The former Masséna Station occupies a strategic position in Left-Bank Paris, one of the major development areas in Paris. Its architecture and location make it a unique pivot point between old and modern Paris. The Gare Masséna acts as a pivot for the Masséna-Brune-seau sector, a future district with very tall buildings, and the Tolbiac-Chevaleret sector which is preparing to accommodate the Halle Freyssinet, the world’s largest incubator. The Gare Masséna was built in 1863 and is currently abandoned. Standing as a testimony to the railway history of this sector, the station has great potential to become a future focus of activity in the heart of a district that is in the throes of renovation.

Expected program: no specific expectations, destined for public access.
Owner: The Ville de Paris purchased the Gare Masséna from the SNCF in 2007 after it was decommissioned as a railway station.
Area: The station occupies part of a 511 m² plot with a planted embankment to the South-West. The former Gare Masséna station building comprises a ground floor and two upper floors. These 3 levels currently amount to approximately 468 m² of floor space: a full ground floor on the Rue Regnault with the 2nd and 3rd floors being partial due to the space occupied by the large stairs and escalators.
Land register references: Section CD n°31
Topography
The building was organised around 3 main levels, with an open-air system of stairs linking the Rue Regnault, the platform access for the old C line via the inside of the station, and the access to the Boulevard des Maréchaux via an underground passage running under the tracks of the petite ceinture line.
The underground is currently disused and the access to the boulevard has been blocked up. Having remained the property of the RFF, it does not form part of the Ville de Paris property. Due to the closure of the underground passage, the stairs no longer serve as a link between the Rue Regnault and the Ville Haute. This function will be fulfilled by new connecting stairs which are currently being built as part of the ZAC development at the end of the Rue Regnault.

Existing buildings
The station building is covered by several heritage protection orders. The Gare Masséna is protected by the local urban development plan. In addition, it is situated within 500 m and is co-visible with the residential building situated at 24 to 26bis Boulevard Masséna (ISMH facades and roof: 16 August 1976) built by Le Corbusier.

Until 1934 the station provided a connection between the petite ceinture railway networks and the Gare d'Austerlitz. The station resumed its activity in the 80s with the opening of the RER line C. The station fell into disuse in 1998 simultaneously with the opening of the Bibliothèque François Mitterrand station providing a connection between the RER line C and line 14.
This disused building will fall within the scope of the ambitious redevelopment being conducted in its immediate environment.

In conjunction with the restructuring of the surrounding public spaces, the renovation of the station floor space must make a point of being in harmony with the peripheral public space currently being developed, its altimetry having been remodelled and modified in accordance with technical constraints linked to the railroad volume. The construction of a South-West extension of the building may also be envisaged.

Current and possible future uses
The building is not currently in use.
In the longer term the southern tip of the plot will be crossed underground by the extension of the line 10 tunnel, currently being studied, between the Gare d'Austerlitz and Ivry Gambetta (emergency file currently being drafted by the STIF).

Urban context
The idea of preserving and enhancing the station was taken into account in the development project defined for the Masséna-Bruneseau sector by Ateliers Lion, coordinating architects for the sector, particularly in the definition and levelling of the peripheral public space.

Scheduled operations or works
Ongoing operations in the neighbourhood of the station are scheduled for completion in the short term:
- The M10C programme, located between the new road (Rue Louise Bourgeois), Impasse Regnault and Rue du Loiret, includes a school, a residence for young workers and student residences. It will be handed over in mid 2015;

- The works to cover the set of railway tracks (adjoining the Northern gable of the station) will be conducted in two stages. The extension of the new road providing emergency services access to the M10C plot, the upper front access to the station and the urban stairway located at the end of the
Rue Regnault are currently under construction. The engineering work will then be completed by 2021, enabling the construction of the Southern side of the Place Farhat Hached, marking the arrival of the Avenue de France on the Boulevard des Maréchaux and its connection with the new road, and the continued urbanization of the M10 plot (a public square and different housing lots).

Considering the relative sunken nature of the building compared to the public space around it, raising the height of the building seemed feasible and likely to integrate it more harmoniously in its urban environment. This option will have to be examined in coordination with the different heritage authorities concerned (Commission du Vieux Paris, Architectes des Bâtiments de France).

The interface between the station and the petite ceinture line also presents a potential worth studying with the RFF, in spite of the usage constraints imposed by the fact that the railway infrastructure (the property of Réseau Ferré de France – RFF) will remain part of the National Rail Network. The integrity and continuity of the railway platform must be maintained, however, certain areas may be the subject of specific developments on condition that they are reversible.

In the event of an extension to the South of the plot, precautionary measures will have to be taken in order to provide for the passage of line 10.

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**Regulatory provisions**

**Applicable local urban development plan**

- **General Urban Zone**
  - **Height ceiling:** 50m (within zone 2 of the Masséna-Bruneseau sub-sector)

- **Special easements**
  - Railway easements specific to the petite ceinture line and railway prescriptions regarding the Paris Austerlitz set of tracks.
  - The route of the future extension of metro line 10 toward Ivry-sur-Seine, crossing the Gare Masséna plot and the ground underneath its Southern extremity must be taken into account.