

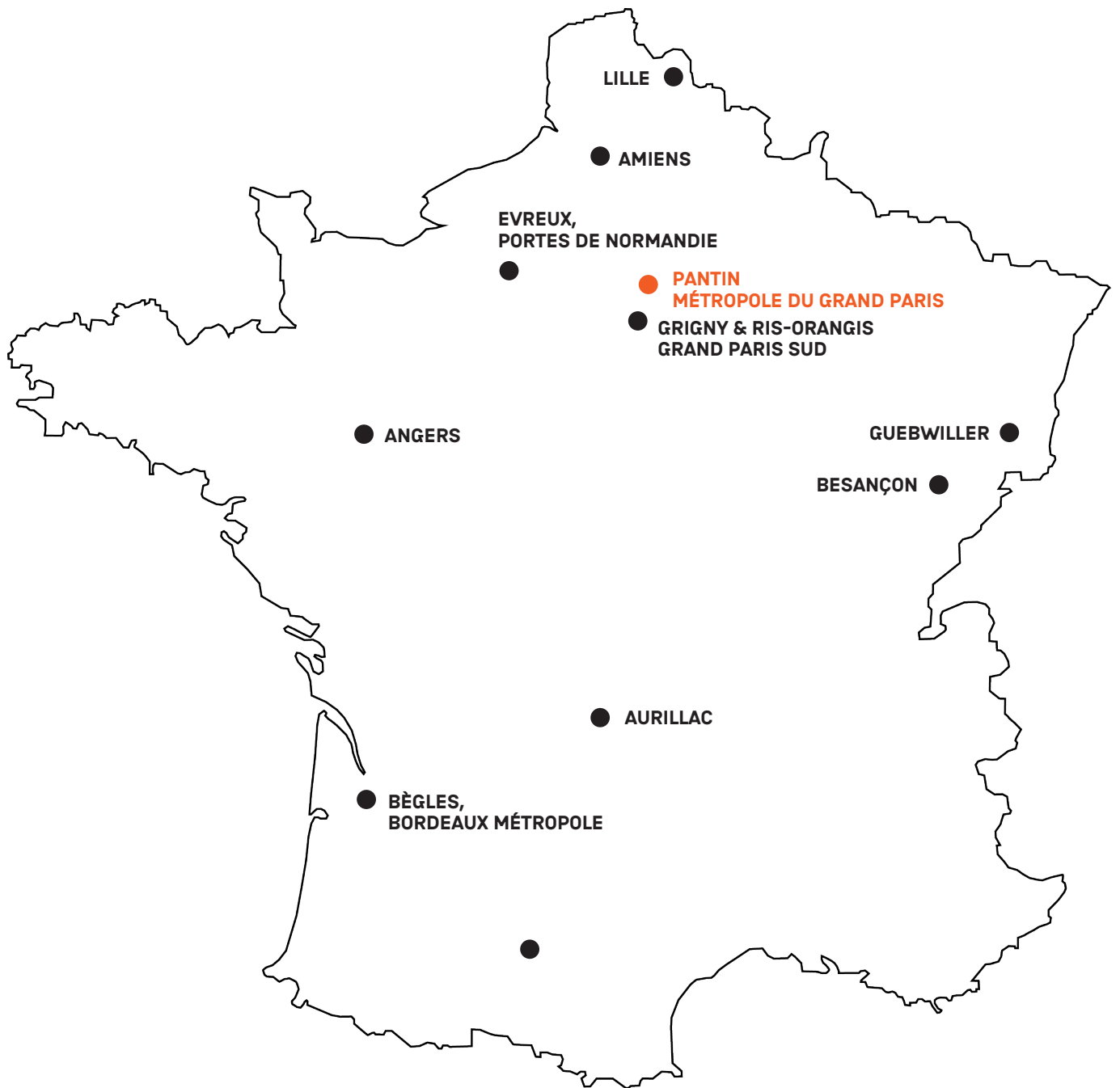


Productive
cities

PANTIN, MÉTROPOLE DU GRAND PARIS

DESIGNING TOMORROW'S PRODUCTIVE METABOLISM

Site brief



GENERAL INFORMATION

SITE REPRESENTATIVE :

City of Pantin, l'Etablissement Public Foncier d'Île-de-France (EPFif)

ACTOR(S) INVOLVED :

City of Pantin & EPFif (Etablissement Public Foncier d'Île-de-France, the Regional Public Real Estate Establishment), in partnership with SNCF Réseau (rail network) and concessions of Renault and Citroën

TEAM REPRESENTATIVE :

Architect and/or urban planner and/or landscaper

EXPECTED SKILLS WITH REGARDS TO THE SITE'S ISSUES AND CHARACTERISTICS :

Urbanism, architecture, landscape, programmer

COMMUNICATION :

Communication after the competitionm December 1st 2017

JURY – 1ST EVALUATION :

With the participation of the site representatives

JURY – PRIZE SELECTION :

Ranked selection : with Winner (12.000€), Runner-up (6.000€) and Special Mention (no reward)

POST-COMPETITION PROCEDURE :

- Meeting with sites representatives and 3 selected teams, organized by European France in Paris, february/mars 2018.
- On-site meeting with sites representatives and 3 selected teams organized by cities and partners from january 2018.
- Assistance and consultancy to the cities and partners, also their collaborators, for the implementations processes, by european france.

MISSION GIVEN TO THE SELECTED TEAM(S) FOR THE IMPLEMENTATION :

Architectural and urban project

THE GOOD HEALTH OF EUROPLAN*

This is the title of an article published in the Revue *Urbanisme* (1), last January, about the European Intersessions forum organised by Europan. It emphasizes the importance and vitality of this innovative and unique competition. During this forum, sites representatives, experts and young selected candidates from 15 different countries got the chance to meet. For the Europan 14 sites launching, a lot of actors came and met, between 'adaptable and productive cities'.

For the launching of Europan 14 competition, France is presenting 11 sites to the European candidates. But before that, municipalities undertook a significant upstream work with their team and multiple partnerships. The preparation of the competition documents takes time: it is the first year of the session. The « Productive cities » theme aims at all territory scales and parts of society of our European culture. Eminently, it is a contemporary and topical theme. Expectations are high but as always, in a spirit of openness, listening and discovery. To ensure ideas can become real and encourage actions, they already need to be expressed and discussed collectively, between sites representatives, experts, jury members, on a national and then, European level. This fertile ground fosters the in-situ experimentations after the competition for the selected teams. In France, there will be three of them per site.

« Architecture is a driving force that can provide adequate, ingenious, innovative answers regarding contemporary society's issues for the future » (2)

FROM ADAPTABLE CITY TOWARDS PRODUCTIVE CITIES, THE THEME IS FOLLOWING THE PREVIOUS ONE.

"Productive cities" emphasizes on activity diversity, housing and lifestyles in the city centre or in the periphery. Production refers to productive activities, and therefore to places, architecture, urban interactions and associations, contemporary production of the city. Thus, the theme aims at questioning the artisanal and industrial production, services, of which origins and outcomes and therefore forms are changing. (3)

Several sites from the 13th session – Adaptable city – showed how essential it was to think in terms of process, structuration, and negotiations so production in the city can be sustained or renewed, as some of the E14 sites are showing. Some others are concerned about the role of the

city in some places dedicated to the production of products that have become obsolete or in mutation. This idea of production that we must imagine because of its strong diversity may demonstrate the renewal of urban and typology morphology. It can be transformed, adapted to lifestyles, hybrid forms of social life, revealing simultaneously resistance and resilience forms, events, and revolutionary transformations.

The city of the 19th century may turn out to be adaptable, as it is presented, to a certain extent, in the Haussmann exhibition at the Pavillon de l'Arsenal in Paris. What about the great projects of the 20th and 21st centuries? Zones? Priority urban development zones (ZUP), joint development zones (ZAC), areas of activities (ZA+ZI), residential zones, housing estates, infrastructures?

As always, Europan seems to raise simple questions through the different themes and issues it brings out. Some might say it is obvious. Actually, the question is more complex than it seems as it shakes up both urban cultural foundation and its future. It is questioning two centuries of construction and development of the cities for a deterritorialized industry and its housing policy.

"Productive cities" is on ! Bauwelt (4) published an issue dedicated to this very theme in September 2016 and Bozar in Brussels (5) also presented a « productive city »-oriented exhibition which ended on Jan 15th, 2017. Indeed, Brussels and Flanders are pioneers when it comes to the change in urban planning and development in Europe which led the post-industrial city towards the productive city. It is already illustrated by many projects that but there is still a great deal to be done in a lot of situations, everywhere in Europe. Europan shows the singularity of each site.

11 SITES, WHY THE NUMBER AND DIVERSITY OF MUNICIPALITIES AND THEIR PARTNERS MATTER?

The « Productive cities » theme attracted municipalities which were facing the mutation of their territory, landscape and know-how. The theme resonated even inside the economic activity societies which were approached by the municipalities. Once more, Europan is bringing the different scales face to face, from micro to macro. Europan relies on the testing ground of ideas with multiple actors and urges openness and discussion so urban and architectural innovation can subtly be revealed. Two inseparable dimensions, two scales prior to the creation of the competition in 1988.

(1) * Urbanisme n° 403 p13

(2) Stratégie Nationale pour l'Architecture, octobre 2015

(3) Besson, R., 2014, capitalisme cognitif et modèles urbains en mutation. L'hypothèse des systèmes urbains Cognitifs, in Le Blanc A, Piermay J-L, Daviet S, Villes et industries. Lille : territoire en mouvement, n°23-24.

(4) Bauwelt n°211 die produktive stadt

(5) Atelier brussels, a good city has industry, Bozar

From metropolitan artefacts to (motorised) cities in the countryside, many situations are presented and questioned. The theme will allow us to go further, with answers that will meet the cities' expectations but that will also surprise them. Answers that will provide subtle solutions and forecast what we have not thought about yet.

COMMON PLACES, A PLACE COMMUNITY

Sites have as many similarities as differences, specificities. We are avoiding clichés even if sometimes, we are dealing with some archetypal parts of the sites like commercial zones bounded by house estates, endless parking lots, infrastructural urban divides, empty spaces. The peri-urban Europe looks like Ken Loach or Bruno Dumont backdrops. In opposition with city-centers where the street is a lively and joyful wander? Not always. City centres are emptying out, becoming dilapidated, expensive, unreachable. Some great equipments have been relocated as their heritage was turning into empty fallow shells.

At the same time, the activity zones are looking to emancipate from their big enclaves as the market studies are showing moving clients. The big retail areas are trying to reach a fragmentation of the city center, and are in fact looking new tenants or buyers for the huge large bases they are occupying at the entrance of the city. But now businesses have become mobile and there are countless people working with « no physical office» (6) as it became a mobile, hazy even short-lived entity.

Businesses have not all disappeared yet. Some of them still have industrial activities or have decided to develop new ones, as Bègles does. Because the pivotal period can be a very bright spot for possibilities in recycling, transformation, reuse, regeneration, creation. There is some work to do! It is also promising regarding spaces, places looking to be taken, shared. Indeed, the city is like a market. We have to bring the city near, or even in, the production source. Vice-versa. Nowadays, businesses tend to stay on the original site while regenerating their activities like in Amiens, Guebwiller and Angers. Renewal, resilience but also resistance (staying!). Businesses, like cities, need symbols and imaginary. (The very first film in cinema history, directed by the Lumière brothers, shows workers leaving the Lumière factory) (7). They need to focus on inventing new products or transforming our activities, on going back to production in the city. Which means lying on urban strategies (movements, access, proximity, centrality, short circuits, etc) and on a architectural and cultural representation. They have to enhance their image as much as functionality and energetic performance (8), research as much as

development. And production needs to rely on inhabitants. Production needs knowledge. What can be more fertile, for example, than a university campus, with student residences as long as they are connected to the city centre thanks to performing urban transports like in Besançon ?

« *cherish the generosity of industrial buildings and infrastructures* »(5)

The peripheral areas of activity are accessible places because they are not expensive. They were so caught short by the city that it would take little for an urban study. The benefits of the infrastructures can be revealed as long as they move and adapt, welcome green ways, a tramway, carpool. A real potential of spaces, really close to the countryside or natural spaces, can be discovered like in Angers, Lille and Toulouse as well.

The role of the car and the necessity of movements are raising questions. We should be able to go anywhere. Car is both an environmental constraint and an asset. The way we use it is changing and can be shared, as is the status of parking lots. How is it possible to prevent it from damaging and putting a strain on public space? But that it rather becomes a factor in transformation? This issue is raised in Aurillac, a flagship city in a rural living area. Also in Pantin, because of cars business.

The train station is a potentially productive place, as it represents the entrance of a city and a place where exchanges, gatherings and crossings are possible. This station can generate an urban renewal by production and services activities, as it is the case in Evreux.

In Grigny/ Ris-Orangis Productive Cities talk about urban repairs, cities connections, in between large housing projects where live a lot of inhabitants.

EUROPAN COMPETITION'S EXPECTATIONS

Two centuries after industrial revolution, sustainable development has been opening a new cycle on how to make the city and how urban, rural or metropolitan territories have been changing. This mutation requires mobilizing architectural practices to offer several lives to buildings but also to urban centers, equipments and public spaces.

It is essential to develop awareness on architectural heritage, especially from the 20th and 21st centuries, in order to reconcile architecture and heritage: architecture takes part in priority in the existing framework so it can be developed because « transforming, it's preserving ». (2)

(6) Bruno Marzloff, sans bureau fixe

(5) Atelier brussels, a good city has industry, Bozar

(7) https://www.senscritique.com/film/La_Sortie_de_l_usine_Lumiere_a_Lyon/470793

(8) Boutang, Y-M 2008 , le capitalisme cognitif : la nouvelle grande transformation, paris :Editions Amsterdam, coll Multitude/Idées, p245 ; cité par Raphaël Besson, introduction à la journée de lancement européen 14 en France,15 février 2017.

Quality of life, intellectual and economic influence of cities at international level, taking part in a shared experience of a European culture, of a City culture, as some examples from the entire world can testify and have enriched us. Those are the challenges supported by the Direction of Architecture (9) and the DGALN (10) and that we do share with sites representatives.

European competition brings together Research & experimentations and real sites, presented by municipalities collectively with public and private partners.

That's a lot of people but this is its strength.

Sites files are reflecting the long-term work that was undertaken by municipalities and their partners in a short period of time. Indeed, it takes time to consider the issues of a situation, an opinion given by the city. This work is conducted little by little. We are encouraging the teams to bring a clear, creative and substantiated answer but also solutions demonstrating great complexity that would go beyond the competition temporality.

As a matter of fact, it is essential to invent, dare, make choices, share a clear message in resonance with expectations and to know how to express what was not said. Therefore, the expected proposals are not in the order of the catalogue. The European 13 jury did highlight the necessity to advise the candidates not to answer all issues presented in the sites files.

The statements are developing, to the greatest possible extent, what are the challenges and expectations. Candidates have to make theoretical and practical choices. The economy, in the event it would be questioned, is not an exact science and « Productive cities » isn't an economic planning exercise. The competition is still a call for imagination, intuition, situations intelligence, and even for synchronicities. It requires an architectural and urban culture, and the importance to think about the great challenges of our society. It is a call for young architects, urban planners, landscapers to show their ability to get involved in the contemporary reflection of the city with architecture, nature, landscape, infrastructures that are aware of the environmental, social and human consequences. The economic, cultural and societal value of architecture is being questioned as creation and as a factor of innovation, a global innovation strategy.

THE IMPLEMENTATIONS AFTER THE COMPETITION

The originality of the proposals associated to the cities and European expectations will be revealed during the phase of projects expertise and then, during the jury rounds. The ideas will have to find a situation, a form and an experimentation. They will have to stand as examples. They will have to be implemented as we use to say in European.

Different steps in the presentation of projects, out of context and in situ, will be organized by European with the municipalities and their partners. In France, depending on the projects and proposals, multi scenario implementation can be developed. In general, European recommends that the 3 selected teams on each site work together with separate missions. It is also recommended there is no immediate competition in order to encourage a collective and productive work, for the teams but also for all the actors. Thus, the pre-operational programme can be elaborated at the same time. Then, it will be possible to make one choice, or multiple choices. Of course we are expecting about more implementation process with cities and partners.

We have good hope because 7 of 10 of European 13 sites in France have begun implementation with selected teams.

'Concrete utopia' is going on.

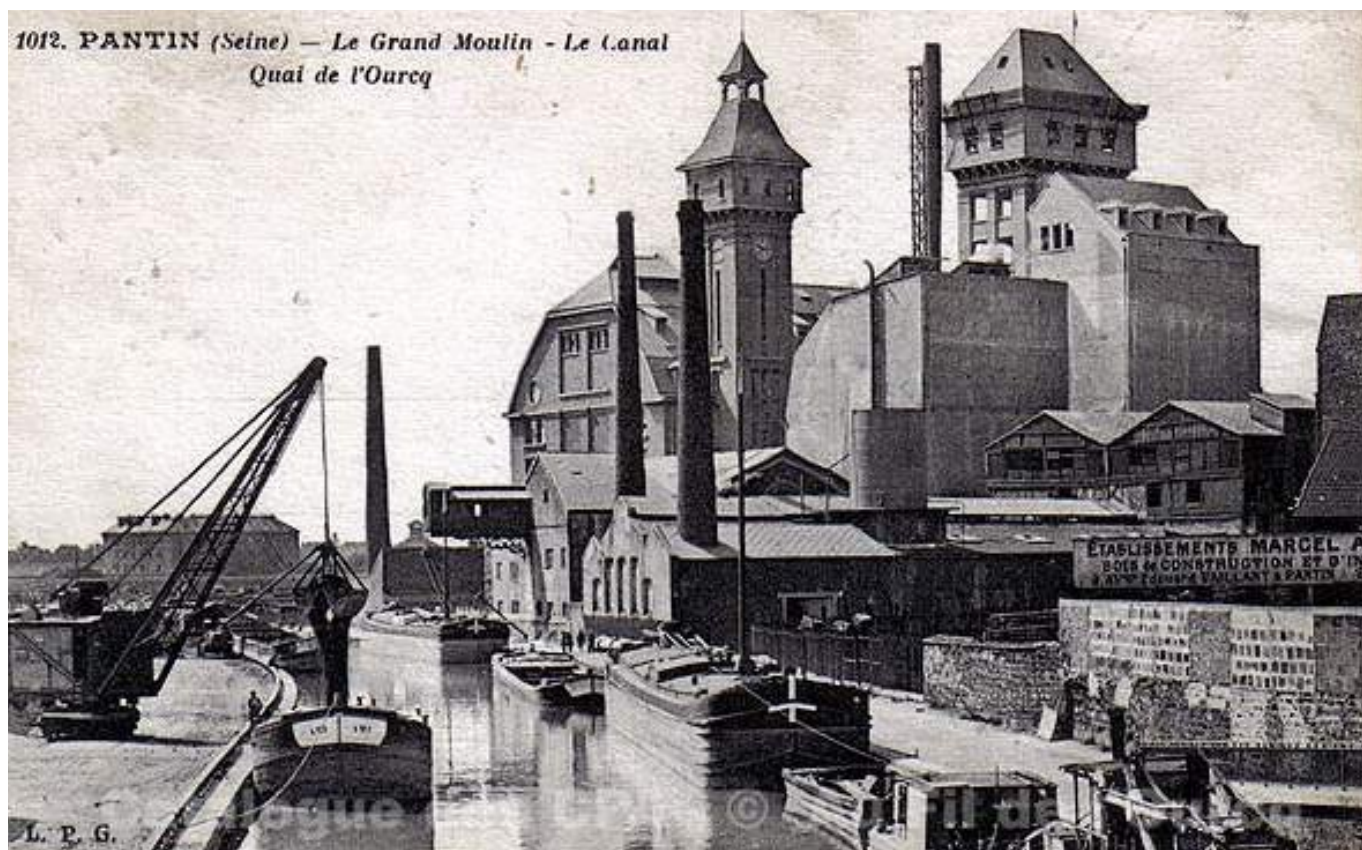
(2) Stratégie Nationale pour l'Architecture, octobre 2015

(9) Ministère de la Culture et de la Communication

(10) Direction Générale de l'Aménagement, du Logement et de la Nature



The railway



The Pantin mills and canal Ourcq

RELATION TO THE "PRODUCTIVE CITIES" THEME

PANTIN, A PRODUCTIVE SPACE SINCE THE START

Since the beginning of the industrial era, Pantin has been a productive, working town. It has always enjoyed a rich entrepreneurial fabric, and wishes to continue to embody the productive city by examining how it can implement the concept in practice in France, and looking at the new uses and forms in which it can do so.

Although the housing construction objectives are high, the town does not want to stop there.

Pantin's closeness to Paris has always tended to fashion its economic and productive policies, but it is now seeking to be part of a more unified approach encompassing Ile de France and the whole country, while continuing to develop its own industries. Desiring to promote a multi-function role, the Pantin project focuses on social orientation. Nevertheless, the town wishes to preserve its large production and logistics sites. Companies that have always been there have grown, followed by new businesses: production sites, fashion houses (Hermès, Chanel) and construction companies (Point P). Since 2001, the town has also supported the installation of big tertiary firms in newly renovated industrial buildings (BNP Sécurité & Services, BETC (advertising agency)). With almost 4,000 companies, Pantin seeks to promote the establishment and perpetuation of businesses set up in mainly residential areas, by densification and structuring industries (art firms and eco-construction). The PLU (Urban renovation plan - see acronyms at the end of this document) is also a powerful method of maintaining the activities in the established fabric and withstanding pressure from property developers.

The presence and emergence of several ZACs (particularly the ZAC du Port and the ZAC des Grands Moulins) are proof of the desire to increase the number of multi-purpose buildings in the town. Numerous projects conducted in cooperation with Paris also show the town's desire to win back its fringe areas: student residence and sports complex and the development of the tram (line T3) for example.

A RENOVATED PRODUCTIVE URBAN FABRIC

Situated right next to Paris along important public transport routes (road, rail and waterway), the site has since the mid 19th century been an important location for industrial, artisanal and logistical businesses with a functional link to Paris.

Some of these activities, compatible with the densification of the surrounding urban fabric, have been maintained in spite of the deindustrialisation during the second half of the 20th century. Although refining (particularly the DEUTZ refinery) and distilling (the Delizy-Doisteau Distillery for example) have disappeared, a variety of different companies are still here today in the urban fabric:

- Big industries on large stretches of land (steel pipe manufacturers Pouchard Tubes until December 2016, Elis laundry business)
- Companies grouped in dedicated areas that have gradually grown up (ZAE Cartier-Bresson for example)
- Artisanal companies in the centre of the multi-purpose core, particularly in the Quatre-Chemins district, the Faubourg des Sept-Arpents and the Méhul district.

Since the turn of this century, tertiary activities have become an increasingly large new category of businesses in Pantin, which has become an attractive place to set up business, partly because of the lower cost of land compared to Paris, and easier access to the capital thanks to more public transport availability. The RER E link to Saint-Lazare since 1999 (Haussmann Saint-Lazare station 12 minutes away) and the east of the Île-de-France region, and the development of the T3 tram line on the Paris side of the Boulevards des Maréchaux, with only one detour to the other side of the Paris ring-road (Boulevard Périphérique), in Pantin since 2012, now supplement the previous metro and bus amenities.

This appeal also reflects the town's intention since the beginning of the century to ensure that some establishments remain here, by working together with the economic actors to consider their future in an urban environment that is increasingly geared towards residential uses.



Canal Ourcq today



View of the Renault site from canal Ourcq

THE SPECIFIC REQUIREMENTS OF THE TOWN OF PANTIN

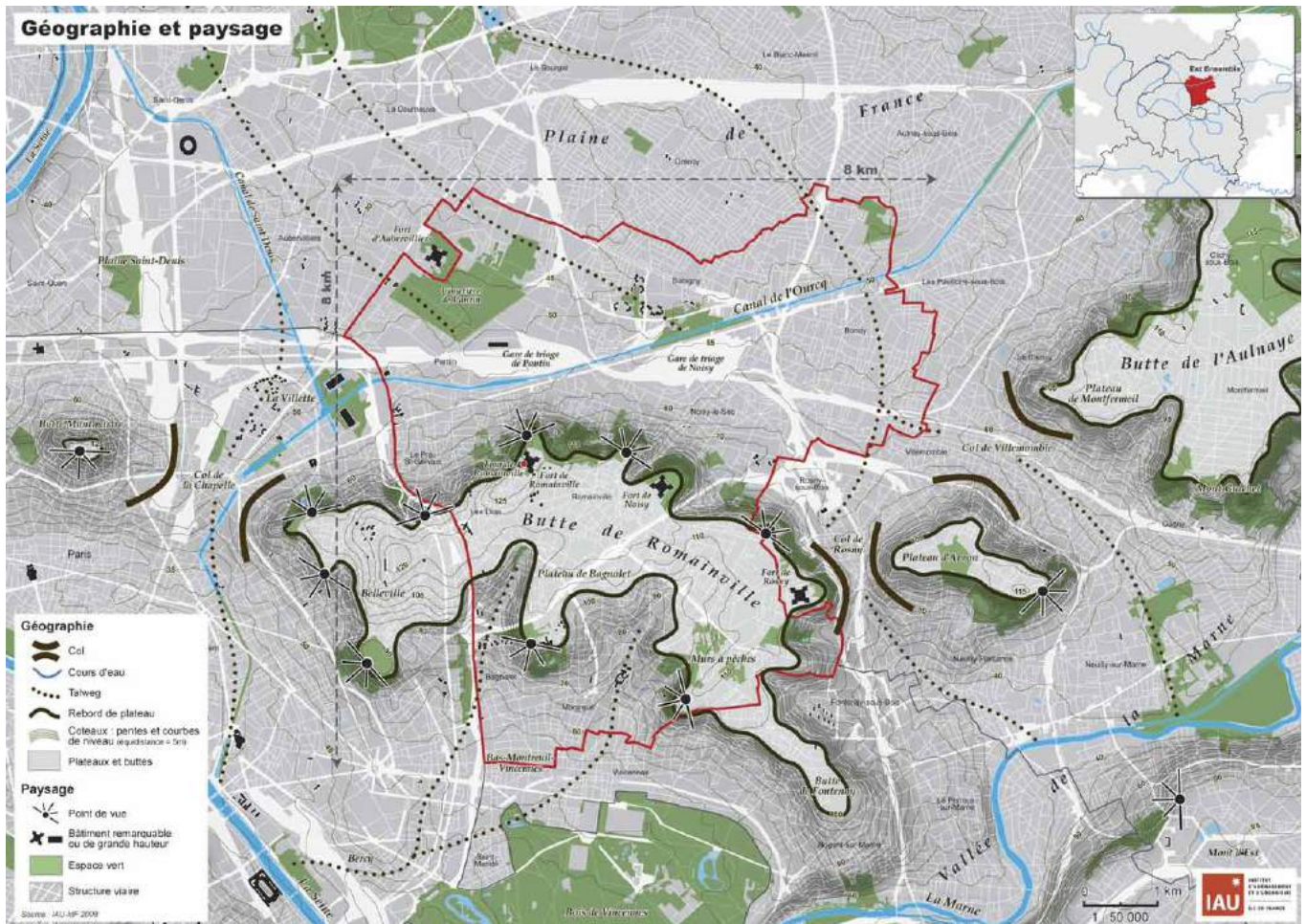
Pantin wants to use its industrial and artisanal background to perpetuate and diversify its productive roles in a new high quality urban fabric. The diversity of the programmes and the morphology of the fabric are considered an important factor of the town's resilience. How to adapt its urban fabric is the focus of the town council's discussions and its programme development can only succeed if it maintains its adaptability in the future.

For a number of years, the town has been developing an active urban transformation strategy in the territory, which aims in particular to develop innovative multi-function districts in part of the former industrial sites while endeavouring to maintain activities compatible with housing or the new urban uses for districts formerly dedicated to economic activity, like the Canal de l'Ourcq.

By participating in European, Pantin is expecting prospective projects which embody the productive town of the future. It therefore hopes that the European teams will draw up or conceive:

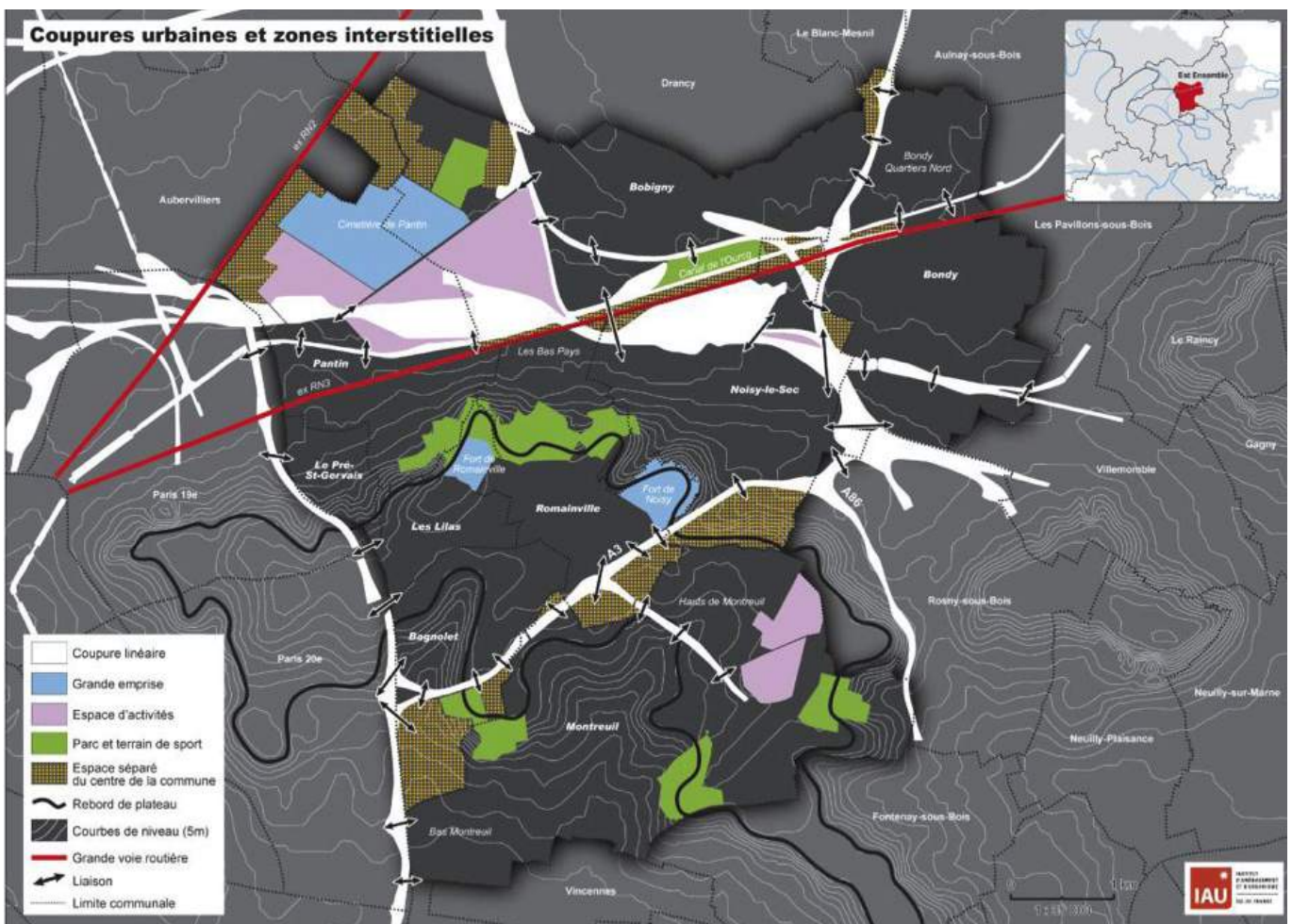
- A plan for the future productive town covering landscape, architecture and town planning
- A strategy compatible with the dynamics of on-going projects
- Built-up areas capable of adapting to several types of programme (diverse businesses, housing, offices) with details of how the programmes will be assembled, by for example adding, superposing, separating or even combining, etc.
- Spaces capable of adapting to the very dynamic nature of the activities (changing needs, property development, etc.) through reversible structures
- Innovative economic activity programmes that are compatible with the neighbouring residential uses, considering how to create synergies with the activities already in place in the districts
- Methods for sharing public space with all users: residents, workers and economic players.

As European is a contest of ideas, we do not expect fully functional answers, but rather innovative thoughts about the context and its issues. Therefore, the above list of requirements may be challenged and supplemented depending on the approaches put forward by the candidates.



Geography and Landscape on Est Ensemble: a hill marking the organisation of the area and the landscapes in Paris

Source Atlas Est Ensemble, IAU-IDF



The area around the Canal de l'Ourcq, where the land divisions and interstitial areas are easily visible

Source Atlas Est Ensemble IAU-IDF

GEOGRAPHY PLAYS A DECISIVE ROLE IN MAKING UP A PRODUCTIVE REGION

Pantin's urban development is largely determined by the presence of several major regional or national communication lines from Paris towards the East of France via the topographical threshold between the hill of Montmartre and the Belleville-Montreuil plateau.

Old maps show that in the 18th century vines were widely cultivated, as were trees and shrubs. The land in the region was at that time ideal for all kinds of cultivation and provided Paris and its suburbs with fruit and vegetables (the land was mainly distributed in strips, and these can still be seen in the districts of Les Sept-Arpens and Quatre Chemins). From the early 19th century to the 1930s, this area was transformed and fragmented by the construction of major infrastructure (canal de l'Ourcq, fort d'Aubervilliers, railway lines to the east), the Paris cemetery of Pantin-Bobigny and industrial areas and became a provider area serving Paris.

URBAN HISTORY: FROM VILLAGE CENTRE TO CONTEMPORARY TOWN ON THE EDGE OF PARIS

From the Middle Ages until the end of the 18th century, Pantin mainly developed around the current church. But when the Canal de l'Ourcq was built, between 1802 and 1813 (inaugurated in 1821), a long period of transport infrastructure construction began, spreading out from the capital. This created profound disruption in the town and completely changed its boundaries. This gradual transformation formed sectors that developed independently and sometimes in competition with each other. Very soon, the village centre was cut off to the south of the canal, and the village-style communication network was also cut off by the canal. The only crossing at that time was at what is now the Avenue du Général Leclerc. This was the starting point for a new urban development centre.

The construction of the fortified wall around Paris after 1841 enclosed several towns on the edge of the city Paris, including 60 hectares taken from Pantin. This wall was supplemented by the construction of a second defence

line comprising 16 forts. The Fort d'Aubervilliers (part of the suburb of Aubervilliers) took away 33.5 hectares from Pantin and makes an indentation to the north of the town, in a place called Les Courtilières.

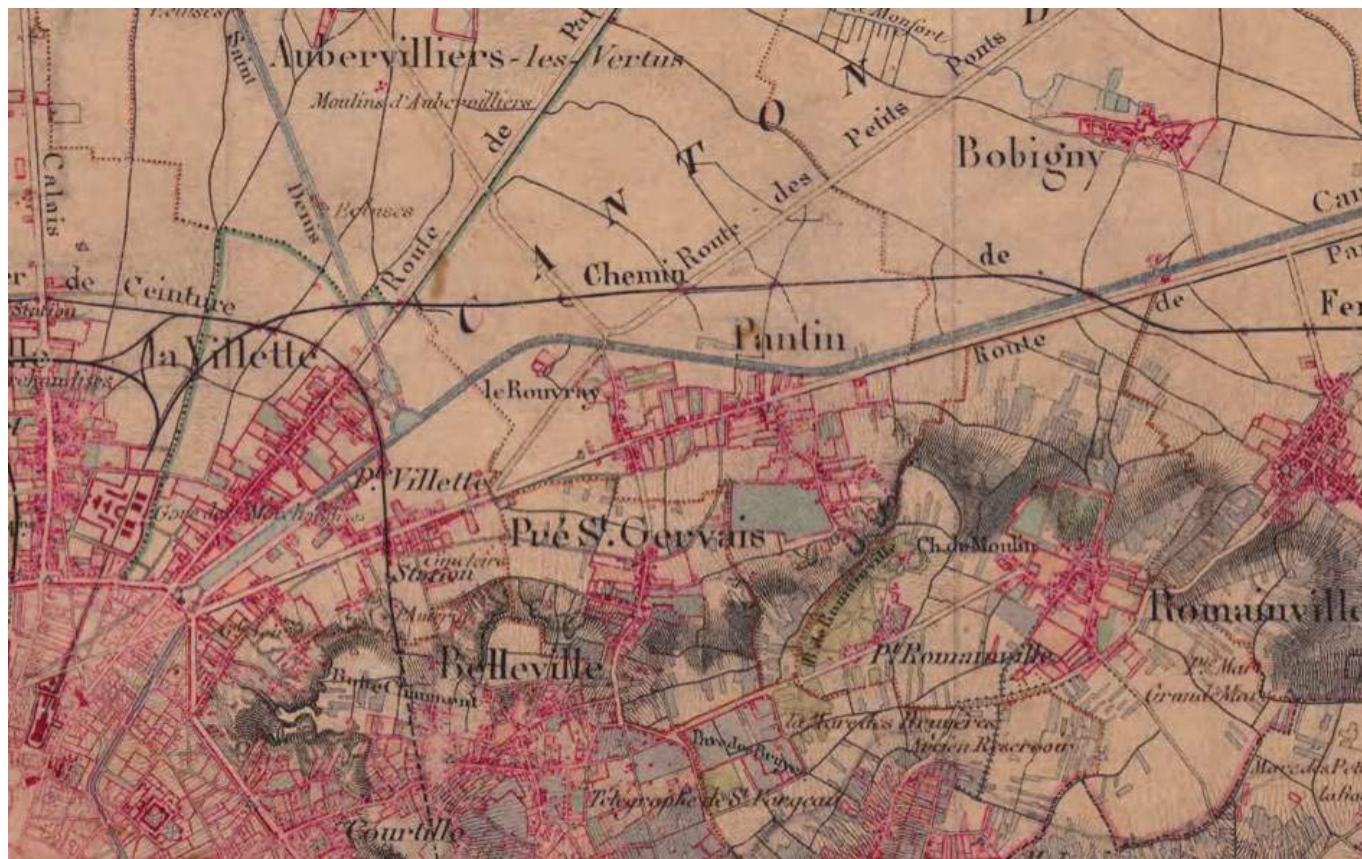
In the second half of the century, Paris's influence over the area increased with the arrival of the railway. In 1846, the Paris to Strasbourg line crossed Pantin north of the canal, following the same axis, but did not stop in the town. The station was not built until 1864.

Industrialised manufacturing processes and the increase in national transport infrastructure caused new areas to be urbanised: Les Quatre-Chemins on the northwest edge of the town and Les Sept-Arpens and Le Rouvray on the edge of Paris. These districts still retain a suburban identity in the narrow streets, old-fashioned buildings and the landscape.

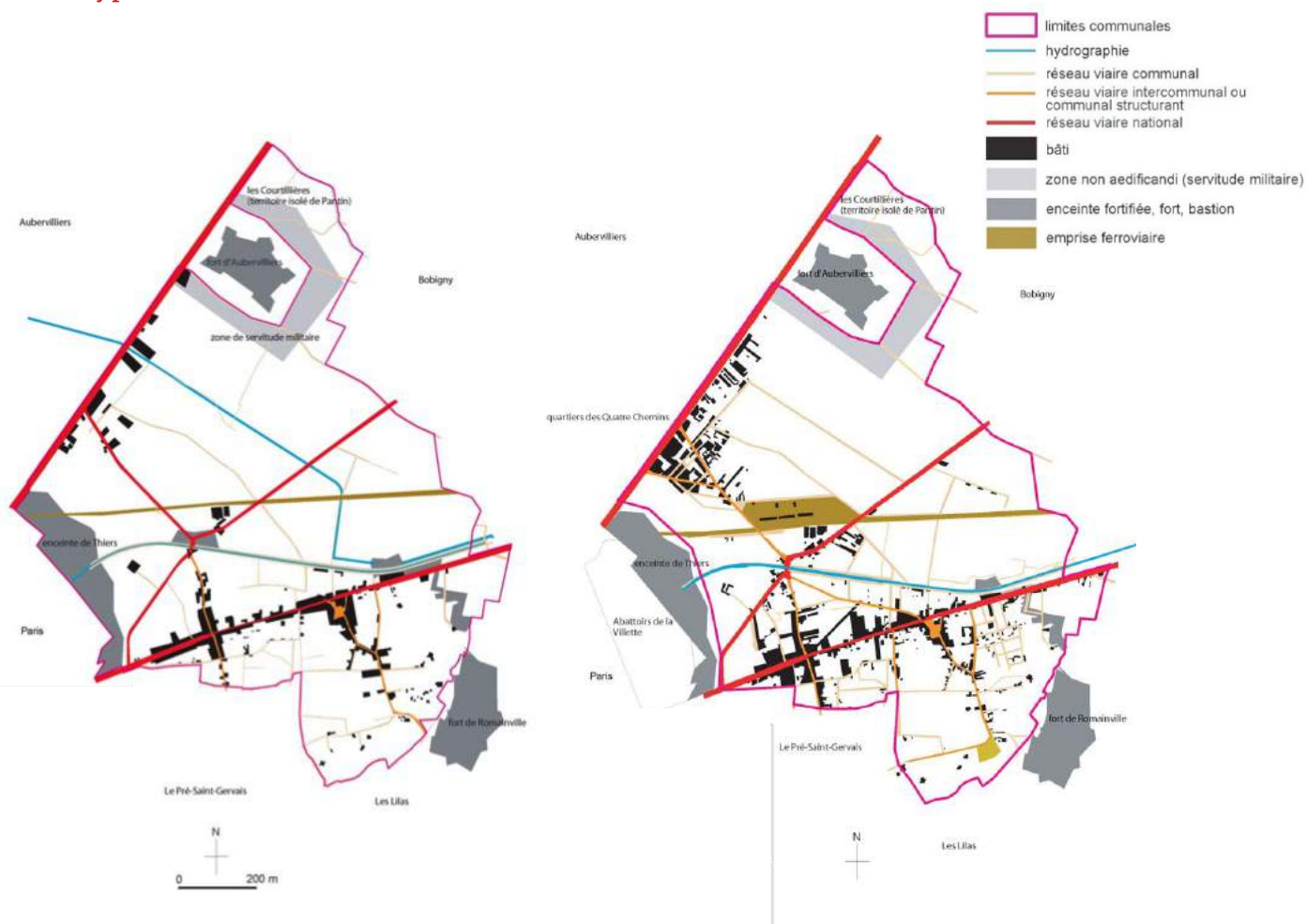
Initially, this development followed two radial axes along the RN2 and RN3 roads. The trunk road La Villette was home to activities related to the market there and to the abattoirs (the chemical industry treating organic residues, with Bourjois for example). In the close suburbs, and particularly in Pantin, industry finds the factory space needed at lower prices than in Paris. Industrial companies also find the infrastructure to meet their raw material transport requirements. With the first port in Pantin in 1861 and a goods station built in the 1870s came the constitution of a huge area used for storing and producing goods in the vicinity of Paris.

With this increasing industrialisation, the area, being divided up by the railway and the canal, developed in very different ways. Between 1860 and 1880 an industrial district developed at the crossroads of Les Quatre-Chemins, halfway between Pantin and Aubervilliers. To meet the growing needs, new plants and factories were built along what is now the N2 trunk road, together with speculative housing estates built to house workers mainly coming via the eastern rail network, from Alsace and Moselle, which at that time belonged to Germany. The RN2 developed at a more gradual and steady pace. Before the first industries, farm buildings and bourgeois or aristocrats' manor houses stretched from the village centre to Paris. Then, in the second half of the century, distilleries and crystal works took over the large plots of land along the road.

1	FR-PANTIN-C-M4
2	FR-PANTIN-C-M5



Military plan of 1866



Pantin territory around 1854

Sources : d'après l'Atlas du département de la Seine, Lefèvre 1854
(doc. Département de la Seine-Saint-Denis, Bureau du Patrimoine)

Pantin territory around 1877

Sources : dd'après l'Atlas du département de la Seine, Lefèvre, 1877
(doc. Département de la Seine-Saint-Denis, Bureau du Patrimoine).

In response to the growing population, the displacement of the urban extremities and the emergence of the Quatre-Chemins district, which was meant to be an independent village, Pantin decided to move its municipal institutions. A new town hall was built in 1889, halfway between the church and the Quatre-Chemins district. It is located in the middle of the industrial zone at a crossroads next to a bridge over the Canal de l'Ourcq and the railway, reflecting the will of the elected officials to balance the town's development. The construction of the new town hall coincided with move to develop the town: quality apartment buildings along the Rue Hoche and what was henceforth known as the "centre district". New roads also opened.

But moving the town hall had no particular incidence on the powerful dynamics at work. Pantin continues to suffer the consequences of the growth of Paris: Paris moved all the firms that needed space to Pantin: big industry, goods transport and rail maintenance infrastructure and the cemeteries. With the increase in population, Paris had to build cemeteries outside its walls, in spite of protests from the suburbs. The cemetery in Pantin, covering 99 hectares, is the largest of the Parisian cemeteries. Its construction in 1886 formed a huge urban barrier, in addition to that of the Fort d'Aubervilliers to the north of the town.

At the same time, the railway lines increased in size: the goods station, created in the 1870s, was enlarged, with the lines spreading northward, thus adding to the sense of isolation. The sorting station, built in the 1890s on land to the south of the railway line, gradually stretched over more than 80 hectares, right up to the Avenue du Général Leclerc.

These transformations also profoundly changed the land use. Industries quickly took over the land available next to the canal and especially the railway, like the Cartier-Bresson industrial zone between the cemetery and the railway, but also the polygon formed by the no-build zone of the Thiers Wall, Avenue du Général Leclerc, Avenue Edouard Vaillant and the Quatre-Chemins housing estate, and the area between the canal and the railway.

A new road network sprang up south of the Canal. This serves a combination of housing estates and businesses and also incorporates the village. These new roads followed the old land divisions, running north-south and east-west. Initially the development around this area south of the canal was situated either side of the Rue Hoche-Rue

du Pré-Saint-Gervais axis. The industrialisation south of the canal therefore took place in an already dense urban fabric.

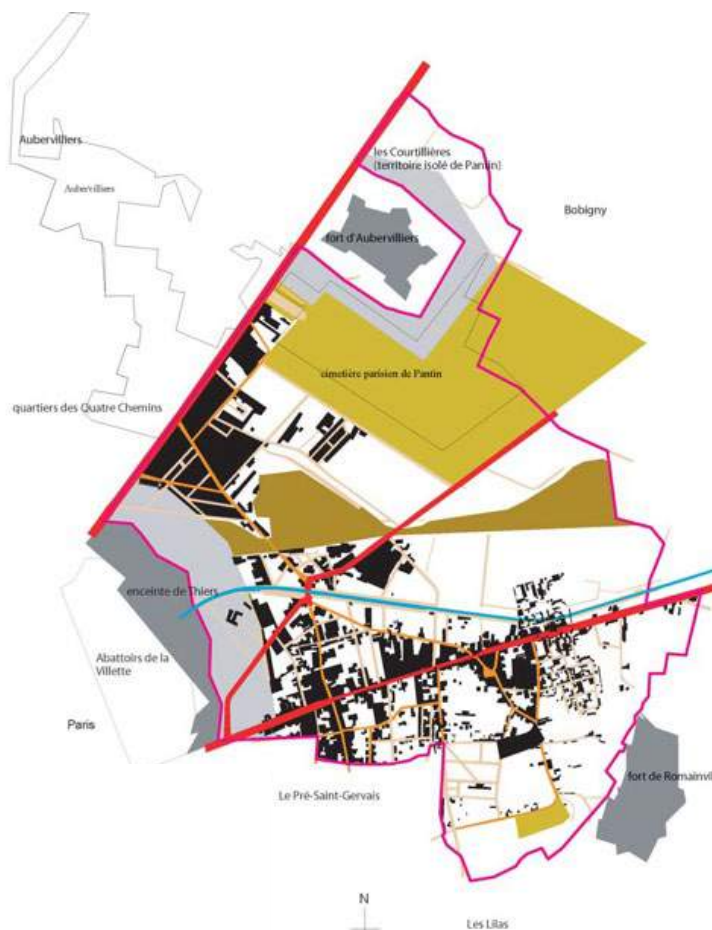
After the 1914-1918 war, the socialist town council elected in 1919 focused its action plans on fostering and balancing the development of the town by developing land that was still available: the «zone», corresponding to the 200m of no-build land in front of the old Thiers wall (the no-build classification was lifted in 1919), the plot of La Seigneurie, the hills of Romainville and the Petit-Pantin district to the east between the Fort de Romainville and the RN3, and finally, to the north, Les Courtilières beyond the Fort d'Aubervilliers and the Paris cemetery in Pantin.

The aftermath of the Second World War was a time of large-scale policies to build social housing, when the urban fabric of the run-down town centre was replaced and when the last remaining free spaces were developed. The architect Denis Honegger, a former partner of Auguste Perret, drew up a plan to reorganise the town centre. This plan was only partially completed, but the old village around the church disappeared, leaving a town development that did not follow the old land division and town planning. Le Petit Pantin became denser and the architect Émile Aillaud built the Courtilières district. This introduced an innovative urban form but it remained cut off from the rest of the town by the cemetery.

The deindustrialisation at work in the region to the northeast of Paris at the beginning of the 1960s resulted in further housing construction. Districts that combined suburbs and businesses, some of which were heavy industry, particularly near the Porte de Pantin, were torn down, giving rise to new housing areas. An example of this is plot 27 (800 apartments build by the Atelier d'Urbanisme et d'Architecture, 70% of which were social dwellings belonging to Pantin Habitat and Coopération et Famille), which was built up as a ZAC (see definitions at the end of this document) between 1974 and 1984 on land bordering with Paris.

Pantin nevertheless remains a productive town. Since the beginning of the century, the number of businesses in the town has constantly increased. Its closeness to Paris and the heavy transport networks (rail, river and motorway) are assets for the economic activities that continue to fashion the land.

1	FR-PANTIN-C-M6	
2	3	FR-PANTIN-C-M3a FR-PANTIN-C-M3b



Pantin territory around 1895-1900

d'après l'Atlas du département de la Seine
(doc. Département de la Seine-Saint-Denis, Bureau du Patrimoine).



Pantin territory around 1933

d'après l'Atlas du département de la Seine
(doc. Département de la Seine-Saint-Denis, Bureau du Patrimoine).



Pantin territory around 1972

d'après la carte du district de la région parisienne, ministère de l'Équipement
(doc. Département de la Seine-Saint-Denis, Bureau du Patrimoine)

- limites communales
- hydrographie
- réseau viaire communal
- réseau viaire intercommunal ou communal structurant
- réseau viaire national
- bâti
- zone non aedificandi (servitude militaire)
- enceinte fortifiée, fort, bastion
- emprise ferroviaire

Several major land use morphologies are evident:

- Small businesses that have spread regularly throughout the town's history, such as the Quatre-Chemins, Sept-Arpents and Méhul. These often occupy the ground floor, the rear of plots of land or even small buildings but remain close to dwellings and shops.
- Medium-sized businesses found in more specialised districts like the ZAE Cartier Bresson, the north bank of the Bassin de Pantin. These businesses occupy larger, single purpose plots but remain in the same urban framework.
- Larger businesses like the Citrail or Pantin Ourcq logistics hubs. These independent firms work in conjunction with the large communication routes (rail and/or road) and their plants impose themselves on the urban framework. They are large, often remarkable buildings, like the Citrail warehouse designed by the engineer Stéphane du Château in 1975.

SOCIO-ECONOMIC BACKGROUND: A RESTRAINED GENTRIFICATION

Like other working towns in the immediate vicinity of Paris, the city of Pantin has undergone an impressive deindustrialisation process since the mid 1960s. It lost nearly 3,100 jobs in industry between 1975 and 1982, mainly because of the closure of large industrial complexes that had formed the town's territory and characterised its socio-economic categories.

Yet the deindustrialisation of Pantin is specific to the town and its nature helps us to understand the sociological dynamics at work there:

- The town's deindustrialisation continued until only recently, up to the end of the 2000s and led to the closure, for example, of the Magasins Généraux in 2000 and the sale of the Grands Moulins de Pantin in 2001. These large complexes were taken over by big tertiary groups, confirming the renewed appeal of the town for companies since the beginning of the century, a process that has continued in recent years (40% more of small companies created in 10 years).

The deindustrialisation is not complete: the policies of a succession of town councils and continued by the current one, elected in 2001, have kept production companies in the town and prevented a complete takeover by tertiary

firms: new productive architectures are being considered in the town centre, some companies are expected to relocate to the town (UTB, Elis laundry), as well as some joint operations.

Pantin is also home to large iconic groups such as Hermès, Chanel and the Boiron laboratories as well as a highly specialised centre for arts and crafts and innovative eco-industries and the social and solidarity economy. The proportion of executive jobs and the professions is 26%, slightly up since 2008, while workers represent 20%, slightly down since 2008. Some 22% of Pantin residents work in the town but this is on the rise. They are mainly executives who represent one of the most common socio-professional categories in the new residents in the town. These are mainly families who leave Paris to settle in the new buildings along the Canal de l'Ourcq (particularly in the ZAC du Port) and in the surrounding area.

Although the banks of the Canal de l'Ourcq in particular have seen a certain gentrification in recent years, Pantin is still a working-class town. The Quatre-Chemins and Sept-Arpents districts, and Les Courtilières are listed as priority districts in the town's policy. They are home to fragile populations, in poor buildings. Nearly a third of the population of Pantin was living under the poverty line in 2014.

1	2	FR-PANTIN-C-M3c	FR-PANTIN-C-M3d
3		FR-PANTIN-C-M3e	



The “été du canal” festival in Pantin

Source www.tourisme93.com/ete-du-canal/pantin.html



Reconstruction into office building (BETC agency) of Magasins Généraux

Source : www.pavillon-arsenal.com © photo Hervé Abbadie



National Dance Center, Kalisz and Perrottet (arch.)

© photo Daniel Rousselot / Le Moniteur



National Dance Center, Kalisz and Perrottet (arch.) ©

Fonds Jacques Kalisz. Source : SIAF/Cité de l'architecture et du patrimoine/ Archives d'architecture du XXe siècle. 376

CULTURAL BACKGROUND

Pantin is home to numerous cultural amenities of importance in the town itself and in the surrounding area. It also enjoys neighbouring cultural activities which add to its own events. The Parc de la Villette cultural centre (Cité de la musique, Philharmonie de Paris, Cité des sciences et de l'Industrie) is easy to get to along the improved banks of the Canal de l'Ourcq, where cultural events also take place in summer during the Été du Canal festival.

In the Greater Paris region, Pantin is seen as a first rate cultural centre, which has enhanced its architectural, industrial and artisanal heritage through ambitious renovations with programmes set up by public or private initiatives.

Some examples of these are the installation in 2004 of the National Dance Centre in the old administrative centre of Pantin (designed in 1965 by architects Kalisz and Perrotet, its renovation by architects Antoinette Robain and Claire Guieysse won the silver Prix de l'Équerre in 2004), the renovation of the Dynamo de Banlieue Bleue in a former factory in the Quatre-Chemins district in 2006, which has become one of the best on the jazz scene, and the rehabilitation of an old boiler works by the contemporary art dealer Thaddaeus Ropac in 2012.

Another local amenity set up in an old brick factory along the Canal is the Théâtre du Fil de l'eau, which enjoys a good reputation in the greater Paris area.

Since 1987 Pantin has also had an arthouse cinema, Le Ciné 104. Every year it hosts the short film festival "Côté Courts", which is famous throughout France.

The renovated Magasins Généraux and the new headquarters of BNP Security Services in the Old Mills may not host any cultural programmes, (they house large private companies) but they contribute to enhancing the image of a lively, changing town and maintain its "New Brooklyn" image, which the media gladly spread. The presence of some unused land also incites the town and Est-Ensemble to solicit temporary occupations in some parts, and particularly in the Quatre-Chemins district, to host cultural programmes for example.

GOVERNANCE: THE “FABRIQUE DU GRAND PARIS”

In the greater Paris area, the Établissement Public Territorial d’Est Ensemble (grouping Bagnolet, Bobigny, Bondy, Le Pré Saint-Gervais, Les Lilas, Montreuil, Noisy-le-Sec, Pantin and Romainville) is noted for a specific background and role confirmed by the Territorial Development Contract (CDT) drawn up between the municipality and the French government. The aim of the CDT is to set in place a form of contract to design strategic territorial development projects for the Grand Paris.

The CDT between the government and Est-Ensemble concerns the plan for a “Fabrique du Grand Paris” referring to several aspects of the identity of the northeast Paris region:

- An industrial and working-class history
- A desire to maintain a variety of economic activities
- The region’s young population and its vocation to innovate

The region of the “Fabrique du Grand Paris” has drafted a development project covering three fields of work: an economic, innovative place for economy and innovation, a place for culture and knowledge, and a place for urban and environmental development.

The CDT aims at several qualitative targets:

- Promote the industries or activity sectors already present in the region that will bring innovation and create jobs
- Develop and adapt the types of education and training to the needs of the population, the companies present and the developing sectors in the greater Paris area
- Increase knowledge of the professions and the skills available in the region
- Encourage innovation at work
- Promote new responses in economic development and employment: shorter circuits, industrial ecology, and shared economy

- Improve residents’ access to public services

- Foster the geographic link between new jobs and new dwellings

Among the main issues defined by Est-Ensemble in this urban project for economic and commercial development it is important, in view of the specific matters concerning the site in the contest, to take particular note of the following points:

- Conserve the mixture of purposes. The existing fabric must be maintained while introducing actions and steps to foster the development of new spaces to house very small firms and artisans. The property pressure, particularly near Paris, must not oblige the productive economic fabric to migrate to areas further away

- Protect strategic activity sites: given the aim of keeping the diversity of the economic fabric and the targets to develop sectors of activity, the area must be able to maintain a wide variety of business property: warehouses, multi-purpose premises for SMEs and small industries, laboratories, and more. This type of property is plentiful in the business activity zones, of which there are many in the Est Ensemble region. These are also opportunities for developing new residential or business districts. This risk of restricting business areas must be controlled and organised. Zones of activity deemed strategic must be identified and protected (particularly logistics), with additional efforts to increase the quality and appeal;

- Foster the emergence of new economic models and new ways of working, shopping and consuming;

- Invest in urban innovation to adapt the buildings and the public space to new uses; bring out new places, at the intersection of traditional knowledge and skills, digital innovation and the ecological transition;

- Develop innovative architecture that will help to provide easier access to property for companies and support the emergence of new economic models;

- Support the business zones in their eco-friendly transition: densification of large plots, shared parking and delivery areas, urban logistics hubs, new modes of transport as an alternative to roads,

- Find responsible, attractive programmes for the targeted new tertiary polarities which will have to be tailored to the office space needs. Importance will also be placed on the search for a tertiary programme that is planned out over time and according to a system of priorities throughout the region, flexible yet realistic.

- Protect the “high street” ground-floor studios and shops.

1	FR-PANTIN-C-M7
2	FR-PANTIN-C-M8



Boundary of strategic site European (in red) in the Greater Paris metropolis (continous white contour) and in the Est Ensemble territory (dotted white contour)



Boundary of the strategic site

A DYNAMIC SITE THAT IS NEVERTHELESS FRAGMENTED, DESPITE CONSIDERABLE WORK UNDERWAY TO BRING THE TOWN TOGETHER

The strategic site is typical of what might be called the “Pantin urban paradox”: a town plan fed by the nearby transport infrastructure and its closeness to Paris but which also suffers the repercussions as its territory has become something of an archipelago.

This strategic site occupies an area of nearly 190 ha. It is bordered to the west by the Boulevards des Maréchaux in Paris, to the north by the RN2, to the east by the Pantin cemetery and Route Départementale 20.

The radial transport infrastructure linking Paris to the East of France – the railway and the Canal de l’Ourcq – divide it into a mosaic of districts with a variety of roles: businesses, warehouses, dwellings, industrial hotels and offices. The ring road still forms a physical and psychological barrier with Paris.

The districts of Quatre-Chemins and Mairie-Hoche, which have traditionally developed alongside the trunk roads (e.g. RN2 and RN3), comprise mainly multi-purpose buildings along the roads. To the northeast, the ZAE Cartier Bresson has a large number of small industries.

To the west, the Grands Moulins de Pantin form a landmark in the Pantin landscape, a symbol of the urban renovation along the Canal de l’Ourcq. With the commissioning of the 3b tram line in 2012 came the construction of the Ladoumègue sports centre, the RATP maintenance and storage site and student residences on the land between Rue Delphine Seyrig and the Paris ring road.

The two stations, Delphine Seyrig to the south, and Ella Fitzgerald to the north, brought new transport access to the Portes de Pantin. The tram footbridge is a new and often used crossing over the Canal between Boulevard des Maréchaux and the Pont de la Mairie. To the east of the bridge, two important automotive chains occupy a strategically placed property at the entrance to the town, right next to the canal, the ring road and public transport. The renovated link with Paris along the banks of the Canal is very frequently used by pedestrians and

cyclists (the European cycle route). This renovation is part of a proactive town council policy to integrate heavy industries located along the canal into the town. The urban integration and architectural work done in 2013 on the Lafarge concrete works along the ring road is another fine example of how to integrate a production site in the heart of the town.

These districts are currently being significantly transformed. The Quatre-Chemins district is being considerably renovated under an urban renovation plan (PRU). To the northeast, the town is currently considering redeveloping the Cartier Bresson business park. In the centre, the northern fringe of the railway will eventually give way to the plan to develop the ZAC eco-district of Gare de Pantin Quatre-Chemins (30ha, 18ha of which is railway property). To the south, the ZAC des Grands Moulins (3.7ha), the first part of which has just been delivered, will develop a multi-purpose programme: 28,000m² of dwellings, 3,000m² of shops, 65,000m² of businesses and redeveloped public areas. The sector of the Porte de l’Ourcq, occupied mainly by the two big chains Renault and Citroën, is also part of the municipality’s policy to develop a multi-function district opening on to the Canal while keeping the businesses active.

In response to the omnipresence of the transport networks and the resulting isolation of some districts, the town has initiated a plan to alter the road grid and, since the turn of the century, has been working on bringing the town’s various districts together.

A footbridge linking the RER station with the future eco-district is in the pipeline. A road linking the Rue du Chemin de Fer with the Rue Cartier Bresson through the eco-district is also being studied; part of the heavy goods traffic currently passing through the town centre could take this new road for a more peaceful atmosphere. This new diagonal could be extended by clean traffic crossing the cemetery and linking the ZAC with the Courtilières district, but these possibilities have not yet been approved.

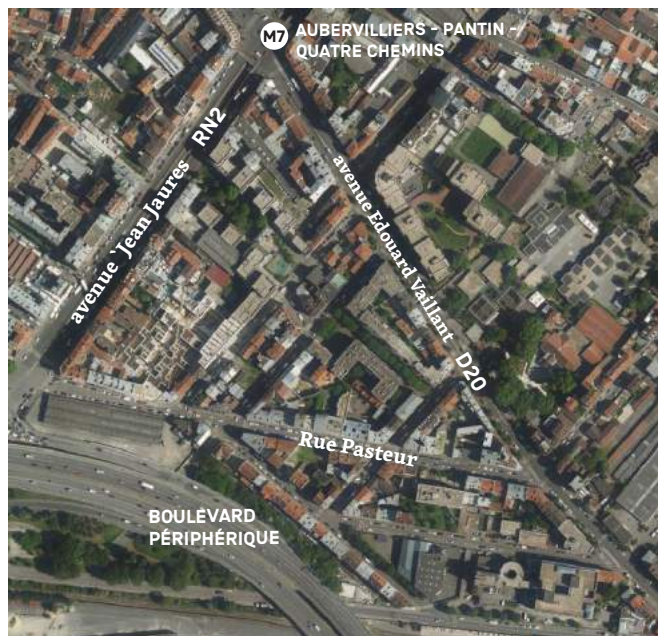
The planned pacification of the Avenue Jean Lolive with the development of the Tzen 3, the town’s new interest in the Canal à with the renovation of its banks and the continuation of large-scale projects like the ZAC du Port also contribute to this aim.

1

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2

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The faubourg des Quatre-Chemins Source : GeoPortail



Operation of the urban renovation, Pasteur road.



Les Courtillières and the Fort Aubervilliers Source : GeoPortail



Les Courtillières (architecte : Emile aillaud)



La ZAE Cartier Bresson Source : GeoPortail



Cartier-Bresson road, along the ZAC Gare de Pantin Quatre-Chemins, Eco-district

A STUDY SITE AT THE HEART OF THE PANTIN URBAN ISSUES

The historic divisions that cut up the town serve as a guide for the town council both to reduce the effects of urban disruption and to help structure the town into districts.

LES GRANDS QUATRE-CHEMINS

The Faubourg des Quatre-Chemins

Located on the border with Aubervilliers, this suburban district has a population of about 12,000. A large ten-year urban renovation programme was introduced in 2007 with the national agency for urban renewal. This programme aims to eliminate the insalubrious dwellings, create a new set of private and social dwellings, create public amenities and spaces and develop more artisanal businesses. It includes the demolition of 22 apartment blocks (271 dwellings) and the creation of about 1,000 dwellings by 2018, half of which will be social housing. Work on public spaces is also underway: extension and renovation of the Parc Diderot and creation of the Square Sainte-Marguerite, extension of the Rue Cartier Bresson, creation of an adjoining square of 600m², requalification and planting of Rue Lesieur and Rue Weber). Amenities will include a new elementary school due to open in 2018 and the public baths building, to be transformed into a public amenity in 2017. Pantin also opened an arts resource centre, Maison Revel, in 2006. This is now managed by the Établissement Public Territorial Est-Ensemble.

A second urban renewal phase (PRU2) for the district in 2018-2025 is currently being drawn up with the town of Aubervilliers.

Les Courtilières:

This district, cut off from the rest of the town by the Paris cemetery and the Fort d'Aubervilliers, is mostly social housing (2,000 dwellings). An urban renovation plan drawn up in 2006 is being finalised (the final amendment signed on 30 August 2016). This led to the renovation of the Serpentin and greater security and redevelopment of the green spaces that are now opened up. The sector will see new developments in line with the development of the Fort d'Aubervilliers eco-district, the arrival of a Metro station for line 15 and the transformation of the old ASPP site.

La ZAE Cartier Bresson

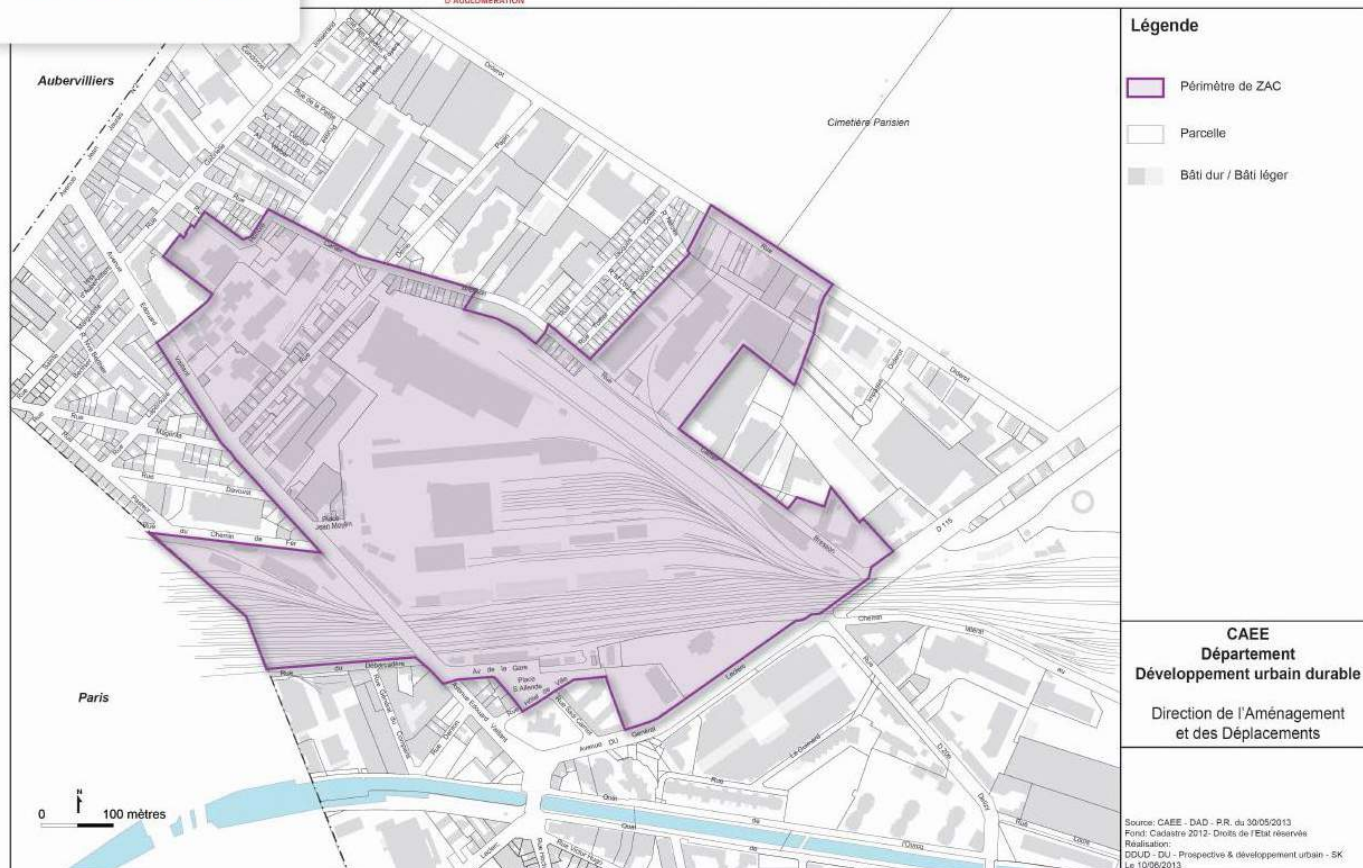
The district known as Cartier Bresson is a result of the industrial extension of the Quatre-Chemins district in the early 20th century on free land to the south of the Paris cemetery. In the north of the district is the first example of social housing built in Pantin (Cité des Foyers). Today stretching over 20ha, the Cartier Bresson economic zone (ZAE) is home to 150 companies and has created 1,500 jobs in the town centre. Part of the ZAE is classified as a ZFU. The municipality recently began several projects to improve notably the quality of public spaces in the area (improvements to traffic and signposts) and to host new activities geared towards the green economy. Company mobility creates opportunities to amend and improve the economic fabric.

A "Cité de l'Eco-habiter" is due to open in 2020. This will house start-ups in an old industrial market building (Halle Papin in the Rue Denis Papin). This Cité de l'Ecohabiter will give young companies access to moderately priced workshops and artisanal premises thereby helping them to settle in the area. It will include a business incubator of 2,200m², a business hotel of 2,000m², a co-working space and a resource centre dedicated to the sector of eco-living and sustainable artisanal business.

The ZAC Gare de Pantin Quatre-Chemins, Eco-district

Created in 2013 and under the contracting authority of the Établissement Public Territorial Est-Ensemble, the ZAC Gare de Pantin Quatre-Chemins eco-district occupies 30ha of former railway property to the north of the Paris-Est network. The site is currently occupied by several warehouses of varying sizes that are due to be demolished. Changes to this site are a strategic part of the transformation of the Pantin territory and this operation is being led in partnership with the government, the Ile de France Region, the Department of Seine Saint Denis, SNCF and EPFif. Pantin has a number of goals for 2025:

- Create a district serving as an example of sustainability, extend the business centre and jobs in Les Grands Moulins by building offices, business premises and local shops,
- Build new housing (including 1/3 social housing), transform the station into a multimodal hub,
- Provide new key public amenities: a middle school and a gym plus green spaces (2018-2025) including a large 2.5ha park.



Boundary of the ZAC Gare - Quatre Chemins, Eco-district.

Source : Est Ensemble



CCU CCR/CSS PANTIN Railway Signalling Centre for the RER E and Paris Est area. @ SCAPE

The control centre for the EOLE line and the eastern rail network, CCU-CCR, has also been part of a project management contest won by the French and Italian architecture agency SCAPE. Studies are underway and the project will be completed by 2020. This building will be located immediately north of the rail network at the end of a new footbridge.

In 2012 TGTFP (winner of PAN XI in 1979) won an urban development contract after a contest. At the end of this contract, TGTFP drew up the guide to the ZAC on the central sector (railway property). The invariants for this project drawn up after public consultation are:

- Include this district in the sustainability targets combining multi-function programmes and environmental influence
- Create a park of 2.5ha
- Link the future district to the Quatre-Chemins
- Open the district on to the town
- Link the station by an urban footbridge
- Promote the quay commemorating the deportations in the Second World War

At present the project comprises 3 phases:

- Phase 1: develop the location of the future secondary school in the Rue Cartier Bresson (1.2ha) and the EPFif land in the Avenue Édouard Vaillant (1.84ha). Delivery by CCU-CCR
- Phase 2: develop the SNCF land along the Avenue Édouard Vaillant (2.66ha) and behind the station
- Phase 3: develop the remaining land (SERNAM property, rest of the site) (8.99ha)

Property in the ZAC is mainly owned by SNCF and SNCF-Réseau. The EPFif owns 1.71ha to the northwest, and Pantin owns a few plots in the Rue Denis Papin.

MAIRIE-HOCHE DISTRICT

Les Grands Moulins de Pantin

The Grands Moulins and the Elis laundry company buildings (now demolished) formed an attractive architectural ensemble grouping industrial plants and dwellings in one single site. It was the only known example in Paris of workers' accommodation that incorporated to such an

extent all the functions relating to the life of a company: industrial activities on the ground floor and first floor, and workmen's homes on the upper floors. When the flourmill closed down in 2003, the Grands Moulins were bought by the bank BNP and renovated by the architects Reichen and Robert. The subsidiary BNP Paribas Security Services was installed there in 2009, with 3,200 employees. In a ZAC transferred to the SEMIP, considerable work on requalifying public spaces, building dwellings (370 dwellings, 1/3 of which is social housing) and shops (3,000m²) is currently being done. The programme also includes the extension of BNP. It is due to be completed in 2020.

The Canal de l'Ourcq

With the eastern railway network, the Canal de l'Ourcq is part of the infrastructure that fashions the urban landscape northeast of Paris. It was built by Napoleon I to bring drinking water to Paris and allow for the transport of raw materials to the Port of la Villette. It was widened in 1892 and the port of Pantin was built in 1929. The two buildings of the Paris Chamber of Commerce and Industry built in 1924, were recently renovated by the Frédéric Jung agency to house the advertising agency BETC and its 900 employees. The south banks of the Bassin de Pantin are currently under construction and will eventually house dwellings and shops in the ZAC du Port project.

The Canal belongs to the City of Paris, and was for a long time considered as merely for industrial purposes. Its status as Domaine Public Fluvial (public river) made it very difficult for the city to influence this potentially very rich area. However, a new examination of its territory since the beginning of the century has made it a powerful vector for transforming the region to the northeast of Paris. Recently, a "collective commitment to sustainable and innovative development of the land around the Canal de l'Ourcq" was signed by the Mayor of Paris, the President of the Seine-Saint-Denis department and the President of Est Ensemble. One of its aims was to make the canal one of the major landmarks in the city's landscape, to develop its role as an eco-friendly corridor, to turn it into a place for innovative experiments linking urban functions and biodiversity, to make it an experimental site for reversible uses and therefore developments, to increase the accessibility of the canal from the neighbouring land, to connect it more closely to the public spaces of the villages it flows through, to make it easier to cross, to make the economic and leisure uses work together by profiting from the different frequencies of use and create a system for the benefit of the residents.

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Les Grand Moulins de Pantin and canal Ourcq



Les Grand Moulins of Pantin and canal Ourcq



La Porte of Ourcq



Porte of Ourcq : Delphine Seyrig station, tram line T3b



The City Hall district



Avenue of Général Leclerc and industrial hotel

By making the most of the quality of its landscape and scenery and by working together with the various stakeholders, including the City of Paris and the companies located on its banks, Pantin has gradually made more use of the Canal. Delivered in June 2016, the Equiom (formerly Holcim) concrete works at the easternmost end of the Bassin de Pantin is proof of this policy: activities maintained and integrated into the new uses which the Canal supports.

The Porte de l'Ourcq

The site of the Porte de l'Ourcq is one of the last adaptable tenements along the Canal de l'Ourcq in Pantin. This project site is described in part 5 of this document. In 2015 this area was studied by the agency LA FABRIQUE URBAINE and discussions were held with the car manufacturers located there.

Hôtel de ville district

Located between the railway and the Canal, the area around the Town Hall includes the former Town Hall, the Town Council Centre, a few apartment blocks and a large industrial hotel designed in 1989 by the architect Chemetov. Recently, the Cité régionale de l'environnement, a school and a pedestrian link with the canal banks were constructed in the ZAC de l'Hôtel de Ville project, completed in December 2016. Today, the district still suffers from heavy road traffic at the intersection of two major roads and the functionality of the road traffic areas.

Hoche-Centre-ville

This district, the "historic heart" of Pantin, has a dense continuous urban fabric with a number of different functions: dwellings, shops, offices and public amenities. In 2003, the town council introduced an urban requalification policy to maintain and develop activity, improve the living conditions and eliminate the insalubrious dwellings in the ZAC Centre-Ville project created in 2003 and granted to SEMIP. New dwellings and a new public park, the Mail Montgolfier, were completed. The Place Olympe de Gouges completed in 2014 has hosted

since autumn 2014 the street market which formerly took place on the Avenue Jean Lolive. It is opposite the extended Hermès workshops which now cover 28,000m² in the town centre. Completed in 2013 by RDAI Architecture, the building was awarded the silver Prix de l'Équerre in 2014. The town council currently has a policy to revive the local shops in the apartment blocks along the Avenue Hoche. Land acquisitions enabling the completion of the ZAC programme with the construction of lot A (106 dwellings, 780m² of shops on the ground floor) will end in 2017. Eventually, the ZAC Centre-Ville programme will lead to the construction dwellings with a gross floor area of 30,000m² (390 dwellings), 2,150m² of shops contributing to the revitalisation of the Rue Hoche, the requalification and creation of new public spaces and the Hermès extension.

Les Sept-Arpens and the RN3

Like the Quatre-Chemins district, this district bordering Paris and Le Pré-Saint-Gervais, is a suburban area, and is characterised mainly by investment properties built in the early 20th century which have deteriorated over the years because of the lack of investment by their successive owners. Several addresses have received considerable interventions paid for by the town or by Est Ensemble, in an effort to eliminate the insalubrious apartments. The requalification of the former RN3 by 2020 and the development of the BHNS Tzen 3 linking Paris to Pavillons-sous-Bois will reduce the effect of being urban isolation caused by this busy road, bringing the Sept-Arpens district psychologically closer to Mairie-Hoche.

Buildings for particular activities

Pantin has several multi-office buildings which offer numerous advantages: property savings, groups of companies in "economic condensers", and the possibility of residential buildings in the same places. The strategic has several of these:

- The business building in the Rue du Chemin de Fer (with an advertisement on its roof for the "Forum du bâtiment") which houses high added value companies: artisans, artists, small companies, and associations.



Hoche city center axis



The place Olympe of Gouges and Hermes studio © Clément Guillaume



The Sept-Arpents and the RN3



Development project of BHNS Tzen3 on the RN3 Source : www.tzen3.com



Le Forum building on the Chemin de Fer road

Europain 14 - PANTIN, MÉTROPOLE DU GRAND PARIS



Industrial hotel of Ourcq (arch. Paul Chemetov and Borja Huidobro)

- The Pantin-Ourcq office building near the Town Hall built by the architects Paul Chemetov Paul and Borja Huidobro, designed to receive any kind of business. The ground floor is reserved for heavy industries, the first floor for lighter industries and the top floor for research industries and offices. It has ramps allowing vans to circulate between the levels. With its very introverted design, this office block forms an urban isolate and its joint ownership system causes some management problems.

Pantin's urban development project therefore today is based largely on these land transformations and the renovation of particularly damaged sections, for a high quality urban policy that is well managed and that preserves the principle balance of the territory.

The aforementioned large-scale public operations and interventions, supplemented by support from private initiatives, will account for the construction of over 2,000 dwellings, a range of new or renovated premises for offices, shops, businesses and services and major public amenities by 2020.

The operations are at different stages of progress:

- Two ZACs are being closed: Hôtel de Ville and Villette Quatre-Chemins
- Two PRU 1 are nearly completed: Courtilières and Quatre-Chemins
- Several large-scale operations are currently at the operational stage: ZAC Grands Moulins, ZAC Centre-Ville, ZAC du Port (by the Est Ensemble), the Méhul operational sector
- A ZAC created in 2013, the Gare eco-district, under the contracting authority of Est Ensemble, in the pre-operational study stage and for which property negotiations are underway with the principal owners
- Two new inter-communal PRU were approved in 2016: Grands Quatre-Chemins and Sept-Arpents Stalingrad, the latter incorporating the major project to take over plot 27.
- Areas outside the ZAC whose development is at the study phase: Porte de l'Ourcq, the north bank of the Bassin de Pantin, the Raymond Queneau district, in line with the challenges from Est Ensemble concerning the Plaine de l'Ourcq.

Pantin is thus continuing to develop its territory in major development or urban renovation operations.

With a land ownership traditionally geared towards business and industry, Pantin has considerable potential for change within the Île-de-France region, linked to economic and industrial changes, at a time when land has recovered its full value in the heart of the Ile-de-France conurbation.



ELEMENTS FOR THE CANDIDATES TO CONSIDER ON THE STRATEGIC SITE

The main elements for candidates to take into account are:

- The policy, programming and the timelines of the many projects currently led by the Town and its partners
- The composite urban fabric, a blend of varied programmes at different scales and sometimes conflicting
- The quality of the architecture and heritage
- The quality of the landscape (large open views, due to the presence of the productive infrastructure (the railway network, the canal) du site;
- The presence of transport infrastructure engendering considerable urban isolation
- Pollution generated by the infrastructure (noise, air, etc.)
- The topography of the bridges, particularly those crossing the railway lines
- The technical and financial difficulty of creating new bridges other than the one already planned by the Town by the station
- The rich variety of businesses present or planned in Pantin and the possible synergies

REQUIREMENTS FOR THE STRATEGIC SITE

Pantin does not expect proposals for specific projects on the strategic site. But candidates are expected to use the dynamics at work in the extended territory of the town to reflect on the overall project, guided by the following questions:

- Imagine the public spaces of the productive town. This means exploring how the different users can live together in the urban environment, from pedestrian to heavy goods vehicle. Should the uses be separated? In space or in time? Should one area be shared by many passages? What is public space in a productive town?
- Imagine the conditions for a better connection between the north and south banks of the railway network. Improve the relations of urban porosity and mobility between the districts to the north and south of the railway lines. How to facilitate circulation routes without building another bridge in addition to the one planned to the north of the station? How to promote circulation routes from one side to the other? Should the Édouard Vaillant bridge be requalified? How to address the bridge's topography, which pushes back the banks of the town?
- Imagine the conditions for better integration of the railway area. Create a reverse impression of the railway area. This means thinking of the railway space as an essential element in the makeup of the urban area. How to take into consideration the disruptions it can cause (noise, vibrations, disruption of the town's grid system, etc.). How to reduce its "frontier" effect and the socio-spatial implications that it can cause. How to integrate the railway network to make it a quality space that is pleasant to be around. Candidates are invited to formulate a prospective vision of this type of space.
- Imagine new types of architecture and reflect on ways of using space within the urban landscape, fashioned by contrasting scales and the large transport infrastructure that stands out.

The proposals made by the candidates are expected to provide answers to these questions on the project site.

DETAILED DESCRIPTION OF THE PROJECT SITE

The project site covers a surface of about 10 ha, and comprises two parts linked by the D20 and D115 roads which cross the railway lines and the canal.

• To the north, it occupies a strip along the railway on either side of the Édouard Vaillant bridge.

To the east of the bridge, the project site is concomitant with the guide plan drawn up by TGTFP. This area is currently occupied by warehouses on a level with the railway lines. These warehouses will eventually disappear, replaced by four new blocks on the programme. The first block (called plot 1A) will cover 6,200m² for a floor area for shops and offices of 19,183m², a second block (plot 1B) will cover 1,600m² for an identical floor area, a third block of 4,772m² will house the CCU CCR, the control centre for the eastern rail network, and finally a fourth block (plot 17) will occupy 6,686m² for a floor area of 21,395m² for offices and businesses (eventually to be extended). The plan calls for the creation of a footbridge linking the RER station and arriving southwest of plot 1B. TGTFP has been informed that Europan is putting this strip of property up for competition. West of the bridge, the site runs along the Rue du Chemin de Fer on land currently occupied by partially empty warehouses after the departure of the company Point P. It is opposite an interesting office building occupied in particular by the Forum du Bâtiment. Although located in the ZAC Eco-district, this land was not concerned by the contest guide-plan.

• To the south, the project site follows land occupied by two car manufacturers and one restaurant (whose land is owned by EPFif)

This sector, called La Porte de l'Ourcq, is one of the last land opportunities of this size on the Pantin territory. A new district will be created at the entrance to the town, and (depending on the proposals examined by the candidates), all or part of the traditional building types will be kept. Candidates must therefore provide innovative solutions to integrate economic activities into the urban project, so that it does not compromise the definition of an urban project that meets the development goals pursued by the town in this area.

Renault, the Town of Pantin, the Établissement Public Territorial Est-Ensemble and EPfif have been working together on modifying the area of the Porte de l'Ourcq since 2009. This shared commitment led to the signature of a letter of intention in 2014.

The development policies led by the current occupiers, Renault and Citroën, differ in terms of timeline, operational set-up and architectural strategy, among others.

Although the sites are close, they do not concern the same urban issues:

The Renault

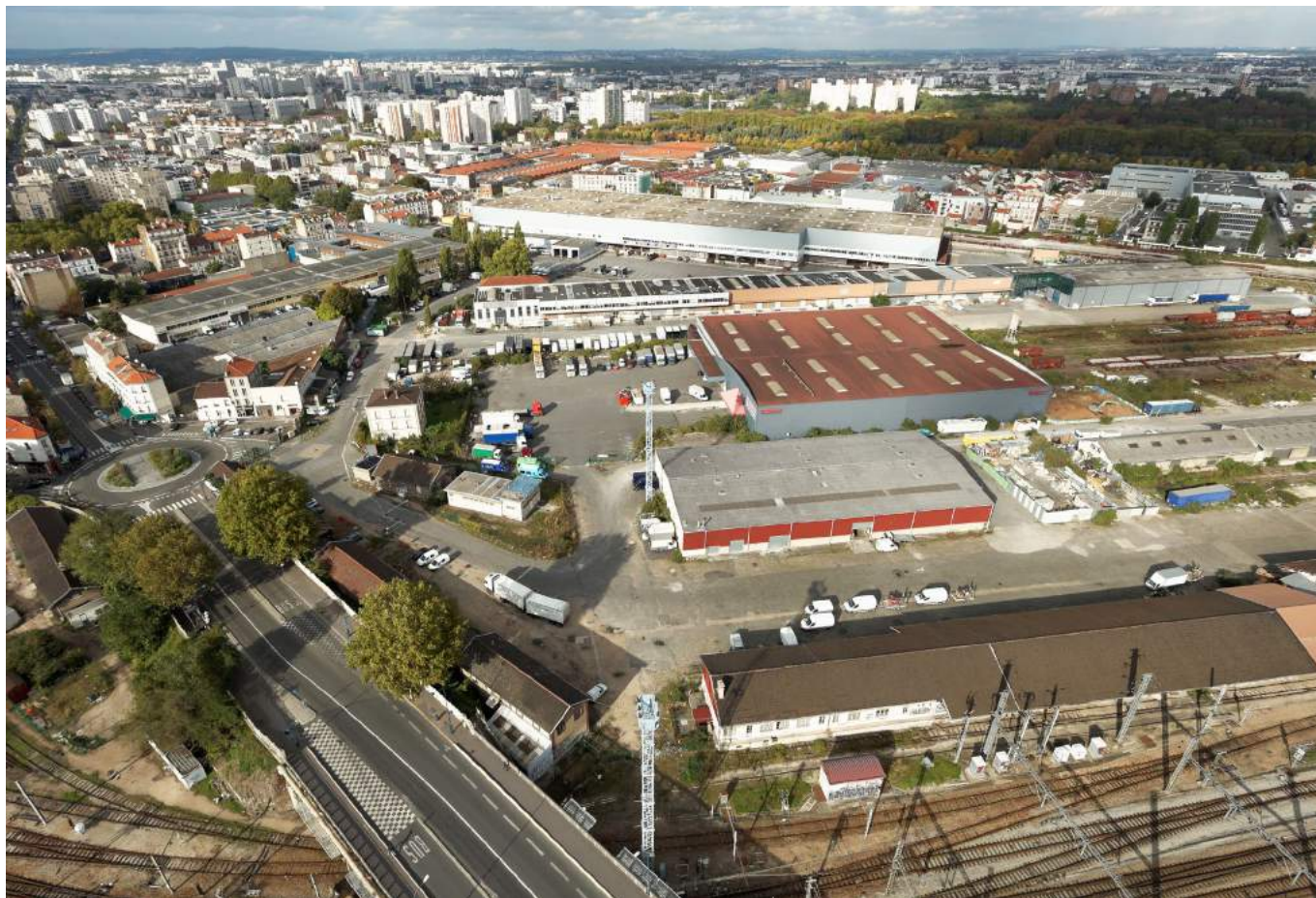
The Renault site is close to the Plaine de l'Ourcq policy. It enjoys a prime location at the intersection of the banks of the canal (giving easy access to Paris and the Parc de la Villette in less than 5 minutes), with the Rue Delphine Seyrig recently developed as a walkway, and the Avenue du Général Leclerc, and is right next to the tramway. It is opposite the ZAC des Grands Moulins (a combination of apartments and offices with the installation of BNP), accessible via the new bridge over the tramlines. In the past few years the plant has expanded into the sale of new vehicles, but especially of second-hand vehicles (generating vast expanses of outdoor car parks) and a vehicle repair business with storage of spare parts. The eastern part of the plot is occupied by a three-storey building and the west is reserved for parking and showcasing second-hand vehicles n. The site covers almost 20,000m² and employs about 130 people (in 2013). Today, Renault intends to restructure its activity in desire for compactness and better urban integration to profit from the recent urban developments, while preserving this strategic site for the group.

They are at present examining two scenarios:

1. Maintaining a “principle site”, functioning along the same lines and the same types of services as at present: 7,500m² of buildings on one or two levels and 12,200m² of outside surface

2 Transforming the current site into a “relay site” with 3,500m² of buildings surface on one or two levels and 6,300m² of outside surface for sales.

1	FR-PANTIN-PS-AP12
2	FR-PANTIN-PS-M1



Aerial view of ZAC gare eco-district



Aerial view of Porte de l'Ourcq and Renault branch

Pantin and its partners prefer this second option. However, candidates are expected to discuss both possibilities proposed by Renault and propose innovative solutions enabling the firm to operate in a quality renovated urban environment without compromising this environment (Compact models, limited/integrated outdoor spaces in particular, and management of accesses and circulation).

The Citroën

The Citroën site is a pivotal location between the newly developed Canal de l'Ourcq and the town centre. Bordered by small roads and low buildings (suburban apartment blocks and individual houses), it is slightly back from the Canal directly opposite the last lot of dwellings to be built in the ZAC Hôtel de Ville project. It is next to the building known as La Rizzerie, recently purchased by Hermès which is currently the subject of a possible project.

So far, Citroën has not confirmed its commitment to reflect on the future of its branch here. But its activity is certain either to change on this site or to be relocated.

ELEMENTS FOR CONSIDERATION ON THE PROJECT SITE

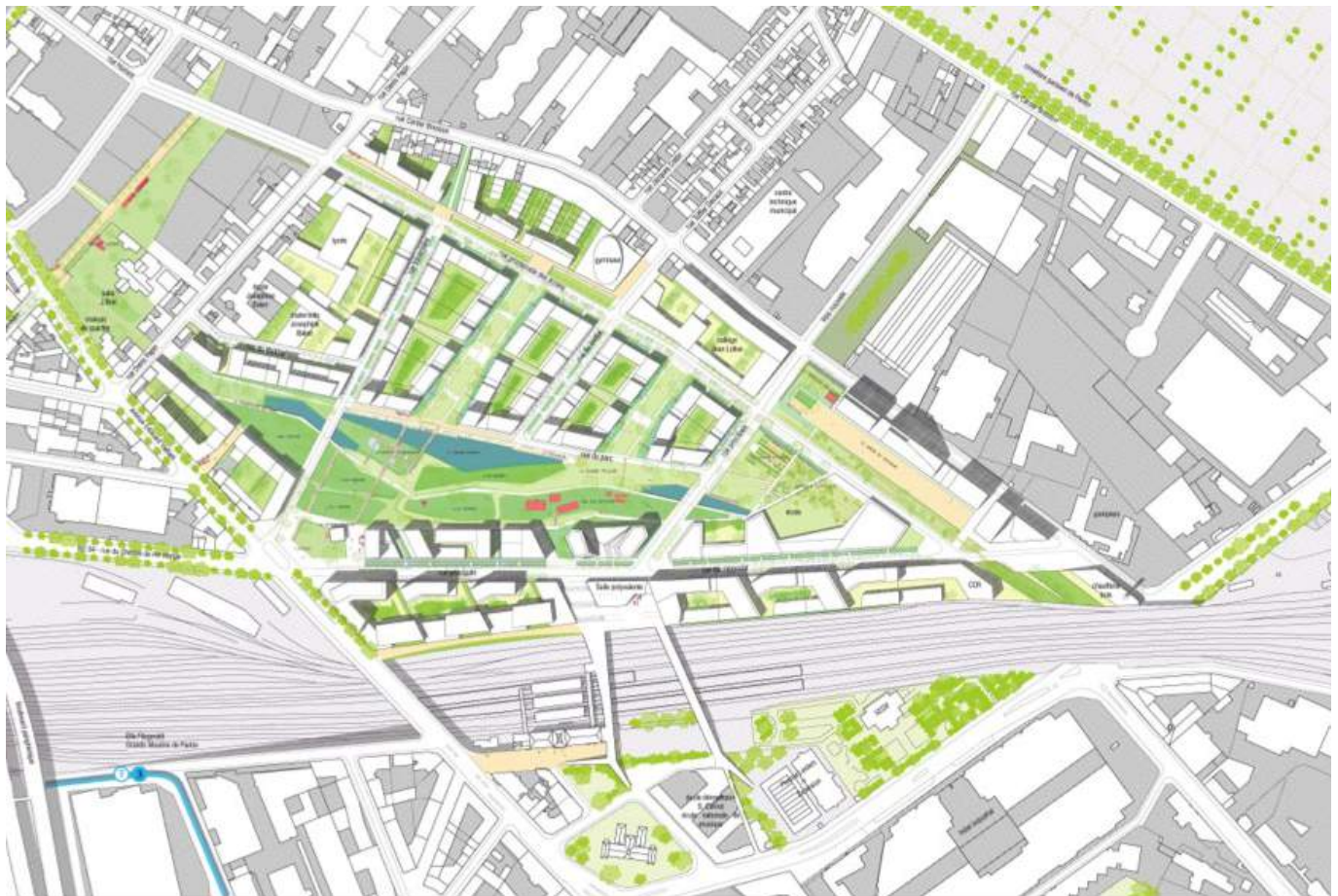
To the north:

- Under the contest guide plan defined by the agency TGTFP in 2012 - candidates are invited to build up their proposal based on the guide drawn up by the architects and communicated by the Town and TGTFP
- The CCR-CCU project developed by the SNCF
- A space available on the Rue du Chemin de Fer to develop a combined project with rail and road logistics, and high-street style shops on the ground floor.
- A topography differentiating the station-side bank and the ZAC Eco-district bank;

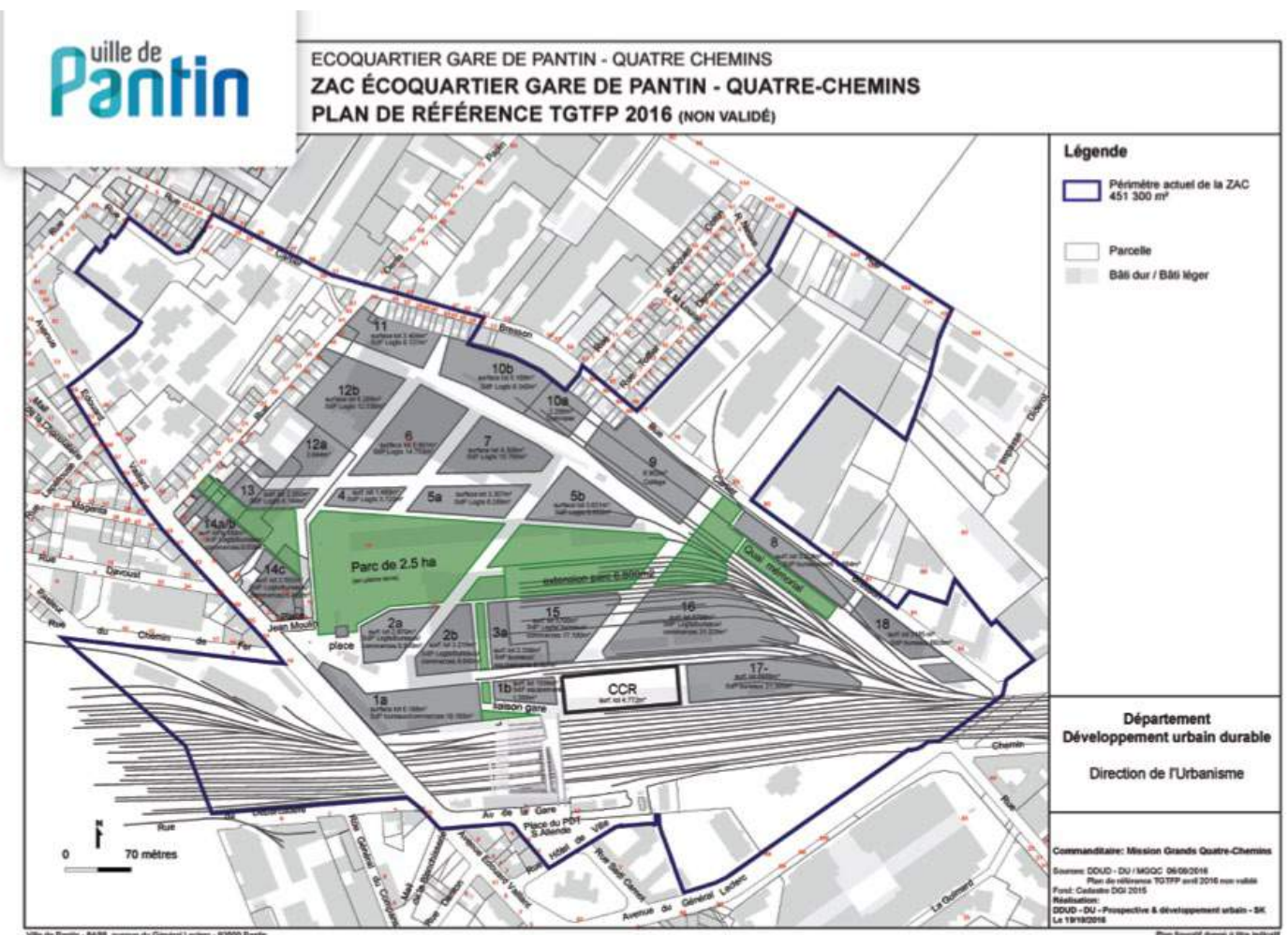
To the south:

- Maintain working operations for Renault via a mirror initiative that will adapt to both types of scenario proposed by the group
- The Town's desire to develop combination programmes grouping businesses, shops, a hotel and dwellings, while taking into account the programmes of neighbouring operations
- The interface with the ZAC Centre-Ville
- The link with the Canal de l'Ourcq
- The position at the entrance to the town of the Renault / restaurant Campanile plot
- The plan to alter la Rizzerie
- The uncertainty concerning Citroën, which could remain, be altered like Renault or change in the medium to long term
- A new road grid to be created on the two buildings occupied by Renault and Citroën, with circulation routes to be adapted to a wide variety of users

1	FR-PANTIN-PS-AP10
2	FR-PANTIN-PS-AP3



ZAC Gare- Quatre-Chemins Eco-district: Ongoing master plan study of TGTFP agency (not validated)



ZAC Gare- Quatre-Chemins Eco-district: Reference plan of ongoing study of implementation by TGTFP agency (not validated)

EXPECTATIONS ON THE PROJECT SITE

On the project site, innovative economic activity programmes are expected, compatible with the neighbouring residential uses, with the synergies to be created with the activities already settled in the district (artisanal centre, ZAE Cartier Bresson, automobile groups), and also based on the eco-industries that are developing around the Cité de l'Ecohabiter. This means designing the most appropriate urban and architectural styles to house them, incorporating the principles of adaptability and reversibility. Candidates are invited to develop answers to the different issues raised by the theme:

- Issues of adaptability and reversibility: adaptability to the changing programmes by designing buildings that can be upgraded and capable (specific requirements pertaining to the construction patterns, ceiling heights, materials, whether the spaces can be dismantled or transformed, etc.), reversibility by considering the plots as a tool for urban changeability.

- Issues of access to property for companies: provide a variety of economic spaces that provide companies with spaces that will adapt to their development.

- Issues of combining productive spaces with living spaces. How to enable often mutually exclusive functions to coexist. Which businesses for a productive town? Which businesses to maintain a variety of worker qualification levels? This means imagining innovative combinations of spaces at different scales: what time and space scales for the combined functions? Scale of the district? Scale of the plot? Architectural scale? Time scale?

- Issues concerning the public space. How to combine productive and commercial spaces with the ground floors of urban apartment blocks. How to deal with the Édouard Vaillant Bridge and address the future programmes? What road network for the Porte de l'Ourcq district?

More precisely, different urban environments call for different expectations and the issues encountered on the project site:

To the southeast of the ZAC Gare de Pantin Quatre-Chemins eco-district:

- Architectural development of multi-function plots that can house offices, shops, businesses and dwellings that can be modified. Pantin expects an overall reflection that will identify the project strategies to implement to assist the site's transformation. What urban and architectural form(s) should be imagined to reconcile in one single space functions that hitherto were separated on its territory?

- Development of public spaces in articulation with these plots, CCR-CCU, Pont Édouard Vaillant and Rue du Chemin de Fer.

To the southwest of the ZAC Gare de Pantin Quatre-Chemins eco-district: design of one or more buildings grouping businesses, logistics functions taking advantage of the railway and the closeness to the Paris ring road. Architecture must also be designed offering a high level of changeability that can meet the needs of a variety of businesses (programme and surface), companies' access to property but also to develop quality ground floor shop space in relation with a newly renovated Rue du Chemin de Fer.

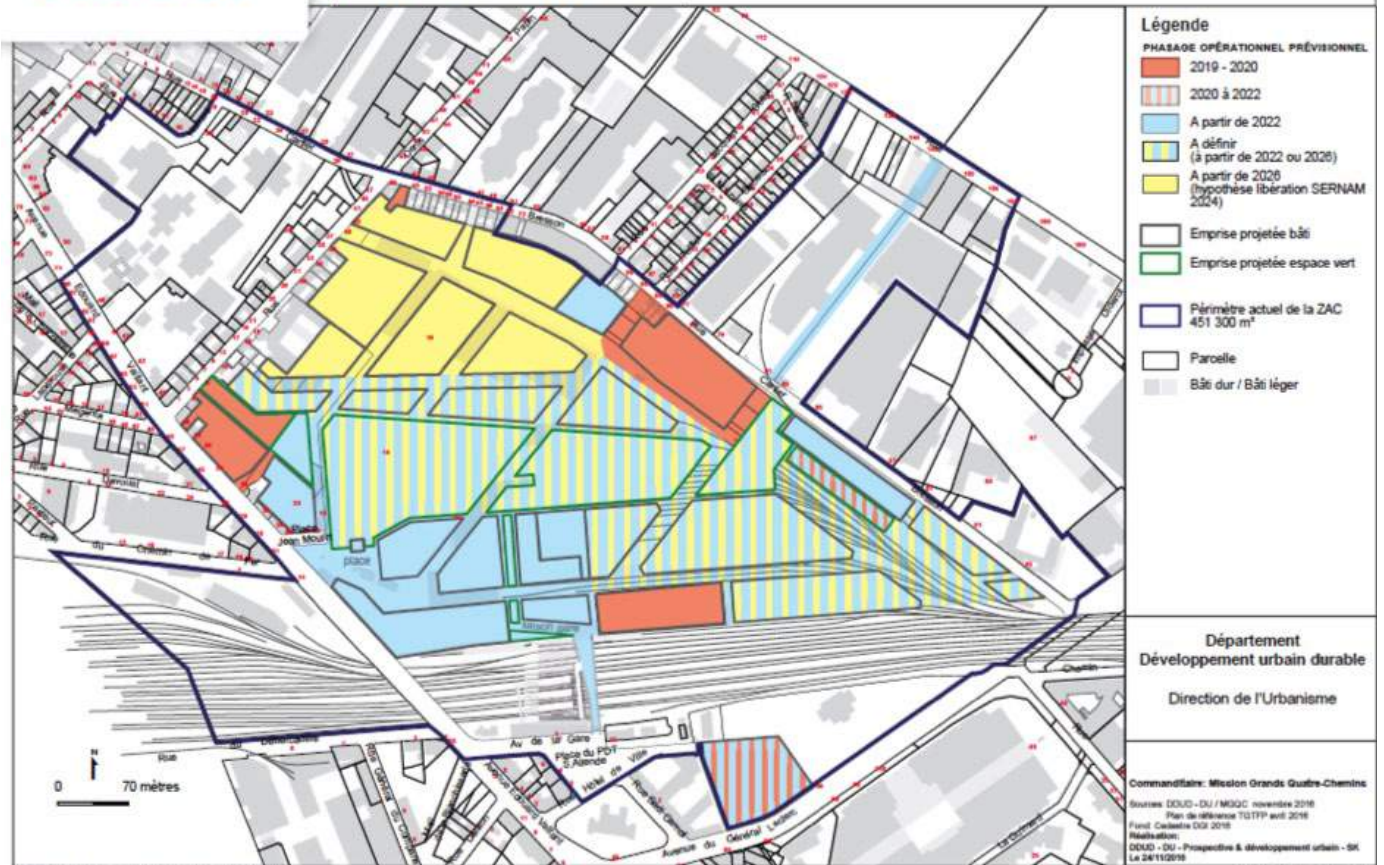
- Concerning public spaces in conjunction with the ZAC Gare de Pantin Quatre-Chemins eco-district: develop quality spaces adapted to the many different uses. Treat the Édouard Vaillant Bridge as a way of crossing the railway lines with the intention of reducing the impression of urban isolation and offer quality ground floor shops.

To the southwest of the ZAC Gare de Pantin Quatre-Chemins eco-district :

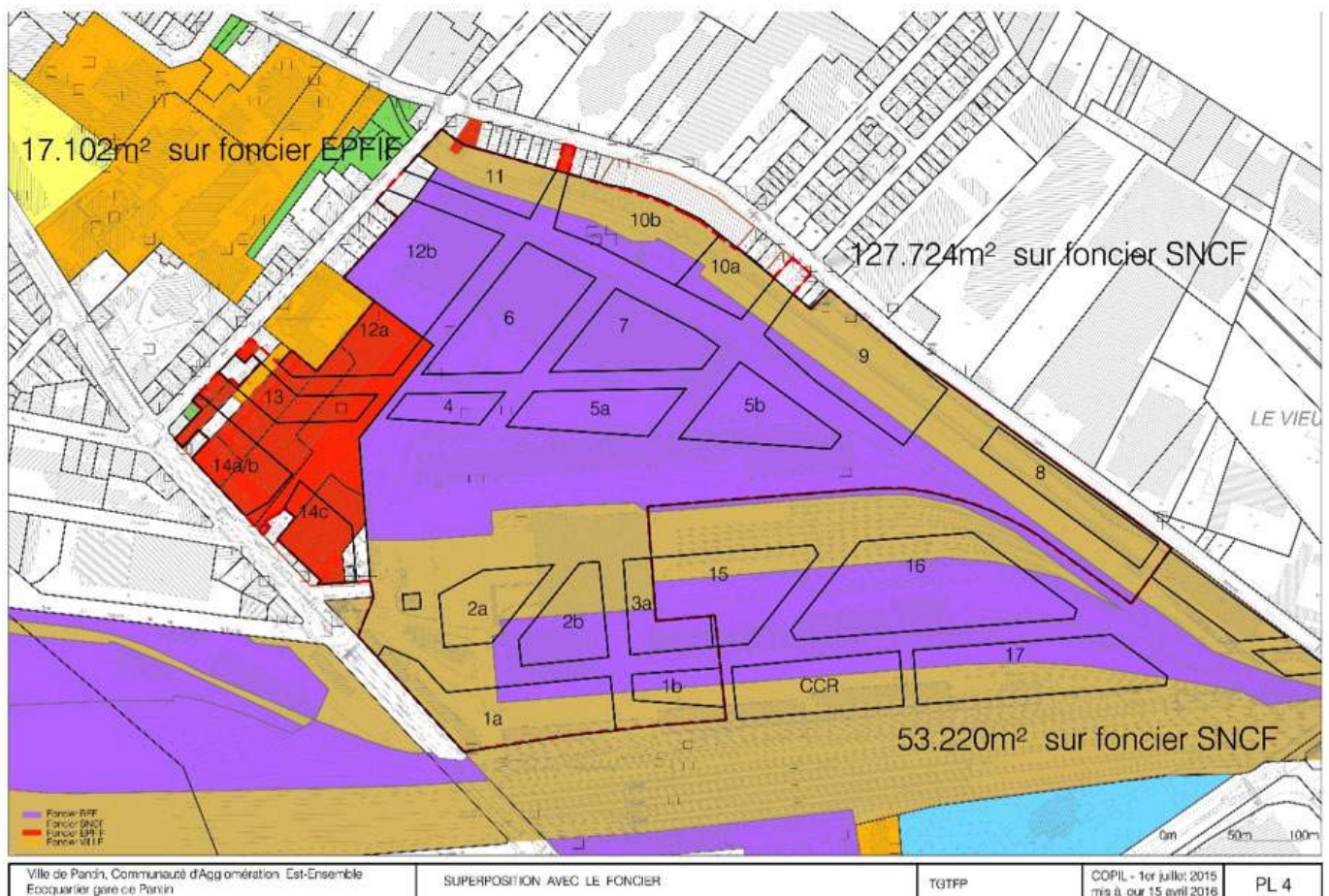
- design of one or more buildings grouping businesses, logistics functions taking advantage of the railway and the closeness to the Paris ring road. Architecture must also be designed offering a high level of changeability that can meet the needs of a variety of businesses (programme and surface), companies' access to property but also to develop quality ground floor shop space in relation with a newly renovated Rue du Chemin de Fer.

1	FR-PANTIN-PS-M8
2	FR-PANTIN-PS-M5

ECOQUARTIER GARE DE PANTIN - QUATRE CHEMINS
PHASAGE OPÉRATIONNEL PRÉVISIONNEL DE L'ÉCOQUARTIER
(CALENDRIER DES LIVRAISONS)



ZAC Gare Quatre-Chemins Eco-district : Phase plan



ZAC Gare- Quatre-Chemins Eco-district : plan of major land owners

- Concerning public spaces in conjunction with the ZAC Gare de Pantin Quatre-Chemins eco-district: develop quality spaces adapted to the many different uses. Treat the Edouard Vaillant Bridge as a way of crossing the railway lines with the intention of reducing the impression of urban isolation and offer quality ground floor shops.

Around the Porte de l'Ourcq:

- Imagine an urban grid that would enable functional and visual links with the Canal de l'Ourcq and elements of the Grand Paysage, the Avenue du Général Leclerc and the ZAC Centre-Ville, and works with the two automobile plants, takes into account the public space of the banks, particularly for its cycle paths (European Cycle route).

- Maintain on site all or part of the working activity of Renault and implement conditions to enable the plant to operate without compromising the functioning of an urban district on the edge of the town in all its components, particularly its residential purposes. The position of all the accesses to the Renault garage in the Avenue du Général Leclerc could also be examined. The proposal must be adaptable to both types of Renault plants, the two hypotheses can be re-examined and alternative models can be proposed. Also, as it is an imperative that Renault should be able to continue to work during the project implementation phase, the question of the project phasing is vital.

- See whether Citroën plant is to be maintained or not

- Imagine fully adaptable urban and architectural spaces that will meet the challenges of upgradable and versatile programmes. This might involve, for example, designing constructions adapted to several types or sizes of programme, heights that can double, temporary architectures that can then give way to public spaces, etc.

- Propose programmes compatible with maintaining all or part of the working activity in Renault, particularly overhanging it if this solution is chosen (accessibility, animation of ground floor shops, and management methods in particular). The programmes proposed must also take into account the surrounding operations and the site's urban environment.

- Programming a maximum of 350-400 dwellings (about 28,000m²) on the sites of both Renault and Citroën, corresponding to the current number of spaces in the Pantin schools and amenities

- The construction of an innovative hotel programme that will meet the needs identified in this sector, in line with the Philharmonie de Paris, the La Villette science centre and the new economic actors in the sector in particular (ESMOD business school, Hermès, Chanel, and BNP for example).

- Programming a lively, active series of high street shops, especially on the Avenue du Général Leclerc and the banks of the Canal de l'Ourcq. On the Avenue du Général Leclerc, multi-purpose involving shops, services and businesses will be preferable, rather than all shops, as Pantin has elected to structure the shopping system in the Rue Hoche.

(Candidates should note that the current zoning of the PLU on the project site does not allow for the construction of housing. The zoning may well change in future developments, based on shared projects that meet the goals for urban quality and multi-function programmes led by the Town.)

AFTER THE CONTEST

At the end of the contest, the City of Pantin and its partners intend to have the winner draw up an urban planning, architecture and landscape study for the whole or part of the European site or other sites identified by the municipality of Pantin, or have them build one of the lots.

DESIRED TEAM

In view of the specific issues posed by the site, the City, its partners and European would like the team to include at least the following members: architect, town planner, landscape architect and programmer.

1	FR-PANTIN-PS-M6
2	FR-PANTIN-PS-M7



Location plan of photographs of the strategic site

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FR-PANTIN-SS-P1 TO FR-PANTIN-SS-P5

PHOTOGRAPHS - STRATEGIC SITE





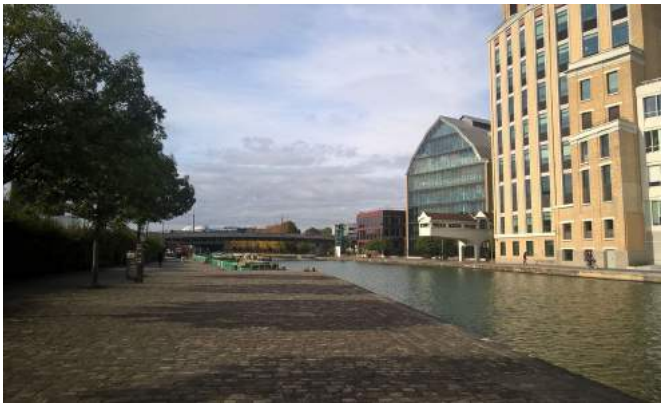
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FR-PANTIN-SS-P6 TO FR-PANTIN-SS-P9



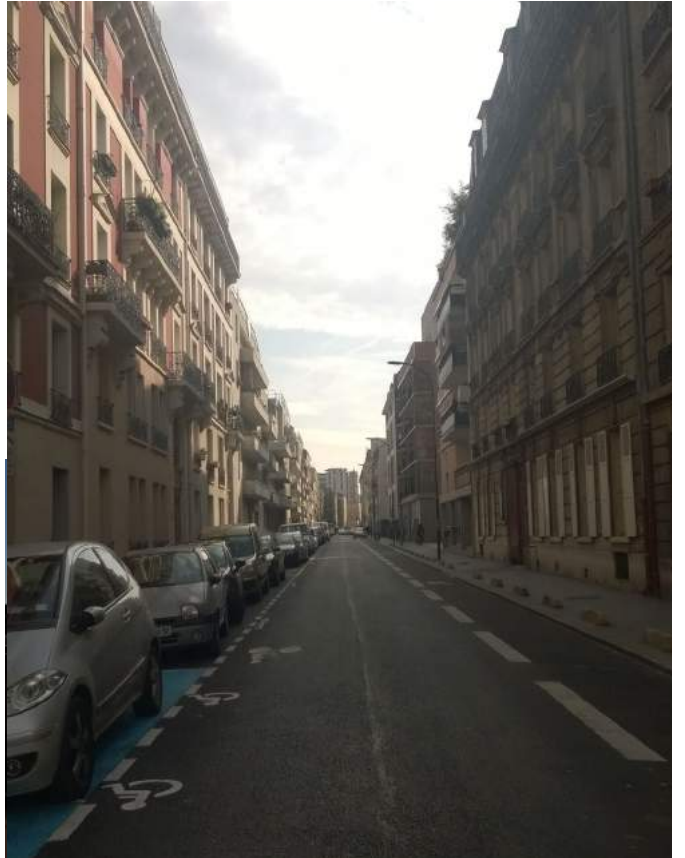
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FR-PANTIN-SS-P10 TO FR-PANTIN-SS-16



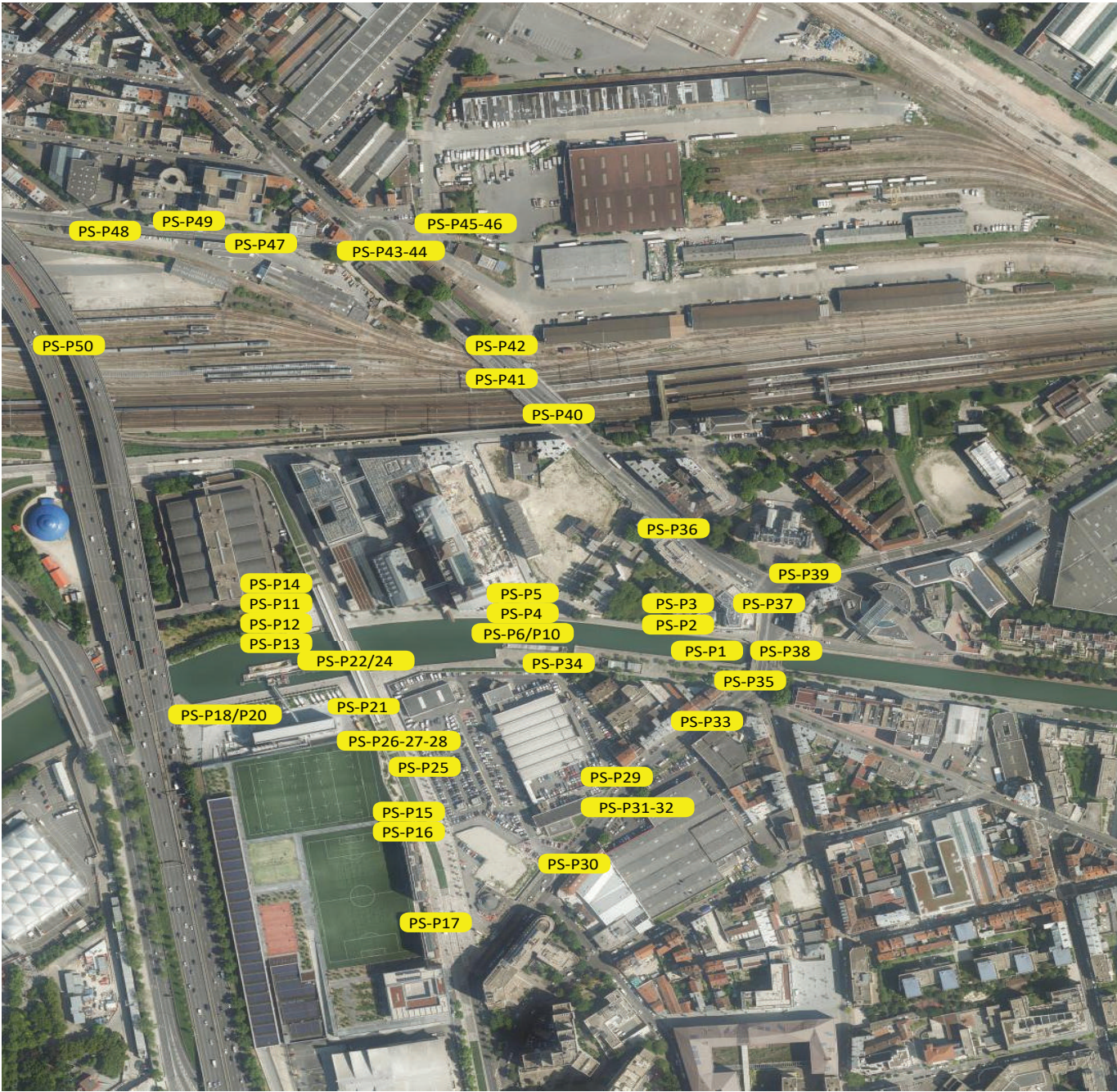
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FR-PANTIN-SS-17 TO FR-PANTIN-SS-P24



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FR-PANTIN-SS-P25 TO FR-PANTIN-SS-29



Location plan of photographs of the project site

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FR-PANTIN-PS-P1 TO FR-PANTIN-PS-P8

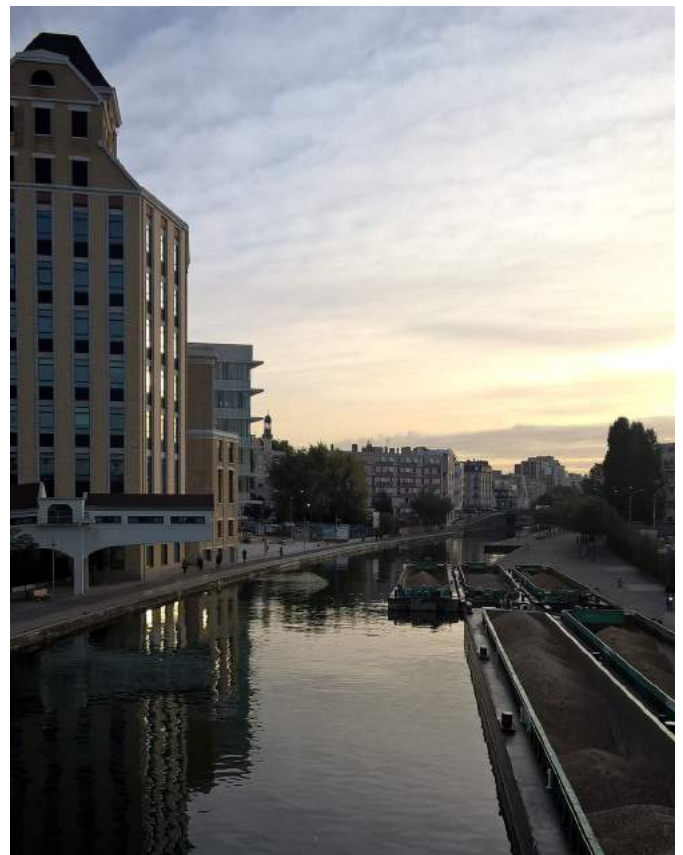
PHOTOGRAPHS - PROJECT SITE





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FR-PANTIN-PS-9 TO FR-PANTIN-PS-P16



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FR-PANTIN-PS-P17 TO FR-PANTIN-PS-23



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FR-PANTIN-PS-24 TO FR-PANTIN-PS-P30



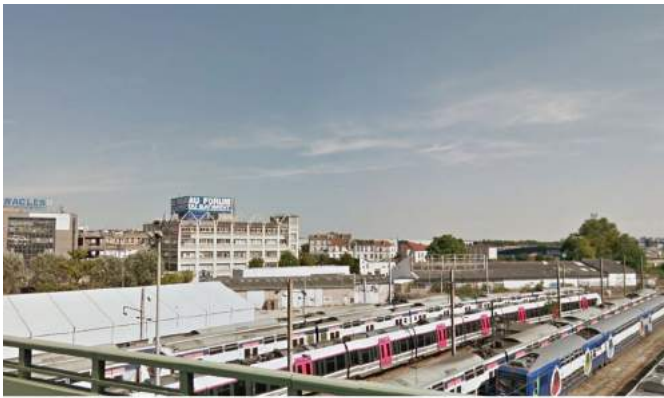
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FR-PANTIN-PS-P31 TO FR-PANTIN-PS-38



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FR-PANTIN-PS-P46 TO FR-PANTIN-PS-50

SNCF	Société Nationale de Chemins de Fer
RFF	Réseau Ferré de France. Récemment fusionné avec Sncf Infra pour créer SNCF RESEAU.
STIF	Réseau des transports d'Ile de France
RATP	Régie Autonome des Transports Parisiens
EPFIF	Établissement Public Foncier d'Ile de France
ANRU	Agence Nationale pour la Rénovation Urbaine
PRU2	Programme de Rénovation Urbaine
ZAC	Zone d'Aménagement Concerté
ZAE	Zone d'Activité Économique
ZFU	Zone Franche Urbaine
CDT	Contrat de Développement Territorial. Son objectif est de mettre en place une démarche contractuelle pour la conception de projets de développement des territoires stratégiques du Grand Paris.
MOA	Maîtrise d'Ouvrage
MOE	Maîtrise d'Oeuvre
TGTPF	Treutel Garcia Treutel Fichou Pourrier, architectes et urbanistes
CCU CCR	Centre de Commande Unique – Commande Centralisée du Réseau. Centre de commande de la SNCF pour tout le réseau ferré Est et le RER E notamment

CONURBATION - TERRITORIAL SCALE

FR-PANTIN-C-AP1.JPG	Photograph aerial view of urban area of Grand Paris
FR-PANTIN-C-AP1A.JPG	Photograph aerial view : location of strategic site in Grand Paris metropolis
FR-PANTIN-C-AP2.JPG	Photograph aerial view of conurbation Est Ensemble
FR-PANTIN-C-M1.JPG	Plan of the location of strategic site in conurbation
FR-PANTIN-C-M2.JPG	Plan of projects of the city of Pantin
FR-PANTIN-C-M3A.JPG	Plan of Pantin around 1854
FR-PANTIN-C-M3B.JPG	Plan of Pantin around 1877
FR-PANTIN-C-M3C.JPG	Plan of Pantin around 1895
FR-PANTIN-C-M3D.JPG	Plan of Pantin around 1932
FR-PANTIN-C-M3E.JPG	Plan of Pantin around 1972
FR-PANTIN-C-M4.JPG	Geographic and landscape plan in the territory of Est Ensemble
FR-PANTIN-C-M5.JPG	Map of urban cut and interstitial zones in Est Ensemble territory
FR-PANTIN-C-M6.JPG	Military map 1866
FR-PANTIN-C-M7.JPG	Plan of Les Portes d'Est Ensemble and exchange territories with Grand Paris (Source : Urbain Project Est Ensemble)
FR-PANTIN-C-M8.JPG	Plan La Plaine de l'Ourcq (Source : Urban Project Est Ensemble)

STRATEGIC SITE - URBAN SCALE

FR-PANTIN-SS-AP1.JPG	Photographs aerial view of strategic site
FR-PANTIN-SS-AP2.JPG	Photographs aerial view of strategic site
FR-PANTIN-SS-AP2A.JPG	Photographs aerial view of strategic site with perimeters
FR-PANTIN-SS-AP3.JPG	Photographies semi-aérienne historique de la gare de Pantin
FR-PANTIN-SS-M1.DWG	Plans of strategic site
FR-PANTIN-SS-M1.DXF	
FR-PANTIN-SS-M1.PDF	
FR-PANTIN-SS-P00.PDF	Location plan of photographs of strategic site
FR-PANTIN-SS-P1.JPG TO	Photographs of strategic site
FR-PANTIN-SS-P29.JPG	

LIST OF DOWNLOADABLE DOCUMENTS

PROJECT SITE - ARCHITECTURAL SCALE

FR-PANTIN-PS-AP1.JPG TO FR-PANTIN-PS-AP11.JPG FR-PANTIN-PS-AP12.JPG	Photographs aerial view of project site Photograph aerial view of project site
FR-PANTIN-PS-M1.PDF TO FR-PANTIN-PS-M3.PDF FR-PANTIN-PS-M4.JPG FR-PANTIN-PS-M5.PDF FR-PANTIN-PS-M6.JPG FR-PANTIN-PS-M7.JPG FR-PANTIN-PS-M8.JPG FR-PANTIN-PS-M9.JPG	Plans and boundary of project site Boundary of ZAC Ecoquartier Gare de Pantin - Quatre-Chemins Plan of ZAC Ecoquartier Gare de Pantin - Quatre-Chemins Owners land map of ZAC Ecoquartier Gare de Pantin - Quatre-Chemins Plans and photographs of building n°53 Masterplan ZAC Ecoquartier Gare de Pantin - Quatre-Chemins Owners land map of project site, Porte de l'Ourcq
FR-PANTIN-PS-P0.PDF FR-PANTIN-PS-P1.JPG TO FR-PANTIN-PS-P50.JPG	Location plan of photographs of project site Photographs of project site
FR-PANTIN-T.PDF	Site brief

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ville de
Pantin

