

4th European Urban Summer School (EUSS) 2013

Application form by the Urban and Regional Planning department of the École Polytechnique de l'Université de Tours – EPU-DA

1. About the school

1.1. École polytechnique de l'université de Tours

Five different public schools under the name of University of François-Rabelais in Tours which is the largest educational establishment in the Centre region of France, present various undergraduate and graduate programs. Polytechnic school is one of these five schools and is consisted of seven departments. One of these is the previously called Center of Higher Studies in Planning (Centre d'Études Supérieures en Aménagement CESA), today Urban and regional planning department (EPU-DA), established in 1969, focusing on urban planning and design, environmental management and regional developments. In 2002, the former independent school joined the Polytechnic school, as to have sustainable affirmation with Europe 2020 targets. The EPU-DA of Tours contributes to studies and researches in various topics such as eco-transportation, urban projects, territorial co-operations, energy and climate change, risk management, waste management, cultural heritage, sustainable development, etc.

The EPU-DA is located in a region surrounded by historical and cultural heritage and offers studies by various specialists from fields of economy, ecology, sociology, geography, law and politics to design, management and engineering in order to guide young individuals to contribute to a better development of their societies.

1.2. Objectives to organize the event

The terms urbanization, deforestation, globalization, lack of public transportation, lack of heritage conservation, over energy consumption, ecological degradation, environmental extinction and so on are today's realities which can be felt in every part of the world. Thus, they create a common experience in planning issues which may lead to a better understanding for planners from all over the world, exchange ideas and tackle the global problematic.

Therefore, the EPU-DA, by organizing this event, is aiming to bring together young planners and academics to benefit from a worldwide creativity. The target is to create a platform for every participant to contribute to practical intervention in real time projects and exchange ideas in an international context with other students and professionals. This event is not only beneficial for the participants of this summer school but also brings many significant outcomes for international students and professors of this university. It would be an effort to create a friendly environment in which every individual can discuss and transfer his/her knowledge to one another.

In addition, connecting planners to local authorities and emphasizing the positive effects of higher education systems, including students and professors, contributing to

the success of urban projects managed by local authorities is another practical objective of this event.

1.3. The organizational capacity of the school to handle the event

The EPU-DA has already proved in the past the capacity to handle such an event. In particular, in recent times, the EPU-DA organized:

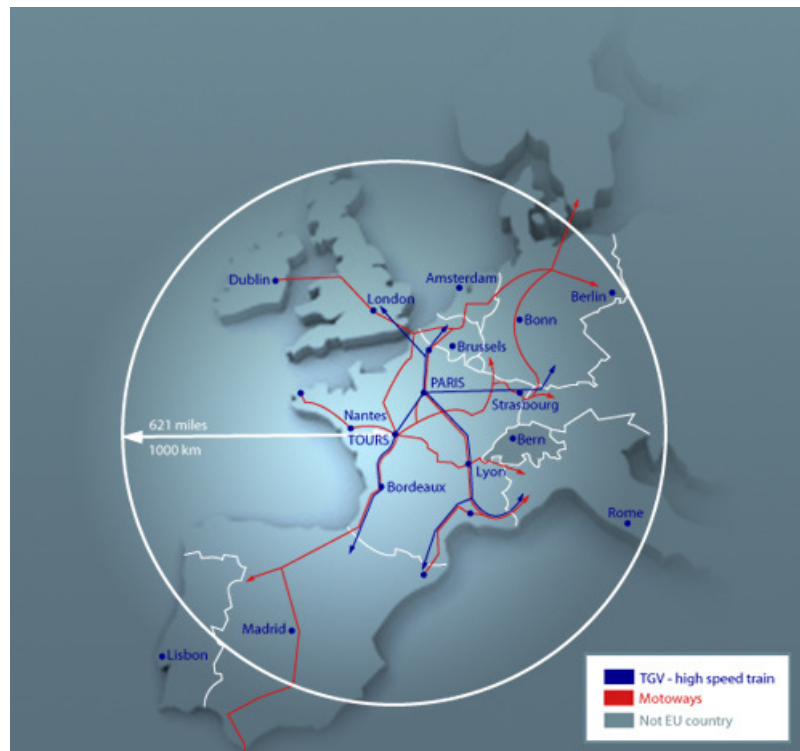
- between the 12-21 of March 2009 a Sokrates Intensive Programme, on Planning and climate change, where 36 planning students from 6 different European schools (Bristol, Bologna, Nijmegen, Hannover, Oradea and Tours), followed by a team of 12-15 national and international teachers and professors, worked together on a workshop.
- on the 20th and 21st of November 2009 the “Journées de l’APERAU internationale”, together with the event to celebrate the 40th anniversary of the school, a two days conference hosting about a hundred of national and international hosts.

2. Information about the location

2.1. General accessibility to Tours

The city of Tours is located in the central region of France and at the heart of a European communication network. It is connected by the main TGV rail lines (Train à Grande Vitesse or high-speed train) to the largest French cities such as Paris (1 hour), Charles de Gaulle-Roissy Airport (2 hours by direct train), Lyon and Bordeaux.

The international access to Tours is either possible through Paris or through the Loire Valley Airport which connects Tours directly to London, Marseille, Porto and Dublin.



The distance from some national and international cities to Tours is shown in the following table:

	Amsterdam	Bordeaux	Brussels	Frankfurt	London	Lyon	Madrid	Marseille	Nantes	Paris
Distance	739 km	330 km	542 km	802 km	682 km	432 km		799 km	196 km	240 km
By train	330 min	150 min	225 min	310 min	135 min to Paris	210 km		315 min	90 min	55 min
By car	415 min	195 min	300 min	420 min	420 min	240 min		420 min	105 min	130 min
By plane	75 min to Paris		55 min to Paris	80 min to Paris	60 min to Tours		155 min to Paris	80 min		

2.2. Accommodation opportunities for participants

Tours is a large student town, the university count on more than 22.000 students and it's equipped with large facilities for them: Students' residences, students' restaurants, students' accommodations and facilities, plus a large capacity international youth hostel.

Tours is also a renowned conference center which means that it's equipped with a large number of hotels, able to accommodate all the teachers and professors.

Tours stands on a restricted surface, which makes that everything is in a circle of 30 minutes walking or 20 minutes by bus (a well-developed public transportation system connect all the vital points in town).

2.3. Attractiveness of Tours from the perspective of planners (Read more in the Annex)

The city of Tours launched an impressive number of regeneration projects during the last few years, in particular in heritage protected areas (see the list below).

At the same time and in a parallel way associations and self-organized groups are also undertaking renovation projects.

This double functioning is very interesting to compare in terms of actions, beneficiary, methods and funding. Two series of actions retained in particular our attention (all the necessary contacts with specific actors have been already established):

- the municipal project of the *Centre de création contemporaine Olivier-Debré* and the project of requalification of the upper part of rue Nationale
- the renovation projects undertaken by the Association of *Compagnons Bâisseurs*

3. Proposed topic and concept of the EUSS

Heritage conservation and urban sustainable development

Contemporary planning in historic and consolidated parts of towns cannot avoid taking into account the current concerning about the so defined "sustainable development". But such an operation is not exempt of contradictions: intervention on heritage sites is obliged by lots of strict rules about their possible evolution and any (physical) change is submitted to architectural conservation approach. Moreover,

heritage and sustainable development often obey to different political logics and are under the competence of different ministries. Also due to the possibility of better energy efficiency in buildings, operational sustainable development planning often points out on brand new constructions. Nevertheless we're not giving up our existing parts of the town, especially the historic consolidated ones protected as heritage. From a sustainable point of view they are:

1. already there (cheaper to conserve them than to destroy and build newly); 2. often not so bad in terms of energetic behavior (having been built when the only available buildings materials were locals and when it was not possible to systematically count on mechanic heating and conditioning); 3. their social and functional composition is much more complex and complete than the one of recently built peripheral quarters, which allow to think urban sustainable planning also in terms of social and economic aspects and not only on environmental ones; 4. necessary morphologically adapted, at a global urban scale, to specific climatic conditions.

So, how to solve the apparent contradiction? Selected study cases show that the chosen way to compose between the two tendencies (heritage conservation and sustainable planning) for instance pass through the planning of the only spaces left somehow "free" of conservation plans constraining rules: public spaces. Contemporary sustainable planning in historic centers acts on public spaces at the street level interpenetrating the heritage conservation plans more devoted to the physical architectural aspects, introducing some redesigns of forms and uses almost only of this specific material support made by the spaces "in between".

Heritage conservation

According to the introduction of the summer school concept, the participants would be asked to respond to the following question in order to have the opportunity to attend the event:

- Identify contradictions between heritage conservation and sustainability among recent urban developments, analyze the decision process and propose a physical or process-related response

4. Information about the proposed Head of EUSS and the local team running the event

The EPU-DA count on 25 teachers and professors and on 8 administrative personnel teams, in a way they will always take part to the event.

More specifically, the associate professor Laura Verdelli will be the first organizer. Mrs. Verdelli had already worked on the suggested topic along several research projects, has been involved in the organization of the two 2009 events, and is the major reference in the school for urban design studio activities.

Professor Christophe Demazière, the school referent for AESOP and APERAU networks, will be also supporting all the activities, in terms of contacts, contents and logistic.

Mrs. Farinaz Falaki, PhD student, will work at the general organization and general running of the event.

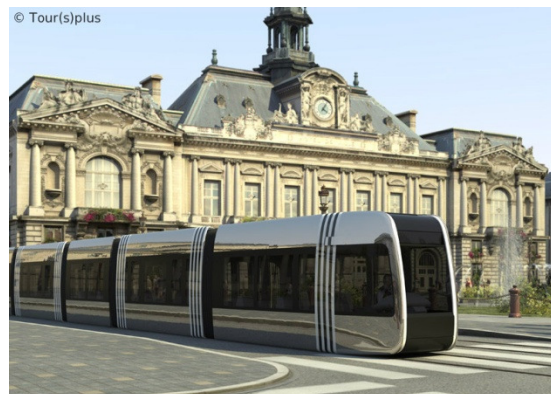
Annex

1. List of major municipal urban projects undergoing by the Municipality of Tours

Tours is currently developing major projects that will enhance its attractiveness and comfort. The objectives of these projects are to welcome new residents and businesses, to increase the quality of life and to reduce the pollution and heavy traffics.

1.1. The tramway

The Inter-communal Syndicate of Transportation in Communal Agglomeration of Touraine (SITCAT) which is an urban transport authority has decided to facilitate the public transportation by creating 15 kilometers of tram rails and 29 stations from North to South of Tours. Two municipalities of Tours and Joué-lès-Tours are involved in this project. 549,000 passengers can travel daily by tramway. It is designed to have trams with the frequency of every 6 minutes during the rush hour. Five major parkings are considered near the lines. 21 trains each 43 meters would be in service for 62,000 inhabitants, 33,000 employees and 24,000 students who live in Tours. 2013 trees would be planted and 400,000 m² of landscape to be added to the city.



Model of the future tram in Jean-Jaurès square

For the first time in France an urban project is planned in an integrated method and is consisted of all objects such as the design of the tram, the stations, public spaces, squares, green spaces, urban furniture, etc. The city is completely redesigned in this project. The construction of this network is an opportunity to perform an urban development with a high visibility which transforms the city by establishing a system of transportation and development associated with the value of an urban project.

This project responds to the growing need of moving from center to the agglomerations and vice versa, improves public comfort, increases job opportunities and reduces the isolation of some neighborhoods. Moreover, it is accompanied by restructuring of many urban districts which would be more embellished, modernized and enriched with new buildings and services. These districts are as followed: Tranchée square, Choiseul square, top of the National road, the train station, Sanitas district, Verdun crossroad, etc. The project has the below characteristics:

Accessibility: The trains have low floors to enable handicapped use. They have 6 doors and 2 wheelchair places with a huge capacity to accommodate many passengers.

Efficiency: It consumes 98 % of recyclable resources of energy which is 4 times less than a bus and 10 times less than a car for each passenger.

Aesthetics: The train is coated by a reflecting material which shows the image of the surrounding cityscape as well as the sunlight while moving. This mirror effect as well, contributes to emphasize on the world industrial development. The train has modular visual effects on the sides which show the location of the doors.

New technology: The ground-level power supply enables these trams to work without overhead lines which contribute to aesthetics and safety.

Free choice: There is the opportunity to use different means of transportation during one trip (public bus, tram and bike) and also to use public parking with one subscription to the transportation network.

Coordination: Due to the specific location of the main train station of Tours (la Gare de Tours) which hosts several resident and tourist travelers each day, some modifications should be taken place with SNCF (French National Railway Corporation) to open the west side of the train station and create the main and busiest tram station there. This work has started in 2012 and is estimated to accommodate more than 5,000 passengers per hour in the mentioned station.

Bicycle use promotion: To promote bicycle utilization, all 29 stations are equipped with bicycle stands. 8 stations will be equipped with bicycle shelters which allow the network subscribers to leave their bicycles there and take another from other stations.

Smart ticket: The smart tickets are replaced with the classic paper tickets. They reduce the paper waste and can be bought in the tram and recharged easily in the shops or internet.

1.2. The Mame site

The city of Tours is aiming to revitalize the industrial architecture of Mame factory in by converting it into a mixed urban project with various urban functions such as education centers. In this project the building is leading to creation of the project and not the other way round.

Since 1757, the printing house of Mame has participating in the cultural heritage conservation of the city from one side and its modernization from the other side. The factory which was located in the city center was burned during the Second World War. A modern factory was rebuilt along the Loire in the early 50's on nearly 3.5 hectares of land. The rebuilt building was constructed by innovative architects and used a creative system of aluminum sheds for the first time in Europe. The building received the grand prize of industrial architecture in Milan and was listed lately as a historical monument.



As an initial step, the creation of a student residence, homes and offices is planned. Some parts were demolished in 2011. The demolition of the unclassified portion of the site as part of a project was conducted to pollution control. Waste management was thus optimized, noise and land releases were also limited. Over 95% of demolition materials were recycled in construction industries. The building was restored to host the center of teaching graphic arts: the School of Fine Arts, Department of Art History and University school Brassart in 1968. Due to financial issues, the project faced some problems.

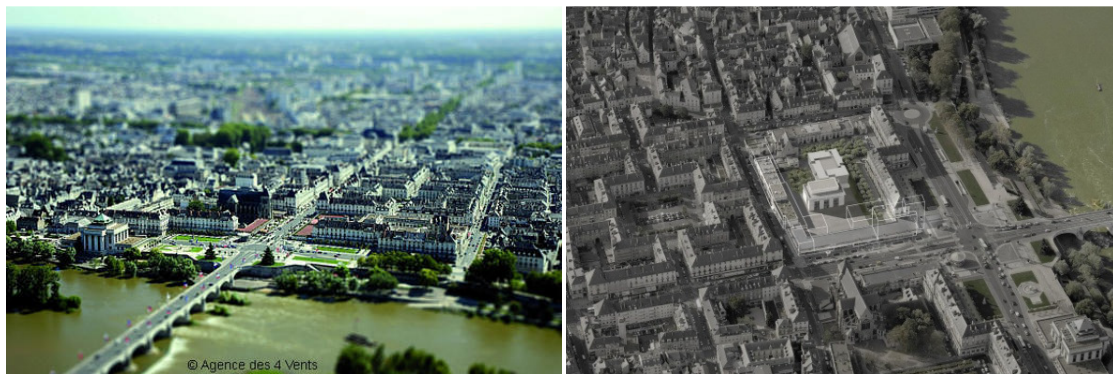
Lately supported by two promoters - Icade and QUATRO, the project aims again for the creation of a student residence, a senior residence, shops, business premises, apartments and school of architecture and fine arts. It is signed by the architect Jean-Christophe Ballet Touraine and will be started in January 2013.

1.3. Top of the National road

It was formed in the 50's by Architect Pierre Patout and has never changed since the bombing of the Second World War.

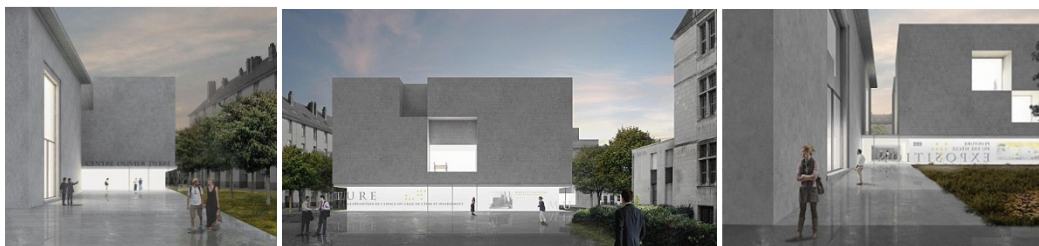
The architect expanded the road in both, built a library in north-east and Ecole supérieure des beaux-arts in the south-west of this expanded area. The whole space and particularly the shops around these corners, due to the specific design are not easily accessible and highly used.

Thanks to the tramway inauguration in September 2013, the High Street of Tours would have the opportunity to be redefined. A 100-room four-star and a 60-room three-star hotel would be created in symmetry on both sides of the top of the street (south-east and south-west corner). The front of the church of Saint-Julien would be cleared of shops so that the religious building and its museum would stand out. Moreover new public spaces would be defined there.



From left to right the existing condition and the future design of top of the National road

The school of Fine Arts will become the Centre of Contemporary Art and a space to creation, named after the French painter Olivier Debré. The facade facing the National road will remain unchanged to coordinate with the rest of the street. But for the rest of the facades, an international architectural competition was held and the best design which was by Aires Mateus architecture firm was selected as a new skin for the building. The project is estimated to be finished in 2015.



Designs of Aires Mateus for the Centre of Contemporary Art of Olivier Debré - © Aires Mateus

1.4. The 2 Lions and Gloriette districts

2 Lions is a new district in southern banks of the Cher River which was created by 3 million m³ of land filling material (4-5 m high) that was aimed to protect the district from flooding and overflowing the river.

Originally thought to be a techno-pole, 2 Lions later became a part of the city with contemporary architecture and various public spaces. The city of Tours wished to develop a mixed neighborhood with businesses, students (law, geography, urban planning, engineering, computer science, etc), services, recreation and shopping mall. The area will be served by tram like other parts of Tours.



Residential building in 2 Lions district

Today in the district there are already more than 4700 students, 500 teachers and researchers, more than 1700 residential dwellings with more than 2100 inhabitants, more than 2,100 employees in 20 hectares of Business Park, a cinema which hosts 1 million spectators per year, a commercial center of 20 000 m² area. A new bridge over the Cher is constructed to allow the passage of trams, buses, pedestrians and bicycles.

Nearby, residents and those throughout the city enjoy a vast plain unbuildable of 110 hectares of land in Gloriette district, which in Tours has chosen to create a laboratory for sustainable development, ecological vegetable garden, golf court, biking paths, educational farm with bio cheese production.

The development is still taking place in these districts.

1.5. The transformation of the railways station district

Victor Laloux built the station of Tours from 1896 to 1898 and almost a century later in 1993 the Vinci convention center designed by Jean Nouvel, was inaugurated. The upcoming arrival of the tram in the city which is 20 years later than the last development gave the opportunity to reconsider the Local Development Plan. New housing and office projects, shops and public facilities, 3-star hotel are designed in this crossroad. The aim of this project is to enhance the public spaces around the convention center and the train station.



From left to right, train station of Tours, Vinci convention center, future developments

1.6. The Monconseil eco-district

By Tour(s)habitat and consulting architect Eva Samuel, the district is formed with the aim of creating a new independent urban center. The Ministry of Sustainable Development labeled the district as eco-district. Currently 600 people live there and this figure will become five times more with the tram network that will serve Monconseil district.



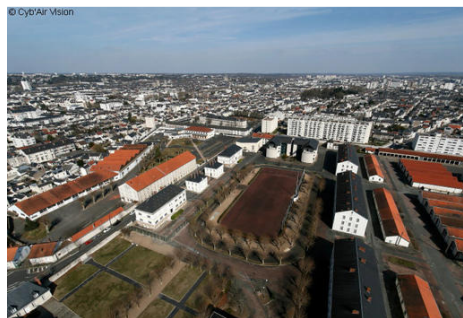
All functions necessary in a city are considered in this district. Economic activities, services, shops, facilities residential units, green spaces, open spaces, retirement homes, nursery and sport center are provided. Space is

optimized. Bike and pedestrian paths are designed to promote these means of transportation. The rainwater is stored and used for irrigation of green spaces rather than released into the network. The units are energy efficient, well insulated, double glazed and sustainable. Photovoltaic panels are designed to produce energy from day light.

1.7. The barracks of Beaumont-Chauveau

In 2008 the military lands, formerly used as barracks for school of logistics and trains became free. Therefore the city decided to develop this 10-hectare district, based on functional and social mix according to the guidelines formed by the Sustainable Development Plan of the Local Plan (PLU). Bruno Fortier was selected as the project architect.

The opening of the city and organizing the traffic route is one of the major challenges of the redevelopment of this site which was solved by new mesh definition and street extensions. The project is organized on both sides of a central courtyard. The space will be reconstructed on the basis of existing buildings and energy positive buildings and a recycling center to reuse deconstruction materials should be added.



The City wishes to develop a calm neighborhood which is responsible for sustainability and adapts itself to the Energy Climate Plan by creating shared parking, bus lanes, high level of service, bicycle parking, bike paths, etc. This project is planned for 2013-2014 in conjunction with the release of the land by the State.

1.8. The enlargement of the city center conservation plan

Old Tours has almost disappeared in the early 60s. After the Second World War, it was planned to destroy the whole area and rebuild it. But Architect Pierre Churn (1914-1995) convinced the Mayor of the time Jean Royer (1920-2011) to conserve this historic site.



This 90-hectare of protected area has been restored since November 9, 1973. Ten years later, a conservation plan was approved. The work done in Tours led to the creation of the Malraux Act of 4th August 1962.

In 2008, the protected area was increased and included the the 19th century buildings of Heurteloup and Beranger boulevards, the Mame city built between 1860 and 1875 by Alfred Mame printer for his employees , the Lamartine Street area and its 15th century houses, the southern part of the street Blanqui around the church of Saint-Pierre.

The conservation plan which is the regulation applicable within the heritage area will be revised again to be adaptable to the reconstruction of top of the national road and the redefinition of some of the other areas.

The conservation plan protects remarkable buildings without preventing the city from development (as it was the case with the construction of the New Olympia in 200). Property owners within the scope of development who has rehabilitated from their heritage would receive compensations (tax deductions, grants, etc).

2. Tours historical interest and context

Tours is often defined by phrases such as “the cradle of French renaissance”, “the residence of kings”, “the city of French art and history”, “the garden of France”, “the citadel of Caesar” and “the largest capital of the world heritage sites in France(in 2000)” which all reveal existence of a great history. Aesthetics, culture and civilization can be perceived in every monument, castle, palace, museum, garden, church as well as every single building in the city.

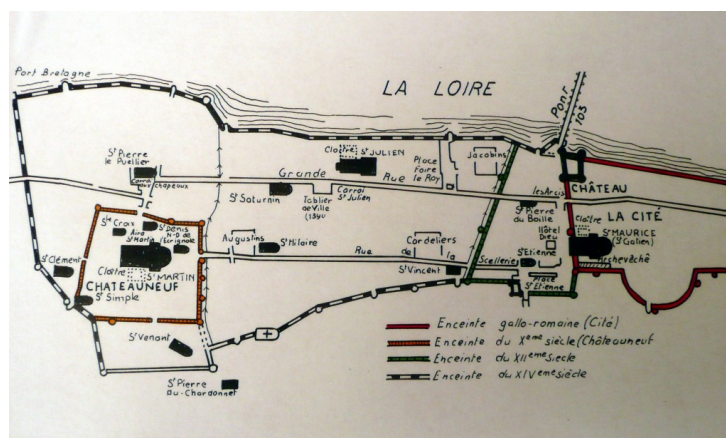
2.1. The Loire and the Cher

Geographically, the center part of the city is located between the two rivers of Loire in North and Cher in South. Therefore within a walking distance from the heart of the city a pleasant natural untouched environment can be found.



2.2. Castrum and Châteauneuf

In the Roman era the site of the current city was covered by several hills which were located along the Loire river and were resilient to the overflowing of the river. Therefore the first community was created on one of these hills approximately in 4th century around Saint Gatien Cathedral and was called Castrum. Parts of the ancient wall of this town still exist. The second was developed in 10th century around Saint Martin Basilica and was called Châteauneuf and both towns were sustainable to natural hazards such as flooding.



Later, due to the interest of pilgrims to pass the road between the two cities gradually the middle part was created and the whole area became one whole community named Turones and afterwards it changed its name to Tours.



The remains of the gallo-roman walls of the Castrum near the St Gatien cathedral of Tours

2.3. Basilica of Saint Martin

The first church of Saint-Martin was built in the 5th century. After several times of burning and being rebuilt again, in 17th century turned into a stable and store, later left ignored and finally collapsed. The tower of Charlemagne and the clock tower are the only remains of the ancient church. The new basilica was built partly in the same location and was inaugurated in 1890.



From left to right: The old St Martin basilica, the clock tower, the tower of Charlemagne and the late St Martin basilica

2.4. Vieux Tours

“Vieux Tours” (Old Tours) and more specifically “Place Plumereau” with half-timbered medieval buildings, narrow roads and stone paved walking paths was significant in the economic life of people in 13th to 16th century and is still important in social life of the residents and tourists today. The Plumereau square was created in 1869. The area is surrounded by several conserved heritage.



2.5. Abbey of Saint Julien

The Abbey of Saint-Julien was built in 6th century and destroyed by the Normans who attacked from the Loire in 8th century. Later it was rebuilt in the 11th and 13th century. Currently it is used as museum of Companionship and present several masterpieces.



2.6. Chateau de Tours

The castle of Tours was built in 11th century. The building was used as residence of lords during the past centuries and lately aquarium and museum and finally it hosts exhibitions on art and history



2.7. Hotel de Beaune-Semblançay

Hotel de Beaune-Semblançay used to be an elegant building of the 15th century which many famous kings used to stay there during their trip to Tours. It was built for Jacques de Beaune, Baron Semblançay, financial supervisor of François I. In 1940's bombing, it was mostly destroyed. The few remains of the building are registered as historic monuments. This includes the 17th century arches of the chapel, a façade of the old hotel and the 16th century marble fountain.



From left to right: The fountain, the façade of the hotel and the arches of the former chapel

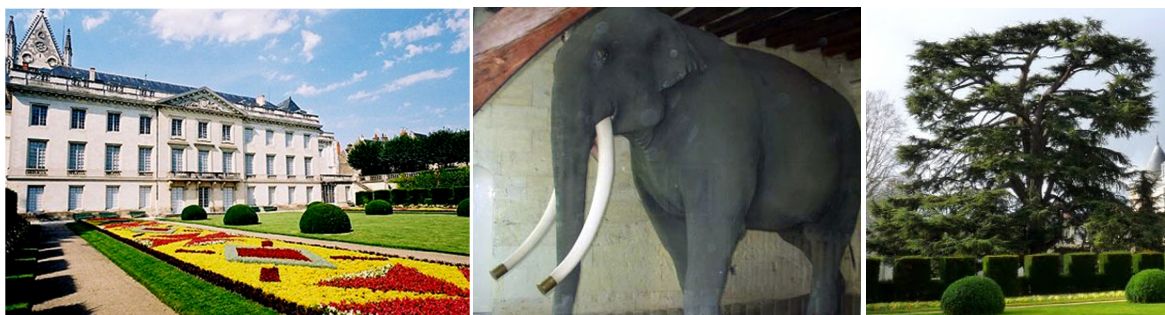
2.8. L'hôtel Gouin

The hotel was a 15th century town mansion which used to accommodate silk merchants and traders. The façade is a masterpiece of the Italian Renaissance. Today the hotel occasionally hosts the museum of the Archaeological Society.



2.9. The Fine arts museum

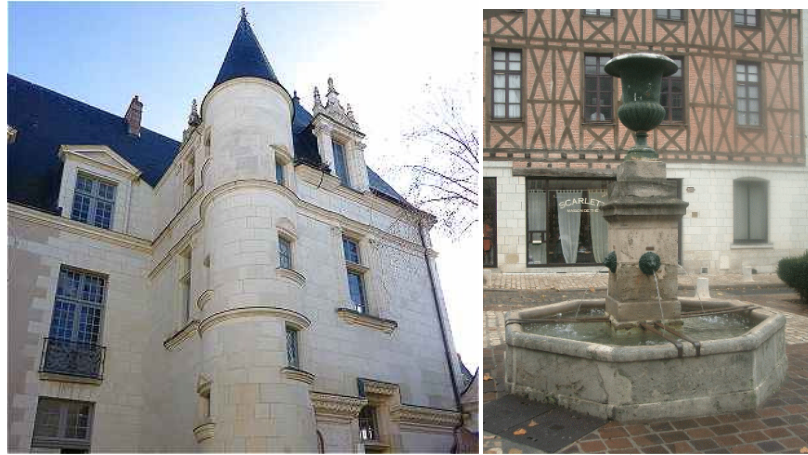
Former bishop's Palace which is now the museum of the fine arts was built mainly in 1767 on 4th century Gallo-Roman walls of the city. The building at the end of 18th century turned accordingly into a chapel, theatre, school, library and finally a museum. In the courtyard, there is a huge Lebanese cedar tree planted in 1804 and a stuffed elephant died in a circus in Tours in 1902.



From left to right: The museum of Fine Arts, the stuffed elephant and the tall cedar tree

2.10. Place Foire le Roi

This square was established by King Jean le Bon in 1356 and confirmed by Louis XI and François I in 1545. Till 18th century it was one of the busiest centers of Tours for merchants. In the center of the square there is a fountain which dates back to 1518. The place was also used as a square for punishment and execution of prisoners. The hotel of Babou de la Bourdaisière was also built in this square for Philibert Babou. The construction finished in 1700.



From left to right: The hotel of Babou de la Bourdaisière and the 16th century fountain

2.11. Passage du Coeur-Navré

The 30-meter dark walkway between the middle-aged architecture from Colbert road to Place Foire le Roi was used to carry the prisoners to the execution square.



2.12. Maison de la Pucelle Armée: Jeanne d'Arc

The house was built in 16th century on the site that Colas de Montbazon manufactured the armor of Jeanne d'Arc in 1429.



2.13. Saint Gatien's Cathedral

The first cathedral of Saint-Maurice was built by bishop of Tours Lidoire, from 337 to 371, burnt in 561, restored and rededicated in 590. The present building was built It was again rebuilt in 12th century and burnt in a battle between French Louis VII and English Henry II. The present building was built between 1170 and 1547.

In 1356, the cathedral received its new name of saint-Gatien. It is consisted of several types of architecture such as Gothic and Renaissance due to the era it was built in.



2.14. The grand theatre

The Grand Theatre of Tours is built on the former chapel of the Cordeliers, which was sold out as a national property in 1794. After 2 years the chapel was converted into a theater. In 1872 the chapel which was inspired by the Opera House designed by Léon Rohard became the home of musicians. In 1883, a fire destroyed most of the building except the monumental façade. The Grand Theater was inaugurated in 1889 after a reconstruction by Hardion Jean-Marie and is hosting several operas and orchestras since then.



2.15. Hotel of the Ducs

The Hotel of the Ducs of Touraine (or Hotel of the white cross, as it was said to be an old cemetery in the place of the court) is a former mansion and traveler's hotel located in the old Tours which is listed as Historic Monuments since 10 January 1928. It consists of two buildings and a courtyard which date back to the 15th century. Between these two buildings there is an octagonal staircase tower from the Gothic era. The building is now used by Veteran Association.



2.16. The Wilson Bridge

The oldest bridge of the city formerly called the stone bridge built between 1765 and 1778 on the place of the 11th century bridge. It is named after Wilson the president of United States in 1918 after the country's participation in the First World War, during which Tours was a major U.S. base.

