) and runner-up (fig.6) projects further developed new project sites by engaging with modes of mobility, housing, and production. The winning project constructs a new vision for the mono-functional housing blocks that dominate the city centre along the river. Experimenting with mobility and transforming the bar-like residential buildings into mixed urban blocks gives the city the opportunity to restructure their current urban-planning approach as a long-term vision, with defined steps for implementation.

DESIGNING PROCESSES OF CHANGE

The third approach deals with designing processes of change to an inclusive city for makers. Urban design projects become a tool for fostering such gradual change. The long and deeply imbedded tradition of separating housing and production in cities in Western Europe has given rise to an institutional inertia that is difficult to overcome. In addition, it has created specific ways of living — almost dormitory-like — in neighbourhoods, with inhabitants unwilling to accept the risks involved in such a transformation. Furthermore, we can observe that many urban design projects lead to a decrease in affordable working space in the city and quite often consolidate gentrification process, against which inhabitants try to resist.

The winning project in Neu-Ulm, *The Productive Heart of Neu-Ulm* (fig.7), becomes a tool for gradual change. The project site is a former US military base with linear, low-rise buildings that are currently inhabited by

working-class people. A former primary school and a polytechnic are located in the centre of the site. The winning project uses the metaphor of a heart transplant to highlight its surgical approach. The team proposes to retrofit the existing housing for the current tenants and to introduce a node of collective activities with new housing in place of the former primary school and polytechnic. The interior of the block is gradually opened up to the rest of the city, offering all the necessary amenities for the surrounding neighbourhood at the same time. The landscape character of the intervention gives primary importance to public spaces.

Tools for fostering gradual change can also be related to urban imaginaries and inventories for negotiation. In the first case, the project offers a possible image of proximities between housing and production, inviting the city to decipher it by means of new regulations and contracts with investors and developers. The second case, the project departs from designing the process for changing what exists. We can find these two approaches in the site of Kriens (CH), Switzerland being included in the German competition. The site is a former factory in the centre of the community. The future of the site goes hand-in-hand with the future of the city centre. During the competition period, the factory owner changed, making the implementation of the prize-winning projects more complex. The winning project, *Die Fabrik* (fig.8), offers a comprehensive image with respect to spatial proximity patterns of housing and production. The team makes a very clear statement about production spaces with respect not only to spatial arrangements, but also to the accessibility of services, a major component for any production activity. The

power to push in the direction envisioned by the winning project lies in the hands of the new site owners and depends on the city's ability to discourage gentrification agendas. The second case, the special mention project, *Der Weissplan* (fig.9), proposes to design an inventory of spaces and building volumes shared by makers and residents. A process of change is an inherent part of the project's architecture, thus assuring the sustainable presence of such shared spaces during the implementation process.

SUPPORTING THE URBAN COMMONS THROUGH THE MAKER MOVEMENT SO AS TO RESIST GENTRIFICATION

Readjusting current modes of urbanization, reformulating building sites as project sites, and, finally, designing processes of change are Europan 14's German contribution to support the urban commons by means of the maker movement. That said, we nonetheless need to continue asking ourselves how such a contribution might cope with gentrification processes based, first, on increasing property values and, second, on inequalities between those who benefit from urban development and those who are excluded. Production activities are quite often based on low property and rental prices, thus profiting from marginal areas and areas leftover by other developments. This is the practice in Southern Europe but also, quite often in the rest of Europe as well. The implementation of any urban project, including those that emerge from Europan competitions, quite often increase the property value of both the site of the intervention and those adjacent to it. Consequently, by simply launching an urban project, we may start a process of displacing existing production activities and populations, consequently fostering gentrification development or starting a process in which specific economic agents' profit, rather than the inhabitants themselves.

By addressing the role of urban design for a productive city, we should make apparent those urban actors who benefit from the urban transformations, including those resulting from the Europan 14 competition. When we look at the German sites, we see mostly public housing societies and city cooperatives that are attempting to cope with the increasing demand for social housing. Subsidies from the state are, however, quite often restricted to affordable housing, and therefore exclude affordable production spaces. Such urban actors are therefore discouraged from investing in anything but housing so as to ensure their financial profitability. The Europan network needs to support such urban actors by encouraging them to use the prize-winning projects as platforms for re-adjusting their investment policies, so that they can then claim a new urban role. The prize-winning projects could, in fact, become tools for encouraging urban commons in the increasingly privatized contemporary city. The three approaches in Europan's contribution could structure cities' support for the maker movement. They also could provide inspiration for how to insert affordable working and production spaces deep in cities' social agendas for supporting the creation of inclusive urban environments.

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[1] G. Brugmans, J. van Dinteren, and M. Hajer, eds, *The Next Economy- IABR 2016* Catalogue (Rotterdam, 2016), p. 156–63.
[2] Europan, *Productive Cities — Europan 14 Theme* (Paris, 2016)
[3] K. Geipel, 'Stadt = Wohnen und Gewerbe. Stimmt die Formel? ' in *Stadt Bauwelt*, no. 35 (2016), p. 16–21
[4] Excerpt from the winning project, *Productive Update*, Zwickau (DE), Europan 14

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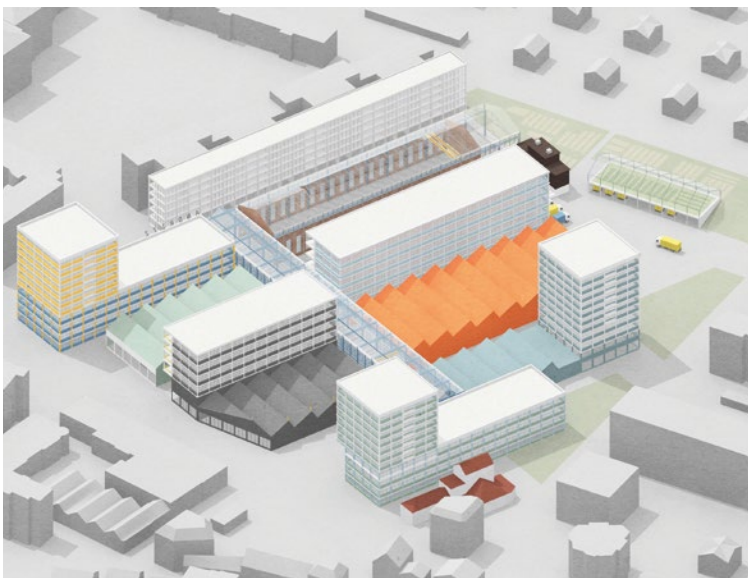
8 — KRIENS (CH), WINNER — DIE FABRIK > SEE CATALOGUE P71
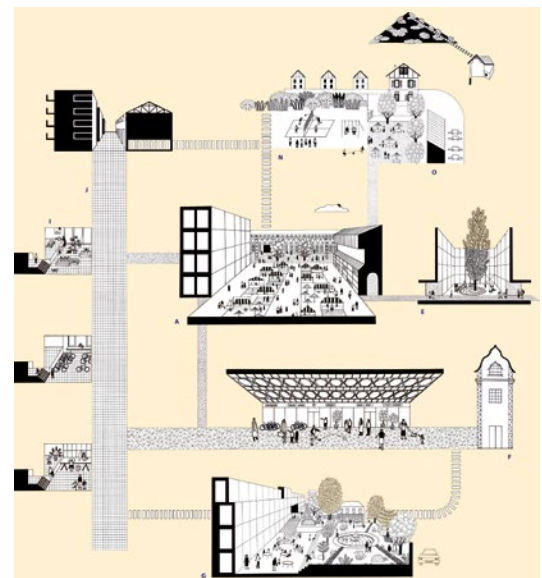
9 — KIENS (CH), SPECIAL MENTION — DER WEISSPLAN
> SEE CATALOGUE P73

Productive Cities and Resilient Landscapes

Europan España Results

Point of View of a Jury Member: **Miriam GARCÍA** *(ES), Architect, Landlab Director, Former General Director of Urbanism of the Region of Cantabria*

Last September, as I walked through the luminous rooms of the Madrid Architects' Guild, I felt for a moment that I was in a recreation of Georges Perec's essay Species of Spaces. Perec uses words and nuances to occupy the bed, the room, the apartment, the building, the street, the district, the city, the countryside, the country, Europe and the world. Here, the 165 proposals submitted for the Europan 14 competition in Spain amplify the six sites with a diverse combination of programmes, agents and spaces that redefine the limitations of today's productive city.

THE BUILDING

Torrelavega City Council offered Europan one of the municipality's most outstanding buildings, the National Livestock Market, given the need for its transformation as a result of a reduction in the amount of space required now by the cattle fair. The building, in a strategic central location, was offered almost as a metonymy for the transformations underway in the city. Although adaptation and transformation are widely accepted as manifestations of urban evolution, they are not easily extrapolated to buildings and contexts with such a powerful identity. Some of the teams detected this condition and focused on the infrastructure's potential for the creation of programmes and spaces. This was particularly the case with several of the selected projects, including the winning submission, *Vacant Space* (fig.1), which suggests recycling the empty Market space by installing facilities that permit a wide range of uses, including ones that are unknown at present. Similarly, but expanding beyond the scale of the building as such into the city, the special mention project, *De la manzana al mercado* (fig.2), proposes a redefinition of three symbolic axis that converge on the Market: rural/environmental, industrial/productive and historical/cultural, to develop its growth among the city.

THE SQUARE

The Madrid City Council offered six underground car parks located behind a major thoroughfare, Gran Vía. New uses and productive activities that are not easily inserted in a dense city centre like this one, are to be encouraged by the partial or total removal of the parking
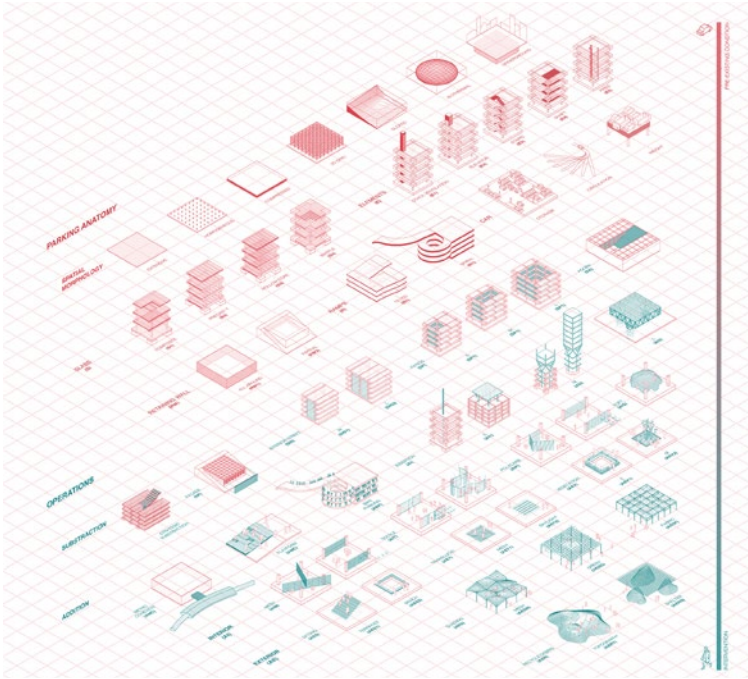

1 — TORRELAVEGA (ES), WINNER — VACANT SPACE > SEE CATALOGUE P189

2 — TORRELAVEGA (ES), SPECIAL MENTION — DE LA MANZANA AL MERCADO > SEE CATALOGUE P191

3 — MADRID (ES), RUNNER-UP — COMMON GROUND > SEE CATALOGUE P181

4 — ALCOY (ES), WINNER — EXPOSED CITY
> SEE CATALOGUE P99

infrastructure. Micro-logistics, a circular economy, local manufacturing, electric vehicle recharging, rental vehicle parking, etc., will be implemented. The City Council also wants to recover these areas for citizen use, since the underground car parks have restricted the quality of the public spaces above them. 26 brave teams took up this complex challenge. However, many of them focused exclusively on redesigning the ground-level public space. And they tend to imagine the transformation of these places through encouraging uses that could colonize the subsoil, subjected to the contradictory globalizing requirements of a central city, proved to be an overwhelming task, at least with the tools traditionally used in architecture and urban planning. There are obviously many technical, infrastructural, social and even legal issues that require individualised treatment in each of these spaces, while at the same time using them as a city-wide system and even a model for other European cities. The runner-up project, *Common Ground* (fig.3) and special mention project, *Nature Injections*, exemplify the small clutch of proposals with a systematic, pragmatic investigation of the different uses that could be installed underground, their infrastructural and spatial transformations, and their potential for improving the habitability of public spaces.

This relational and also systematic approach attracted the jury's interest from the outset as a methodology for looking at programmes that can potentially generate uses and spaces in the city centre.

THE PLOT

Al-Azraq Square in Alcoy was not only a huge void surrounded by a dense city grid, but also a disturbing programmatic and even political vacuum. The site, which had become an empty lot as a result of urban planning decisions, seemed destined to be developed with residential and office buildings that would echo the conventional property market stereotypes. This was not a simple site. In fact, none of the locations in this Europan competition were simple. In this case, however, the contradictions between public and private, between marketable typologies and innovation, were quite obvious. It is therefore not surprising that the 36 proposals in this case ranged from carpets of beautified squares laid out for modern mixed-use buildings to others —a minority— which proposed novel hybrid programmatic and spatial designs. Projects like the winning submission, *Exposed City* (fig.4), struck the jury for their ability to insert into built-up area not only the geomorphological identity of the city's valley zone but also the needs of the nearby urban context and a programme able to contain new economic and social activities. The result tends to be a typology in which unconventional entrepreneurial spaces are intermingled with residential spaces, generating a productive matrix that expands the perimeter of its interface with the public space, bringing to the fore local activities and facilities. There is thus a translocation between building and city, between inhabiting and production.

THE STREET

Although the site proposed by the Platja de Palma Consortium could have been presented as a street, given its urban form, it was not, since it does not have other functions associated with such spaces — environmental, economic, social, etc.— The residents of the S'Arenal District have seen their streets fade away, turned into single-purpose funnels for the tourist industry. Here, the street symbolizes the neighbourhood and even the city as a whole. In this context, the submitted proposals ranged from those that focused on form, prettying up the existing situation, to others based on the metabolism and identity of this local axis in its relationship with the community of permanent residents. The productive transformation of this axis also involves regenerating and expanding the network of public spaces, and increasing the permeability of the ground in order to generate a fresher atmosphere. To this end, work has to be done on the party walls between buildings, the courtyards, squares and other nearby spaces. They have to be integrated into the urban life, the tectonic and hydrological memory of this area and the imagery of the community, as exemplified by the range of proposals selected by the jury.

THE DISTRICT

The site proposed by the Barcelona City Council could be defined as a district that stretches from the hills down to the sea. A vacant space immersed in a transitional zone between the Sierra de Collserola Nature Park and the sea, defined by the point where this area intersects with the Ronda de Dalt ring road. Its complex geography and the movement of water, which influences the use of its varied spaces, shape this territory. In this case, the 20 submitted projects could be broken down into those that designed architectural proposals from the romantic perspective of inhabiting the mountain, and those that were based on landscaping operations (relief, water, soil, climate, wind, perception) hybridized with economic activities and establishing form-function relations and also functional interdependence. The jury chose to promote the latter in the conviction that the potential success of a mixed productive urban fabric in ecological, economic and social terms requires the interrelationships to be resolved at the local level. The construction of a new landscape that is productive, biodiverse, modular, adaptive, participatory and advances with time was exemplified by submissions such as the winning project, *In Flow* (fig.5) and runner-up project, *Step by Step* (fig.6).

THE COUNTRYSIDE

The productive and social reactivation of a small colonisation township, La Bazana, in the Southwestern part of Badajoz Province, attracted the greatest interest by participants from the start of the competition. The 37 proposals that were finally submitted were all generous, imaginative responses to a paradigmatic situation in Spain and indeed throughout Central Europe: the degrowth and abandonment dynamics of countless small rural towns. In this case, the powerful imprint of Alejandro de la Sota's architecture inclined some towards purely architectural proposals, although one could detect an acknowledgement of the interrelationship with the landscape context in almost

all of them; The landscape as the physical and social construct of a community. Paradoxically, the smallest site —the population of La Bazana has now reached 332 inhabitants— attracted the proposals with the largest scope in terms of productive interaction with the territorial organization and usage model. They ranged from the activation and mediation of different economic and social agents, with scarcely any definition of the proposal in term of form, to the exploration of the potential of new products and producers to reinvent their neighbourhood relations based on the principles of the circular economy, co-production and eco-sharing. These new generative landscapes make the most of new technology and are compatible with eco-tourism as an enticement for new settlers, without requiring changes to the local identity or large-scale investment.

GENERATIVE LANDSCAPES

From the Cattle Market in Torrelavega to the village of La Bazana, Europan 14 provided a laboratory for ways to redesign traditional urban typologies in conjunction with strategies and tactics that can generate new socio-ecological relations: essentially, from the landscape dimension, which goes beyond the realm of mere form. Proposals that proved to be particularly interesting were the ones that explored tools and programs unknown to architecture: the hybridization of agents, technologies and processes. This is precisely the sort of proposal that enables the reformulation of productive urban landscape models, tested back the 19th century by Ebenezer Howard, Le Corbusier, Frank Lloyd Wright and Ian McHarg. They proposed the design of a resilient urban matrix, considering resilience as a system's ability to absorb threats and disturbances, transforming without major alterations to its structure.

In this context, it is worth taking a closer look at the proposals that regard the productive city as a hybrid habitat of human and non-human agents; as a socio-ecological system with ability for self-organization and adaptive transformation when confronted with

disturbance. Disturbances such as real estate pressure, tourism, relocation, pollution, communication and climate change are thus included in the productivity agenda. They range from the design of relational meta-spaces for relationships using new communication technologies as a mechanism for defining new economic and social conditions for communities to other proposals that work with physical elements like the air and the soil. They all regard the urban context as a complex system of tangible and intangible relationships that requires the design of a "thick" section in space and time, which will facilitate the evolution and self-organizational capacity of the contemporary city. Two of the selected projects exemplify this vision:

The special mention project in Madrid, *Air Matter(s)* (fig.7&8), calls for the air to be taken into account as a material for use in the shaping of new urban environments. By bringing the invisible —the city air and its components— to the fore, the project changes the focus of what we usually consider to be urban agents. The proposal tends to create an infrastructure cleaning the air of Madrid while at the same time generating by-products that derive from pollution. This new productive infrastructure called AIR (Air Infrastructure for Renovation System) consists of several prototype air filters installed in obsolete parking lots. The city's polluted air is sucked in, cleaned, hydrated, cooled and aromatized before being returned to the environment. The interest of this proposal lies in the fact that it opens up the city's design not only to other elements but also to other disciplines which, using science and technology, can be blended with urban design and architecture, reformulating the basics of the urban habitat.

The project runner-up in La Bazana, *La Fábrica de suelos* (fig.9&10), is a diversification strategy for the economy of La Bazana based on managing the redefinition of the current crop growth patterns, increasing agricultural productivity and diversity, and enriching the underlying soils and ecosystems. In this context, agroforestry is a catalyst for tourism, based on a diversified flora and fauna that generates local business. The landscape is thus the new physical and cultural infrastructure that fertilizes the economy, neighbourhood relations and the habitability of a territory that spreads across the agricultural sector. This project embraces the entire local system in a holistic way with the design of a new organizational model, used as a mechanism for adaptation and resilience. Although this is a specific strategy for La Bazana, it can be adapted to different contexts with similar features and dynamics.

The proposals submitted in Spain for the Europan 14 competition show that the city is no longer being approached from the perspective of zoning and confrontation between concepts such as public/private, residential/productive, natural/artificial, rural/urban, and instead, from the idea of reprogramming the multiplicity of spaces in order to improve their self-sufficiency and adaptability. They all seem to embrace the underlying idea that architectural and urban planning practice needs to be reformulated in the light of other disciplines that can activate the material and immaterial flows that shape the urban habitat.

I can only hope that the prize-winning projects will receive the necessary resources and will be implement their project thanks to the support and collaboration of all the stakeholders. On a final note, I would like to encourage each of the site authorities in this year's competition, and those to come, to look deeper at the landscape dimension that has opened up in the light of Europan 14.
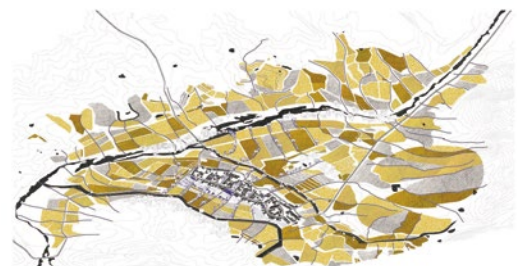
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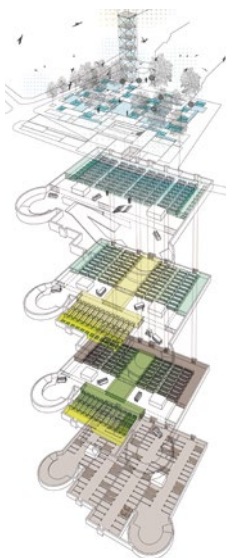
7 — MADRID (ES), SPECIAL MENTION — AIR MATTER(S)
> SEE CATALOGUE P183

8 — MADRID (ES), SPECIAL MENTION — AIR MATTER(S) > SEE CATALOGUE P183
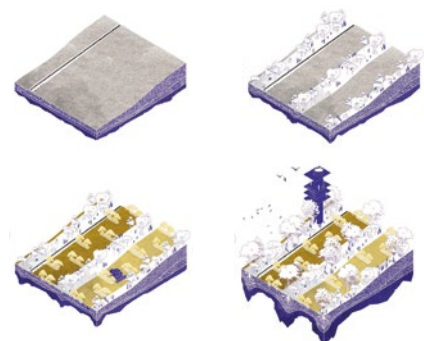
9 — LA BAZANA (ES), RUNNER-UP — LA FÁBRICA DE SUELOS
> SEE CATALOGUE P125

10 — LA BAZANA (ES), RUNNER-UP — LA FÁBRICA DE SUELOS
> SEE CATALOGUE P125

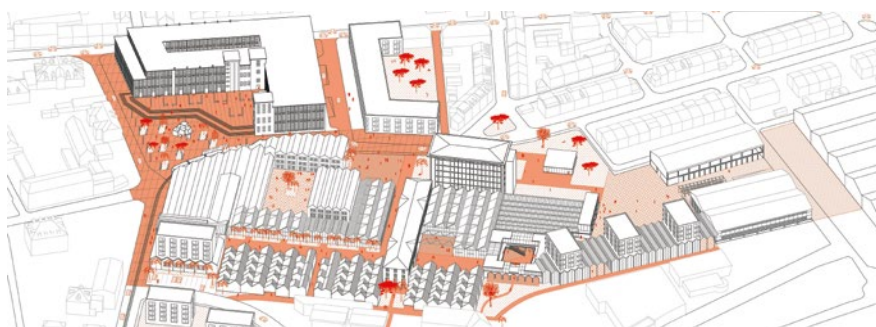# Imagining and Designing the Productive City

Europan France Results

Point of View of a Jury Member: **Emmanuel Redoutey** *(FR) — Architect, PhD in urban design, Assistant Lecturer at the Paris School of Urban Planning. He is the founder of ER.AMP, a firm specialising in Client Support and urban programming. He was the coordinator of the expert committee for Europan 14 in France and expert for the Bègles, Besançon and Angers sites.*

BETWEEN CITIES AND JURIES: FROM THEME TO DEBATE, FROM DEBATE TO PROJECT

As key moments in the session, the four days of the jury sessions proved rich in information and discussion, either confirming the intuitions of the municipalities or revealing unexpected perspectives. This is one of the effects of the competition, a process that essentially generates meaning, value and ideas which underpin new solutions that closely link the project to the actors engaged in it. The jury was therefore very attentive to the debate with the site representatives, whose view of the projects evolved between the two jury sessions. These exchanges were marked by several discussions opposing project-processes that challenge the means of production of the city, and spatial or architectural responses that emphasise the forms of the productive city and seek to express them visually. This counterpoint is not new, or specific to the session. However, it took a particular turn in the light of the theme: re-examine the production of the urban: yes, but how? Maintain and diversify productive activities within cities: yes,

but which ones? What kinds of production are we talking about: goods, services, energy, knowledge? How can industrial, technological, logistical, artisanal or manufacturing activities interact with lifestyles and residential habitat, grow together rather than separately? The responses proposed by the candidates were polarised between two types of approach: the first, essentially futuristic, expressed their vision in visual and architectural terms by exploring the impact of economic and societal transformations on our cities; the second, scripted and essentially collaborative, explored procedures and working tools intended for a multiplicity of stakeholders, both producers and recipients of the project. In the case of the former, the jury emphasised the problem of uncertainty and the difficulty of imagining models and forms that no longer separate places of living and of production in the era of the "hyper-industrial society" described by Pierre Veltz: a time of global restructuring in the forms of labour and the industrialisation of services. In the case of the latter, the jury sometimes questioned their capacity to
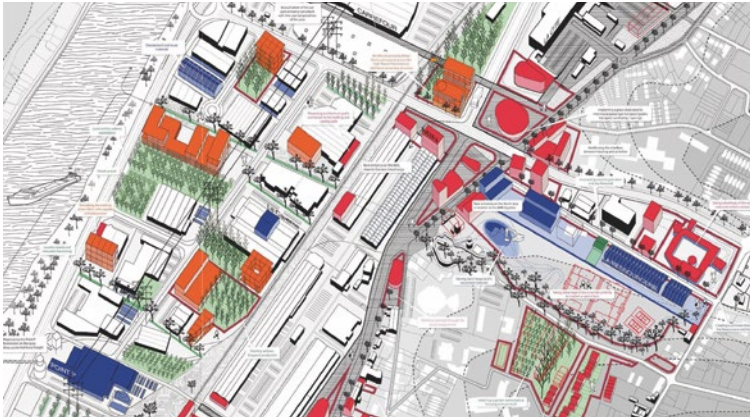
3 — ANGERS (FR), WINNER — POSITIVE LOOPS > SEE CATALOGUE P51

4 — AMIENS (FR), SPECIAL MENTION — SÉDIMONTIÈRES
> SEE CATALOGUE P45

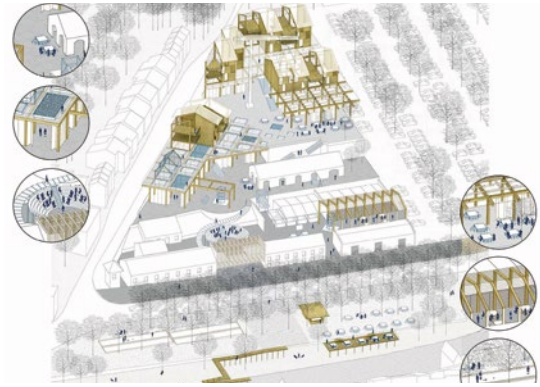5 — AURILLAC (FR), RUNNER-UP — PANOPLIE
> SEE CATALOGUE P166

make choices and to produce architecture, apart from toolboxes designed for the use of small communities of actors. This tension was finally resolved by the decision to select complementary proposals with the potential to combine, provided that each response was relevant to the site and offered prospects of implementation. In the shortlisting process, therefore, the jury made sure that the different sensibilities to the theme expressed by the Europan teams were represented at the end of the first round, drawing on the analyses carried out by the expert committee. The second round proved more incisive when it came to the final selection: here, the jury chose projects that interpret the question of the productive city in collective and communitarian ways, sometimes regretting that the idea of the productive city was reduced to the simple proximity between residential and productive spaces, or bristling at the abundance of vegetable gardens and allotments, at the reduction of agriculture to nostalgia or the embodiment of a model of individualisation favourable to a few small and fortunate communities. Happily, many of the winning proposals demonstrated a broader understanding of the theme, cleverly handling the interlocking scales between regional economies (productive landscapes), the reactivation of urban centres (active legacy), and the design of new hybrid architectures (urban machines). On this subject, it should be noted that there was lively debate within the jury about urban heritage, in particular the legacy of the 20th-century city, which has become more than just a question of repurposing or converting urban or industrial wastelands. Thinking about the productive city goes beyond problems of urbanism: it advocates a reinvention – both political and cultural – of ways of doing things, for an urban and architectural production that combines respect for the past, economic realism and high-quality places and landscapes, while arguing for the maintenance and re-centring of productive activities and functions. The winning projects tackle this challenge from different angles. The different contributions to the session theme can be divided into five main families.

COHABITATIONS AND HYBRIDISATIONS: URBAN AND ARCHITECTURAL EXPERIMENTS

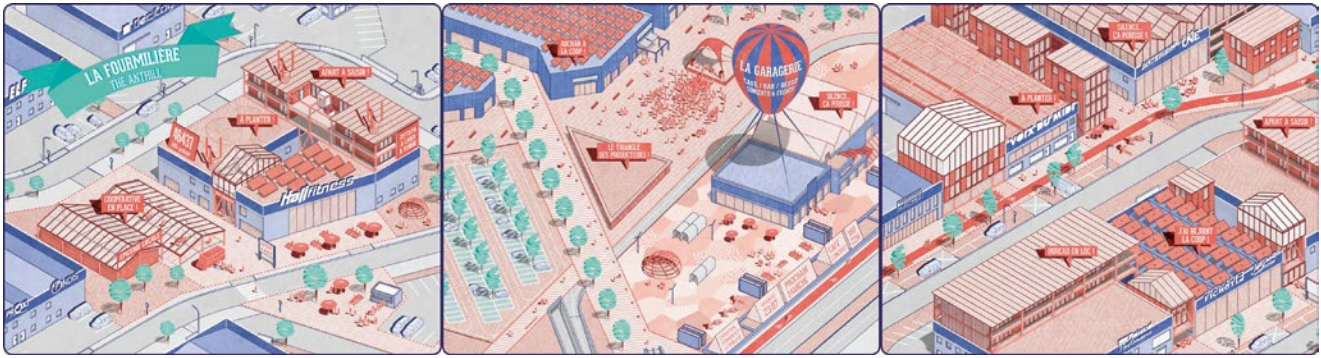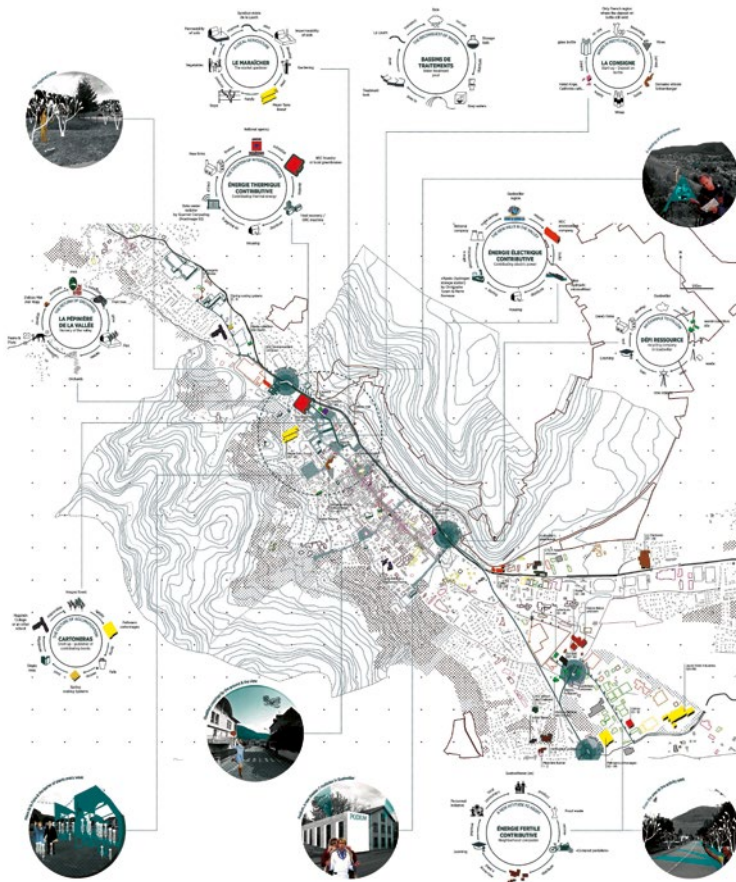On every site, the projects raise questions about how the inherited fabric could be reactivated with the objective of adapting to urban transformations and new kinds of economy. Typical of this theme, the objective on the Guebwiller site was to convert a former textile production zone. The Europan teams proposed the reintroduction of mixed uses open to the city, while questioning the reuse of the old industrial fabric. The winning project, *Productive Articulations* (fig.1), for example, takes a positive view of the future capacity of the site to accommodate an economy or types of activities as yet unknown, without denying local history and know-how. Many projects tackle questions relating to the hybridisation of building forms and the cohabitation of functions that the previous century sought to keep separate, thereby producing interstices and in-between spaces that are perceived as resources in the projects: in Angers, the special-mention project *Permacultures urbaines* (fig.2) proposes an urbanism of the biotic with the aim of creating fertile and self-sustaining ecosystems: the analogy with permaculture inspires ways of doing things that entail intensification, variation and enrichment of the existing fabric. On the same site, the winning project, *Positive Loops* (fig.3), experiments with hybrid buildings in which a robust primary structure forms the basis for the insertion of more flexible secondary structures, which can adapt to the coexistence of different practices or to changes of use. Along similar lines, but at a different scale, the special-mention project in Amiens, *Sédimontières* (fig.4), is a project-process that promotes the sedimentation of local and human initiatives by incorporating alternative forms of local production. In Aurillac, the runner-up project *Panoplie* (fig.5) proposes an operational, evolving and reversible approach, closely linked with the

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TRANSITION AND ECOLOGICAL PRODUCTION: NEW ASPECTS OF URBAN METABOLISM

The session theme concerns a number of ecological fundamentals. Proposals that spin naturalist metaphors explore the spatialisation of activities relating to water and waste recycling, or energy production. The question of land is very present, in terms of its ownership, use, and ecology, because the idea of "producing differently" entails careful consideration of land fertility. On the Amiens site, the winning project *Cultivating The City or the Lessons from the Worm* (fig.7) thus proposes a regeneration of the land as a living and productive organism. The project is inspired by the "strategy of the earthworm", which is to loosen, decompose and fertilise the soil. With regard to energy, two proposals in Grigny & Ris-Orangis and Guebwiller parallel each other on two scales, the territory and the site. In Guebwiller, the runner-up project *Acclimater la vallée* (fig.8) identifies the existing cycles (energy production or conservation infrastructures in Vallée de la Lauch) and helps to improve them. More locally, the winning project in Grigny & Ris-Orangis, *Weaving Energies* (fig.9), targets the geothermal potential of the site and proposes to make renewable energy a source of identity for the neighbourhood.

## LANDHOLDING ALTERNATIVES: PRODUCTIVE LAND FOR SHARING, CULTIVATING, PRODUCING

Landholding issues appear on several sites, notably in Grigny & Ris-Orangis and Évreux, with alternative strategies based on the common interest. The authors of the runner-up project in Grigny & Ris-Orangis, *Terres Vives, les nouveaux communaux* (fig.10), revive the notion of the "commons", a term that refers to land that was formerly available for use by all the inhabitants of a locality. The approach is based on the gradual acquisition of control over the site, with the establishment of a collective right of use. This strategy is the founding element of the project, the basis of a local and communitarian economy. On the Évreux site, the Europan teams variously propose the activation of territorial resources, the possibility of acting with and on agricultural and industrial land, and the mobilisation of stakeholders around local experiments. The special-mention project, *The Spread-Out Train Station* (fig.11), uses land division to reduce the cost of land with the aim of exploiting resources that are in some cases modest. The objective of this

timber sector. Finally, in Toulouse, the special-mention project *The Anthill* (fig.6) draws on an animal fable to explore the potential evolution of the shopping mall model: cooperative ants, representing residents and users, come to the aid of the grasshoppers, the main actors of the big retail sector, in order to subvert and transform the shopping precinct.

policy of redivision and redistribution is to break up the monofunctionality of the large zones around the station. On the same site but at a different scale, the runner-up project Underlying Cultures (fig.12) undertakes an inventory of abandoned land in the valley. By combining landownership policy and land valorisation, the proposal places the emphasis on the performative aspect of local initiatives in order to develop combinations of activities and actors with the capacity to realise this latent potential.

COLLABORATIVE PROXIMITIES: SPACES OF SHARING AND NETWORKS OF COPRODUCTION

The idea of collaborative production emerges in several projects in different forms: new spatial proximities, use of digital tools, spin-off or colonisation strategies, creation of knowledge sharing spaces. More globally, these projects re-examine the scales of production spaces: the gradual disappearance of big urban industrial spaces in favour of the tertiary and service economy is continuing the tendency for industries and productive activities to quit the city. In reaction to this trend, the winning project in Pantin, *Kintsugi or the "Small Mills" Strategy* (fig.13), proposes an adaptation of the urban fabric to maintain and redeploy small production units in keeping with Pantin's manufacturing history. With its "small mills", it stands in counterpoint to the "big mills" inherited from the Industrial Revolution, most of which have now been turned over to the tertiary economy. In Grigny & Ris-Orangis, the winning project *Coop-Work* (fig.14) targets an at-risk condominium of 5000 apartments for an experiment in participatory co-management, whereby residents help each other or obtain training in the maintenance or renovation of private or communal areas. The proposal is a foretaste of a new way of reconciling home and work through cooperation between residents and the provision of day-to-day services.
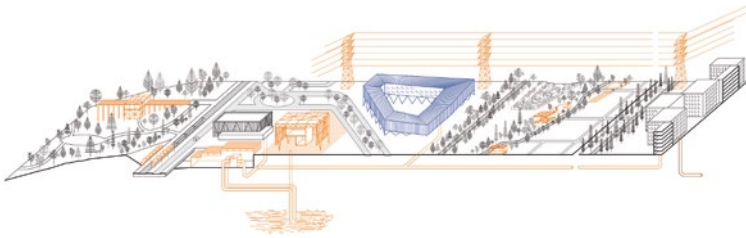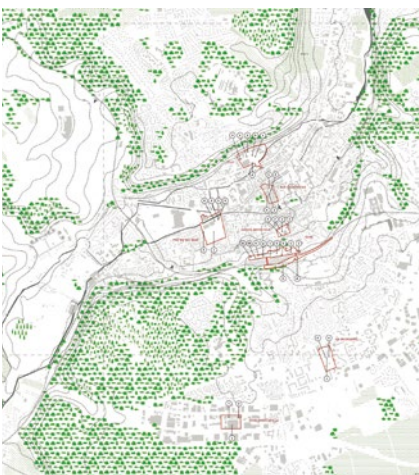

9 — GRIGNY & RIS-ORANGIS (FR), WINNER — WEAVING ENERGIES > SEE CATALOGUE P60
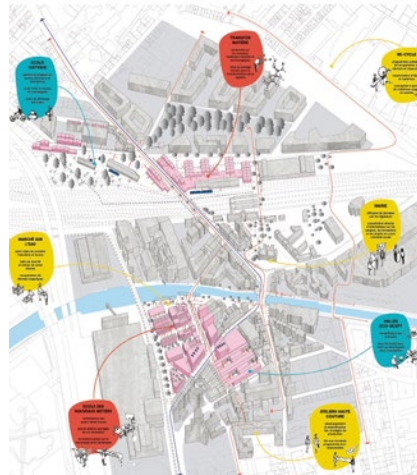

10 — GRIGNY & RIS-ORANGIS (FR), RUNNER-UP — TERRES VIVES, LES NOUVEAUX COMMUNAUX > SEE CATALOGUE P61
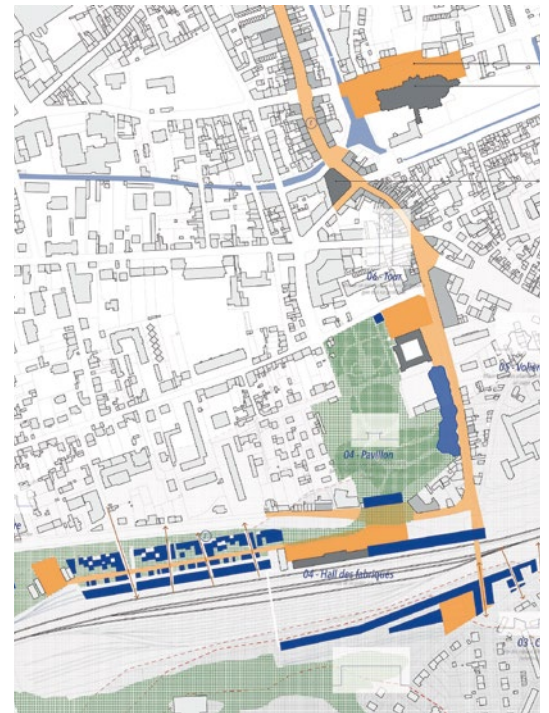
11 — ÉVREUX (FR), SPECIAL MENTION — THE SPREAD OUT TRAIN STATION > SEE CATALOGUE P170

12 — ÉVREUX (FR), RUNNER-UP — UNDERLYING CULTURES > SEE CATALOGUE P169

13 — PANTIN (FR), WINNER— KINTSUGI OR THE "SMALL MILLS" STRATEGY > SEE CATALOGUE P223

14 — GRIGNY & RIS-ORANGIS (FR), WINNER — COOP-WORK > SEE CATALOGUE P59

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PRODUCTIVE INFRASTRUCTURES: BETWEEN LOGISTICS ARCHITECTURES AND URBAN MACHINES

Several sites in the session raise questions about a legacy of road or river infrastructures, as well as industrial or logistics platforms. The most striking proposals concern Bègles and Lille. The Bègles site forms part of the metropolitan programme to reshape a much reorganised territory within the Bordeaux Euratlantique National Interest Operation. By tackling the mix between industry, logistics and metropolitan development, the Europan projects develop strategies of transformation that grant nature and ecology a place and a role in the productive city, while tackling the relations between urban space and large-scale logistics. For example, the winning project, *La grande mine* (fig.15), makes the river the central and active component of the project. On the same site, several projects propose buildings designed as "productive machines" or crystallising objects: the runner-up project, *Bègles et les machines urbaines* (fig.16), develops ideas around complex new architectural types, or the capacity of architecture to organise new forms of cohabitation. Finally, a number of dystopian projects found their place in the session for their capacity to shock: in counterpoint to the session theme, one of the shortlisted projects in Lille, *Reprocess Factory* (fig.17), reminds us of the consequences of productivist industrial societies and their tendency to produce as much waste as goods.

MICRO-MACRO TERRITORIES: TERRITORIAL FIGURES AND PRODUCTIVE LANDSCAPES

With its business zones, infrastructures and wider landscape, the remit for the Toulouse site was to reshape an area on the edge of the city. Several responses were rooted in an ecological approach to the resources of the landscape. For example, the winning project in Toulouse, *OEconomie territoriale* (fig.18), adopts a territorial vision based on a natural and agricultural greenbelt. This large agro-urban park at the gates of the city combines food production, ecological and social functions, and revives the idea of a productive landscape as a rampart against urban sprawl. In Guebwiller, the special-mention project *Manufacture de terroirs* (fig.19) adopts a regional perspective, making the project site a catalyst for productive resources drawn from the soils of the valley. The session also offered numerous examples of "parks", linking or mixing several aspects of the term (natural, agricultural, ecological, business…) by enabling the coexistence of productive activities and day-to-day uses. In Aurillac, the winning project, *The Great Park* (fig.20), resembles a landscape amenity and an extensive public space which brings the open space of the countryside right into the heart of the mediaeval centre. The Lille site, an island location within a Eurometropolitan corridor, also inspired this kind of response: the winning project, *Écoto(w)ne* (fig.21), develops a linear park that structures the width of the island from bank to bank, and focuses on activating the edges of the park as a stage for a multiplicity of non-invasive activities.

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15 — BÈGLES (FR), WINNER — LA GRANDE MINE
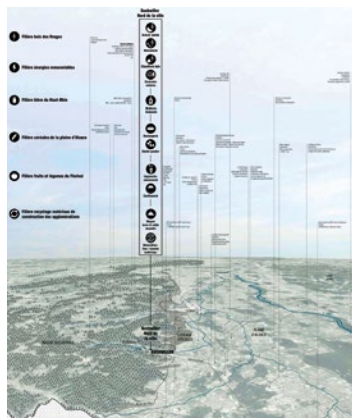> SEE CATALOGUE P55
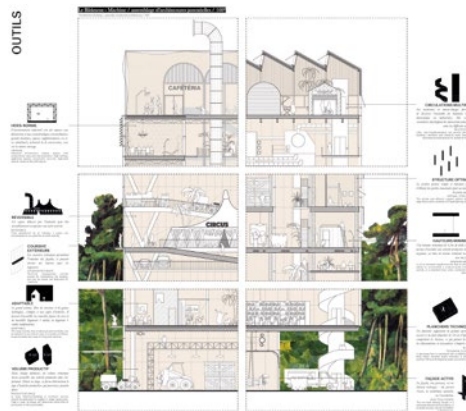
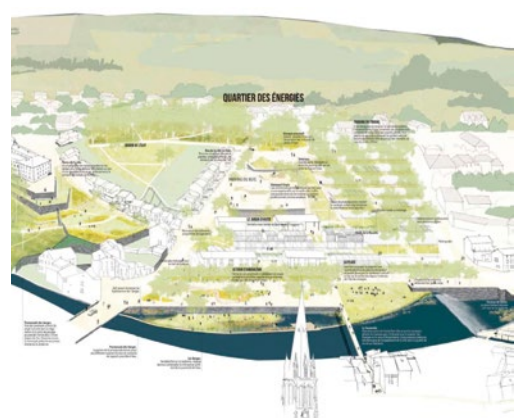16 — BÈGLES (FR), RUNNER-UP — BÈGLES ET LES MACHINES URBAINES > SEE CATALOGUE P56

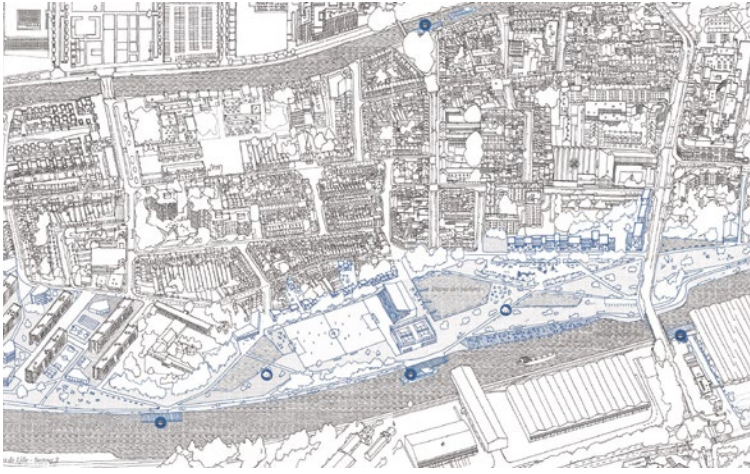17 — LILLE (FR), PRESELECTED — REPROCESS FACTORY

18 — TOULOUSE (FR), WINNER — ŒCONOMIE TERRITORIALE > SEE CATALOGUE P83

19 — GUEBWILLER (FR), SPECIAL MENTION — MANUFACTURE DE TERROIRS
> SEE CATALOGUE P213

20 — AURILLAC (FR), WINNER — THE GREAT PARK
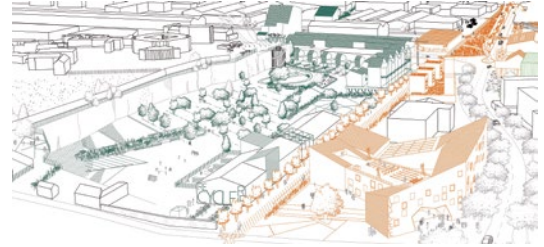> SEE CATALOGUE P165

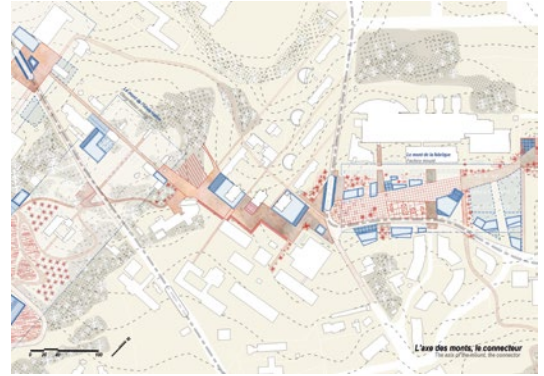## RHYTHMS AND TEMPORALITIES: DOWNTIMES IN THE PRODUCTIVE CITY

Several proposals look at the productive city from the perspective of the spaces and times of the everyday. This exploration of the temporalities of life and work is associated either with the quest for an intensification of uses within the context of a polyrythmic life, or with a focus on the activities and places of production themselves, and the way in which they spread to the ordinary city. In Angers, the runner-up project, *Les chemins de traverses* (fig.22), offers a transversal vision of the business zone in terms of the issues of passage and usage, by proposing themed itineraries: the productive city must function with spaces of collective day-to-day life, in particular in the interstices of the design-free urbanism of business zones. For the runner-up project in Besançon, *The Mounts Theory* (fig.23), the time dimension is approached as an essential element of the productive city. The project assigns equal importance to the spatial organisation of the project and to the temporalities of its use, notably the use of non-productive downtimes. Outside working hours and outside university hours, these places offer an opportunity to attract a mix of users, by generating new shared interests and other forms of social production.
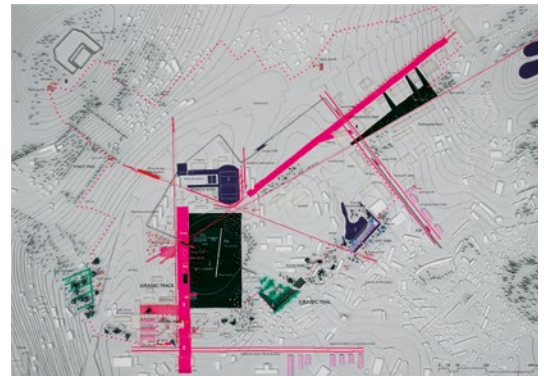
THREE EUROPAN EFFECTS

As we reach the end of this panorama, we need to return to the Cities, because they are the ones who must now organise the sequels and begin the implementation processes: Indeed, the transition from ideas to implementation is the objective of the competition. While it will take time to move to the next stages, it is interesting to note that their outlines emerge well in advance. Three effects of the competition are worth highlighting. The Besançon site asked candidates to explore the possible interconnections and overlaps between city, university campus and technology park, worlds that touch without meeting. The winning projects gave several possible ways of enhancing the permeability between functions, as exemplified by the winning project *Jurassic Parks* (fig.24). In this case, Europan played the role of catalyst and produced an entirely new kind of partnership between the local authorities, the University and economic stakeholders committed to a strategic approach, which was consolidated between the two jury sessions and is now embodied in the "Synergie campus" brand. For its part, the City of Aurillac chose to experiment with direct democracy by debating with the population following the first jury session. In this case, Europan was a source of discussion, encounter and sharing, which sets the tone for public consultation and engagement in the forthcoming processes. Finally, the case of Grigny & Ris-Orangis is typical of the kaleidoscope effect produced by Europan: an in-between territory in the Grand Paris scheme, the site generated responses that variously considered the social role of agriculture, the use of alternative land control instruments and the smart exploitation of social networks for a productive and inclusive city. Here, Europan acts as a factory of protean ideas that break down complexity through a shift of focus. In this way, new subjects emerge, offering a different perspective on the territory, a change of angle and potential new ways forward. For each of these sites, the end of the competition is only the beginning of the Europan experience, in the encounter with decidedly productive teams.

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The 'Productive City' in Norway, a Jury Experience

Europan Norge Results

Point of View of a Jury Member: **Kaye Geipel (DE),** *chief editor of Bauwelt und Stadtbauwelt magazine in Berlin, architecture critic, currently teacher at the UCY, University of Architecture in Nicosia (CY)*
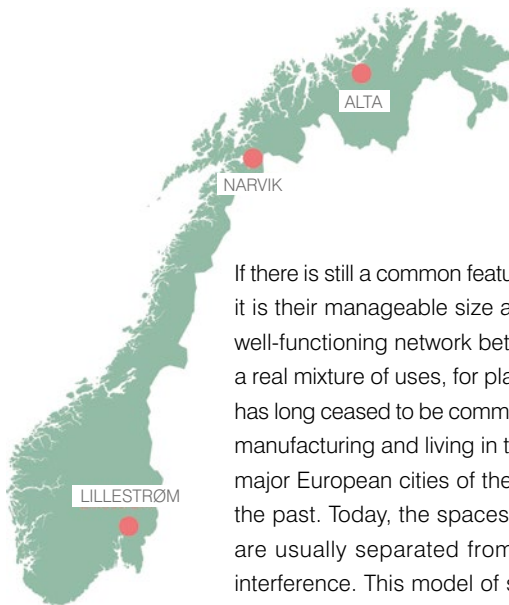
1 — THE THREE NORWEGIAN SITES - LOCATION

If there is still a common feature of European cities, then it is their manageable size and their integration into a well-functioning network between the cities. However, a real mixture of uses, for places of working and living, has long ceased to be common practice — the clutter of manufacturing and living in the backyards, as in many major European cities of the 19th century, is a thing of the past. Today, the spaces for production and living are usually separated from each other without any interference. This model of separation has long been outdated in many areas of the city in a time of new digital production techniques, fab-labs, and coworking spaces. Urban planning, however, is struggling across Europe to adapt to the societal and economic changes that favour a closer spatial contiguity.[1]

LARGE-DISTANCE-MOBILITY AND NETWORKS

There are many medium and small cities in Norway and many of them are active in new technologies, especially in the energy sector. Compared to other countries, the Norwegian city network is very coarse. At the three sites in Europan 14, this immediately catches the eye. They are scattered all over the country (fig.1). Lillestrøm, 14,000 inhabitants, is a booming suburb on the edge of Oslo; Narvik, a municipality with 19,000 inhabitants, is an important port for the shipment of iron ore from Kiruna, Sweden, and is already above the Arctic Circle; finally, Alta, a municipality with 20,500 inhabitants, of which city centre for some years had the title as the northernmost city in Europe.

When I received the invitation to the Norwegian Europan jury, I was told over the phone that we would visit all three sites together. By car it was not possible in the estimated three days. It is over 1,500 kilometres from Lillestrøm to Narvik and another 500 kilometres from Narvik to Alta. For the non-Norwegian half of the jury it was impressive to see during the jury travel last September that the aircraft could be used almost as easily as a bus: it was possible — with help from small airplanes, intermediate stops with transfers, and the appropriate flight times — at the end of a working day to complete the tightly scheduled program. One thing became clear in this city-hopping: the intermeshing of the various forms of mobility, i.e. pedestrian connections, public transport, long-distance transport routes and flight connections in all their gradations, plays a central role in the development of the Norwegian cities.

Today, the "digital production" makes it possible to shorten the spatial distances between living and working and to alter the functional links in the urban fabric. In Norway, there are always several levels of scale involved at the same time: If at the neighbourhood level, the previously established patterns between the spaces of production and workshops, public spaces and living areas are called into question, the higher level is almost always involved: every urban transformation must also consider the larger transport routes, material cycles and connections of knowledge-based industry. The special consideration of the regional and local scale levels — both spatially and economically, as well as socially and culturally — was a major challenge for the participants of the Norwegian locations. For example, how can roads that have been understood
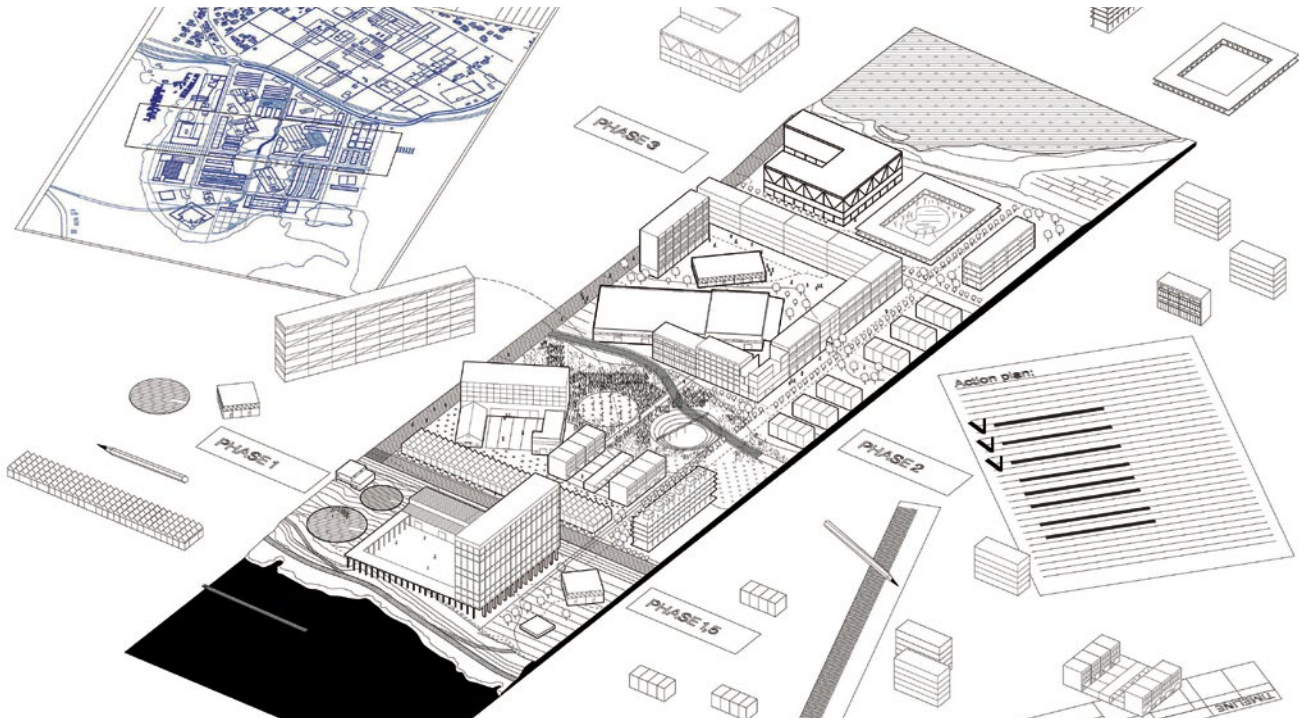
as transport routes for decades become "urban" again? The participants in all three sites dealt with issues of the larger territorial and structural scopes of change, and the debate with the site representatives focused on how realistic the scenarios, some of which are far-reaching in an economic aspect, could be.

THE PRODUCTIVE CITY CHANGES THE RELATIONS OF SPATIAL PROXIMITY. TO WHAT EXTENT IS HOUSING ALSO AFFECTED?

Whether and to what extent the changed working and production conditions of an "Industry 4.0" has fundamentally changed the system of the Norwegian city was something the judges had quite different opinions about. An important point in the debate was the role of housing, which has become a scarce commodity in many Norwegian cities. How useful and how successful is a real mix of functions under these conditions? The debate with the property developers and site representatives at the three Norwegian sites turned quickly towards: the less controversial the better, the historically grown separation of functions was simply not questioned. This also applies to the extensive single-family and row house areas in the cities, which are usually planned and managed by private developers.

The question of whether housing and new production can be better mixed was discussed in Alta, but above all on the industrial site Nesa in Lillestrøm (fig.2). The city on the edge of Oslo is characterized by strong growth. It is a kind of mobility hub for the whole metropolitan region. Lillestrøm, like the city of Oslo, is under heavy pressure. Housing prices are hardly affordable for the residents, and at the same time there is a concern about the bursting of the real estate bubble. Nesa is located on the Southeastern edge of the city as a peninsula, which is everted into the river Nitelva. The industrial sectors of medical and adhesive technology, which have been established there for a long time, are economically very successful.

The site representatives stated that the production could be more flexible in the future and open to the outside world. Which typologies make sense if the industrial park changes in the future? The special mention project *Fictions* (fig.3) responded with a provocatively monumental scale of new residential buildings, which are elevated as a super structure over the old production buildings —and questioned the political assertiveness of radical mixtures: who is afraid of the great form? Most of the entries— including the winner *The Living City* (fig.4) — opted for rather small-scale typological toolboxes, which allows the plan to

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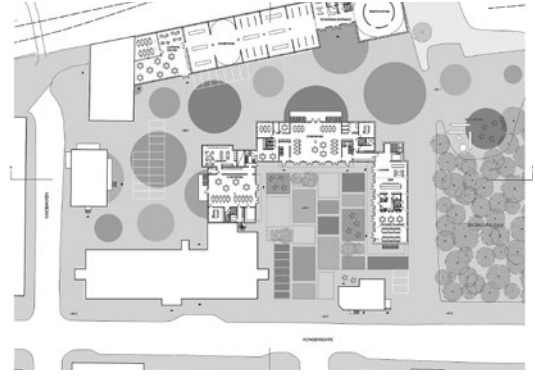
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react flexibly to different environments.

The site in Lillestrøm exemplifies the work of persuasion that the city must accomplish with self-confident private developers if they want to initiate innovative concepts that open beyond the rapidly marketable monofunctional solutions. The Europan projects are here a lever for the broad public discussion of new alternative cityscapes and the acquisition of previously closed industrial areas, which are strategically important for urban development.

KNOWLEDGE SOCIETY OF SMALL CITIES

The competition in Narvik also dealt with an ambitious goal of the city administration seeing itself as part of a global knowledge society in the future. In practice, this means that the city wants to strengthen the spatial and social links between the city centre and the university (fig.5). The buildings of the university are located just above the city centre in the mountains. Narvik wants to attract the students to the city centre, especially international students, by using the redevelopment of the Technical City Hall as a multifunctional meeting area with co-working places and workshops. These spaces should stimulate the encounter between residents and students. According to the conviction, these spaces are

a guarantee for the future economic development of the city. When the students return to their home countries, the links established during their studies can lead to lasting contacts and economic relations. Narvik as a city of knowledge? The city administration is admired for its determination to transform the site into a "real laboratory" for such encounters.

How to stimulate new knowledge-based locations in cities, has been studied by Dutch researcher Willem van Winden in a number of cities[2]. It is important to involve the various social actors in common, as open as possible, networks. In order to stimulate such spatial-functional alliances, a certain centrality of these places is required, but above all easy accessibility. The winning project in Narvik, *On Reflection* (fig.6), solves this challenge with a thorough analysis of the existing buildings and their reprogramming in relation to the new uses. Above all, it offers a convincing solution for how the Europan location can be rebuilt step-by-step.

INFRASTRUCTURES AND PUBLIC SPACE. REBUILD OR RENEW?

In Alta we spent a day on the Europan site, Skiferkaia — a small industrial port where slate is stored and then processed. A large part of the site together with

the buildings will be freed for new use as the current operations are planned to be relocated (fig.7). Inside the office of the slate company I immediately noticed maps of transport routes to half the world, which had been hanging on the wall for many years. The geopolitical borderline at the very edge of Europe stimulates a way of thinking in networks and Alta is a knot in the network of slate trading that spans all the way to China.

There were competition entries that, with a sense of monofunctional logic, replaced the function of slate processing with small-scale housing, and there were others that opted for an optimistic reprogramming of a new district on the waterfront with local markets (fishing, aquaculture, etc.) with different stakeholders. The winner *Tanca* (fig.8), took a middle ground. On one hand, the project relies on urban farming and local craftsmanship, and on the other hand a multi-stage development that improves the connection between the site and the small city centre located above, before negotiating a mix of uses with individual players. A small regional museum with high, glazed halls lies in the middle of the new buildings — as a large, initially empty storefront that can be "filled" with different functions over time.

Theorists of the productive city today (van Agtmael, Bakker[3], Läpple[4]) believe that the digital structural change in production has opened a "window of opportunity" for a new urban juxtaposition of different functions. It needs credible examples to implement the structural change in cities. All the three Norwegian sites have such convincing proposals. Last, but not least, the proposed ideas put emphasis on the very special qualities of the context, which can help to make these ideas popular among the population. In Lillestrøm this concerns the attractive, rarely used riparian zones; in Alta it is the fjord with its metaphysical visual relationships and in Narvik it is the embeddedness in a topography between mountain and sea and the proximity to a city park. The designs show scenarios for perforating closed areas and linking them to a wider system of public spaces. But it is also clear that such spatial changes will not succeed without a strong political will on the part in the cities, on which role these public spaces could play in the further urban and social development.

[1] Geipel, Kaye (2016), *Stadt = Wohnen und Gewerbe. Stimmt die Formel.* In: Stadtbauwelt 35/2016. Berlin
[2] Van Winden, Willem (2010): *Knowledge and the European City.* In: Tijdschrift voor economische en sociale Geografie. Wiley, Netherlands.
[3] Van Agtmael, Antoine; Bakker, Fred (2016), *The Smartest Places on Earth. Why Rustbelts are the emerging Hotspots of global economy.* New York
[4] Läpple, Dieter (2013), *Neue Arbeit für ein altes Arbeiterquartier?,* in: IBA Hamburg/ Hellweg, Uli, (Hg.), Metropole: Stadt neu bauen, Berlin, S. 294-303

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7 — ALTA SITE (NO) > SEE CATALOGUE P38

8 — ALTA (NO), WINNER — TANCA > SEE CATALOGUE P39

8

Where the Streets Have No Name

(I Can't Take My Eyes Off You)[1]

Europan Österreich Results

Point of View of a Jury Member: **Jens Metz** *(DE), architect and urbanist, plattformberlin — http://plattformberlin.com, teacher at SAS (Saarbrücken school of architecture)*

The three Austrian sites for the fourteenth session of Europan are closely connected to the topic of the Productive City, yet in different scales and timeframes. The site in Graz (fig.1) is situated along a former country road that leads into the city centre, nowadays a faceless suburban transit zone depicting the contrast between the traffic-oriented main road and a merely rural hinterland with almost no physical or programmatic connections in-between. The city asked for a long-term strategic vision, described as a strategy for a flexible master plan that could act as a role model for the transformation of access roads in general.

The Linz site (fig.2), located at the backside of the central railway station, is proposed jointly by the federal railway company ÖBB and the city. Production is already present here, as a large railroad maintenance workshop will remain as an enclave. The proposed site touches the main arteria of the southern part of the city, it enables the area to be open and to create a new urban hub. The task was to integrate a number

of existing structures, to design a change process in medium or long term and to find the appropriate urban shape.

The site in Wien (fig.3), developed in cooperation between the city and the private owner, occupies a pivot part in the heart of the industrial area of Liesing, which is currently being renewed as a productive industrial city. The plot is actually occupied by generic light industry sheds, and the proximity of a transportation hub (U-Bahn station) gives the possibility to densify the area and to imagine new forms of public spaces. The brief requested new models of vertical production as a concept for an architectural project.

RECONTEXTUALISATION OF PRODUCTION

On different levels, all of the sites address the key question of the E14 session, the recontextualisation of production, by transforming its meaning and its means in inner-city areas, thus designing and initiating a process of change. The main challenge was to redefine the role of public space in a merely private-owned, logistic-driven, basically non-24/7 environment — what kind of program, what kind of users, and what happens at night or on Sundays?

The answer had to overcome the generic clichés and omnipresent cafés in areas where there is no real demand for them, but instead take into account the underlying social dimension to address the more sensitive questions — how to maintain blue-collar jobs in the core of the city, how to upgrade the garage-and-repair-shop environment, and how to create a stimulating urban atmosphere around?

There was a wide range of proposals, among them a number of puns, especially in Linz, certain curiosities — space hubs, structuralist villages, inner-city farms…,
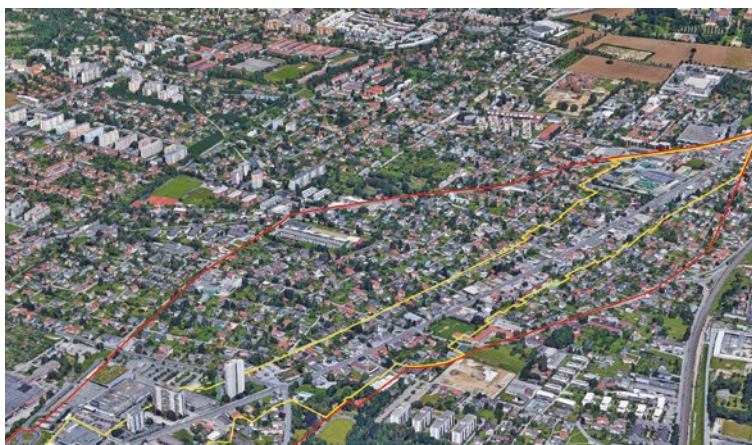
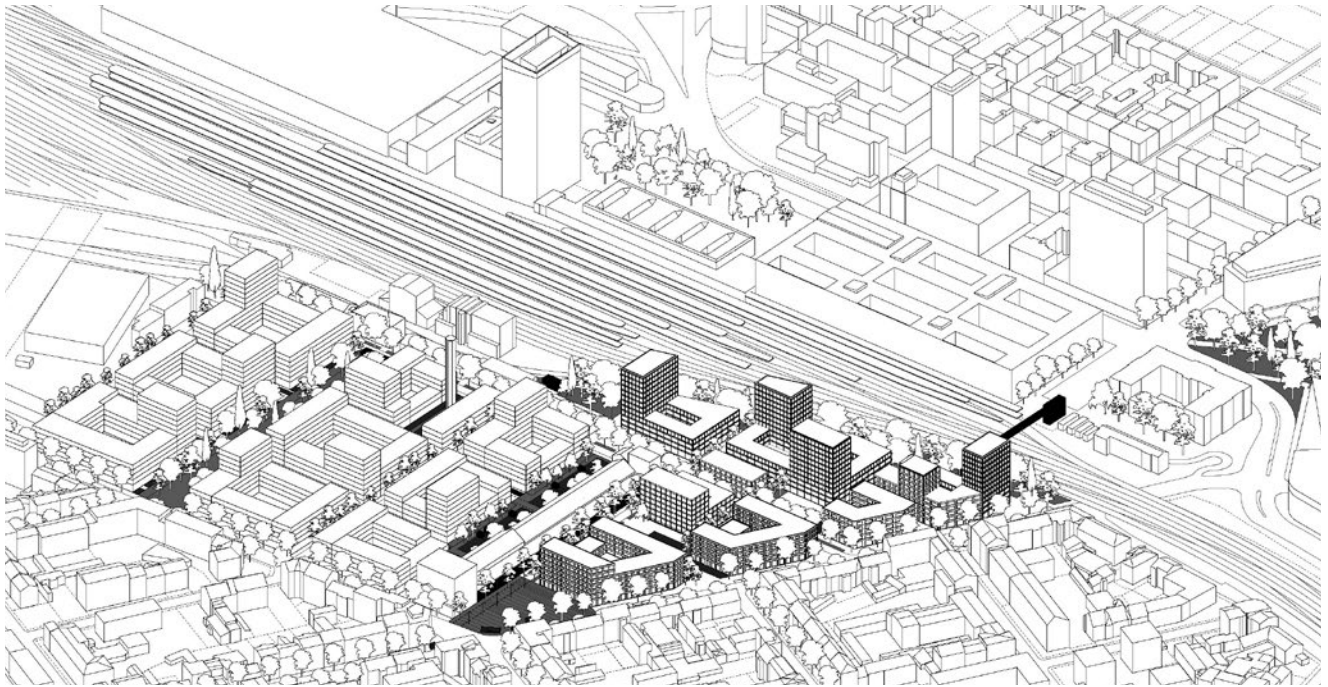

1 — GRAZ SITE (AT) > SEE CATALOGUE P172

distinct statements with schemes of industrial agoras, monolithic megastructures and late-modern temples, or funny-to-look-at catalogues as mashups from former sessions and other contexts. Although none of them was finally awarded a prize, their approach sometimes led to a vivid debate on the future role and the adequate expression of productive places in the jury sessions.

A BESPOKE ROAD MAP

Within Europan, the role of the jury is mostly not the choice of a project to be built as it is immediately, but merely to find a team that has understood the site and proposes a vision for the future, matching the clients' expectations and the context of the site. So far, the task was also to imagine a possible follow-up process, the adapted next steps, and to trace a bespoke road map for each site, leading to individualised answers on each site and specific recommendations in the jury report. After analysing the preselected entries in the final session of the jury in Alvar Aalto's Finlandia hall in Helsinki, the debates tried to identify which one of the many questions — where to start, both in scale and place, where to end — in time, in space… —, how

to act, and with whom, what kind of strategy for the future… — would lead to a strategy that could inform the project and give it a specific plus-value. Finally, it seemed that a characteristic keyword could explain the specific value expressed by the awarded proposals, distinguishing them from other entries. There were many other aspects and qualities that could be mentioned, but that single term turned out to be the key to understand the different attitudes.

LINZ: *POTENTIAL*

In Linz, all of the projects had their undeniable charms, but each of them also left doubts about the proposed typology, its adaptability or the architectural expression. Facing the situation, the jury felt unease to referee these contradictions and finally proposed only runner-ups, projects whose grain seemed to match the situation, thus expressing the strong believe in both the potential and the necessity to further develop the proposals with the local stakeholders in a workshop.

At the first glance, one of the runner-up projects, *Rock the Block!* (fig.4)*,* proposes a well-known model of the European city, composed of cubic blocks arranged in an orthogonal grid with well-defined public spaces
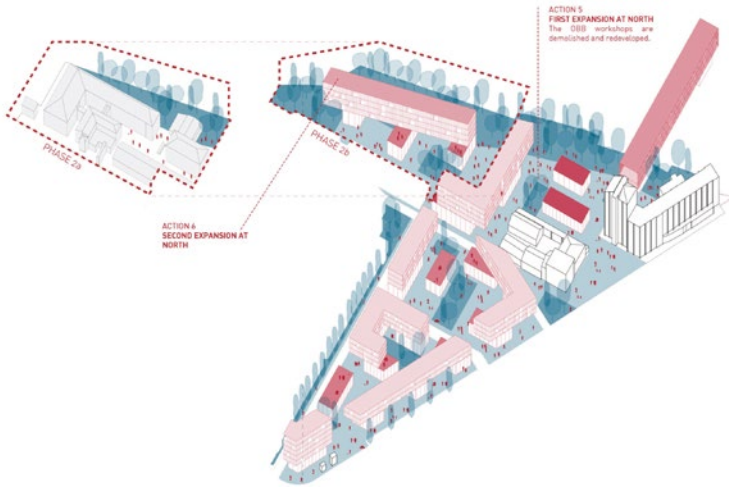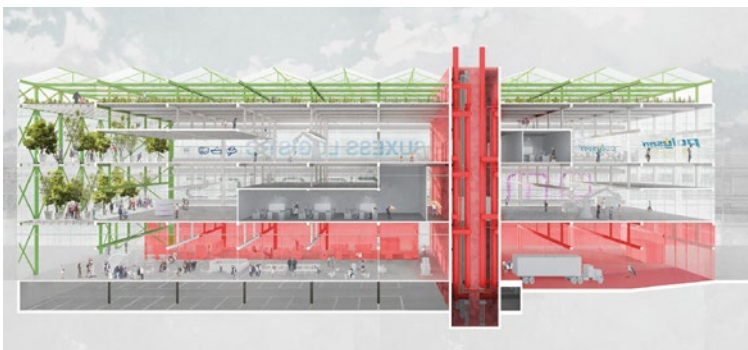
Squares create four programmatic sequences along the Kärntner Boulevard with specific characters

Density and intensity are centred towards the street front and decreasing to the residential areas

Green corridors linking the street scape with the landscape in the surrounding

proposal of a supervisory non-profit organisation, the eponymous FABLinz, unifying various local actors of different origins, which is meant to turn the area into a fablab in the scale of several shattered blocks. The translation in an urban plan nevertheless seems to be ambiguous in its relationship between objects and fabric, as there is an uncertainty both of space and uses, leaving certain questions concerning the scale and the shape of the proposal.

GRAZ: *SCOPE*

In Graz, the challenge was more on the strategical level. After a long and inspiringly inquiring debate, the jury was convinced that the site would need an overall concept instead of a list of catalogue-based individual measures, and this would also need a certain radicalism concerning the private property to modify the production structures in the area. Consequently, the prize went to the only project that proposed a broader vision, and two other projects with interesting single aspects received a special mention, additionally there was a distinct recommendation to establish an urban framework with the winning team.

The winning project, *Unfolding the fan* (fig.6), defines its scope on three intertwined hierarchical levels. Although the fan as a spatial frame seems not entirely convincing, the general approach is well targeted. In the large scale, the proposal highlights the possible transversal connections, reaching far out in the landscape. On the intermediate scale, it identifies different sequences on the crossings, using them as anchor points. Finally, the authors clearly point out the necessity to create larger plots by reconstituting units that are more suitable for the desired development of production.

WIEN: *RADIANCE*

In Wien, the question was about the future image of production and the possible impact of a new industrial structure as a model for the whole area. Two of the proposals distinguished by innovative approaches, one on the level of the architectural concept and its possible evolution, the other one by proposing the urban integration of the surrounding industries in a common network. They were awarded a first prize and a runner-up, and the jury recommended to establish a dialogue with both teams in the forthcoming process. The winner, *3L's for Liesing* (fig.7), appears as a hybrid between a conceptual reflection and its formal interpretation by an architectural design. Composed of three distinct elements, a core, a shell and a flexible space in-between, all of them offering a plus-value, the authors present a multitude of combinatory variants to show the possible declinations of the concept. Although the design is not yet entirely convincing, the project reaches out for the future of productive buildings, having well understood the issues of flexibility and the importance of a recognisable representation. The main innovation in the runner-up project, *potent-*

in-between, blending in the neighbourhood both in scale and density. A framework for development, that leaves many possibilities for different programs whose definition is yet to come. Taking a closer look, there is an ambiguous relationship in the size, somewhere between large buildings or small blocks, and the possibility to integrate larger production facilities is left open.

Another runner-up, *FABLinz – Commons of Production* (fig.5), has a more conceptual approach with the

SUITABLE SIZE OF BUILDING BLOCKS

Size of building blocks should support walking/cycling connectivity among companies and facilities.
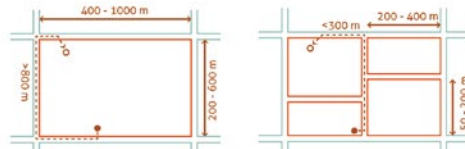
IMPROVED TRANSPORT NETWORK

Main road network should be complemented by secondary network for vans, cars, cyclists and pedestrians.
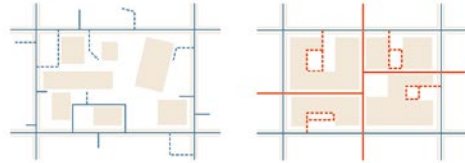
HIGHER FLOOR AREA RATIO

Denser building pattern of low-rise halls and high-rise workshops/offices should generat improved use of land.

EFFICIENT TRAILER-TRUCK DELIVERY

Manipulation areas should be efficent and concentrated at the edges instead of spread through the whole building block as is the case now.
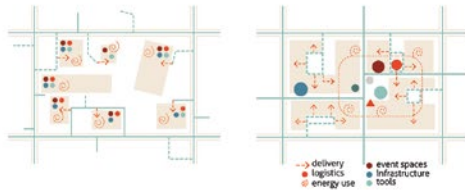
NETWORK OF GREEN SPACES

High densities demand a high quality of outdoor spaces. Parks/squares linked with tree-lined streets improve connectivity and work environment.

SYNERGY THROUGH SHARING CLUSTERS

A structured network of shared facilities and energy system should be established on a level of buildings, building blocks and on the level of IAL.

BUILDING DEVELOPMENT

TRANSPORT NETWORK AND DELIVERY ZONES

LANDSCAPE NETWORK

IAL (fig.8), is its focus on the possible synergies in the entire industrial area of Liesing. In a strategic imbrication of scales, the project tries to create a cycle of resources, both physical and imaginary, shared between the different stakeholders, and thus to improve the sustainability of the site. This is further developed by the creation of porosities and public spaces that will considerably modify the urban qualities in the whole neighbourhood.

STREET LIFE![2]

In all of the sites, we are not exactly in no-name-street areas, as they are right in the city centre, core of an industrial district upgrade plan or part of the daily experience of thousands of commuters, but they are at present kind of out-of-focus. The challenge is to create porosities, to reconnect them with the neighbourhood and to inject more intensity, uses and urban spaces. We are longing for *producity* — a neologism, certainly, but that is exactly what Europan is famous for. "I can't take my eyes off you", not only desire, but also a call for action, could be the name of the game for productive areas in the cities. It is about inventing a hybrid between production and urban activities, or, in musical terms, a medley of different rhythms in a new

arrangement, while keeping the melody recognisable. By blending the old Frankie Valli song into U2s tearful ballad, Pet Shop Boys (fig.9) put rock on the dance floor, turning old industry into disco sound as an inspiring reactualisation —*Street Life*!

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[1] Title of a song of the Pet Shop Boys
[2] Title of a song of Randy Crawford

9 — PET SHOP BOYS

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