

# Henri-IV Tunnel. *paris 4*

Port Henri-IV

*Covering the Voie Georges-Pompidou between Sully-Morland and Arsenal, the Henri-IV tunnel is a large covered space on the banks of the Seine. It is 240 meters long by 8 meters wide – i.e., nearly 2,000 sqm – located directly across from the Ile Saint-Louis, the Quai Saint-Bernard and the Tino-Rossi outdoor sculpture garden. It is overlooked by the Esplanade des Villes Compagnons de la Libération and runs the length of Port Henri-IV on which river cruise companies and a river stop are located. As part of the Rives de Seine Park (Banks of the Seine Park), it ensures strategic pedestrian and bicycle traffic flow within a 7-km stretch between the Place de la Bastille and the Eiffel Tower along the banks of the Seine as well as an extension towards the Avenue des Champs-Élysées, which is reserved solely for pedestrians one Sunday a month. This site will be at the center of new Seine-related logistical, athletic, recreational and entertainment activities. An opening onto the Seine could be possible.*



# Henri-IV Tunnel. *paris 4*

Port Henri-IV



## Description of the current structure

The Henri-IV tunnel is an underground, rectangular site made of reinforced concrete. It has one emergency exit at its center. Its low 2.70-meter clearance was designed for road traffic, making it inaccessible to heavy commercial vehicles. The tunnel features road lighting, placed in a console running along the length of the Seine side of the tunnel. This lighting is serviced by EVESA of the City of Paris, which oversees maintenance for all public lighting for the city.

The tunnel is equipped with two vertical accelerators to evacuate smoke from the tunnel in the event of a fire (operating via smoke detectors). The tunnel has a pumping station for rainwater infiltrations in the tunnel via the eastern and western entrances. These electrical/mechanical facilities are managed by the maintenance and supply center for the Transportation Department, which holds all survey plans for this tunnel. These plans may be consulted upon request by contacting the Transportation Department's Road Structure Division (Section des Ouvrages d'Art) located at 121 avenue de France, Paris 75013.

**Programming/possible future uses:** due to the space's location, priority will be given to logistical activities and/or those in connection with river companies and which are consistent with the aims and results of the right bank's river project coordination.

**Type of property transfer proposed:** public domain occupation agreement concluded with the City of Paris upon written agreement from Haropa – Ports de Paris.

**Owner:** Haropa - Ports de Paris.

**Surface area:** 2,000 sqm.

# Henri-IV Tunnel. *paris 4*

## Port Henri-IV

### Current occupation

Continuation of the Banks of the Seine Park (Bastille – Eiffel Tower connection).

### Environmental status

The upper and lower quays are planted with trees, but the riverbanks and road are paved.

### Urban context

The surrounding blocks are mostly residential with little traffic. The Quai Saint-Bernard on the opposite bank is, however, very green and frequently visited, but crossing the river requires a significant detour. The view from the Quai Henri-IV is the site's major asset, providing that the tunnel is opened up towards the Seine (any modification to the structures must receive prior approval from Haropa – Ports de Paris).

### Access (all options)

Metro – Sully-Morland (line 7, 100 meters away) or Quai de la Rapée (line 5, 200 meters away) stations.

### Protective/public easements

A light blue zone on the Flood Risk Prevention Plan. The project leader should note that any installations in the Henri-IV tunnel should be temporary and removable as this sector is in a flood zone. The project leader will maintain contact with the Bedier central post from the Transportation Department, which monitors potential floods. In the event of an alert, the project leader will only have a few days to remove their installations. The flooding operational procedure will be developed along with the project depending on the planned activity, the scale of the installations and how quickly they can be removed based on the Seine's water level.

### Specific development and operational constraints

- Pedestrian and bicycle access to the tunnel, as well as occasional maintenance services (sanitation, deliveries, security, emergency vehicles, etc.) must be maintained. The project leader must leave a 4-meter wide path from the 8-meter easement to accommodate these kinds of flows.
- Traffic reversibility constraints in the tunnel, which influences the pedestrian zone of the Voie Georges-Pompidou.
- The emergency exit and all fire protection equipment in the tunnel will need to be readily accessible at all times.
- Access to ventilation and smoke evacuation equipment by a light vehicle is indispensable under the access conditions; the project leader proposal's should clearly outline how this access will be ensured. To comply with the height limitations and the smoke evacuation capacities, the height of planned constructions for the project must not exceed 2.70 meters.
- Roof access for the structures will need to be planned to allow visual inspections and interventions inside the tunnel.
- Delivery conditions will be limited in relation to the management of the Bastille – Eiffel Tower promenade.
- The installations will need to be partially or fully removed during exceptional events (e.g., the Paris Marathon).
- The project leader will take the premises as they are. The fact that it is a tunnel does not imply that this structure is perfectly waterproof. The project leader should plan a project that is suitable for outdoor conditions. The project leader will also need to make sure that they do not damage the public domain during their installation and the site's operations.
- The Port Henri-IV is subject to temporary occupation agreements for its cruise line activities. The project must not disrupt or affect these activities.

