

# BRUSSELS PRODUCTIVE CITY







# BRUSSELS PRODUCTIVE CITY

Production belongs to the city.

Let's think the postindustrial city also beyond services and knowledge economy.

Let's imagine the city as more than merely the place of consumption.

In a truly mixed city, we will enable, encourage and celebrate the presence of the productive economy.



# INDUSTRY IN THE POST-INDUSTRIAL CITY?

## 10 YEARS OF THINKING, PLANNING AND BUILDING IN BRUSSELS

Kristiaan Borret - bouwmeester maître architecte of Brussels Capital Region

Over the last twenty years, the large European cities have become considerably more attractive. Many efforts have been made to restore cities as the preferred place to live, trade, shop and relax. Many wastelands from the post-industrial era have been successfully tackled. Meanwhile, you might say that every brownfield site has been transformed into a fresh-looking residential area, every old wharf has become a waterfront, every former factory building with any value has been given a new purpose. Whether it's Oslo's Aker Brygge, Hafencity in Hamburg, Het Eilandje in Antwerp or Lyon-Confluence, we have created new city areas everywhere with a focus on what we call a high urban mix.

### However, how mixed are such new cities in real terms?

Most of the buildings are new residential units. We have also added offices and public facilities, but the focus has been on shops, cafés and restaurants as each new project aims to become a "really vibrant part of town". Now, looking back on more than twenty years of urban renovation, we can see that we have systematically omitted one function: (semi-)industrial economy. Production activity has moved from our city centres to the outskirts, whether this is to a peripheral business park or the other end of the globalised world.

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Our urban development, performed under the motto urban mix, is less of a mix than we like to believe. Today's cities are incomplete. We are likely to be experiencing the end of a period of urban development that was typical of the post-industrial era. For many years, we have understood "working in the city" as services and the knowledge economy. Meanwhile, we have gradually become more aware of the fact that production is something that also belongs in the city and that the city should not purely remain a showcase for consumption.

This really requires a mental shift. When we think about working in the city, we need to include "dirty" jobs, and not just white-collar workers. Does the urban amusement of bars, shopping and amazing architectural projects not also include the shadowy world of logistics, recycling and construction? We must learn to see the city's supporting activities as just as urban as the consumption side. They are two sides of the same coin.

Production must be encouraged in the city and included as an integral part of the urban fabric. It must be able to reveal itself, in connection with daily life. Production is celebrated in a city that is truly mixed. The city of the future is a Productive City.

### On the agenda in Brussels

In Brussels, awareness of the fact that production activities are also part of the city, began growing years ago thanks to a number of different investigations.



Indeed, in 2012 and 2013, the educational institutions ULB and Erasmus organised the master classes “Re:Work” and “End of Line” about the co-existence of homes and space for industry, logistics or infrastructure on various key sites in Brussels. In 2014, the think tank Architecture Workroom Brussels, the citizens association BRAL and the Flemish network for a sustainable environment Bond Beter Leefmilieu launched a manifesto-type text “Productive BXL” about how Brussels and its metropolitan suburbs could be developed as a single economic urban system.

This pioneering work opened many eyes in the world of politics and in the urban planning and architectural professions. The research dynamic continued later to produce various studies about the position of the productive economy in the urban development of Brussels, such as Urban Metabolism (2015), B-MiX (2015) or Cities of Making (2017-2019).

The subject has also been raised with a broader audience with an interest in culture. In 2016-2017, part of the programme in the architecture biennale IABR in Bozar was “Atelier Brussels. A Good City has Industry”. This diverse programme used design-driven research, debates and an exhibition to show the public why and how we can integrate a productive economy in the city.

All of these initiatives led to a lively debate in Brussels about the need to integrate the productive economy in the city; a debate that has meanwhile spread and gained support from politicians. Such support is an essential requirement to allow effective progress towards the development of tools on an operational level and the realisation of real projects.

#### **4 Planning tools**

At the same time as the growing awareness on a theoretical level, various tools have been developed within the regular planning system at the Brussels-Capital Region to transform the theoretical debate into effective planning mechanisms.

Brussels is a city with high demographic growth. Over the last ten years, the population has grown steadily by about 1.5% or 15,000 inhabitants per year. This is why there is a constant need to add housing, in order to cater for this growth over the longer term. This urgency is the reason why, in 2013, the Brussels-Capital Region decided to convert a range of plots, which were mainly the remnants of extensive and struggling economic activity from the industrial era, into areas for the development of urban residential districts. Although this new purpose was justified by the anticipated demographic growth, there was also the realisation that industrial land would once again be lost in the city. That is the reason why a correction mechanism was added to the change of land use. The zoning plans for these zones are called Enterprise Zones in an Urban Environment (ZEMU) and target a mix, rather than mono-functional use. In such areas, when dealing with larger residential development projects (as from 10,000 m<sup>2</sup>), it is essential to include a minimum percentage of productive economy in the redevelopment project. This percentage is equivalent to 90% of the surface area of the ground level layer. In this way the government is encouraging mixed development between places to live and work.

This approach, based on zoning, may appear rather traditional but its efficiency should not be underestimated. It allows the productive city to take



hold in both spatial and financial terms. Businesses are primarily driven out of town because of unaffordable real estate prices. Offices or housing are far more profitable for real estate promoters than businesses. The Brussels zoning plans, ZEMU, are tempering such market mechanisms by reserving space for businesses and, in doing so, breaking through the normal price spiral which occurs when competing with housing or office development. The cost for companies to rent or buy should remain affordable with the planning obligation based on land use. The obligation also forces the private developers of such areas to look for new parties, often unfamiliar because they were very specialised in exclusively residential development. In this way, the developers market is pushed to approach new urban districts in a more mixed manner than before.

Traditional planning tools, such as zoning, help considerably in securing space in the city for productive enterprise and in abandoning the wild competition for more lucrative purposes such as housing or offices.

At another planning level there are strategic visions, which have turned out to be a catalyst in Brussels with which to realise the integration of productive economy in the city.

The most important strategic development zone is undoubtedly the canal zone Charleroi-Antwerp that runs right through Brussels' urban fabric. The canal was the industrial basin of Brussels from early in the nineteenth century but, in recent decades, more and more large-scale economic activity along the canal has either moved away or diminished. Therefore, there were plenty of empty buildings and wastelands. Nevertheless, it is most remarkable - certainly compared with other large European cities - how much industrial activity can still be found along the canal. In which other capital city can you find a rough port area just a fifteen-minute walk away from the historic centre, complete with loading and unloading activities on its quays, sorting companies in the recycling sector, and concrete-manufacturing plants? In other parts of Europe, waterfront development has already taken over in such places but, for a number of reasons, this is not yet the case in Brussels.

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This exceptional situation should be viewed as a bonus rather than a problem. It has given us the opportunity to learn from the redevelopment of waterfront areas in other cities before tackling the canal zone in Brussels in a different and more innovative manner.

In 2014, the Brussels Region approved the Canal Plan that was drafted by the French urban planner, Alexandre Chemetoff. The Canal Plan formulates a coherent global future vision for the evolution of the canal zone based on three key objectives:

- The canal zone must be used for the construction of housing and amenities in response to demographic growth;
- The canal zone must change from a barrier between the districts on either side of the canal into a central area that connects the city through public areas;
- Economic activity and employment must be reinforced in the canal zone.

The first vision elements are of course important, but they can also be considered as "normal" orthodox urban planning. They are also being promoted in countless other regeneration areas. On the other hand the third vision element, related to the integration of productive economy with new

jobs for blue-collar workers, is very unusual as a strategic goal. It was very unique when this objective for such a waterfront development was approved as a principle in an official policy document, particularly at the time, now five years ago.

The Canal Plan is currently in the implementation phase, which will last at least ten years, until 2025. While the three strategic objectives have been retained as guidance, the plan has meanwhile evolved. In this operational phase it is characterised more as a "plan of projects", which aims for as many achievements as possible by means of negotiated urbanism. For this reason, a transversal structure of governance has been created, uniting a dozen of staff from the various regional bodies - SAU-MSI, perspective.brussels, urban.brussels and the bouwmeester maître architecte (BMA) - into one single Canal Team that is responsible for supervising the implementation of the Canal Plan.

Thanks to the Canal Plan, the number of projects involving productive economy in the city has grown considerably in the canal zone, both because of the inspiring urban planning framework and also because of active supervision from the Canal Team. In this way the ancient industrial basin in Brussels is now being reinvented.

## **Achievements and projects**

6 While planning tools at a higher level are able to ensure that productive economy is not omitted from the centre, these planning tools do not yet provide specific design solutions. Even so, these are essential, since the combination of living and working can cause nuisance and mutual mistrust. Architects and urban planners still have work to do, as we currently have no ready-made examples or designers who are specialised in both aspects of such two-way building programmes. In fact, compared to the nineteenth century, much design talent has been lost, because back then factories, labourers' houses and the director's mansion were all designed by the same person. There is also a similar lack of knowledge in the real estate sector. Professional developers have become increasingly specialised: either in offices, or apartments, or student accommodation, or retail, or business zones. The know-how to run urban mixed development projects is still being reinforced. We need inventive solutions to reconcile homes and businesses in a common building or district.

In Brussels, the public real estate operator citydev.brussels has been working for some time on setting up large mixed projects that combine living and working. Some of their projects, such as Greenbizz, are already up and running and are proving successful. Many new larger projects - by citydev.brussels or by private project developers - tend to favour compact and stacked solutions, whereby homes are placed above a base of productive activities. The question is whether the repetition of such stacked formats across an entire new district creates sufficient animation of street life and does not simply cause the death of the public area. A raised city of residents above a city of workers down under is hardly a model of good urbanisation.

With the BMA team we offer two methods to improve the quality of the integration of productive activities within the city. The first is the supervision of ongoing projects. It is often the role of research by design to explain the advantages of a probably rather complex multifunctional building project to the average factory owner. Secondly, for more and more companies and private or public developers, we are launching an architecture competition in order to receive new, unexpected and in any case high-quality proposals.

The culture of competitions which is unfolding in Brussels, is not limited to typical projects such as schools, cultural facilities or residential buildings, but is extended to programmes of productive economy and logistics. At the same time, the architects are interested in designing this type of programme. The result is that the creativity of good architects is also being captured and applied to more utilitarian programmes and thus adding value to the daily activities in urban life.

### **Which economy for the city?**

For whom are we actually building? If we make all of these efforts to create space for productive economy within the city, at some point the question must also be raised: what kind of businesses do we actually wish to attract? Which economies do we wish to integrate in the city? And why do we actually want economy in the city?

Naturally, we shouldn't bring the steel industry back to the city. Equally, we must avoid a sort of romantic nostalgia which favours the return of pre-industrial craftsmanship. There are currently various job profiles in Brussels in the productive economy which are looking for space in the city.

The creative manufacturing industry is hip among millennials. Traditional production of customised bikes, fab-labs and craft breweries; these are certainly all welcome in the city – but it doesn't end there.

There are also "normal" professions which should be granted space, such as car repairers, building material suppliers or proverbial plumbers. It is just madness that a plumber living in Molenbeek-Saint-Jean needs to start his day by driving to a depot in a business park beyond the Brussels ring road for spare parts, before returning to repair houses back in the city centre. Hardly what you call efficient, ecological and social. The plumber does not need much more than a small depot, workplace or garage and therefore space requirements of such a scale are easily integrated in an urban environment.

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In the future, it is hoped that the economy will be more equitable, clean and local and therefore have more potential to become urban. It is worth making efforts to set aside physical space for enterprise now, to avoid having regrets later that we wanted The Next Economy but sadly forgot to reserve room for it.

It is good to keep productive enterprise in the city for economic, spatial and social reasons. A diversified economy is always more resilient when times are tough. That's why it is good to employ the unskilled, not only in tourism, security, catering or the maintenance of Brussels offices, but also in jobs in industry or logistics. By retaining enterprise it is also possible to maintain the slightly rough but unique character of post-industrial areas, like the canal zone, and thus exploit the authentic and local nature of such places rather than wipe it away. From a social perspective it is also a major asset to have more local employment, amongst other things because it this helps the integration of under-privileged young people.

Last but not least, there is also a symbolic dimension: just as we believe that city children must know where milk comes from, our children must also see and understand that things are "manufactured" somewhere by someone and that this creates jobs that we are prepared to feature prominently in our vision of an urban society.

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**INTER-BETON**  
**VILLAGE DE LA CONSTRUCTION**  
**GREENBIZZ**  
**CITY GATE I**  
**NOVACITY**  
**CITY CAMPUS**  
**BUDA**  
**MARLY**  
**RECY PARK**  
**BOEREN BRUXSEL PAYSANS**  
**INFRABEL ACADEMY**  
**BPOST DELTA**  
**URBANITIES**  
**IMAL**  
**PEUGEOT-CITROEN-DS**  
**BRASSERIE DE LA SENNE**  
**VIZYON DRINKS**  
**VIVAQUA**  
**FOODMET**  
**BIGHFARM**  
**COOP**  
**SUEZ**  
**BRUSSELS BEER PROJECT**  
**MOBILIS**  
**RECY-K**  
**GUDULE URBAN WINERY**  
**CITY DOX PLOT 4>6**  
**MANUFAKTURE**  
**PETITE ILE / CITY GATE II**



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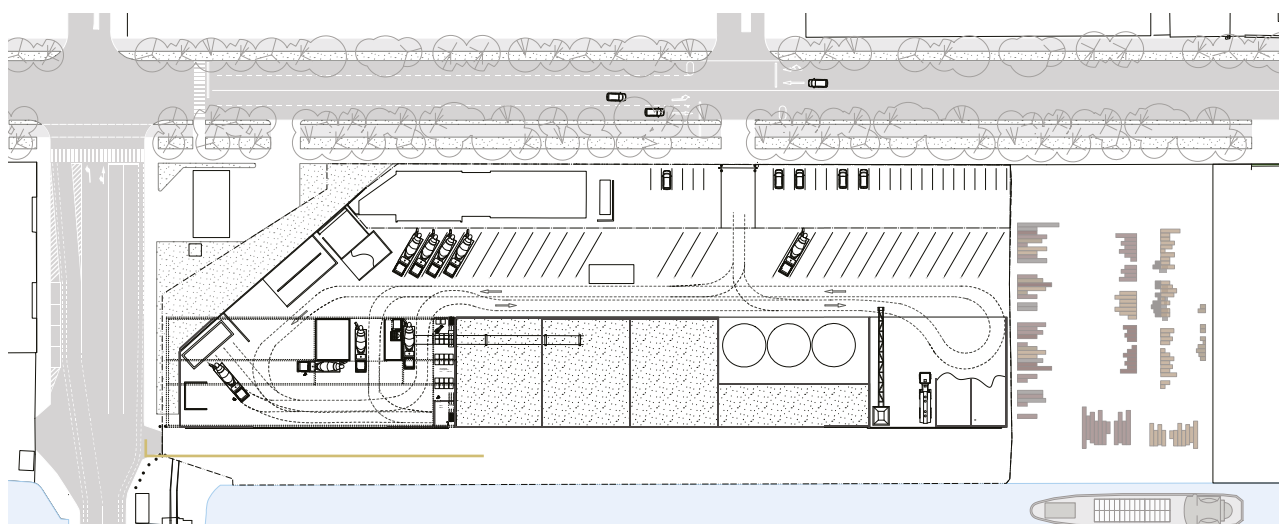
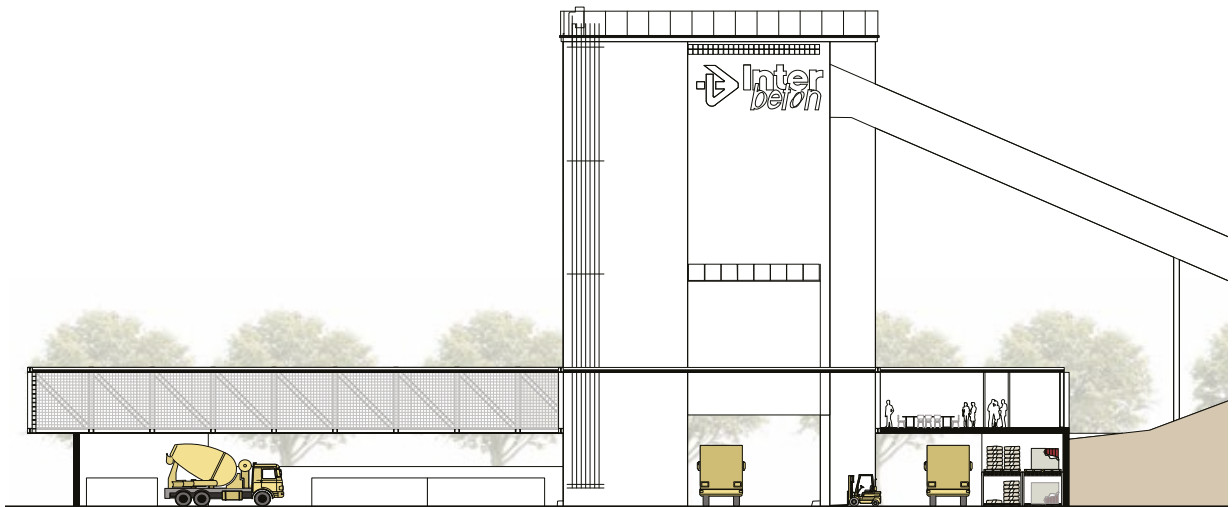
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# INTER-BETON

#UrbanIntegration #Rationalisation  
#ProductiveCity #CircularCity

Architects  
**BC architects**

Client  
**Inter-Beton**



The Inter-Beton concrete-manufacturing plants lies within the Brussels canal zone, one of the most dynamic areas of the city, as an example of post-industrial reconversion, where private actors, public authorities and civil society negotiate visions on future renewal.

The Brussels Inter-Beton site is especially surrounded by an extremely diverse context: Up-site -the highest residential tower in Belgium-, several administration buildings such as the Flemish government regional environment agency Bruxelles Environnement, Tour & Taxis Park, etc... In order to keep Inter-Beton in the city centre, BMA organised a design competition to envision the conversion of the facility towards an improved urban integration. BC's proposal aimed to answer to pragmatic issues with imaginative win-win solutions for both industry and city. To control sound and dust from the concrete mixing process, a giant canopy is suspended over the work area. The canopy is supported at intervals by dry interlocking concrete block walls and is designed with the height of one floor layer, to allow for the big span as well as to accommodate Inter-Beton office functions at the further end of the canopy. These offices have birds eye view on concrete mixing activities.

At the other end, the canopy hovers over public space. An entrance stairs spirals down to the public walkway, and opens up a public function inside the canopy (e.g. workshops, rehearsal spaces, coworking, ...).

Today, a lot of money is earned through the city, but not always by and for the city. If we can organize manufacturing and logistics into shorter chains and closed cycles, the city will be more sustainable and a larger part of the value will remain in the city. Reconverting an inner city concrete mixing facility gives obvious benefits with regards to short supply chains of building materials. Returning trucks gather 20 m<sup>3</sup> of concrete waste every day. Architects propose to use this waste for precast dry interlocking concrete blocks that will become the support base for the suspended canopy. Concrete and glass block façade infill panels can also be produced. More elaborate research will assess the feasibility of manufacturing precast pre-tensioned structural elements on site with the concrete waste.

Located on the crossing of the new Tour & Taxis axis and the to be reconverted Avenue du Port, the canopy frames the concrete mixing tower and renders it into a landmark accessible to the city, making Brussels proud of its industrial integration into new highly mixed neighbourhoods.

01

## Site

Avenue du Port 63, 1000 Bruxelles  
Havenlaan 63, 1000 Brussel  
50°51'57.5"N 4°21'07.0"E

## Area

13,000 m<sup>2</sup>

## Status

Cancelled

## Year

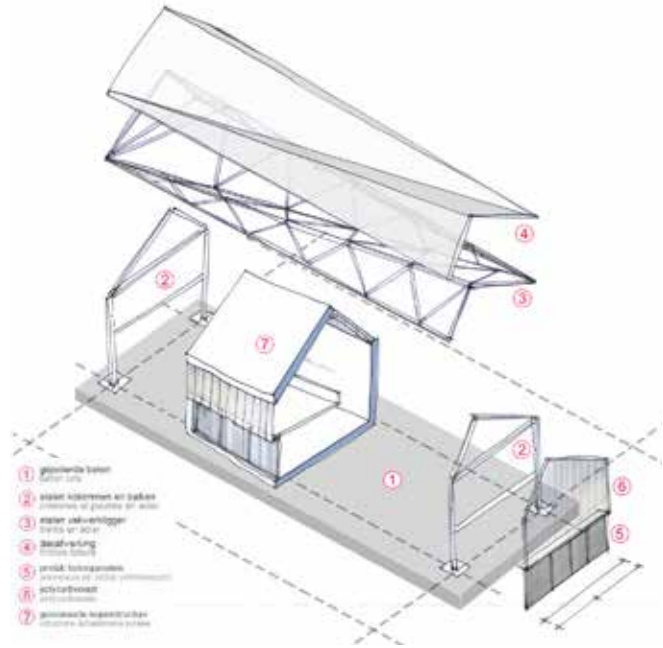
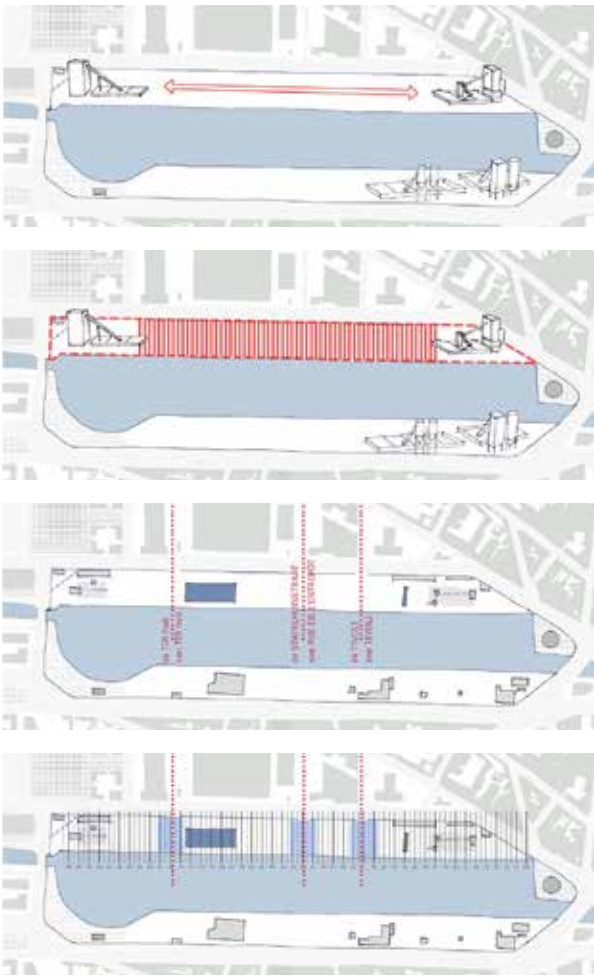
2017-2019

## © Text

BC architects

## © Illustrations

BC architects



# VILLAGE DE LA CONSTRUCTION

#UrbanIntegration #Relocalisation  
#MicroZoning #Densification

Architects

TETRA architecten

Client

port.brussels



In many cities, old port areas are transformed into new urban areas. The transformation of the Brussels canal zone is more subtle. The port district is not moving up to new, virgin territory beyond the city. Port activities in Brussels are being transformed within its existing territory.

The key question is how an industrial activity can work as an integrated line of business in an urban area. By focusing on sustainable urban logistics and distribution, water-based businesses add value to the city. Inland waterways allow you to reach deep inside the city centre and reduce polluting and dangerous freight traffic.

The site is bounded by concrete-manufacturing plants. The silos and eccentric landscapes of sand, cement and granulates give the village of construction material an appropriate character.

An immaterial grid is rolled out to create more uniformity in the terrain between the concrete-manufacturing plants. At a cadence of 20 m – the distance between two boulders on the quay – the grid divides the site into 31 bays. Each bay is then further divided into two modules of 10x36m.

The entire area forms a modular strip in which the buildings and open spaces are arranged. The open areas are ingeniously provided in spaces at the far end of the straight streets.

This forms the connection between the residential network and port activities. The perspectives and transparent views of and over the canal are just as important in this spatial context as the actual spaces in between.

Against the open backdrop of these urban vistas, the outsider is granted a view of the hustle and bustle at the front of the construction material village. The modules, which look onto the open spaces in-between or are located at the far ends of the modular strip, have a privileged place at the head of a hangar. These are the most appropriate areas to accommodate the semi-public components in the programme, such as shops and showrooms.

The roof structure is a variation on the emblematic saw-tooth roof design in which a diagonal folded seam is added. This creates a rhythmic ensemble of staggered roofs, under which you will find three hangars, an open canopy structure for loading and unloading and an intermediate entrance area onto which the wholesaler's shop opens.

02

## Site

Avenue du Port 71, 1000 Bruxelles  
Havenlaan 71, 1000 Brussel  
50°52'06.1"N 4°21'14.2"E

## Area

7,000 m<sup>2</sup> Warehouse  
8,000 m<sup>2</sup> Outside Storage  
1,600 m<sup>2</sup> Showroom & Offices

## Status

Built

## Year

2013-2018

## © Text

TETRA architecten

## © Illustrations

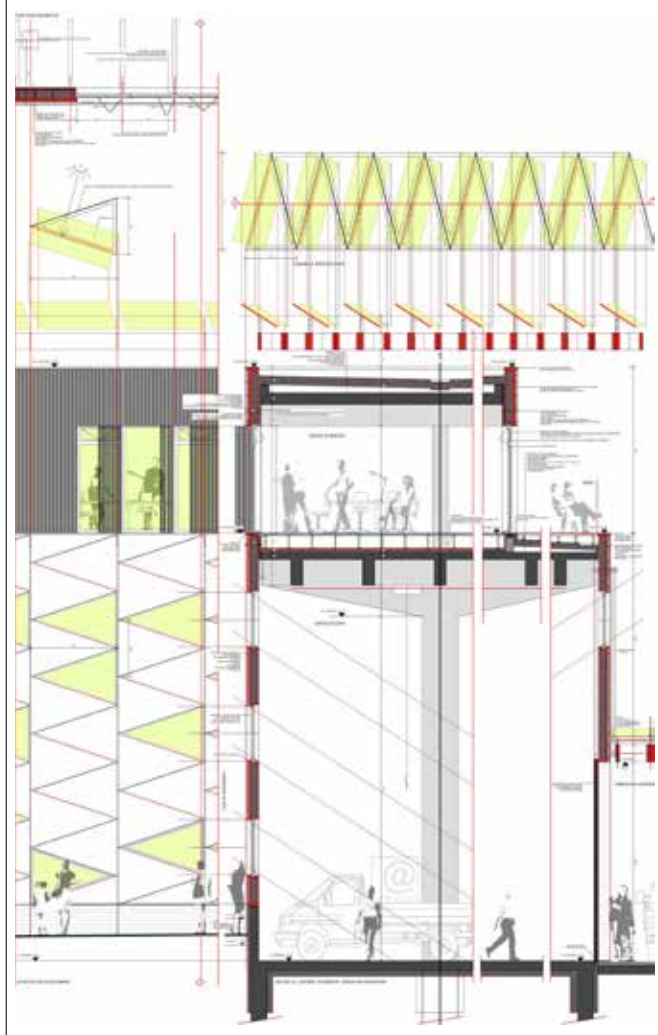
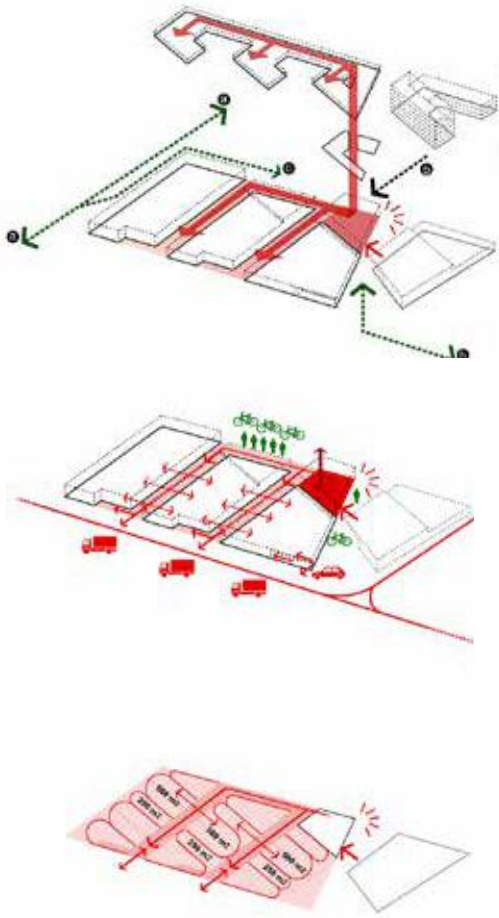
TETRA architecten,  
Filip Dujardin











# GREENBIZZ

#UrbanIntegration #MicroZoning #CircularCity  
#HorizontalMixedUse #ProductiveCity

Architects  
**Architectesassoc.**

Client  
**citydev.brussels**



Located on a long-abandoned and polluted 4-hectare industrial site near the city centre, Greenbizz is part of a large-scale 14-hectare urban development called Tivoli, publicly funded by European funds (ERDF) and citydev.brussels includes both housing and economic facilities in which Greenbizz holds the pivotal role.

Sitting in limbo between these apparently opposed activities, the project's role is to create synergy: encouraging visitors as well as occupants, confirmed specialists as well as budding pioneers-to-be, adults as well as children to be part of the collective emulation housed within. Its dynamic, generous, and permeable organisation, its mission to create responsible employment, and its clearly expressed sustainable identity all carry the same message: sustainable design can and must be about so much more than implementing energy-efficiency and responsible material-sourcing ... sustainable design must be about implementing hope.

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03

## Site

Rue Dieudonné Lefèvre 17  
1020 Bruxelles  
Dieudonné Lefèvestraat 17  
1020 Brussel  
50°52'15.3"N 4°21'01.9"E

## Area

9,500 m<sup>2</sup> Workshop  
2,500 m<sup>2</sup> Incubator

## Status

Built

## Year

2014-2015

## © Text

Architectesassoc.

## © Illustrations

Architectesassoc.,  
Renaud Callebaut

Occupying the most strategic corner on site, the grand entrance lobby is a high-ceilinged light-filled communal space greeting occupants and visitors, but also the neighbourhood and all its inhabitants.

Six and eight meters high inside, workshops face each other alongside two covered open-air streets federating activities arranged along them.

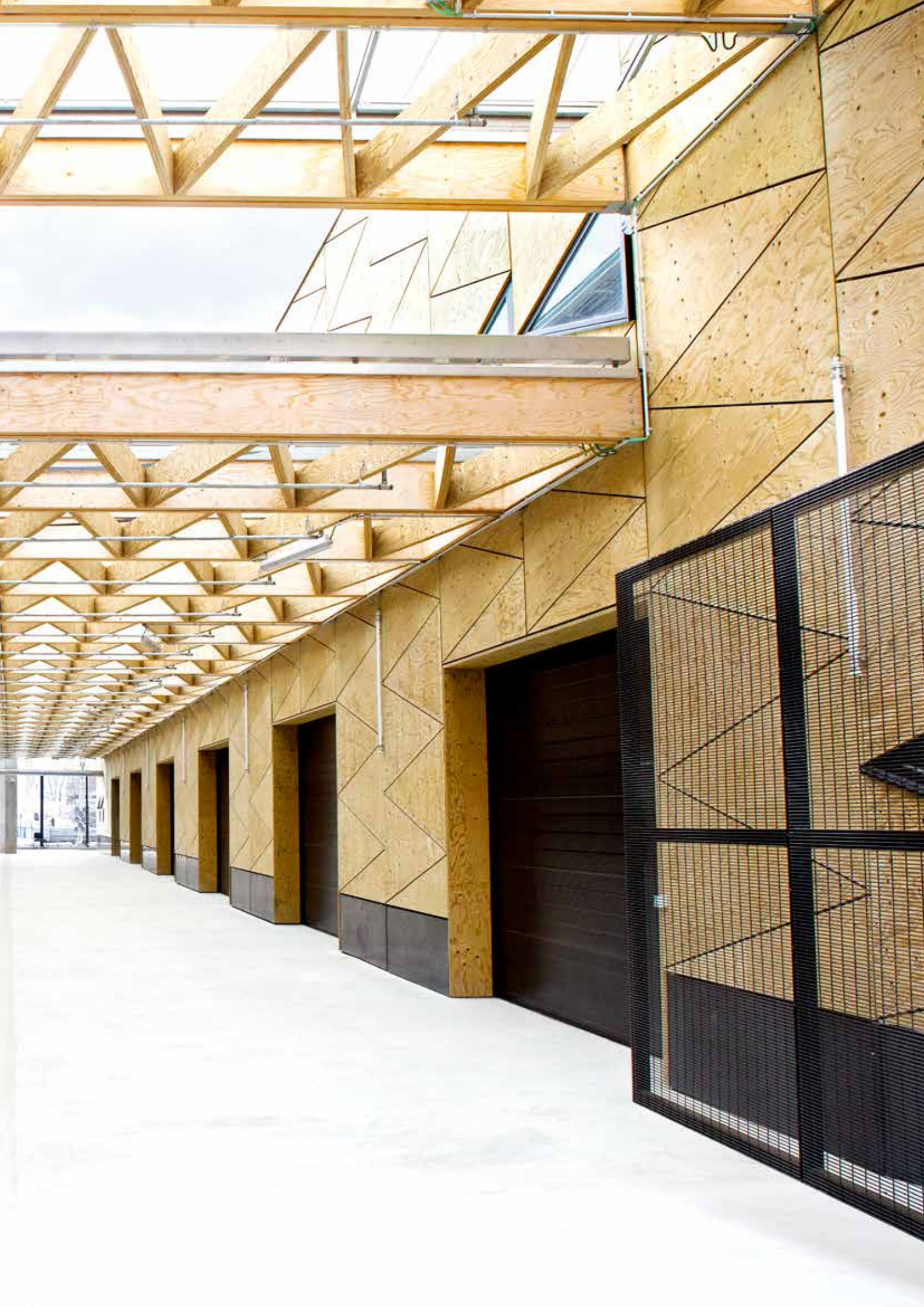
Perched above the workshops but only one-level thick, the incubator lies low in order to ensure maximum sun penetration into housing across the street. It bridges the bustling open-air streets below, and gently folds itself around two sun-filled patios.

Let it be noted that the built and unbuilt forms of Greenbizz do not embody the end result or final product of any one of the particular workshops inside, however sustainable their production might be ... they embody instead the federating experience going on inside these workplaces, the collective effort, the emulation, the bustling exchange. Work is expressed as something lively, something tempting, something to share, something permeable, something responsible and especially something accessible to all especially to the children playing ball on that plaza or sitting around watching the ballet of carts in those open-air streets.

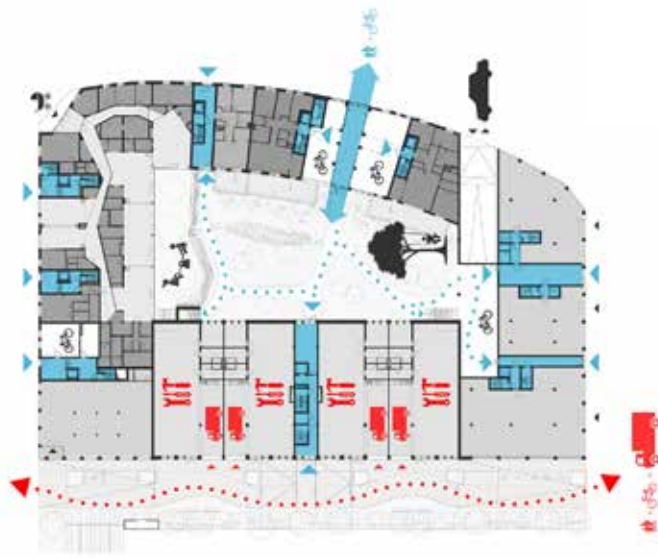
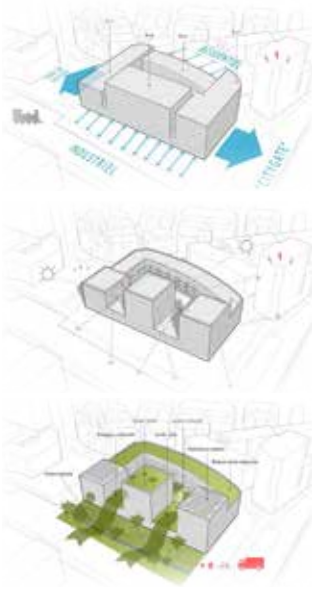












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# CITY GATE I

#VerticalMixedUse #ProductiveCity #DenseCity  
#MultifunctionalBuilding

Architects

**A2M + URBAN  
PLATFORM + ORG**

Client

**KAIROS for  
citydev.brussels**



The “City Gate I” project is strategically located in one of Brussels entrance areas, at the intersection of a railway line, thereby forming an important urban transition between the industrial area of Anderlecht and the neighbourhood of the Brussels South Station.

The project has to meet the challenges Anderlecht is currently facing: lack of green spaces, high-quality housing and public facilities, and the need for an interesting use of the plinth of the building for production activities. The goal is to realize a fully multi-purpose building.

04

## Site

Rue des Goujons - Rue des  
Marchandises

1070 Anderlecht

Grondelsplein - Goederenstraat

1070 Anderlecht

50°49'56.7"N 4°19'23.4"E

## Area

14,200 m<sup>2</sup> Public housing

1,150 m<sup>2</sup> Productive activity

4,640 m<sup>2</sup> Multifunctional building

680 m<sup>2</sup> Nursery

## Status

Design Development

## Year

2017 - Ongoing

## © Text

ORG

## © Illustrations

A2M + URBAN PLATFORM + ORG

Despite the dense programme set out in the existing masterplan, the ambition of the project is to provide a strong architectural expression while at the same time making a subtle transition between the different quarters on either side of the project. The grid of a generic facade covers a flexible organisation of the interiors and thus responds to the multi-purpose concept of the building.

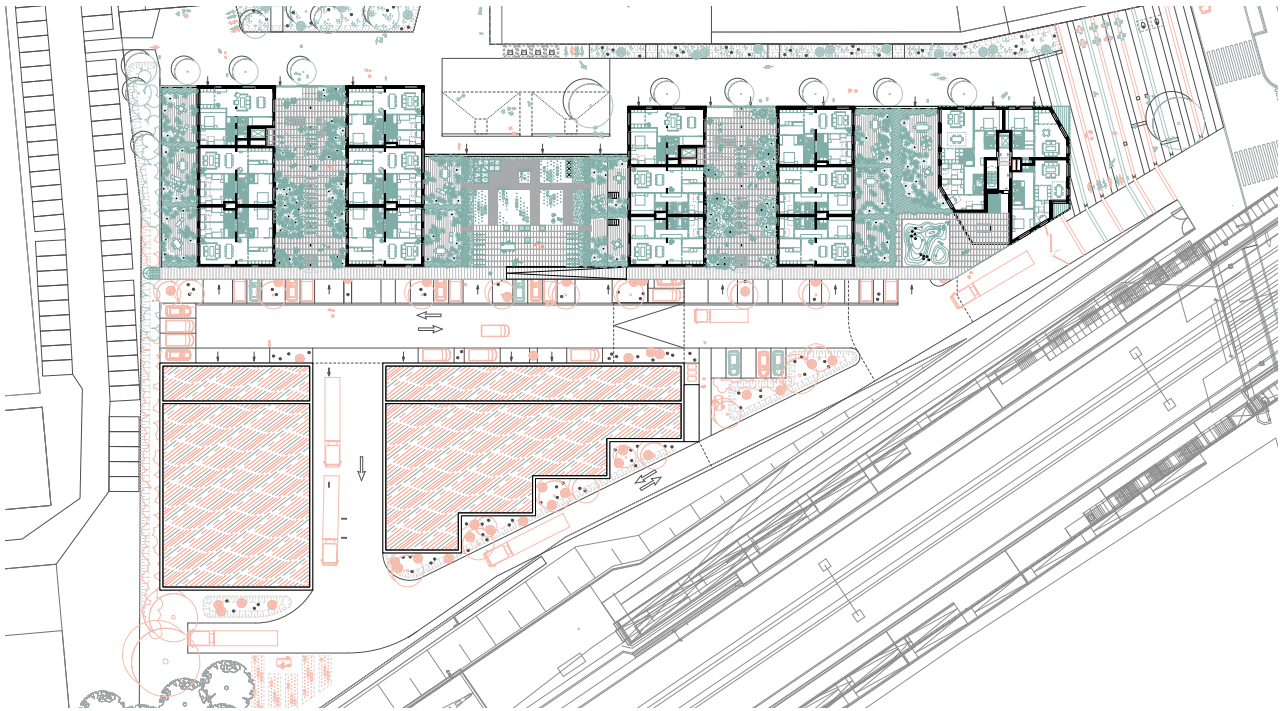
The specificity of the “City Gate I” project lies in the multiplicity of uses and the management of the interactions between these. The programmatic mix of the project requires clarity about the entrances and a sound implantation of the economic activities with respect to the viability of the housing units and the relationship to public spaces.

The production workshops face the embankment of the railway tracks and are located on the ground floor, on either side of the central entrance leading to the upper levels. Their flexible configuration enables to combine two workshops into a single entity.

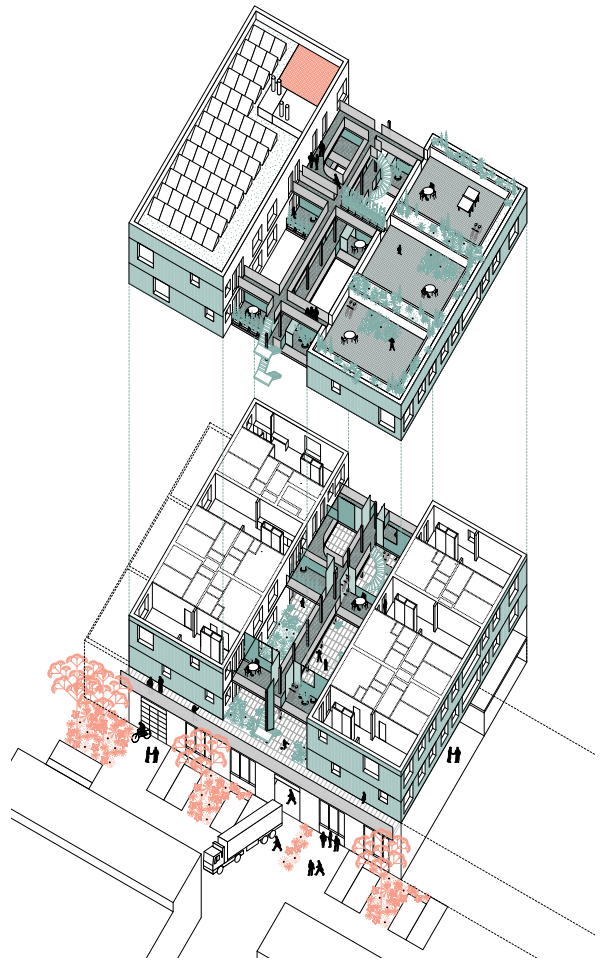
The project reduces noise and smell nuisances generated by these production workshops. For example, some workshops are fitted with skylights in order to limit the openings towards the inner courtyard, and ventilation systems that are directed towards the roof.

Furthermore, the first floor, being located above the workshops, will serve as a buffer layer to protect the residential quality of the upper floors.





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# NOVACITY

#ProductiveCity #VerticalMixedUse  
#DenseCity

Architects

**DDS+**  
**Bogdan & Van Broeck**

Client

**KAIROS for**  
**citydev.brussels**



The project NovaCity takes place in Anderlecht, in a redeveloped brownfield along the Chaussée de Mons. The goal here is to mix up different functions like housing, economics activities and offices. However, NovaCity goes far beyond the juxtaposition of functions.

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The three main ambitions of this project are:

- The viability of the different functions on the site and their good integration in the context;
- The global valuation of the site and its environment;
- The concern for exemplarity and innovation.

05

## Site

Chaussée de Mons - Rue  
des Trèfles  
1070 Anderlecht  
Bergensesteenweg - Klaverstraat  
1070 Anderlecht  
50°49'06.8"N 4°17'24.2"E

## Area

7,800 m<sup>2</sup> Public housing  
7,600 m<sup>2</sup> Productive activity

## Status

Design development

## Year

2016-Ongoing

## © Text

Bogdan & Van Broeck

## © Illustrations

Bogdan & Van Broeck,  
Buur

The built spaces are organised to offer opportunities for encounter, interactions, conviviality, and in return they generate qualitative open spaces hosting a constellation of collective places to inhabit.

On the ground floor, the workshops of the SME's are distributed on both sides of an active street that constitutes a backbone for daily interactions between the different users. In direct relation with the workshops, a double height of retail and offices offer a transitive interface with the neighbourhood, and share an address with the housing blocks.

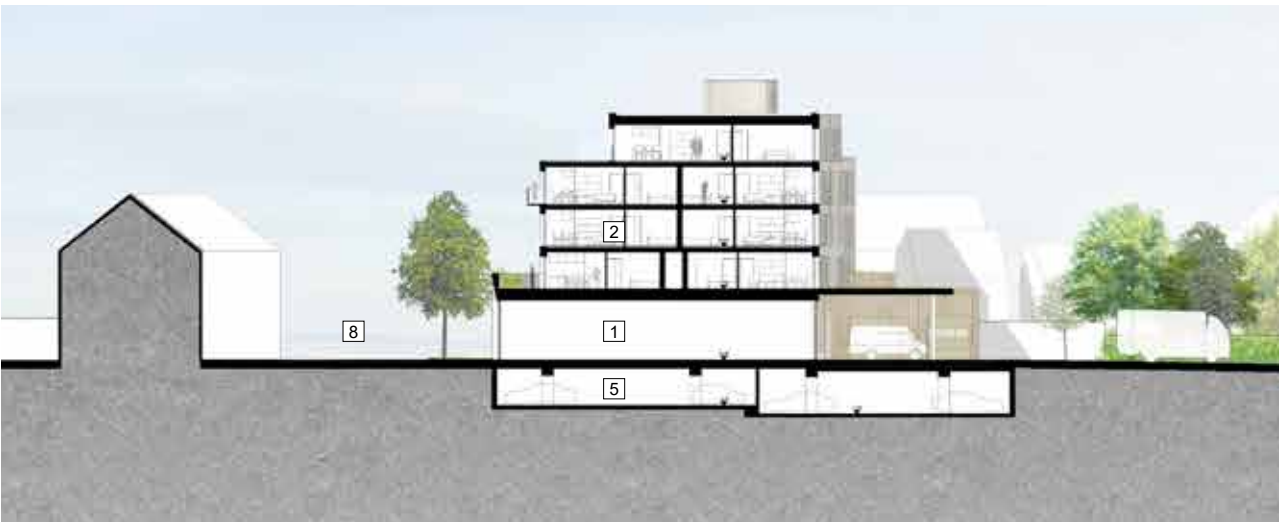
Above this plinth, a skyline of various heights animates the visual sequences of a new pedestrian street, and allows natural sunlight to reach the heart of the site. Diverse collective spaces are located on the roofs of the SME's, in the voids between five different volumes.

A small housing tower articulates the transition from the Chaussée de Mons, and four urban blocks are paired two by two around vertical patios where terraces constitute a convivial threshold between community and privacy.









# CITY CAMPUS

#VerticalMixedUse #BrownfieldRedevelopment  
#DenseCity #ProductiveCity

Architects

**Crepain Binst  
Architecture + ORG**

Client

**Van Roey Group for  
citydev.brussels**



The project City Campus is located on an old industrial derelict property close to the campus CERIA/COOVI in Anderlecht. The programme responds to this particular context: productive studios for companies involved in the food industry, social housing and housing for students.

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The project divides the site in two sections, separated by a qualitative public space: a pedestrian residential courtyard where the neighbourhood inhabitants can meet.

06

## Site

Rue des Grives - Rue des Fraises  
1070 Anderlecht  
Lijstersstraat - Aardbeienstraat  
1070 Anderlecht  
50°48'59.0"N 4°17'42.6"

## Area

7,000 m<sup>2</sup> Public housing  
9,000 m<sup>2</sup> Student housing  
5,000 m<sup>2</sup> Productive activity

## Status

Planning Permission

## Year

2014-2020

## © Text

ORG

## © Illustrations

Crepain Binst Architecture + ORG

At one side, the social housing, bordering the courtyard consist of row houses that integrate harmoniously with the existing housing of the neighbourhood. The plinth at the other side of the pedestrian street, is made out of a SME park.

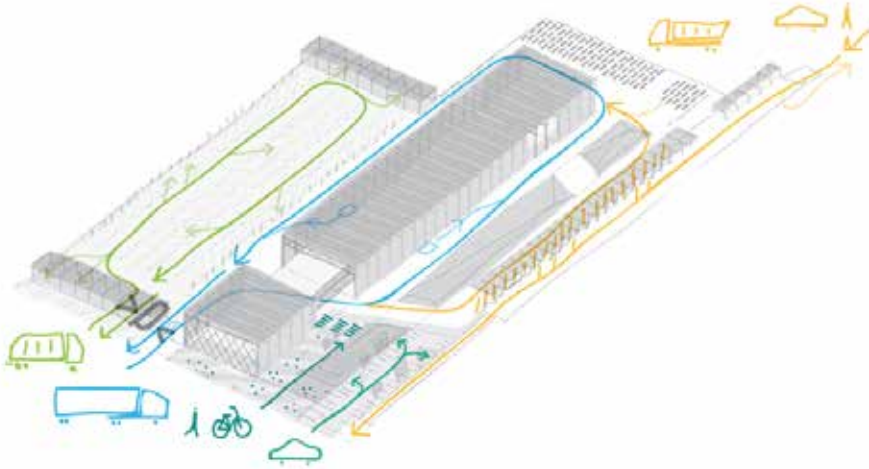
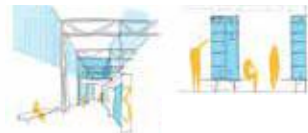
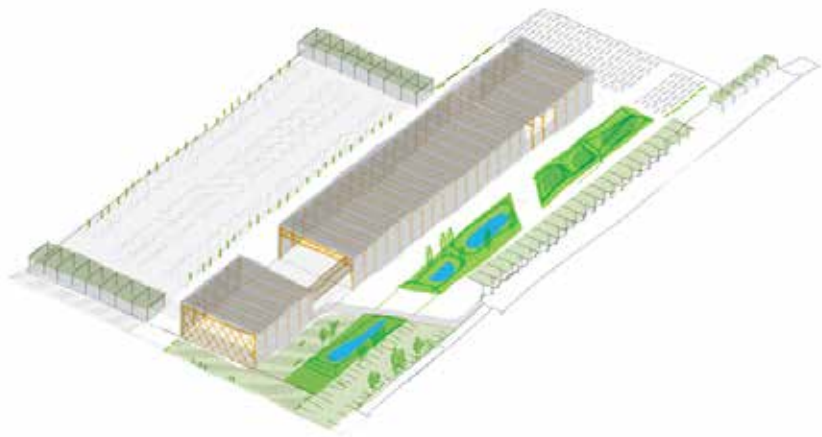
Every studio gives out onto the public space and is accessible for logistic purposes from an interior courtyard. This courtyard is covered by a green sound insulating canopy limiting the hindrance for the adjacent housing. The studios are modular and can be adapted to all sorts of different activities.

The social housing and the student housing are located above the ground floor studios. Each home has access to pleasant gardens, established on the roofs that will foster interaction between the inhabitants.

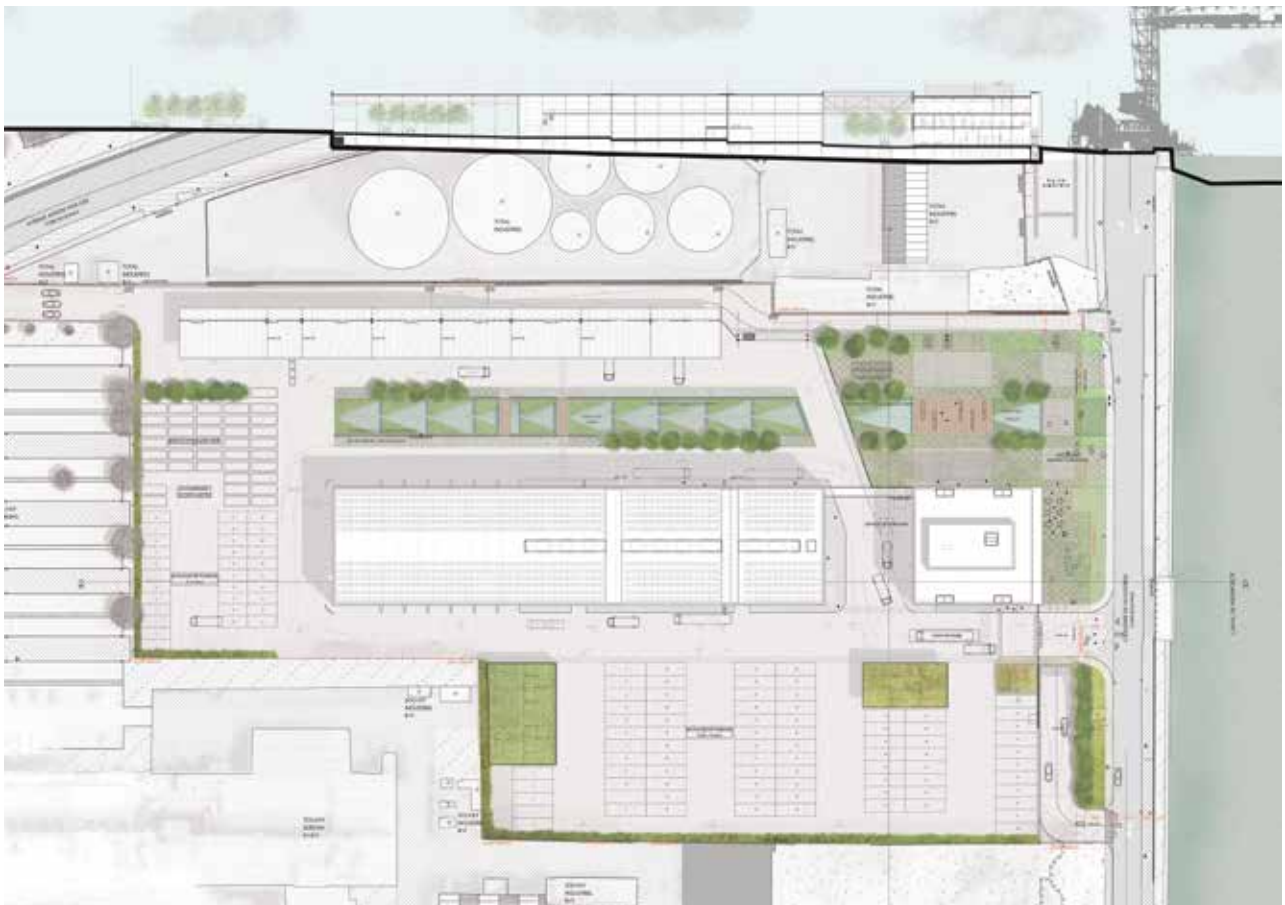
The project consists of different kinds of social housing. Some are accessible to people with reduced mobility. All apartments have their own external space; the homes along the residential courtyard have each their own garden. The students dispose of communal living, studying and relaxing spaces that are spread throughout the building.

In other words, the project corresponds not only to the needs of the housing and the SME but it also provides qualitative communal spaces that increases the level of solidarity, social contact and identity for the City Campus site.





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# BUDA

#UrbanIntegration #Be.Exemplary2016  
#Logistics #CircularCity

Architects

Atelier 229 +  
evr architecten

Client

propreté.brussels  
net.brussels



Buda is a pilot project for the regional waste management agency ABP bruxelles.propreté. It groups a series of activities and logistics on one site that is part of the Canal Plan. The project, rather than being perceived as a factor of nuisance, will play a key role in improving the area and in developing tomorrow's mixed urban landscape. The logistical and implicitly functional nature of the site implies a very simple landscape design and requires little maintenance work to ensure maximum impact.

ABP wants a lot of activities to be organized on the site, so the programme requires density. It is important to ensure that traffic can flow optimally throughout the site. That is the reason why the project divides the site into clear strips allowing for intuitive traffic. The organisation into functional strips and the clear separation between public/private areas provide for a safe and efficient site where crossing points of different traffic flows are limited. The green strip extends perpendicularly to the canal to create a large multi-purpose welcoming esplanade.

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07

## Site

Chaussée de Vilvoorde 202  
1120 Bruxelles  
Vilvoordsesteenweg 202  
1120 Brussel  
50°54'14.9"N 4°24'23.6"E

## Area

29,000 m<sup>2</sup>

## Status

Planning Permission

## Year

2016-Ongoing

## © Text

Atelier 229

## © Illustrations

Atelier 229 + evr architecten

This green space will serve as a natural filter for runoff water (filtration of hydrocarbons). This constructed wetland will also serve as a retention pond.

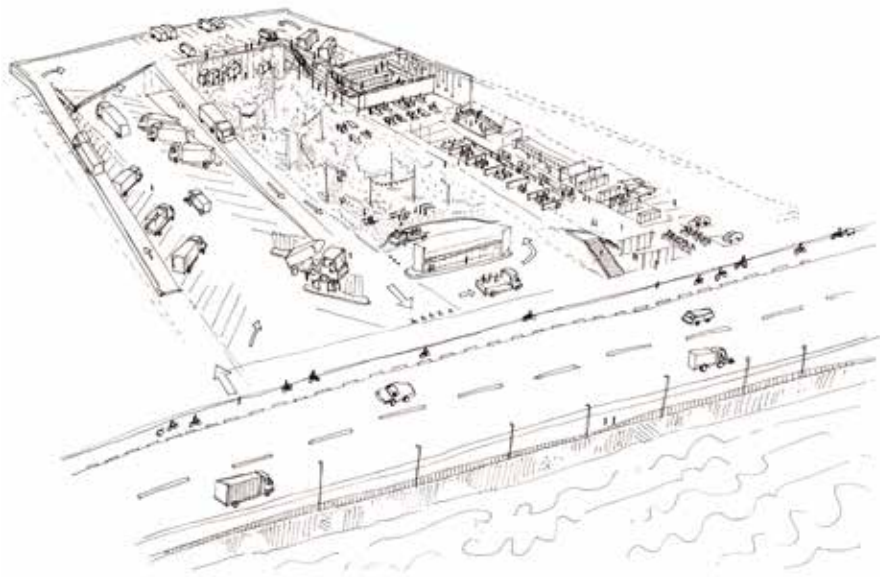
Most of the activities are grouped within a compact main area in order to rationalise investments and maintenance costs, and to achieve a visible anchoring point along the canal. The shell of the main volume is built using as little material as possible, for the purpose of making the building more readable and facilitating its implementation. The shell is completely independent from the main structure, and the techniques implemented remain visible to facilitate maintenance operations and their future adaptability.

To limit terracing work, the project takes full advantage of the natural slope: the upper section of the site at the rear houses the smaller halls, and their volume then increases over cascading levels towards the lower portion of the plot of land on the canal side, where the larger halls are situated and finally the central building of three levels. The wooden archways of the halls act as the architectural backbone of the buildings and open onto the canal to create a large fishnet pattern, representing an urban interface as well as a strong but subtle ABP display window overlooking the canal.









Architects  
**TETRA architecten**

Client  
**propreté.brussels  
net.brussels**

# MARLY

#UrbanIntegration #Logistics #Rationalisation  
#BrownfieldRedevelopment



In this project, logistics activities are combined with a high-quality green space.

The spatial proposal crosses the Meudon Park towards the canal. In doing so, a green space is created, which extends like a coherent green unit entity over the borders of the limits of the site plot boundaries, giving the industrial landscape a new identity.

The extensive programme (staff buildings, covered and open car parks) is stacked functionally, compactly and qualitatively around the green zone, minimising the noise and nuisance from the combustion gases from the rolling stock for employees. The green zone with its tall trunks is the focus and will act as a filter, increasing the working comfort of staff and also caring for the air quality in the neighbouring district.

The design exposes the logistics activities of the city cleaning service and emphasises that these activities are an integral and vital part of the city's daily operations. The proposal creates a new building line on the street side that runs to the inside of the created building block, making the green zone and various connected activities in the project (cleaning, inspection of the vehicles, etc.) visible from the public space. The view of the industrial activities creates an urban theatre along the canal.

Furthermore, in the longer term, the project will make it possible to cross the site, allowing Meudon Park and Neder-Over-Heembeek to be connected from the quays.

The building is designed like a 'concrete coffered-structure', which stretches from one end to the other and which offers brussels.propreté and any later users tremendous flexibility. In this way, the structure does not assume to know the many potential uses of the building in the future. The staff rooms will be located in the north wing. The south wall, where the offices and dining area will be, looks on to the garden. These rooms will enjoy the heat of the sun, particularly in the winter months when the trees have lost their leaves. The dining area is central to the garden and is construed as a qualitative and open meeting area.

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## Site

Chaussée de Vilvorde 154  
1120 Bruxelles  
Vilvoordsesteenweg 154  
1120 Brussel  
50°53'48.6"N 4°24'02.5"E

## Area

2,000 m<sup>2</sup> Services  
9,000 m<sup>2</sup> Parking

## Status

Cancelled

## Year

2016-2018

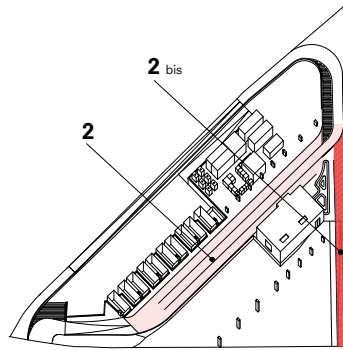
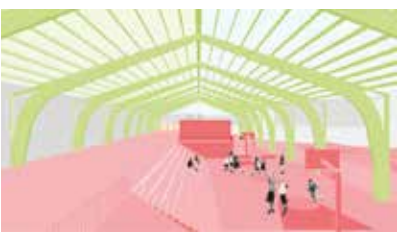
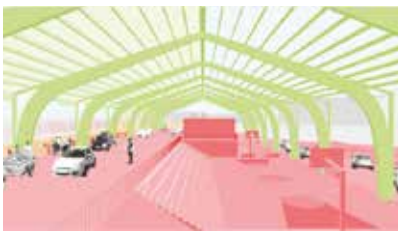
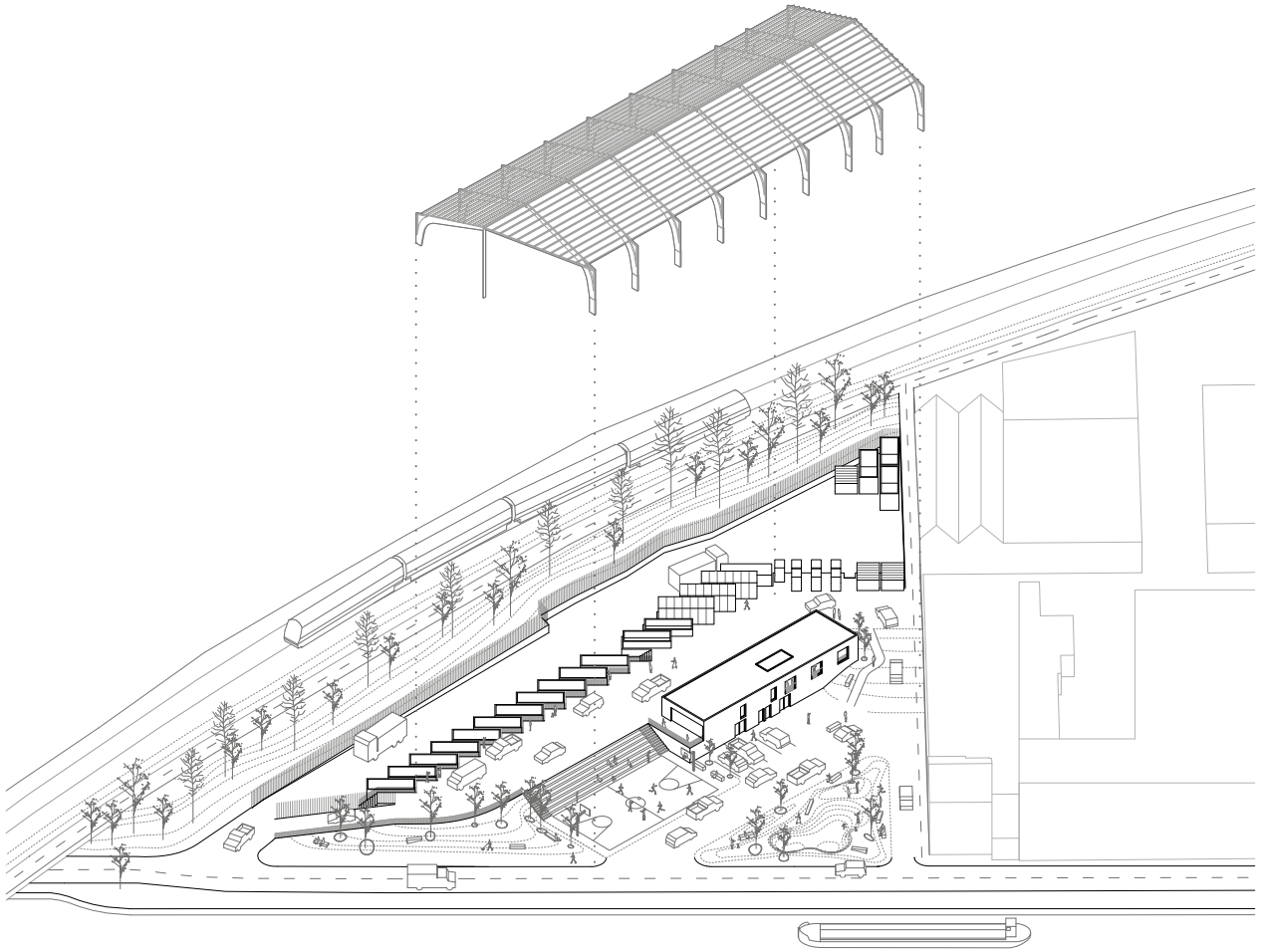
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TETRA architecten

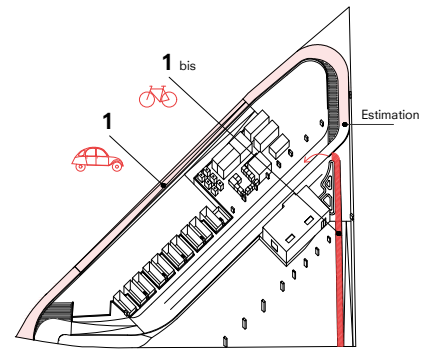
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TETRA architecten

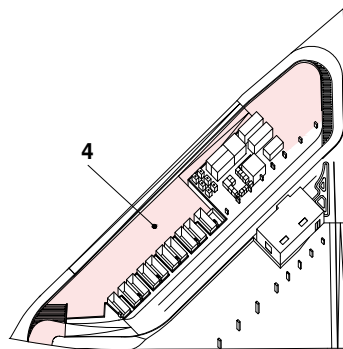




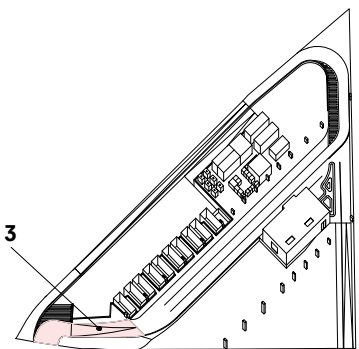
Accès au quai de déchargement  
ou retour à la voirie



Accès Recypark



Zone de circulation professionnels



Fin de quai, retour à la voirie

# RECYPARK

#UrbanIntegration #ERDF #Logistics  
#CircularCity #HorizontalMixedUse

Architects

51N4E + ROTOR +  
Witteveen+Bos

Client

propreté.brussels  
net.brussels



The increasing popularity of recycling parks in the Brussels region reflects the fact that its inhabitants are developing more and more environmental awareness.

The way the brussels's inhabitants perceive our waste has evolved and with this change, the perception they have of recycling parks is becoming more positive. One's waste is another one's resource, and recycling parks are an essential link within the circular economy. Therefore, recycling parks are progressively becoming more relevant in our daily lives, and deserve more attention.

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But how can these programmes be made more acceptable, and even become an integral part of the city, and not merely the underside of the urban landscape?

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The regional waste management agency ABP bruxelles.propreté is planning to build a new series of Recyparks in order to improve a better distribution throughout Brussels.

Site

Quai Demets 22, 1070 Anderlecht  
Demetskaai 22, 1070 Anderlecht  
50°50'19.4"N 4°19'04.9"E

Area

4,000 m<sup>2</sup> Recypark  
Skatepark

Status

Planning Permission

Year

2014 - Ongoing

© Text

51N4E

© Illustrations

51N4E + ROTOR +  
Witteveen+Bos

To facilitate the integration of a Recypark in a more central urban environment, the juxtaposition of a public area that includes a skate park and green spaces will serve as a buffer to mitigate the nuisances generated by a Recypark programme.

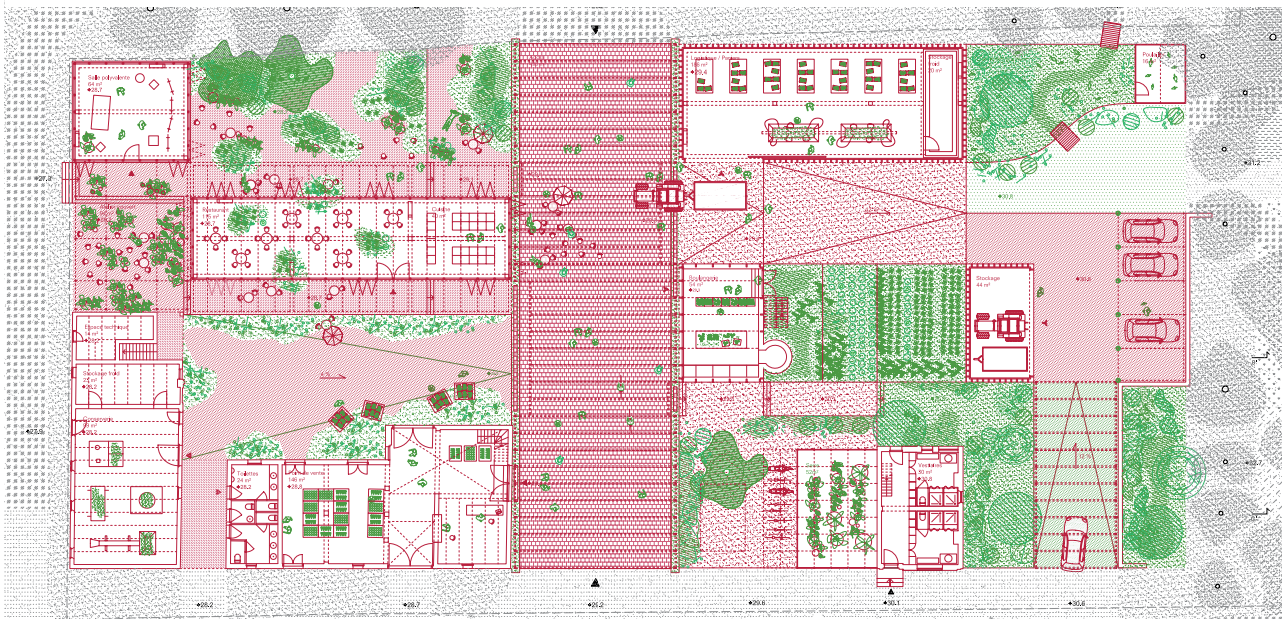
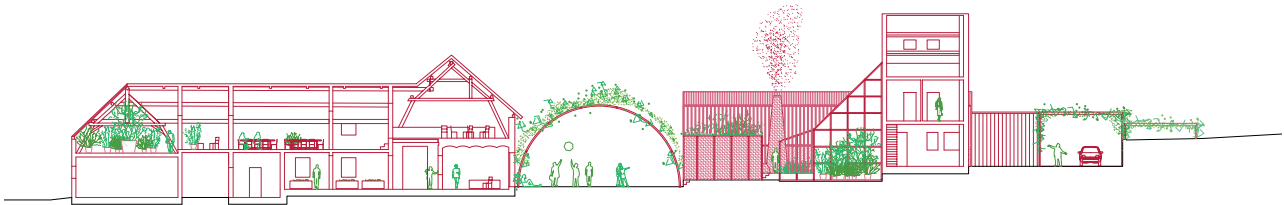
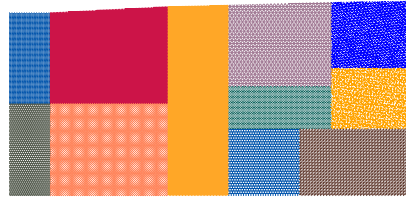
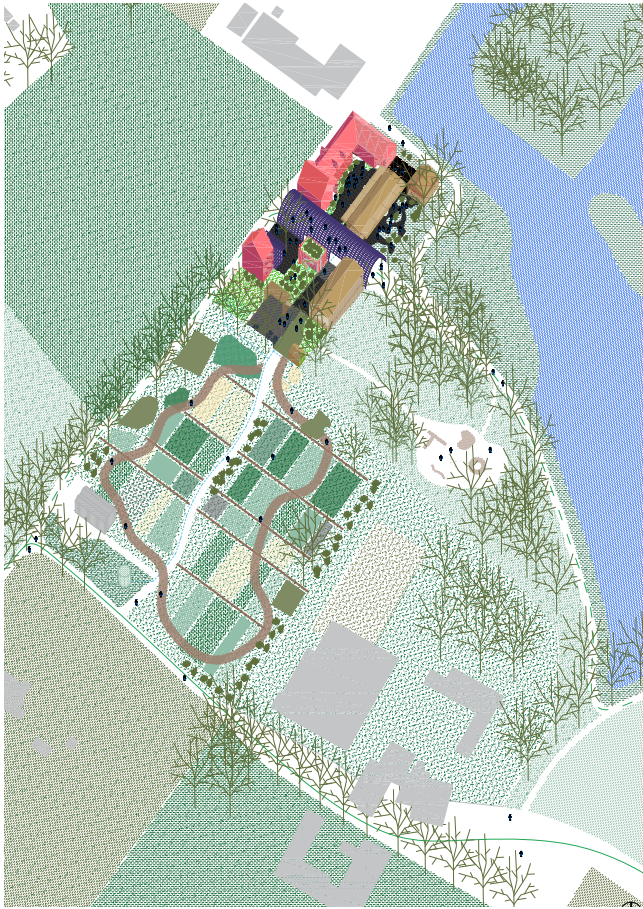
Furthermore, this diversity ensures that the project is open to all and becomes a true living space, a regular venue for skaters and local residents.

A hall covers both the unloading dock of the Recypark and a portion of the public space. Considering the context of the project and ABP, this structure raises the question of using recycled materials for its construction.

In Liège, the architect came across a former horse pen featuring a structure made of archways of glued laminated timber. It was disassembled, stored, and will be reused as a part of the structure of the new Recypark canopy.

The hall represents both a symbol of the exemplary nature of the project, and a non-anecdotal effort to reuse construction materials.







# BOEREN BRUXSEL PAYSANS

#ProductiveCity #CircularCity  
#UrbanFarming #GoodFoodBrussels

Architects  
**51N4E**

Client  
**bruxelles  
environnement  
leefmilieu brussel**



The regional environment agency bruxelles environnement is converting a farm located in the heart of the farming area of Neerpede for the double purpose of promoting local organic produce and to support project leaders involved in the dynamic of transition towards a sustainable food system on the scale of Brussels Capital region.

The project relates to the conversion of an archetypal ancestral farm. While traditionally organised inwardly – to protect the central courtyard – it is transformed into a new morphology, which is no longer a farm but a place where public and professional activities are meeting.

The project combines many independent elements into a whole which is greater than the sum of its parts. Special attention was given to achieving a perfect blend of natural and constructed elements: the type of interaction that we are keen to generate requires an approach that is more than merely functional.

The ambition is to offer an environment in which nature and architecture find their balance. The project combines mineral and plant materials, and its spatial organisation encourages discoveries and exchanges.

The setting is one of warm and welcoming atmospheres and green spaces, each featuring its specific production and educational value. The result is not only a great diversity of locations, but also to successfully showcase the numerous opportunities of connecting city-dwellers with the surrounding countryside.

These spaces encourage visitors to do their bit at home, and to imagine a world beyond the boundaries of the project. It is also a place where professionals can network, as it is conducive to sharing, transmission and synergising material means.

Far from an introverted organisation, the Ferme du Chaudron becomes an area that complements the adjacent park, as well as the various institutions and leisure facilities of the neighbourhood. It represents a dynamic space, with lush vegetation, inviting visitors to wander around and to marvel, to eat local produce, and to enjoy a drink while supporting local productivity and healthy farming.

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## Site

Rue du Chaudron 20  
1070 Anderlecht  
Ketelstraat 20  
1070 Anderlecht  
50°49'34.9"N 4°16'08.5"E

## Area

800 m<sup>2</sup> Productive Activity  
Agro-alimentary Sector

## Status

Design Development

## Year

2017 - Ongoing

## © Text

51N4E

## © Illustrations

51N4E

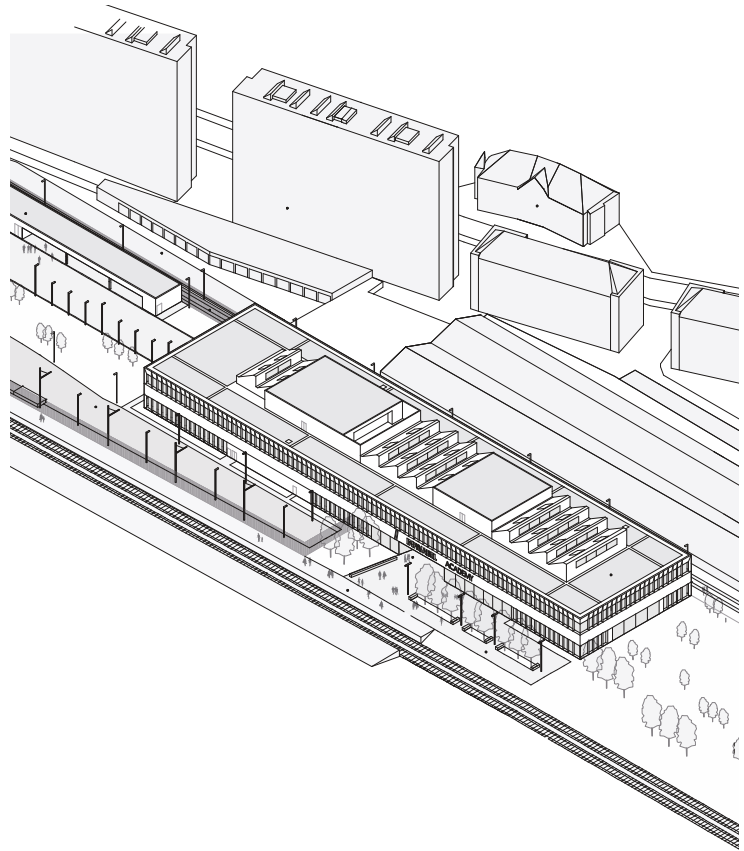




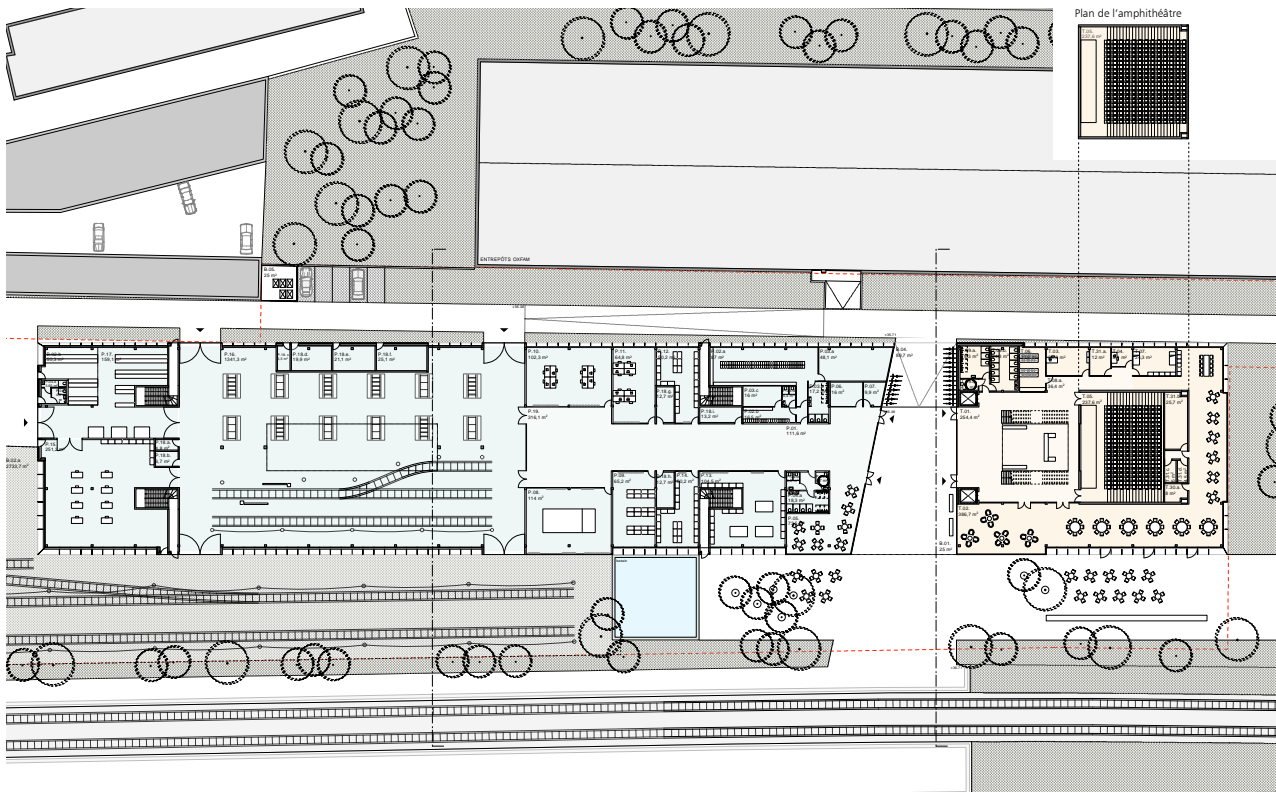








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# INFRABEL ACADEMY

#LearningCentre #ProductiveCity #Densification  
#Expansion #DenseCity

Architects

Atelier Kempe Thill  
+ Canevas

Client

Infrabel Tuc rail



The new school building will provide space for the professional training and education of specialists for various sorts of operational and maintenance works for the Belgian railway company.

There will be ateliers and outside spaces for all sorts of work on overhead lines, tracks and railroad switches and so on. There will be training spaces and simulators for the electrical and electronic controlling and the coordination system of the railway company.

Furthermore the new school building ambitions to be a place of exchange of knowledge related to the railways, parts will also be used as a conference centre.

The volumetric composition of the building was guided by its location above a metro tunnel or rather three tunnels merging into one north of the site. The building's longitudinal facades lie directly above the outer walls of the tunnel against the ground.

Due to the large span between these outer walls (more than 30 m), new columns have been added inside the tunnel between existing columns to transfer the load on the existing tunnel floor.

This choice required complex progressive collapse studies in the event of a subway derailment, as well as a design specifically adapted to intra-metro working conditions where intervention periods and space are strictly limited so as never to impede the good circulation of subways 24 h/24 h. The load-bearing capacities of the existing tunnel structures limited the height of the new building and influenced most of the architectural, structural and technical choices.

A great deal of integration and coordination work has been carried out in order to comply with the constraints imposed by the latest energy standards (PEB, ERP, etc.), taking into account the complex programming of the rooms and the large glass surfaces of the building.

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## Site

Gare de l'Ouest  
1080 Molenbeek-Saint-Jean  
Weststation  
1080 Sint-Jans-Molenbeek  
50°51'04.0"N 4°19'19.0"E

## Area

6,000 m<sup>2</sup> Learning centre  
3,000 m<sup>2</sup> Workshop

## Status

Under Construction

## Year

2016-2020

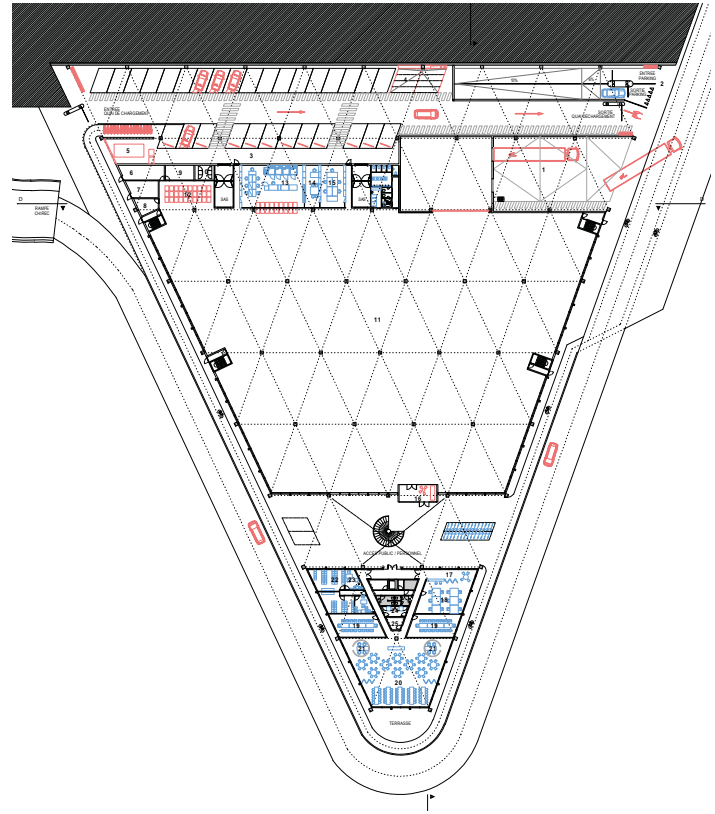
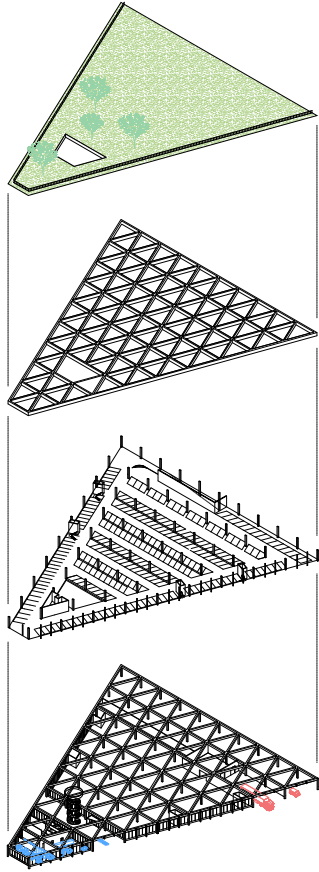
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Atelier Kempe Thill

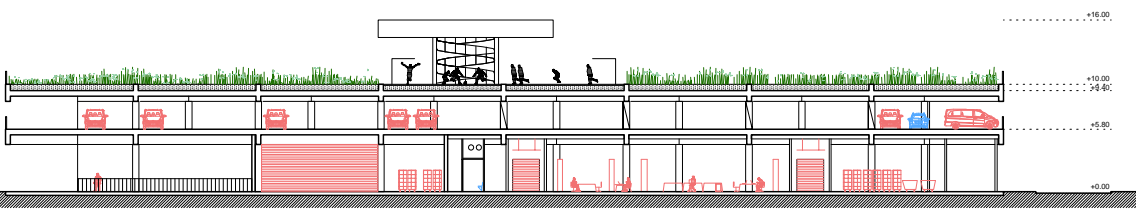
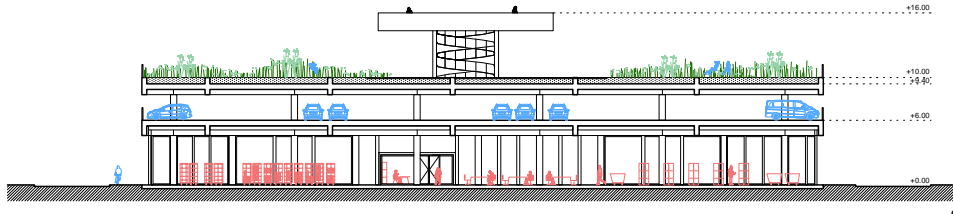
## © Illustrations

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+ Canevas





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Architects  
**URA + Tractebel**

Client  
**bpost**

# BPOST DELTA

#Logistics #ProductiveCity #UrbanIntegration  
#Expansion #MicroZoning



45

Distribution centres are everywhere. Large, anonymous box-like structures are being put up all over the city which are uniformly focused on logistics and distribution.

However, the spectacular growth of the urban population creates a need for strategically placed distribution points closely linked with the city's core. These distribution points are by definition embedded in an urban network. The mono-functional character of the new centres clashes with the city's multi-functionality, making it necessary to carefully investigate the integration of such places in the city.

The structure directly reflects the economic reality: its triangular concrete structure, which minimises wasted space and features ambitious spans for maximum flexibility, is optimised for both current and future use.

The structure is indented in two places, and it is here that a concentration of light, activities and atmosphere is found. Both the hall and the workplaces have incoming natural light. The access to the landscaped roof is positioned at the interface between hall and office.

At the end of this roof is an action point – a vantage point. bpost employees, walkers and local residents can all enjoy the roof.

The building ties in closely with the simplicity and harshness of the surrounding area, and its design reflects the industrial nature of the site. Its solid, sturdy character finds clear expression in the façade with its concrete structure. This is a façade with layering: both horizontally and vertically, it is a sequence of different layers, neat, refined and detailed.

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## Site

"DELTA Triangle", 1160 Audergem  
& 1170 Watermael-Boitsfort  
"DELTA Driehoek", 1160 Audergem  
& 1170 Watermaal-Bosvoorde  
50°48'47.0"N 4°23'58.7"E

## Area

3,970 m<sup>2</sup> Mail center  
575 m<sup>2</sup> Offices  
11,500 m<sup>2</sup> Parking  
Green accessible rooftop

## Status

Cancelled

## Year

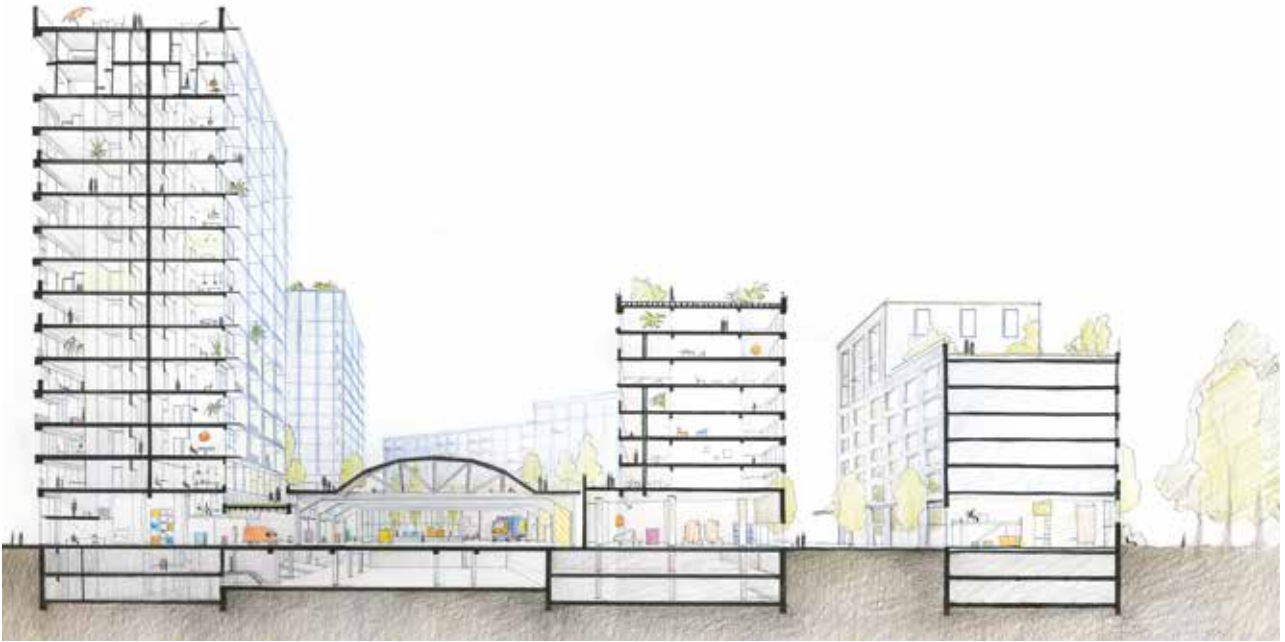
2017 - 2019

## © Text

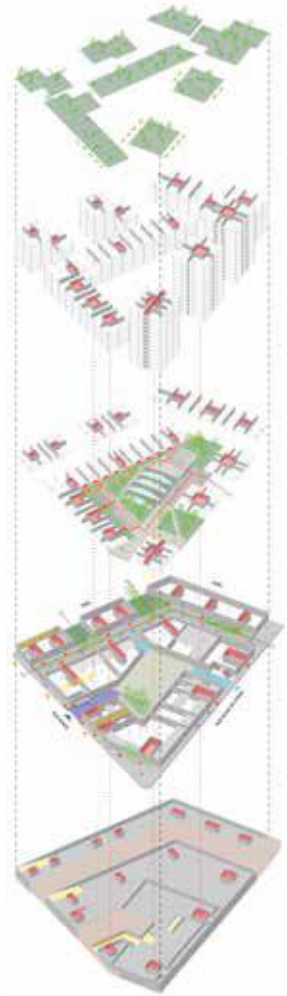
URA

## © Illustrations

URA



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# URBANITIES

#VerticalMixedUse #BrownfieldRedevelopment  
#DenseCity #ProductiveCity

Architects  
**B2Ai + MSA +  
Plusoffice architects**

Client  
**BW Promo**



The “Urbanities” project is located in Biestebroek, a large transformation area along the canal, where numerous large-scale projects will be established in the coming years.

This project has opted for a vertical superposition of the programmes of productive activities and housing. It represents a truly great asset in terms of the ambition of architectural quality.

The ground floor is dedicated to production. It forms a base from which the architectural form of the entire complex is developed as one single entity. The structural pattern of all of the buildings, the architectural language, the facades, etc., everything is based on the scheme of modularity of the production workshops. In total, the ground floor accommodates approximately 15,000 m<sup>2</sup> of surface area around a central covered courtyard where logistical flows are centralised and managed.

Firstly, these surfaces are to be used for production activities, but they can also be enhanced by wholesale programmes, logistics-related activities and public amenities. Therefore, the project offers large premises in order to complement the more regular offering of relatively small surfaces interwoven into the urban fabric.

“Urbanities” looks like a configuration of various collective housing buildings. Despite their architectural diversity, they share some elements of consistency and create coherence in terms of the real estate product. The different buildings have in common an architectural vision on typologies and a certain understanding of the living concept.

All the housing units, with the exception of the studios, are designed to feature a dual orientation, both transversal and corner apartments. This principle allows to develop compact and comfortable apartments that take full advantage of the view and sun exposure.

The project also optimises vertical superposition by turning it into an asset for the architectural quality of the programmes. It includes a transition and interweaving layer between the production levels and the housing units: the roof garden of the housing units opens to bring natural light into the workshops located underneath; the central skylight is positioned above the production level to become a feature of design and a communal garden games area, the common spaces shared by companies and housing units will stimulate mutual interactions.

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## Site

Digue du Canal - Rue de Dantes  
1070 Anderlecht  
Vaartdijk - Dantestraat  
1070 Anderlecht  
50°49'57.0"N 4°19'03.5"E

## Area

62,500 m<sup>2</sup> Housing  
15,000 m<sup>2</sup> Productive activity

## Status

Design Development

## Year

2017 - Ongoing

## © Text

MSA

## © Illustrations

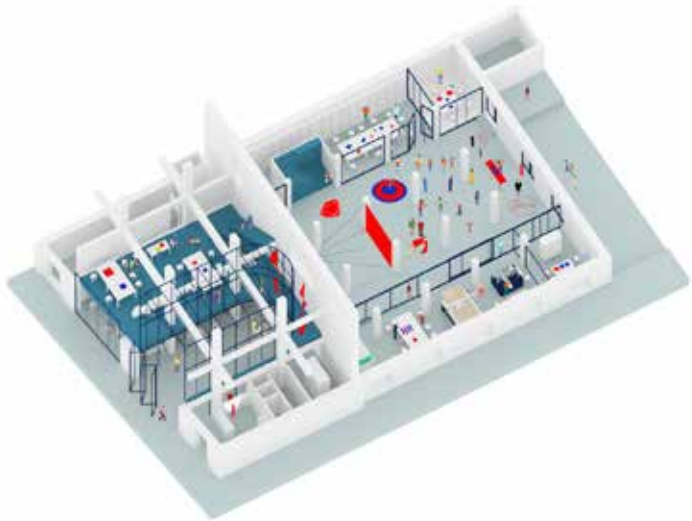
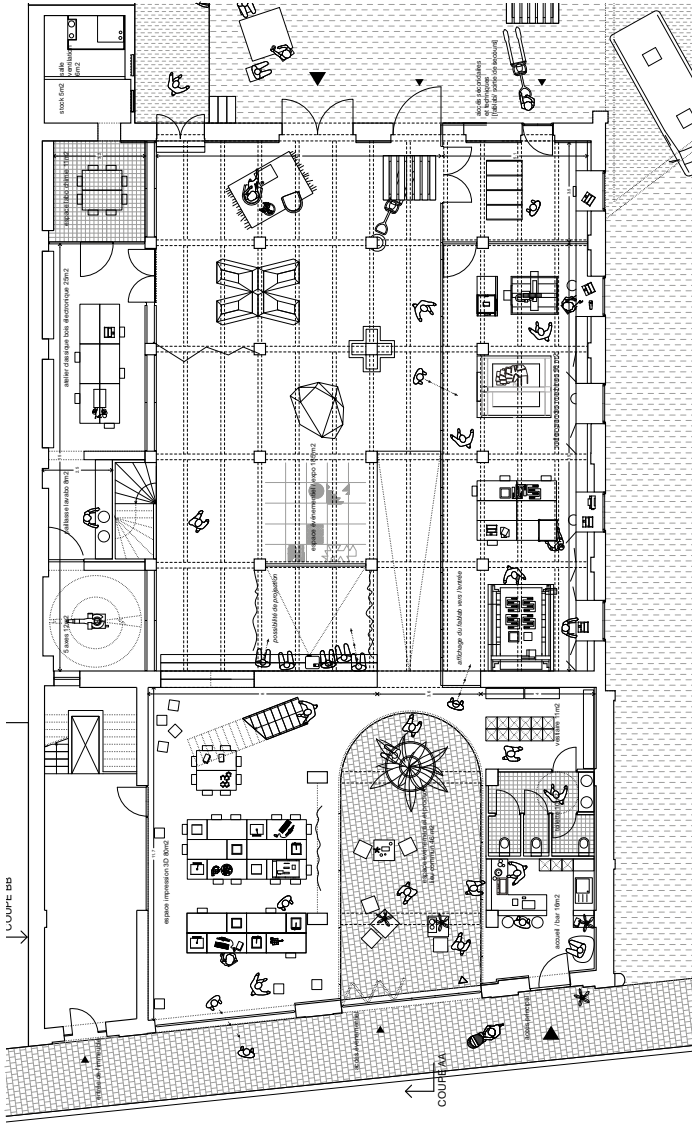
B2Ai + MSA +  
Plusoffice architects













Architects  
**CENTRAL**

Client  
**iMAL**

# IMAL

#ProductiveCity #Beton  
#DigitalCultures&Technology



IMAL, future CASTII, is a special feature of the Brussels landscape. More than just an art centre, it is relevant both in the culture it radiates and its urban location. It represents a culture of co-production, set in its time, which is built, acquired, and distributed. It is an accessible site, at the junction of two neighbourhoods, exuding a federating quality due to the diversity of its activities and a varied public.

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## Site

Quai des Charbonnages 30  
1080 Molenbeek-Saint-Jean  
Koolmijnenkaai 30  
1080 Sint-Jans-Molenbeek  
50°51'17.1"N 4°20'31.5"E

## Area

1,500 m<sup>2</sup>

## Status

Under Construction

## Year

2016-Ongoing

## © Text

CENTRAL

## © Illustrations

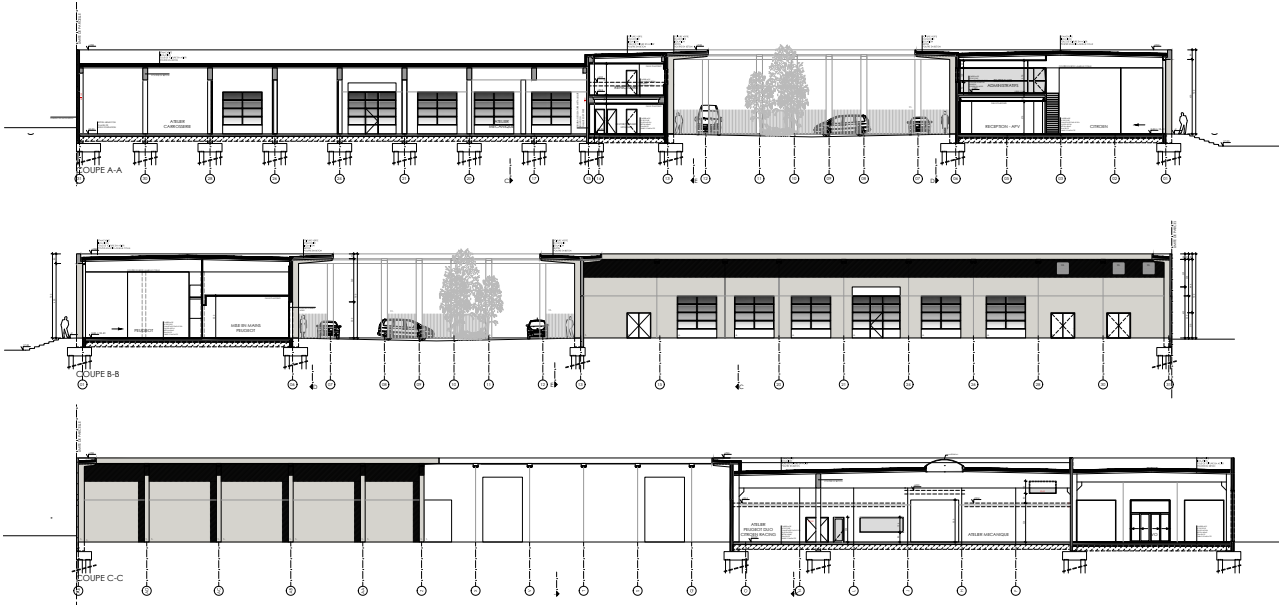
CENTRAL

Not only is it a venue for exhibitions, but the productive and inclusive purpose of the centre also makes it an active location that can be considered as a tool around which different audiences can come together and play an active part. It is a productive venue in the public arena, for the neighbourhood and for the city.

The CASTII is not only seen as an innovating destination, but also as a venue that is firmly anchored in its neighbourhood and actively participates in its development.

CASTII is designed as a public apparatus that outwardly displays its innovating activities. It is a site subject to constant bustle, where each part of its programme is specifically defined, but where priority is given to the relations these various functions maintain with one another. It is a venue that defines its identity by its functionality and its layout. In practical terms, this ambition is possible only through a strategic attitude towards the costing of the project.

The architectural quality of the existing location requires only a light intervention to reveal its real beauty. Therefore, it appears crucial to focus available means on specific entities of the project to guarantee the acoustic, technical and architectural performance that is required for a good synergy between the various constitutive elements of the CASTII.



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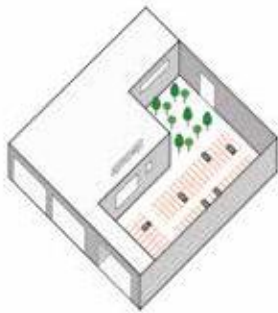
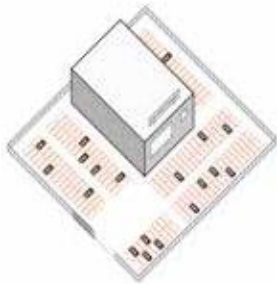


# PEUGEOT-CITROEN-DS

#MicroZoning #ProductiveCity #Relocation  
#Inclusion #DenseCity

Architects  
**AIDarchitecten**

Client  
**PSA**



In 2015, following the purchase of the historic Citroën garage located on Place de l'Yser by the Urban Development Corporation of the Brussels Capital region, the activities of Citroën have been moved to the new developing site of Tour & Taxis in a new integration project of Groupe PSA together with the Peugeot and DS brands.

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The new building site is located along Avenue du Port, beyond the site of Tour & Taxis. The project is the first in the context of the new development of the TACT site, between the Tour & Taxis buildings and the TIR site.

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## Site

Avenue du Port 94-98  
1000 Bruxelles  
Havenlaan 94-98, 1000 Brussel  
50°52'01.2"N 4°21'05.2"E

## Area

2,000 m<sup>2</sup> Workshop  
390 m<sup>2</sup> Logistics  
825 m<sup>2</sup> Showroom

## Status

Built

## Year

2014-2017

## © Text

AIDarchitecten

## © Illustrations

AIDarchitecten, Lucidlucid,  
Canal Plan team

The project has a pronounced urban design and high architectural quality. The facades are aligned with the neighbouring buildings and form 'street facades' by moving the facades close to the road front. A variation to the structure of columns marks the customer's entrance with an open passage which leads to an internal courtyard, ensuring that the cars can be parked out of sight from the street level. The guiding concept for the building is 'an enclosed outdoor showroom'.

The entire project is surrounded by walls that delimit the perimeter and confine all traffic and parked cars to the courtyards. The building has a solid tectonic expression which is materialized by a structure of concrete columns and beams on the public side, in which the single brand images are integrated, while on the technical and logistical side the architecture presents itself as more closed.

The complex was designed to ensure the maximum flexibility for the different brands it hosts. The attention to the architecture of the new building goes beyond Peugeot's standard requirements, as the proximity to the Tour & Taxis building required a different approach to the appearance.

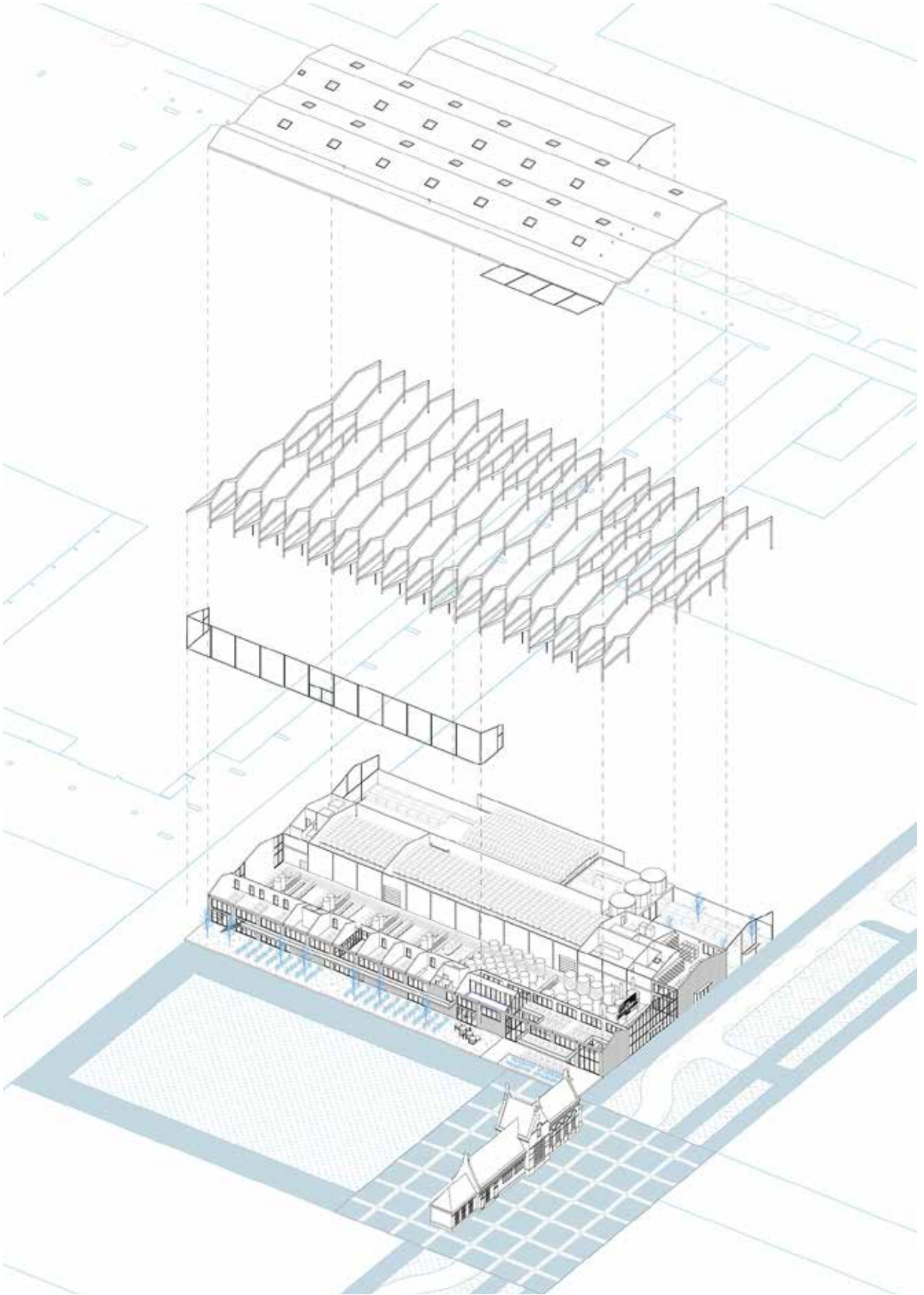
Sustainability aspects were included in the design, such as rainwater recovery for the car-washing and toilets, green roofs, photovoltaic panels and a permeable car parking with green areas .











# BRASSERIE DE LA SENNE

#MicroZoning #ProductiveCity #Relocation  
#Inclusion #DenseCity

Architects  
**GÉNÉRALE**

Client  
**Brasserie de la  
Senne**



Designing from scratch a new facility for an already established factory is a rare occasion for the architects.

Four main types of use were extracted from the original program : production, storage, logistics and administration/public area. They laid the base for the principles of the architectural scheme, composed of four main halls placed along the length of the parcel.

57

The existing brewery was mostly self-built by the two co-founders of the company. An existing warehouse was customised with successive layers added on top of, next to or replacing one another.

It was obvious that such an approach to space was part of the spirit of the brewery, but also a necessity in any factory : to evolve and adapt according to changing needs, changing situations.

Combined with the rigorous four-halls-diagram, the architects designed a structural frame that would allow many adaptations while still keeping the identity of the building : a thick serial concrete beams & columns grid that can be easily opened or closed and that can also support an intermediary storey. In contrast, the roof is made of plain structural wood allowing beamless halls.

The will for an “opened brewery” to the town was also strongly supported by the municipality and region of Brussels. As a result, the production hall is widely visible from the street. Once inside, any visitor will be able to walk along the production tanks, following the chronological order of the brewing process.

The Tap House is the main gathering space for the visitors. With a direct view over the brew house and the fermentation tanks, it is also widely opened to the fifth hall : an outdoor vegetable garden inhabited by animals and equipped with a playground.

16

## Site

Site du TACT  
1000 Bruxelles  
Site van de TACT  
1000 Brussel  
50°52'03.9"N 4°20'56.3"E

## Area

4,000 m<sup>2</sup> Brewery  
2,000 m<sup>2</sup> Open Space

## Status

Under Construction

## Year

2016-Ongoing

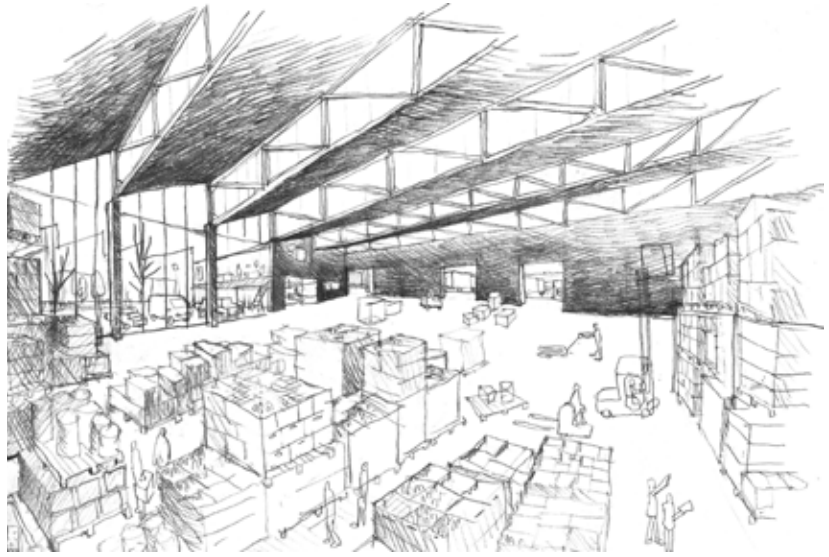
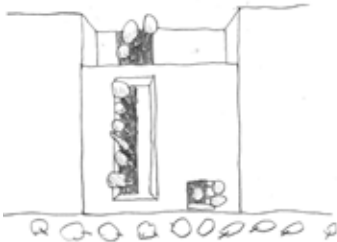
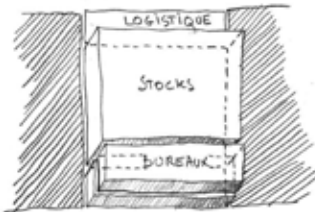
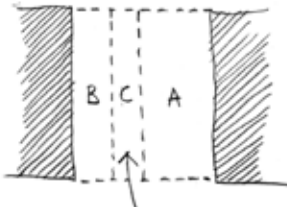
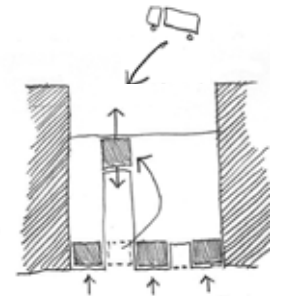
## © Text

GÉNÉRALE

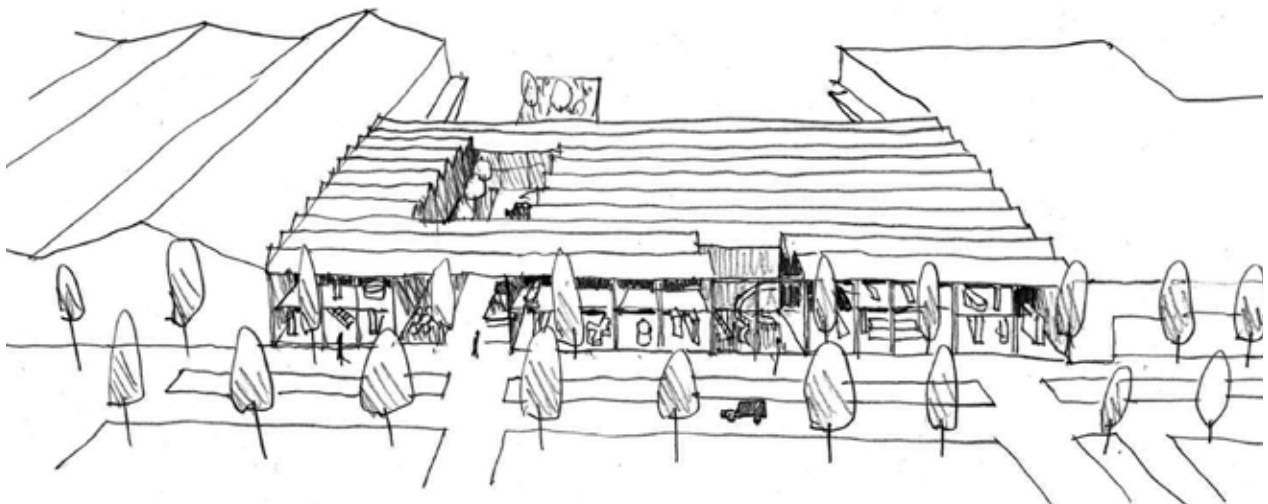
## © Illustrations

GÉNÉRALE





58



**Architects**  
**Pl.Rigaux architectes  
+ Collectif horizontal**

**Client**  
**Vizyon Drinks**

# VIZYON DRINKS

**#MicroZoning #Logistics #Relocation  
#Inclusion #DenseCity**



The "TACT" parcels offer large volumes and, strategically, an ideal position. The contiguity with Tour & Taxis and the canal is also providing some desirable development perspectives for companies whose activities are expanding.

The urban block formed by Vizyon Drinks and its neighbours is creating a new kind of urban industrial shape. This project is especially carried by the Canal Plan ambitions asserting the role of logistics and production into a lively and mixed-use district along the waterway.

The front side of the block is accessible from the public space serving all the parcels neighbouring the TIR centre. The backside is secured, closed but accessible by a private road and reserved for logistic traffic.

Housed under a succession of pitched roofs, the building is spread into four parts: two warehouses and two courtyards. The 3,000 m<sup>2</sup> hall is dedicated to a beverage wholesaler.

Firstly, awaiting its economic expansion, the wholesaler will host one or many tenants (commercial or artisanal) in the other 1,500 m<sup>2</sup> hall. Visitors and tenants enter these volumes from the public space by a courtyard: the real heart of the project. It has a landscaped ground and parking lots for cars and bikes. The facades are also punctuated by sliding doors dimensioned for trucks. Office spaces are housed on galleries, above the production activities.

Finally, on the building backside, a covered loading dock links both warehouses. The backyard's surface at the bottom of the parcel enables the manoeuvring of the heavy trucks and transportation vehicles.

The construction system fits with the industrial standards: prefabricated metal sandwich panels and concrete components. However, the front and back facades are completely covered with corrugated sheet made of transparent polycarbonate. What matters here is bringing abundant light in to highlight and make visible these urban productive and logistic activities.

17

## Site

Site du TACT  
1000 Bruxelles  
Site van de TACT  
1000 Brussel  
50°52'03.9"N 4°20'56.3"E

## Area

6,300 m<sup>2</sup> Logistics  
1,500 m<sup>2</sup> Open Space

## Status

Planning Permission

## Year

2017-2019

## © Text

Collectif horizontal

## © Illustrations

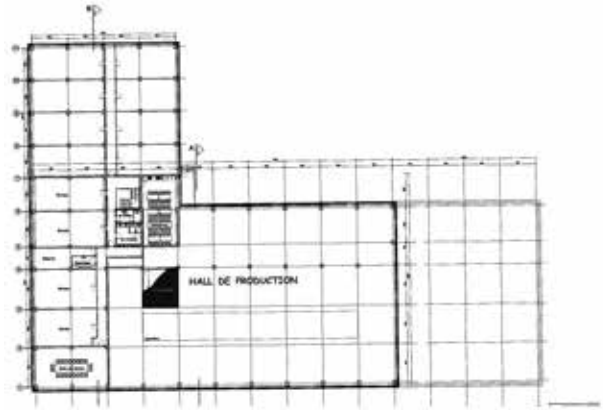
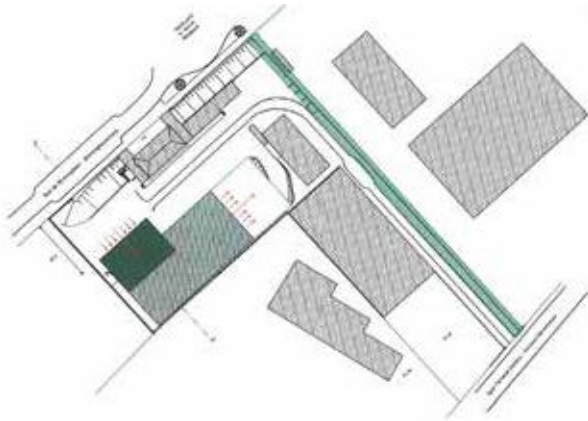
Pl.Rigaux architectes  
+ Collectif horizontal



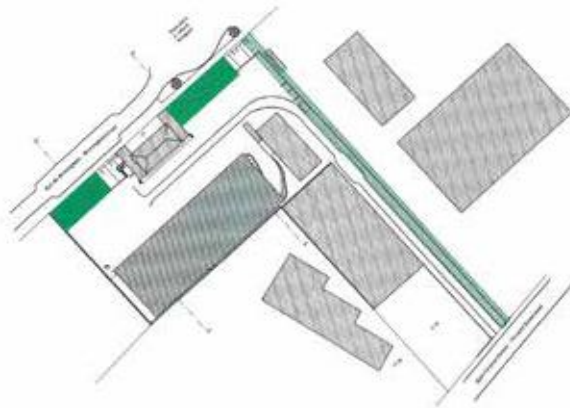
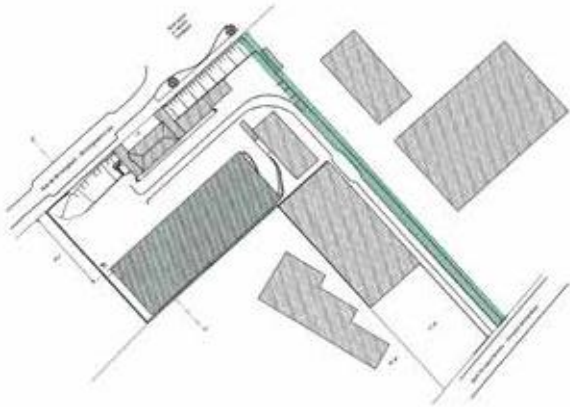




17 10 2017



62



Architects  
**VIVAQUA**

Client  
**VIVAQUA**

# VIVAQUA

#HorizontalMixedUse #Relocation  
#ProductiveCity #Logistics



Vivaqua, the Brussels public water company plans to built a new plant for local production of plastic pipes for the renovation of the existing wastewater networks. While formerly imported from abroad, the production in Brussels of these plastic lining parts, will lead to the creation of forty jobs locally.

63

The project site is located in an Enterprise Zone in an Urban Environment . This new type of urban zoning was created in 2016 in order to stimulate the development and coexistence of production activities and housing facilities on former low-density industrial plots.

18

## Site

Rue de Birmingham 120  
1070 Anderlecht

Birminghamstraat 120  
1070 Anderlecht

50°50'38.7"N 4°19'15.1"E

## Area

6,000 m<sup>2</sup> Factory - Phase I

1,500 m<sup>2</sup> Housing - Phase II

700 m<sup>2</sup> Logistics - Phase II

+ Footbridge

## Status

Under Construction

## Year

2016-Ongoing

## © Text

Canal Plan team

## © Illustrations

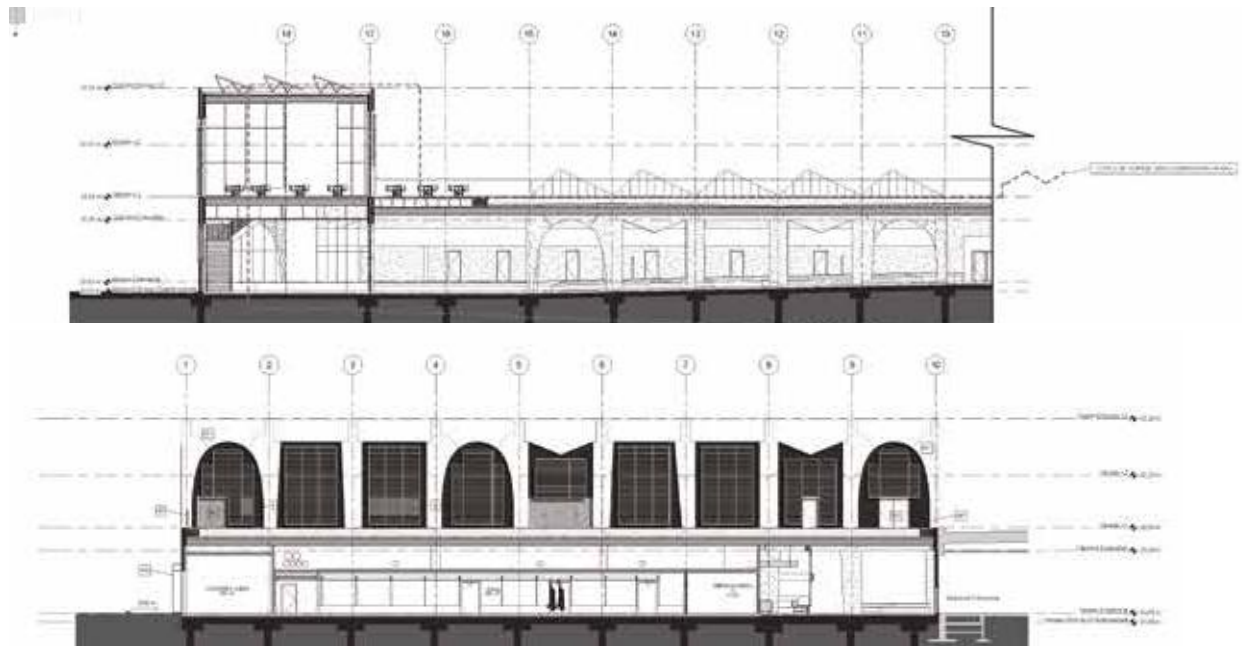
Vivaqua, Bruciel

The project is located in the canal area, and so the development of the project was supported by the multidisciplinary Canal Team.

By means of research by design they engaged in a back-and-forth with Vivaqua over the following questions:

- Urban integration of production activities. By working, for example, on increasing the compactness of the new buildings, on improving the integration of stocks, and on managing logistical flows, but also on design research relating to the façades;
- Implantation and rationalisation of land use. This allows to vacate enough area and to take advantage of the existing slope in order to construct, during a second phase, housing units on the upper side of the plot. It generates functional diversity on the site and fully exploits the potential of this zone;
- Identification of operational solutions to create a public passerelle that both shelters the Vivaqua stock and provides a cyclist-pedestrian bridge connecting the street and the housing area at the higher end of the slope with the canal down in the valley.





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# FOODMET

#VerticalMixedUse #EDRF #ProductiveCity  
#UrbanIntegration

Architects  
**ORG**

Client  
**ABATTOIR**



The Foodmet is the first architectural step towards the realization of a masterplan which constitutes an urban and architectural scenario for the gradual conversion of an industrial slaughterhouse into a mixed urban environment. The Foodmet is a mixed-use market in the culturally diverse neighbourhood of Cureghem-Anderlecht in Brussels. The project includes meat industries, an indoor market, an urban farm, retail, parking, and housing.

65

The community is vibrant but lacks public services and economic opportunities. The slaughterhouse and open space offer a means of income and location for exchanging goods and services. The Foodmet aims to strengthen this local gathering point and structure more opportunities for well-being.

The project embodies the shared and at times conflicted interests of multiple stakeholders: from civic leaders to private developers and citizens. These stakeholders participated, informed and helped shape the design process, imagined development scenarios, and organized neighbourhood meetings in order to build strong consensus around shared goals.

The building has set the stage for future development in the area via its proportions and construction logic, and its positioning in the urban space has initiated the definition of new edges and public spaces in the larger master plan. As the first project of this urban vision, the Foodmet can become a symbol and an icon that communicates the current values and aspirations of the community.

The Foodmet is a building with a civic presence. However, the character of that civic presence is not predetermined by an architectural style or spatial configuration. The different floors can become almost anything: zoned programs, parking, logistics, a public plaza, farming, residential, etc. The project consists of dozens of interconnected and flexible spaces, made possible by the deployment of a variety of repeatable concrete wall panels. The Foodmet is a contemporary urban warehouse – a building with a clear urban form, but no mandatory content.

19

## Site

Abattoirs d'Anderlecht  
1070 Anderlecht  
Slachthuizen Van Anderlecht  
1070 Anderlecht  
50°50'31.4"N 4°19'42.6"E

## Area

12,000 m<sup>2</sup> Covered Market

## Status

Built

## Year

2009-2015

## © Text

ORG

## © Illustrations

Filip Dujardin, ORG

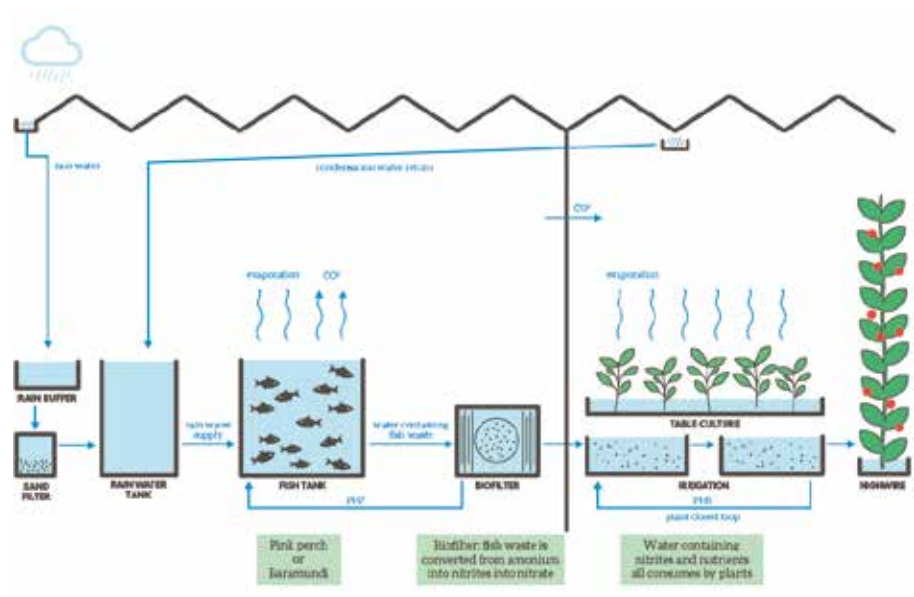








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# BIGH FARM

#VerticalMixedUse #UrbanFarming  
#ProductiveCity #CircularCity

Architects  
**ORG**

Client  
**Building  
Integrated  
GreenHouse**



“Our goal is to prove that quality urban agriculture can be profitable in many ways. We give existing buildings extra circular economy functions such as a sustainable urban farm and stimulate diversity in cities.”, says BIGH (Building Integrated GreenHouses).

More people are living in urban areas and the need for fresh and safe food is growing every day. Highly productive, integrated urban farming systems are an opportunity to fulfil this need in a sustainable, innovative and effective way.

69

BIGH creates sustainable aquaponic urban farms in urban and suburban areas offering space, wasted heat, water and labour linked to a potential market for local fresh products. BIGH, produces fish, fruit, vegetables and herbs in a closed and zero waste cycle.

Aquaponics combines the raising of fish with the cultivation of plants that extract their natural nutrients contained in water. The closed water system, relies in the biofilter allowing fish to provide nutrients for the plants once biologically transformed, thus prohibiting use of antibiotics, pesticides or harmful chemicals that would damage this highly controlled but totally natural ecosystem.

BIGH integrates farms with buildings and uses the energy loss (Cold rooms, cooling of buildings and industrial processes) to reduce their impact on the environment.

BIGH follows the circular economy principles, making use of healthy up-cyclable C2C materials and consuming hundreds of times less water, harvesting rainwater and ground water, using photovoltaic electricity, reducing heat island effect and producing natural fertilizers, capturing of CO<sub>2</sub>, while also creating local employment and social economy support.

The rooftop farm “Ferme Abattoir” runs on Brussels’ food hall Foodmet 4,000 m<sup>2</sup> rooftop. The short chain will be completely visible, when the vegetables and fish that are grown here are being distributed to local shops and create the first part of a regional farm network capable of helping circular food production to emerge with many partners in the future.

20

## Site

Abattoirs d’Anderlecht  
1070 Anderlecht  
Slachthuizen Van Anderlecht  
1070 Anderlecht  
50°50’31.4’’N 4°19’42.6’’E

## Area

1,800 m<sup>2</sup> Fish Farm  
2,000 m<sup>2</sup> Greenhouse  
& outdoor garden

## Status

Built

## Year

2017-2018

## © Text

Steven Beckers

## © Illustrations

Steven Beckers



rooftop landscape

multipurpose panoramic space:  
cafeteria, auditorium & roof garden

small & medium  
enterprises

entrance

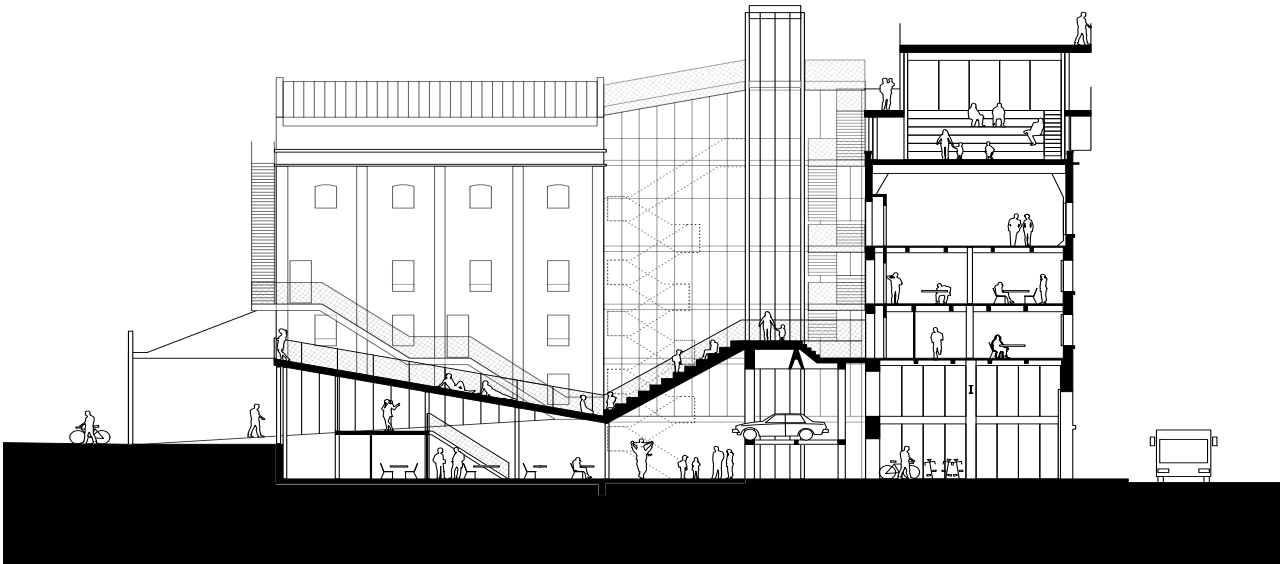
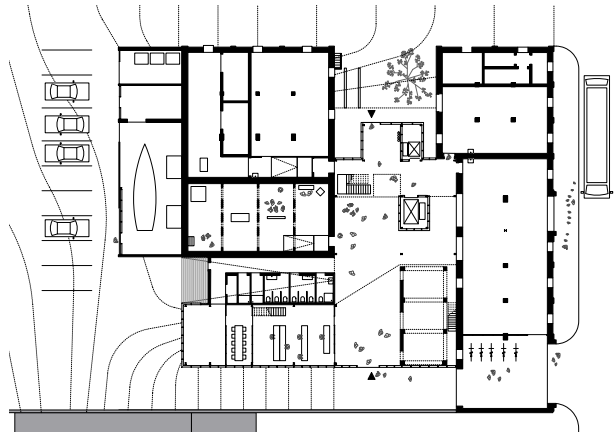
canal

interpretation centre

small & medium  
enterprise

entrance

70



Architects  
**Bogdan & Van Broeck**

Client  
**Anderlecht Moulart**

# COOP

#ProductiveCity #Heritage #ERDF #Incubator  
#UrbanIntegration



The conversion of this former mill at the canal in Anderlecht combines a space for small- and medium-sized companies with an “interpretation centre” on the history of the site.

71

The restoration approach includes environmental recycling and a vision of cultural sustainable development.

The industrial heritage is highlighted through various concepts. The components of the programme are considered as on-going projects that are subject to constant interactions rather than fixed spaces. The notion of time rather than of space is the defining quality of the architecture. Flexibility and adaptability become crucial features.

21

## Site

Quai Fernand Demets 23  
1070 Anderlecht  
Fernand Demetskaai 23  
1070 Anderlecht  
50°50'22.8"N 4°19'08.1"E

## Area

5,100 m<sup>2</sup> incubator for small  
and medium enterprise &  
Interpretation center

## Status

Built

## Year

2011-2016

## © Text

Bogdan & Van Broeck

## © Illustrations

Bogdan & Van Broeck

The project interacts at local and supra-local levels and has a low accessibility threshold for the neighbourhood and the city. The two existing buildings are listed, with their walls having been laid bare, and are used as large and versatile containers. Between these two spaces, the service facilities - stairways, lifts, technical ducts, etc., are inserted in the form of light architecture.

On the ground floor, landscaped spaces along with reception and administrative areas open the project to its urban context. The entrance hall is a hall of fame, where past, present and future visitors are invited to discover its history.

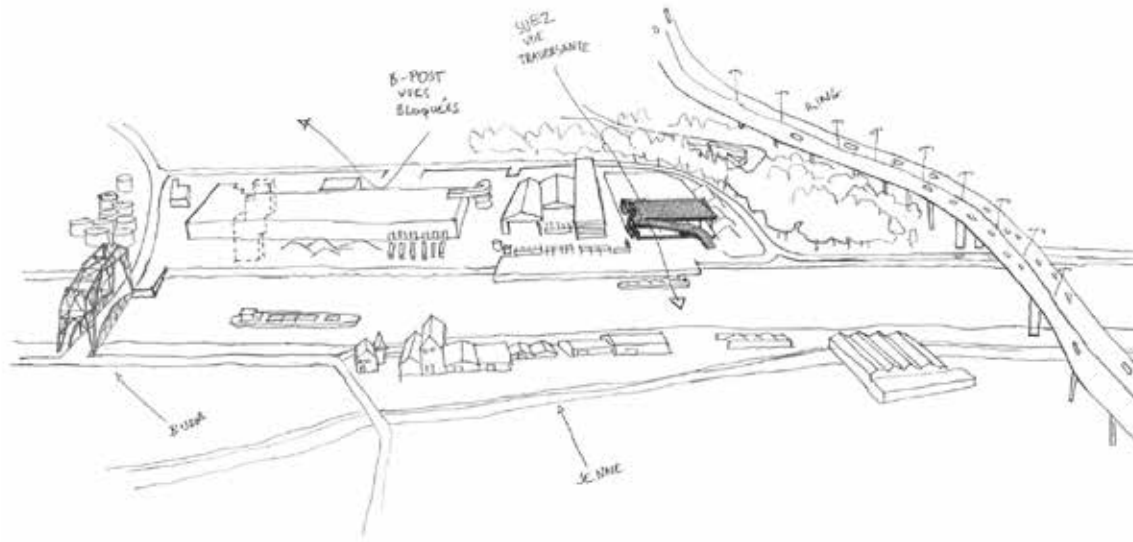
The panoramic space that overlooks the projects includes a restaurant, a garden and terraces. It works as a lighthouse on the banks of the canal, and as an anchoring point creating a bridge towards the rest of the city.

The building is the embodiment of the interpretation centre programme: the building speaks of the city as the city speaks of the building.

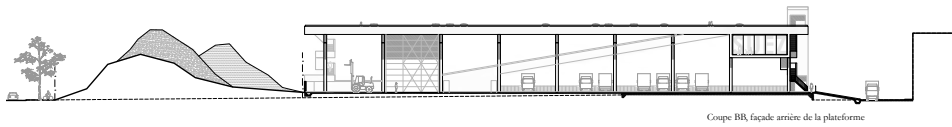




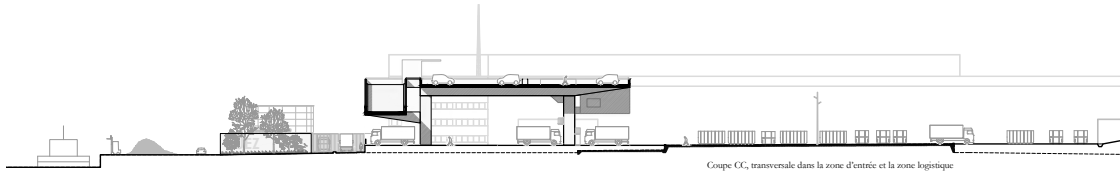




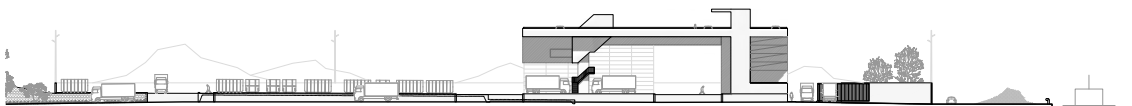
74



Coupe BB, façade arrière de la plateforme



Coupe CC, transversale dans la zone d'entrée et la zone logistique



Coupe DD, le long de la voirie de desserte centrale



**Architects**  
**Pl.Rigaux architectes**  
**+ Collectif horizontal**

**Client**  
**SUEZ**  
**Facilities**  
**Center**

# SUEZ

**#UrbanIntegration #Logistics #ProductiveCity**  
**#Expansion**



For us architects, the design for the logistical extension of the Suez site was an opportunity to reanimate a tradition of industrial structures. Just look at the Biestebroeck crane; the hangar of the Quai de l'Industrie; the Vergote basin cement plant; the Buda bridge: all are iconic structures, magnificent despite their practical purpose. Nothing is superfluous, there is not a single bolt that is not strictly necessary.

75

While at the early design stages we wanted our structure to emulate these landmarks, in the end it was necessary for the architectural approach to go beyond our intuition and find the appropriate response to the needs of the programme.

22

**Site**  
Chaussée de Vilvorde 218  
1120 Bruxelles  
Vilvoordsesteenweg 218  
1120 Brussel  
50°54'39.1"N 4°24'41.8"E

**Area**  
11,500 m<sup>2</sup> Productive Activity  
15,000 m<sup>2</sup> Logistics

**Status**  
Design Development

**Year**  
2018-Ongoing

**© Text**  
Collectif horizontal

**© Illustrations**  
Pl.Rigaux architectes  
+ Collectif horizontal

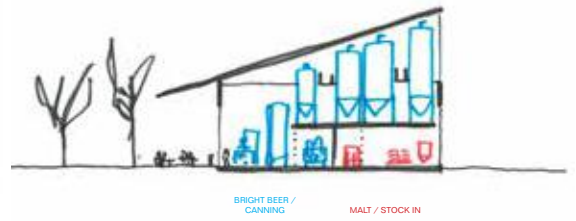
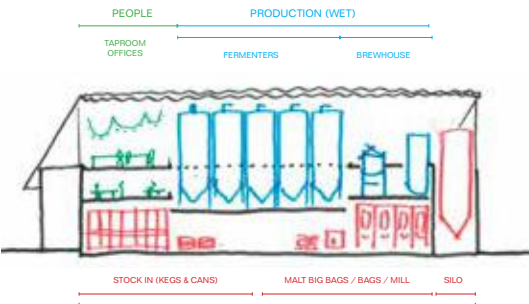
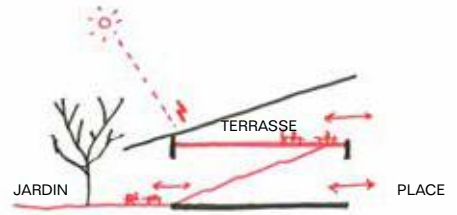
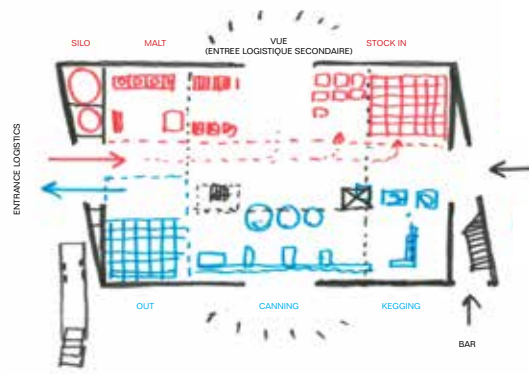
In fact, to achieve this aim, we worked to some extent like a laboratory technician, progressing by trial and error. The constraining factors that guided this research work were dictated both by the specifications and by our discussions with the site manager. But it was during the site visit that we realised the gargantuan nature of a large-scale sorting activity: a ballet featuring dump trucks, bulldozers, weighbridges, huge storage areas, conveyor belts, and so on.

Mostly in the field of logistics, heavy goods vehicles remain on the periphery of the buildings, while internal traffic is reserved for office workers and pedestrians. Here, over the entire Suez site, the volume of vehicle flows is that much greater.

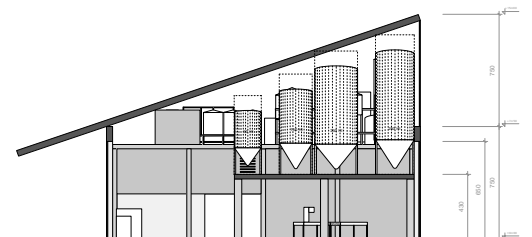
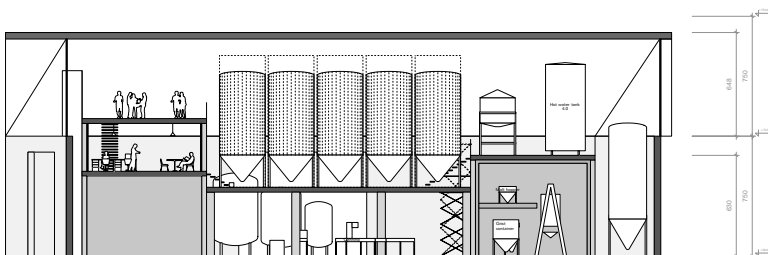
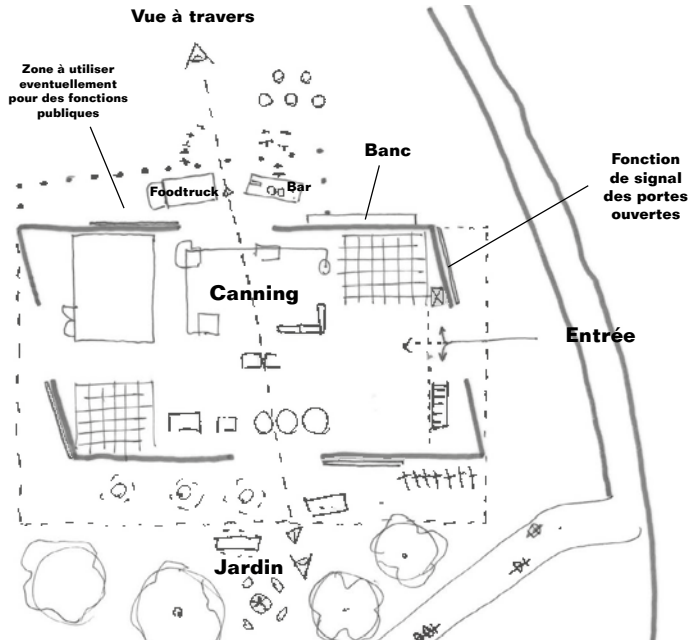
One of the challenges, for example, was to slip into the shoes of a truck driver loading a container onto a trailer. The current chaotic layout of the site told us a lot about these daily manoeuvres. That is when the pragmatic meaning of the mission hit us: to rethink a plan in which uses can be deployed with a minimum degree of constraint. The logic inherent to the organisation will then become clear, and be scalable in the long-term.

Like a well-oiled machine, the project will perform well at all levels, and it will then play its role in the canal area in an authentic and convincing way.





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# BRUSSELS BEER PROJECT

#Expansion #UrbanIntegration  
#ProductiveCity #BrownfieldRedevelopment

Architects

**OFFICE  
Kersten Geers  
David Van Severen**

Client

**Brussels  
Beer  
Project**



The competition-winning proposal for a new brewery for Brussels Beer Project (BBP), a young local brewing company, is located along the canal, within the rapidly redeveloping industrial zone of Port Sud.

The building is supposed to reflect the contemporary image of the company, and it not only accommodates the complete production process of 35 000 hl of beer per year, but it is also open for the public to witness and sample its products.

It is conceived as a compact and efficient industrial container, an open rectangular box with an inclined roof which reveals its content. The roof indicates the company's graphic identity, as it is coated in stripes of characteristic colors of BBP beer labels.

The section of varying height enables a series of table-like platforms connected with stairs, that integrate an unusual but highly compact multi-level arrangement of the brewing machinery and vats. Akin to large pieces of furniture, the production elements populate the space and are visible through the large greenhouse façade. Their stainless-steel materiality inspired the rest of the design elements, such as bar, doors or railings. The open plan enables a flexible organization, which can be altered as the technological requirements evolve.

The ground floor is entirely dedicated to the production process, with the logistic area positioned in the back of the building, under the roof overhang. All the offices and technical rooms are grouped on the upper floor, above which is the public taproom.

Situated just under the roof and accessible through a public entrance on the canal side, the taproom overlooks the brewing hall and can be opened to transform into a terrace. In summer, the adjoining terrain in front of the building will function as a 'beer garden', housing an open-air bar and small events, further contributing to the idea behind the project, which ultimately integrates the industrial production process with public space.

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## Site

Quai de Biestebroek 23  
1070 Anderlecht  
Biestebroekkaai 23  
1070 Anderlecht  
50°50'06.1"N 4°19'02.2"E

## Area

1800 m<sup>2</sup> Brewery  
900 m<sup>2</sup> Beergarden

## Status

Planning Permission

## Year

2018-Ongoing

## © Text

OFFICE Kersten Geers  
David Van Severen

## © Illustrations

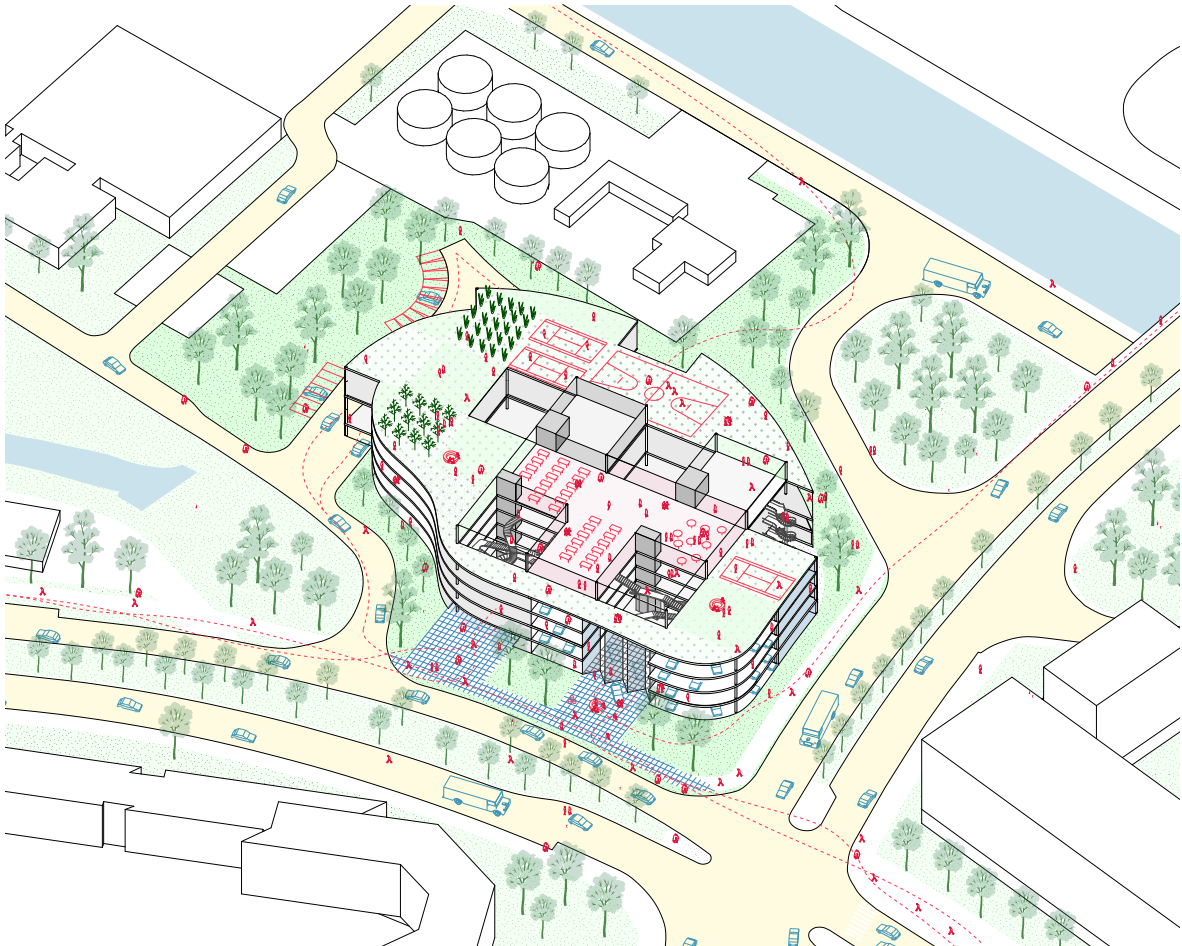
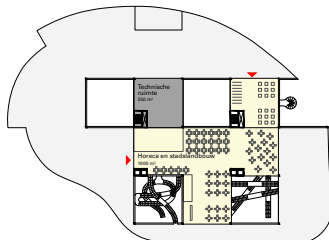
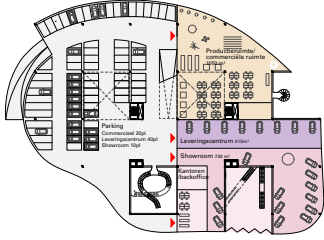
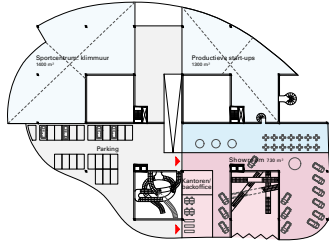
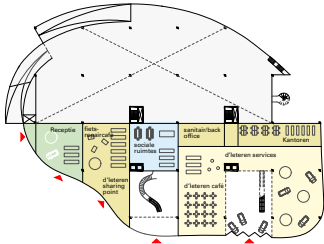
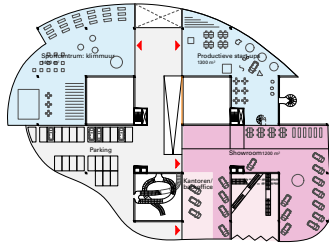
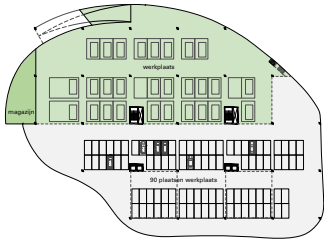
OFFICE Kersten Geers  
David Van Severen











# MOBILIS

#UrbanIntegration #ProductiveCity  
#Expansion #DenseCity #VerticalMixedUse

Architects  
**XDGA**

Client  
**D'leteren  
Immo**



Although being in full swing, the evolution of the automotive sector is also uncertain. Driven by new technologies and the sharing economy, the usual concepts regarding the car workshop or showroom could be questioned, or even disappear in the future. The client therefore wishes to create a mixed building with mobility as the central theme. Mobilis, the building that hosts the garage 2.0, surrounded by other production activities.

Currently functioning as the gateway to the city, the area of the site and the entire area around the canal is evolving at a fast pace towards becoming – anew – a production city. In that sense, the project responds to two evolutions: it is a fascinating location to explore the possibilities of «mobility as a service» on the outskirts of the city, and on the other hand it can bundle all kinds of production activities related to mobility.

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## Site

Boulevard Industriel 51  
1070 Anderlecht  
Industrielaan 51  
1070 Anderlecht  
50°49'25.8"N 4°18'29.8"E

## Area

24,000 m<sup>2</sup> Workshop,  
Logistics & Showroom

## Status

Design Development

## Year

2019- Ongoing

## © Text

XGDA

## © Illustrations

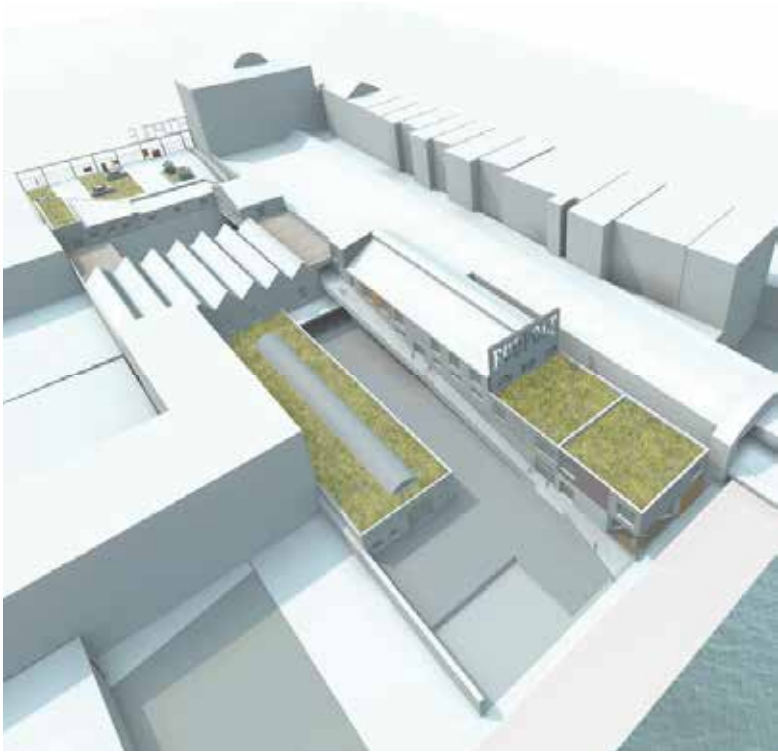
XGDA

We propose a building typology in which landscape, urban ambitions, logistical movements and architecture form one inseparable whole. A wavy and kinked façade line constantly mediates between the amorphous boundary of the plot and the desired urban front, between ramps inside the building and turning circles of trucks outside, between creating visibility of inside activities from the street and shielding others from view.

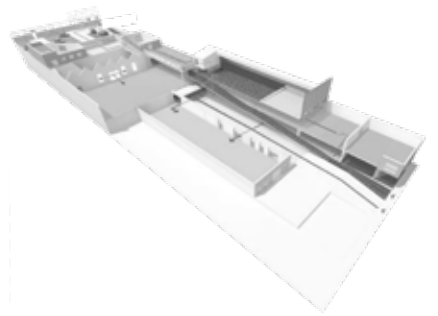
The car workshop is half sunk. This enables the ground floor on the side of the boulevard to fulfil its public character to the fullest while the workshop on the canal side, on the other hand, benefits from daylight, offers visibility but also sufficient privacy. In addition to the showroom, passers-by can catch a glimpse of the other production workshops or residents of the new residential developments can benefit from the roof garden.

In contrast to the undulating exterior, the interior is resolutely rational and orthogonal, with a column grid of 16.2 by 16.2 meters and with storey heights of 7 meters. The basic idea is to come up with a structure in which anything is possible. Intermediate floors could be laid or suspended in between in a flexible way. A series of patios - indoor garden, showroom, atrium - ensure that all floor surfaces get daylight and guarantee spatial quality for every production area or parking. Almost all conceivable programs are possible within the floor width of 16.2 meters.





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# RECY-K

#UrbanIntegration #ERDF #Logistics  
#CircularCity

Architects

**BEAU**  
Bureau d'Études en  
Architectures  
Urbaines

Client

propreté.brussels  
net.brussels



The project contributes to the urban renewal of the canal area, serving as a transition between residential neighbourhoods and industrial activities. This is made possible by a footbridge accessible to the public with the feel of an urban walkway, a public space with an educational purpose that crosses the entire site.

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The site is located between the Anderlecht slaughterhouses and the west station, on the fringes of the industrial districts along the canal, and the residential districts of Rue Ropsy Chaudron, leading up to Avenue Clémenceau and Place Bara.

We de-densified the entire site to improve its internal distribution, readability, security and functionality. We reconnected the upper part of the site (Rue de Birmingham) with the lower part (Quai Demets) both visually and physically via a pedestrian walk overcoming the significant height difference between them (11 m).

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## Site

Quai Fernand Demets 55  
1070 Anderlecht  
Fernand Demets Kaai 55  
1070 Anderlecht  
50°50'40.9"N 4°19'29.2"E

## Area

5,632 m<sup>2</sup> Recypark

## Status

Built

## Year

2013-2015

## © Text

BEAU

## © Illustrations

Serge Brison, BEAU

We designed a clear structuring line of organisation and circulation for the entire site, not only for the site's own activities but also for external visitors. This structuring line adopted the conceptual and architectural appearance of a «Walkway», creating a path that is both didactic and landscaped through the implementation of different sequences creating a kind of «gravity loop» with the points of access to the Delacroix metro station, adjacent to the plot.

The pedestrian is invited to experience the recycling centre and all its related activities.

In line with the RECY-K programme, we felt it was important to integrate the architectural interventions in the spirit of sustainable development and recycling. The choice of materials and colours was guided by the recovery of the cladding elements reinstalled on the site, as well as the prevalent natural concrete and galvanized steel shades that preserve an "industrial" atmosphere.







RECYK

# GUDULE URBAN WINERY [COMPETITION]

#MicroZoning #ProductiveCity #Inclusion  
#Relocation #Heritage #DenseCity



Architects

To be determined

Client

CityVini

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A symbolic heritage building standing in a disused field. Historically, this was the site's marshalling yard. This building is about to get a second life, as Gudule, a wine producer operating in Brussels, plans to establish here the city's first Urban Winery.

The Urban Winery concept is gaining popularity in many cities throughout the world. The idea behind this new phenomenon is to buy the grape production of various vineyards and to bring it to the city, where wine is produced as close as possible to the end consumer.

Urban wineries always stem from passion combined with the will to offer a high-quality product, created locally and with traditional methods. Another aspect is the ambition to create a symbiotic relationship with the urban community that surrounds them. Thanks to this symbiosis between producers and their urban environment, the city can become a new wine-producing region of sorts.

Beyond the mere production aspect of the activity, Gudule Winery wants to be a stakeholder of the cultural, touristic and social life of the canal area, thereby becoming a true ambassador of Brussels's art de vivre. The entire project is set to cover +/- 1,000 m<sup>2</sup>. Gudule Winery's ambition is to develop an emblematic site for the entire region of Brussels, for its inhabitants and visitors, and for its wine connoisseurs and its neophytes.

In april 2019, five teams have been selected to make a project proposal and the winner will be announced in the summer of 2019:

- ARRHOV FRICK + MAMOUT
- SYNOPSIS + ARCHICAZ + ARIADE
- URA
- ELSELINE BAZIN + ARCHITECTES MAJMA + DELPHINE ROQUE
- BEAU

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## Site

Site du TACT  
1000 Bruxelles  
Site van de TACT  
1000 Brussel  
50°52'03.9"N 4°20'56.3"E

## Area

700 m<sup>2</sup> Winery  
350 m<sup>2</sup> Showroom

## Status

Competition

## Year

2019-Ongoing

## © Text

Canal Plan team

## © Illustrations

Séverin Malaud

# CITY DOX PLOT 4 > 6 [COMPETITION]

#VerticalMixedUse #BrownfieldRedevelopment  
#DenseCity #ProductiveCity

Architects  
**To be determined**

Client  
**Atenor**



The City Dox project in Anderlecht encompasses a large terrain by the Biestebroek basin, covering some 52,000 m<sup>2</sup> dedicated to the development of a new multigenerational and multipurpose neighbourhood, with 155,000 m<sup>2</sup>, including more than 900 housing units, a secondary school, a nursing home, a service residence and numerous production workshops. The first phase has already been completed, and a second phase is in the permission stage. Atenor is now launching a third phase relating to three additional mixed plots.

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## Site

Digue du canal / Rue de la Petite île /  
Rue du Développement  
1070 Anderlecht  
Vaartdijk / Klein-Eiland /  
Ontwikkelingsstraat  
1070 Anderlecht  
50°49'49.7"N 4°18'52.5"E

## Area

7,200 m<sup>2</sup> Productive Activity  
50,000 m<sup>2</sup> housing

## Status

Competition

## Year

2019-Ongoing

## © Text

Canal Plan team

## © Illustrations

Séverin Malaud

The City Dox project is located in the Plan Canal perimeter imagined by French urban designer / architect, Alexandre Chemetoff, and implemented by the canal team to face the economic and demographic challenges of the Brussels region.

The project reflects a high degree of versatility, and complies with the urban planning requirements of a ZEMU (Enterprise Zones in an Urban Environment)

This is a mixed, vertically superimposed project. The main challenges for the productive functions located on the ground floor levels are as follows: convertibility of use, divisibility, creation of active street fronts, efficient logistics and circulation system, clear signage for access to the housing units.

In mai 2019 six teams have been selected to make a project proposal and the winner will be announced before the end of 2019 :

- C.F. MØLLER + BRUT
- DXA.ARCHI + ART&BUILD
- B2AI + DHOOGHE & MEGANCK + MSA
- XDGA
- MDW + CENTRAL + BUUR
- HUB + ELD



# MANUFAKTURE [COMPETITION]

#VerticalMixedUse #ProductiveCity #ERDF  
#Relocation #DenseCity



Architects

To be determined

Client

Abattoir

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The site of abattoir is in full transition. Given the special nature of the site, its location within the canal zone and its regional importance, several initiatives have been launched at regional level: both the urban renewal contract (SVC) Weststation and the SVC Heyvaert - Poincaré provide for a number of initiatives that mainly focus on the connection between the site and the public space.

In addition, a master plan for the development of the site was drawn up in 2009. The first project of this plan saw the light of day in 2015: the food market became a real market building: the Foodmet. In the meantime, a second project has also been started: the construction of student housing, in combination with commercial facilities and housing to finish off the edge of the site at the Clemenceau metro stop: Kotmet.

In this rapidly evolving context, Abattoir wants to realize a third project: the Manufakture. With the support of ERDF funding, Abattoir wants to construct a mixed use building, where productive meat and foodrelated activities will be combined with parking facilities. In addition, the client aspires to an additional function to activate the roof landscape. An open-air swimming pool could be a great asset to the neighborhood.

Furthermore, the swimming pool could take advantage of the considerable amount of excess heat produced by the productive activities. There is also the wish to start the design from a strong vision on sustainability, based on the expertise of a team of engineers, in close consultation with the client. This memorandum will therefore form the starting point for the design.

In april 2019, four teams have been selected to make a project proposal and the winner will be announced in the summer of 2019:

- BAUKUNST
- STUDIO MUOTO + KADERSTUDIO
- BERGEN KOPLA + META
- ORG + WILK SALINAS ARCHITEKTEN + LATERAL THINKING FACTORY

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## Site

Abattoirs d'Anderlecht  
1070 Anderlecht  
Slachthuizen Van Anderlecht  
1070 Anderlecht  
50°50'31.4"N 4°19'42.6"E

## Area

9,000 m<sup>2</sup> Slaughterhouse  
10,000 m<sup>2</sup> Multi-storey Car Park  
Open-Air Swimming Pool

## Status

Competition

## Year

2019-Ongoing

## © Text

Canal Plan team

## © Illustrations

Séverin Malaud

# PETITE ÎLE / CITY GATE II [COMPETITION]

#VerticalMixedUse #BrownfieldRedevelopment  
#DenseCity #ProductiveCity #Heritage

Architects

To be determined

Client

slrb-bghm.brussels  
+ citydev.brussels



It is a terrain with significant challenges: because of its location as a gate to the city and because of its size. Currently located in a typical peripheral area of industrial and commercial activities, this district will evolve towards an urban district with functional mix. The site is located within the framework of the Canal Plan and closely relates to the ongoing research on the future of the productive city.

This project is one of the first pieces of transformation within this territory of urban renewal. It is also innovative in its programmatic ambition: mixing public housing with spaces dedicated to productive activities and two Waldorf-based public schools. These functions are thus integrated within an urban ensemble, rather than relegated among the urban tissue of surrounding peripheral zonings.

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## Site

Rue de la Petite île / Rue des goujons  
1070 Anderlecht  
Klein-Eiland / grondelsstraat  
1070 Anderlecht  
50°49'55.0"N 4°19'16.3"E

## Area

15,000 m<sup>2</sup> Productive Activity  
37,000 m<sup>2</sup> housing  
7,500 m<sup>2</sup> School

## Status

Competition

## Year

2019-Ongoing

## © Text

Canal Plan team

## © Illustrations

Canal Plan team

The main challenges of the two plots concerned by the project are:

- The coexistence of residential functions, productive activities and the educational facilities;
- The organization and the integration of all the logistic spaces and flows;
- The relationship with surrounding public spaces: the plots have two contrasting faces: Urban boulevard Vs Neighborhood park;
- The articulation of the project within the monofunctional zone located on the other side of the industrial boulevard
- The relationship to the industrial and port identity of the area, as well as the question of maintaining the buildings with patrimonial value.

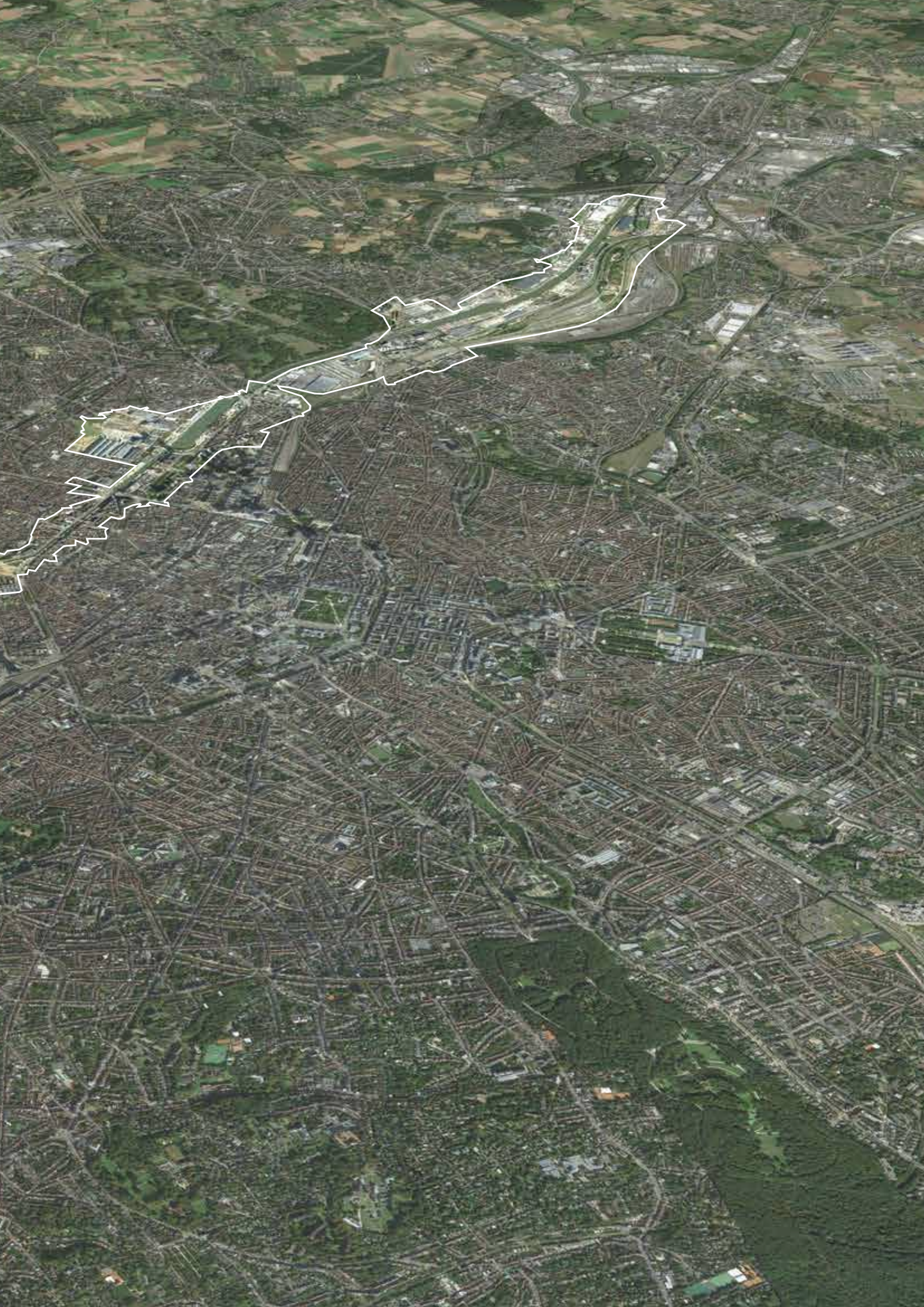
In February 2019 the five selected teams presented their project proposal and the winner will be announced in September 2019 :

- MULTIPLE + POOL + DUPLEX + AAA+ LIST + DXA.ARCHI
- SERGISSON BATES + KORTEKNIE STUHLMACHER + AHA + NOA
- XDGA + BRUTHER + BAUKUNST
- BOGDAN VAN BROECK + ROBBRECHT EN DAEM + WIT + OFFIC.EU + VERS.A + MIDI
- ORG + LIN + CIE O

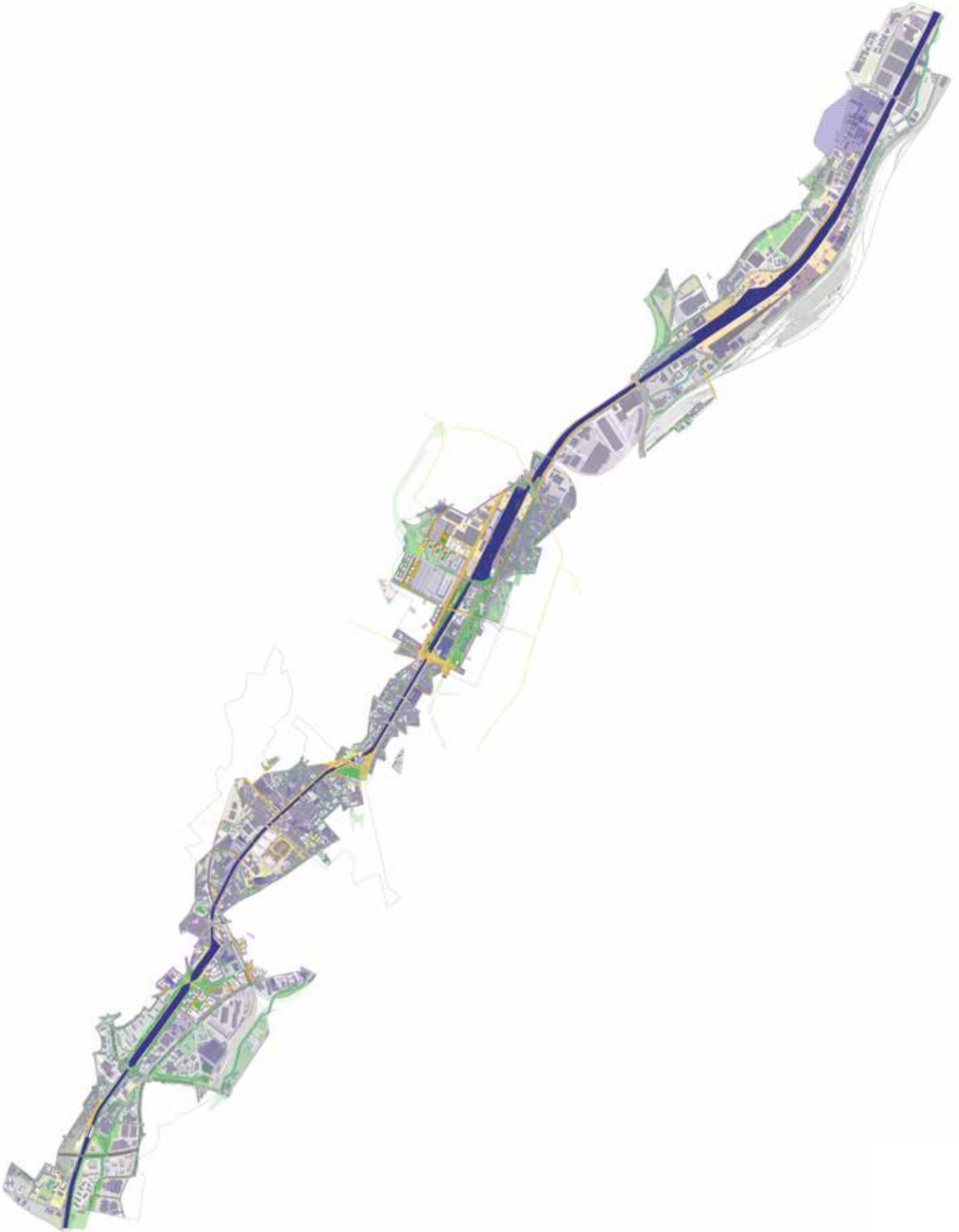












# BUILDING THE PRODUCTIVE CITY

## BIESTEBROECK, SUPERIMPOSED DIVERSITY Vs VERGOTE, KEEP YOUR DISTANCE

Julie Collet & Géraldine Lacasse

Our goal is to face reality and demonstrate in practical terms that it is possible to create a productive city, and to inject the philosophy and ambitions of the Canal Plan into real projects.

To achieve its goal, the Brussels-Capital Region has created a dedicated multidisciplinary team, set to be active for the next ten years: the Canal Team.

The team works transversally organized and is composed of project leaders from several regional bodies: the urban development corporation (SAU-MSI), the building permits department (urban.brussels), the planning agency (perspective.brussels) and architects doing research by design working under the direct supervision of the bouwmeester maître architecte.

It is an innovating structure within the Brussels administration as it combines various skillsets, and synergises them in a single Canal Team undertaking cross-cutting work.

Since 2015, this team lends its support to various public and private developers who are keen to secure a foothold in the canal area, from the initial phases of the project until its full completion.

The goals are clearly-defined:

- to keep economic activity in the city, and to bring people's workplaces and homes closer together;
- to create housing that meets the needs associated with population growth and affordability for all household profiles;
- to create pleasant, unifying public spaces, promoting the canal axis, the reopening of the Senne and canal crossings as links between neighbourhoods.

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Achieving these objectives involves:

- creating and promoting functional mix by working on urban forms and programmes to ensure compatibility of functions;
- rationalising land occupancy and looking for ways to use it intensively;
- using public spaces as the basis for shaping the city.

The process relies on discussions, often complex in nature, with the stakeholders. Research by design, a tool at the heart of these negotiations, is working in that direction.

### **Research by design.**

Besides the primary aspects of the Canal Plan, such as urban densification, social and functional mixity and urban inclusion, we also work on the spatial quality itself of the projects.



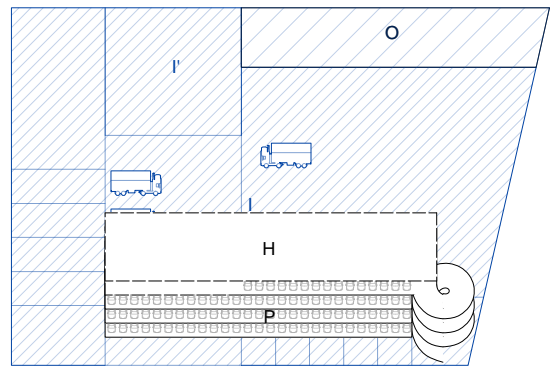
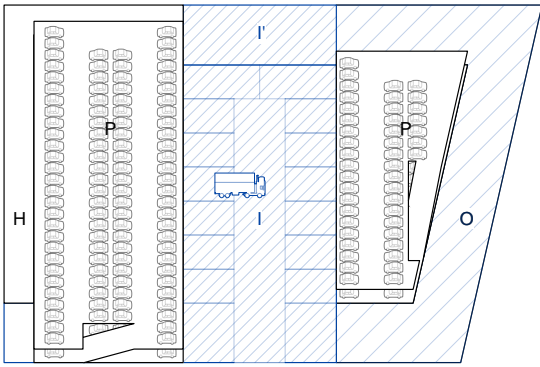
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Canal Plan team

We are convinced that a shared vision between public authorities and private stakeholders is the most efficient way of reaching this quality. However, sharing a vision means that we first need to create it, and therefore we use the method of research by design to do so.

We think the discussion on quality should not be held mainly by means of





40 m



words, texts or excel sheets, but design as a tool should play an important role in feeding the debates. We assess, we test and we confront different scenarios within transversal workshops to reach, together, a shared view. In this way, the research by design team supports the public authorities in constructing a vision, based on diverse scenarios for each project.

During workshops, we never start from a blank page. On the contrary we always rely on the existing project, its given implantation and/or volume. It is not about re-inventing everything and opposing each other, but rather about working together on a satisfactory project for each actor involved.

Since 2016, the team has accompanied nearly 150 projects and is developing a prospective approach for some areas in the canal area.

## **BIESTEBROECK, SUPERIMPOSED DIVERSITY**

### **The issue of the plinth**

Biestebroeck is one of the three Enterprise Zones in an Urban Environment (ZEMU) areas along the canal and is one of the first test-sites to have been developed as part of the Canal Plan. This former industrial area located on the right bank of the canal was in large part disused and is now being transformed for housing.

The ambition is to take advantage of this tabula rasa to create a mixed neighbourhood, including productive activities. However, a major problem has to be overcome: the soil is polluted.

Developers, who are required to follow a ratio of one parking place/housing unit, are keen to limit the depth of the excavations they need to conduct. It is therefore their preference to use the plinth nearly entirely for parking facilities and productive activities. The tendency is to organize the mixity in a vertical way, by locating all housing units on top of these plinths, without much interaction with the street level of public space.

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Starting from a large industrial site, the urban transformation must preserve the large-scale. It must allow activities that no longer have space in the city, to blend in with the urban fabric and remain there. It is often the case that the productive plinths are in fact too much partitioned to be able to accommodate productive activities. We think on the contrary that the project must provide significant surface areas rather than small spaces that are easy to find in the current urban fabric.

As an example, in an existing project for which the plot features a surface area of 14,000 m<sup>2</sup> and was, initially, in large part constructed, the largest ground floor unit now has a surface area of 1,800 m<sup>2</sup>. Furthermore, this project is offering facilities for a brewery of 300 m<sup>2</sup>, but the actual demand is for a surface area of 4,000 m<sup>2</sup>.

Too many developers tend to provide space exclusively for the size of very small enterprises. However, some projects are taking the risk of developing ground floors that are able to accommodate a larger scale of productive activities. In another project, we were successful in convincing the developer to combine two future urban blocks into a single one in order to create a ground floor with enough space to house a central manoeuvring zone and with dimensions that are realistic with respect to the demands of medium-sized enterprises. The urban fabric must be extended in some places.



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Architects

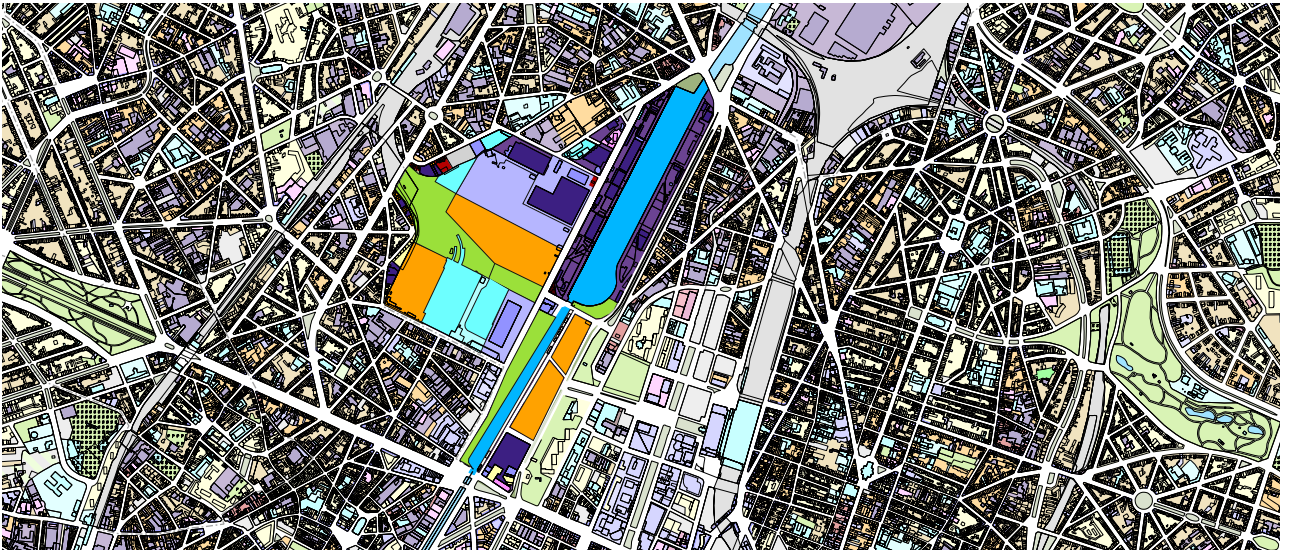














## VERGOTE, KEEP YOUR DISTANCE

### Micro-zoning

At the intersection where the avenue du Port meets with the place des Armateurs, a new part of the city is being built. This area is an example of what we call micro-zoning or horizontal mix. It articulates three monofunctional entities and installs them in close proximity to one another, by juxtaposition: Zone D of Tour&Taxis, TACT and Inter-Beton.

The Zone D in the industrial heritage site Tour et Taxis covers an area of 3.5 ha. It will be the site for a dense ensemble of residential towers.

TACT is a site of 2.5 ha which is owned by the Brussels Port Authority. The land use is defined as Zone For Port Activities and Logistics (ZAPT) and therefore housing is not allowed. The site is divided into leased plots that will soon host several new businesses, mostly production and logistics.

For almost every plot an architectural competition has been organized, while initially the general idea of the companies was to do nothing else than to apply the peripheral model of a box surrounded by a parking lot. A generic and replicable model, as they are used to. However, our ambition is to “urbanize” this model, not by adding decorative panels, but by using an urban vocabulary, with terms such as adjoining buildings, façade alignment, integration of parking places and signs, and also by organising competitions with economic stakeholders. It is a tailor-made zoning for the city.

Inter-Beton is a concrete plant by the Vergote basin and has started working on reorganising its functioning in view of better urban integration, in order to maintain its activities in this evolving environment. An architectural competition was hold and as a consequence we hope now to be able to introduce functional mix by adding a youth centre for concerts and parties on the site, a noisy programme but perfectly compatible with its productive activities.

Much like Schopenhauer’s hedgehogs, micro-zoning enables functions to cohabit as they depend on one another, but they cannot be superimposed, and often need some distance to protect themselves from the nuisance they can cause to one another.

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## CREDITS

### Cover

Séverin Malaud

### Photography

port.brussels

Filip Dujardin

Renaud Callebaut

Denia Zerouali

Lucidlucid

AID architecten

Générale

BIGH Farm

Séverin Malaud

Serge Brison

### Text

Kristiaan Borret

BC architects

TETRA architecten

Architectesassoc.

ORG

Bogdan & Van Broeck

Atelier 229

51N4E

Atelier Kempe Thill

URA

MSA

CENTRAL

AIDarchitecten

GÉNÉRALE

Pl.Rigaux architectes

Collectif horizontal

Steven Beckers

OFFICE KGDVS

XDGA

BEAU

Julie Collet

Géraldine Lacasse

Edited by

bouwmeester maître architecte  
Perspective | bureau bruxellois de la planification  
59, rue de Namur  
B-1000 Bruxelles

+32 2 435 43 80  
bma@perspective.brussels  
www.bma.brussels

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