

## EUROPAN\_30 YEARS AND EVEN + CREATIVITY

The european competition's 30th birthday was celebrated at the Cité de l'Architecture & du Patrimoine in December 2018<sup>1</sup>. 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 2019<sup>2</sup>, 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 PAN<sup>3</sup> 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»<sup>4</sup>.

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.»<sup>5</sup>

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 competition<sup>6</sup> 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.<sup>7</sup>

## 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 debates<sup>8</sup> 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.

> Aubry

> Floirac \_Bordeaux Métropole

> Romainville are in the dialogue with :

Casas 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 EUROPLAN! TO WORK!

- 1) 3.14.15 décembre 2018\_ [www.europan30ans.org](http://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

# GENERAL INFORMATION

## SITE REPRESENTATIVE :

Romainville municipality

## ACTOR(S) INVOLVED :

Romainville municipality, Est-Ensemble municipalities community, Departement 93, Etablissement public foncier d'Ile-de-France (EPFIF), Ile-de-France, Government

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## TEAM REPRESENTATIVE :

Architect, townplanner, landscape architect

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

Architecture, landscape, urban planning, urbanism

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## COMMUNICATION :

Project communication after the contest, 2 December 2019

## JURY – 1ST ÉVALUATION :

Ranked selection : with winner (12.000€) / Runner-up (6.000€) / Special mention (no reward)

## JURY – PRIZE SELECTION :

With the participation of the site representatives.

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## POST-COMPETITION INTERMEDIATE PROCEDURE :

Study mission and project for strategic issues proposal, construction of architectural and landscape projet

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

Meeting with sites representatives and 3 selected teams, organized by European France in Paris / Pn-site meeting with sites representatives and 3 selected teams organized by cities and partners / Assistance and consultancy to the cities and partners, also their collaborators, for the implementations processes by European France

# AN ACTOR SPEAKS : MRS. THE MAYOR

Ladies and Gentlemen,

The City of Romainville, faced with a difficult urban development, has optimistically and willingly committed to the European approach. This competition is a new opportunity to affirm our desire to transform the city and accompany growth through architectural and urban innovation. Our main goal is to build a future city of multi-functionality, new uses and practices in an environment of architectural quality. Our strong will has made it possible to initiate a much-needed urban renewal with renowned architects participating in decisions on inhabitants living conditions.

Our determination for sustainable urban development is now combined with a desire to rely on new design methods to rethink and create a truly urban environment.

The site chosen for the EUROPAN competition, its complexity, diverse urban environment and potential to accommodate new programmes that meet the objectives of both the municipality and neighbourhood residents, seems certain to solicit innovation from young talents.

To better meet the expectations of local residents, who have been waiting a long time for the T1 tramway and the area's urban revitalisation, the city conducted a preliminary consultation in 2018, to determine what would be an acceptable urban project.

Density and functional programme objectives, a substantial presence of green leisure spaces and the planting of public spaces are all givens in the project. Multi-functionality on the site should provide an economic boost while making it possible to respond to the site's particularities. The development of an urban logistics project along the A3 motorway is expected to be both an economic opportunity and an efficient noise buffer. At the same time, making use of ground floors and large commercial premises should allow for new sectors of activity such as businesses or educational centres specializing in artificial intelligence or digital technology that have special requirements. New urban forms making it possible to combine work, education and housing are eagerly anticipated.

On the basis of the first phase of consultation, the blueprint proposed here should allow design teams to envisage a neighbourhood that will become a successful urban seam, while preserving its character (small paths, diversity, domestic scale, etc.). A second phase of consultation is planned for the end of 2019 to allow teams selected by the European jury to present their work to residents.

This competition should be an opportunity for the teams to propose new project procedures, urban forms and programmes of co-existence. It must also, I hope, turn this neighbourhood into a model of urban ecology.

Rest assured, our expectations are high and we are eager to discover the fruits of this European competition.

Corinne Valls, Mayor of Romainville

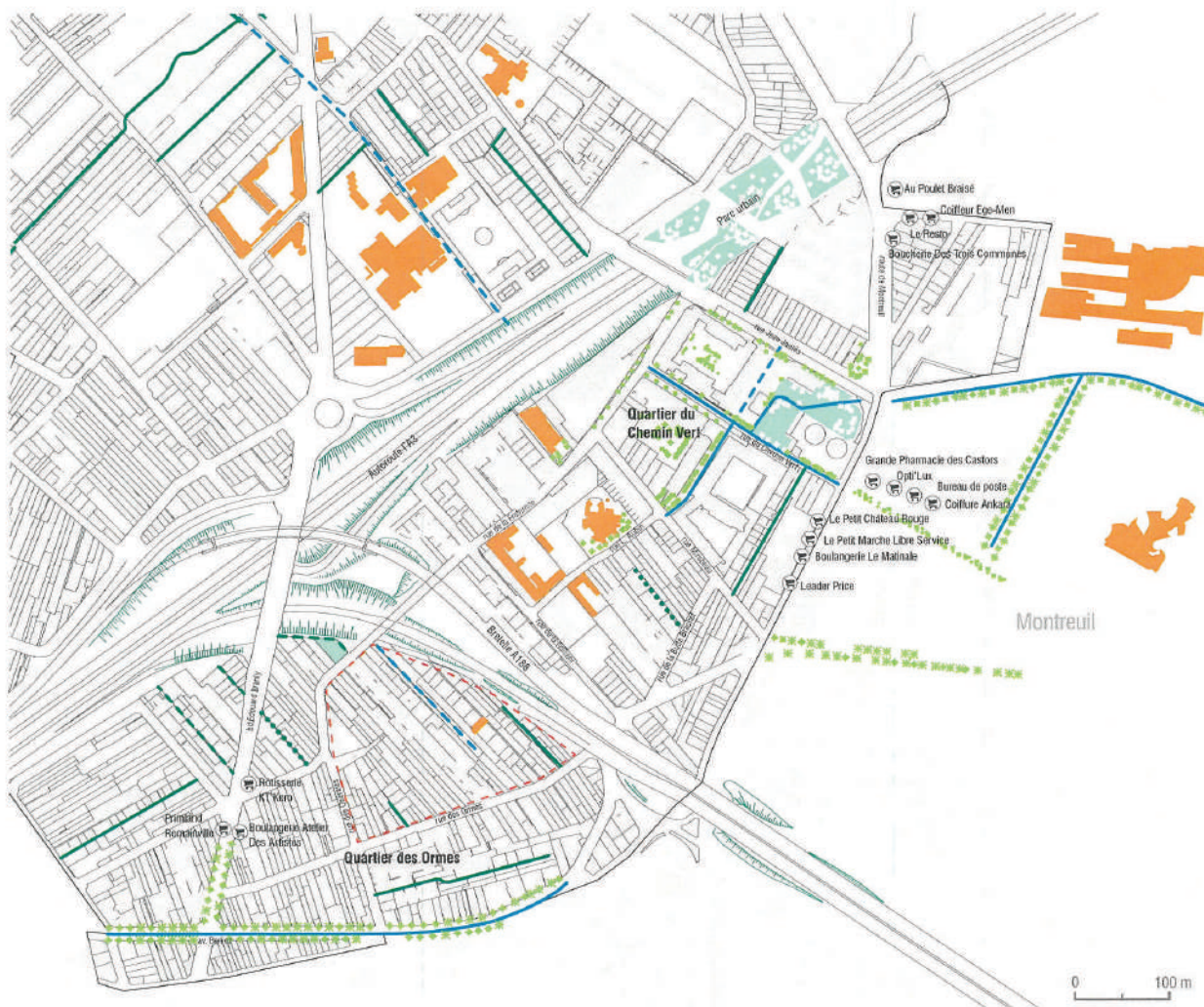


## Cheminements, espaces verts, équipements, commerces

Des sentes marquent l'identité du quartier, les habitants les prennent pour les déplacements quotidiens. Pourtant la présence de la bretelle A 186 et l'îlot dominé par les parcelles maraîchères parallèles à la bretelle font une enclave entre le quartier des Ormes et le quartier du Chemin Vert.

Le remaillage des deux quartiers en renforçant les sentes et cheminements existants est ainsi l'enjeu important pour l'aménagement des délaissés du T1.

Cheminements qualitatifs	
Cheminements à requalifier	
Arbres existants	
Sentes	
Sentes privées	
Sentes à requalifier	
Espaces verts existants	
Îlot enclavé (dominé par les parcelles maraîchères)	
Équipements	
Commerces	



Neglected extension T1 – Architecture urbanism AUC agency for the city of Romainville– 2018  
FR-ROMAINVILLE-SS-AP2

# RELATIONSHIP TO THE THEME “PRODUCTIVE CITIES”

## SITE ISSUES WITH REGARD TO THE THEME

Initially largely agricultural, in the second half of the nineteenth century, Romainville joined the industrialization surrounding Paris. The working-class population continued growing up until the 1960s, when industries moved gradually further east of the department or beyond. Faced with deindustrialization and the loss of employment, one of the city's priorities has been economic redevelopment. Working together with local companies and partners, this much-needed renewal of economic activity relies on the strengthening of existing skills, reinforcing of existing projects and the structuring effects and polarities of major new projects, particularly those resulting from public transport (tram T1, metro line 11). Through these developments, the municipality is seeking to build a city that is multi-faceted and diverse in both population and activities.

The European 15 «productive cities» site in Romainville raises two major issues:

new mobility, accessibility from the T1 tramway, the A3 motorway and new connections that will put an end to the area's isolation.

equity and diversity for a long-neglected enclave that is rich in possibilities for becoming a new urban district of work, education, services and housing.

These themes need to be considered on several highly interlocking, interactive scales:

the metropolitan scale of Grand Paris which includes this site as well as many other metropolitan sites, is a vector of urban development. In Romainville, the extension of the T1 tramway, that requires the deconstruction of the A186 motorway thus freeing up real estate, combined with a strong political will on the part of the city and its partners make the European site an area of transformation that is part of the larger network of new or revived sites. It will connect, articulate, reunite and create continuity where there was only separation, emptiness, isolation, fractures and abandonment before. It is innovation and experimenting with new ways of life, working and living together on a large territory, building proximities, bridges ... beyond administrative boundaries. Precedent can be found in 1896 when a tramline built to connect Romainville to Paris stimulated urbanization, population growth and

the gradual transformation of an agricultural town to an industrial city. Today, the productive attractiveness of this project site should be considered at the metropolitan scale as one link in a network under construction that will then be translated and repeated at other scales.

Inter-municipal scale, mainly with Montreuil

The future T1 tramway, a major force in transformation and redevelopment of the site, makes it possible to create links, urban continuities and new proximities with the communes of Noisy-le-sec to the north and Montreuil, Rosny-sous-Bois and Fontenay-sous-Bois to the south. The tram station «Free Thinking» on the project site is at the heart of these new relationships. On this scale and with the A3 access, new activities, urban practices and proximities that are likely to generate new paradigms are to be taken into consideration. Major sports and cultural facilities or professional education and employment facilities also exist on this inter-municipal scale. The tramway defines the geography of an area that has to be understood in order to bring out new urban dynamics.

Municipal scale

Until 2000, Romainville remained «on the side lines» of the major socio-demographic and economic changes taking place in neighbouring municipalities. A strongly defined separation between the Plateau and the Bas Pays, motorways cutting into the urban fabric and a lack of major public transport (train, metro, etc.) prevented an evolution in the city's urban form. The city has finally in the past fifteen years begun changing, particularly in the centre and Bas Pays areas. The project area has, however, remained on the fringes of urban development, isolated and withdrawn. Today, thanks to the arrival of the T1 tramway, it aspires to building links with the city centre and opening up to the surrounding neighbourhoods while preserving its existing social balance. Development will, however, inevitably accentuate demographic and real estate pressures as it has in the city centre and may jeopardize existing activities. These forces need to be anticipated and, once adapted to the neighbourhood, integrated into any European site transformation project.

Neighbourhood scale

Providing solutions to territorial inequalities, allowing the neighbourhood to develop, to open up to the outside, to connect while respecting and enhancing what already



## Rue Gallieni - Tracé du T1



Oblique view towards the south of Romainville

FR-ROMAINVILLE-SS-AP2



Overhead view of the site

FR-ROMAINVILLE-SS-AP1



exists, particularly urban forms that combine work (artisan, services) with housing. The agricultural land where these activities are located is likely to undergo transformations following the arrival of the tram, changes that have to be anticipated and controlled so that the activities are not negatively impacted by the project. In addition, the land that becomes available has to, in part, be serve to open up the neighbourhood towards the city centre on one side and towards Montreuil on the other (9.5 hectares of abandoned areas including 2.7 hectares in the municipality of Romainville) as well as to connect the two sides of the tramway. The city's desire is clearly a shift in paradigm, a search for new urban life by bringing elements closer together, strengthening accessibility and allowing new urban dynamics to emerge.

#### Site scale

To take what today is a sterile territory and make it fruitful, new types of communication between economic activities and living environments need to be invented. This economic transformation already begun elsewhere in Romainville enhances strong contemporary economic growth areas (biotechnology, environmental technology, digital technology, etc.) in the fields of training, research and development. The fertility of the territory can also be seen in terms of density, intensity and quality of life, in interactions in public space along the tramline, in the relation between city and nature ... a territory residents are hoping will remain domestic in scale and qualified as an eco-district.

## SPECIFIC EXPECTATIONS OF THE CITY AND ITS PARTNERS

The city is expecting European candidates working on the site to come up with concrete proposals for project processes and urban forms with programme scenarios as well as architectural solutions.

The city has placed the European project in an already-established broader policy of co-construction with the local residents. The project site is a major component in the development and diversification of activities. Innovative proposals are expected to create a project process, a strategy that primes the area's attractiveness, its connections and relationships while being respectful of the existing environment and daring in regard to the future neighbourhood.

The city is also expecting scenarios that deal with issues of scale, density, programming, practices, uses, populating and management and operating methods. It's not a question of creating a new centre but finding an alternative that will link the existing neighbourhoods to the centre of Romainville to the south while keeping the population and present activities in place and avoiding gentrification.

How can the Chemin Vert neighbourhood to the north-east, an area of apartment blocks, single-family houses, public facilities (schools) and businesses, be linked to the Ormes neighbourhood to the south-west, an area of single-family houses and artisanal activities?

How to ensure a harmonious relationship between working and living?

Far from an inflexible project, the city is looking for a project that is capable of adapting and evolving within a long urban-planning timeframe and able to take advantage of opportunities as they arise.

## PROGRAMME GUIDELINES

The cornerstone of transformation of the area lies in its public space, which is the source of connection and exchange, support for activities around the tramway and forms the green grid that connects green spaces and reinforces existing vegetation. Public space brings out the attractiveness of the area and links it to the city centre. An urban park, a place to meet, play and relax but also a place for awareness of, pedagogy in and action around environmental issues, ecological and energy; a place of production.

The city wants to locate a large-scale sports facility in the area that will attract children and adults from all over the city and beyond. This new installation will allow the neighbourhood to become part of the municipal landscape in the same way as other neighbourhoods. The facility should be versatile. Street and urban sports, especially those for local youth, should also be taken into consideration.

Artisanal and industrial activities compatible with a residential sector and related to the neighbourhood: new types of production linked to contemporary growth sectors (digital technologies, biotechnologies, environmental technologies, urban logistics, circular



View of the roundabout Edouard Branly  
FR-ROMAINVILLE-SS-P1



FR-ROMAINVILLE-PS-P13



FR-ROMAINVILLE-PS-P3



Below the A186, to be demolished, project site  
FR-ROMAINVILLE-PS-P11

economy, etc.) coupled with a training centre with local opportunities for the local youth.

In order to establish an attractiveness that will interest new populations, ways of living must be at the heart of considerations; working at home, teleworking, independent professions, etc., as must issues of the elderly, stepfamilies, etc.

New arrangements need to be considered, new typologies that take into account the existing situation, projects currently underway and future approaches, drawing on the present reality of the city and always keeping in mind that one is going from a derelict neighbourhood to a new, thoroughly-renewed neighbourhood. The radical transformation of this strategic area and procedures developing new urban forms need to be considered from a fresh perspective, never forgetting to remain connected with the existing situation.

#### URBAN CONTEXT

The city of Romainville, a commune of 26,000 inhabitants in Seine-Saint-Denis Department and member of Est Ensemble public territorial establishment (EPT), is located just two kilometres north-east of Paris and therefore fully implicated in Métropole du Grand Paris (Greater Paris) development issues



Neglected Studies T1 - Architecture urbanism AUC agency for the city of Romainville– 2018

FR-ROMAINVILLE-C-M6

## GEOGRAPHY AND TOPOGRAPHY : URBAN DEVELOPMENT HISTORY

The city, 344 hectares, is strongly marked by its geography and topography. A pronounced difference in elevation on a steep slope forms a natural geographical separation between the upper part of the city on the plateau of Romainville and the aptly-named Bas Pays (low lands) on the plain of the Ourcq canal. The plateau rises to an altitude of 120 metres at its centre, some 60 to 70 metres above the Bas Pays. Most of the slope is an unusual area of old quarries now largely wooded and partly inaccessible out of fear of collapse. This is the area known as the Corniche des Forts.

### URBAN DEVELOPMENT FOLLOWS THE GEOGRAPHY OF THE CITY

Above all a small market-gardening town and also a resort up until the 19th century, Romainville began to urbanise with the gradual arrival of industry and the tram. The decline of agriculture and quarrying at the end of the nineteenth century along with the construction of a tramway connecting the town to Paris in 1896, marked the beginning of the industrial history of Romainville. Industry developed mainly in the Bas Pays, particularly chemical and pharmaceutical industries

On the Plateau, the southern two-thirds of the commune, is a diverse fabric of housing, artisanal workshops and industries. The old village expanded following a grid plan of long market-garden parcels, first in allotments with independent buildings, then larger collective housing projects were built (large social housing estates of Cachin and Gagarin, private apartment blocks) and more recently joint-development projects (Chemin Vert ZAC and Jean Lemoine ZAC).

Many small activities, particularly artisanal, have made their way into the city, adding functional diversity to the parcel characteristic of these suburban urban fabrics.

At the Bas Pays, the northern third of the Romainville, is an industrial area that developed along the main transport routes on the plain: railway, Ourcq Canal, RN3 (Avenue de Metz) and RD116 (Avenue Gaston Roussel). Two residential areas are at the foot of the slope, the recently developed ZAC du Pays Bas Langevin-Parat estate and the residential area of Avenue du Colonel Fabien near Pantin.

The Corniche des Forts, a slope about 60 metres high, bordered to the west by the Romainville Fort (commune of Les Lilas) and to the east by the Noisy Fort (Romainville). This hillside, long exploited as a quarry, is a small wooded area that includes a departmental park, municipal park and stadium.

### URBAN TRANSFORMATIONS IN THE 2000S

The city has experienced profound urban changes in the 2000s, including numerous urban renewal projects in social housing neighbourhoods that have combined renovation, demolition, enhancement of public spaces and development of mixed-typology housing; the building of many public facilities and the redevelopment of the historic centre with the clearance of derelict housing and upgrading of public spaces. The ZAC de l'Horloge in the Bas Pays, begun in the late 2000s, has also developed a diverse neighbourhood of housing, work, and cultural projects (art foundation, artists' studios, etc.).

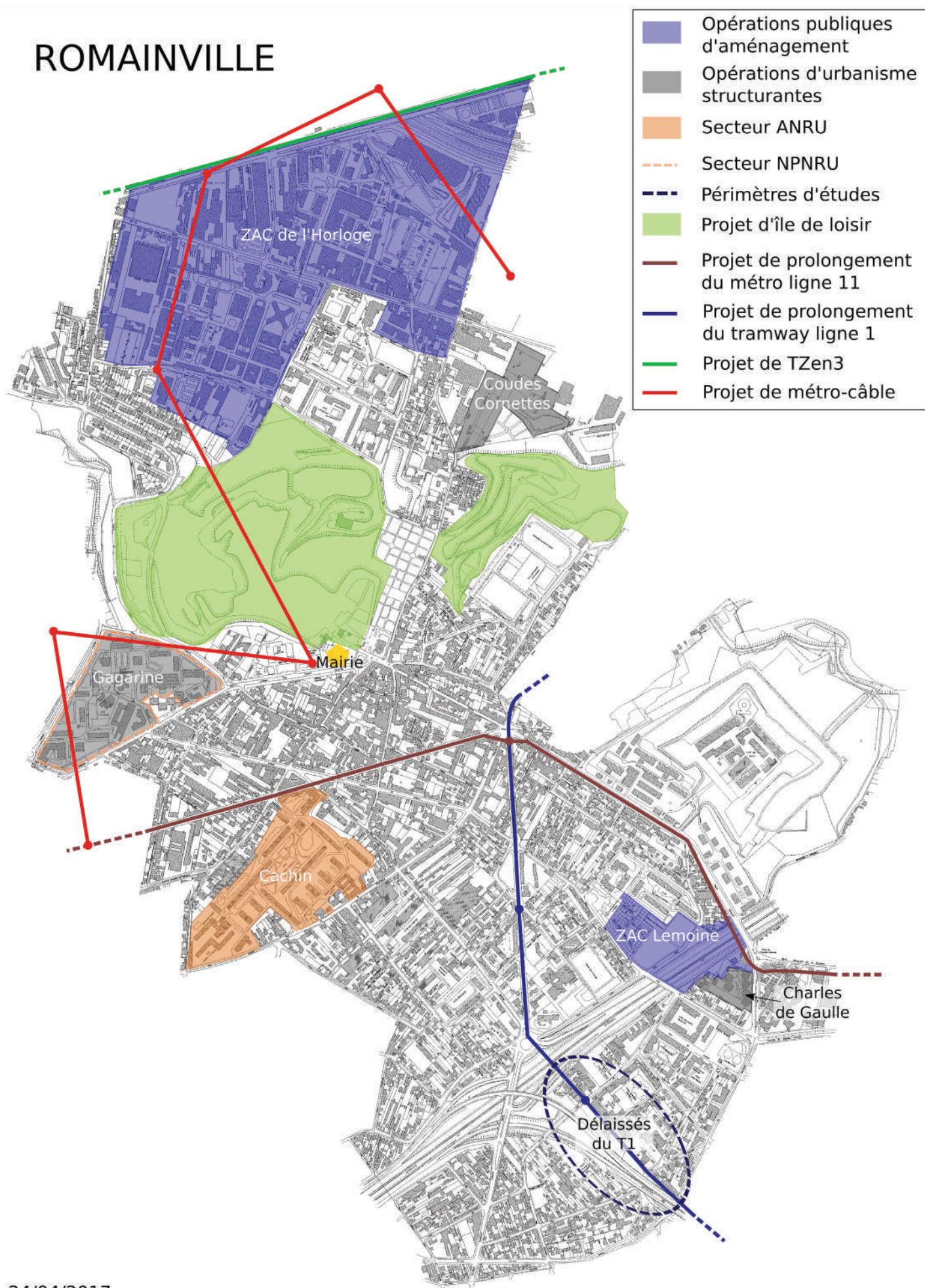
These transformations, carried out by the municipality, have met many of the expectations a territory with 48% social housing and an unemployment rate of nearly 19% might have. The many projects completed, under consideration or planned must not only improve the living environment but also provide, through a significant social and functional diversity, opportunities on a territorial level.

### THE COMING YEARS: THE ARRIVAL OF MAJOR PUBLIC TRANSPORT AND TERRITORIAL ATTRACTIVITY

The city real estate market is currently under strong pressure, as is the entire Paris region. This pressure has been greatly accentuated in Romainville by the construction of mayor public transport services. An extension to metro line 11 is currently under construction and a new section of Tramway 1 is planned from Noisy le Sec to Montreuil. The tramline will intersect metro line 11 in Romainville and is the basis for transformation of the European project site.



# ROMAINVILLE



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FR-ROMAINVILLE-C-M1

# URBAN CONTEXT WITH REGARD TO MUNICIPAL SCALE

## ACCESS AND CONNECTION

With the exception of the A3 motorway that serves the city, Romainville is not on the main national road network of the Paris region. The only other main road is the national RN3 running along northern edge of the city. The local network is largely made up of narrow roads that are strongly congested and frequently jammed at peak hours. The upper and lower parts of the city are extremely separated. A large degree of lorry traffic in the city also causes enormous problems.

Added to this are parking difficulties, especially in the city centre. A parking policy is needed to meet several objectives: encourage economic and commercial development of Romainville, preserve and improve the charm of neighbourhoods and the quality of the residential fabric and be part of sustainable development. The arrival of major public transport will help reduce the number of the cars in the city.

Once the extension of metro line 11 opens in 2022, the centre of Paris will be just 25 minutes away. The extension of T1 tramline should begin in 2019 and will make it possible to reach the RER E at Noisy-le-sec and RER A and RER E at Val de Fontenay.

Pedestrian and bicycle networks are being developed throughout the city, Velib bike-share stations are coming and vehicle speed is being reduced to 30 km/h to allow multiple modes of transportation to comfortably co-existence. New routes need to be developed in the European project sector.

## SOCIO-ECONOMIC CONTEXT: CURRENT ECONOMIC DEVELOPMENT AND WAYS FORWARD

The commercial fabric of Romainville is not immune to general movements in job loss and decline in industrial and artisanal activities. The situation is common to the entire greater Paris region.

The large industrial area to the north in Bas Pays has suffered massive deindustrialization. The historic Romainville chemical industry has been affected as well as postal and telecommunications activities. The Bas Pays is now currently experiencing new forms of urban renewal: commercial, service sector and also cultural (contemporary art foundation and art galleries). This area will continue to be a place of productivity for business services, information technology and research and development particular on the Biotech site.

The commercial fabric of Romainville is also one of small businesses scattered throughout the municipality, mostly in the centre and southern parts, and creating a true functional diversity. Some of these activities, in their proximity to housing, are sources of nuisances. Others are essential to the city and key factors in maintaining diversity in the city. Today, they are tending to disappear, especially with the real-estate market pressure in the area.

In the current situation, the southern area of the city, including the European site, is easily accessible by road and has good potential for business development as opposed to the Bas Pays where development in environment and ecology would be more likely.

## THE COMMERCIAL STRUCTURE OF THE MUNICIPALITY

Shops are more prevalent in the city centre, around the market square, city hall and Place Carnot. The new metro link will bring growth.

Other neighbourhoods in Bas Pays and the southern part of the city have local shops, sometimes of poor quality, located along the main streets.

Les Ormes and Chemin Vert (European project area) have a small outdoor market not far from the area of Trois Communes and there are a few shops on Boulevard Branly in Les Ormes. Overall, there are few shops in the area, which reflects the relative low density.





Below the A186, to be demolished, project site

FR-ROMAINVILLE-PS-P5



A186, infrastructure, to be demolished, project site

FR-ROMAINVILLE-PS-P6



## **THE HOUSING OFFER: DEVELOPING DIVERSITY STRENGTHENS COMMERCE AND PUBLIC FACILITIES**

### **A POPULATION GROWING YOUNGER**

In 1911, the town had a little less than 6000 inhabitants. The population reached 12,538 in 1926, then 18,217 in 1931. Development and the construction of social housing estates continued through the 1960s. In 1975, the city counted 26,261 inhabitants, which is the current population.

If the natural balance remains positive, net migratory balance is negative: the city has a young population mostly under 40 (57.5%) with a large percentage under 20 (27.3%). There has been a large increase of single individuals (+ 30%) and fewer large families (-10%). The city has a high proportion of social housing (48%) mainly located in the neighbourhoods of Cachin, Gagarin and Chemin Vert built in the 60s and 70s. Private housing is divided between older apartment buildings mainly in the city centre and a large single-family housing areas, 25% of all housing, including the European area near Les Ormes, a very attractive area of the city.

The new housing projects constructed over the past fifteen years have increased the amount of collective housing in the city centre and the Bas Pays with a gradual increase in home ownership.

The vacancy rate across the municipality is low

The development of the city is linked to that of the metropolitan and inter-municipal areas and is expressed in the Local Housing Program (PLH), which addresses three major issues:

- offer the conditions necessary for independence and good living to everyone,
- work on the image and attractiveness of the territory,
- make Est Ensemble an ecological agglomeration.

The project policy tends to favour strong economic, social and demographic development of the local population (improvement of housing conditions and access to the labour market), while promoting territorial attractiveness to encourage outside investors.

Habitat is at the heart of this project, spaces and conditions that best suit inhabitants throughout their lives: housing, neighbourhood, municipality, workplace, modes of transportation, public facilities, etc. Habitat policies directly affect citizens, not only in the way one lives or the safety of one's family, but also in relationships to work, employment and the economy. The challenge is therefore to «put the human being at the heart of policy objectives» by favouring an approach to inhabitants' living conditions based on indicators of different types of poor housing related to real estate market pressure and to seek a balanced development given the strong potentials of the territory and the role it's asked to play in the greater metropolitan project.

### **PUBLIC AND PRIVATE FACILITIES: PLACES OF SOCIABILITY AND EXCHANGE IN THE COMMUNE**

The city has a relatively good degree of public facilities. However, they are unevenly distributed across the area.

Increased housing has led to an increase in population in the city that has required the opening of several additional school classes each year, the building of two schools in 2016 and 2017 and additions to several other schools.

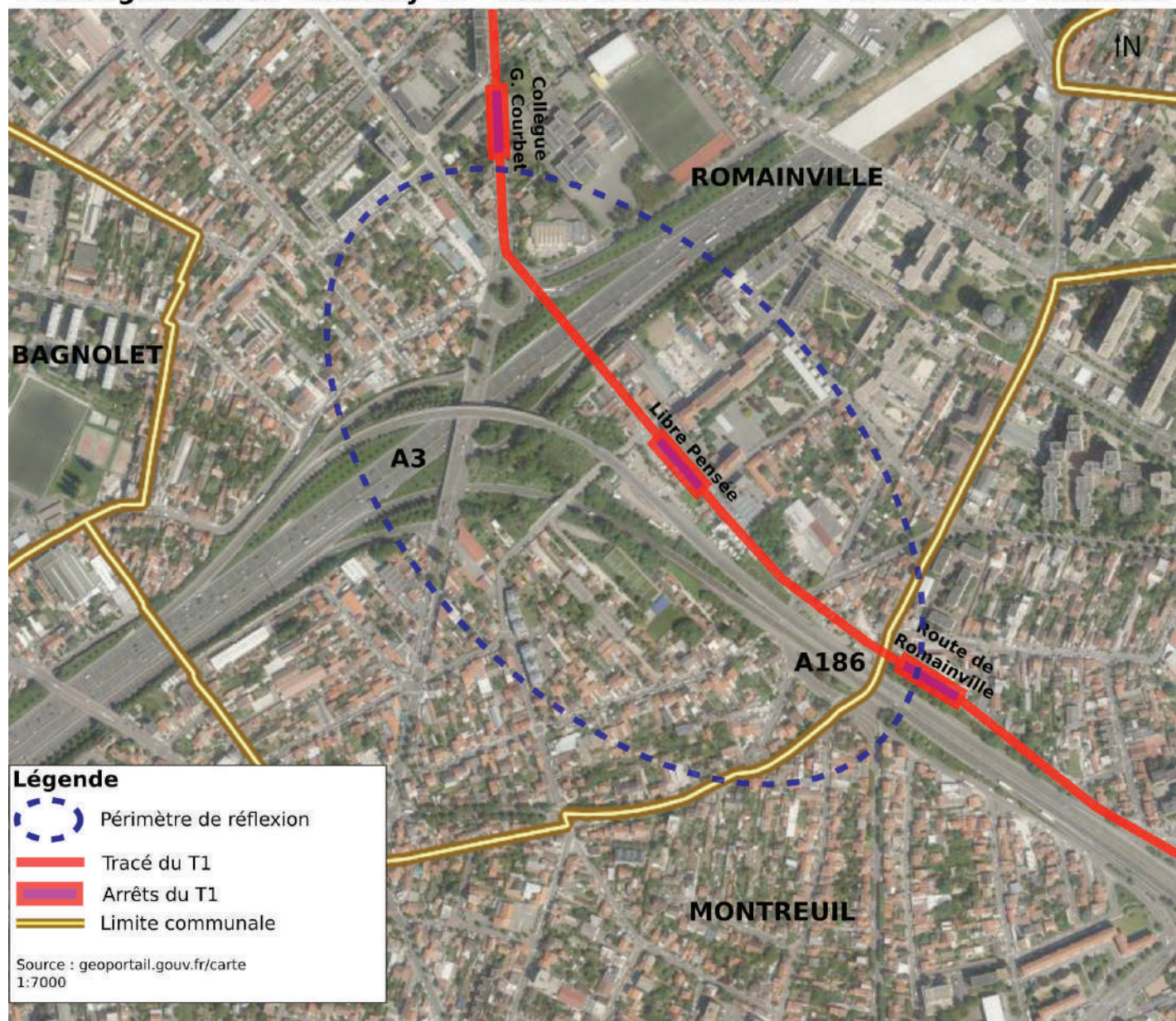
Romainville lacks middle and high schools. The baccalauréat success rate of is low. The city plans to construct a new local high school with innovative teaching methods and is considering placing it in Bas Pays.

The urban renewal projects being carried out in Cachin and Gagarin with the building of a multi-media library, a senior centre, a new school and a crèche have significantly improved city facilities. A gym and a co-working space are also planned.

The municipal hall known as «Palais des Fêtes», a space for exhibitions that is also used by associations, is currently being renovated and expanded. A new sports facility is also being built near the city centre.

The European project area lacks infrastructure. The only schools serving the neighbourhoods of Les Ormes and Chemin Vert are on Rue de la Fraternité and Rue Aubin. It's difficult for students to cross the European site to reach

## Prolongement du Tramway T1 - Etude des délaissés - Périmètre de réflexion



Extension of the Tramway, perimeter of reflection

FR-ROMAINVILLE-SS-M2

these schools. A sports facility, which would benefit a much larger area, is particularly lacking. The city is therefore committed to completing, adapting and making more accessible all its facilities.

Plans are:

- to round off the range of facilities by better coordinating local, communal and even inter-communal facilities,
- to allow some facilities, particularly for sports, to be used also by individuals,
- to allow facilities and services, including sports facilities, to be used inter-communally by the elderly, early childhood, healthcare centres, etc.

Early childhood care is regularly assessed and additional school groups could, if necessary, be considered.

Medium or long-term projects are under consideration for health facilities.

## **EXTENDING TRAMWAY T1 AND WINNING BACK THE SURROUNDINGS**

The extension of the T1 tramway, scheduled for completion in 2022, is going to serve several purposes:

Improving the public transport network east of Paris is going to bring urban centres and neighbourhoods closer together and develop and improve the public spaces along the tram line , which in turn will bring about new construction programmes. The construction of the tramway requires the destruction of the A186 motorway ramps freeing up 2.7 hectares of real estate in Romainville.



Aerial view of the study and project site  
FR-ROMAINVILLE-PS-AP<sub>2</sub>



### **AVP - Prolongement de la ligne de Tramway T1**




Conseil Départemental de la Seine Saint Denis

Plan d'ensemble aménagement urbain

29/11/2013

Annotation service Foncier - Ville de Romainville

Septembre 2018

-  Foncier mutable avec le passage du T1
-  Equipements publics
-  Tracé du T1

Extention of the tramway line T1

FR-ROMAINVILLE-SS-M<sub>1</sub>

European 15 - ROMAINVILLE

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# ROMAINVILLE

TRAMWAY, SEAM, NEIGHBOURHOOD

Site brief