

Porte de Montreuil

Paris, France



Porte de Montreuil, located on the Eastern belt of Paris in the 20th arrondissement, covers about 35 ha. This piece of territory is part of a Parisian strategy to both reconquer the crossings across the Ring road and metamorphose the different Portes de Paris into plaza of the Greater Paris, in order to sew up a certain urban continuity with neighboring territories, and to improve the soft mobility and living environment of the inhabitants around these road nodes.

This urban renewal process extends all the way to Porte de Bagnolet and is part of the New National Urban Renewal Program (NPNRU) promoted by ANRU "Les Portes du 20ème".

The neighboring territory of Est Ensemble, with the cities of Montreuil and Bagnolet, is also pursuing an ambitious strategy of urban development and redevelopment of

the neighborhoods adjacent to the Paris border, near the two gates.

The urban project of Porte de Montreuil foresees a complete reorganization of the Gate, with a new type of crossing favoring soft mobility, the creation of a square, a vast public space integrated in the Paris green belt and the realization of a building program, (within the scope of the call for projects) which will contribute to the emergence of this new metropolitan destination.

The ambition is indeed to create in this territory, a new dynamics of development, innovation and resilience, as part of the ecological transition, a dynamics that is meeting the social, economic and environmental challenges of the neighborhoods located on both sides of the Ring Road.

Expected program :

Candidates have a certain flexibility in terms of programming.

Particular attention will be paid to current issues related to the Ring road, and in a prospective way, to the changes of this road infrastructure, especially linked with the rise of innovative and sustainable mobility.

Particular attention will also be paid to projects that will strengthen the economic identity of the site, and that will participate in the dynamics of the *Arc de l'Innovation* and the Paris Green Belt: innovation regarding economic activity and sports, diversity and reversibility of the programs over time, impacts on neighborhoods located on both sides of the ring road (territorial anchoring, inclusive dynamics, local employment) ...

Innovative uses, such as new forms of shopping, leisure, cultural and sport activities, are at stake to enliven the ground floor and the public space throughout the day and evening, and to contribute to the identity of this metropolitan destination.

The consolidation of the influence and attractiveness of the flea market, currently located on one of the footprints of the call for projects, is one of the major challenges of the site.

Candidates will have to reconstitute the spaces needed for the flea market as an integral part of the mixed programs of the call for projects.

Candidates are invited to take into consideration the strategy of the Climate Air Energy Plan (Plan Climat Air Energie) of the City of Paris to contribute to making the territory of Porte de Montreuil an area of environmental excellence and carbon neutrality.



Plot area

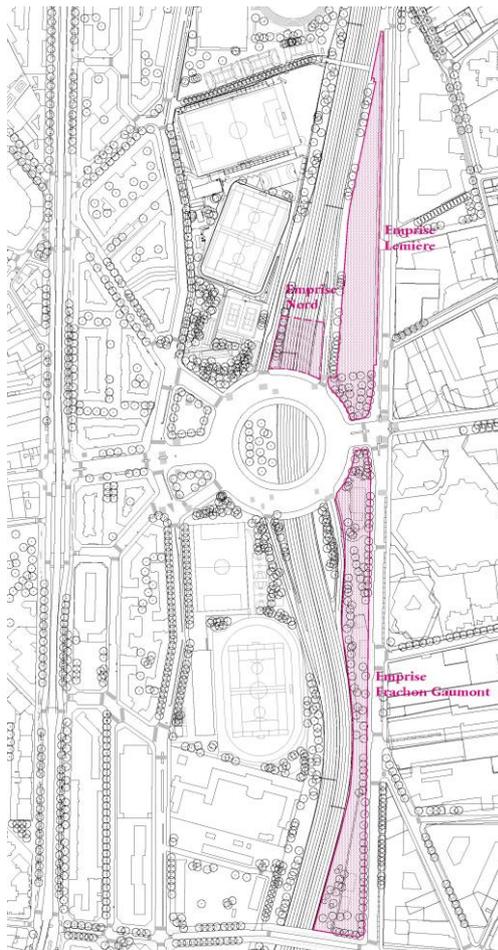
The plots concerned by the call for projects are located on the public domain of the City of Paris. They correspond to plots identified as mutable and buildable in the urban project of the Porte de Montreuil.

The call for projects relates exclusively to these mutable plots. The development of the future square and public spaces will be carried out by the City of Paris or by a developer who could be appointed by 2019.

The rights-of-ways are located at the roundabout of the Gate and along the avenues André Lemièrre, Benoit Frachon and Léon Gaumont, at the articulation of the boundaries of the cities of Paris, Montreuil and Bagnolet.

The right-of-ways concerned are not registered, the areas given below are therefore indicative. Surveyor plans will be transmitted in phase 2:

- **Right-of-way located at André Lemièrre Avenue: 11,633 sqm**
- **Right-of-way located along Avenues Benoit Frachon and Léon Gaumont: 14,370 sqm**
- **Right-of-way located at the roundabout of the gate (north side) and above the ring road, with the potential for a north building**

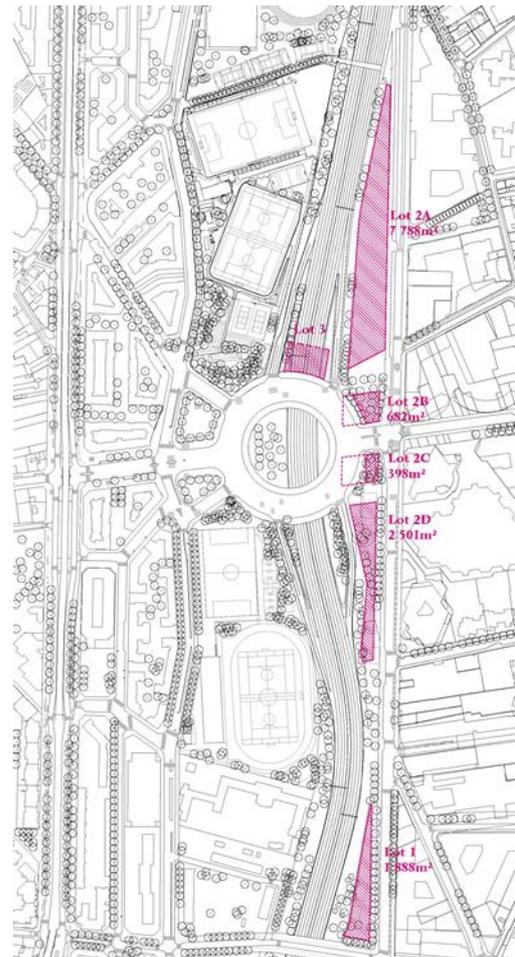


Owner : The plots are owned by the City of Paris or its future developer. They are classified in the public domain of the City of Paris (public domain of road or relating to the accessory of the public domain) and will be subject to a reclassification prior to the transfer of rights to the winners of the call for projects.

Type of property transfer intended :

The rights-of-way have been cut out and divided into 3 plots to better identify the specificities of each of these plots.

- **Plot 1:** 1,888 sqm area, located at 1 avenue Léon Gaumont
- **Plot 2:** 11,449 sqm divided into 4:
 - **2A :** 7,788 sqm located on André Lemièrre Avenue
 - **2B :** 682 sqm located on Avenue de la Porte de Montreuil
 - **2C :** 398 sqm located on Avenue de la Porte de Montreuil
 - **2D :** 2,501 sqm located on Avenues Benoit Frachon and Léon Gaumont
- **Lot 3 :** Approximately 1,343 sqm located above the ring road (the area of the right-of-way is indicative and may vary in depth, subject to compliance with the various technical constraints related to the ring road). This right-of-way is intended to accommodate a construction over the Ring road.



The transfer of the different right-of-ways will be made by the City of Paris or by its future developer and will intervene plot by plot. The rights-of-way will be sold free of occupation. Plots 1 and 3 will be subject to a transfer of building rights. Plot 2 includes the reconstitution - for the benefit of the City of Paris - of the necessary spaces for the flea market. Plot 2 will be subject to a transfer of rights or of volumes to be built. **Candidates who will position themselves on this plot will have to propose the reconstitution of the spaces necessary for the flea market, on one or more sub-plots of plot 2, the choice of subplot resting upon the decision of candidates. The distribution of spaces between the different sub-plots in plot 2 is also left for the candidates to decide. The spaces will be divided into ground floor and basement programs.**

The legal set-up of the project will be specified in phase 2. The general principle is a reconstitution with or without acquisition of the spaces concerned by the candidate. The financing of this reconstruction will be the responsibility of the City of Paris.

Candidates will be able to position themselves on one or more plots. Attention will be paid to the diversity of the teams of designers and to the respect of an overall coherence at the level of the three plots.

Current occupations on the plots and constraints for the liberation of the rights of way

The rights-of-way concerned by the call for projects are partially occupied by activities, as part of a temporary occupation of the public domain of the City of Paris:

➤ Presentation of the site and expectations for its redevelopment

Porte de Montreuil is a strategic entrance to Paris and benefits from an excellent connection to existing networks, both by road and public transport (line 9, tram, bus ...). The sector is characterized by residential functions (social housing), by a significant presence of attractive sports facilities that do not really benefit to the inhabitants of the neighborhood, by degraded public spaces with significant urban nuisance (informal street vendors near the flea market, important amount of waste left on public space) on both sides of the ring road, and by a high proportion of low-income populations with low socio-economic and health indicators.

These factors explain why the City of Paris has embarked on an ambitious urban project, going as far as Porte de Bagnolet, and part of the New National Program for Urban Renewal (NPRU) supported by ANRU "Les Portes du 20ème"¹.

This urban project aims to sustainably improve the quality of life of residents with several leverage actions: the re-conquest of public spaces and especially Portes de Paris; the promotion of soft mobility; the enhancement of the existing potential in terms of landscape and sport facilities within the Greenbelt; the requalification/rehabilitation of social housing buildings; and the improvement of schools.

The creation of new activity programs also aims to create a new diversity on this territory, and to constitute a major

- **Plot 1** is occupied by the technical services of the City, that are scheduled to move to another site around mid-2019.

- **Subplots 2A and 2B, located at André Lemièr Avenue**, are entirely occupied by the flea market, three days a week (and used as parking lot the rest of the week). The City of Paris has entrusted the management of the flea market to a public service delegate. This delegate must ensure the continuity of the service, despite the work to come and the release of the plots. In order to free the subplots 2A and 2B during construction work, the City of Paris is considering a temporary relocation of the market as part of a mirror operation within lot 2. This relocation is envisioned on the 2D subplot. **Candidates shall propose innovative solutions to manage this phase of transitional relocation and the long-term phasing of release Plot 2.**

The financing of the transitional relocation is the responsibility of the City of Paris.

- **The 2C and 2D subplots** are occupied by the TOTAL service station located on Avenue Benoit Frachon, which must stop its activity accordingly with a schedule that needs to be specified in phase 2 of the call for projects; while the City has already terminated the convention of occupation of the public domain with TOTAL.

Part of the 2D subplot is also occupied by the City's technical services, that are scheduled to move to another site around mid-2019.

economic centre of the 'Arc de l'innovation', strengthening the Montreuil flea market and boosting the public space with new uses, routes and centralities between Paris and its neighboring cities.

The ambition of the City of Paris is that this process of large-scale urban transformation eventually brings environmental and ecological excellence, taking into account health issues (air pollution, noise) and the fuel deficiency that characterize the inhabitants. Urban studies that started in early 2017 on Porte de Montreuil, were entrusted to a multidisciplinary team (architects, urban planners, landscapers and design offices ...) and co-piloted by two planning agencies TVK (Trévelo & Viger-Kohler) and Barrault & Pressacco.

These studies allowed for the proposition of a planning strategy following the principles of reconquest of public spaces in the Greenbelt of Paris: transformation of Porte-de-Montreuil's roundabout, appeasement around the service roads of the district, enhancement of local squares, sports equipment They also identified the mutable potential for a building program backed by the public space of the door.

¹ 2014-2020 investment program launched by the State for the renovation of priority neighbourhoods, and coordinated by ANRU

Urban issues vis-à-vis the project

The planning strategy proposed by the TVK team is synthesized for the candidates and uploaded in the Dataroom. This development strategy was conceived along with a participatory process, the results of which will be finalized by March 2018.

Candidates are free to interpret the work of the urban project management team, but are invited to take note of the urban and programmatic orientations resulting from the public consultations whose reports are published on the www.paris.fr website. (<https://www.paris.fr/services-et-infos-pratiques/urbanisme-et-architecture/projets-urbains-et-architecturaux/20-e-porte-de-montreuil>).

Apart from the development of public spaces that will be carried out by the City or its developer, candidates are free of choice regarding the program. The City does not intend to be prescriptive but wishes to alert candidates vis-à-vis the challenges identified for the urban project and in particular the followings:

Urban challenges :

- **A peaceful relationship with the ring road:** management of pollution issues, and of nuisances on public space, enhancement of the landscape and vegetal potential of embankments; in the long-term, take into account the challenges of peripheral transformation with the rise of sustainable mobility
- **A softened public space, with a restored continuity between Paris, Montreuil and Bagnolet:** preserving the visual porosities, the continuity of buildings, street templates and soft mobility routes
- **A place of life and entertainment throughout the day and the evening:** a porous border between the ground floor of the built programs and the public space, that participates in the versatility of uses and ambiances (landscape, sports, commercial, events ...) and contributing to the identity, to the attractiveness of this new place of destination
- **A site integrated into the landscape of the Greenbelt of Paris:** the programs are envisioned as punctual elements, they are more like emergences in a landscape rather than a continuous built-up front.
- **“Cue elements”, that showcase this new metropolitan destination:** built-bridge over the ring road, light or temporary installations in the public space...

Program ambitions:

- A major pole of the “Arc de l’Innovation”
- Asserted or precursor spots for new practices and new uses, that help to enliven the public space and base themselves on the territory’s expertise
- New leisure, cultural and sports areas ... to reinforce the existing spots and new practices in the green belt
- Encouraging a circular economy and an experimentation based on the associative dynamics and the actors developing the reuse of material present on the territory
- Active ground floors, enlivened during the day and evening, convivial and intergenerational places, in connection with the uses of public spaces

- Expectations of programs that emphasize local anchoring, social innovation and cultural, economic and social benefits for the neighbourhood
- Emphasis of the notion of diversity (mix of activities, functions, uses), reversibility, pooling, versatility of spaces

Ambitions vis-à-vis the flea market :

The consolidation of the flea market of Porte de Montreuil and the reinforcement of its metropolitan influence is also a goal that emerged from the participative process.

The evolution of the market and its redevelopment in an emblematic building that will enhance its visibility, both local and metropolitan, is meant to valorize this historical and popular heritage of the district, while improving its daily functioning: improving the comfort of the “puciers” and their customers, showcasing a better urban integration of the market and limiting the overflows on the public space, changing the habits and practices of car parking and deliveries, developing complementary activities (coffee, catering ...) ...

Candidates shall propose innovative solutions to support the City in the evolution of the logistic and commercial operation of the flea market in order to consolidate its metropolitan radiance while maintaining its historical and popular DNA:

- Which organization, flexibility, scalability of the covered market for an optimized capacity, a rationalized operation and a heightened commercial attractiveness?
- Which innovative solutions to better manage the flow of car parking and deliveries, aligned with issues of ecological transition and carbon neutrality?
- Which complementarities in terms of program at the building and plot scale for an enhanced influence of the flea market?



Specific constraints on the different plots

The City wishes to warn candidates regarding urban and technical constraints identified on each plot.

The TVK team document included in the Dataroom specifies the urban constraints for each plot, documented with maps and descriptions of networks throughout the scope of the call for projects established by the office OGI.

The TVK team document also presents constructability estimates.

This note from the TVK team is sent to the candidates for their information only. Candidates are free of interpretation and programming, subject to the following constraints:

Plot 1: no particular constraints on the lot

Plot 2: The main constraint on this lot is the reconstitution of the spaces necessary for the flea market, on one or more subplots of plot 2, at the convenience of the candidates.

The distribution of spaces between the different sub-plots in plot 2 is also left for the candidates to decide. The spaces will be divided into ground floor and basement programs.

The legal set-up of the project will be specified in phase 2. The general principle is a reconstitution with or without acquisition of the spaces concerned by the candidate. The financing of this reconstruction will be the responsibility of the City of Paris and will not be superior to a certain amount that will be communicated to the candidates during the second phase of the call for projects.

Particular attention will be paid to projects that showcase a porous connection between the flea market and public space.

- **Plot 2A :**

The City of Paris envisions a temporary occupation of public space, at the level of the two forecourts ("parvis") that constitute the program of plot 2A, on the future square and the exit of the footbridge Lucien Lambeau. This point will be specified in phase 2 in the data-room.

Special attention will therefore be paid to the program's relation with public space, at the level of these two parvis.

The candidates shall suggest temporary occupation on these two forecourts, through activities that are complementary to the program of the ground floor and that qualitatively call for an enlivenment of public space.

- **Plots 2B and 2C :**

These two subplots are strongly constrained by numerous technical networks located in the basement, and have been carefully delimited, accordingly with these various networks. A possible extension of these subplots can be confirmed in phase 2.

These two subplots are strong and emblematic elements for the future metropolitan area. Attention will be paid to the proper integration of these two plots in the public space of the new square. They will participate fully in its enlivenment, in the identity of the future square and contribute to make it a place of destination and new uses.

Candidates shall propose innovative solutions to materialize the porous border between the building and the public space. They may also propose temporary occupations on the public space surrounding the two subplots, as well as activities or uses completing the program of the ground floor and participating in the enlivenment of the place.

- **Plot 2D :**

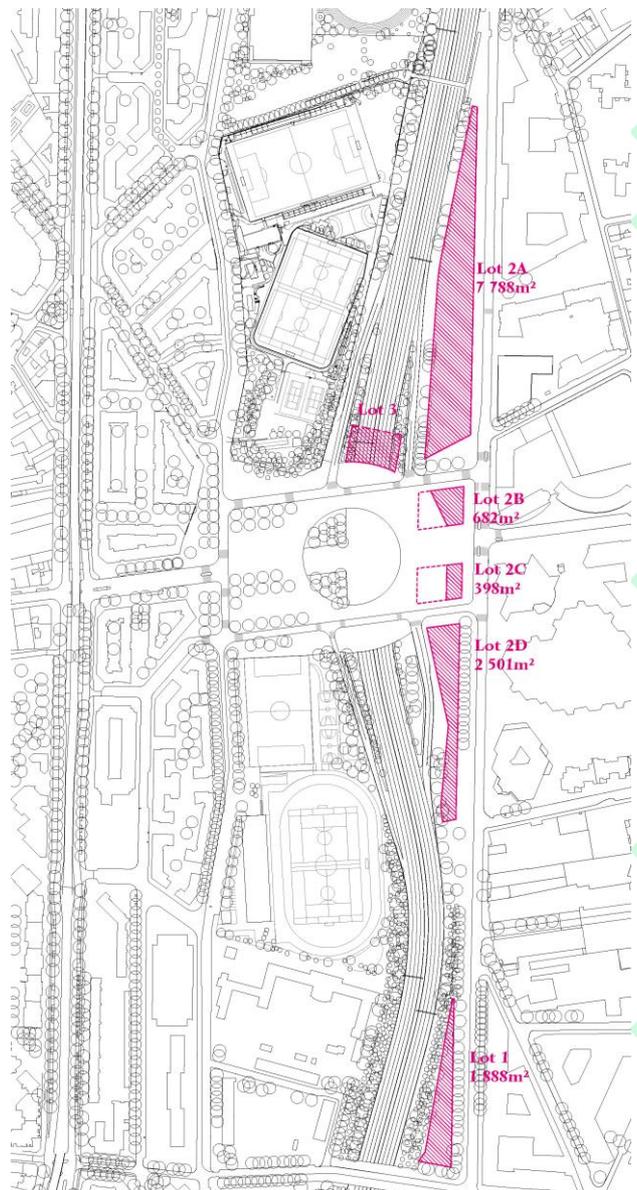
This plot could be used for the temporary relocation of the market as part of a mirror operation with plots 2A and 2B. Candidates shall propose innovative solutions to manage this phase of transitional relocation and the long-term phasing of release Plot 2.

The financing of the transitional relocation is the responsibility of the City of Paris.

- **Lot 3 :**

This plot is constrained by all the technical prescriptions related to the Ring road and geotechnical soil data.

Geotechnical studies are attached to the Dataroom.



Specific climate or environmental issues regarding the development of the site

The goal of the City and its partners is to make of Porte de Montreuil area a district of environmental excellence, and furthermore a pilot district and experimental laboratory for the Air Climate Plan for the City, in all its sectors of application: energy efficiency, renewable energies, soft mobility, urban logistics, vegetation ...

With a significant presence of road infrastructure and strong soil sealing, the Porte de Montreuil district is subject to strong environmental pollution (atmospheric pollution, noise, fuel poverty), with significant repercussions on the health of neighborhood residents.

A health impact assessment is underway. The results of this study will be transmitted in the 2nd phase through the Dataroom.

Particular attention will be paid to projects that contribute to the environmental and carbon neutral ambitions set by the City for the urban project of Porte de Montreuil and in particular the following issues:

- The reduction of "heat islands". The district heat island map is attached to the Dataroom
- Acoustic and atmospheric pollution: the current noise level at Porte de Montreuil is 80 dB (A). The acoustic impact study is attached in the Dataroom
- Biodiversity and the presence of plants in the city, particularly through a process of vegetation from the green belt: green walls and roofs, vegetated open spaces, urban agriculture, peripheral embankments
- Bio-climatic design of buildings

- The use of bio-sourced materials and eco-design in outdoor facilities
- The reduction of grey energies, the development of local green energy productions that can be used directly on site via networks between buildings ... The CPCU heat network goes 300 m from Davout Boulevard.
- Circular economy as a guiding thread and lever of the project: many actors of circular economy are already present on the territory, recycling waste during construction work, evolution and reversibility of buildings
- Innovative and sustainable mobility
- Ambitious rainwater management solutions to move towards the goal of "zero discharge"

In addition to the rules of the call for proposals, the applicable documents include:

- « le Plan Climat Air Energie de Paris »
- « le Plan Biodiversité de Paris »
- « le Plan Economie Circulaire de Paris 2017-2020 »
- « le Plan de Protection de l'Atmosphère (PPA) »
- « le Plan d'Action qualité de l'air »
- « le Plan de Prévention du bruit et de l'environnement (PPBE) »
- « le Plan Pluie, zonage pluvial pour Paris » ...

Specific planning rules and regulations regarding the development of the site

The applicable planning document is the PLU (Local Plan of Zoning in Paris)

Applicable provisions:

General urban area (Zone Urbaine Général UG), an incentive sector for a mix of housing-employment, and a subsector more favorable to employment (article UG.2.2.1), an a zone of non-deficit area in social housing (article UG.2.2. 3);

Plant development secteur (Secteur de mise en valeur du vegetal Article UG 13, Open spaces and plantations, revegetation of buildings)

Ceiling height: 31 m;

Planning and programming guidelines (OAP Orientations d'aménagement et de programmation): Porte de Montreuil / La Tour du Pin.

No building is of heritage interest subject to protection under the historic monuments or Local Urban Plan of the City of Paris

The PLU can be consulted online: www.paris.fr/pluenligne