



Carpark Futures

72 HOURS INTERNATIONAL ARCHITECTURAL COMPETITION

SUBMITTED PROJECTS

from **May 20, 2022 / 00:01 AM**
to **May 22, 2022 / 11:59 PM**
Central European Time (CET)

BRIEF EN

THE EVOLUTION OF EURALILLE' CARPARK

The goal of the Groundscape research and Carpark Futures studies is not so much to establish specific programs as to create the conditions for the integration of new uses underground. To some extent, it is about making infrastructure resilient and sustainable.

It is clear that tomorrow's carpark will no longer be a simple inert storage space but will be transformed to integrate changes in mobility by becoming a place of service for uses and vehicles. Carpark will be able to accommodate new programs: logistics spaces (deliveries, storage), services related to mobility (maintenance, recharging), energy management (geothermal, electricity, water) but also new offers (service, work, production). Architecture will undeniably bring new spatial qualities with air and natural light. This profound trend is affecting parking infrastructures worldwide.

The main problem with infrastructures in general and carparks in particular is that they lack the minimal architectural qualities that would allow them to accommodate other activities. Without natural light, with narrow structural frames and low ceiling heights, underground carparks seem condemned to remain storage spaces.

The challenge is therefore to endow parking facilities with the necessary urban and architectural qualities to create more resilient architectural objects that actively participate in urban life.

Applicants are invited to make proposals for the Euralille carpark. If no specific program is imposed, the candidate will have to imagine the possible future of this infrastructure.

The Euralille carpark currently has 2 900 parking spaces on a surface area of approximately 100.000 m² (including driveways and technical installations and on two levels).

- What new programs could be installed?
- How could these parking spaces be reorganized with the arrival of these new programs?
- How can natural light and air be brought in? How to bring thermal and acoustic comfort?

The change in practices related to mobility obviously applies not only to the basement but also to the surface.

- How would the public space react to this evolution of the Euralille carpark ?
- How would the Euralille carpark open up to the reconfigured public space?

This transformation of activities in and around carparks is a symptom of a broader transformation of mobility, shopping, work and the urban experience. This profound trend runs through the many facets of the Euralille project. It advances some of the original concepts of this great European node, but also contradicts some aspects of the 1989 vision.

- How is the original project adapting or resisting these changes?
- How can the Euralille carpark be an example of reversibility?

In short, it's up to you to imagine the evolution of Euralille's parking infrastructure!
Good luck to all!

Evaluation Criteria / Critères d'évaluation

- The strength and clarity of the proposal
- The relevance of the proposal, its appropriateness to the site and the problematic posed
- The innovation in terms of programming and the originality of the architectural and urban response
- The quality of the graphic documents

- *La force et la clarté de la proposition*
- *La pertinence de la proposition, son adéquation au site et à la problématique posée*
- *L'innovation en termes de programmation et l'originalité de la réponse architecturale et urbaine*
- *La qualité des documents graphiques*

Awards / Prix

WINNERS (3 prizes)

Indigo Grand Prize	5.000 euros
2nd Prize	2.000 euros
3rd Prize	1.000 euros

HONOURABLE MENTIONS (3 mentions)

SPECIAL PRIZES (2 special prizes)

LAURÉATS (3 prix)

<i>Grand Prix Indigo</i>	<i>5.000 euros</i>
<i>2ème Prix</i>	<i>2.000 euros</i>
<i>3ème Prix</i>	<i>1.000 euros</i>

MENTIONS HONORABLES (3 mentions)

PRIX SPECIAUX (2 prix spéciaux)

The jury reserves the right to revise the distribution of prizes if it deems it necessary. The organizer reserves the right to create special prizes and additional awards during the evaluation phase.

Le jury se réserve le droit de revoir la répartition des prix s'il le juge nécessaire. L'organisateur se réserve la possibilité de créer des prix spéciaux et des récompenses supplémentaires au cours de la phase d'évaluation.

BRIEF FR

L'ÉVOLUTION DE L'INFRASTRUCTURE DE PARKING D'EURALILLE

L'objectif des recherches sur le Groundscape et des études Carpark Futures n'est pas tant d'établir des programmes spécifiques que de créer les conditions pour l'intégration de nouveaux usages en sous-sol. Dans une certaine mesure, il s'agit de rendre les infrastructures résilientes et durables.

Il est évident que le parking de demain ne sera plus un simple espace de stockage inerte mais qu'il se transformera pour intégrer les changements de la mobilité en devenant un lieu de service des usages et des véhicules. Les parkings permettront d'accueillir de nouveaux programmes : des espaces de logistique (livraisons, stockage), de services liés à la mobilité (maintenance, recharge), de gestion des énergies (géothermie, électricité, eaux) mais aussi de nouvelles offres (service, travail, production). L'architecture y apportera indéniablement de nouvelles qualités spatiales avec de l'air et de la lumière naturelle. Cette tendance profonde affecte les infrastructures de stationnement dans le monde entier.

Le principal problème des infrastructures en général et des parkings en particulier est qu'ils ne possèdent pas les qualités architecturales minimales qui leur permettraient d'accueillir d'autres activités. Sans lumière naturelle, avec des trames structurelles étroites et de faibles hauteurs de plafond, les parkings souterrains semblent condamnés à rester des espaces de stockage.

Le défi à relever est donc de doter les infrastructures de stationnement des qualités urbaines et architecturales nécessaires afin de créer des objets architecturaux plus résilients qui participent activement à la vie urbaine.

Les candidats sont invités à faire des propositions sur le parking d'Euralille. Si aucun programme spécifique n'est imposé, le candidat devra imaginer le possible devenir de cette infrastructure.

Le parking Euralille compte actuellement 2900 places sur une surface d'environ 100.000 m2 (allées et installations techniques comprises et sur deux niveaux).

- *Quels nouveaux programmes pourraient s'installer ?*
- *Comment les places pourraient-elles être réorganisées avec l'arrivée de ces nouveaux programmes ?*
- *Comment y amener de la lumière naturelle et de l'air ? Comment amener du confort thermique et acoustique ?*

Le changement des pratiques liées à la mobilité ne s'applique évidemment pas qu'en sous-sol mais aussi en surface.

- *Comment l'espace public réagirait-il à cette évolution du parking Euralille ?*
- *Comment le parking Euralille s'ouvrirait-il sur l'espace public reconfiguré ?*

Cette transformation des activités à l'intérieur et autour des parkings est le symptôme d'une transformation plus large de la mobilité, du shopping, du travail et de l'expérience urbaine. Cette tendance profonde traverse les nombreuses facettes du projet Euralille. Elle fait progresser certains des concepts originaux de ce grand nœud européen, mais contredit également certains aspects de la vision de 1989.

- *Comment le projet original s'adapte-t-il ou résiste-t-il à ces changements ?*
- *Comment le parking d'Euralille peut-il être un exemple de réversibilité ?*

*En résumé, à vous d'imaginer l'évolution de l'infrastructure du parking d'Euralille !
Bonne chance à tous !*

SUBMITTED PROJECTS X 34

N°	PLANCHES A1	Référence	Titre du projet	Nom de l'équipe	E-mail	Nom du représentant d'équipe	Prénom du représentant d'équipe	Date de naissance	Pays de résidence	Ville de résidence	Adresse email	Année d'obtention du diplôme d'Architecte	Equipe	Noms des membres d'équipe
1		f80be15b53	PVRKING	RISDNR	sherbak.sofja@yandex.com	Rezeda	Ahtiamova	1987-09-25	RUSSIE	Kazan	sonya.shcherbak2002@gmail.com	2010 Groupe étudiants Université	Oui	Ahtiamova Rezeda, Chef de projet, 1987-09-25, Kazan, RUSSIE, diploma 2010 Ahtiamov Ilnar, 1984-01-01, Kazan, RUSSIE, diploma null Shcherbak Sofia, 2002-10-05, Kazan, RUSSIE, diploma null Kidracheva Dilyara, 2002-08-27, Kazan, RUSSIE, diploma null Valeev Radmir, 2003-08-18, Kazan, RUSSIE, diploma null Shumeeva Nadezhda, 2004-09-07, Kazan, RUSSIE, diploma null
2		9030877944	GRAND LIFE POOL		dianakalim19@gmail.com	Diana	Kalimullina	1996-04-02	RUSSIE	Kazan	dianakalim19@gmail.com	2020 Groupe étudiants Université	Oui	Obrosovl Vladimir, 2000-06-12, Kazan, RUSSIE, diploma null Akhtiamov Ilnar, 1995-01-01, Kazan, RUSSIE, diploma null Olga Erukova, 2000-06-04, Kazan, RUSSIE, diploma null Ahtiamova Rezeda, 1996-09-13, Kazan, RUSSIE, diploma null Dashkevich Taisia, 2002-03-11, diploma null Krepkogorskaya Kseniya, 2001-06-12, diploma null
3		0eab0eb133	RES PUBLICA	KENO	m.montarnier@gmail.com	KENO	Architectes	1993-11-17	FRANCE	Bordeaux	contact@keno.archi	2018	Oui	Mikhails Montarnier, chef de projet, 1993-11-17, Bordeaux, FRANCE, diploma 2018 Theodossis Montarnier, 1993-11-17, Bordeaux, FRANCE, diploma 2018 Paul De Cathelineau, 1994-08-11, Bordeaux, FRANCE, diploma 2019 Hugo Uteau, 1993-01-30, Toulouse, FRANCE, diploma 2017
4		3a8eccf36a	GIGAHUB	TEAM-5	mannapov.1995@mail.ru	Ruslan	Mannapov	1995-10-12	RUSSIE	Kazan	mannapov.1995@mail.ru	2019 Groupe étudiants Université	Oui	Mannapov Ruslan, chef de projet, 1995-10-12, Kazan, RUSSIE, diploma 2019 Ahtiamova Rezeda, 1987-09-25, Kazan, RUSSIE, diploma 2010 Danil Nazarov, 2001-06-25, Kazan, RUSSIE, diploma 2024 Vladislav Krayushkin, 2000-08-08, Kazan, RUSSIE, diploma 2023 Artem Sultanov, 2003-04-18, Kazan, RUSSIE, diploma null
5		db2eba5f9f	GREEN STEPWELLS	AAP	pauloneves20@hotmail.com	Neves	Paulo	1985-10-27	FRANCE	paris	pauloneves20@hotmail.com	2010	Oui	Amélie Grand, 1986-12-30, Paris, France, diploma 2010 Andra Stanciu, 1989-01-01, Paris, France, diploma 2013
6	Hors Sujet - Candidature non recevable		Zen Life		jardinsolairedumonde@gmail.com	Bernard	stéphane	1988-12-26	FRANCE	grezieu la v	jardinsolairedumonde@gmail.com	2020	Non	
7		940c48c0ec	EURATECH	SH3D	lylian.kubiak@gmail.com	Kubiak	Lylia	1993-02-18	FRANCE	LILLE	lylian.kubiak@gmail.com	2018	Non	
8		22a6b4276d	CARESTATION	LOCAL	bdesfonds@local111.com	Desfonds	Benoist	1991-08-30	FRANCE	Paris	bdesfonds@local111.com	2015	Oui	Benoist Desfonds, chef de projet, 1991-08-30, Paris, France, diploma 2015 Matthieu Boustany, 1987-11-15, Paris, France, diploma 2011 Jerome Picard, 1985-10-03, Bergen, NORVEGE, 2007 Elida Mosquera, 1982-02-01, Bergen, NORVEGE, diploma 2007 Gilles Guyot, 1981-09-07, Liege, Belgique, diploma 2005
9		abd6c92806	METROPOLITAN GATEWAY	Nicolas Liefoghe	liefoghe.nicolas@gmail.com	Liefoghe	Nicolas	1982-04-27	DANEMARK	Copenhagen	liefoghe.nicolas@gmail.com	2007	Non	
10		c5c69ed9a5	DeepCity	211121	samanthaisabelao@gmail.com	Samantha Isabel	Ongkowiyo	1998-07-01	INDONESIE	Surabaya	samanthaisabelao@gmail.com	2020	Oui	Immanuel Timothy, 1997-11-13, Surabaya, INDONESIE, diploma 2020
11		ab9b564d40	Tectonic Fault	whitelakewhitelake	belozertseva@whitelake.com	Julia	Belozertseva	1989-12-02	RUSSIE	Moscow	belozertseva@whitelake.com	2019	Oui	Alexander Belozertsev, 1989-07-28, Moscow, RUSSIE, diploma 2018
12		abecd8db6a	Euralille Light Connection	DP+MN	pavlyuchenko-danil@mail.ru	Danil	Pavlyuchenko	1997-12-18	RUSSIE	Krasnoyarsk	Pavlyuchenko-danil@mail.ru	2022	Oui	Matvey Negoda, 1998-03-30, Saint-Petersburg, RUSSIE, diploma 2021

13		73b27caace	The Path of Light	MARIEX3	mari.le31415@gmail.com	Maria	Lepina	1997-01-03	RUSSIE	St.Petersburg	mari.le31415@gmail.com	2021	Oui	Maria Stojkoska, 1995-11-04, Bitola, MACEDOINE, diploma 2021 Maria Baikova, 1996-08-23, Nizhny Novgorod, RUSSIE, diploma 2021
14		2064c57f69	Purgatorio	Puzzle	sanjaavramoska@outlook.com	Sanja	Avramoska	1993-07-05	MACEDOINE	Kichevo	sanjaavramoska@outlook.com	2018	Oui	Irena Damjanoska, 1993-08-29, Kichevo, MACEDOINE, diploma 2018 Adelina Fejza, 1992-08-01, Kichevo, MACEDOINE, diploma 2015 Valbona Fejza, 1994-06-13, Kichevo, MACEDOINE, diploma 2018
15	Hors Sujet - Candidature non recevable													
16		7743276239	Lightsabers	TVD	dangvietthai13@gmail.com	Dang	Viet Thai	1996-12-13	FRANCE	paris	dangvietthai13@gmail.com	2021	Non	
17		511b640caa	EURALILLE III / TO REMOVE THE COMPLEXITY	ILIES ISSAD	iliesissad@gmail.com	Issad	Ilies	1987-04-30	FRANCE	Vitry-sur-Seine	iliesissad@gmail.com	2014	Non	
18		d563d1c8ce	B2 FREE	Darget Mariez	paulinemariez01@gmail.com	Mariez	Pauline	1990-01-09	FRANCE	Paris	paulinemariez01@gmail.com	2017	Oui	Hannah Darget, 1993-06-02, Paris, FRANCE, diploma 2017
19		c801ffea46	T3Park	OST	face.tian@gmail.com	Li	Tian	1989-03-31	FRANCE	PARIS	face.tian@gmail.com	2015	Oui	Ons Larguech, 1995-09-16, Paris, FRANCE, diploma 2021 Shan Jiang, 1993-01-28, Paris, FRANCE, diploma 2020
20		936b09388a	Reverserd Euralille	Byun Kim	sunwoob08@gmail.com	Sunwoo	BYUN	1996-01-27	COREE	Seoul	sunwoob08@gmail.com	2022	Oui	Kim HyunJun, 1995-07-29, Seoul, COREE, diploma 2022
21	Hors Sujet - Candidature non recevable													
22		8e61032e77	CINEMA FACTORY	ATELIER SPIRAL/BLAZY	pl.spiral@gmail.com	Spiral	Paul-Louis	1995-07-06	FRANCE	Paris	pl.spiral@gmail.com	2019	Oui	Constance Blazy, 1996-05-23, Paris, FRANCE, diploma 2021 Marc Siebert, 1993-03-19, Paris, FRANCE, diploma 2019
23		ff1d4f67ee	NEW LAYER CITY	ARCHIMATES	anakim385@gmail.com	Iana	Kim	1997-08-23	COREE	Seoul	anakim385@gmail.com	2025	Oui	Mikhail Korotkov, 1996-02-21, Saint-Petersburg, RUSSIE, diploma 2020
24		d6b06998cf	EURALILLE ATHLETIC CLUB	M.I.E.S GROUP	marcos.escamillag@gmail.com	Marcos	Escamilla-Gu	1996-11-16	USA	Chicago	marcos.escamilla@gmail.com	2020	Oui	Shen Irving, 1996-06-30, Chicago, USA, diploma 2019
25		48c73ca127	THE GRADIENT	Guess Line Architects	dilay3101@gmail.com	Serhii	Dilai	2003-01-31	UKRAINE	Lviv	dilay3101@gmail.com	2015	Oui	Andrii Lesiuk, Chef de projet, 1993-04-11, Lviv, UKRAINE Yeva Bondarenko, 2000-10-01, Lviv, UKRAINE, diploma 2023 Olena Vitiuk, 2001-09-06, Lviv, UKRAINE, diploma 2022 Sofia Shkoliar, 1998-06-26, Lviv, UKRAINE, diploma 2021 Nazar Lupynis, 2001-03-09, Lviv, UKRAINE, diploma 2022 Kateryna Ivashchuk, 1998-12-30, Lviv, UKRAINE, diploma 2022 Mariia Shkolnyk, 2000-10-03, Lviv, UKRAINE, diplômé en 2023 Sofia Dovbush, 2000-03-19, Lviv, UKRAINE, diplômé en 2021 Nestor Shevchenko, 2001-08-19, Lviv, UKRAINE, diplômé en 2021

26		61d41d43cf	UNDERLILLE	Junho Lee	junholee01@gmail.com	Junho	Lee	1992-02-19	FRANCE	Paris	junholee01@gmail.com	2020	Non	
27		af5dd9a7d0	SYNC	Common Ground	fai@common-ground.hk	Kam Fai	Hung	1982-10-25	HONG KONG	Hong Kong	fai@common-ground.hk	2007	Oui	Vicky Kong, 1982-11-19, Hong Kong, HK, diploma null Stefan Chui, 1989-01-05, Hong Kong, HK, diploma null Steve Tam, 1995-02-21, Hong Kong, HK, diploma null
28		04794140d3	Common ground from XL to XS	Collective architecture wolff&capon architectes	contact@wolff-capon.com	Wolff	pauline	1990-07-17	FRANCE	paris	contact@wolff-capon.com	2017	Oui	Bastien Capon, 1992-05-08, Paris, France, diploma 2017
29		543068f8e9	Lines of Repair	Objects of Intention	atelier@davidtelerman.com	David Telerman	David	1990-06-19	FRANCE	paris	atelier@davidtelerman.com	2017	Oui	Shaoshu Zhang, 1992-02-06, Paris, France, diploma 2017
LATE SUBMISSIONS														
30		0e573d2aae	The Sub Factory	Team Lausanne	louisdonnet@hotmail.fr	Donnet	Louis	15/02/1994	FRANCE	Paris	louisdonnet@hotmail.fr	2018	Oui	Alexandra Duval, 1996-02-03, Lausanne, SUISSE, diploma 2021 Jacques-Edouard Perez, 1994-03-09, Paris, France, diploma 2018
31		4a0deadb12	BEYOND EURALILLE SURFACES	ALBERTO RONCELLI & NICOLE VETTORE	albertoroncellii@gmail.com	Roncellii	Alberto	22/12/1994	DANEMARK	Copenhagen	albertoroncellii@gmail.com	2021	Oui	Nicole Vettore, 1996-08-19, Varese, Copenhagen, DANEMARK, diploma 2020
32		0c85252278	From small-scale innovation to urban transformation	Atom Architecture	denitsa.hristoval@yahoo.com	Hristova	Denitsa	28/12/1994	FRANCE	Lille	denitsa.hristoval@yahoo.com	2021	Oui	Inès Dekeister, 1998-12-22,
33		928321af28	L'ILE VERTE	TIArch	anna.aleksandrova.tiarch.com	Aleksandrova Anna		04/10/1994	RUSSIE	Kazan	anna.aleksandrova.tiarch.com	2021 Groupe étudiants Université	Oui	Rezeda Akhtiamova 25.09.1987 Russia Inar Aktiamov 01.01.1986 Russia Dina Kiyamova 16.02.01 Russia Olga Sineelnikova 04.11.2000 Russia Adelina Khabibullina 30.03.2004 Russia Lidia Parshukova 13.06.2003 Russia
34		76dee8dbal	Colombarium		zaidullin.airat@gmail.com	Zaidullin	Airat	19/06/1994	RUSSIE	Kazan	zaidullin.airat@gmail.com	no diploma Groupe étudiants Université	Oui	Valeria Burkova, 30.04.2000, Russian Federation, Kazan Marat Khafizov, 02.05.2001, Russian Federation, Kazan Semen Egorov, 07.04.2003, Russian Federation, Kazan Daria Shell, 16.01.2003, Russian Federation, Kazan Alsu Sharafutdinova, 13.01.2003, Russian Federation, Kazan Inar Akhtiamov, 01.01.1986, Russian Federation, Kazan Rezeda Akhtiamova, 25.09.1986, Russian Federation, Kazan • Kazan State University of Architecture and Engineering, TIArch studio



Shcherbak Sofia

sherbak.sofja@yandex.com

Référence : f80be15b53

Candidature N° : 380

Etape: Projet

1 →

Informations sur le projet

2 → Titre du projet *

EN ANGLAIS

PVRKING

Dernière modification: 22/05/2022 - 16:44:05 Par: Shcherbak

3 → Nom de l'équipe

(si équipe, ou souhait d'être nommé en tant que groupement ou agence)

RISDNR

Dernière modification: 22/05/2022 - 20:29:28 Par: Shcherbak

4 → Description courte du projet *

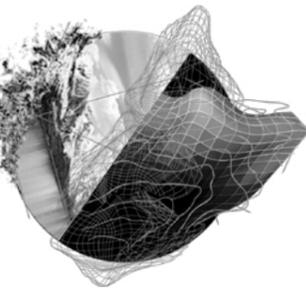
EN ANGLAIS

People's ideas about mobility and modes of transportation have evolved throughout human history. However, the essence has always remained the same - to get to another place, you need to overcome the path from point A to point B. Now digital technologies have revolutionized this area. Now, thanks to the technologies of virtual and augmented reality, a person can, standing in one place, get to the other side of the globe, at another time and into the minds of other people. This makes it possible to use such little-exploited and non-human-scale spaces as underground parking for almost any purpose. Due to the fact that transformations are carried out mainly in a digital environment, the functions of the building can change as the needs of society evolve and adapt to the individual preferences of the visitor, while not requiring major structural and decorative changes. Thus, a place that served as a transshipment (intermediate?) point on the way to the goal becomes the destination itself.

Dernière modification: 22/05/2022 - 20:30:00 Par: Shcherbak



PARKING



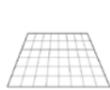
People's ideas about mobility and modes of transportation have evolved throughout human history. However, the essence has always remained the same - to get to another place, you need to overcome the path from point A to point B. Now digital technologies have revolutionized this area. Now, thanks to the technologies of virtual and augmented reality, a person can, standing in one place, get to the other side of the globe, at another time and into the minds of other people.

This makes it possible to use such little-exploited and non-human-scale spaces as

underground parking for almost any purpose. Due to the fact that transformations are carried out mainly in a digital environment, the functions of the building can change as the needs of society evolve and adapt to the individual preferences of the visitor, while not requiring major structural and decorative changes.

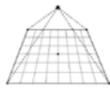
Thus, a place that served as a transshipment (intermediate?) point on the way to the goal becomes the destination itself.

CREATION



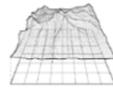
BASE

Almost empty existing space is a base for new structures.



DIGITIZATION

Space is scanned and digitized.



OVERLAY

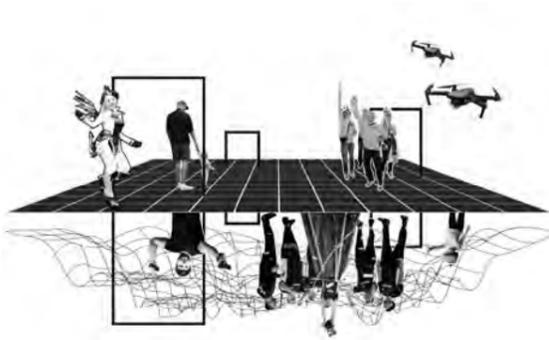
Virtual reality is built over the old structures.



NEW REALITY

People make virtual reality the second real one.

USERS



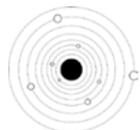
PASSIVE

- Fans
- Parents
- Cosplayers
- Journalists

ACTIVE

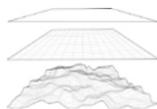
- Amateurs
- Esportsmen
- Children
- Digital artists

PRINCIPLES



SINGLE VIRTUAL ENVIRONMENT

The space is in one virtual universe. Players interact with each other through gadgets, being at different levels or at the same level.



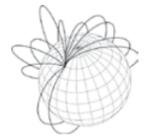
3 INTERACTION LEVELS

The space is divided into levels: virtual reality, augmented reality and ordinary reality.



MULTI-FUNCTIONALITY

The space presents a lot of functionality: games, education, medicine, etc. Everything in the space is within walking distance.



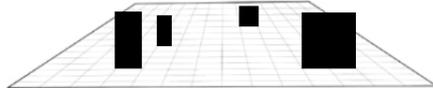
AUTONOMY

The energy that is spent on the opportunities provided is taken from underground. The space is completely autonomous.



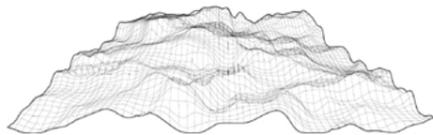
1 LEVEL Classic reality:

reception, restaurant, retail, computer club



2 LEVEL Augmented reality:

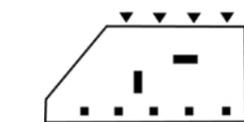
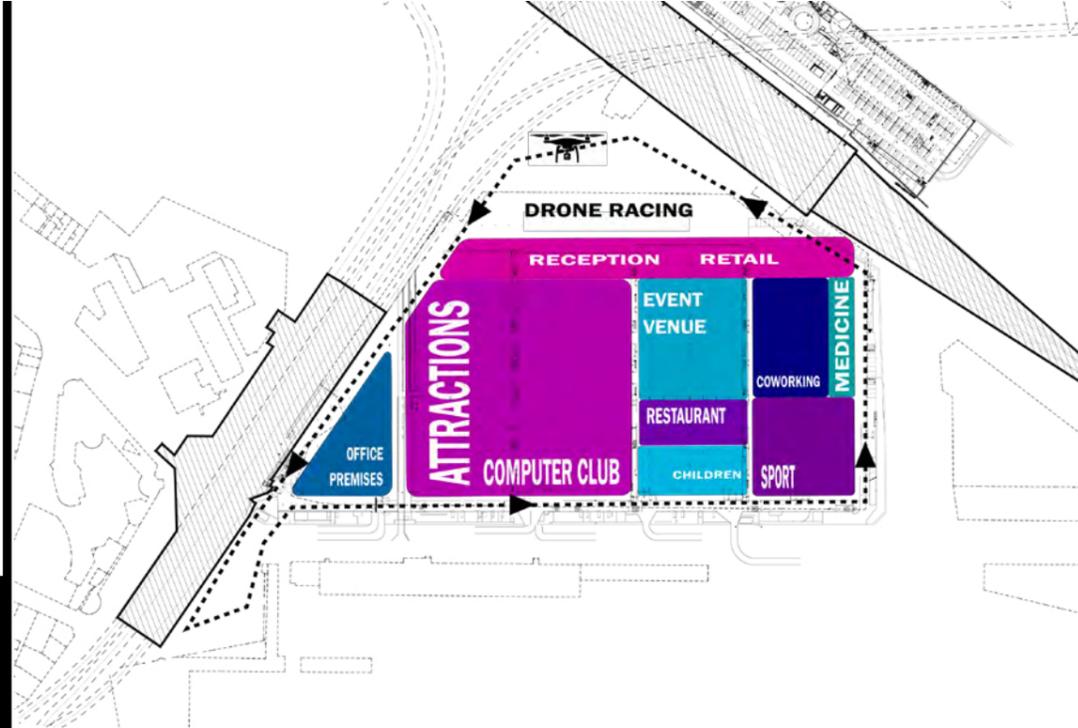
attractions, event area, retail, kindergarden, drone-racing, coworking, sports complex



3 LEVEL Virtual reality:

universal single world with different game zones (shooters, quests, RPG, mini-games, etc.), hotel

1 FLOOR - FUNCTIONAL ZONING



ACCESS

The space is mainly accessed via multiple entrances through the reception. There are additional entrances via elevators.

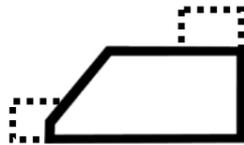


OUTER PERIMETR

The drone track extends outside the building. This helps to attract visitors from outside.

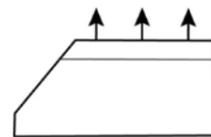
COMMUNICATIONS

There are several trajectories of movement inside the space. You don't have to go outside to enter any area.



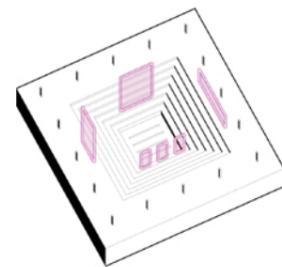
OUTER PERIMETR

The drone track extends outside the building. This helps to attract visitors from outside.



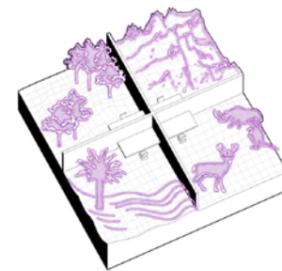
DYNAMIC FACADE

Thanks to the drone route, the facade is dynamic. This helps convey the atmosphere of the space.



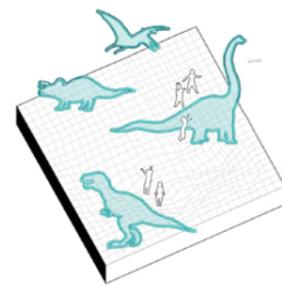
EVENT AREA

This is a platform where various events are held. For example, esportsmen and their fans gather here for tournaments. Due to the fact that everyone has access to augmented reality, there is no need to spend money on decorations, the site is arranged as simply as possible.



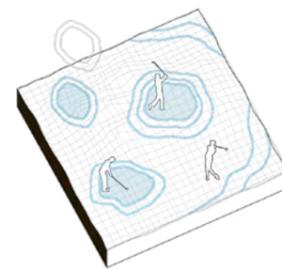
COWORKING

Virtual coworking is a place where a person works in the reality that the one chooses. For example, beach, mountains, forest, etc. Sometimes it is very difficult to get started, but such an experience can diversify the routine. This way contributes to productive and enjoyable work.



KINDERGARDEN

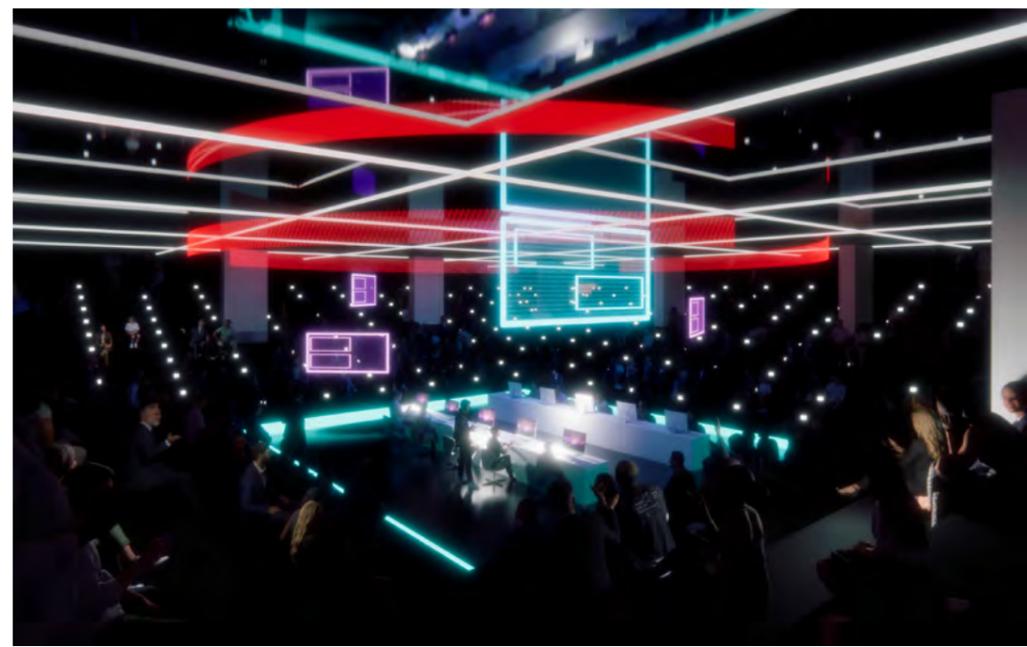
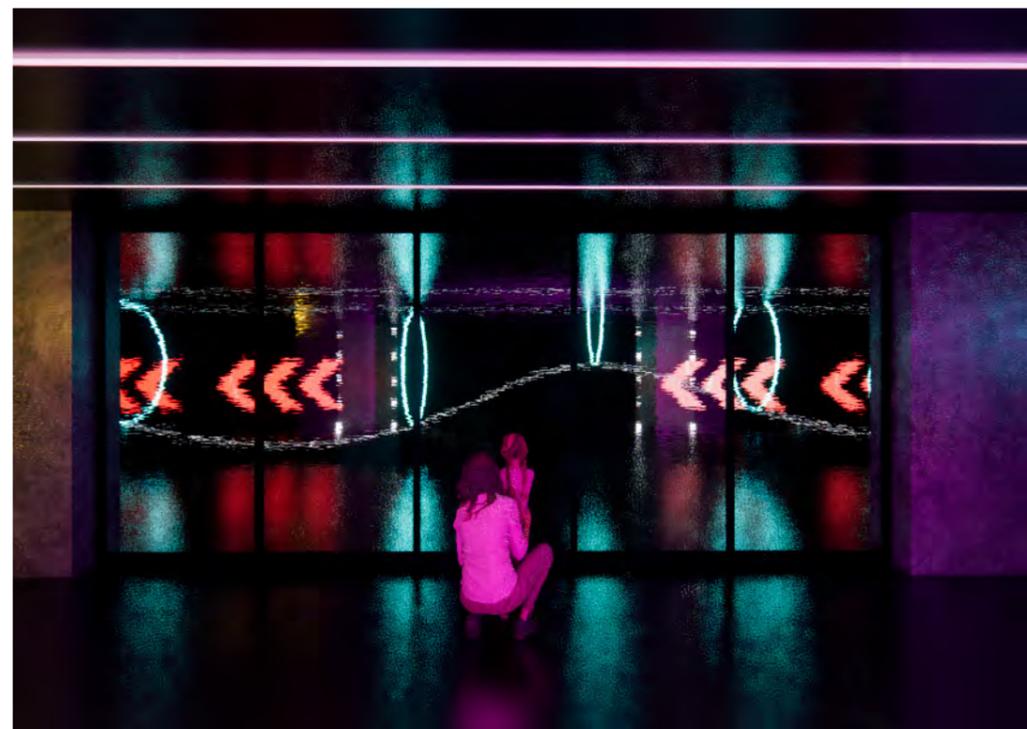
This is an educational platform where children are immersed in some kind of reality and learn new material in 3D. Parents can leave their children here and go to other locations with peace of mind, because there are those responsible for the children.



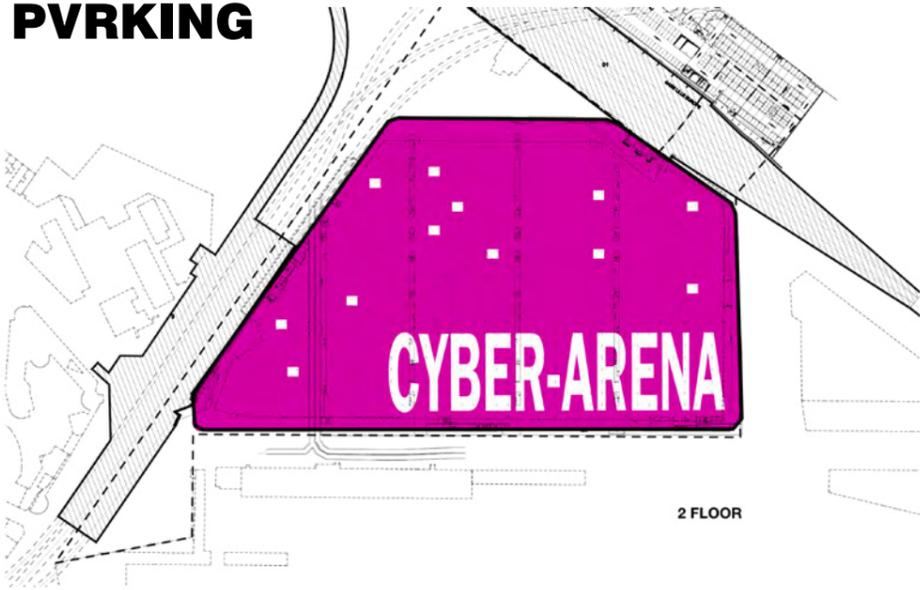
SPORTS

The space is designed for practicing various sports, which may sometimes depend on weather conditions. Here you can play golf, skiing and so on. Such sports are not available everywhere, so visitors can get a new experience.

AUGMENTED REALITY SPACES



PVRKING



2 FLOOR

ARENA EXPLOITATION OPTIONS

DIFFERENT ZONES
Different genres at the same time in different territories.

OPEN WORLD
Separate mini-games and quests distributed throughout the territory.

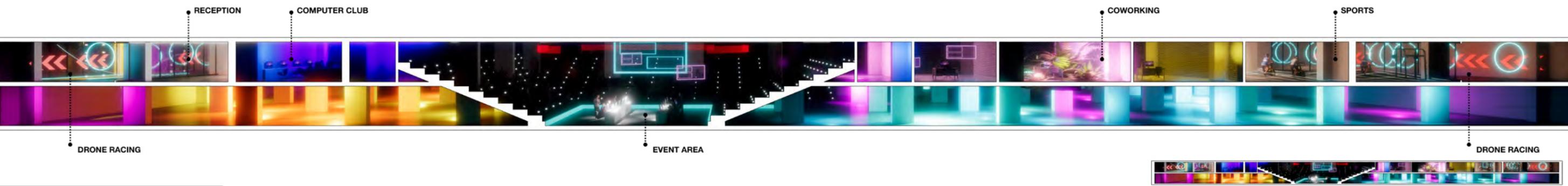
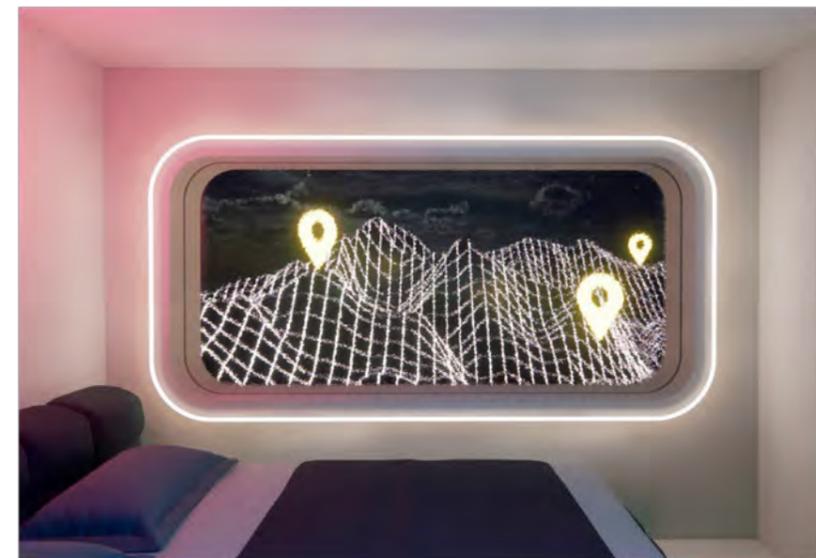
BIG GAME
One game for the entire territory, tournaments.

HOTEL

PAUSE
One of the operating modes of the hotel is a pause. In this case, the hotel is out of the context of the game. The interior may be chosen freely.

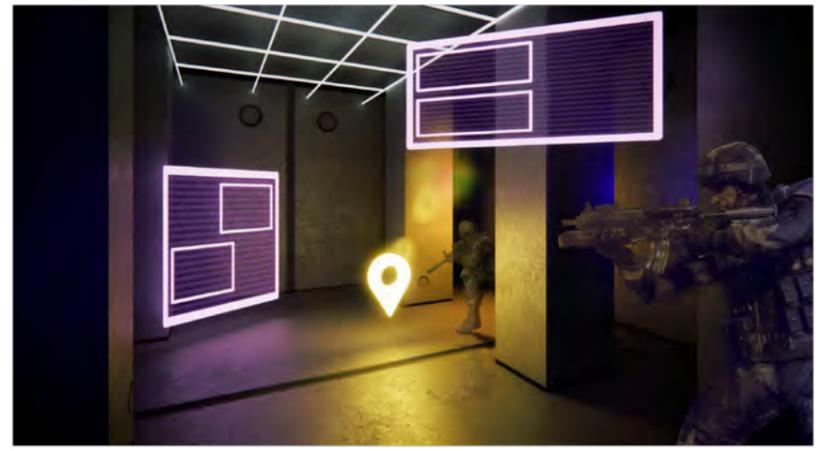
SHELTER
The hotel fits into the context of the game and is part of it. It can be a location that is in contact with the plot. That is, players can stay in the game without leaving it at night by pausing it. And then continue their move at the time they want. This helps to immerse yourself in the virtual world more.

LOCATION
In addition to continuing the plot of the game, visitors can choose the reality in which they want to fall asleep. It can be some kind of desert, a rocket in space overlooking other planets, a cruise ship cabin overlooking the ocean, and so on.



VIRTUAL REALITY SPACES

GAME
Virtual games have captured the imagination of gamers relatively recently, but this most interesting phenomenon continues its victorious march around the world, captivating with absolutely incredible options.
Games are available for both children and adults. Here are different genres. Arm and leg sensors will transfer all movements into the game and add spice. Movement around the playground is free, without wires.
You can play both alone and in a team, depending on the desire of visitors. There are several halls in space so that no one interferes with each other, and it turned out to be completely immersed in another world.



MEDICINE
The site helps people overcome their fears. Previously, exposure to fear, both in imagination and in real life, was a necessary part of therapy. For example, flying on an airplane, going on stage in front of an audience, climbing to great heights, and so on. This therapy option works, but because of the time or money involved, many people drop out of treatment. It can be difficult for someone to imagine the situation at the first stage because of unpleasant memories. People tend to avoid the scary.
Now you can train in the psychotherapist's office using virtual reality. This option is much easier and cheaper. The advantage of such therapy is that you can control the degree of exposure - from a weak degree of anxiety in a situation to the strongest. The number of attempts to treat a phobia is not limited.



ART
Virtual creativity is a symbiosis of creativity and modern technologies, which inspires artists to create a fundamentally new view of art. VR technologies are used to create computer games, shoot films, as well as used in the field of design and architecture. A large selection of animated drawing tools will allow you to create realistic three-dimensional objects and space with one wave of your hand. The main feature of drawing in virtual space is the ability to create 3D drawings, which allows you to fully immerse yourself in the created world. At the moment, VR art is one of the most modern and rapidly developing types of creativity.
Out complex provides wide opportunities for creators in different fields - game industry, cinematograph, 3d modeling



EDUCATION
Immersive technologies are at the heart of virtual reality training - a virtual extension of reality that allows you to better perceive and understand the surrounding reality.
In virtual reality, students can conduct chemical experiments, see outstanding historical events and solve complex problems in a more exciting and understandable way. Virtual space allows you to examine in detail objects and processes that are impossible or very difficult to trace in the real world. In the VR world, a person is practically not affected by external stimuli. He can concentrate entirely on the material and assimilate it better.
The scenario of the learning process can be programmed and controlled with high accuracy. Based on the experiments already conducted, it can be argued that the effectiveness of VR training is at least 10% higher than the classical format.



M 1:500



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Etape: Projet

1 →

Informations sur le projet

2 → Titre du projet *

EN ANGLAIS

GRAND LIFE POOL

Dernière modification: 22/05/2022 - 13:12:55 Par: Kalimullina

3 → Nom de l'équipe

(si équipe, ou souhait d'être nommé en tant que groupement ou agence)

Question non répondue

4 → Description courte du projet *

EN ANGLAIS

In the project "Grand Life Pool", we set a goal to bring new emotions and impressions to the lifeless space of a two-level parking lot. Eurelille is a point of attraction not only for citizens, but also for tourists thanks to two metro stations, as well as Gare Lille-Flandres stations. Underground parking being a huge, quiet space, has the potential to become a comfortable and soulful place during the day, as well as bright and dynamic in the evening and at night. From a functional point of view, we give the first floor to a large swimming pool with additional functions of a spa, fitness center, children's room. The pool is divided by a "floating" street of cafes, bars, rental points. We are demolishing the second level of the parking lot and making openings in the floor of the shopping area to open the pool to the citizens and create a comfortable place with natural light. Each pool area is in contact with the entertainment street on the one hand, and with the internal service rooms on the other. A health-improving, calm place during the day, by the evening it is filled with bright lights of the event site in the middle of the street. So the concrete space is filled with life and at any time of the day gives an unforgettable experience of rest "in parking lots".

Dernière modification: 22/05/2022 - 19:44:37 Par: Kalimullina



GRAND LIFE POOL

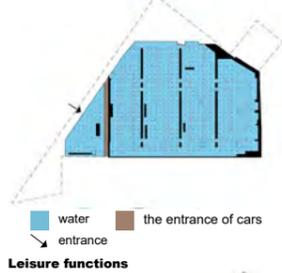
We came out of the water to seem always striving in it



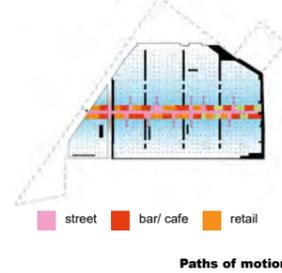
Functional zoning



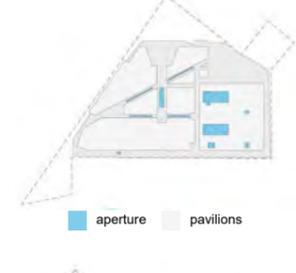
Parking - Grand Pool



Live Street Implementation



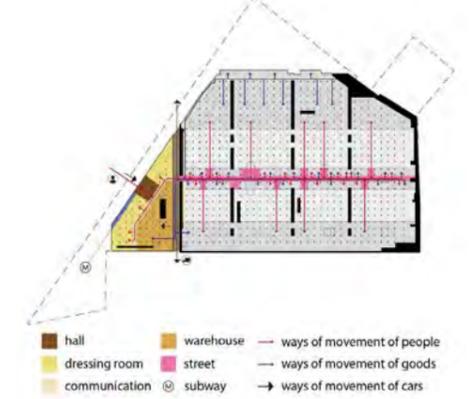
Openings - Light Injection



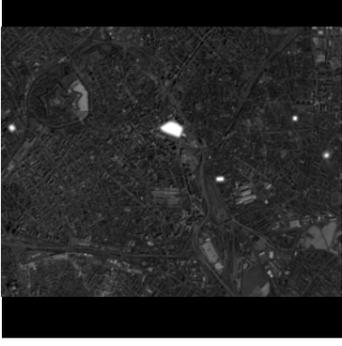
Leisure functions



Paths of motion



Nearest pools



Flow diagram



Pool typology

Piscinas De Mares Architects: Alvaro Siza Year: 1966 Pool area: 980 m ² Place: Portugal	Marina Bay Sands Architects: Safdie Architects Year: 2010 Area: 1200 m ² Place: Singapore	Swimming pool «Moscow» Architects: Dmitry Chechulin Year: 1960 Area: 13300 m ² Place: Russia	National Stadium Aquatics Center Architects: Iglesias Prat Arquitectos Year: 2013 Pool area: 900 m ² Place: Chile

Natural images



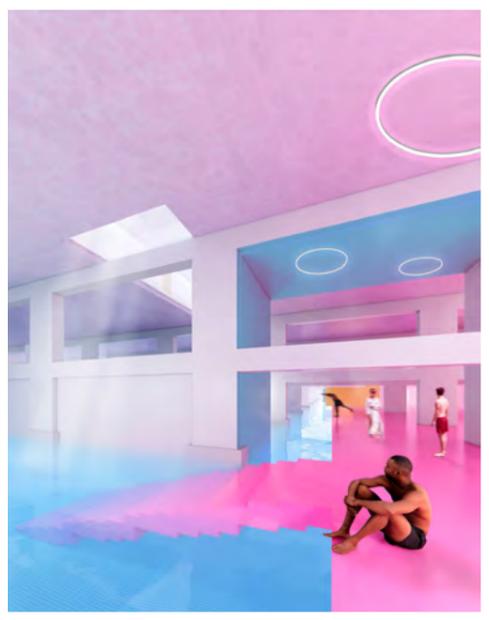
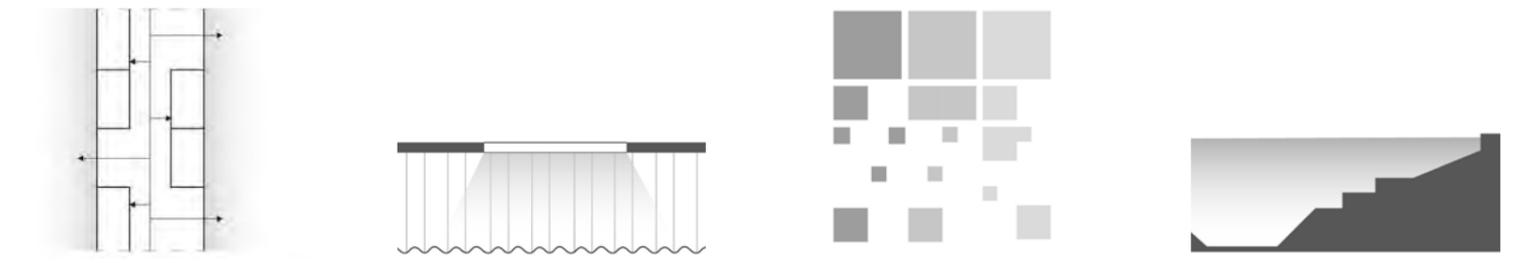
Principles

Above the pool there is an «entertainment» street, with cafes, equipment rentals, boutiques, a bar at night and an event site.

Light lanterns will help the sunlight to pass into the pool, heating it

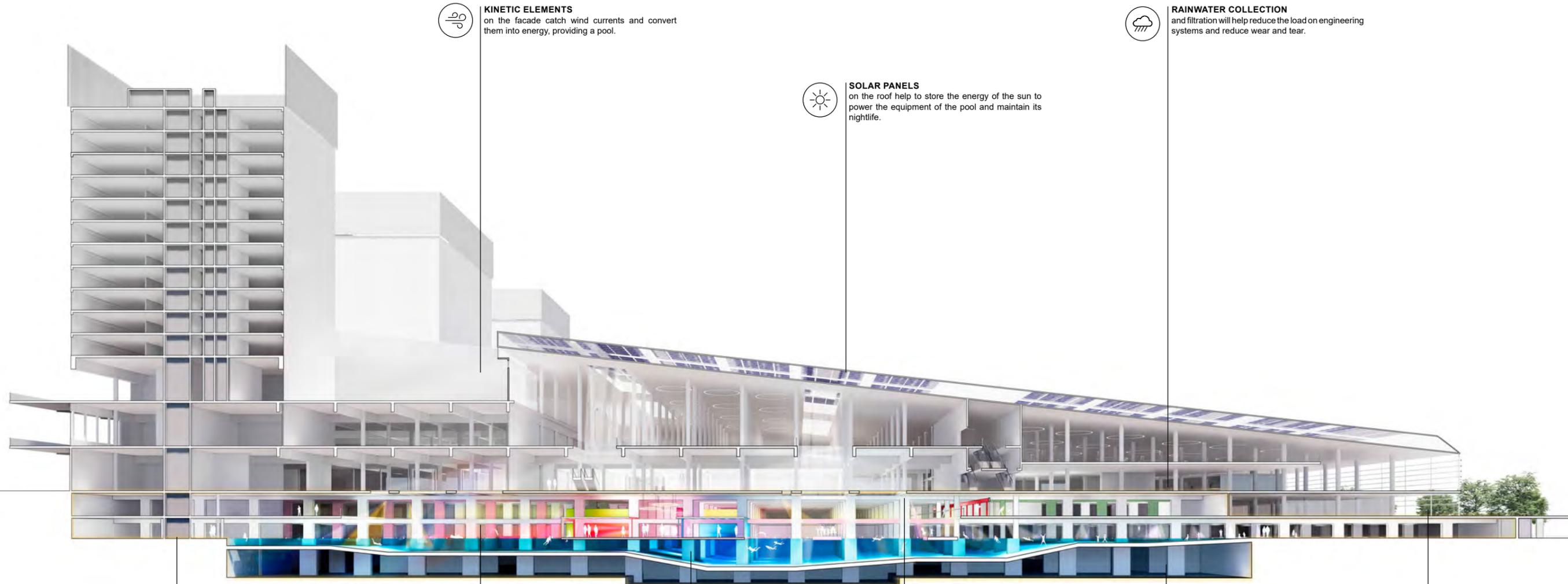
In the pool, functions can overlap, creating an interesting play of spaces.

The variable depth of the bottom makes the pool more accessible to people with different physical abilities



GRAND LIFE POOL

Section scale 1:250



KINETIC ELEMENTS
on the facade catch wind currents and convert them into energy, providing a pool.



RAINWATER COLLECTION
and filtration will help reduce the load on engineering systems and reduce wear and tear.



SOLAR PANELS
on the roof help to store the energy of the sun to power the equipment of the pool and maintain its nightlife.



MAINTAINING COMMUNICATIONS
will help speedy evacuation and delivery.



DEMOLITION OF THE SECOND LEVEL
of the parking lot will get rid of the useless area and increase the usable area of the pool.



CREATION OF LIGHT LANTERNS
in the floor of the commercial part of the building, so that the pool receives natural light.



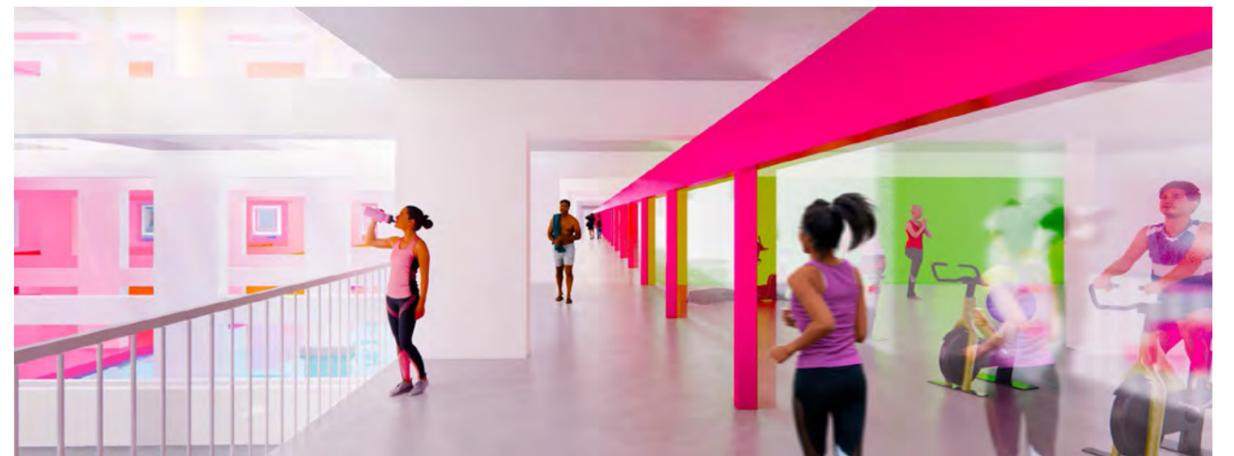
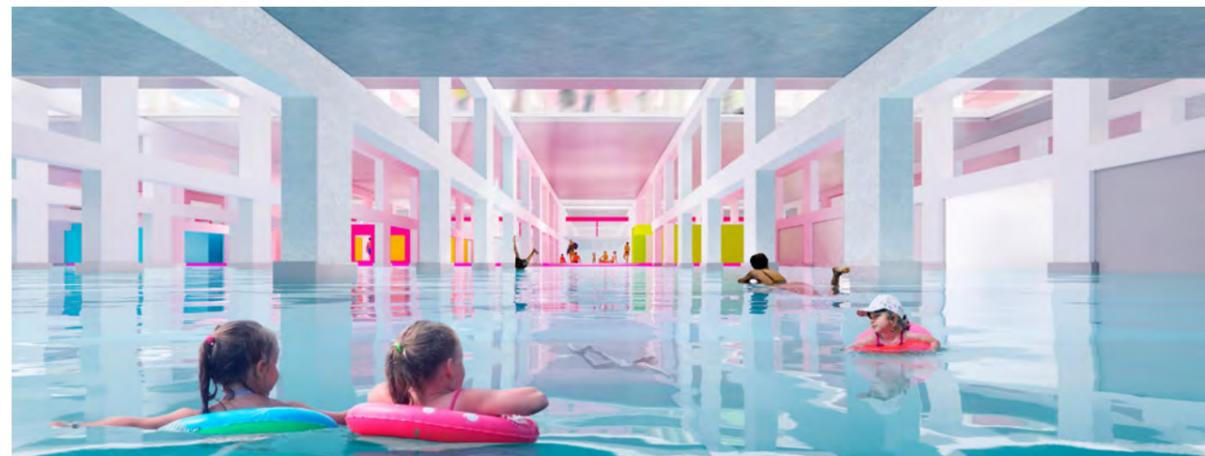
DIFFERENT DEPTHS
of the pool can attract different ages of people from children to the elderly.



WATER TREATMENT FILTERS,
pumps and tanks under pool help to re-use the water passing through the pool, saving huge resources.



OPEN FACADE
helps create pleasing visual links with the square.





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Candidature N° : 375

Etape: Projet

1 →

Informations sur le projet

2 → Titre du projet *

EN ANGLAIS

RES PUBLICA

Dernière modification: 22/05/2022 - 21:37:51 Par: Montarnier

3 → Nom de l'équipe

(si équipe, ou souhait d'être nommé en tant que groupement ou agence)

KENO

Dernière modification: 22/05/2022 - 21:37:54 Par: Montarnier

4 → Description courte du projet *

EN ANGLAIS

RES PUBLICA PROTOCOL Even if each site is specific, the case of the Euralille underground car park can be seen as a generic situation. Rather than a description of the project, we propose an action protocol that could be used for the parking lot of the future. The Car Park of the future must : - Rely on the qualities of the existing, starting from the ground up to restore «living together». - Be "glogal"! Connected to the global scale of the territory and linked to its direct local context. - Merge natural vegetation and artificial infrastructures. - Be a place allowing natural light and ventilation to host multiple uses. - Show a fertile newborn economy resulting of free space, reversible enough to carry hybrid programmatic. - Phase the needs of the users and adaptability are the key of the economical revolution - Be thought from the structure and consider the potential of the voids for second life spaces. - Develop three main notions responding to the challenge of the city of tomorrow : production, circularity and inhabiting. - Consider the soil as a space of resource able to produce wealth rather than just a space of mobility and storage - Become a place of life hosting multiple activities, open to the public 24/7 - Be autonomous and produce eco-responsible energy.

Dernière modification: 22/05/2022 - 21:43:54 Par: Montarnier



RES PUBLICA

BUILDING SOCIETY THROUGH VOIDS

POTENTIAL OF THE EXISTING: ENHANCING THE VOIDS AND THE SUPERSTRUCTURE

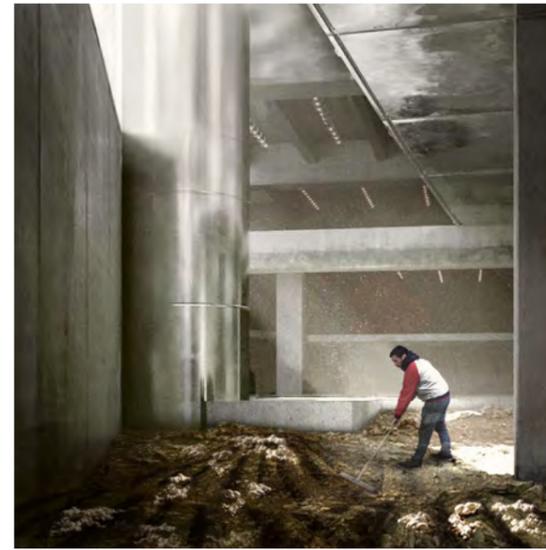
Void is about freedom. It is about no walls or constraints. Freedom means relations, extending the possibilities of space for more generosity, for more democracy.

It means freedom for architects to propose free space for free life for free inhabitants. It means "Le plan libre" applied to the whole territory. We want to valorize the main quality of parking buildings, the void, because it is the void capable of making the building adaptable and durable. In a first time, it is about restoring essential conditions of human living (air, light, sun) through vertical patios piercing existing concrete slabs.

Precisely because they are undetermined, carparks can evolve following their inner structural framework. Even if the plan allows a certain flexibility two major constraints do not permit for now a full reversibility: the complete shutdown with what makes possible our existence: the atmosphere composed of light, natural air and that strikes our senses, and low heights in existing parking typologies.

The proposal stands for requesting the necessary square meters of built floors.

The proposal stands for a progressive deconstruction of artificial grounds and slabs of the existing parking. The aim is to renew our relationship to our soils. Instead of being imagined as lower limits, they become a collective resource able to generate a collective society.



The superstructure of the parking is the base point of the reflection. Renovating Eurallille car park should start from the structure. The existing structure is a grid of 7.65 m x 7.65 m constituting a multiple. Still on the same multiple, a larger frame of 45.9 x 45.9 m, made up of 15.30 m patio in the middle redistributes the entire parking space. The objective is to bring light and therefore new possible uses. This vast car park thus finds a more livable scale. The idea is to use it as an urban shelf capable to host adaptability of multiple activities.

The car park of the future must be thought from the structure and consider the potential of the voids for second life spaces.

The car park of the future must develop three notions responding to the challenge of the city of tomorrow : production, circular and inhabited.

PRODUCTIVE CITY

In his text a non-place on a non-place Rem Koolhaas describes Eurallille in a premonitory vision as «the critical rejection, proof of an intense indifference towards the operational which guaranteed to a whole generation never to get your hands dirty». The legacy of Eurallille's heritage therefore invites us to take a new turn by reconsidering our soils. Rethinking the Eurallille underground car park is an opportunity to consider that the ground is a producer of wealth. The productive city consists of relocating production units (crafts, light industry and food production) within the city itself in order to promote short circuits (urban agriculture) and allow energy savings (last mile logistics). The productive city consumes energy and water but at the same time produce merchandise foodstuff. New uses can appear very quickly using the ground and the shade of existing car parks, as a mushroom farm for example (see image)

The car park of the future must consider the soil as a space of resource able to produce wealth rather than just a space of mobility and storage

INHABITED CITY

Each space we activate holds a potential for adaptability at different times of the day and the year, so that the zones may be experienced and activated by different types of users during periods that will fit into their diverse schedules, which sometimes overlap. In people's subconscious, Carparks usually appear at night as unsafe, empty and badly lighted places. The voids that are created We believe in such poetry which can be found in even the simplest places, such as 24/7 gas stations, places that are open all night, and constitute landmarks. They were thought as transient, movable and yet they represent solid anchors in a population's daily habits or places of leisure like a swimming pool can take place (see image).

The car park of tomorrow must become a place of life.

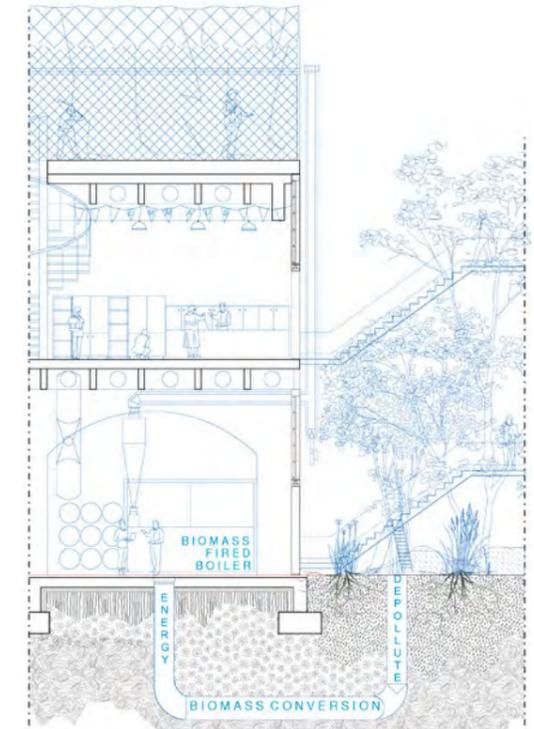
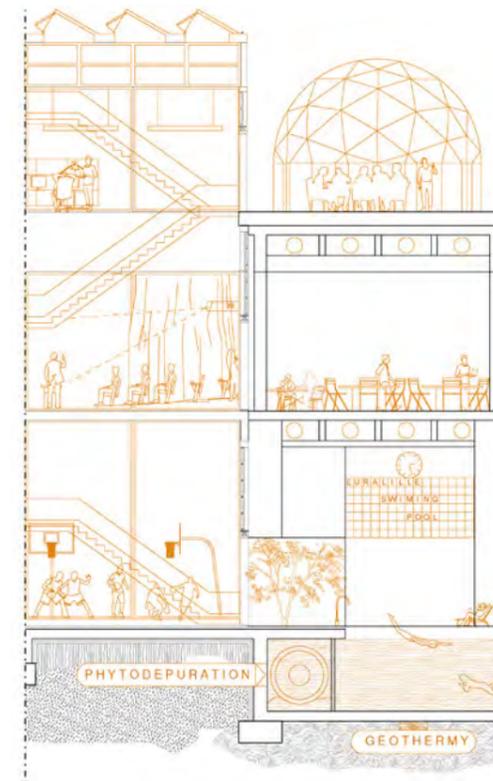
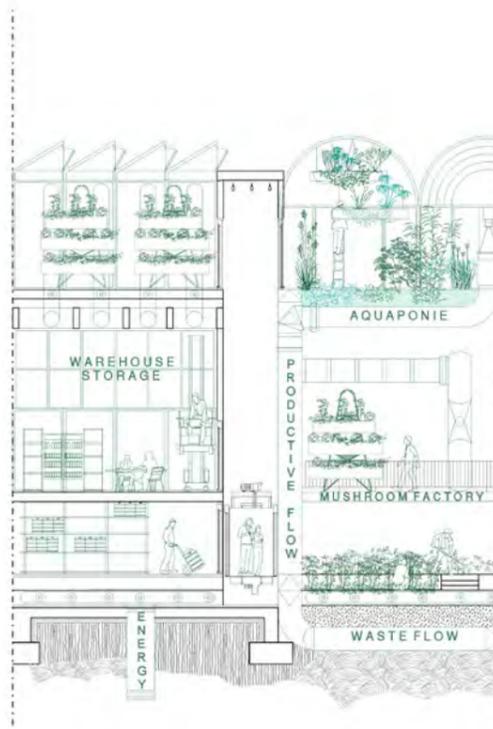
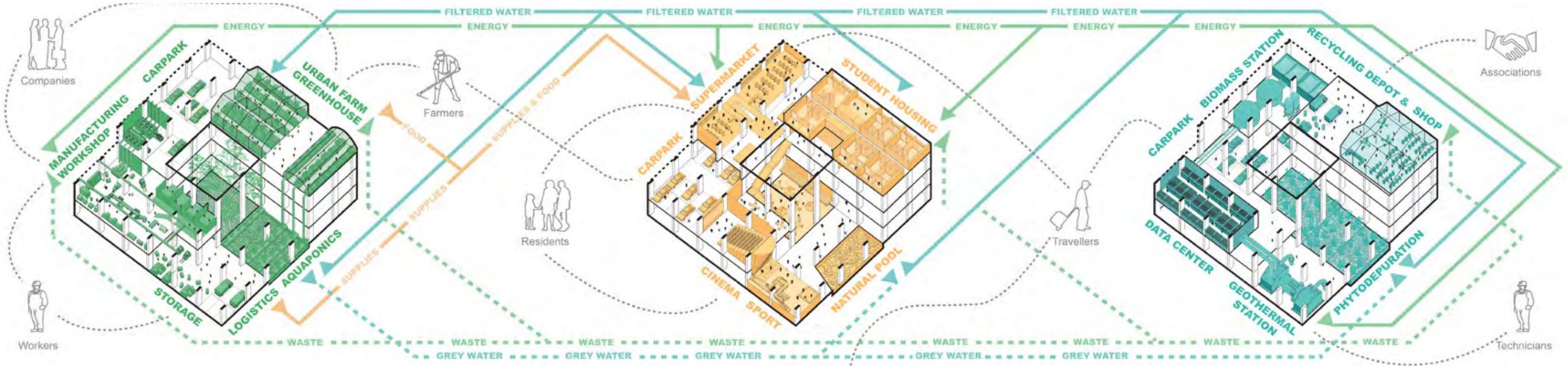
CIRCULAR CITY

The circular city is the synergy of the productive city and the inhabited city it allows the system set up to be in balance: It recycles waste to produce energy (biomass station for electricity and goes seek heat where it is present geothermal and heat produced by data centers) and promote a circular economy (recycling). The water used for crops and leisure is removed by phyto-purification. Planted trees capture CO2 and release O2 Recycle: Goods Food Gray water Waste Product: Water Energy.

The circular city can initially take shape in a simple way, without the need of a complex technological system. Some parts of the car park can be replanted in large patios open to the sky, providing large gardens (see image)

By disartificializing the soil, it is a question of fighting against global warming and giving back to nature, its original space while bringing light and therefore new uses.

The car park of the future must be autonomous and produce eco-responsible energy.



RES PUBLICA

RESTORE THE PUBLIC GOOD

RES PUBLICA : LIVING TOGETHER FOR THE COMMON GOOD

« The phrase «res publica» loosely translated means «public issue» or «public matter.» The term is also thought to be the origin of the word «public,» which is used to refer to a state where the supreme power lies in the people.

The word «commonwealth» has traditionally been used as a synonym for it. «Res» is a nominative singular Latin noun for a substantive or concrete thing—as opposed to «spes», which means something unreal or ethereal—and «publica» is an attributive adjective meaning «of or pertaining to the public, people».

Res publica usually is something held in common by many people. For instance, a park or garden in the city of Rome could either be «private property» (res privata), or managed by the state, in which case it would be part of the res publica.

Today Euralille is a collection of objects, fragments of a hyper-connected city in motion for travelers in transit. Our ambition in this project is to come back to the origins of Euralille, which was a public project for the common good both connected to Europe and to the old town of Lille.

The car park of the future must rely on the qualities of the existing, starting from the ground up to restore living together.

«GLOCAL» SYMBOSE BETWEEN GLO(BAL) ARTIFICIAL MODERNITY AND NATURAL (LO)CAL GROUNDS

Euralille is at the crossing of the triangle Paris-Brussels-London. This strategic position has been used through Euralille to connect the old city center of Lille to an intense flow proper to metropolises. As a coronary by-pass graft, Euralille is an aggressive operation to feed an historic city to all flows of (anti)culture: make it accessible to 70 million people, furnish it with real organs that address to this virtual community that will never be «together».

Although hyperconnected to Europe, Euralille appears to be disconnected from the city. Our project aims to reconnect Lille with its local context. Thought in an era that considered the artificial as modern and in the context of exacerbated global warming it is necessary to reconnect with nature.

The underground car park of the Westfield shopping center in Euralille shows the apogee of a consumption society that needs to be rethought. The renovation of the car park is an opportunity to create a green and pedestrian continuity between the Henri Matisse park and the Dondaines d'Euralille park. The car park and shopping mall which were an artificial barrier become a green interface connected to the city.

The network of Parks highlighting the local grounds must be linked with the qualities of the existing, artificial and hyperconnected to Europe. Indeed, our ambition is to merge the network of parks and the network of artificial places with the existing infrastructures, then the local and the global could co-exist and enrich each other.

The car park of the future must be «glocal!» Connected to the global scale of the territory and linked to his direct local context. The car park of the future must merge natural vegetation and artificial infrastructures.

LET THERE BE LIGHT! REVEAL THE UNDERWORLD AND RESTORE THE VIEW TOWARDS THE CITY

The Westfield Euralille shopping center originally planned and thought by Rem Koolhaas was as a programmatic forum whose plan shifts to reveal part of the underground base. A multitude of activities were planned on the roof and allowed to admire the old Lille.

This idea, although interesting, could not be realized in Jean Nouvel's shopping center project. Although the huge sloping side takes up this idea, the roof is not accessible to admire the view of the city. Our project proposes to remove the existing roof and to let the light in, inside the huge volume's mall. We take advantage and use the existing stepped structure to develop activities related to the city, thus restoring the panoramic view.

By letting the light in, activities are possible underground, vertical relationships guaranteeing programmatic heterogeneity emerge, from the soil to the sky. We pass from a millefeuille of horizontal slabs without much relationship to a polysemy of vertical activities and possible uses, from the ground to the sky.

The car park of the future must be a place allowing natural light and ventilation to host multiple uses.

FROM A FOSSIL TO A FERTILE ECONOMY

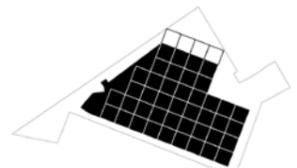
The first lesson the coronavirus has taught us is also the most astounding: we have actually proven that it is possible, in a few weeks, to put an economic system on hold everywhere in the world and at the same time, a system that we were told it was impossible to slow down or redirect.

It is at this point that we have to act. If everything has stopped, and all cards can be put on the table, they can be turned, selected, triaged, rejected forever, or indeed, accelerated forwards. Now is the time for the annual stock-take. When common sense asks us to «start production up again as quickly as possible», we have to shout back, «Absolutely not!» The last thing to do is repeat the exact same thing we were doing before.

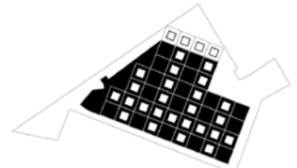
Fresh fruits such as berries require an extensive care, a precise harvest and a fast delivery so that the final customer can appreciate a ready to eat product. But then the camera tracked back onto the fruits that were growing without soil under artificial light before sending them off from central airports, on air-freighters with kerosene raining down, which makes one wonder: «Is it really useful to prolong this way of producing and selling these types of goods?»

As long as there will be customers, there will be a globalized system that hides this global ecological cost. But what if we can provide the same conditions on-site to produce such berries, removing the global cost of production.

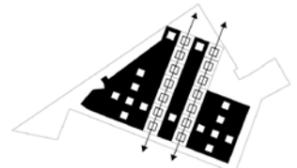
The car park of the future must show a fertile newborn economy resulting of free space, reversible enough to carry hybrid programmatic. Phasing the needs of the users and adaptability are the key of the economical revolution!



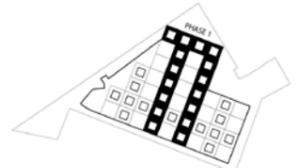
SUPER STRUCTURE



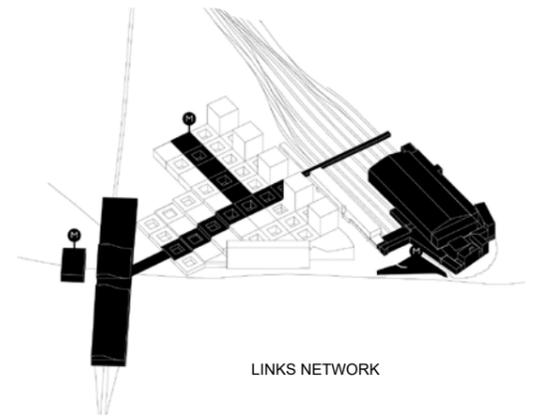
PATIOS



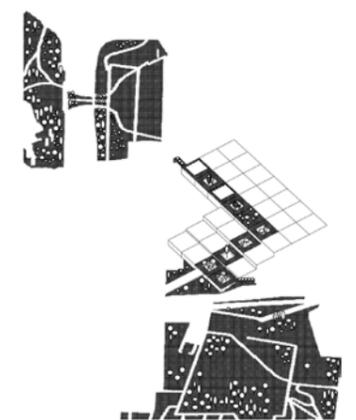
CONNECTION



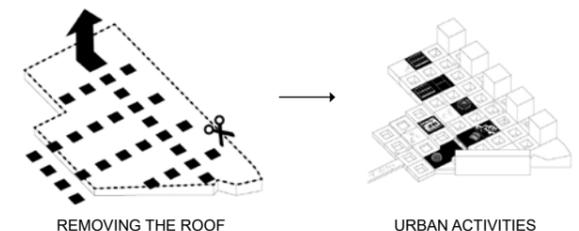
PHASING



LINKS NETWORK

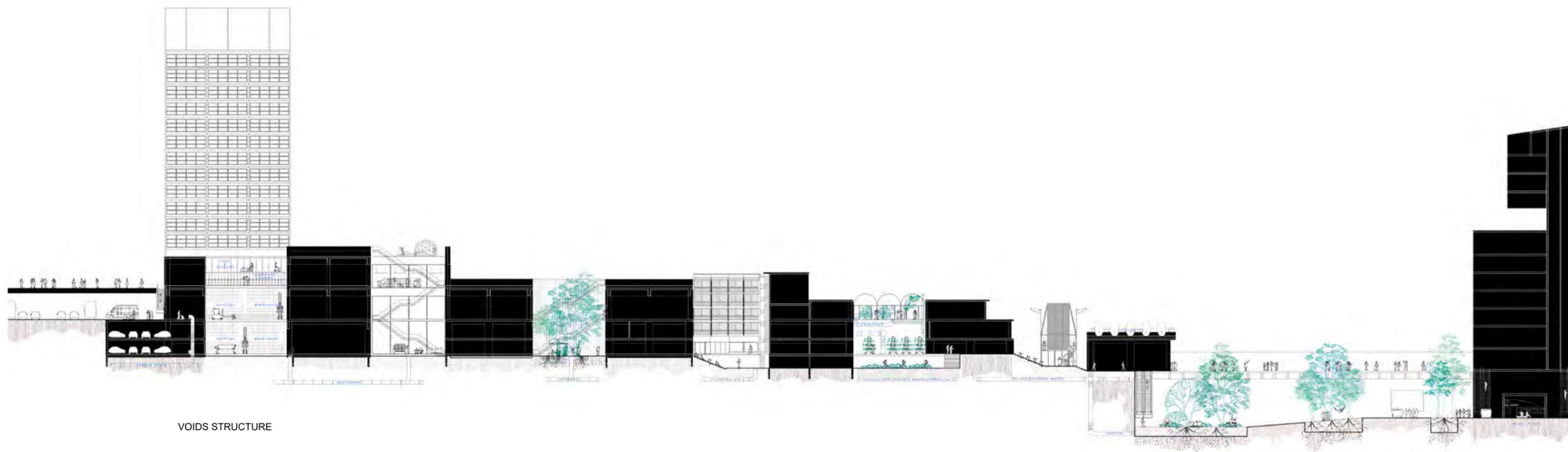


GREEN NETWORK



REMOVING THE ROOF

URBAN ACTIVITIES



VOIDS STRUCTURE



Mannapov Ruslan

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Référence : 3a8eccf36a

Candidature N° : 368

Etape: Projet

1 →

Informations sur le projet

2 → Titre du projet *

EN ANGLAIS

GIGAHUB

Dernière modification: 22/05/2022 - 21:50:53 Par: Mannapov

3 → Nom de l'équipe

(si équipe, ou souhait d'être nommé en tant que groupement ou agence)

TEAM-5

Dernière modification: 22/05/2022 - 21:30:53 Par: Mannapov

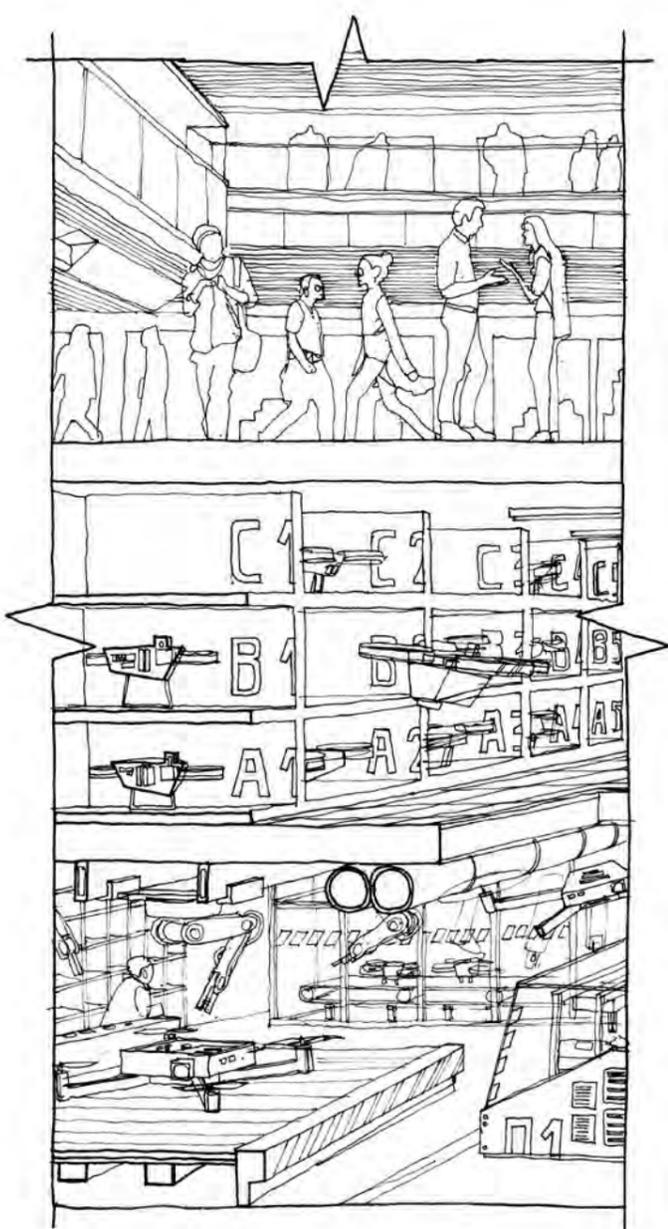
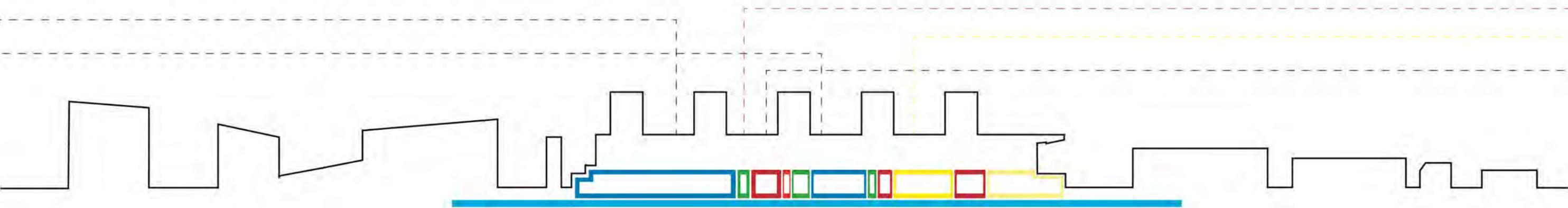
4 → Description courte du projet *

EN ANGLAIS

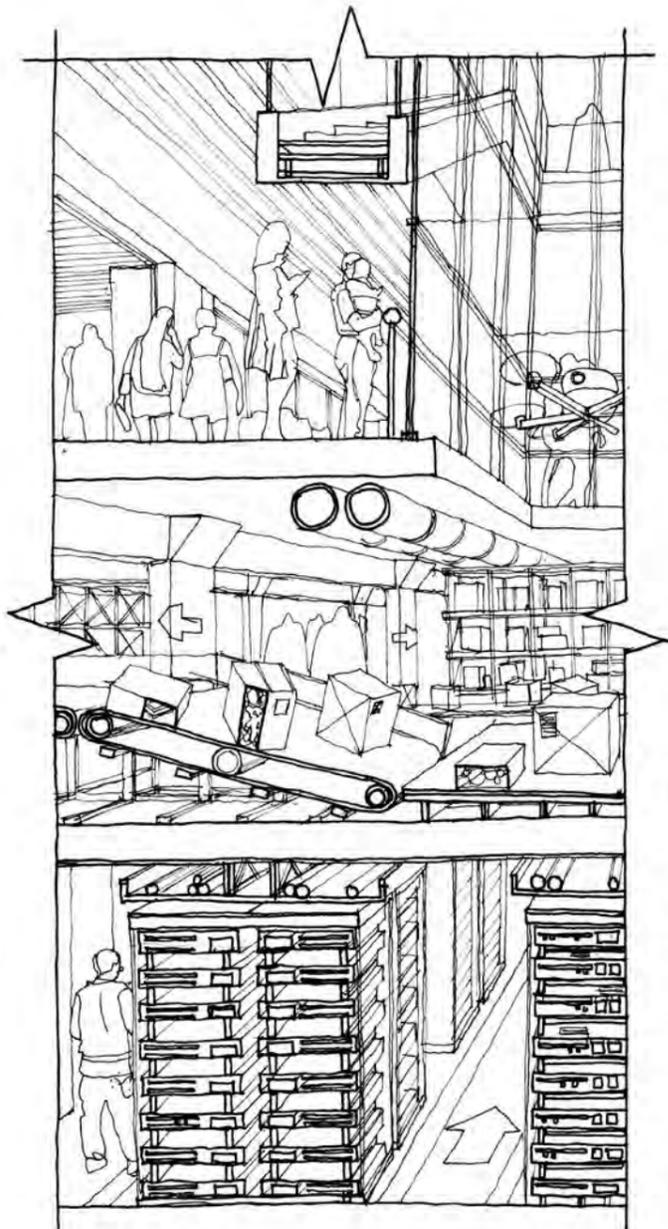
Delivery... Have you ever wondered how much time in your life you spend waiting for a courier or heading to a pickup point? How long in your life do you wait until the product you need reaches you? A frightening amount of hours you could spend on self-development and a better life. Modern technologies make it possible to speed up the delivery process at times using automation and drones. This project proposes the use of underground parking as a space for central warehouses of various distances. Being located in Paris, such a warehouse covers the needs of not only the nearest territories, but can also be used for long-distance shipments. In the spaces previously occupied by machines, modules of various blocks appear: a warehouse, a sorting conveyor, a packaging conveyor, a platform for receiving and dispensing goods, a charging station. They can be lined up, combined and supplemented, being in various geometric grids. This allows you to use a similar solution at various scales. This project allows to solve the problem of traffic congestion, speed up the delivery process, reduce the amount of damage and loss of parcels. It also improves the environment and reduces stress levels. For a long time, humanity has been busy with the question of how to accelerate its development. The advent of railways, and then cars, led to the acceleration of the development of states and the whole world as a whole. Now we are entering a new era where we can use technology to make o

Dernière modification: 22/05/2022 - 20:20:12 Par: Mannapov

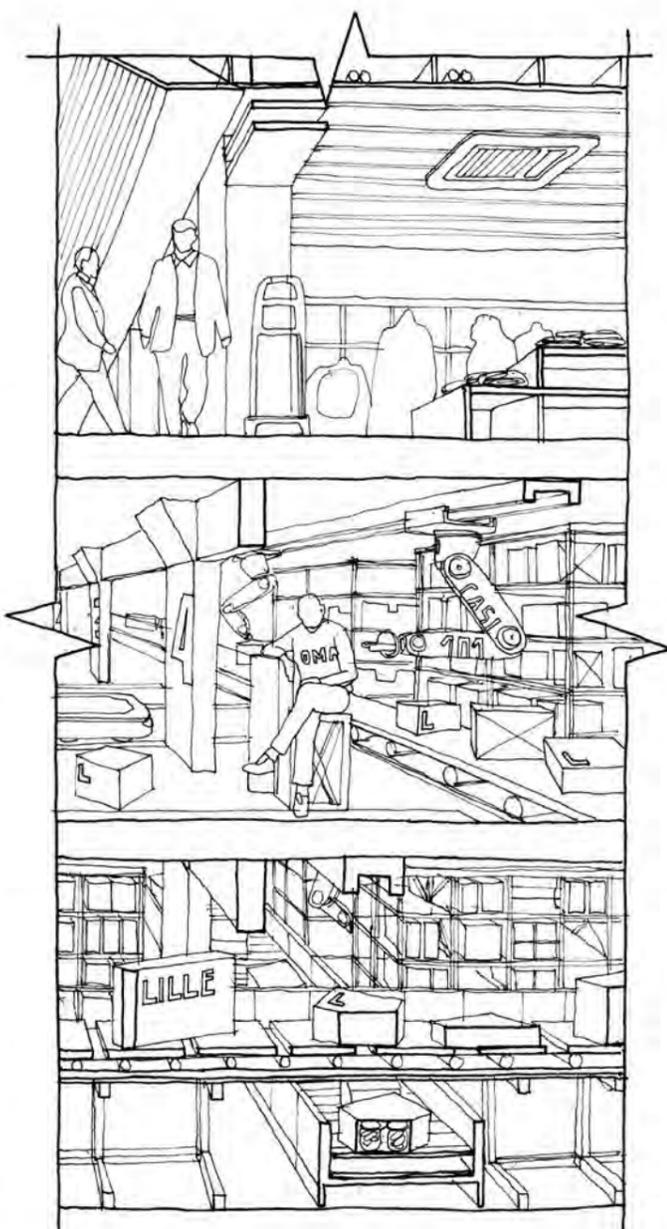




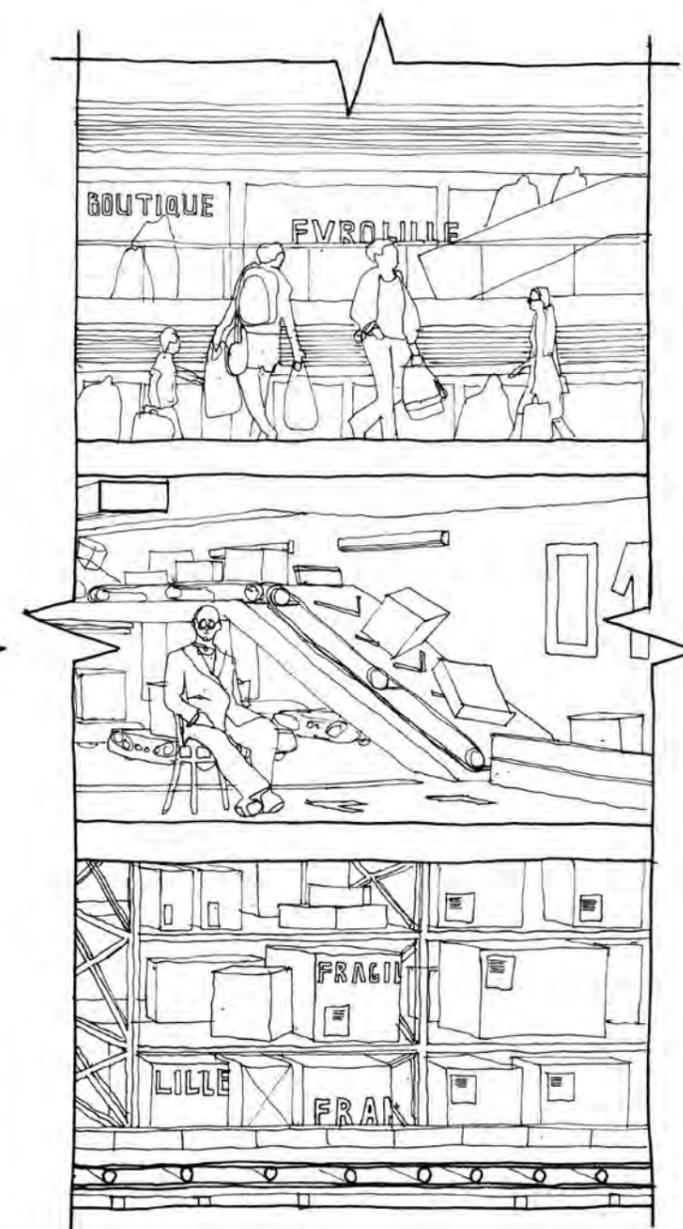
Section fragment 1, M1:30
The fragment shows drone maintenance areas



Section fragment 2, M1:30
The fragment shows the areas for loading goods onto drones and artificial intelligence servers



Section fragment 3, M1:30
The fragment shows parcel sorting zones



Section fragment 1, M1:30
The section shows the areas for unloading parcels and their storage



NEVES PAULO

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Etape: Projet

1 →

Informations sur le projet

2 → Titre du projet *

EN ANGLAIS

GREEN STEPWELLS

Dernière modification: 22/05/2022 - 17:28:47 Par: NEVES

3 → Nom de l'équipe

(si équipe, ou souhait d'être nommé en tant que groupement ou agence)

AAP

Dernière modification: 22/05/2022 - 16:00:05 Par: NEVES

4 → Description courte du projet *

EN ANGLAIS

Euralille car park with a surface area of 100 000 m2, can provide a parking space for 2 900 cars. However, 100 000 m2 can also accommodate 100 000 standing persons, or 14 football fields, or 2.2 Zenith Arenas... Questioning how to add value to this underground urban property so that it can be given back to dense cities that are in desperate need of urban space, is what our team strives for. Urban scale The Stepwell project aims to return to the city of Lille the underground space of the Euralille carpark. For this purpose, the project brings in the activities established within the surrounding areas. It focuses on reconnecting the inert, blind, and hidden underground spaces to the rest of the city. With this in mind, the project works towards creating a showcase of the new uses of the underground: the productive city, mobility flows, green spaces, leisure activities, or technical infrastructure. Architectural scale Drawing inspiration from the Indian stepwells, the project creates a new ground level that is reached by descending a set of steps. The wells bring in light to the deepest corner of the car park, they offer ground to new vegetation, and create new facades. The underground activities are organized based on their need for light. A first layer for productive activities, services, or leisure activities is located next to the new facade. The second layer hosts logistic activities. The third layer, accessible to visitors, accommodates the technical infrastructure.

Dernière modification: 22/05/2022 - 17:29:33 Par: NEVES



GREEN STEPWELLS

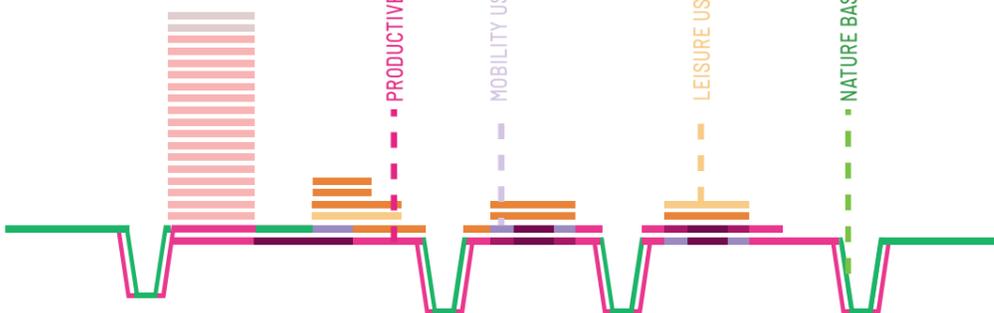
EXISTENT CONFIGURATION OF ACTIVITIES FOR EURAILLIE CARPARK



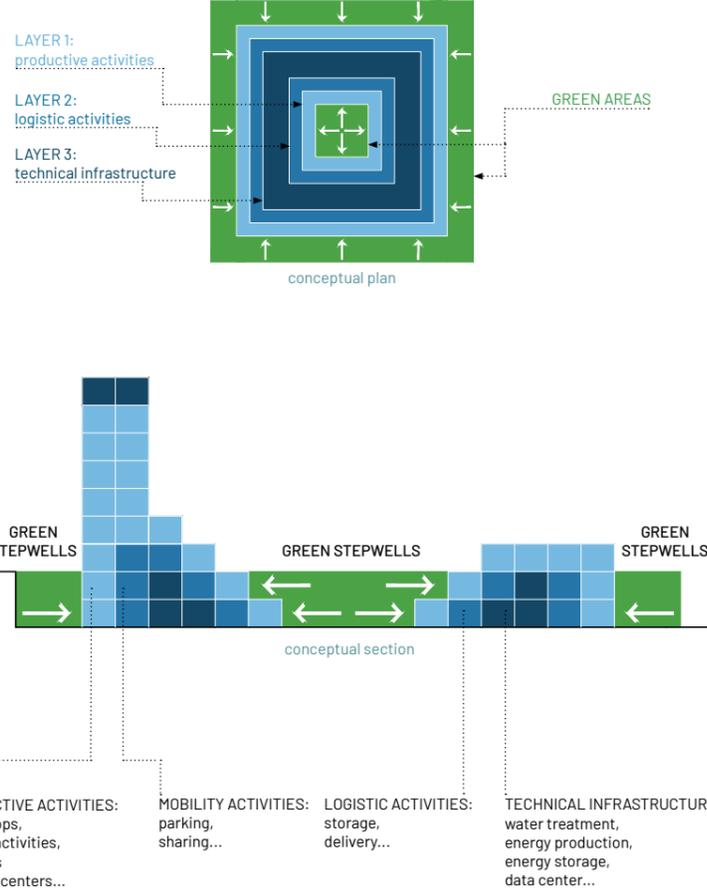
URBAN SCALE CONCEPT: return to the city of Lille the underground space



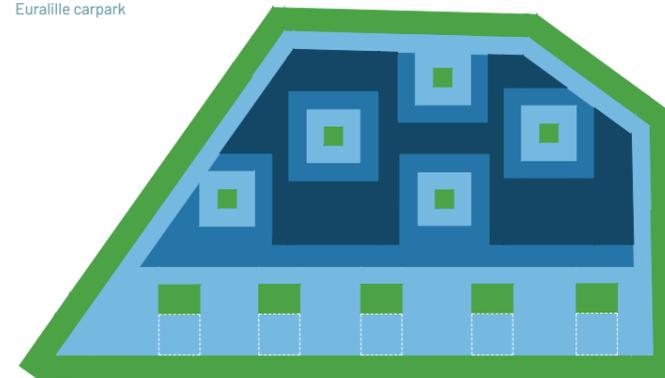
URBAN SCALE CONCEPT: bring the surrounding usages to the underground spaces



ARCHITECTURAL SCALE CONCEPT (plan & section): green stepwells and their activities



ARCHITECTURAL SCALE CONCEPT: green stepwells for the Euralille carpark



Urban scale

Euralille car park with a surface area of 100 000 m², can provide a parking space for 2 900 cars. However, 100 000 m² can also accommodate 100 000 standing persons, or 14 football fields, or 2.2 Zenith Arenas... Questioning how to add value to this underground urban property so that it can be given back to dense cities that are in desperate need of urban space, is what our team strives for.

Urban scale

The Stepwell project aims to return to the city of Lille the underground space of the Euralille carpark. For this purpose, the project brings in the activities established within the surrounding areas. It focuses on reconnecting the inert, blind, and hidden underground spaces to the rest of the city. With this in mind, the project works towards creating a showcase of the new uses of the underground: the productive city, mobility flows, green spaces, leisure activities, or technical infrastructure.

Architectural scale

Drawing inspiration from the Indian stepwells, the project creates a new ground level that is reached by descending a set of steps. The wells bring in light to the deepest corner of the car park, they offer ground to new vegetation, and create new facades. The underground activities are organized based on their need for light. A first layer for productive activities, services, or leisure activities is located next to the new facade. The second layer hosts logistic activities. The third layer, accessible to visitors, accommodates the technical infrastructure.

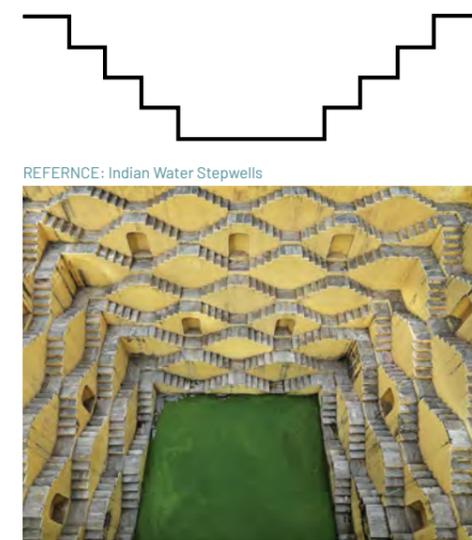
ARCHITECTURAL SCALE CONCEPT (plan): green stepwells for the Euralille carpark



VUE 1: green stepwells within the Euralille Carpark

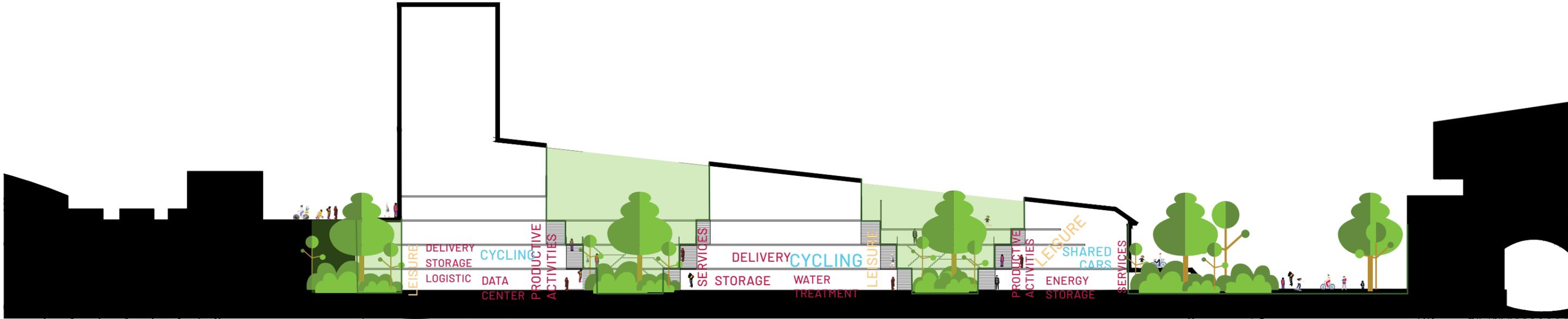


CONCEPTUAL SECTION: stepwells

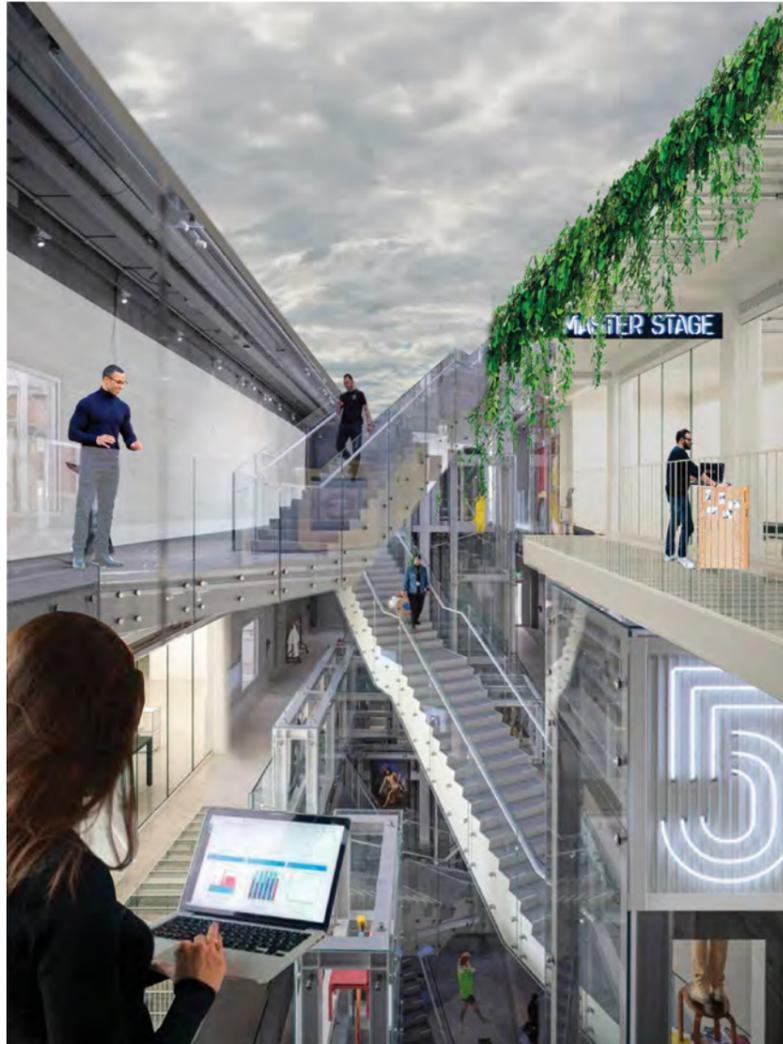


GREEN STEPWELLS

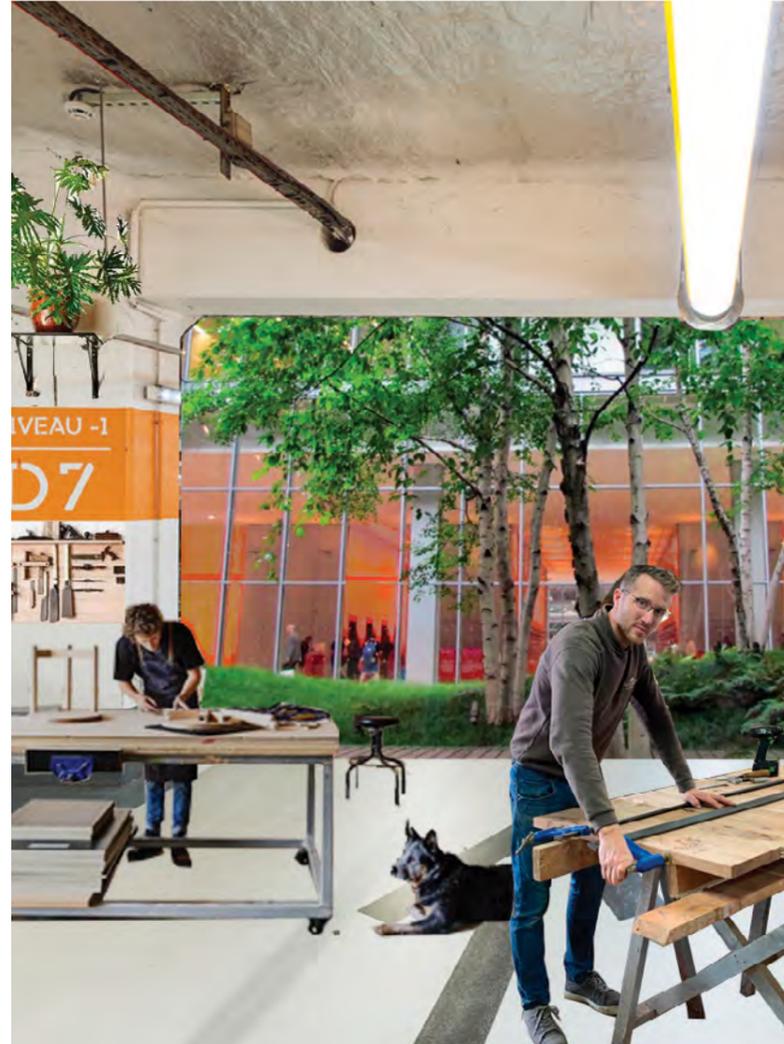
ARCHITECTURAL SCALE CONCEPT (section 1/500th): green stepwells and their underground activities



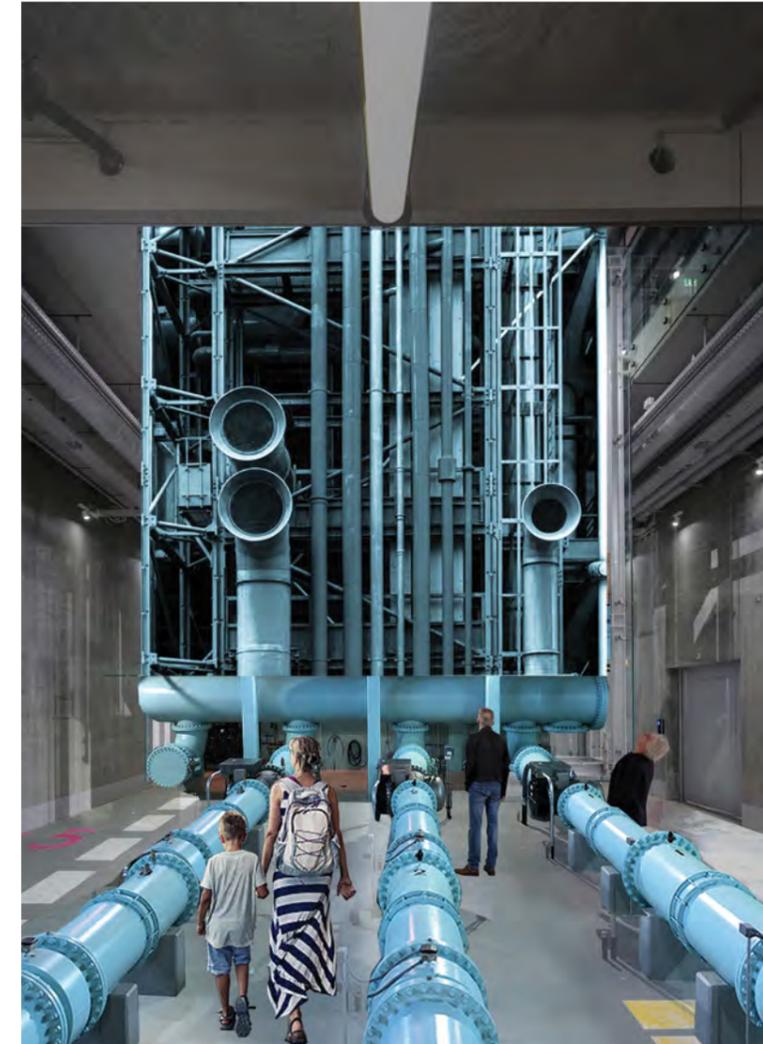
VUE 2: showcasing the underground activities



VUE 3: view of the green stepwells from the productive spaces



VUE 4: showcasing the technical infrastructure within the third layer





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Candidature N° : 341

Etape: Projet

1 →

Informations sur le projet

2 → **Titre du projet ***

EN ANGLAIS

EURATECH

Dernière modification: 22/05/2022 - 14:31:34 Par: KUBIAK

3 → **Nom de l'équipe**

(si équipe, ou souhait d'être nommé en tant que groupement ou agence)

SH3D

Dernière modification: 22/05/2022 - 14:31:41 Par: KUBIAK

4 → **Description courte du projet ***

EN ANGLAIS

From the very first sketches, the OMA master plan assumed the coexistence of architecture and infrastructure in a symbiotic relationship. But the main problem with the infrastructure and the parking lots in particular is that they lack the minimal architectural qualities that would allow them to accommodate other activities. Without natural light, with narrow structural frames and low ceiling heights, underground parking garages seem doomed to remain storage spaces. The objective of our project is to make this infrastructure resilient and sustainable. The parking lot is reorganized on the principle of a series of functional levels for diversified programs, this principle takes shape according to the reconversion of the existing parking lots allowing to welcome the following functions: - Services related to mobility - Work and service facilities - Cultural and leisure spaces - Resource and energy management areas The original project adapts to the transformation of activities in and around the parking lots. The existing underground parking lots become quality spaces thanks to the selective opening of the floors, bringing air and light in depth. The evolution towards new mobilities and sustainable energy sources invites to rethink public spaces, the public space is freed by a Hub and optimized by the integration of services in the ground.

Dernière modification: 22/05/2022 - 14:32:12 Par: KUBIAK





From the very first sketches, the OMA master plan assumed the coexistence of architecture and infrastructure in a symbiotic relationship.

But the main problem with the infrastructure and the parking lots in particular is that they lack the minimal architectural qualities that would allow them to accommodate other activities.

Without natural light, with narrow structural frames and low ceiling heights, underground parking garages seem doomed to remain storage spaces.

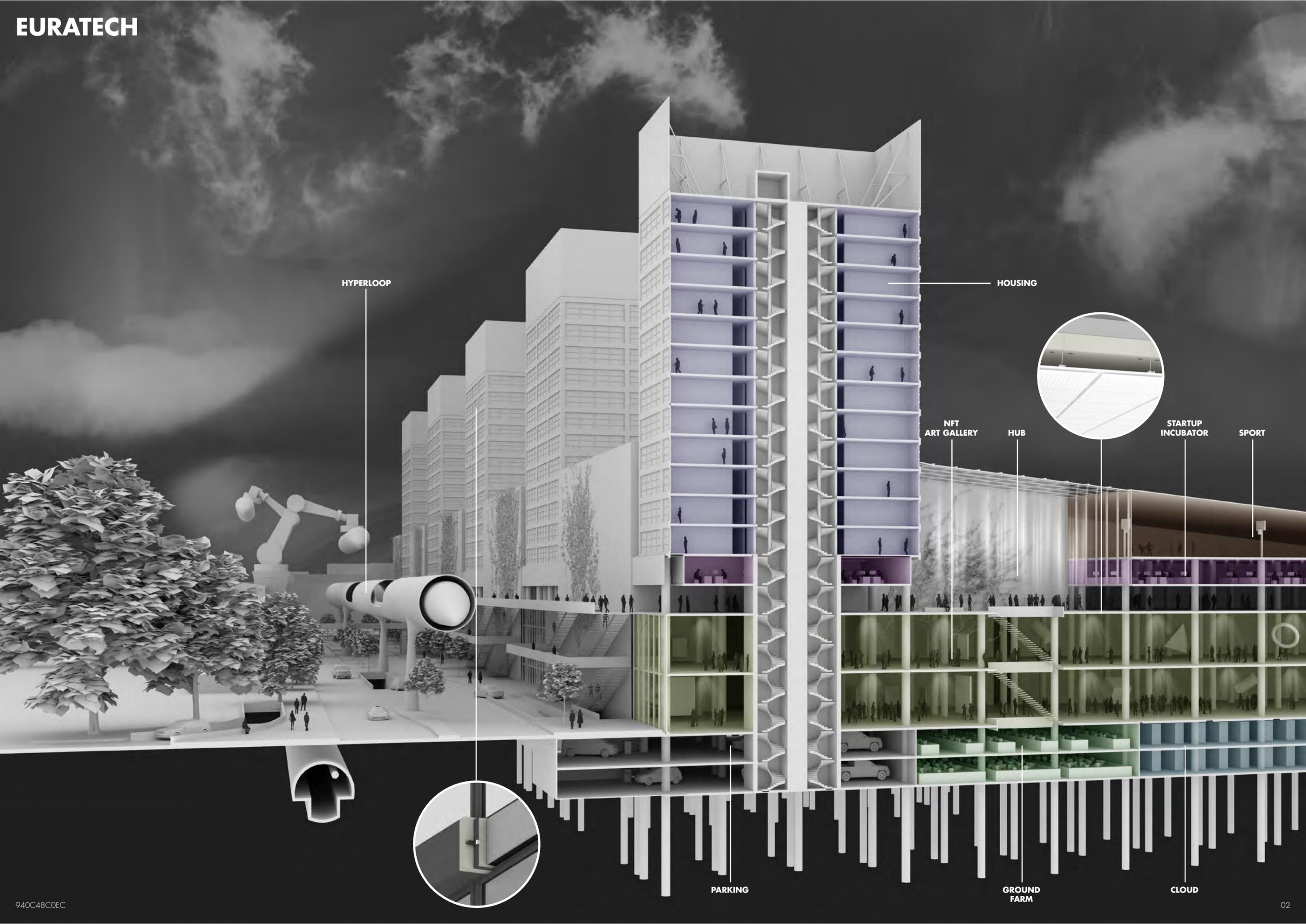
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- Services related to mobility
- Work and service facilities
- Cultural and leisure spaces
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The original project adapts to the transformation of activities in and around the parking lots. The existing underground parking lots become quality spaces thanks to the selective opening of the floors, bringing air and light in depth.

The evolution towards new mobilities and sustainable energy sources invites to rethink public spaces, the public space is freed by a Hub and optimized by the integration of services in the ground.



HYPERLOOP

HOUSING

NFT ART GALLERY

HUB

STARTUP INCUBATOR

SPORT

PARKING

GROUND FARM

CLOUD



desfonds benoist

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Référence : 22a6b4276d
Candidature N° : 335

Etape: Projet

1 →

Informations sur le projet

2 → Titre du projet *

EN ANGLAIS

CARESTATION

Dernière modification: 22/05/2022 - 21:38:27 Par: desfonds

3 → Nom de l'équipe

(si équipe, ou souhait d'être nommé en tant que groupement ou agence)

LOCAL

Dernière modification: 22/05/2022 - 21:05:56 Par: desfonds

4 → Description courte du projet *

EN ANGLAIS

How can our city inspire a new generation of Health worker, provide inclusive and accessible places for a safe and lively multi-generational living? Far away from the segregated hospital, or unadapted institutionalised carecentre, Carestation places the element of Health at the heart of Lille in synergy with the multi-generational and complex context of Lille-Europe to reuse durably redundant parking of the station and use railway in an innovative way. Carestation aims to: 1- Transform spaces into innovative places of Health that evolves the idea of train-station 2- Disperse health services to irrigate medical desert 3- Operate at European scale for logistics and exchange of skills From pop-up for physiotherapy or gardens for yoga to autonomous logistic centre, Carestation bridges the gap between accessible and lively care centres to redefine train station beyond the function of travel or retail to become an inclusive place and an attractive working environment for all. Carestation is also a dispersal strategy via an already established green mobility network to irrigate durably French medical desert of the North with delivery and day-visit from healthcare professional. Using Lille Carestation as a logistical base and the beating heart of this new service, Carewagon stops in cities and smaller villages. Carestation is a vector to share and manage stocks and skills at a European scale and a pilot for other metropolis and area in lack of medical services.

Dernière modification: 22/05/2022 - 21:22:08 Par: desfonds



CARESTATION

UN-USED PARKING, A NEW PLACE FOR CARE ?

Carestation starts with three simple observations:

- 1/3 of the European population will be above 65y old by 2060, mostly living in cities (1)
 - In 2022, 25,000 caregivers would need to be hired just to replace empty jobs in hospitals. (2)
 - The French «medical desert» never ends expand. In 2018, nearly 3.8 million French lived in an area under-endowed with general practitioners (i.e. 5.7% of the population), against 2.5 million (3.8% of the population) four years earlier.
- How can our city and its spaces inspire a new generation of Health worker, provide inclusive and accessible places for a safe and lively multi-generational living?

Far away from the hospital-machine outside city life, or the segregated and unadapted institutionalised Healthcare centre, Carestation places the element of Health at the heart of Lille in synergy with the multi-generational and complex context of Lille-Europe to reuse durably redundant parking spaces of the station and make use of the railway infrastructure in an unprecedented and innovative way.

Carestation aims to achieve 3 goals:

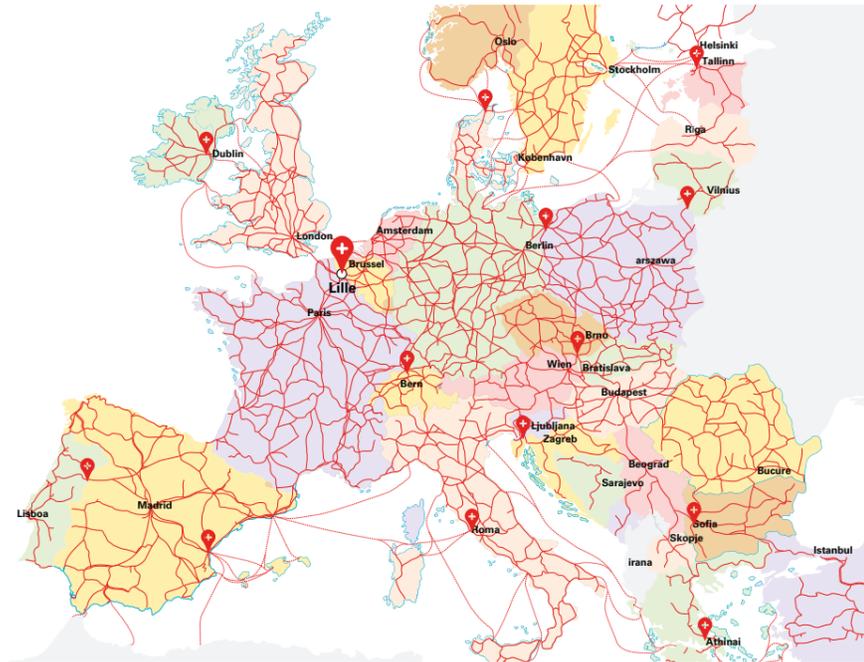
- 1- Transform spaces into attractive and innovative places of Health that evolves the idea of train-station
- 2- Disperse the services of Health to eradicate medical desert in rural areas
- 3- Operate at European scale for logistics and exchange of skills

From pop-up for physiotherapy or gardens for yoga to autonomous logistic centre, Carestation bridges the gap between accessible and lively care centres to redefine train station beyond the function of travel or retail to become an inclusive place and an attractive working environment for all.

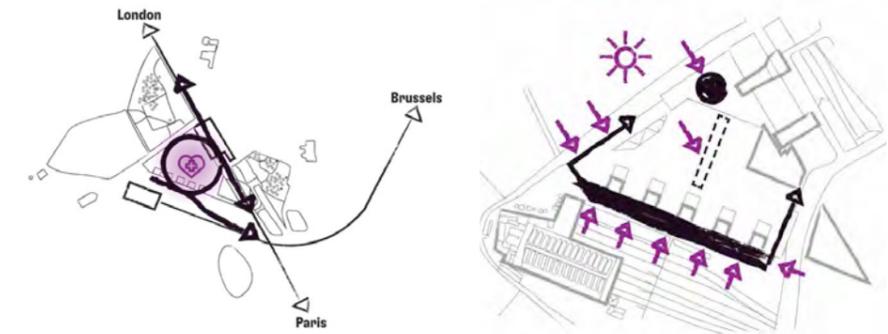
Carestation is also a dispersal strategy via an already established green mobility network to irrigate durably French medical desert of the North with delivery and day-visit from healthcare professional. Using Lille Carestation as a logistical base and the beating heart of this new form of integrated services, Carewagon stops in cities and smaller villages.

Carestation is a vector to share and manage stocks and skills at a European scale and a pilot for other metropolises and area in lack of medical services and social infrastructure.

- 1- Eurostat
- 2- Why French Nurses Are Quitting In Record Numbers <https://www.epijournal.com/home/2022/3/28/why-are-nurses-quitting-the-hospital>
- 3- Le Monde, 14 février 2020 Francois Beguin Près de 3,8 millions de Français vivent dans un désert médical

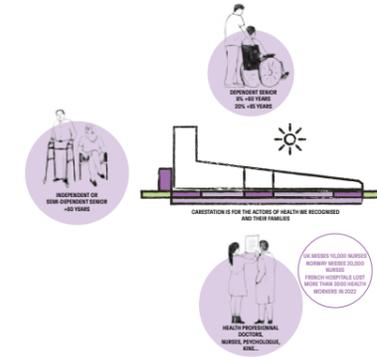


EUROPEAN RAILWAY AND NEW CARE CENTERS

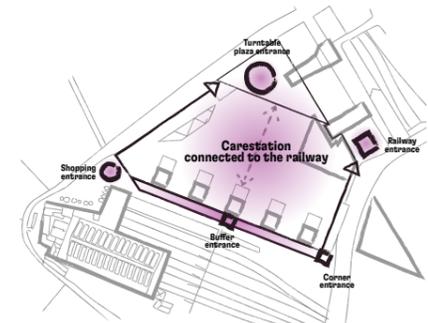


A NEW CARE CENTER,

ARCHITECTURAL STRATEGY - BRING NATURAL LIGHT AND AIR



EDGES / OPEN THE GROUND



URBAN STRATEGY - OPEN THE EDGE



TRAIN

AERODRONE

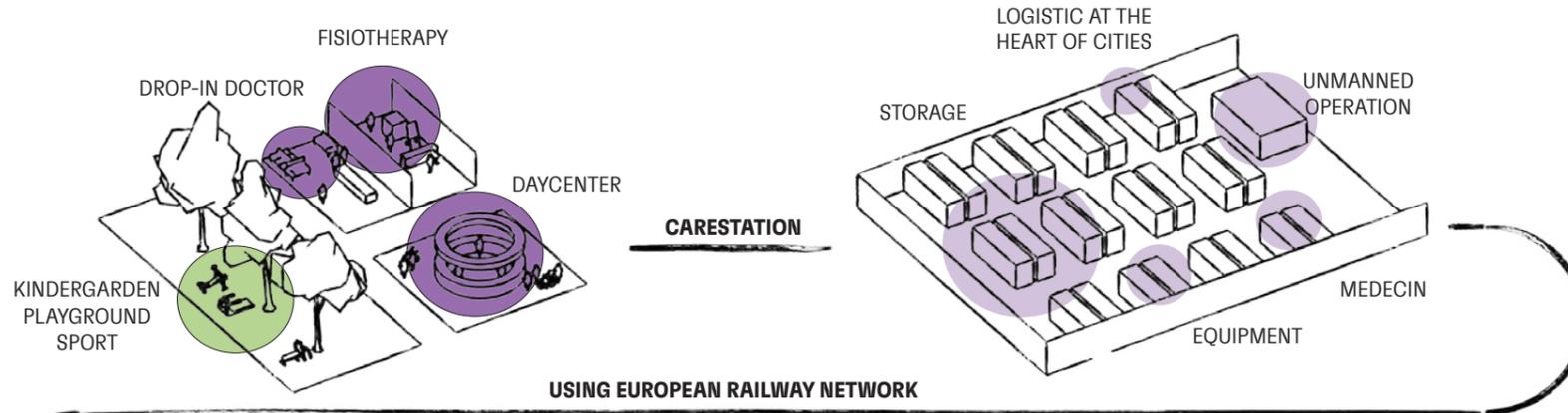
RELAXATION GARDEN AND WATER SPACE

HEALTH SERVICE

TRIDIMENSIONNAL GLASS SKIN TO BRING LIGHT

GREEN HEALTH PLAZA

CARESTATION



USING EUROPEAN RAILWAY NETWORK

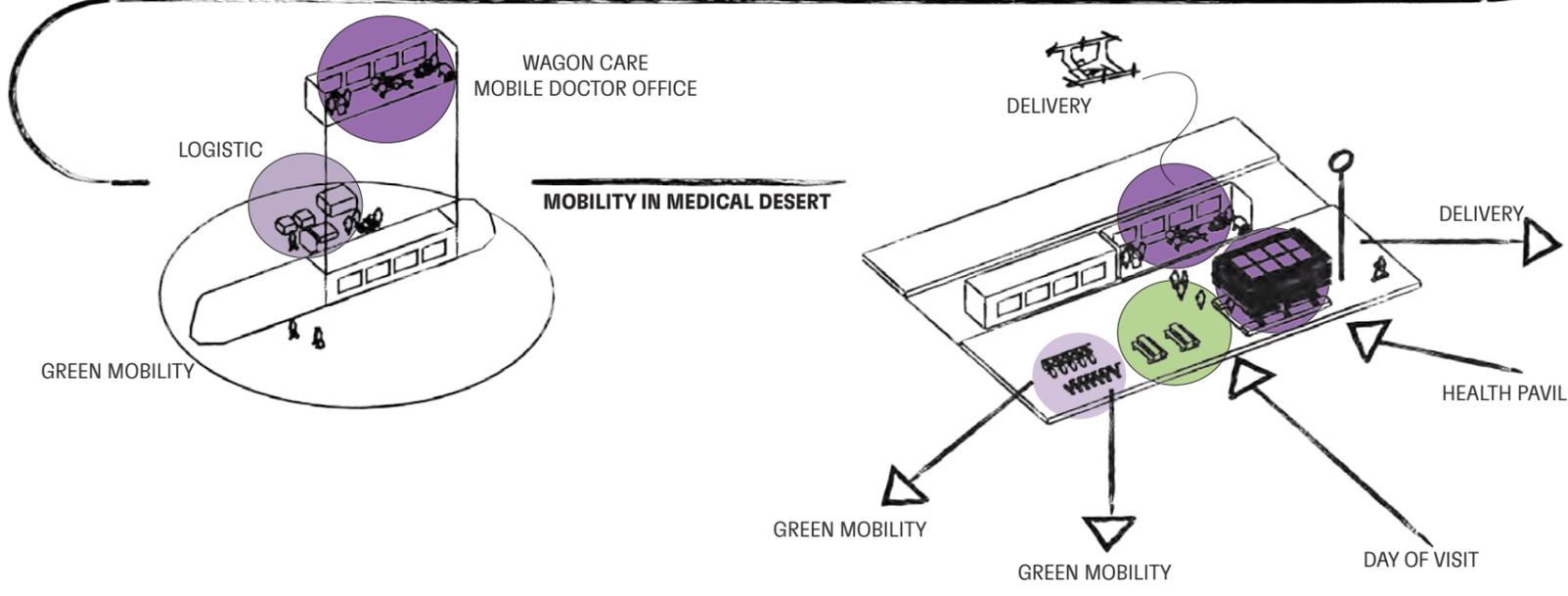
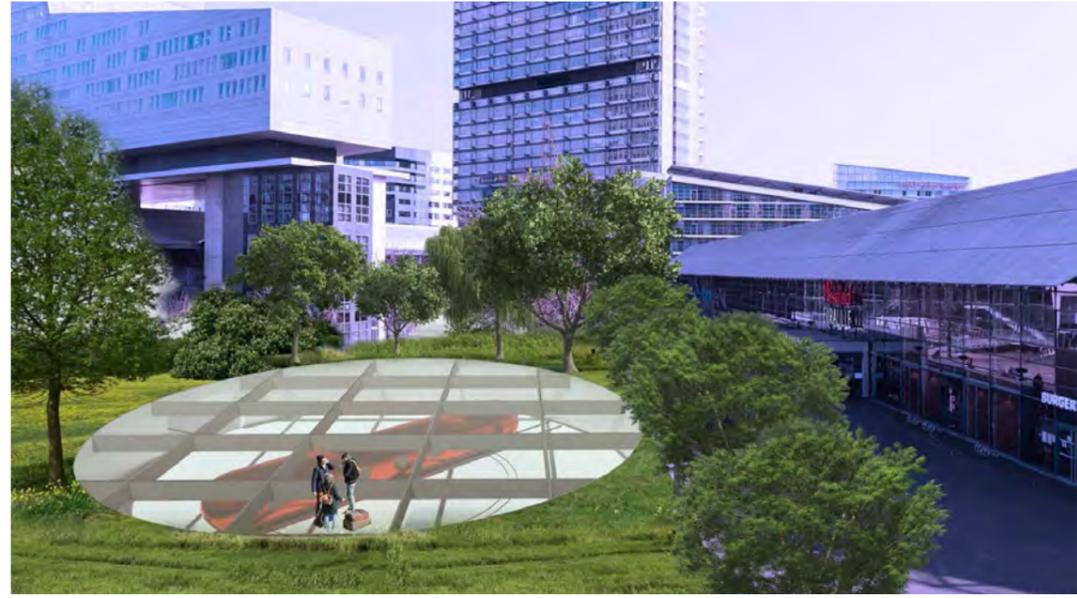


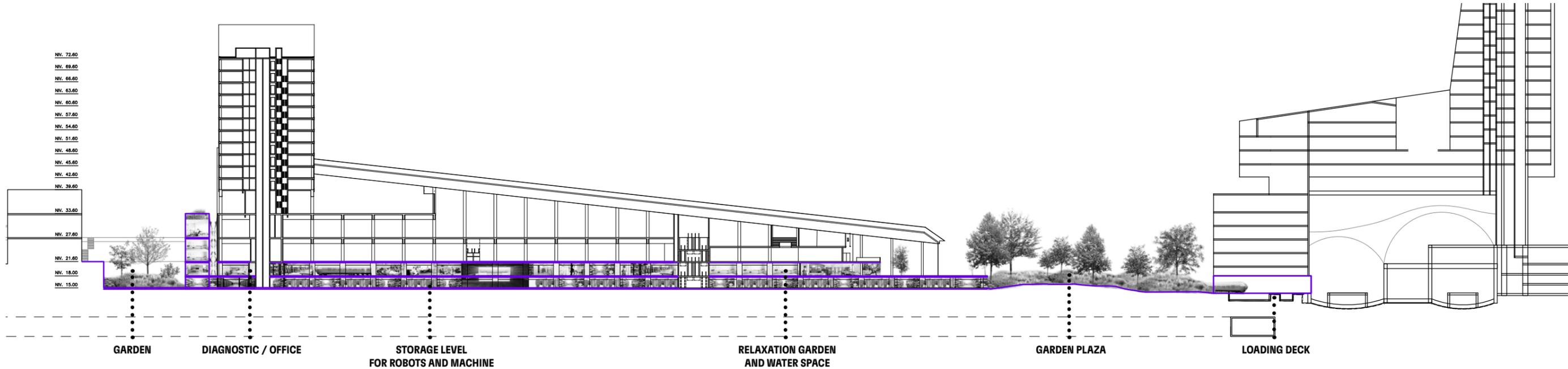
DIAGRAM FOR MOBILITY AND HEALTH



TURNTABLE PLAZA



PLAN



SECTION 1/500



Liefoghe Nicolas

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Référence : abd6c92806

Candidature N° : 324

Etape: Projet

1 →

Informations sur le projet

2 → Titre du projet *

EN ANGLAIS

METROPOLITAN GATEWAY

Dernière modification: 22/05/2022 - 20:53:52 Par: Liefoghe

3 → Nom de l'équipe

(si équipe, ou souhait d'être nommé en tant que groupement ou agence)

Nicolas Liefoghe

Dernière modification: 22/05/2022 - 20:54:01 Par: Liefoghe

4 → Description courte du projet *

EN ANGLAIS

The two station the proximity to the city center represent a massive opportunity for the city of Lille but first and foremost for its metropolitan area. These two stations connect the entire area to the rest of the country but also to the rest of Europe. The Shopping center Euralille, even if located in the city center, has been designed through the model of a car-ownership society in which the individual vehicle plays a significant part in the people's life and habit. In 2022, the concern about climate change has become global, fossil energy are becoming scarcer and our dependancy to them puts our freedom at stake. From that standpoint, it becomes unthinkable to redesign the large parking space of this building without thinking about larger strategy on mobility which will ease the transformation and optimisation of the parking space. This project tends to present a general strategy consisting of remodeling the entire shopping center in order to articulate the space between the two main stations, and by such reusing the underground parking areas to accomodate some new programs. The entire area, the two stations and the shopping center become one unique space, a mega-hub connected geographically but also a living machine processing all kind of movement and designed to make life faster and easier

Dernière modification: 22/05/2022 - 20:54:16 Par: Liefoghe



METROPOLITAN GATEWAY

The two stations the proximity to the city center represent a massive opportunity for the city of Lille but first and foremost for its metropolitan area. These two stations connect the entire area to the rest of the country but also to the rest of Europe.

The Shopping center Euralille, even if located in the city center, has been designed through the model of a car-ownership society in which the individual vehicle plays a significant part in the people's life and habit.

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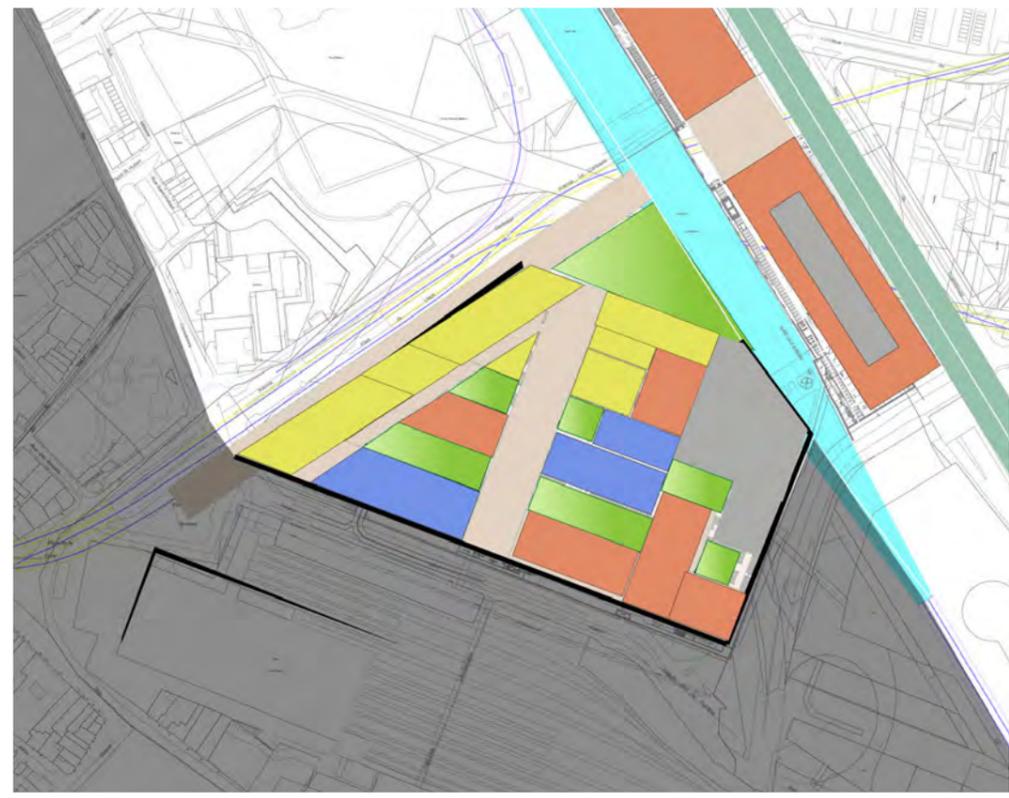


ROOF PLAN
Densification in height to compensate the loss of built area due to the reshaping of the basement.



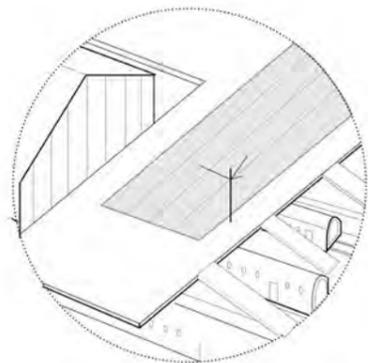
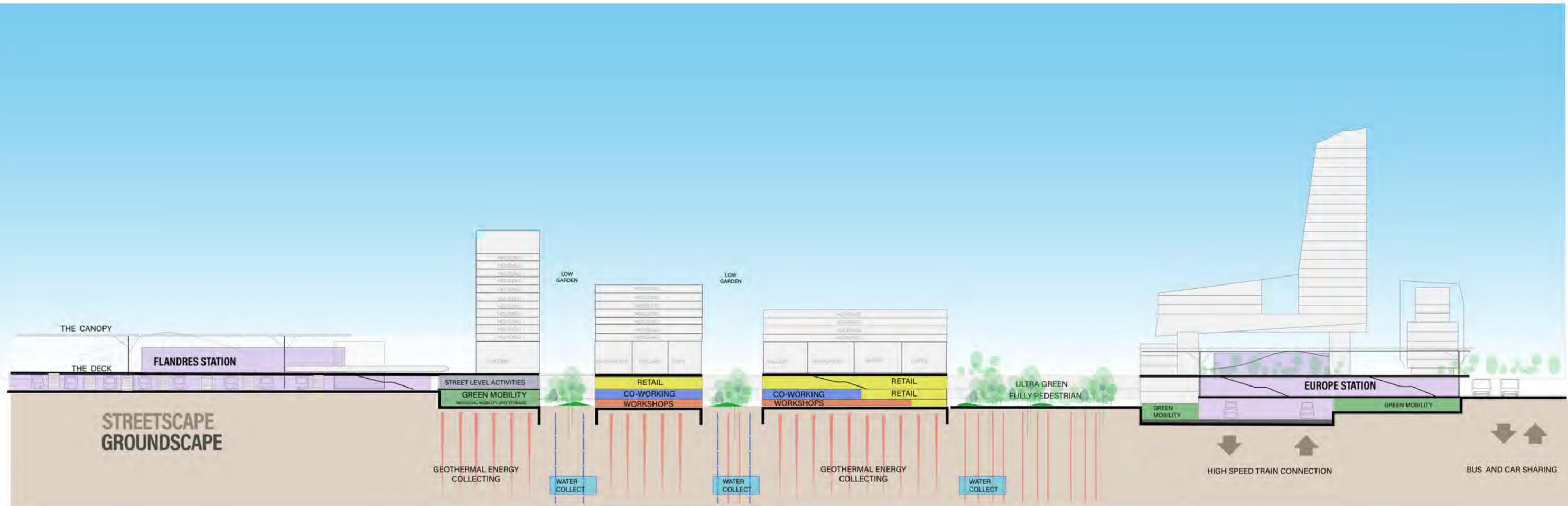
ELEVATED STREET
Create a new level which reinforces the connection between the two main train station. The area becomes a mobility core in which the reshaping of the commercial center and its basement improve the efficiency of this metropolitan gateway.

- PEDESTRIAN SPACES
- GREEN AREAS
- ACTIVITIES
(OFFICE/COWORKING / SHARED SPACES)
- NEW MOBILITY FACILITIES
(CHARGING STATIONS / E-BIKES / SCOOTERS/ SHARED VEHICLES)
- RETAIL
(SHOPPING / RESTAURANTS / BARS / FOOD COURT)



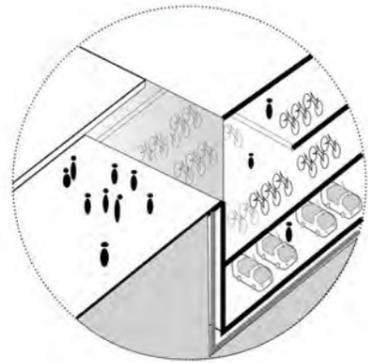
BASEMENT PLAN
From an entire car-park, the basement area is broken down in many different spaces directly connected to deeper gardens which provide natural air and ventilation to the different piece of programme which have be integrated in this new space

METROPOLITAN GATEWAY



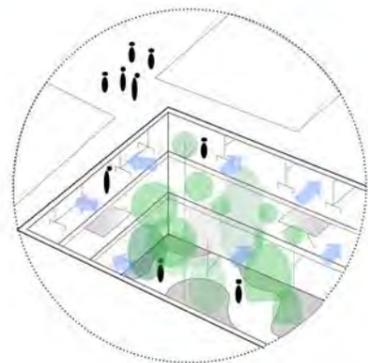
THE DECK

Enabling a direct connection to the train, the Euraille Area and the Lille Europe train station. This connection is crucial to activate the Euraille basement and its program



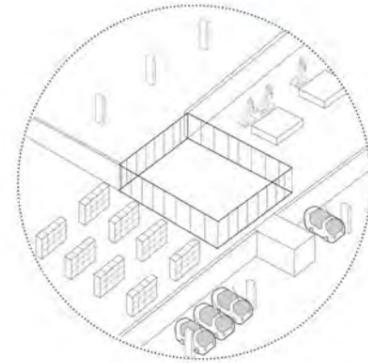
STREET ACTIVATION

As to connect the underground spaces to the street level, the facade along the street are made open and the multiple cuts into the floor geometry reinforces the connection between the street and the function within the building



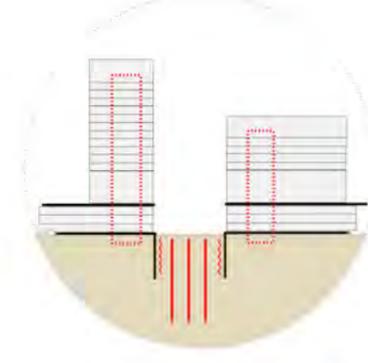
NATURAL LIGHT AND VENTILATION

Carving out the basement volume allows to supply natural light and air, so that new programs can be placed within the infrastructure. To compensate the loss of built area, some new buildings can be plugged and increase the amount of residential units.



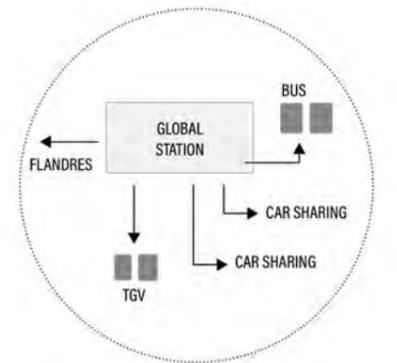
PARKING PARTITIONING

From a full car-parking space, the 2 lower levels are broken down into a multiple program level. A significant reduction of the space used by car allows to provide room for new types of program such as data storage, online delivery, high end manufacturing or workshop spaces



ENERGY FROM UNDERGROUND

From a full car-parking space, the 2 lower levels are broken down into a multiple program level. A significant reduction of the space used by car allows to provide room for new types of program such as data storage, online delivery, high end manufacturing or workshop spaces



EUROPE STATION HUB

The Lille Europe Station is no longer just a TGV train station. Over the years, others means of transportation have developed (car sharing, busses in particular) and are now all gathered on this one place, making it a congested node. A re-design of a new Transportation Hub will make it a real mobility articulation



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Candidature N° : 304

Etape: Projet

1 →

Informations sur le projet

2 → Titre du projet *

EN ANGLAIS

DeepCity

Dernière modification: 22/05/2022 - 02:50:41 Par: Timothy

3 → Nom de l'équipe

(si équipe, ou souhait d'être nommé en tant que groupement ou agence)

211121

Dernière modification: 22/05/2022 - 02:50:48 Par: Timothy

4 → Description courte du projet *

EN ANGLAIS

In the 20th century, Harvey Wiley Corbett and Eugene Hennard had imagined future cities' underground development for separating vehicle and pedestrian traffic. Ever since cities become captivated with underground development such as sea tunnels for cars and trains, even parking spaces have been moved into the underground. In Paris, the underground parking has reached around 96 hectares both on- and off-street welcoming 462.700 private vehicles (park4sump.eu). With such underground parking occupying Paris's underground, what if people leave their private vehicles instead of taking public transport everywhere? What if cars go extinct? We take us to the utopian world where public transport moves us everywhere. Underground parking spaces will be abandoned and no longer can be used. We try to reinitiate the underground as a new bustling living space. There are many possibilities for future mobility, but the implementation can be challenging. We propose a series of phases, from the one that can be realized from the nearest future to the utopian one. In 2020, services contributed the most to France's gross domestic product over 71% Employment is expected to increase slightly, contributing to over 2.8 billion jobs in France (statista.com). With the current situation, the services sector is expected to grow further and the phases above provide France's economic growth as well. We propose to fully transform car parks into programs related to services to accommodate France's economy.

Dernière modification: 22/05/2022 - 18:14:37 Par: Ongkowijoyo



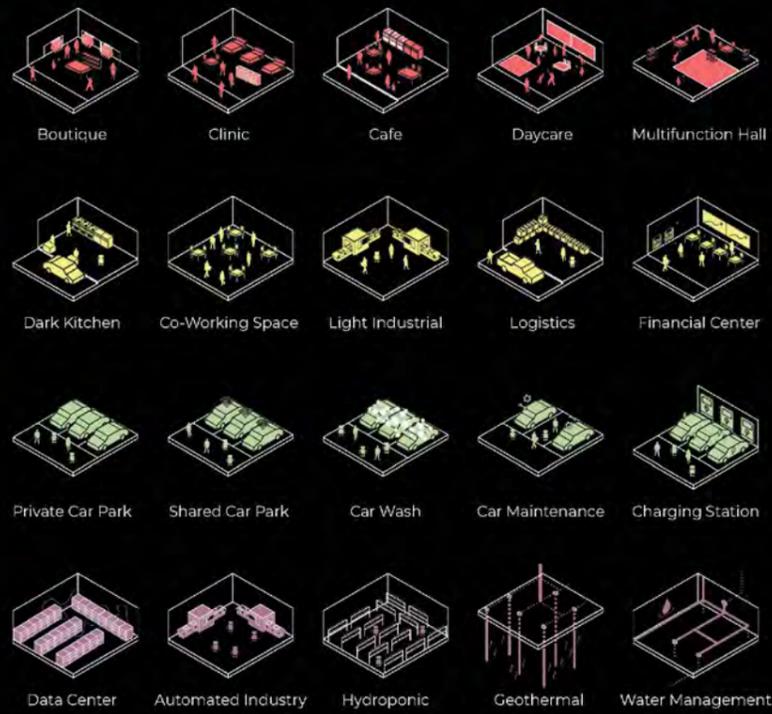
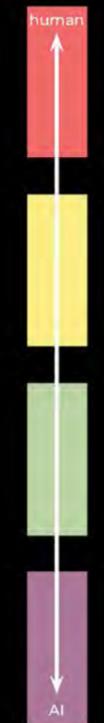
In the 20th century, Harvey Wiley Corbett and Eugene Hennard had imagined future cities' underground development for separating vehicle and pedestrian traffic. Ever since cities became captivated with underground development such as sea tunnels for cars and trains, even parking spaces have been moved into the underground. In Paris, the city where Eugene Hennard was born, the underground parking has reached around 96 hectares both on- and off-street welcoming 462.700 private vehicles (park4sump.eu).

We believed that in the 10-20 years ahead, private fossil-fueled vehicles will be obsolete because nowadays people are starting to be aware of carbon production that causes global warming. Electric cars are starting to populate the streets and the sales are going strong, but even battery is produced with nonrenewable resources. With such underground parking occupying Paris's underground, what if people are leaving their private vehicles and instead of taking the public transport everywhere? Taking to the extreme, what if cars go extinct?

We take us to the utopian world where public transport is moving us everywhere. They're free to use and adaptable to any weather and conditions. Underground parking spaces will be abandoned and no longer can be used. We try to reinitiate the underground as a new bustling living space. Below, the studies listed some feasible programs that can be embedded in the unused underground parking including the modular area and the degree of human-needed activity.

DEEP CITY

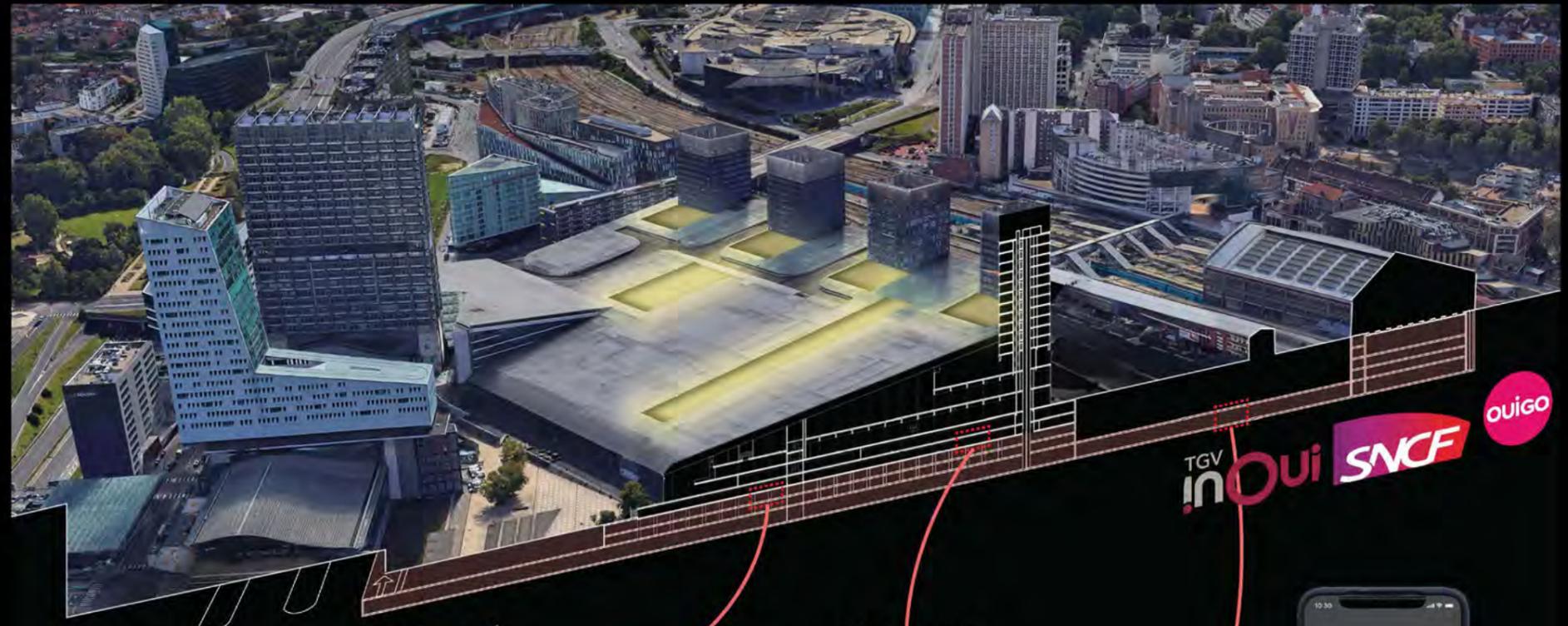
OPERATOR



There are many possibilities for future mobility, but the implementation can be challenging. In the meantime, underground parking is used 100% for private vehicles even though there are some additional services like car washes and charging stations. We propose a series of phases, from the one that can be realized in the nearest future to the utopian one. The phases of the underground car park are adjusted accordingly:

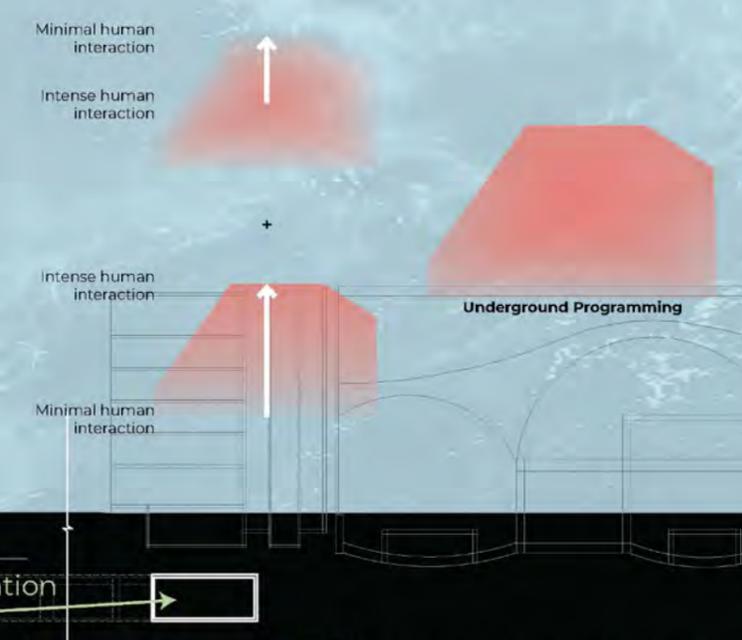


Taking France for example, in 2020, services contributed the most to France's gross domestic product (GDP) over 71 percent. Employment is expected to increase slightly as well, contributing to over 2.8 billion jobs in France (statista.com). With the current situation, the services sector is expected to grow further and the phases above provide the nation's economic growth as well. Phase 1 accommodates only private vehicles to park, while in phase 2 the shared vehicles started to fill in the spaces. The OPnGO apps must be used to reserve parking spaces in phase 3 onward for calculating the occupied and vacant "reserve only" parking space. In the third and fourth phases, underground car parks begin to welcome the mass to do business and leisure while minimizing the area for the car park itself. In the final phase, the main programs in the underground are retail, services, and energy management that welcome further collaboration between humans and AI.

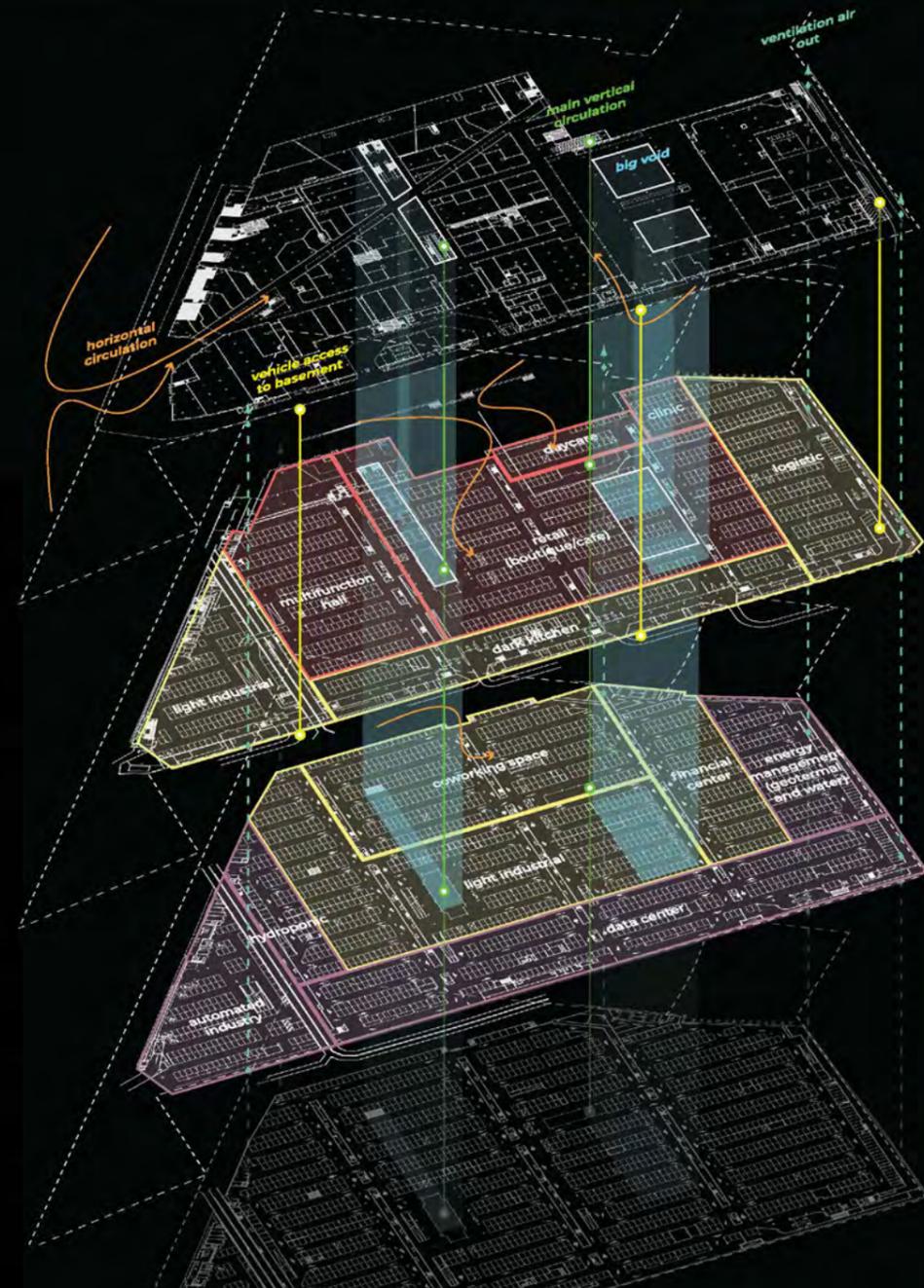
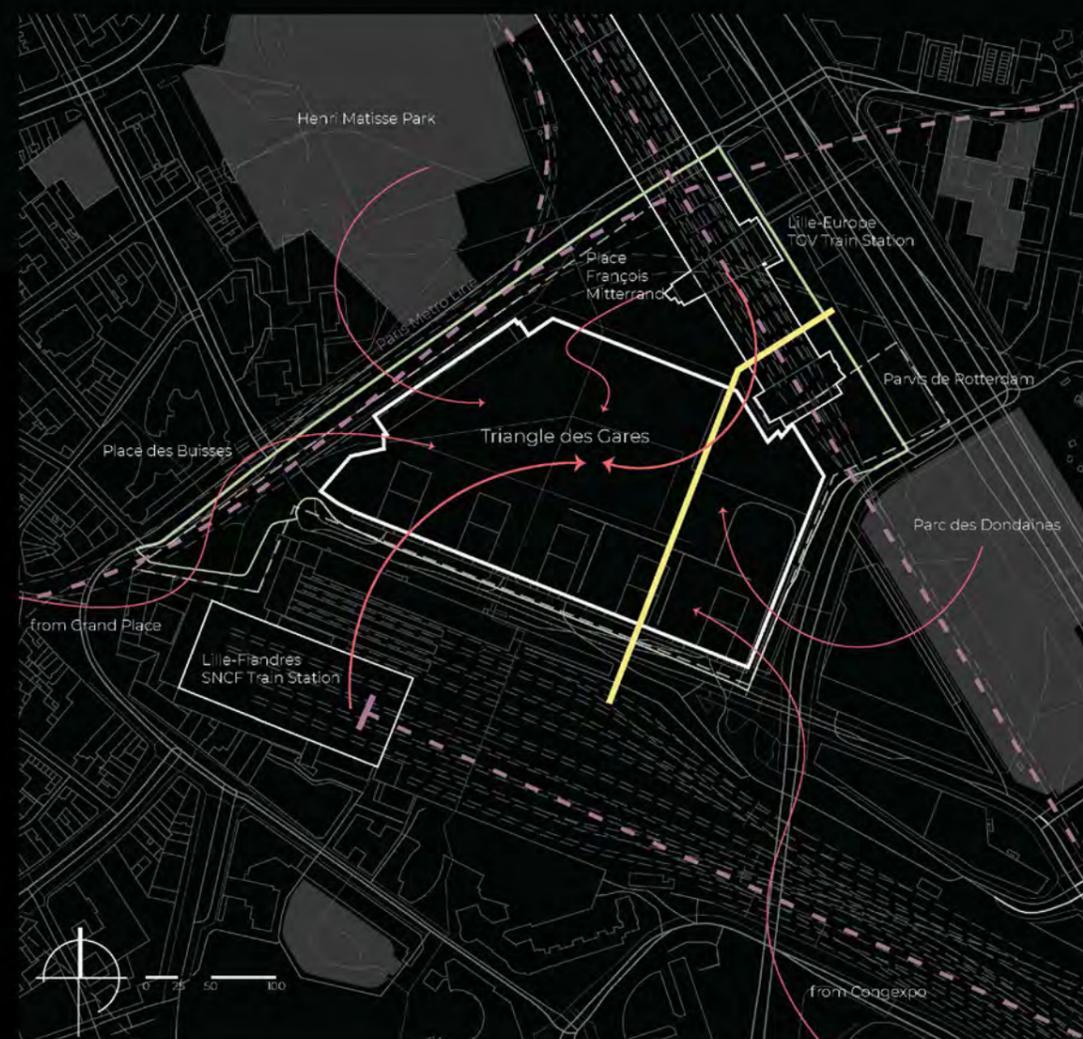




Human-Interaction Based Programming Heatmap



Euralille is one of the most important urban quarter of France as it is located at the intersection of the high-speed railway lines, linking Paris, Brussels, and London. With Triangle des Gares, Jean Nouvel as well as Rem Koolhaas aspire to make a linking space, connecting Lille-Europe and Lille-Flanders train station. We tried to imagine how to expand this concept in underground with our own concept called DEEP CITY. As its name, we try to boarden the city itself down far below ground level. We try to make some humongous voids to enhance natural light so that the underground space that used to be dark with low ceiling can be as lively as ground level space. With further underground development, we can actually connect Triangle des Gares with Lille-Europe and Lille-Flanders train station, making movement within spaces more convenient.





Belozertseva Julia

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Référence : ab9b564d40

Candidature N° : 290

Etape: Projet

1 →

Informations sur le projet

2 → Titre du projet *

EN ANGLAIS

Tectonic Fault

Dernière modification: 22/05/2022 - 20:10:19 Par: Belozertseva

3 → Nom de l'équipe

(si équipe, ou souhait d'être nommé en tant que groupement ou agence)

whitelakewhitelake

Dernière modification: 22/05/2022 - 20:10:33 Par: Belozertseva

4 → Description courte du projet *

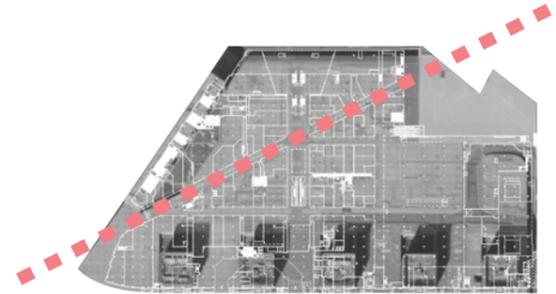
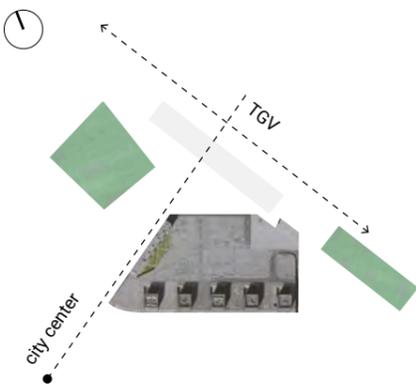
EN ANGLAIS

A shopping center with a parking lot is a multifunctional superblock that is comparable to a giant multi-layered tectonic plate. Internal functions generate a special mode of capitalist activity, create the need for parking, technical and engineering zones. Therefore, the change should also affect the upper floors. For the object of the era of mega blocks generation, transformation is a tectonic fault, the breaking of the existing paradigm and the creation of new situations. Along the existing diagonal connection between the city center and the station, a breakage is formed, passing through all the floors of the block. Existing passage becomes an open city street with two amphitheater squares that serve as a public space and a connection between different levels. Commercial areas are preserved - instead of the cut-out volume, part of the areas is on underground levels. As a result, open galleries with commerce remain on the level of the shopping center, public functions are located along the street, and connection zones between the city and logistics are located on the border with the remaining parts of the parking. The tectonic fault creates a new environment, opens central part and the parking level to the city. Due to the cutting out part of a building, each level connects existing and new infrastructure with the city, an important logistics hub is modernized, and an accessible public space appears, close in scale to the development of the city center.

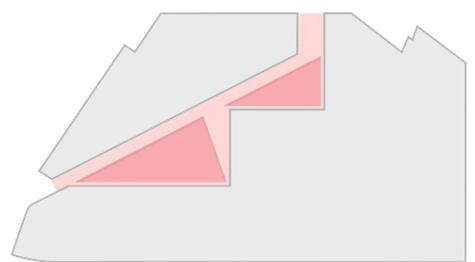
Dernière modification: 22/05/2022 - 20:20:47 Par: Belozertseva



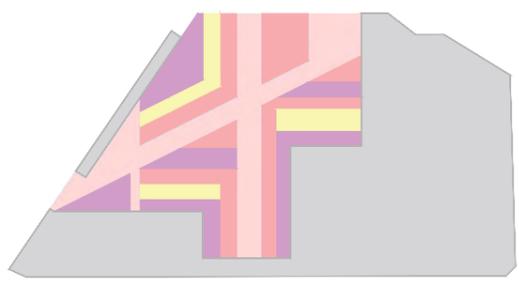
TECTONIC FAULT



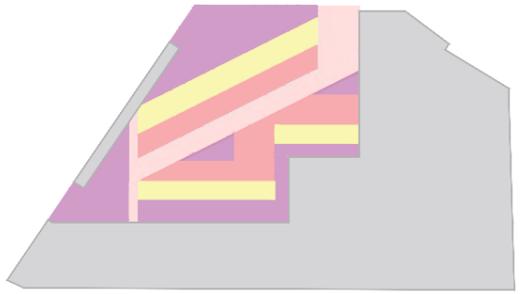
PRINCIPLE



NEW PLAN DIAGRAM 00



NEW PLAN DIAGRAM UG01



NEW PLAN DIAGRAM UG02

- shops & galleries / cultural venues
- shared mobility / car leasing / charging stations / vehicle storage
- no changes
- dark kitchens / ateliers

PRINCIPLE

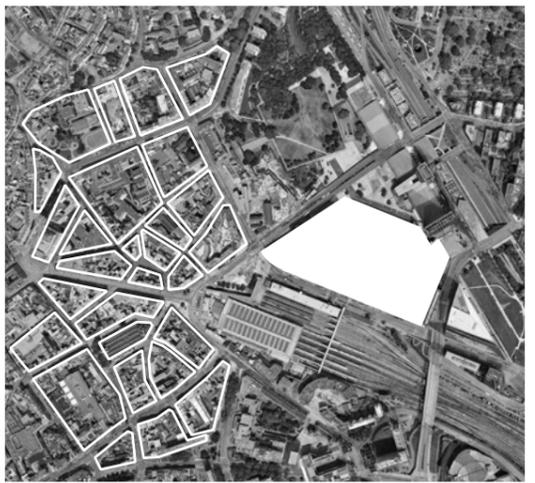
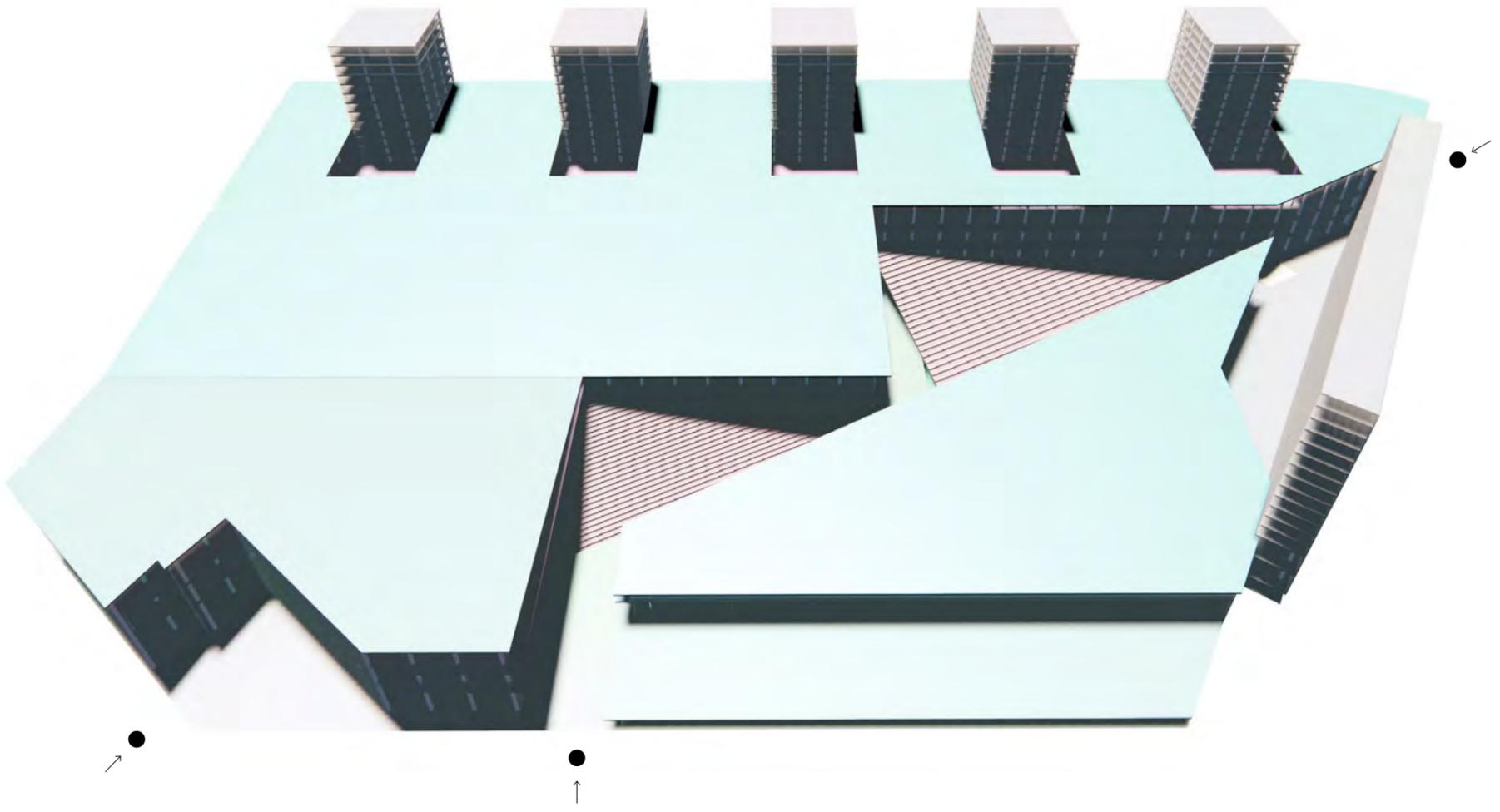
A shopping center with a parking lot is a multifunctional superblock that is comparable to a giant multi-layered tectonic plate. Internal functions generate a special mode of capitalist activity, create the need for parking, technical and engineering zones. Therefore, the change should also affect the upper floors. For the object of the era of mega blocks generation, transformation is a tectonic fault, the breaking of the existing paradigm and the creation of new situations.

IDEA

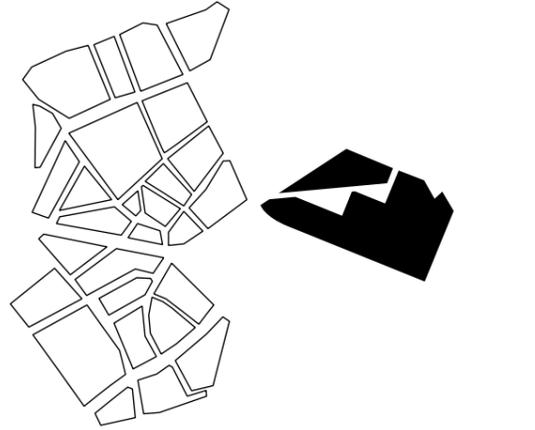
Along the existing diagonal connection between the city center and the station, a breakage is formed, passing through all the floors of the block. Existing passage becomes an open city street with two amphitheater squares that serve as a public space and a connection between different levels. Commercial areas are preserved — instead of the cut-out volume, part of the areas is on underground levels.

MEANING

As a result, open galleries with commerce remain on the level of the shopping center, public functions are located along the street, and zones of communication between the city and logistics are located on the border with the remaining parts of the parking lot. The tectonic fault creates a new environment, opening up the central part and the parking level to the city. Due to the cutting out part of a building, each level connects existing and new infrastructure with the city, an important logistics hub is modernized, and an accessible public space appears, close in scale to the development of the city center.



EXISTING SITUATION + CITY SCALE



NEW SITUATION + CITY SCALE DIAGRAM



UG01: AMPHITHEATER



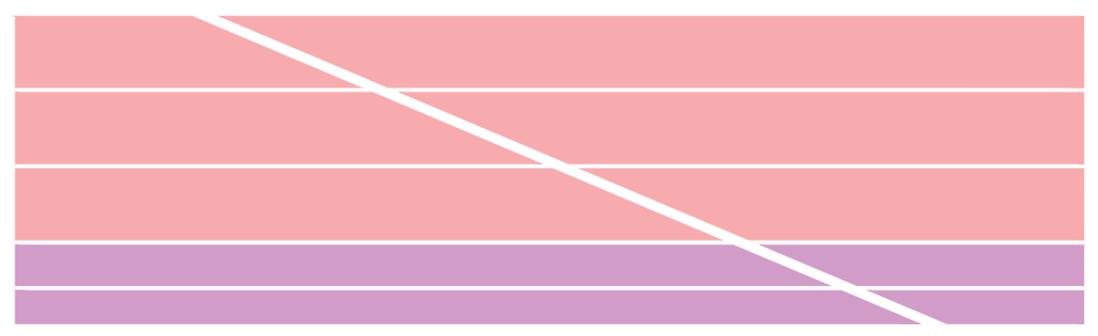
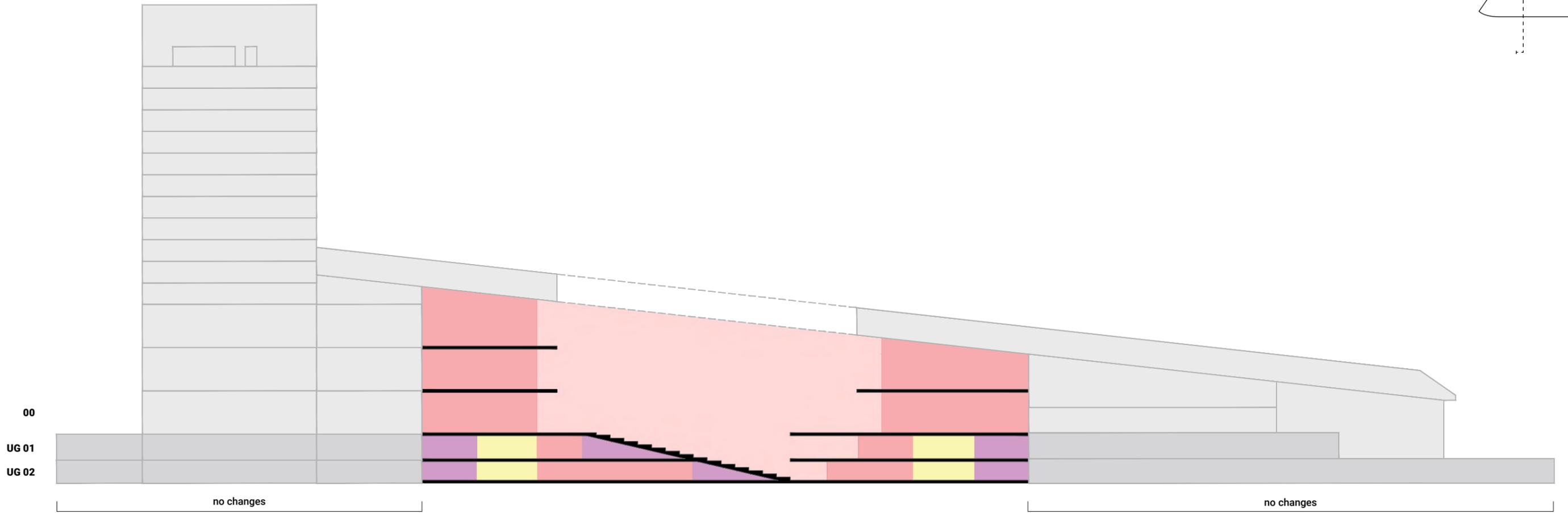
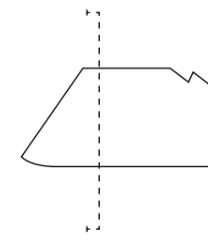
UG01: TECTONIC FAULT VIEW



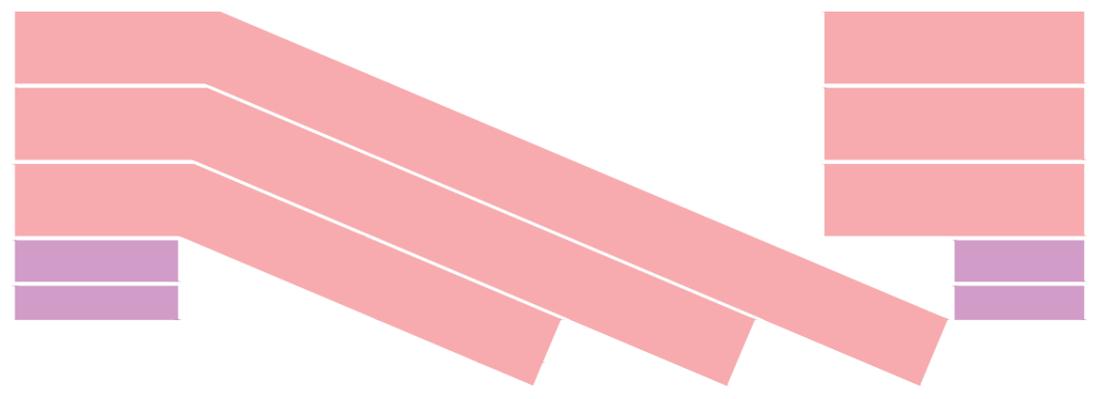
UG02: INNER GALLERY

TECTONIC FAULT

SECTION



'SLABS' SECTION DIAGRAM



'TECTONIC' SECTION DIAGRAM

- shops & galleries / cultural venues
- shared mobility / car leasing / charging stations / vehicle storage
- dark kitchens / ateliers
- no changes





Danil Pavlyuchenko

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Référence : abecd8db6a

Candidature N° : 260

Etape: Projet

1 →

Informations sur le projet

2 → Titre du projet *

EN ANGLAIS

Euralille Light Connection

Dernière modification: 22/05/2022 - 20:58:15 Par: Danil

3 → Nom de l'équipe

(si équipe, ou souhait d'être nommé en tant que groupement ou agence)

DP+MN

Dernière modification: 22/05/2022 - 20:46:17 Par: Danil

4 → Description courte du projet *

EN ANGLAIS

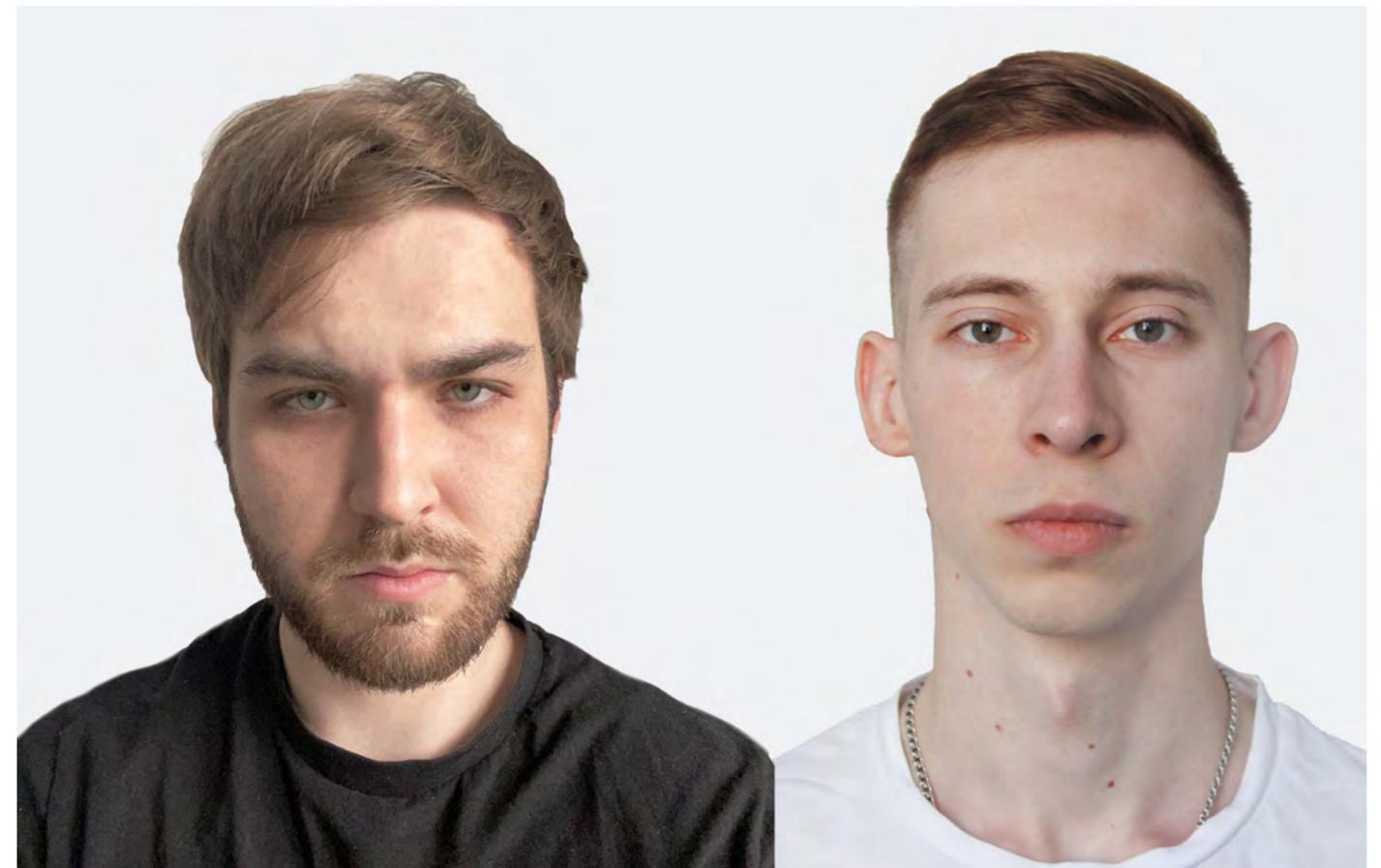
Our team proposes to create new communication connects and make Euralille parking more accessible to citizens. This can be achieved by creating passageways underground, but with access to the urban above ground level. We pay attention to access points, making them more attractive for pedestrians. The main entry points are at Place des Buissons and Place François Mitterrand. From these squares there are underground passages to Euralille underground parking, Lille Europe and Lille-Flandres train stations, as well as to the metro. On the south side under Av. Willy Brandt made a recess to illuminate the underground parking, the same recess was organized from the north-western facade (Av. le Corbusier) An important addition is the architectural intervention in the design of the Euralille building. We decided to organize an extended atrium through which air and natural light enter the lower floors of the parking lot. This is possible with a cut-out in the roof and a glass complementary structure. The extended atrium is interconnected by passages, which facilitates communication inside. The skylight structure rests on the existing frame of the building and follows the pitch of the columns, so it has a rectangular shape. In addition to the wide atrium, there are other smaller atriums.

Dernière modification: 22/05/2022 - 20:46:30 Par: Danil

CARPARK FUTURES COMPETITION 2022

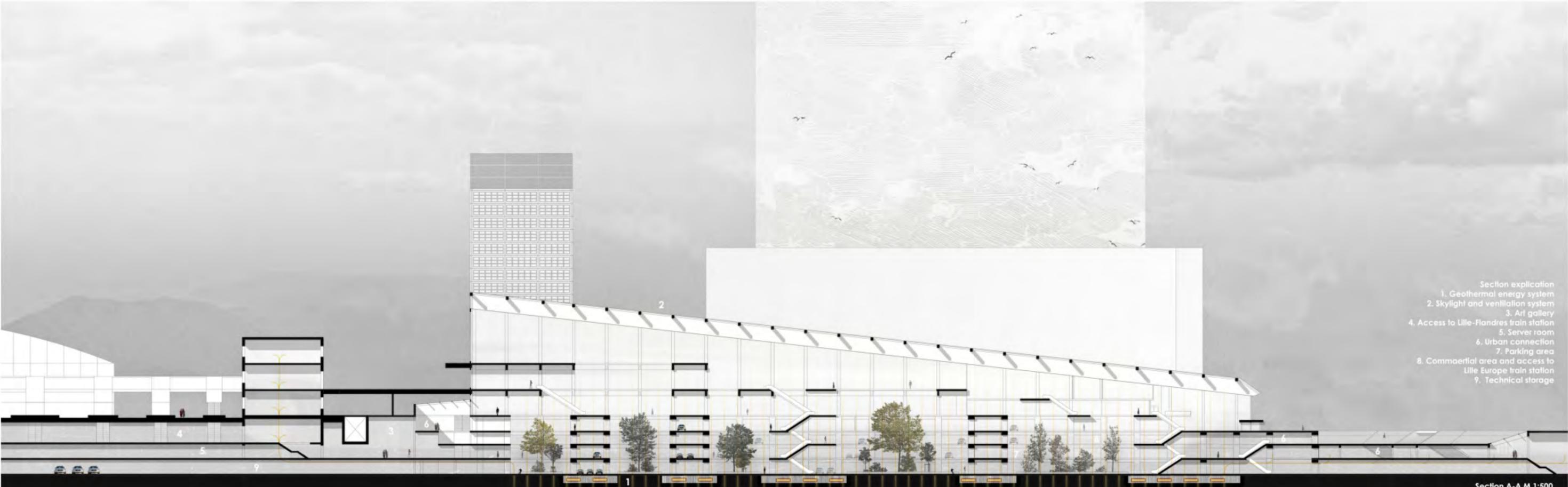
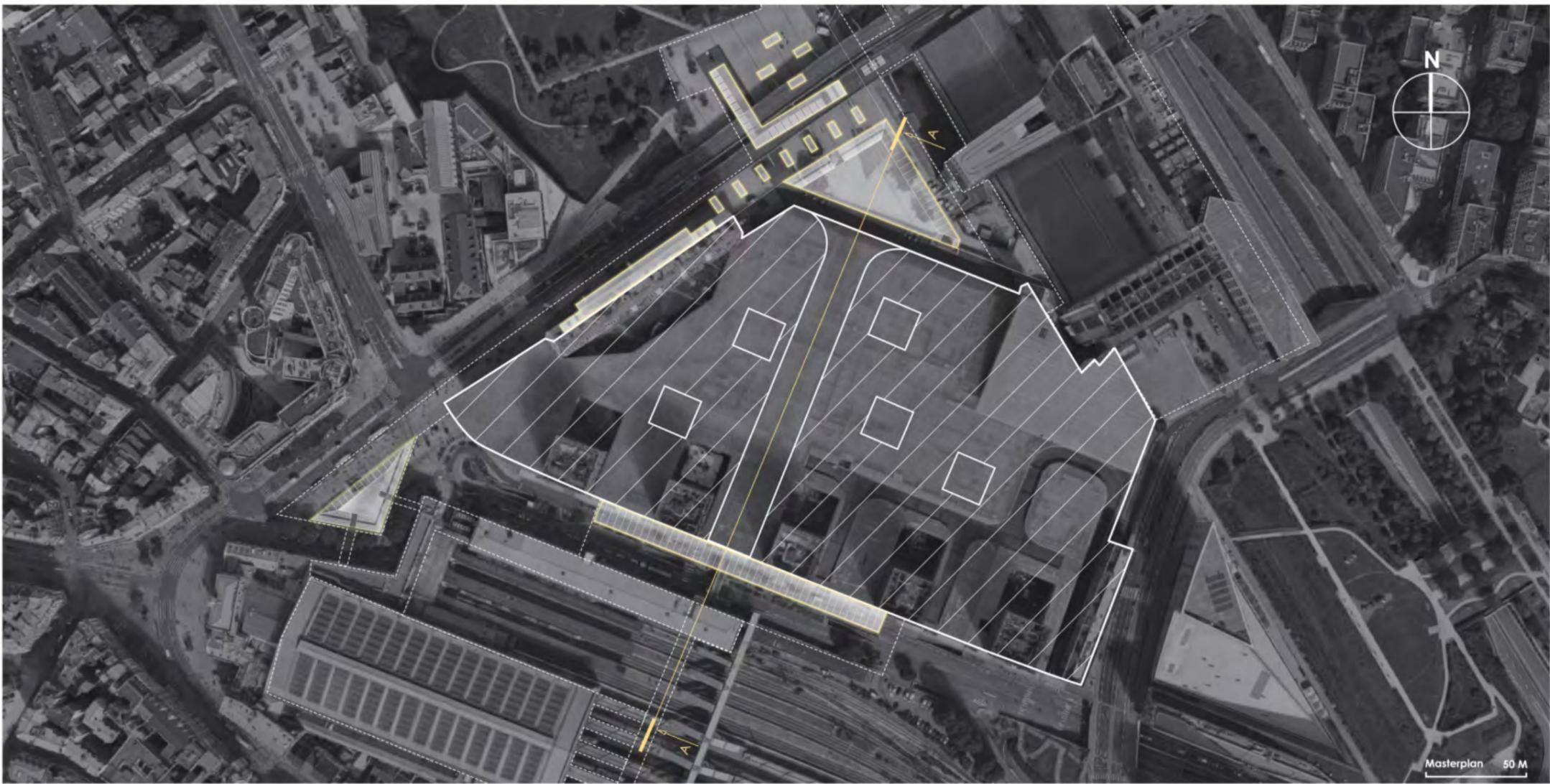
CANDIDATURE N° 12
EURAILLE LIGHT CONNECTION

KRASNOYARSK, RUSSIA





EURALILLE LIGHT CONNECTION



- Section explication
- 1. Geothermal energy system
 - 2. Skylight and ventilation system
 - 3. Art gallery
 - 4. Access to Lille-Fiandres train station
 - 5. Server room
 - 6. Urban connection
 - 7. Parking area
 - 8. Commerical area and access to Lille Europe train station
 - 9. Technical storage



Maria Lepina

mari.le31415@gmail.com

Référence : 73b27caace

Candidature N° : 259

Etape: Projet

1 →

Informations sur le projet

2 → Titre du projet *

EN ANGLAIS

The Path of Light

Dernière modification: 22/05/2022 - 20:34:35 Par: Maria

3 → Nom de l'équipe

(si équipe, ou souhait d'être nommé en tant que groupement ou agence)

MARIEX3

Dernière modification: 22/05/2022 - 20:34:43 Par: Maria

4 → Description courte du projet *

EN ANGLAIS

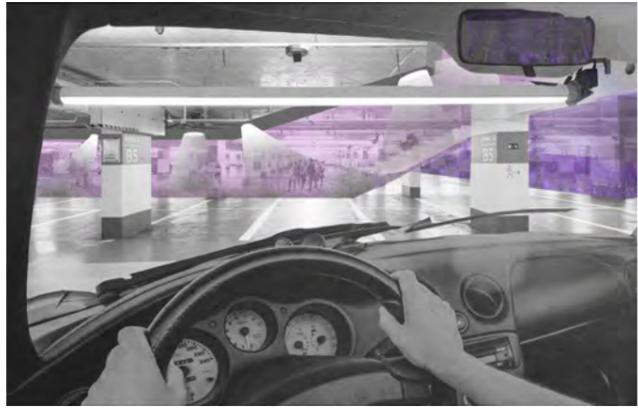
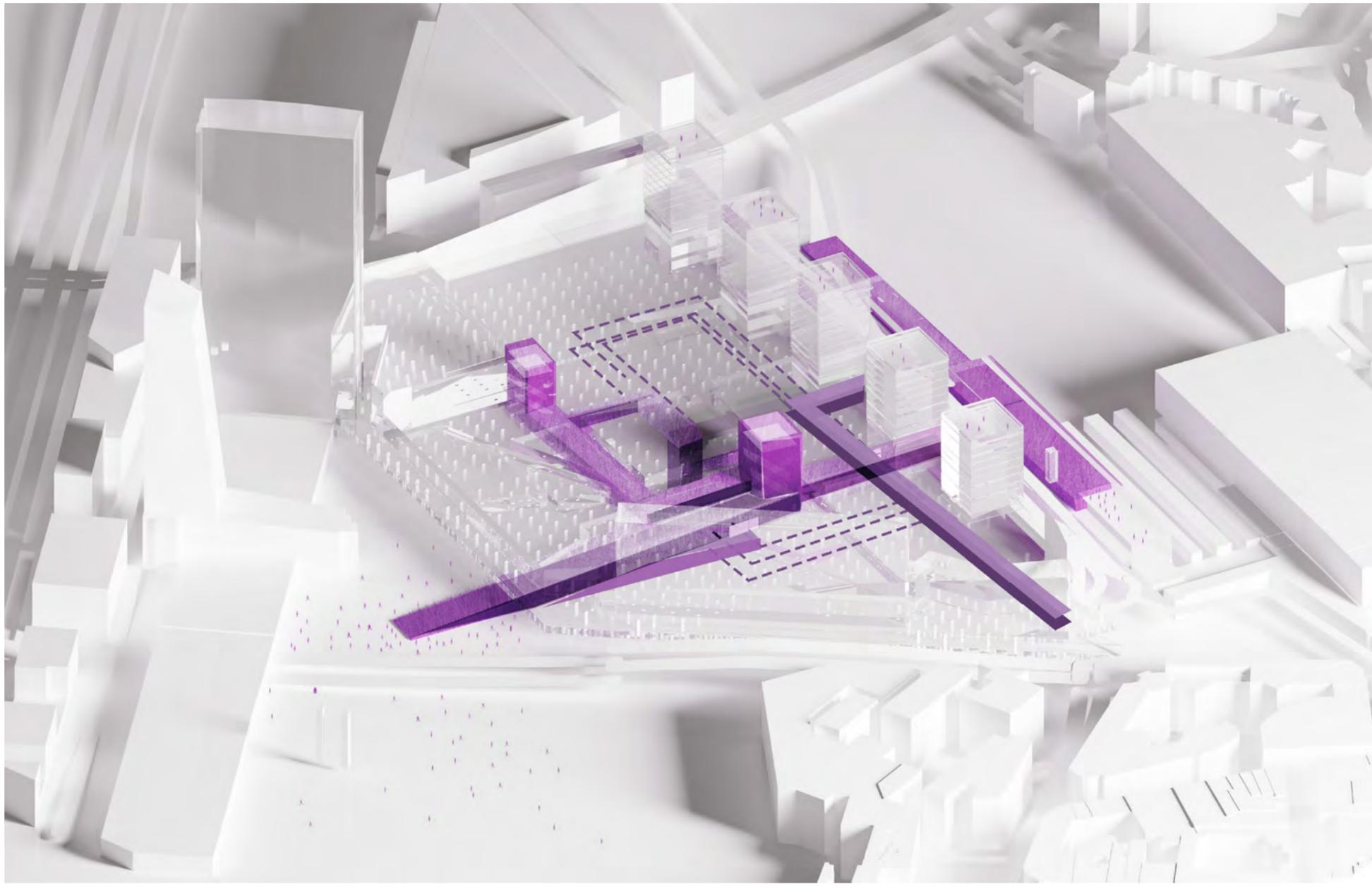
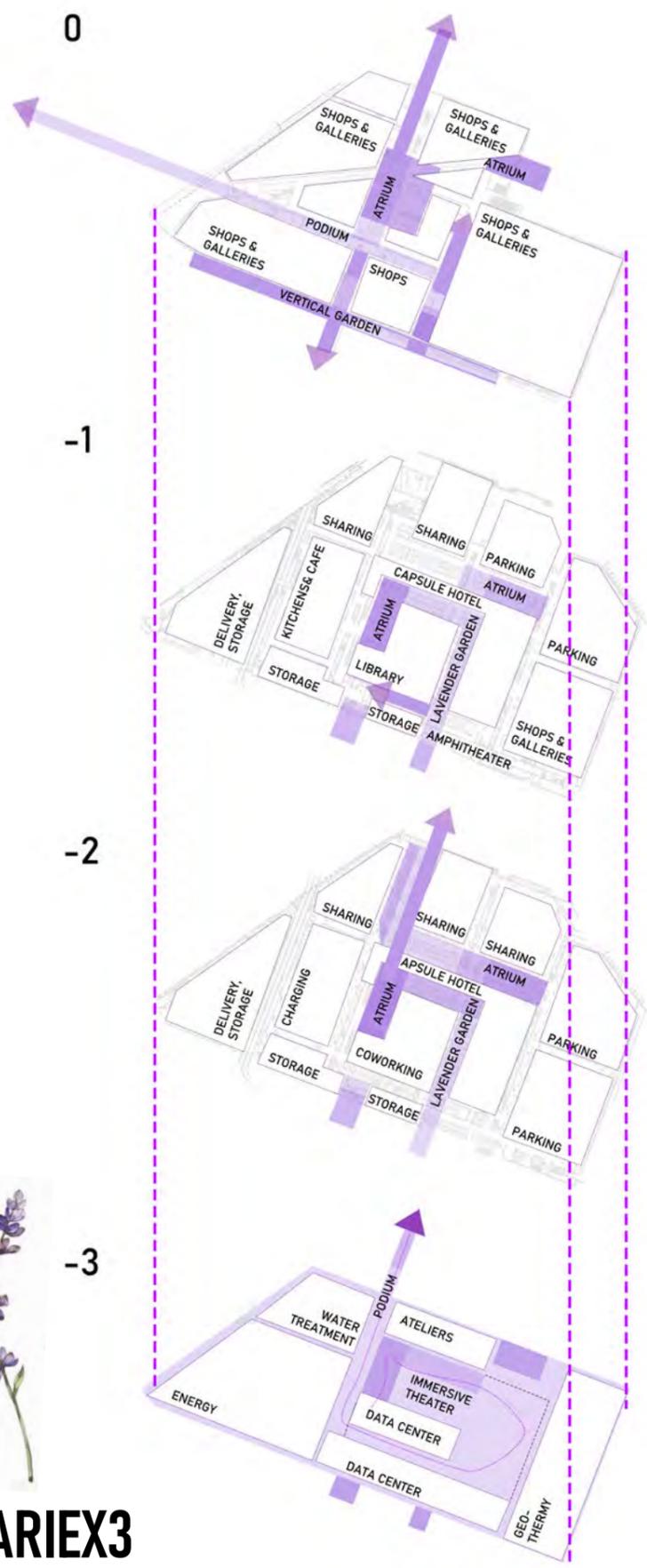
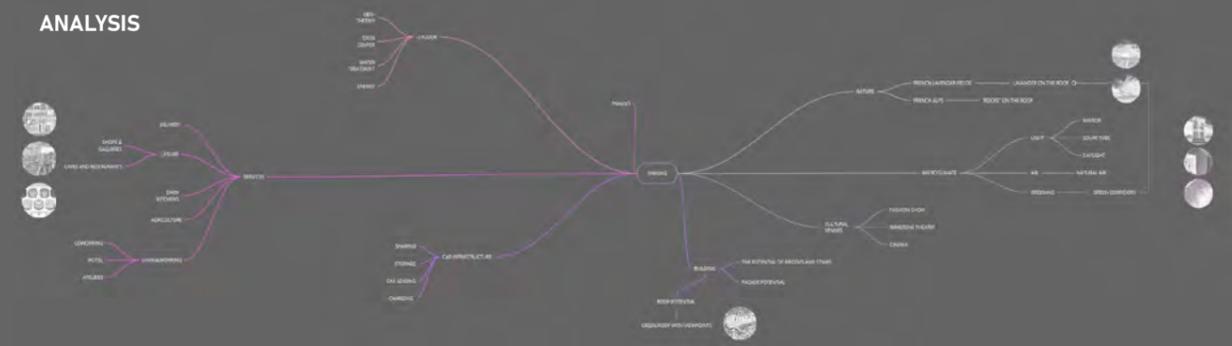
We all know that parking is associated with an urban interior in a darkened room, with the smell of a car. This place does not leave much impression after visiting it. In the project, we have moved away from the stereotype that parking is not an attractive place. We rethought the idea of parking lots and turned the car park into a linear landscape that functions according to the laws of stability. Our proposal is to fill the human path with feelings. The visitor walks along the fragrant galleries full of Provence herbs or goes down to the immersive theater, or up to the viewing platform, or maybe he will spend the night here or work. This linear structure is a self-sustaining environment, generating electricity for self-service as well as mix-use spaces. Solar pipes and mirrored surfaces fill the place with light, allowing plants to grow here. We divided the parking lot into cells with green walls, which will create a quieter and more acoustically pleasing space. This inlay into architecture is revealed both from the inside, when a person becomes a direct participant in the path or a visitor to one of the mixed-used places, and from the outside. This is a living picture or landscape that the user of the parking lot or the person who came to service his car observes. We laid down a power unit, a geothermal station, a water recycling system, which are located on the new -3rd floor of the building. On the roof we propose to place solar panels, lavender hills and water receivers.

Dernière modification: 22/05/2022 - 20:43:00 Par: Maria



THE PATH OF LIGHT

We all know that parking is associated with an urban interior in a darkened room, with the smell of a car. This place does not leave much impression after visiting it. In the project, we have moved away from the stereotype that parking is not an attractive place. We rethought the idea of parking lots and turned the car park into a linear landscape park that functions according to the laws of sustainability.



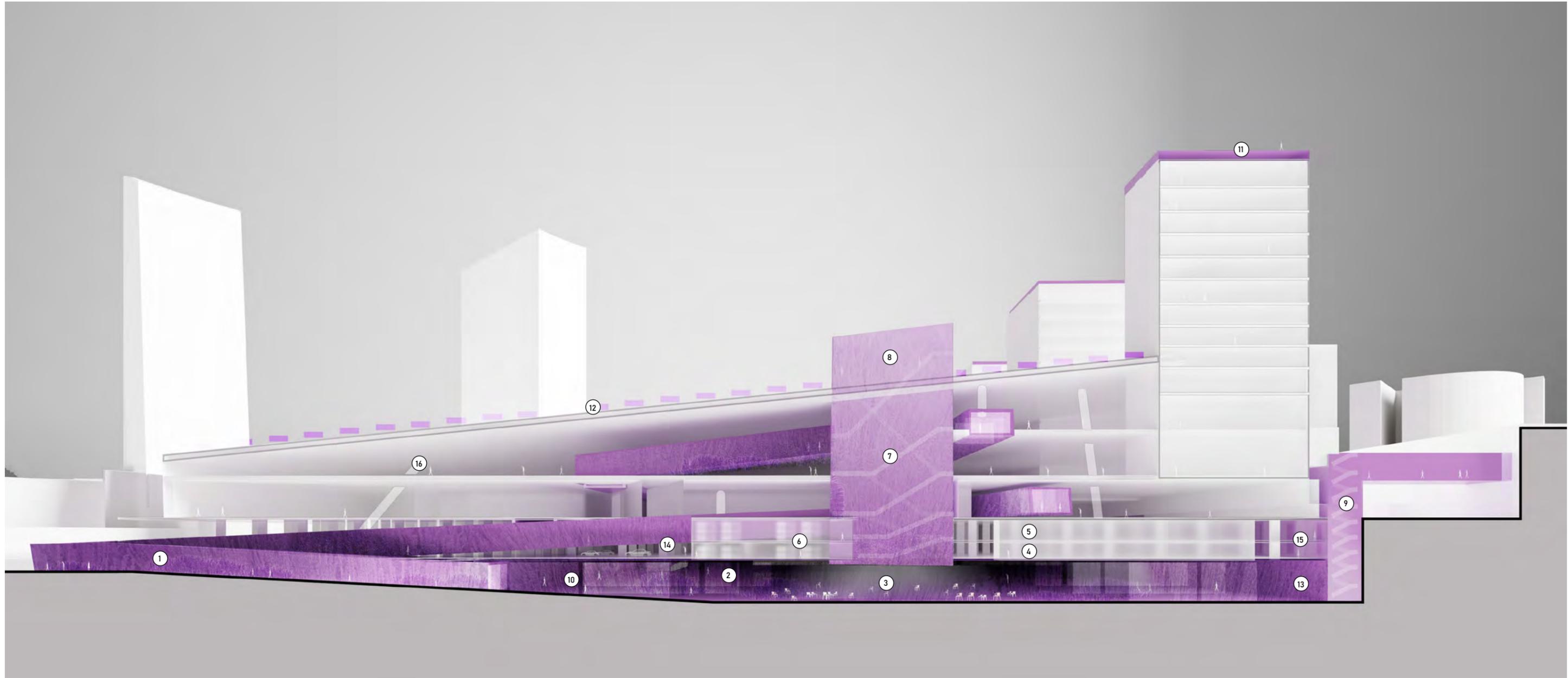
MARIEX3

THE PATH OF LIGHT

SECTION 1/300

Our proposal is to fill the path of a person from one point to another with feelings. The visitor walks along the fragrant galleries full of Provence herbs or goes down to the immersive theater, or up to the viewing platform, or maybe he will spend the night here or work. This is a living picture or landscape that the user of the parking lot or the person who came to service his car observes.

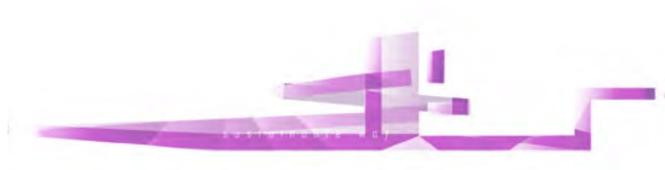
- | | |
|-------------------------------|-------------------------------------|
| 1. Lavender gallery | 9. Vertical garden |
| 2. Geothermal pumping station | 10. Ateliers |
| 3. Immersive theater | 11. View roof |
| 4. Coworking | 12. Lavender hill with solar panels |
| 5. Library | 13. Data center |
| 6. Capsule hotel | 14. Parking, sharing |
| 7. Lavender atrium | 15. Delivery, storage |
| 8. Viewpoint | 16. Solar tubes |



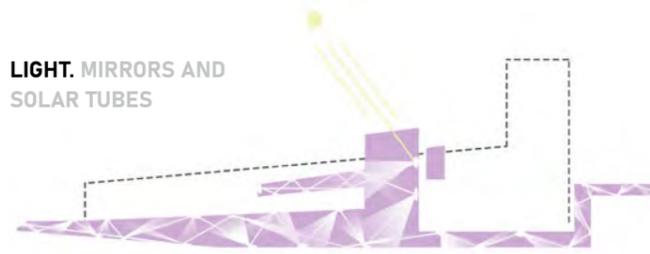
PROGRAM



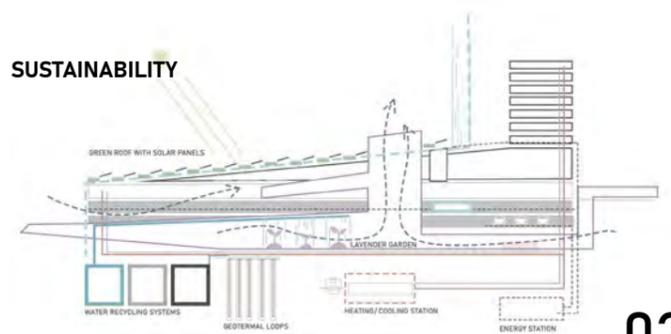
INLAY



LIGHT. MIRRORS AND SOLAR TUBES



SUSTAINABILITY





Sanja Avramoska

sanjaavramoska@outlook.com

Référence : 2064c57f69

Candidature N° : 254

Etape: Projet

1 →

Informations sur le projet

2 → Titre du projet *

EN ANGLAIS

Purgatorio

Dernière modification: 22/05/2022 - 15:54:33 Par: Sanja

3 → Nom de l'équipe

(si équipe, ou souhait d'être nommé en tant que groupement ou agence)

Puzzle

Dernière modification: 22/05/2022 - 15:54:27 Par: Sanja

4 → Description courte du projet *

EN ANGLAIS

The passengers pass through Euralille until they arrive at their final destination. This is a waiting place, a connector, a gate, a passage, a place to prepare for the rest of the journey. The underground parking lot becomes a purgatory, a bath, a temporary place for cleansing, purification, self-reflection, nihilism, satisfaction, and indulgence. Light penetrates through a few sections in the slabs – a chance to take a glimpse of heaven on earth. The lower you go to the underground, there is a possibility to indulge in different ways of behavior. It is a place where the incontinent visitors can indulge in bodily lustiness. While the parking lot is deprived of daylight, the new programs that occupy the parking lot do not need light, and the low ceiling offers a perfect feeling of privacy. The baths are warmed by the geothermal energy and the existing fire protection installations are used to provide the water for spa facilities, while the current ventilation offers conditions for kitchens of the hungry souls. The space is left flexible to transform back to the parking lot when needed.

Dernière modification: 22/05/2022 - 15:54:19 Par: Sanja



PURGATORIO

The passengers pass through Euralille until they arrive at their final destination. This is a waiting place, a connector, a gate, a passage, a place to prepare for the rest of the journey. The underground parking lot becomes a purgatory, a bath, a temporary place for cleansing, purification, self-reflection, nihilism, satisfaction, and indulgence. Light penetrates through a few sections in the slabs - a chance to take a glimpse of heaven on earth. The lower you go to the underground, there is a possibility to indulge in different ways of behavior. It is a place where the incontinent visitors can indulge in bodily lustiness. While the parking lot is deprived of daylight, the new programs that occupy the parking lot do not need light, and the low ceiling offers a perfect feeling of privacy. The baths are warmed by the geothermal energy and the existing fire protection installations are used to provide the water for spa facilities, while the current ventilation offers conditions for kitchens of the hungry souls. The space is left flexible to transform back to the parking lot when needed.

H e m i s p h e r e o f W a t e r

sprinkler rainfall

arrivals cleanse and refresh their bodies from the journey



self-reflection

arrivals self-reflect and purify their soul, while getting a glimpse of paradise on earth



H e m i s p h e r e o f E a r t h

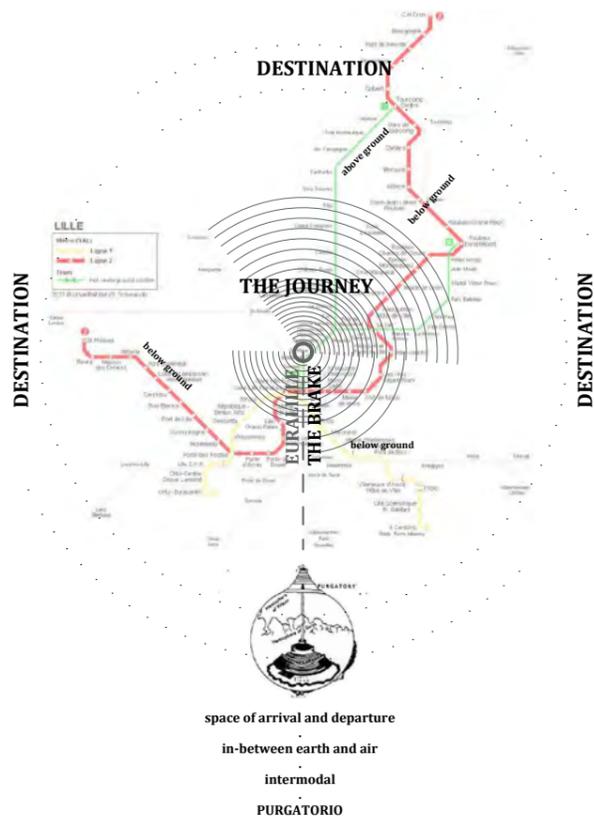
infinite fume

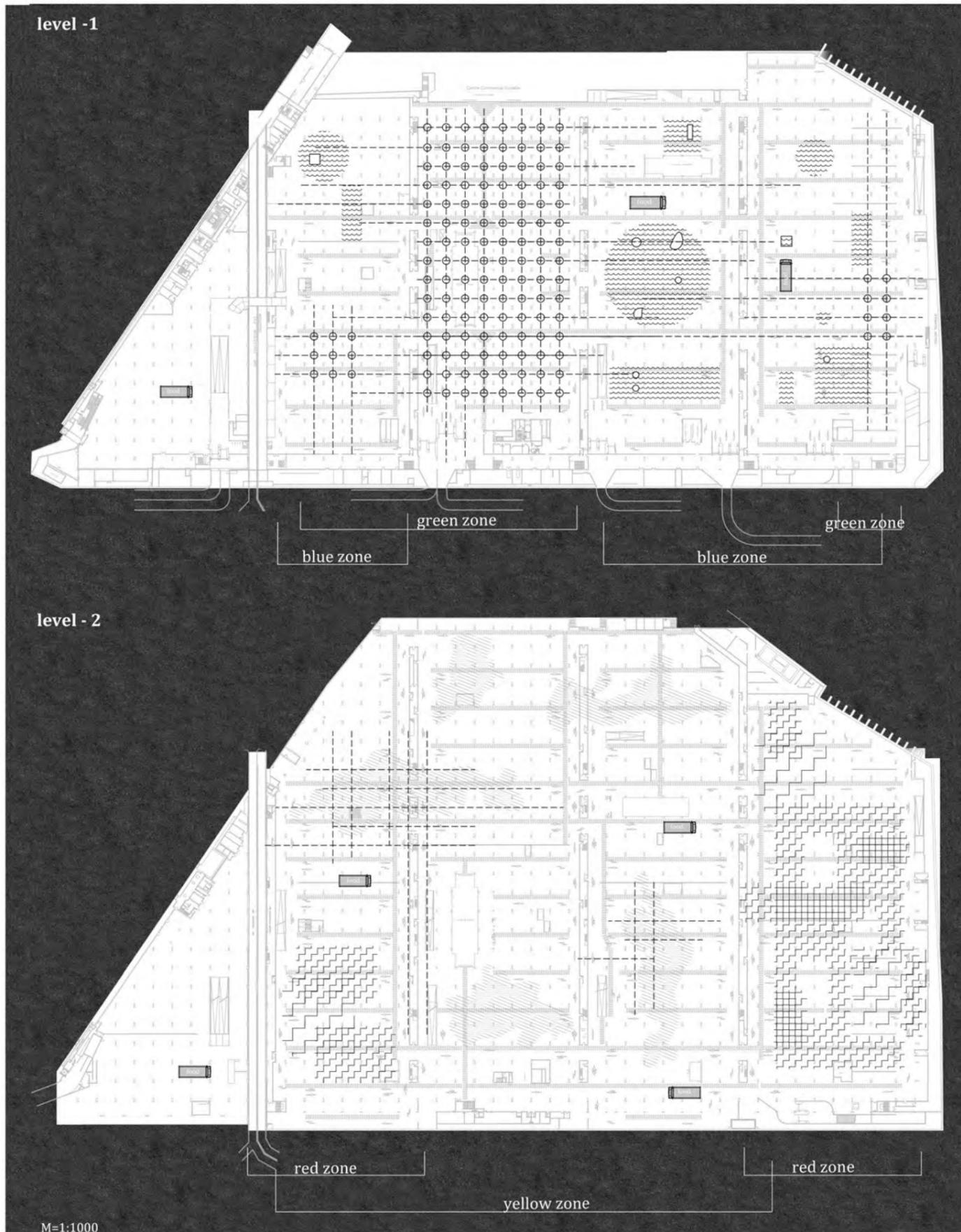
arrivals embrace the warmth of the earth and get lost in the infinite fume, finding their way with help of the signs on the floor



too much love in earthly heaven

arrivals find shelter and privacy, they hide from the light and the gaze of the crowd





red zone | too much love in earthly heaven

yellow zone | infinite fume

green zone | sprinkler rainfall

blue zone | self-reflection





Viet Thai DANG

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Référence : 7743276239

Candidature N° : 247

Etape: Projet

1 →

Informations sur le projet

2 → Titre du projet *

EN ANGLAIS

Lightsabers

Dernière modification: 21/05/2022 - 23:55:46 Par: Viet Thai

3 → Nom de l'équipe

(si équipe, ou souhait d'être nommé en tant que groupement ou agence)

TVD

Dernière modification: 19/05/2022 - 16:20:02 Par: Viet Thai

4 → Description courte du projet *

EN ANGLAIS

The proposal offer an underground nature park on the level -01 where you can drive through the with with your car between all various type of plant and trees. This can become one of the largest underground parks in the world and a new public space for the people in the city, as well as inviting tourists to come and enhance the city's economy. In other hand, the level -02 can be the laboratories for agriculture farm, providing food for the city. As 1.08ha can provide the baseline diet for 1 person per year, this Agricultural farm can feed 120 person each year. This transformation tends to give a new life to the underground carparking spaces. This can enhance cultural activities and add value to the city. Bring life to underground spaces for learning and recreation. As greenery stands as evidence of light, and together, as an evidence of LIFE.

Dernière modification: 22/05/2022 - 19:27:54 Par: Viet Thai



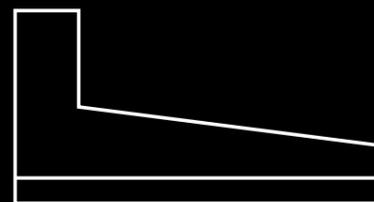
LIGHTSABERS



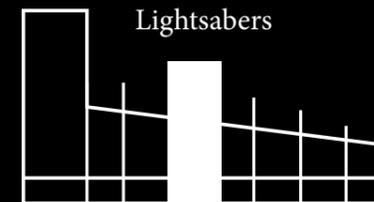
“There ... a crystal cube appears on the top of the TGV station, as an invitation, a signal telling me of something amazing is hidden underground.

What are those shining columns rising from the ground ? They are like the “lightsabers” from the movie “Starwars”. A frendly yet mysterious name, i want to know more !

Woah!! an underground park !



Existing carpark



Light as a major factor



Transform to an Underground Natural Car Park

LIGHTSABERS

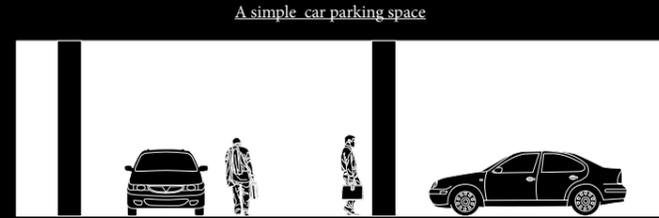
AN UNDERGROUND NATURAL PARK

The proposal offer an underground nature park on the level -01 where you can drive through the with with your car between all various type of plant and trees. This can become one of the largerst underground parks in the world and a new public space for the people in the city, as well as inviting tourists to come and enhance the city's economy.

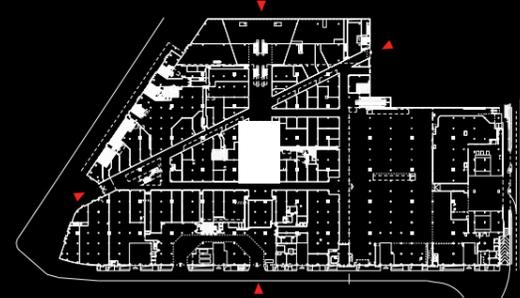
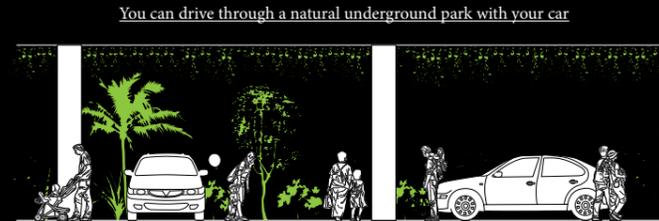
In other hand, the level -02 can be the laboratories for agriculture farm, providing food for the city. As 1.08ha can provide the baseline diet for 1 person per year, this Agricultural farm can feed 120 person each year.

This transformation tends to give a new life to the underground carparking spaces. This can enhance cutural activities and add value to the city. Bring life to underground spaces for learning and recreation. As greenery stands as evidence of light, and together, as an evidence of LIFE.

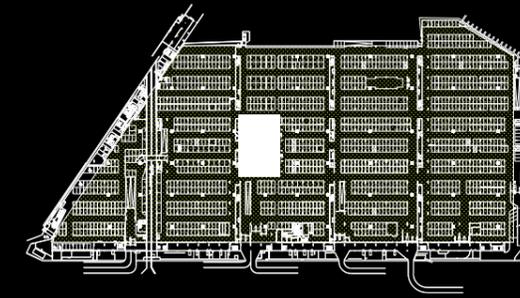
IT IS



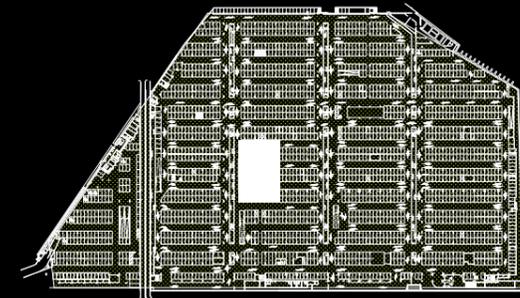
BUT WHAT IF ...



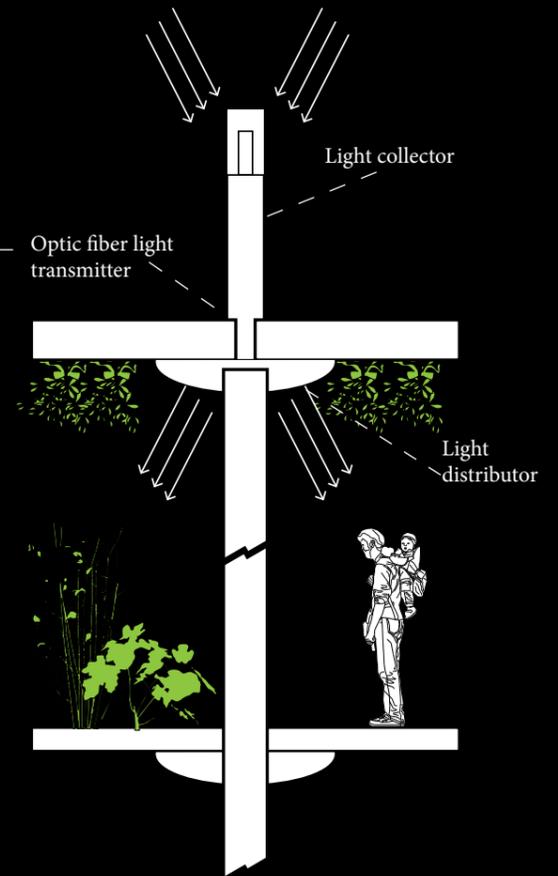
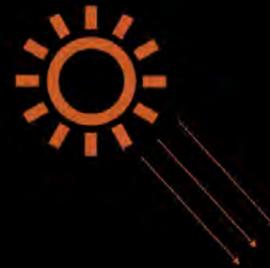
Ground level
Shopping center
and commercial
activities



Underground 01
Drive through
natural park



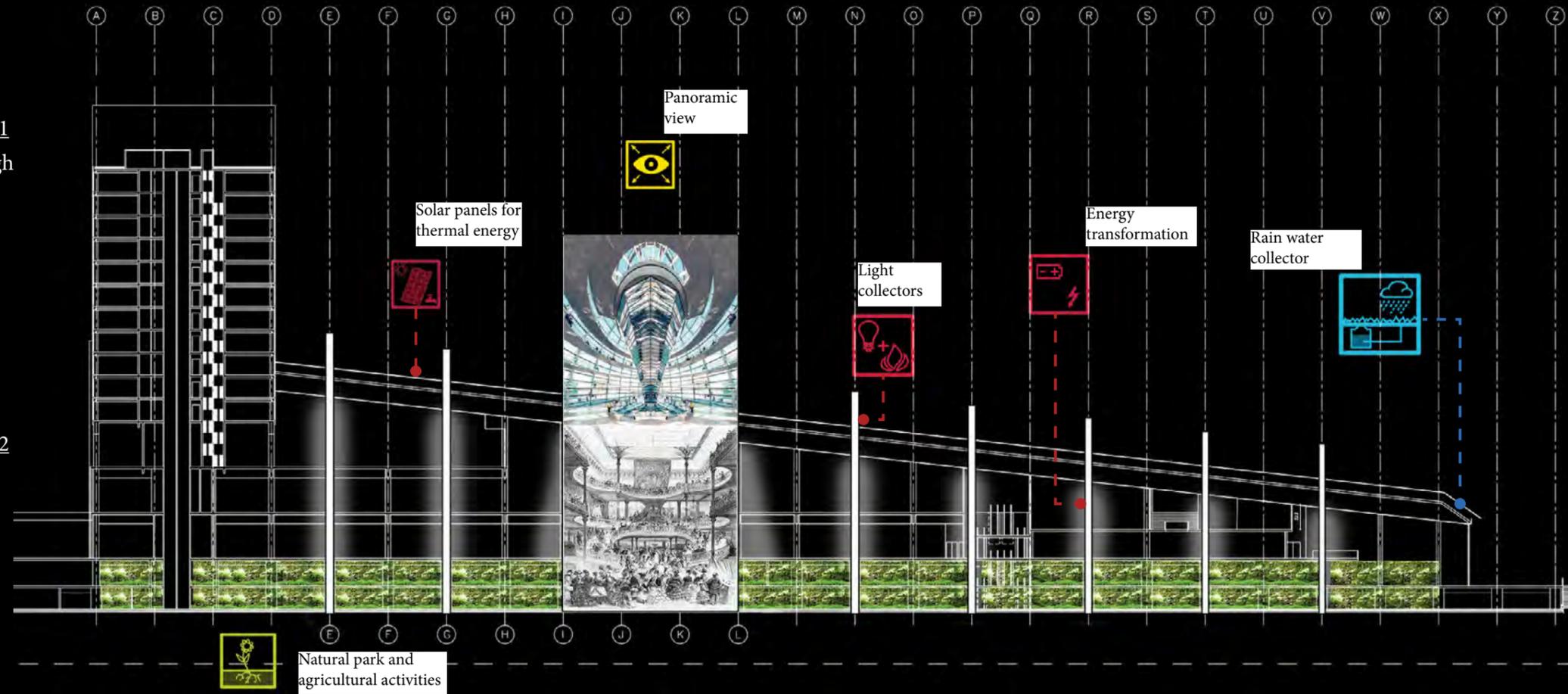
Underground 02
Agriculture



LIGHT CAPTURING SYSTEM

Light is the most important element that gives life to space and all creatures, as well as for human. These LIGHTSABERS can fullfill those qualities, giving a new life to the underused underground spaces.

This innovating system allows to concentrate light on the surface throughout the day by the Light collectors installed on the roof. Then, reflective membranes and optic fiber conduct the light and the energy to the underground surfaces. Where, various trees and plants can benefit and grow. Light, nature, space, together, they create an unique natural atmosphere.





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Candidature N° : 244

Etape: Projet

1 →

Informations sur le projet

2 → **Titre du projet ***

EN ANGLAIS

EURALILLE III / TO REMOVE THE COMPLEXITY

Dernière modification: 22/05/2022 - 21:27:34 Par: Ilies

3 → **Nom de l'équipe**

(si équipe, ou souhait d'être nommé en tant que groupement ou agence)

ILIES ISSAD

Dernière modification: 22/05/2022 - 21:28:02 Par: Ilies

4 → **Description courte du projet ***

EN ANGLAIS

EURALILLE III / TO REMOVE THE COMPLEXITY Today, the challenge for all of us in the years to come is to consume as little energy as possible in the projects we undertake. The evolution of the Euralille parking lot infrastructure is an opportunity to rethink the site as a whole. The Euralille III project proposes to remove the roof of the station triangle to let the air and the light penetrate almost the entire surface of the site. The project is in line with the existing parking structure. Openings are created in the floors of the two parking levels to create exterior streets and thus bring air and light to the -2 level. The surface lost in the creation of the external streets is recovered in small towers, which take the form of the existing ones. Opening the site to air and light allows for the biodiversity that is so badly needed today. The project is designed so that the spaces are naturally lit and ventilated for less energy consumption. Getting out of architectural and urban complexity and back to simple devices is today an emergency.

Dernière modification: 22/05/2022 - 21:28:46 Par: Ilies

CARPARK FUTURES COMPETITION 2022

CANDIDATURE N° 17
EURALILLE III / TO REMOVE THE COMPLEXITY

VITRY-SUR-SEINE, FRANCE



EURALILLE 2035

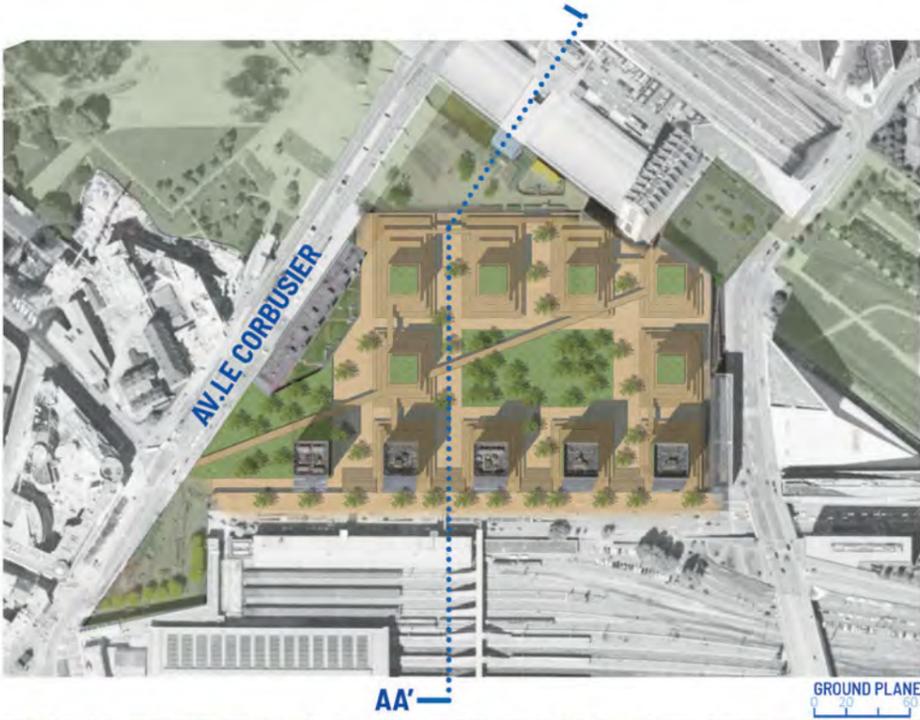
TO REMOVE THE COMPLEXITY

Today, the challenge for all of us in the years to come is to consume as little energy as possible in the projects we undertake. The evolution of the Euralille parking lot infrastructure is an opportunity to rethink the site as a whole.

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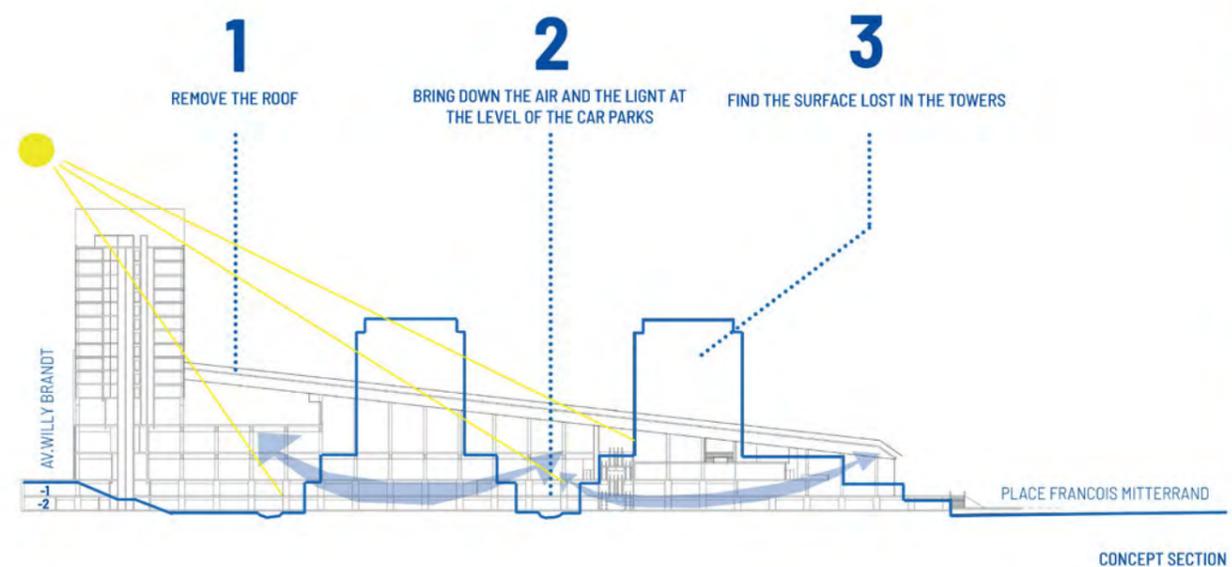
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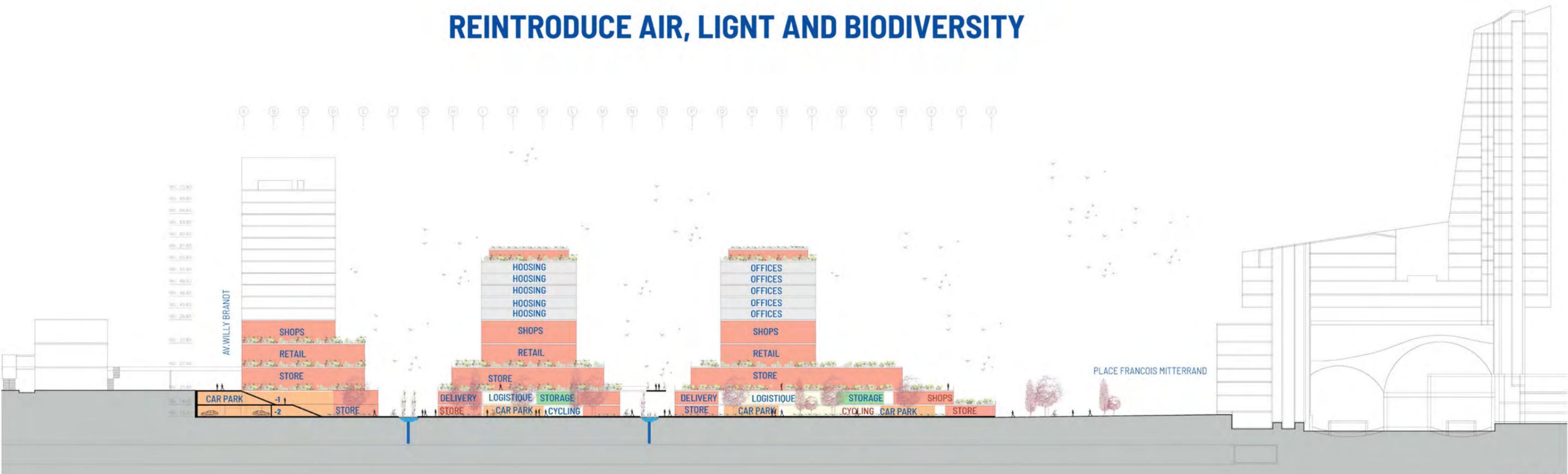
AERIAL VIEW

EURALILLE 2035

TO REMOVE THE COMPLEXITY



REINTRODUCE AIR, LIGHT AND BIODIVERSITY





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Référence : d563d1c8ce
Candidature N° : 241

Etape: Projet

1 →

Informations sur le projet

2 → Titre du projet *

EN ANGLAIS

B2 FREE

Dernière modification: 22/05/2022 - 21:01:08 Par: Pauline

3 → Nom de l'équipe

(si équipe, ou souhait d'être nommé en tant que groupement ou agence)

Darget Mariez

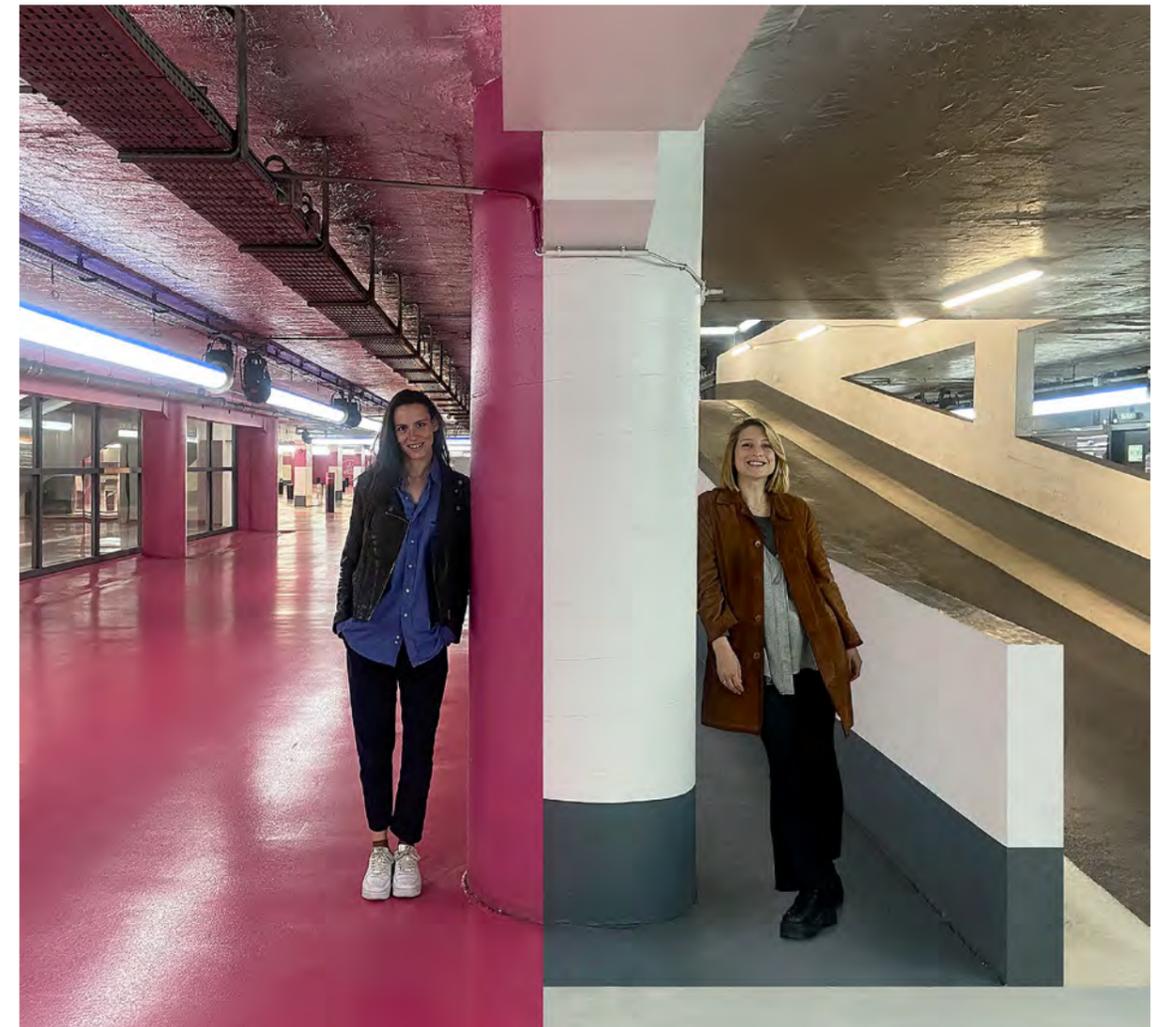
Dernière modification: 22/05/2022 - 21:01:27 Par: Pauline

4 → Description courte du projet *

EN ANGLAIS

Euralille is characterized by multi-level public spaces. The B2 FREE project aims to respond to the major problem of the site: -facilitate the connections between the levels of public spaces. How ? By creating a new ground reference level located at B2 level to link the whole site and reveal the underground spaces of the Triangle des Gares. After lowering the existing ground, three new public spaces take place on this reference level: The B2 plaza allows access to the new program on level B2 and to the metro entrance under the Lille Europe station by building a ramp from Avenue Le Corbusier. The B2 gallery designed on a vestige of a main circulation path of the parking lot and the shopping center, enables a link between Place François Mitterand and Avenue Willy Brandt. Workshops and galleries are installed in the B2 gallery to create a cultural line between the art center Tripostal and the statue The Tulips of Yayoi Kusama. The B2 atrium, the former atrium of Lilleurope, is restructured to link the B2 reference level and Rotterdam forecourt. Willy Brandt Avenue is connected to this atrium by an underground axis serving sports and leisure facilities that can be used by the schools located on the upper levels. The B2 FREE project reveals the underground spaces while preserving its function. Spaces dedicated to logistics and parking are preserved on the B2 reference level to encourage the diversity of programs and to preserve the functioning of the site.

Dernière modification: 22/05/2022 - 21:01:55 Par: Pauline



B2 FREE

B2 gallery



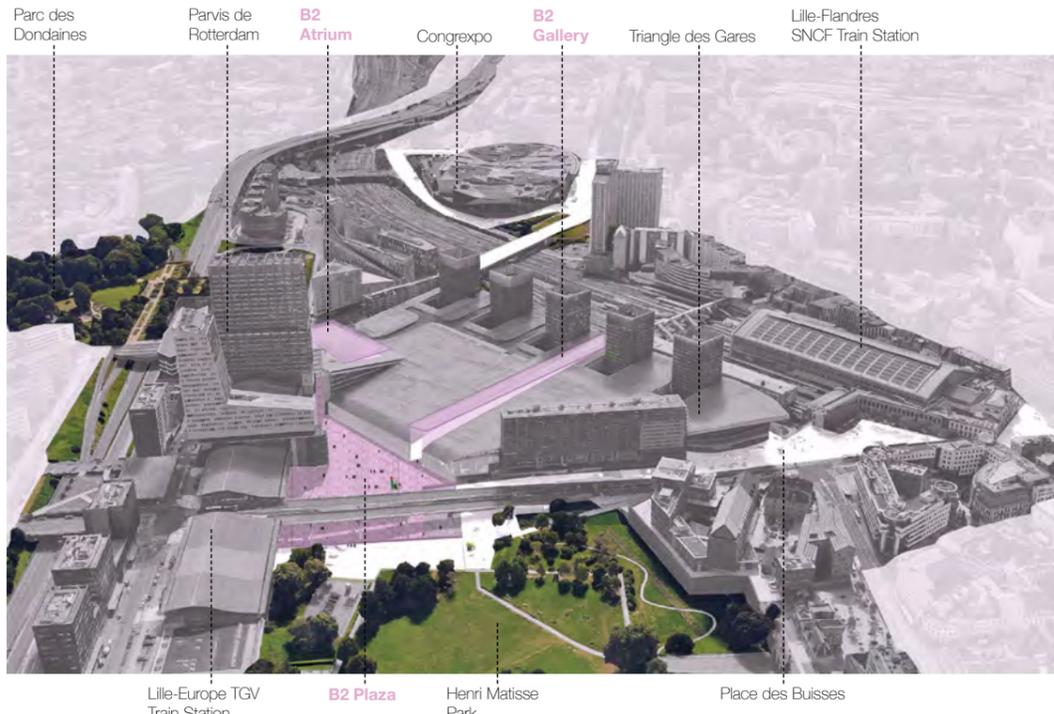
The **B2 free** project aims to respond to the major problem of the site:
-facilitate the connections between the levels of public spaces.

How ? By creating a new ground reference level located at **B2 level** to link the whole site and reveal the underground spaces of the Triangle des Gares.

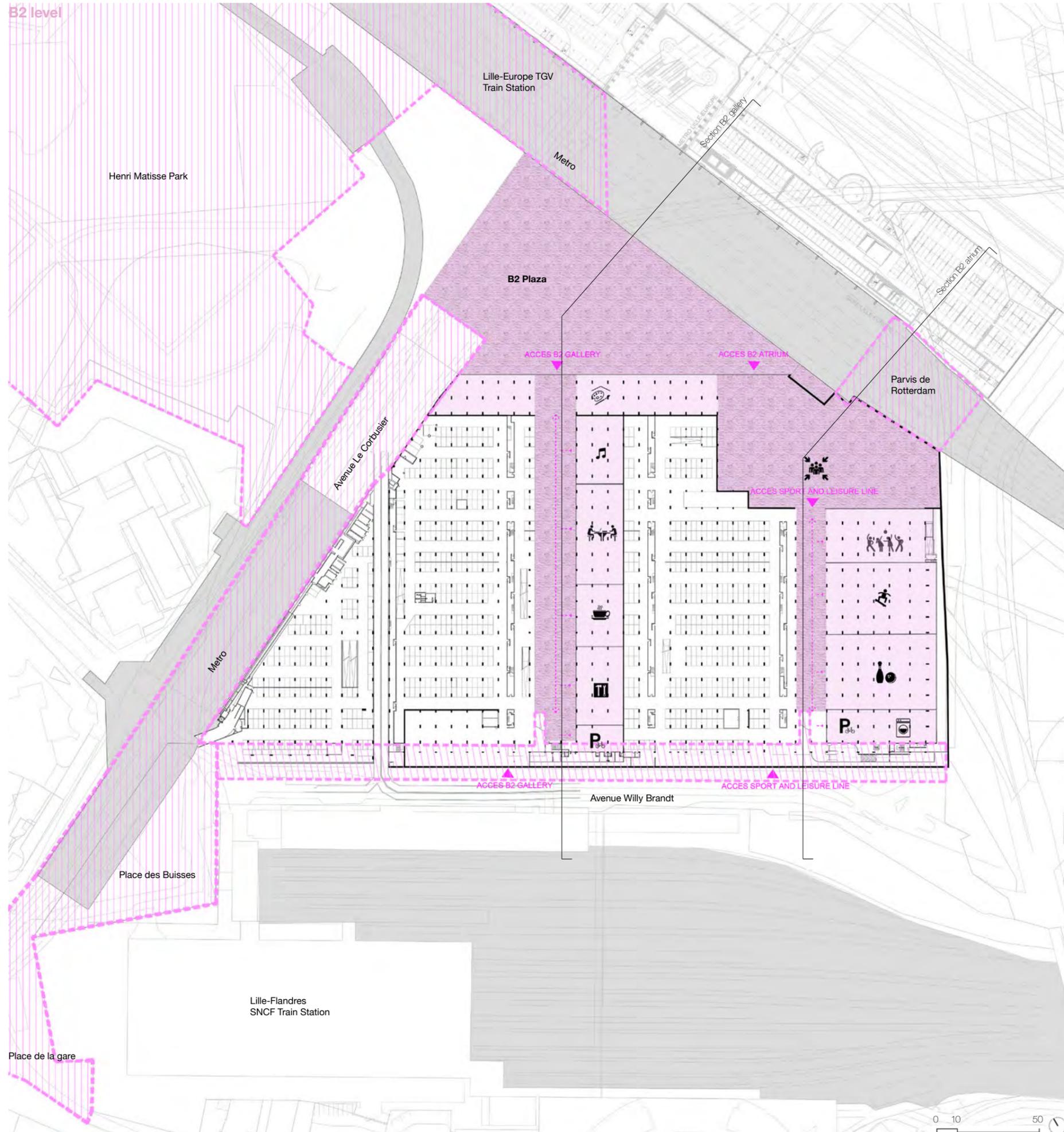
After lowering the existing ground, three new public spaces take place on this reference level:

- The **B2 plaza** allows access to the new program on level B2 and to the metro entrance under the Lille Europe station by building a ramp from Avenue Le Corbusier.
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B2 level

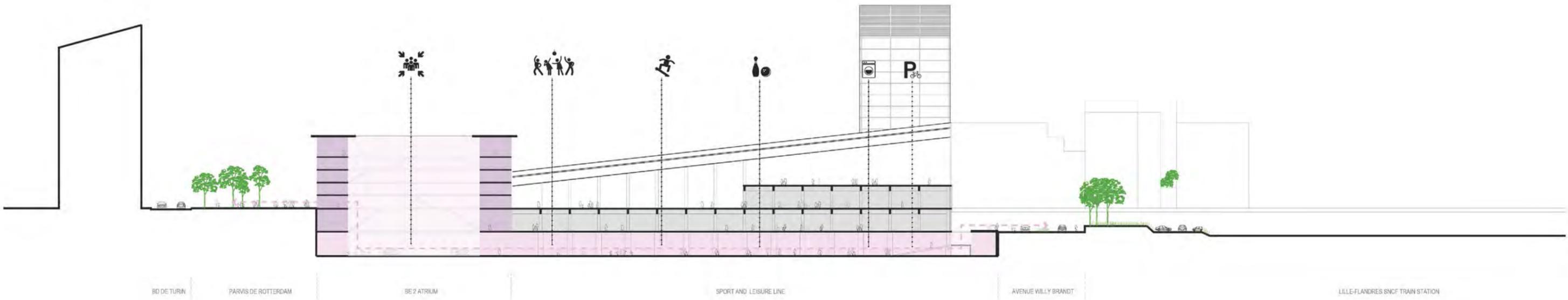


B2 FREE

Section of B2 gallery



Section of B2 atrium





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CARPARK FUTURES COMPETITION 2022

CANDIDATURE N° 19
T³PARK

PARIS, FRANCE

Etape: Projet

1 →

Informations sur le projet

2 → Titre du projet *

EN ANGLAIS

T³Park

Dernière modification: 22/05/2022 - 11:11:51 Par: TIAN

3 → Nom de l'équipe

(si équipe, ou souhait d'être nommé en tant que groupement ou agence)

OST

Dernière modification: 22/05/2022 - 11:11:54 Par: TIAN

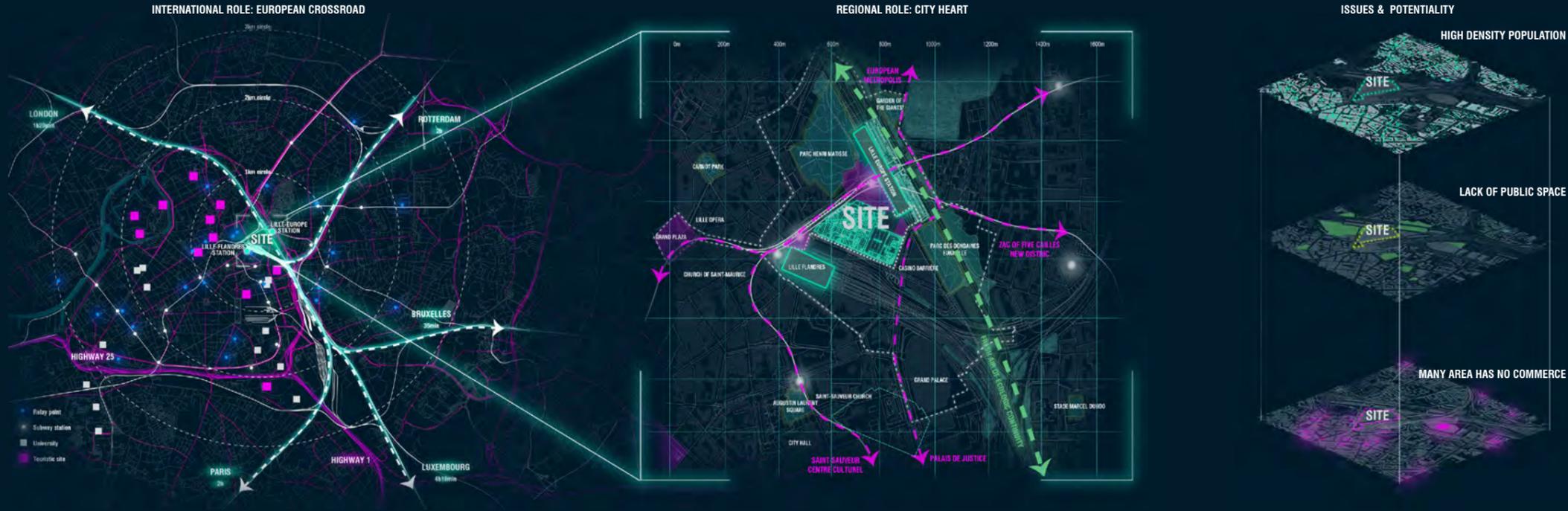
4 → Description courte du projet *

EN ANGLAIS

The only thing we know about the future of transportation is that we have no idea about how we are going to ride in 30 years. The major outbreak in the field of future transportation is automatization. So how can we meet the changes induced by it? In order to manage the adaptability of the TDG parking and restrain the uncertainty of the future, we decided to work according to 3 time phases. These phases were determined by information collected in the Paris agreement, in the INTEND and in the reports of transport industrials. They are characterized by three major factors: The progressive reduction of parking space as automatic cars can be parked more efficiently and spend less time in the parking. The consumption habits mainly relying on delivery and the necessary upgrade of the labor force. The program that we withdrew from these observations is therefore focused on learning, delivery and management services. As for the neighborhood scale, we worked on connecting the "Top" to the "Bottom" by creating spaces of transit: Transit of the goods from Euralille center to the created distribution center and then to the people by bike, drone or underground channel. Transit of the people from the hyperloop to the plaza. And creating spaces of rest: The François Mitterrand plaza that extends underground onto the project. Therefore the Car-Park is no longer a rigid immovable space: It evolves over time and adapts. It becomes a place of life that leaves room for imagination and innovatio

Dernière modification: 22/05/2022 - 11:04:32 Par: TIAN





Site situation:

The car-park is located in the Euraille economic district in Lille. It's caught between the two main stations of the Lille city : Lille Flanders and Lille Europe which makes it a crossway between one of Europe's main cities : Paris, Brussels, London.

The site is part of the ongoing project Euraille 3000 which aims to create more public spaces, encourage soft transport modes (mainly bikes) and densify the neighboring districts (Saint Sauveur district / Pépinière district). Furthermore, the city of Lille is characterized by a high economy and a bustle of commercial activities.

These factors guide us to reflect on the economic and technologic potential of our project.

EVOLUTION OF THE MEANS OF TRANSPORT IN TIME AND THEIR INFLUENCE ON THE STREETS AND PARKING MORPHOLOGY :



PHASES SCENARIO

1990
Euraille
The TGV and the automatic metro connected Lille to the neighboring cities and to the world making it an important European metropolis.
Cars are widely spread.
→The roadways are large and car-parking spaces on their both sides are foreseen. Bikes are not considered as important part of people's transportation method.

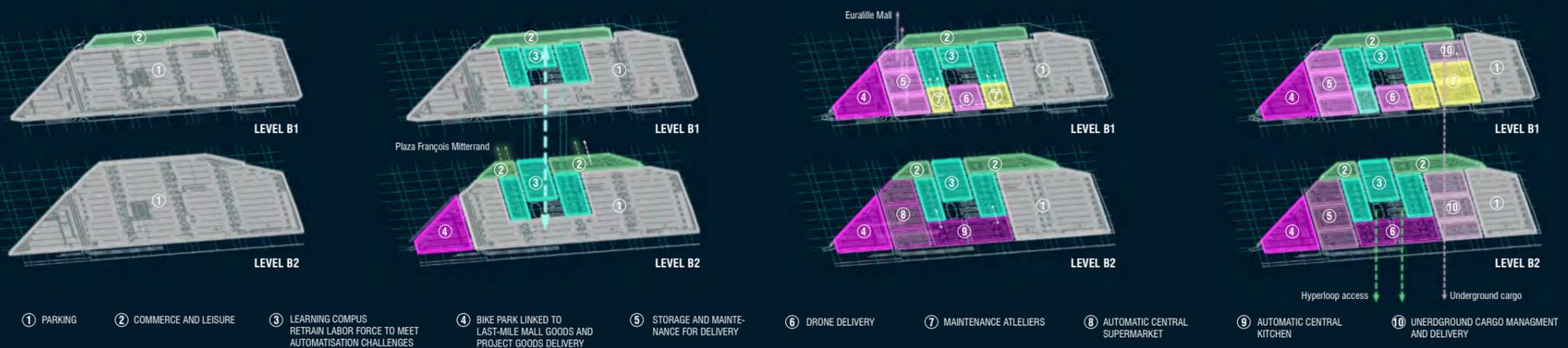
2025
Euraille 3000
Lille city, encourages more bike usage and last-mile delivery is assured by bikes.
Car usage is reduced in cities and electric cars are wide spread (Paris agreement).
→Bike paths are added to the road and road side park spaces are suppressed.

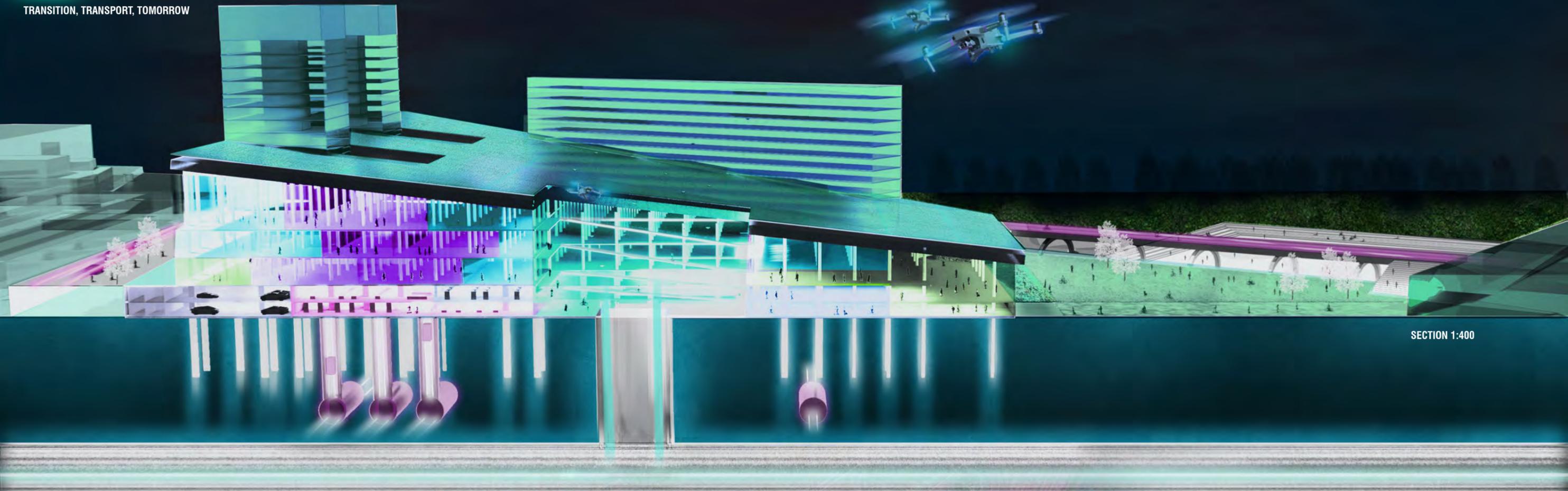
2035
New transportation mode is introduced: Drones for goods delivery and medical aid kits.
Autonomous cars start to be spread and car presence in the city is more and more reduced.
→More space is dedicated to the pedestrians and the bikes on the road.

2045
New transportation mode is introduced :
Underground channels for long distance delivery.
Hyperloop: electrically proposed underground pods for long distance travel.
L5 Automatic cars are widespread.
→Car space on the road is even more reduced for automatic cars need less space to navigate.
The road is mainly dedicated to people and two wheel soft transport.

Our project is characterized by three major factors: The progressive reduction of parking space (As automatic cars can be parked more efficiently and spend less time in the parking). The consumption habits mainly relying on delivery and the necessarily upgrade of the labor force. The program that we withdrew from these observations is therefore focused on learning, delivery and management services. It breaks down as follows:

- 2025**
Reduction of parking space by 30 %
Creation of a monumental atrium to bring light to the underground and enable the layout of new activities.
Creation of the learning campus: It aims to retrain the labor force lost to automatization and help it learn new skills adapted to the upcoming new programs (Electric car maintenance, last mile delivery management, Drone maintenance etc. . .). (3)
Creation of new bike parking spaces for last mile delivery in B2 (functions along with the Euraille center). (4)
Excavation of the François Mitterrand place to free the façade of the B2: Creation of a new leisure area (restaurants/exhibition/Commerce) along the façade. (2)
- 2035**
Reduction of the parking space by 60%
Creation of work/management spaces linked to the campus (6)
Creation of dark kitchens and dark markets (7) (8)
Enlargement of bike parking space and circulation for last mile delivery (4')
Creation of drone storage and management spaces (5) (6)
- 2045**
Extension of the Atrium in the underground : Creation of a hyperloop access
Creation of a connection to the underground cargo
Creation of cargo maintenance and management spaces (9) (10)





SECTION 1:400





Sunwoo BYUN

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Référence : 936b09388a
Candidature N° : 234

Etape: Projet

1 →

Informations sur le projet

2 → Titre du projet *

EN ANGLAIS

Reverserd Euralille

Dernière modification: 22/05/2022 - 21:50:24 Par: Sunwoo

3 → Nom de l'équipe

(si équipe, ou souhait d'être nommé en tant que groupement ou agence)

ByunKim

Dernière modification: 22/05/2022 - 21:01:26 Par: Sunwoo

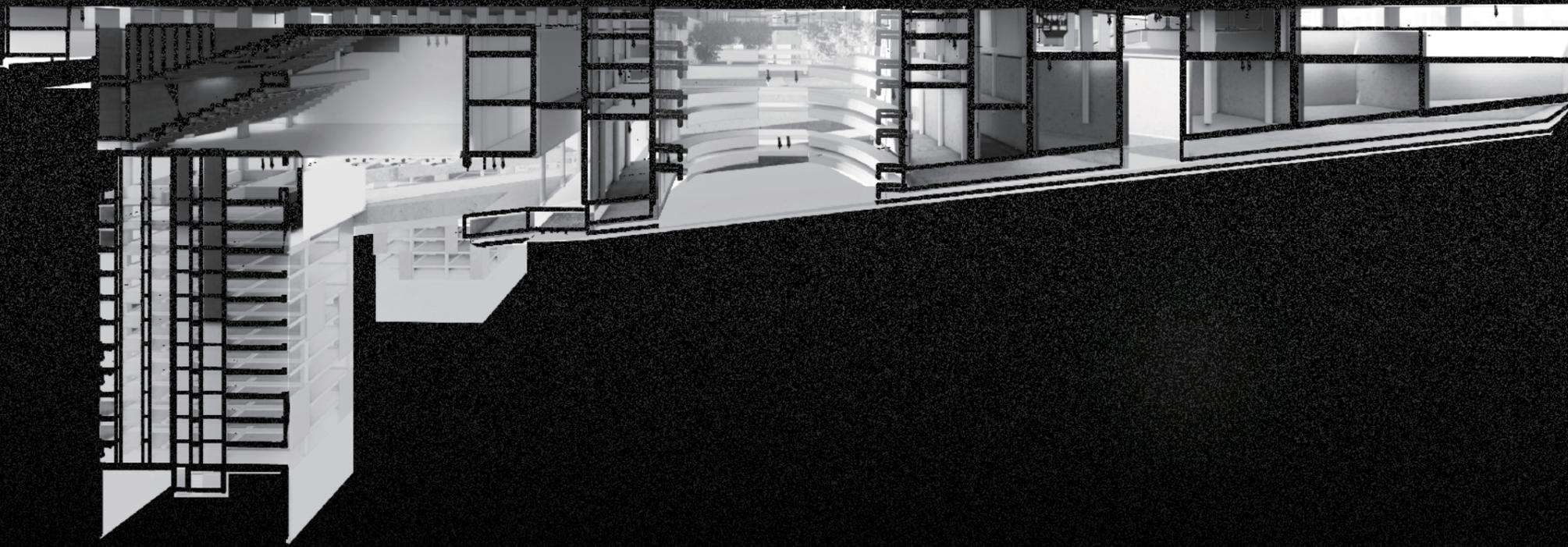
4 → Description courte du projet *

EN ANGLAIS

The Euralille in this project is given the status of PENTHOUSE beyond the status as functional space through the strategy of GROUNDSCAPE. Euralille was planned as an infrastructure node through the 1989 Vision. However, due to the environmental characteristics and physical scale of the fossil fuel vehicle, it was realized in a limited state, leaving only the shell of its will. Infrastructural features of Euralille are still valid, and the utopia has the potential to be reconfigured through fuel conversion and vehicle diversification. In order for humans to coexist with the extremely urban elements such as infrastructure, the conventional building TYPOLOGY must collapse, and the possibility can be found in carpark sleeping underground. Currently, the Tower-Podium typology uses tower as a space to stay, and in the podium, commerce for capital purposes is formed, and functional spaces are arranged underground to support it. However, the tower is an isolated and restricted to access, making it a non-urban space, which is inappropriate for people to realize the infrastructure utopia. By reversing the section, the underground space is transformed into the most urban and place where citizens want to stay through the realization of groundscape beyond functional programs. Accordingly, coexisting with modern diversified mobility, by discovering the possibility of underground as an urban space through a sectional transition, we declare an alternative typology of the new era.

Dernière modification: 22/05/2022 - 21:01:00 Par: Sunwoo





Reversed Euralille

New typology of infrastructure

The Euralille of this project is given the status of PENTHOUSE beyond the status as functional space through the strategy of GROUNDSCAPE of the underground carpark.

Euralille was planned as an infrastructure node through the 1989 Utopia Plan. However, due to the environmental characteristics and physical scale of the fossil fuel vehicle, it was realized in a limited state, leaving only the shell of its will.

In order for humans to coexist with the extremely urban elements such as infrastructure, the existing conventional building TYPOLOGY must collapse, and the possibility can be found in carpark sleeping underground in Euralille.

Infrastructural features of Euralille are still valid, and the utopia has the potential to be reconfigured through fuel conversion and vehicle diversification.

Currently, the Tower-Podium typology uses the upper tower as an urban destination and a space to stay, and in the podium, commerce for capital purposes is formed, and citizens pass through it, and only functional spaces are arranged underground to support it.

However, the tower is an independent space, isolated and restricted to access, making it a non-urban space, which is very inappropriate for citizens to realize the infrastructure utopia.

Looking at the above type through the reverse of the cross-section, the underground space is transformed into the most urban and place where citizens want to stay through the realization of groundscape beyond functional programs.

Accordingly, coexisting with modern diversified mobility, by discovering the possibility of underground as an urban space through a sectional transition, we declare an alternative typology of the new era.

Masterplan



Urban elements



1989 Vision - Euralille project



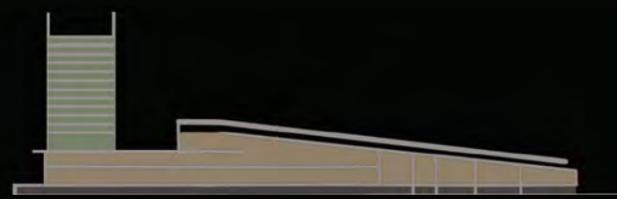
Solitude of high-rise tower



Typical Building Typology



Reversed Building Typology



Sectional Connection



- New-Mobility
- Sunken entrance
- Commercial blocks
- Hyper functional tower

Diversified Mobilty with Urban Axis

Urban axes that cross architecture are connected to newly diversified mobility and penetrate the site. The interface between infrastructure and architecture that the existing Euralille project did not realize is possible through the spatial-separation in section and the promnard of Human-scale mobility. This gives moderate-speed mobility to 'Lage M' city center, so there is a possibility that the urban experience will be maximized.



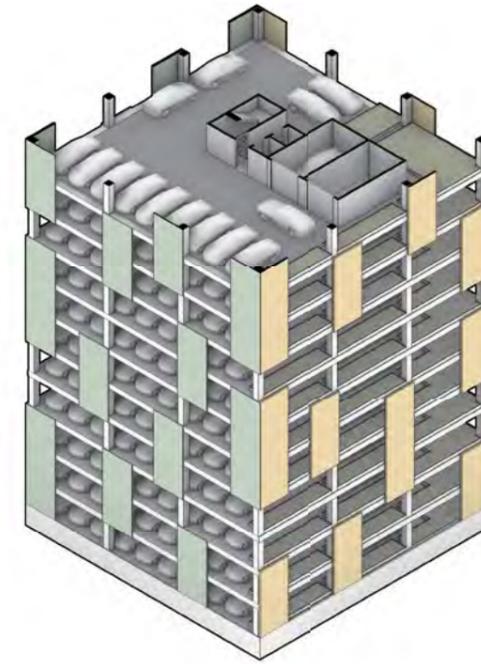
Defining the Boundaries

To develop the underground space through strategy of GROUNDSCAPE, strategy to acheive approachability as well as natural light and air is essential. In this project, because of its trait as an urban scale architecture, we can achieve them by defining the boundaries. There are three conditions of boundaries.



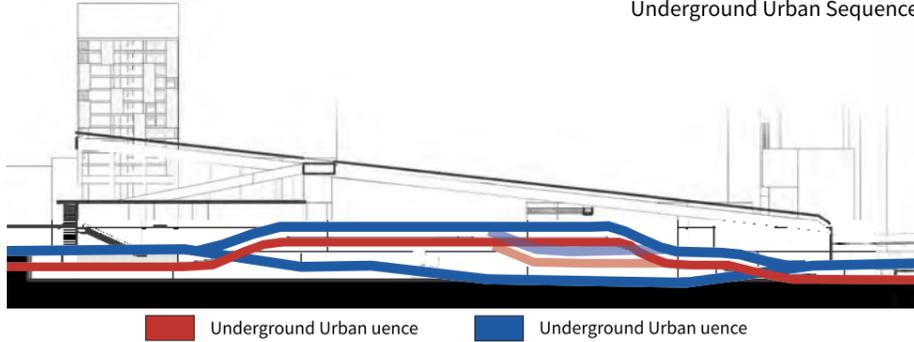
Hyper Fuctional Tower

The tower is hyper-fuctional building type.Thus, in the project, it is defined as very fuctional programs. The tower where lights are well provided, wind is blowing, and has dense condition, it can provide benefits to the building by location such programs.

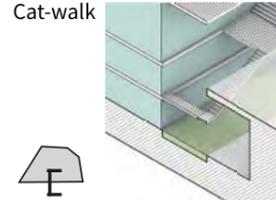


- Wind turbine panel facade
Parking lot can be transformed to an open space which is a suitable place for wind turbines.
- Solar panel facade
In the tower, where lights are distributed well, solar panel can provide electrical energy to the building.
- Automated agriculture
Parking lot can be transformed to an open space which is a suitable place for wind turbines.
- Parking
In condition of high density, tower is suitable for storage of mobility .

Underground Urban Sequence

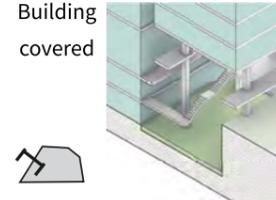


Cat-walk



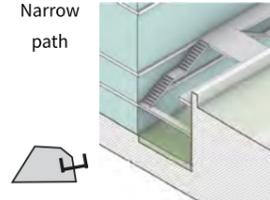
In southern part of the building, there's narrow cantilever slabs which can expand underground letting air and light to the floors underneath.

Building covered



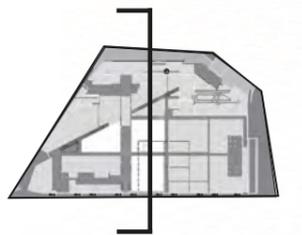
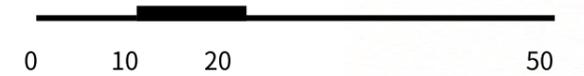
In western part of the building, there's a separate building. lower part of the building can be connected to outdoor corresponding to the groundscape

Narrow path



In eastern part of the building, the pedestrian path is narrow and it can be replaced with bridges above the sunken boundary.

Tower Axonometric



- 1 Tower
- 2 Theater
- 3 Raining Plaza
- 4 Social Space
- 5 Light Passage





Paul-Louis SPIRAL

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Candidature N° : 186

Etape: Projet

1 →

Informations sur le projet

2 → Titre du projet *

EN ANGLAIS

CINEMA FACTORY

Dernière modification: 22/05/2022 - 20:13:04 Par: Paul-Louis

3 → Nom de l'équipe

(si équipe, ou souhait d'être nommé en tant que groupement ou agence)

ATELIER SPIRAL/BLAZY

Dernière modification: 22/05/2022 - 20:13:14 Par: Paul-Louis

4 → Description courte du projet *

EN ANGLAIS

After having identified the many qualities of the place: its strategic position at the crossroads of major axes, its accessibility thanks to the proximity of two stations, the many car accesses, its basements and roof suitable for vehicles, and the large volumes to be invested ; we took the gamble of developing a film studio complex there. This program could take advantage of the site's potential and create a dynamic of creation in the heart of Lille, a new centrality around the «Cinema Factory», whose different spaces, mixing with the shopping center, reveal to the public the complexity of an unknown process of creation. The regular structural grid and the many vertical circulations allowed us, in a second step, to imagine the sequence of spaces and the organization of one-way and differentiated flows, an essential element for the functioning of a movie studio as well as for a parking. Then we imagined the sets, central spaces around which all the others are organized, like large hermetic boxes crossing the building in all its height before emerging on the roof to deal with the most ambitious filming projects. Workshops and storage rooms on the plateau are all spaces that require natural lighting. Thus, like the skylights at the foot of each tower, we dug the layers of the building to bring light from the first to the last floor.

Dernière modification: 22/05/2022 - 20:13:20 Par: Paul-Louis



Paul-Louis SPIRAL
Architecte HMONP



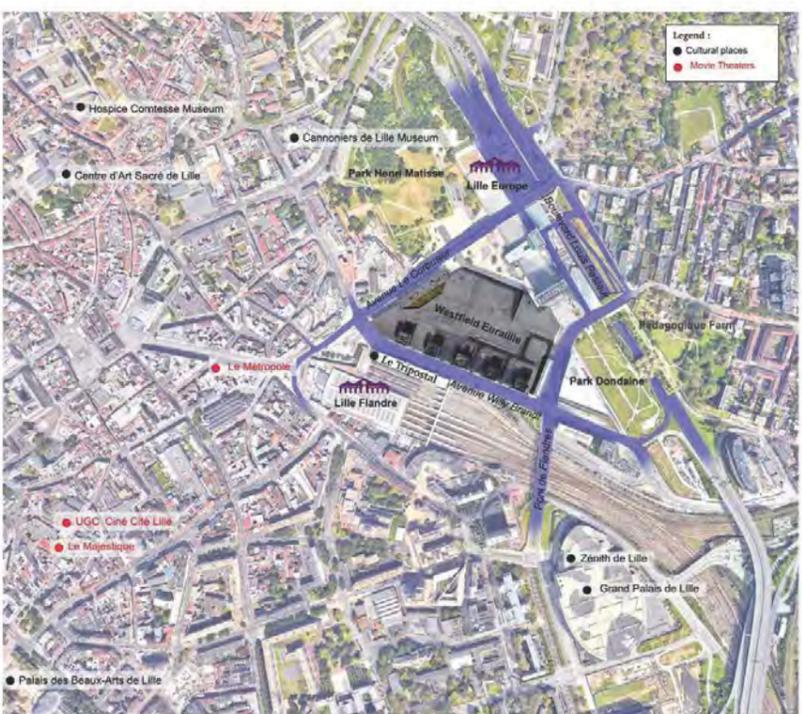
Constance BALZY
Architecte DE



Marc Siebert
Architecte DE - Ingénieur Structure

Mutation of an underground car park in a Cinema Studio/Factory of the 7th art' crafts

30% of the existing car park retained
75% of the shopping center preserved.



EXISTANT ACTUAL



PROJET PROJECT

4 FLOW : EXTRAS ACTORS MATERIAL TECHNICIANS

who must not cross paths before arriving on the set

⇒ The typology of Parking architectures with its **distinct flows** and its **separate entrances** and exits makes it possible to adapt to the constraints of a film studio

2 TYPES OF SPACES

The current post-beam system (7.5 m X 7.5 m) is dismantled at the level of the two platforms and over the entire height of the building to avoid the load recovery. A self-supporting lattice-work closes the volume

The current grid of the posts makes it possible to arrange the space in a modular way between the Workshops and the Storage facilities

DISTRICT
A place to promote cinema in Hauts-de-France, and to rethink the place of Eurallille district in its city

Légende FR

Les flux

- Matériel
- Acteurs
- Figurants
- Techniciens

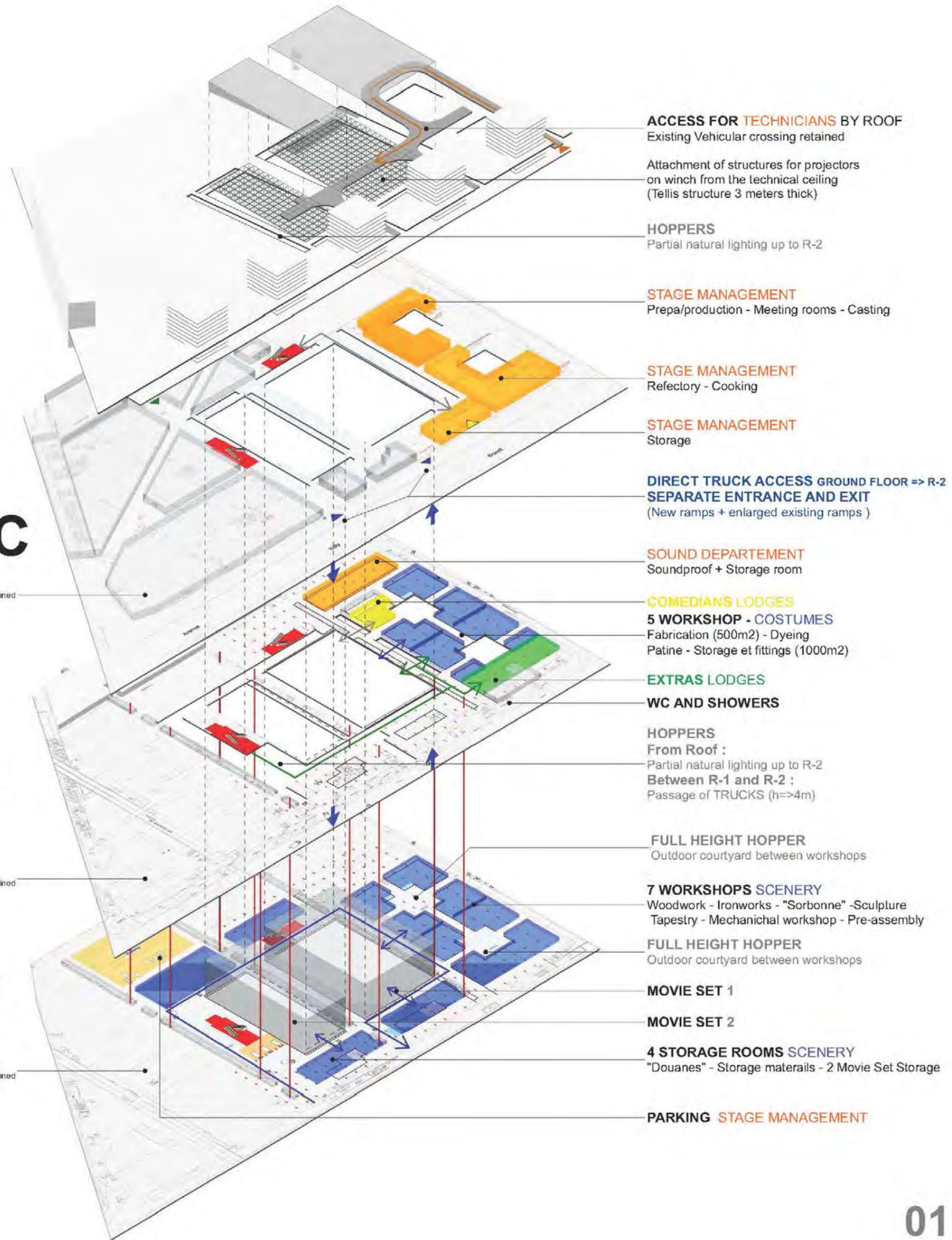
Les accès

- Matériel
- Acteurs
- Figurants
- Techniciens

RDC

R-1

R-2



CINEMA FACTORY

Paul-Louis SPIRAL - Constance BLAZY



Road roof retained for access to the technical ceiling of movie set

workshop lighting thanks to hoppers

20% of the R-2 area lit in natural light 3600 m² of movie set 7500 m² of annexes WORKSHOP et STORAGE



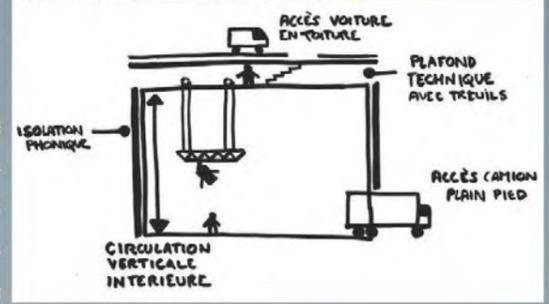
Views emerge from walkways



DIAGRAM : MOVIE SET

(EN)

- Soundproofing
- Roof Acces
- Technical ceilings
- GroundFloor Truck Acces
- Vertical Circulation





Iana Kim

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Référence : ff1d4f67ee

Candidature N° : 176

Etape: Projet

1 →

Informations sur le projet

2 → Titre du projet *

EN ANGLAIS

NEW LAYER CITY

Dernière modification: 22/05/2022 - 16:16:04 Par: Iana

3 → Nom de l'équipe

(si équipe, ou souhait d'être nommé en tant que groupement ou agence)

ARCHIMATES

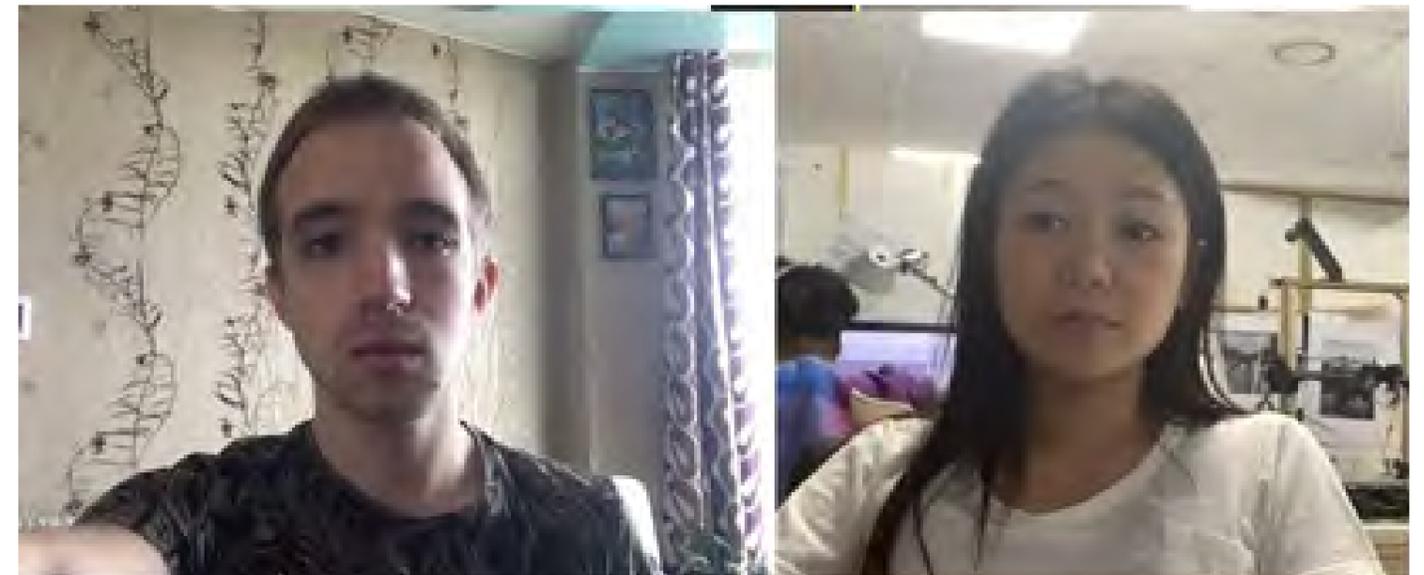
Dernière modification: 22/05/2022 - 16:16:10 Par: Iana

4 → Description courte du projet *

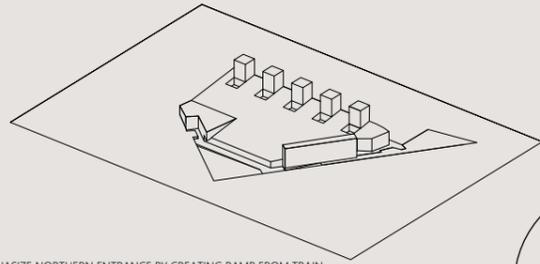
EN ANGLAIS

The main idea of the project is to bring to the underground levels of the Triangle Des Gares natural, "breathing" space which reinvents the building itself. We interfere the architectural piece by Jean Nouvel respecting the existing structural systems. To accomplish the idea, we organize the spacious entrance from the north leading to the green open yard through the big covered atrium. This system brings natural light through all the floors down to the underground level. In order to develop the car parking space, we unite two underground floors into one and create the system of volumes and voids, a representation of old city center blocks. These volumes provide flexibility to the space in terms of usage, allowing to fill it with any program according to the needs of time. Still, with the present demand for parking lots we organize the automatic car storage system in some of the blocks. In the future it can be easily changed, since the solution is completely sustainable. Thus, connected with the surrounding underground infrastructures, full of light and peace, new reinvented space of car parking is supposed to be not only a pleasant buffer between lower and upper levels of Lille, but also an independent environment for new programs in the dense city.

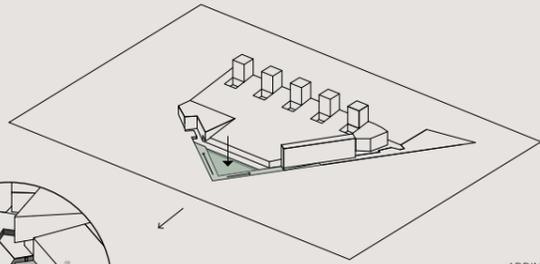
Dernière modification: 21/05/2022 - 17:19:33 Par: Iana



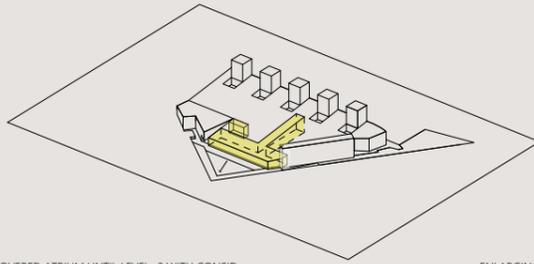
new layer city



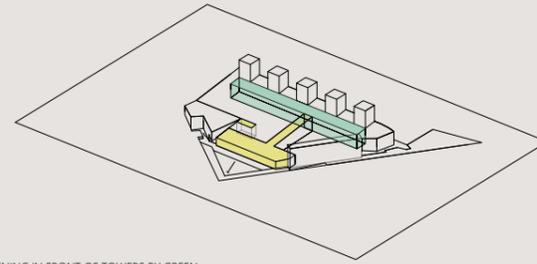
EMPHASIZE NORTHERN ENTRANCE BY CREATING RAMP FROM TRAIN STATION LILLE EUROPE TOWARDS THE BUILDING



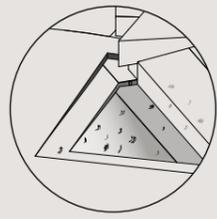
ADDING SPACIOUS COVERED ATRIUM UNTIL LEVEL -2 WITH CONSIDERATION OF EXISTING ATRIUM ON THE FIRST FLOOR



ENLARGING EXISTING OPENING IN FRONT OF TOWERS BY GREEN OPEN YARD UNTIL THE GROUND LEVELS



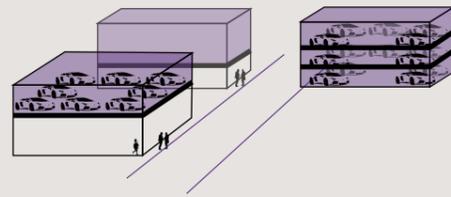
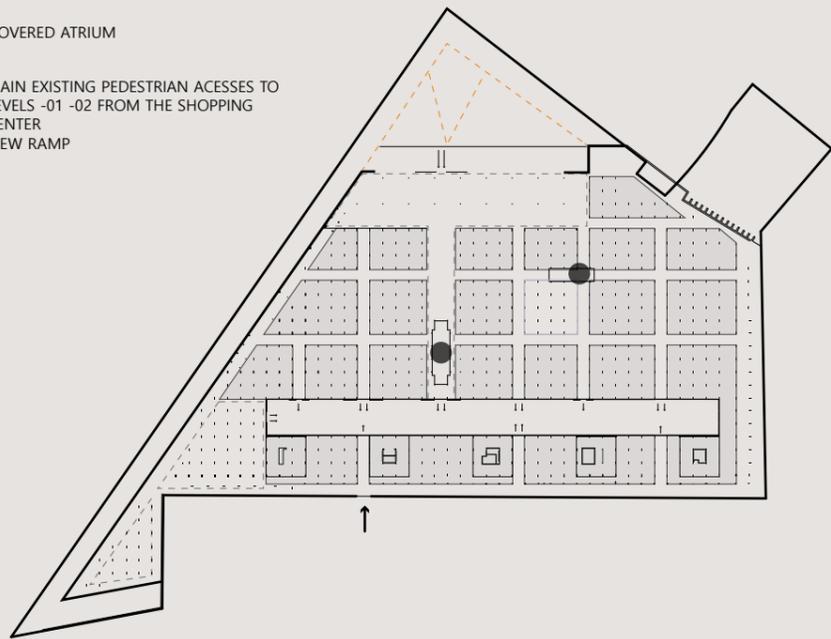
UNITE TWO UNDERGROUND FLOORS AND CREATE SYSTEM OF VOLUMES AND VOIDS



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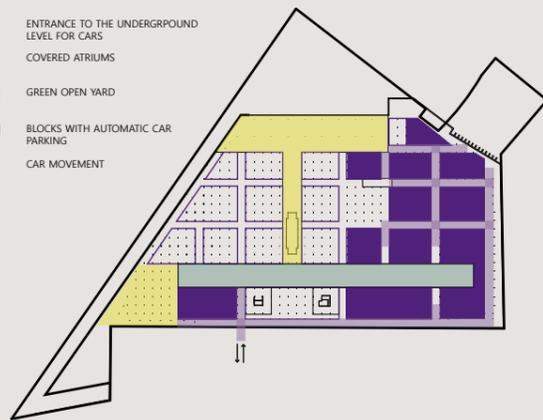
PLAN

- COVERED ATRIUM
- MAIN EXISTING PEDESTRIAN ACCESSES TO LEVELS -01 -02 FROM THE SHOPPING CENTER
- - - NEW RAMP



CAR CIRCULATION

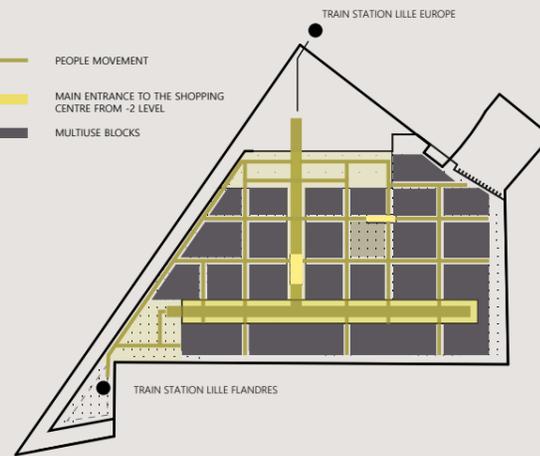
- ENTRANCE TO THE UNDERGROUND LEVEL FOR CARS
- COVERED ATRIUMS
- GREEN OPEN YARD
- BLOCKS WITH AUTOMATIC CAR PARKING
- CAR MOVEMENT



BLOCKS WITH AUTOMATIC CAR PARKING SYSTEM

PEOPLE CIRCULATION

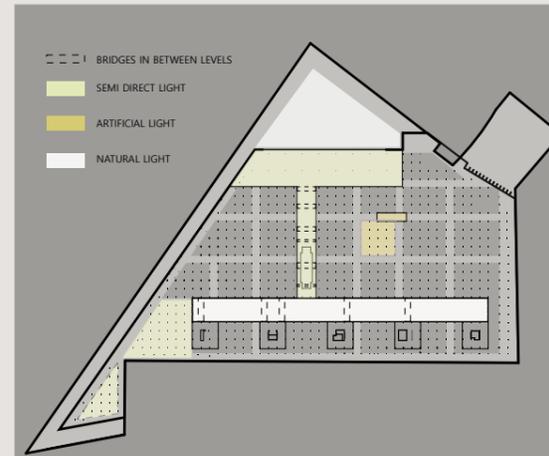
- PEOPLE MOVEMENT
- MAIN ENTRANCE TO THE SHOPPING CENTRE FROM -2 LEVEL
- MULTIUSE BLOCKS



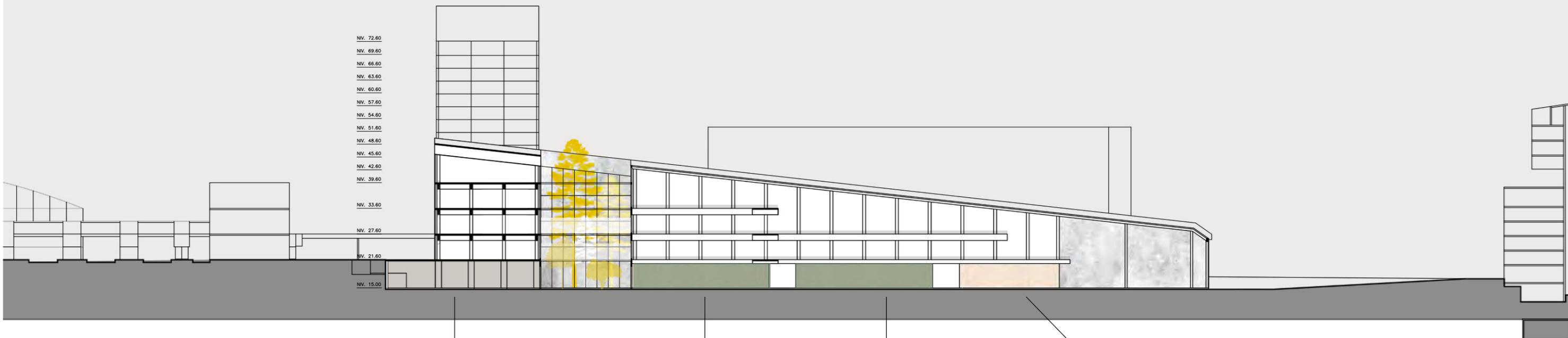
AS WE USE AUTOMATIC CAR PARKING SYSTEM IT ALLOWS PEOPLE TO USE ALL EXISTING BLOCKS AND WITH THAT MOVE BETWEEN THEM AS IT WOULD BE STREETS.

LIGHT DIAGRAM

- BRIDGES IN BETWEEN LEVELS
- SEMI DIRECT LIGHT
- ARTIFICIAL LIGHT
- NATURAL LIGHT



new layer city



URBAN FARMS
CERAMICS
ARTIST WORKSHOPS
OPEN STUDIOS

GREEN OPEN YARD ALLOWS TO USE SPACE
IN VARIOUS WAYS



LACK OF NATURAL LIGHT
CAN BE BENEFICIAL FOR AC-
TIVITIES SUCH AS LIBRARY
ALSO NATURAL CAN BE DE-
LIVERED THROUGH DIFFER-
ENT SYSTEMS TO USE IT IN
URBAN FARMS AND CLOSED
GARDENS



DIFFERENT TYPES OF
ACTIVITIES CAN BE
OBTAINED INCLUDING
GYM, COWORKING
SPACE, DATA BASE
CENTERS





Escamilla-Guerrero Marcos

marcos.escamillag@gmail.com

Référence : d6b06998cf

Candidature N° : 145

CARPARK FUTURES COMPETITION 2022

CANDIDATURE N° 24
EURALILLE ATHLETIC CLUB

CHICAGO, USA

Etape: Projet

1 →

Informations sur le projet

2 → Titre du projet *

EN ANGLAIS

EURALILLE ATHLETIC CLUB

Dernière modification: 22/05/2022 - 21:44:31 Par: Escamilla-Guerrero

3 → Nom de l'équipe

(si équipe, ou souhait d'être nommé en tant que groupement ou agence)

M.I.E.S GROUP

Dernière modification: 22/05/2022 - 21:44:41 Par: Escamilla-Guerrero

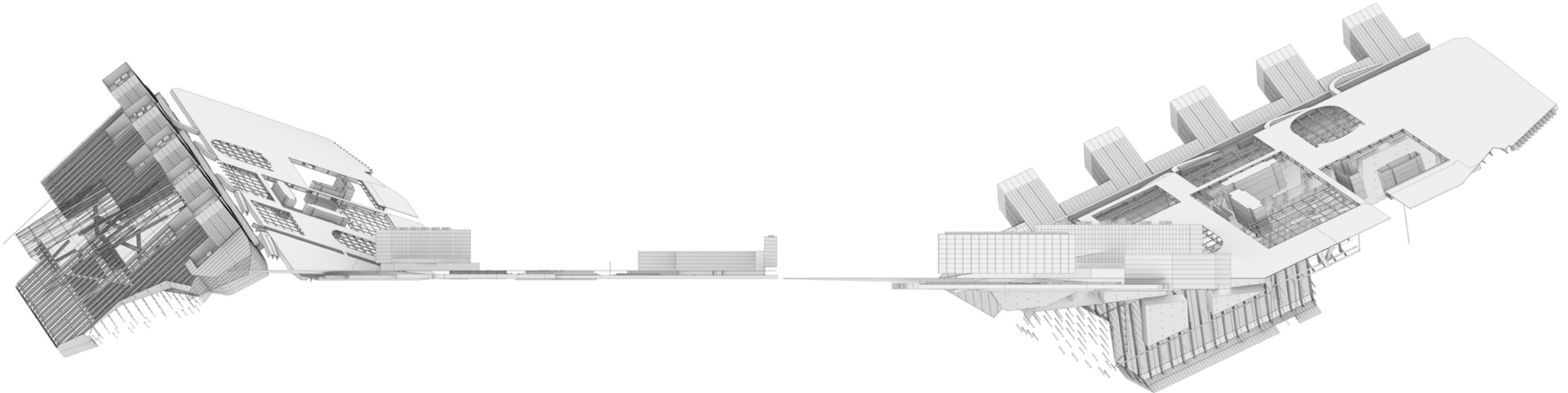
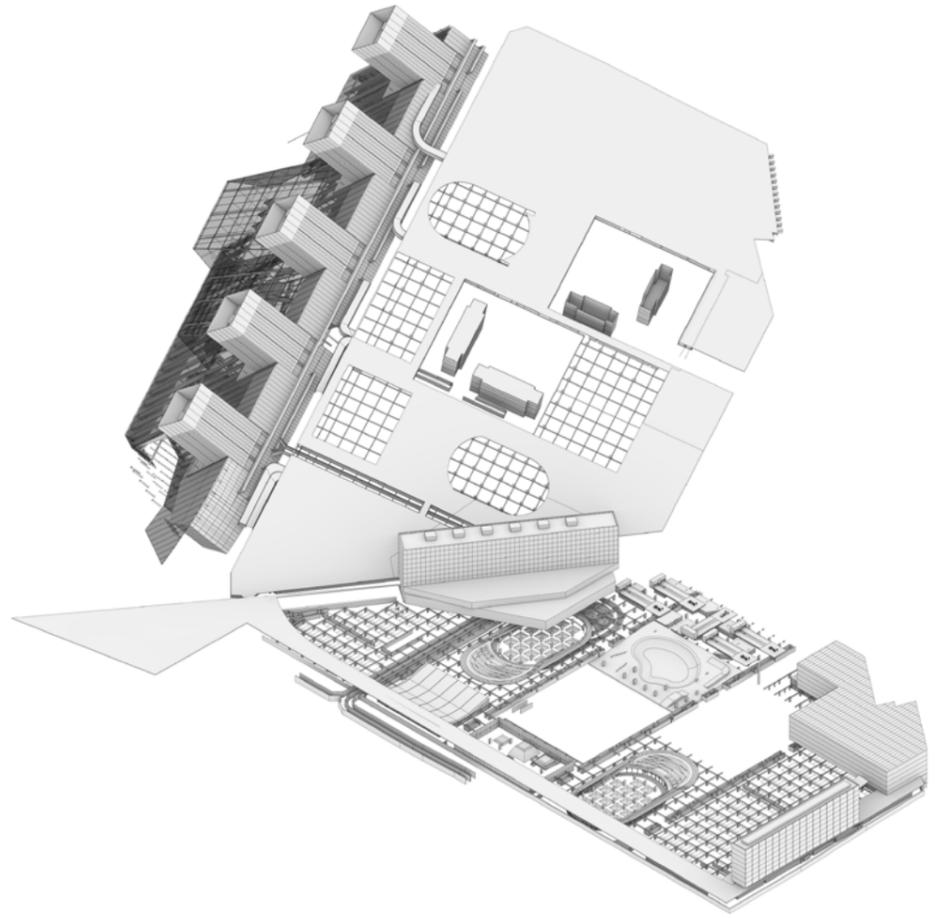
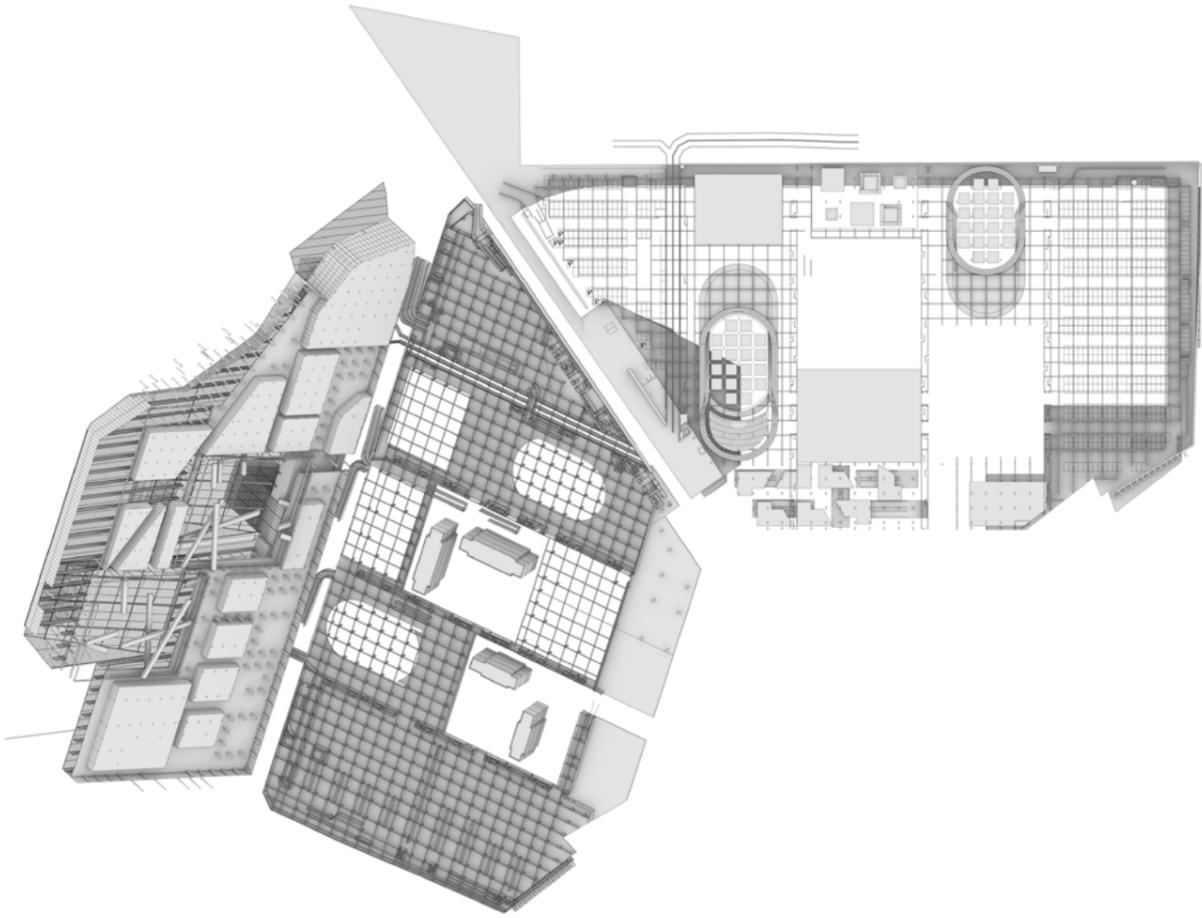
4 → Description courte du projet *

EN ANGLAIS

The Euralille Athletic Club is a proposal of threefold: the transition from locomotive movement to human movement, the adaptation of the proposed programs to the current carpark's rigid conditions, and the activation of all levels through the presence of natural light. We believe the future of carparks calls for a metamorphosis in the subject of movement. Carparks are no longer adequate in addressing the current built environment by only providing storage for machines and should focus more on human and fitness. In our proposal, the imposition of sports venues such as running paths and bicycle lanes represents the hope of the initializing the change of movement. Secondly, while analyzing the composition of the building, we identified a present grid provided for the means of egress and the circulation of the carpark. We decided to introduce our proposed program within a 9-square order that emerged from the components. Delicate attention was placed on existing structural elements, then we adapted the sports which resulted in an innovative layout for these activities. Lastly, we learned that, historically, underground parking was intended for preserving public spaces above ground in Europe. With that notion, our proposal aims to reverse the desolate spatial quality of underground parking by bringing natural daylight and fresh air into the Euralille complex. We strongly believe that these three aspects of intervention will provide human energy to a building meant for machines.

Dernière modification: 22/05/2022 - 21:46:18 Par: Escamilla-Guerrero





THE GRADIENT

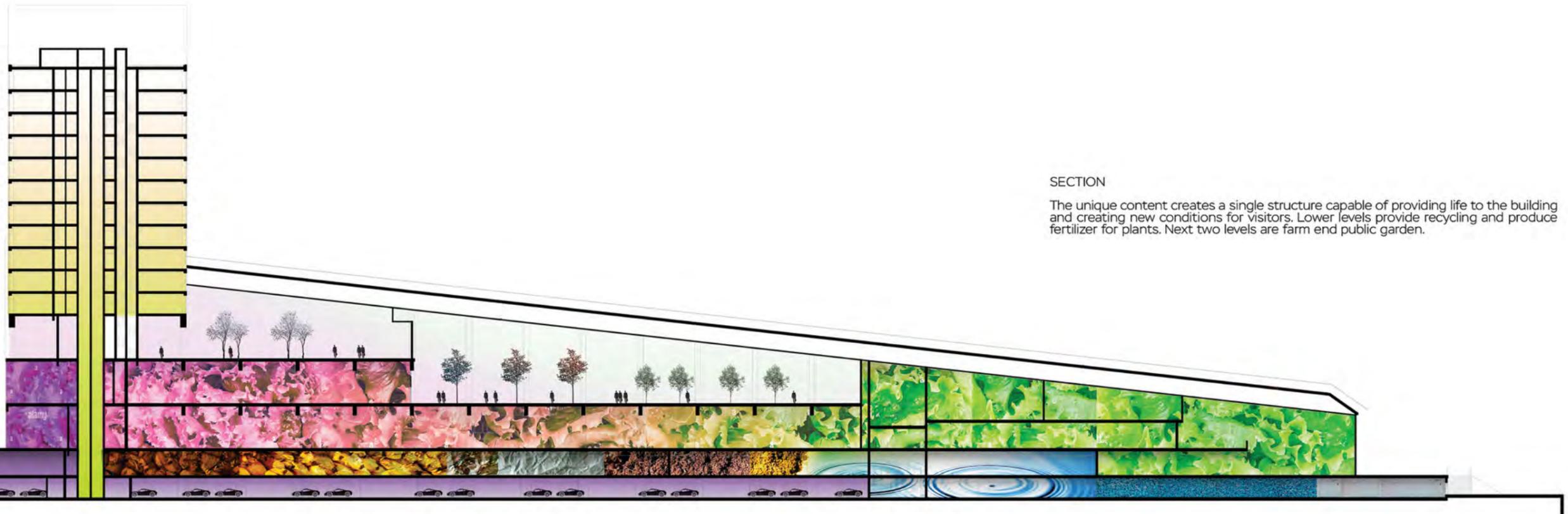
Can we give a new life to the existing building, rethink its use and fill it with functions to maintain the environment and balance in the city? We decided to rethink the parking building and turn it into an environmentally friendly structure that could function not only as a self-sufficient body, but also an important driving force for the development of the city.

Our concept is to fill the parking lot with features that will partially solve environmental problems with waste recycling and disposal. A new formed structure functions harmoniously as a single organism integrated into the urban environment. Transformed parking levels form peculiar systems where the waste is converted into materials for reuse.

The first level of the parking lot partially retains its original function. There are now tanks for used water collected from offices, as well as rainwater from the roof. Here it is cleaned in the filters. In the future, it will be reused as a technical or for watering plants. This level also includes collection facilities for plastic and waste from offices and adjacent buildings that are not recycled in this structure. These wastes are shredded and compacted for convenient and fast further transportation by special services for disposal at waste processing plants. The server rooms, electric generators, and sorting and storage facilities for farm-grown plants and fruits are also located on this floor. From here, the products will be immediately exported for sale in the local stores.

All used paper products are sorted, cleaned, recycled and can be used for a new paper production. Organic waste from all office premises reaches the second level of the building, where it is composted with special technology. As a result, formed organic materials can be used as the fertilizer for the plants. Other wastes from the recycling process end up in special tanks and are ready for export and further disposal.

The third level - urban farm, which as the sun's rays form a kind of gradient of plants (mosses, grasses, root, crops etc.). Plants will provide shade, cool and filter the air, produce oxygen and absorb CO2. A huge part of our farm is a community gardening accessible to the public, providing space for citizens and office staff to cultivate plants for food or recreation. Many ornamental plants, edible plants and fruit trees will be grown here. Thus, we not only create a green urban oasis for recreation and oxygen saturation, but also contribute to the economy and future development of the city.



SECTION

The unique content creates a single structure capable of providing life to the building and creating new conditions for visitors. Lower levels provide recycling and produce fertilizer for plants. Next two levels are farm end public garden.



Dilai Serhii

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Candidature N° : 98

Etape: Projet

1 →

Informations sur le projet

2 → Titre du projet *

EN ANGLAIS

THE GRADIENT

Dernière modification: 22/05/2022 - 11:43:54 Par: Dilai

3 → Nom de l'équipe

(si équipe, ou souhait d'être nommé en tant que groupement ou agence)

Guess Line Architects

Dernière modification: 13/05/2022 - 14:23:55 Par: Dilai

4 → Description courte du projet *

EN ANGLAIS

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Dernière modification: 22/05/2022 - 12:29:53 Par: Dilai



THE GRADIENT

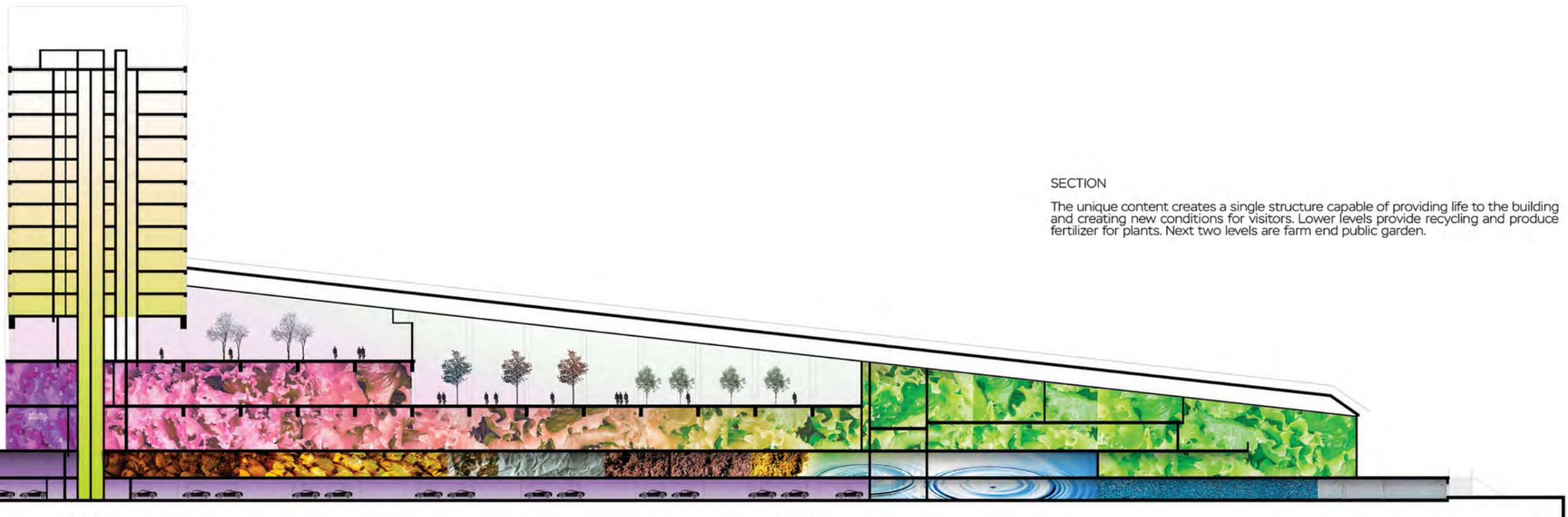
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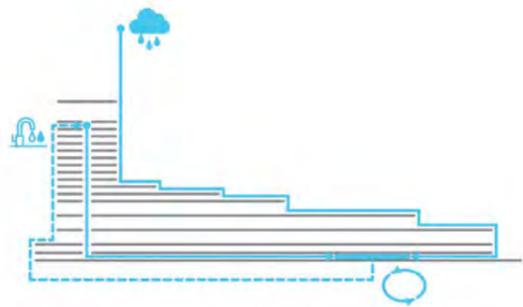
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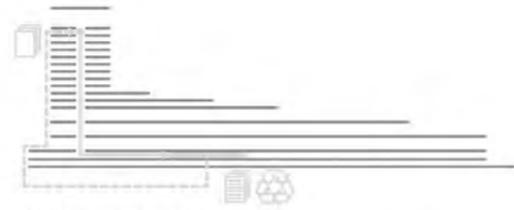
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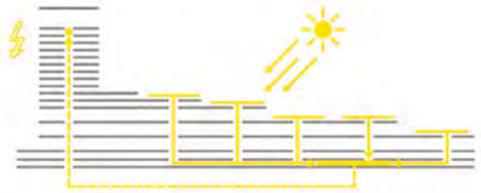
THE CYCLE OF RAINWATER AND USED WATER FROM OFFICES

Collection, purification and reuse of water for any needs of the building. Filtration could separate water into the drinking water reservoir or household water treatment. The last method will provide watering of the farm, garden and roof public square.



OFFICE PAPER RECYCLING

Paper waste can be recycled into paper for reuse in the same building.



SOLAR ENERGY

The generation of solar energy will supply passive heating and conditioning, lights and appliances in the office.



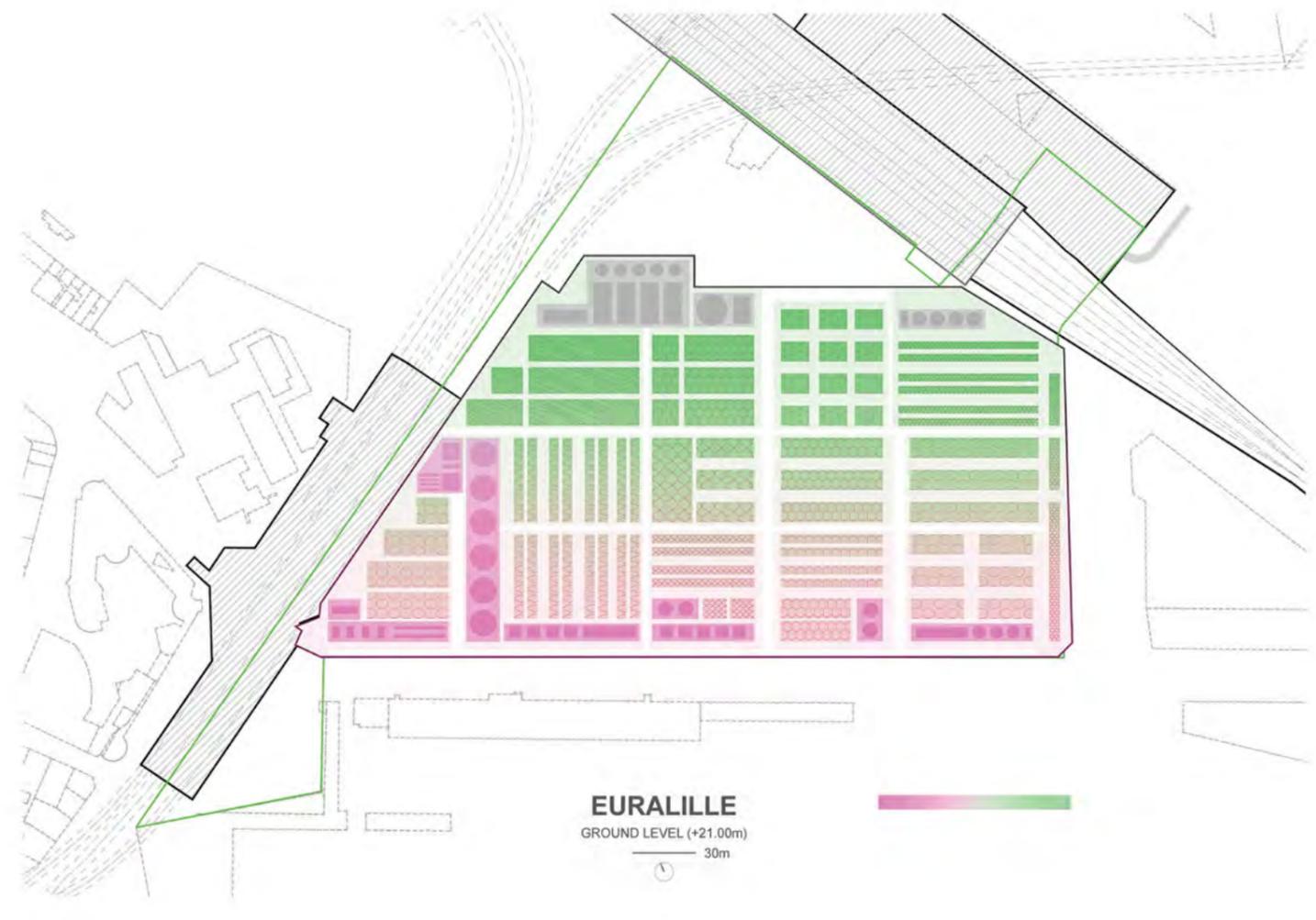
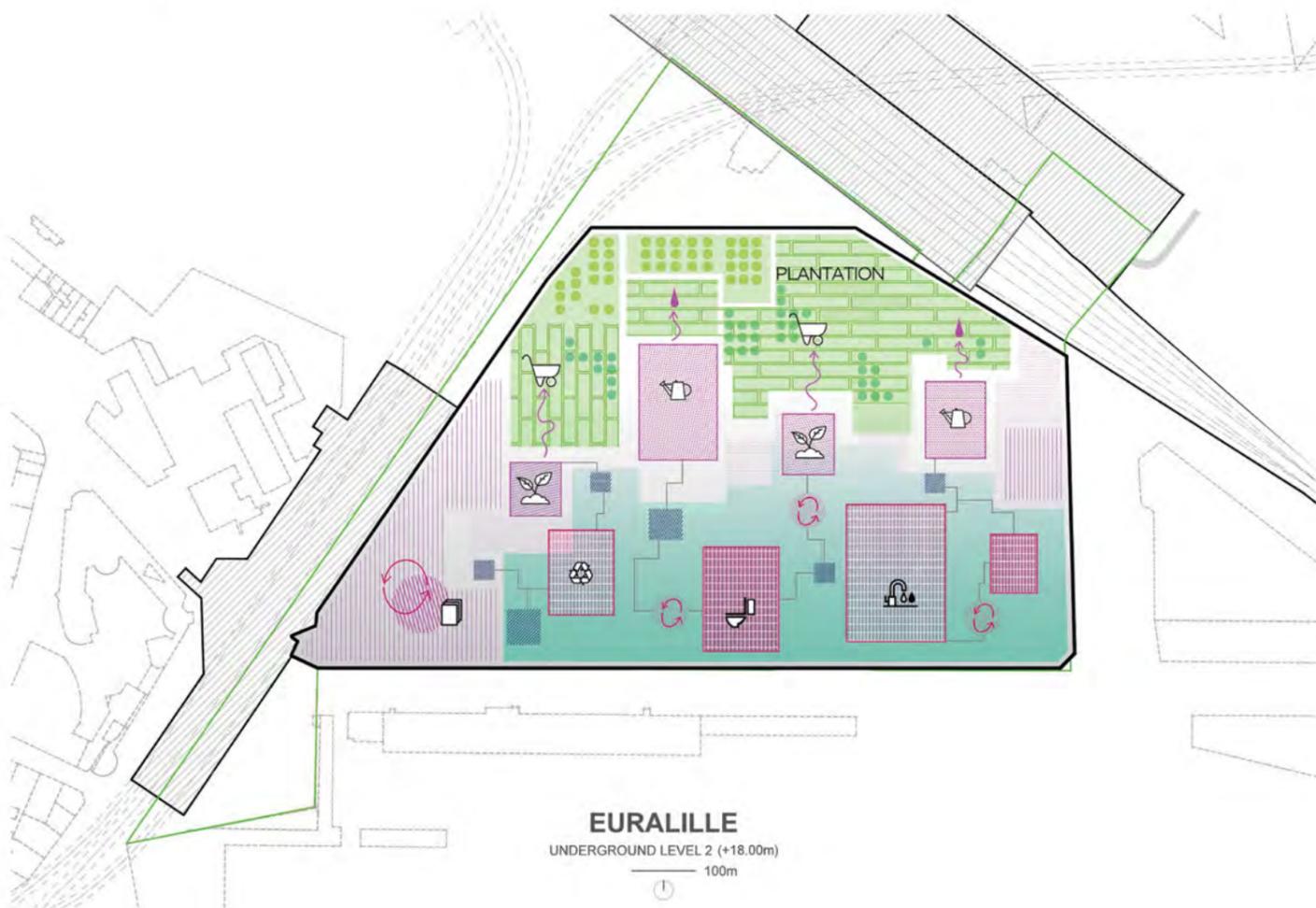
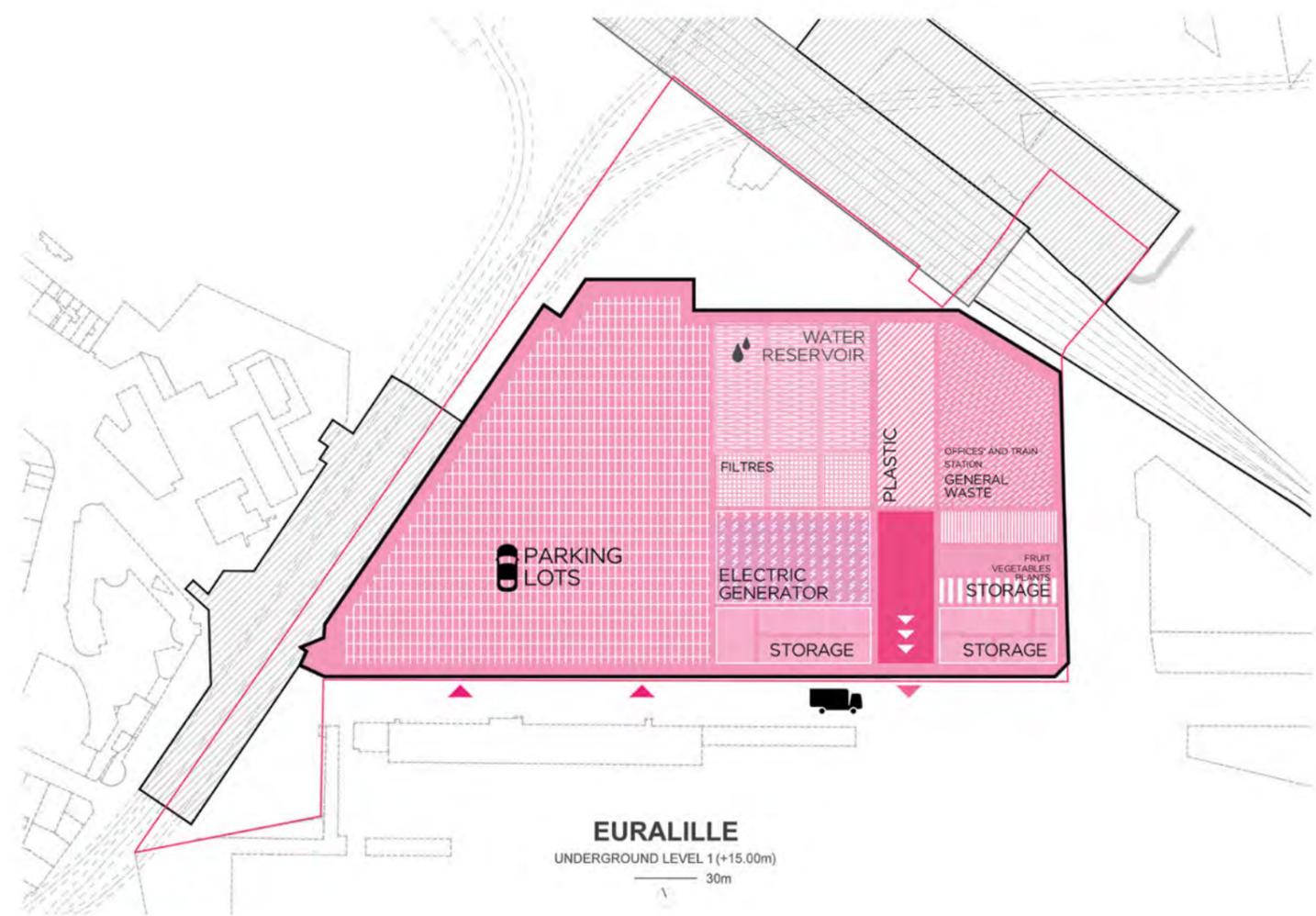
SEWAGE WASTE RECYCLING

Collecting and recycling sewage waste will provide fertilizer and watering for farm plantations as well. Reservoirs are divided into liquid and solid waste.



ORGANIC WASTE RECYCLING

Collecting and recycling of organic waste will provide fertilizer for own farm plantation or export to another production.





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Candidature N° : 85

CARPARK FUTURES COMPETITION 2022

CANDIDATURE N° 26
UNDERLILLE

PARIS, FRANCE

Etape: Projet

1 →

Informations sur le projet

2 → Titre du projet *

EN ANGLAIS

UNDERLILLE

Dernière modification: 22/05/2022 - 21:21:26 Par: Lee

3 → Nom de l'équipe

(si équipe, ou souhait d'être nommé en tant que groupement ou agence)

Junho Lee

Dernière modification: 22/05/2022 - 21:21:31 Par: Lee

4 → Description courte du projet *

EN ANGLAIS

Underlille is included in Euralille by connecting their underground spaces. It ensures the connections between different hubs: The Lille Europe and Lille Flandres train stations with the subway and tramway stations associated. It also goes a little further to extend to the "Tri Postal" building. Therefore, the underground area will reunite culture and means of transportation. This project can be divided into 4 cardinal points. Opening and revealing both car parks level R-1 and R-2 on the north facade by dismantling the "François Mitterand" square and creating a planted forecourt, creating a link between the Lille Europe train station, Underlille and the Henri Matisse park. Linking through the underground: to the "François Mitterand" square to the "Lille Flandres" train station and its subway and tramway stations. Extending the underground area to the "Tri Postal": the street will become a transparent cover bringing the light in. The ground will turn into a roof, inviting pedestrians to go underneath. This opening on the "Willy Brandt avenue" will create a new door to the whole city transportation network, but also an extension to the "Tri Postal" to the underground. Turning car parks into multiple purpose areas while questioning the underground promenade through the creation of patios in the open air.

Dernière modification: 22/05/2022 - 21:24:40 Par: Lee



UNDERLILLE

- 1.** Opening and revealing both car parks level R-1 and R-2 on the north facade by dismantling the «François Mitterrad» square and creating a planted forecourt, creating a link between the Lille Europe train station, Underlille and the Henri Matisse park.
- 2.** Linking through the underground: to the «François Mitterrad» square to the «Lille Flandres» train station and its subway and tramway stations.
- 3.** Extending the underground area to the «Tri Postal»: the street will become a transparent cover bringing the light in. The ground will turn into a roof, inviting pedestrians to go underneath. This opening on the «Willy Brandt avenue» will create a new door to the whole city transportation network, but also an extension to the «Tri Postal» to the underground.
- 4.** Turning car parks into multiple purpose areas while questioning the underground promenade through the creation of patios in the open air.

On the right.

From a patio : These patios serve two purposes: the first one is architectural: they bring air, light and manage to collect water. The second is the desire to create meeting spaces, breaks areas and also a sports hall. The patios will punctuate the pathway and serve as signals.



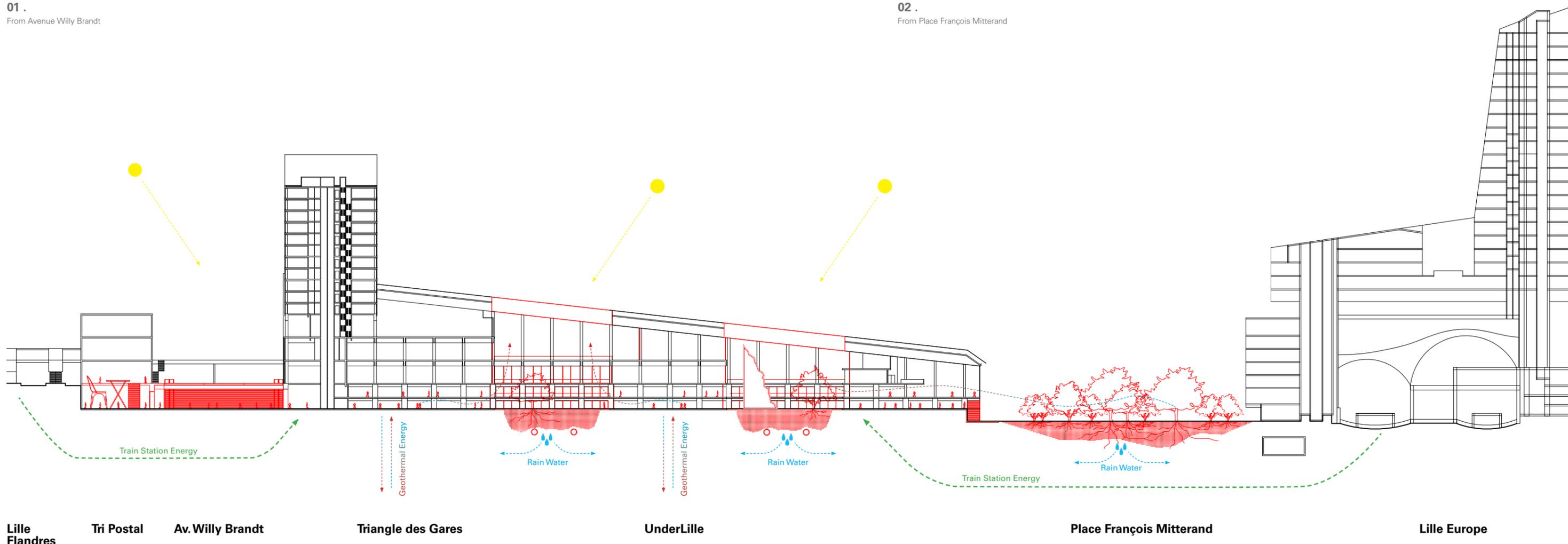
UNDERLILLE



01 .
From Avenue Willy Brandt



02 .
From Place François Mitterand



**Hung Fai**fai@common-ground.hk
Référence : af5dd9a7d0
Candidature N° : 77

Etape: Projet

1 →

Informations sur le projet2 → **Titre du projet ***

EN ANGLAIS

SYNC

Dernière modification: 22/05/2022 - 20:54:45 Par: Hung

3 → **Nom de l'équipe**

(si équipe, ou souhait d'être nommé en tant que groupement ou agence)

Common Ground

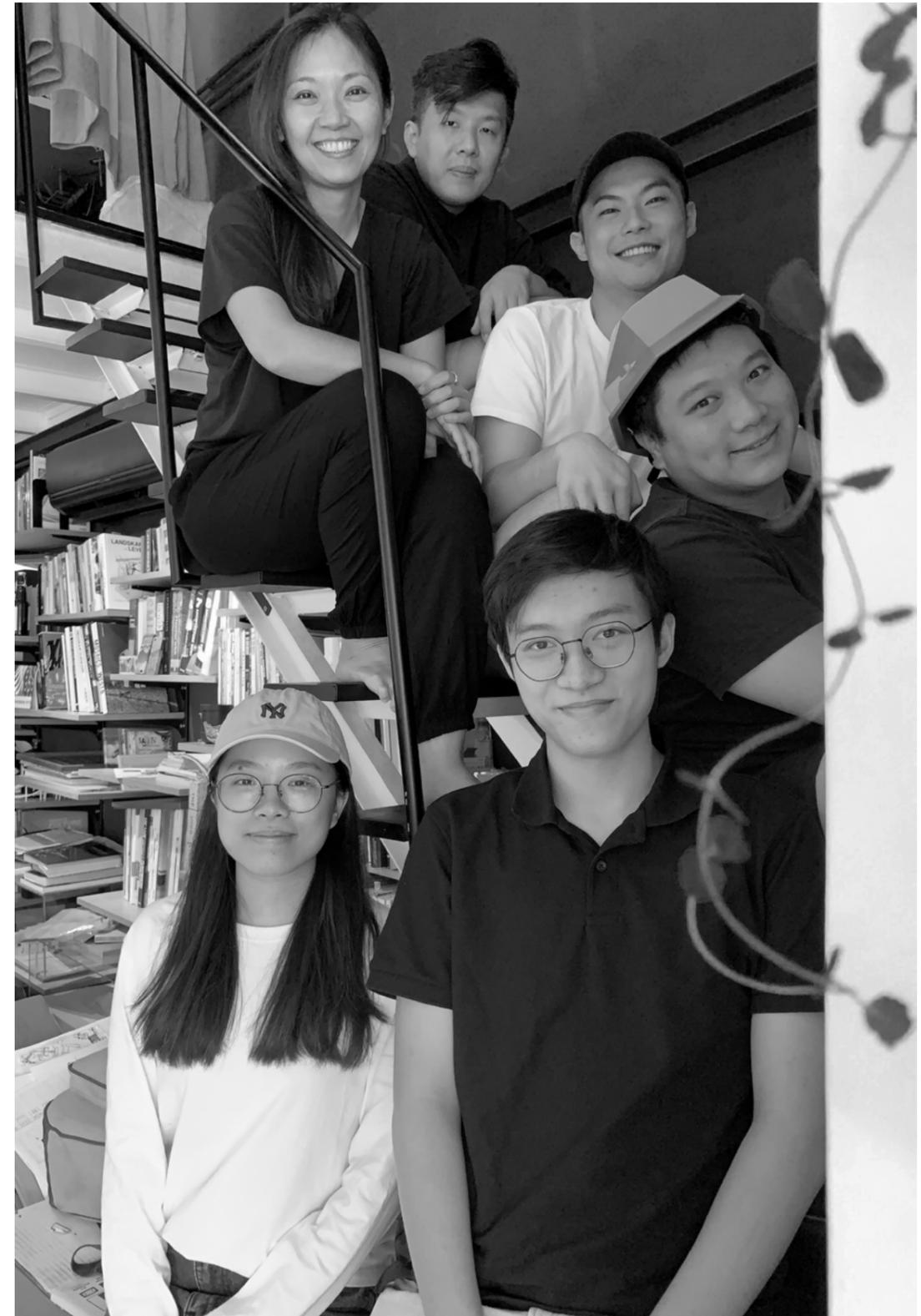
Dernière modification: 22/05/2022 - 20:54:51 Par: Hung

4 → **Description courte du projet ***

EN ANGLAIS

The pandemic heated up stay-home shopping and door-to-door delivery. Both retail malls and gigantic carparks are transforming to aid new-era shopping. Substituting typical drive-and-shop experiences, our imaginary new-era shopping will be assisted by automated cars, bikes, robots, and drones. In-person shopping will have parking, selection, check-out, and delivery done by these automatons, allowing more time for experiential activities. Each service point is conveniently in close contact with cars, like docking in and out. Euralille can sync with this new norm and achieve architectural spatial quality by introducing a vertical boulevard that allows airspace for drones. Existing carparks will be converted into drive-through restaurants and shops, drive-in cinemas and motels, alongside eco-charging, parking, and repair for the automatons. Reimagining Euralille as the Gateway to Lille, it is perfect for distributing goods, supported by self-pick-up lockers at the base of the five towers. Opening up two substantial areas in Euralille brings more direct routes between nodes and allows ample light into the underground. These new and diverted journeys span multiple open layers, and in many ways, blend users' perception of ground. Culturally Euralille offers quick pre-exploration of Lille. Those arriving by rail are within walking distance of areas they can stay in or wander in Euralille, such as flea markets and wide public spaces, and have equal access of necessities with car-users

Dernière modification: 22/05/2022 - 20:57:02 Par: Hung



SYNC

CARPARK FUTURES COMPETITION 2022

DESIGN STATEMENT

The pandemic heated up stay-home shopping and door-to-door delivery. Both retail malls and gigantic car parks are transforming to aid new-era shopping.

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Culturally, Euralille offers a quick pre-exploration of Lille. Those arriving by car are within walking distance of areas they can stay in or wander in Euralille, such as flea markets and wide public spaces, and have equal access of necessities with car-users.



SERVICES	EXPERIENCES	CULTURE
GROOMING CAPSULE HOTEL SHOWER VALET DRONE RENTAL ROBOT RENTAL	CINEMA DINING ICE RINK EXERCISE LEISURE FARMING SKATE BOARDING	GALLERY PERFORMANCE BUSING Flea Market FOOD VANS OBSERVATION DECK
CAR PARKING CAR RENTAL CAR REPAIR CHARGING DRONE DELIVERY ROBOT DELIVERY	CLIMBING E-SPORTS COOKING CLASS SWIMMING POOL FAMILY PARK	ALGAE FARM DATA CENTER

BACK OF HOUSE FACILITIES	
LOGISTICS WATER TREATMENT PACKING	ALGAE FARM DATA CENTER

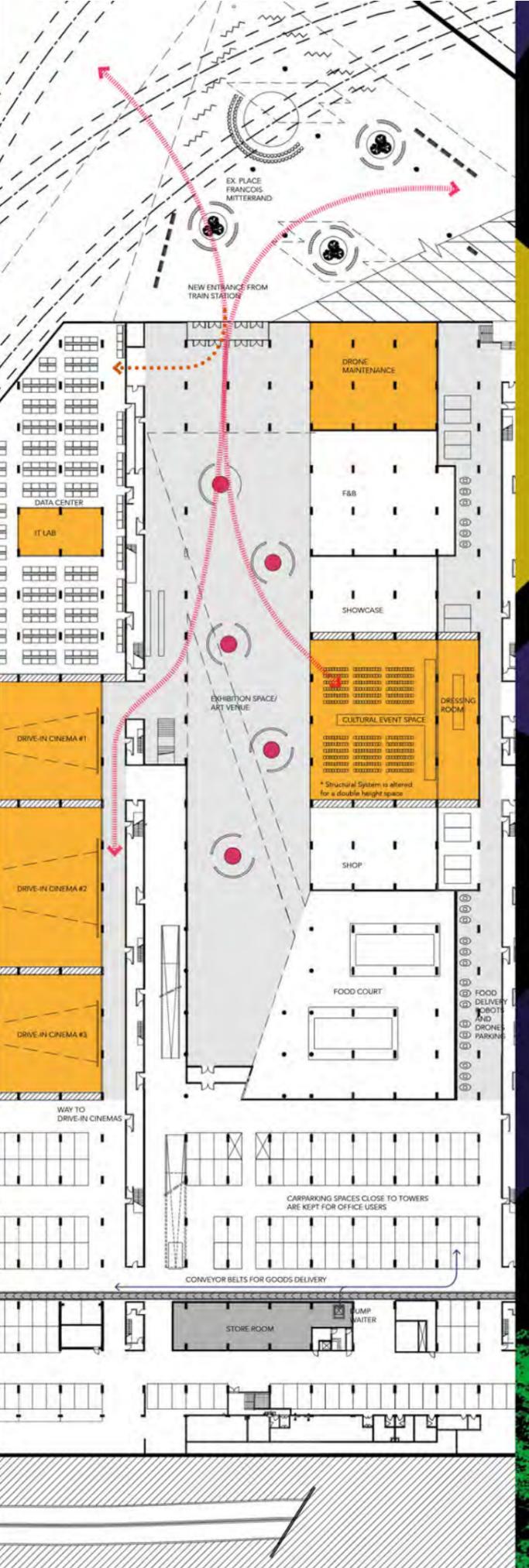
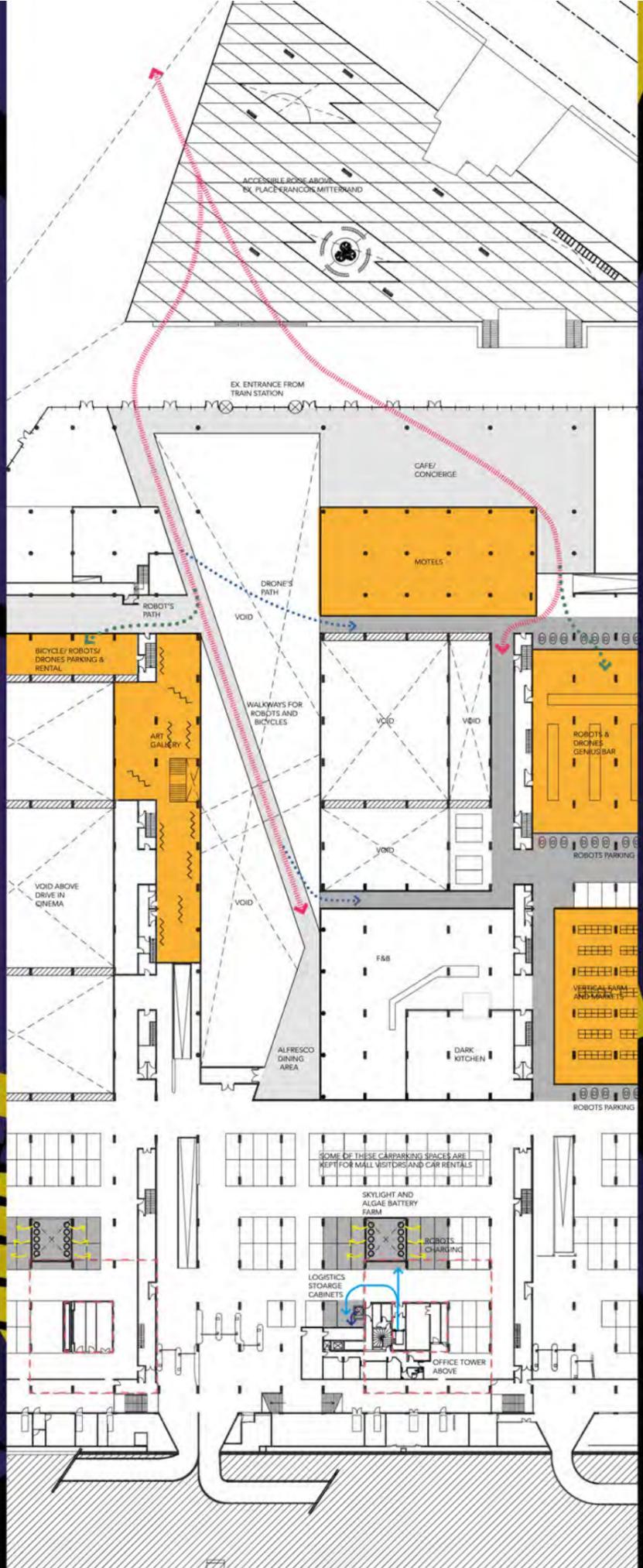
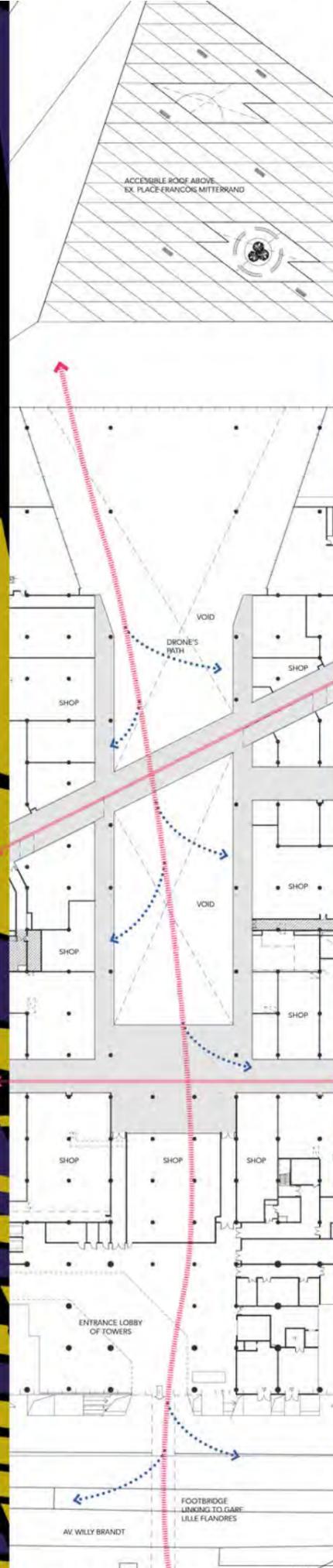


The Separated Layers and Dark Rooms

Like most underground car parks, it is an absolute luxury to have a ray of natural lighting through tiny windows, if any. Back-of-house facilities without consumer interactions are all stuck at these dark spaces. Vibrancy over layers varies dramatically.

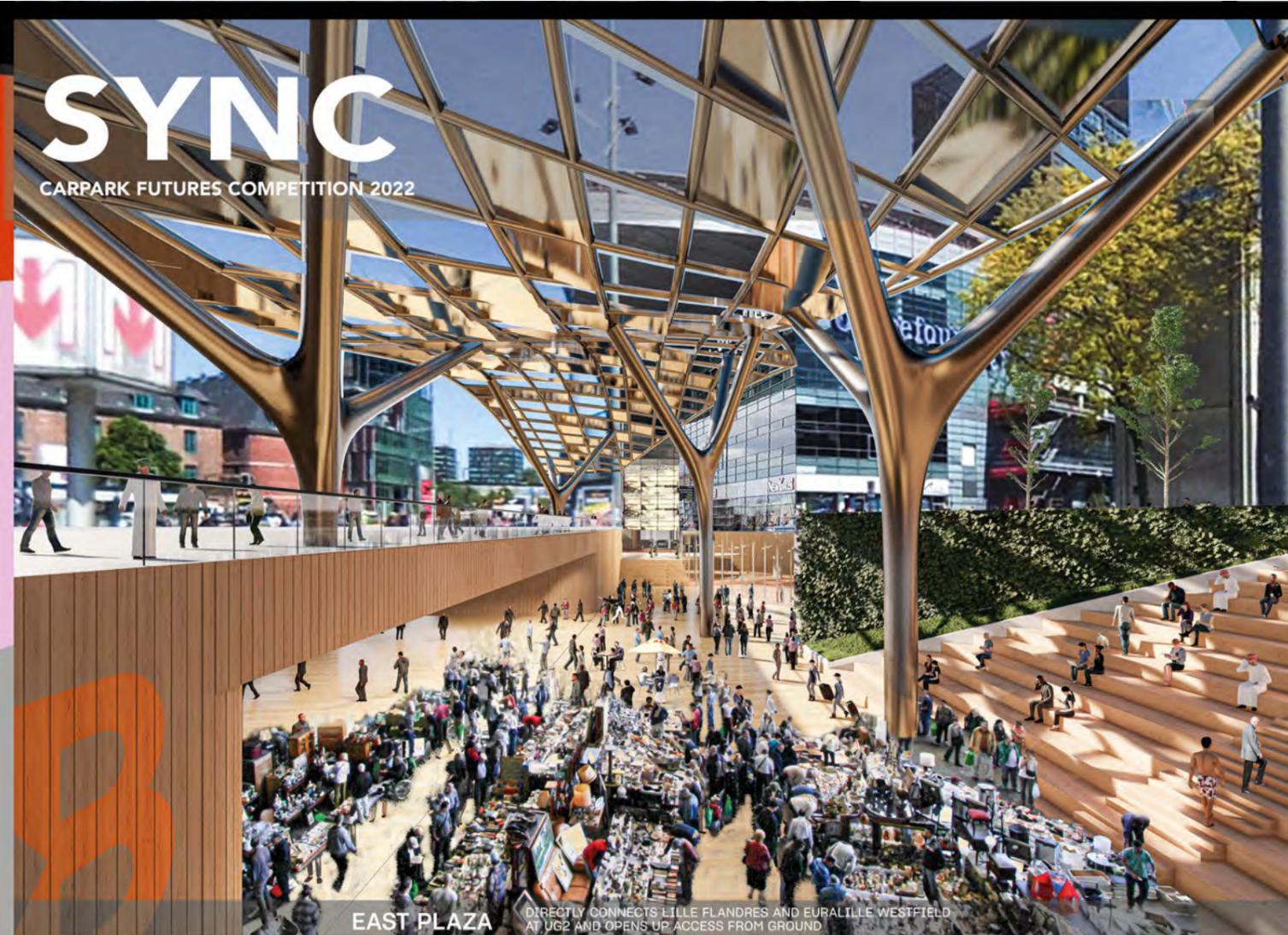
The New Era Shopping

As light penetrates through the improved spatial quality, it intensely attracts various programmes to the underground. With huge voids and enhanced accessibility, the sense of ground blur and service could happen over multiple layers.



SYNC

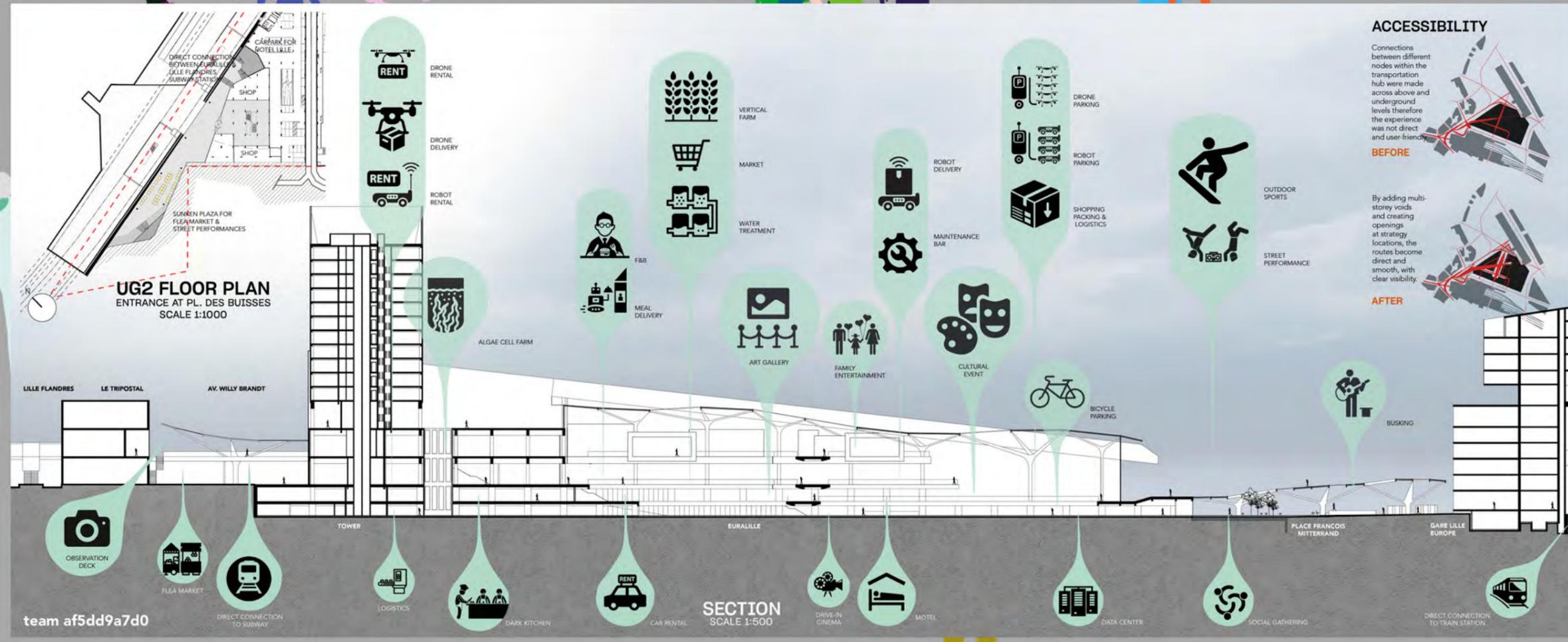
CARPARK FUTURES COMPETITION 2022



EAST PLAZA DIRECTLY CONNECTS LILLE FLANDRES AND EURALILLE WESTFIELD AT UG2 AND OPENS UP ACCESS FROM GROUND



VERTICAL BOULEVARD BRINGS IN LIGHT AND ACTIVE PROGRAMMES TO THE UNDERGROUND AND PROVIDES AIRSPACE FOR DRONES



ADDED LIGHT WELL
ALGAE CELL FARM & SERVICES CLOSE TO CORE OF TOWERS AT UG1



wolff Pauline

contact@wolff-capon.com

Référence : 04794140d3

Candidature N° : 64

CARPARK FUTURES COMPETITION 2022

CANDIDATURE N° 28
COMMON GROUND FROM XL TO XS

PARIS, FRANCE

Etape: Projet

1 →

Informations sur le projet

2 → Titre du projet *

EN ANGLAIS

Common ground from XL to XS

Dernière modification: 22/05/2022 - 19:32:57 Par: wolff

3 → Nom de l'équipe

(si équipe, ou souhait d'être nommé en tant que groupement ou agence)

Collective architecture x wolff&capon architectes

Dernière modification: 22/05/2022 - 19:32:29 Par: wolff

4 → Description courte du projet *

EN ANGLAIS

Common Ground is an architectural pattern proposition of a spatial organisation system aiming to answer the needs of different functions. Based on the rational organisation of a typical parking lot, this space can be modified on demand with the different activities' scales and temporalities. Therefore this adaptable space can welcome at the same time, on a small scale, the creation of a small company (short timing) as, on a bigger scale, the mobility's mutations (long timing). They are all gathering in the same place despite of their different timing. In order to reveal and experiment the groundspace, the intervention proposes a panel of actions on the architecture as well as the public space around This action reuses the construction frame and the building's rational organisation, but is also searching for connections with the city and all the contextual functions. The impute of light and air are essential and complete the project. A real manifesto of the metropolitan's evolution, Common Ground is a generique and contextual project: a transposable architecture witch can welcome specific uses for each time and situation.

Dernière modification: 22/05/2022 - 19:33:07 Par: wolff



PAULINE WOLFF



PERAN GUILLAUME



BASTIEN CAPON

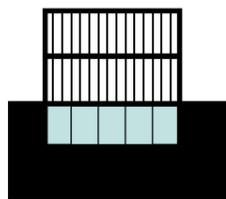
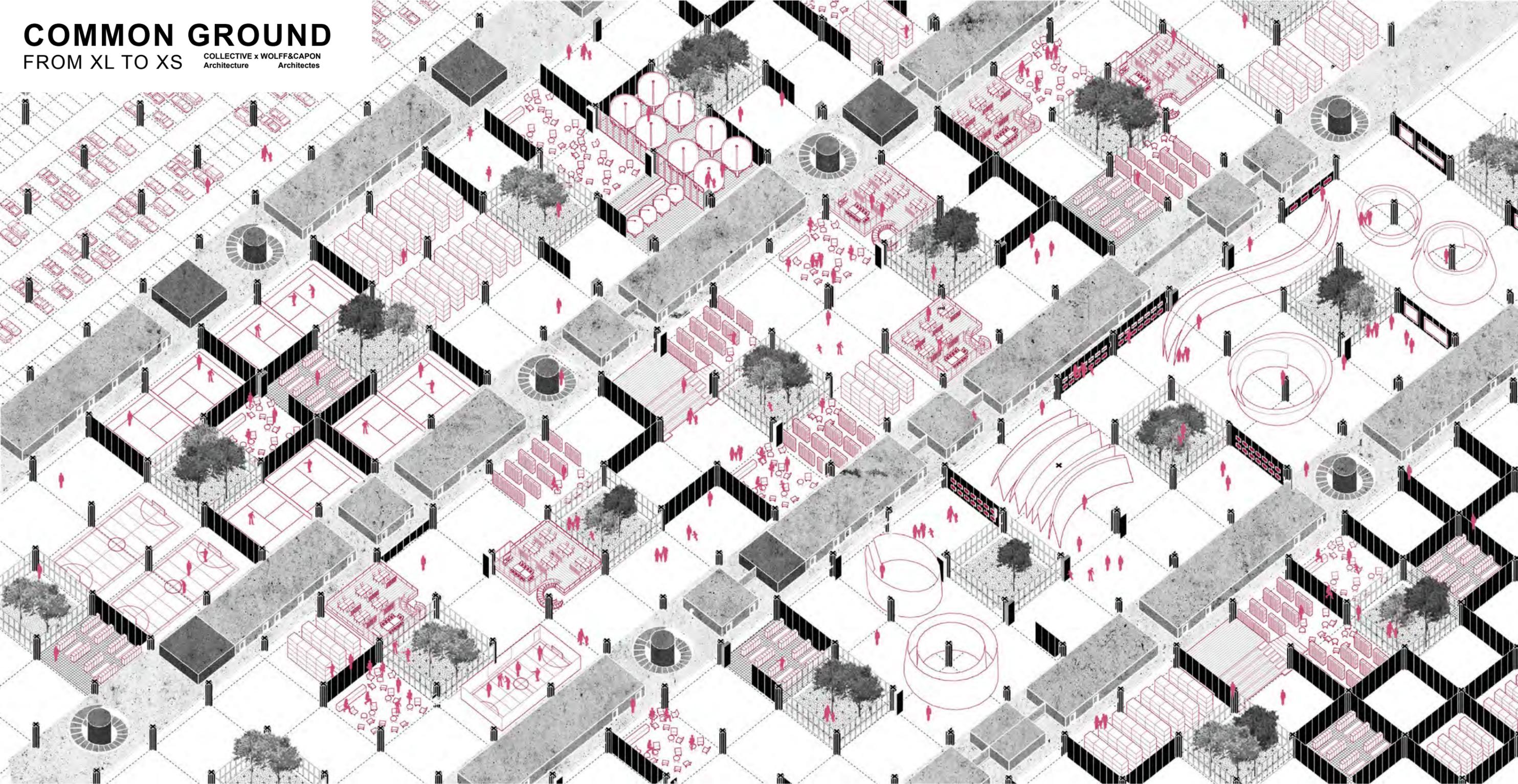


CAMILLE DEPLANQUES

COMMON GROUND

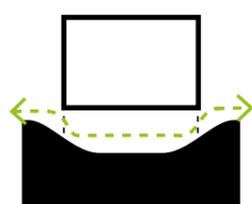
FROM XL TO XS

COLLECTIVE x WOLFF&CAPON
Architecture Architects



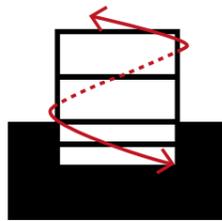
UNDERGROUND AS AN AVAILABAL VOLUME

Viability of the existing structure (highter's room)



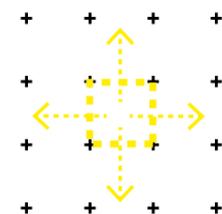
OPENING ON THE CITY'S ENVIRONNEMENT

Dialogue with urban space to exchange with the surroundings



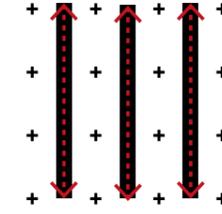
CONNECT LAYERS

Vertical sharing connections to generate a synergie between functions (common space for mobility fonctions, activities, hobbies, and vegetation)



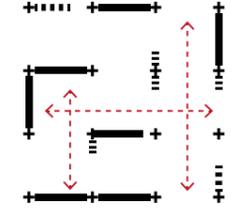
NATURAL ENLIGHTING AND VENTILATION

Input natural light and fresh air through patios



REUSE THE SPATIAL DISTRIBUTION

Keep original technics funtions from the parking (strips of servant space)



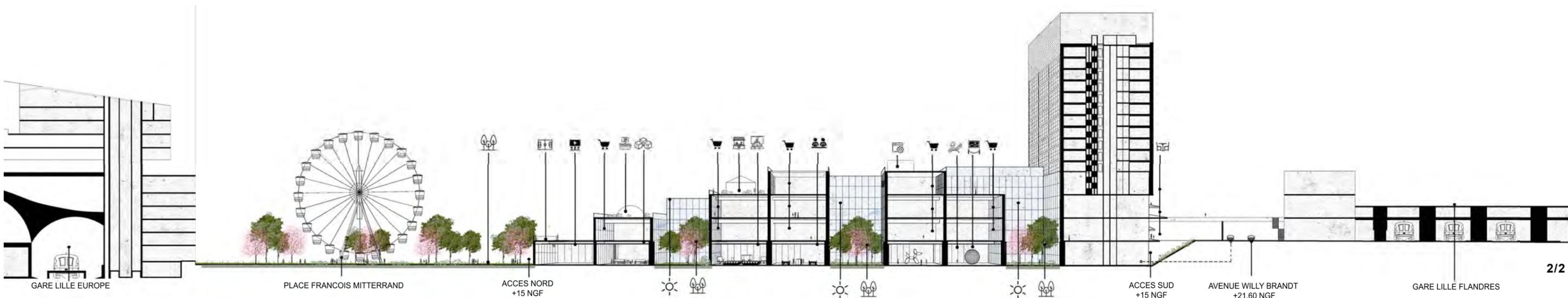
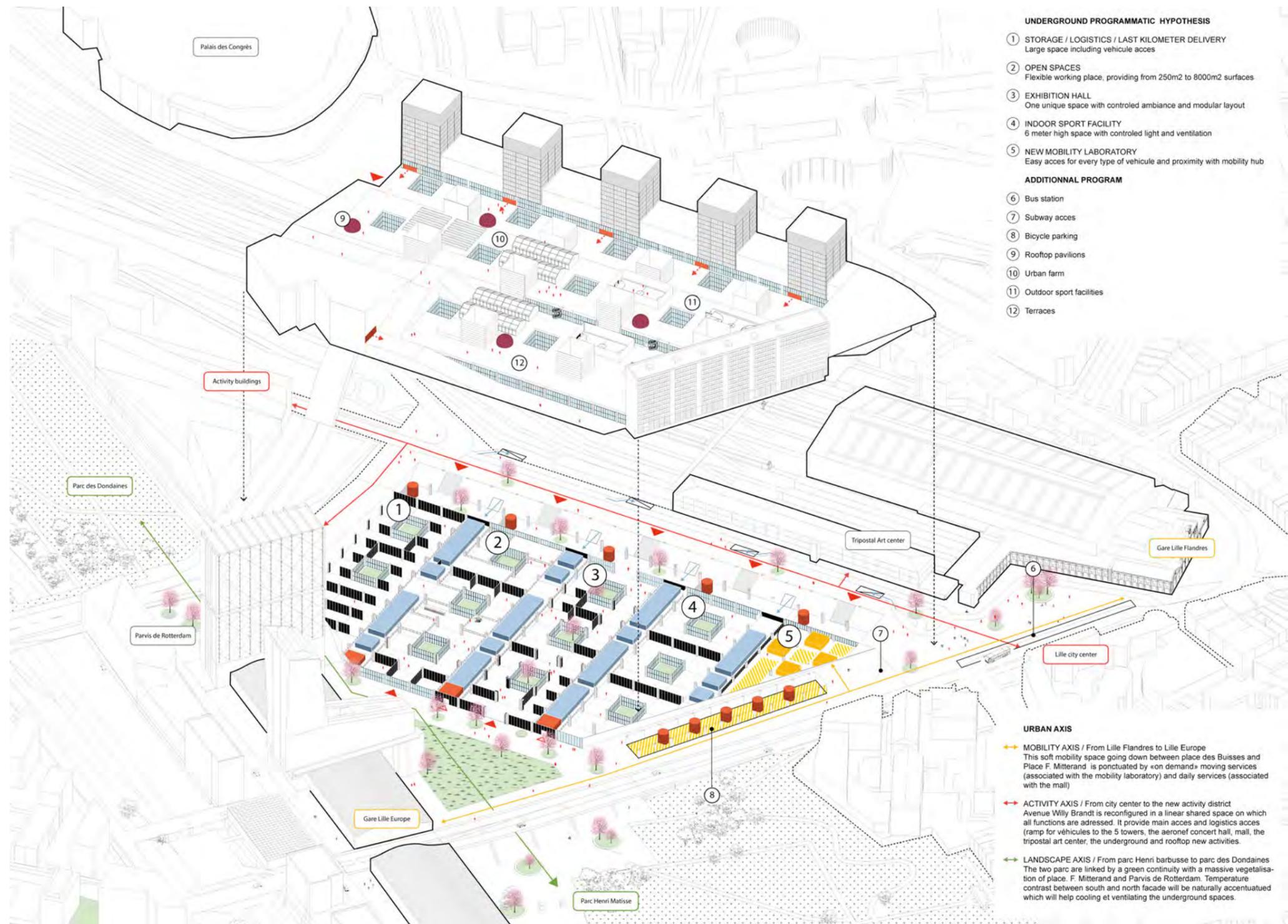
MODULAR AND REVESIBLE SPACE

Optimisation according to a regular frame (section doors and removable partitions)

COMMON GROUND

FROM XL TO XS

COLLECTIVE x WOLFF&CAPON
Architecture Architectes





Telerman David

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Référence : 543068f8e9

Candidature N° : 20

Etape: Projet

1 →

Informations sur le projet

2 → Titre du projet *

EN ANGLAIS

Lines of Repair

Dernière modification: 22/05/2022 - 21:00:55 Par: Telerman

3 → Nom de l'équipe

(si équipe, ou souhait d'être nommé en tant que groupement ou agence)

Objects of Intention

Dernière modification: 22/05/2022 - 21:01:10 Par: Telerman

4 → Description courte du projet *

EN ANGLAIS

The lines of repair bring the lacking verticality to the horizontal landscape. They revisit the architectural grammar of the Triangle des Gares by Jean Nouvel and the Euralille Carpark in particular: continuity of the metal mesh spanning on the roof of the complex, use of the grid defined by the repetition of the concrete columns and the painted marks on the floor as well as the use of color on the walls kept as a visual reference and a marking point to distinguish the underground areas seen from the shopping center. The lines of repair cross the levels of the building. They work like cannons to bring the comfort of natural light, air and sound to the lowest floors and the vertical circulation for the visitors. Like the "magnets" conceptualized by Cedric Price, they stimulate new patterns of public movement and increase the use of the existing place. Based on the principle of modularity, the metal walls open up, irradiating on the surroundings, thus defining new patterns and functions. The lines of repair are symbolic totems. They scar the existing building, bring nature inside, activate life and define new spaces for the future. Restoring meaning.

Dernière modification: 22/05/2022 - 21:01:39 Par: Telerman

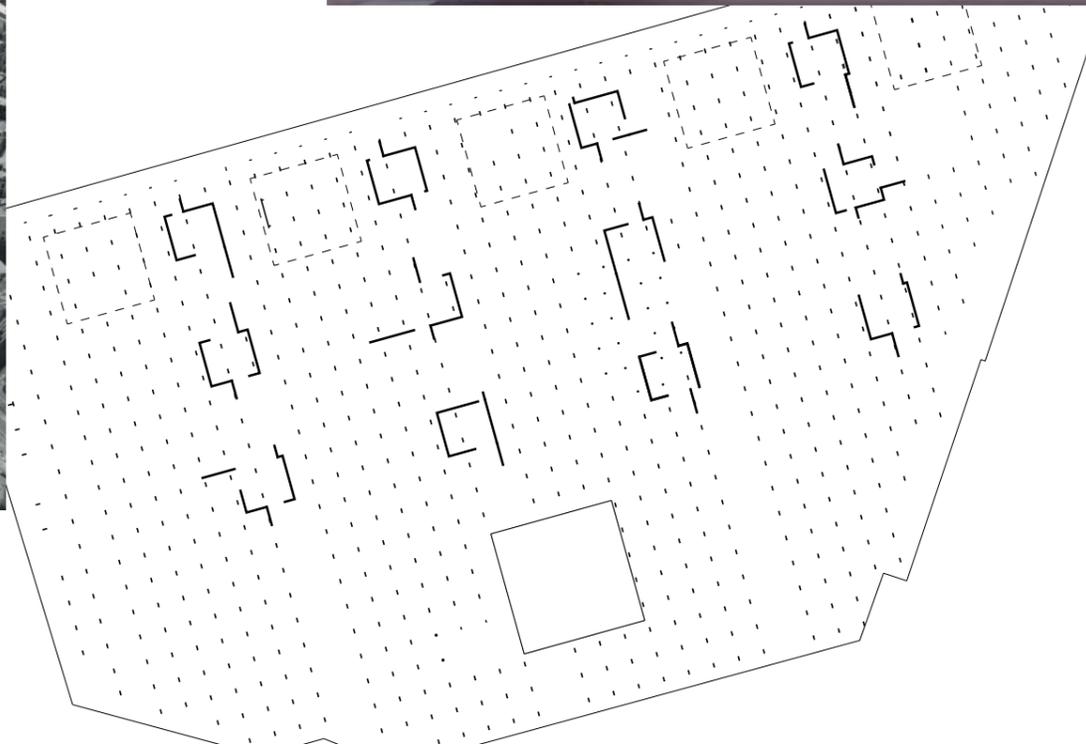
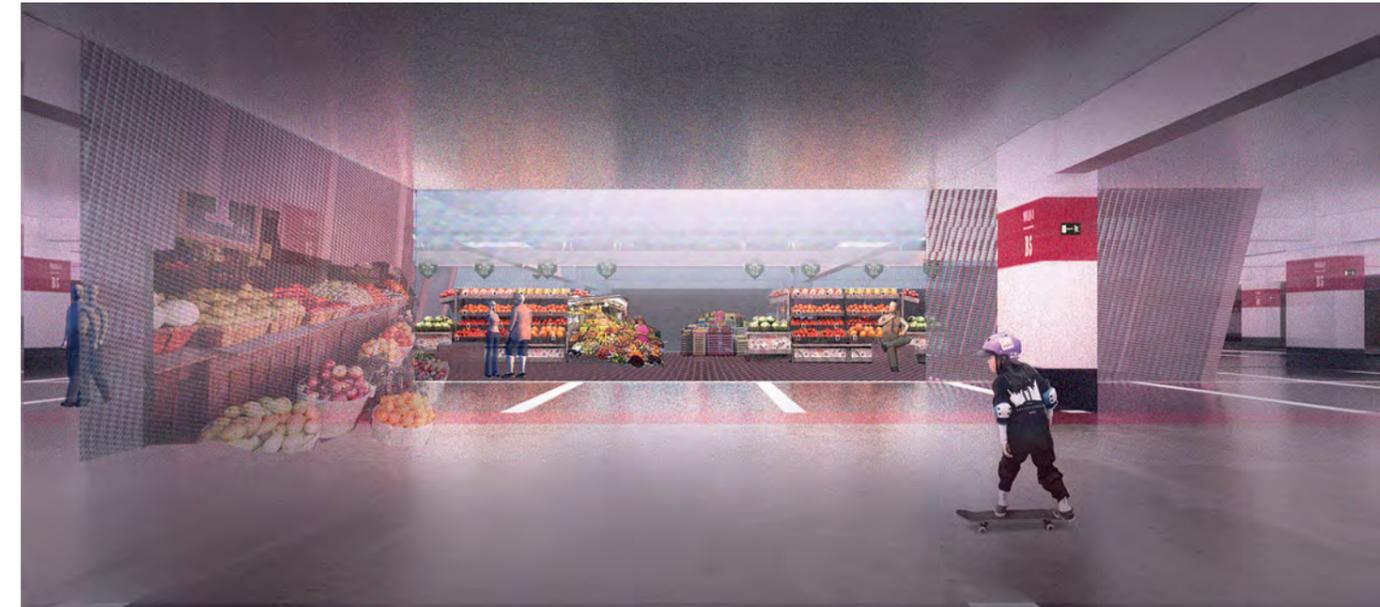
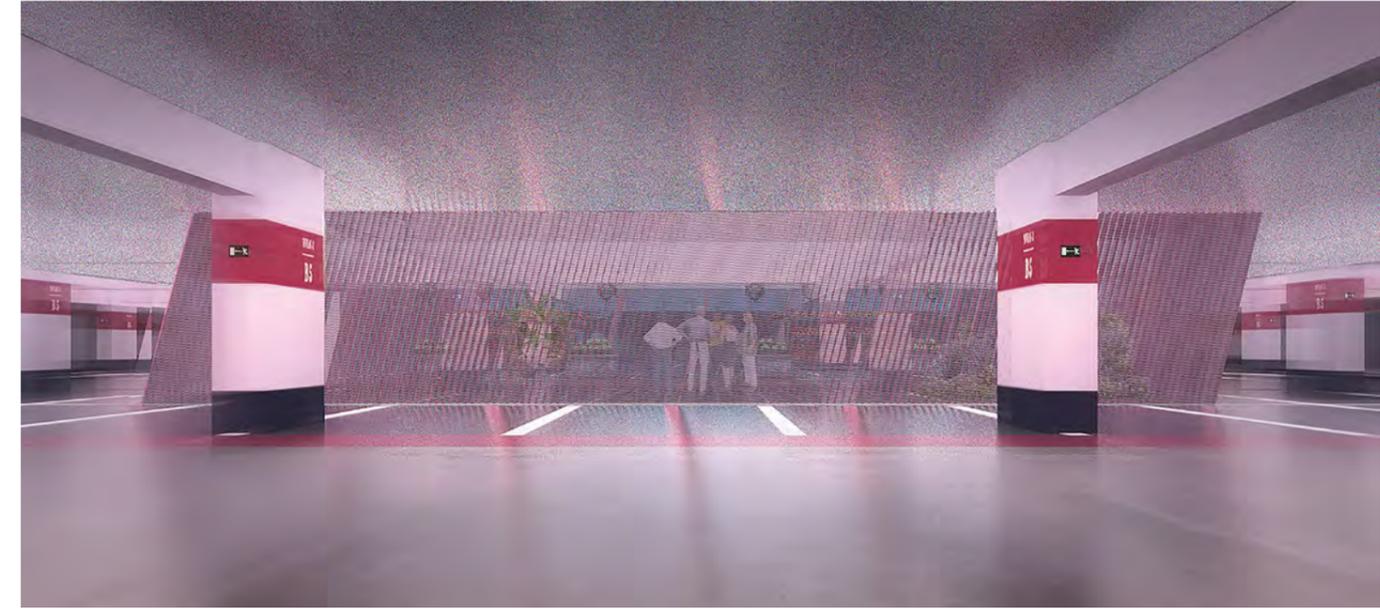
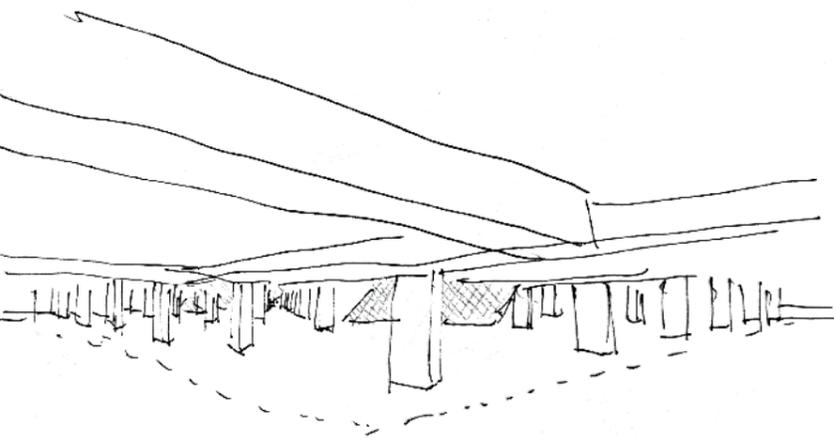


Lines of Repair

The lines of repair bring the lacking verticality to the horizontal landscape. They revisit the architectural grammar of the Triangle des Gares by Jean Nouvel and the Euralille Carpark in particular: continuity of the metal mesh spanning on the roof of the complex, use of the grid defined by the repetition of the concrete columns and the painted marks on the floor as well as the use of color on the walls kept as a visual reference and a marking point to distinguish the underground areas seen from the shopping center.

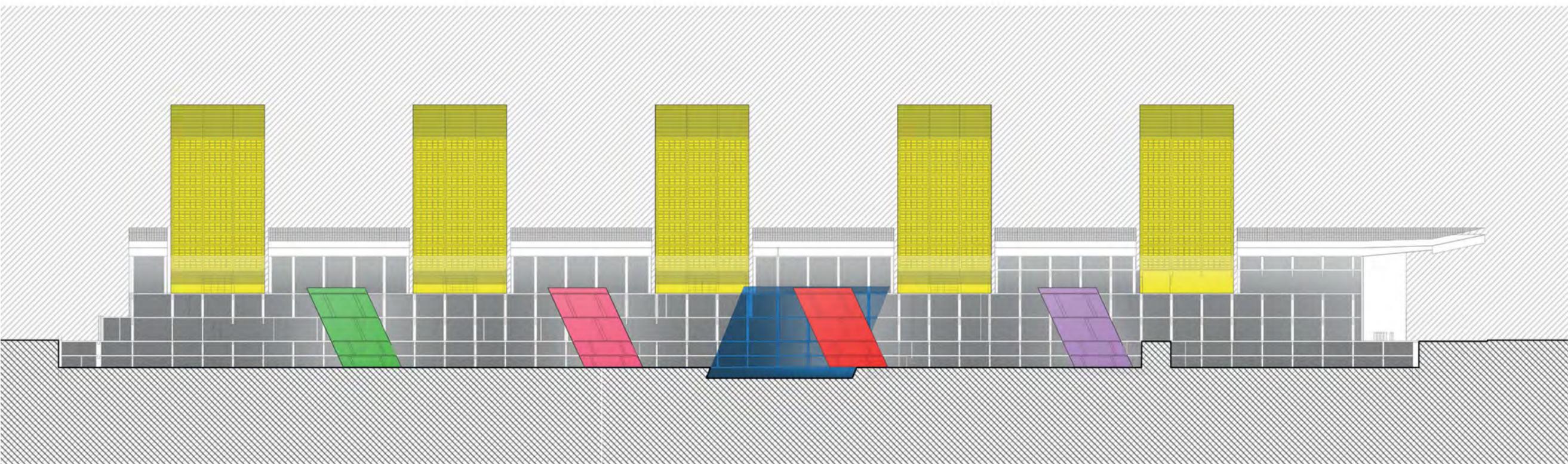
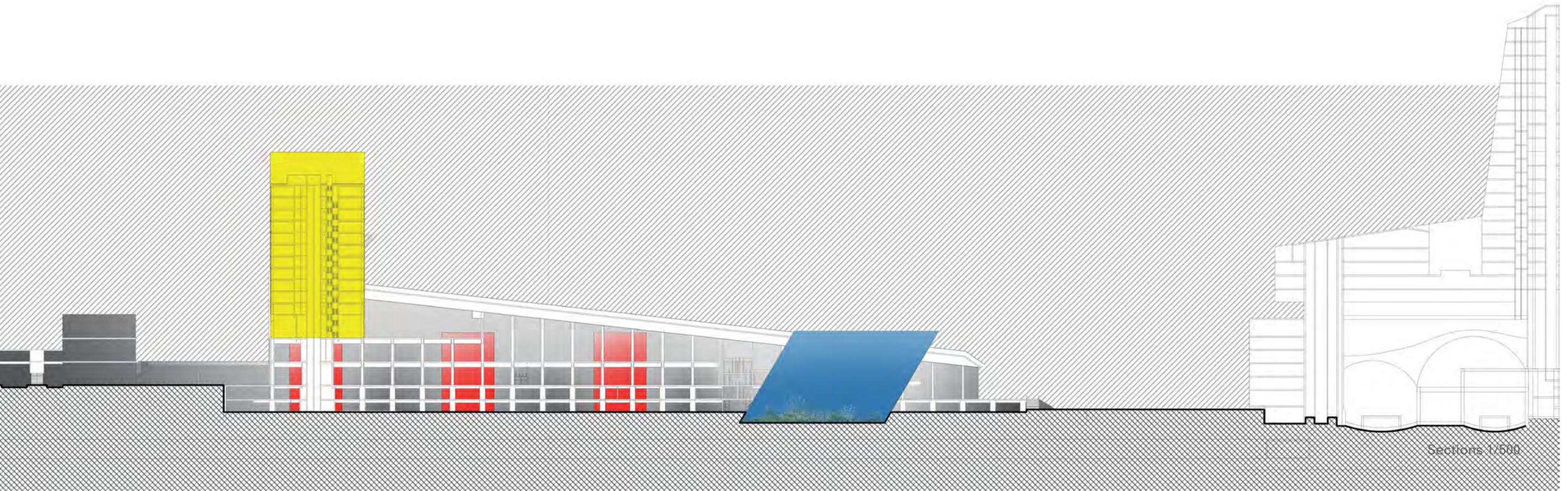
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The lines of repair are symbolic totems. They scar the existing building, bring nature inside, activate life and define new spaces for the future. Restoring meaning.



The lines of repair are parallelepiped crossing the levels of the complex. Light, sound and air irradiate on the surroundings, defining new patterns and functions for the underground carpark.

Lines of Repair





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Candidature N° : 320

Etape: Projet

1 →

Informations sur le projet

2 → Titre du projet *

EN ANGLAIS

The Sub Factory

Dernière modification: 22/05/2022 - 21:53:34 Par: Perez

3 → Nom de l'équipe

(si équipe, ou souhait d'être nommé en tant que groupement ou agence)

Team Lausanne

Dernière modification: 22/05/2022 - 21:53:39 Par: Perez

4 → Description courte du projet *

EN ANGLAIS

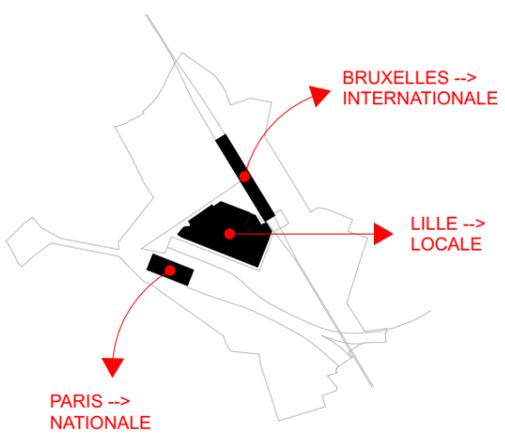
Built in the 1990s to become one of the main business centres in Europe, Euralille has certainly become a symbol of globalisation, mass consumption and individual mobility. The successive financial, health, geopolitical and social crises that have occurred since the early 2000s have shaken society's confidence in such a value system. The future scarcity of resources and energy is leading us to redefine the principles of city development around a circular and collaborative economy. This is why our project for the regeneration of the car parks managed by Indigo in the basement of the Triangle des Gares consists in reconnecting the site with its local environment. The urban and architectural recomposition imagined proposes to cross the building to reach different mobility poles by a bioclimatic walkway that visually and physically connects the different floors. It provides access to an ecosystem of uses and functions brought together in a genuine urban agriculture "hub". This place brings various activities of short-circuit food production, zero-mile catering and local logistics. The transformation of these car parks also makes room for spaces dedicated to innovation and collaboration in the form of a start-up incubator. Through our intervention, the infrastructure of the Euralille car park is no longer a closed, monofunctional and blind box but a multimodal platform brought to life by social interactions.

Dernière modification: 22/05/2022 - 21:55:42 Par: Perez



THE SUB FACTORY

INTERCONNECTION



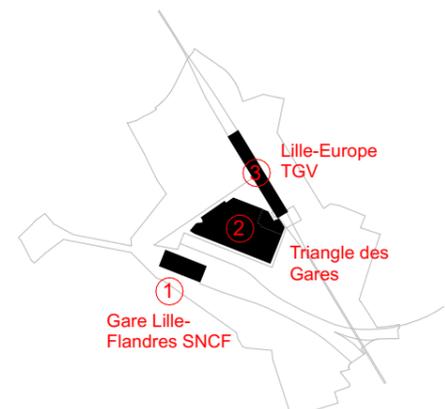
EXISTING ACCES



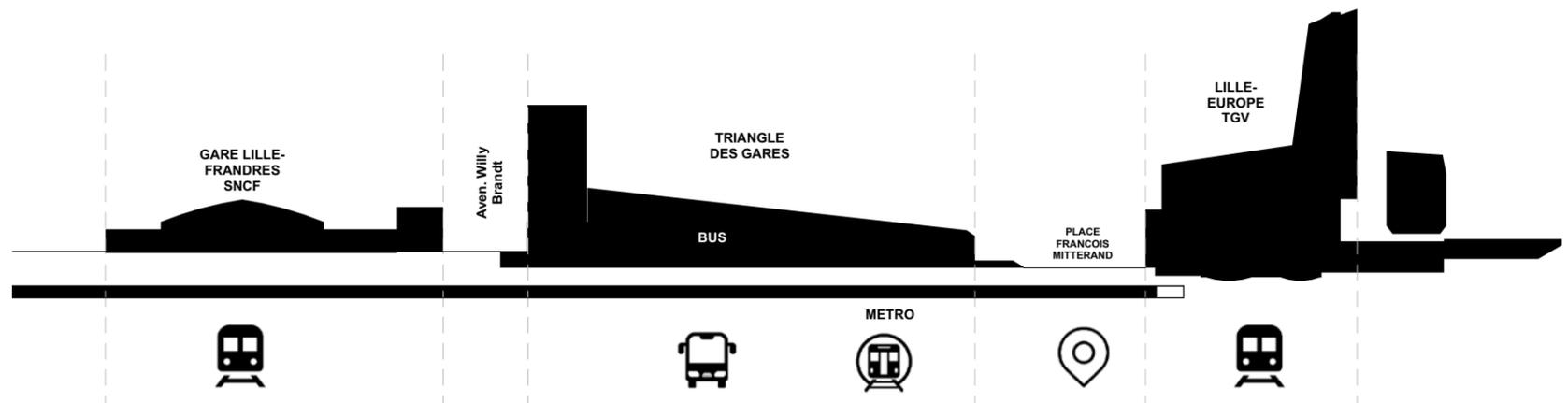
NEW ACCES



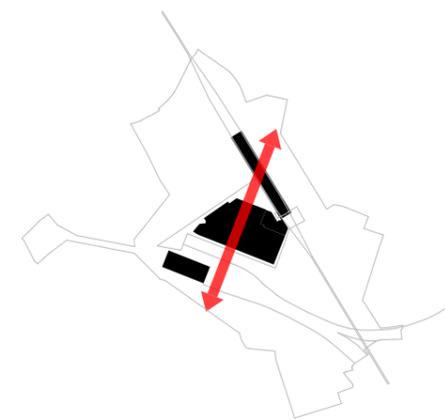
3 SEPARATED VOLUMES



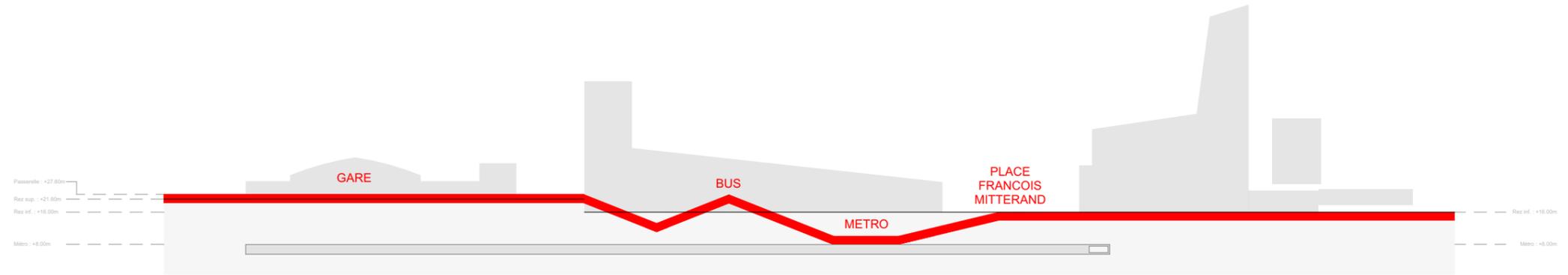
EXISTING SITUATION : VERTICAL SUBDIVISION



3 VOLUMES CONNECTED



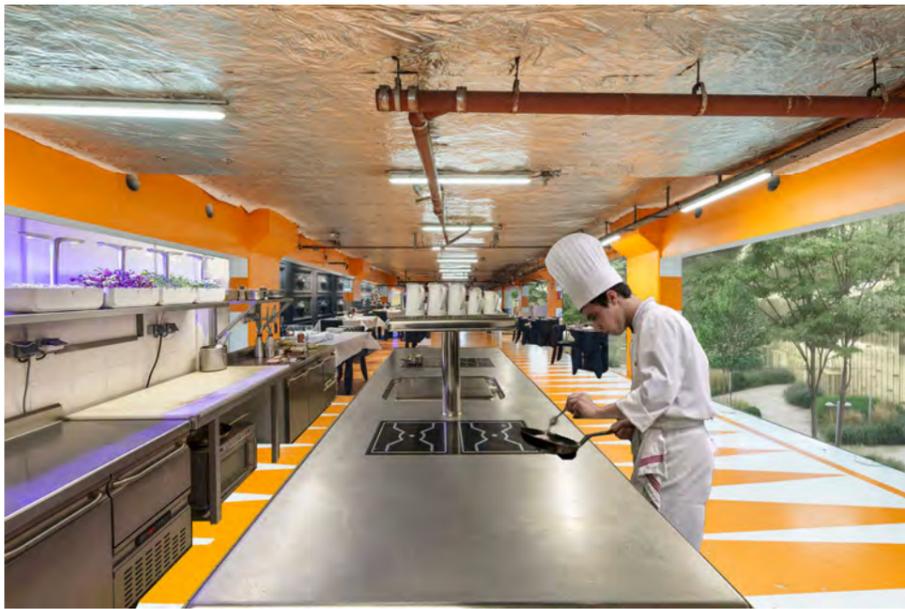
PROJECT : VERTICAL AND HORIZONTAL LINKS



THE SUB FACTORY



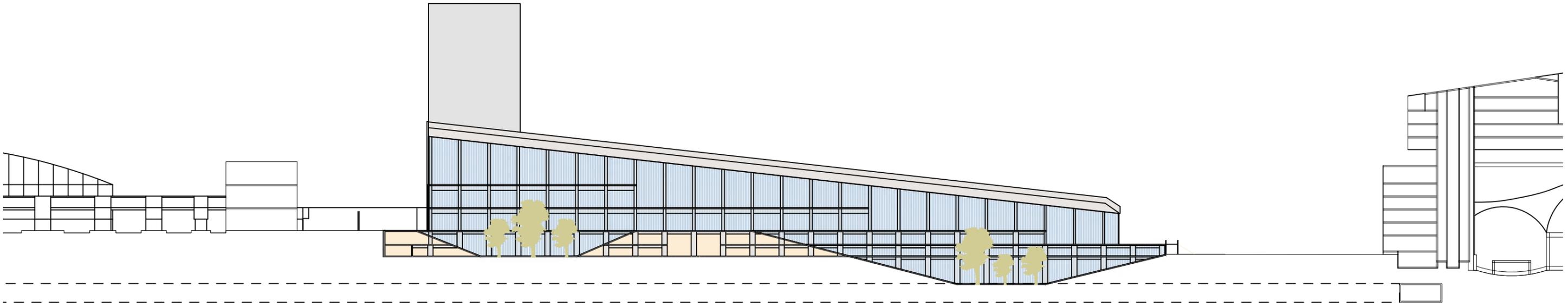
Bioclimatic pathway



Restaurant



Market



Cross section 1:500



Alberto Roncelli
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4a0deadb12

Etape: Projet

1 →

Informations sur le projet

2 → Titre du projet *

EN ANGLAIS

Beyond Euraville Surfaces

3 → Nom de l'équipe

(si équipe, ou souhait d'être nommé en tant que groupement ou agence)

EDEN

4 → Description courte du projet *

EN ANGLAIS

The project envisions Euralille as a fundamental place for Lille 21st century life, supporting the new needs for mobility, logistics, human cohesion and resilience. In this vision, the underground car park becomes a valuable spatial resource able to accommodate a wide variety of spatial settings. The main gesture of the project is a 20 metres wide cut that opens up the building, reaches the two underground floors and creates the conditions for introducing natural air and daylight. The cut extends the urban life of Place François Mitterand inside Euralille offering more than 6000 sqm of public realm through a rich landscape with south-facing seating, spaces for gatherings, paths and pocket gardens. A strong visual connection is created with the Beffroi de Lille and a new rooftop overlooks the old city and is the culmination of the journey from the underground. The former underground spaces positioned along the cut, are now bright double-height coworking spaces and retails. Secondary rooms transcend the scale of the building and use their groundscape uniqueness to become containers for creative activities, exhibitions and event. The rest of the carpark evolves its spaces to offer flexible layouts for new activities and needs, not only related to future mobility but also for deliveries, storage and potential no-human industries. We imagine the future of the Euralille carpark not only as a place capable of supporting other activities, but primarily as a place able to promote them.

CARPARK FUTURES COMPETITION 2022

CANDIDATURE N° 31
BEYOND EURAILLE SURFACES

COPENHAGEN, DENMARK



Eden

Beyond Euralille Surfaces



"Euralille reinforces its role as a connector by increasing the quality of its public space"

The project envisions Euralille as a fundamental place for Lille 21st century life, supporting the new needs for mobility, logistics, human cohesion and resilience. In this vision, the underground car park becomes a valuable spatial resource able to accommodate a wide variety of spatial settings.

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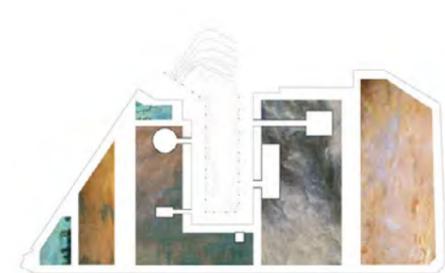
We imagine the future of the Euralille carpark not only as a place capable of supporting other activities, but primarily as a place able to promote them through an enriched centre for life.



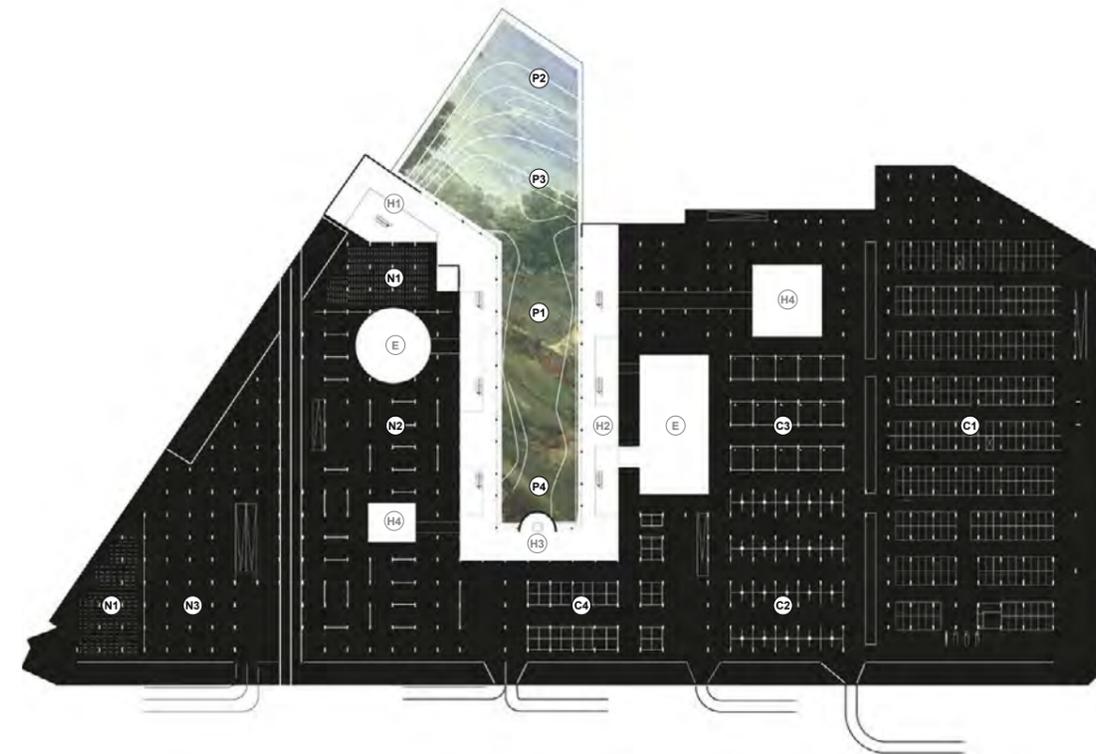
+7000 sqm **Landscape**
Introducing public ground and landscape



+5000 sqm **Humans**
Supporting human activities with spatial diversity



+5 layouts **No-Humans**
Introducing new layout for new and future non-human programmes



- ⓐ Standard parking
- ⓑ Charging station
- ⓒ Place for electric car checkup and charging
- ⓓ Dedicated parking for car sharing

Public spaces

- Ⓟ Linear garden
- Ⓠ South-facing seatings and grandstands
- Ⓡ Plaza for gatherings and events
- Ⓢ Little hill and access for the rooftop public elevator

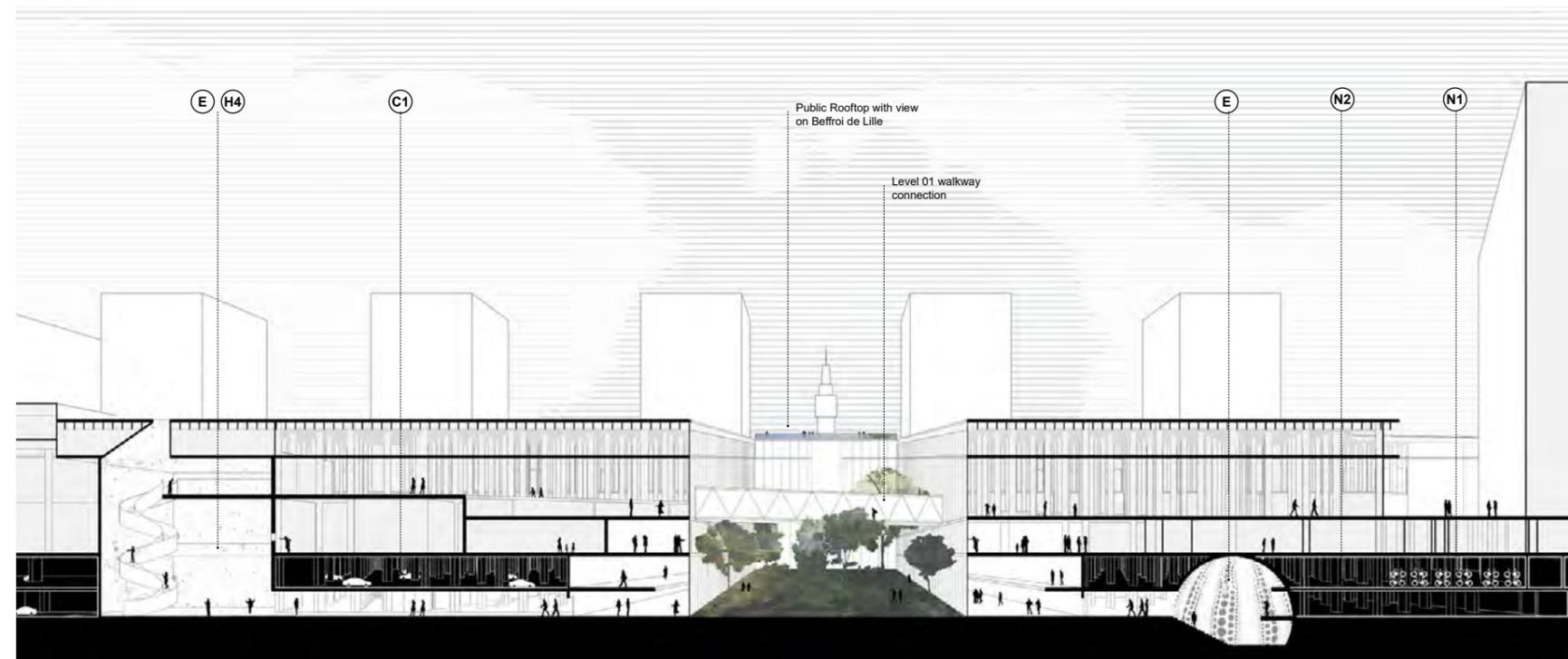
Human places

- Ⓣ Main entrance with lobby and cafe
- Ⓤ Perimetral double height space with mezzanines (coworking, opens spaces, library)
- Ⓥ Elevator for the public rooftop
- Ⓦ Connectors - places to move vertically via all the building levels
- Ⓧ *Extraordinary places* - spaces using their underground uniqueness. For events, big exhibitions, experiences.

Non-human spaces

- Ⓨ Bike and soft mobility parking
- Ⓩ Storage for pick-up and deliveries
- ⓐ Potential place for robot and drone maintenance

Plan.



Section.



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CANDIDATURE N° 32
FROM SMALL-SCALE INNOVATION TO URBAN
TRANSFORMATION

LILLE, FRANCE

Etape: Projet

1 →

Informations sur le projet

2 → Titre du projet *

EN ANGLAIS

From small-scale innovation to urban transformation

3 → Nom de l'équipe

(si équipe, ou souhait d'être nommé en tant que groupement ou agence)

Atom Architecture

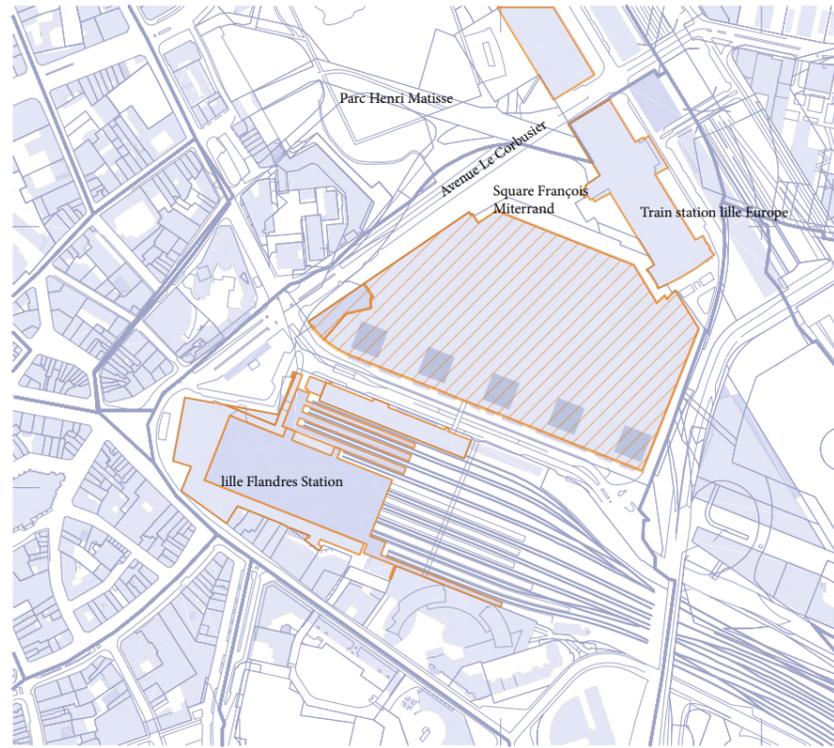
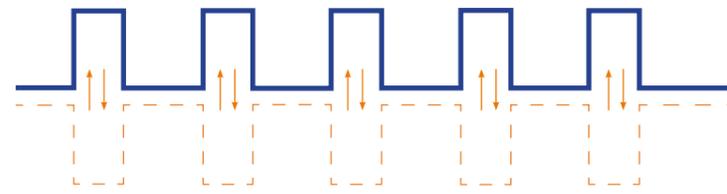
4 → Description courte du projet *

EN ANGLAIS

The high cost of land in central locations has contributed to the lack of adequate access to land for working-class sectors, contributing to expulsion and social segregation. Therefore, it is urgent to consider the "right of the city" (as described by Henri Lefebvre) as a basic right, constitutive of democracy, accessible to all residents. In response to the context and the key location of the Triangle des Gares, our project serves as a catalysis for urban development and improvement of the existing environment. The analysis of the Eurallille area helped us identify key issues as the fragmentation between public spaces and infrastructures, leading to a lack of valuable public space. The impact the Triangle des Gares is actually used as an opportunity to propose new activities revitalizing the area. In order to reduce waste from the supermarkets and cafes on the upper floors parking spaces are transformed into dark/solidarity kitchens. Parking spots are also dedicated to agricultural production such as endives, mushrooms and sprouts. The upper floor of the parking is then used to give access to activities such as music studios; concerts; office area for emerging startups and artisanal workshops. Standard timber modules filled with mycelium (grown in the parking) are assembled on site according to the needs of each activity. Those can then emerge animating the squares. The future of parking goes beyond a specific program, but rather extends to engagement in socio-economic issues.



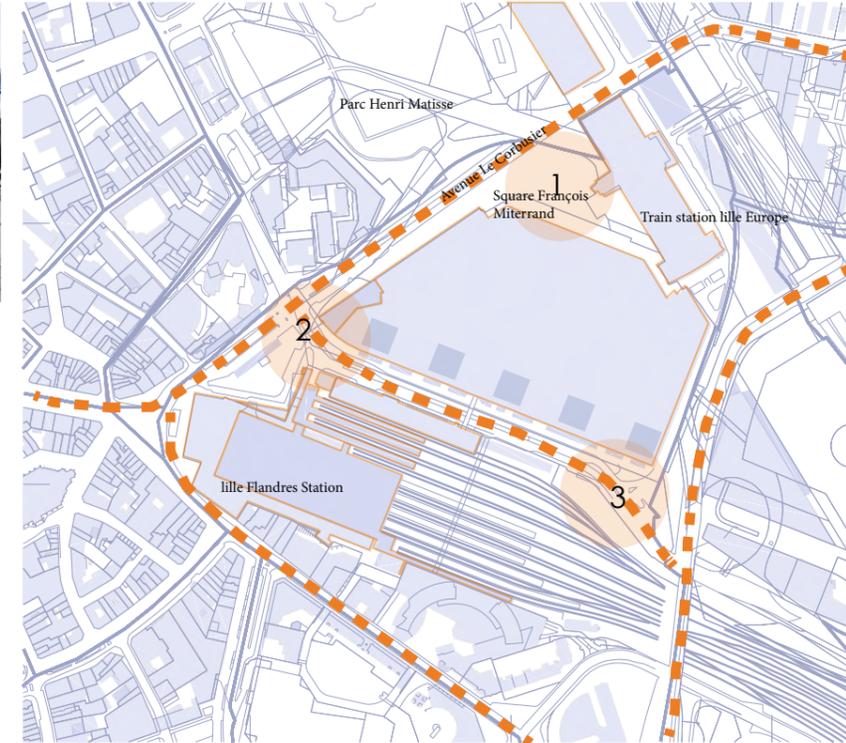
From small-scale innovation to urban transformation



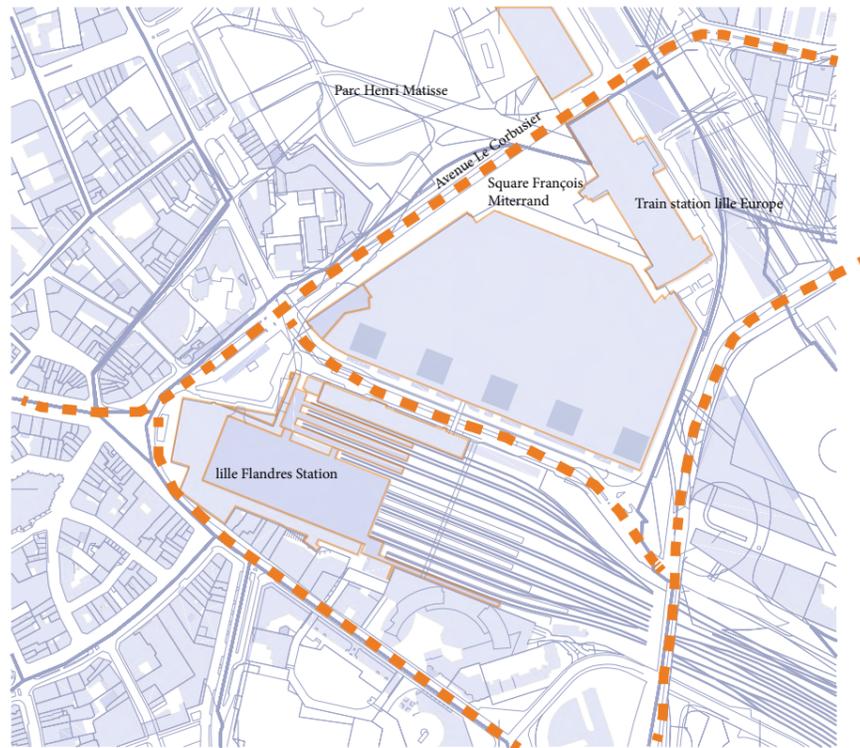
Plan - Zone of development



- lack of places to sit/stop



- lack of places to sit/stop



Plan - Circulation diagram

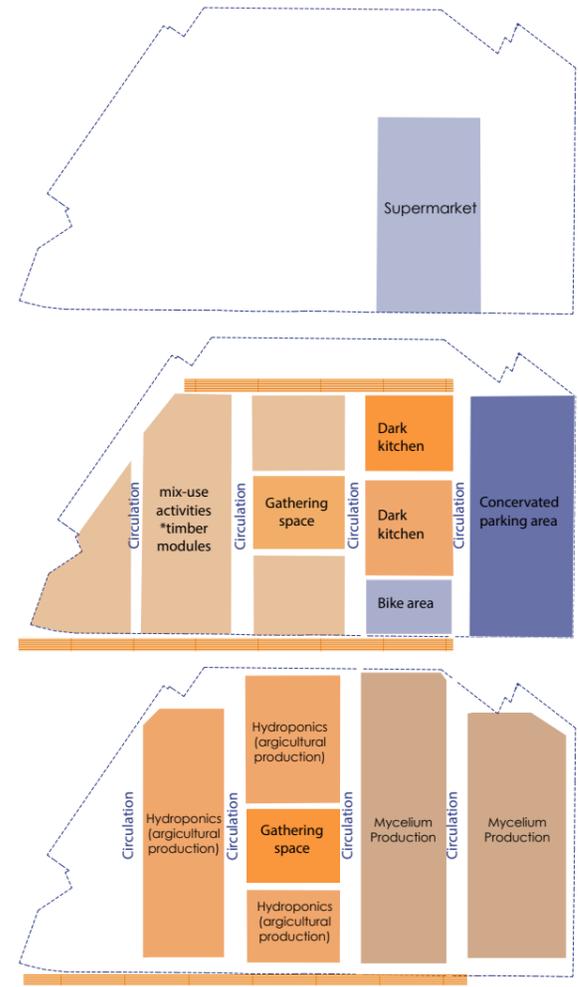
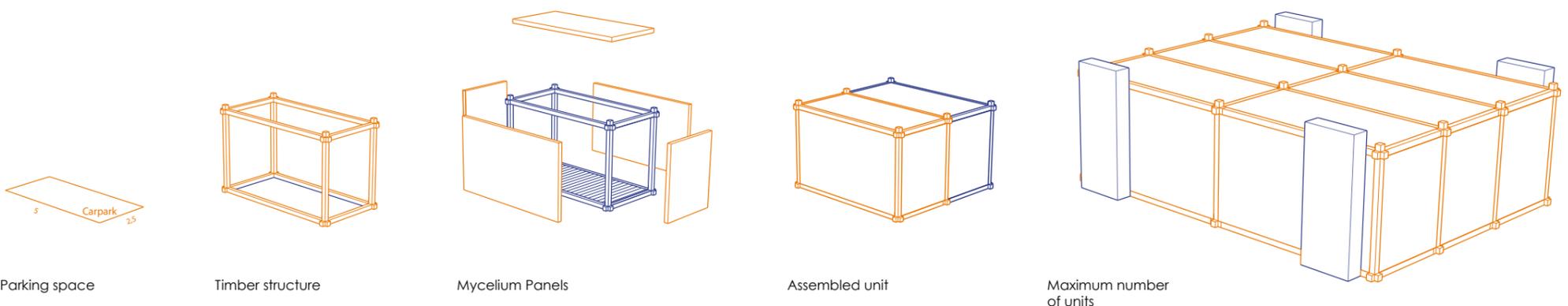


- lack of pedestrian areas
- omnipresence of car

From small-scale innovation to urban transformation

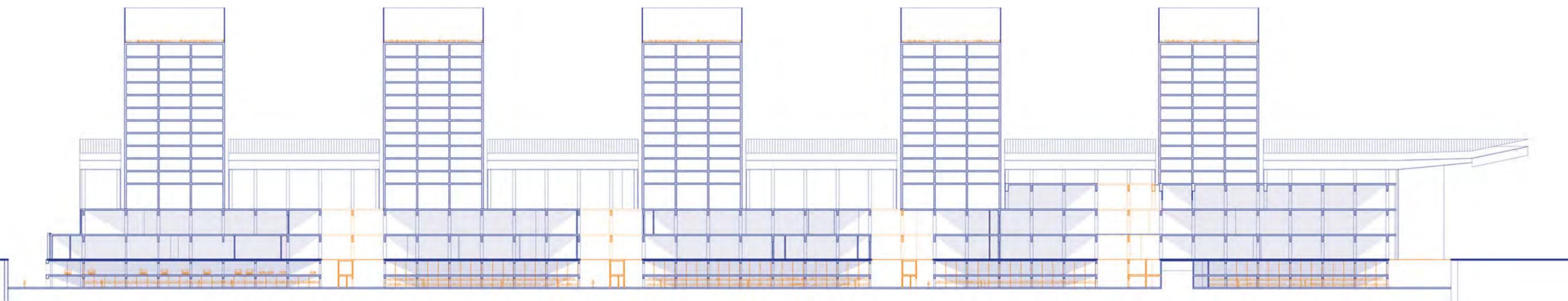
The activities developed in the parking would propose a dynamic use of the space that can be beneficial not only to the residents of the city, but also to the passengers travelling from different countries and visiting Lille. People transferring from Gare Lille Europe to Gare Lille Flandres would be able to take a walk through the squares and actually enjoy a concert, a warm meal or an explanation of how mycelium works and it's produced.

For our team, the future of the carpark goes beyond the development of a specific programme, but rather spreads to questions related to use of those spaces and the engagement of the residents in local social economic questions.



Timber structures

Program diagram



Main Section
Scale: 1/500



Anna Aleksandrova
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Etape: Projet

1 →

Informations sur le projet

2 → Titre du projet *

EN ANGLAIS

L'ILE VERTE

3 → Nom de l'équipe

(si équipe, ou souhait d'être nommé en tant que groupement ou agence)

TIArch

4 → Description courte du projet *

EN ANGLAIS

Parking lots occupy a large area of land, and sooner or later will lose their relevance with the possible disappearance of cars. In our opinion, the Euralille parking lot can become a useful platform for the implementation of green production, which will help the environment and support the economy of the surrounding areas. By gradually developing the Euralille Community Center, it will turn into a green engine and become an example of an eco-center that is environmentally friendly, committed to sustainable development and creates a quality environment for people to live

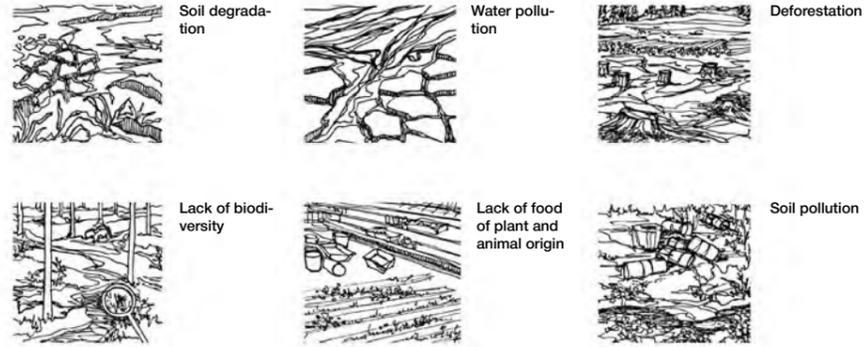


L'ILEVERTE

PROBLEMS

A global revision of architectural approaches to building design is a topical issue today. Existing environmental problems need to be addressed comprehensively at different levels. From small household items to large public and industrial facilities. A progressive transition to green architecture is essential to restore the ecosystem. The above problems are still relevant today. And our project proposal allows us to take a big step towards saving

the environment. Parking lots occupy a large area of land, and sooner or later will lose their need with the possible disappearance of cars. In our opinion, the Euraille parking lot can become a useful platform for the implementation of green cycles, which will not only help the environment, but also support the economy of the surrounding areas.

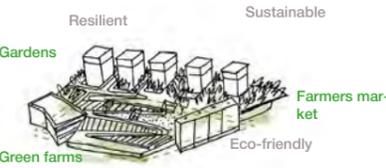


TRANSITION

Mall in 20th century



Mall in 21st century



URBAN CONCEPTION

We predict the development of green parking in several stages, which will ultimately allow us to reach the urban level of implementation. At the beginning, the complex will have internal green cycles, and will gradually grow functionally

upwards. Upon completion of internal processes, the complex will begin to work for the environment, for the city. The object will be connected by economic, social and recreational nodes.



EURAILLE 2050

Eco-fashion

Culinary

Automated farms



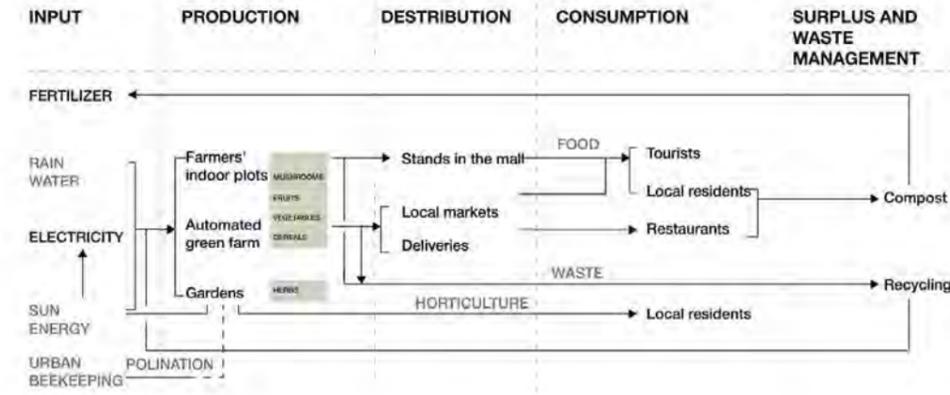
Gardening

Eco-market

City farmers

Fresh products

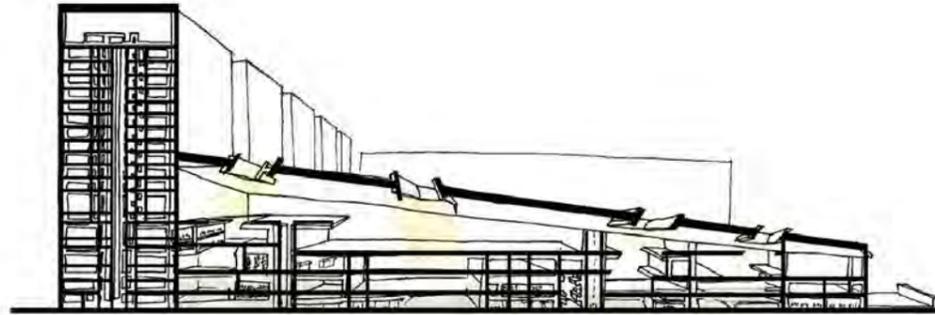
LOGISTIC MODEL



1ST STAGE

The first stage begins with the introduction into the lower levels of the parking lot - green farms, production cells and offices. The previously described green cycle is put into action and provides people with the minimum requirements for food, herbs and workspaces. There are small

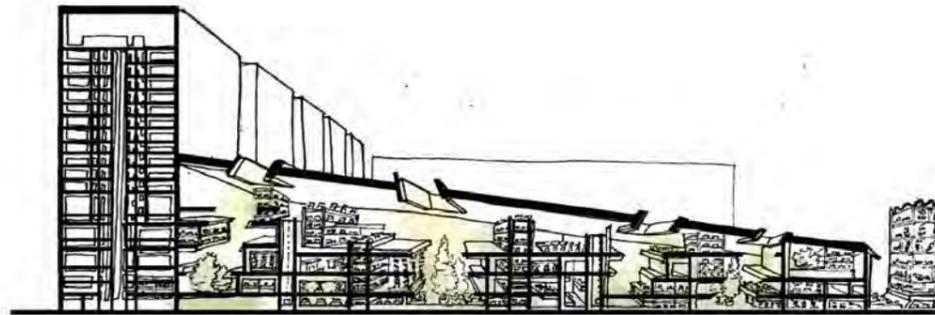
architectural changes for greater functionality and manufacturability. Green farms operate automatically, but people are looked after from work offices. The processes of sowing, germination, care and watering, harvesting, sales are carried out cyclically.



2ND STAGE

During the second phase, the shopping levels above the former parking lot are cut through with light wells and filled with new features. There are platforms for the work and sale of artisans. The areas of green farms and gardens are increasing. Organized indoor parks for recreation. In general, the complex begins to more actively influence the adjacent infrastructure.

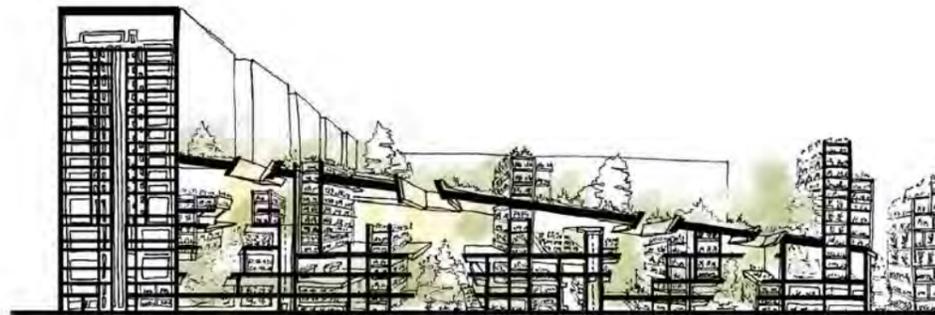
The active growth of the farm function and the market should have a beneficial effect on the solution of a number of problems. The second stage is important, since during it a transit is formed between the "parking lot" and the city level.



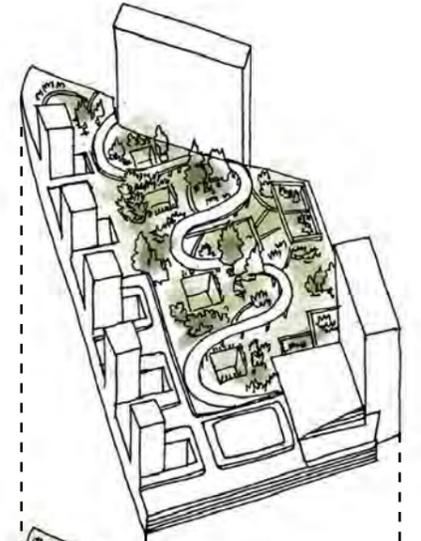
3RD STAGE

The final stage of the systematic development of the complex passes into all the spatial cells of Euraille. Nature spills from within, comes out onto the roof and continues in the urban pedestrian beams. At this stage, the complex can provide food and useful services to a significant part of the population. It becomes a point of attraction for different social groups.

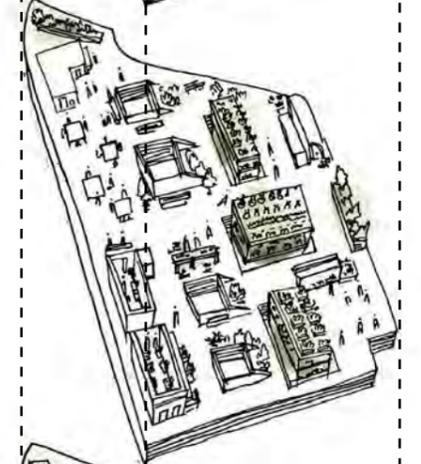
And most importantly, it becomes a clear example of an eco-center that has a beneficial effect on the environment, strives for sustainable development, supports the economy of the region and creates a quality environment for people to live.



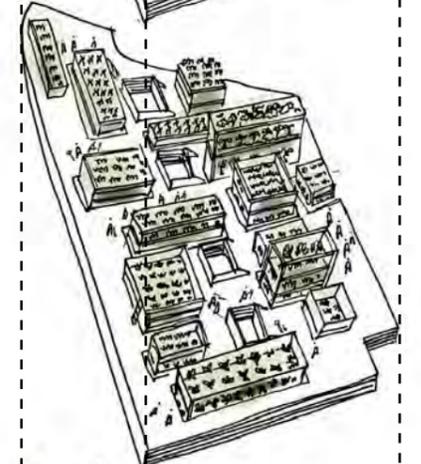
ROOF



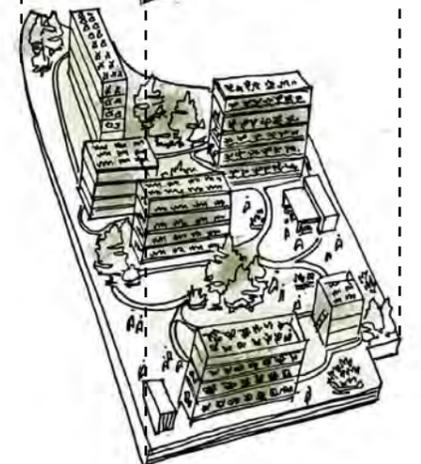
1-2 MARKET



-1 GREEN FARMS



-2



GREEN FARMS

Green production at the lower levels are automated farms. Now parking is like a green mechanism. Management is carried out mainly remotely from offices. Machines are engaged in sowing and harvesting, sales are controlled by people.

RECREATION

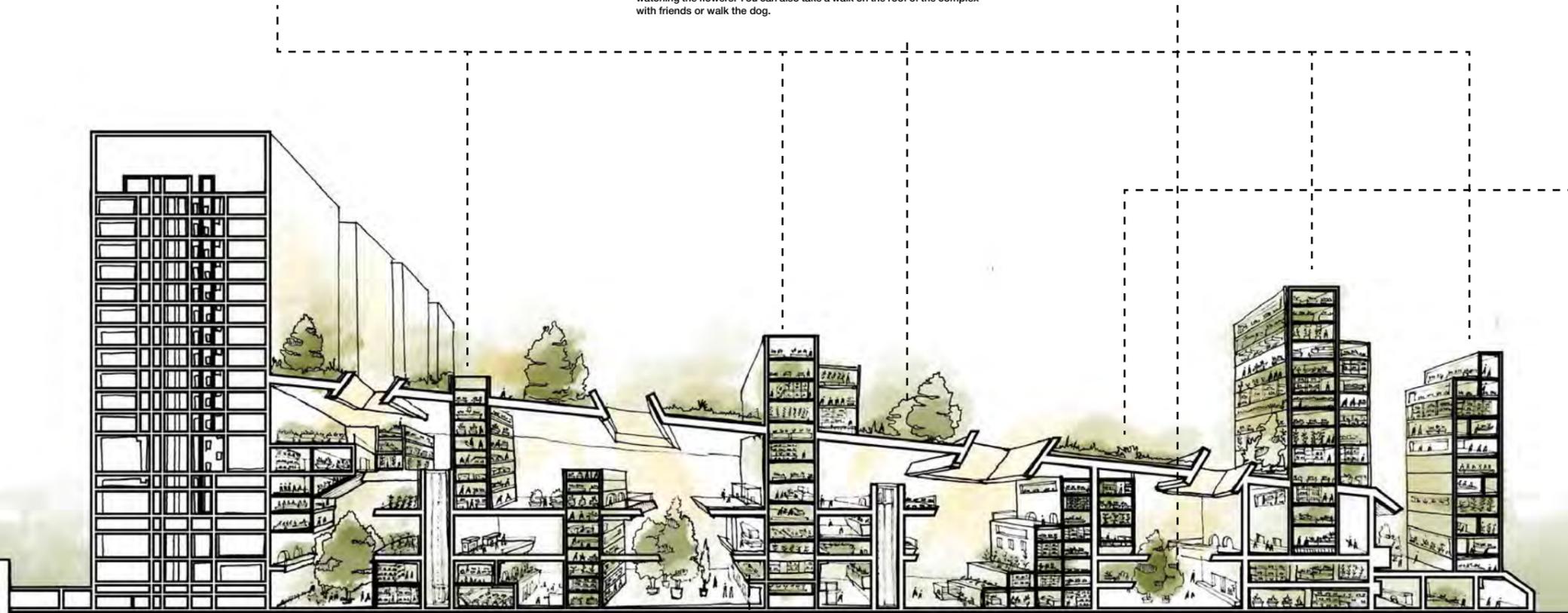
All sorts of interesting spaces for recreation have been created. You can go downstairs and watch the sowing of seeds, picking vegetables or packing while sitting in comfortable chairs among the plants. Or go up to the trading levels, make a couple of purchases and relax in the atriums, watching the flowers. You can also take a walk on the roof of the complex with friends or walk the dog.

MARKET

Grown products go upstairs to shops and counters through special elevators. Further, any visitor can buy freshly harvested products and even see how they were grown.

GARDEN

An open gardens for the local community for food growth and relaxation.



CRAFTSMANSHIP

The standard trading function of the center was replaced by the opening of craft workshops and farms. Those wishing to open their own food business settled in the cells of former stores. Trade has become more natural, useful and economically advantageous.

OFFICES

For more efficient work, it is supposed to have communication centers - offices that control the work of farms, enterprises, arrange the supply of raw materials and food, advertise and keep order in general.

FARMING LEVEL



ROOF GARDENS



MARKET LEVEL





Airat Zaidullin
zaidullin.airat@gmail.com
76dee8dba1

Etape: Projet

1 →

Informations sur le projet

2 → Titre du projet *

EN ANGLAIS

Colombarium

3 → Nom de l'équipe

(si équipe, ou souhait d'être nommé en tant que groupement ou agence)

76dee8dba1

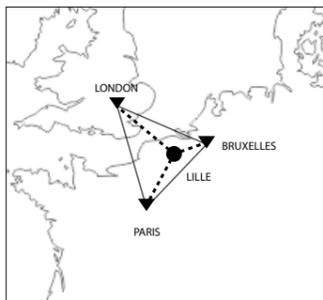
4 → Description courte du projet *

EN ANGLAIS

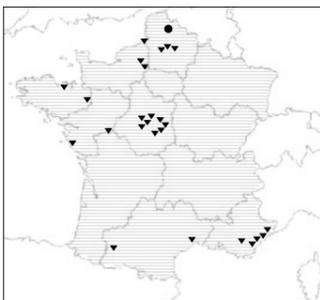
Cemeteries in France and Europe are gradually filling up, countries are looking for new opportunities for burials. The currently known method of cremation is not available to all citizens. According to the rules, the body must be buried within six days after death. But due to the lack of a sufficient number of crematoriums and a long queue for cremation, some do not have time to wait for it and are forced to bury the body in the traditional way: in the ground. Underground parking spaces are suitable in their characteristics for creating columbariums where urns with ashes are stored: dim light, accessibility, a sense of privacy. Eurolill parking is located in the center of the transport hub between the three cities and is becoming an actual place for a columbarium. Given some profitability from renting a cell for storing urns with ashes, a large area for large-scale «burial», underground parking due to the loss of its current functional relevance becomes a «parking» place for stopping a person after death. During the design, we studied the typology of famous French cemeteries and revealed the orthogonal organization of the space with a lot of greenery, developed long streets - parks, whose stunted trees can also serve as a receptacle of ashes, echoing the modern trend of planting plants in the dust. by combining park columbarium cells with light lanterns, we got the effect of a mysterious glow at the end of the tunnel, which metaphorically refers us to the theme of the other world.



COLUMBARIUM



New function at the **intersection**



Concentration of **traditional cemeteries**

Columbarium as a new life for underground parking

Cemeteries in France and Europe are gradually filling up, countries are looking for **new opportunities for burials**. The currently known method of cremation is not available to all citizens. By law, the body must be buried within **6 days** after death. But due to the **lack of a sufficient number of crematoriums** and a long queue for cremation, some do not have time to wait for it and are forced to bury the body in the traditional way: in the ground.

Underground parking spaces are suitable in their characteristics for creating columbariums where urns with ashes are stored: dim light, accessibility, a sense of privacy. Eurallille parking is located in the **center of the transport hub** between the three cities and is becoming an **actual place for a columbarium**. Given some profitability from renting a cell for storing urns with ashes, a large area for large-scale «burial», underground parking due to the loss of its current functional relevance becomes a other «parking»: **place for stopping a person after death**.

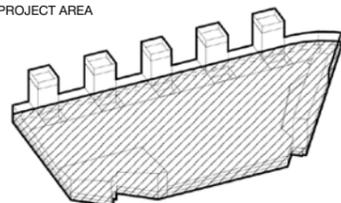
Approbation of the traditional cemetery structure in the parking



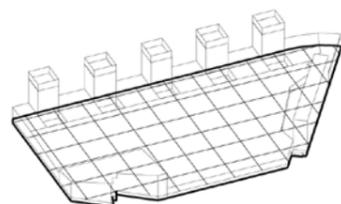
<p>Parisian cemetery of Thiais 4m² (area) * 78336 grave spaces = 313344 m²</p> <p>4m²</p> <p>Traditional burial in the ground takes up a lot of space and it is limited</p>	<p>Parisian cemetery of Thiais 135 m²</p> <p>New feature</p>	<p>Columbarium Eurallille 0.25 m² * 66000 grave spaces = 16500 m²</p> <p>0.25m²</p> <p>Underground parking as a suitable place for a columbarium</p>
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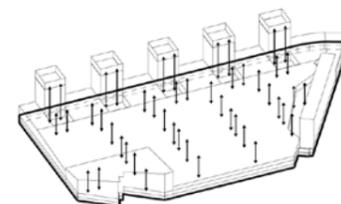
PROJECT AREA



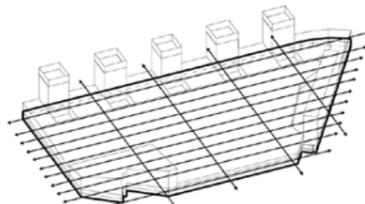
COMPOSITE GRID



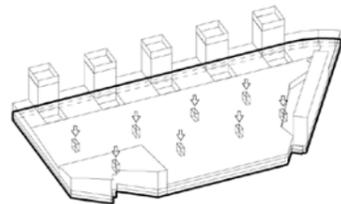
VERTICAL COMMUNICATIONS



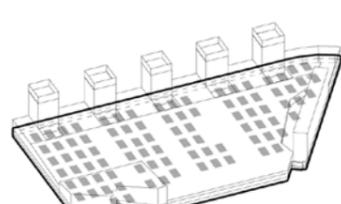
HORIZONTAL COMMUNICATIONS



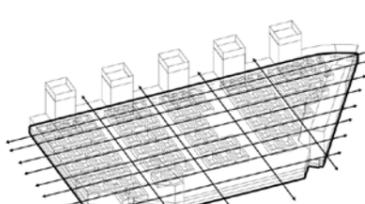
LIGHT OPENINGS



YARD LANDSCAPING SYSTEM



LIGHT OPENINGS



AXONOMETRY

COLUMBARIUM CELL

TECHNICAL PREMISES

COMMUNICATIONS, ENTRANCE FROM THE SHOPPING CENTER

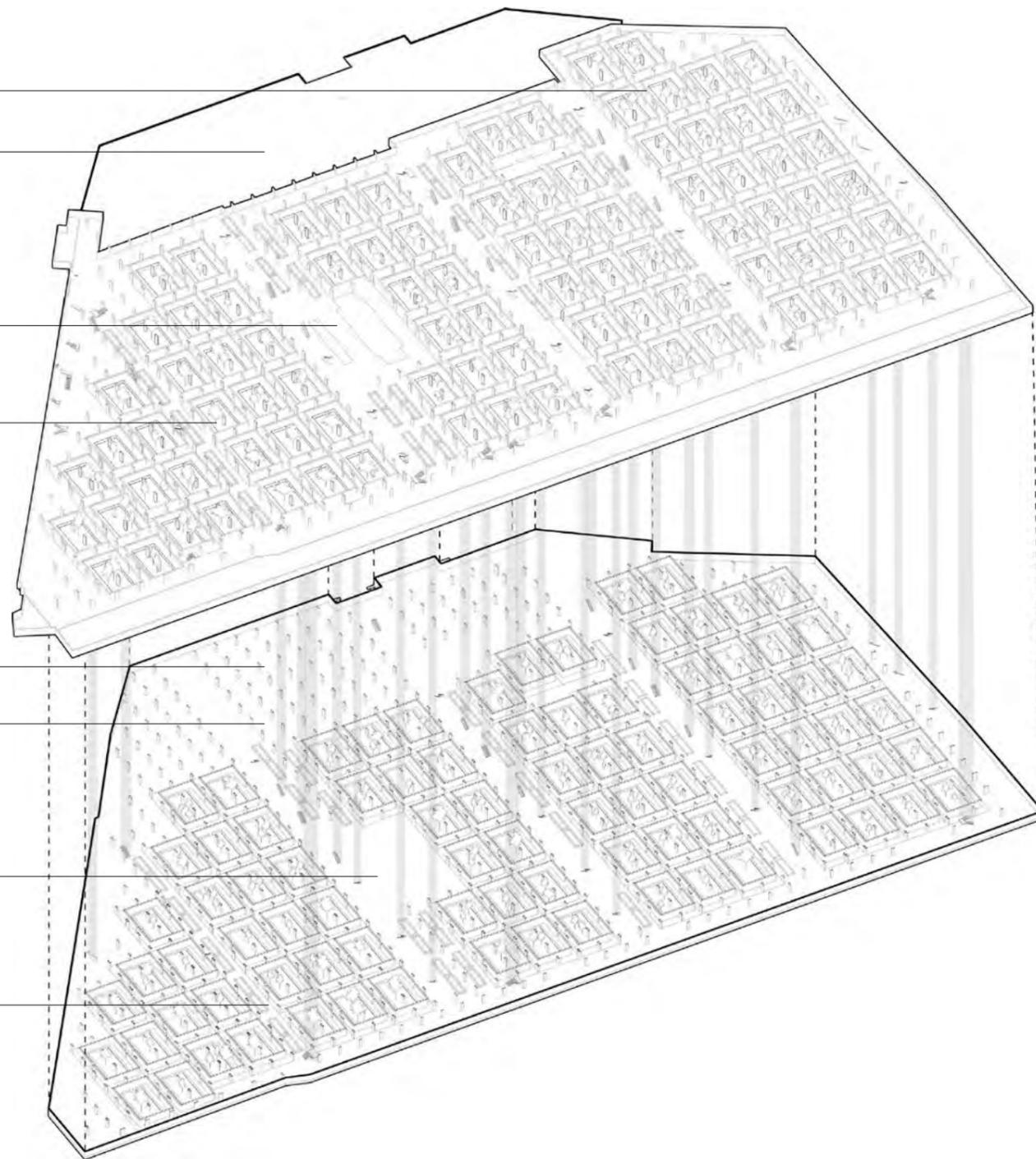
COURTYARD

TECHNICAL PREMISES

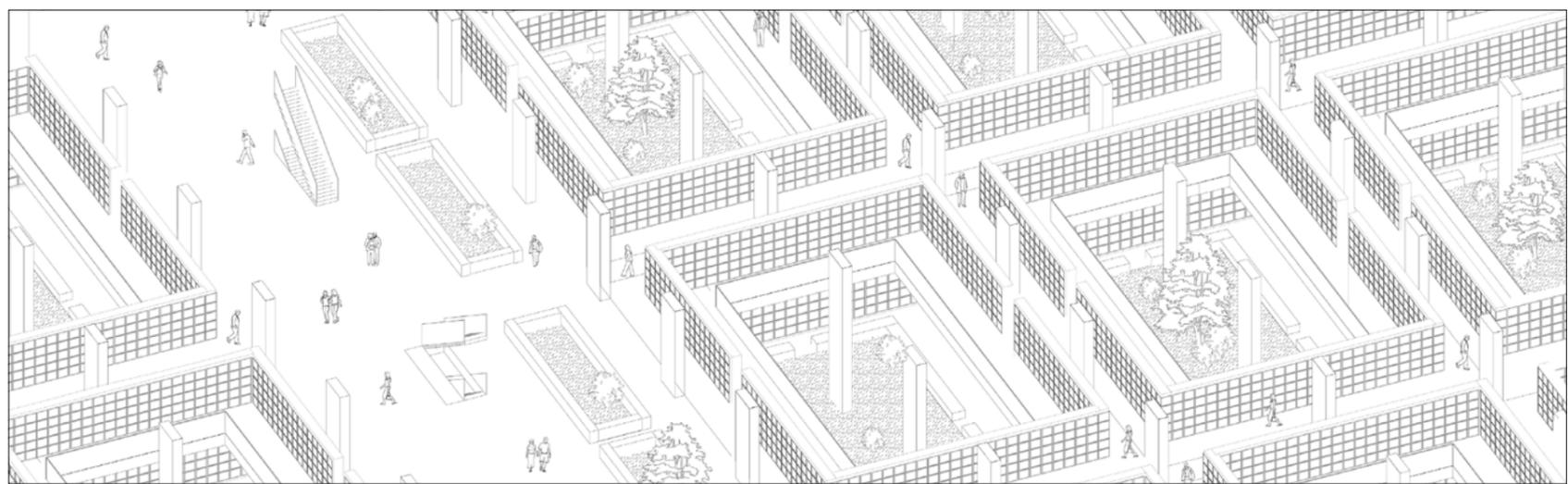
WORKSHOPS

RECREATION

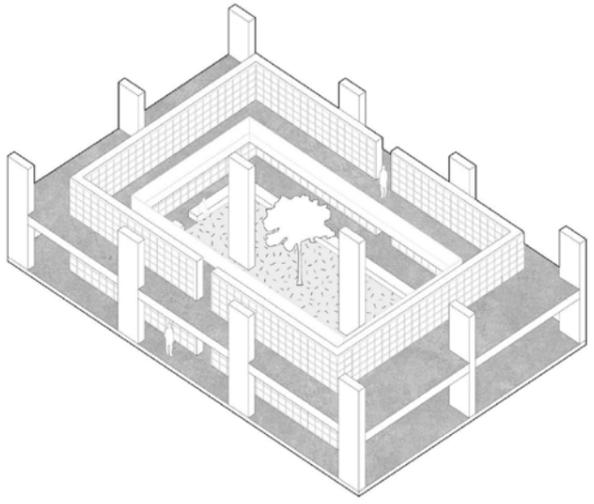
COLUMBARIUM CELL



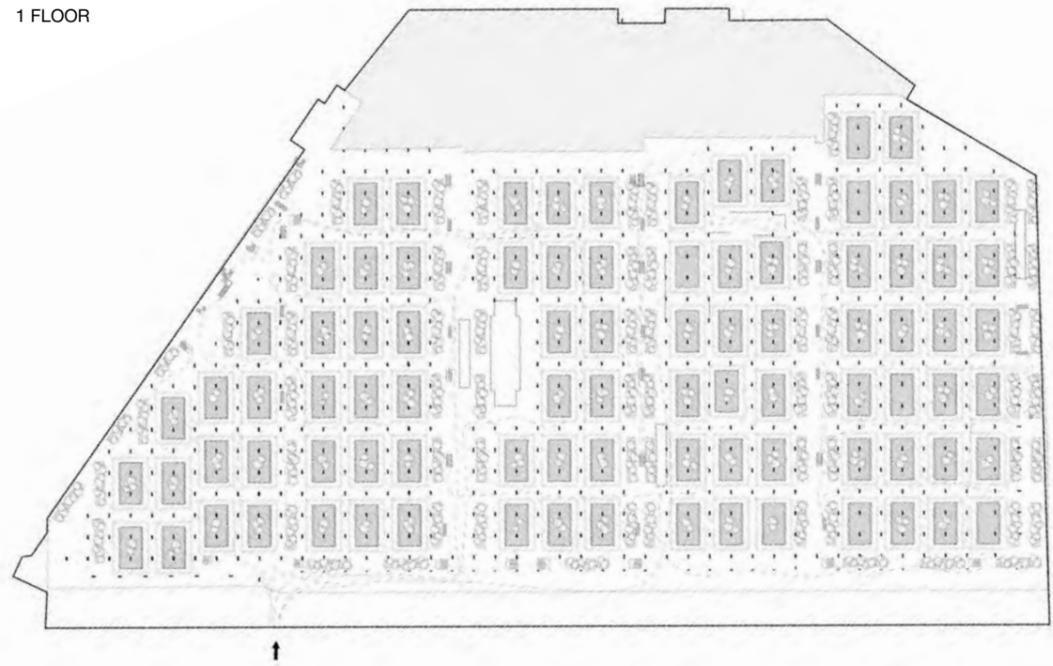
AXONOMETRIC VIEW



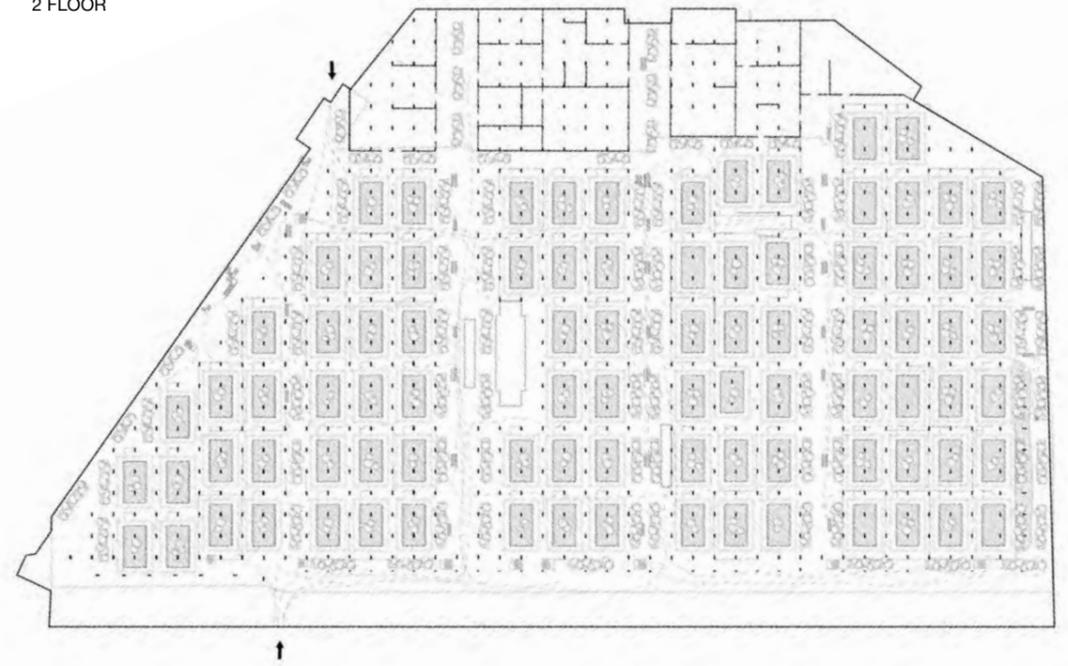
MODULE AXONOMETRY



1 FLOOR



2 FLOOR



MODULE SECTION

