



EUROPAN 18 – NANCY MÉTROPOLE

Report on filmed site visit - Thursday, March 20, 2025

Present during the visit :

Elected representatives

- Mathieu KLEIN, President of the Métropole du Grand Nancy (MGN), Mayor of Nancy,
- Isabelle LUCAS, deputy mayor of Nancy, metropolitan councillor responsible for urban planning and land strategy,
- Vincent MATHERON, Vice-Chairman of MGN Mayor of Jarville-la-Malgrange

Greater Nancy Metropolis

- Bertrand MAZUR, Deputy General Manager, Sustainable Mobility & Urban Development Division (MDUD)
- Virginie CATTO, Deputy General Manager, MDUD division
- Frédéric LAURENCOT, GEMAPI (Gestion des Milieux Aquatiques Prévention Des Inondations) manager
- Régis STENGER, Director of Housing and Urban Renewal
- Maxime BERNHARDT, Project Manager, Housing and Urban Renewal Department

City of Nancy

- Caroline MULLER, Urban Planning and Housing Manager
- Sébastien OBRECHT, Heritage, Culture and Territorial Development Project Manager
- Geneviève FENDRICH, Municipal Greenhouse Manager

City of Jarville-la-Malgrange

- Joachim NADJEM, Director General of Services

Partners

- Pascal TATON, SCALEN agency, General Manager
- Marie-Amélie RAUCOURT, SCALEN agency, Project Manager, Urban Projects
- Catherine RUTH, CAUE, architect, Director of Territorial Advisory Services
- Marc VERDIER, architect-urban planner, lecturer at ENSA Nancy, Villes & Territoire
- Audrey DONY, Meurthe-et-Moselle Habitat (MMH), Deputy Managing Director
- Patrick MALARD, Meurthe-et-Moselle Habitat (MMH), Real Estate Development Officer
- Régine JEANTY, Voies Navigables de France (VNF), Development Officer - Multi-thematic partnerships in tourism, leisure and lifestyle
- Pauline BARNIER, Établissement Public Foncier du Grand Est (EPFGE), Project Manager

Europan France :

- Emmanuel REDOUTEY, Architect-urban planner, EUROPAN France, Site expert



Welcome of teams and presentation of site challenges by elected officials

Mathieu KLEIN, Président de la Métropole du Grand Nancy et Maire de Nancy welcomes the teams and greets them in French and German. European project sites are part of the transformation of a larger metropolitan area, and bear witness to a unique relationship with water. He describes the European site as a complex mix of very different spaces and histories:

- *A history linked to water:* water was initially seen as a danger, a threat and a risk to be controlled. In the 1980s, major works were carried out to “canalize” the river and protect against flooding. But “a new era has dawned”, and water in the city is now synonymous with regeneration. The Metropole is seeking to build a new relationship with water and the canal, particularly the former docks and harbors, such as the Saint-Georges marina, which is very close to the city center and Place Stanislas, and which carries economic and tourist stakes.

- *Hospital history:* to the north of the European site, the Centre Hospitalier Universitaire (CHU), France's 5th largest university hospital, will be moving from its historic site to the Brabois site, freeing up a significant urban and architectural heritage within the next 10 years. The transformation is already underway, with a number of major events, such as the installation of the Ballet de Lorraine in the former Faculty of Pharmacy.

- *A history linked to industry,* with the presence of major industrial sites between the city and the Meurthe, which have now disappeared (see the site file). However, Métropole is planning a large-scale economic project in the Marcel Brot business park, outside the European site to the east of the canal. The aim is to combine the themes of agro-industry, health and food around the creation of a Marché d'Intérêt Local (MIL). (see site file p. 40)

Mathieu KLEIN concludes his speech by highlighting a “patchwork of very stimulating subjects” in this sector. They can be tackled at several scales, with the aim of working on “an urban continuum” and making water a central element.

Vincent MATHERON, Mayor of Jarville-la-Malgrange, is delighted with the commitment of the local authority's teams and partners, including the SCALEN agency, EPFGE, the French government, VNF, CAUE and ENSA de Nancy. He returns to the three challenges of the European project:

- *The inter-municipal and metropolitan dimension:* the site of reflection is a coherent whole on the scale of the Metropolis, and a place where metropolitan policies are put into practice: the PLU-HD, the Plan Métropolitain des Mobilités (including the challenges of the cycling city, the walkable city), the Plan Climat Énergie...

- *The place of infrastructures:* many questions are being asked about the possibility of transforming or requalifying inherited infrastructures, and of resolving the major cut-off point of the expressway between Nancy and Jarville.

- *The inter-city question:* “Our ideal city is not one of juxtaposition. Our ideal city is open to all cultures, all talents, all destinies”. In this respect, Mr. MATHERON refers to the desire to bring together all urban functions and enable more connections and cohabitation.

Isabelle LUCAS, Deputy Mayor of Nancy, completes the introductory remarks with two key words: “collective” and “links”. She underscored the collective approach that is underway, with the aim of widening the circle of stakeholders, in particular local residents who are looking for places to live and meet. She invites the European teams to pay particular attention to the quality of living spaces and housing in this area.

Site visit

Stop 1 - Rue de la république, near the town hall



- Rue de la République is a busy thoroughfare. Today, Jarville's town center resembles a “street-city”, with a “corridor effect” between the canal axis and the faubourg axis.
- The projects undertaken by the town (L'écluse district, îlot de la mairie) aim to open up views towards the canal and the Californie district, and to rediscover crossings.
- The town is keen to develop pedestrian and cycling links, such as the former Saint-Georges railroad line, which has been converted into a greenway.
- The introduction of a High Service Level Bus line (line 2) is one of the priorities of the metropolitan mobility plan (horizon 2028).

Stop 2 - Along the canal, on the lock project site



- There are three crossings of the canal in the center of Jarville, which are not well laid out for users: a car bridge in the middle, pedestrian footbridges at either end.
- The canal is still experienced as a boundary, both physical and symbolic. Residents express a feeling of belonging first and foremost to their neighborhood, and less to the commune.
- The banks of the canal are currently not very accessible and not very popular. The Quai de l'écluse project will change the urban landscape with the creation of an urban park, as a new “spotlight” for residents. The mixed real estate program (housing, serviced residences, housing adapted for people with Down's syndrome) includes work on the slope and the future ground floor.
- There are two docks in Jarville, the lock dock being the larger of the two. The town would like to develop this dock with tourism and leisure activities, or accommodate houseboats (subject to sediment decontamination, to be discussed with Voies Navigables de France). The dock downstream of the lock has no access.

Stop 3 - Îlot Foch - Renémont



- Historically, Jarville first developed in this area around the railroad tracks and the Jarville train station. The town wishes to develop a cultural and creative district around a public park and existing public facilities. The project is in line with the town's desire to expand the town center, to go beyond the downtown street, and to develop crossroads.
- The Erckmann-Chatrian school on rue Foch will be closed and vacated, with the creation of a “new generation” school on the other side of the railroad line: the future Marcelle et Léon BORREDON school group. See <https://www.jarville-la-malgrange.fr/inclusive-et-solidaire/eng/>

Stop 4 - rue de Renémont



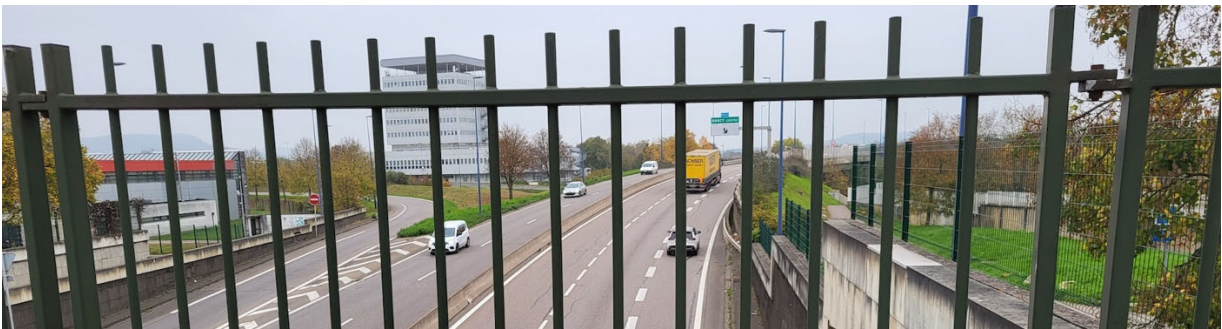
- The railroad marks another break in the city, with uncomfortable crossings for cyclists and pedestrians. The town would like to be able to acquire or manage the embankment and landscape it.
- Frédéric LAURENCOT (MGN, in charge of GEMAPI) explains the feasibility study currently underway to restore the old stream, which has been culverted under rue de Renémont since 1924. This hydraulic and renaturation study covers three communes up to its outlet into the Meurthe river. The culverted creek is approximately 3 m below natural ground level, requiring a certain width to reconstitute gently sloping embankments. Hydraulic modelling is continuing to limit the risk of flooding in the event of a 100-year flood.
- It should be noted that there is a washhouse under the war memorial, which will have to be relocated if the renaturation project is implemented.

Stop 5 - Passerelle



- The footbridge located in the extension of rue de Renémont is widely used by the residents of Californie, but is not very comfortable. The city wants to strengthen the link between the two banks by creating a green corridor running from the railroad line to the natural areas of the Meurthe.
- Inhabitants of the Californie district don't use the canal because the collective memory of accidents or drownings in the Meurthe canal, most recently in 2013, fosters a feeling of danger. This translates into a demand for bank protection from parents worried about their children.
- Audrey DONYY, Deputy Managing Director of Meurthe-et-Moselle Habitat, talks about the urban renewal project: during the first PNRU (Programme National de Renouveau Urbain), 300 homes were demolished (out of 1,000) before the reconstruction of around 100 homes and public space improvements. The landlord and the city are questioning the choices made.
- During the visit, the group stopped in front of the Françoise Chemardin hall: the dilapidated and poorly located facility is no longer really suited to its purpose.

Stop 6 - Fast lane



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Stop 7 - Darse Bonsecours



- Régine JEANTY, VNF project manager, explains that the dock was used for freight until the 1980s. Since then, it has not been used at all, despite its size and potential. Re-use of the dock will require analysis of the polluted sediments, dredging and then disposal and treatment of the polluted materials (a costly operation).
- Isabelle LUCAS recalls the economic vocation of the west bank (Marcelle BROT business park), which is intended to host the Marché d'Intérêt Local.
- The hypermarket occupies a very important place. The chain owns its own site and a large part of the parking lot. In view of changing consumer habits and the place of hypermarkets in the city, a reduction in retail space in favor of other activities is an option worth considering. However, this is left to the initiative of the private retailer, whose intentions are not precisely known to the Metropolis or the City.

Stop 8 – Municipal Greenhouses



- The municipal greenhouses are a major horticultural production site. The City of Nancy has launched a study to design a comprehensive project to showcase the expertise of gardeners; open the site up to the neighborhood and residents; make it a place for public life and meetings; and develop circular economy services and activities.



- The study is at the programming stage. The European competition will provide an opportunity to think more broadly about the possibilities for opening up, linking and opening up spaces, in particular to enable a crossing between avenue de Strasbourg and boulevard Lobau. The greenhouse site will not be completely open, however, as it remains a place of activity, whose opening to the public remains controlled.

Stop 9 - Maison Bergeret, rue Lionnois on the edge of the CHU sector



- Rue du Lionnois borders the European site. It represents a key interface with the CHU (Centre Hospitalier Universitaire) sector, which is set to undergo a complete transformation over the next few years.
- Unlike Bonsecours, Saint-Pierre church is part of a composition plan, with its main facade facing Avenue de Strasbourg.

Questions and answers

1. What are the possibilities for intervention on the canal?

There are no major prohibitions. The canal is navigable and the docks have real potential for reuse, provided access is created. The banks are already home to pedestrian promenades and are included in the city's green cycle route scheme. Any work on the canal must be carried out in consultation with Voies Navigables de France.

2. Why doesn't the site extend as far as the Meurthe?

As with every European session, the teams' proposals are not limited by the red perimeter. Teams are free to explore a wider scale of reflection, as far as the Meurthe and the valley floor. They can also look for connections to the Meurthe (or in other directions). However, the local authority points out that the focus is on the existing town before moving into the natural environment. The city around the canal already represents a large area of intervention, which the local authority wanted to contain within the red perimeter.

3. What importance do local residents attach to the city's industrial past, with its strong images of blast furnaces and slag heaps, for example?

For the most part, including the oldest residents, the people of La Californie have never known this industrial history. The district was built after the end of the Second World War to house the poorest people. The first residents were not the site's former workers, nor did they know what had gone before. This industrial history no longer has much meaning for the residents. But the spirit of an active, productive neighborhood can be revived. The city, for example, is working on an economic tower project.



4. How do you see the connection between Avenue de Strasbourg and the canal? Is there any question of merging Parc Olry and the municipal greenhouses into a single entity?

Each entity retains its identity as a public park and production site. The municipal greenhouses will remain an activity area with protected access, but more open to its surroundings. The link between avenue de Strasbourg and boulevard Lobau is already possible via the Olry parking lot. However, it is confidential and inadequate. Last but not least, residents' main demand is for a place to live and meet in the Saint-Pierre Bonsecours district.

5. Will the teams be provided with a plan of the buried networks?

No, not at this stage of the ideas competition.

6. Can teams envisage targeted deconstruction?

Yes, if it makes sense for the project and for the area, and if the interventions are part of a coherent narrative, or if the aim is to repair mistakes. In the past, mistakes have been made: by demolishing buildings that didn't deserve to be demolished; or by rebuilding without taking environmental aspects into account. For example, we've realized that some of the blocks demolished in the Californie district played a role in wind protection. Today, the town of Jarville favors change of use to transform high-rise buildings (economic tower project).

7. How do you see the future?

The reflection site and the project sites offer many opportunities and many occasions for cooperation. The local authority has adopted this idea of a cooperative approach, firstly between the Metropole and the towns of Nancy and Jarville, then with all the partners already present at this visit, and then with the European teams. There is the possibility of selecting three teams with complementary approaches, and continuing to engage them in dialogue for the remainder of the competition.