

# Passerelles

Paris, France

The River Seine and its banks create a territory of projects at the crossroads of heritage, and environmental and economic issues. Its development and its appropriation by Parisians, Ile-de-France residents and tourists are at the heart of urban policies in the City of Paris.

As of today Paris already has 37 bridges and footbridges, testimony of the technical and architectural innovations of the times where they were created. By proposing three new sites on both sides of the Seine, the City of Paris wishes to renew presently with this history, offering the opportunity to mobilize to create new types of crossing over the Seine to multidisciplinary bidder teams.

Not only dedicated to transit, these crossings would be as much places of life as places of passage. They will be intended for different urban uses according to a new economic model that is yet to invent, offering an unequalled potential to emphasize the river and cross it.

The three identified sites are located between the 4th and 5th arrondissements, between the pont de Sully and the pont d'Austerlitz; between the 12th and 13th arrondissements, between the pont National and the pont de Tolbiac; and between the 15th and 16th arrondissements, between the pont Mirabeau and the pont du Garigliano. Candidates are invited to submit proposals on one or more locations. Candidates' attention is drawn to the fact that these are occupied sites (wharves and water bodies) whose fluvial activity will have to be maintained over time.

The challenge for candidates will also be to answer in an innovative way to the technical constraints inherent to such sites, be it the

hazards associated with floods or the maintenance of safe navigation conditions.

*The opening of the Dataroom for these sites could be delayed vis-à-vis the global calendar.*



### Expected program:

Above the river: foster the development of recreational activities, restaurants, or commercial activities related to the river.

On the right-of-ways (located in the UG zone and outside of the river) on the high platforms: develop wider possibilities both in terms of new constructions and destinations.

It is expected that the projects will resonate with the various activities (economic or leisure) and equipment developed on the banks of the Seine and contribute to their ongoing animation. They should not create any obstacle to the sustainability of economic or industrial activities.

### Land owners:

The bridges are concerned by three public domains:

- Public domain of the City of Paris (for the high docks)
- Fluvial public domain under the ownership and / or management of the Port Autonome de Paris (low banks and the river water level up to 24 meters wide respectively to the artificial and natural public domain)
- Public river domain of the State managed by Voies Navigables de France and belonging to the natural public domain (above the navigation channel).

Plot area : *Not relevant*

### Type of property transfer intended :

The terms for the transfer of rights (transfer, lease, temporary occupation permit, type of rights, etc.) are being appraised

## Presentation of the site and expectation for its development

The River Seine and its banks create a territory of projects at the crossroads of heritage, and environmental and economic issues. Its development and its appropriation by Parisians, Ile-de-France residents and tourists are at the heart of urban policies in the City of Paris. Paris Plages, as well as the Seine River Park, which offers ten hectares on the banks of the Seine dedicated to relaxation, recreation and sports activities, are part of this political will.

The Seine is also a very important historical transport axis for the development and the influence of the city: more than 3 million tons of goods and 7 to 8 million people use the river in the heart of Paris. This historic vocation of the river meets very current concerns. In addition to their economic value, these activities on the banks of the Paris River also contribute to the ecological transition (reduction of CO2 emissions, etc.). It is essential to preserve these activities as they form an integral part of the river.

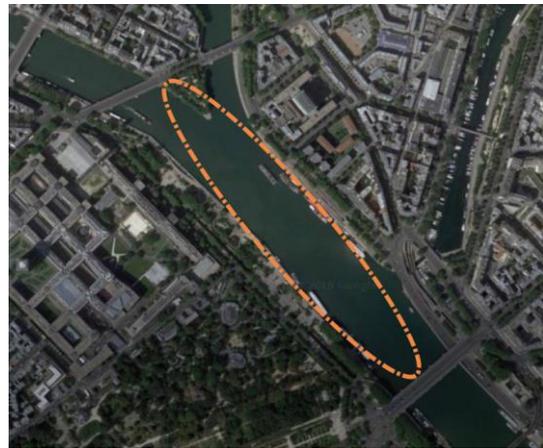
The development of the river has echoed with the development of the city throughout its history. The construction of monuments along the Seine has added value to the equipment already present. In this respect, the Seine benefits from an exceptional heritage whose bridges bear witness to the technical and architectural innovations of the times when they were created. As of today Paris already has 37 bridges and footbridges. By proposing three new sites on both sides of the Seine, the City of Paris wishes to renew presently with this history, offering the opportunity to mobilize to create new types of crossing over the Seine to multidisciplinary bidder teams.

These crossings are as much places of life as places of passage. Not only dedicated to transit, these crossings would be as much places of life as places of passage. They will be intended for different urban uses according to a new economic model that is yet to invent, offering a unique potential to emphasize the river and cross it. These new crossings should also innovate in the implementation of the objectives of the Climate Plan, which targets the carbon neutrality of the City in 2050.

**Three sites have been identified:** The candidates are not expected to develop proposals for all the sites conjointly.

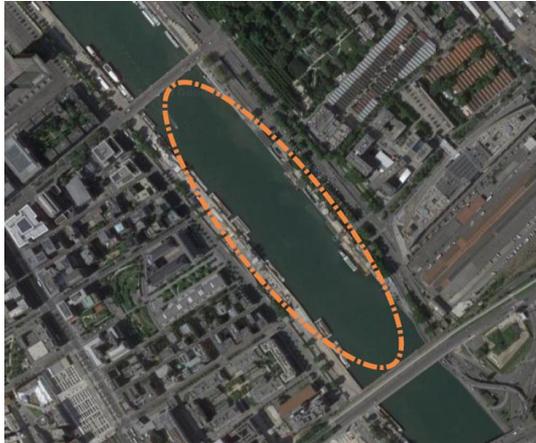
The detailed presentation of the current occupations of the wharves and waterbodies of the ports is subject to three dedicated sheets uploaded in the Dataroom.

Between the 4th and 5th arrondissements, between the Sully Bridge (pont de Sully) and the Austerlitz Bridge (pont d'Austerlitz):



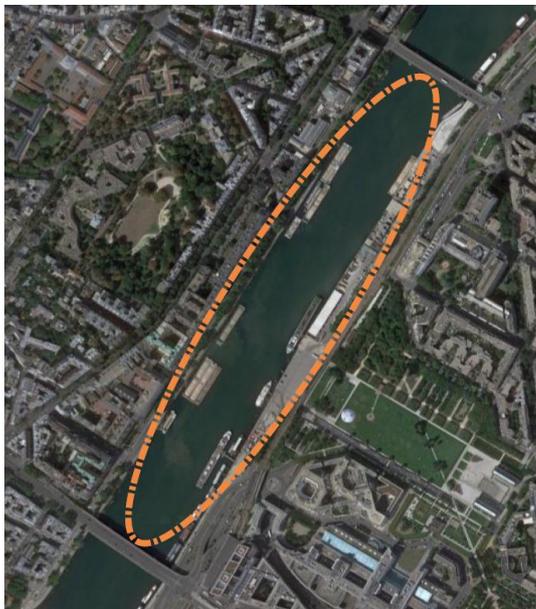
This site is mainly occupied, as for the port area, by: a passenger transport company (floating establishment + seagoing vessels) and a stopover on the right bank and by a floating social establishment, two stopovers and a waiting area of 300ml for the alternat on the left bank.

Between the 12th and 13th arrondissements, between the pont National and the Pont de Tolbiac:



This site is mainly occupied, for the port part, by: industrial occupations as well as a waiting area of 120ml for right-hand boatmen and by two public ports, three industrial occupations and a site being allocated in the setting to Reinvent the Seine.

Between the 15th and 16th arrondissements, between the pont Mirabeau and the pont du Garigliano:



This site is mainly occupied, as for the port area, by: a car and bicycle traffic axis, a loading and unloading area and decoupling river convoys on the right bank of 400 linear meters, and by a public port, two occupations

industrial, three stopovers hosting cruise ships with accommodation, a social institution, eight boat-housing and a pool project retained in the context of Reinventing the Seine whose convention is being negotiated, on the left bank.

The three locations benefit from a good access to transportation services of all modes:

- - Location between the 4th and 5th districts: Metro line 7 (side 4e), Metro line 10 (side 5e), Vélib', Autolib', bus, road, stopover river.
- - Location between the 12th and 13th districts: Metro line 14 (sides 12e and 13e), Metro line 6 (side 12e), RER C (side 13e), Vélib', Autolib', bus, road, stopover river.
- - Location between the 15th and 16th arrondissements: Metro line 8 (15th side), Metro line 10 (15th and 16th sides), RER C (15th side), tramway (15th side), Vélib', Autolib', bus, stopover river.

**The programmation issues faced by the City on those sites are as follows:**

Above the river, in the current state of regulation, the candidate will favor the development of recreational activities, recreation, restoration, or commercial activities related to the river.

Indeed, under the PLU, the provisions of the UV zone allow to consider in particular the creation of coffee shops, restaurants or recreational activities but are incompatible with hotel accommodation and housing. The UGSU zone also restricts permitted occupations to urban services and commercial activities as long as they are linked to the waterway. In addition, the red zone PPRI also restricts new and permanent constructions only to port activities and activities enabling tourist animation of the banks and the river.

The rights-of-way (located in the UG zone and off the river) on the high docks, on the other hand, offer wider possibilities both in terms of new constructions and destinations.

Moreover, the projects will have to resonate with the various activities (economic or leisure) and equipment developed on the banks of the Seine and contribute to their

animation, without creating any obstacle to the sustainability of the activities.

The part of the banks of the Seine from the Pont de Sully to the Eiffel Tower, is recognized as World Heritage by the UNESCO, and is particularly protected for its unique landscape features. As such, the location between the 4th and 5th districts is in the "buffer zone" of the section protected by UNESCO. The horizons and distant

perspectives from the heart of Paris, rare and precious, are to be preserved, as well as the tiering of the high and low platforms. In addition, a new footbridge on the site located between the 15th and 16th would be in direct co-visibility with the Mirabeau Bridge which is classified as a historic monument. Therefore, the candidats will be particularly attentive to the heritage and architectural impact of his project on the prospects of the Seine and banks.



## Specific planning rules and regulations regarding the development of the site

The regulatory provisions will be detailed in Dataroom. Nevertheless, it can be specified that under the Local Urban Plan (PLU): the lake of the Seine is entirely located in the UV zone.

### Moreover, regarding the foundations

Location between the 4th and 5th arrondissements:

- Left bank / right bank: UV zone (green areas, banks, waterfront)



Location between the 12th and 13th districts:

- Left Bank / Right Bank: UGSU Zone (low dock)

- Right bank / left bank UG zone in high platform



Location between the 15th and 16th arrondissements:

- - Left bank: UV zone (Javel port low dock, André Citroën park high platform, Quai André Citroën)
- - Right bank: UG area, public road (Port d'Auteuil quai basse, Quai Louis Blériot high dock)



The PLU is accessible here :  
[http://pluenligne.paris.fr/plu/sites-plu/site\\_statique\\_37/index\\_plu.html](http://pluenligne.paris.fr/plu/sites-plu/site_statique_37/index_plu.html)

→The **Urban Green Zone** (UV zone) groups together spaces whose built density is generally low and whose ecological function, landscape quality or recreational, sports or cultural vocation must be preserved and enhanced to ensure the quality of life and the relaxation needs of city dwellers. It includes, in particular, bodies of water, the lower banks and the Seine port docks and canals, with the exception of areas that have a different purpose than the area. The regulation for this zone aims - accordingly with the nature of the areas concerned - to preserve or improve within these territories the ecological balance, the character and the quality of the public green spaces, to maintain and develop the recreational vocation of the spaces in favour of leisure, culture, walking and sports activities, urban agriculture [...] and, in addition, on the waterways and their banks, the development of passenger transport by boat and, in timeshare the transit of goods and wastes conveyed or evacuated by water, in particular the urban distribution of goods of any kind intended for the supply of economic activities and private individuals (inflow and outflows).

→ The **Urban General zone** (UG zone) covers most of Paris outside the Bois de Boulogne and Vincennes. In application of the general orientations defined by the project of planning and sustainable development, there are implemented devices which aim to ensure the diversity of urban functions, to develop social mixity for habitat, to preserve the urban forms and Heritage from Parisian history while allowing a contemporary architectural expression.

→ **The Urban area of Large Urban Services** (UGSU zone) groups together the equipment and services necessary for the functioning of the agglomeration, with the aim of perpetuating them and promoting their harmonious and sustainable development. The objectives assigned to this zone are as follows: to improve the reception, distribution and removal of goods of all kinds by reducing the pollution caused by their transport by the use of iron or waterways, major urban services, public or private, for which the application of specific implementation and operating rules is justified and to insert in good environmental conditions, equipment useful for the city, public or private, whose location in a built-up urban environment is often difficult. The right of way of the ports installed on the banks of the Seine are part of the Parisian territory concerned by this zoning.

## Specific climate or environmental issues regarding the development of the site

Paris is one of the cities leading the fight against climate change. Since 2007, the City has adopted an ambitious Climate Plan with strong objectives: to reduce greenhouse gas emissions and energy consumption by 25%, and to increase the share of renewable energies and recovery by 25% between 2004 and 2004. and 2020. Updated in 2012, and supplemented in particular by an adaptation strategy adopted in 2015, the Climate Plan of Paris illustrates the will of the City to behave in favour of the climate.

During the Paris Agreement of COP21 and the Mayors Summit held at the City Hall in December 2015, the City has adopted a new ambitious strategy: to become a carbon neutral city and 100 % renewable energy in 2050.

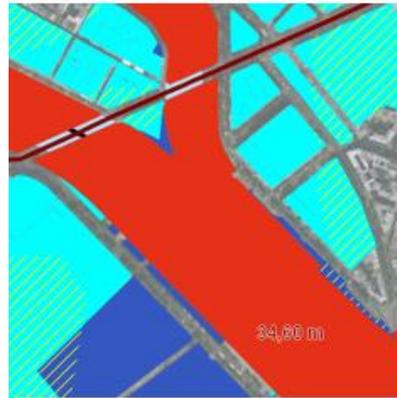
For this purpose, the project of the new Climate Plan will be presented to the Paris Council in November 2017, with a view to final adoption in early 2018, after public consultation.

Finally, since 2015, the City of Paris has been a member of the network of 100 resilient cities created by the Rockefeller Foundation. The issues at stakes identified at this stage include, in particular, the Seine and the risks associated with the river. Adapting its infrastructures to the threats ahead is one of the challenges of the strategy developed for a more resilient city.

The regulatory provisions will be detailed in Dataroom. Nevertheless, zoning can be categorized under the **Flood Risk Prevention Plan (PPRI)**:

Location between the 4th and 5th arrondissements:

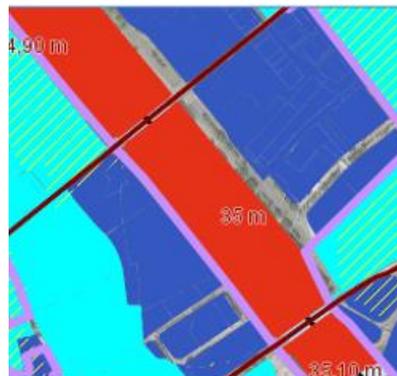
- Red zone (navigation channel and low platforms)
- Dark blue zone (railway area between the road and Tino Rossi Park)
- Light blue area (high platform roads)



Emplacement entre le 4<sup>e</sup> et 5<sup>e</sup>

Location between the 12th and 13th districts:

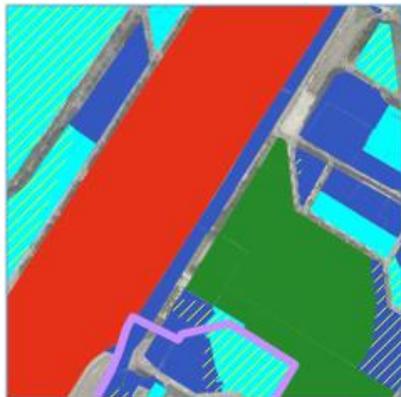
- Red zone (navigation channel and low platforms)
- Light blue area (roads)



Emplacement entre le 12<sup>e</sup> et 13<sup>e</sup>

Location between the 15th and 16th arrondissements:

- Red zone (navigation channel and low platforms)
- Dark blue zone (RER line C)
- Light blue area (roads)



Emplacement entre le 15<sup>e</sup> et 16<sup>e</sup>

The Flood Risk Prevention Plan (PPRI) is available here :<http://www.prefectures-regions.gouv.fr/ile-de-france/Region-et-institutions/L-action-de-l-Etat/Prevention-et-gestion-des-risques/Risques-naturels/Inondation/Plan-de-prevention-des-risques-d-inondations-du-departement-de-Paris-PPRI/#titre>

→ **The green zone** corresponds to the zones of expansion of the floods. Its primary purpose is to allow the storage of water to promote the capping of the flood. For this, it is necessary to leave this space as free as possible of any volumetric construction.

→ **The red zone** is the main flow zone of the river during floods. It includes the usual bed of the river, but also the areas that contribute to it, including the low platforms. It must be congested at least with possible obstacles to allow free flow. The regulatory constraints associated with the red zone are intended not to reduce the flow capacity of the river, and therefore not to aggravate the consequences of the floods on Paris and the municipalities located upstream.

→ **The blue zone** corresponds to urbanized areas situated in a flood zone. Within this zone, two variants are defined, including a dark blue zone, which corresponds to important building sectors exposed to submersion levels potentially greater than one meter. The light blue zone includes (in addition to the parcels and islets represented in light blue on the zoning maps) all the roads bordering the blue (light blue and dark blue), green and red zones, the limit being taken to

the axis of the road. In particular, the requirements for the blue zone are intended to contribute to risk reduction and for new constructions to incorporate risk awareness.

### Technical prescriptions :

In addition to the financial implications of a total or partial cessation of activity that may occur during floods, these episodes impose special technical requirements. Thus, with the imperative of not reducing the flow capacity of the flooded river:

- the candidate will have to carry out a hydraulic study which provides the proof;
- the bridges shall be constructed with materials and techniques to withstand the passage of the flood back and forth, to resist jamming, without structural damage and without creating direct or indirect damage to the environment.

Technical constraints are also part of the need to maintain safe and efficient navigation conditions, including:

- maximum visibility of seafarers in navigation and maneuvering,
- a minimum free height of the footbridges of the Javel and Bercy / Charenton sites calculated in accordance with Circular No 95-86 of 6 November 1995 amending Circular No 76-38 of 1 March 1976 relating to the characteristics of inland waterways,
- that is, a minimum free height of 7 m above a reference water line (LER), whose bridge water mark will be equal to the average of the annual characteristic levels calculated over the last 20 years. The annual characteristic level represents the highest level attained each year for 5 consecutive days, excluding floods of decadal periodicity or greater. After applying this rule, it will also be necessary to ensure that the future bridge clears at least a 5.25 m gauge above the PHENs. These free heights must be respected throughout the width of the navigation channel.
- By way of derogation from Circular No 95-86 of 6 November 1995, due to smaller ancillary works, the minimum clear height of the Morland site footbridge is 7.70 m at

the normal reservoir (RN) and 4.15 at the highest navigable waters (PHEN). For this site, the free height must be respected along the entire length of the bridge in order to guarantee access to the alternation waiting zone.

- All the constraints listed above, especially regarding the free heights, must be respected during the work related to the realization of the projects. In addition, navigation interruptions may be authorized only at night, according to schedules depending on the periods concerned, but necessarily after midnight to avoid penalizing the fluvial activity of passengers. The construction process must also incorporate the constraints related to frequent and rapid changes in the water level of the Seine and flood management (devices removable within 24 hours, without impact on the flow of water ...).
- In the work phase and in the final phase, lighting (and risks of dazzling induced) should not be a problem for navigation.

The book can not include piles within the Seine.

In addition, dikes are located on the right bank and the left bank and fall under the regulation of the safety of hydraulic structures. The crossing structures shall take into account the constraints related to these dikes and the regulations applicable to them, in particular they shall not be detrimental to the structure of the walls or their basement walls, as well as to their conditions maintenance and monitoring.

#### **Implementation conditions :**

As parking on the medians and on the body of water is prohibited under the crossing structures, the positioning of the footbridges must take into account the existing activities holding occupancy agreements with Ports de Paris.

The durability of economic or industrial activities at the dock or in navigation, must be ensured in time, a limited spatial reorganization being possible in certain cases.

These activities are subject to security constraints (accessibility of relief ...) and servicing which must in fact be preserved.

The eclectic nature of their constitution and the state of the harbor wharves impose a structural and functional independence of the structures during and after the construction of the footbridges.

Attention should also be paid to the following specific areas (see note on "Definition of Technical and Safety Requirements for Navigation" in Dataroom):

- Alternate waiting area for downstream on the left bank of the Morland site,
- decoupling zone for convoys on the right bank of the Javel site,
- Marines waiting area on the right bank of the Bercy / Charenton site.

The main networks are (non-exhaustive list):

A GRT gas pipeline running along the Seine (on the left bank, lower quay in the 15th / 16th and 4th / 5th and on the right and left bank for the 12th / 13th) forbids any construction on the ground and in a band of 5 meters and other. This also generates special requirements for ERP of more than 100 people.

There is also a gas pipeline in the 12th, two structures-tank regulation SIAAP and sewer pipes in the 13th, two detachments in the 12th and 13th, a well, a spillway and the southern outfall SIAAP and a relaxation station in the 15th arrondissement.

Note also that in the 12th / 13th, as well as in the 4th / 5th, there is an underwater crossing of the RATP.

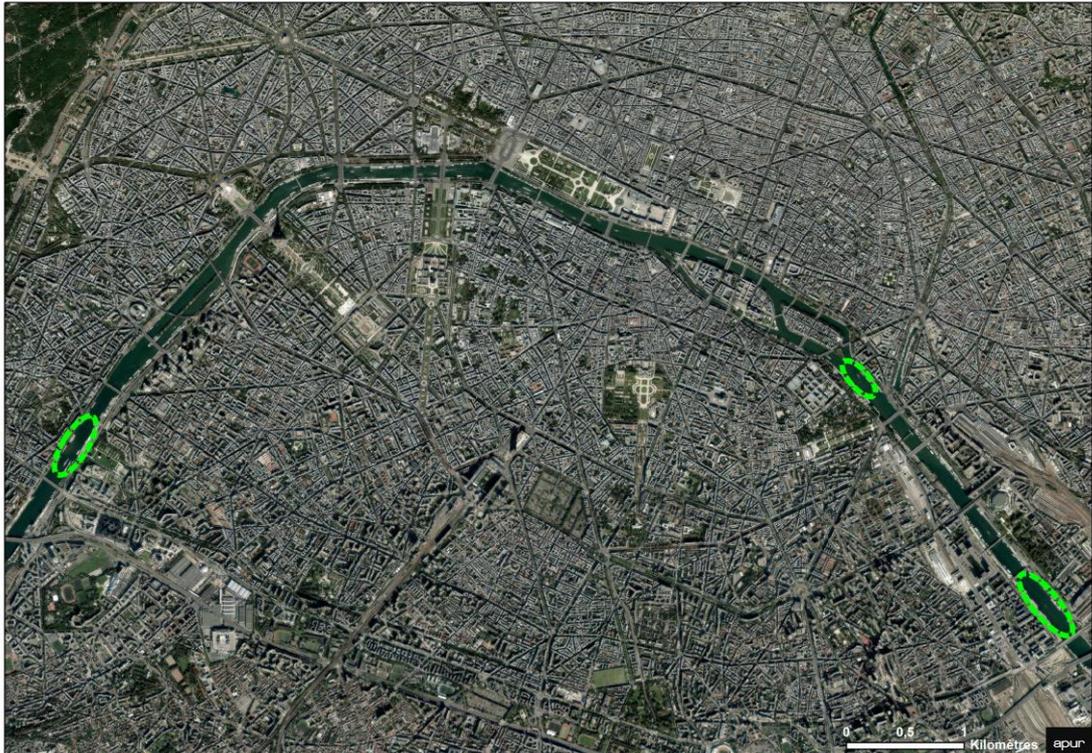
#### **Specific water Act procedures :**

As part of the measures to protect the aquatic natural environment that must be observed in the works, it is very likely that the projects are subject to procedures specific to the Water Act. As such, depending on the hazards and impacts on the aquatic environment, gateway projects will be subject to a declaration or authorization that may be accompanied by prescriptions.

## Provisions related to security:

Activities (recreational, recreational, catering, commercial related to the river ...) on a bridge are possible as soon as access to the bridge

for rescue vehicles and intervention exists from the wharves. The number of people who can be accommodated is also capped for security reasons and evacuation issues.



## Precisions regarding the submission of the Expression of Interest

In accordance with the rules of the call for proposals, three documents constitute the expression of interest in phase 1.

- the presentation of the bidder team and its organization: a presentation form of the team will be provided via the Dataroom.
- the presentation of the project: beyond the structure of the document proposed in the regulation of the call for projects, it will be expected that the candidate also specifies in the presentation of his project 1 / the constructive principles of the work, the envisaged dimensions of the structure (length, width, templates) and the hooks on the platforms, 2 / the durability of the structure and 3 / aspects of resilience (relative to floods, choice of materials ...).
- the presentation of the legal and financial package: the City and its partners reserve the possibility of transmitting a legal-financial framework to candidates via the Dataroom.