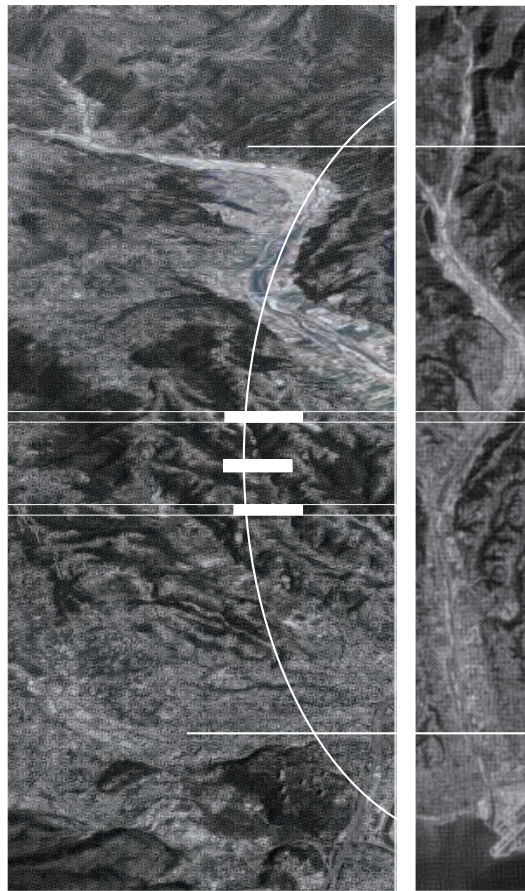


THE INTERLACE

Energization of the interval between the city and the river in Nice



THE INTERLACE

*Energization of the interval between the
city and the river in Nice*

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POLITECNICO DI MILANO

MSc ARCHITECTURE - BUILT ENVIRONMENT - INTERIORS

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01



Abstract

Abstract

“The Interlace” remodel farmland with sparsely populated town as a public area, to connect the relationship between two sides of the Var river (Nice and Saint-Laurent-du-Var) and energize the place by analysing context and developing a strategy, through the critical reading of the history of Nice, in order to interpret from historical fragments.

Nice is a city located in the French Riviera at the foot of the Alps, which has almost 344,400 inhabitants. The climate is Mediterranean and mild. It is the largest center near the border with Italy, and also the second-largest French city on the Mediterranean coast. It is the fifth-largest municipality in France by population.

The city also has two small rivers usually dry in the summer: the Paillon and the Magnan. Another river is the Var river, which was a border between the Kingdom of Savoy and France until 1860. Several hills dominate the city, the most famous Castle hill separates the city from the port.

Nice airport is located on the western outskirts of the city, which is the third busiest of France after the

two Parisian airports. The city was a popular tourist spot in Europe from 18 Century. It is the second French city for hotel capacity.

The original toponym of the city is, in Italian, Nice, while in Occitan it is known as Nissa. The French toponym of the city is Nice and its inhabitants are called niçois or niçards, "Nizzardini" in Italian. In the local dialect, the most common term is Nissan. The adjective "Nizza Marittima", to differentiate it from Nizza Monferrato, is a Savoy one.

The etymology of the name would originate from the ancient Greek name Nikaia, meaning "victory" around 350 BC, when they settle in Marseille. However, another hypothesis traces the name of the city to the Etruscan-Italic toponym Nikaia.

The Var river is a border or connector ?

Our site is located in north part of Saint-Laurent-du-Var, which is almost disconnect from Nice Whether it is in past or today, because it is lack of bridge to cross the Var river, but also has been a boader between France and the House of Savoy until 1860. Futhermore, the highway along

the Var river cut out the relation of both side of the city. It is mainly focus on its functions instead of thinking landscape. Nowadays, the plain of area concentrate on agriculture, and the hill side is a town sprawl into the valley. Thanks to the Municipality's' proposal of the Eco-Vallée de la Plaine du Var project. Saint-Laurent-du-Var (in La Baronne-Lingostière) is planed as a sustainable business park that integrates with local agriculture, on the other side, Nice developpe as a new commercial zone with green path (from Nice airport to Saint-Isidore). Public buildings from Nice city along with the French Riviera and extend to Saint-Isidore, such as Asian Arts Museum, Palais Nikaia, Allianz Riviera and so on.

Therefore, the project takes advantage of these connected public spaces creating new path which is able to reconnect the Nice and Saint-Laurent-du-Var, by desinging new public open space interact with city and nature.



Nice map in 1836

02

The traces of Nice city expansion






2.1 The traces of Nice city expansion

: from Vieille Ville to The Var river

In the 10th century, Nice was ruled by Provence, but in 1388 it turned to Amadeus VII of the Kingdom of Savoy. It was occupied by France several times in the 18th and 19th centuries but didn't be ultimately part of France until March 24 1860, when it was ceded by Camilo Benso count of Cavour to the France of Napoleon I following the treaty of Turin. Nice is considered as a military base under the rule of Provence, of the Counts of Savoy and Napoleon III. During all these centuries, Nice underwent famine and plague, and wars.

According to the old Nice map in 1610, the old city (Vieille Ville) was located in between the Paillon river and the Castle of Nice. In 1749, the port of Nice was ordered by The Sardinian king at the time, Emmanuel II, the Lympia harbor was completed in 1751. However, the construction of the port is still ongoing in the next 150 years. In 1858, the city starts to expand to the North (Jean-Médecin and Riquier) and the road to West (Rue de France). After the Marseille-Ventimiglia train line was completed in 1864, some residentials sprawled to some streets, such as Boulevard de la Madeleine and Avenue Alfred Borriglione. Another train line, CP train Route (Chemins de Fer de Provence), was opened in 1892. The line started from Gare de Nice CP, then cross few hills and run along the Var. Some buildings can be read around Station Saint-Isidore in1938.

TISSUES

-  SAVOY/GUISE BEFORE 18TH
-  SARDIA 19THS
-  FRANCE 20THS
-  ITALY EARLY 21THS
-  FRANCE

MUSEUMS/ PUBLIC BUILDINGS

1. Hospital Pasture
2. Museum Matisse
3. Museum CIEMEZ
4. Hospital CIEMEZ
5. AnimaNice Cimiez Center
6. Nice-Pont-Michel
7. Palais des Expositions
8. Regional Vocational School Building Vauban
9. Patinoire Jean Bouin
10. Palais des Expositions
11. Cinéma-théâtre de Nice
12. Nice Port
13. Museum of Photography Charles Nègre
14. Borne et Delaunay
15. Marc Chagall National Museum
16. Musée des Beaux-Arts de Nice
17. Centre De Secours Principal Magnan
18. School & Middle School Sainte Thérèse
19. Musée International d'Art naïf Anatole Jakovsky
20. Parc Phœnix
21. Asian Arts Museum
22. Nice Airport
23. Cap 300
24. Efcam Sud
25. MIN d'Azur
26. Alpes-Maritimes prefecture
27. Palais Nikala
28. Renault Nice Ouest
29. METRO
30. Stade Niç
31. Université de Nice Sophia Antipolis
32. Allianz Riviera - Nice Stadium
33. E. Leclerc Nice Saint-Isidore
34. NICE - Lingostière
35. Centre commercial Nice Lingostière
36. Hippodrome de la Côte d'Azur

 Museums

 Public Buildings

 37. Saint-Laurent-du-Var
38. Vallon de Lingostière
39. Vallon de Magnan
40. River Paillon

 Nice- Bastia
Nice- Nice
Nice- Calvi
Nice- Ajaccio



38

39

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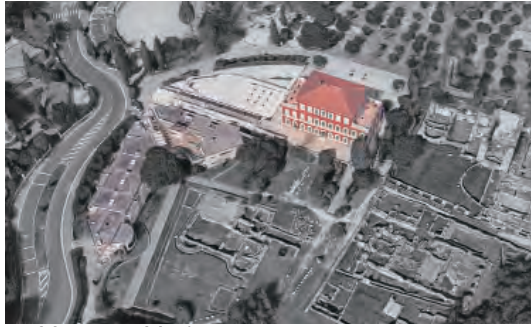
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22

Museums



2. Museum Matisse



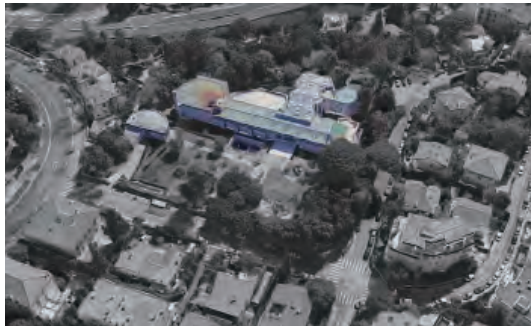
16. Musée des Beaux-Arts de Nice



13. Museum of Photography Charles Nègre



19. Musée international d'Art naïf Anatole Jakovsky



15. Marc Chagall National Museum



21. Asian Arts Museum

3

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Public buildings



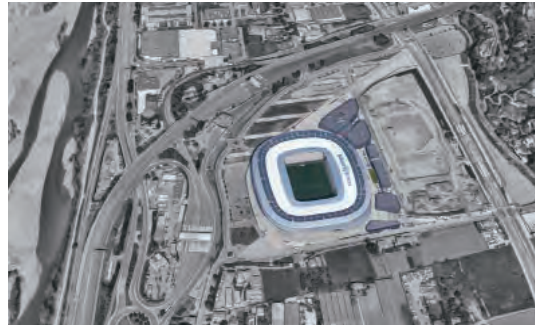
11. Cinémathèque de Nice



27. Palais Nikaia



22. Nice Airport



32. Allianz Riviera - Nice Stadium



23. Cap 300



35. Centre commercial Nice Lingostière

3

4

Promenade des Anglais

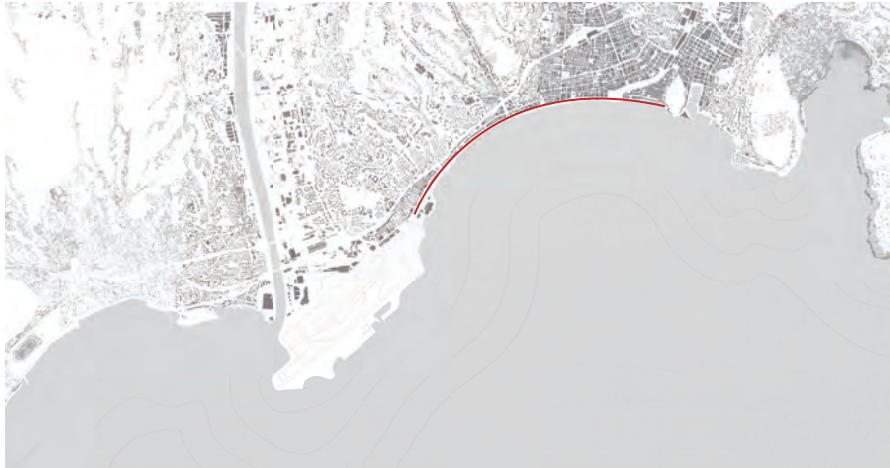
The French and the Italians are not the only ones who have shaped the historical trace of Nice. The British also left their mark on Nice. They contributed the development of the landscape of Promenade des Anglais, which was founded by the financial support of the British aristocracy. Wealthy Britons found the Nice in middle of the 18th century that there is a ideal place for winter retreat. around the middle of the 18th century, Nice was an ideal winter resort. They initially suggested to construct a promenade on former abandoned stretch of seafront, delineating the seaside. The project was quickly accepted by the city of Nice. The work was completed in 1824. It was named "Camin des Inglés" , then it changed to the current name "La Promenade des Anglais"when the annexation to France in 1860.

Nice is one of the Riviera's most popular destinations, and with good reason. Modernist master Henri Matisse fascinated to the sky of Nice. He decided to spent his last years here. He had many drawings which view from his hotel room.

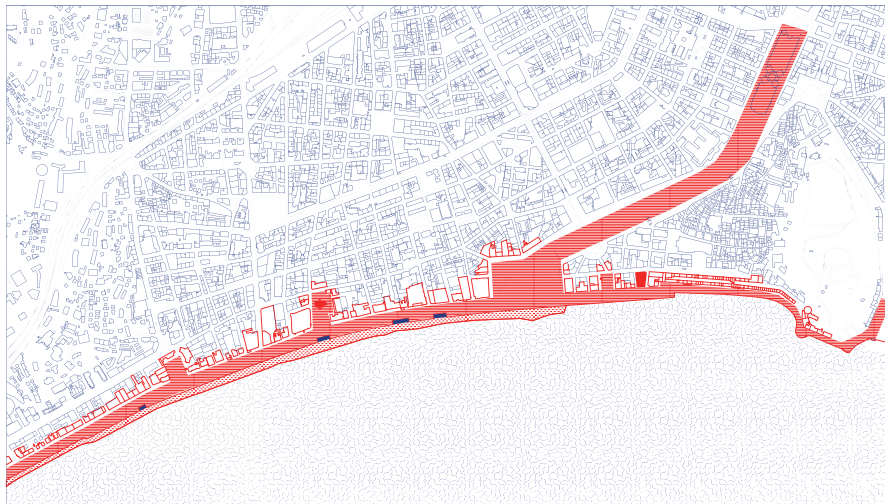
Nowadays, for the local inhabitants, the Promenade des Anglais has

simply become the Promenade. It is popular with bicyclists, baby strollers, and families, especially on Sundays.

The Promenade des Anglais is almost 3 meter higher than the beach level. .In the Promenade's level people are sitting along the passage way to sea the beautiful ocean. In the beach level, there are some restaurants, cafe, are built in front of Promenade. People enjoy the sunlight with their meal, some are lay on the beach to enjoy the sunlight. The Ocean is like a stage surrounded by covered shape Promenade des Anglais.



Promenade des Anglais



open space beach public building sea pavilion



Napoléon III bridge

The Napoléon III bridge was the border crossing between France and the House of Savoy until 1860. The crossing of the Var, although often forded, was possible in 1845 by a wooden bridge with fifty arches.

Symbol of the link that connects the County of Nice to France, the bridge bears the name of the main artisan of the connection to France negotiated with Camillo Benso Count Cavour, and approved during the plebiscite of April 22, 1860.

Between 1862 and 1864, this bridge was replaced by a stone bridge and masonry, then widened during the establishment of the railway. In 1923, the bridge will take its present form. On May 26, 1944, the bridge was bombed, as part of the preparation to limit the movements of German in World War II.

Nowadays, the bridge is strong enough to support the trains, the war and finally thousands of vehicles that spend every day on the var.



Old view of Saint-Laurent-du-Var bridge old bridge in 1847



Napoléon III bridge in 1864



Napoléon III bridge has bombed in 1847

Nice airport

Nice airport was completed in 1930 by private individuals. Then, in 1937, it became a government airport open to public. Nice Cote d'Azur Airport is the third busiest airport in France, only after the two airports in Paris. The airport is positioned 7 km west of the city centre, which is well connected by public transportation.





03

The Var river in present and future

3.1 The plain of the vars

The plain of the vars represents 11% of the population of the Alpes-Maritimes, that is about 49,000 households and 116,400 people. In parallel with the increase in the population, the number of dwellings increased by 1.2% per year on average, which is twice the rate of the department.

85% of the population of the Plaine du Var is concentrated in four communes (Nice, Saint-Laurent-du-Var, Carros and La Gaude)

The plain of the vars is surrounded by great nature and farmland. the earth is fertile enough to cultivate agriculture which can support food autonomy around 15 percent in Nice. The Agricultural areas are domain 12% of Plaine du Var in 2007.

The place contains abundant natural environment which can represent as "corridor of nature" where are a very large variety of animal species develop and plant. Forests and natural areas covered, the water surface is covered 48% of the area. Some sites have been preserved by "Natura 2000" which aims to reconcile human activities and commitments for biodiversity.

From 1970, the area is growth in construction of housing industrial or

commercial areas to 142 percent, also increase the population of 52 percent. However, nowadays there is a lack of integrations between environmental and economic concerns. Big public buildings are separately placed along with the var with long distance. The highway is placed along the river or flying over the city, which not only cut out the relationship between urban and river but also break the view of the city. In our point of view, the area surrounds the Vars are mainly concerned as functional use.

Thanks to the Municipality's' proposal of the Eco-Vallée de la Plaine du Var project. The government aims to take advantage of the Nice airport and decent environment around the Var. They propose a new urban planning model which combines ecology and economy. The final goal for the next three decades is to profoundly change the economic structure of the metropolis, as well as develop the transportation and residential model. Nice develop as a new commercial zone (from St Augustin to Saint-Isidore), on the other hand, Saint-Laurent-du-Var (in La Baronne-Lingostière) is considered as a sustainable business park that integrates with local agricultural land.





1



6

1. Parc des expositions (PEX), Nice: The project is planned on the current location of MIN Fleurs, in the immediate vicinity of the airport and the future TGV station.



2



7

2. PRU the Mills: Urban renewal project (PRU) des Moulins. Located west of downtown Nice.

3. GRAND MERIDIA, Nice: Ce secteur s'inscrit en continuité directe de la ZAC Nice Méridia.



3



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4. Musée National du Sport

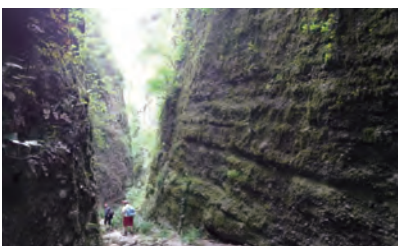
5. Sports plains

6. La Baronne: agri-food and horticultural cluster future international market.

7. La Lingostière: commercial center.



3



9

8. Carros/ Le Broc: Economic Activity Area

9. Vallon du Roquez: The area for sustainable activities

10. Nord du Lac au Broc: 18 ha for the implementation of activities related to sustainable development including an agro-forestry pole and economic activities and leisure.



4



10

11. La Digue, Saint-Martin-du-Var:

16 ha for the development of an Eco-neighborhood in the continuity of the existing village



5



11

Nice tramway.

————— Existed line

- - - - - New Line



3.2 Public transportation from Nice to Saint-Laurent-du-Var

Today, the public transportation to Saint-Laurent-du-Var from Nice city center can be accessed by bus only with one route. The route has to cross the Var first through the Prom. des Anglais which is the road front of the sea, then change another route along the Var.

Nice and Saint-Laurent-du-Var are lacking of connection because there is only Var bridge which can allow pedestrians to pass, but buses cannot cross it. Other bridges are merely supported for vehicles.

The bus route along the river prevents people from perceiving the landscape of the Var river since it constantly keeps the distance with the river, and the highway also blocks out the view.

According to the new transportation map of Nice, the Municipality plans to add a new line 3 tramway, which is run between the airport to Nice Lingostière shopping center. The route intersects with the existing station Nice Lingostière.

The government tries to urbanize the city to the North and also takes advantage of the location of Nice airport.



04

Typology In French Riviera

4.1 Market

Cours Saleya

The Cours Saleya is the main pedestrian in the old town, which runs parallel Promenade des Anglais, and it can be overlooked by the Colline du Château (Castle Hill) the ancient fortification.

The area was first called « La Marina », became « Le Palco » in 1714 and was named Cours Saleya in the early 20th century. Les terraces were firstly built which is parallel to the seafront rampart and then Le Cours was built after. Les terraces attracted rich tourist to stay on top of the roof to enjoy the amazing sunset view. The place gathering cafes and luxury shops. Two buildings are the center of social life in Nice.

In 1839, in one of the houses in the Cours, Benoit Visconti opened « L'Établissement Littéraire Visconti » a literary salon, which became an important area for art and literature lovers around the world for more than half of century. In the gardens and on the terraces, it was used for organizing charity evenings, musical concert, night lighting festivals, and evening parties. It had box seats for people to entertain Carnival parades which along the French Riviera.

At this period, Consiglio

d'Ornato decided to open three arcades in the Cours through to the sea. One of arcade creates passage under the terrace in front of the government palace.

from 1861 the municipality approved the establishment of flower and vegetable market on Cours Saleya. From 1892, the place started to loses its character, because carnival parade and luxury shops moved to the new town (Avenue de la Gare and Place Masséna). After adding a concrete roof in 1930, the place occupied by the parked cars outside of market time, also the terraces closed and abandoned since 1960. In 1980 the underground was built and concrete covered market was demolished to solve the parking problem. In 2009, innovation started and it became a present look.



Le Cours in 1880



4.2 Theater

Arènes de Cimiez

The arena of Cimiez is a Roman amphitheater located in Nice in the district of Cimiez . The building is classified as a historical monument since a decree of May 13 , 1965

The arenas of Cimiez form an ellipse of 67 meters by 56. A smaller arena was originally built in the ii th century as a place of training cohorts stationed Cemenelum . The building was enlarged in the iii th century with the construction of bleachers.

The building hosted games intended to distract the population of the city of Cemenelum , Roman capital of the province of Alpes-Maritimes . The amphitheater was equipped with a velum , some of whose anchor points are still visible.

Although of respectable dimensions, it is one of the smallest Roman amphitheatres known in France. With a capacity of 5,000 spectators, the building was in the immediate vicinity and north-west of the Roman baths of Cimiez . It marked the north-west outer limit of the city of Cemenelum.

The objects discovered in the arenas are preserved and exposed to the archaeological museum of Nice-Cimiez. A program of local arena searches was conducted in 2007. A building consolidation plan was to be

implemented in 2008. A new arena excavation campaign was conducted in 2009.

For years, the amphitheater remained faithful to its main ancient assignment, the show, hosting the entertainment given on the occasion of the Mais (Lu Mai) and the concerts of the Nice Jazz Festival . However, this last use ended in 2011 with the relocation of the Nice Jazz Festival in the city center.

Keywords:
Ellipse Amphitheater



4.3 Museum

Marc Chagall National Museum 1962-1973

The Chagall Museum is located on the Cimiez hill, not far from the historical center of Nice.

The building, opened to the public in 1973, was designed by French architect André Hermant – a former collaborator of Auguste Perret – under the strict supervision of Chagall, who was living in the village of Saint-Paul de Vence, few kilometers away. The artist donated the artworks which form the core of the collection and was directly involved in the creation of the building's decorative apparatus.

The architecture of the museum is characterized by a close relationship between building and artworks, the broad use of natural lighting, and the role of the garden as a fundamental part of the visiting experience.

The building of the Chagall Museum in Nice was designed as a place for meditation and serenity, its interiors provide a sense of calmness achieved by combining bright materials, mainly plaster and limestone, with a generous use of daylight.

The museum's collection is based on a donation by Chagall of paintings mostly inspired by religious themes. The centerpiece of the collection is

the famous Bible Cycle (also known as Biblical Message), consisting of seventeen paintings – depicting the Genesis, the Exodus and the Song of Songs – made by Chagall in the early 1950s.

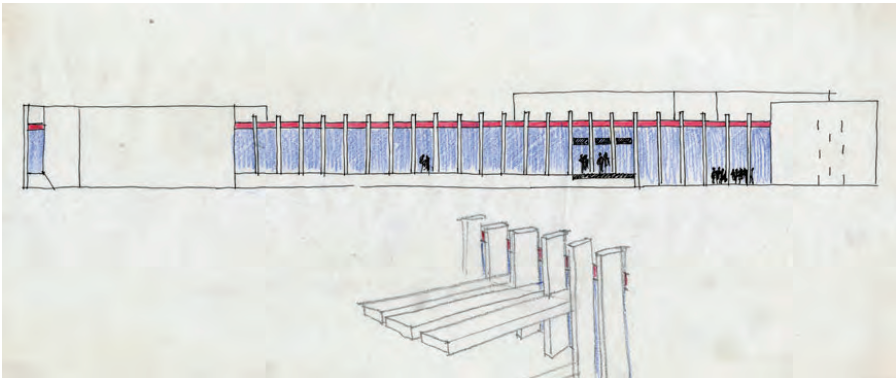
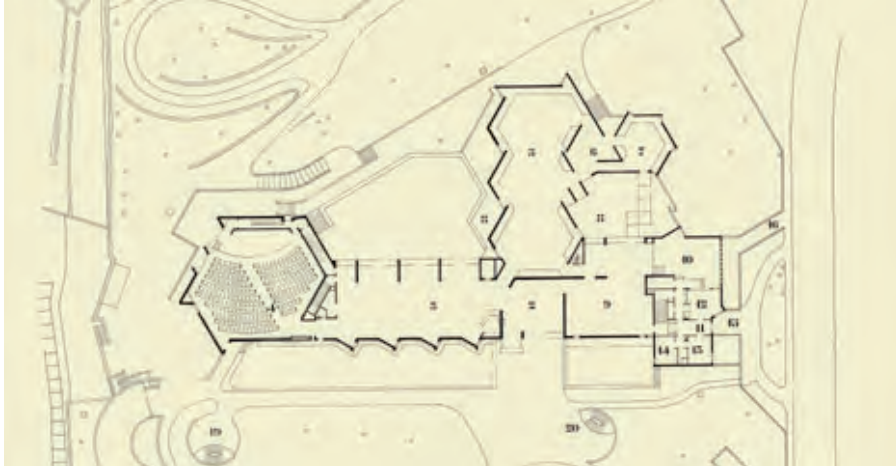
Only the auditorium is intentionally left dark, so to emphasize its vividly colored stained glass windows.

Natural lighting has also another function; since Chagall wanted its paintings to be illuminated by lambent light in order to emphasize their relief, Hermant introduced several narrow vertical windows to obtain a more dramatic lighting

than through more usual skylights, mainly because the perception of the artworks changes dramatically at different times of the day.

Keywords:

Thematic Exhibition, T-shape plan made up of hexagons ◦



4.4 Church

The Sainte-Réparate Cathedral, Nice 1960-1979

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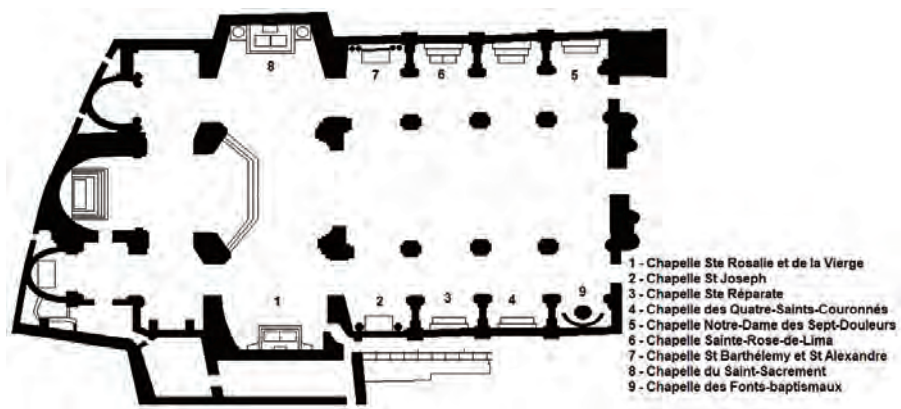
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Keywords:

Thematic Exhibition, T-shape plan made up of hexagons ◦

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Thematic Exhibition, T-shape plan made up of hexagons ◦



4.5 Experimental housing

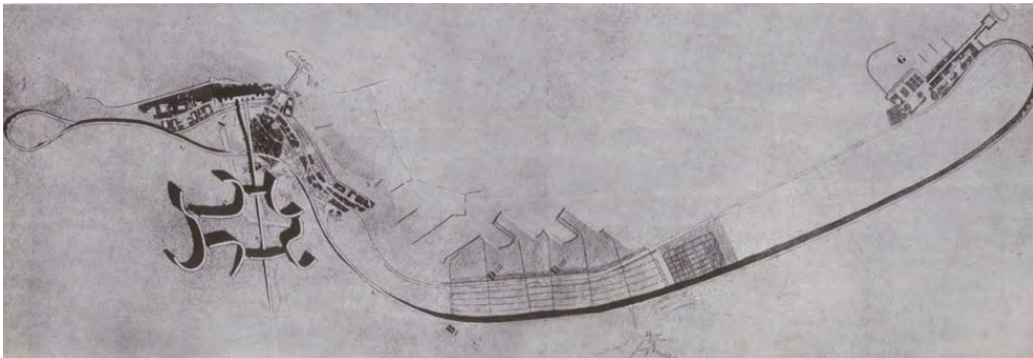
Plan Obus, Algiers

The 1933 rendering of Plan Obus for Algiers demonstrates Le Corbusier's superimposition of modern forms: the long arching roadway that includes housing — his viaduct city — connecting central Algiers to its suburbs and the curvilinear complex of housing in the heights that accesses the waterfront business district via an elevated highway bypassing the Casbah.

The courage of Le Corbusier's Obus design, his readiness to tackle urban planning on a giant scale, influenced generations of later architects and indirectly informed the construction of a number of new cities such as Brasília. As for Le Corbusier himself, however, he continued to make new proposals until 1942, but his Algiers—like his other urban plans—was never built.

Keywords:

Roadway town, Mixed Use



Plan Obus for Algiers, 1933

Unit d'Habitation, Marseille

It meaning "unit living body" 165 meters long, 56 meters high, 24 meters deep, 18 floors, 23 different living units, a total of 337 households, available for 1500- 1,700 residents live.

This new intensive residence is like a fully functional city. The ground floor is used for parking and ventilation. It has an entrance, an elevator hall and an administrator room. The upper layer of the overhead floor is the equipment floor. The air conditioning unit, diesel generator and elevator room are arranged. And various types of pipelines.

There are 17 floors above the equipment level, of which 15 are tiered residential units and the other two are high shopping streets. Located on the 7th to 8th floors, the shopping street is the commercial center inside the Marseille apartment. It has a variety of shops, such as a fish shop, dairy shop, fruit shop, vegetable shop, laundry, beverage shop, etc., to meet the daily needs of residents.

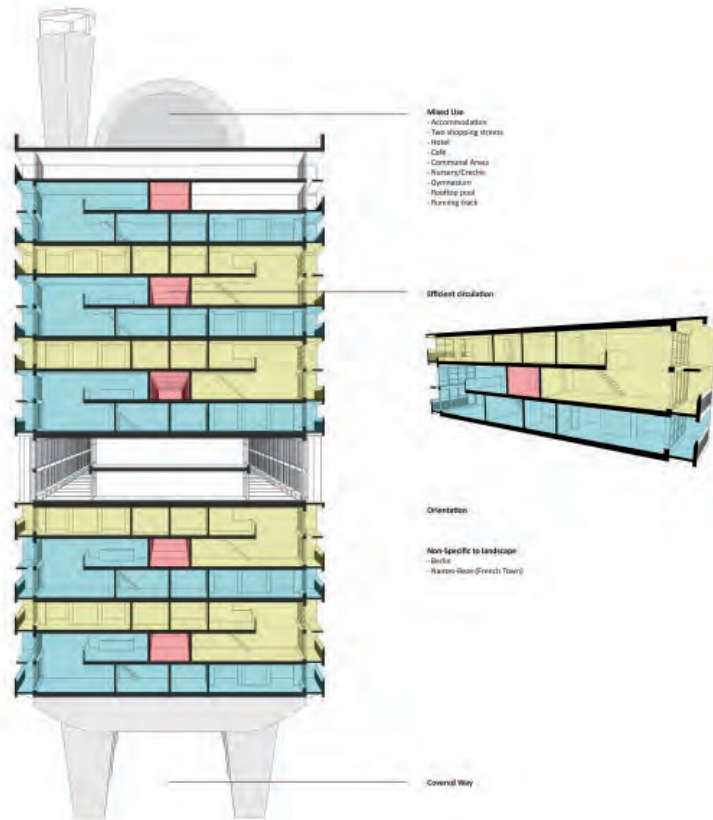
Kindergartens and nurseries are built on the top floor and the roof garden can be reached by ramp. The roof garden is large and is known as the "air plaza". It has a children's play area, a 200-meter runway, a gym, a small swimming pool, a sunbathing area, and other services - called

"outdoor furniture" by Cobb. "For example, artificial hills, ventilation shafts, flower stands, outdoor stairs, concrete tables, open theaters and cinemas, the city functions in this living body, which fully reflects Cobb's ideal social thoughts."

Another feature of the Marseille apartment is the tiered living unit, which Cobb calls "as if the bottle was placed inside the bottle holder", and the prefabricated dwelling unit is embedded in the cast-in-place reinforced concrete frame. Each unit has a width of 3.66 meters. The unit consists of two floors. The living room is partially 2.8 meters high and has a garden balcony. The Marseille apartment is entirely reinforced concrete frame, the bottom is supported by giant columns, the upper frame is a structural unit every three layers, the structural unit accommodates two sets of living units that fit together, and the walkway is located in the middle layer of the mechanism unit, so the entire apartment is in the apartment. The two floors will design an intermediate walkway, which greatly saves indoor traffic area. The slabs and partitions in the dwelling unit are prefabricated components, equipped with a good ventilation system, and the kitchen is fully equipped with garbage pipes.

Keywords:

Vertical City, Mixed Use





05



INTERLACED CITY

5.1 The strategies

We categorized 3 keywords (limits, voids, traces) to help us to define the location of the site and to develop the strategies.

Limits

the limits are defined by the valley, the Var river, and the highway. Two highways are along the river, causing the two sides to be isolated. We aim to place the highway to the underground to have a better connection between the river with our site.

Voids

There are only two main voids in plain of the vars, one is the park planned by the municipality in Nice, and others are the agricultural land, wasteland in Saint-Laurent-du-Var. Moreover, In the south, voids are mainly defined by factories, comercial architectures, residential architectures, while the north side is defined by hills, because of the natural topography, there are some roads or streams come from upper hills through the valley. These Voids help to us to define the continuties of greenbelt.

Traces

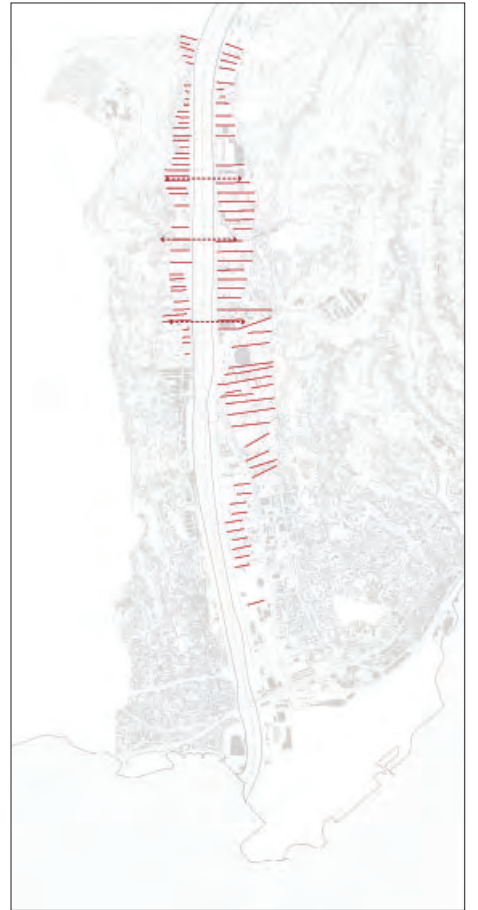
The plain of the vars has some traces come from the agricultural fields, which are perpendicular with the Var river. these divisions can be restored to organize the areas, in order to show the character of agricultural activities.



LIMITS



VOIDS



TRACES

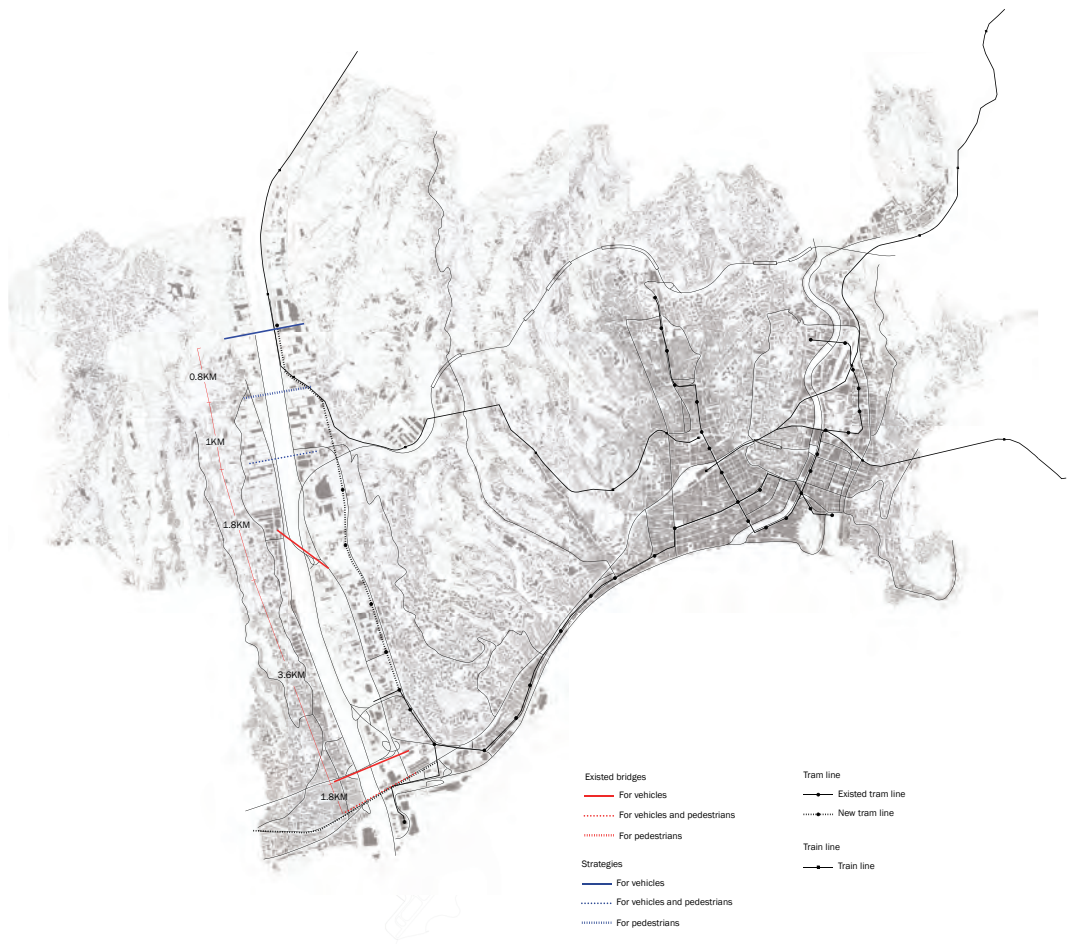
5.2 Adding connection

Regarding the history of bridges on Var river, Until around 1860 , no bridge crossed this river; thus marked the border between France and the Kingdom of Sardinia. Other bridges , Viaduc du Var was built in 1976, Bridge of Saint-Isidore in 2002, However there are only support for the Highway.

The public buildings are well connectd by the public transeportations. To the Var river, Transeportation line need the other Branch on Saint-Laurent-du-Vara. However, the distance between Napoleon III Bridge and the next pedestrain bridge is almost 13.5 km.

After an attention analysis of the area and consideration of the municipalities' plan, we aim to add more connection in between.

First, we add curved pedestrian road to softly connect to the park of Allianz Riviera. Second, we add 3 bridges to connect Nice form Bridge of Saint-Isidore.



5.3 New green path

Whether it is now or in the past, the Var river exist as a boundary of Nice and Saint-Laurent-du-Var, so our main idea is to break it and joint two sides. In the future plan of municipality, they consider the side of Nice become an commercial zone, on the other side, La Baronne (in Saint-Laurent-du-Var) develope as food and horticulture platform, as well as a sustainable business park.

We aim to create a new curved green belt that can bring people from the Allianz Riviera to the other side of the river, in order to energize Saint-Laurent-du-Var. We proposed three bridges to connect the two sides, the north Vehicular bridge serve cars to go to the shopping mall, the center pedestrian bridge connecting the Lingostiere station and museum to the pedestrian bridge, and the south bridge connecting the Allianz Riviera park and the residential area around Saint-Isidore station. This plan can create traffic and the natural environment connection.



Open space for pedestrian



Forest



Farmland



Scale 1:40000

5.4 Masterplan

The site has agricultural land and a small number of leisure facilities, shipping companies. This place lacks activations and sparsely population. Our goal is to energize the area based on existed context and the Eco-Valley which is city planning announced in 2010 that covers 10,000 hectares from Plaine du Var in the west to Nice . Our proposal can be divided into two connecting directions, one is south to the north, city to farmland, and the other is west to east, small town to the Var river.

South to North

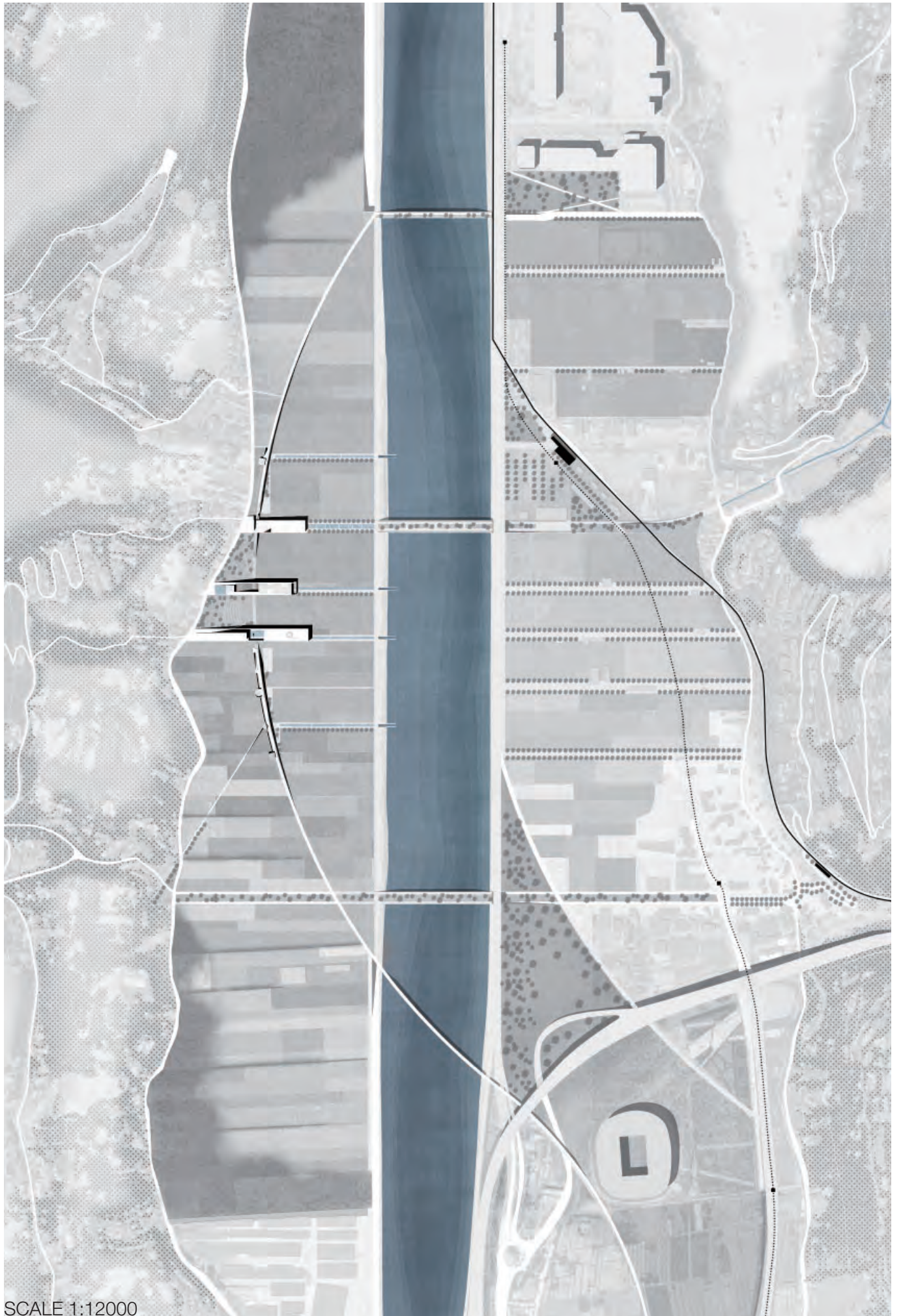
Three museums carefully placed on the existing linear context, which demonstrate the artworks following timeline. There are past, present, and future. Past and future museums are continuing the existing road, trying to enhance relationships between to residential neighborhood and the Var river. There are pedestrian walkways in front of each museum and the public functions in linear experimental housing, to the banks of the Var River. Pools on the pedestrian walkways can provide irrigation and leisure activities. The water is from the Var River when it rises. The watergate set in front of the river, to control the water level in each pool.

West to East

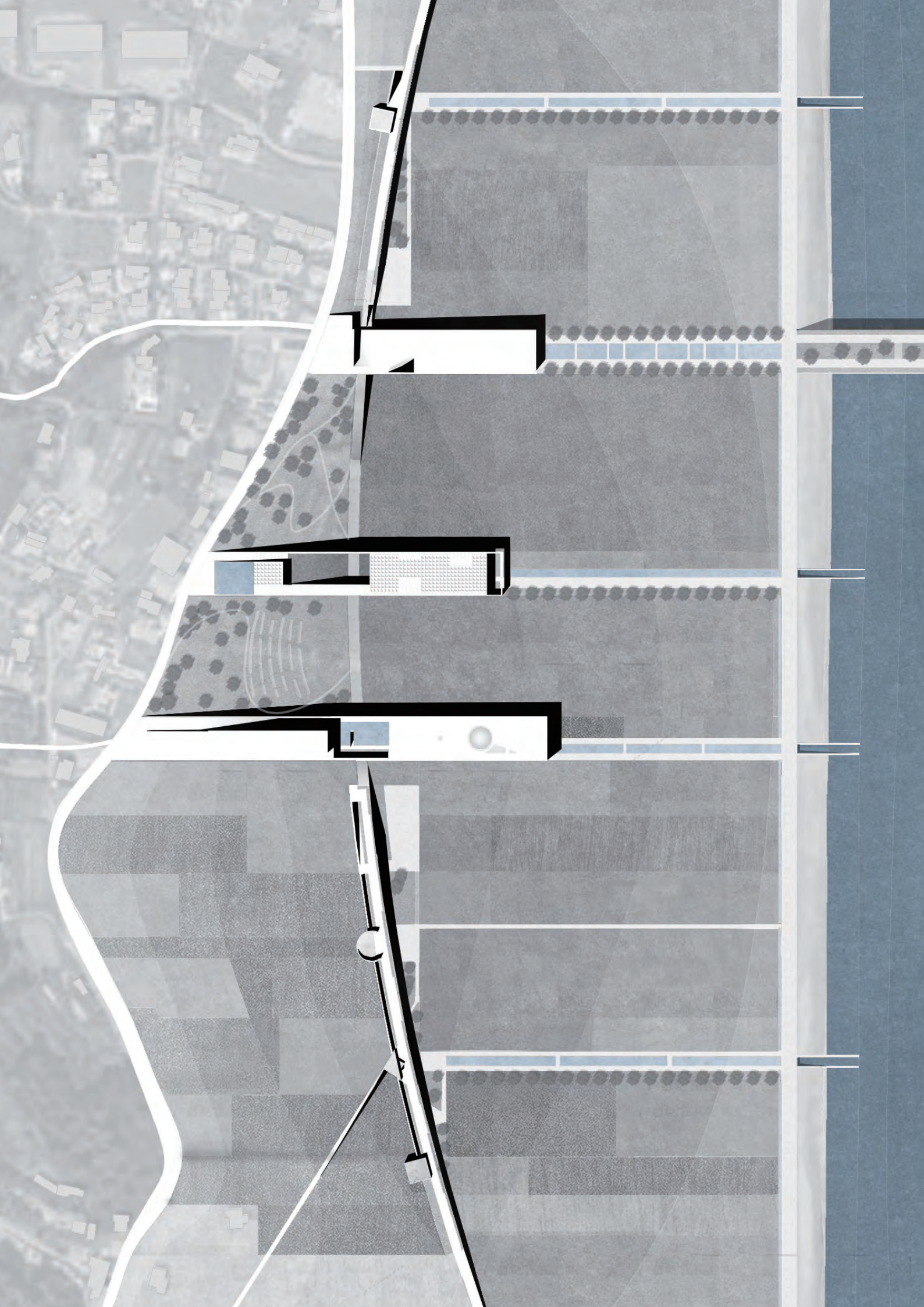
There are three roads following the direction of West to East. The first one is the existing road, which is mainly used by vehicles and public transportation.

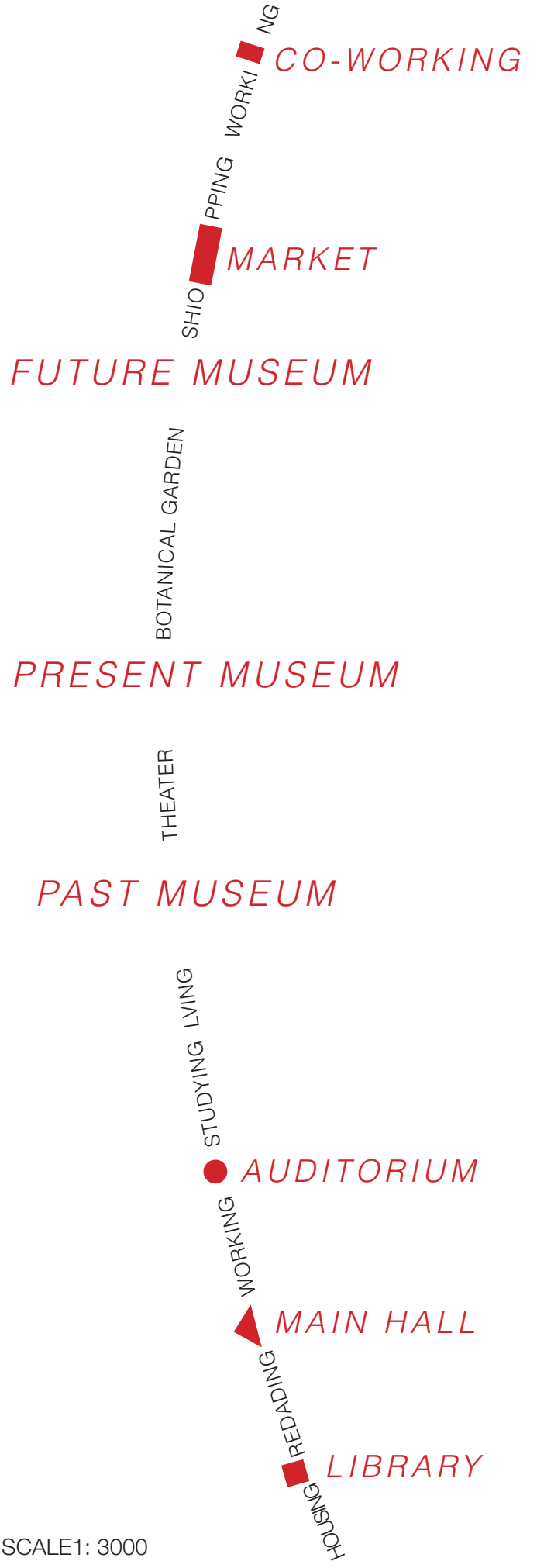
The second curved pedestrian road connects the park on Nice's Eco Valley project. The curved road crosses three museums. We wake reference on Cours Saleya, the roof provides people to stay and enjoy the amazing view on the riverbank, and the lower level is hybrid programs, such as lecture halls, libraries, the markets, and houses.

The third line along the Var river was a highway. Lowering the highway to the basement, to place a pedestrian road allows people to enjoy the river bank.

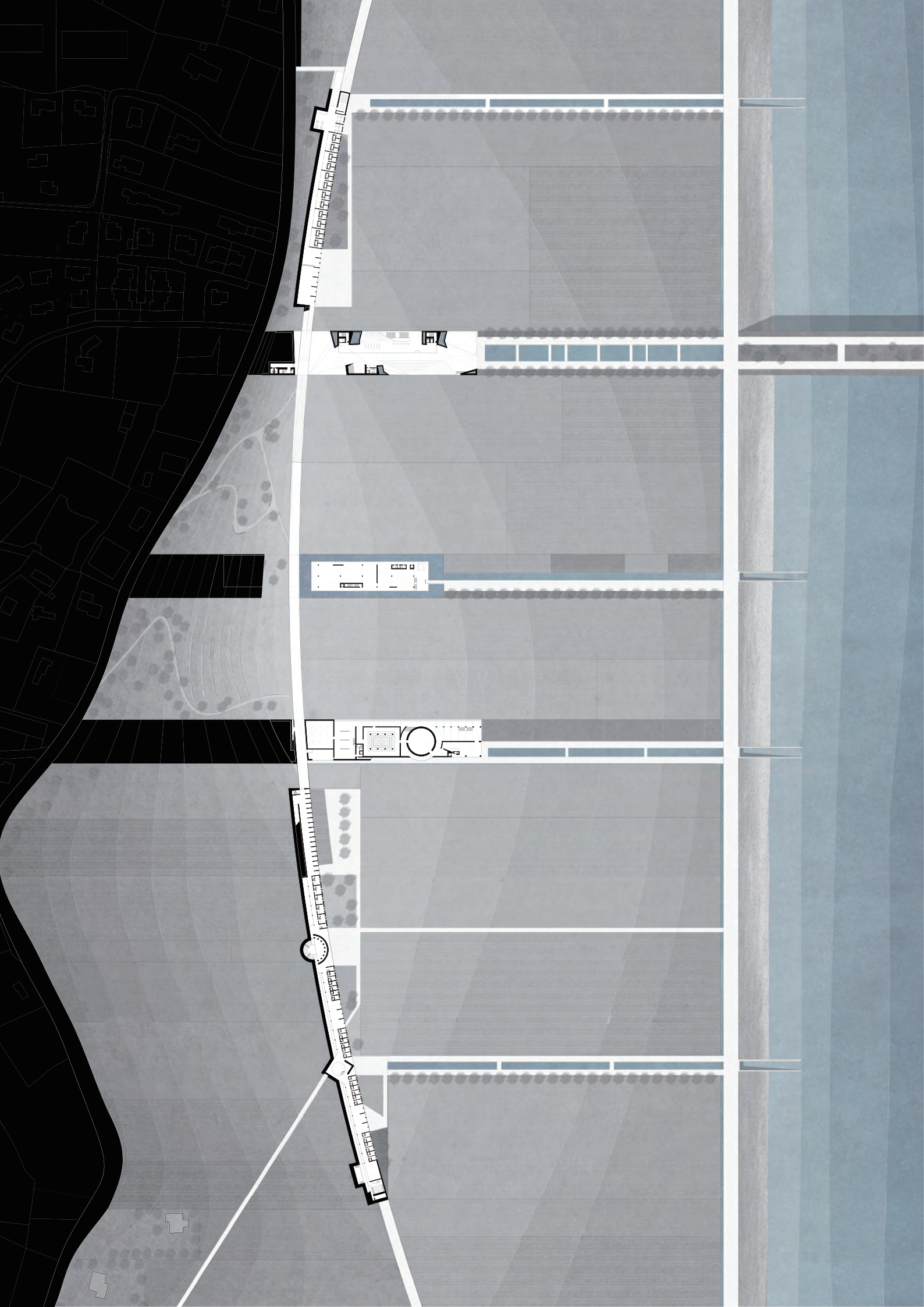


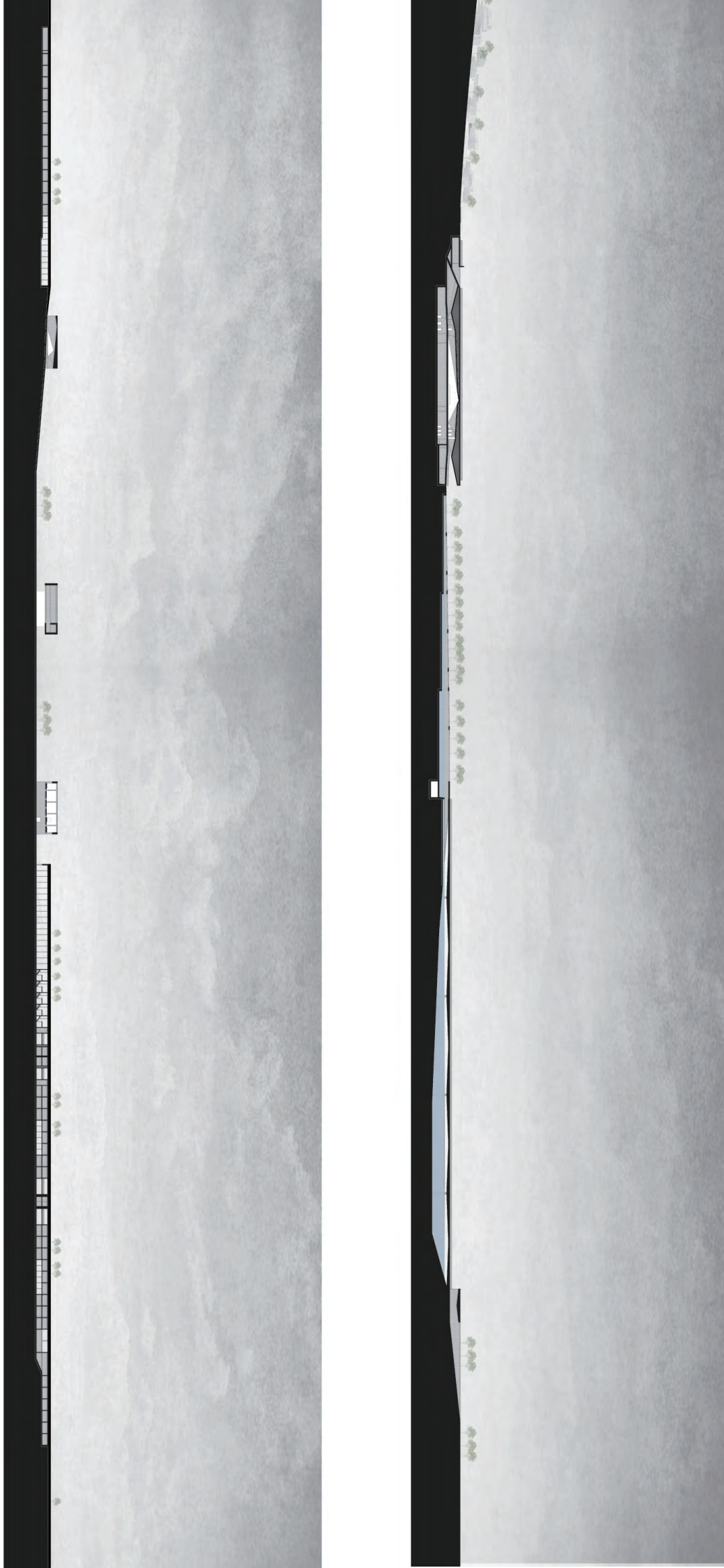
SCALE 1:12000





SCALE 1: 3000

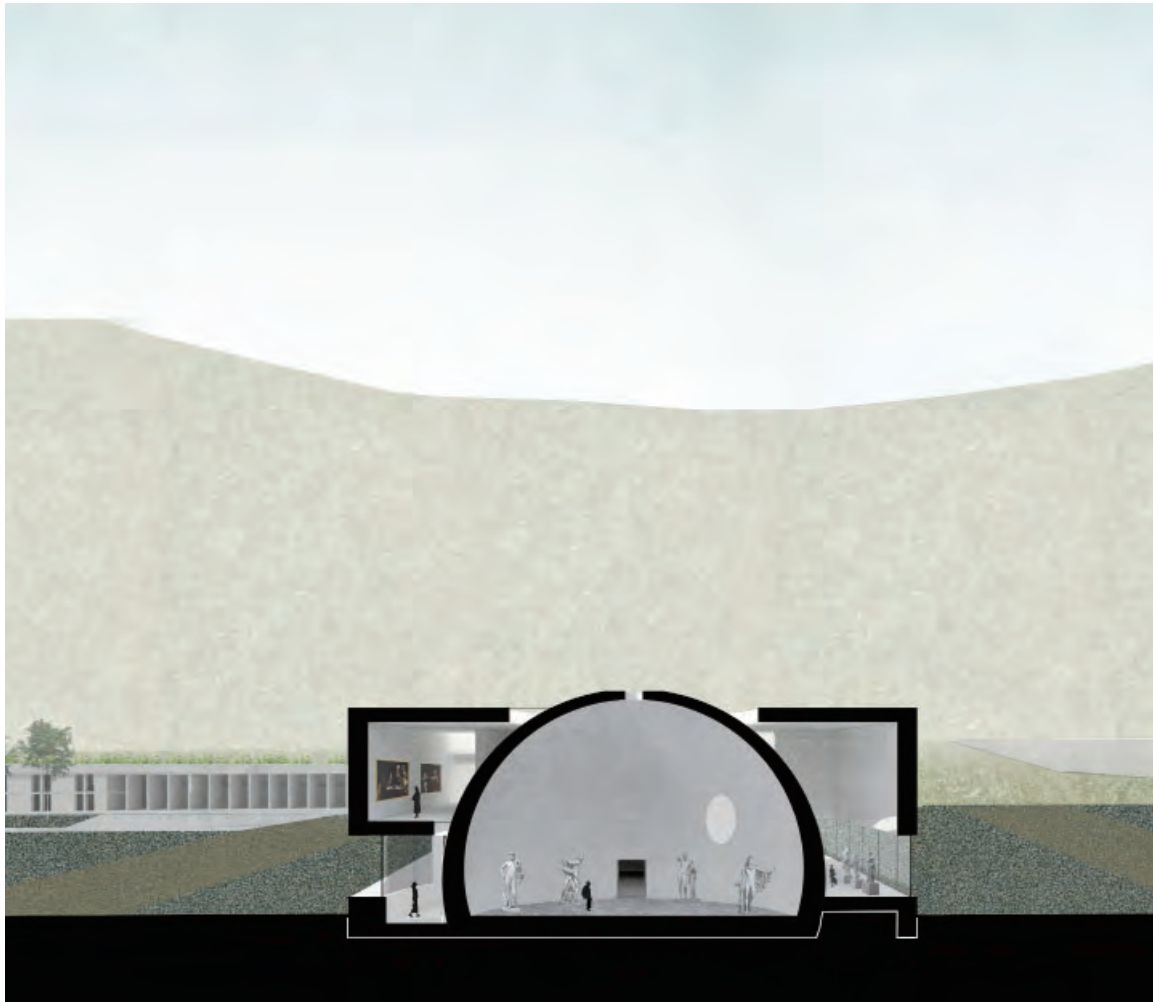




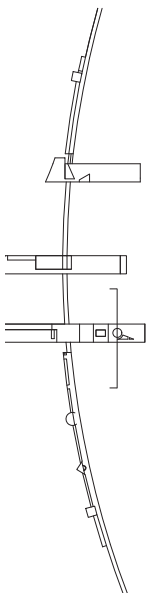
Scale 1: 3000

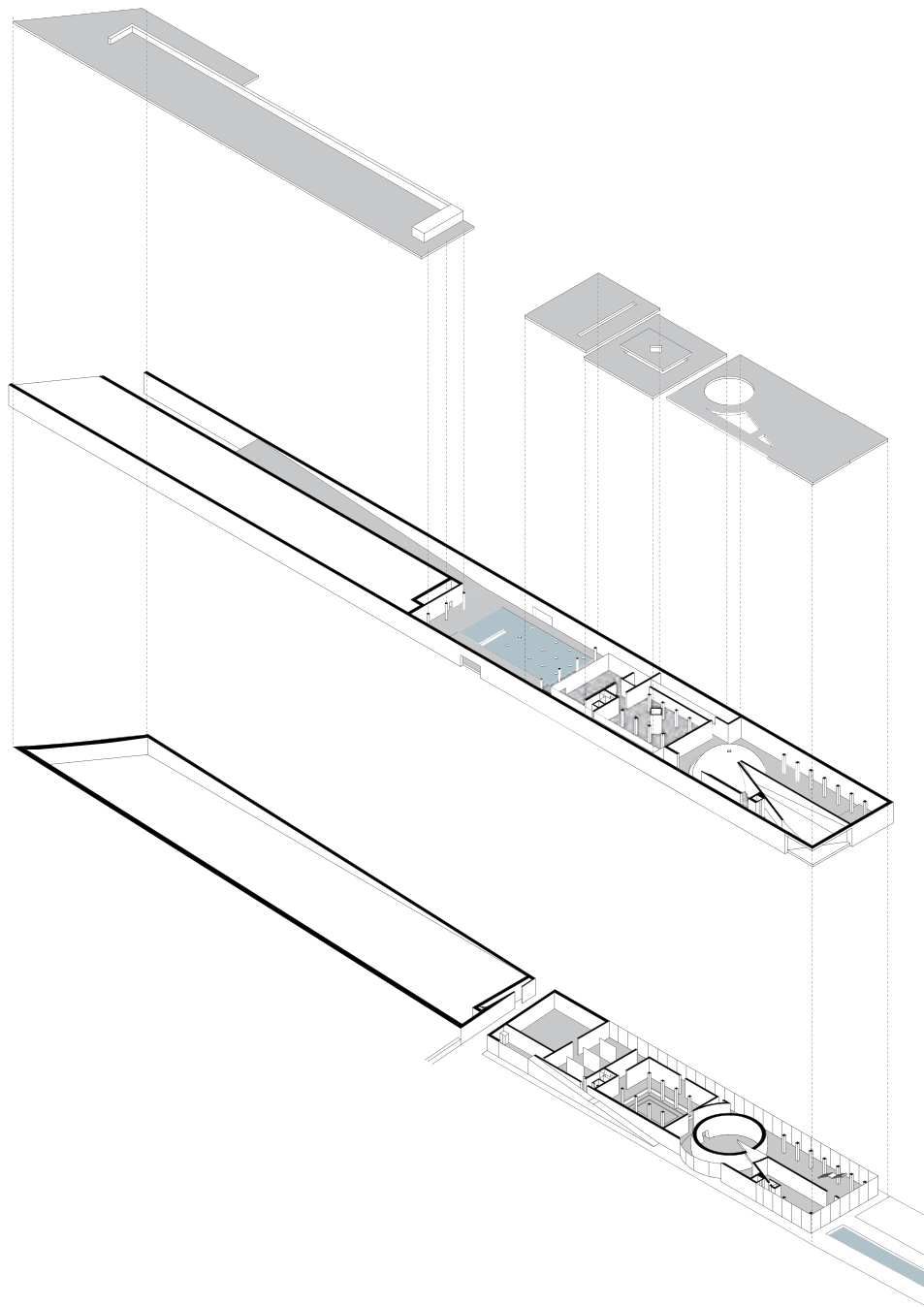
*3 Musuemes :
Past, present and Future*

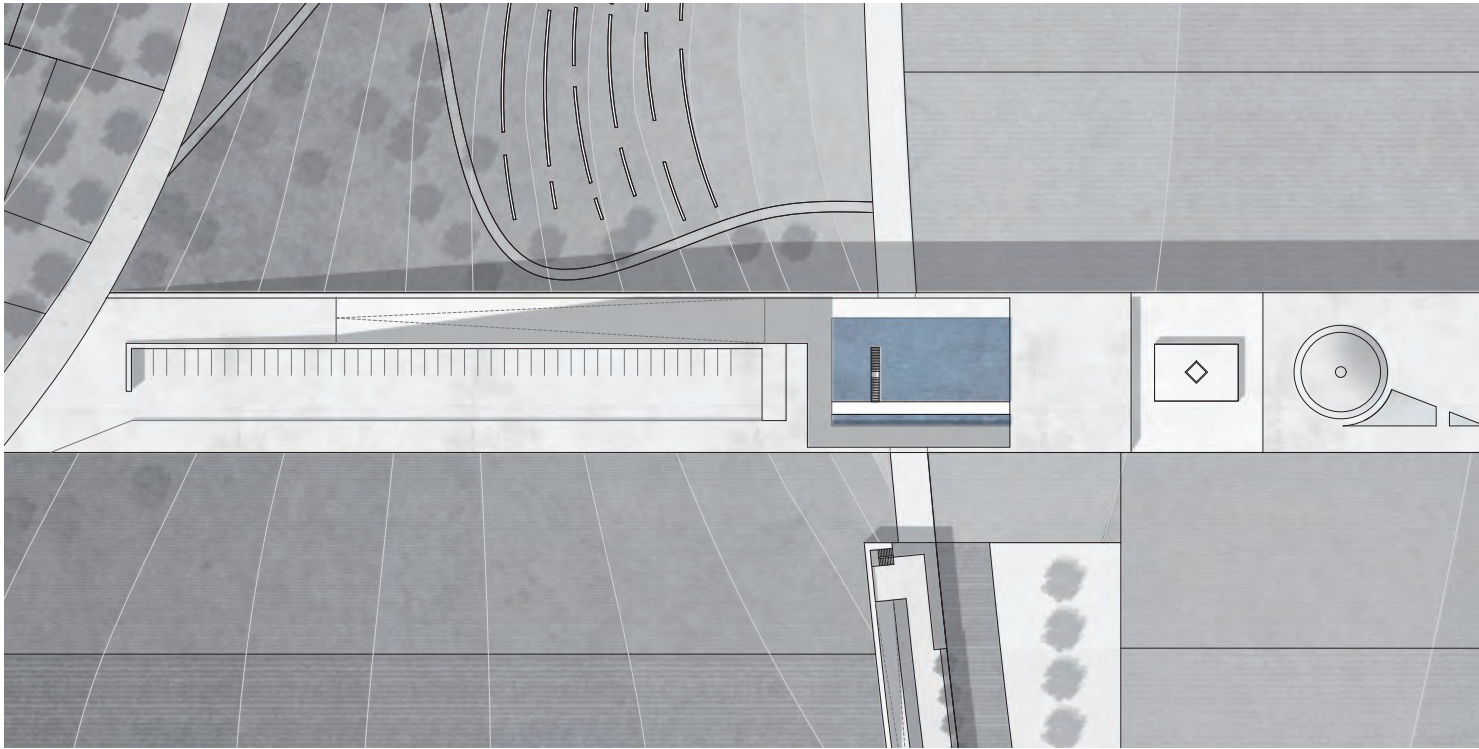
PAST-MUSEUM



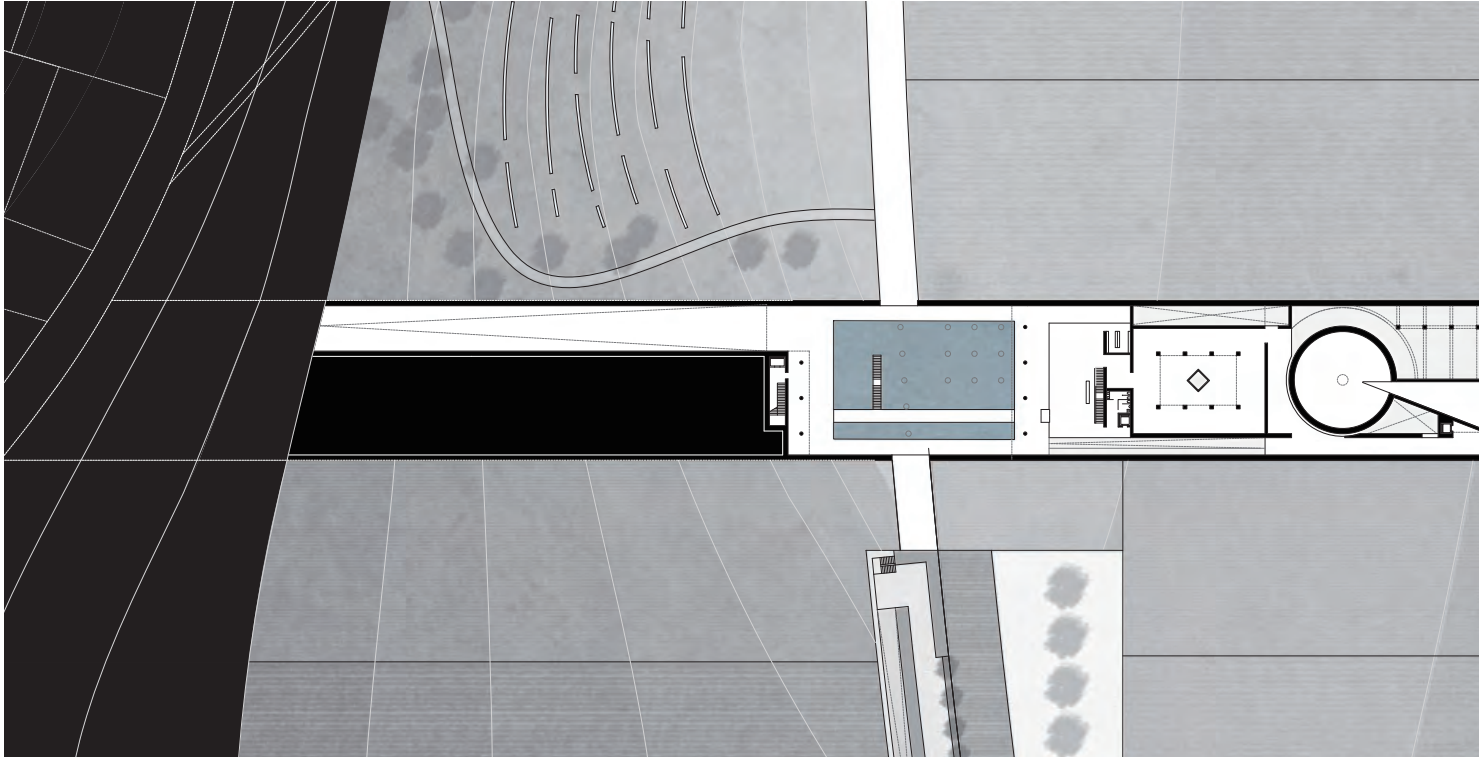
SCALE 1: 400







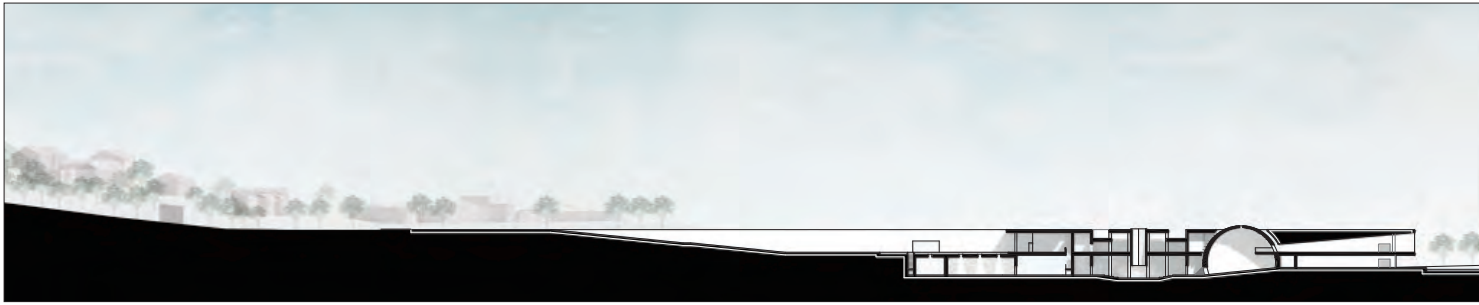
ROOF PLAN



FIRST FLOOR

SCALE 1: 1500

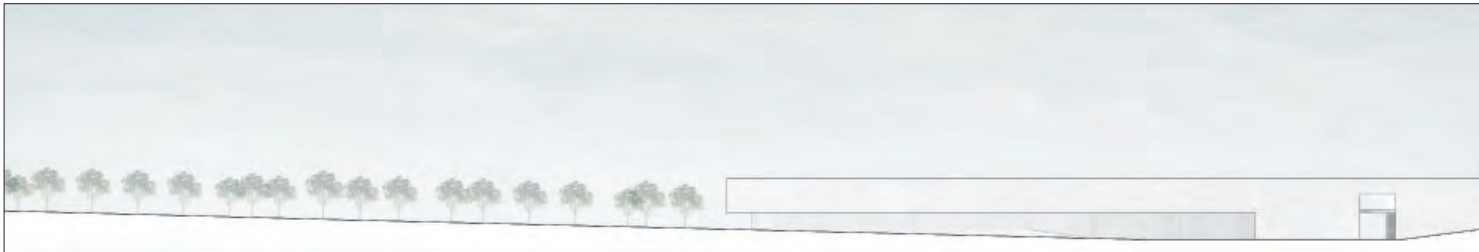




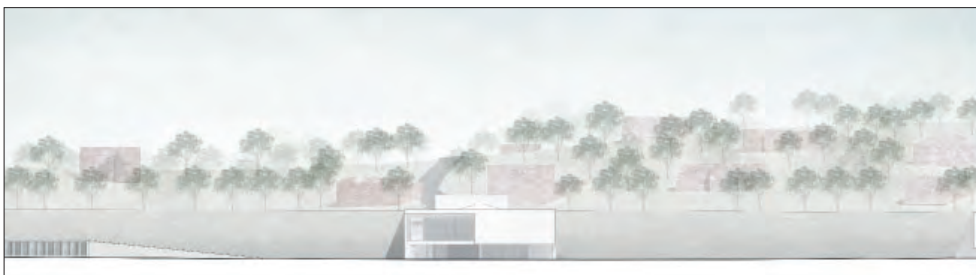
SECTION
SCALE 1:2000



ELEVATION A

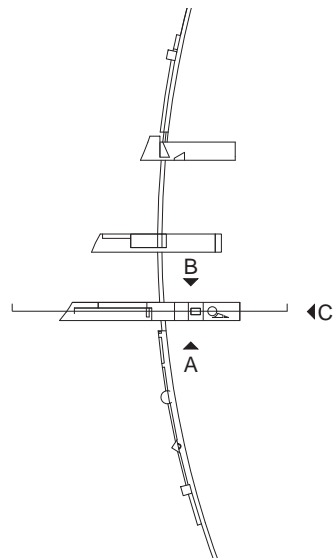
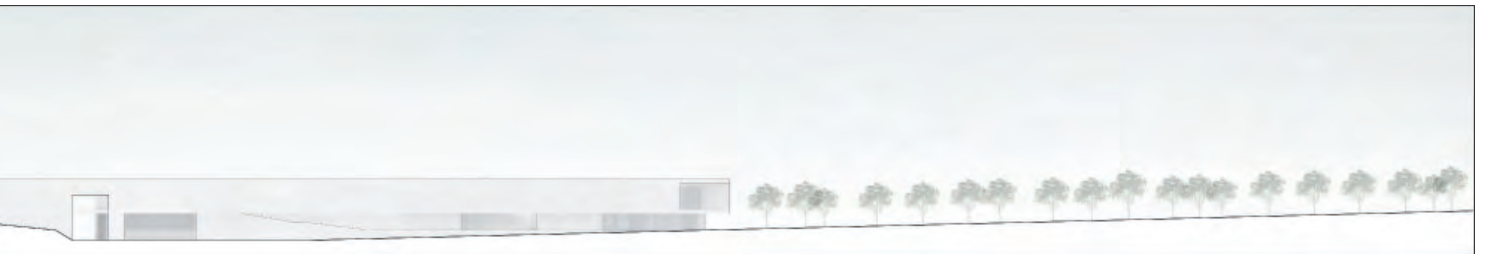
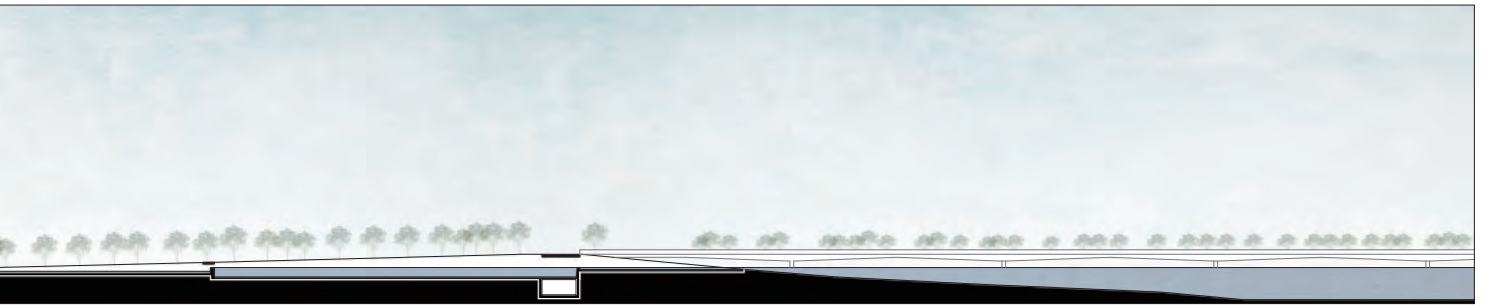


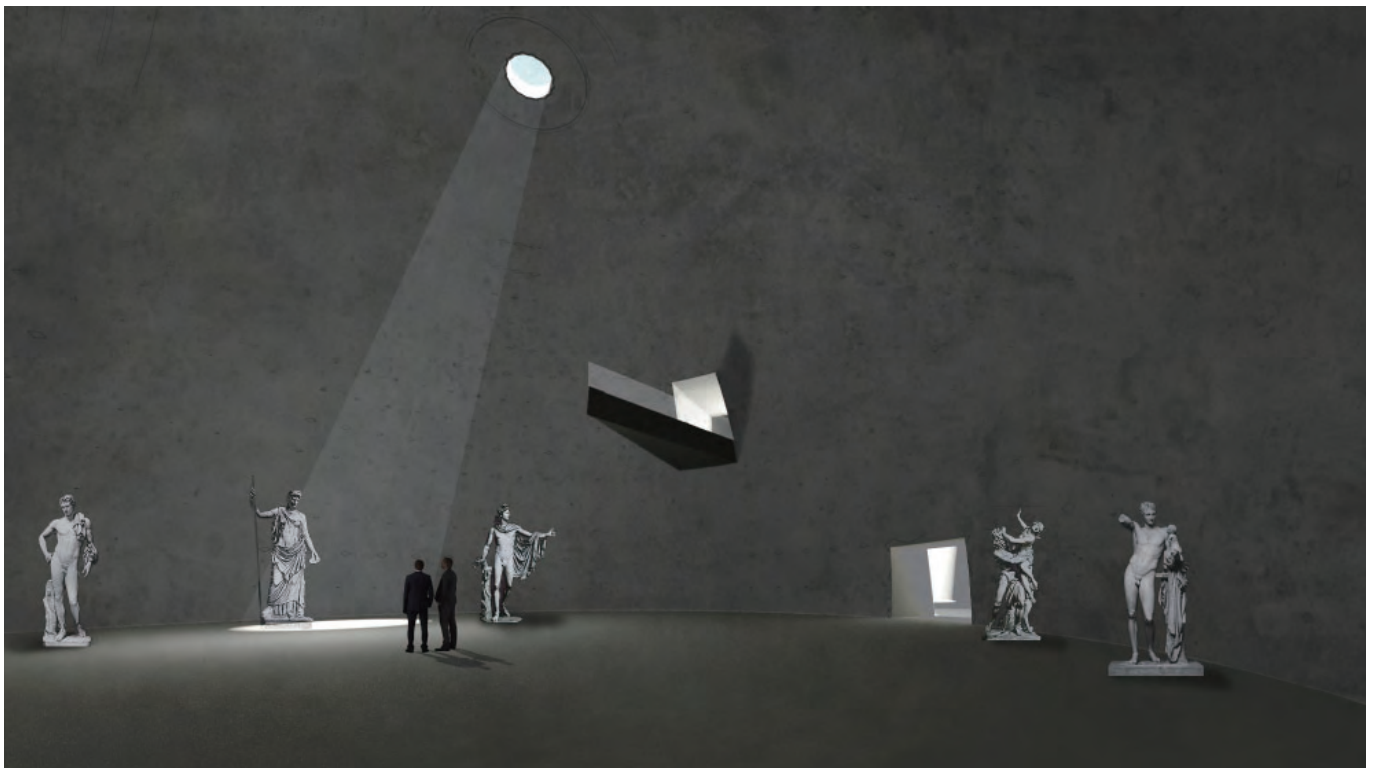
ELEVATION B



ELEVATION C

SCALE 1:1500





Reference

Boullée, Etienne Louis



Boullée, Etienne Louis is a French neoclassical architect, Most of Boullée's designs have not been built, but his works greatly influenced contemporary architects. Boullée explores pure forms and space, the most important thing is to simulate an inner feeling by using some design methods, such as removal of all unnecessary ornamentation, enlarge geometric forms, and repeating elements such as columns. He abandoned to be a painter, if he had not been forced by his architect father. In it we can detect the sense of painter in his Architectural rendering, by his performance of shadow and light. His design concept provided another possibility of architecture.

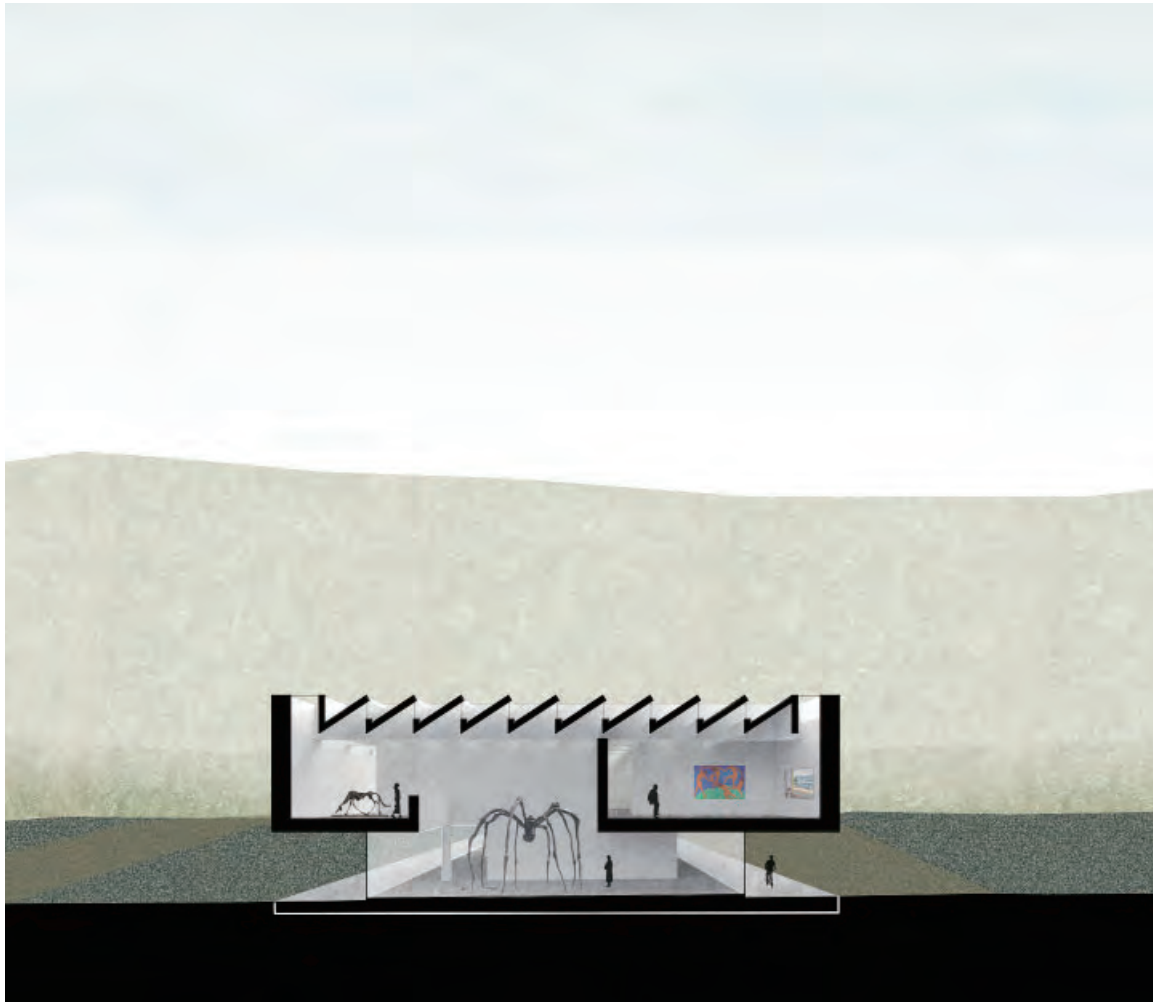


Reference

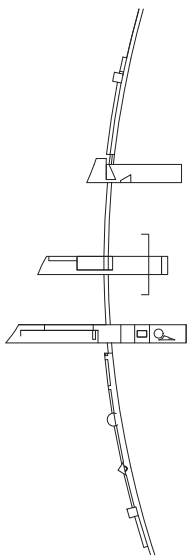


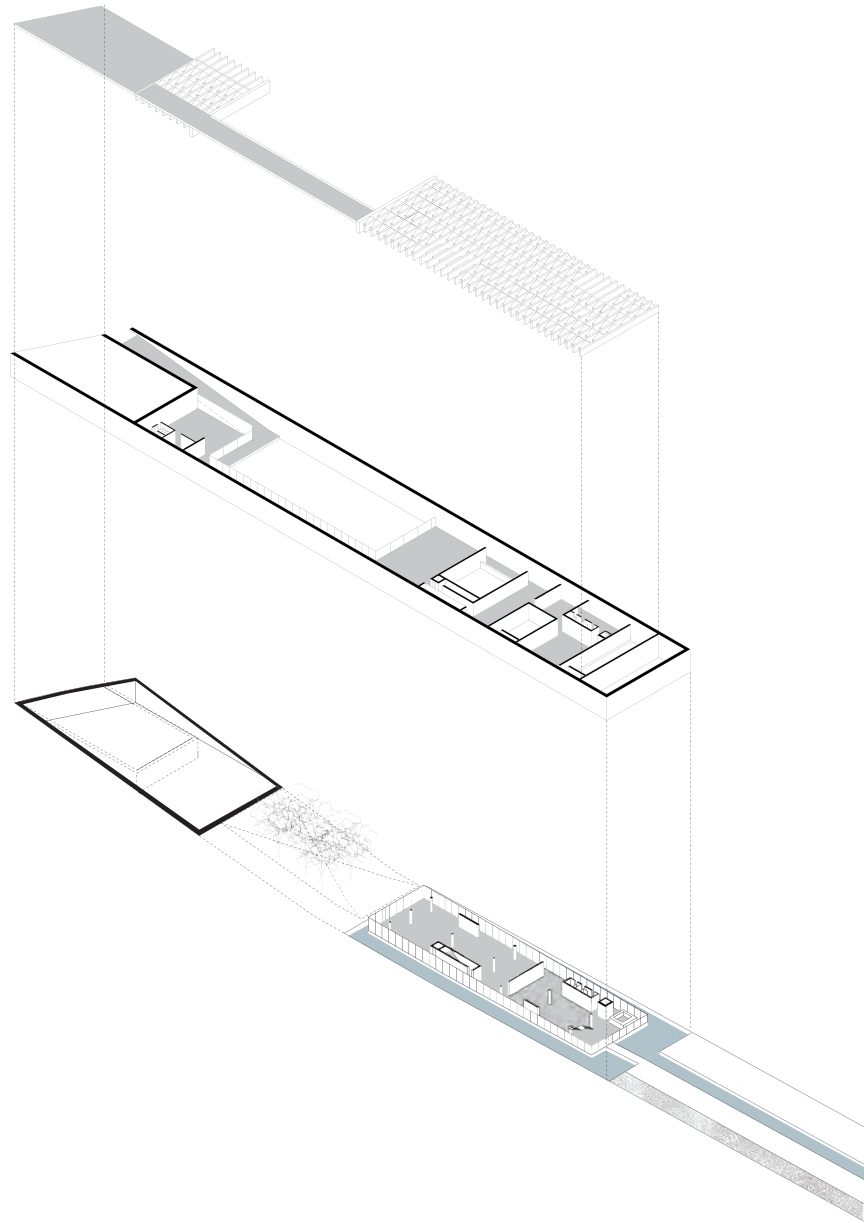
Pompeii Archaeological Site

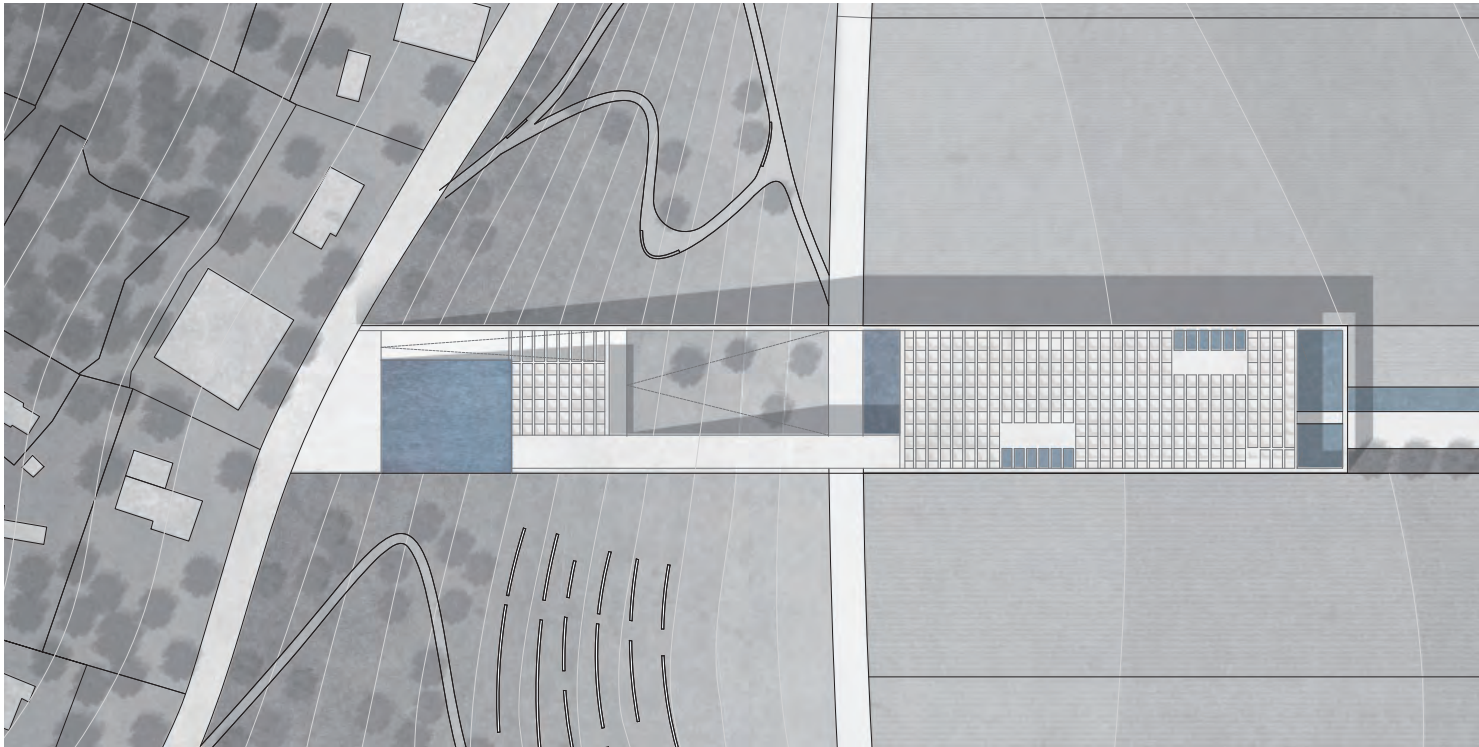
PRESENT-MUSEUM



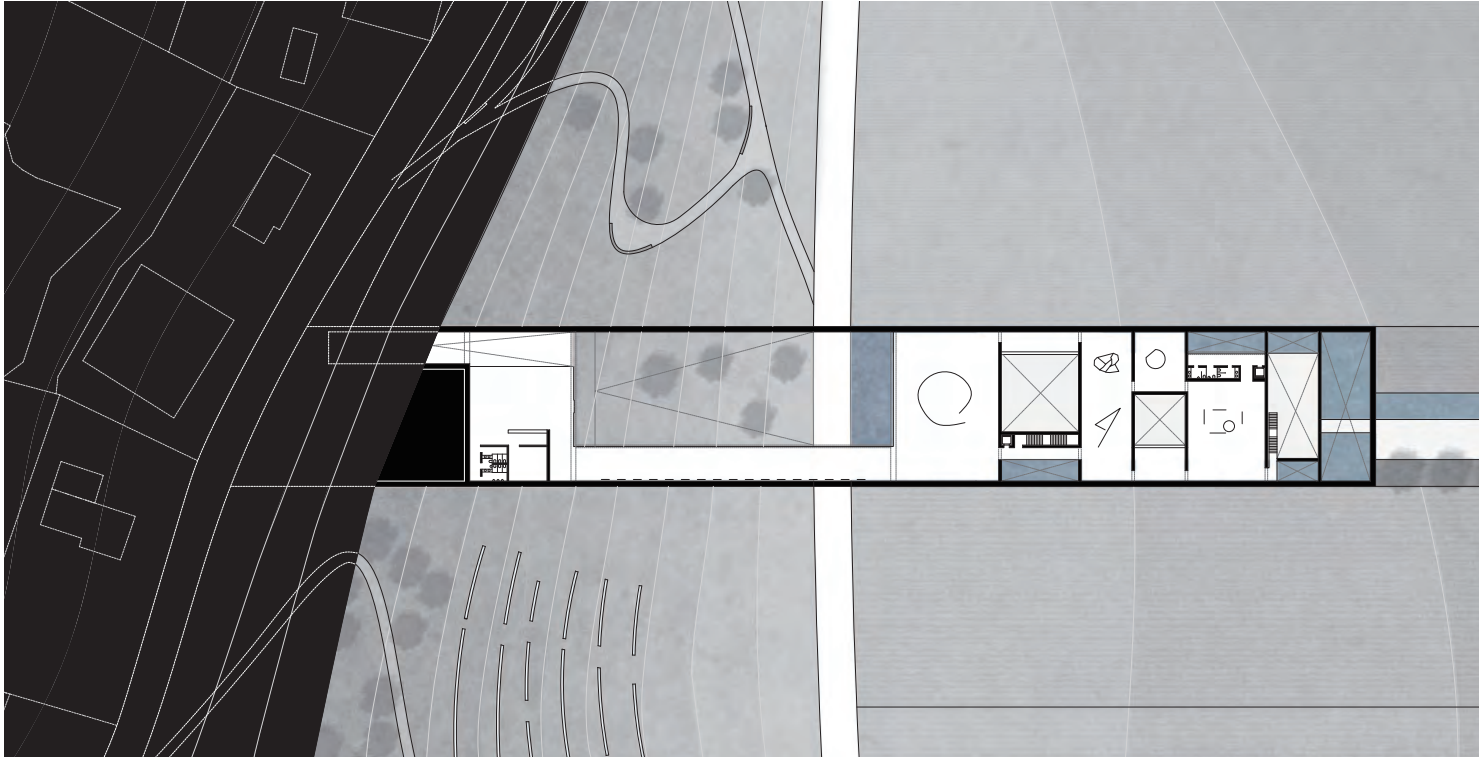
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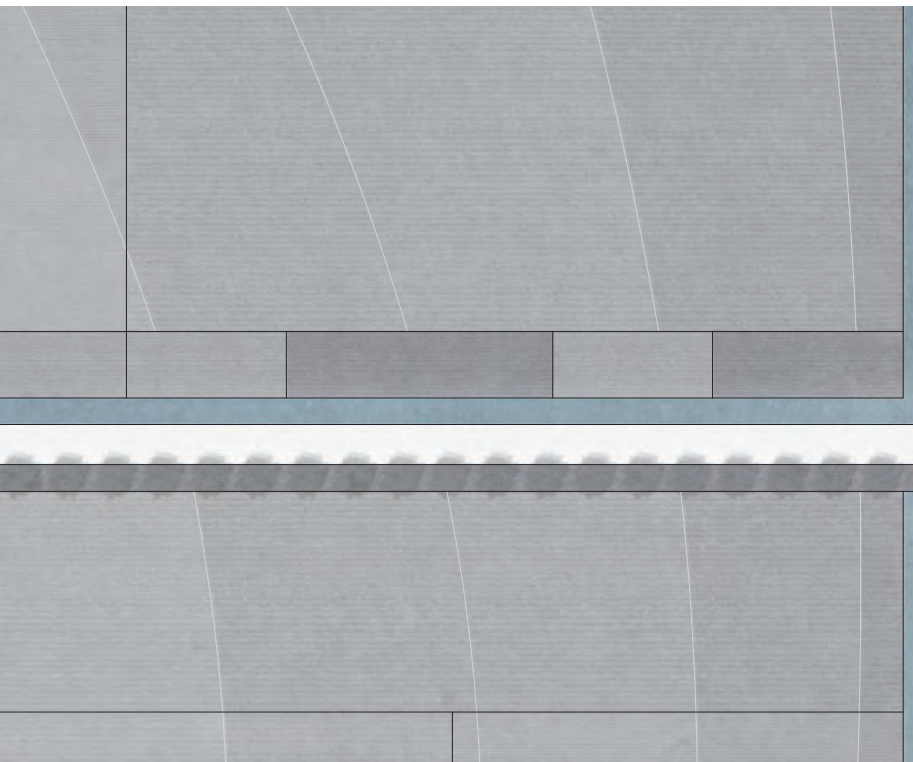


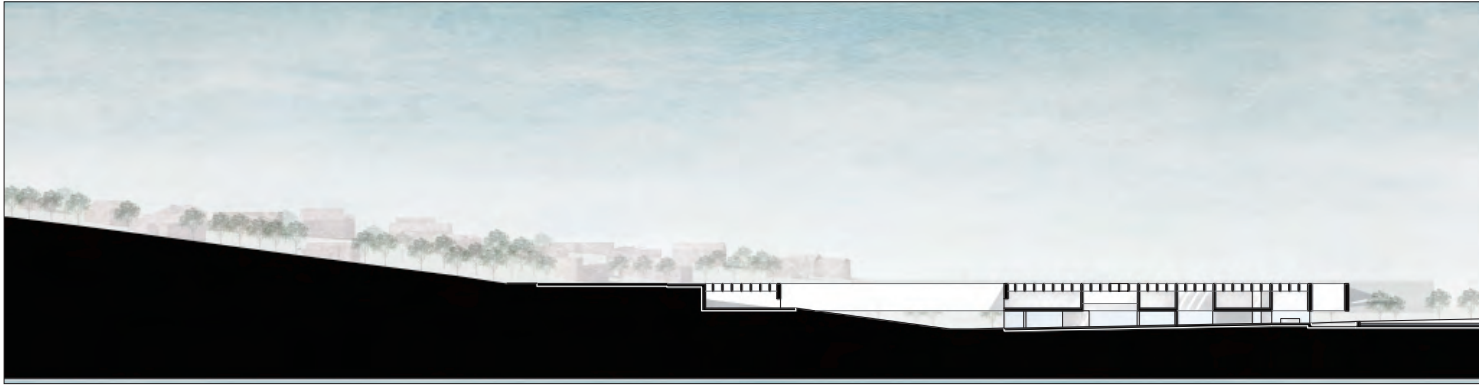


ROOF PLAN

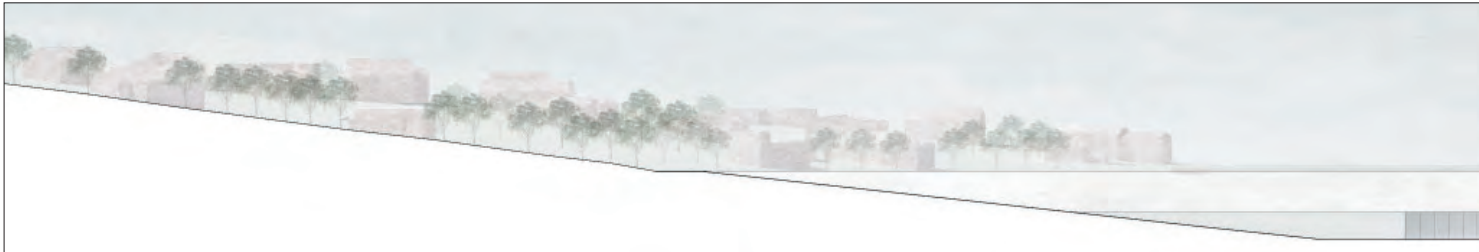


FIRST FLOOR





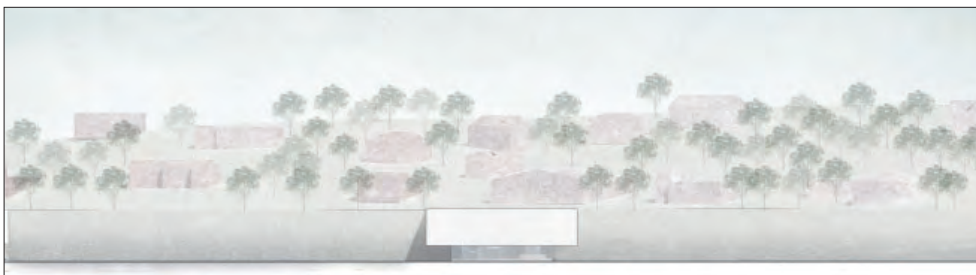
SECTION
SCALE 1:2000



ELEVATION A

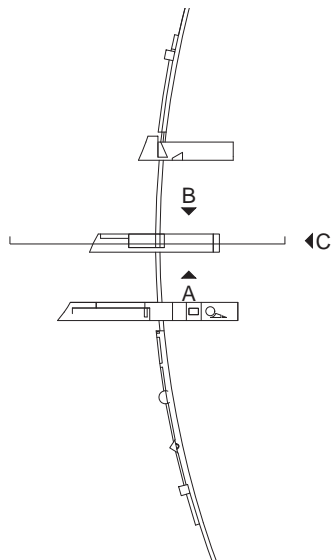
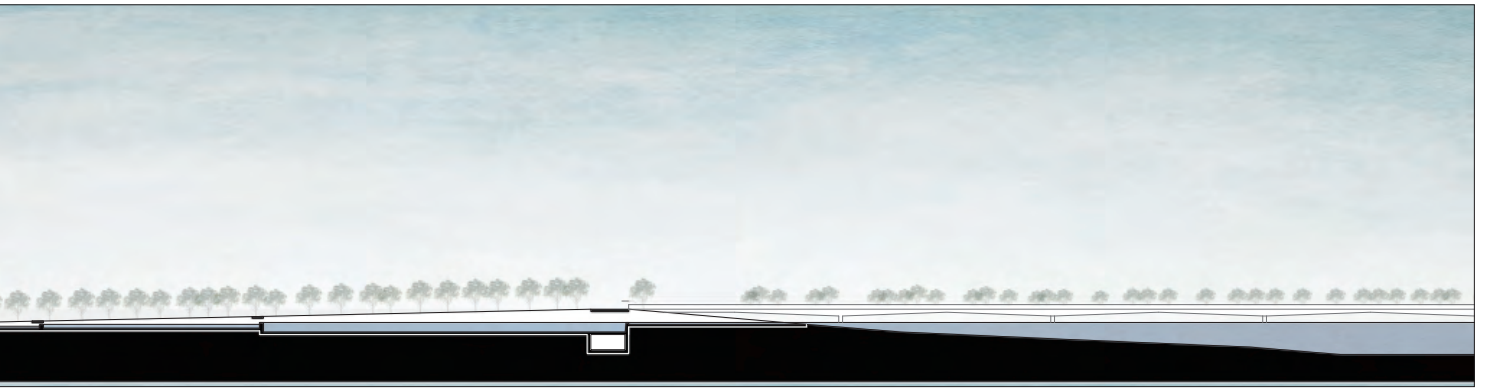


ELEVATION B



ELEVATION C

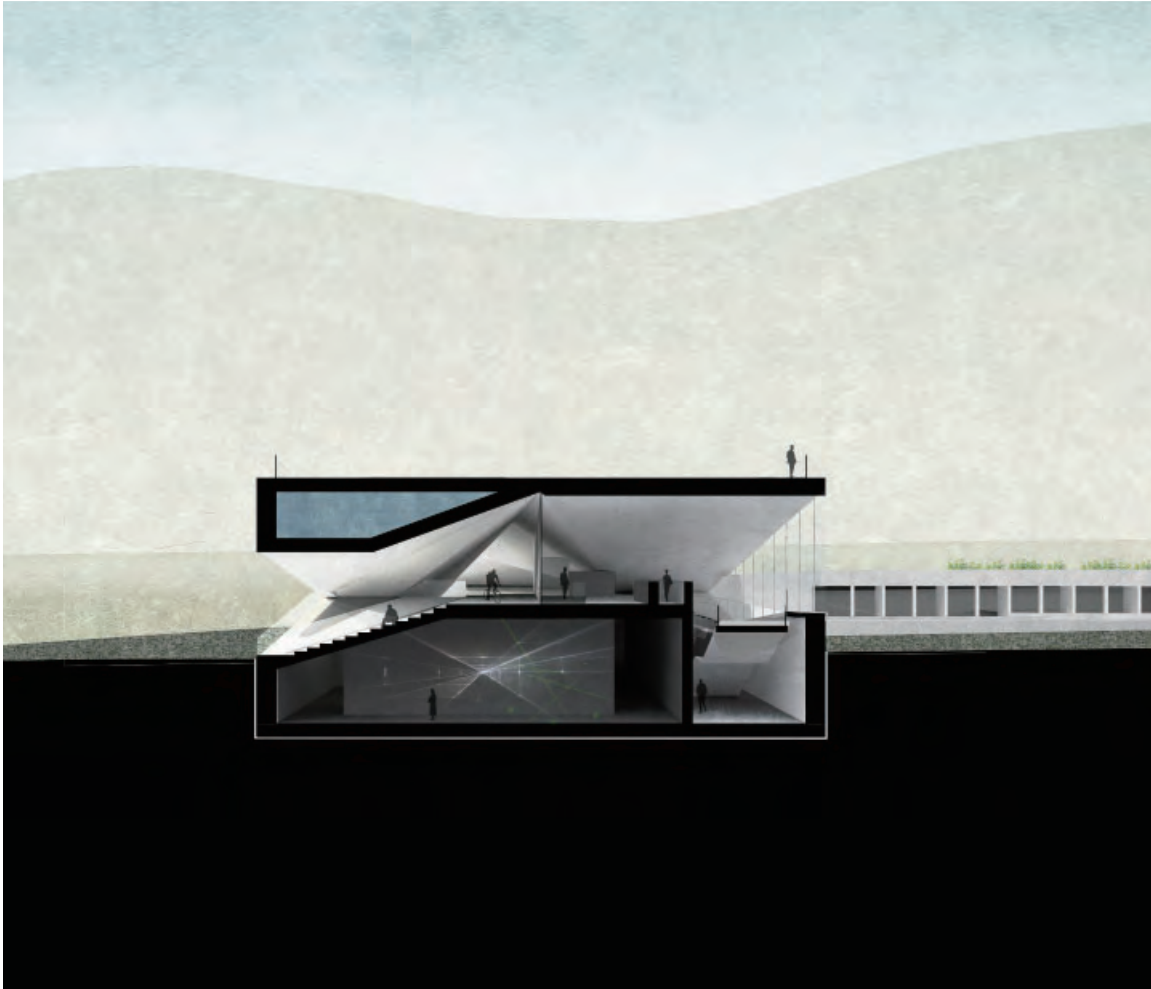
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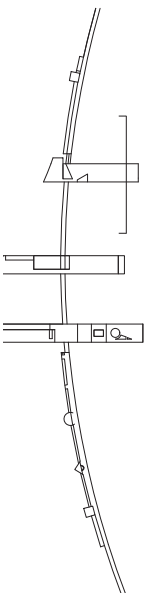


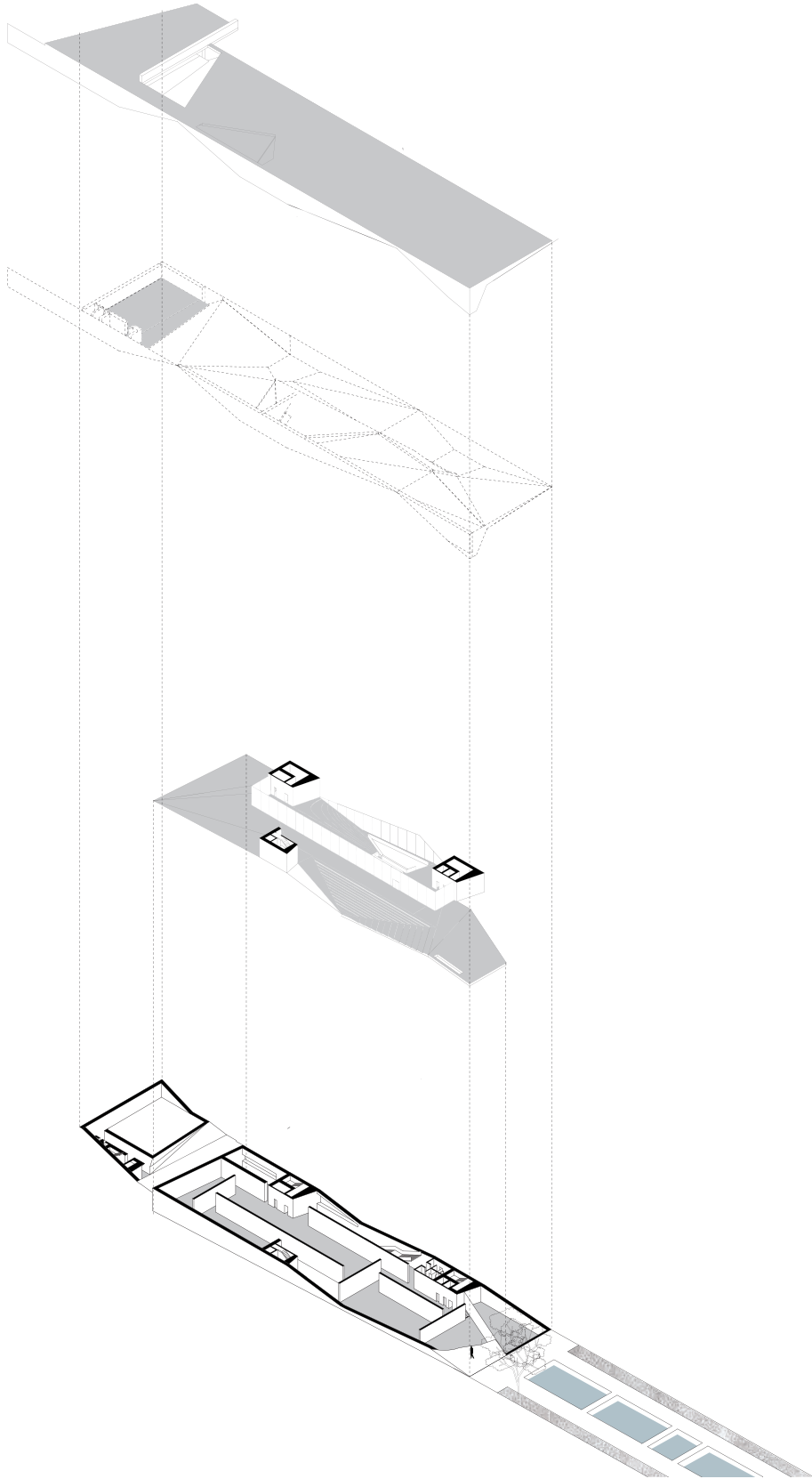


FUTURE-MUSEUM



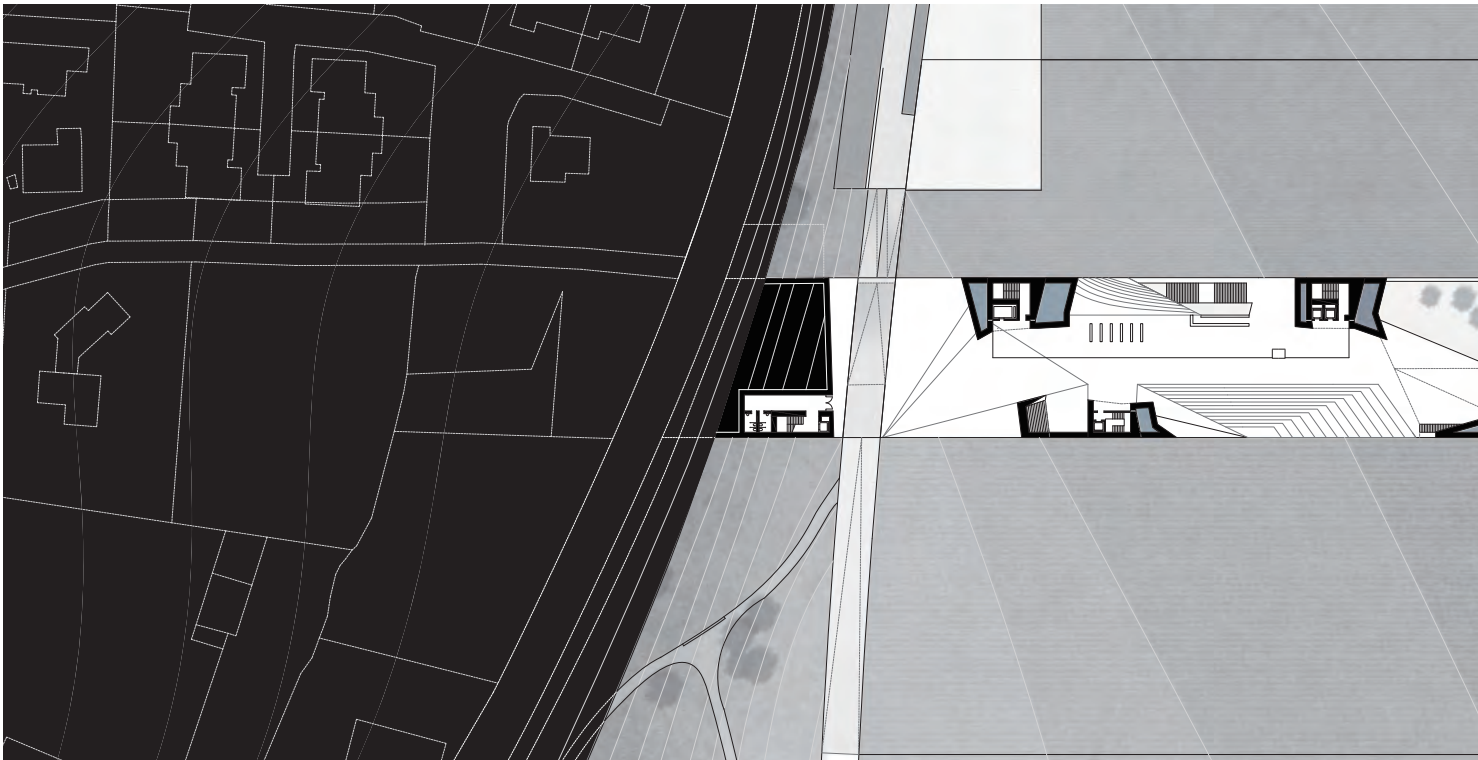
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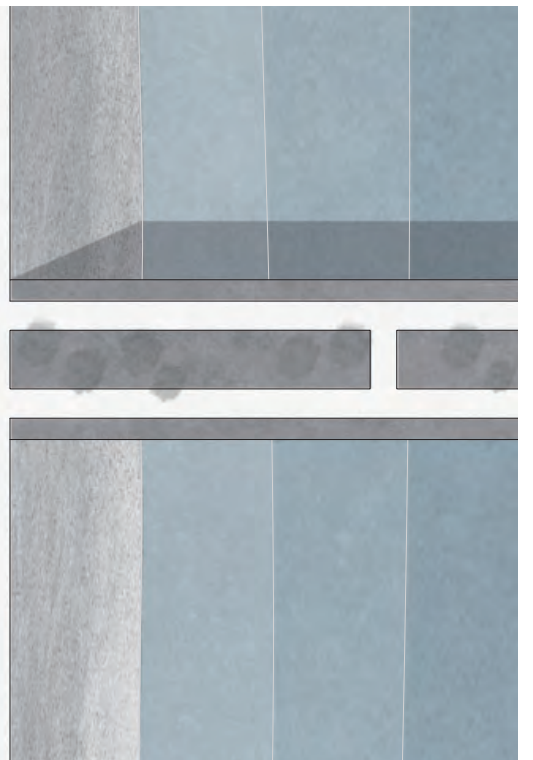
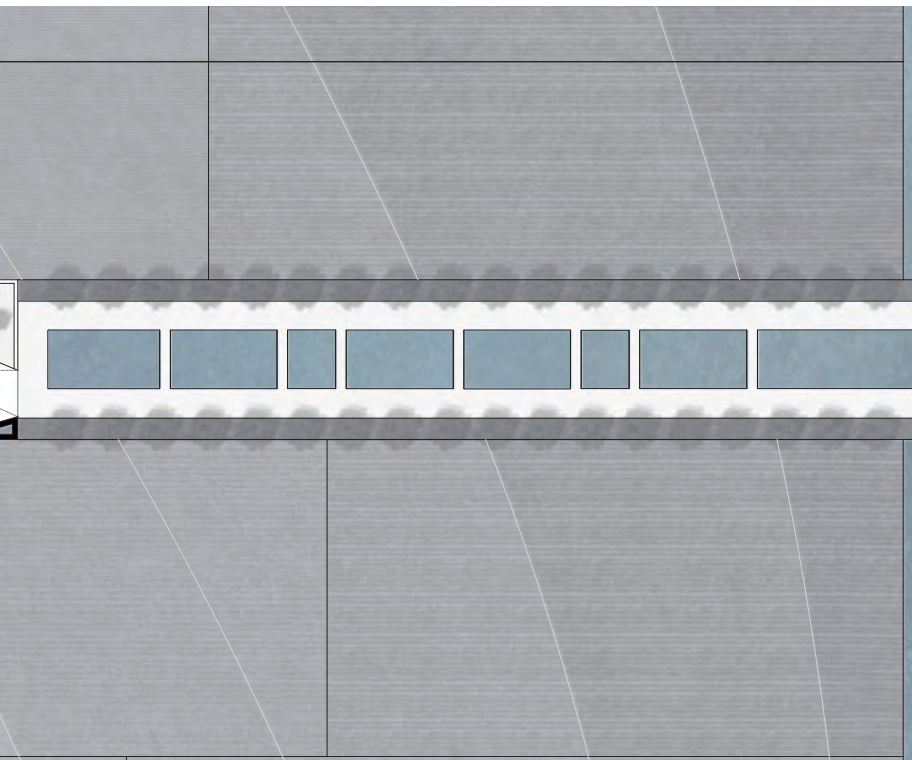
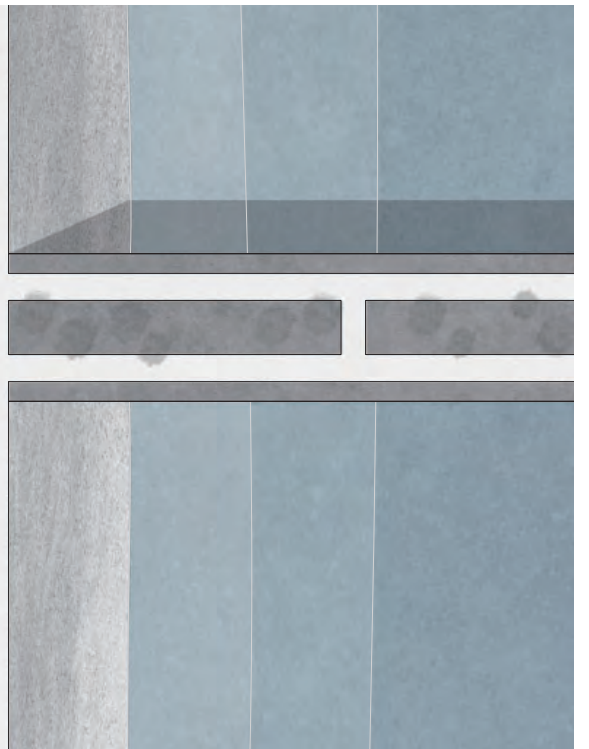
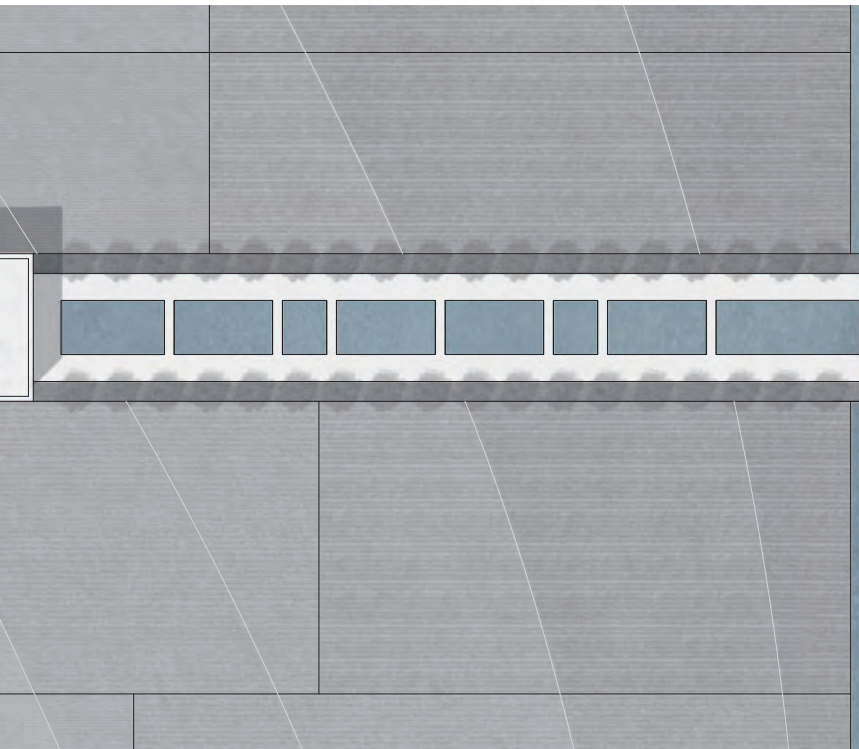


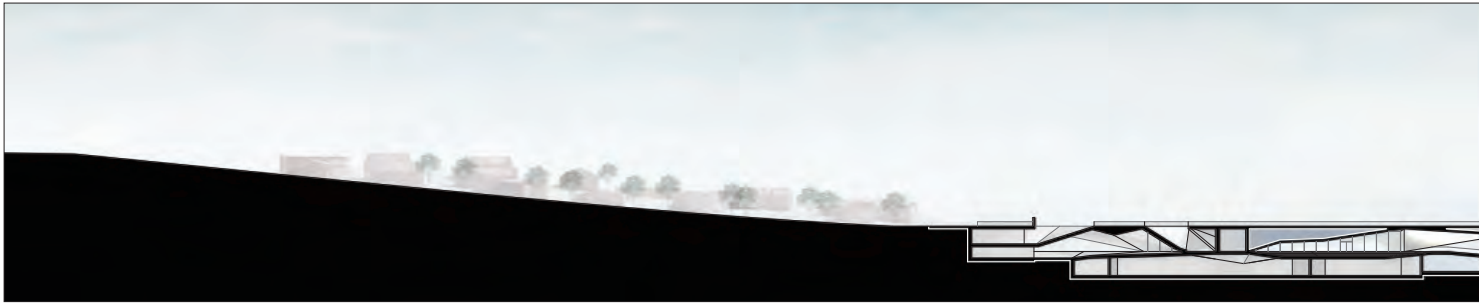
ROOF PLAN



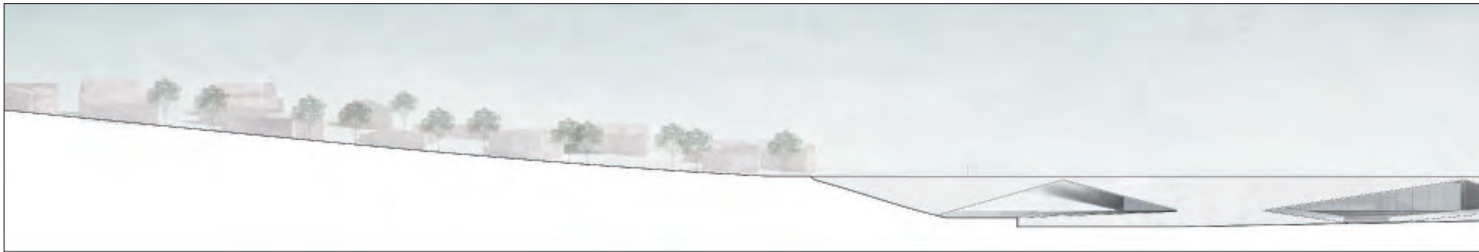
FIRST FLOOR

SCALE 1: 1500





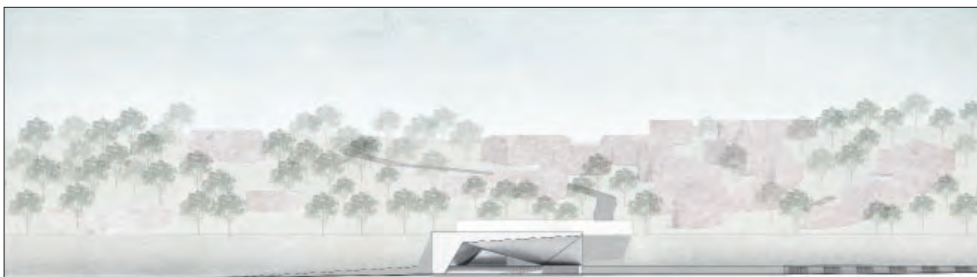
SECTION
SCALE 1:2000



ELEVATION A

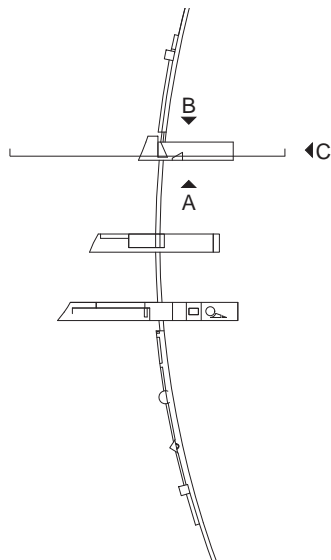
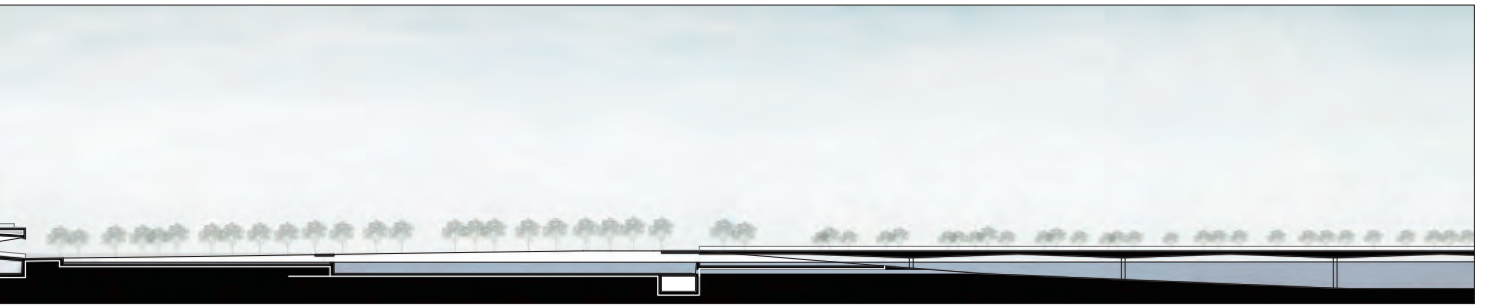


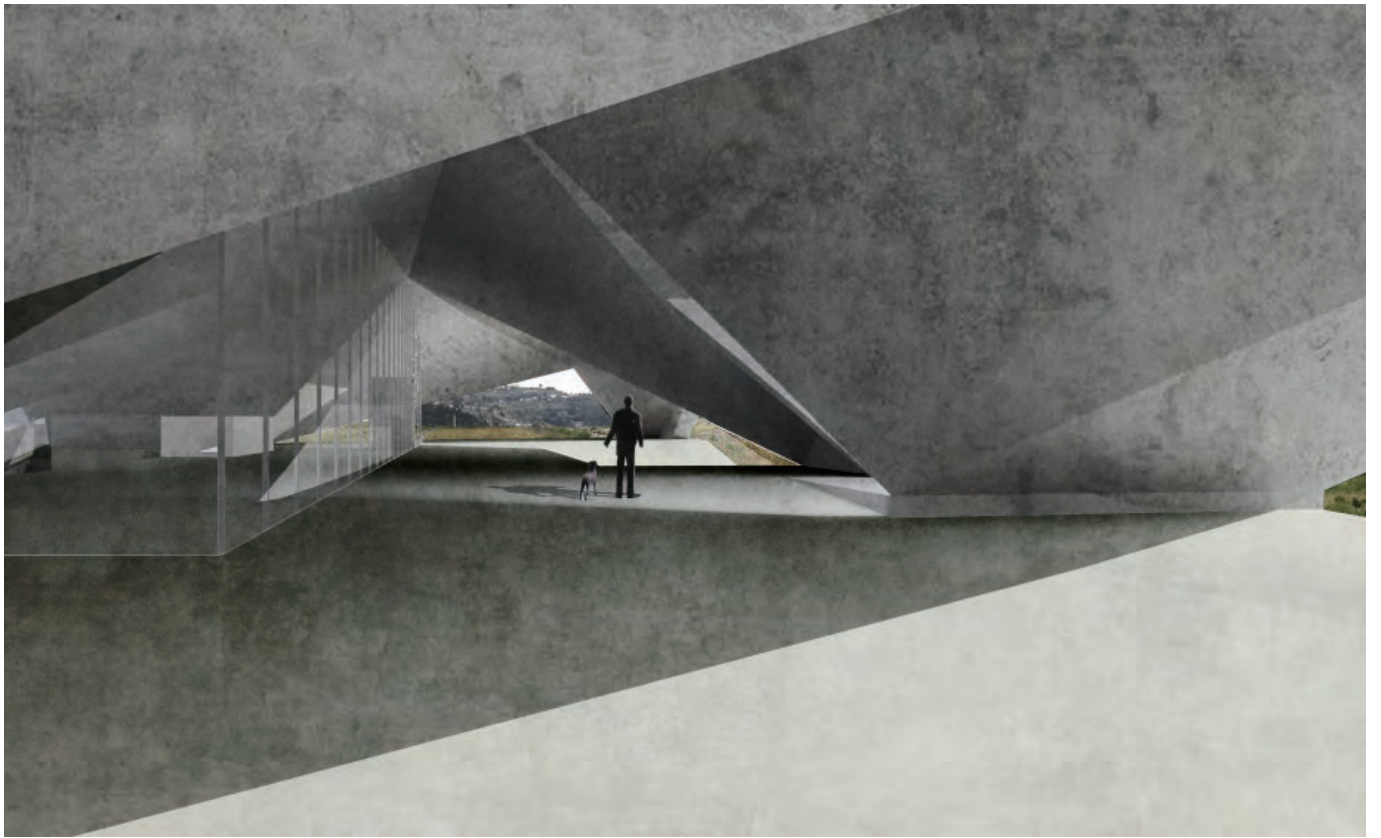
ELEVATION B



ELEVATION C

SCALE 1:1500

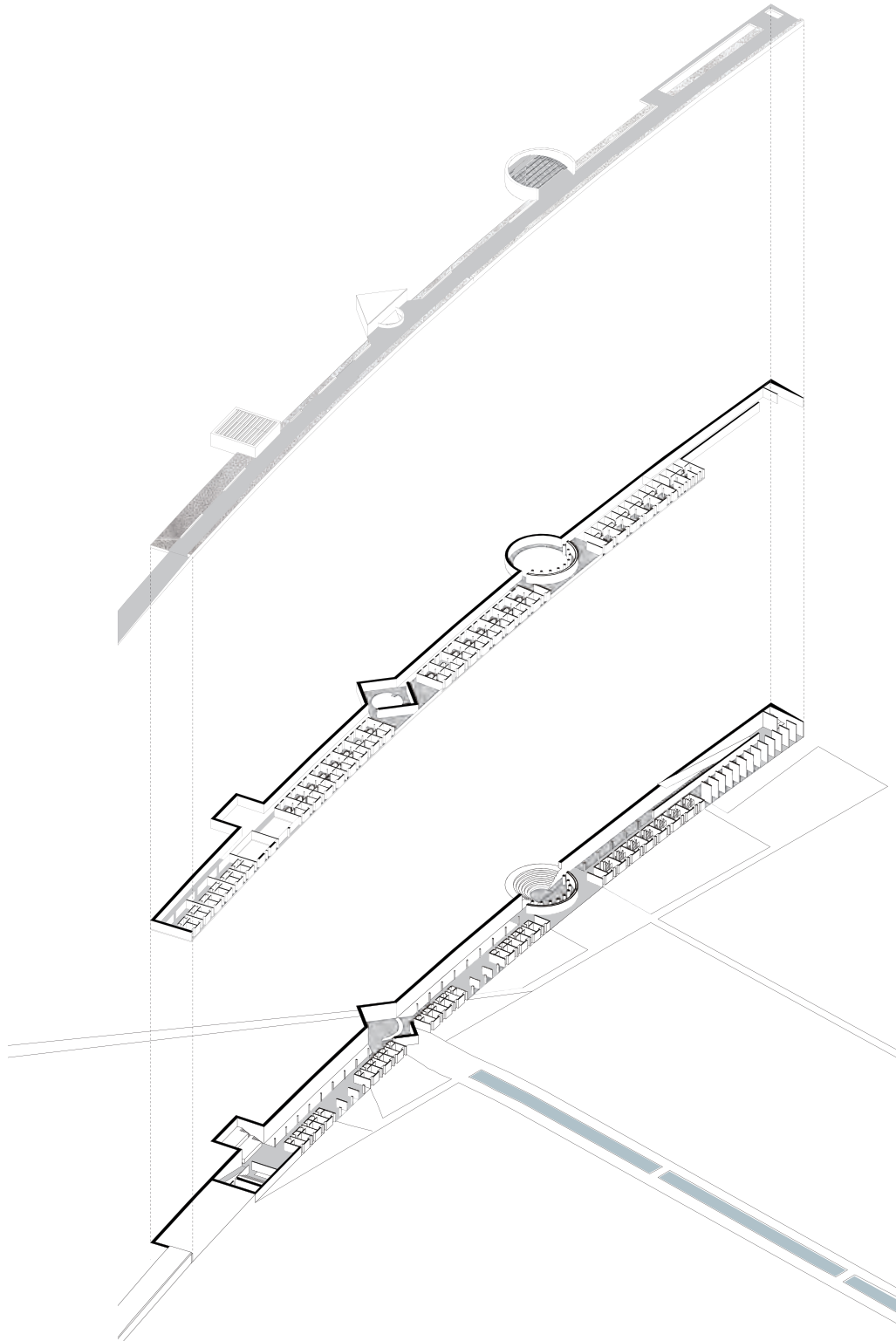


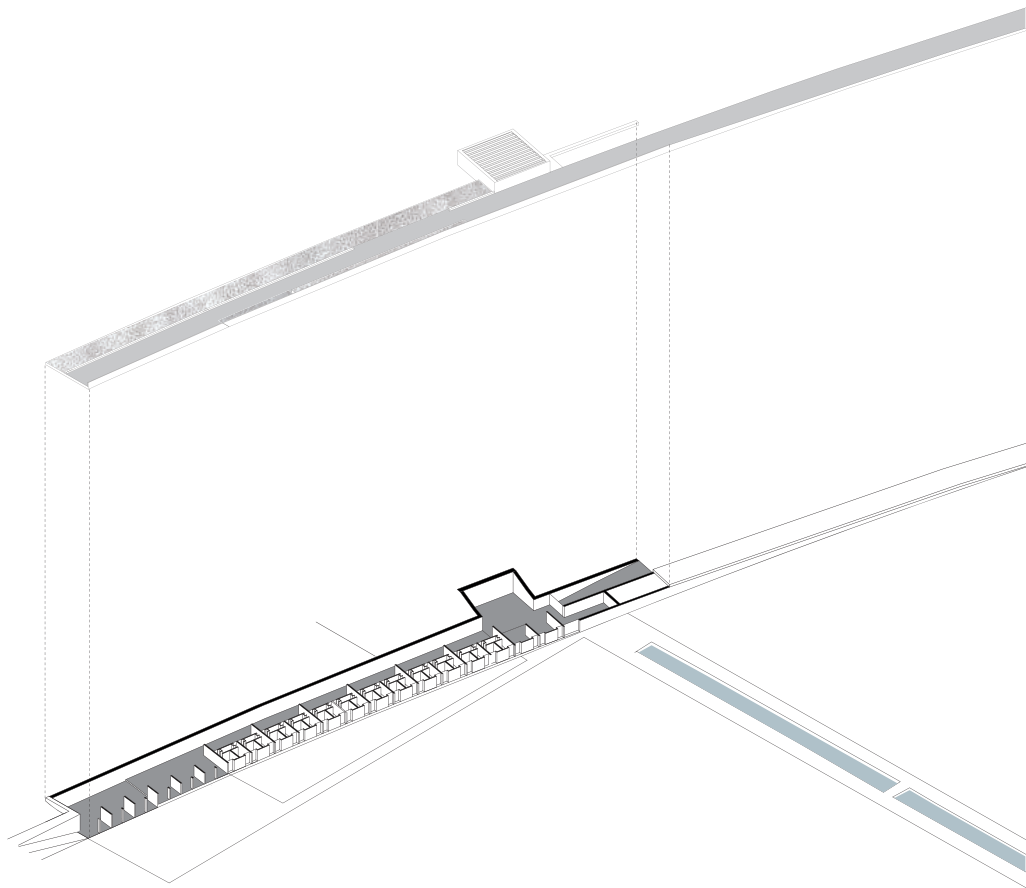


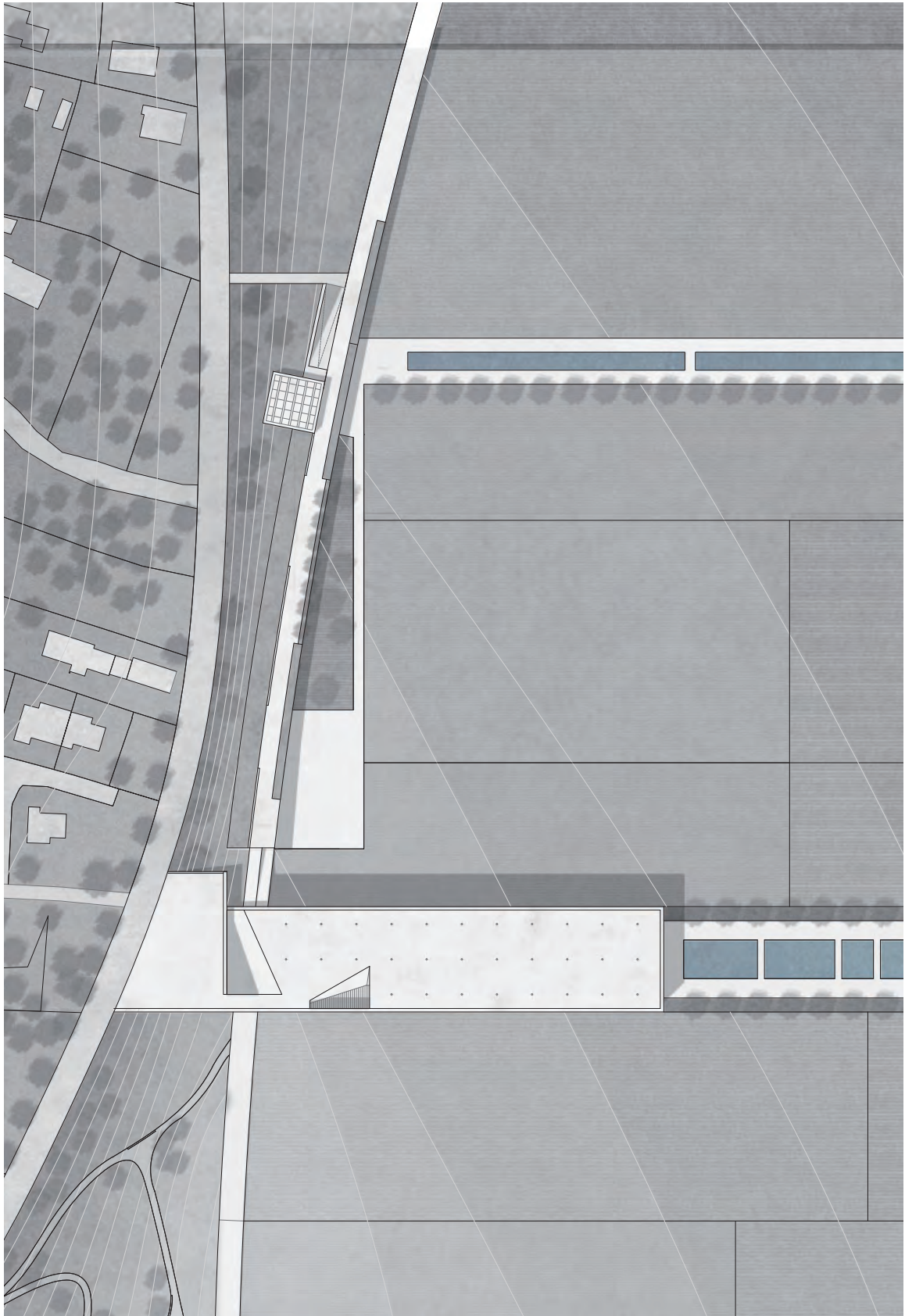


Experimental housing

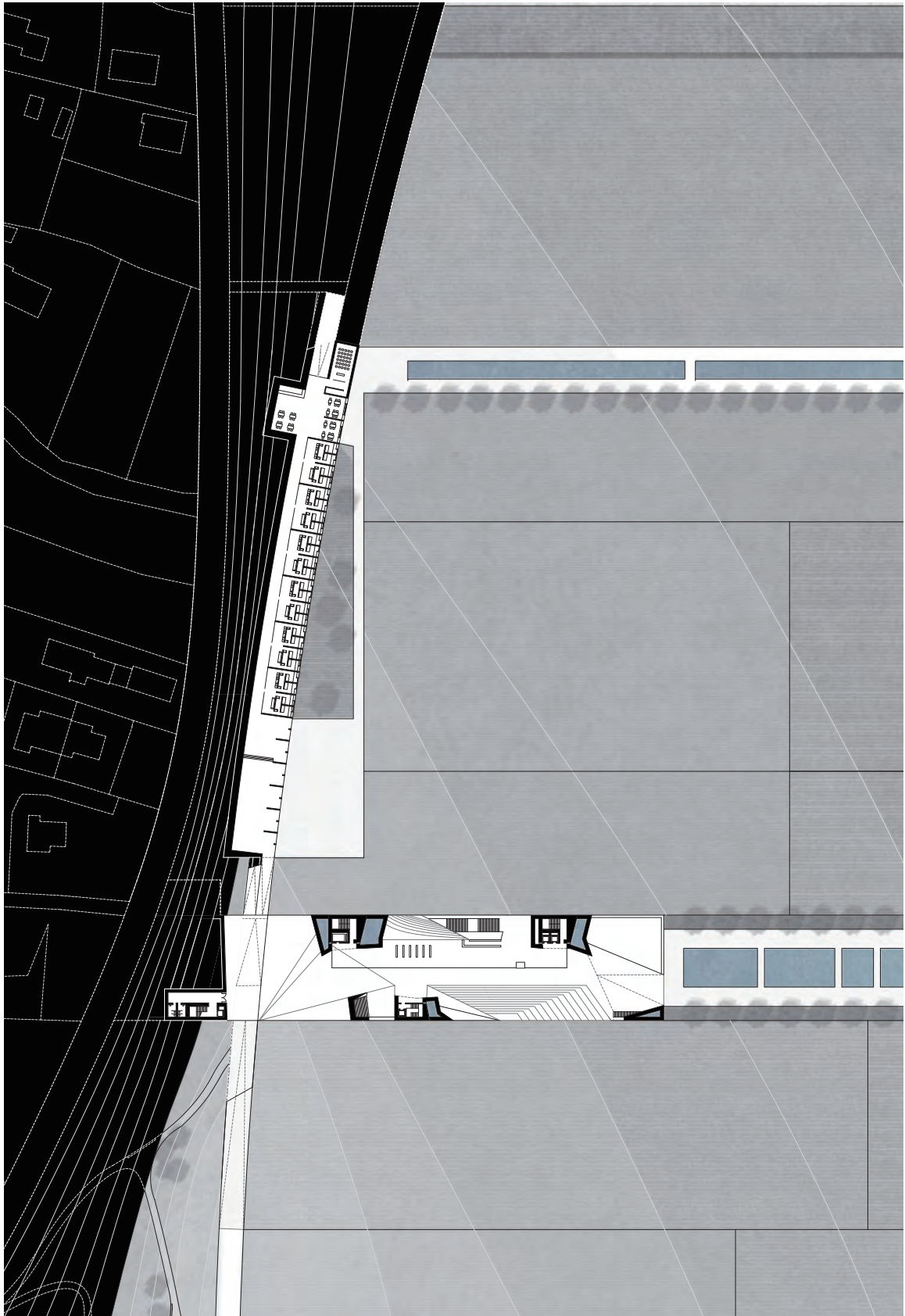
EXPERIMENTALHOUSING



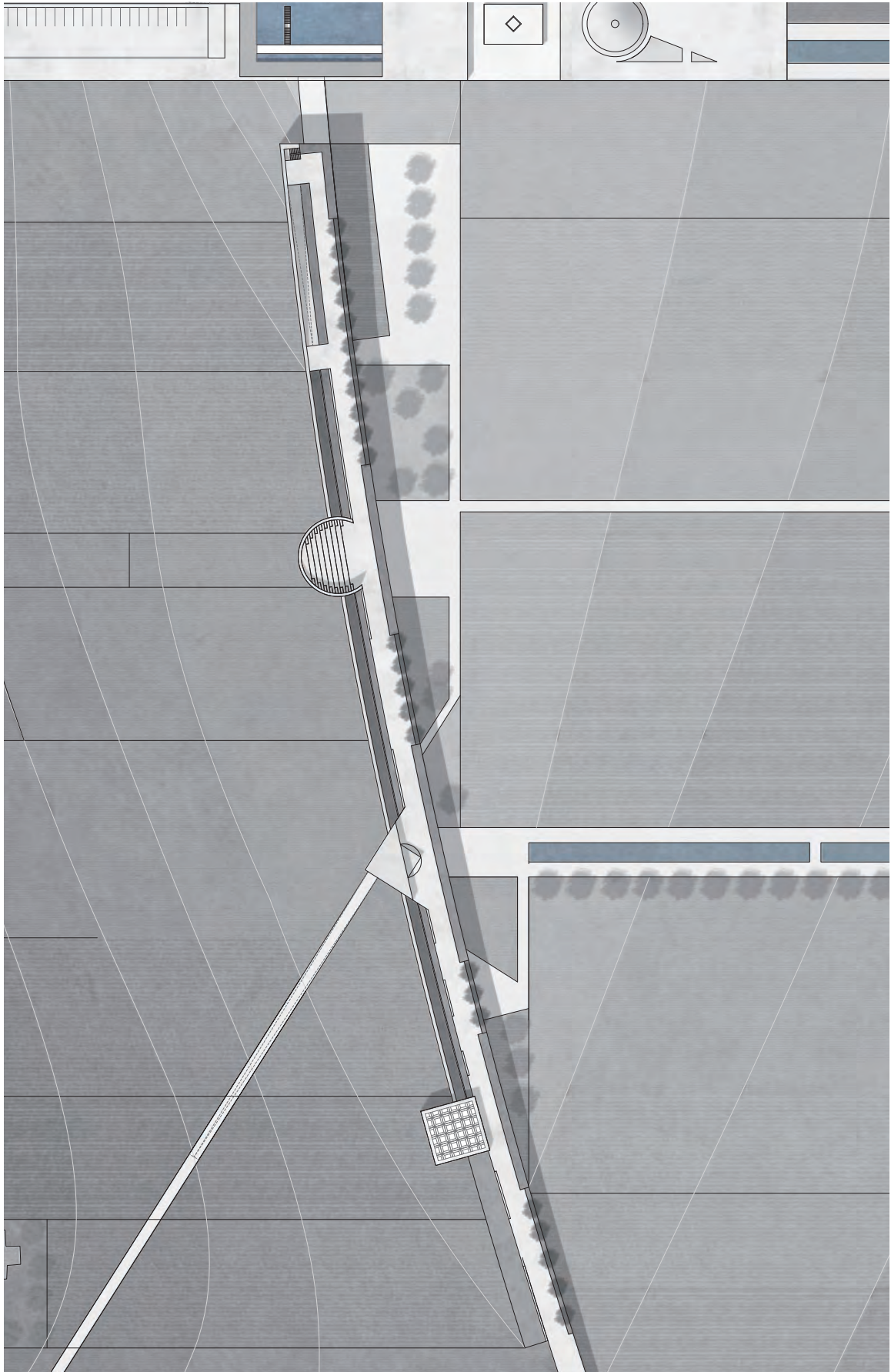




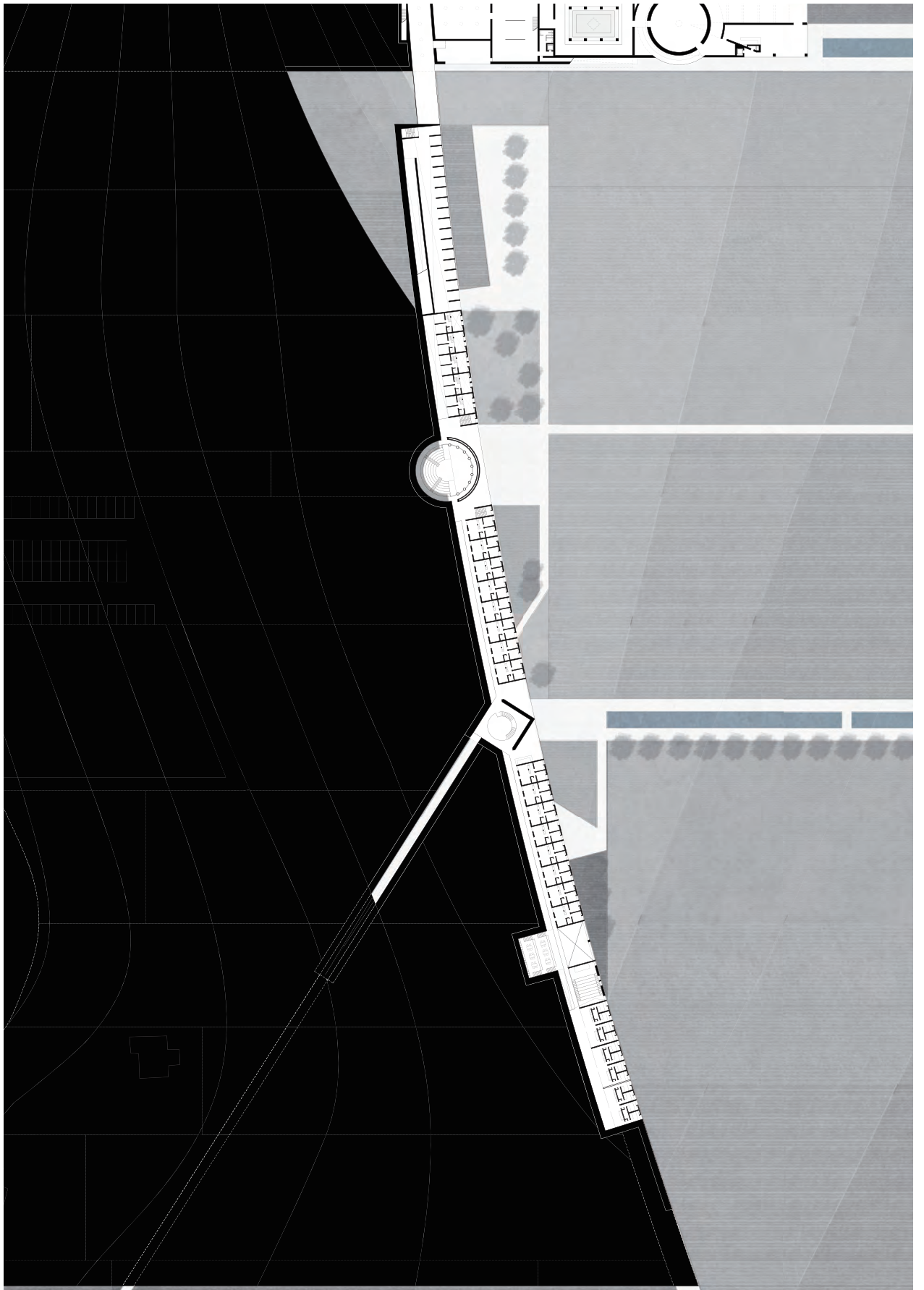
FROOF
SCALE 1: 1500



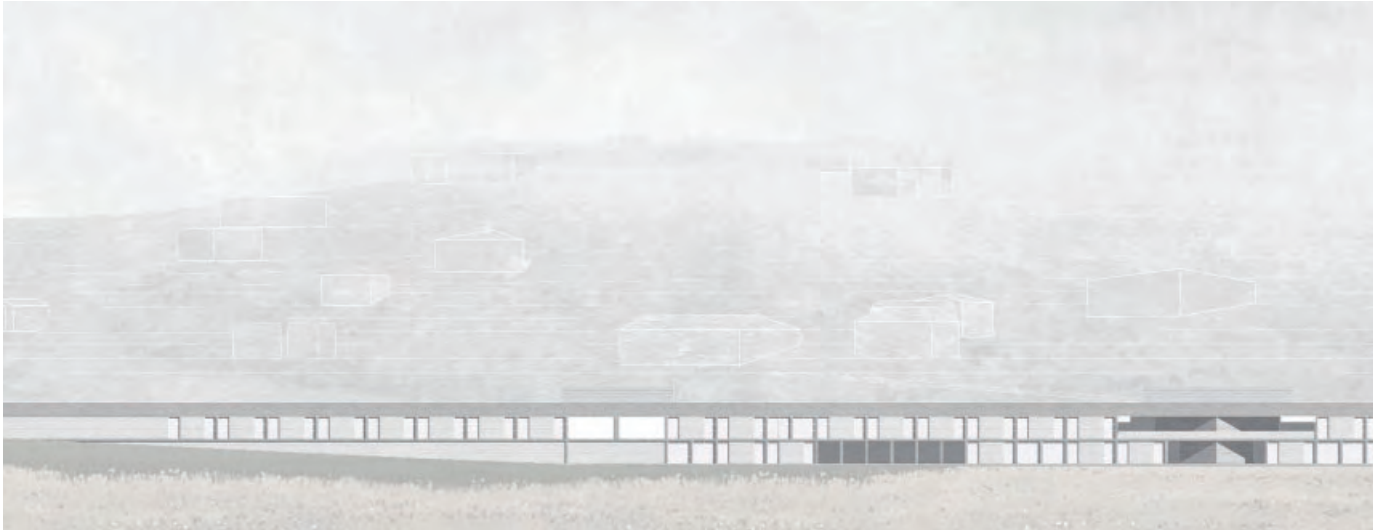
GROUND FLOOR



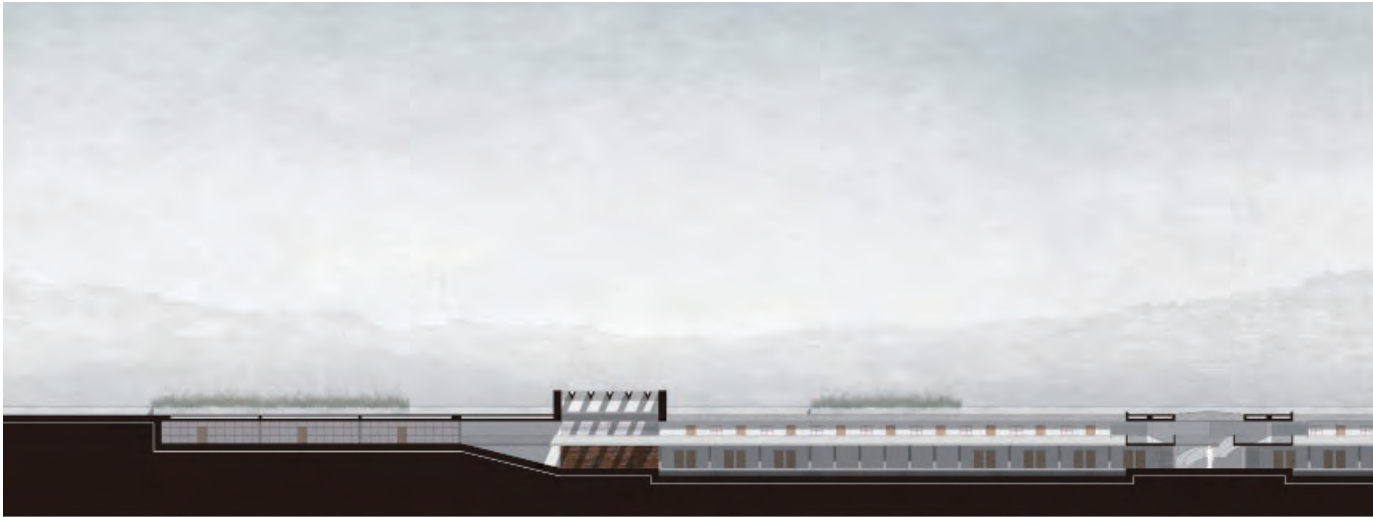
ROOF
SCALE 1: 1500



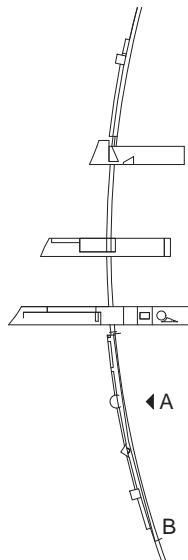
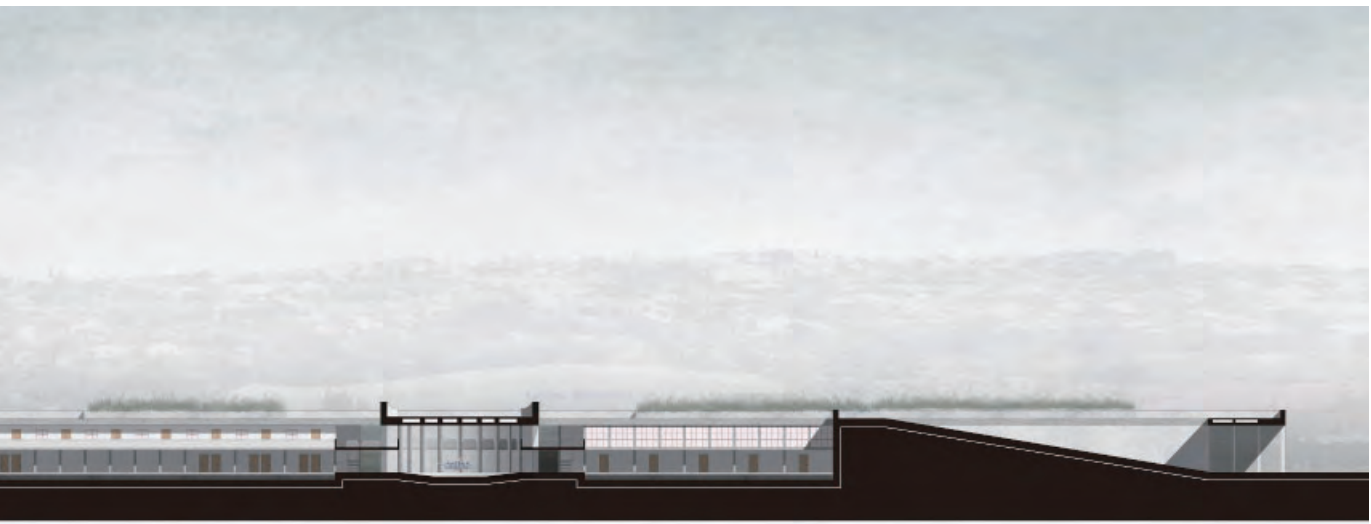
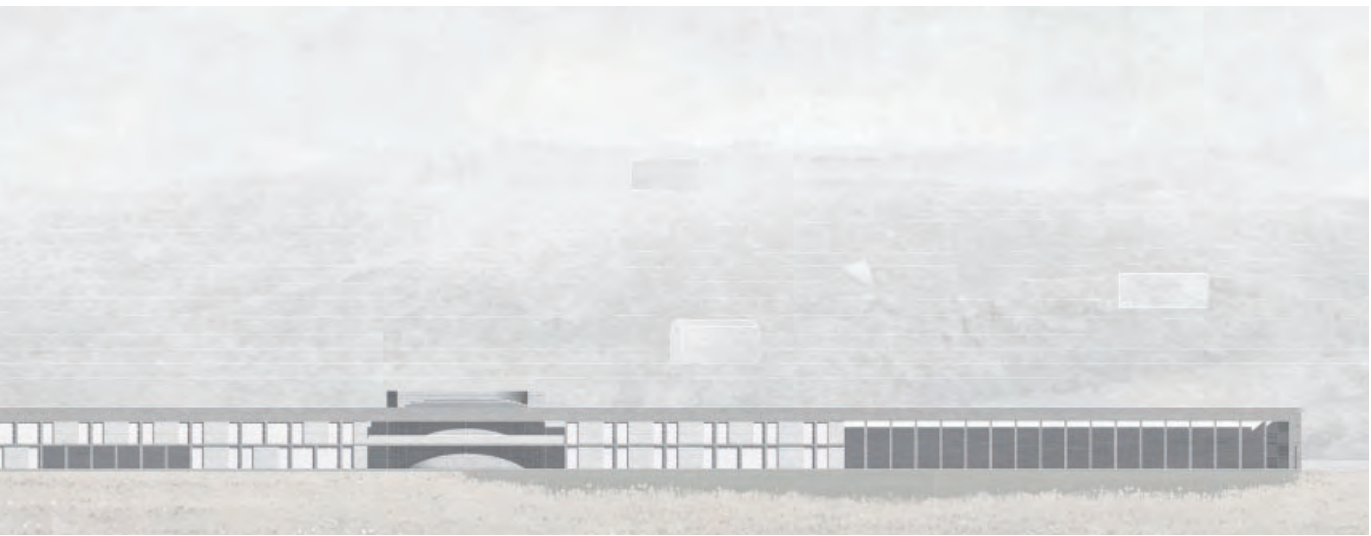
FIRST FLOOR



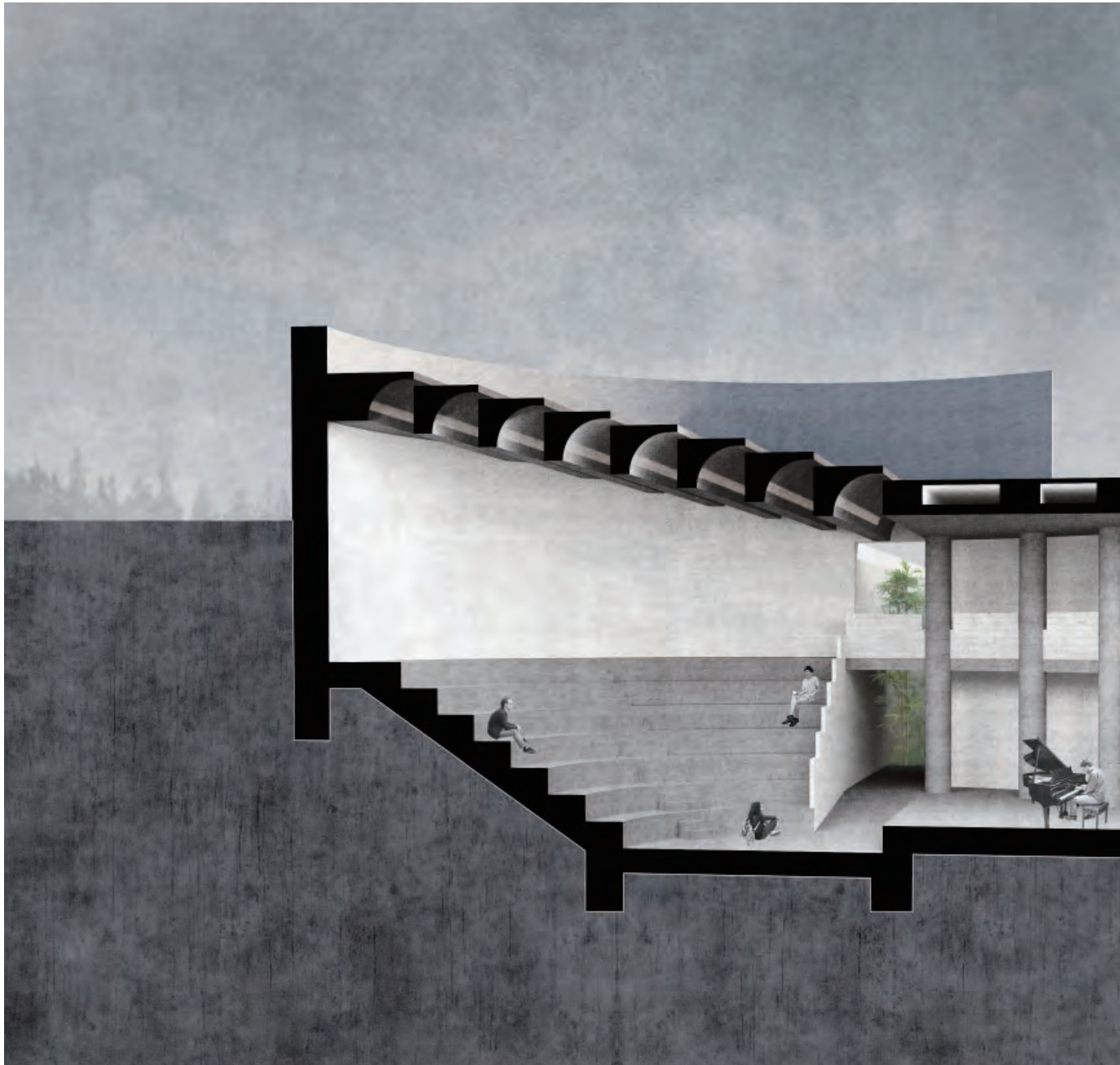
ELEVATION A



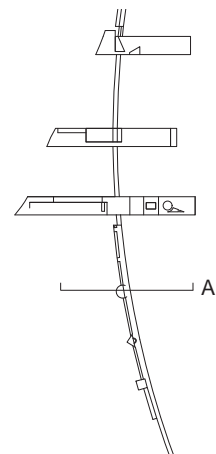
SECTION B



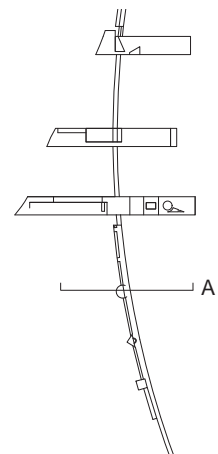
EXPERIMENTAL HOUSINGS / COMUNITY CENTRES

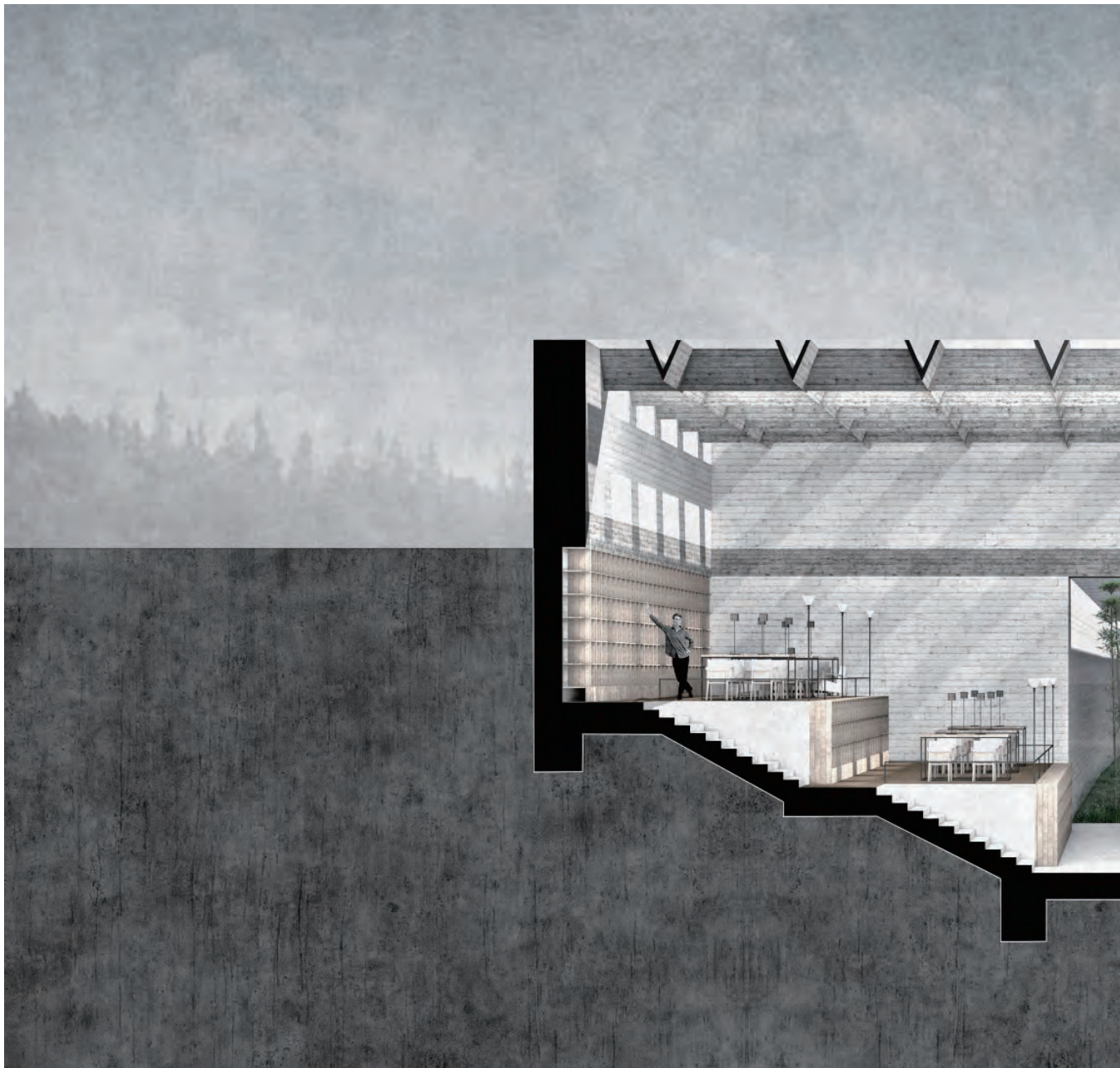


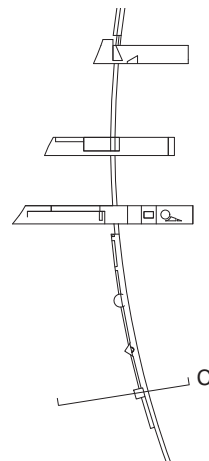
SECTION A : AUDITORIUM



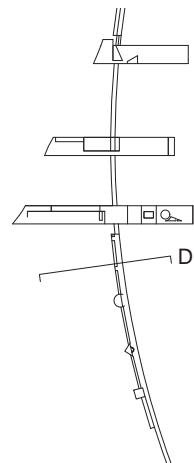
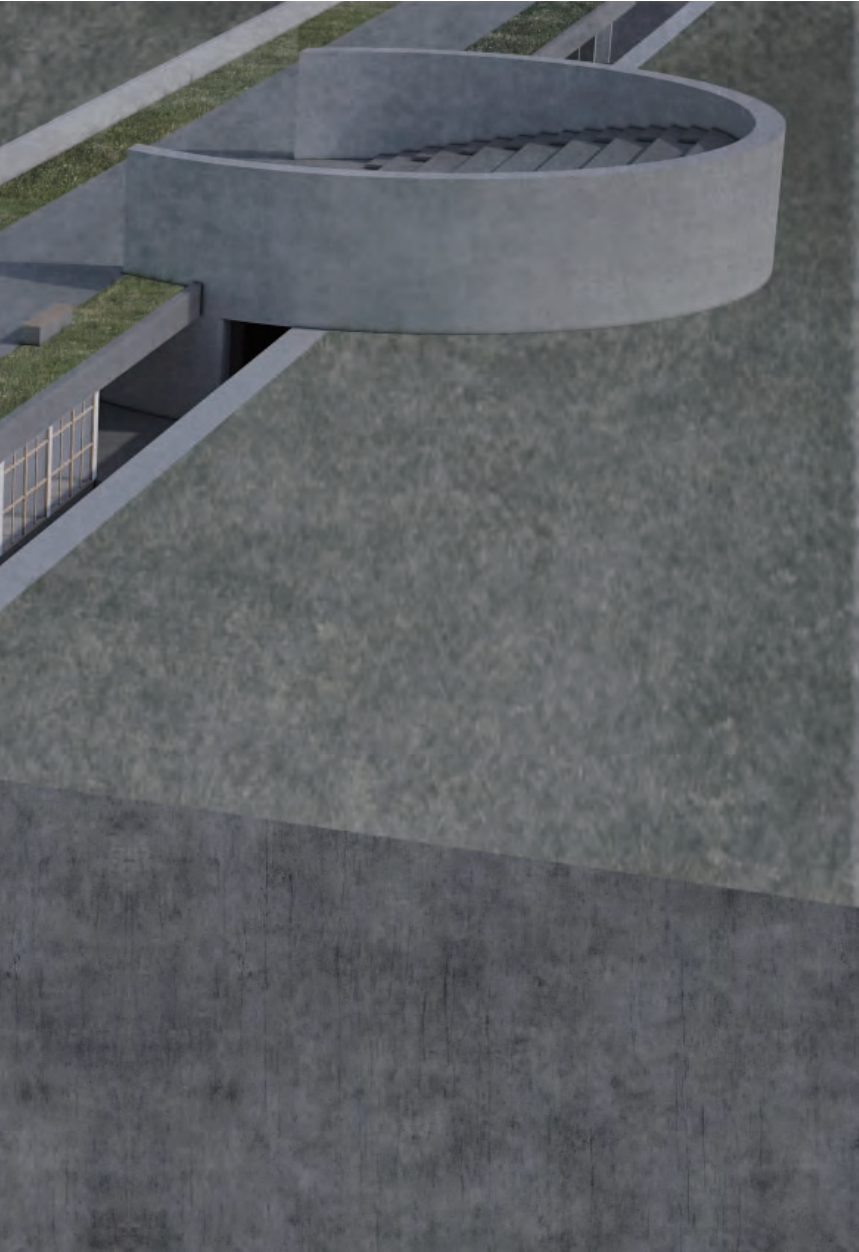


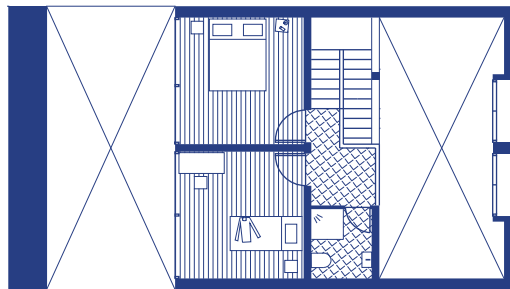
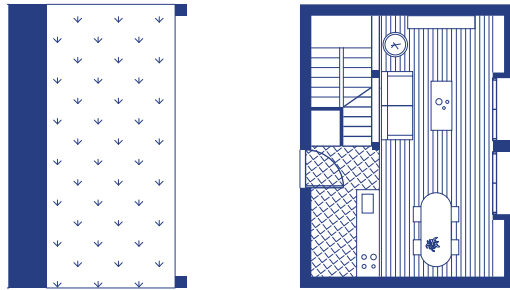




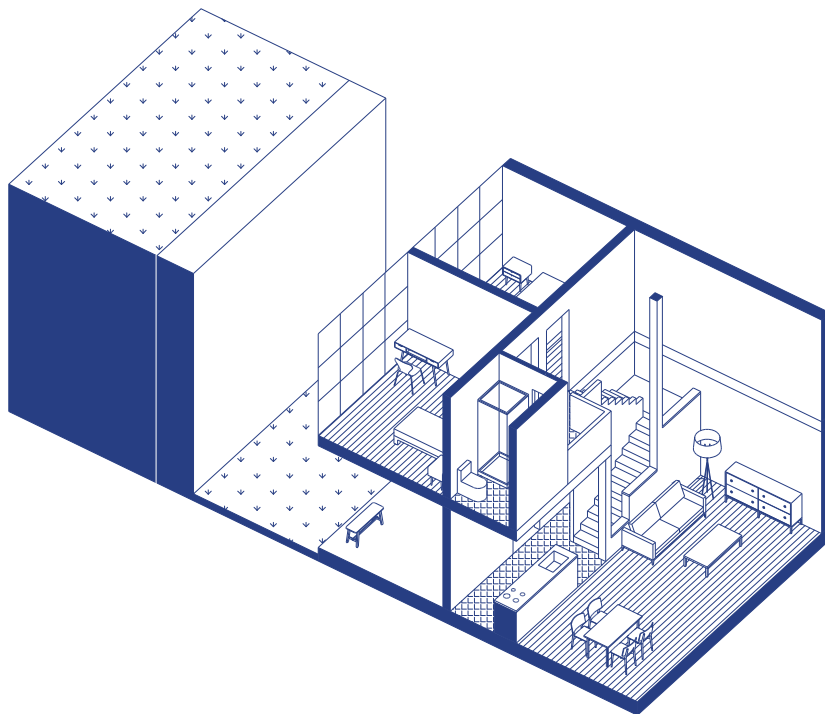






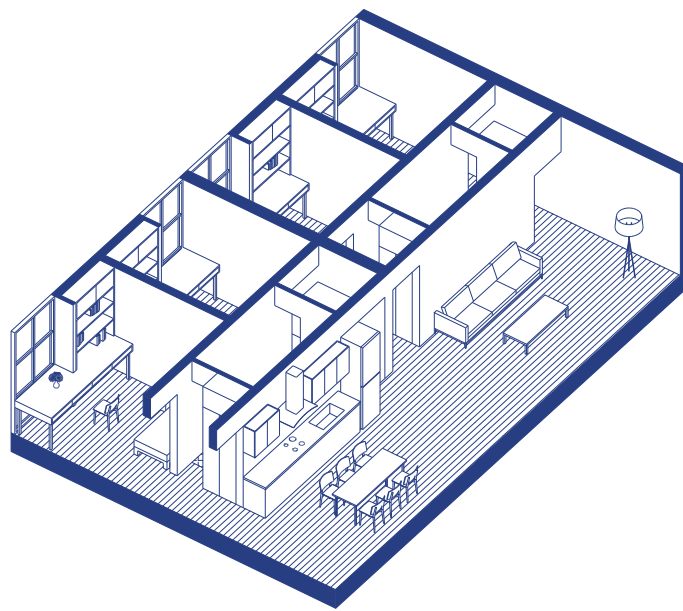


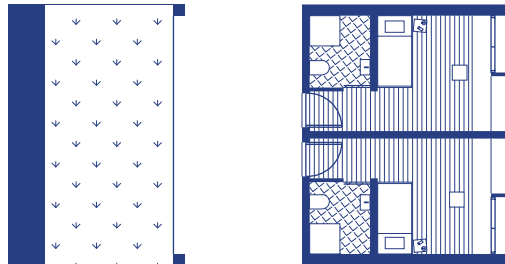
Housing Typology A
Number: 4
Area: 74.4 sqm
Target: 3 or 4 people
A small family with one children.



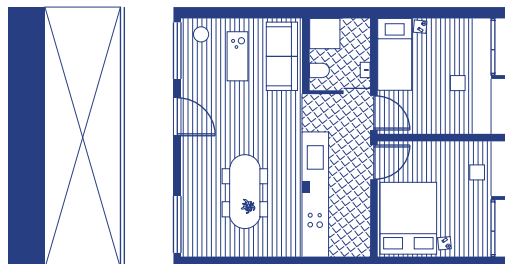


Housing Typology B
Number: 9
Area: 118.7 sqm
Target: 4 people
Students, reseachers, or vistors.

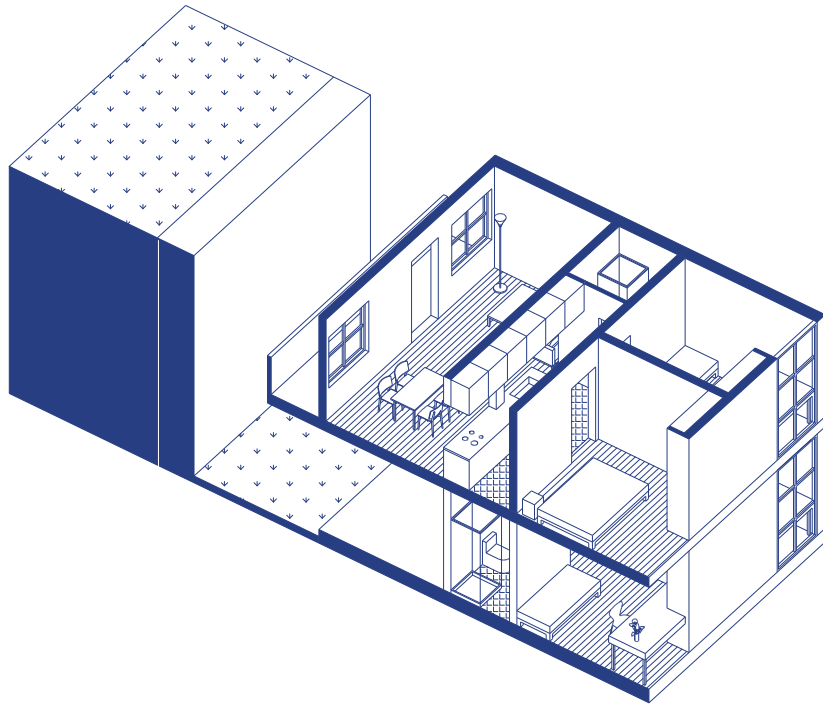


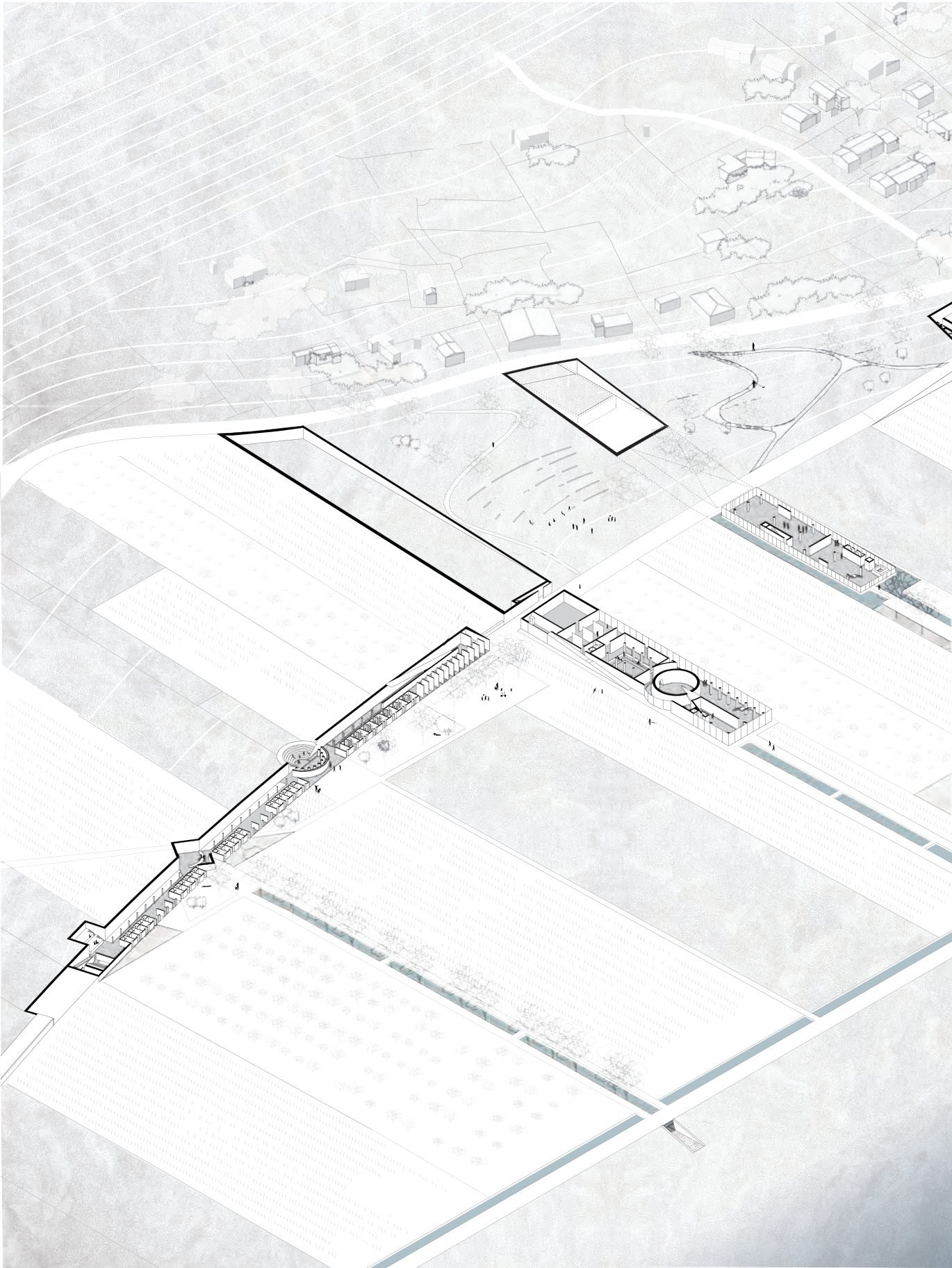


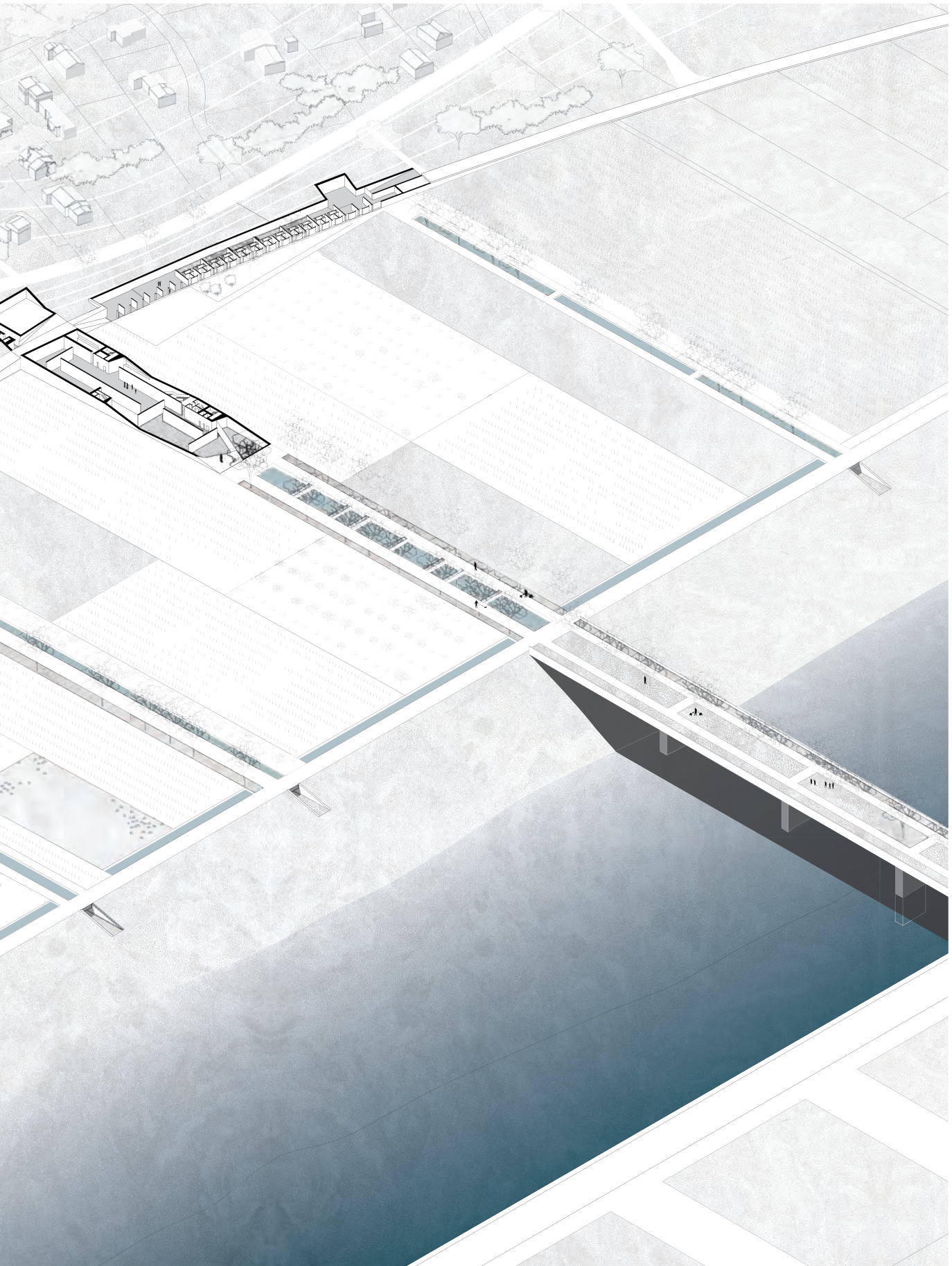
Housing Typology C
 Number: 24
 Area: 18.4 sqm
 Target: Single people
 Students, reseachers, or vistoris



Housing Typology D
 Number: 16
 Area: 59.4 sqm
 Target: 2 or 3 people
 A small family with one children.







Sitography

<http://aworldelsewhere-finn.blogspot.com>

<http://www.capre06.eu/>

<https://france3-regions.francetvinfo.fr/provence-alpes-cote-d-azur/>

<https://www.pss-archi.eu/immeubles/FR-06088-54263.html>

https://ipfs.io/ipfs/QmXoyvizjW3WknFiJnKLwHCnL72vedxjQkDDP1mXWo6uco/wiki/Nice_tramway.html

<http://www.ecovallee-cotedazur.com>

<https://france3-regions.francetvinfo.fr/provence-alpes-cote-d-azur/>

<http://www.nicecotedazur.org>

<https://www.pss-archi.eu>

Credits

16| Napoléon III bridge

<https://www.youtube.com/watch?v=r-j2J2TyYa0>

17| Nice Côte d'Azur Airport

[https://societe.nice.aeroport.fr/Le-groupe/LA-SOCIETE/Historique/\(offset\)/20](https://societe.nice.aeroport.fr/Le-groupe/LA-SOCIETE/Historique/(offset)/20)

21| Cours Saleya

<https://www.archdaily.com/313088/development-of-the-terrasses-des-ponchettes-competition-entry-cab-architects/03-cabpon-aeralview-history>

22| La plaine du Var et la ville de Nice

<http://www.paca.developpement-durable.gouv.fr/la-plaine-du-var-comme-un-secteur-strategique-a632.html>

25| La plaine du Var

<http://www.capre06.eu/pages/territoires-amenagements/plaine-du-var-am06-paca/agriculture/plaine-du-var-agriculture.html>

26|

1,3,4,5,8,10. <http://www.ecovallee-cotedazur.com>

5. https://tribuca.net/actualites_20388458-un-parc-paysager-de-30-hectares-va-sortir-de-terre-a-

7. <https://www.lingostiere.fr/info-travaux/>

9. <https://divine-et-feminine.com/randonnee-vallon-obscur-nice/>

11. <http://www.capre06.eu/blog/actualites-local-departement06-region/le->

29| Nice Tramway Map

Author: Jesmar

https://fr.wikipedia.org/wiki/Fichier:Nice_Tramway_Carte_2012.svg