



View on the site Renault, from the Ourcq Canal

**PROJECT SCALE:** L and S (Urban et architectural)

**TEAM REPRESENTATIVE:** architect and/or urban planner and/or landscaper

**SITE FAMILY:** And productive again !

**LOCATION:** Métropole du Grand Paris, city of Pantin, Ecoquartier Gare & Porte de l'Ourcq **POPULATION:** Métropole du Grand Paris : 700 000 inhab. city of Pantin : 53 816 inhab.

**STRATEGIC SITE:** 189 Ha. **PROJECT SITE:** 10,2 Ha.

**SITE PROPOSED BY / ACTORS 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 **OWNER(S) OF THE SITE:** City of Pantin (public spaces), EPFif, SNCF Réseau, private owners

**COMMISSION AFTER COMPETITION:** architectural and urban project

## HOW CAN THE SITE CONTRIBUTE TO THE PRODUCTIVE CITY?

Located close to Paris along structuring transport routes (roads, railways, waterways), the site has been, since the middle of the 19th century, an important place for industrial, craft and logistics activities that have an operational link with the capital. A significant part of these activities could be maintained despite the deindustrialization during the second half of the 20th century. The turn of the 20th century is characterized by tertiary activities that benefit from an increased offer of public transports : creation of the new RER E rail connection with Saint-Lazare station (Paris) and Eastern part of Ile-de-France; construction of the T3 tramway on the "boulevards des Maréchaux" of Paris.

## CITY STRATEGY

Pantin is willing to benefit from the main communication radial axes that have built the city's industrial and crafting history in order to have sustainable productive functions in a renewed and highly qualitative urban fabric. To do so, the city has been developing for several years an active strategy of urban transformation of its territory with the following aims:

- 1- developing mixed neighbourhoods on a section of the former industrial estates while maintaining the activity;
- 2 - reconnecting isolated neighbourhoods with transports clusters;
- 3- integrating craft activities in a mixed urban fabric combining housing and amenities
- 4- facilitating the sharing of public spaces by all the users : inhabitants, workers and economic actors.





## SITE DEFINITION

The site is characterized by the presence of radial transport infrastructures that connect Paris to the Great East. The railway cluster, the Canal de l'Ourcq, the National Road 2 and 3, have been partitioning the Pantin urban space into a districts patchwork with fairly distinct functions. These districts are currently experiencing an important urban transformation drive. On the North-western part, the Quatre-Chemins district is the subject of a project for slum clearance, housing creation and artisanal pole development. On the North-Eastern part, the city is currently conducting a reflection on the requalification of the significant Cartier Bresson activities zone. On the center, the North fringe of the railway cluster will, over time, be replaced by the ZAC Ecoquartier de la Gare, a joint development zone that will accommodate housing, offices, amenities and activities as well as a 2.5 ha park. It will be articulated with the city hall district and the SNCF station with a new pedestrian crossing. On the Southern part, the ZAC Grands Moulins (3,7 ha), which the first stage has just been delivered, is developing a mixed

programming : tertiary and housing. The Portes de l'Ourcq sector occupied by two big garages is also the subject of a city reflection regarding their integration in the new functioning of urban areas.

## HOW IS PRODUCTION CONSIDERED IN THE URBAN DIVERSITY PROGRAM ?

The city is willing to develop new spatial morphologies adapted to three configurations:

1- Portes de l'Ourcq sector: mutation of car dealerships with a maintained economic activity on the site or nearby; release of a part of the land occupation allowing the development of a mixed neighbourhood and the enhancement of an area located at the entrance of the city and near the canal; 2- on the North-western part of the ZAC Ecoquartier: creation of an activity block taking advantage from the railway and the vicinity of the Boulevard Périphérique; 3- on the Northern

part of the ZAC Ecoquartier Gare: architectural development of a mixed block with offices, shops, activities and housing. Thus, the city is expecting a general reflection allowing identifying project strategies that should be implemented to support the transformation of the site. What kind of processes could be conceived for the mutation of economic right of ways? Should they be kept on the site or relocated – temporarily or permanently? What urban and architectural forms could be imagined to reconcile in one same area, functions that have until now been separate? On the study site, it will be necessary to think about an economic activities programming that is innovative and suitable for nearby residential practices. To do so, it will be necessary to consider synergies with the existing activities in the area (artisanal pole, Cartier Bresson ZAE (Economic Activity Zone), car dealerships), and rely on the ecoactivities sector which is currently in a structuring process around the "Cité de l'écohabiter". The objective is to design the most appropriate urban and architectural forms to welcome this programming by integrating adaptability and reversibility principles.



## Europen 14 - Pantin, Métropole du Grand Paris - France



South view of site Renault from General Leclerc avenue



Citroen's site view from General Leclerc avenue



View of the west part of the site of freight from the bridge Edouard Vaillant avenue



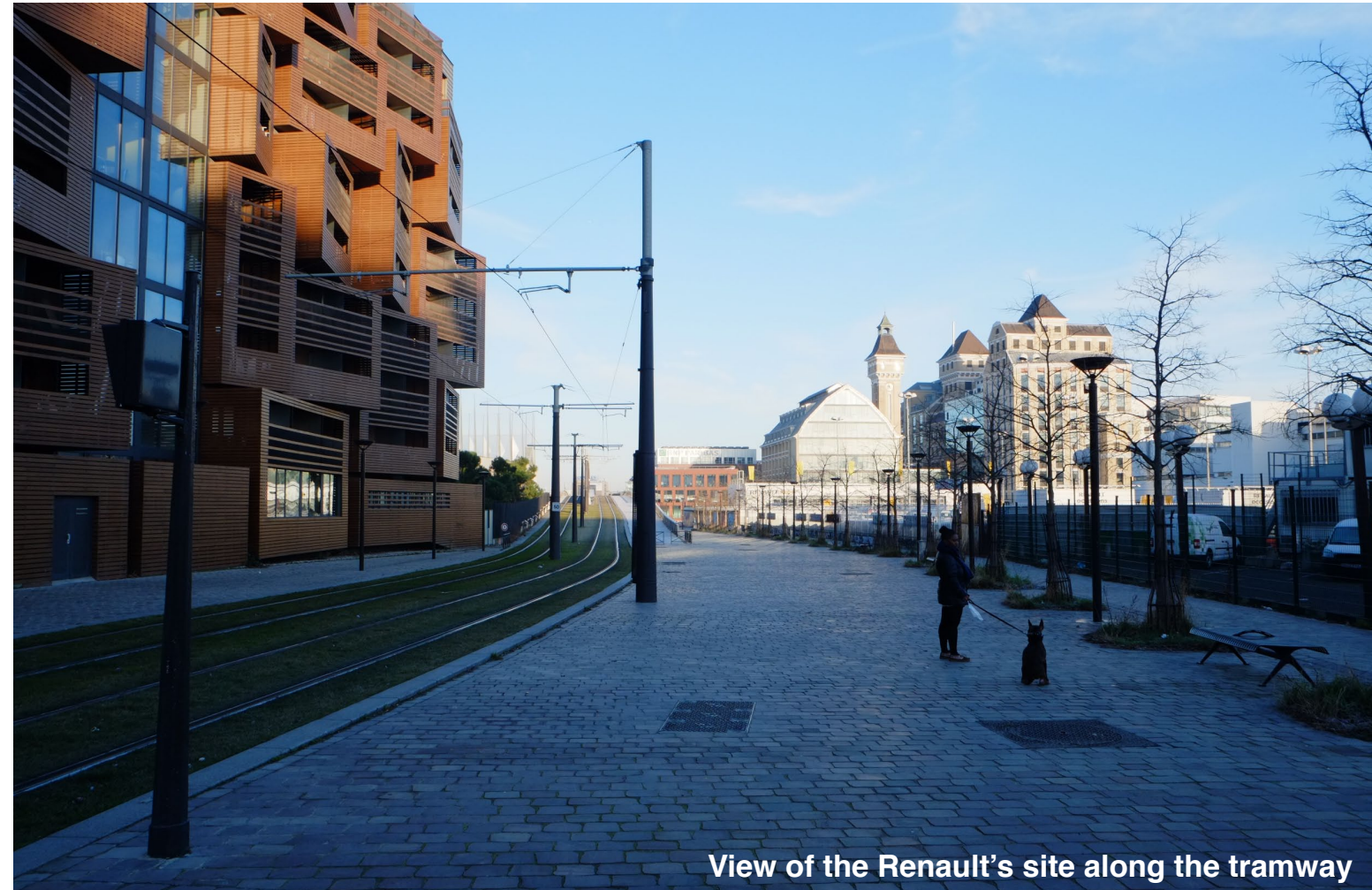
View of the site project for the Ecoquartier



## Europen 14 - Pantin, Métropole du Grand Paris - France



View of the Renault's site from the canal de l'Ourcq



View of the Renault's site along the tramway



View of the west part of the site of freight from the Edouard Vaillant avenue



View of the west part of the site of freight from rue du chemin de fer