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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 life for free inhabitants. It means "Le parc libre" applied to the whole territory. We want to valorise 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 requestioning 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 Euralille 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 Euralille 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 Euralille's heritage therefore invites us to take a new turn by reconsidering our soils. Rethinking the Euralille 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 in such poetry will 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 gaz 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 renewed 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-responsable energy.
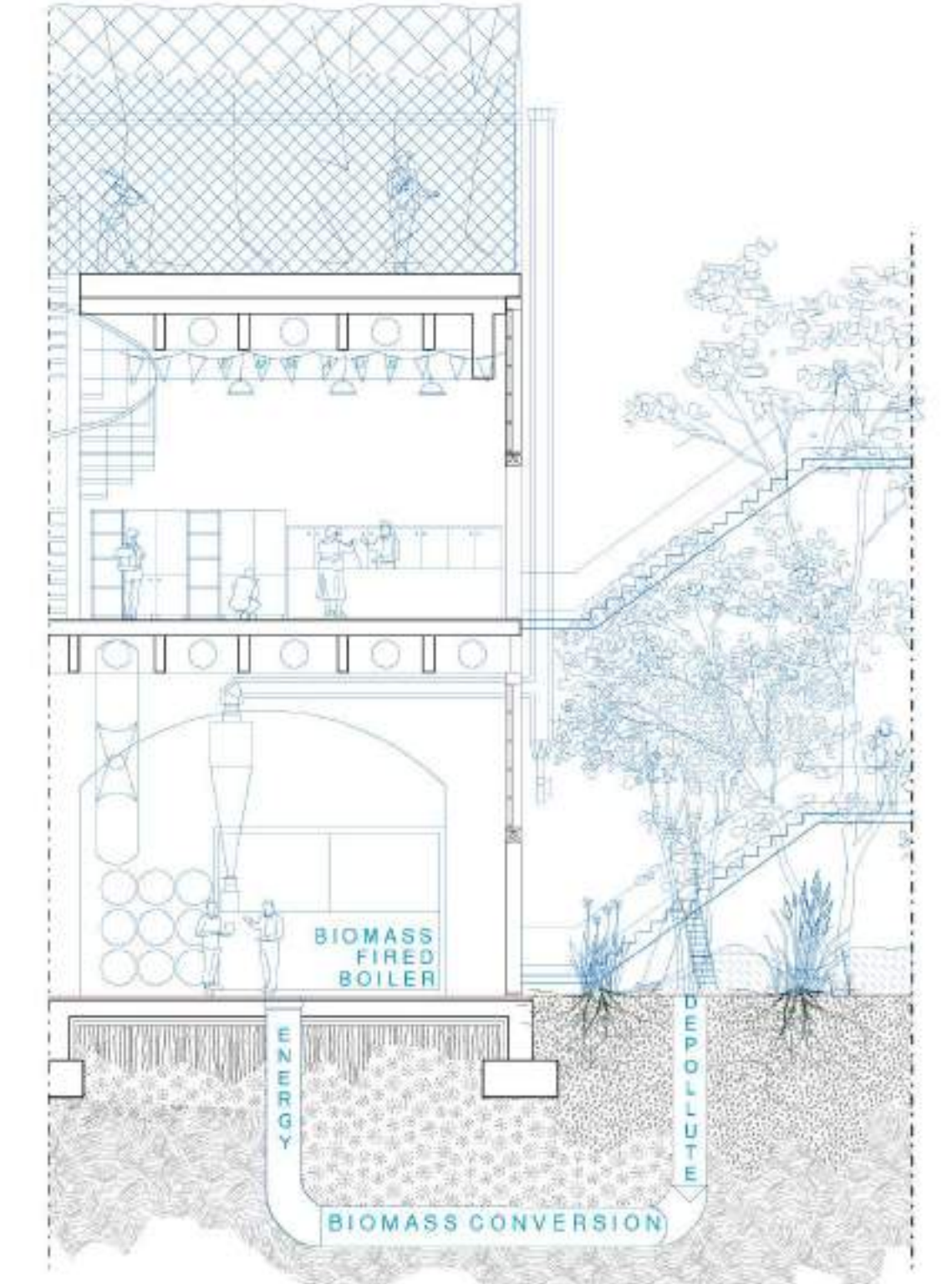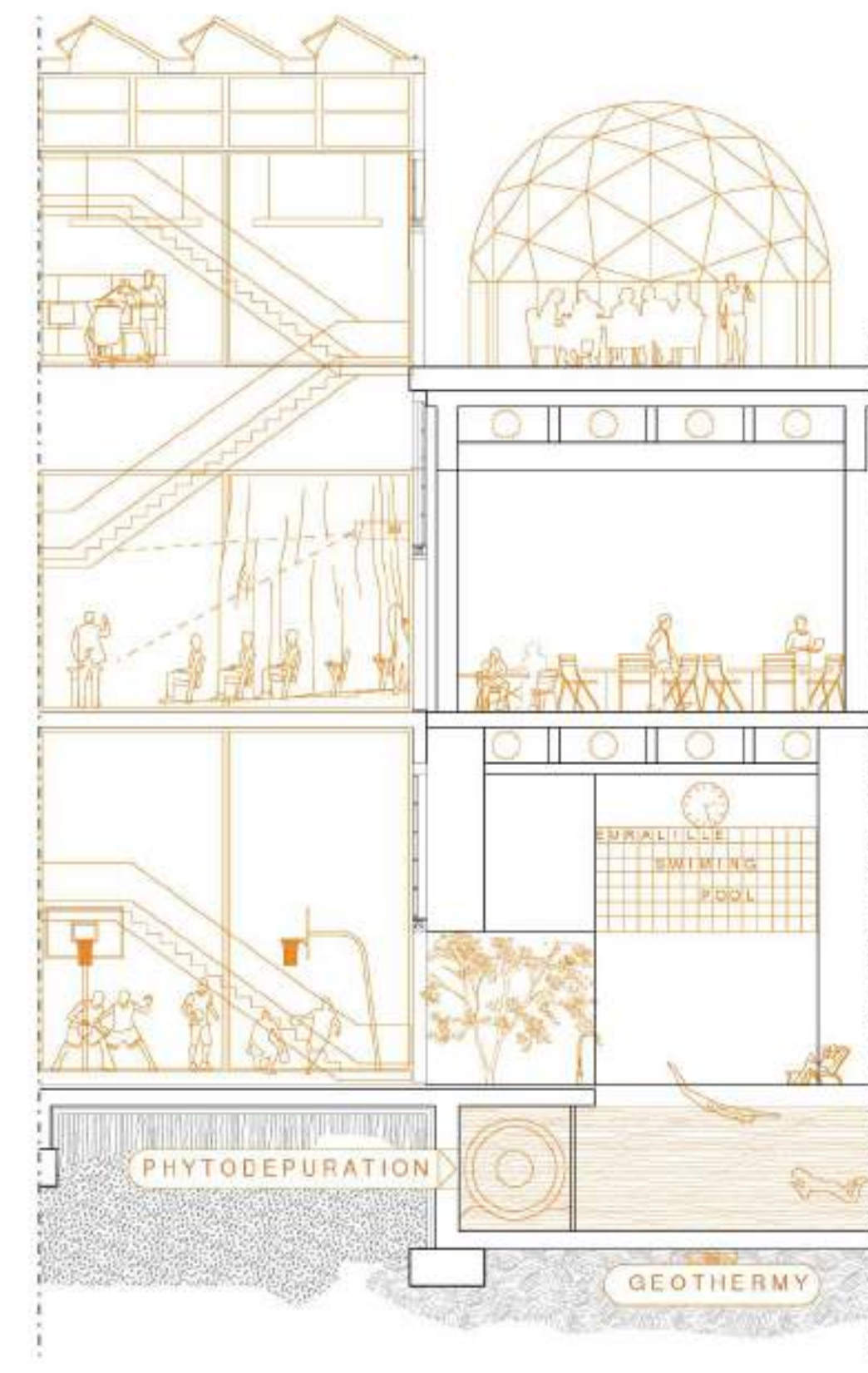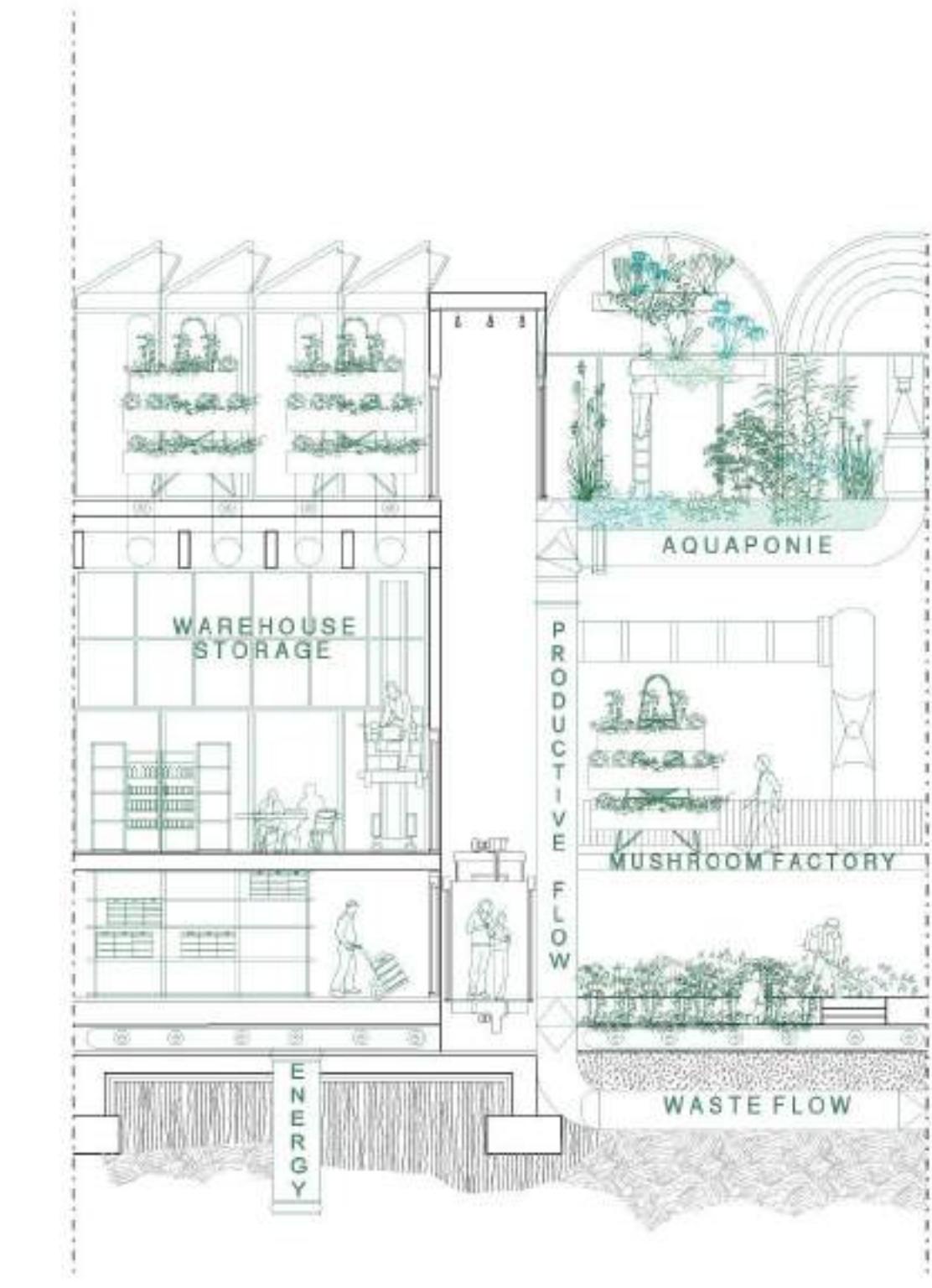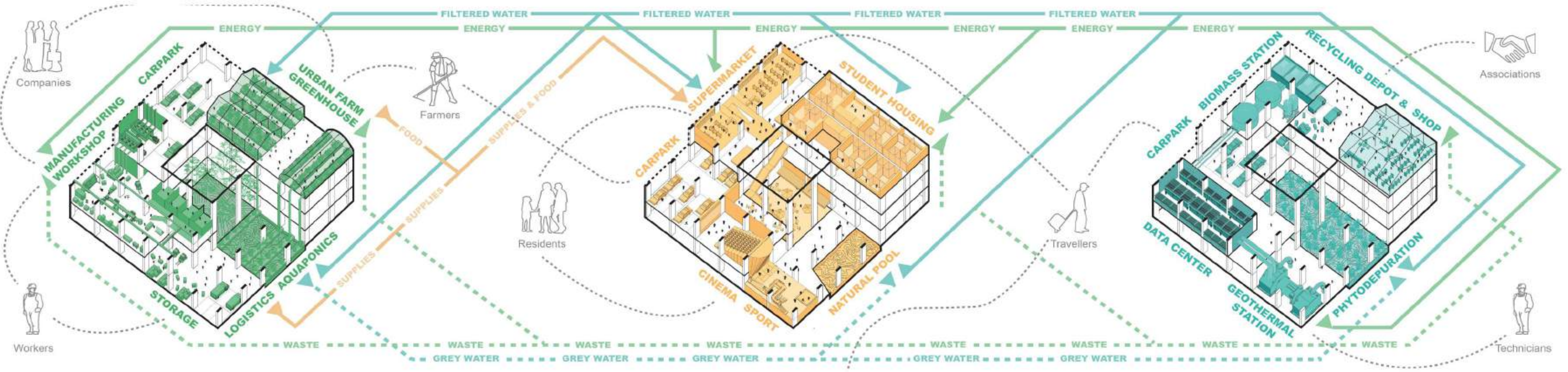
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PRODUCTIVE CITY

INHABITED CITY

CIRCULAR CITY

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 «republic,» 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» SYMBIOSE 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 metropoles. As a coronary by-pass graft, Euralille is an aggressive operation to feed an historic city to all flovs 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 thinked 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.
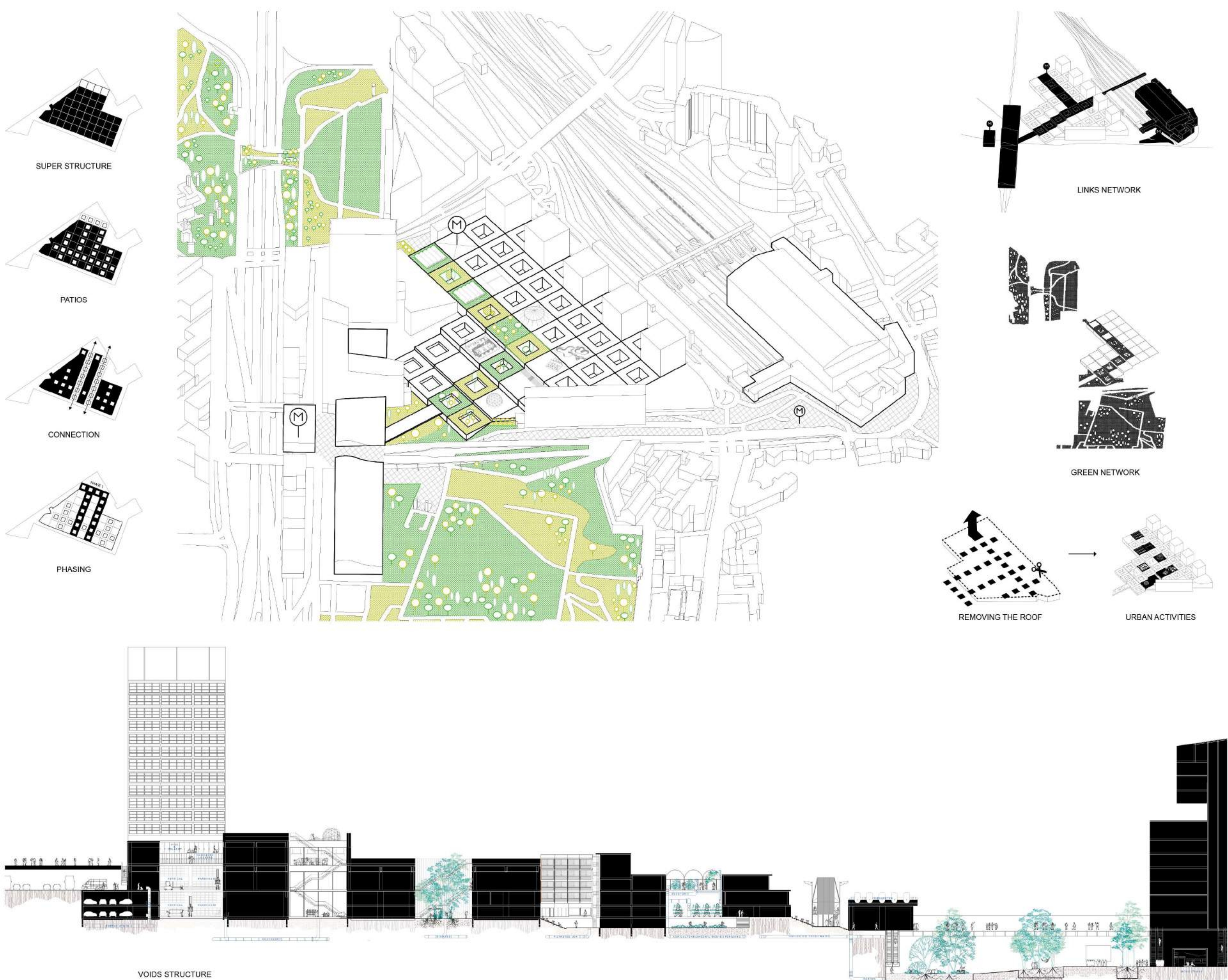By letting the light in, activities are possible underground, vertical relationships guaranteeing programmatic heterogeneity emerge, from the soil to the sky. We pass from a millefeuille of horizontal slabs without much relationship to a polysemy of vertical activities and possible uses, from the ground 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 trials 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

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