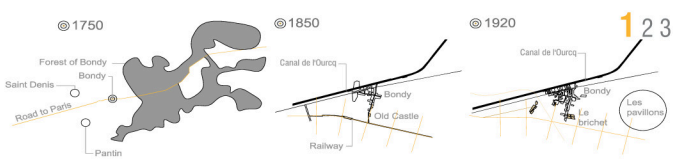




HISTORICAL CONTEXT
 In the past, "Legendary forest of Bondy" was the source of Bondy's reputation and celebrity. However, the exploitation of its natural resources at the end of the 18th century destroyed this natural landscape in order to satisfy the rapid infrastructural growth in Paris. Simultaneously, Napoleon's plan for the rerouting of safe water for Paris from its boroughs through the process of canalization further altered the natural topology of the area. 1920 marks the peak of the industrial activity in Bondy. The forest disappears completely and Bondy's population increase exponentially. Industries start to disperse and move elsewhere, and only the cement industry remains. Today we find the site deeply degraded because of the progressive industrial dismantling.



THE SITE

In the past, sites such as Bondy were exploited for their natural resources, namely wood, to accommodate for the industrial boom of the area. With the natural and topological landscape of Bondy altered incredibly, Bondy resides among the sides of the canal of l'Ourcq; the topography is flat without important slopes between the different areas. The canal itself has acted as a natural and social barrier between the north and south sides of the canal, and offering activity just to one of the sides, to the Gallieni avenue. This project's core objective is to facilitate engagement across both sides of the canal in order to prosper community life and development.



CITY INFRASTRUCTURE AND CONNECTIONS : PARIS / BONDY

Bondy enjoys an excellent connection to Paris. Served by two major axes, the National Route 3, connecting Bondy in Paris via the Porte de Pantin (Paris 19th) and A3 motorway, which links the door of Bagnolet (Paris 20th), the Charles Airport-Gaulle and Lille. Bondy is served by two highway exits: Bondy Bondy RN3 and north.



PUBLIC TRANSPORT AND ACCESSIBILITY : PARIS / BONDY

As part of the Grand Paris, accessibility in Bondy is multiplied, both Paris with its suburbs. By 2020, the TZen 3 which connects the Porte de Pantin in Bondy through Bobigny will join Paris in 20 minutes. It will be in correspondence with the T1 tram, T3b and T4, line 5 of the metro, RER E but also with the future North Tram- Express and the future line M 15 which will arrive in Bondy in the year 2025.



HERITAGE AND WATER INFRASTRUCTURE : PARIS / BONDY

The creation of channels (Ourcq Canal, Canal Saint Martin and Saint Denis Canal) around 1850 moving towards the Seine increased the presence of water in Paris and its suburbs. The Ourcq Canal, which carries water from the Marne to the 19th arrondissement of Paris, still offers a strong connection between Paris and Bondy. Once a transmission network and a solution to supply Paris with drinking water, it is now a site of leisure and sociability.

DEMOGRAPHICAL STUDY ANALYSES

MENAGES

CONSTAT
 Renouveau important de la population
 Population jeune / Peu de seniors
 Augmentation constante de la population
 Changement de structure des ménages
 Profils sectoriels

ENJEUX
 Retenir les habitants sur place
 Augmenter la mixité sociale
 Espaces de rencontres
 Attractivité du site / Mise en place d'activités sociales

EMPLOI

CONSTAT
 Chômage important chez les jeunes
 Revenus faibles
 Activités tertiaires dominante
 Diversité du tissu économique

ENJEUX
 Espace de rencontre professionnel
 Adapté le tissu urbain pour faciliter l'accueil et le développement des activités tertiaires
 Création d'emplois
 Préserver le tissu économique
 Requalification et formation des individus

LOGEMENTS

CONSTAT
 Peu de logement construit après 1990
 Pas de diversité de logements
 Fréquence de démolition élevée
 Changement de structure des ménages

ENJEUX
 Diversification de la typologie des logements du parc actuel
 Possibilité de rotation des logements
 Co-habitation de personnes sans liens familiaux
 Augmenter la mobilité résidentielle des ménages en en évolutions



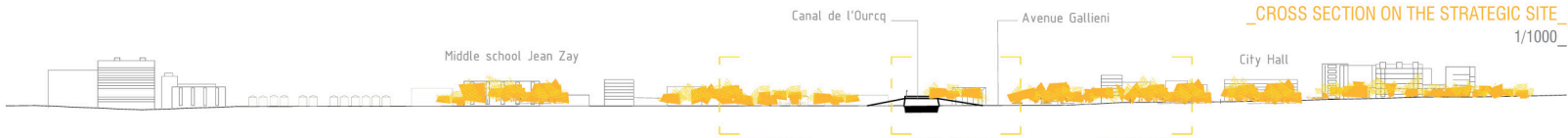
CITY INFRASTRUCTURE AND PARKING : BONDY

In the west end of town, the A3 runs along the city of Bondy and enables a direct connection to the RN3 and our reflexion site. The commissioning of ecological bus TZen 3 will requalification of the road RN3 will promote public transport. At the canal and the RN3, we note that private parking prominently on the site while the public car parks are mostly located close to the city center and the hospital.



PUBLIC TRANSPORT AND PUBLIC SPACE : BONDY

Bondy has an extensive bus network that irrigates the city, including the TUB or, the Bondynois bus. In ten years, both the Bondy Bridge and the Bondy itself will be as important of a modal node as the Seine Saint Denis. The TZen 3 to mark its first stop in Bondy, and provide a direct connection to the underground 15, the Tramway 1 and the bus network. A cycle track is evolving along the Paris canal through Bondy.



1 **_Plant roofs_Vegetable cover. Intervention in existing buildings_**
 Height growing of existing constructions for public or private use. By proposing vegetable covering in order to mitigate the impact of the big parking areas. A connection between these green zones and the canal sides is created giving a clear and singular identity to Bondy.

2 **_The Canal as a transport_**
 Fundamental medium for the wood traffic from Paris to Bondy.

3 **_Walkway_**
 Communication and permeability between the most relevant areas alongside the canal of l'Ourcq and la Avenue Gallieni by recovering and integrating infrastructures and providing its benefits and enjoyment to the citizens and pedestrians.

4 **_Aquatic activity_**
 Program associated to the activity on the canal's sides. New floating surfaces (pontoon) for small boat rental and the rowing club and other water activities in addition to a new bay for the ship stops from Paris - Bateau du Canal; and floating pool associated to the sports area.

5 **_Street art and plant walls_**
 Artistic approach, intervention along the walls of the canal sides and revegetation of the warehouse façades.

6 **_Conservation of industrial wealth and cement companies as economic engines_**
 Reuse of part of the industrial structure to include public programs with the creation of a Recycling-Interpretation-Center.

7 **_Opening, refurbishment and permeability_**
 Between the canal and the streets like Rue Borel and Rue des Ecoles and Rue Marguerite.

8 **_Social facilities_**
 In order to serve the community, a multimedia library for young people is proposed with internet access and a wood waste reception complex.

9 **_Development of intern connections and fluid access_**
 Direct and linear connections between Bondy Center and its two edges. The road axes connect by crossing the canal from one side to the other to offer a fluid connection between the north and the south side.

10 **_Paris-Bondy 2020_**
 Integration of the communication plan of Bondy's public transport and surroundings with Paris through the subway, suburban train, Tzen 3 bus and bicycle.

11 **_Recuperación de espacios abandonados_**
 Espacios sin uso pero con gran potencial para actividad de ocio, deportiva y social tales como talleres para niños y familias zonas deportivas, areas de cultivo, piscina de verano, zona de tratamiento de la madera proveniente de Paris, miradores carril bicim y lugares de reunión y exposición.

12 **_Rehabilitation of Darty offices_**
 In a near future these offices will have to be rebuilt. Due to this purpose the partial transfer of the parcel of land is proposed that it would be dedicated to a recreation and enjoyment area in exchange for being able to grow in height.