



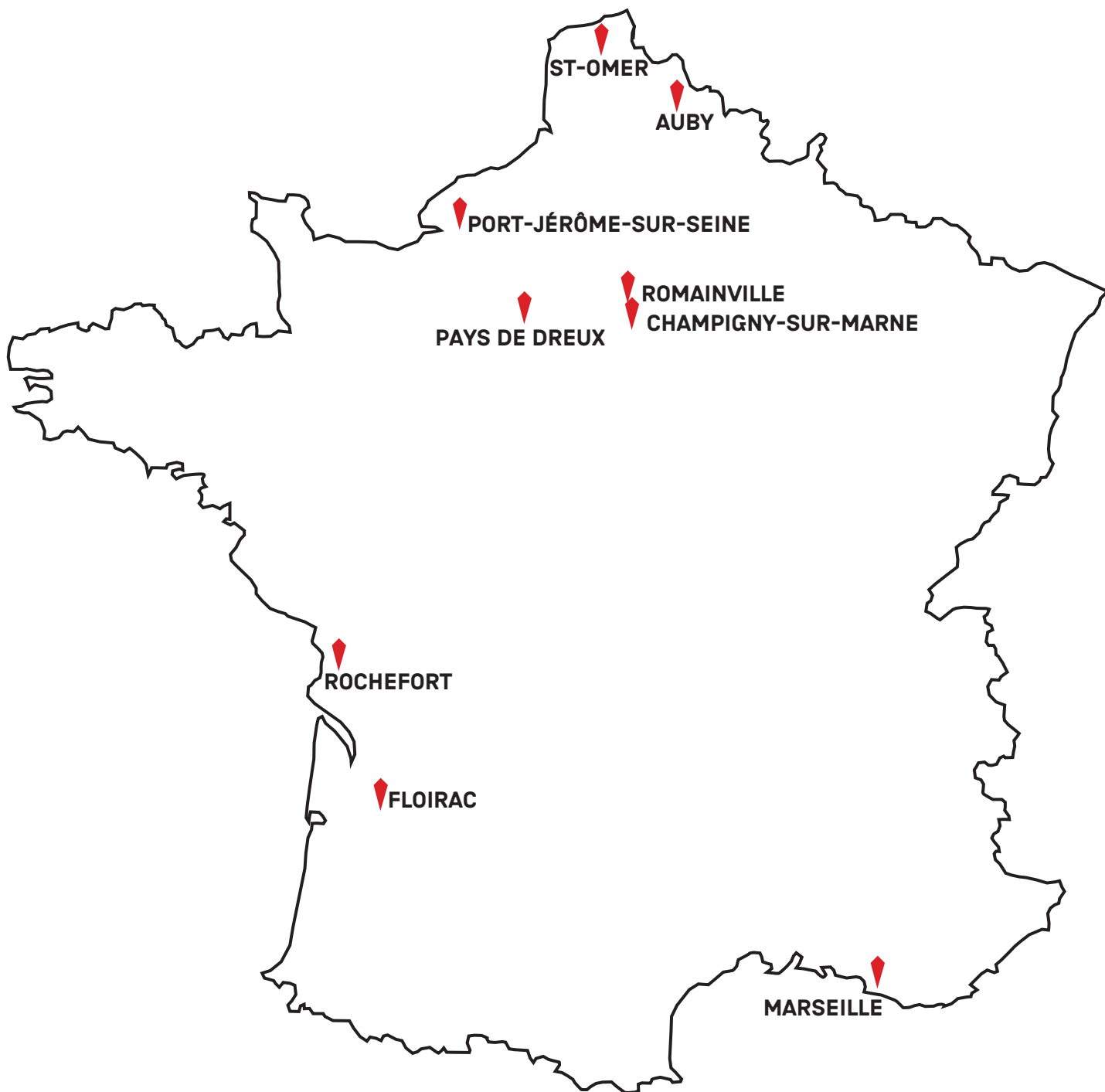
Productive
cities 2

CHAMPIGNY-SUR-MARNE

GRAND PARIS EST

LOST HIGHWAY

Site brief



EUROPAN_30 YEARS AND EVEN + CREATIVITY

The europan competition's 30th birthday was celebrated at the Cité de l'Architecture & du Patrimoine in December 2018¹. The 15th session of the biennial competition is outstanding for both the significance of the birthday and for its youthful visionary sharpness. Productive Cities in a second consecutive session is one of the timeliest themes for the evolution and transformation of our society

VILLES ET ARCHITECTURES EN DÉBAT

(CHANGE AND CONTINUITY)

In a book to be published in March 2019², Chris Younes, Alain Maugard and Céline Bodart underline the importance of competition stratification, one theme leading to another in a chain reaction at the rhythm of the resulting projects; starting with the theme «Changing Lifestyles and Housing Architecture», which takes up where the last PAN³ left off, and then the resulting projects; in the first session, sites were chosen with a certain degree of contextual abstraction and distance by the candidates.

Ideas from the first batch of winning projects, once selected and analysed, outlined a path for the themes that were to follow. These in turn developed further under the influence of subsequent projects. This dance has now been joined by the cities, the sites and local partners, all vital actors in the process. Undoubtedly, this productive cycle feeds the ecosystem Chris Younes mentions. «To participate in European is to become part of a «creative transcultural ecosystem».

PRODUCTIVE CITIES 2 : THE PRESENCE OF LIFE

The 15th session, productive cities 2, is no exception and if diversity and spatial sharing of urban activities remains an issue, three other topics emerge now as pertinent: resources, mobility and social and spatial equity.

Like a virtuous trio in the «decontextualization of a set of relationships that permits their realization in other contexts»⁴.

Where the sites in the 14th session dealt with the legacy of 20th century urban planning / industrial zones, infrastructure, city entrances, urban divides / residential resilience / parking lots, «zones» in search of urban meaning, those in the 15th session confront the borders and edges, the in-between, areas often neglected where human and cultural resources merge with the landscape and environment. Merging to such an extent that they are sometimes invisible.

We could almost be discussing the landscape's «informal heritage», a portrait of cities and peripheries, countryside and changing nature for the better, unchartered, an extremely contemporary subject, a foundation for «tomorrow».

Participants in the 15th session are going to be nomads, explorers, internal migrants, self-imposed wanderers, hikers and perhaps makers! :

«The carefully studied edges form a new typography defined by their common border between earth and sky; as if all sensitivity can appear only in this single layer in a world where the environment and objects come into contact in an impressive tumult.»⁵

This comment by Michel Corajoud is not insignificant: questions of scale in the most recent sessions, issues of territory, landscape and nature, resilience of life brought to the European competition⁶ particularly by landscape architects contain an environmental dimension echoing many of today's expectations.

Very large sites have found their place in the competitions, and yet, sometimes, the smaller the scale the more the development is precise and leads to future accomplishments, as with E13 Saint-Brieuc / De la Terre à la Mer. Work carried out after the competition developed a sense of landscape as seen from the city and public space. Two downtown squares will soon be transformed along lines that are anything but functionalist.

European 15 is moving away from the concept of «production in the city close to home», re-situating the issue to better question urban ecosystems, whether metropolitan or territorial, dense or sparse.

The site visits are going to bathe us in Charente estuary's unique light, take us into Saint-Omer marshlands and upstream of Le Havre near the oil industry fumaroles. We'll be walking along the Haute Deûle canal, seeing the Garonne from Parc des Coteaux and walking down the narrow streets of the vernacular French Riviera. We'll be following the line of a motorway that has disappeared as well as another one not yet built and we'll be going under a soon-to-disappear motorway interchange where the tram stop «Free Thinking» is to be built.

In other words, the three topics, resources, mobility and equity, in relation with place and site, give rise to rich, varied and multifaceted developments. And since it's also the subject, there is a consideration of what already exists, the repairing or transforming to create a rich, productive city with prospects for a more sustainable social life, respectful of the environment, of diversity, its inhabitants and visitors, of universal as well as local resources is the opposite of the phenomenon of exclusion or separation between urban and periphery.

«*The city is eating itself, it's no good*» as Mark Brearley said about London.⁷

A EUROPEAN CLASSIFICATION OF 47 SITES

As with every session, the nine French sites are grouped with other sites in Europe, european's unique European system.

Of course, the European forum debates⁸ makes it is easier to understand these groupings: site representatives discuss first the sites themselves during the workshops, then analyse the short-listed projects and then the selected projects. These exchanges are published in the European Results Catalogue.

Below, topics and classifying are proposed by the European Scientific Committee and follow each site's presentation.

I- IMPLANTING - PRODUCTIVE MILIEUS AND USES

The challenge for cities to be both productive and sustainable is to interlink resources, mobilities and conditions of fairness. There are two aspects to implanting new dynamics or reactivating resources such as urban farming and educational, research or creative forces: productive milieus and productive uses.

PRODUCTIVE MILIEUS : This is the level where a natural, cultural, social or economic environment is implanted or revitalised symbiotically, by contrast with the architecture of objects or the urbanism of technocracy. So what is needed is to activate human and nonhuman resources and an ecosystem of partners, while at the same time paying attention to integrative values between nature and culture.

> **Saint-Omer** is in the dialogue with :
Barcelona (ES) - Helsingborg (SE) - Palma (ES) - Raufoss (NO) - Rotterdam Visserijplein (NL) - Tuusula (FI)

PRODUCTIVE USES : Uses can become productive if they go beyond their own functional limitations: productive uses work as a trigger that can initiate dynamics of change in a way that transforms the surrounding environment. They are a response to a situation in which an absence of dynamics has led to a powerful «use-ambition», the demand for a credible programme, a catalyst for change that fits smoothly into the existing context.

> **Pays de Dreux** is in the dialogue with :
Innsbruck (AT) - Oliva (ES) - Rotterdam Groot IJsselmonde (NL) - Uddevalla (SE) - Visby (SE) - Wien (AT)

II- CREATING PROXIMITIES

This is about establishing proximities between living and working, stimulating productive relations both within residential areas and between residential areas and monofunctional production zones, introducing collective activities and work practices into residual spaces that add quality to housing conditions. Secondly, it is about rethinking the transition between high-speed metropolitan mobility and the low speed of neighbourhoods and urban centres. Proximities are made in the physical space of the city, but also at temporal and actors' scales, allowing new exchanges between urban actors and users.

INTERFACES AND SHORT CYCLES : The creation of interfaces contributes to the transformation of infrastructures of mobility, logistics, commerce or general services, by shortening production cycles. Such interfaces can also generate new kinds of relations between residential and farming activities, between housing and services, between spaces and communities. Interfaces generate a permanent dialogue between uses and users, between scales and functions, between identities and innovations. The interface is not a stable state, but a fluid space. It needs incremental and adaptive processes and open source projects, rejecting comprehensive and predefined master plans.

> **Auby**
> **Floirac _Bordeaux Métropole**
> **Romainville** are in the dialogue with : Casar de Cáceres (ES) - Halmstad (SE) - Rotterdam Brainpark I (NL) - Selb (DE)

III- CHANGING METABOLISM

This is about working with the relations, processes, flows and multiple forces of the site in order to find a new balance between them. These sites are large in relation to their contexts, and contain a variety of agents (human and nonhuman) with long- and short-term cycles, and far-reaching ecological, economic and territorial implications.

FROM LINEAR TO CIRCULAR ECONOMY : Characterized by a “linear” economic approach, either monofunctional or with an obsolete economy, the site aspires to incorporate other resources and uses that create synergies and new potentials for interaction. These new elements will play an important role in the functioning of the whole as a circular economic system, because they will be able to catalyse flows and processes more integratively and efficiently.

> **Port-Jérôme-sur-Seine** and **Rochefort Océan** are in the dialogue with :
Charleroi (BE) - Enköping (SE) - Graz (AT) - Karlovac (HR) - Laterza (IT) - Warszawa (PL)

MULTIPLYING AND CONNECTING AGENCIES :
The site must incorporate new agencies, new layers of functions that may lead to balanced growth. It is important to well define and connect the sites’ future agencies (about air, water, soil, flood, programmes, activities and users). The final design will be something more than the sum or multiplication of circular urban economies.

> **Champigny-sur-Marne**
> **Marseille_La Cabucelle** are in the dialogue with :

Borås (SE) - Guovdageaidnu (NO) - Nin (HR) - Rotterdam
Vierhavensblok (NL) - Täby (SE) - Weiz (AT)

A EUROPE OF PROJECTS, POOLED EXPECTATIONS, ISSUES AND ACTIONS

It’s important to recall the intuitive affinities put forward by Europan. By focusing on Europe, the cultural and sociological area with its similarities and differences, it’s possible to come up with projects that are inventive, creative and hopefully innovative and that go beyond site and context issues. Once the sites have been classified, the projects themselves present surprises and unanticipated connections. This is the richness of an evolutionary methodology. By looking a little bit closer, site expectations can increase the content of each file.

This is the principal of a collaborative method that has become more and more common and is at the heart of the competition procedure and the association of various actors (jury / site representatives) and once again after the competition when work begins with the winning teams.

The theme Productive Cities 2 is very ambitious: it requires finding positions and solutions that are not limited in scale but are nevertheless rooted in a spatial, architectural, designed reality. This can be theoretical and conceptual, while offering the possibility to act. Candidates have complete competition freedom and will find the space they need and expect.

«If you throw a rock in one place, ripples spread out far and wide. They do not remain where the rock was thrown. The same goes for an architectural project. If the ripples reach distant shores, you have to go there to understand the results of my gesture. The idea of co-evolution assumes its full magnitude if one does not limit oneself to a small territory ... »

This is the european distinctiveness, part of its «DNA». The manipulation of scale is essential to a working project.»
(2*)

WELCOME TO THE 15TH SESSION OF EUROPAN! TO WORK!

¹ 13.14.15 décembre 2018_ www.europan30ans.org

² *Villes et architectures en débat, vision d’Europan*, sous la direction de Chris Younès et Alain Maugard, Ed.Parenthèses, to be published in March 2019

³ Programme d’Architecture Nouvelle, PCA, 1972-1988

⁴ Gilles Deleuze et Félix Guattari, *l’anti-Œdipe*, 1972

⁵ Michel Corajoud, 1981, « *le paysage c’est l’endroit où le ciel et la terre se touchent* »

⁶ *Cultivating the city/projet lauréat Amiens E14*

⁷ Quoted by Djamel Klouche dans *Architecture d’Aujourd’hui* HS december 2018, « Concevoir des Villes Productives, les promesses d’Europan 14 ».

⁸ Forum intersessions 14&15, Brussels, November 2018



FR-CHAMPIGNY-C-M02



FR-CHAMPIGNY-C-AP01

GENERAL INFORMATION

SITE REPRESENTATIVE :

City of Champigny-sur-Marne, EPAMARNE in partnership with the EPT Paris-Est Marne et Bois

ACTOR(S) INVOLVED :

City of Champigny-sur-Marne, EPAMARNE, ETP Paris-Est Marne et Bois Departmental, Council of Val-de-Marne.

TEAM REPRESENTATIVE :

architect, urban planner, landscape architect

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

Urbanism, architecture, landscape

COMMUNICATION :

Communication of projects after the competition, December 2, 2019

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 INTERMEDIATE 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 :

Conceptual studies, urban planning, project management and landscape project management

PRESENTATION OF THE SITE

A piece of land on hold, a huge abandoned metropolitan or motorway no-man's-land, the site proposed for EUROPAN 15 is what is known as the 'VDO' site - 'Voie de Desserte Orientale' or 'Eastern access road', designating a scheme for motorway access on the Eastern outskirts of Paris abandoned in the 1980s. From 1957, the French government had acquired, held in reserve and preserved land that today forms an undeveloped corridor of a surprising size in the outskirts of Paris.

A huge open space within a densely populated area, the site is made up of plots of wasteland backed onto by former business parks. It bears the remains of an old shantytown, dismantled in the 1970s, with some plots that have been privatised by residents over the years, carrying the traces of a variety of waste from years of accumulated rubbish.

With a network of new metro lines and stations underway, the Grand Paris Express project definitively puts an end to the motorway scheme. Consequently, in 2016 the government released the land to local authorities and EPAMARNE, who now owns it. Freed from these constraints and preparing to accommodate new means of public transport, the towns crossed see it as an opportunity to open up this land to a new project dynamism.

The urban study site includes the 'VDO' plots as well as all the surrounding areas that would be impacted by future transformations. The site will integrate a new line of public transport, which will have a dedicated lane running from north to south (the ALTIVAL), and so questions the future of a zone that is to be reconquered from its edges, which are largely framed by the backs of monofunctional business parks.

AN UNUSUAL SOCIAL AND URBAN HISTORY

CHAMPIGNY IN THE BOUCLES DE LA MARNE AREA

An area of contrasts between valley and plateau

Ten kilometres to the east of Paris, the meanders of the river Marne create an unusual topography, between a lower town composed of historic centres established on the banks of the Marne, and the plateaux developed after the War with huge infrastructure projects and blocks of flats. The area presents a variety of landscapes that fall into three main topographical entities: the Marne valley, a natural site remarkable for its flora and its islands; the slopes that used to be used for winegrowing, steep to the south of the town; the built-up plateau overlooking the Marne.

The town of Champigny stretches from east to west on a sprawling site that is marked by strong natural and artificial interruptions (the A4 motorway to the north, the RD4 departmental road to the south, railway lines).

From market garden suburbs to workmen's housing

Marked by huge urban change, at the end of the 19th century the Val de Marne was semi-rural, semi-urban, split between industrial periphery, market garden suburb and residential and leisure areas. The first workmen's housing developments appeared with the need to re-house Parisians evicted by Haussmann's transformations.

The growth of housing developments and the industrial boom helped in the integration of a population of workmen, railway workers and craftsmen from a variety of different geographic and cultural origins. After the War, the «Reconstruction» accentuated demographic growth and encouraged the development of areas of individual housing to accompany the increase in private ownership of cars. The wave of deindustrialisation in the 1970s confirmed the department's vocation as residential.



A population with modest means and relatively low levels of employment

Slowly increasing, the population today is largely composed of employees, workmen and intermediary professions, of relatively modest income levels relative to averages within the greater Paris area. Outside of the large business parks, a locally based economy dominates, based on the local population's own production and consumption. The Town of Champigny and, more globally, the Boucles de la Marne (bends in the River Marne) area, are now working to build a strategy for economic regrowth to reinforce employment rates and welcome new activities, both from outside (taking advantage of the Grand Paris Express) and within (investing in the diverse cultures and skills of the inhabitants and reinforcing the fabric of local services and shops).

THE CHAMPIGNY PLATEAU: FROM SHANTYTOWN TO HOUSING ESTATES

1950-1970: on the remnants of a former shantytown

Just after World War II the Champigny plateau was a succession of gardens and vegetable patches, deserted plots and sheds. From the end of the 1950s, large numbers of Portuguese immigrants fleeing dictatorship set up on the undeveloped sites of the plateau.

In just a few years one of the largest shantytowns in the Paris area grew up. In 1960 as many as 12,000 people were living there, mainly Portuguese, in difficult living conditions. The shantytown was dismantled between 1966 and 1972 following the Debré law to rehouse inhabitants. The zone was not entirely deserted by its inhabitants and some, from Portugal and Cap Verde, returned in the 1980s to resume residence on the site, using remaining water supply points and appropriating plots that they progressively fenced off.

This partly disappeared with the development of the Parc du Plateau park to the west and the development of business parks. Today only the plots on the VDO area remain, on ground strewn with detritus that has never been cleared away.

At the turn of the 1970s: tower blocks of flats colonise the plateau

Several tower blocks of flats appeared at the same time as the shantytown was dismantled, contributing to rehousing families, while single men were lodged in centres, notably the one built in Rue Alexandre Fourny. The Mordacs and Bois l'Abbé blocks of flats were built at the turn of the 1970s. In 1973 the demolition of the shantytown was completed just as the government ended its policy of building large residential tower blocks, opening the way to thinking about new forms of urban development.

From 1973 until the 1980s: the era of business parks

From 1973, the town council developed a succession of business zones, pre-empting the motorway bypass that was to provide access. The A3 business park was created on 36 ha and functioned from 1974 to 1987. In the same approach, the Grands Godets business park was built in 1984 on 15 ha, and the Nations business park in 1991. The result of extensive urban development and zoning, these business parks filled space and reinforced the breach between the eastern and western sides of the town.



FR-CHAMPIGNY-PS-M02



FR-CHAMPIGNY-PS-P43



FR-CHAMPIGNY-PS-P44



FR-CHAMPIGNY-PS-AP27



FR-CHAMPIGNY-PS-P38

THE USES OF THE SITE AND ITS PERIPHERIES

The Parc du Plateau, a remarkable natural site whose potential is under-exploited

The Parc départemental du Plateau (18.6 ha) is a landscaped area that links the Champigny plateau to the banks of the River Marne. Created in the 1980s on the site of an old racecourse, it provides a variety of walks and leisure activities – sports, family and cultural. It is composed of a succession of different types of gardens (a botanic garden, bamboos, maples, vines, prairie) and of pieces of contemporary art. There is also a memorial to the Portuguese community in France. The belvedere provides views as far as the business district of La Défense on the western edge of Paris. An important element in the green belt, the Parc du Plateau needs to be made more central to the town, as an element of articulation and reconnection on the scale of the study site.



FR-CHAMPIGNY-PS-P24

Parc du Plateau

The Mordacs neighbourhood

To the east of the site, an initial project of urban redevelopment was begun in 2006 in the Mordacs neighbourhood (pop. 6,700) around Avenue du 11 Novembre 2018, comprising: to the north, a series of new amenities (school and sports facilities); to the south, the demolition of two buildings of social housing, making way for a new development of a range of housing with shops on the ground floor, a shopping centre and the Youri Gagarine social and cultural centre forming the heart of the neighbourhood. The integration of the Mordacs neighbourhood into the economic and urban development of the VDO site is one of the challenges of the project, in terms of opening up and making physical links, through the provision of access to transport but also through residents' involvement.

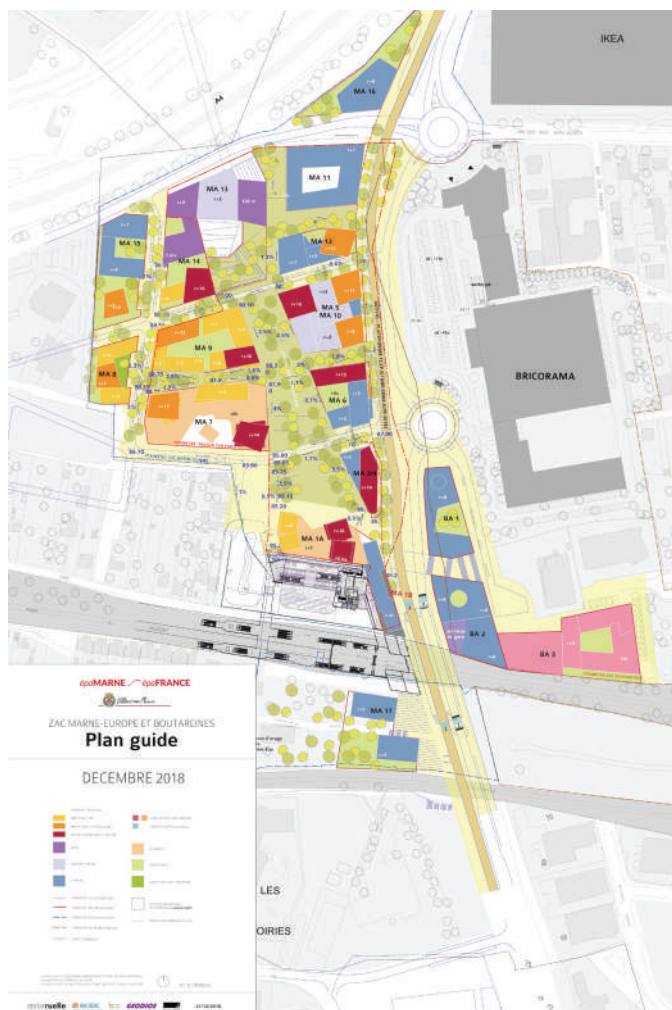


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Maison pour tous Youri Gagarine

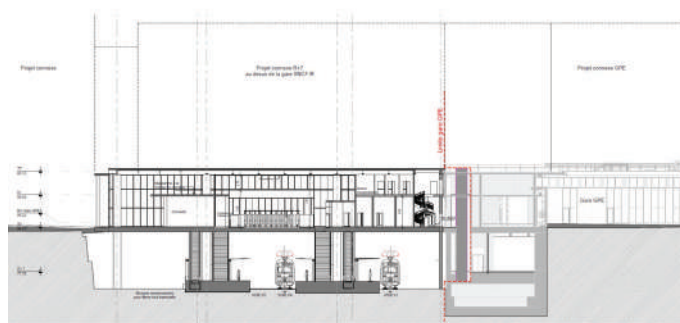
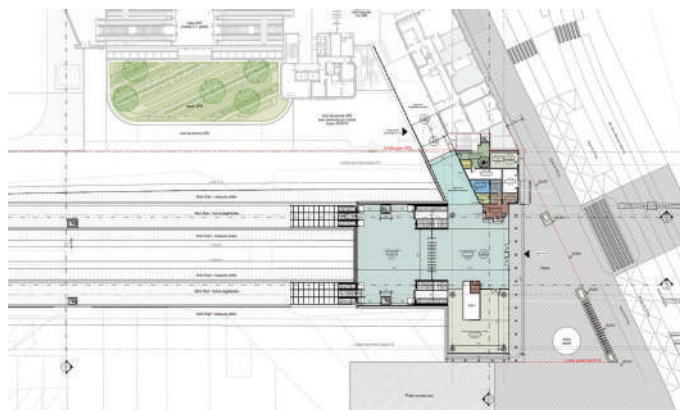
An informal and temporary occupation on the remains of the shantytown

Between Rue de Bernaü and Voie Sonia Delaunay, the VDO land is occupied by a collection of cultivated plots occupied without rights or ownership. There remain some vestiges of the shantytown and a large amount of waste from all eras. Paths give access to the plots, generally hidden behind fences or vegetation, used for a variety of functions: growing vegetables, cabins used as informal housing, overgrown or abandoned gardens ... The 50 or so users, of an average age of 60, are Portuguese, Cape Verdean, Spanish, North African or French. The majority of them live in Champigny. As part of the extension to the RD10, which will greatly impact upon these plots, the Departmental Council has conducted a survey of occupation and enquiries into usage, with a view to proposing replacement solutions.



FR-CHAMPIGNY-SS-M02

ZAC Marne Europe © Atelier Ruelle



FR-CHAMPIGNY-SS-M06 Gare GPE © Systra - Richez Associés - AREP

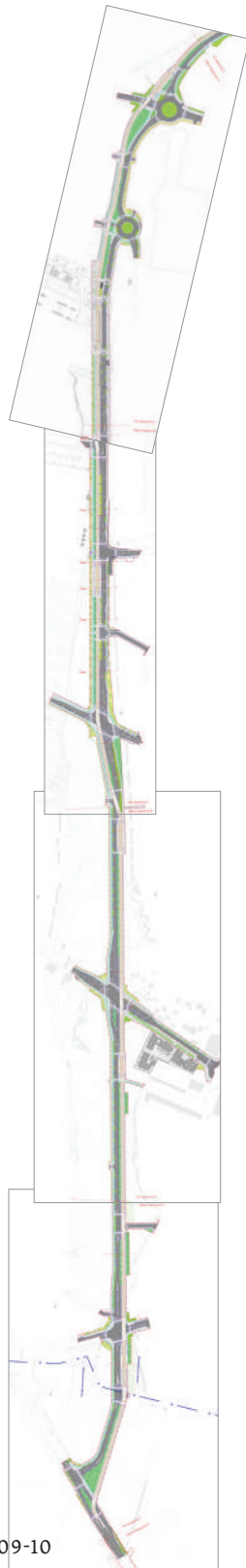


FR-CHAMPIGNY-SS-M05



Projet SMR © RICHEZ Associés

Prolongement RD10 et Altival



FR-CHAMPIGNY-SS-M07-08-09-10

COUPE-TYPE DU BOULEVARD URBAIN - SOURCE CD94 - ARTELIA



FR-CHAMPIGNY-SS-M04

PROJECTS UNDER CONSTRUCTION OR AT STUDY PHASE

New Grand Paris Express station

The new Bry-Villiers-Champigny station on Line 15 connects Line E of the RER, Line 15 of the Grand Paris Express (GPE) and the new ALTIVAL bus line. It will constitute an important focal point to the north of the EUROPAN site, linking two developments on the Marne Europe and Simonettes sites.

Extension of the RD10 road and the ALTIVAL dedicated bus corridor

The ALTIVAL project will serve, from north to south, the towns of Noisy-le-Grand, Bry, Villiers, Champigny and Chennevières-sur-Marne. It will link the areas served with the Grand Paris Express station at Bry-Villiers-Champigny (Line 15) and Noisy-Mont d'Est (RER A) by 2025. This new dedicated bus corridor, in conjunction with the extension of the RD10 road, will structure the development project, integrating all modes of circulation (public transport, bicycle, pedestrian). The future boulevard will be between 26 and 30 metres wide. The abandoned buildings along the boulevard and at its crossroads will be incorporated into the urban scheme.

Contracting authority: Conseil Départemental / Design team leader: ARTELIA - L'ANTON ET ASSOCIÉS / Stage: urban planning / Time schedule: implementation planned for 2025.

Line 15 train depot

The train depot for Line 15, as well as the operations control centre (50,000m², 450 jobs forecast over time), will be installed in Champigny on a 9 ha site on the VDO, north of the Parc du Plateau. The project includes 20,000m² of planted roof, the largest in France, which will contribute to the environmental agenda, reading as an extension to the Parc du Plateau. A programme of around 250 housing units is planned on the edge of the site.

Contracting authority: Société du Grand Paris / Architect: RICHEZ & Associés Architectes / Stage: On site / Time schedule: completion 2021.



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FR-CHAMPIGNY-PS-AP01



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FR-CHAMPIGNY-PS-AP05

CHALLENGES OF THE SITE WITH REGARDS THIS YEAR'S EUROPEAN THEME

The VDO site is what remains of a 20th-century vision, now outmoded, of a Parisian metropolis encircled by motorways and dual-carriageways.

The development of this site illustrates a paradigm shift: while the production-focussed planning of the 20th century promoted the efficiency of road transport and zoning, today the focus is on enabling the reorganisation of a productive town, which brings to the surface questions concerning mobility, environment and human activity within a vision that is more intensive and inclusive.

How can this set-aside zone be brought back to life as a vector for further urban redevelopment and densification? How can an abandoned area be transformed into a productive area while integrating new environmental and social requirements? The challenge does indeed consist of resolving a paradox between the reactivation of environmental functions and the insertion of new uses and activities. It is also about re-addressing questions of centrality and mobility within a fragmented area and a wider community.

The Champigny-sur-Marne site poses the three questions considered by EUROPEAN at a European level: mobility, resources, equality.

NEW OPTIONS FOR MOBILITY, NEW ACCESSIBILITY: MOVING TOWARDS A RECONNECTED URBANISM

Abandoning the motorway project in favour of an access road (extension of the RD10 departmental road) and a dedicated public transport bus corridor (ALTIVAL) has revealed fresh challenges in terms of mobility and accessibility – both metropolitan and local. On the scale of eastern Paris, the proximity of the future Bry-Villiers-Champigny station requires rethinking the end use of this patch of land situated within the metropolis. On the scale of Champigny, it is a question of transforming a void into an interface that could reconnect neighbourhoods that today are fragmented, structuring the town around them with public amenities and transport infrastructure.

RESOURCES: RECONCILE ECONOMIC DEVELOPMENT, ECOLOGICAL DEMANDS AND QUALITY URBAN EXPERIENCE

Beyond the strategic importance of this piece of real-estate to local stakeholders, the site constitutes an important local and ecological resource on a large scale (the size of the open space, landscape, biodiversity, potential uses).

The inventory of available resources must include the human and social components of the area (housing, public space, public amenities) as well as manufacture (small producers, craftsmen) or services along the edges of the corridor (with the potential to re-think, transform or hybridise old industrial parks).

EQUALITY AND DIVERSITY: FOR A TOWN COMBINING PROFESSIONAL ACTIVITIES, EDUCATION, SERVICES AND RESIDENTIAL

The urban project is part of the rebalancing between western Paris, with its high concentration of economic development (offices, service industries), and eastern Paris, more residential, which is attempting to attract more productive activities.

By prioritising the creation of new jobs, particularly from within the community, of training and of services to meet the needs, abilities and qualifications of the town's population, the Town of Champigny has established the aim for a theoretical split of 75/25 between programmes for business and community amenities, and housing programmes.

The EUROPEAN teams must consider this indicative split: how do people live and lead their day-to-day lives in a neighbourhood where businesses dominate? How can work and housing be mixed or hybridised, within space and within the daily rhythm?

THE CHARACTERISTICS OF THE BUSINESS PARKS AND THEIR DEVELOPMENT POTENTIAL

A3 (15 ha, 52 businesses, 722 jobs). The oldest business park in the area, with a pronounced industrial character marked by the presence of wholesale (BtoB), municipal services and building yards. The limited number of service roads in relation to the number and size of the sites causes problems for the access and circulation of heavy goods vehicles. The construction of the maintenance depot must encourage the rejuvenation of the area as regards the risk of obsolescence.

LUATS (9 ha, 44 businesses, 376 jobs). Essentially retail, this park is dominated by the Leclerc hypermarket, the main real-estate owner. This park is really lacking in purpose today (public spaces, brands) and is constricted by topographic ruptures.

NATIONS (7 ha, 87 businesses, 931 jobs). Close to the Lycée Marx Dormoy, this park contains many businesses that do not offer employment opportunities and companies with fewer than 10 employees. It has good access, well-maintained roads, with public spaces and cared-for facades.

Marché Rollay (3 ha, 38 businesses, 3441 jobs). The smallest park revolves around the Nikon headquarters, between the Parc du Plateau and Voie Sonia Delauney. It is marked by the presence of two cleaning companies (which have a large number of employees who mostly work off-site). The remainders are small-sized companies.

GRANDS GODETS (13 ha, 88 businesses, 815 jobs). Largely comprised of manufacturers and construction companies, along with a few retail outlets, this particularly densely populated business park of small units (2,600m² on average) has major problems with traffic and parking. The roads are in poor condition and pavements are often blocked and therefore unusable. Several of these over-crowded companies could envisage relocating to the VDO site.

Many of the employees come from outside Champigny. A survey in the companies showed that private cars remained the most common form of transport (54% of responses). Public transport (RER commuter train + bus) is used by 43% of those who replied to the survey. 25% walk to work, and 11% travel by bicycle, i.e. over a third come to work on foot and/or by bicycle.



FR-CHAMPIGNY-PS-P22

ZA Marché Rollay



FR-CHAMPIGNY-PS-P55

LUATS - Centre commercial Leclerc



FR-CHAMPIGNY-PS-P53

NATIONS - Lycée Marx Dormoy



FR-CHAMPIGNY-PS-P07

ZA des Grands Godets

SPECIFIC REQUIREMENTS

TO RETHINK THE EDGES AND GUIDE THE TRANSFORMATION OF OLD BUSINESS PARKS

The reactivation of these VDO sites is a historic occasion to reabsorb the fragmentation of the different parts of the town and the business parks that have developed along the edges of the corridor, often turning their back on the site. This result is an urban composition that juxtaposes single-use areas (business parks, shopping centres, housing estates).

On the scale of the study site, the business parks cover 48 ha and are home to over 3,700 jobs, i.e. almost 30% of the private-sector employment in the town. These employees are also users, sometimes residents. How can a town be made around this 20th-century heritage? How can we open up the areas and reconnect them with public transport? What opportunities exist for the reconsideration of these transformations and hybridisation? How can companies be associated with this movement and generate a new attractiveness?

RECONCILING THE PRODUCTIVE TOWN WITH THE SUSTAINABLE TOWN WHILE PRESERVING THE QUALITIES OF AN OPEN SPACE

The local stakeholders confirm their enthusiasm for the urban development of the site, partly legitimised by the creation of public transport infrastructures, while also recognising the environmental and social value, as well as the value of the landscape, of an undeveloped fringe within a densely built-up environment.

This is one of the challenges set as part of the EUROPAN competition in terms of urban, landscaping and architectural composition: how can this site be developed while preserving its qualities as an open space? How can its ecological value be safeguarded without excluding its economic vocation? What levels of densification could be envisaged that reply to both requirements of urban redevelopment as well as to environmental requirements? What kind of balance can be struck between built space and open space in the use of surface area?

INTEGRATION OF PROJECTS ALREADY UNDERWAY AND THEIR TIMEFRAME FOR IMPLEMENTATION

The EUROPAN teams need to integrate strategies and projects already underway or under study, some of which are already at advanced stages of definition, in particular: infrastructure of the Grand Paris Express (new stations, Line 15 maintenance depot), extension of the RD10 and the insertion of dedicated bus corridors. The Town of Champigny has identified a set of strategic orientations and drawn up a masterplan, which are outlined in this site document.

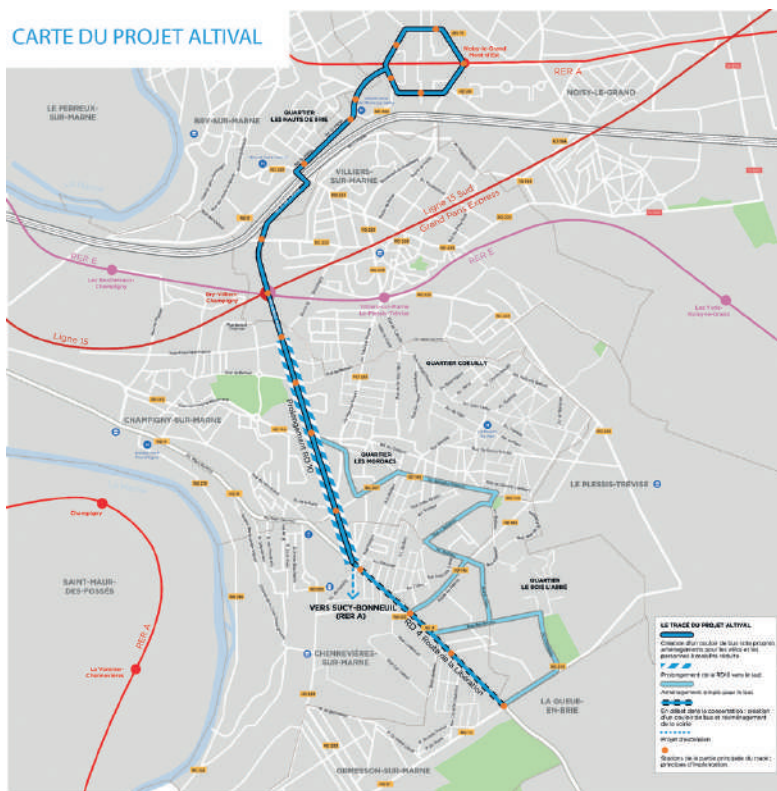
The complexity of the site and the range of different contracting authorities require a development strategy with different timeframes and different ambitions, taking into account time for transition or outline schemes. It is important to think about these different timeframes to enable the evolution of the site at different scales and different speeds :

- the competition must bring to the surface proposals that imagine the future of this metropolitan corridor and think about the shape of the town anticipated on this unusual site (long-term, large-scale vision);
- the development possibilities for the project site are, however, restricted by the building timeframe of the infrastructures, the RD10 and ALTIVAL (2024-25);
- finally, development, rethinking the site's edges and temporary uses can be implemented immediately following the competition (short-term projects, outline schemes in association with residents and businesses).



FR-CHAMPIGNY-C-AP02

Terrains de la VDO



FR-CHAMPIGNY-C-M03

Projet ALTIVAL



FR-CHAMPIGNY-SS-AP03

METROPOLITAN STRATEGIES

Within eastern Paris, the real-estate capital amassed by the government for the VDO is stretched over 15km and five towns. Aside from the areas assigned for infrastructures, the liberated corridor comprises nearly 150 ha of clear or transformable land, of which about 15 hectares is within Champigny. The EUROPAN site corresponds to one section of the VDO and must be considered in relation to the other sections, taking into account the arrival of the Grand Paris metro link, which will have an important effect on the geography of movement and the future of this area within the conurbation.

OBJECTIVES EXPRESSED BY THE TOWN AND BY EPAMARNE

Responsible for the coordination of the urban project at the interface between the government and the local authorities, EPAMARNE «chose not to propose an 10km urban boulevard, but to work on a sequential programme, alternating urban areas of greater or lesser density that are integrated into an already existing urban landscape allowing for a multiplication of functions and of urban density on the interconnecting sites».

In its role as planner, EPAMARNE is acting landlord, manages workshops with different stakeholders, conducts studies and manages operations.

THE NEED FOR A BROADER VIEW TO RECONNECT THE AREA AND COORDINATE DEVELOPMENT

Reclaiming the VDO sites is part of a much larger scheme to reconnect and unite myriad sites and urban projects within the town and adjacent neighbourhoods. Reflection on a wider scale is required, taking into consideration the entire perimeter of the project:

- development schemes to the north of the new station (the Simonettes site and Marne Europe project)
- The redevelopment of aging business parks (A3, Nations, Luats, Marché Rollay, Grand Godets)
- In time, the potential reorganisation of the Leclerc shopping centre, reorientated towards the new axis and the densification of the Luats business park
- The integration of neighbourhoods undergoing urban redevelopment (Boullereaux, Mordacs, Bois l'Abbé, Plateau).

To this end, a new hierarchy of multifunctional transport routes (bus, private vehicles, bicycle, pedestrian) needs to be defined so as to enable efficient organisation and clarity of all types of movement, associated with a green and ecological grid.

OPTING FOR A PRODUCTIVE ECONOMY ANCHORED IN THE AREA

Small and medium local businesses prefer to be placed on the edge of the dense area, where real-estate is both available and more affordable, while the large logistics companies continue to move further out, installing themselves near motorway intersections.

Given this dynamic, which reflects the challenge seen throughout the Paris area in maintaining a diverse local economy, the site needs to be made more attractive by prioritising the types of activity that need to remain close to their market and their backers, and whose employment requirements match skills found in the local population.

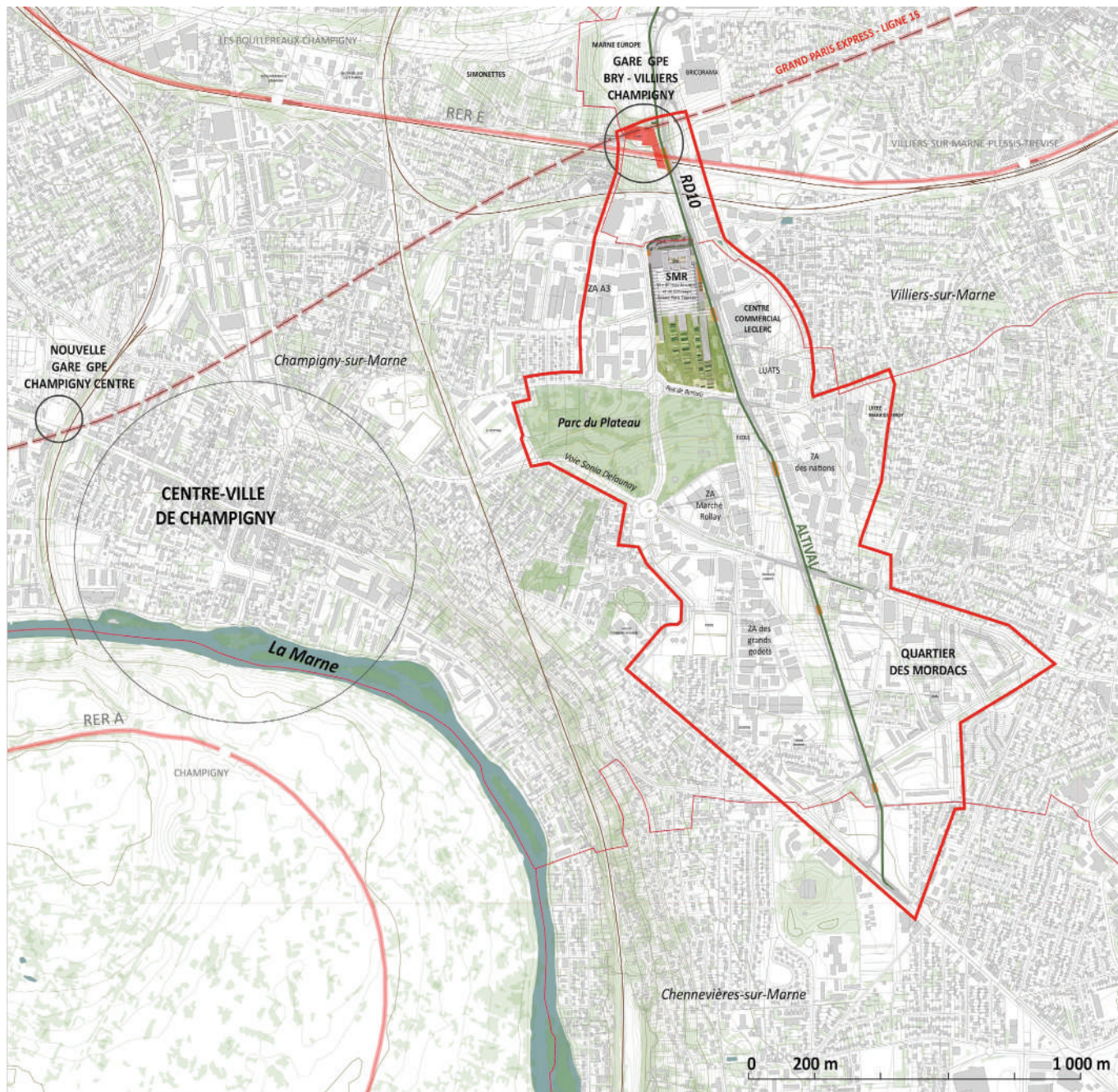
To this end, a social and unifying economy needs to be given a place in the project, associated with professional development establishments to facilitate entrepreneurialism and the emergence of a local economy based on pooling, on service and on new kinds of activity.

A MIX OF RESIDENTIAL / BUSINESS IN LINE WITH THE NEEDS OF THE POPULATION

The local stakeholders require an urban mix between business and residential, participating in redressing the balance between the east and west of the Paris conurbation, aiming for a theoretical ratio of one employment opportunity per housing unit. Expectations and orientations

This objective is yet to be transposed onto an urban or morphological scale: on what level (local area, urban, architectural) should this diversity be organised? What kinds of urbanism and what levels of density should be proposed? Between horizontal and vertical diversities, how can new overlaps and synergies be created? And finally, how should the new facilities and services required for new working residents be organised?

The development potential of business parks is limited by a real-estate structure that is, but for a few exceptions, entirely privatized. However, incentives could be researched by working with businesses on their projects and their capacity to evolve on the same site. On the urban scale, further possibilities for complementary grids must be explored, with east-west links and openings onto the future north-south access boulevard.



FR-CHAMPIGNY-SS-M01



FR-CHAMPIGNY-SS-AP06

EXPECTATIONS AND ORIENTATIONS

The EUROPAN competition comes at a key moment, where stakeholders are in place to move from strategy to action. It must enable testing via narrative communication around the theme of productive towns, calling for a critical and prospective eye from the young teams taking part.

It is a logical conclusion of the expressed ambitions that the new visions stem from innovative solutions, not only in the processes itself but also in addressing the questions of landscape and urban form, in order to construct the image, the identity and specificity of the area's future. The EUROPAN teams are not requested to provide a masterplan of the study site, but to provide targeted proposals for the PROJECT SITE that could become references in terms of process and of urban and architectural projects. On this complex piece of land, the purpose of this competition is to act as a demonstrator, enabling the identification of the types of productive town expected on the Champigny site.

Studies commissioned by EPAMARNE of the potential economic model have confirmed the business potential of the PROJECT SITE based on developing a range of businesses and respecting the overall ratio of 75/25 business/residential: not counting public spaces or spaces to be left undeveloped, 75% of surface area will be given over to business activity (trade and small industry) or community amenities (facilities, services, training...) and 25% to housing. This ratio is somewhat theoretical as it includes and encourages mixed-use projects or buildings.

CONSIDER THE RESOURCES AND ECOLOGICAL FUNCTIONS OF THE SITE ON THE SCALE OF SEVERAL LOCAL AUTHORITIES

Reflection on the resources and ecological functions of the site (landscape, nature, biodiversity, water, energy) is a fundamental aspect of the project, which can be approached on two scales: that of the various local authorities involved with the wasteland as regards the maintenance or reconstitution of natural corridors and corridors of biodiversity that must find a place in the town and via its inhabited and dense areas (study site); as well as at the scale of the future developments and projects, considering the type and use of public or private land, but also the architecture and urban morphology (project site).

The EUROPAN teams are invited to think about two principles: the reconstitution of the environment (where it is a question of re-establishing natural spaces and corridors pertinent at the scale of the area) and the pooling of environmental functions associated with urban development and use (water management, landscaping, areas of biodiversity) in public and private spaces, including at the scale of buildings.

With regards energy, the preferred option is the extension of the town's geothermic network, which supplies the Mordacs neighbourhood.

ACCOMPANYING THE TRANSFORMATION OVER TIME: REAL-ESTATE STRATEGY, ACTIVATION AND MEDIATION

The EUROPAN competition is part of the long-term process of urban transformation of an area that will see accelerated change before, during and after the implementation of new transport infrastructures. The planned calendar of works and implementation of scheduled transport services have been affected by delays: the opening of Line 15 has been postponed from 2022 to 2025. This impacts on the ALTIVAL project, now expected for 2024.

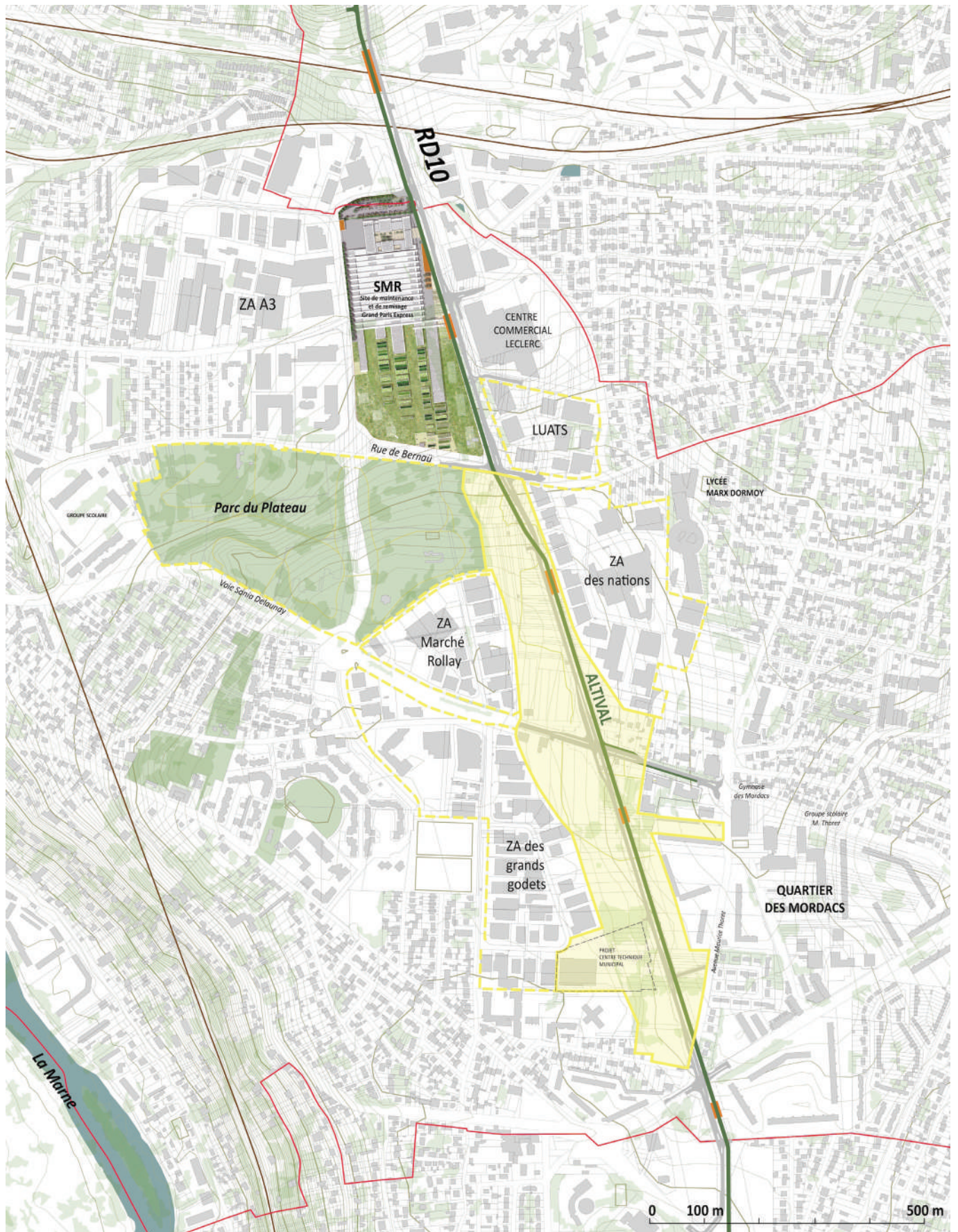
The site's subdivision implies thinking about the transformation of the site at different speeds and within different time frames. Most of the VDO sites are controlled, now the property of EPAMARNE. On the edges of this area the local stakeholders are keeping a close eye on real-estate, aiming to avoid stand-alone developments.

ENABLING THE INSTALLATION OF DIVERSE BUSINESSES AT AFFORDABLE RATES, FOR SMALL-SCALE PRODUCTIVE INDUSTRY IN TOWN

Current thinking for the programming is based on the diversification of economic real-estate by prioritising «diverse businesses at affordable rates». This orientation corresponds to the diversity of businesses both already present and hoped for (tradesmen, small-scale production, small- to medium-sized companies, third places, business incubators, accelerators, etc.).

Large companies such as major logistics centres should be forbidden so as to avoid problems such as the congestion of a roads network that is already overloaded. At the other end of the scale, small-scale installations, evolutionary and adaptable should be prioritised, helping to consolidate the position of small industry within the town.

Sectors identified as strategic in the Contrat de Développement Territorial (CDT), or 'regional development contract', should be integrated (eco-construction, eco-mobility), without making this an exclusive requirement. Economic development will go hand in hand with work to improve the attraction and development of existing business parks. Finally, a place must be made for networks practicing social solidarity economics, able to mobilise the population and stakeholders in employment and training.



FR-CHAMPIGNY-PS-M01

The Town of Champigny and EPAMARNE are pursuing three main objectives: (1) to orientate, by selective choice, the area towards economic activities that prioritise diversity at every level, (2) to structure its development around an urban boulevard and the future ALTIVAL line, (3) to conserve its role as a continuous stretch of landscape and green corridor within the larger area.

URBAN AND LANDSCAPING ORIENTATIONS

RECONNECT, RELINK, CONNECT

The development orientations given to the EUROPEAN teams aim to:

- • Reconnect the east and west of Champigny-sur-Marne and re-establish links, in particular simpler pedestrian routes towards Mordacs and existing public amenities (secondary school, sports facilities).
- • Enable the business parks to turn onto the future boulevard, pre-empting partnerships with established owners. This turnaround, along with the renovation of this area, could be brought about by means of mixed-use projects, including the creation of housing.
- • Redesign and improve the urban and logistical functioning of existing business parks (Grands Godets, Nations, Marché Rollay): circulation, parking, deliveries, waste disposal ...
- • Maintain the wasteland's existing function of green corridor by reconciling quality urban intensification with the expected ecological functions.
- • Clearly integrate the Parc de Plateau into the future boulevard (the park and its belvedere-like position are currently under-exploited with regards its potential uses and central position), and more globally, draw a sequence of public and natural spaces.

STRUCTURE A MULTIFUNCTIONAL GREEN GRID

The real-estate plots on the VDO are identified at a regional scale as «links recognised for their ecological importance within an urban environment». A survey of the fauna and flora carried out in 2013 showed relatively common species.

The plots used as gardens or for private use are polluted by an accumulation of waste, some abandoned long ago. The main ecological value of the site is therefore as a continuity of natural space on the scale of eastern Paris, rather than for the intrinsic ecological quality of the ground.

The development of this corridor is not contradictory to the reinforcement of its ecological potential, as long as the services provided by a multifunctional green grid are assimilated and taken into account in the development strategy. Integrating all of these challenges implies a real economy of space on the current wasteland and a pooling of functions, notably ecological, on a scale that reaches beyond each individual project.

ALLOCATION OF GROUND USE AND ENCOURAGING AN ACTIVE STREET-LEVEL

The question of the groundplane and its uses is critical in reconciling the constructibility of the site with the quality of the landscape and the preservation of green corridors. By linking residential and work areas to a sequence of public or private open spaces, one can allow for the inclusion of services for all, of places for exchange, of shared or pooled experiences, so encouraging an active town-level full of potential.



FR-CHAMPIGNY-SS-AP03

PROGRAMMATIC ORIENTATIONS

NEW ECONOMIC ACTIVITIES: DIVERSITY AND DENSIFY, AND ECONOMIC MODELS

The EUROPAN teams are invited to make proposals for the urban and architectural organisation based on a few types of premises and economic programmes, sketched out below:

- A tradespeople's village, production workshops and business accelerators: small modular and extendable premises allowing for rented workshops of 100, 300 or 900m², able to accommodate between 20 and 30 tradespeople, providing communal areas (service yard), potentially associated with housing, aimed at small start-ups or young companies (5,000 to 6,000m²).
- Densely populated mixed-use buildings and building complexes: on compact plots, programmes associating different business premises: small local services, business services, production workshops, small-scale distribution requiring storage space.
- Densely populated business parks / mixed-use business parks: a question of rethinking the horizontal business park model by exploring the possibilities of vertical extension and pooling opportunities (parking, delivery bays, storage areas, shared services).
- Spaces for training: the site could also accommodate training centres linked to current or future activities, which should be integrated into the overall scheme.
- Municipal maintenance centre: the new Champigny Centre train station necessitates the relocation and construction on another site of the town's municipal maintenance centre. This is planned on land acquired by the town in the Grands Godets business park, on a plot of 18,000m².

NEW TYPES OF RESIDENTIAL: CREATE PROXIMITY BETWEEN RESIDENTIAL AREAS AND WORK AREAS

Each operation planned on the study site will include some housing. The Town of Champigny wants to position these around existing residential areas and close to public amenities and transport systems, connected to a new framework of public and natural spaces as part of the green corridors to be preserved, created or recreated.

The Town of Champigny has defined a charter for developers, imposing 30% social housing for rental and 30% affordable housing for purchase. This implies reflection on housing typologies and uses which are economic in terms of both energy and management.

The Town of Champigny will encourage participative housing schemes, enabling a population of owner-occupiers to invest in the development of their neighbourhood.

PROCEDURE AND MEDIATION: ASSOCIATING CURRENT AND FUTURE USERS

The large areas of urban wasteland provide the opportunity to experiment with mediation and proposals of uses for public spaces or business parks. In anticipation of permanent developments, temporary projects can be undertaken to animate the area.

The temporary development of vacant space and lasting activities is a means of testing transitory urbanism without fixing the final use. In terms of economic development, it is also a means of making area visible by installing innovative types of activities that convey an image and attract a new public.

This approach moves towards a possible mediation regrouping all the parties involved: residents, businesses, employees, based on existing or potential uses, mobilising potential collaborators, such as Emmaüs (Voie Sonia Delauney). On a smaller scale, mediation events around the wasteland and its uses, particularly for inhabitants of the Plateau Residence, who will be the first affected by the urban development of the VDO. These events help to anticipate certain options that can subsequently be made permanent.



THE PROJECT'S STAKEHOLDERS AND COLLABORATORS AND ITS EXECUTION

A MULTITUDE OF STAKEHOLDERS AND CONTRACTING AUTHORITIES TO BE UNITED AROUND A GLOBAL VISION

Confronted by several physical and administrative barriers, the project to reclaim the VDO land implies a number of stakeholders, institutional and non-institutional, including:

- **The Town of Champigny and neighbouring municipalities:** Champigny and the other municipalities crossed by the VDO corridor belong to two intercommunal structures, 'Paris Est Marne et Bois' to the north and 'Grand Paris Sud Est Avenir' to the south, with responsibility for urban planning and development.
- **The planner:** EPAMARNE is a public planning agency that was founded in 1972 to build the new town of Marne la Vallée. Following completion, EPA enlarged its area of activity in 2016 to cover the VDO sites, for which it was acting landlord under a contract between the government and the local authorities. EPAMARNE therefore becomes planner for this area, establishing itself as a tool to serve the local authorities within a designated development zone that is currently being defined.
- **Large public contracting authorities:** the Val de Marne Departmental Council plays a vital role in the project as the contracting authority for the extension of the RD10 and for the ALTIVAL line. Equally, the Société de Grand Paris (SGP) comes in as contracting authority for the infrastructure of the Grand Paris Express, the new stations, and a large maintenance site currently being built.
- **Private stakeholders:** the companies are also stakeholders to be mobilised, by means of a companies' club as well as some large groups, such as Leclerc, which is thinking about the reorganisation of its shopping centre and the development of its adjoining sites.
- **The civil society:** as things currently stand, local organisations, the residents, the workers and the users of the area have not been directly consulted. The results of EUROPAN and then the implementation of operational studies or communication will provide the occasion to engage in public concertation and participation.

CONTRACTUAL AND COLLABORATIVE FRAMEWORK

Two guideline documents set down the main objectives and terms and conditions of the execution of the project: the Contrat de Développement Territorial (CDT), or 'regional development contract' for the Boucles de la Marne, signed in 2015, defines strategic orientation. The Contrat d'Intérêt National (CIN), or 'contract of national interest', signed in 2018, is currently being worked up, and defines implementation methodology.

The CDT for the Boucles de la Marne: The CDT sets down the basis of a strategy for metropolitan attraction and reputé widely referred to in the Grand Paris Express project by taking advantage of the proximity of the sustainable development cluster in Marne la Vallée's Cité Descartes. It covers the entire area comprised of the four towns of Bry, Champigny, Chennevières and Villiers-sur-Marne. The business model is based on the complementarity between the specialised sustainable development sectors (eco-construction, eco-mobilities) and the density of local and traditional economic fabric.

The VDO CIN: The CIN formalises the partnership between the government, the local authorities, and the main transport and development stakeholders to bring about a facilitating multi-partner urban project within which future operations or developments can be integrated. Various workshops and studies, underway or forthcoming, structure the vision of community (circulation, economic development, landscape, biodiversity) and integrate a reflection on measures for the temporary management of the spaces.

FOLLOW-UP TO THE COMPETITION

EPAMARNE has undertaken preliminary studies for the creation of a designated development zone, which will be implemented in 2020 when the results of EUROPAN 15 are announced.

Several types of contract are likely to be awarded to EUROPAN teams by EPAMARNE or the Town of Champigny, on the site or its peripheries: studies and project commissions to work up the strategic proposals that result from the competition, design studies and project management on one or more lots, in the vein of experimentation promoted by EUROPAN France and PUCA, supported by the Direction de l'Architecture. Other formats may be brought into play to profit from the EUROPAN results: running workshops with public stakeholders, business stakeholders, the future project sponsors and the residents and users of the site.

LIST OF DOCUMENTS

Downloadable graphic documents are available to candidates once they have been registered on the European Europe website.

These are semi-aerial, aerial and ground photos as well as plans and maps at different scales:

Territorial scale : conurbation

Urban scale : strategic site

Architectural scale : project site

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