



**POLITECNICO
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Honors thesis

COURSE OF
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PRESERVATION AND ENHANCEMENT

Abstract

Title
a project along the Seine

Tutors

Enrico Moncalvo
Andrea Cavaliere

by

Marco Guicciardi
Annalisa Rossi

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This thesis was developed in the context of a recent call of the Paris Municipality aimed at qualifying the banks of the Seine between the metropolitan area and the sea, and creating pedestrian paths in the historical center within a wider project focused on the so-called “*slow flows*” (pedestrian and cyclable).

From the past centuries, the city of Paris inherited a series of structural interventions that gradually moved the water of the river away from the core of the economic and social activities.

Once fundamental for those activities, the Seine is today caged within the urban framework and only few traces still exist of its original relationship with the city.

The purpose of this work is therefore to propose a methodology to enhance some of the non-qualified sites along the riverbanks, the main axis of the city.

The study is focused on two sites selected for being particularly suggestive and crossroads between the nineteenth-century Canal Saint Martin and the Seine: Quais Henry IV and Mazas Place.

During the 60's, the policies of adapting the City to the speed through the construction of a *voie rapide* fragmented those places, that are not recognizable anymore as a whole.

Having lost its identity despite the proximity with some of the principal French monuments, this area needs a radical restauration and the call is certainly an ideal opportunity.

The fundamental condition for a similar intervention is, with no doubt, a careful study of the history and its overlaps.

We conducted an historical analysis of the city to better understand the place and consequently to be able to plan specific interventions.

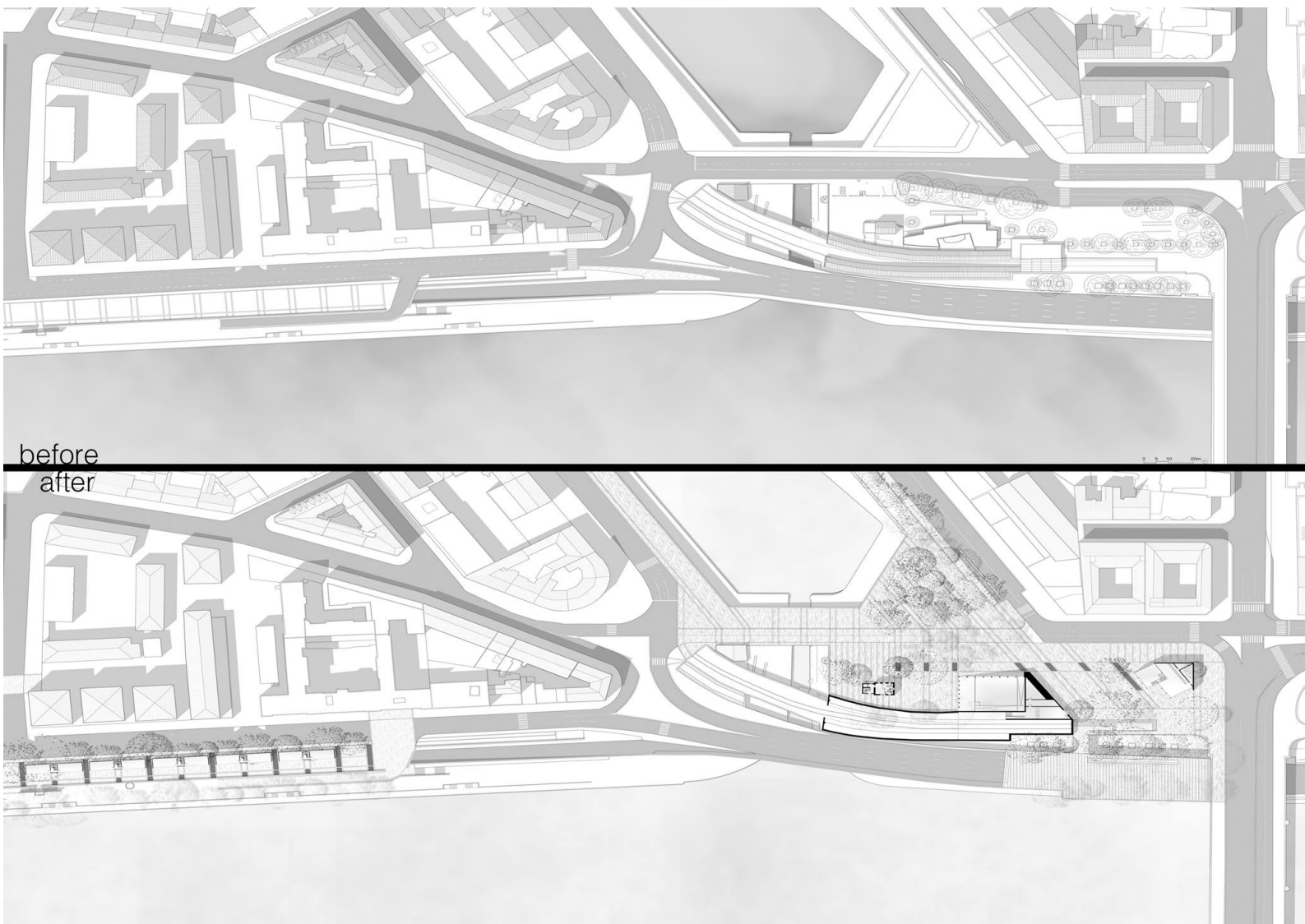
Iconographic sources helped us to reconstruct more carefully and specifically the history of this particular area of the city. Through urbanistic studies, aligned with the new local administrative policies, we thought of a new connection between *Place de la Bastille* and contiguous sites, focusing the attention on the potential views.

The intersection of all the essential urban infrastructures, such as the subway network, determined the global strategy of the project to enhance the citizenship identity.

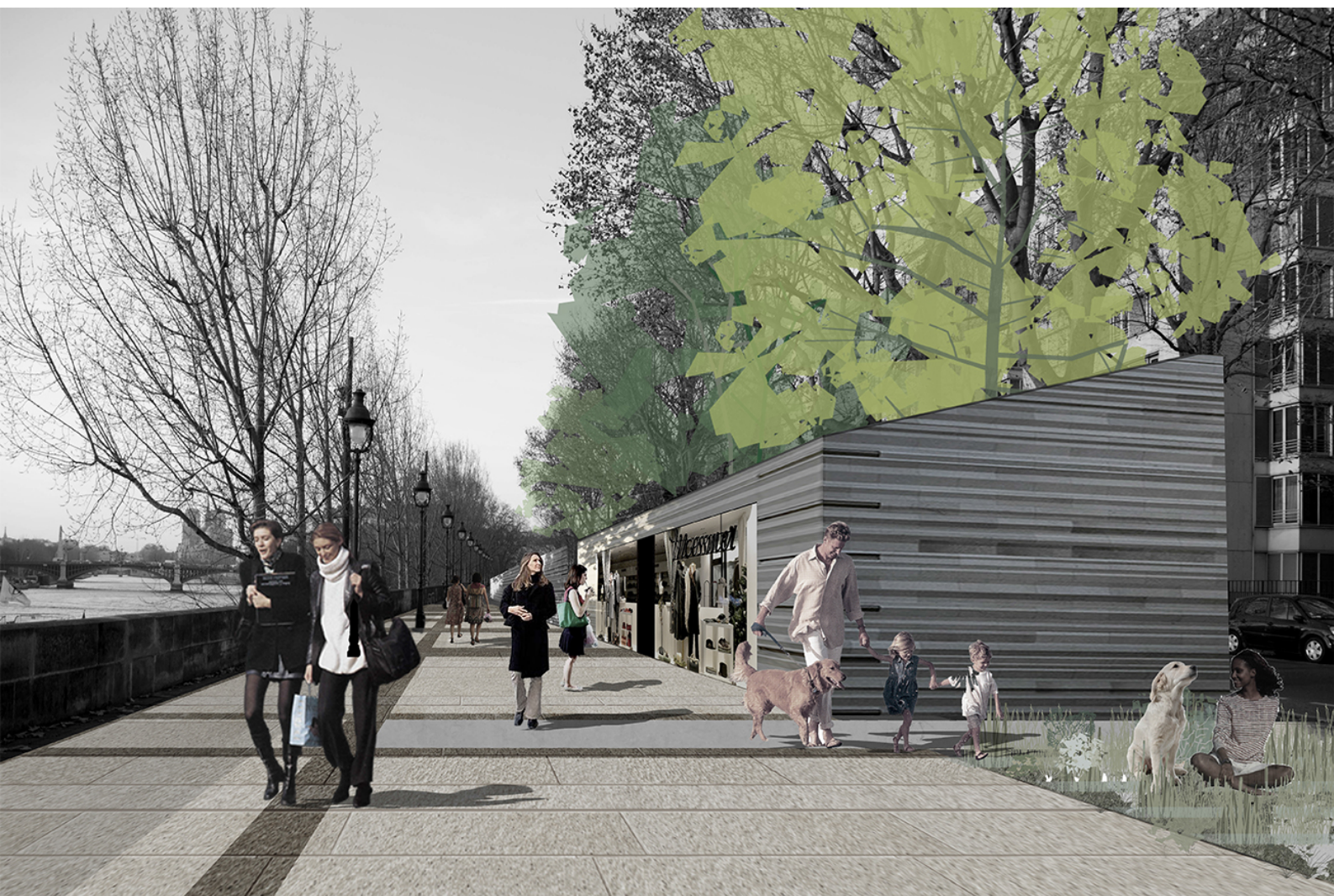
The decision not to build in height but rather to exploit the underground, increasing the horizontal and vertical connections between the two sites at different levels of height strengthens the peculiarity of the place.

To pursue the new tendency that favors the slow flows, in accordance to the theories of the “evaporation of the traffic” (P. Lecroart), we decided to leave *voie Mazas* to rapid circulation, reducing, on the other hand, the dimension of the roadways that divide the pedestrian connection between Place de la Bastille and Place Mazas, establishing a hierarchy of routes.

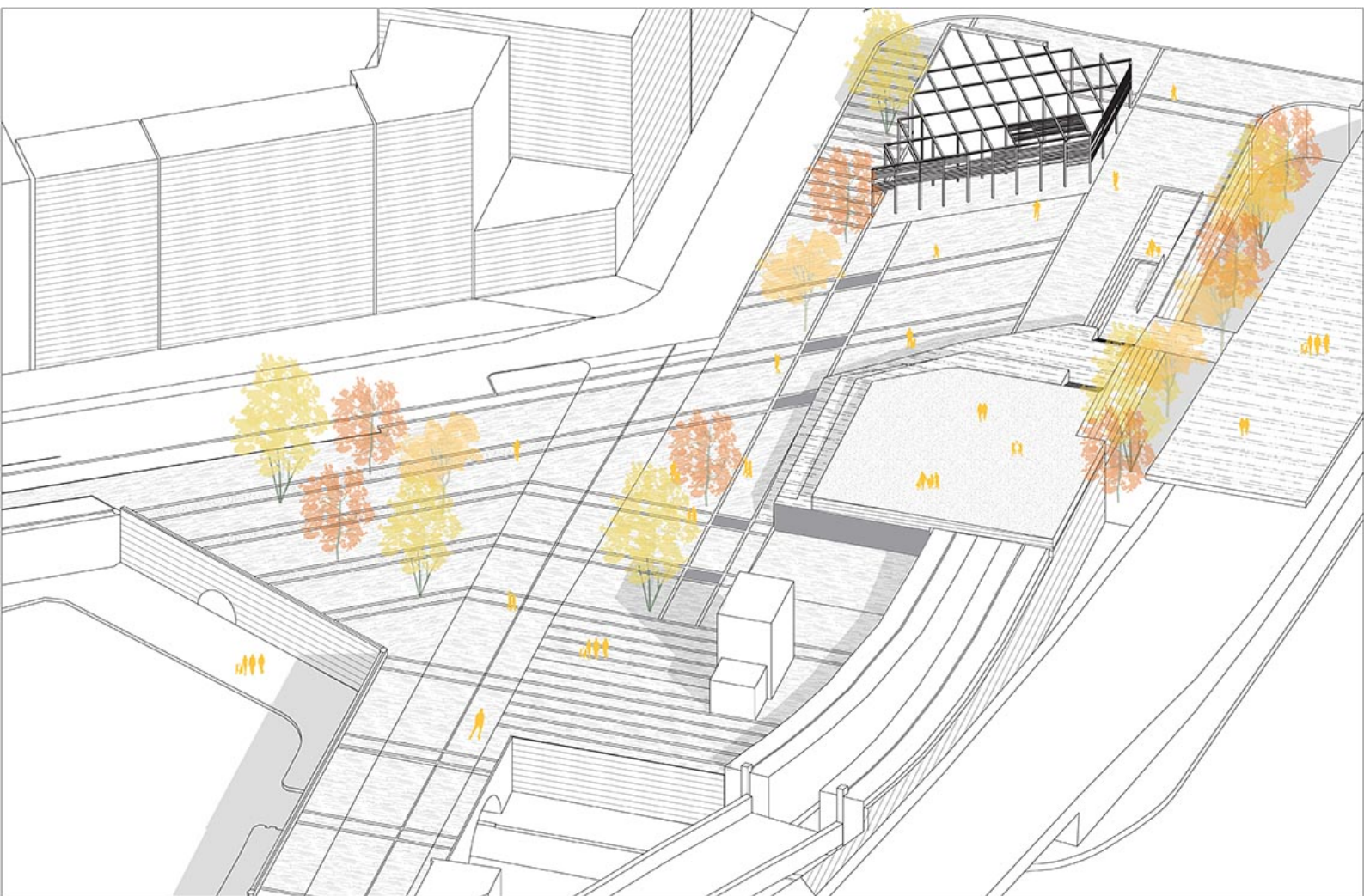
The aim is therefore to transform a trait of the Seine, in a current state of abandonment, into a potential touristic fulcrum of the city and of the district, re-assigning it the value it always had since it was only a watercourse defending the city of Charles V.



The project's sites before and after our intervention.



View of *Quais Henry IV*, project



Axonometric of *Mazas place*, project

For further information please contact:
Marco Guicciardi, marco.guicciardi4@gmail.com
Annalisa Rossi, rossiannalisa91@gmail.com