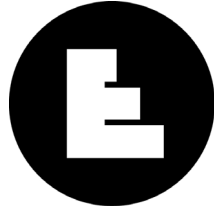


E U R
P A O
N



E18 - RE-sourcer

NANCY-JARVILLE

THE CITY BY THE CANAL: LANDSCAPE, ECOLOGICAL AND SOCIAL CONNECTIONS

Site Brief

100m



Dembèni

FOREWORD

“What we need to do today is to demonstrate cultural creativity I believe in the poetic state. It is about developing a way of living that is so sensitive, attentive, contemplative and compassionate that we amplify our range of perception and maintain an awareness of everything that is around us.” P. Chamoiseau

The eighteenth edition of the European competition in France opens with the wonderful theme of ‘re-sourcing’.

Having explored themes of the adaptable city, the productive city and the living city, this theme marks a pause for breath. It invites us to consider what has been amassed, what is there to provide for places, for lives, and to repair more efficiently rather than demolishing.

‘Re-sourcing’, a theme that examines existing resources – material and non-material – in order to manage and develop them with respect and sensitivity.

These resources are very diverse in nature, specific to each area.

They form a powerful ecosystem that once formed a system that is now often forgotten; over the last century it has been dislocated, unravelled. The care given to exchange and to links woven between human and non-human life has evaporated, giving way to juxtapositions of fragmented territories. These isolated territories of landscape and habitat are just waiting to be set back into motion to meet the world of tomorrow. There is an urgent need to act, and to act together in a spirit of open dialogue.

All the sites in this 18th edition demonstrate the complexity of a world that is out of breath but that has vast potential for life. A momentum is already gathering; the power of water is evident. Human and non-human life is active, it doesn’t wait, and indeed is already sketching out new approaches and responses.

All the sites, from the most urban and developed (Greater Nancy, Caen, Clermont-Ferrand, Riez, Miramas, Brignoles, Blagnac, Romainville, Nailloux) to the most natural and derelict (the Nive valley, Mayotte, Fumel, Mantes-la-Jolie, Jullouville), contain a legacy to be brought back into the light, waiting to bring their hopes and inner strength to life by means of experimental projects for a promising future.

Residents of these territories of today and tomorrow, European teams – made up of architects, urban designers, landscape designers, anthropologists, philosophers, ecologists or any other thinkers relevant to the project – will embrace these places to define new narratives, new ways of interacting where, with the aim of re-sourcing, life resounds as a constant force.

EUROPAN FRANCE

Note: A book of contributions associated with the theme can be downloaded [here](#).

RE-SOURCER
REPARER
REIMAGINER
REAGIR
REVITALISER
RECYCLER
RESSOURCER

THE THEME : RE-SOURCING

The fragility of the Earth's ecosystem and social crises lead to the imagination of alternative practices to harmful extraction of resources, overconsumption and pollution of living milieus.

Regenerating projects embracing nature and culture are to be thought and implemented. It is about weaving synergies between biogeophysical data with socio-spatial justice and health ones.

Three main directions for designing forms of resilience and resourcing of inhabited milieus make possible to reactivate other forms of dynamics and narratives around the ecologies of living and caring.

1 Re-sourcing in terms of Natural elements / Risks

The natural and vital elements of water, air, earth and fire are today linked to risks and disasters which affect places, and the entire ecosystem of milieus from the moment that are triggered cataclysms, resulting from deleterious developments.

In order to enable a new alliance with inhabited milieus, it is time to rethink these vital elements, by finding logics of adaptation with the built environment, and by combining them together in projects.

2 Re-sourcing in terms of ways of life and of Inclusivity

The reconsideration of living conditions also requires sustained attention to changes in lifestyles in a hyper-connected digital world. Arrangements capable of simultaneously preserving intimacy, commonality and solidarity are at stake, correlated with bioclimatic and permacultural strategies in which humans and non-humans can cooperate.

3 Re-sourcing in terms of materiality

The already built now constituting a phenomenal source of materials, it is important to design devices for transforming existing buildings driven by the strategy of the 3 R's (Reduce, Reuse, Recycle): Reduce new construction. Reuse in the sense of reusing already constructed spaces and materials. Recycle by using bio-geo sourced materials (earth, stone, fiber), anticipating deconstruction and becoming local again (mobilizing know-how and materials present on the sites). This is to promote the preservation of natural resources.

Recommendations for searching sites

The selection of sites will be based on their potential to find these three types of resources – “natural elements, uses, materiality”.

Each site will be presented at two scales:

- The territorial scale known as the “reflection site” (red limit) which will reveal the geographical and ecological elements (topography, geology, natural elements, etc.), the logic of mobility and large-scale lifestyles and which impact the project site today and, potentially, in the future.

- The proximity scale, known as the “project site” (yellow limit), where the existing situation (physical space, nature, lifestyles) and the city’s intentions for its development in the future will be presented in a clear and precise manner.

The complete site folder must both remain compact but provide elements of information with links to maps (geography) allowing to understand natural dynamics (water, land, sea, etc.), and to studies on ways of life allowing to understand current social dynamics and those desired in the future.

The brief must, based on the characteristics of the site, express the intentions of the site representatives at different scales and clearly formulate the questions they wish to ask the competitors regarding the future of their contexts. Some interesting briefs from previous sessions are made available.

Questions for competitors

The challenge for competitors, in their project-processes, will be to converge the three types of resources because it is their intersection which will generate a promising spectrum of resilient projects in the face of the scarcity of resources and the vulnerability of sites.

The questions asked are:

- What are the new ways of designing to adapt to climate change: rising water levels, air pollution, drought, etc.?

- How to introduce into projects the regeneration and sanitation of soils making them more porous and alive, increasing the biodiversity of built spaces, in order to make them more livable?

- How can we imagine new dynamic and productive use scenarios to revitalize communities of humans and non-humans?

- How can we invent a new materiality that can result from bio-materials originating mainly from local resources and falling within the logic of a circular economy?

- How can we hybridize in teams the different skills necessary for these projects which combine the consideration of natural elements, new lifestyles and the use of bio-materials?

- which scales should be crossed to make the proposed answers relevant? Can a project on a proximity site be combined with reflection on the larger scale of the territory? Should an urban project also be available on a proximity scale to illustrate its impact?

GÉNÉRAL INFORMATION

SITE REPRESENTATIVE :

Grand Nancy Metropole, Municipalities of Nancy and Jarville-la-Malgrange

PARTNERS INVOLVED :

Agence Scalen (coordination), Solorem, EPFGE, VNF, government services (DREAL, DDT), Architecture and Heritage services (DRAC, ABF), social housing providers (Meurthe & Moselle Habitat)

TEAM COMPOSITION :

Architect mandatory, urban planner or landscape architect.

EXPECTED SKILLS REGARDING THE SITE'S ISSUES AND CHARACTERISTICS :

Architecture, urbanism, landscaping, ecology.

COMMUNICATION :**JURY – 1ST EVALUATION :**

With the participation of the site representatives.

JURY – PRIZE SELECTION :

Selection of three projects per site. With the participation of the site representatives.

Reward : the rewards are granted by the jury independently of the sites: Winner (12.000€), Runner-up (6.000€) and Special Mention (no reward).

POST-COMPETITION INTERMEDIATE PROCEDURE :

- Meeting with sites representatives and 3 selected teams, organized by European France in Paris at the beginning of 2022
- On-site meeting with sites representatives and 3 selected teams organized by cities and partners from January 2022
- Assistance and consultancy to the cities and partners, also their collaborators, for the implementations processes, by European France and GIP EPAU.

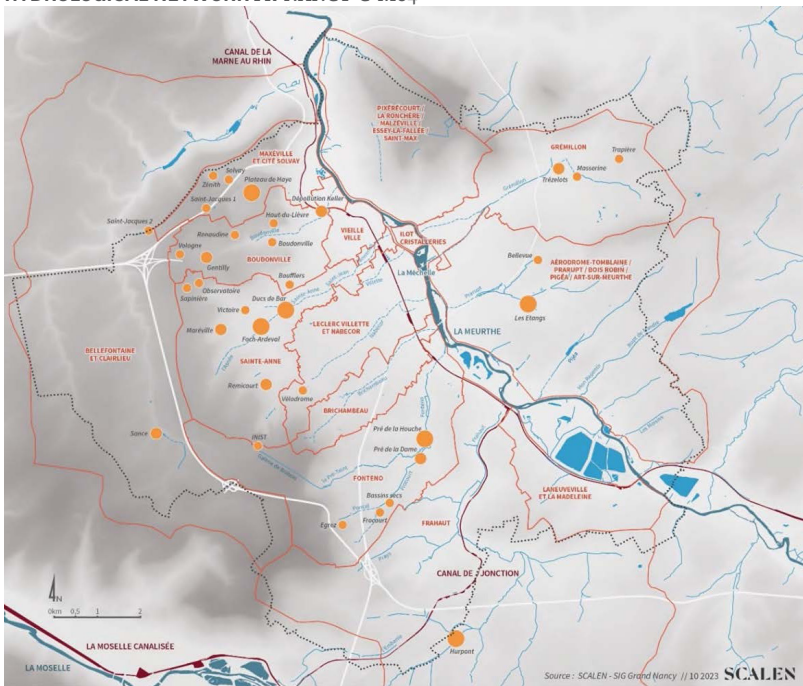
MISSION GIVEN TO THE SELECTED TEAM(S) FOR THE IMPLEMENTATION :

- Design and feasibility studies
- Architectural, urban and /or landscape mastery projects for the development of strategic proposals resulting from the competition
- Project management



A NATURAL AMPHITHEATRE FR-NANCY-C-Mo3

HYDROLOGICAL NETWORK FR-NANCY-C-Mo4



Source : SCALEN - SIG Grand Nancy // 10/2023 SCALEN

- Cours d'eau structurant
- Canal
- Eau de surface et ruisseau à ciel ouvert
- Ruisseau recouvert
- Bassin versant
- Bassin de rétention
- + de 15 000 m
- De 5 000 à 15 000 m
- De 0 à 5 000 m

L'EAU DANS LA VILLE

THE LORRAINE CORRIDOR FR-NANCY-C-Mo2



SCALEN

COMPETITION SITE AND OBJECTIVES

PRESENTATION OF THE AREA

SOME HISTORICAL, CULTURAL AND GEOGRAPHICAL PARTICULARITIES

A natural amphitheatre

Grand Nancy Métropole sits in the broad landscape of the Meurthe valley. This alluvial plain is bordered to the north and west by the Malzéville, Haye et Villers plateaux, and the slopes and hills of the Haye Forest. Its topography is marked by a cuesta, forming a natural amphitheater facing east and south-east towards agricultural plains. The organization and morphology of the conurbation are defined by specific geographic features: a major network of waterways (river, old streams and ponds), which defines the valley bed; a discontinuous hillside that limited and then conditioned urban expansion on the agricultural and wooded plateaux. The result is a rich and diverse landscape and ecological fabric, but one that has been significantly modified by urban development.

An area shaped by water and industry

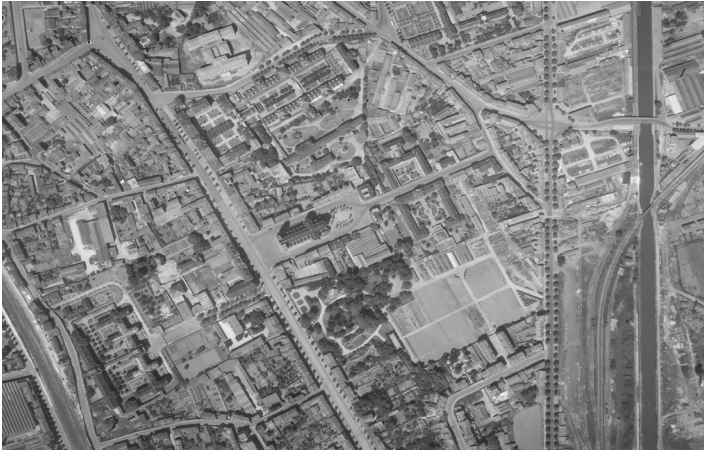
Historically, the city of Nancy and the municipalities that make up its conurbation have been developed along the north-south corridor of the valley, west of the lower bed of the Meurthe, and away from the marshlands and flood zones. The river and its meanders were historically the setting for industry, cottage industry and market gardening alongside the water. During the industrial revolution, the development of the main elements of transport infrastructure had a lasting effect on the structure of the area and facilitated the major industrial installations. The creation of the Marne-Rhine canal and the arrival of the railway (including the old Saint-Georges line) led to the development of a major industrial district, Les Rives de Meurthe, combining factories, tanneries, boatyards and a livestock market. Located to the north of the European site, this area enjoyed continuous economic growth up to the 1970s and '80s, before undergoing several phases of urban transformation.



LES RIVES DE MEURTHE DISTRICT TODAY FR-NANCY-SS-P03



LES RIVES DE MEURTHE DISTRICT TODAY FR-NANCY-SS-P27



VIEW 1950 BOULEVARD (LOBAU TREE-BORDERED) FR-NANCY-SS-P34



VIEW 1950 (JARVILLE) FR-NANCY-SS-P34



FR-NANCY-SS-AP07

* In the north of the area for consideration, the new Rives de Meurthe district is the result of a major development project led by Alexandre Chemetoff on former industrial and agricultural land. This by-gone era is remembered by the large hangars that have been preserved.

In Jarville, the Californie neighborhood was built on the site of a factory and enormous slag heap next to the Meurthe canal, after reshaping the river in the 1960s.

Les Rives de Meurthe, a district that has seen recent transformation*

Since then, the new Rives de Meurthe district has taken on a new look with the development of a mixed-use urban project (residential, business, facilities) led by landscape architect and urban designer Alexandre Chemetoff. Undertaken in 1989 in the form of two urban development zones, this project is a brave move to extend Nancy's historic centre, reinstating the waterways as part of the urban landscape and enabling new uses and appeal for the banks of the canal, until now seen as an essentially utilitarian and industrial infrastructure.

Pervasive road infrastructure.

Until the middle of the 20th century, the city extended to the west and south, but remained relatively contained in the plain and close to the urban centres, stations and industrial zones in the bottom of the valley. Since the post-War Reconstruction and throughout the ensuing boom years of the Trente Glorieuses, development spread up the slopes and onto the plateaux. This extensive development was accentuated by the construction of roads, motorways and bypasses. Population growth and the increase in motorized transport had a major impact on the inner edges of the conurbation and the municipalities closest to the centre.

The ring-road system put in place generated a hyper-accessibility for motorized transport, but also introduced breaches within the urban space, such as the M674 between Nancy and Jarville-la-Malgrange, where a section of the motorway separates the two towns, despite their development along the same avenue.

THE EUROPEAN SITE FOR CONSIDERATION : A CORNERSTONE IN THE URBAN FABRIC

From Jarville-la-Malgrange to the edge of Nancy's city centre, the European competition focusses on an area on the edge of a city, fragmented by a network of infrastructures crisscrossing the Meurthe valley, which will undergo major transformation in terms of urban redevelopment. How can local links be recreated between these disconnected historic centres ? How can the urban character be reintroduced for the benefit of the residents and express the natural environment and waterways ? How can social, business and heritage vitality be reinforced on this city edge ? What approach should be taken to incorporating existing buildings and infrastructures ? How can connections and places for current and future generations be restored ?

The study and project area selected by European 18 touches on the municipalities of both Nancy and Jarville-la-Malgrange, on either side of a ring-road that cuts through the old road through the suburb (Avenue de Strasbourg, the old road from Faubourg Saint-Pierre to Nancy, which is extended by Rue de la République in Jarville).



On the scale of the conurbation and the wider surroundings, it is an area of outskirts to the city and the conurbation, leading to the centre of the conurbation and the municipalities situated upstream in the valley.

On a local scale, with regards social dynamism and public amenities, it is an inter-city area where roads and infrastructure function more as dividers, with numerous wastelands and areas that are inhospitable to pedestrians.

THE OBJECTIVES OF THE CALL FOR PROPOSALS

Key questions put to the European teams regarding the area for consideration

The area for consideration can be considered as a project area in its entirety for the follow-up to the competition. European teams are invited to identify and resolve an entanglement of architectural, urban, landscaping and ecological elements.

The European site encompasses a number of project areas and development guidelines set out in planning documents. The European call for proposals should make it possible to build a shared, forward-looking vision based on primary themes in order to understand the area, its social and economic dynamics, its landscape and its urban and architectural character.

For each project proposal, the teams are asked to express their vision of the area and of developments for a modern city. In light of the size and heterogenous nature of the site, the authorities do not require a masterplan, but rather a process of incremental transformation, with a view to anticipating and progressively developing the project by including different timeframes (social, urban, ecological, etc.).

Based on this experimental area, the teams have a huge choice of subjects to address, including: extending existing centres, defragmenting and connecting areas of the city, re-establishing links and corridors, combining social and ecological dynamics, enhancing and recycling a heterogenous urban fabric, looking beyond the scope of the area to restore unity to the city, working around existing infrastructure that both structures (the canal) and divides (ring-round, railway), reclaiming isolated historic sites, anticipating a more radical reorganization of the roads network, recognizing the project as a process of transition, transforming the city economically, experimenting with ideas of temporary use of spaces to revive a site.

SITE 1
MUNICIPAL GREEN HOUSES
FR-NANCY-PS1-P07



SITE 2
OLD RAILWAY FOOTBRIDGE
SAINT-GEORGES
FR-NANCY-PS2-P13



SITE 3
CANAL BANKS IN JARVILLE
FR-NANCY-PS3-P13



SITE 3
VIEW FROM THE GETAWAY
FR-NANCY-PS4-P03



The project sites and the rationale for launching operations

Grand Nancy Metropole and the municipalities of Nancy and Jarville-la-Malgrange are proposing 4 project sites within the site for consideration.

These represent 4 sample situations for addressing the transversal theme of thresholds and links. Each project site has been selected and defined for two main reasons :

- (1) its particular characteristics serve as an example or a demonstration;
- (2) it is associated with development opportunities already identified by the local authority.

These 4 project sites can thereby be seen as operational starting points for a more global and sustainable transformation of the area, at the meeting point between local project initiatives and ideas put forward by the European teams, with the full theoretical and conceptual scope of the competition.

In each case, the aim is to re-source the site, to reconnect it with its natural foundation and its history, to repair connections and redesign an urban, architectural and ecological framework, like 4 variations on a shared subject.

1. Around the municipal glasshouses :

How can this site be opened up to its surroundings and to the public? How can new links and new connections with existing built fabric be created?

2. Along the canal and Boulevard Lobau :

How can the city establish a rapport with the canal? How can new links and new transport connections be created?

3. Around the canal in Jarville :

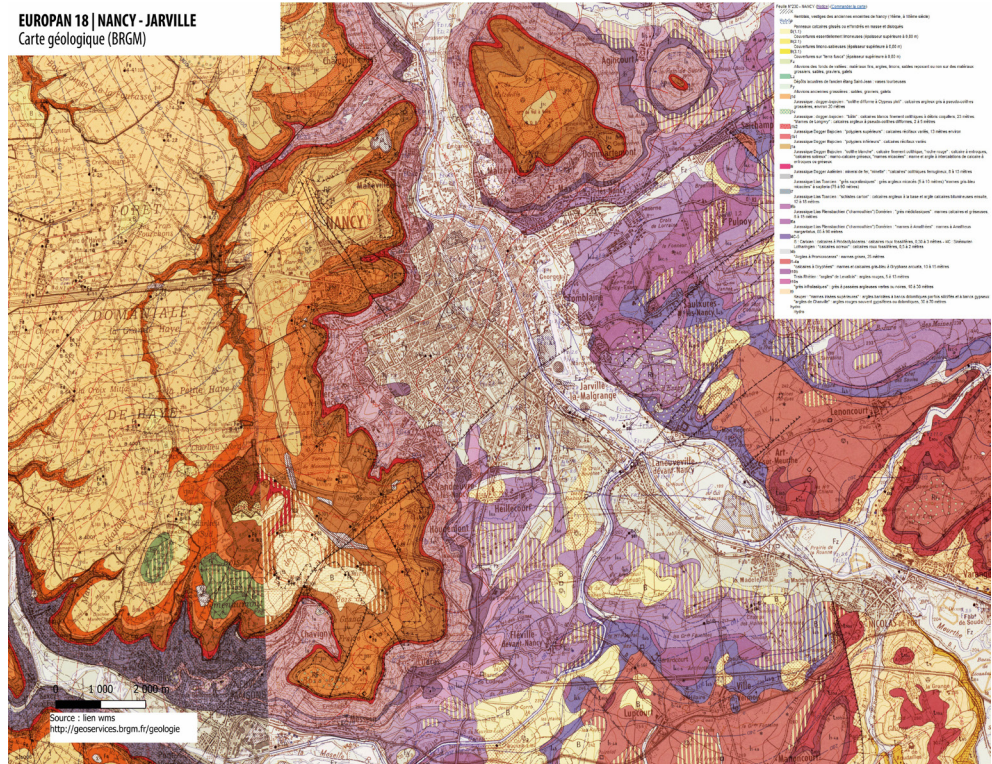
How can the way the canal is seen and used be changed? How can new social connections be created?

4. Along the Moulin stream :

how can the revival of a stream buried in the ground and the collective memory be assisted? How can new green and landscaped connections be created?

GEOLOGICAL MAP
FR-NANCY-C-M05

EUROPAN 18 | NANCY - JARVILLE
Carte géologique (BRGM)



TOPOGRAPHY ET
INFRASTRUCTURES
FR-NANCY-C-AP01



CHALLENGES OF THE SITE WITH REGARDS THEME AND AREA

CHALLENGES WITH REGARDS THE EUROPEAN THEME

During the September 2024 meeting of national organizations, held in Zagreb, the steering committee suggested categorizing the Nancy-Jarville site in the Re-sourcing from Social Dynamic and Inclusivity section. The site was then debated at the Madrid Inter-Session Forum as part of a Creating New Urban Relationships round table, in conjunction with sites in Amersfoort (NL), Lucerne (CH), Navalmoral de la Mata (ES) and Zagreb (HR). Based on European 18's overall theme, four main topics are put to the European teams to identify the issues of the site and the expected components of the projects in the overall theme of re-sourcing: thresholds, connections, resurgence, revival.

- **Thresholds** : the idea of threshold is inherent in this large area of city outskirts and inter-cities, with the ambition to go beyond municipal boundaries and the scope of defined sites, to create new porosity and accessibility between large urban areas.
- **Connections** : the objective is to RE-SOURCE, regenerating the city in the ways it's used, its connections and social dynamics, with the aim of establishing a network of links and reconnections between spaces that have been fragmented by history, or fractured by infrastructure.
- **Resurgence** : the objective is to RE-SOURCE, breathing new life source into the city by embracing the natural waterways within the urban landscape and conscious, whether a buried stream, a river kept at a distance, or a canal to be brought back to life.
- **Revival** : the objective is to RE-SOURCE, re-rooting the city in its history and heritage by using projects to revive built heritage for re-use, natural heritage for restoration, and also through a range of urban and community memories: the industrial past in particular, easily forgotten when traces are erased, but also other memories to be summoned up.

AVENUE DE STRASBOURG
FR-NANCY-PS1-APo6



BYPASS ROAD AND INTERCHANGE BETWEEN JARVILLE AND NANCY
FR-NANCY-SS-AP1o



BANKS OF THE MEURTHE AT JARVILLE-LA-MALGRANGE
FR-NANCY-SS-AP18



CHALLENGES FACED BY GRAND NANCY AND MUNICIPALITIES CONCERNED

ATTENTES ET STRATÉGIE DE LA COLLECTIVITÉ

Spatial and urban

The overall project aims to consolidate and spatialize the strategic principles set out in the inter-communal local urban planning guidelines (Saint-Pierre Bonsecours OAP , Quai de l'Écluse OAP), as well as other urban planning documents drawn up by the local authority.

Putting this site forward for competition is part of an idea for research experimenting with an inter-communal, transversal, multi-scale approach. In short, to improve the way in which the city is organized in order to decompartmentalize spaces and urban services juxtaposed for historic or functional reasons, to reinstate routes and connections, to reconnect with the natural landscape.

Programming

Programming is not precisely defined. It essentially concerns a network of public spaces able to link up compartmentalized areas of the town and contribute to reinstating spatial, social and green connections.

However, the teams will be able to pinpoint project locations and development opportunities for residential programmes, business activities or public amenities by identifying suitable sites for revitalizing existing urban fabric. The European teams can use the guidelines expressed in the project site description to consolidate, expand or extrapolate.

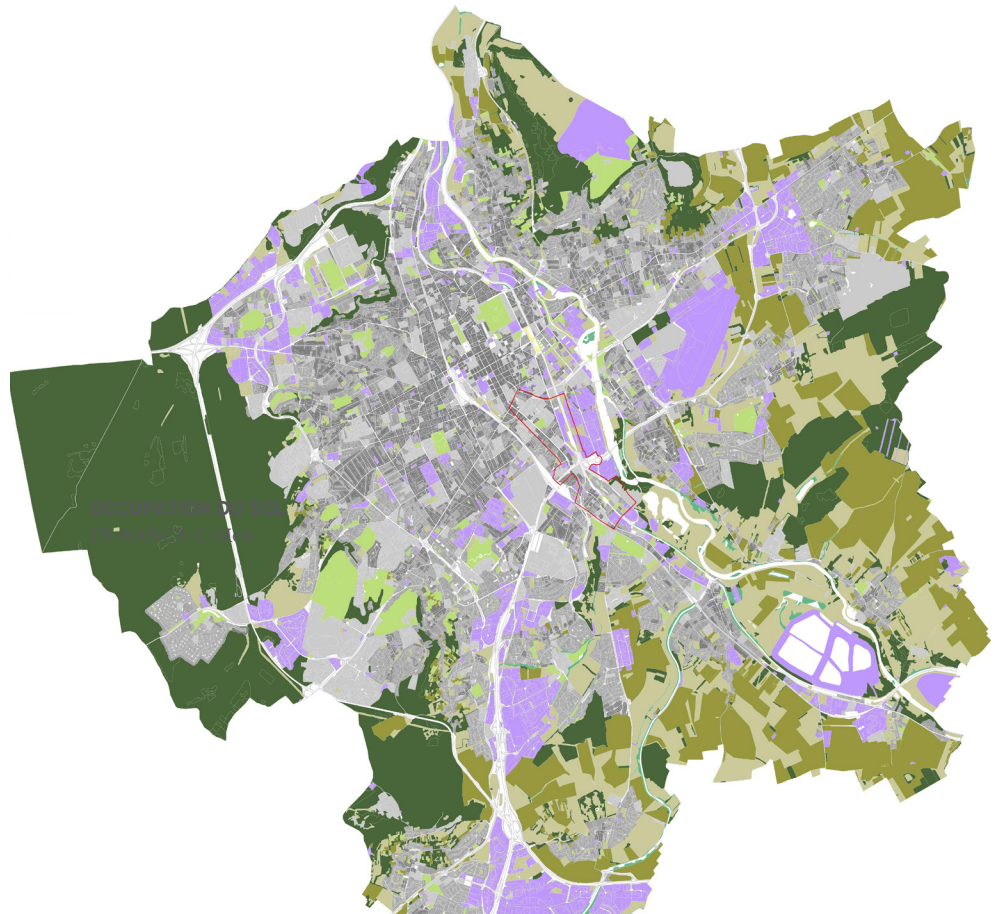
Timeframe

The concept of project-process often advocated by the European programme is a determining factor here. The different types of intervention on public space, infrastructure and existing buildings imply different levels of investment and timeframes for implementation.

Similarly, the transformation of urban landscapes, approaches to renaturing or restoring ecological functions within a built-up area or densely artificialized zones, imply both targeted, immediate action and long-term management. The local authority wishes to make the teams aware of the need for a gradual approach to the project when restoring a place for nature and use for residents.

LAND-USE MAP
FR-NANCY-C-Mo6

- 111-Bâti continu
- 112-Bâti discontinu
- 113-Bâti isolé en zone agricole ou naturelle
- 114-Espaces libres en milieu urbain
- 121-Equipements collectifs
- 122-Equipements eau, énergies, T.I.C. et déchets
- 131-Emprises d'activités
- 132-Emprises militaires
- 133-Exploitations agricoles
- 134-Zones d'extraction
- 141-Réseaux routiers, ferroviaires et espaces associés
- 142-Emprises aéroportuaires
- 143-Emprises portuaires
- 151-Espaces verts urbains
- 161-Espaces en transition
- 171-Places
- 211-Cultures annuelles et pluri-annuelles
- 212-Cultures spécifiques
- 221-Vignes
- 222-Arboriculture
- 231-Prairies, friches et délaissés agricoles
- 232-Bosquets et haies
- 311-Forêts de feuillus
- 312-Forêts de conifères
- 313-Forêts mixtes
- 314-Coupes à blanc et jeunes plantations
- 315-Peupleraies et sapinières
- 322-Formations pré-forestières
- 323-Surfaces enherbées semi-naturelles
- 334-Zones de sinistre (incendie, tempête)
- 411-Ripisylves et rivulaires
- 412-Autres milieux humides
- 511-Cours d'eau et canaux
- 512-Plans d'eau
- 513-Bassins artificiels



ROAD SYSTEM MAP
FR-NANCY-C-Mo7

ANNEXE 10.
PRINCIPE DE HIÉRARCHISATION DU RÉSEAU VIAIRE
(CHAPITRE 2.4)

- LÉGENDE**
- AXE STRUCTURANT BASSIN DE VIE
 - AXE STRUCTURANT METROPOLITAIN
 - ANNEAU DE DESSERTE



Operating methods

The conurbation is also seeking to develop new ways of involving local businesses and land owners in the urban redevelopment.

The aim is to use urban development to develop new partnerships between the local authority and property owners, proposing negotiated means of intervention without recourse to huge areas of public land or complex development procedures.

Also to be identified are ways of converting old buildings, with or without heritage value, in particular on Avenue de Strasbourg and Rue de la République.

Experimentation, landscape and temporary installations

Given the size and complexity of the sites, the European teams may focus on a particular aspect or chose a “project approach” that demonstrates and is relevant to socio-ecological transition in order to participate in developments following the competition. One or more project sites can be developed around one or more of the themes addressed in this document.



SITE DESCRIPTION AND GUIDELINES

REFLECTION SITE

THE NATURAL FABRIC AND LANDSCAPE FEATURES

A site remodeled several times by successive industrial transformations

The current network of waterways is the result of a number of human interventions on the natural environment over the course of the urban history, the development and transformations of the industrial city throughout the 19th and 20th centuries. The strip of land between the Meurthe and the Marne–Rhine canal saw numerous changes over a long period of activity – manufacturing, industry, cottage industry, agriculture and market gardening activities – before undergoing major transformation.

The waterway reshaped to contain Meurthe floodwaters

The Nancy area experienced major floods in 1947, 1982 and '83, 2006 and 2012. The recurrence of the flooding led the local authority to undertake major works of hydraulic engineering and recalibration of the Meurthe between 1983 and 2002, reducing flood risk and protecting local residents and businesses. The current Flood Risk Prevention Plan was approved in 2012. The southern part of the European area for consideration, around Rue de Renémont in Jarville-la-Malgrange (project site 4), was particularly affected by the 2012 floods.

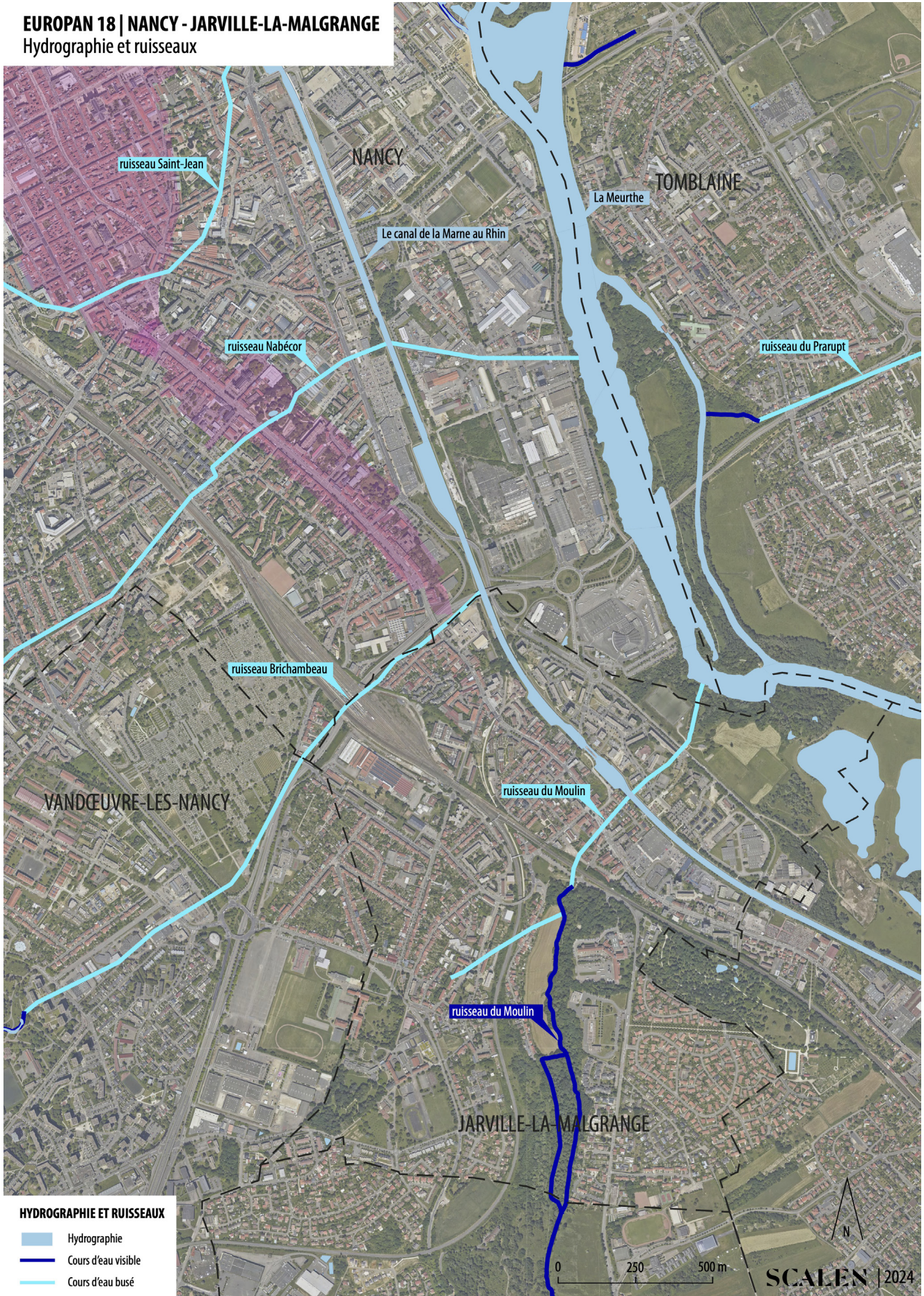
A cultural change came about following major works to the natural environment in the 1980s. Since then, the conurbation has brought a new vision to this natural heritage, with major development and restoration projects (along the banks of the Meurthe and the Marne–Rhine canal). Its aim is to combine measures for renaturing and for the preservation of biodiversity (the Méchelle stretch of water), the development of sports and leisure activities (the water sports centre) and boating (the Saint-Georges marina), landscaping projects, areas for houseboats, and cycle routes along the banks.

Reveal streams that have disappeared – buried or culverted

The geomorphology of the conurbation is dotted with springs emerging from the limestone Haye plateau to the west, and the slopes and plains to the east. During the 20th century, most of the micro-affluents of the Meurthe were culverted and incorporated into the sewage system. A few uncovered outlets remain, mostly in the outer suburbs of the conurbation, such as the Moulin stream in Heillecourt,

EUROPAN 18 | NANCY - JARVILLE-LA-MALGRANGE

Hydrographie et ruisseaux



MAP OF THE BURIED STREAMS FR-NANCY-SS-Mo3 © Scalen

which crosses the Embanie Park and the Fonteno streambed. Others have recently been partially re-opened, such as the Grémillon and the Prarupt in the east of the conurbation. For the most part these streams are not visible. Their path often follows roads or municipal boundaries, as is the case in Nancy and Jarville-la-Malgrange. The European site is affected by three lost streams :

- the Nabécor stream, near Rue Nabécor, under Parc Olry and the municipal greenhouses,
- the Brichambeau stream under the south section of the ring-road on the Nancy and Jarville-la-Malgrange municipal boundaries,
- the Moulin stream under Rue de Renémont and the footpath to the south of the Californie district.

MAJOR INFRASTRUCTURE AND TRANSIT ROUTES

A connection point and tangle of roads infrastructure

The site is delimited and significantly marked by 19th- and 20th-century transport infrastructure: the railway system, the Marne–Rhine canal, and a section of the motorway that crosses the valley at this point.

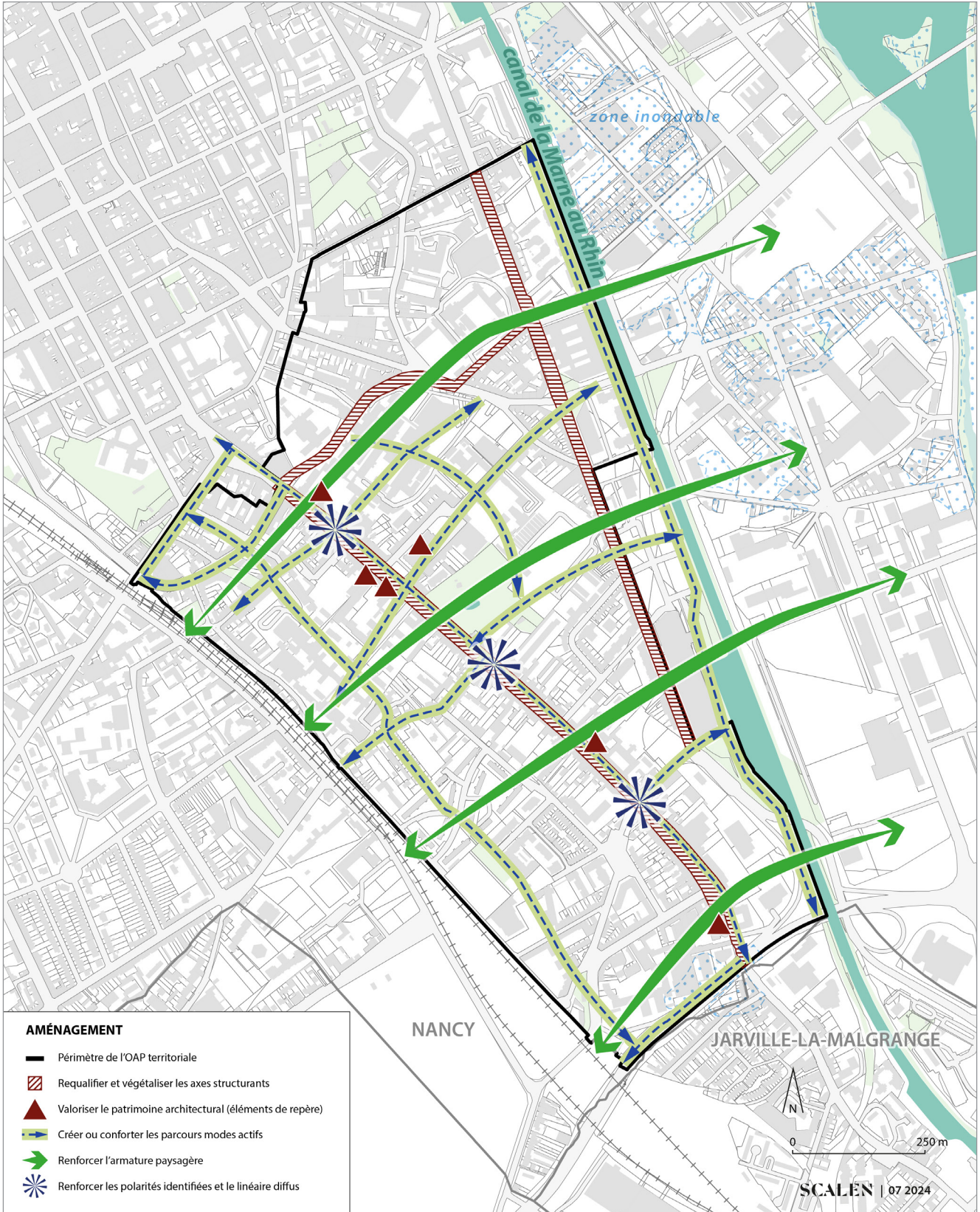
Along a transversal south–east axis, the urban landscape is marked by a section of the A330/M674 motorway, providing access into the southern and eastern areas of the conurbation and thoroughfare right across.

The area is thereby very well connected to the rest of the region, via the roads network and a network of greenways along the canal and the Meurthe. However, the topography and road structures (tunnels, overpasses, bridges, and restricted river and rail crossings) also create a quantity of obstacles for both public and active transport. Noise and fumes from heavy road traffic generates pollution.

A ‘faubourg’ lane : Avenue du Maréchal de Lattre de Tassigny / Avenue de Strasbourg in Nancy

This is a wide avenue, 2 x 2 lanes with parking down either side. The road is very busy, with an average of 7000 vehicles a day in either direction. The pavements and church parvis are of poor quality, and the northern section is showing signs of parking congestion. A dedicated bus lane facilitates circulation of one of the conurbation’s five bus rapid transit lines (line 2).

The metropolitan transport strategy (Plan Métropolitain des Mobilités) provides for the development of a cycle route by 2035 as part of the overall redevelopment addressed in the inter-communal urban planning, housing and transport guidelines (PLUi-HD; Saint-Pierre Bonsecours OAP), with the aim of enhancing architectural heritage, consolidating local shopping areas, improving the natural fabric and public spaces, and putting in place an overall parking strategy.



Rue de la République in Jarville-la-Malgrange

With more than 5000 vehicles a day in either direction, Rue de la République remains a transit route towards the ring-road and Nancy, and an access route for the neighboring residential areas. Like many 'city streets', it is bordered by the main amenities (schools, town hall, church) and building facades showing signs of disrepair, as housing has become less desirable and shops are struggling to keep going.

However, Rue de la République has benefitted from redevelopments that will continue: extension of the town hall and development of public spaces, operations of urban renewal (Quai de l'Ecluse in particular). As part of the metropolitan transport strategy, a section of Rue de la République has been identified as a 'location candidate' for testing in a public space to demonstrate new ways of getting around and inhabiting the city.

Boulevard Lobau

Boulevard Lobau was constructed in 1874 to access the industrial and trades districts associated with the Saint-George railway line and the Bonsecours dock on the canal. The avenues of trees were completely removed in 1972 when a flyover was built at the junction of Boulevard Lobau and Rue de Molitor (the bridge was demolished in 1999). The southern access ramp, an extension of the boulevard, was made between 1990 and 1994, at the time the southern ring-road (M674) was built.

With an average flow of 16,000 vehicles a day through the interchange and the ring-road to and from Boulevard Lobau, the level of traffic far exceeds that of Avenue de Strasbourg. The local authority does not anticipate the development of cycle paths, which have been provided for by the greenway along the canal. The inter-communal urban planning guidelines call for upgrading and landscaping the boulevard, and using a secondary transversal east-west connection dedicated to active transport in order to reduce traffic, improve security, and facilitate wayfinding.

The canal, its bridges and landscaped banks, from Nancy to Jarville

The Marne-Rhine canal was built between 1838 and 1853. Lock 26 in the Californie neighborhood of Jarville-la-Malgrange marks the start of the last reach before the confluence with the canalized Moselle. The numerous docks are all located on the west bank. River traffic and associated industrial activities operated until the 1970s, when they went into decline.

Some sections of the canal have been upgraded and new activities have been introduced in recent decades in the Meurthe-Canal area, with the creation of water-gardens, the addition of boats housing on-board activities at Port Sainte-Catherine, leisure boats and harbour master's office at Port Saint-Georges, houseboats further north, and new access points to the canal banks.

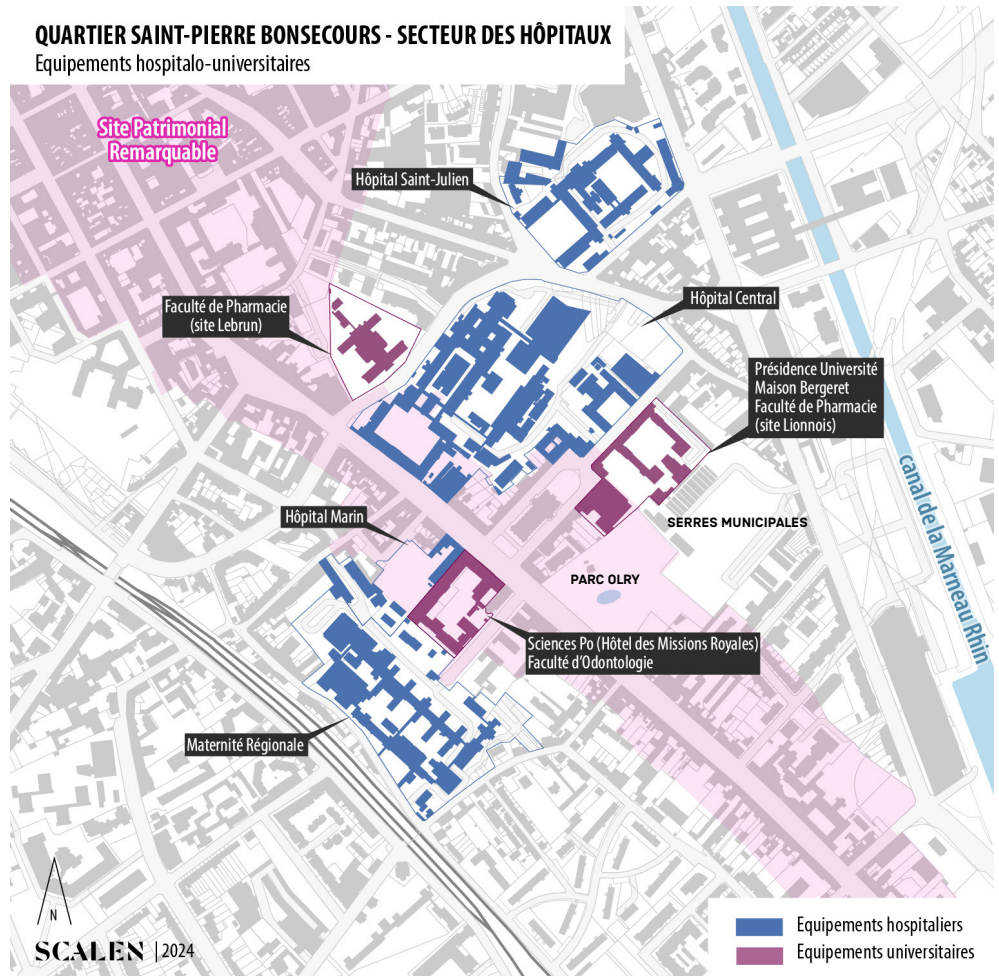
In contrast, the section of the canal contained within the European site has so far seen few developments, apart from the partial creation of cycle and footpaths along the old towpaths. These remain difficult to access or identify because of industrial sites, level changes and road intersections, but are nonetheless popular

HOSPITAL GRAND COURTYARD
FR-NANCY-SS-P10



HOSPITAL DISTRICT
FR-NANCY-C-Mo5

QUARTIER SAINT-PIERRE BONSECOURS - SECTEUR DES HÔPITAUX
Equipements hospitalo-universitaires



with walkers and cyclists.

Several waterway structures are included within the European area: 3 docks (the Bonsecours dock in Nancy, the old Port des Hauts-Fourneaux dock, and Jarville-la-Malgrange's Lock 26 dock); 4 road bridges and 2 footbridges, both in Jarville-la-Malgrange.

The abandoned Saint-Georges railway

The old Saint-Georges railway line was built in 1881, exclusively for the transport of goods. With several dozen sidings between Champigneulle and Houdemont, it served a large number of industrial and cottage industry activities, including the abattoirs until the 1990s.

The line fell increasingly into disuse between 1988 and 1998. Since then, several of the sidings have been developed as greenways, as is the case in Jarville. By the Auchan carpark there remains no trace of the railway. Most of the former railway land belongs to the municipalities, and occasionally the SNCF (notably the bridge). This land has generally been preserved from any construction.

LES POLARITÉS URBAINES ET LES ENSEMBLES PATRIMONIAUX

The Saint-Pierre Bonsecours district

The Saint-Pierre Bonsecours district is an old suburban neighborhood that historically formed the urban outskirts on the southern edge of Nancy, extending the metropolitan centre. The urban fabric developed along Avenue de Strasbourg before gradually expanding to the rear of the plots. The historic stratification can be seen in the diversity of architectural styles and the urban composition (town squares, views etc.). A large number of noteworthy buildings and developments, some listed, others more ordinary, bear witness to the urban evolution through the ages and the functions that composed the identity of the neighborhood: teaching hospital, religious institutions, industry and cottage industry, residential. The hospitals area constitutes a major urban landmark, dating back to the 13th century.

This area has not seen any major developments for several decades. However, it has been the subject of several planning and development studies to programme the gradual vacating of teaching hospital buildings and to facilitate the implementation a housing improvement scheme (Opération Programmée d'Amélioration de l'Habitat - OPAH-RU) throughout the neighborhood. This district thereby represents a major opportunity in terms of enhancing the urban, architectural and landscaping fabric, urban development and renewal, linking and reconnecting, landscaped and green corridors, for the city of Nancy and for the conurbation, with the eventual liberation of large sites, but also for future developments related to the metropolitan transport strategy on Avenue de Strasbourg (in 2026 and 2035).

FOCUS - REPÈRES HISTORIQUES

Faubourg Saint-Pierre's old road runs from Porte Saint-Nicolas to the church of Notre-Dame de Bonsecours. It extends into Rue de la République in Jarville-la-Malgrange. Its route is very ancient, following a topographical line at a distance from the former marshes of the Meurthe. The district's first hospital dates to the 13th century, with the construction of a leper colony on the site of today's Parc Olry and close to the Nabécor stream.

The suburb developed rapidly from the 18th century following the demolition of the fortifications and the constitution of an urban fringe between the Porte Saint-Nicolas and the church of Notre-Dame de Bonsecours. The entire street front is located within the designated heritage site (Site Patrimonial Remarquable - SPR). A number of 17th-, 18th-, 19th- and 20th-century buildings are protected (listed) as Cultural Property.

Several metropolitan and local public facilities are located on Avenue de Strasbourg (schools, university and hospital facilities, public park, town hall, churches), along with townhouses, apartment buildings, and a large range of shops.



FR-NANCY-SS-Po6



FR-NANCY-SS-Po8



JARVILLE HEAP BLAST FURNACES IN THE 1950'S FR-NANCY-SS-P33

The university hospital site

At the turn of the 20th century the construction of hospital and university facilities established this area as a major intellectual hub in Nancy, stretching diagonally from Hôpital Saint-Julien to Hôpitaux Maringer-Villemin-Fournier (today undergoing conversion).

The hospitals and university district is made up of large enclosed sites. Most of the buildings have undergone successive extension and restructuring over the 20th century. These modifications, along with parking requirements, have gradually taken up all the interstitial spaces. Today the area represents a major opportunity in terms of preservation and upgrade of existing heritage, urban development and renewal for the city of Nancy and for the conurbation, with the anticipated release (2035) of the hospital and university facilities. The release of these large sites, covering over 18 ha and boasting a prime location close to the centre of the conurbation, constitutes an architectural and patrimonial asset for reuse and development.

These facilities will be vacated gradually, and the process has already been underway for several years: Hôpital Marin, Hôpital Saint-Julien and the two buildings of the old Faculty of Pharmacology (Lebrun and Lionnois sites) are already vacant. The former Faculty of Pharmacology (Lebrun site) is soon to house the Lorraine Ballet, and projects for Hôpital Saint-Julien are being reviewed.

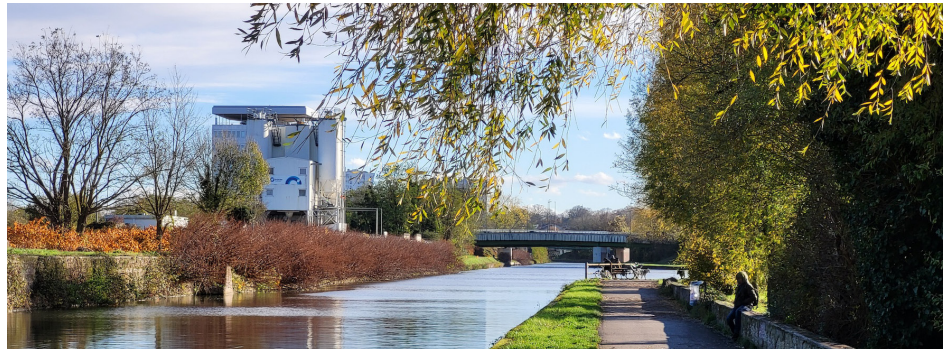
Jarville and the Californie neighborhood

The Californie social housing neighborhood was built between 1950 and 1970 on the site of old steelworks (blast furnaces) and slag heaps. These factories, together with a port, contributed to the development of the area over half a century, before being shut down between 1911 and 1921, and subsequently demolished. Long periods of decontamination and modification of the Meurthe riverbed were required to enable the development of the district.

Between 2004 and 2016, the neighborhood was the subject of a project of urban renewal led by the City, the Conurbation and Meurthe & Moselle Habitat (housing provider), with the support of the French national agency for urban renewal (ANRU). The development consisted of demolitions to visually open up the neighborhood to the north-west, upgrading the urban facilities as well as connections to the city centre, and the development of a residential zone in the Pré Jean Fontenier area (to the south) to create social diversity, particularly facilitated by Foncière Logement. Depending on assessment of the developments already realised, the municipality and the conurbation would like to pursue these transformations, particularly with regards sustainable renovation, redevelopment of public spaces and development of urban and landscaping links to embrace the nearby Meurthe, the canal, and the centre of the neighborhood, which is located on a major route into the centre of the conurbation. La Californie numbers 1800 residents, some 20% of the population of Jarville. The population is fairly young, with a high proportion living in poverty (60%).

FOCUS - REMARKABLE ARCHITECTURAL AND URBAN HERITAGE

The Nancy conurbation boasts a recognized and unusually varied architectural, urban and industrial heritage, representing several periods. The city's historic centre is protected by an extensive 'notable heritage site' order (Site Patrimonial Remarquable - SPR) covering the Old Town of Nancy, the New Town (17th century) and Stanislas (18th century), as well as a part of Faubourg Saint-Pierre to the south. Within this perimeter, a collection of 18th-century buildings is listed as UNESCO World Heritage. The SPR incorporates several historic city gates and squares, including the Place des Vosges, which is within the European zone. The European site for consideration includes part of the SPR and therefore presents significant heritage implications. The city is also home to the École de Nancy, the spearhead of Art Nouveau in France, and boasts several gems of architecture and decorative and industrial arts. Birth place of Jean Prouvé, Nancy is also an area of architectural innovation, with a large number of contemporary projects, including L'École Nationale d'Architecture (Livlio Vacchini, 1996), L'Autre Canal (Périphériques, 2007) and Quai Ouest (Anne Démians, 2014). Indeed, the European site contains three buildings listed as 'Notable Contemporary Architecture', including the Marcel Brot tower (Louis Fleck, 1966), which also won the Équerre d'Argent in 1970.



MARCEL BROT TOWER FR-NANCY-PS2-P05



SAINT-PIERRE CHURCH, RUE LIONNOIS
FR-NANCY-SS-P05



MAISON BERGERET (1903)
FR-NANCY-SS-P19

MAIN URBAN PLANNING DOCUMENTS

The metropolitan transport strategy

Grand Nancy Metropole has adopted a metropolitan transport strategy (Plan Métropolitain des Mobilités - P2M) to determine the strategy for transport networks up to 2035, with a gradual roll-out. A number of projects have already been completed and others are still to come. The European site is affected by two major projects.

- A major metropolitan Bus Rapid Transit (BRT) service along Avenue du Maréchal de Lattre de Tassigny/ Strasbourg and Rue de la République.
- The development of a cycle-path network with the creation of : two greenways along the banks of the canal for both municipalities (completion in 2026) ; a greenway between the canal and the Fonteno streambed in Jarville-la-Malgrange (completion in 2026) ; a network of cycle paths for the longer term (2035) along the north-south axis (Avenue De Lattre de Tassigny / Strasbourg and Rue de la République) and the streets that cross east-west (Rues de Nabécor, Gauvain and Bonsecours in Nancy, Avenue de la Malgrange and Rue du Maréchal Foch in Jarville).

Le PLUI - Inter-communal urban planning guidelines and opportunities

As part of Grand Nancy's urban planning, housing and transport guidelines, the Saint-Pierre Bonsecours neighborhood is covered by regional guidelines for development and programming, with the following objectives :

- Construct a new identity by upgrading existing buildings, providing for new mixed uses via refurbishment/conversion and operations,
- Create new landmarks in the city and the landscape, make the site more accessible and restore its relationship with its immediate surroundings, particularly the city centre and the canal,
- Upgrade the major routes into the city
- Maintain and improve the local shopping zones,
- Reduce traffic and develop the urban landscape for active transport,
- Improve the natural fabric by encouraging unsealing and restoring of land.

Green infrastructure and new pedestrian and landscaped links

The planning and programme guidelines (Orientations d'Aménagement et de Programmation - OAP) identify several greenways crossing the existing urban fabric, making it possible to establish a clear green and pedestrian infrastructure and reconnect the Nancy suburb and neighborhoods and Jarville with the canal and its greenways, structuring the metropolitan area. The European area thereby includes several new pedestrian and landscaped routes to be considered, often as part of projects for land restoration (see project sites), exploring the themes of thresholds and connections.



PROJECT SITE 1 FR-NANCY-PS1-APo2 © Métropole du Grand Nancy

FOCUS

AN ANCIENT HORTICULTURAL HISTORY AND CULTURE STILL FIRMLY ROOTED IN PRACTICE

Nancy has a long tradition of horticulture. A botanical garden and botanical college were established in the 19th century. The first municipal greenhouses were also set up at the same time, in two locations within the town: Parc de la Pépinière (now the rose garden) and Jardin Sauveget (no longer in existence). The second site was problematic because it was regularly damaged by flooding from the Meurthe. At the beginning of the 1920s it was decided to regroup the two sites on municipal land at 106 Boulevard Lobau. This site corresponds to what is today occupied by Parc Olry, the greenhouses and the carpark. It originally comprised a large private garden belonging to Mr Achille Olry, who agreed to leave it to the City of Nancy on the condition that it became a public garden. In 1924, the garden was divided in two to create Parc Olry at 83 Avenue de Strasbourg, and the municipal greenhouses at 106 Boulevard Lobau. Thus established, the two areas have evolved according to differences in landscaping, functional organization and management. But since their creation they have maintained a certain cohesion, each contributing to a shared expression of botanical expertise. Alongside private gardens and squares at the centre of residential apartment buildings, Parc Olry and almost the entire site of the municipal greenhouses form a single natural site, centrepiece of the district's landscape fabric, which has been listed under the French Environment Code since 1947.

PROJECT SITES

SITE 1 : AROUND THE MUNICIPAL GREENHOUSES

CONTEXT AND KEY ISSUES

This site brings together a range of entities that need to be linked, brought into dialogue, and reconnected with their surroundings : Parc Olry and the Olry carpark, the municipal greenhouses, Boulevard Lobau, Rue Lionnois, and the CHU.

Parc Olry is one of the main green spaces of the Saint-Pierre Bonsecours neighborhood. Open to the public since 1924, it is of important historic, patrimonial and ecological value. The park boasts a wide variety of trees, with some exceptional individuals : plane, beech, oak, yew, chestnut, ginkgo, Pride of India, black locust, etc. The park also has a pond, a playground, a bandstand and a range of areas for walking and relaxing. The park's main facade and grand, 18th-century entrance gate are on Avenue de Strasbourg, with two additional entrances : a discrete access from the Olry car park, and a service access from the greenhouses. Despite its quality and size, Parc Olry is relatively enclosed and unconnected with its immediate surroundings as it plays no role as a thoroughfare.

The municipal greenhouses serve for the production of plants and flowers for Nancy's green spaces, flowerbeds and decorative requirements. Between 150,000 and 300,000 plants are produced each year for the city's floral and decorative needs. A wide range of horticultural trades and skills are represented here, as well as a number of related workshops: carpentry, metalwork, playground maintenance, decoration design, etc.

The site houses around forty employees and includes facilities for green space maintenance teams, a bee-hive, and workshops for schoolchildren and adults. The municipal team helps to train apprentices and operates partnerships with horticultural colleges, AgroParisTech and the Jean-Marie Pelt botanical garden in Villers-lès-Nancy. It also boasts a collection of tropical plants, relocated in 1934 from the botanical garden. The site is connected to a district heating system to cool certain greenhouses.

The Olry car park provides 173 places of free, public parking. It was built on part of the original site of the municipal greenhouses. Accessible from Boulevard Lobau via an entrance shared with the greenhouses, it also has a pedestrian access from Parc Olry. Located not far from the private Auchan car park, it is used by local employees and residents. Nevertheless, requirements for parking and the scenic qualities of the site raise the question of whether this car park should be maintained in the long term.

The Nabécor stream, an affluent of the Meurthe, is buried beneath the town and passes under Parc Orly, the municipal greenhouses and the northern area of the Auchan site.

Rue Lionnois and the interface with the hospitals district: the project site is edged to the north by several buildings on Rue Lionnois: the former Faculty of

* Le patrimoine arboré est diversifié avec des sujets exceptionnels : platanes, hêtres, chênes, ifs, châtaigniers, ginkgo biloba, savonnier, robiniers, etc. Un petit étang, une aire de jeux, un kiosque, et une diversité d'espaces de promenade et de détente complètent les aménités du parc.



MUNICIPAL GREENHOUSES AND BUILDING FRONT ON BOULEVARD LOBAU FR-NANCY-PS1-P13



OLRY PARKING AREA FR-NANCY-PS1-P10



OLRY PARK FR-NANCY-PS1-P32

Pharmacology (vacant building), Maison Bergeret (Art Nouveau house listed as a Cultural Property since 1996) and the University President's Office.

These three buildings form an enclosed area that does not allow for connections with the hospitals district. The possibility of an opening could be examined between Maison Bergeret and the University President's Office, in conjunction with the University.

GUIDELINES

Project for the municipal greenhouses : the City of Nancy wishes to upgrade the municipal greenhouse site as part of an urban, ecological, educational and social development project. The aim is to develop a production and horticultural site and open it to the public. The project has not yet been finalized and is currently being drawn up by the City of Nancy, with the help of a service provider.

- Safeguard and modernize horticultural production site in the city,
- Showcase the skills and expertise of the gardeners,
- Open the site to visitors and the general public for open or guided visits,
- Open the site up to create an interaction with its surroundings, improving visibility and access,
- Establish a place to come together around circular economy and plants,
- Encourage social interaction for local residents and offer events for schools.

A landscaped framework and the creation of a greenway from Avenue de to the canal: the aim is to reinstate a framework within the neighborhood in order to restore accessibility with the large enclosed property sites, reinforcing the natural and ecological features, high-quality, safe connections and routes for active transport, to interlink public spaces, to upgrade the neighborhood's existing landscape.

DEVELOPMENT OPPORTUNITIES

- **A wasteland plot to be reclaimed :** in 2023, Nancy undertook a study of a piece of wasteland between Parc Olry and the Olry car park, with a view to selling it for housing development. Apart from this plot, housing is not desired on this site.
- **A community garden project:** as part of the City of Nancy's participative budget, residents voted for the creation of a community garden on the greenhouse site in 2025, sharing management between local residents and the council services. In addition to this will be a fruit orchard in connection with the existing bee-hive.
- **Greenhouse buildings fronting onto Boulevard Lobau:** the future of buildings belonging to the municipal greenhouses that front onto Boulevard Lobau may be considered in view of the project to upgrade the greenhouse site, opening it towards the canal and improving its visibility. The services currently occupying these premises will need to be relocated on the site.



PROJECT SITE 2 FR-NANCY-PS2-APo2 © Métropole du Grand Nancy



PARKING AREA OF THE SHOPPING CENTRE AND BUILDING FRONT ON BOULEVARD LOBAU FR-NANCY-PS2-Po7

SITE 2 - ALONG THE CANAL AND BOULEVARD LOBAU

CONTEXT AND KEY ISSUES

An area at the interface between the historic suburban avenue and the canal, this project site is dominated by the infrastructure that characterizes these city-edge urban landscapes, between the slip-roads of the by-pass and the rectilinear axis of Boulevard Lobau.

The project site proposed for the competition stretches along the west bank of the canal, around the old Bonsecours dock. Large areas of impervious surfaces devoid of any quality landscaping or urban development isolate the canal. From Nancy upstream to Jarville downstream, it includes an area of vacant wasteland, a Norauto garage, a petrol station, the Auchan car park, the shopping centre and its arcade, a large fast-food chain, a disused postal distribution centre and the Lycée Jean Prouvé high school gymnasium (set aside as a functioning sports facility), representing a range of real-estate opportunities along the canal.

To the north, a railway bridge is a reminder of the old Saint-Georges railway line. The west bank of the canal is accessible and landscaped, but its surroundings are neglected: the backs of business premises, the enclosed boundaries of private car parks. It constitutes an entire urban landscape that today needs to be rethought to restore a quality feel and landscape to these spaces, while making provision for future development. The transformation of this urban area needs to be designed to be in keeping with developments to the north in Nancy (Rives de Meurthe) and in Jarville-la-Malgrange to the south.

In terms of land, the retail chains own two-thirds of the area: Auchan France and Ceetrus France (Norauto and part of the shopping arcade). The City of Nancy and the State retain ownership of a third of the site: the State-owned area corresponds to the footprint of the old Saint-Georges railway, which is no longer visible beneath the asphalt of the car parks. This former railway line runs along the canal from the railway bridge to the north of the site, to Jarville-la-Malgrange, where it reappears as a greenway.

The local authority isn't planning a 'ZAC' type public development operation, and does not require an urban development plan with new built volumes from the competition. Rather, the aim is to devise a long-term landscaping strategy, enabling the modification of accesses, giving new uses to the canal and raising its profile, revealing and enhancing landscape assets, and working with private stakeholders.

VIEW ON THE SHOPPING CENTER
FR-NANCY-PS2-Po1



CANAL BANK AND GREENWAY
FR-NANCY-PS2-Po8



VIEW ON BONSECOURS DOCK UPSTREAM AND MARCEL BROT TOWER
FR-NANCY-PS2-Po4



**FOCUS - COULD THE CANAL RESUME ITS TRANSPORT FUNCTION ?
CAN THIS COEXIST WITH OTHER USES OF THE WATERWAY ?**

Working on the regional transport strategy (Schéma Logistique Territorial) led the Nancy metropolitan area, in partnership with Voies Navigables de France, to examine conditions for developing river transport in Nancy in conjunction with cargo bikes for city-centre deliveries. The Bonsecours dock was identified as a potential site for river transport for a number of reasons: the presence of businesses, a future project of Local Market Interest in the Marcel Brot area on the east bank of the canal, and the area's good connections to the roads network and greenways.

At the same time, a study carried out of the Bonsecours dock revealed significant silting and highly polluted deposits from the industrial dock's former activities and a cement works that is still in operation. It will be necessary to decontaminate and dredge in order to develop new activities, operations that are very costly. The project of transport activities for this dock remains relevant, but is envisaged for the medium or long term because of the significant investment required.

The waterway transport project is not the main subject of the European competition, especially as the project site focuses on the city bank rather than the industrial bank. However, the revival of the canal's commercial or recreational functions is worth considering. This means anticipating suitable access to the stretch of water according to what activities will be involved (waterway tourism, boating, water taxi, houseboats, etc.)

GUIDELINES

- Identify and address the challenges of reconnecting the town to the water: views, landscaping, accessibility, activities and uses, etc.
- Restore a green and blue infrastructure while enabling other activities or schemes to continue,
- Formalise greenways, green corridors and public paths outlined in the inter-communal urban planning guidelines,
- Imagine the urban future of the site and the organization of a 'canal town' with a range of uses combining nature, business, housing, services and retail,
- Adapt the site for all kinds of transport and address the transition between the motorway infrastructure and Boulevard Lobau,
- Anticipate the possible reactivation of business or recreational activities on the canal (the dock has not been used for several years and no longer accommodates boats).

DEVELOPMENT OPPORTUNITIES

- **Project for a multi-storey car park** : to meet the needs of the neighborhood, Greater Nancy is planning to build a 400-place multi-storey car park on five plots of wasteland to the north of Norauto and the Auchan car park. The project is part of the metropolitan transport strategy for 2026. This facility could in time play a role in a park and ride scheme, with efficient links to the public transport system. The plots are currently owned by Auchan Hypermarché.
- **The old postal distribution centre** : on the southern edge of the project site, below the slip road linking the by-pass with Boulevard Lobau, a former postal distribution centre, disused and up for sale. The site is very well located, close to the motorway interchange and Avenue de Strasbourg. The local authority wants a quality conversion of the site, preserving and reusing the existing building.
- **Adapting the shopping centre**: evolutions in consumer behaviour and the issues of urban densification are prompting a rethink of the hypermarket model in dense urban areas. The presence of Auchan Nancy Lobau presents an opportunity to enter into discussion with private stakeholders with a view to experimenting with transforming and adapting a shopping precinct and its car park to manage the transition from an out-of-town model to a city-centre model.



PROJECT SITE 3 - AROUND THE CANAL IN JARVILLE FR-NANCY-PS3-AP02 © Métropole du Grand Nancy



VIEW ON THE CANAL FR-NANCY-PS3-P29



VIEW ON THE CANAL FR-NANCY-PS3-P20

SITE 3 – AROUND THE CANAL IN JARVILLE

CONTEXT AND KEY ISSUES

The project site directly addresses the relationship between the town and the canal, in a specific situation of two urban zones facing one another: the old urban fabric, organized in strips orientated towards the frontage along Rue de la République; the Californie housing development organized within an open plan site, grafted on to the network of infrastructure developed at the same period.

Between the two, the canal sits as an important reminder of an industrial past that is no longer visible. The Marne–Rhine canal provides areas for walking but is not seen by inhabitants as a place to enjoy or as a connecting space, apart from the three footbridges. The canal is therefore viewed negatively by residents of Californie and represents an urban and social divide.

The entire waterways network (the canal, the Meurthe and the old streams) nonetheless appears to be a defining element and a vector for projects to open up neighborhoods, adapt to climate change and improve the living environment. The ambition of Jarville-la-Malgrange is to “turn” towards the canal, both from Californie and from the town centre. The strategy consists of identifying sites that are available or developable (renewal or conversion) to develop mixed-use projects, socially and intergenerationally diverse, reinforcing the landscape and ecological fabric, developing links for active transport, taking advantage of the waterways infrastructure for developing a leisure programme and the creation of new public spaces.

The waterways heritage to be developed or revived with new uses comprises lock no. 26 and two the two disused docks related to the old Port des Hauts-Fourneaux and the slag heaps that were previously on the Californie bank.

- **The lock** : the Jarville lock (no. 26 and 26bis) is one of 178 locks on the Marne–Rhine canal (1846–1853). It was updated and lined in 1930 in response to the increase in traffic due to the chemical factories in the valley.
- **The dock upstream (north)** : the upstream dock, surrounded by private land, is not currently accessible. The installation of activities (boating or leisure) would require additional developments on top of the creation of a portion of greenway planned along this dock for 2026 as part of the metropolitan transport strategy.
- **The downstream dock (south)** : the dock immediately adjacent to the lock structure benefits from public access on both sides of the canal and readily lends itself to reuse. The municipality would like to upgrade the stretch of water relating to the Quai de l’Ecluse project by authorizing the presence of one or more boats housing on-board activities*

* This type of upgrade would require dragging, analysis of deposits and pollution, feasibility studies and development of the banks, with assistance from VNF (Voies Navigables de France), partners to the municipality and the European competition.

FOCUS
TWO HOUSING PROJECTS UNDERWAY :
QUAI DE L'ECLUSE AND THE HÔTEL DE VILLE BLOCK

In 2024, Jarville-la-Malgrange announced committing to two operations of urban renewal in the town centre along the canal. These housing projects reflect a desire for change and urban quality to revive the appeal of the town centre by enhancing its characteristics as a 'green town' and a 'town on water'. The Quai de l'Ecluse project is located on the main Jarville dock on a collection of plots formerly occupied by disused buildings or wasteland. It comprises 110 housing units, with the ground floor given over to parking and 700m² of shops or residents' services. The programme is mainly comprised of housing for the open market, with a social housing retirement home and assisted living for people with Down's syndrome. The group of buildings is arranged in tiers to provide terraces and views of the canal. Construction will run from 2025 to 2028, managed by contracting authority VIVEST. The design team consists of EXP Architectes, Sempervirens, EKER, Iris Conseil. The second project is located behind the town hall (Hôtel de Ville). It includes the construction of a building of 25 apartments and the development of a town park, scheduled for realization from 2025.

PROJET QUAI DE L'ÉCUSE
 FR-NANCY-PS3-M04
 © EXP arch. - Sempervirens -
 IRIS conseil - EKER



FOCUS - GREENWAYS AND FOOTPATHS IN JARVILLE

Emphasizing its character as a town on the water and a green town, Jarville-la-Malgrange is developing a network of active routes to link green spaces and public facilities. This framework is based on three main greenways :

- The first links the canal to Jarville station, following the old railway line;
- The second is part of the Fonteno green corridor, following the stream that is open up to Rue du Moulin, then disappearing under the railway tracks and the canal before reemerging on Rue Gabriel Fauré in the Californie neighborhood, where it meets the Meurthe floodplain;
- The third takes the east bank of the canal and serves the Californie neighborhood, with the challenge of softening the pervasive minerality of certain public spaces.

These three greenways contribute to interconnecting and reinforcing existing and future focal points, in particular public park developments associated with housing and urban renewal projects (Quai de l'Ecluse, around the Town Hall). More broadly, they form part of the 'Promenades de Jarville', a network of scenic footpaths associated with a scheme for planting and incorporating nature in the city.

GUIDELINES

- Employ a landscaping strategy and a program of uses to bring the canal to life as a vector for social and urban dynamics, creating landscaped and visual openings and establishing a dialogue between the two banks.
- Identify the potential uses of the banks and stretches of water, developing the waterway as an asset.
- Identify opportunities for adapting or transforming existing built fabric to enable the town to turn towards the canal.
- Incorporate projects undertaken as part of the scope of Europan: Quai de l'Ecluse and the Hôtel de Ville block (see Focus – Two housing projects underway).

DEVELOPMENT OPPORTUNITIES

Apart from a strategy of landscaping and green spaces all the way along the waterway, two development opportunities have been identified:

- **The old centre – Rue de la République and the banks of the canal – the PAPAG block** : a collection of city blocks fronting onto Rue de la République are implicated in the 'area on hold for overall development' : mostly old buildings, residential with retail units on the ground floor, often vacant. Registry as an 'area on hold' aims to prepare for a quality redevelopment of the canal frontage and surroundings, between the Quai de l'Ecluse project and the Hôtel de Ville block. The municipality also envisages the development of an urban park and a landscaped link between Rue de la République and the canal, extending the Fonteno greenway located further west.
- **The Californie neighborhood and the Espace Françoise Chemardin** : the neighborhood has seen several operations of urban renewal and redevelopment of public spaces, with the creation of community gardens, which work well today. The realization of new housing, and soon a health centre, brings a visible diversification of the built forms along the main street and the canal. Nonetheless, the neighborhood still turns its back on the canal, and the only amenity in contact with the bank is underused: the Espace Françoise Chemardin is showing signs of degradation and is no longer really adapted to current needs. The Europan teams are invited to consider the future of this space close to the lock.

* Périmètre d'attente de projet d'aménagement global – PAPAG) detailed in the conurbation's PLUi-HD (as of September 2024



PROJECT SITE 4 - ALONG THE OLD MOULIN STREAM FR-NANCY-PS04-AP02 © Métropole du Grand Nancy



VIEW ON THE FOOTBRIDGE FROM MARIE MARVINGT STREET FR-NANCY-PS4-AP01



VIEW ON RÉPUBLIQUE STREET FR-NANCY-PS4-P09

SITE 4 - ALONG THE OLD MOULIN STREAM

CONTEXT AND KEY ISSUES

The boundaries of the project site reveal an area of interface between urban and landscaped fabric in all four directions. From south to north, this stretch of Rue de la République constitutes a city outskirts and an urban threshold, a transition space between the commercial fabric of the Gabriel Fauré industrial park, and the first continuous facades. The passage in front of the Sacré Cœur de Jarville-la-Malgrange church marks a unique entrance into the old centre of Jarville; its domed bell tower, topped by a statue, is directly inspired by the better-known Sacré Cœur de Montmartre.

From west to east, the project site makes it possible to create a transversal urban route from the railway embankment to the natural spaces around the Meurthe, crossing through a number of built-up and landscaped areas characteristic of the town. This project site thereby presents characteristics that serve as a demonstration at the scale of the municipality and of the overall European site for consideration around the theme of thresholds and connections and the relationship between the town, the canal and the banks of the Meurthe.

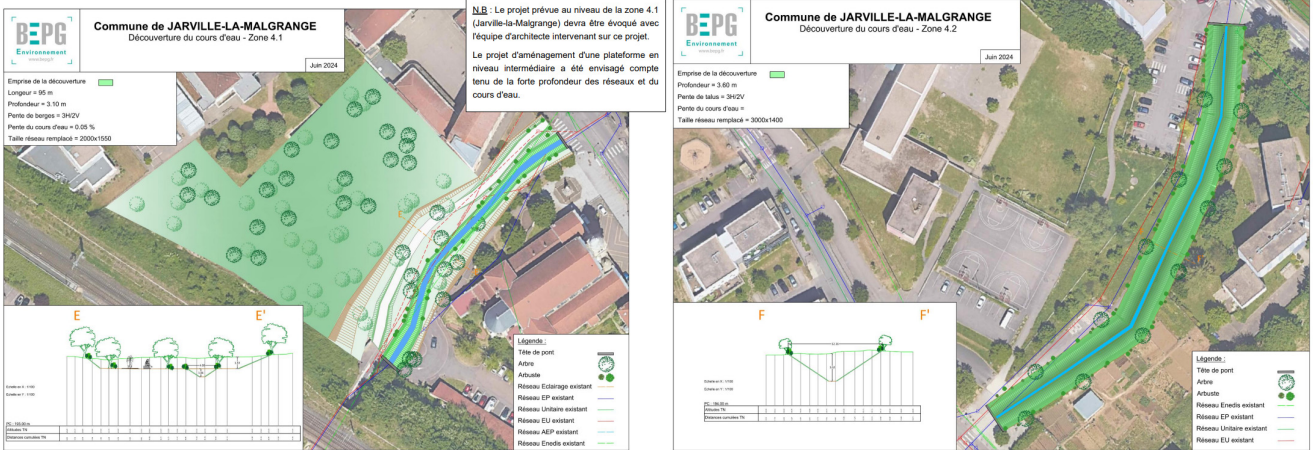
Perpendicular to the axis of the old suburb, Rue de Renémont follows the course of the old Moulin stream, buried after the railway embankment was made and over the successive periods of urban development that followed the first industrial installations, which disrupted the natural fabric.

GUIDELINES

- Transform Rue du Renémont and create of a landscaped greenway linking the old centre, the canal banks, the modern and contemporary Californie neighborhood, the sports fields and the natural spaces along the Meurthe.
- Restore a green corridor and reintroduce water into the town centre by restoring the Moulin stream, contributing to reestablishing a green corridor between the Fonteno streambed (on the other side of the railway tracks) and the Meurthe floodplain.
- Facilitate the redevelopment of a dilapidated city block and recreate green public spaces.
- Extend and connect the recently created public spaces.
- Reconnect the town with its natural fabric and original waterways, integrating climate issues and natural risks (flood-risk site) into the urban development and built forms.

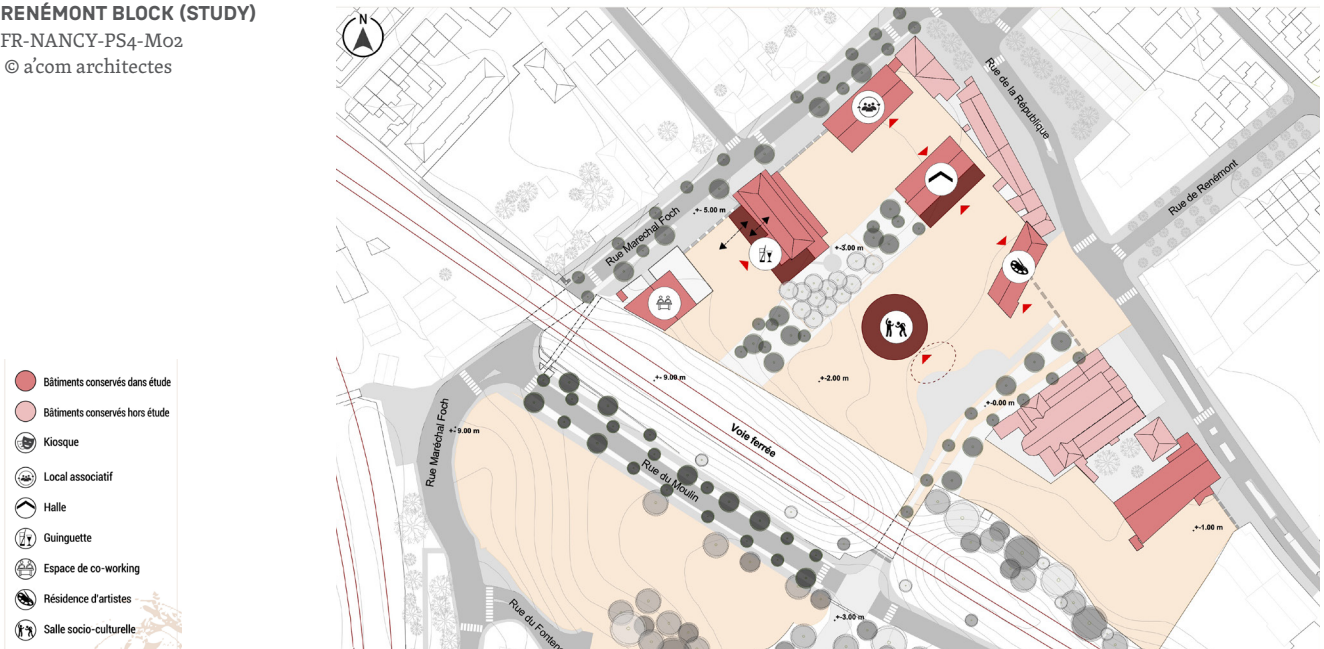


VIEW ON SACRÉ-CŒUR CHURCH FR-NANCY-PS4-Po8



RENATURATION OF MOULIN STREAM PROJECT (TECHNICAL STUDY) FR-NANCY-PS4-M03-04 © BEPG

RENÉMONT BLOCK (STUDY)
FR-NANCY-PS4-M02
© a'com architectes



DEVELOPMENT OPPORTUNITIES

The European competition provides an opportunity to design and give shape to the initiatives and studies undertaken in the area by Jarville-la-Malgrange, offering several opportunities for the development of public spaces in the follow-up to the competition :

The restoration and renaturation of the Moulin stream

The project currently being examined by the City and the Conurbation supports of the renaturation and restoration of a green corridor along the course of the old stream.

- A preliminary technical study, led by Métropole du Grand Nancy is currently being conducted by BEPG (Bureau d'Étude Eau Environnement, Pédologie et Géologie) at schematic design phase. This will enable assessment of the technical conditions and significant costs required for carrying out the work.
- Uncovering the waterway is ambitious given its route through the centre of the town, and may be possible in two separate sections: part of Rue de Renémont, between Rue de la République and the railway lines; a strip of land in the Californie district, between Rue Marie Marvingt and Rue Gabriel Fauré. A public space is to be designed to connect and accompany these developments.

Redevelopment of the Renémont block - Maréchal Foch

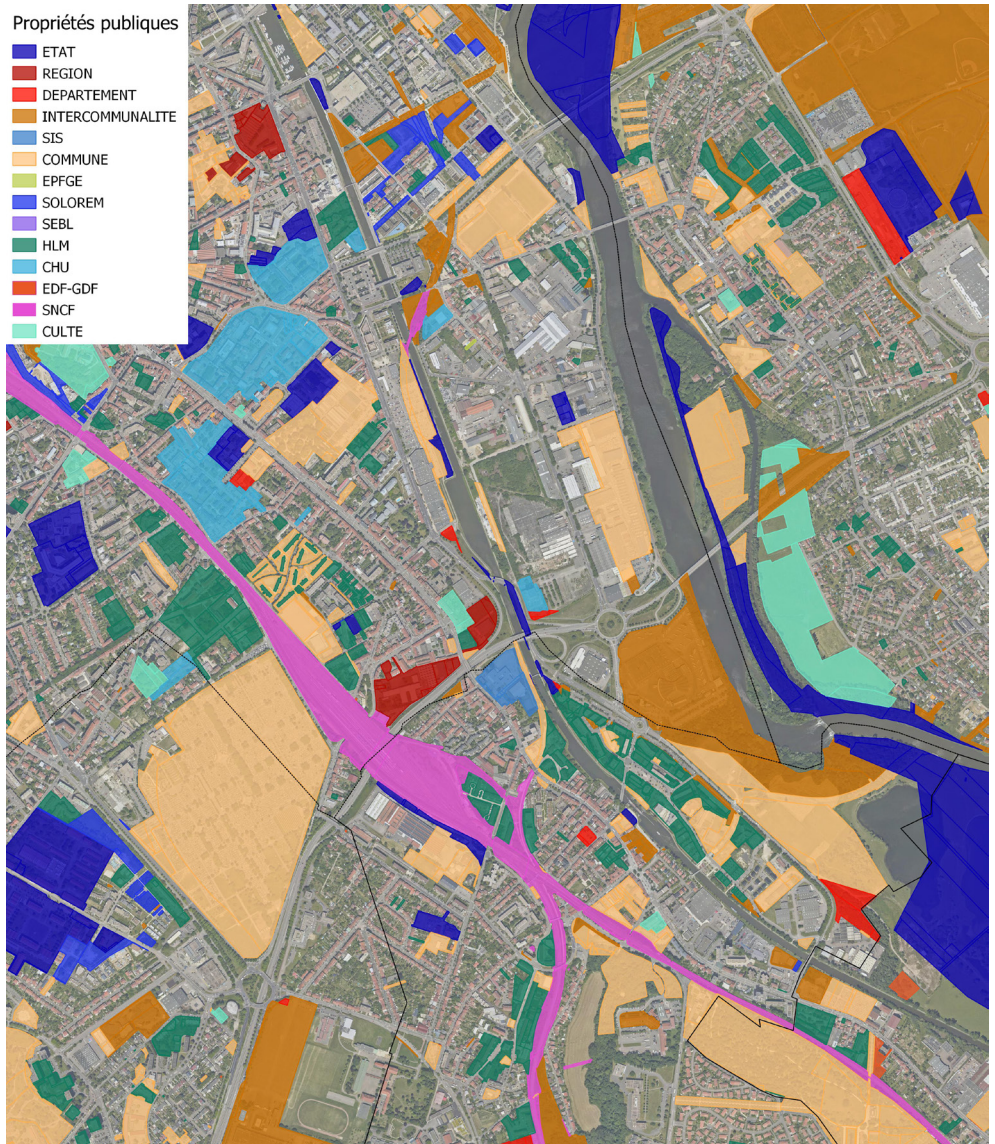
Backing onto the railway tracks, the block has been earmarked by the municipality for several years for overall redevelopment, due to its unoccupied or seriously dilapidated buildings, in a flood-risk zone.

- Acquisitions have begun and are ongoing.
- The transformation of the block began with relocating and renovating two community services: the 'Kiosque' community hall, and the community office housing municipal services.
- The municipality wishes to pursue the transformation of the block to develop a Cultural and Creative District, in association with local organizations and businesses, around an urban park opening onto Rue de Renémont, to be fully pedestrianized in due course.
- In this context, the Erckmann-Chatrian school between Rue de Renémont and Rue du Maréchal Foch will be vacated in the medium term, following the construction of a new generation school on Rue du Moulin. The future and re-use of the old school building are not yet determined.

CANAL BANKS (NANCY)
FR-NANCY-PS2-P11



LAND PUBLIC PROPERTIES
FR-NANCY-PS2-P11



PREVIEW OF FOLLOW-UP TO THE COMPETITION

TOWARDS A PROJECT-PROCESS

METROPOLITAN STRATEGIC PLAN VERSUS LOCAL DEVELOPMENT PROJECTS

The town's needs are clearly related to the two scales of the area for consideration and the project sites. On the scale of the red perimeter, the global vision will be led by Métropole du Grand Nancy for a strategic vision around subjects on a metropolitan level (economic development, long-term transport scheme, large metropolitan facilities and functions, etc.). On the scale of the proposed project sites, several identified operations could be conducted by the Ville de Nancy or the Ville de Jarville-la-Malgrange, in consultation with the Métropole.

The European teams can frame their proposals in this dual approach of project-process on a large scale (major urban and landscaping principles for the medium to long term, strategic vision) and of localized projects, achievable with a tactical approach that anticipates the qualities intended for the targeted spaces.

PARTNERSHIP AND CONSULTATION IMPLICATIONS

Following the competition, implementation of the projects proposed by the selected teams will need to be associated with the involvement of different stakeholders on a case-by-case basis.

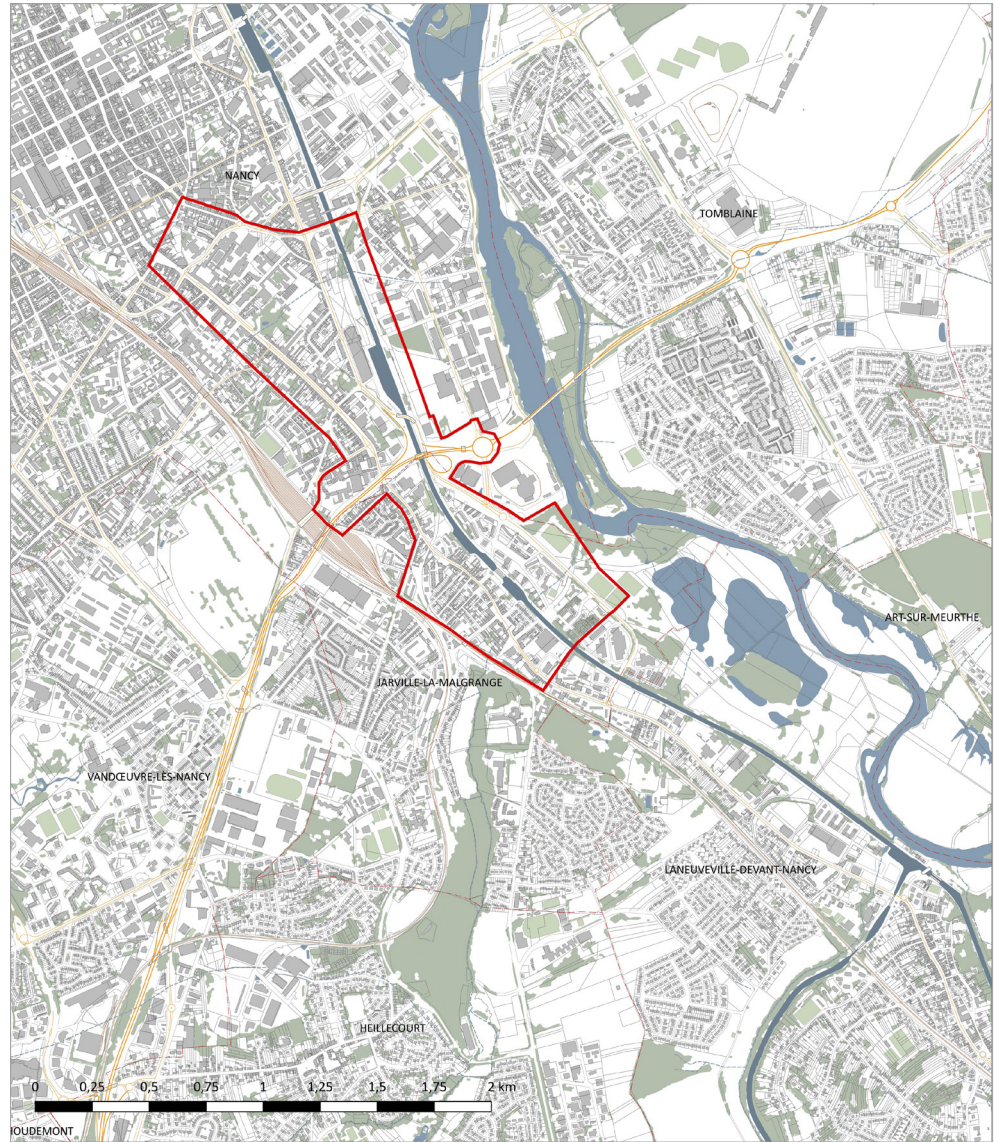
Institutional and operational partnerships :

- Métropole du Grand Nancy, Villes de Nancy et Jarville-la-Malgrange
- SCALEN (Agence de Développement des Territoires Nancy Sud Lorraine)
- SOLOREM (Société Lorraine d'Economie Mixte d'aménagement urbain)
- Établissement Public Foncier du Grand Est (EPFGE)
- Public waterways authority: Voies Navigables de France (VNF)
- Government departments (DREAL, DDT) and departments for architecture and heritage (DRAC, ABF)
- Californie social housing providers (including Meurthe & Moselle Habitat)
- Public funding and contracting authorities: Région, Conseil Départemental
- Public service providers and administrators

Stakeholders involved in the initiative :

- Institutional and private land and property owners,
- Businesses, companies and retail chains present on the site
- Residents and associations
- Property investors and developers

FR-NANCY-SS-Mo1



FR-NANCY-PS1-PS2-Mo1
FR-NANCY-PS3-PS4-Mo1



PLANNED FOLLOW-UP TO THE COMPETITION

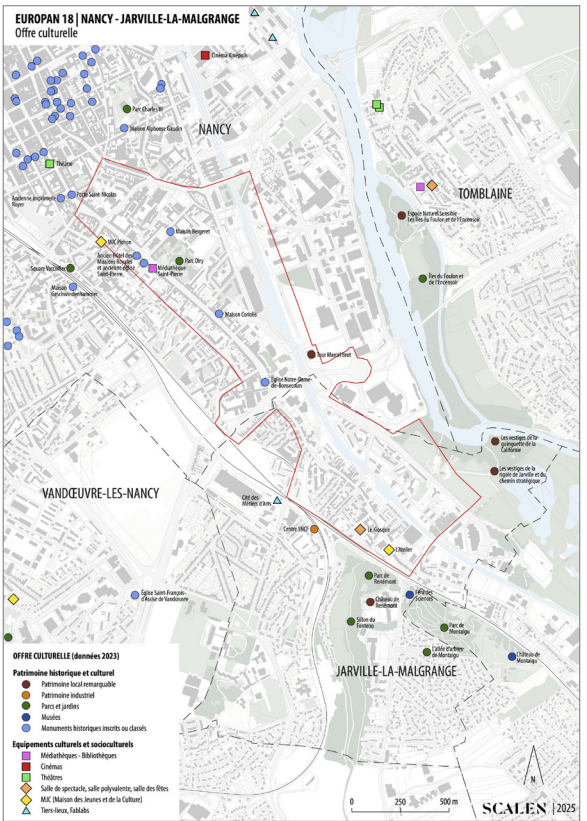
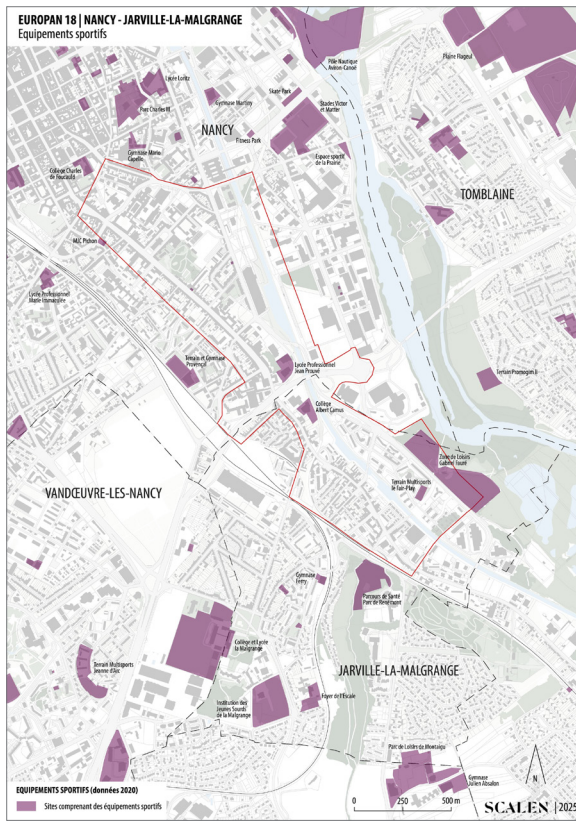
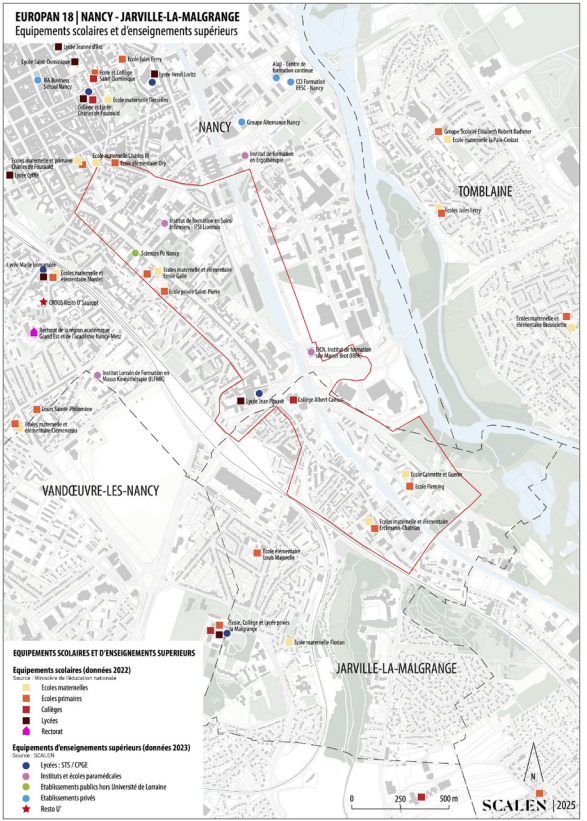
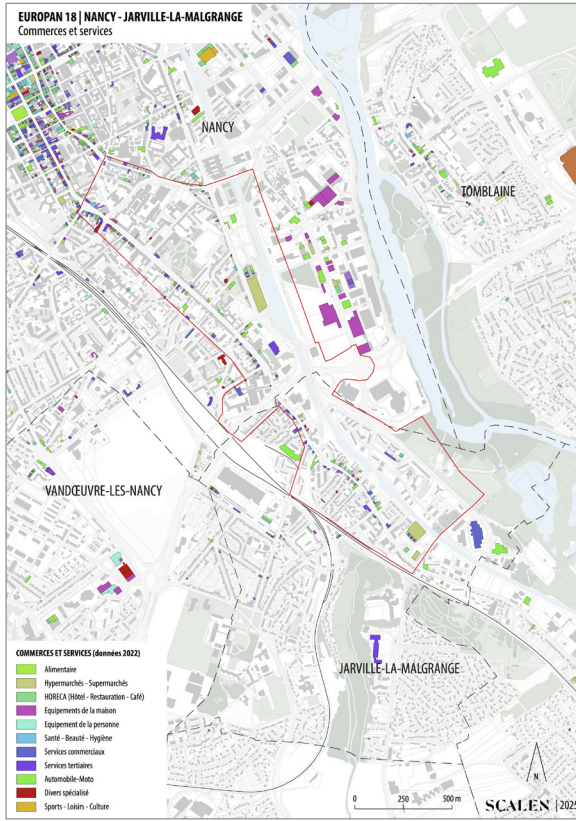
WORK THAT MAY BE ASSIGNED TO THE EUROPEAN TEAMS

Following the competition, the local authorities – or the persons acting on their behalf to manage and commission an overall project or specific studies – may entrust the teams selected by the European France jury with one or more assignments to develop the urban and architectural feasibility of their proposals. Depending on competition results, evolutions to the urban programme and the way in which the project is implemented, these assignments may include:

- Development of a coordinated master plan and/or urban and landscaping design services,
- Architectural feasibility studies with a view to previewing and experimentation,
- Conception and design services for public space and landscaping.

SUGGESTIONS FOR THE COMPOSITION OF TEAMS

European France and the local authority invite candidates to put together multi-disciplinary teams of architects, landscape architects and urban designers, drawing on additional environmental and ecological experience wherever possible. Expertise in terms of consultation and the involvement of local stakeholders will be a plus. The selected teams may be called upon to reinforce their skills in the follow-up to the competition.



DOCUMENTS LIST FOR DOWNLOAD

CONURBATION - TERRITORIAL SCALE

FR-NANCY-C-APo1	.jpg .pdf	Aerial photography + topo
FR-NANCY-C-Mo1	.pdf, .jpg	Map of the conurbation
FR-NANCY-C-Mo2	.jpg .pdf	Map of sillon Lorrain
FR-NANCY-C-Mo3	.jpg	Relief Map
FR-NANCY-C-Mo4	.jpg	Hydrographic map
FR-NANCY-C-Mo5	.jpg	Geological map
FR-NANCY-C-Mo6	.jpg	Land use map
FR-NANCY-C-Mo7	.jpg	Road system map

RELECTION SITE - URBAN SCALE

FR-NANCY-SS-APo1	.ai .pdf .jpg	Aerial photography
FR-NANCY-SS-APo2 à AP18	.jpg	Semi-aerial pictures
FR-NANCY-SS-Mo1	.ai .shp .jpg	Map of the reflection site
FR-NANCY-SS-Mo2	.jpg	OAP Saint-Pierre Bonsecours
FR-NANCY-SS-Mo3	.jpg	Hydrographic map
FR-NANCY-SS-Mo4	.jpg	Land public properties map
FR-NANCY-SS-Mo5	.jpg	CHU district map
FR-NANCY-SS-Mo6 à Mo9	.jpg	Public facilities map
FR-NANCY-SS-Po1 to P35	.jpg	Ground pictures

PROJECT SITE - ARCHITECTURAL SCALE

FR-NANCY-PS1-APo1	.jpg	Aerial photography
FR-NANCY-PS1-APo2	.jpg	Semi-aerial picture (perimeter)
FR-NANCY-PS1-APo3 à APo6	.jpg	Semi-aerial pictures
FR-NANCY-PS1-Mo1	.ai .pdf	Map of the site 1 (perimeter)
FR-NANCY-PS1-Po1 à P36	.jpg	Ground pictures site 1
FR-NANCY-PS2-APo1	.jpg	Aerial photography
FR-NANCY-PS2-APo2	.jpg	Semi-aerial picture (perimeter)
FR-NANCY-PS2-APo3 à APo6	.jpg	Semi-aerial pictures
FR-NANCY-PS2-Mo1	.ai .pdf	Map of the site 2 (perimeter)
FR-NANCY-PS2-Po1 à P16	.jpg	Ground pictures site 2
FR-NANCY-PS3-APo1	.jpg	Aerial photography
FR-NANCY-PS3-APo2	.jpg	Semi-aerial picture (perimeter)
FR-NANCY-PS3-APo3 à APo6	.jpg	Semi-aerial pictures
FR-NANCY-PS3-Mo1	.ai .pdf	Map of the site 3 (perimeter)
FR-NANCY-PS3-Mo2 à Mo4	.pdf	Quai de l'écluse map
FR-NANCY-PS3-Po1 à P34	.jpg	Ground pictures site 3
FR-NANCY-PS4-APo1	.jpg	Aerial photography
FR-NANCY-PS4-APo2	.jpg	Semi-aerial picture (perimeter)
FR-NANCY-PS4-APo3 à APo6	.jpg	Semi-aerial pictures
FR-NANCY-PS4-Mo1	.ai .pdf	Map of the site 4 (perimeter)
FR-NANCY-PS4-Mo2 à M4	.pdf .jpg	Plan projets
FR-NANCY-PS4-Po1 à P15	.jpg	Ground pictures site4

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