

A LOCAL METROPOLIS - PARIS PORTE DES POISSONNIERS

Situated between Paris and the suburbs the site has basically the outstanding role as the missing link between to opposite entities. In order to connect Paris and its Banlieue, permeability should turn out as one of the main tasks for the project. But permeability should not end up in a transit space without urban character and quality to stay. Therefore one of the criteria for developing the site is about conceiving a permeable space with a strong character- a strong character for the inhabitants on local scale as well as a strong character for Paris Metropole.



THE STUDY SITE WITHIN THE 18TH DISTRICT

DESIGN PRINCIPLES

INTENSIFY THE CHARACTER OF DISTINCTIVE AREAS

If one of the main tasks would be to create a permeable urban project on the site, the task is even more difficult as the area is characterized by parallel, non interconnecting stripes. But let's see it in a positive way. The stripes have their strong specific characters, which simply need to be intensified, spatially and by setting up activities.

01. There is, first of all the Ring road Périphérique, which is the place for cars. Nothing else is supposed to be there, only cars.

Feel the **METROPOLITAN SCALE**

02. Just beside the ring road there is the green sports campus linked to university function. This is the place for sportsmen a few people on a huge green field.

Make **GREEN** accessible.

03. Then the green Mall Jean Cocteau/Croisset is passing by that area, a generous open space, but still without specific quality to stay.

Intensify the **OPEN SPACE**

04. After the Mall there come the Gley Barrack as central part of the project site. Actually this part is a very introverted place, which does not communicate with the surroundings. There are people on the site, but you don't see them.

Building up **COMMUNITY**

05. The second inner ring road is the Boulevard Ney, impossible to cross at this place.

Create an open **URBAN BOULEVARD**

06. Over that Boulevard there is the RATP site, a huge site as a kind of industrial monument, which is not accessible for the public, but only for a few workers.

Establish a **PLACE FOR PRODUCTION + INNOVATION**

07. The last stripe is the street Rue de Championnet, which ends up as a dead end at the railroads.

Bridging via a **DIRECT CONNECTION**

PERMEABILITY - CREATING PUBLIC GROUND

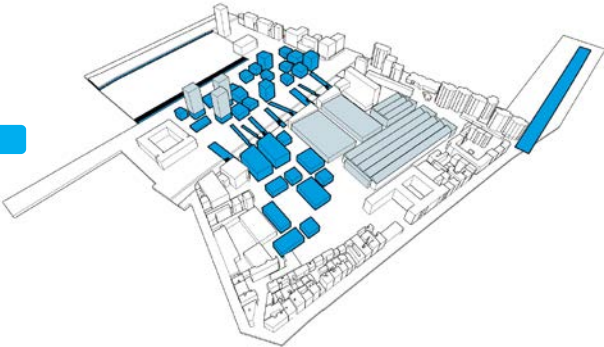
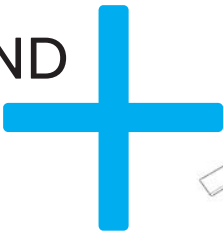
After having intensified and densified the stripes, they need to be connected. The condition of connecting the areas is the accessibility of the stripes. Then specific functions of each stripe can be swapped.

For example a sports field, situated on the green campus stripe will be relocated on a roof at the RATP area. By doing that, the former location can be developed as a public garden. The new position of the sports field on the roof makes people accessing the RATP site as kind of "pioneers" and offers a new perspective on the city.

Those interventions of exchanging and relocation functions are strategic actions which trigger a new perspective on the site.

Another criteria for connection and permeability is to make the ground floor as public as possible and to avoid exclusive functions destined for only a few people. Only with a very public ground floor the overall site can be permeable.

INTENSIFY THE LOCAL GROUND



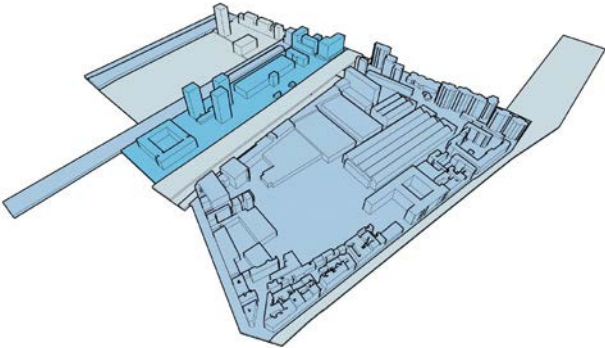
SMALL SCALE BUILDINGS FORMING PUBLIC SPACE

DEVELOPING IN TIME
CREATING AN ADAPTABLE CITY

As described above the key principle of developing the space is first the intensification of the highly separated stripes and then their interconnection. This key principle is superposed by another layer of time. Each stripe has a special role in time and space for developing the site.

Starting a development is for sure the most important action. Ideally the starting actions should be simple, but very effective. And what could be better as open up areas to the public, which have been closed before? You enter new land as a kind of pioneer.

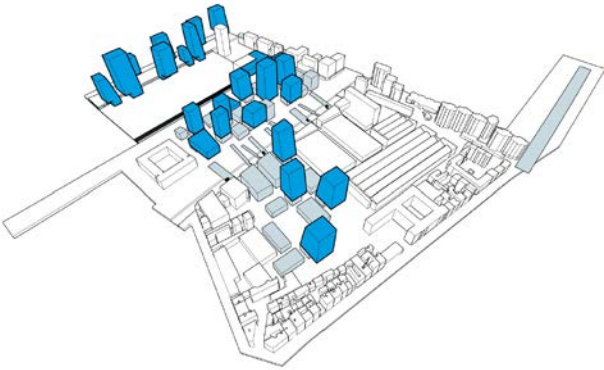
7 STRIPES TO INTENSIFY



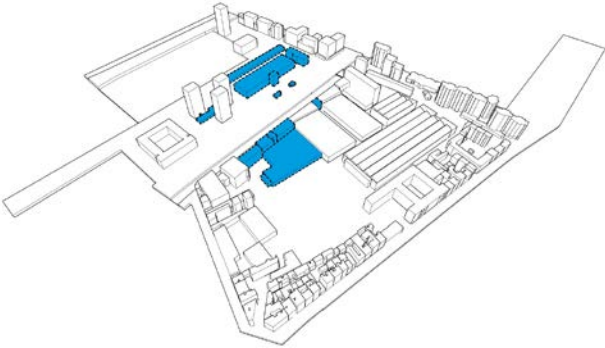
7 STRIPES - 7 DISTINCTIVE AREAS NEED TO BE INTENSIFIED



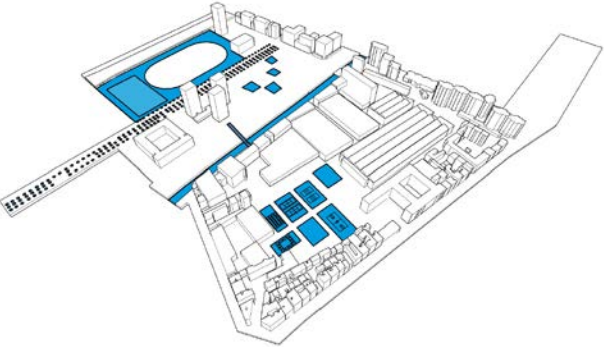
BRINGING METROPOLIS' SCALE TO THE SITE



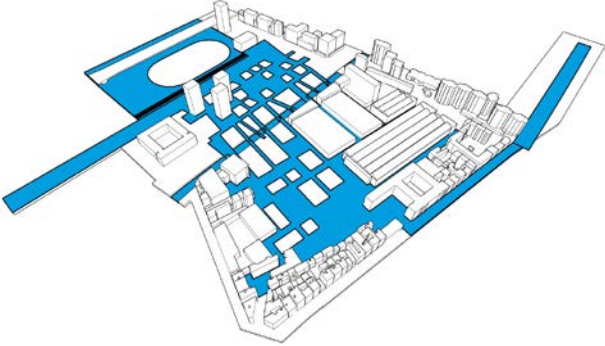
HIGHRISE BUILDINGS FORMING PARIS SCYSCAPE



GRADUAL DEMOLITION OF BUILDINGS



THE OPEN SPACE PIONEERS, THE VERY BEGINNING OF DEVELOPING THE SITE



PERMEABILITY - CONNECTION VIA OPEN SPACES

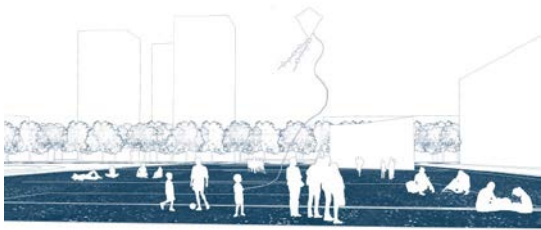
- FUNCTIONS
- PUBLIC USE
 - SPECIAL HOUSING/SHOPS
 - OPEN/SHARED SPACES
 - HIGHRISE OFFICE
 - WAREHOUSE OFFICE
 - HIGHRISE HOUSING

NOW OPEN SPACE PIONEERS

OPEN SPACE PIONEERS

If there was a classification of actions in time the first phase would be amongst the most important. The very first phase is operated by the open space Pioneers. There are several actions on several stripes which will initiate the overall development. Simple interventions, very informal ones, let people access places, which were closed before. Those interventions, linked to open spaces already mark up the future development. One can only guess what will come later. Those very first actions establish new functions on unknown ground. Former rigid territories will be softened, space will get negotiable

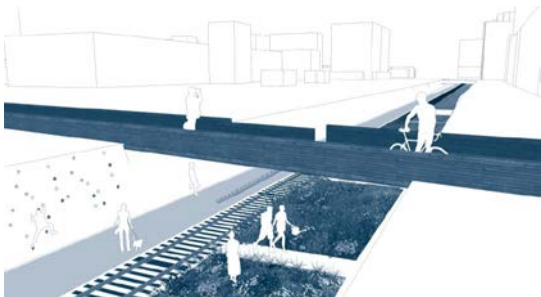
- TEMPORARY GARDENS
- ADOPT A TREE
- PLATFORMS
- HYBRID SPORTSFIELD



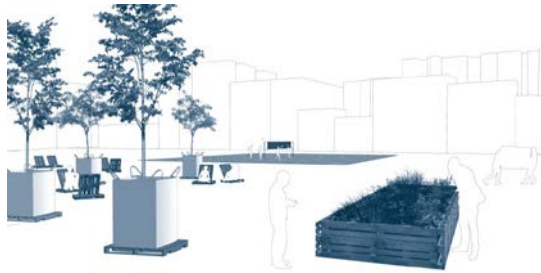
PHASE 01.02 SPORTS FIELD
PARTLY OPEN TO THE PUBLIC



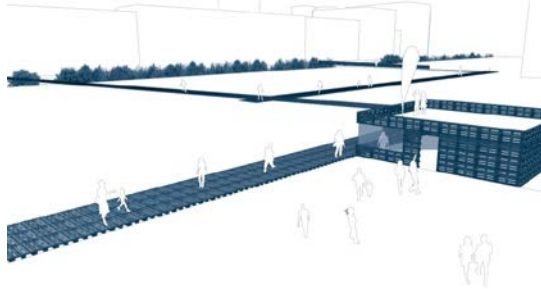
PHASE 01.03 MALL JEAN COCTEAU
SHARED SPACE - MARKET
ADOPT A TREE



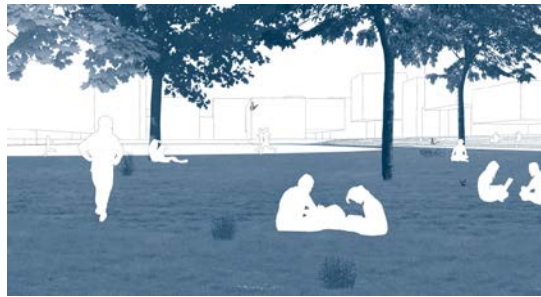
PHASE 01.05 PETITE CEINTURE
BRIDGE - ACCESS TO DITCH
URBAN GARDENING



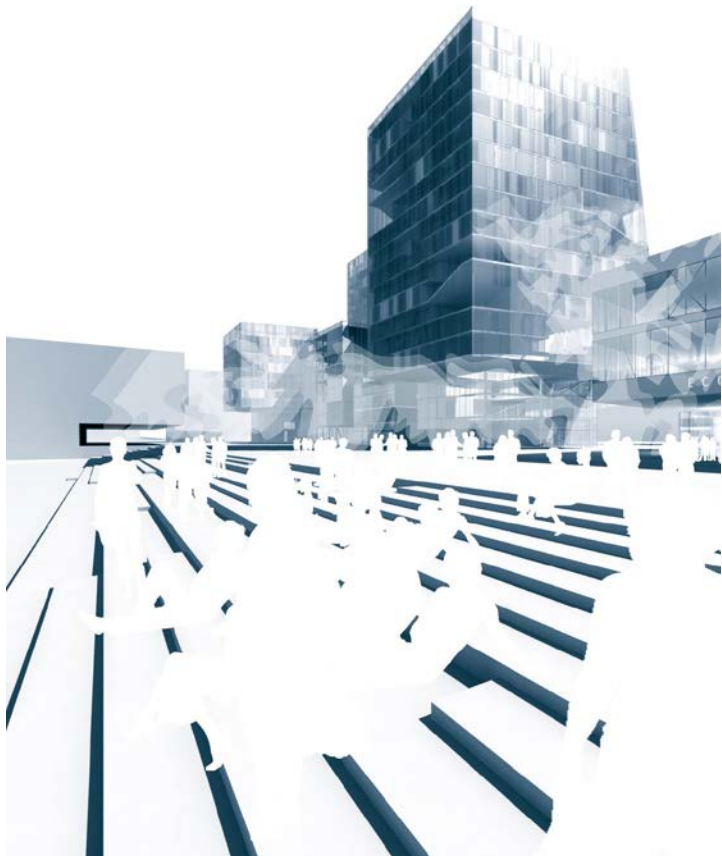
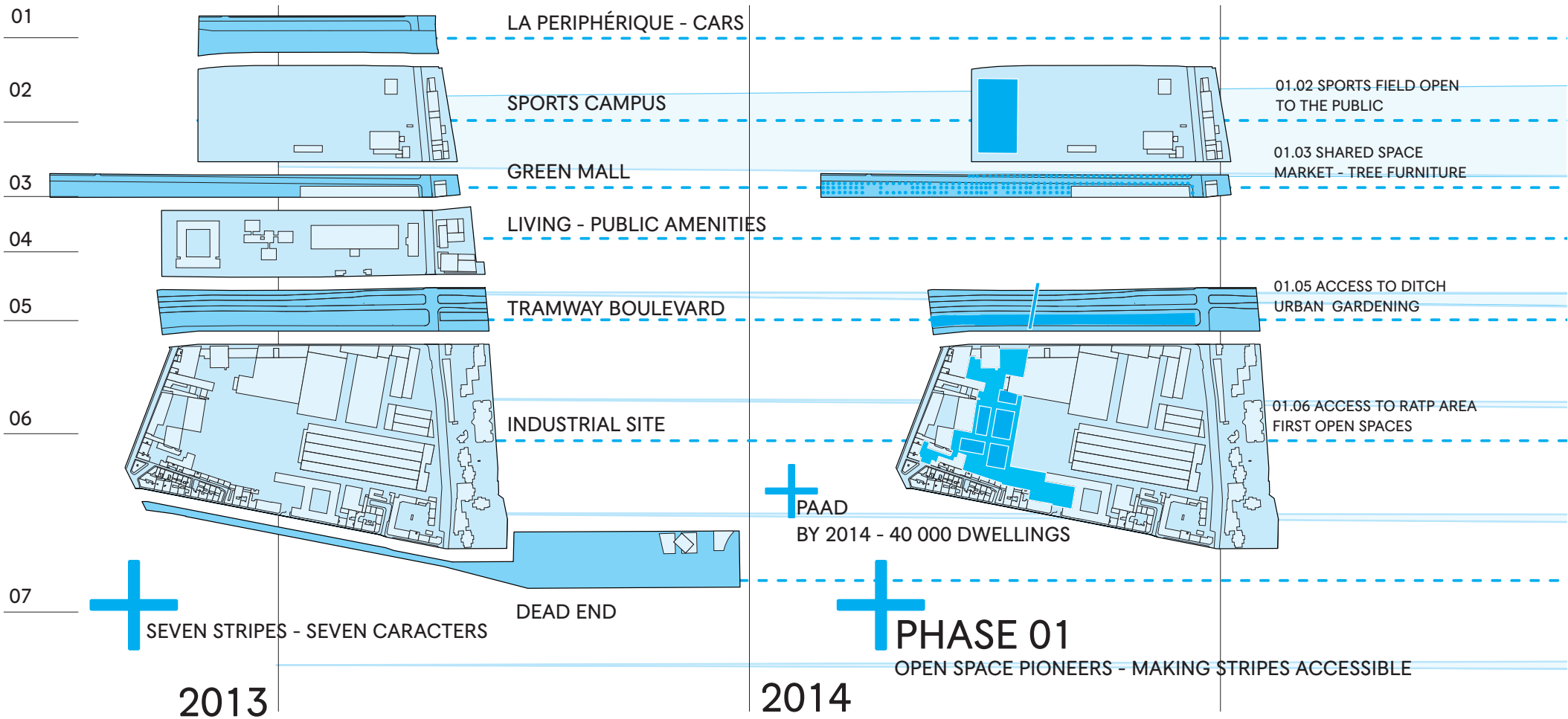
PHASE 01.06 RATP SITE
ACCESS TO THE RATP AREA
FIRST OPEN SPACES
SPORT - GARDEN - LEISURE



PHASE 02.04 GLEY BARRACKS
SPACE PIONEERS
INFO POINTS



PHASE 03.02 SPORTS FIELD
CREATING A PERMANENT PUBLIC
GARDEN



TOMORROW PROJECT SITE

PROJECT SITE

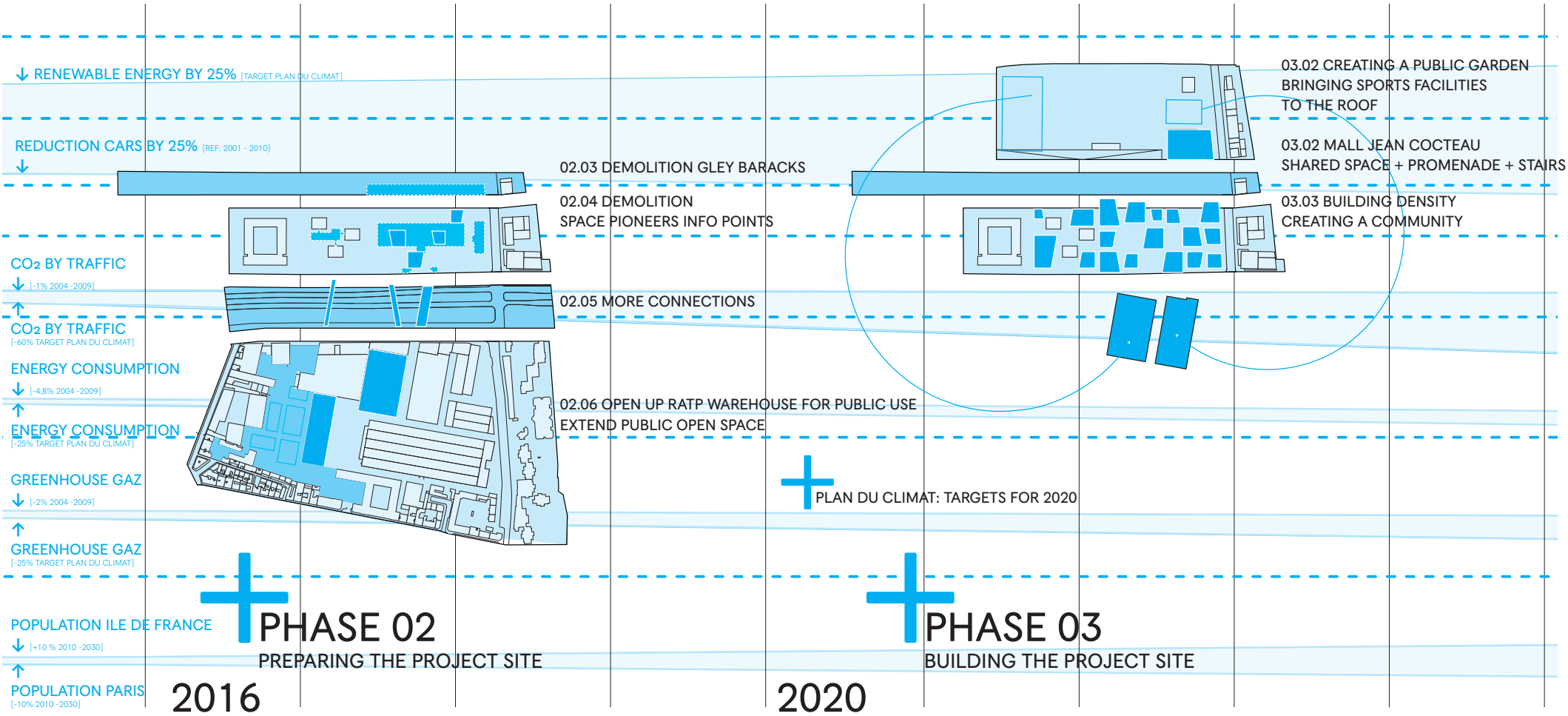
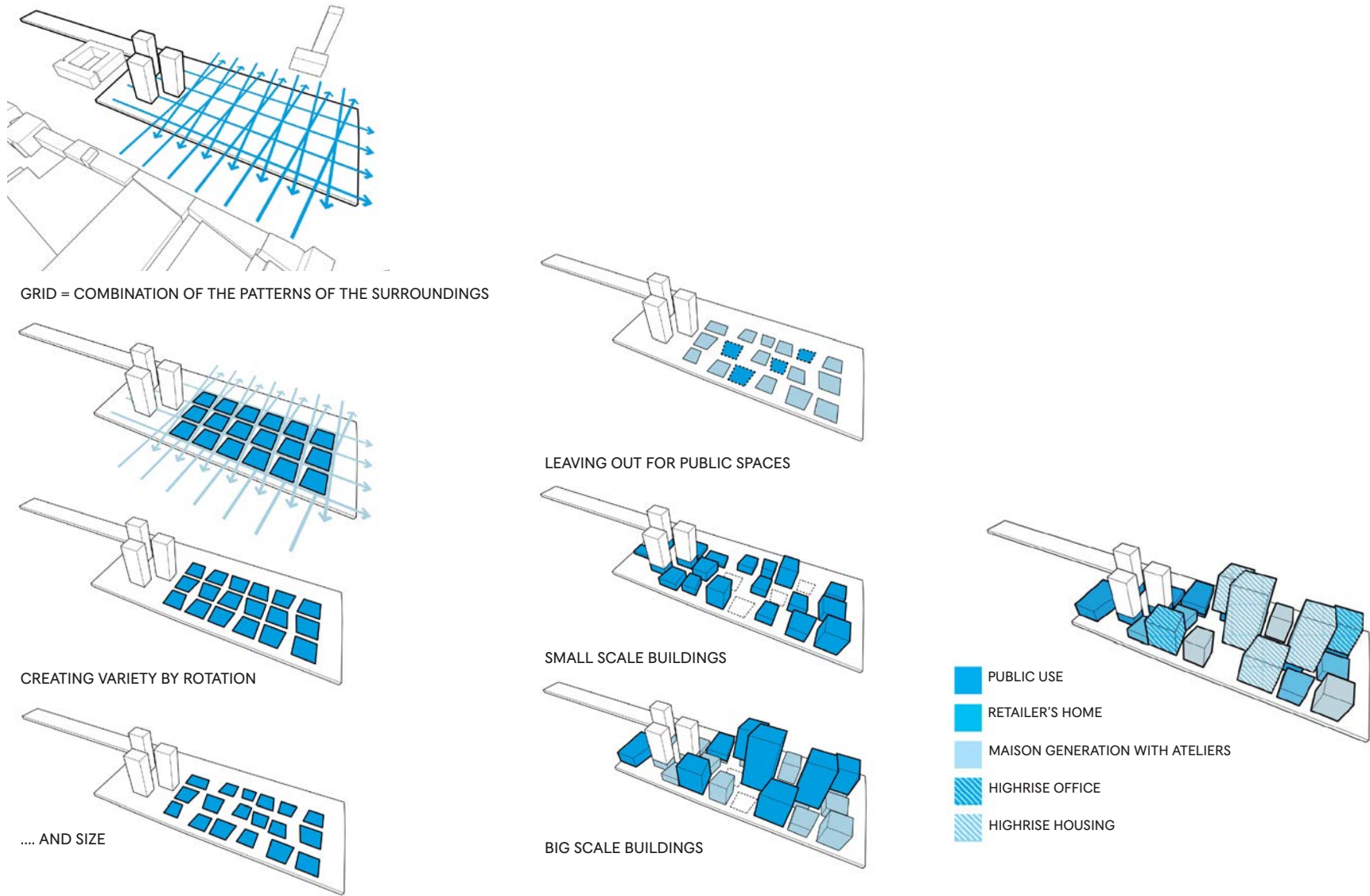
A CITY FOR THE 21st CENTURY

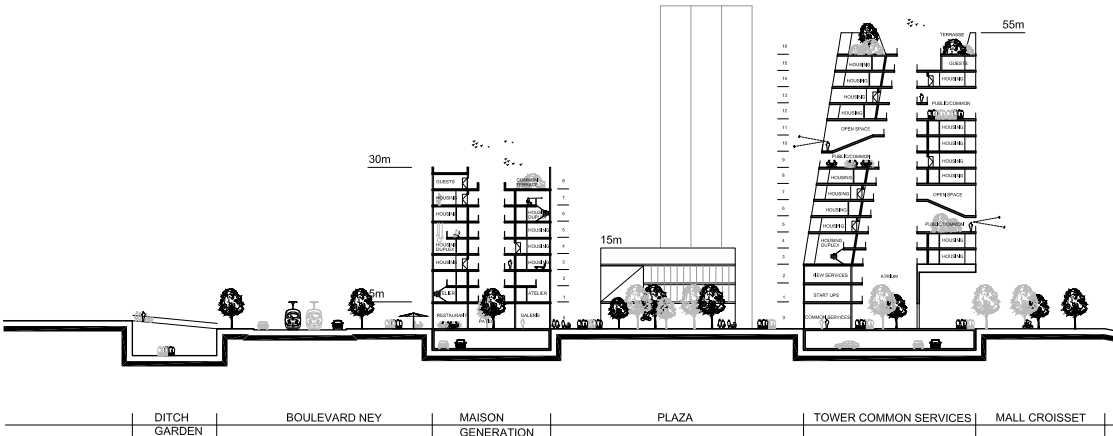
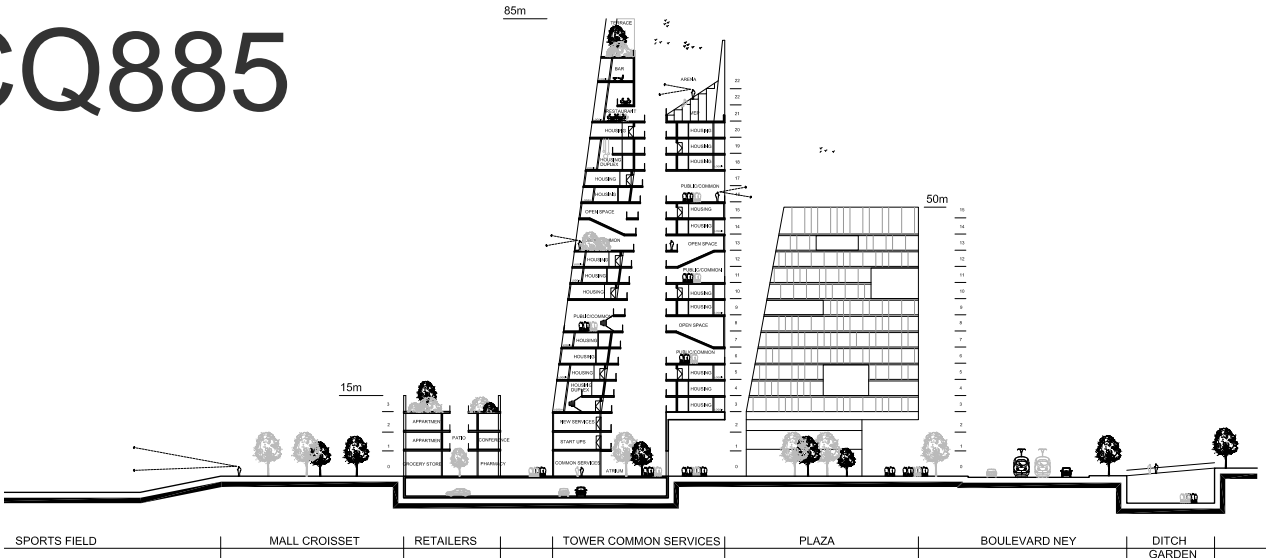
Informal interventions at the very beginning are precious tools in order to make an area more interesting and to create character. But the long term task is supposed to establish a sustainable community on the site. And there you need above all people, who live and work in that area. The project site plays the central role in building up a community. There are several reasons, why it is the project site taking over that part. First of all it is located on the traditionally residential stripe. Then it is on a hinge like position between the compact city of Paris and the rather sparse suburbs. It is between the iconic city of the 19th century and the suburbs as icon for the 20th century. Following that logic a new community in between is supposed to be a prototype for a modern city of the 21st century. This prototype should not be an autistic piece of urban planning, but absorb spatially and functionally the surroundings.

The urban development should therefore be very permeable and offer diverse typologies, which are highly adaptable. The ground floor is 100% public, the buildings are different in size and architectural appearance, they offer private and common spaces.

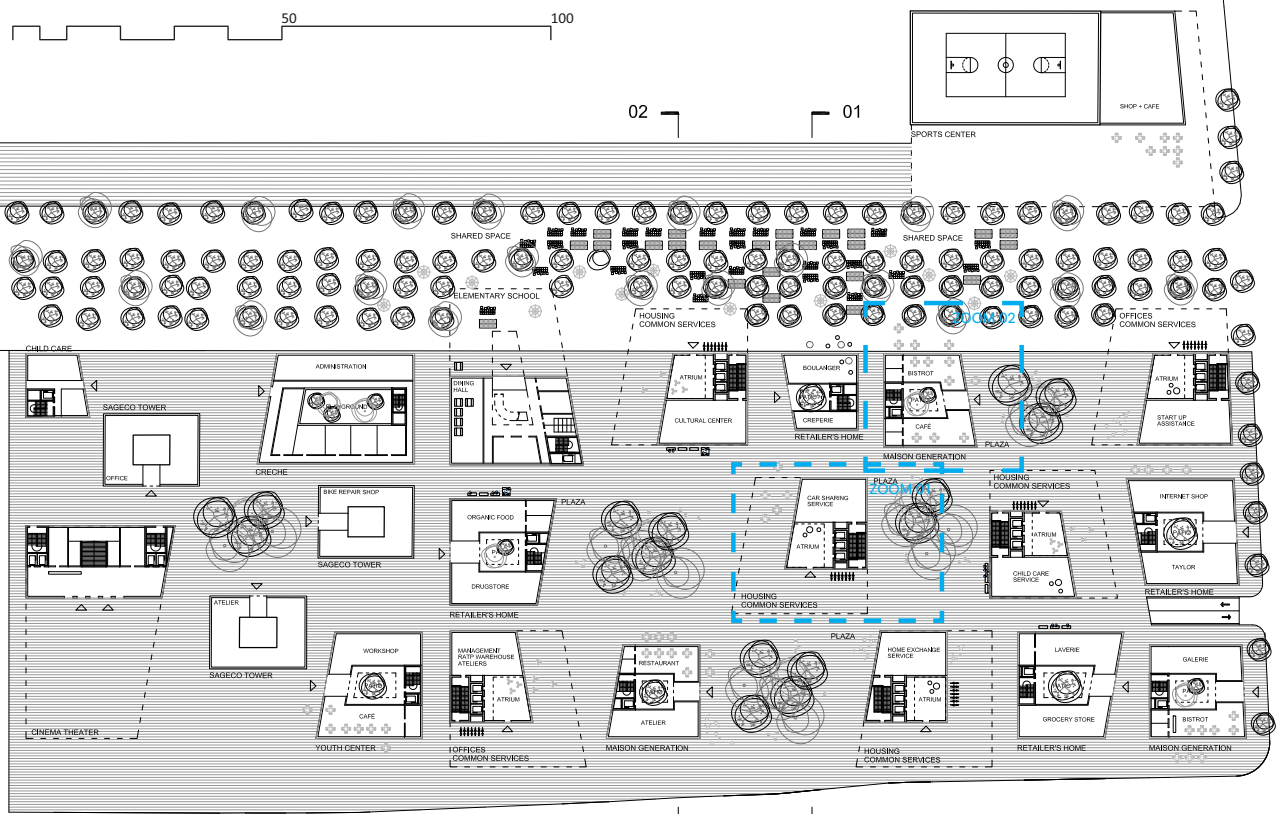
The grid of the project site is the result of the patterns of the surroundings. By combining those patterns, the project site offers interesting and very heterogeneous urban spaces and perspectives. The architectural typologies follow the principle described at the very beginning. It is the principle of creating a site of strong character for the local as well for the metropolitan scale.

First it is about to establish a very vivid ground floor conceived as common ground, 100% public with multiple functions and urban spaces adapted to human scale. This local and human scale is then put in contrast to large scale towers, visible from far and offering great perspectives on Paris as a Metropolis. This simultaneousness of small and big creates the unique impression of a contemporary city.

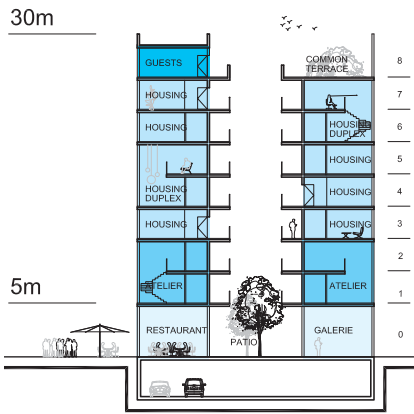




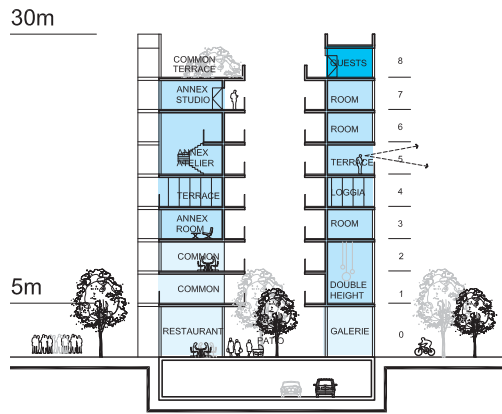
SECTION 02 TROUGH 55M TOWER



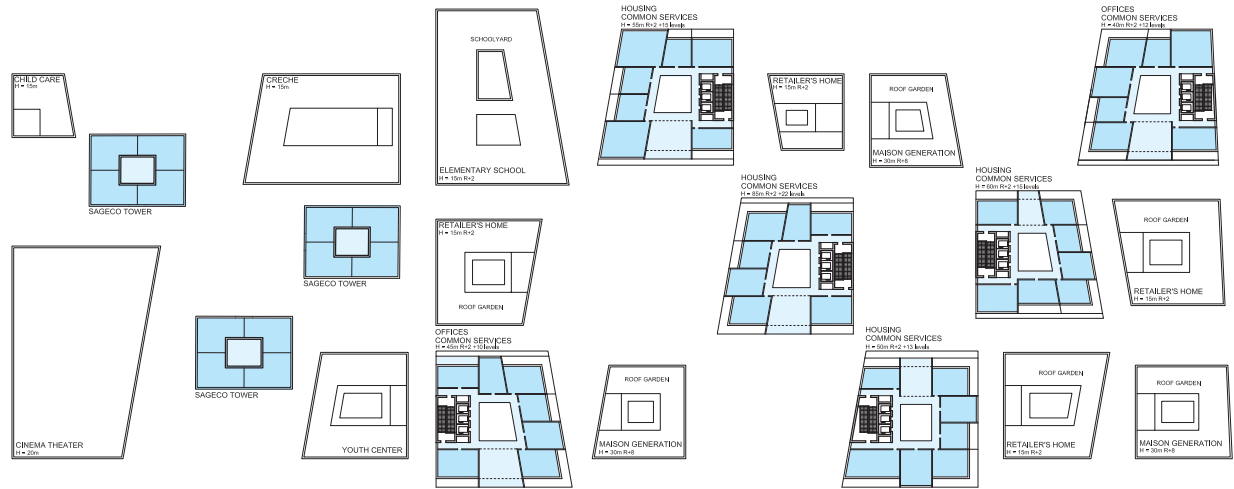
GROUND FLOOR PLAN



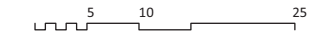
ZOOM 02: MAISON GENERATION
SECTIONS TROUGH APARTMENTS AND FLEXIBLE UNITS



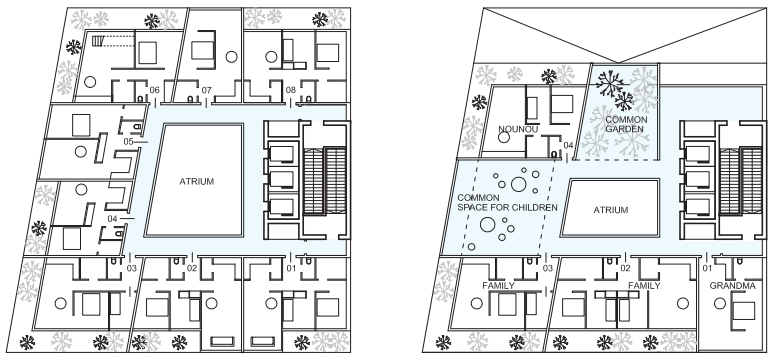
ZOOM 01: HOUSING TOWER
SECTION TROUGH ATRIUM - COMMON + OPEN SPACES



FLOOR PLAN
UPPER FLOORS WITH HIGHRISE BUILDINGS



ZOOM 02: MAISON GENERATION
FLOORPLAN WITH FLEXIBLE UNITS



ZOOM 01: HOUSING TOWER
FLOORPLANS TYPICAL FULL FLOOR AND FLOOR WITH COMMON AREAS

THEN STUDY SITE

GOING WITH THE TIME
A VISION FOR THE STUDY SITE

At the moment when the project site is built, the RATP site is still used in an informal way. It is the main open space for the community, as the project site is highly densified. The area of the RATP offers enough space for production, creativity, innovation. Concerts can be organized as well as sports events.

The long term planning for the RATP site would also be to densify that area, but with the architectural language of the site. It will be the reproduction of the warehouses combined with large scale buildings bringing housing function into the site. The RATP facilities will shrink to the actual needed surface and provide public interfaces, like a showroom or a public canteen. The open spaces do not need to yield they will be put on the roofs of the new buildings.

Looking at the general development of our cities the trend has to go towards environmentally friendly cities. Public transport and the reduction of individual means of transport are one of the major keys in reaching that goal, what assigns an important role to the RATP. The area will stay for future development and the RATP will present itself to the public.

While the role of the RATP is getting more and more important in the future, the carbon based car will lose its importance. There will be more green transport, probably by electric cars.

Very probably, the peripherique ring road will not be anymore an emitter of pollution. That will be the moment to densify our last stripe, the peripherique. It would become a boulevard for highrise buildings representing future technologies like a RATP headquarter for green transport.

Those highrise buildings will be the real landmark for the site and give a totally new aspect of the site. And, at last, it will link Paris to the suburbs.

