

SESSION BOOK SOUTHERN ÎLE-DE-FRANCE 2014 WORKSHOP

INTERNATIONAL WORKSHOP OF URBAN PLANNING AND DESIGN
1ST SEPTEMBER - 26 SEPTEMBER 2014



The southern Paris region as a laboratory for localising the energy, ecological, urban and rural transition

LES ATELIERS INTERNATIONAUX DE MAITRISE D'OEUVRE URBAINE

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A non profit- organization since 1982, Les Ateliers – International workshops of planning and urban design – aims to develop the collective creation of ideas that tackle the challenges and processes of everyday city planning and design. by promoting a process of collective and multidisciplinary work that produces innovative and illustrative proposals relating to urban design and spatial development.

Whether it involves students or professionals, each “atelier” brings together people of diverse nationalities and disciplines: architecture and urban planning, but also geography, economy, landscape architecture, sociology, art, engineering, environment...

Year after year, Les Atelier international network has been growing: it includes more than two thousand former participants who are now professionals, academics, and decision-makers in the urban field.

OUR CONVICTIONS

Creating cities is by its very nature a collective process. As true as architecture enables an individual and identifiable creation of masterpieces, developing cities cannot be ascribed to a single person who would dominate all the aspects of urban creation: this process is collective in its essence.

Managing urban development should integrate in a ‘laboratory logic’ the different

disciplines that take part in city planning its interfaces. Therefore, each atelier is a place of freedom of proposal, where the aspirations of collective and voluntary work enable the development of new ideas, innovative projects and proposals for the future of urban areas which are in perpetual transition.



SESSION BOOK

SOUTHERN ÎLE-DE-FRANCE

2014 WORKSHOP

INTERNATIONAL WORKSHOP OF URBAN PLANNING AND DESIGN
1ST SEPTEMBER - 26 SEPTEMBER 2013

“We are pleased to welcome you in a country that produces 4 times more greenhouse gas emissions than the tolerable rate.” With these welcoming notes in mind, 22 young professionals from India, Australia, Columbia, Russia, Cameroon, China and the United States were organized in teams along with French participants.

It is true that in the French language two expressions were created especially to describe CO₂ emissions: “sustainable development” and “transition”. It is also true that France already has two laws soon to become three, and nearly 250 decrees dealing directly with this issue. French universities yearly produce numerous masters graduates in sustainable development; the biggest French companies take pride in their social and environmental responsibility; the malls are full of products “painted in green”; car commercials boast

their level of CO₂ consumption, and newspapers are full of articles lamenting the gradual disappearance of the polar ice caps. Nevertheless, our national emissions are statically capped at an equivalent of 550 million tons of CO₂ produced each year. That number is four times “too much”!!

“Nowadays, Can we do any better?” This question summarizes the whole purpose of the workshop: to act partially for the transition on a territorial scale, thus rendering this complex process at once closer to decision makers, stakeholders, residents, businesses, elected officials while simultaneously remaining effective enough to reduce carbon emissions, to eco-produce and to live in a sustainable environment which respects biodiversity.

The crucial matter in the above being to take partiality, since on the international scale the situation is not any better, the globe crossed the threshold of 400 ppm of

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CO₂, driving us head on into irreversibility not in 2050, but in 2030.

The choice of implementation fell on the South of Ile-de-France. This area was mainly chosen because it is at once urban and rural, on a scale potentially efficient for action.

What kind of territory are we talking about? This territory, now called “the second ring”, was once a stretch of farmlands before experiencing intense urban development in the twentieth century. Infrastructure development, the use of fossil fuels, as well as the development of metropolitan Paris and the housing issue, all explain this spectacular and multifaceted urban growth.

Today this territory is marked by the diversity of its urban forms: millstone houses, 1920s pavilions, even big ensembles, never forgetting to mention

the vast activity zones. Crossing the area today is like travelling back in time to see the history of expansion of Paris. Currently, this territory is perceived as a fringe, an area of transition between the urban realm of the greater Paris area and large agricultural spaces, such as the Plateau de Beauce, Gatinaise.

Additionally, the territory is marked by its diversity of inhabitants, who, nevertheless, share a number of common characteristics with respect to their lifestyles.

In fact, this area is a typical example of the urban growth of large cities in the twentieth century, this “light city” as described by Fin Geippel: a city marked equally by a strong dependence on fossil fuels and by a strong set of assets that help organize the transition: the urban-agricultural articulation, the density of natural areas, food, eco-materials, and eco-energy that are harvested in the

countryside and are consumed in the city, etc.

Can we, then, consider, from a transition point of view, that the territory is awaiting future transformations? The metropolitan territory, a characteristic of urban growth in the last century, will witness a major change in its metabolism due to the process of transition.

Now that the scene is well set, one can move on to the plot of the play. Thus it seems essential to highlight several assumptions that have guided the pilots in the preparation of this workshop.

First of all, knowing that the aim of the workshop is to shape the future of a region, we wanted to avoid any prospective approach. In other terms, it is imperative to rely on techniques, ways of life, and the conditions of the present in order to suggest a roadmap for the future. To get from point A to point B, it is important, as a first step, to define the starting point. Thus the strategy the pilots drew was to focus on the existing tissue, and favor it.

Secondly, knowing that increasing the autonomy of the territory is one of the sought goals, a main difficulty faced by the teams, and inhabitants alike, is to articulate

the different territorial scales. The scale of daily life, for instance, is too small to initiate policies and actions that can really weigh in the metropolis; the southern Paris region, equivalent to a large French town, with cityscapes, forests, and fields; that of the greater Paris area, too large to involve inhabitants. Consequently, proximity and the ability to evolve into a territory of short distances appear unavoidable.

Thirdly, it is important to note that in a workshop of urban management it is fundamental to make concrete and specialized proposals. However, the aim of this workshop is not to develop a static master plan seeking to solve all the territorial problems. Consequently, the emphasis, in one's reflection, on the inhabitants, companies and initiatives that exist on this territory can change the territory's metabolism. The transition is everyone's business, it is a collective action: the relationship between lifestyles, public citizens and policy initiatives has been placed in the heart of the reflection process.

Finally, and contrary to evanescent proposals, the workshop aims to generate well-reasoned proposals and suggestions whose impact can be quantified. This is a

crucial threshold to be crossed, because just as in real life, one must measure and quantify in order to act wisely and drastically reduce CO2 emissions.

In conclusion, it is essential, while tackling the subject, to keep in mind the vastness of the territory in order to address the topics at the adequate scale. Henceforth, trying to deal with all the aspects in four weeks is vain, so is pretending to solve all the issues facing transition on the territory. Hearing this, the teams were urged to make choices, and take a specific angle of attack, to adopt rooted positions that ultimately enable them to suggest motion-generating actions. Rather than drowning in a tetanizing diagnosis, the participants were asked to focus their research on paths that can be crossed in order to act and put this territory in motion, driving it on the path of transition.

And who knows? Maybe the seeds of transition might even be sown on the international scale.

The pilots
Baptiste DURAND
Benoit VERNIERE
Jean Michel VINCENT

SUMMARY

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WORKSHOP PROGRESS

SEPTEMBER 1, 2014

INTRODUCTION TO THE SESSION THEME & TO THE TERRITORY

Enthusiastic and full of energy, the participants hopped on the transition train beginning a journey that will last 3 weeks through which they will try to be a motor for change.

The long day began with a reception at the CAUE followed by an introduction of the staff team and the participants themselves. Claire Vige Helie, the Director of Les Ateliers, Portrayed the long journey of creating this workshop emphasizing on the fact that “Les Ateliers are a catalyst that urges local territorial actors to initiate a debate and get a different point of view on current issues and concerns regarding the territory under study”

Afterwards, The Pilots (Baptiste Durand, architect and urban planner AFTRP; Benoît Vernière, engineer and urban planner SETEC; and Jean-Michel Vincent, engineer and urban planner SNCF) presented the session theme.

Vincent began by asking the bold question: “In a country where schools, universities, cities, administrations and the society as a whole is preoccupied with being “green”. Why then is there a need for a workshop about transition? The answer is simple, green talk is easy, what this workshop aims to achieve is a realistic vision implemented on a territory and innovative “green” ideas.

Vernière then presented the 7 questions that will help the participants follow the right track “the red line” of work

Durand then presented the various tools of study of the territory from maps to diverse explanations, allowing the participants to easily dig in to the territory.

Afterwards, Valerie Kauffman, the deputy

director of the CAUE, explained the various polarities and problems of the region. She described the territory as a mosaic of various fragments each completely different from the other. Sometimes extensively developed urban centers lie a street away from village developments “Coexisting and contrasting at the same time”.

Later, Béatrice Julien-Labruyère, landscape planner at CAUE 91, presented a general introduction to the territory based on the Landscapes Guide to Essonne.

Portraying Essonne from the historic passage route of merchandise arriving to Paris to Essonne the “island in the middle of nowhere” due to lack of statistical data on the area, then arriving to today where Essonne is a base for innovative projects both on student and professional level.

Then, the participants went on an urban in the “Communauté d’agglomération des lacs de l’essonne”. A breathtaking walk from the Grande Borne arriving to the lakes of essonne, commanted by Valérie Kauffmann, Anne-Sophie Carnuccini, Public space Director at CALE, Sophie Dubois (CALE), Sébastien Farandeu (CG91), Luc Moneger (CO-BE Architecture et Paysage)

This march highlighted the contradictions and the gap between the various mosaic pieces of essonne. First the grande borne, a collective dwelling project from the 1967 housing the poorest of the poor, where a multimillion project is being planned to change the dark image of this neighborhood. Then crossing the highway and walking all the way through the aqueduct crossing the urban fringe arriving the granny the village where the streetscape

completely transforms for an urban center into a village all in the matter of a 15 minute walk. The trek continued to reach the lakes of essonne where the view and the sense of nature grasped everyone’s breath.

After returning to chamarande, where the participants spend their first week, everyone went on a visit to the domaine, an old palace currently housing art installations and exhibitions mostly related to ecology. The closure was with Michel Blazy, one of the associated artists, who explained one of his art works that is installed in the domain, urging the participants to take a deeper look at modern day consumerism and to observe the degradation process of everyday elements.



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SEPTEMBER 2, 2014

OFFICIAL START OF THE WORKSHOP

The second day began with an early morning presentation session with Maria Basil, member of the scientific committee of Les Ateliers. The participants presented several projects related to the session theme. The subjects were very diverse and variant, for instance, rural and urban agriculture, environmental Management, various transportation and mobility issues, power and energy, water, construction material, eco strategies, and several more.

It was interesting to listen to the perception and feedback of people from various backgrounds and cultures on themes that interest the participants. The various presentations provided a platform for discussion and debate that helped widen the perspectives and allowed people to get more in touch with the subject of transition.

In the afternoon, the official opening ceremony of the workshop, at the Conseil Général 91, started with a welcome speech by Bertrand Warnier, founder and vice president of Les Atelier. The Introduction continued with Guy Bonneau, vice president of the Conseil Général 91, followed by Gilles Bouvelot, Director of the Public Real Estate Establishment. Corinne Lamarque Director of planning at the AFTRP who also expressed their engagement in the transition process.

After the opening ceremony, a series of lectures took place, beginning with a presentation of the territory of Essonne by Anne Chobert, head of project at the department of strategy and planning of CG91 Concluding that the residential area is predominant in Essonne thus causing extensive fossil fuel consumption. This Territory, characterized by a rich

biodiversity, faces a strong stress on open spaces. The territory is an Image of a broken land consisting of “large plates”, posing a major question about the autonomy of the living areas, local mobility and short circuits.

Subsequently, Alain Bourdin, sociologist planner clarified the topic of lifestyles. He assigned a qualitative approach to understand the logic behind lifestyles and how they resist change. A lifestyle, to him, is like a biography.

To examine lifestyles one should take into consideration the work and the para-work environment. It's a Complex and fragile system where change is only perceived after a thirty-year period.

In the end, Lena Bouzemberg, director of studies on urban attitudes presented an urban project revolving around a new boundary grouping together Senart and Evry. Posing Issue of competitiveness of the southern Paris area with respect to the Grand Paris project.



SEPTEMBER 3, 2014

INTRODUCTION TO THE ESSONE SEINE ORGE CENTER

The third day took drive with participants introducing their personal projects on the themes of mobility city evolution ecology energy uses and many more. The presentations offered a space for a free exchange of ideas and an interesting debate induced by different backgrounds and various ways of dealing with current issues.

These presentations were an indication to the richness of the workgroups and the diversity of the competences between the participants.

After that the presentations went by bus to the Ecosite “Vert Le Grand” to visit the composting and waste treatment plant of “Sémardel” there, Denis Mazodier, Semardel official presentation the equipment within the ecosite. The participants had the chance to visit of the integrated center for household waste management and observed up-close how the wastes were treated and valorized. The participants showed a lot of interest in ecological matters, and in the future of waste composting. And even suggested a few possible outcomes for territorial exploitation after the composting period is over

After a fast lunch, everyone received a very warm welcome at the Urban Planning Agency for Centre Essonne Seine Orge (Audeso). Followed by an introduction to the Centre Essonne Seine Orge (CESO) territory by Anne-Véronique Vernardet, Audeso Director. In a very charismatic manner, Vernadet boldly tackled the current Ile-de-France issues especially those regarding the CESO territory and presented several future projects and studies that were on the table and some that are being implemented.

Then, the team of the Audeso led everyone on a guided visit in the city of Evry introducing the participants to the concept of the “ville nouvelle” in France and discussing its effects. Followed by an introduction to the Génopole project in Evry, then to the suburban ecological housing organization of the Orge valley, where everyone had the chance to get a closer look on how an eco-housing project can affect a whole neighborhood and be a motor for change.

This interesting excursion was commented by Anne-Véronique Vernardet, Audeso Director; Elise Lopez, head of the development project in the Urban Community of Evry Centre Essonne; Nicolas Boursier, Head of the Project Docks de Ris at AFTRP, and Sophie Lao, General Deputy Director in charge of urban development in the City of Ris.

After returning to Chamarande, the contributing artists for the Workshop, Anita Molinero and Michel Blazy, amazed the participants with a display of their works and discussed together matters of transition and ecology. This stimulating day was concluded with a surprise dinner and drinks prepared by the logistic team of les ateliers, a place where the participants got the chance to meet the artists up close and get to know one another even more than before.



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SEPTEMBER 4, 2014

MEETING WITH LOCAL STAKEHOLDERS

An extensive excursion day, revolving around agriculture and agro practices, started with a meeting at the "Communauté d'agglomération" of Val d'Orge (CAVO).

The participants were welcomed by Olivier Quittard, in charge of Planning at CAVO, who then presented the "Val Vert" an eco settlement destined to receive and host innovative ecological projects, on the level of transport, housing, water treatment, energy and several other aspects.

The word was then given to Arnaud Trécour, Assistant Director for Planning at CAVO, who explained about the neighboring "Base 217" project. Base 217, now subject of a huge ecological urban development project, was an air base recently leased by the government. The vast territories helped in creating an ecological settlement very close to the "Val Vert", and together the two projects are aimed to create a mega ecological pole in the southern paris region.

After seeing real implementation of eco-planning, Marc Barra, ecologist at Natureparif, presented an overview of the most controversial and faulty conceptions of eco-material and eco-construction. He also exposed the positive effect of nature and urban ecosystems, if well placed, on the wellbeing of humans and society as a whole; finally concluding with several ways to use ecology and nature in the best interest of the city.

After Leaving The CAVO the participants went on a bus tour and visit of the Vert-le-Grand plateau in partnership with SAFER. The excursion was lead by Bertrand Liennard. The ride allowed the participants to closely discover the territory and discuss

territorial matters that interest them. Several stops were made along the ride in order to meet with local stakeholders.

First, Pierre Marcille, SAFER President and Farmer, presented the various cereal farming techniques and tools then, explained the main issues, concerns and challenges related to cereal farming on the plateau.

During the ride, a Presentation of the stakes in the Orge valley took place; Michel Valois, Syndicate of Orge (SIVOA) official, commented the ride. The excursion continued along the RN20 followed by a stop alongside the highway so that the Participants can closely experience the effects and the feel of this vital road. Anne-Sophie Avezou, Director of the Syndicat Mixte RN20, explained the problematic nature of this road and introduced the new project regarding RN20.

The excursion continued throughout the afternoon, and featured meetings with various local stakeholders Starting with Thierry Laverne, former Triangle Vert President; Patrick Prigent - President of Potagers de Marcoussis, Sébastien Bouet - Director of the Marcoussis canning plant, Marco Mascetti, fruit- and vegetable-farmer, François Ochs - brewer at Marcoussis brewery. The discussions with the stakeholders revolved around ecology and production, where the participants showed a great deal of interest in the production techniques and the economic decisions taken by the interlocutors. The long day was crowned with an "Eco-discussion" over beers locally produced at the Marcoussis brewery.



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SEPTEMBER 5, 2014

ECONOMIC MODELS ON THE TERRITORY

Day 5 began with a series of lectures at the Grange Prévôté, a venue for the EPA Senart. The Director of the EPA Sénart Bruno Desprel accompanied by the Secretary General Julian Custot. They presented the new city, its institutional and economic operation and its ambitions in terms of energy transition. This is a territory that includes 12 towns and has based its economic development on large business parks dedicated mainly to logistics and businesses supermarkets. The EPA Senart proposed to densify the existing urban fabric in order to minimize the impact of the sprawl.

Subsequently, Valentin Vrain (project manager at the CCI Essonne) detailed the economic features of the Essonne. Revealing a territory marked by an immense number of inter-municipal organizations and three major development poles two being north and one south.

40,000 corporations are present in Essonne, several being corporate giants (SAFRA, AGREEMENTS, DANONE...) in addition to the presence of high-tech industries on the Plateau de Saclay and a number of large schools (Polytechnique Supélec, télécom sud Paris tech).

Frederic Cavan, director of economic development and the activities of the EPA Senart, talked about issues related to logistics zones in Essonne. It's an activity strongly present in the area for several strategic and operational reasons (a great deal of land easement, an area close to major transportation networks, location at an ideal distance from Paris). Mr. Cavan then raised the question of the evolution of this market in the light of the Internet, which is revolutionizing all the traditional

consumption methods. The actual needs are leaning towards the development of an even larger area (90 000m²).

Alice Sarra, in charge of circular economy in Oree, presented the general principle of a "resonated economy", an economy that is in harmony with local resources. This technique aims to bring together industrial ecosystems in a quasi-cyclic functioning thus mimicking natural ecosystems. Afterwards, Caroline Alazard (founder of Yway service "new modes of consumption") explained the main principles of implementation of new consumption patterns, a practice that increasingly favors usage techniques rather than the product itself and relies on collaborative techniques to accomplish that.

The morning was crowned with a discussion over the topic of green building, Liautard Gilles (Director of Housing in EPA Senart), Louise Vaisman (head of prospective project and transition on Arene Île-de-France) and Christian Cardonnel (president of Cardonnel Engineering office). The latter presented a housing project "eco-built" in Montreuil based on an eight-point method. Following him Louise Vaisman developed the subject of resources in terms of building materials available in Ile-de-France, mainly wood, straw, hemp, flax, and miscanthus. The discussion then focused on the problem of establishing circuit materials and changing construction practices.

In the afternoon the group went on a bus tour through the commercial area of the Square Senart. A break was then labeled on the Port of Ivry where Eric Fuchs (director of the agency Seine Amont) and Hervé Courte (co-manager of the LFP Agro). They

explained the operation of the port and the agricultural cooperative that exports worldwide the wheat produced in Essonne. The day, then, came to end with a visit to the Grands Moulins de Corbeil Essonne.



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SEPTEMBER 6, 2014

A CLOSER VIEW OF THE TERRITORY

The first week came to an end with an entertaining and informative day starting with urban planners from NRP Chevreuse, where the scope of intervention represents 110,000 people. This tool is a strike force, whose main implement is its charter, which urges PLU to match its requirements. It advocates the notion that nature can set the limits of urban development.

Afterwards, the group went to Magny-les-Hamlets, a town within the metropolitan area of the new town of Saint-Quentin en Yvelines. Participants then went on a bike ride with the inhabitants who are active members of association: Laurence Fox (member of SQYeT, Saint-Quentin en Yvelines in Transition), Charles Fox (co-chairman of SQYeT), Leigh Barrett (transitional host of SQYeT), Christine Henriët (Treasurer of SQYeT), Elodie Ripart (student in urban planning M2 Lille), Alain Levot (Honorary Mayor of Magny-les-Hamlets) and Raymond Besco (representing Magny-les-Hamlets). The trip featured several citizen initiatives, which were presented on the territory.



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TEAM FORMATION & TEAM WORK

After a week of lectures, presentations and excursions the participants had all the necessary tools and information allowing them to “dig in” the topic of the session. On Monday and after a Synthesis of last week’s visits the three workshop pilots intervened to frame the workshop topic, later, along with the assistants, they declared the team formation and explained that the teams were meticulously formed in a way to have five equally competent groups.

Then, the assistant Pilot Lauraine Penichou explained to the participants about all the tools, information maps and studies they have in hand. Then Jean Michel Vincent, Pilot to the workshop, discussed the theme of energy transition, presenting to the participants a tool called «@d aménagement durable».

This tool allows you to draw a portrait of territory through measurable and comparable indicators.

Later that day, Urban Planners, architects, landscape designers, economists, engineers, and scientists, got together, eager to create their own vision of the Southern region of Ile-De-France and contribute to the redefinition of its future.

Over the Following fifteen days the teams produced four very diverse and unique visions, focusing on various aspects such as The Economic Transition, Eco materials, fragmentation, transition through the open spaces, human as a scale for transition, etc...

Two weeks of work, two exchange forums, meetings with the pilots and visits from the

experts; the projects rapidly evolved from an analysis of the zone to an understanding of the area and its driving forces, then reaching a vision of what the future Transition in this area might hold.

Through Schemes, sketches, presentations, and analysis the four teams created their own image of southern Ile-de-France, an image that might well turn this territory in the near future as a laboratory and eventually a model for transition.

EXCHANGE FORUMS

Exchange forums at the heart of the collective production method of “Les Ateliers”. Local partners, representatives of institutions responsible for regional planning, Specialists, Members of “Les Ateliers”, Professors and guests are all present to follow the Teams’ progress in addition to their, analysis and projects. The team presentations are followed by active discussions in the form of free interventions and exchange of opinions that contribute in evolving and developing the teams’ suggestions and propositions

FIRST EXCHANGE FORUM

The first exchange forum has uncovered directions of projects that are varied & diverse.

Team A tackled the issue of fragmentation on the territory as a setback to the transition process and suggested the creation of a network linking the existing projects together as a first step followed by a complex methodology that allows initiation of the transition process instantaneously thus opposing to the

traditional way of thinking the transition that takes time to start rolling.

Team B addressed the “transition” through the enhancement of the ways of life of the inhabitants, knitting a project that takes the human scale as a reference. They suggested consumption on the local scale, the optimization of movement and connections, the reduction of the effects of energetic instability, and the integration of the urban environment within the natural ecosystems.

Team C took the parity of the open spaces, stating that transition should start from there, slowly sprawling to the urban tissue as a countercurrent to the existing policy that is slowly nibbling all the open spaces in favor of urban sprawl. They worked on non-motorized transport as a way to initiate this counter sprawl, which will eventually generate a new agricultural landscape.

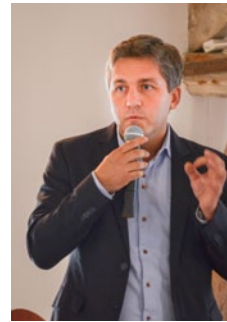
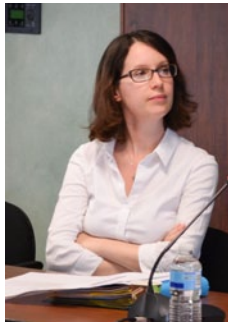
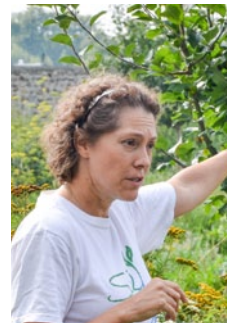
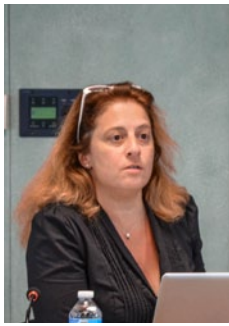
Team D worked on the current organization of functions through space, creating a manifesto that stands in opposition to the functional urban models that are in action today. They subsequently suggested a way to rebalance the existing mono-functional model through the reinjection of multi-functionality in the urban tissue.

SECOND EXCHANGE FORUM

During the second exchange forum, the teams presented their work in progress, in order to take the professional opinion of an enthusiastic audience. Their Advice and discussions allowed participants to deepen and sometimes redirect their approaches. The next goal: presenting their projects in form of 12 A4 pages and an A0 Panel.



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THE CONTRIBUTING ARTISTS

THEIR ROLE

Les Ateliers receive each year support from the Regional Directorate of Cultural Affairs, allowing the involvement of two artists in the workshop. Les Ateliers and DRAC are indeed convinced that alongside architects, urban planners, geographers, planners and economists, the artists play a necessary role in their ability to re-interrogate, using diverse conceptual and technological tools, the urban social and historical conditions of the use of a given territory.

The role of the artists draws its specificity from independence that characterizes them. Thus permitting them to express themselves in choosing their intervention.

So every year, through this partnership with DRAC Ile de France, Les Ateliers, implore the input of two artists to the dynamics of discussion and proposals on the problem studied. For this year, 2014, the two chosen artists are Anita MOLINERO and Michel BLAZY

Within the workshop, the artist brings his unique vision and his personal approach to the session theme. He is an indispensable external input driving the participants to be aware of different disciplinary and cultural backgrounds; a designer can take head on a subject that is not necessarily in its field of experience.



ANITA MOLINERO

France - Artist

Anita Molinero, employs undisguised “junk” as the primal matter of her sculptures dangerously exposing them to the risk of their going unrecognized as works of art because their status as rejected rubbish is difficult to shake off. Anita Molinero uncompromisingly confronts us with plastic objects and polystyrene foam, discarded containers and rubbish bags. These are literally derelict sculptures, caught in a state of feebleness like characters in a play by Beckett, constantly gnawing away at their own desolation and solitude, yet profoundly human in their halting, inadequate expression and awareness of their abandonment. (Taken from Yves Michaud - 1998)



MICHEL BLAZY

France - Artist

Michel Blazy works solely with living things to explore the very basic physical aspects of our existence - time, space and body. He attempts to create multi-sensorial and changing spaces and sculptures to show the uncertainties of our condition: the insects that conglomerate on his pieces, like the visitors that walk on or into his works accidentally create a story and ask questions. Placing his audience face to face with the fragility of conserving the living, so as to force them to look at the natural processes that surround us, the passage of time

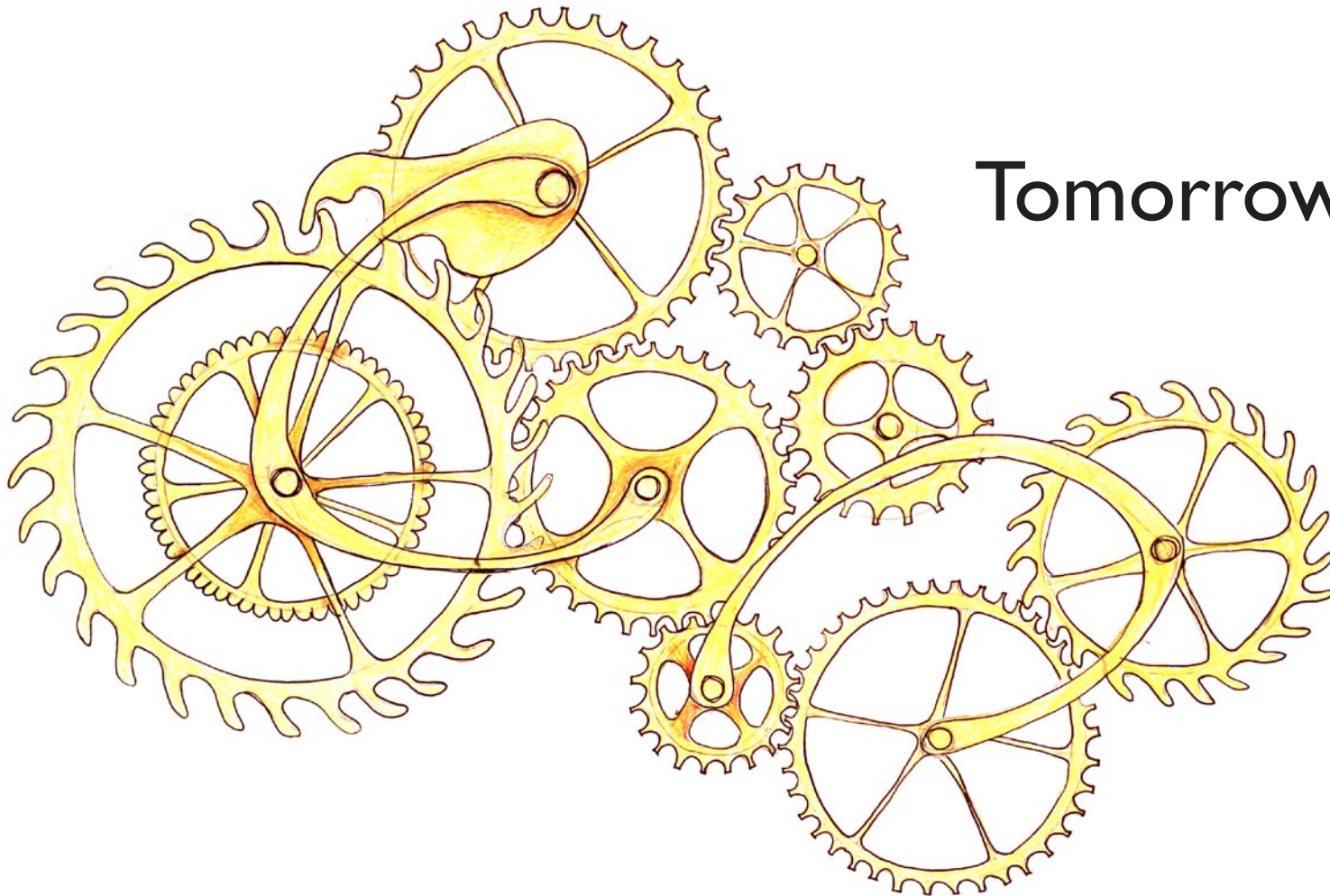


TEAM PROPOSALS



ANNA ZETKULIC - MARION LOUBIERE - B.K SWASTIK - OLESYA SYOMINA - LÉA SCHAFFROTH TAO - JULIEN DE LEIRIS

Tomorrow Morning



CONTEXT

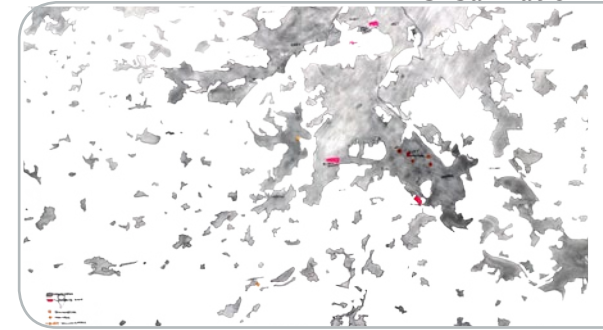
A RICH TERRITORY OF GREAT POTENTIAL

The southern Paris region is a territory rich in agricultural, natural, architectural and cultural heritage. During the first week's visits, we were impressed by the varied potential of the territory which are in some cases not utilized enough. However, the dynamism of this territory shines through the many under development local projects.

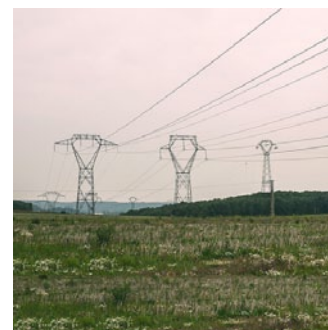
Therefore, what are the problems that this country faces? With all its potential, why has the transition not transpired at a faster rate?



Natural Potentials

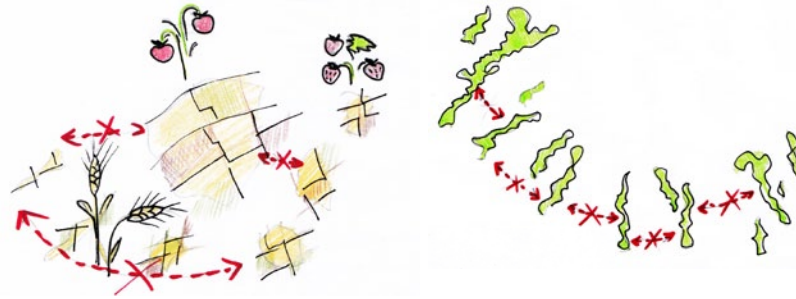


Urbanization



Infrastructures

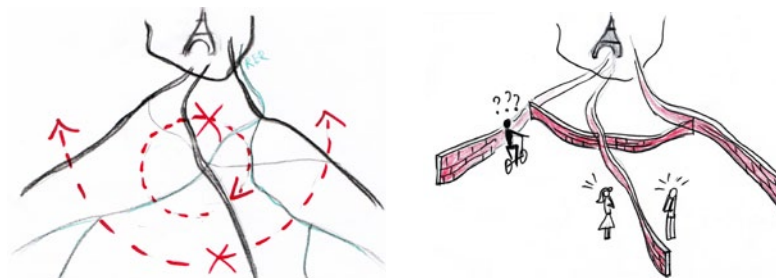
The southern Paris region's potentials are isolated across a fragmented territory. Urbanized areas, forests and agricultural land exist as pockets poorly connected to one another. The cultural and natural heritage, local initiatives and innovative projects are too isolated to be visible at the wider scale.



Urban sprawl extends from the north to the natural and agricultural areas of the south. These valuable but vulnerable areas are not equipped to resist the encroachment of urbanization.



Transport infrastructures converge mostly towards Paris with few cross connections. They are difficult to cross at a number of key points and accentuate the physical division of the territory.



This fragmentation leads to excessive consumption of resources and impacts the quality of life of its residents, increasing their travel time, degree of social segregation and spatial inequality.

Local initiatives exist on the territory, but appear isolated.

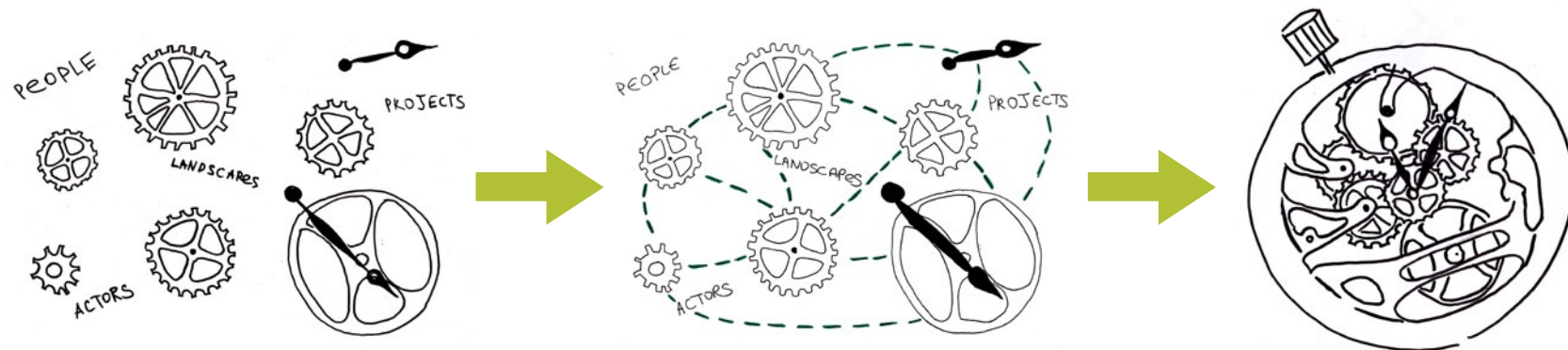
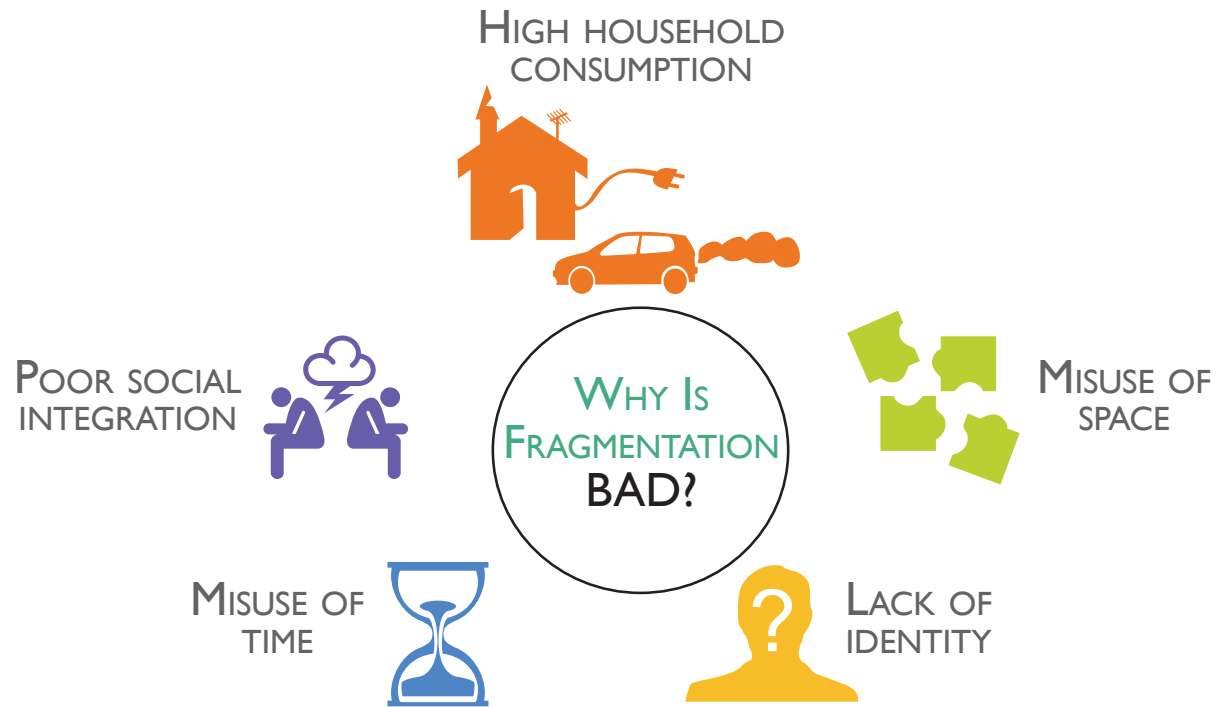


STRATEGY

HOW TO TACKLE THE FRAGMENTATION?

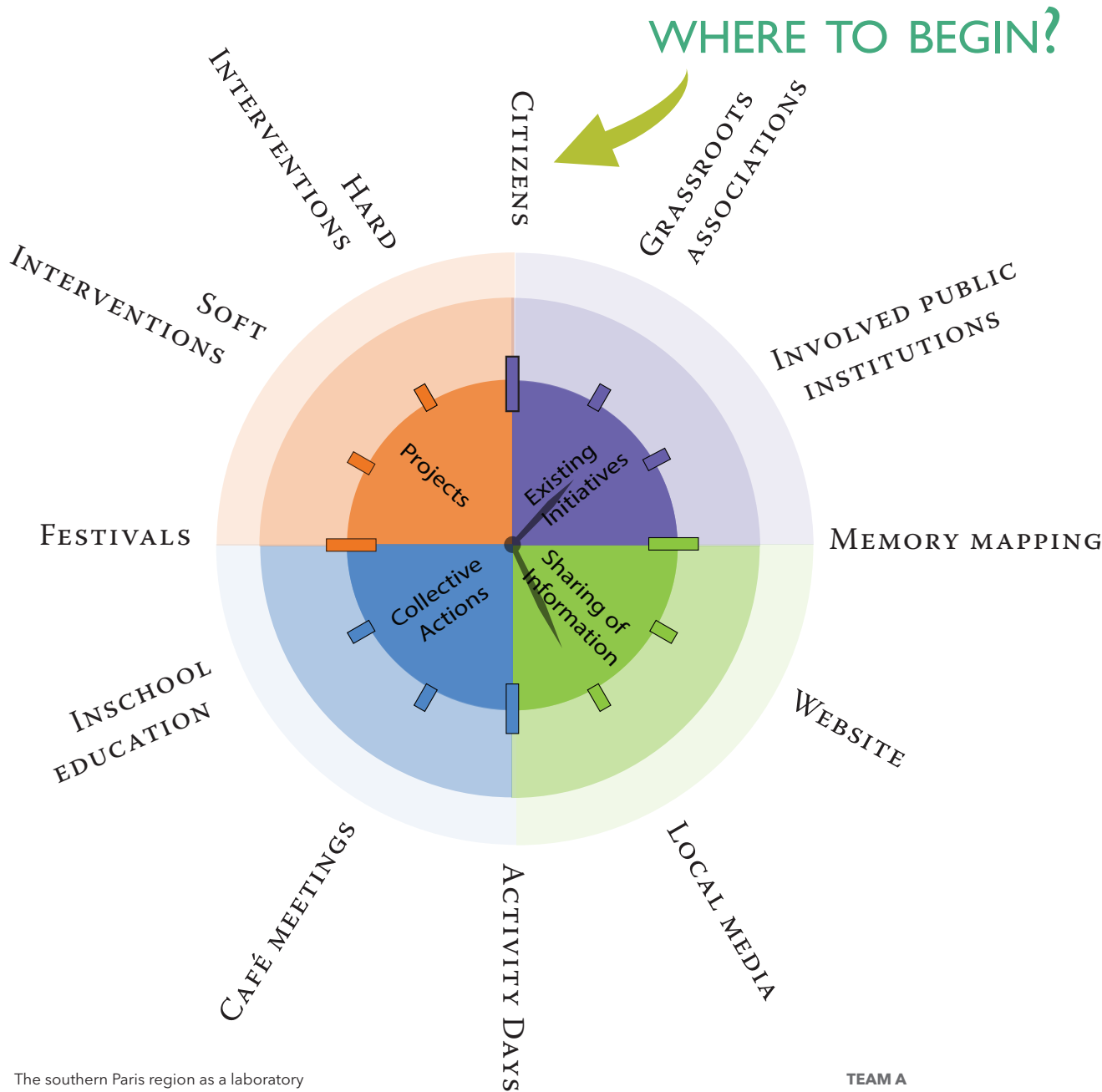
The developing projects of recent years are beginning to show their limits. Developing the territory at the southern Paris's scale is complex because of administrative reforms underway and an uncertain economy. In order to act as early as tomorrow morning, we choose to connect existing inhabitants' and local associations' initiatives to enhance and reveal the potentials of the southern Paris region. Our strategy does not focus on creating new ones as much as connecting that which already exists.

To support our reflections, we chose the symbol of the clock: a system of small and large wheels each essential and complementary to the overall operation of the mechanism. It is the same on the Southern territory: actors and projects at all scales must be connected together in order to function. In addition, the transition is a process that takes time.



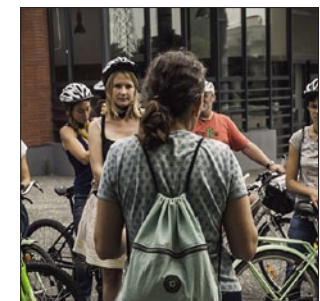
How to Begin?

UNLOCKING THE POTENTIAL



Transition cannot wait; so we offer a process that can be started tomorrow morning with minimal monetary resources.

This timeline embodies our strategy's process. Starting at H-0 with the identification of existing projects. Next, interaction between these projects attracts interested and driven local stakeholders. These stakeholders will support the implementation of collective actions, leading to innovative projects within the territory. Then, when midnight arrives, a new round of the clock face begins with the same steps, but now, with a strong network of stakeholders and existing projects to both be supported by and build on.



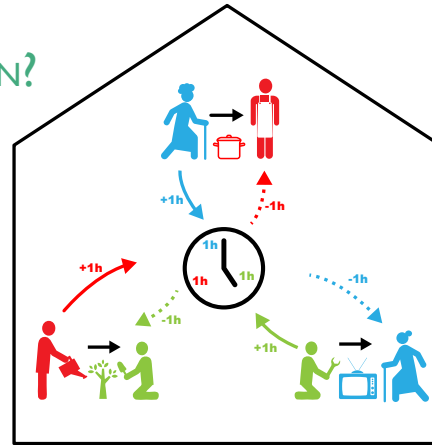
INITIATIVES

HOW TO SPUR COMMUNITY PARTICIPATION?

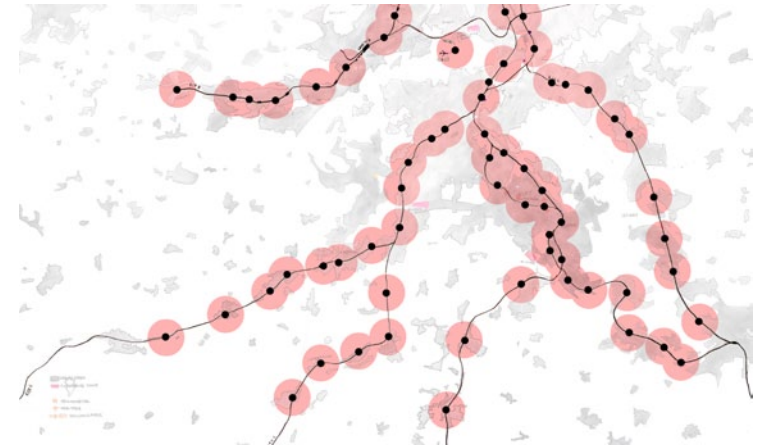
The southern Paris region's leading projects are carried out by local stakeholders. These initiatives rely on peer-to-peer and non-monetary exchanges of services, experiences and goods, but also on the generation of dynamic collectives and associations.

All these activities highlight the valuable relationship between the region and its inhabitants. These links tend to generate savings and a reduction in CO2 emissions. Examples include co-housing and co-working spaces.

Consequently, we decided to develop an initiative practiced and successful globally, notably in Madrid: the Bank of Time. This project could be easily implemented on the territory.



Concept

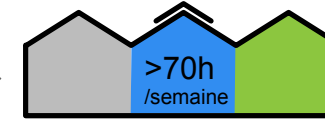
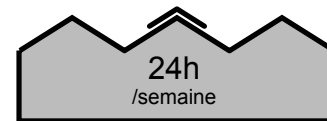
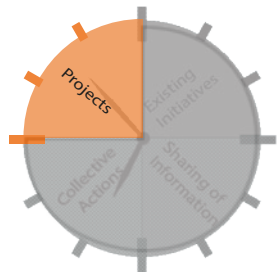


Stations at which to implement Bank of Time



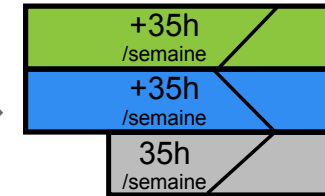
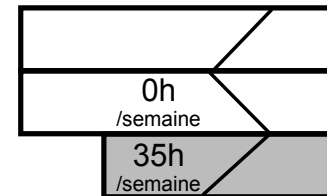
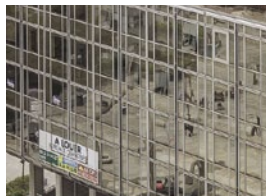
Co-housing

Third space



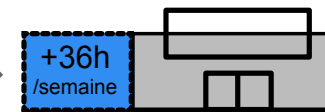
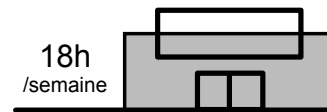
occupation x3

EX: Market at St Genevieve des Bois



occupation x3

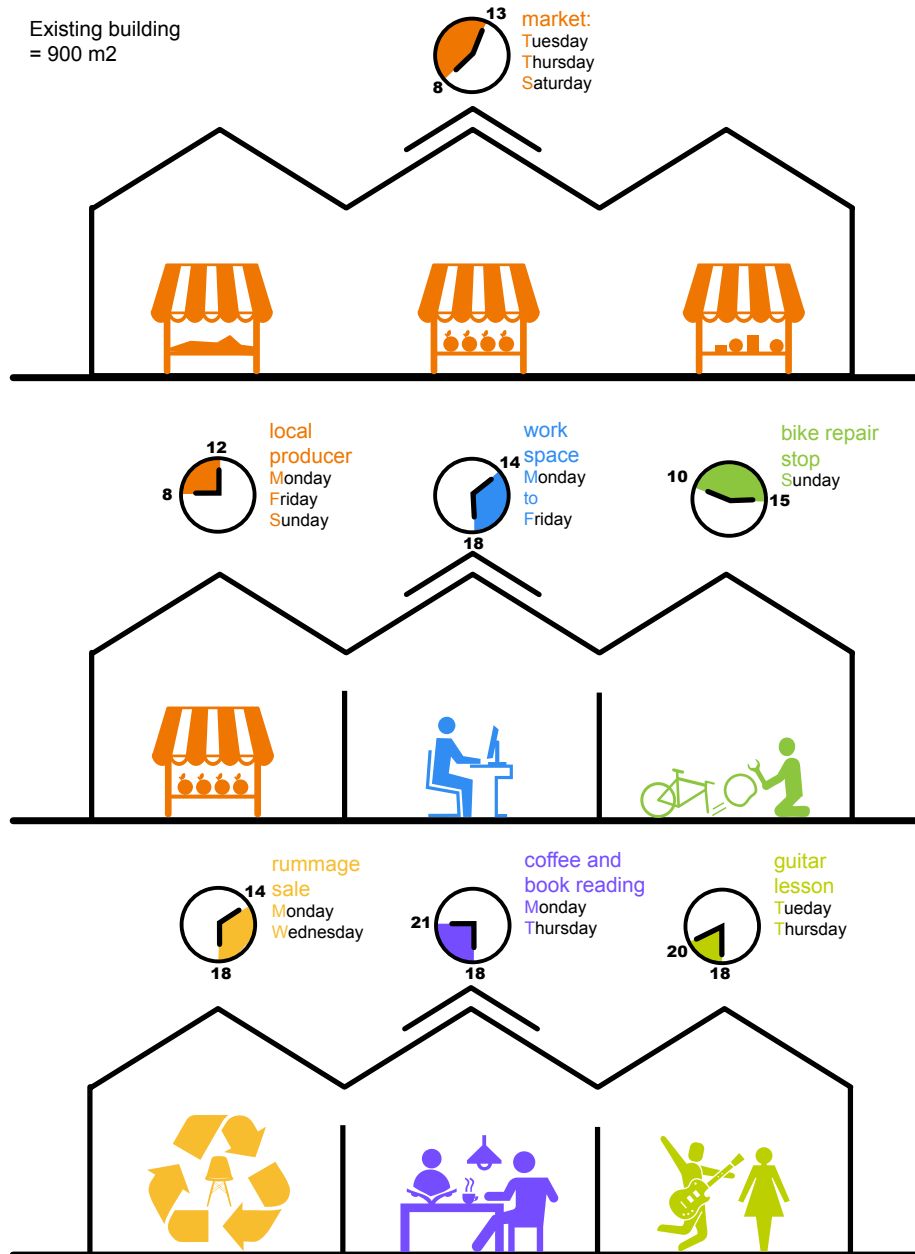
EX: Office building in Evry



occupation x2

EX: Chamarande RER train station

Optimizing misused spaces



How it works

The southern Paris region as a laboratory for localising the energy, ecological, urban and rural transition

Bank of Time relies on a peer-to-peer free exchange of services and competencies. The value and mode of the exchange is time. For instance, if member A fixes member B's computer over the course of three hours, member A earns the right to enjoy another service in return of three hours length. This second service can be provided by member B, or by another member as long as the exchange of time is respected.

To cap public spending, we suggest to use already existing under-used places: for instance, a market hall or a school during vacant hours. The Bank of Time activities can adapt to members' and places' availabilities.

This project valorizes the existing various buildings and inhabitants's competencies, while reducing CO₂ emissions. Supporting repairs, recycling, locally produced sales, childcare, languages lessons, cooking, co-working spaces, Internet access, etc.

The three examples of space types pictured adjacent show a diversity of urban centers, locations and buildings in which to settle.



St-Genevieve market tomorrow

INITIATIVES

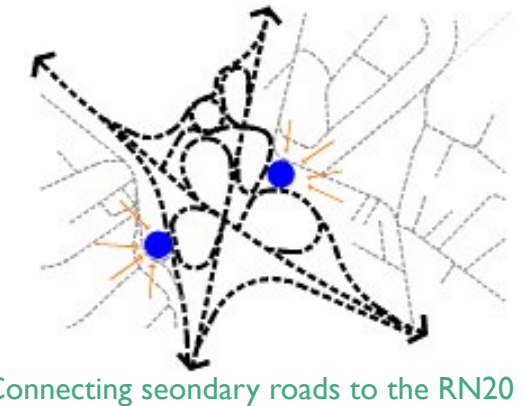
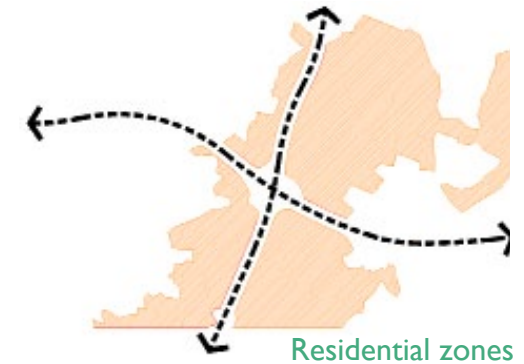
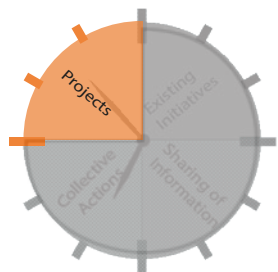
HOW TO SPOTLIGHT SUSTAINABLE MOBILITY?

The southern Paris region is well equipped with transport infrastructure: roads, highways and railways, which strongly mark the landscape and its land uses. Certain roads, such as the RN20 or the Francilienne, are among some of the most frequented nationally and are eventually «car sewers». These roads, though necessary to the inhabitants and activities of the area, generate high levels of pollution ranging from CO₂, noise, light, etc., as well as excessive speed and fragmentation. Moreover, traffic jams offer an everyday struggle, lengthening commuter times.

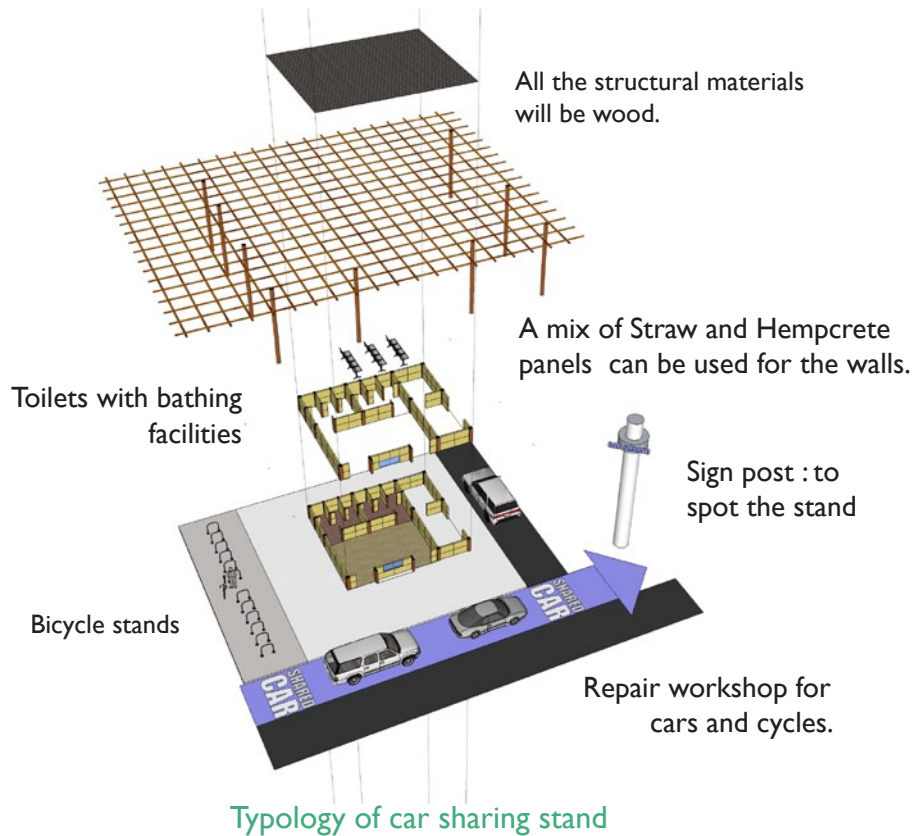
Public transport requires significant investment and long delays. We thus propose to initiate a car sharing scheme across the territory starting along the RN20. This means of transport is cheap and ready-for-use tomorrow, making it a powerful tool to ease car flow and reduce CO₂ emissions. Furthermore, car sharing has clear social and economic advantages for its users.

We propose to support car sharing by three concrete actions on the RN20: settle new meeting points for car sharers, create priority lanes for shared cars and organize an event which attracts commuters.

The point of this project is clear: to easily and quickly divide the number of cars and CO₂ emissions by three, reduce the travel time and improve safety for users. These goals are achievable with minimal spending by employing unused spaces close to the RN20.



PROJECT CAR SHARING ON THE RN20



RN20 TODAY
CO₂ emission / year : 420 000 T^{eqco2}/year

RN20 TOMORROW
By car sharing we can reduce to $(420000/3) = 140\ 000$ T^{eqco2}/year

And if we can implement it on other roads like A10, A6 & Francilienne

We can save 400 000 T^{eqco2}/year (approx) on this territory



Priority Lanes

Priority lanes for car sharers will be built on the RN20, encouraging this means of transport. It is not necessary to build expensive extra lanes, which would only increase traffic.

Car sharing stands

Easily spotted car sharing stands can be found at RN20's major crossroads. Being close to dense residential areas, they will be located within walking and biking distance for inhabitants. These stands will thus function as social spaces for car sharers. Soon, they will be recognizable to everyone and serve as common public facilities and landmarks. Car sharing will then become more and more of a habit for commuters.

Events

Awareness-raising events will be initiated at the future stand locations, allowing current and potential car sharers to meet, share travel plans and exchange contact information.

This RN20 initiative can be duplicated along other southern Paris' roads, such as the A6, the A10 and the Francilienne.



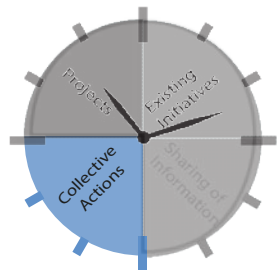
INITIATIVES

HOW TO ATTRACT PUBLIC INTEREST?

In our opinion, organizing activities and events in public spaces is a powerful way of publicizing existing initiatives and projects, which:

- Put existing projects in the spotlight
- Raise the awareness of transition issues among inhabitants and stakeholders
- Gather people in a friendly atmosphere
- Spur an exchange of knowledge and public debate

We believe that these events should be organized for every type of project (Bank of Time, car sharing, festivals, etc.) and at each step of their respective processes, as well as at each scale (neighborhood, city, region).



ACTION THE TOMORROW MORNING FESTIVAL

To follow this idea, we propose to create an annual event on the grand scale. This event will be located in the middle of the territory, for instance on the aircraft base BA217 (where an event and urban design project is already being proposed). This festival is an occasion for all stakeholders involved in the transition to connect: inhabitants, associations, entrepreneurs, local officials, etc. Moreover, all inhabitants, children and adults alike, can congregate at this event, and learn more about transition through educational entertainment and installations while enjoying themselves. And of course, local producers will be put in the spotlight selling and showing their produce, beer and arts.



Come enjoy the transition
with food, ideas, music and activities

Sept 27-28th
BA217 Brétigny

for more info: www.tomorrowmorning.org



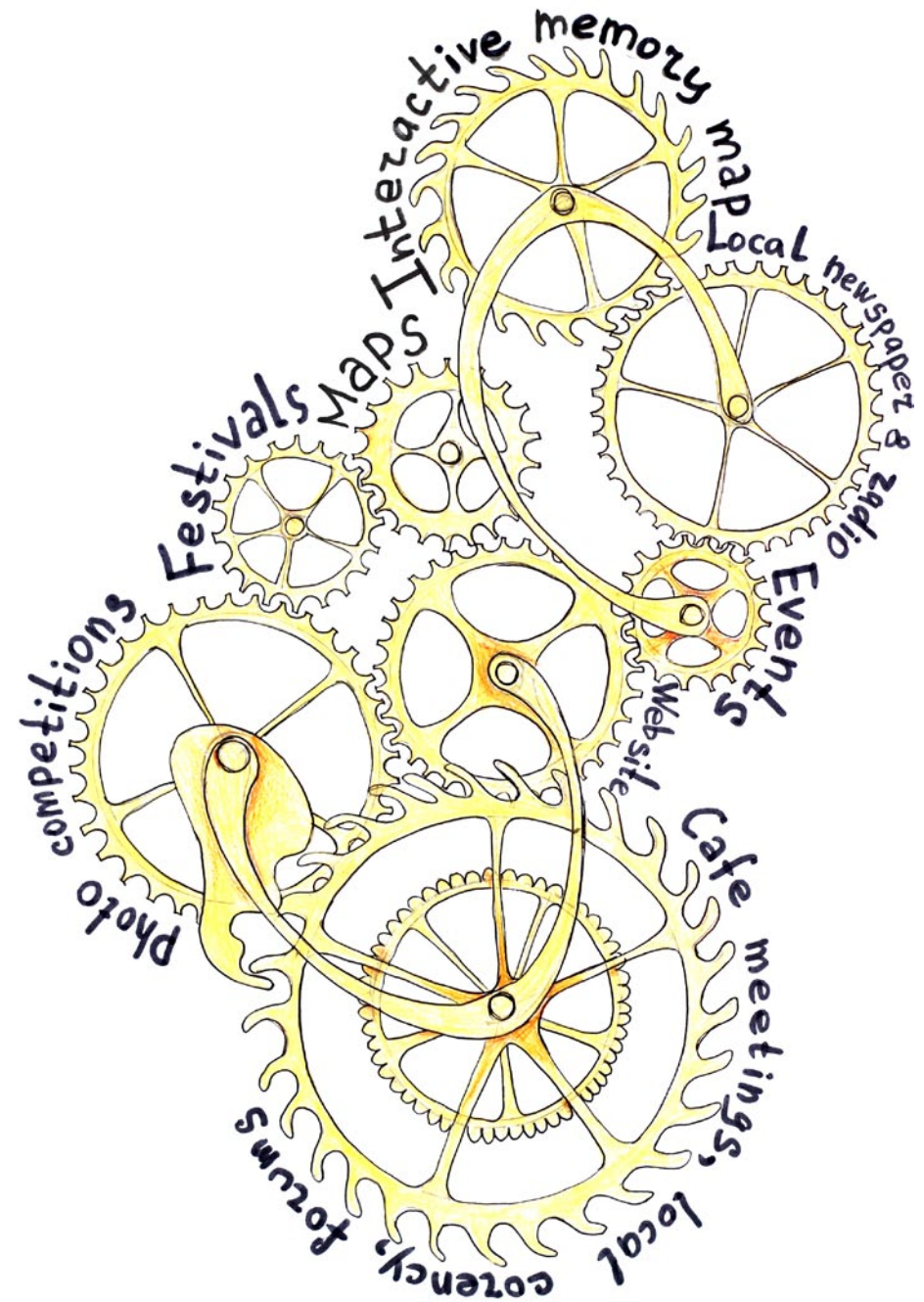
TOOLBOX

MODES OF SHARING INFORMATION AND EXPERIENCE

Our strategy is to rely on existing projects and initiatives and connect them, easing the creation and development of new projects. To do so, we offer the stakeholders of the transition a toolbox. These tools will improve communication between initiatives and inhabitants, as well as the sharing of knowledge and competencies.

Some of these tools are virtual : online website, smartphone applications, flyers, local media, interactive memory maps, festivals, etc. Others are physical, such as café meetings, forums and participative workshops.

These tools, whose scales and roles vary, must be strategically alligned, working like clockwork, in order to be effective.



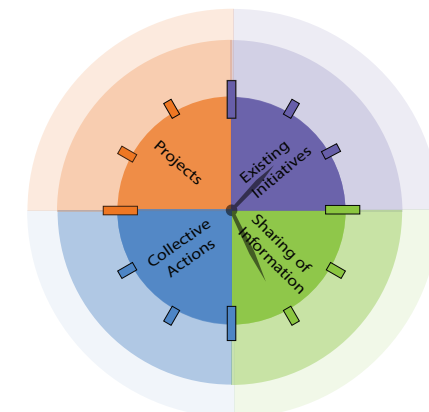
Scheme of actors Ex: car sharing



Although our strategy appears solely bottom-up, we want to stress the supportive role which public authority has to play. Best initiatives and experiments will be encouraged and hopefully transposed on other regions through public policy transfer. This process and its expansion thus rely on both the small and big gears.

Transition is too often discussed on a purely scientific scale with an ecological D-Day in mind, making it hard to grasp for the public. Figures and statistics rarely motivate people and ignore the capacity of the individual to spur change. We live in a time when everyone's ideas and efforts must combine in order to change our lifestyles without forgetting to enjoy life. Acknowledging the limitations of environmental policies, we decided to imagine the transition on the human scale at which the individual has the capacity to create change. Individuals are not likely to respond to governmental or scientific warnings, so why not spur transition through the daily experience? Involve inhabitants in the transition along the lines they know, i.e. how they get to work, how they buy their food, the various difficulties and joys they experience daily.

As Yona Friedman wrote it, « Today 's marginal movements can embody future solutions » (Utopies réalisables, 1974). Transition, though utopian for many, can become a reality.

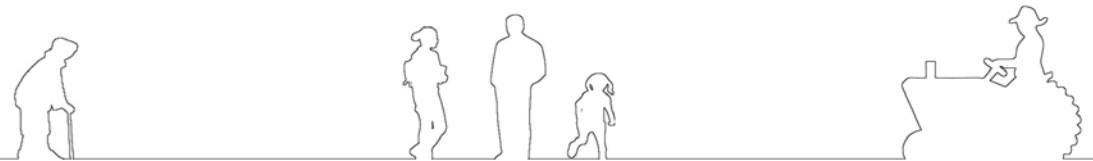




VINCENT MORACCHINI - LOUISE FRANÇOIS - CÉLINE CHARREL - GARGY ROY - LAURA KWIATKOWSKI - TESSA SARE

THE HUMAN SCALE TRANSITION

THE TRANSITION AS A WAY OF IMPROVING QUALITY OF LIFE



THE SOUTHERN ILE-DE-FRANCE REGION DISCONNECTED FROM THE TERRITORY

INTRODUCTION

The South of Ile-de-France - from the A86 to the large natural spaces of the Park 'Parc Naturel du Gâtinais' - acts as the interface between the dense capital to the north and the large natural and agricultural landscapes to the south.

Three issues identified for the territory :

How to reduce the fragmentation of the territory ?

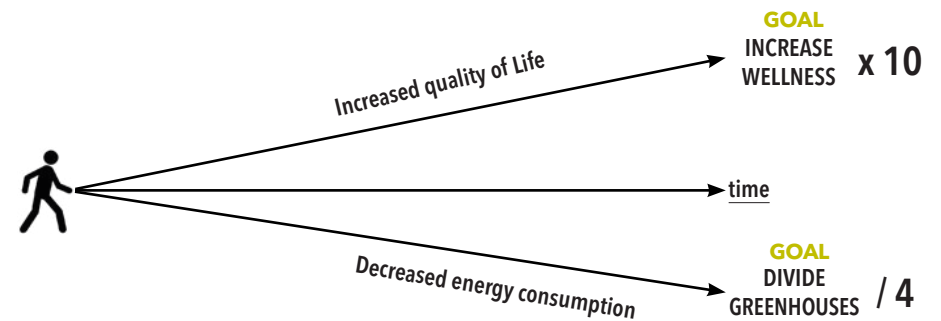
How to integrate the rivers and the naturel space ?

How to include inhabitants and reduce social segregation ?

THE TRANSITION AS AN OPPORTUNITY TO INCREASE QUALITY OF LIFE

Today the transition is generally view as negative or as a regression of our current level of comfort. Our philosophy is to show that it is possible to in fact increase! quality of life while consuming less energy and resources, and while answering to the issues of the territory at large.

The human scale is the way we are approaching the transition with key consideration for increasing quality of life in the southern Ile-de-France region.



A territory fragmented by the infrastructures



Disconnections between nature and urbanisation

"The inhabitants need not conform to the solution of urban planners, the urban planners should adapt their solutions to the human scale."

THE HUMAN SCALE, A GLOBAL APPROACH OF THE TERRITORY

increasing quality of life

The quality of life for inhabitants of Southern Ile-de-France is threatened by; increasing energy costs, the lack of social interaction, the deterioration of the urban fabric, the increasingly poor quality of air and water, noise and other types of pollution, loss of personal time due to transit, and a lack of natural spaces.

Today the towns are built for cars, the vegetation has been wiped-out, the infrastructure cuts the territory and the resulting land uses are fragmented.

Considering this, we have chosen quality of life as the principle driver of the transition and propose the concept of urban and regional planning at the human scale.

SPATIAL & MOVEMENT SCALES

The lifestyle spatiality of the inhabitants of Southern Ile-de-France is not linked with administrative scale

Three spatial scales, linked to time, have to be considered.

- ▶ Everyday and essential movement, eg. trips to work or the bakery
- ▶ Frequent, but non-essential movement, eg. trips to shopping centre La Croix Blanche
- ▶ Extraordinary movement, eg. movement for leisure, Forest of Sénart.

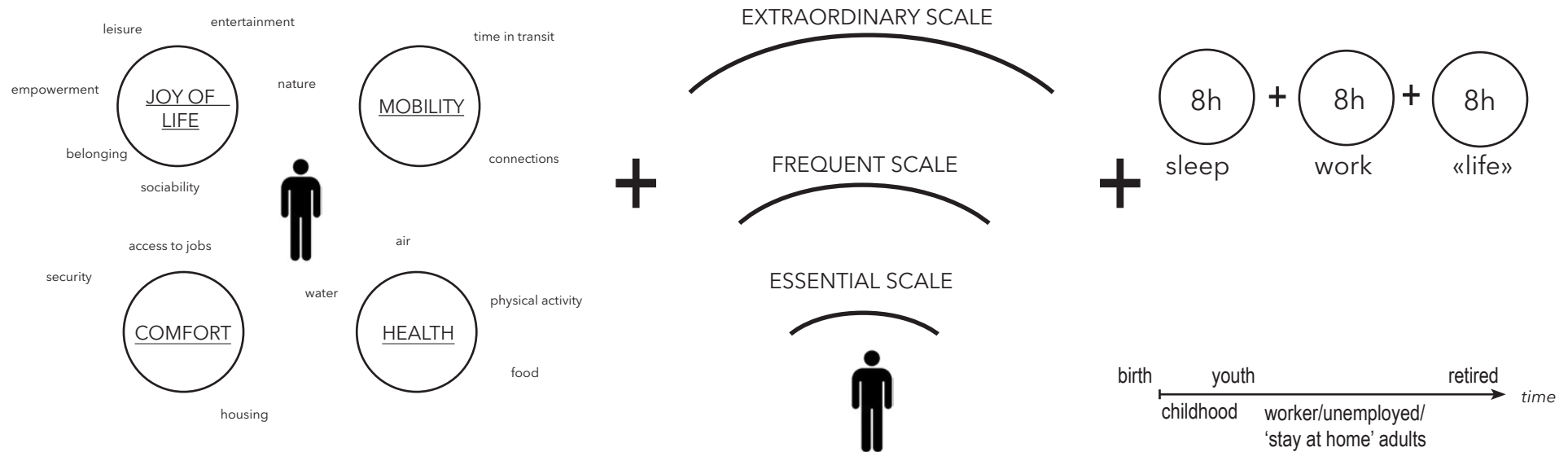
GENERATIONAL SCALE

The generational scale in relation to the transition has to be considered to adapt the territory to all people.

Children, youth, adults and the elderly have different needs and the development of the territory needs to address them all.

The town, which is usually based around workers, has to be re-thought to be in harmony with a broader range of people.

The territory has to be accessible, safe and secure, attractive, inclusive of different age and social groups.



3 3 STORIES TO ILLUSTRATE LIFESTYLES

We want to show that it is possible to activate the energy and ecological transition, urban and rural, while increasing the quality of life for inhabitants of the territory.


No, the transition is not a fatality, but an opportunity!

To demonstrate this we have chosen 3 character scenarios .

They are spread across the different domains of the territory; urban, peri-urban and rural.

They broadly represent inhabitants in terms of age, economic activity, family circumstances and housing situations.

With these three stories we can't represent all circumstances across the territory, nor all the issues of the transition, however, they represent real and everyday issues and concrete responses.




A FAMILY
living in social housing in Evry.

- ▶ The average family in France spends 15% of their household budget on transport*. In Essonne, time spent in transit is approximately 1 hr 30 minutes.***

How can we reduce and optimise movement? How do we make the life of these families easier and improve household economy?


*** Département Essonne, enquête globale transport



A CEREAL FARMER
who lives in a village adjacent to the urban area of the territory. .

- ▶ In Essonne, 47% of the land surface is occupied by agriculture. Agriculture is responsible for 20% of CO2 emissions**. How can we reduce the emissions linked to agriculture?
- ▶ Today, food travels an average of 3000km before landing on the plate. How can we make the process more local?






**CCI Essonne



ELDERLY PERSON
who lives alone in her pavillion style house along the major motorway RN20.

- ▶ One in four inhabitants in Southern Ile-de-France will be older than 60 by 2030*. How can we consider the needs and constraints of this generation?

**INSEE

-  Work place
-  University
-  Hospital
-  Primary school
-  Place of living



Physical location of the three characters



A FAMILY

Thomas 40, and his children Laurie 18 and Marion 5, live in a social housing development, The Pyramids, in Evry.

Today Thomas spends 20 hours per month in his car, which costs him 300 Euros per month.

He leaves early and gets home late so his children are often alone. It is difficult for him to coordinate his work life with his family life.

Before going to work he drops Marion off at school and she waits until 18.00 each evening to be collected.

Laurie has just started studying at a political university in Paris. As Thomas can't offer to support her living in Paris, she must commute daily, spending 2.5hr per day / 50hr per month and costing 712 Euro per year in train tickets. The town of Evry does not have many places for leisure or opportunity for people to meet.

MORE EFFICIENT MOBILITY FOR THE FAMILY

Working closer to home

▶ **Co-working centre** opened in Evry allows Thomas to work 2 days a week closer to home. This reduces his time in transit by 40%.

▶ **Study-hub Cafe** allows Laurie to stay in Evry 2 days per week where she meets and works with other students.



Co-working place for Thomas



Marion's school today

Shared Movement

▶ Car Pooling

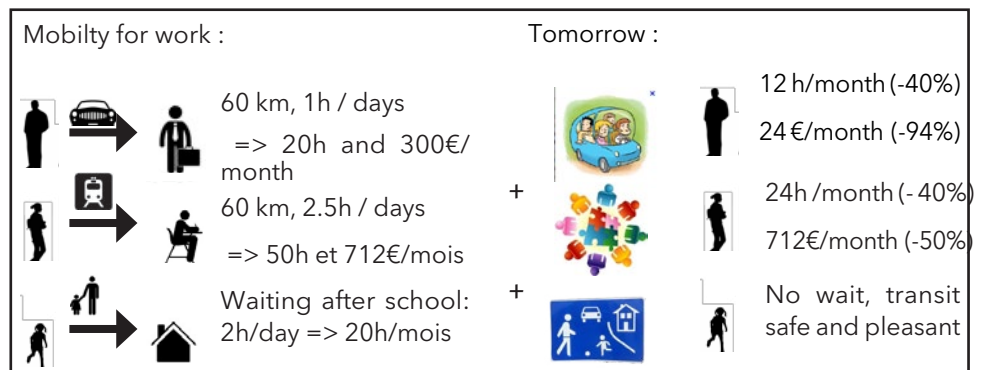
After an intensive marketing campaign and the development of designated car-pooling pick up points Thomas has decided to travel to his office in Orly in a different way. As a passenger he pays 1 Euro per trip / 24 Euros per month which is a reduction of 94%. Laurie benefits from car-pooling too. 3 days per week she is able to find a ride to a station in central Paris where she can then take a city-bike the rest of the way to school. For 4 Euros each trip + the cost of the bicycle hire, her

transport budget is halved and the time she spends in transit is reduced by 40%.

Share the Road

▶ Enjoyable & Community-Based walking

Thomas has organised with other parents in the co-working organisation to share the task of taking children to school. With the help of an online association they have transformed route from home to school to make it more walkable and more desirable. Today the group of children go to school with smiles, running from one area of play to another along the way.



Development of the route to Marion's school, a new space for community life

RETURN THE TOWN TO INHABITANTS

Carpooling

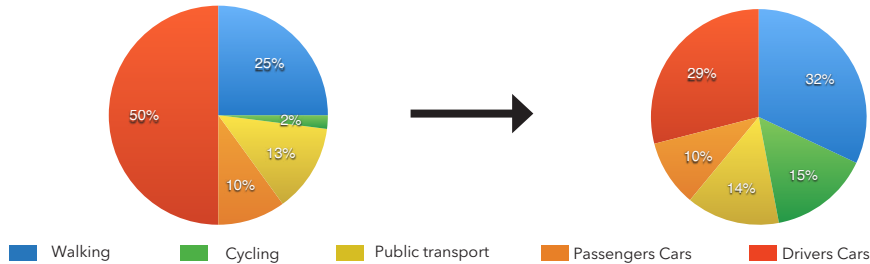
Territory Goal : increase the usage of carpooling to decrease the impact of individual vehicle movement.

Current difficulty: lack of visibility and reserved space, un-organised network.

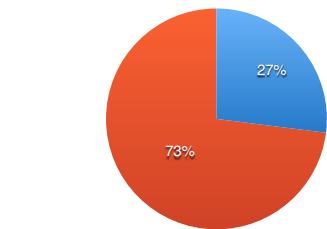
► Popularise car-pooling

1 driver can share his car with 3 passengers. With 10% of drivers sharing their cars, we can reduce the number of private cars in the territory by 30%.

Action: reserve 100,000 car parking spaces specifically for people involved in car-pooling, an important marketing tool for encouraging new participants.

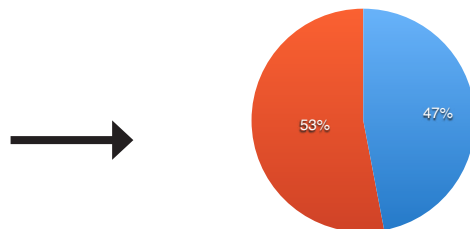


2014



Passive transports

2030



Energy based transport

Pedestrian Place

Territory Goal : move from 27% to 47% passive transit.

► Shared space equitably between pedestrians, cyclists, buses and cars.

► Increase safety for pedestrians, reduce speed limits, design for pedestrian priority.

► Increase the attractiveness and public spaces with lighting, vegetation and diverse spaces

► Increase the amenity of public space: water fountains, toilets, benches, dog poo bags, fruit trees, etc.

Renovation of Evry 2

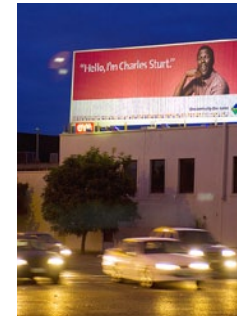
The goals of these initiatives are: more quality of life with less resource intensive investments, social inclusion, public safety, local biodiversity, healthier lifestyles, population growth and fewer young people moving away.



Eskilstuna, SE



San Francisco, US



'Hello, I'm [Evry]' campaign.

Humanising the territory, promoting the region and building a sense of identity and community.

'Public Projects for People' Policy.

An policy for municipal and regional governments to allow residents to initiate their own projects. Projects must: be located in the public realm, meet social, community and biodiversity enhancement criteria, be managed by members of the public, be of a temporary with potential to grow, and have a low budget + additional funding sources.



Retail - pop-up stores.
Dr Rex's Press, Adelaide AU

A NEW LIFE FOR EMPTY SPACE

Territory Objective:

Increase the development of co-working by re-imagining abandoned office space.

Current challenges for co-working:

- lack of awareness
- bad organisation of centres
- lack of developable land
- expense of development.

Opportunity:

- Abundance of available space.

► The Association "Renew"

This association links owners of vacant space with new partners to transform them in to attractive and unique spaces.

This kind of initiatives allows the creation of temporary place with high intensity, encouraging exchange and the beginning of new activities.

► The "Study Hub"

Flexible and cheap, this cafe for students such as Laurie can be easily inserted in to vacant space.

► Co-working

Objectives:

- + 10 % new co-workers in territory
- = 55 000 co-workers
- = 22 000 flexible desks in the territory.

The project of rejuvenating empty spaces can be applied at a variety of scales to create new temporary projects and new temporary public spaces for the social and community benefit.

Examples:

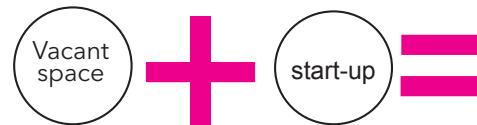
1. Empty retail spaces to temporary creative retail spaces
2. Car parks to open-air markets
3. Business parks to artists studios, galleries, and events venues
4. Industrial areas to community workshops and gardens
5. Left-over public space to entertainment venues



Under a bridge - entertainment venue. Trädgården, Stockholm SE

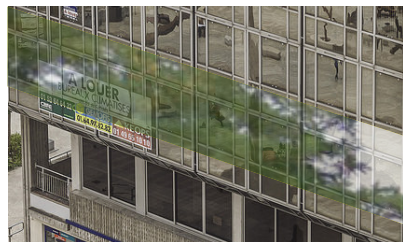
"15% of empty office space in Evry2"

"70 ha vacant industrial parks (AUDES0)



Urban renewal

- Re-use of existing spaces
- Local jobs & economy
- Opportunities for innovation
- New places & activities for young people
- Virbrant & attractive places



Vacant office space



... transforms in attractive place



Industrial rail yard - community workshops & garden. Godsbanen, Aarhus DK



THE FARMER OF THE VERT-LE-GRAND

Frank has a large scale intensive cereal farm and sells his produce to an organisation that exports internationally.

He depends on government subsidies through the European common agricultural policy (PAC). This support represents 70% of his salary. Frank would like to be able to make a proud living from his work and be an active participant in the local life of The Vert-le-Grand.

His land is becoming increasingly degraded so he has to use a large quantity of pesticides and commercial fertilisers that increase the cost of production. He is questioning whether this type of farming is sustainable and viable.

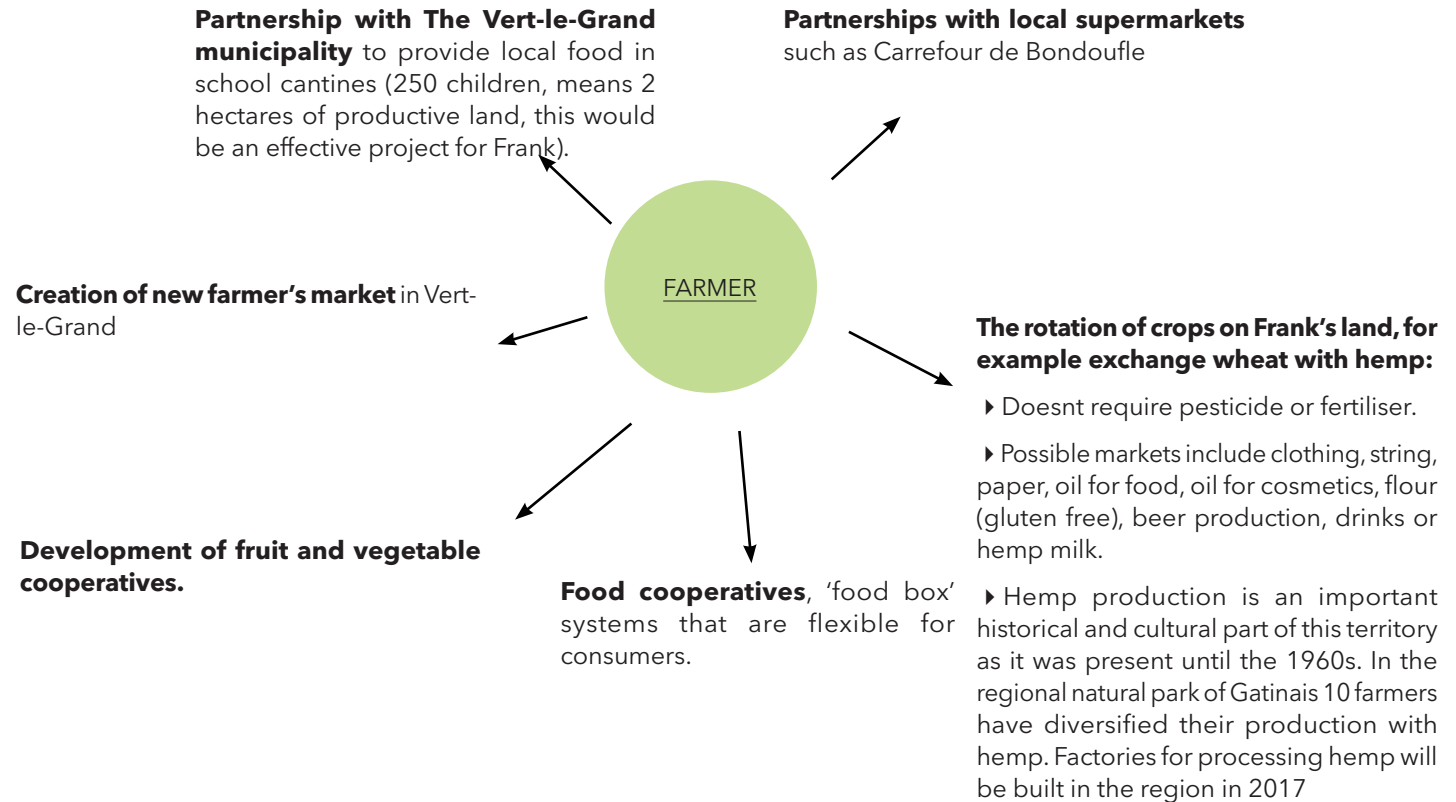
'1 out of 3 children don't know what a zucchini is or where they come from'. Frank would like this to change.... but how?

*AgraPress, 2006. Une dépendance excessive des céréaliers aux aides de la PAC.

**Barra, Hutinet et al. 2014. Economie et biodiversité. Paris, Victoires éditions.

***Cabinet Natural Marketing Institute

NEW ECONOMICAL MODELS TO DIVERSIFY THE AGRICULTURE



COMMENT HOW INCREASE THE QUALITY OF LIFE WITH THE ACCESS TO LOCAL FOOD ?

The current agricultural model is not succeeding. It is dependent on European subsidies, on global markets, on the climate. It is degrading the ground and natural eco-systems.

It is necessary to re-think the current model which is also responsible for 20% of CO2 emissions***.

The first issue is to make local production for local consumption.

A conversion of 12% of agricultural land to market gardening could provide enough food for the inhabitants of Essonne*.

This change is only feasible with an equal change in the market.

> **Create partnerships with school canteens**, with the help of the municipality. The farmers work would be valued and there would be regular income for the farmer. The quality of food in school canteens is generally low and this change would give value to children via health and food education. This kind of partnership can be spread to universities, workplaces and factory cafeterias. There is potential for 350,000 students in Essonne to be fed in this way.

> **Create new markets in city centres, railway stations and places of amenities.** The potential in this region is about 30 new markets.

> Create local processing factories, eg. hemp, to better support and value local production

> 20% of CO2 emissions are a result of

the food chain (57% production, 17% movement)**.

> The reduction of nitrogen mineral fertilisers could reduce CO2 emissions by 7.5 metric tonnes per year (7% of total emissions in France). Legumes in rotation can provide the necessary nitrogen for the soil.

> The major energy impact of food chains results from people's movement between the home and the supermarket. Food cooperatives and alternative delivery systems can address this issue.

> Create independent stores, managed by several food producers (market gardeners, livestock farmers, dairy farmers etc.) Such cooperatives could be an alternative to large supermarkets while giving more choice to consumers and the advantage of more enjoyable (fresh and seasonal) produce.

** **Ministère de l'écologie, du développement durable et de l'énergie. 2013.** *Consommer local, les avantages ne sont pas toujours ceux que l'on croit.*

* **Agrreste.2010. Recensement agricole** autres sources pour ce calcul ?

IMPACTS LIES A UNE DIVERSIFICATION AGRICOLE A L'ECHELLE DU SUD FRANCILIEN



+ 350 000 students fed in Essonne schools

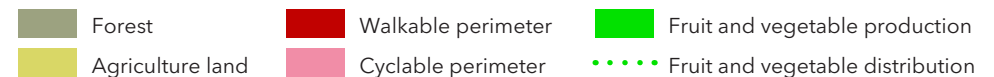


+ 4000 potential jobs, with 12% organic gardening (10 000ha)



Attaining a **good ecological condition** in Essonne, Orge and Seine.

A LOCAL PRODUCTION, DISTRIBUTED IN THE VICINITY OF INHABITANTS





ELDERLY PEOPLE

Monique is an elderly lady living in a house built in the 1960s, her energy bills are high (12% of her household budget*). Monique would like to install new insulation to her house but she cannot afford it.

Monique is fortunate to live close to a range of local shops but has restricted access to them due to the RN20 which she cannot easily cross.

55,000 cars and 3,000 trucks travel along the RN20 per day. The trucks are prohibited, but do so anyway, making the local environment incredibly noisy.

How can we reduce the negative impact of the RN20 on Monique's life?

Monthléry is built for cars, there are 750 spaces for vehicles and the city centre is built around a large carpark.

The town is disconnected from natural eco-systems which means big divides in green and blue corridors. The water quality and biodiversity suffer as a result.

How can we make the city centre more attractive for inhabitants?

RECRÉER DES VILLES À L'ÉCHELLE HUMAINE

How can we reduce the fragmentation of towns caused by large infrastructure?

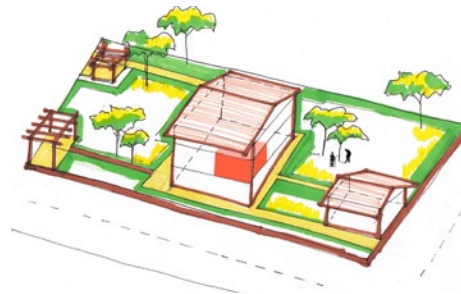
To reduce the impact of the road on the town it is necessary to develop public transport and give movement priority to pedestrians.

- > Create a traffic island in the centre for cyclists, pedestrians and vegetation
- > Cars and buses to share the road but with separate lanes and reduced speed limits.
- > Make footpaths wider and permit pedestrians to cross more easily.

What solutions are there to the energy precarity?

Thermal renovations can be financed by owners in different ways:

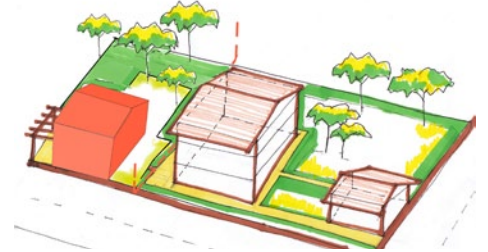
- > Rent out a room, eg. to a student



- > Rent out a large part of the house, eg. the basement



- > Sell a part of the land/garden for building an additional dwelling



Prioritize pedestrian and cycling on RN 20, in addition to car-pooling and public transport

HOW DO WE GIVE PRIORITY TO LOCAL CITIZENS RATHER THAN CARS?

It is necessary today to re-think the towns. To give more space to people and to integrate natural eco-systems. The goal is to make towns more environmentally sustainable and pleasant to live in.

> Transform concreted areas in to areas of natural vegetation, diverse and local species

> Design for ground water penetration and integration with natural water cycles.

> Attract animals, birds, bees, worms. Create spaces for leisure and relaxation and foster social exchange between inhabitants.

> Transform the city centre from carpark dominated to pleasant people space. Reduce vehicle space and lower speed limits (20km/hr)

> Provide benches and places for children

> Public awareness raising by workshops,

participatory projects and distribution of information. For example about gardening, seed sharing, aromatic plants and how to use them.

The case of Montlhéry is an example of a project that can be expanded and reproduced throughout the territory or in any other town

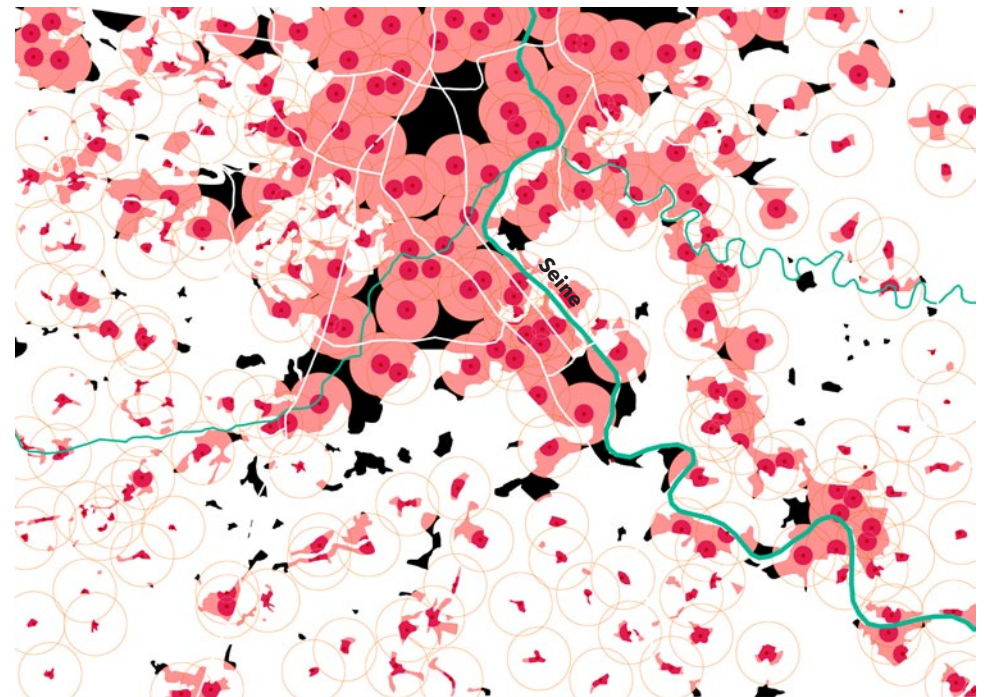


BEFORE : a city-center overwhelmed by parking spaces



AFTER : Vegetate the central space to create public space

INCREASE THE ACCESSIBILITY TO THE LOCAL CENTER AND REVITALIZE THEM

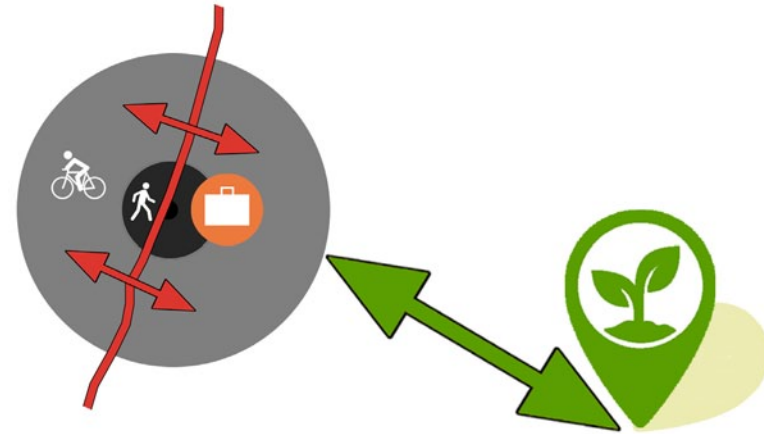


- Urban tissu
- Walking perimeter
- Cyclable perimeter

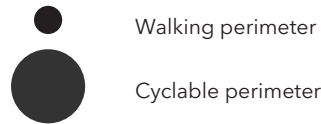
A GLOBAL VISION OF THE TERRITORY

Through these three stories, we tried to illustrate that it is possible to improve the well-being while reducing greenhouse gas emissions. This is made possible through increasing proximities between the residents and:

- ☑ The services and local businesses through restructuring the cities using them pedestrian and bike friendly and diminishing the impact of the car ;
- ☑ Nature through creating new natural areas within the urban fabric;
- ☑ Their work location, through offering tertiary places;
- ☑ Agricultural production, through the development of new distribution networks.

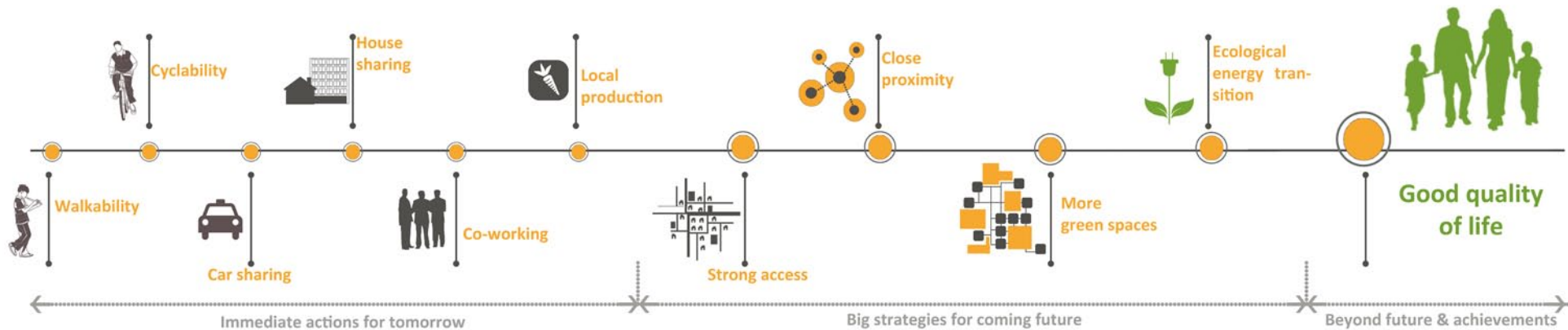


FOR A NEW MODEL OF HUMAN PROXIMITY

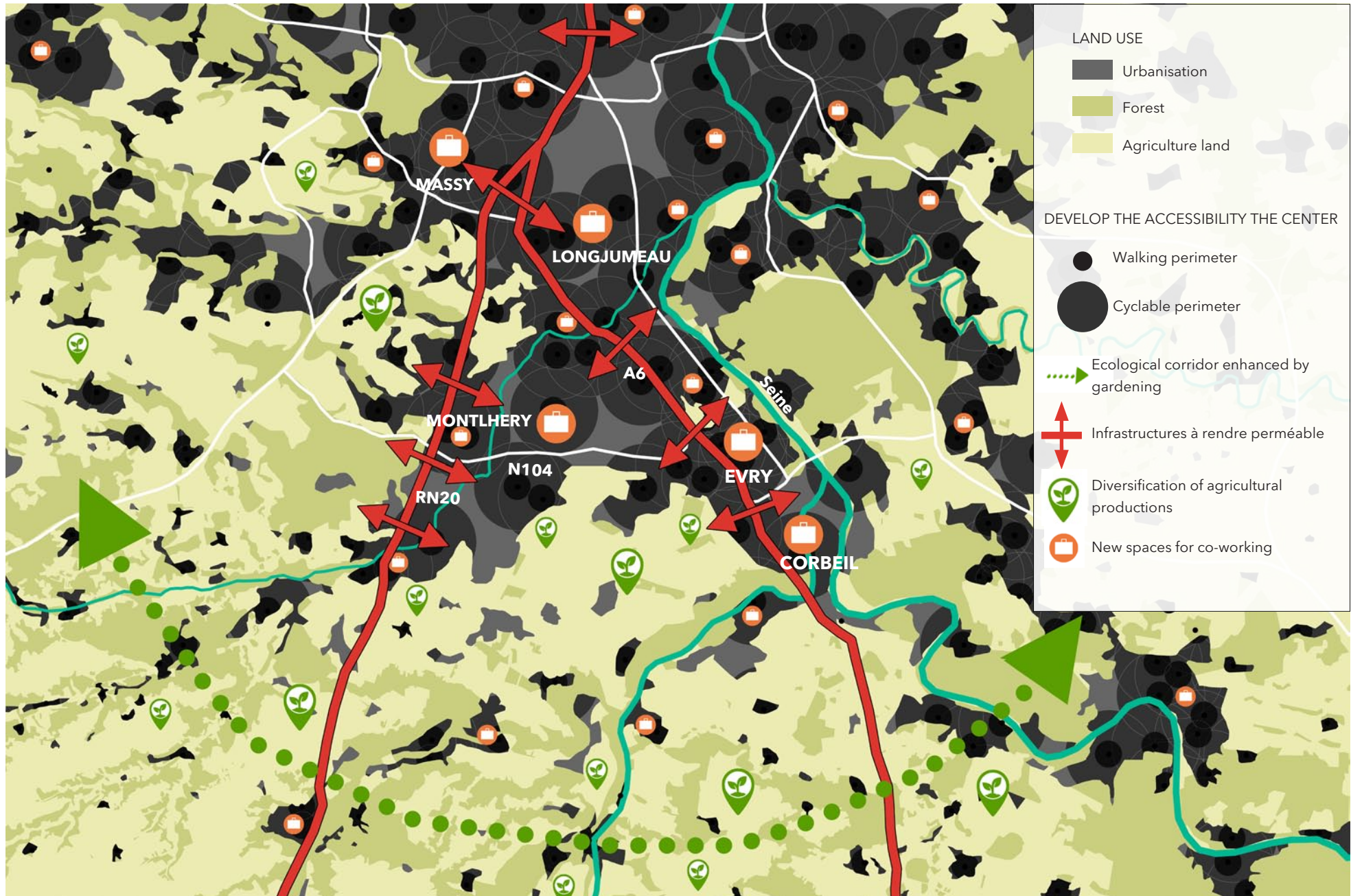


- Ecological corridor enhanced by gardening
- Infrastructures made permeable
- Diversification of agricultural productions
- New spaces for co-working

TIME - LINE FOR THE PROJECT



... TOWARDS NEW PROXIMITIES THAT PLACE THE HUMAN IN THE HEART OF THE TERRITORIAL DEVELOPMENT





TAPAN SHAH - ALEJANDRO ZAPATA - JOSEPHINE PINATEL - THOMAS VIGUIER - ÉDITH CHEZEL

TRANSCEND OPEN SPACES

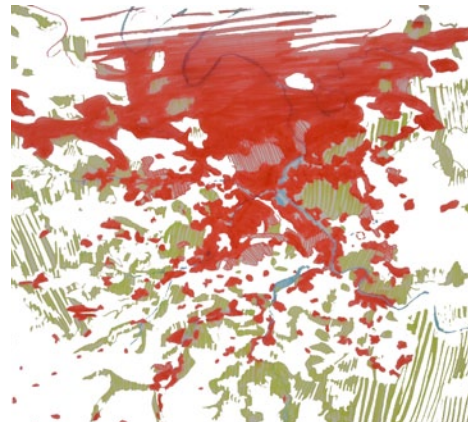
TRANSCEND OPEN SPACES

I - ANALYSIS OF THE TERRITORY

extension of Paris over large networks of transport, along the Seine River and its tributaries, has made the city develop as an informed body with tentacles. The city smothers the Seine landscape little by little as well as its cultivated areas. Only few open spaces remain. The South of Paris Region has become blurred, unreadable for its inhabitants and ignored by its Parisian neighbors.

The territory is fragmented at different scales. First from North to South into three large entities that are themselves fragmented: an urban area, a forest corridor and a cultivated plain. Fragmentation can also be observed between the inhabitants and their territory: they seem to evolve as strangers on their own territory. On one hand the pedestrian scale is little perceptible but on the other, the large transport infrastructure are omnipresent, both making the interaction with natural riches very difficult. Last but not least, the fragmentation is also observed socially, since different life styles and life levels are extremely localized: urban/rural and single housing/social housing.

Yet some initiatives are emerging here and there over the territory and they indicate that the transition has actually already started. Those existing dynamics should be taken into account to making the transition before anything social, human and local.



BUILD AND FOREST AREAS

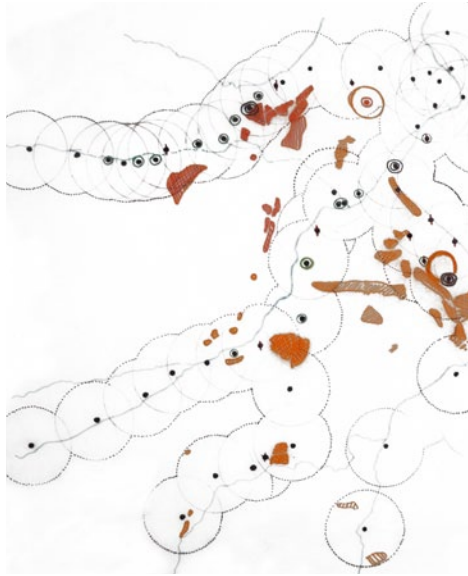


OPEN SPACES



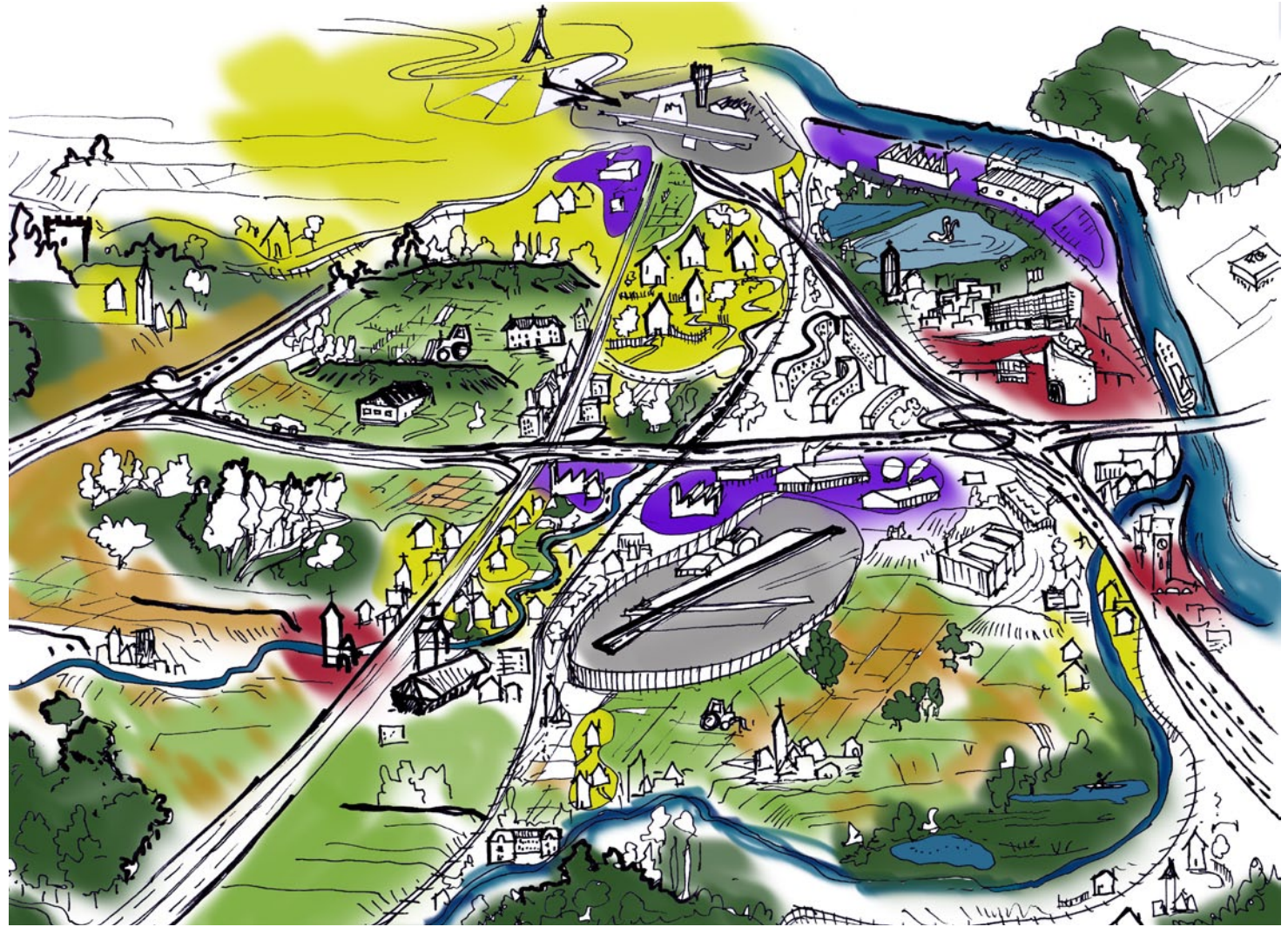
CHARACTERIZATION OF BUILT SPACES





3KM AROUND STATIONS

Starting from existing centralities (RER, business areas ...) We studied the areas located at a distance of 3km, accessible by bike 10min trip, keeping in mind the topography. From this representation we see that huge gaps exist in which more than a half hour on a bike would be required to reach a transit station. Currently, only the car trip seems possible in these 'empty spaces'. We must therefore consider establishing collection points in these 'empty spaces', a collection point accessible by foot and by bike, allowing the connection to a car-pooling station, refueling station, a forum, bike repair.

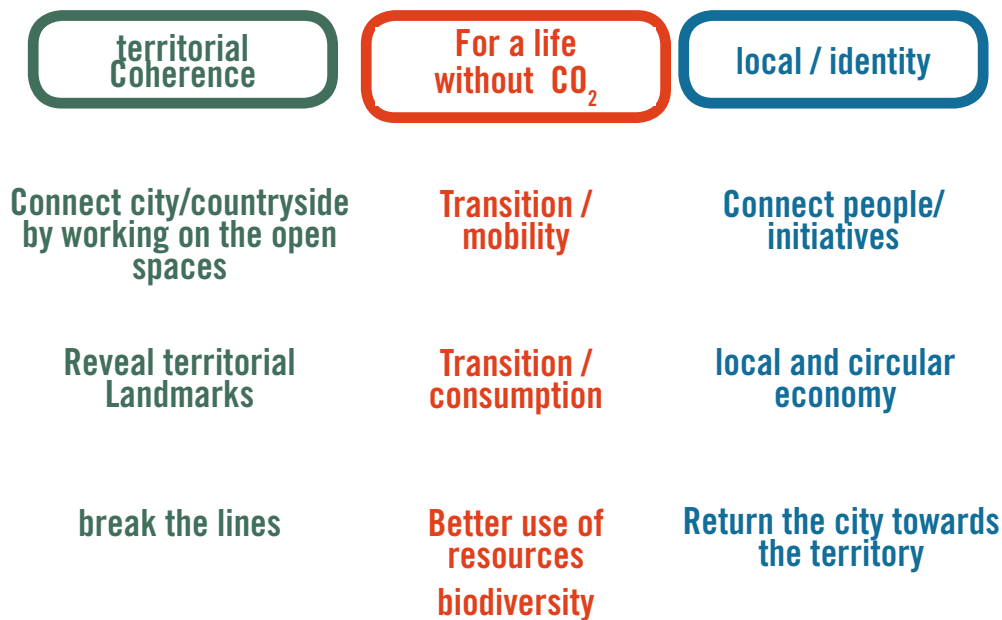


FIRST IMPRESSIONS OF TERRITORY

Our analysis of the territory through open spaces has helped us to think the transition through territorial coherence and links to the territory. **The ecological transition consists in diversifying lifestyles within a system by optimizing the use of local resources and maximizing the reuse and treatments of wastes within the system.**

How to change the perception of open and urban spaces to make the transition come true?

We have identified three objectives to be accomplished through the project:

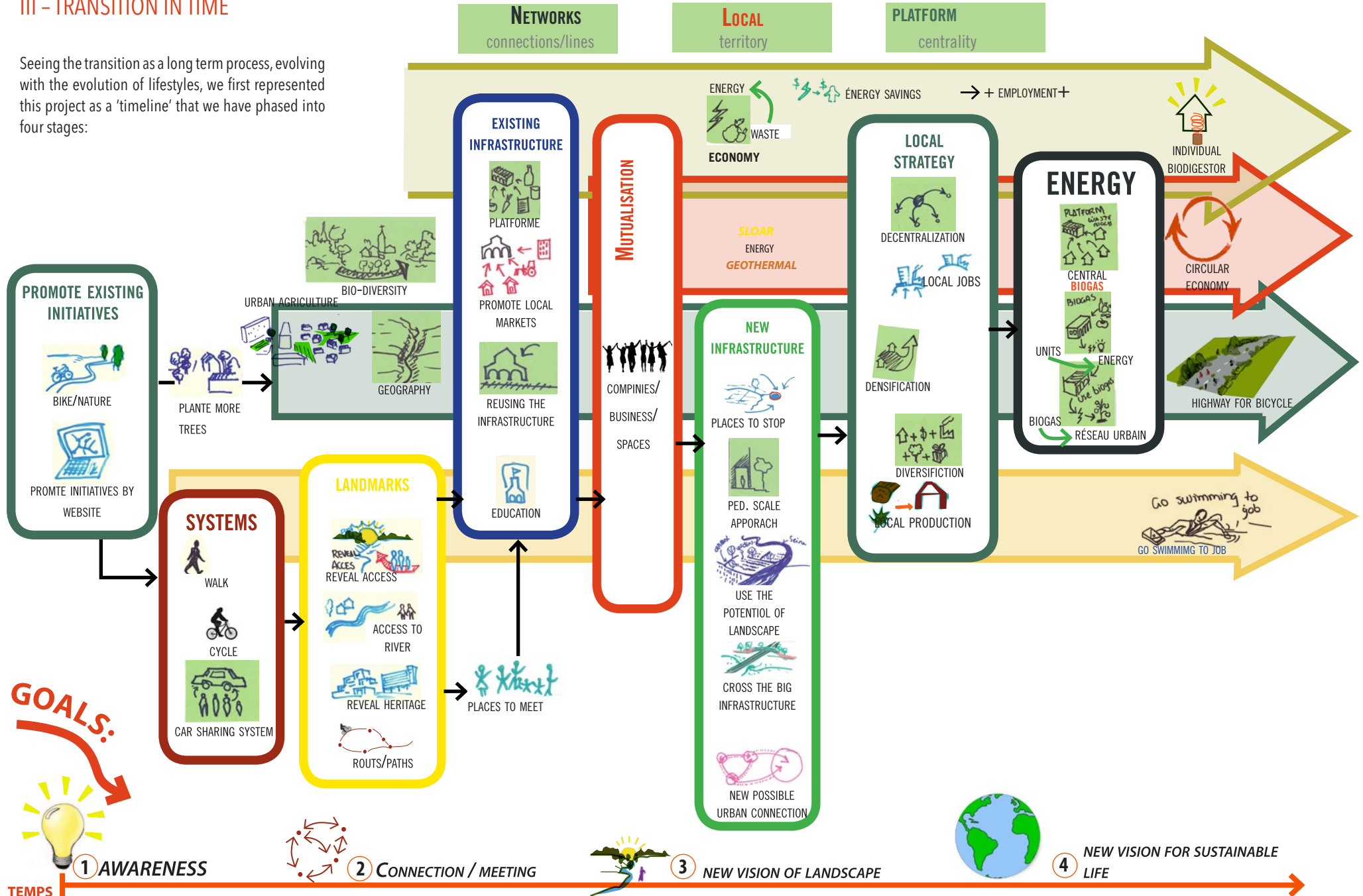


Hypothesis :

- **CHANGE MOBILITY** methods in order to traverse from the car scale to body scale by foot and by bike : better define scales between proximity (bike) and long distances (public transport) and vary itineraries for a better apprehension of the territory.
- **ENHANCE OPEN SPACES** to (re)discover them, better define their uses and functions in relation to cities and sprawl threat, to insure a certain protection.
- **THINK EVERY PROJECT THROUGH AND FOR INHABITANTS** for a better appropriation at every step of the transition.

III - TRANSITION IN TIME

Seeing the transition as a long term process, evolving with the evolution of lifestyles, we first represented this project as a 'timeline' that we have phased into four stages:



IV- - PROJECTS TO LAUNCH TRANSITION

After this temporal approach we have developed a spatial approach around the territory characteristics: the central importance of open spaces, as well as the contrasts between open spaces and urban spaces and finally the possibilities to link them. We want to approach this project through time and territory, i.e. localize the steps of the transition development.

We have chosen to focus on a smaller part of the territory to be able to go further into details. We have chosen an open space area that includes at the same time:

- Existing initiatives put in place by the inhabitants or administrations in order to start the transition process
- Paradigmatic elements like edges between cities and open spaces, RER lines, strong natural elements as forests and rivers and existing centralities like the city of Evry.
- particular elements: the Bretigny Air Base and the Sémardel.

We believe that this area, also located in the center of the territory, could be at once, representative of the placement process of key projects, and on the long term, a new centrality or a model.



PROJECT AREA

We perceive this cultivated plateau as a large garden, that can be crossed, where anyone can go for a walk, where divers activities and uses meet. The spatial landmarks, the garden 'folies' here can be seen in the water towers to reach view points, in the farming buildings to share and distribute productions at the gates of the garden. At these gates, activities are concentrated in the city: they are open doors to the cultivated plains but also gates to the city, to other scales of the territory: those are existing public transport stations and especially RER stations. Farming paths are reused to hiking ways or to cycle across the land: those paths can be nice shortcuts and allow us to change our itineraries every day if we want to.

A - CONNECT

We have chosen existing initiatives as a starting point. We think their promotion would help enter a phase of general awareness. This phase should also include a (re)discovery of the territory and an appropriation of existing landscapes. Thus we want to :

- co-organize a large event gathering private and public actors already active in the transition. The day of the event should be a car-free day. We suggest making original pathways available for cyclers on the main roads and crossing the fields. Special activities should be organized along the event like a repair station for bicycle, initiation to permaculture, and exchange forum on existing initiatives... All these events are put to place in order to make the whole region aware that a transition has started with the first steps of action taken at the heart of Essonne. The Air Base 217 is an ideal location to organize this event, it would also be a way to start a debate on its future, as a large open space in the middle of our open project area.

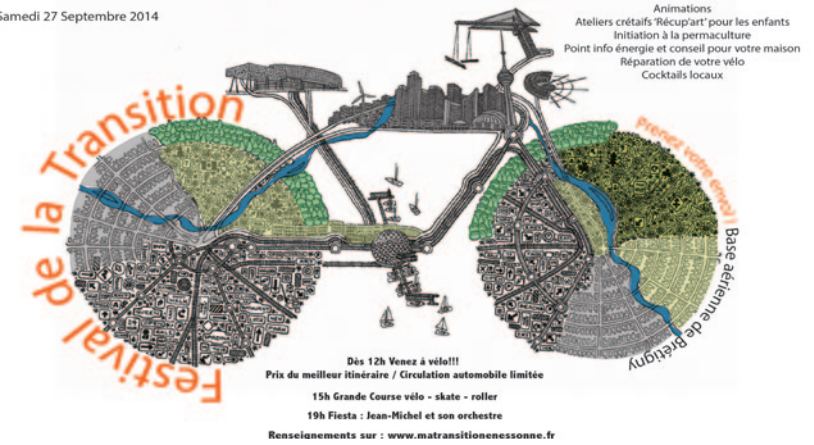
- launch a website on the transition in Essonne with one full time employee (from the CAUE or CG 91?). He would be in charge of the updates on existing initiatives but will also have to look at emerging new movements, and advise people on energy issues at home and possible BIMBY projects. We can think as well that

this website will be used as an exchange platform for advertisement of car sharing, collective construction project ... This website should be understood by everyone as the first step on the road to transition.

As our event would have made every one willing to cycle to work or on the weekends,

- Frequented back roads or exploitation byways have to be indicated as of tomorrow, starting with a simple work on signage and then, followed by work on the security of cyclers, with concrete arrangements on the main roads like reserved lines. Special attention should be put on the East-West connections that are today almost inexistent. One should think of all the possibilities to make the North-South infrastructures (RER lines, RN20...) crossable for pedestrian and cyclers. We first thought of the D19 to link Bretigny-sur-Orge to the heart of the open space, and of course the A6 between Lisse and Evry. The Urban Developpement Plan (PDU) of the Île de France Region should be now concretely applied. A study on the blocking factors or blocking actors could be a good help to understand where to intervene and where money is needed.

Samedi 27 Septembre 2014

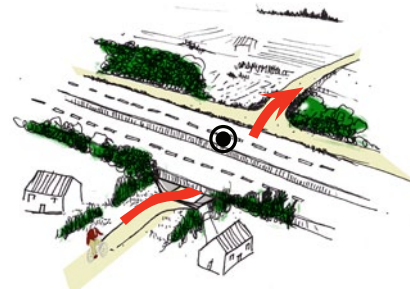


CYCLING CONNECTIONS AND ACCESS

- existing
- - - on the road
- - - across the fields
- intersection issue
- Relay in the fields
- City relay



DIFFERENT POSSIBILITIES TO CROSS THE D 19



B - RELAY

Relays should be seen as landmarks in the territory: they are both a key to activate open spaces and a key to integrate the territory. We make a distinction between city relay, to bring the territory closer to the centralities, and relays in the fields, which allow a stop in the large open spaces, to repair your bike or to have a picnic or to spend a night in the middle of a quiet countryside.

Relays are specific buildings or facilities, strategically located for potential use and configured as a stopover. These new small polarities of activities give us the opportunity to think of new ways to stop, while focusing on the territorial coherence, its inhabitants and their initiatives, to start a new perception of open spaces.

We have established criteria of selection of places that could serve as relay:

- Activities and dynamics around the building: commercial or industrial and agricultural activities and proximity of housing.
- Representative in memory, history or culture: farms, castles and scenic points.
- Potential of connectivity with the environment: relationship with railways, stations, tracks and villages.

Then we have added other criteria for potential uses, considering also that each relay can host one or more activities:

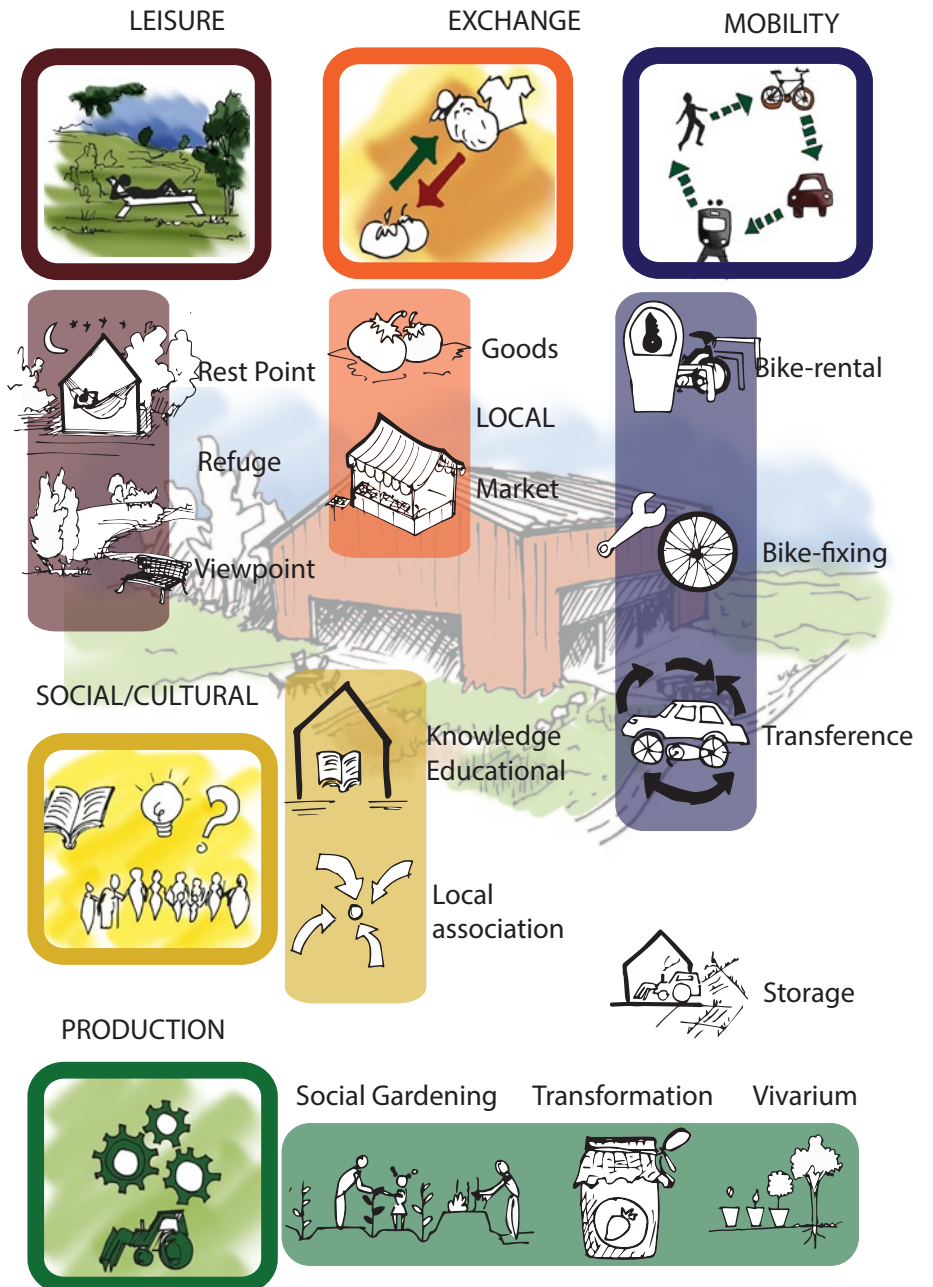
- Mobility: relay as a transfer point between two modes of transport (train-car-bicycle-bus), with complementary services for fixing, renting or parking.

- Leisure: Selected for its relationship with landscape, the relay can also be a viewpoint, a rest station or a refuge. Always related to mobility tracks, it is designed to enjoy the territory and a new perception of the landscape.

- Production: the relay can also be a center to host production activities, agricultural storage, urban gardening or low impact industry for processing foods, staying focused on the interaction and participation of community, to build the transition.

- Exchange: a relay can also be a market or a place to exchange goods, between farmers, inhabitants and local producers.

- Cultural: Activities more focused on people and knowledge, and social integration should also take place in the relay.



Our project proposes potential location of relays to be appropriated by the community or businesses related to the subject, in order that those who decide in the end can regulate its activities and identities. Therefore, it is a development over time, in relation with the new system of bicycle mobility, which will progressively adapt to more uses or activities, both inside the building and in the surrounding spaces available. People can go there and take a bicycle to start a trip, or leave it to take a pedestrian way. Also, they can fix their bike in the relay, or take a rest and enjoy the landscape.

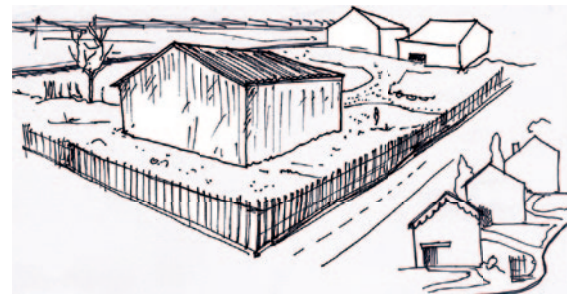
We have chosen to show two examples: one close to a RER station in a small city (Marolles en Hurepoix) and one in the middle of an open field (airbase 217). The first one starts with a bicycle station, close to a RER station, then with a local market and local initiatives headquarters, and finally as a place to start projects with urban gardening for example, or a space for collective work in order to offer alternative to constrained mobility.

The second one begins as a refuge close to the Bois des Bordes, wherer one can stop and sleep. Then a center for agricultural experimentation focused in organic production could be created, promoting the use of the airbase hangars as new centers of processing of agricultural products through light industry, as in Marcoussis (jam, sauces, etc.).

Example at MAROLLES-EN-HUREPOIX.

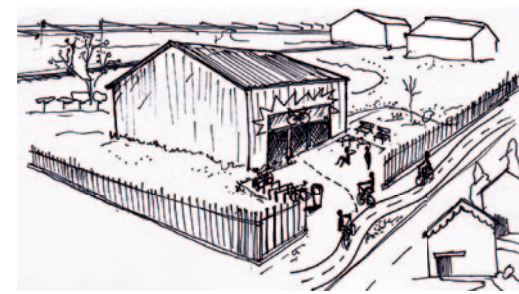


The southern Paris region as a laboratory for localising the energy, ecological, urban and rural transition



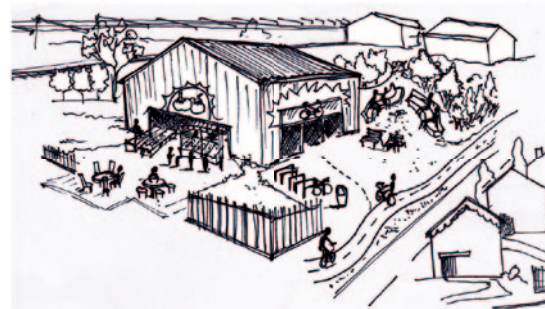
ACTUAL SITUATION

A building without use in a potential emplacement, between Railway and Urban area.



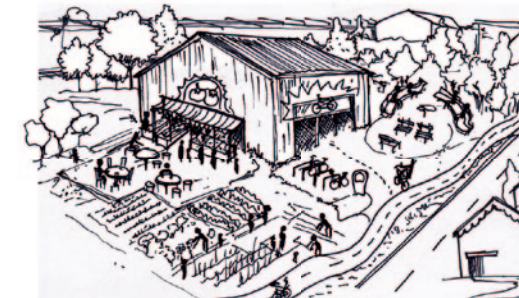
OPEN TO BICYCLES

Start to put a Bicycle Station, with additional services, connecting with the RER station and as the beginning of the path



START LOCAL MARKET

Because of the localization of Marolles, close to a agricultural fields, Relay could be use for a exchange market between farmers and citizens.



SOCIAL GARDENING

One of the biggest goals of this proposal is create community interaction in several process. Urban gardening is also an opportunity to consolidate a local economy.

C - ACCESS

To preserve open spaces from urbanization, we also have to strengthen centralities inside urban areas and work on densification, i.e. make existing urban tissues evolve instead of urbanizing open spaces.

As an example we have chosen the Norville – Saint-Germain-lès-Arpaion station, to design the possibilities of evolution of a conurbation centered on a train station. We chose the RER as a symbol for heavy infrastructures, on which we want to implement a more territorial and local vision for activities, employment and mixed uses.

We analyzed existing mobility, including some pedestrian paths that already exist. We then looked at many under-densified areas on the site, whether the vast car parks, very big housing plots and lands with very low density of buildings, or urban neglect. Last but not least we studied other existing open spaces, namely parks, wooded areas and farmland. This detailed study of the area around the station has allowed us to identify potential project areas that may be able to reinforce the centrality.

The first step of our work focuses on mobility inside the urban fabric, to make it more accessible to non-motorized transport, especially the cycles, and around the station. These include extending the impasses for cars by pedestrian pathways, thereby giving a new scale of displacement in the city. These new crossings will of course be made consistent with the ways to open spaces areas. We also thought of new crossings of the railroad, to ensure that equipment and open spaces are widely available. And on a larger scale, a new network of soft mobility will follow the railroad, establishing long distance soft mobility. We are also considering the creation of a car-sharing station, to be established along with all the transport alternatives, thus completing our vision of 'relay'.

Our second focus deals with the edges of urbanization, to be reconsidered both as ultimate boundaries, but



STRENGTHEN CENTRALITY, AROUND AN RER STATION



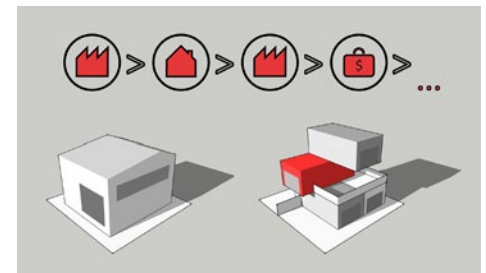
also as interface between built-up areas and open spaces in the territory.

Based on the elements found around the station of Norville, we want to show how edges can be treated: a business area hosting shared farm buildings, woods between fields and individual homes, infiltration of agricultural plots in the urban area as gardening or orchards, a public park, a group of houses in the heart of a green space or finally an assumed frank limit established by a road. All these manners to stop urbanization therefore work in the thickness of the interface between city and agriculture.

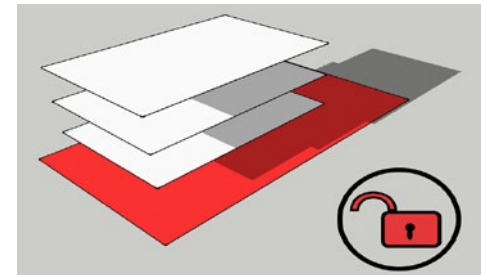
Our last step concern the evolution of the urban area itself, combining the functions at the very heart of city blocks. Green spaces connecting different parts of the city are reinforced. Large plots and unoccupied open spaces in direct contact with housing can host urban agriculture for inhabitants. Last but not least, the most constrained spaces and those in contact with the major highways are intended to remain essentially

for economic activities, without forgetting functional diversity. They will in any case be density points.

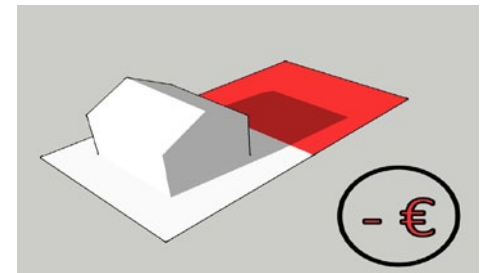
Probably the property issue will have to change in future to allow greater adaptability of urban areas. Likewise, buildings should be designed from beginning to be able to adapt to various functions throughout their existence, or to easily change or be demolished.



Think evolution and mix uses



Floor selling (soil = public property)



Tax the "low density"

D - ENHANCE : TOWARDS A NEW CULTIVATED "ECOSYSTEM"

We believe that the current model for agriculture, based on few people and lots of inputs is on the road to ruin. We thus suggest to structure it as a new 'cultivated ecosystem'. Built in a cheap energy context, agriculture today is largely dependent on subventions and chemical inputs. As a main consequence, water is polluted but furthermore we observe a tendency to monoculture and little biodiversity. On the long term we want to get to a perennial system, built on agriculture landscape and natural riches.

We will reach this new cultivated landscape following two main ideas: work on ecological corridors and diversification of cultures.

First, ecological corridors are filters to pollutions, they allow species to circulate and help waters to infiltrate the soils. The key reserves on which we can count are: the Esonne River and its biodiversity reserve, the forest corridor lying at the edge with the Beauce plateau in the South and the large communal forests. Small afforestation and an important water network on the plateau will be used as relay-reserves.

(shéma)

The multiple, productive and ecological functions of the forest at the edge of the plateau will build up a continuity that will enable forestry to develop with soft mobility, touristic paths and biodiversity.

Forests are also sprawling over the cultivated plain, with varied species of hedges along water flows and pathways. These hedges have several functions: they retain water and make infiltration easier; they also limit the passing of polluters into the water, while a part of them is retained by the roots of trees. This hedge also acts as a wind-breaker that protect the cultivated plants and as a path for the circulation of fauna.

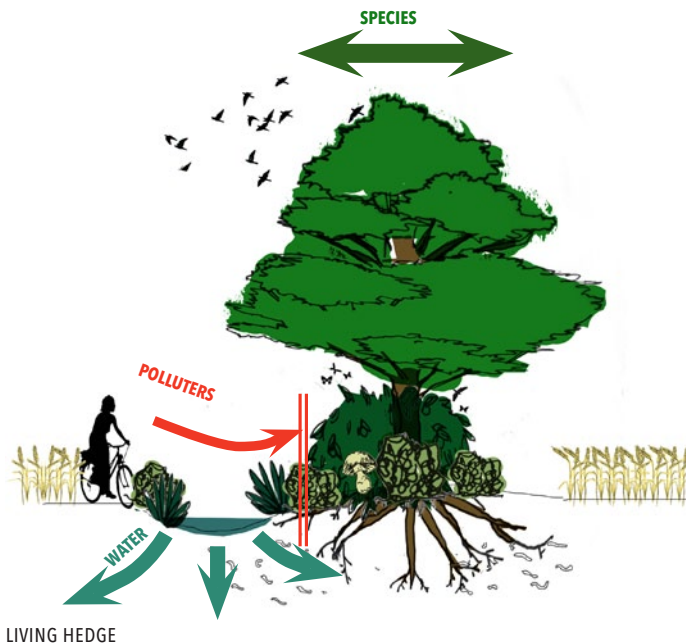
Furthermore, these hedges invite us to walk into the open space and complete our proposal for cycling ways.

Then, the diversification of cultures is essential to sustain the soils. Currently, grains and oleaginous seeds represent 75% of cultivated areas in Essonne. Priority should be given to market gardening or agroforestry in the acquisition of remaining free plots.

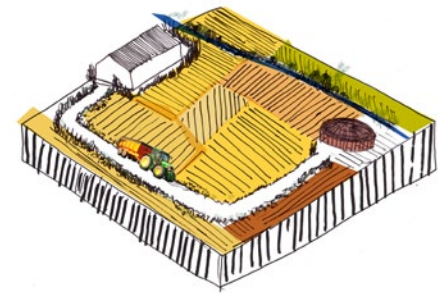
Our last proposal to limit the dependency of agriculture on chemicals and ensure complementary incomes to landowners is to develop a rotation system based on legume and methanization. Biogas issued from methanisation process can then be used as a stockable energy to produce electricity

or heat. The remaining substrate of the process can be spread over cultivated soils and serve as fertilizer. Legumes like lucerne are very efficient in terms of production of methane and, in a rotation system; they help fixing nitrogen from the air in the soil for the next plantation.

We follow the development projects of the Sémardel and amplify them to a change in agriculture. But of course, this system would also need a new legislative approach to enhance it.



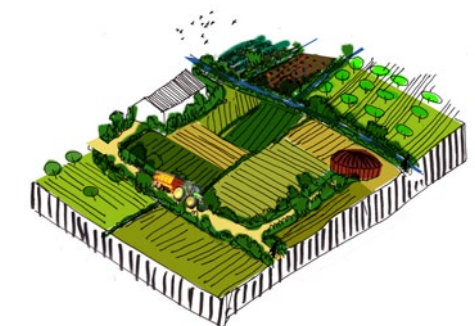
LIVING HEDGE



CURRENT STATE










FIRST STEPS OF DIVERSIFICATION

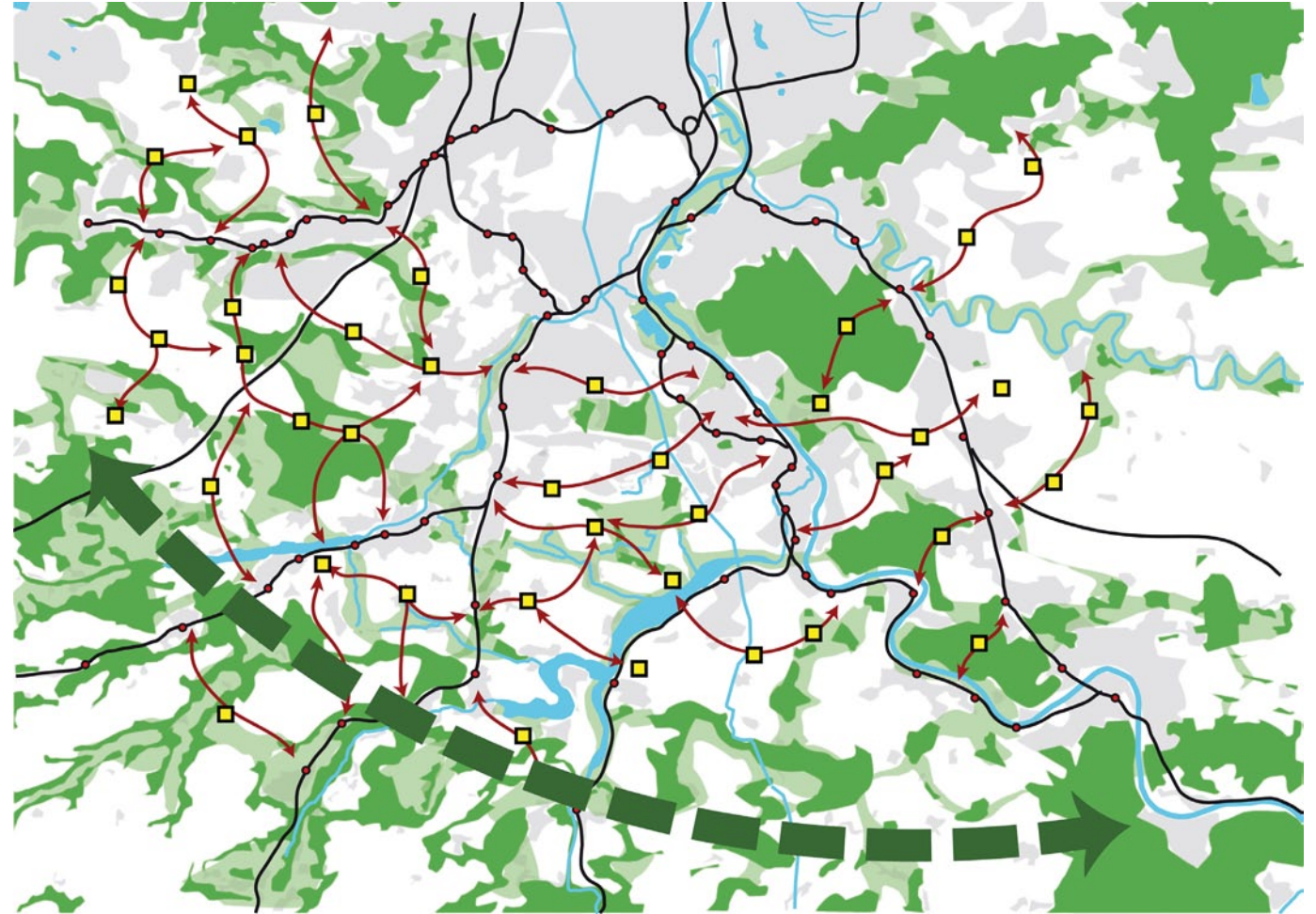


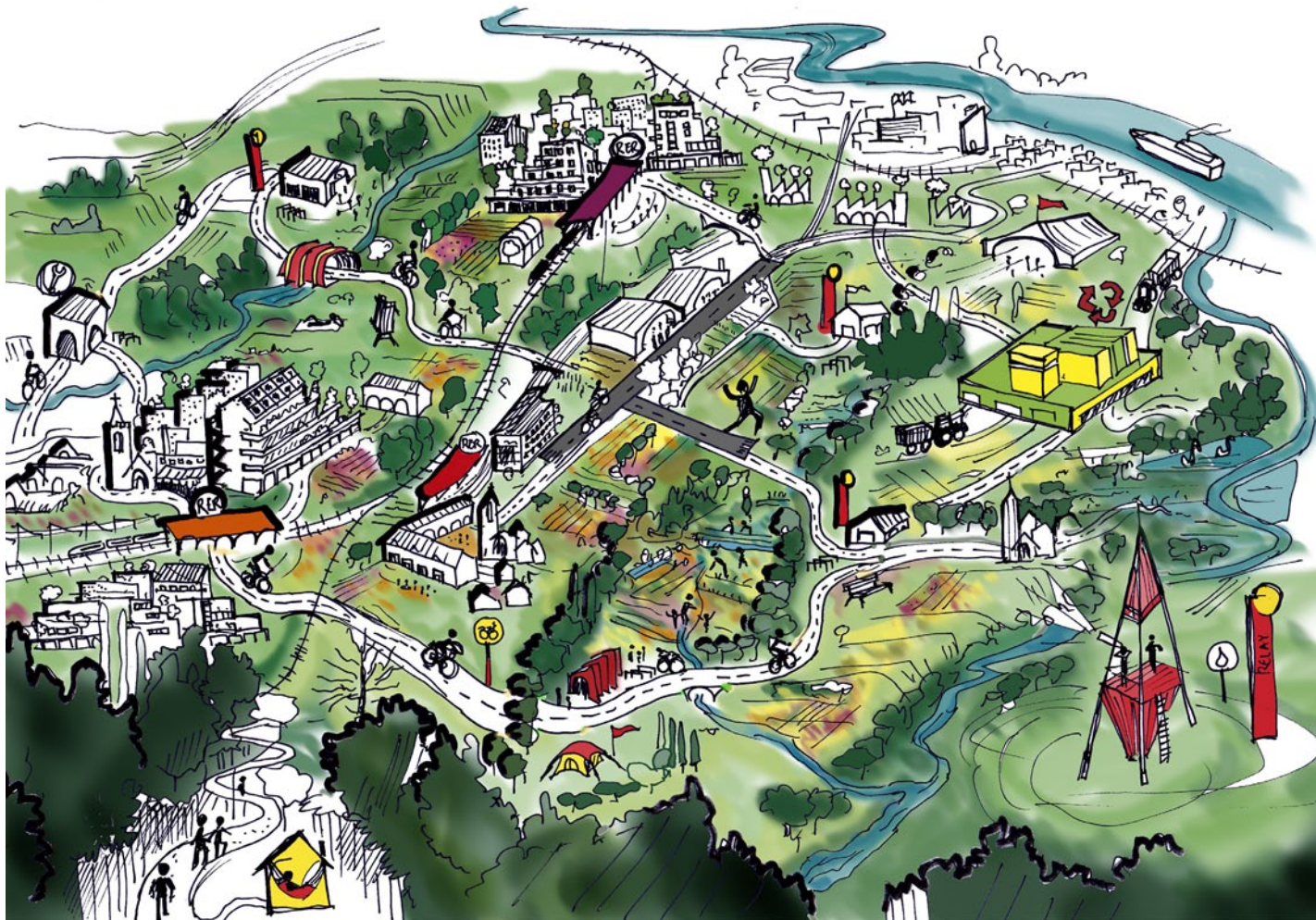
FUNCTIONING CULTIVATED ECOSYSTEM

V- CONCLUSION MAP



-  RELAY
-  CONNECTIONS / BIKE TRACKS
-  FOREST
-  BIO-CONNECTIONS
-  MAIN GREEN BELT
-  URBAN AREA
-  RER - STATIONS - LINES







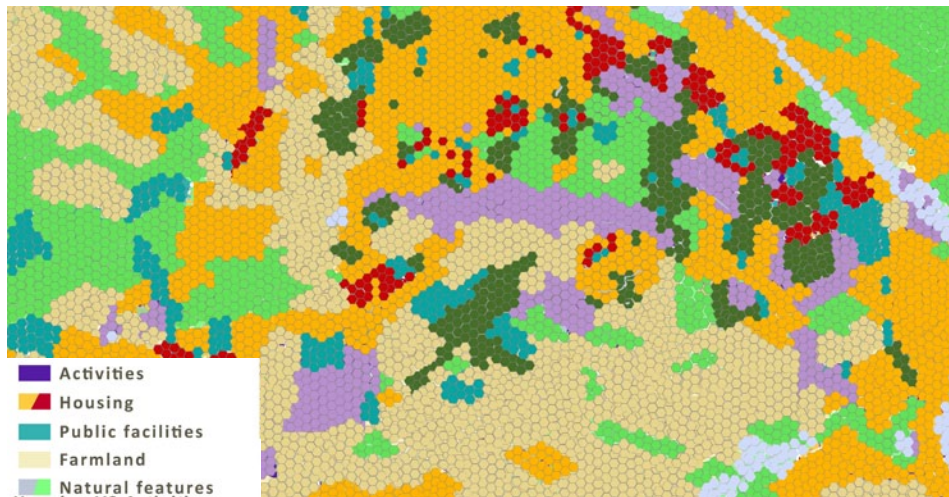
LAURIE LOISON - HORCEL SOKENG FEUYEM - SNEHA RAJE - ROMAIN MAROLLEAU - LUCY HUANG

MANIFESTO FOR REBALANCE

MANIFESTO FOR REBALANCE

INTRODUCTION

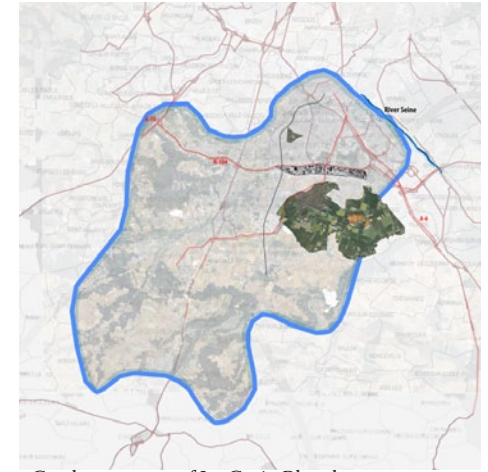
The South of Ile-de-France ('sud francilien') has developed according to a pattern of urban sprawl, which has resulted in the juxtaposition of large monofunctional areas: residential neighborhoods, commercial zones, shopping malls, etc. On the one hand, this mode of spatial organization imposes a dependency on car use and an excessive number of travels for residents, generating lifestyles which consume a lot of energy. On the other hand, urban sprawl has created competition between the different functions of the region and pressure on natural and agricultural spaces.



Center of Essonne map, per type of use

ANALYSIS

We see that spaces of consumption play a predominant role in the spatial organization of the sud francilien. Large commercial zones such as Carré Sénart constitutes centralities for the inhabitants of the region: during the weekend, they also become places for leisure and social life. Excessive concentration of retail in these large shopping centers (inner city malls and suburban shopping centers) generate a lot of nuisance: longer distances to travel, more time and energy wasted in traffic jams, high level of carbon emissions... A model that is neither sustainable in its economic principles nor in its spatial organization.



Catchment area of La Croix Blanche

In terms of economic model, large shopping centers are the physical translation of large retail companies' development strategies set at the national scale. Large retailers earn money by massively selling cheap products and buying them even cheaper from large-scale producers worldwide. Such economic model therefore impacts the entire supply chain: demand for mass produce is partially responsible for the development of large-scale intensive farming and the difficulties encountered by smaller-scale local farmers. Consumption, and retail, are no longer connected to the local productive base of the region. In addition, large retailers create unfair competition for any other form of retail, especially small inner-city stores, which profitability relies on higher margins on products. As a result today, independent businesses only represent 16% of the total revenue in retail sales in France.

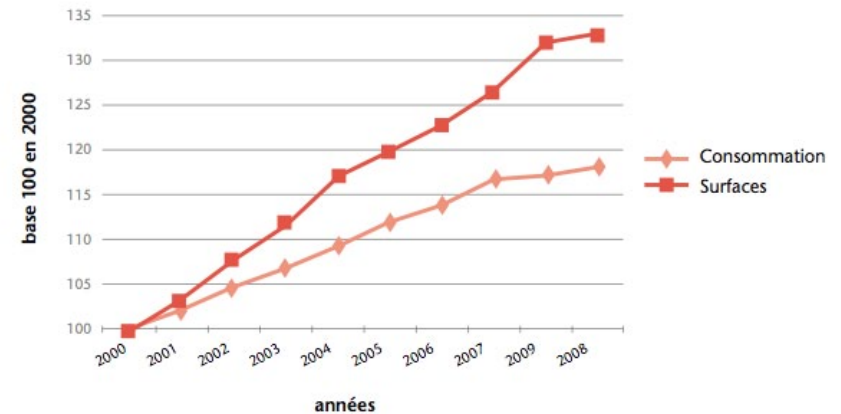
Even though large shopping centers are often perceived as employment areas, they are also responsible for the destruction of local jobs: Directly through the closing down of many local businesses, and indirectly with the bankruptcy of small, local farmers, who can't grow enough produce to meet large retailers' year-round demands.

In addition, this model of commercial development relies on a constant need for expansion. Large retailers always seek to extend their business premises to gain power when negotiating with their suppliers and realize further economies of scale. In doing so, they add on to urban sprawl, threatening natural and agricultural land and leading to the multiplication of big box stores in the periphery of towns. Over the past ten years, the number of newly developed commercial land per year has kept increasing, boosted by the aggravation of competition between brands.

The lack of public control over commercial developments also share some responsibility for this phenomenon. CDAC (Commissions d'Aménagement Commercial, local planning commissions appointed for the specific purpose of reviewing permits applications for shopping centers and retail projects above 1000 square meters) have been almost always approving new projects. In 2011, 95% of applications where approved without changes in France (Procos). Municipalities are competing against each other to attract shopping centers in their cities, at the cost of broader and more comprehensive planning for commercial developments. This often leads local authorities to approve projects without thinking about their long-term impact on the local landscape, and to lower commercial taxes. This is particularly true in Essonne, where taxes on business properties are largely inferior to the French average.

Since 2000, there is has been growing gap between new commercial developments and the spending power of French households. If current development pattern remains unchanged, this discrepancy could lead to a real estate bubble in the retail sector. This phenomenon is particularly alarming since suburban shopping centers seems to be less and less competitive as new forms of retail and new

Évolution du parc de surfaces commerciales et de la dépense de consommation des ménages en volume



Sources : Enquête annuelle entreprise (EAE), Enquête points de vente, Extrapolation Procos

shopping practices emerge (e-commerce, lifestyle centers, sharing economy) and large retailers witness a decrease in profitability (in terms of margin per square meter of retail space).

The South of Ile-de-France is currently prisoner of an unhealthy pattern of urban development, pushed by the continuous sprawl of shopping centers. This model of spatial organization prevents any real transition toward more sustainable modes of production and consumption, and better lifestyles for the residents of the 'sud francilien'. This is the reason why we have chosen to put spaces of consumption at the center of our approach. We believe it is critical to anticipate the death of the shopping center, which economic model is under increasing pressure, in order to prevent the disruption of the local economy and the multiplication of commercial brownfields throughout the region. Our project therefore aims to propose a new, balanced model of urban development to reinforce the resilience of the South of Ile-de-France region and to develop a sustainable local economy.

MANIFESTO

For us, transition means putting people first: we believe that transition should not mean more constraints on people's lives but instead create new opportunities for a better life. Thus, we want to achieve transition in the South of Ile-de-France through a new model of urban development designed for people and to propose an alternative to the current pattern of fragmentation of uses and domination of large commercial centers, which place constraints on the local residents' lifestyles. Indeed, we see the concentration of retail uses as a generator of longer distances to travel, sprawl, discomfort for users and unsustainable lifestyles.

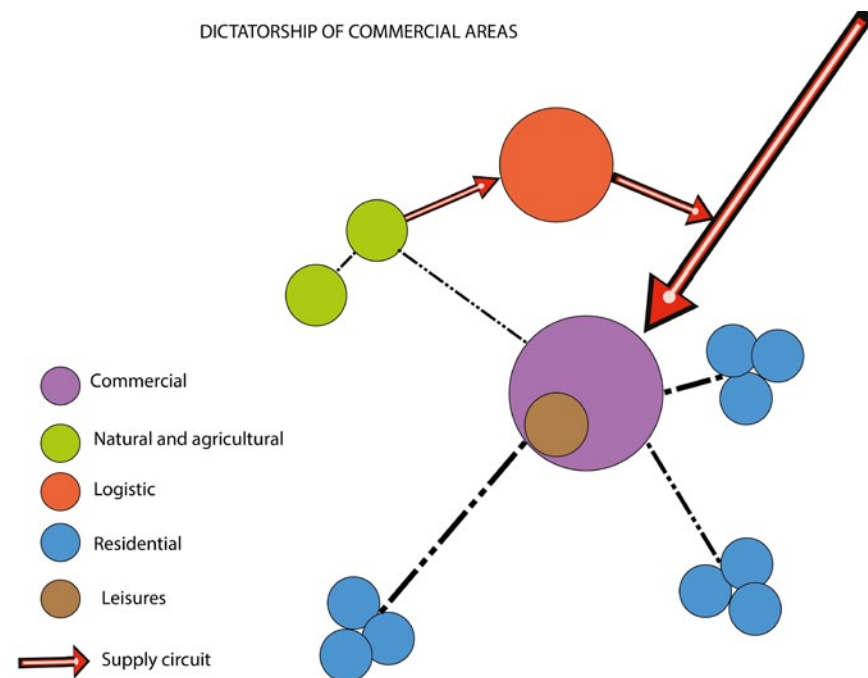
Transition is a crucial opportunity to shift the focus away from competition and instead develop a new model of complementarity between all the different zones of the region. This new model relies on two guiding principles: deconcentration and multifunctionality. We therefore propose to use the 'sud francilien' as a laboratory to implement a deconcentrated model of development and reconnecting people and places together.

Our central idea is to reorganize functions and uses throughout the region in order to put a halt to the domination of commercial areas. We propose a more balanced pattern of development for the 'sud francilien', using mobility and the distribution of uses as our two main levers for change.

By acting on the existing spaces of consumption, we hope to trigger changes in the whole supply chain and create new opportunities for local producers. Eventually, this new sustainable model of urban development will offer a better quality of life to everyone and achieve the 'end goal' of reducing our energy consumption and our ecological footprint.

OUR APPROACH

Our analysis has brought to light the imbalance in the region and the polarization of lifestyles around large shopping centers. Our vision is to rebalance functions and uses throughout the region by acting on the two sides of the territorial scale: reduce the domination of shopping centers in the region, rebalance the other zones by reintroducing retail spaces for local produce consumption and reinforce the local economy by developing the ecomaterials sector.



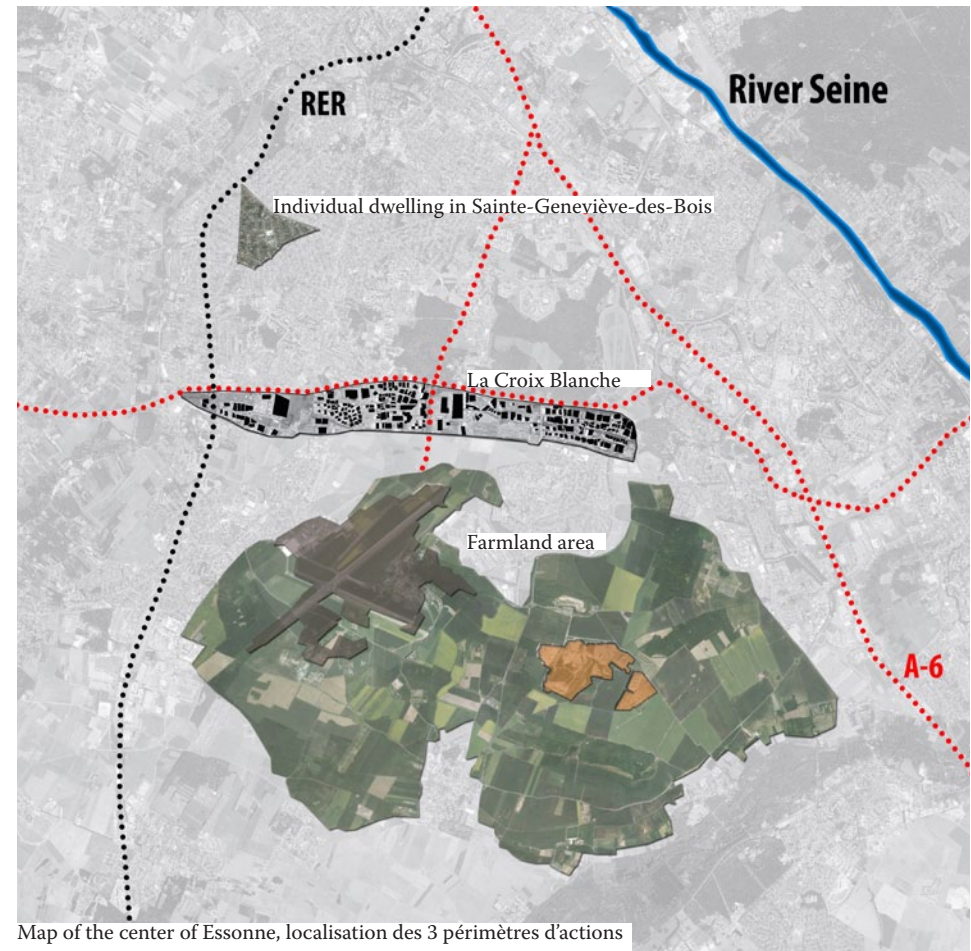
We see the distribution of functions in the South of Ile-de-France as an ecosystem whose equilibrium is currently in danger and needs to be restored. Indeed, the concentration of retail in large shopping centers and the dependency on car as the only effective transportation mode to link all the monofunctional zones together create a dangerous imbalance. In the likely scenario of a collapse of the current model of commercial developments, the whole spatial organization of

‘sud francilien’ and the lifestyles of its residents are directly at stake.

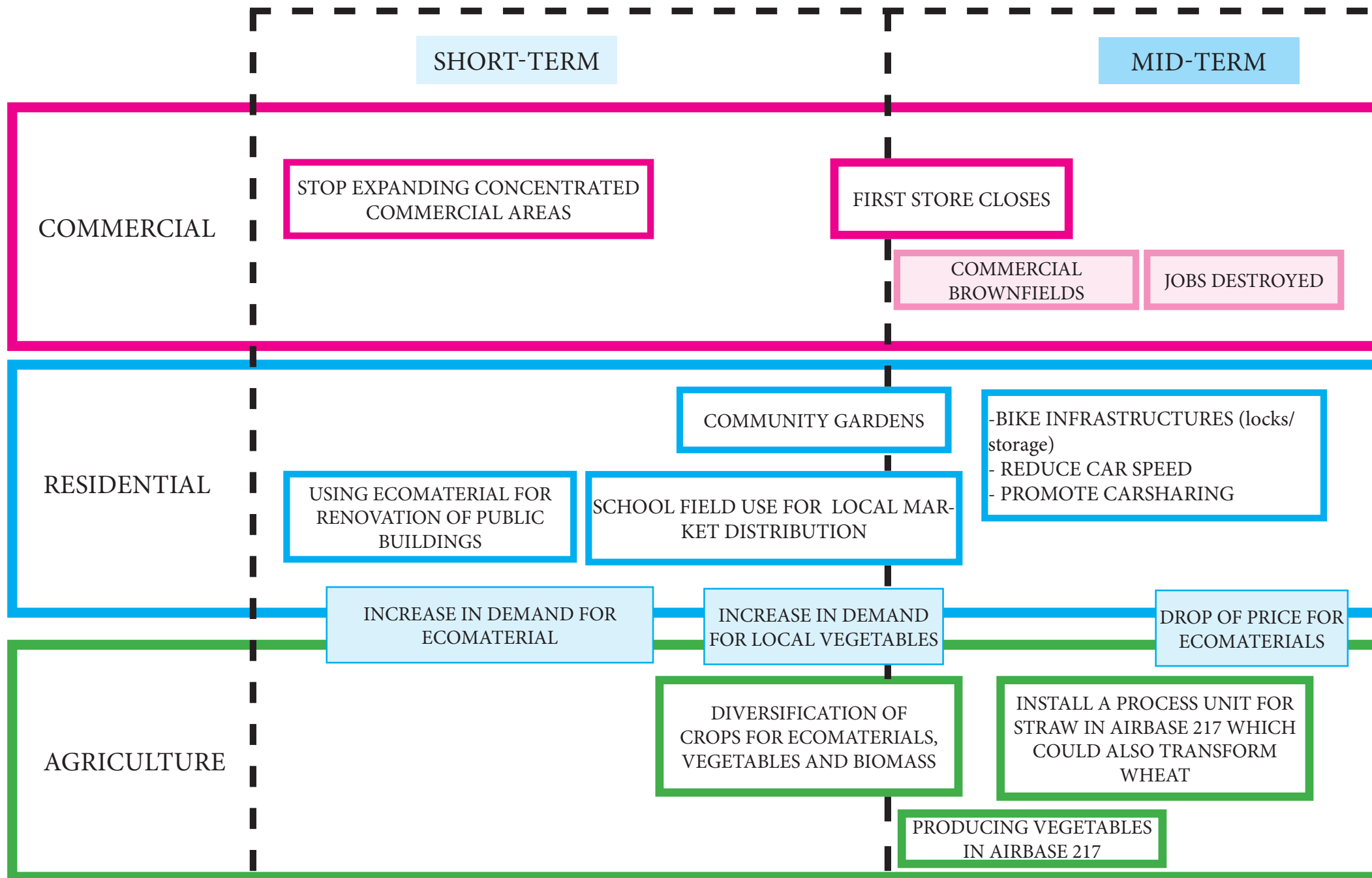
Reintroducing multifunctionality in the different neighborhoods is therefore essential in order to improve the resilience of the region to natural, human and economic disasters. Following this idea of rebalancing functions and reaching a new equilibrium, our long-term vision for the South of Ile-de-France is a more sustainable and more balanced region, less dependent on the fluctuation of the world economy, and capable to adapt to the future evolution of society.

Our strategy follows three main axes of intervention to rebalance production and consumption spaces in the South of Ile-de-France: stop the domination of large shopping centers on the rest of the region, develop a strong local economy based on ecomaterials by building on the existing agricultural foundation of the region, diversify uses in residential neighbourhoods to support local food systems and encourage a modal shift toward active transportation for local travels.

In order to illustrate our strategy for the ‘sud francilien’, we have chosen three sites which reflects our three axes of intervention. Our principal goal is to break from the current model of commercial development and the domination of shopping centers on other functions, which is why we have selected Croix Blanche, Ile-de-France’s largest retail park, which constitutes the archetype of the poorly planned and controlled commercial development. From this initial example, we have selected two other project sites located within the catchment area of Croix Blanche: one residential neighbourhood in Sainte-Geneviève-des-Bois, as a typical example of single-family dwelling suburban area, and an agricultural area just south of Croix Blanche. This second area will allow us to illustrate our proposed evolution of farming in the region through the diversification of crops and the development of the ecomaterials sector in order to create sustainable local jobs. We are also interested in this area because two high potential sites are located within it: the waste treatment plant run by Sémardel, and the former airport base BA217, which is targeted for redevelopment.



All these three projects have been conceived as examples to illustrate with concrete examples how our strategy aims to, in fine, impulse economic and energetic transition in the ‘sud francilien’ region. These projects are therefore prototypes for a more comprehensive strategy to rethink the relationship between residential, commercial and agricultural areas in the region, and to develop tools and ideas that can be replicated elsewhere in the South of Ile-de-France.



LONG-TERM

MORE BIG BOX STORES CLOSE

NEW BUILDINGS MADE OF ECOMATERIALS

PUBLIC FACILITIES OPEN

-NEW BIKE LINE
- GREEN PARKING
- GREEN PUBLIC SPACE

-LESS COMPETITION FROM SUPERMARKETS
- REVIVAL OF LOCAL STORES

LESS CAR TRIPS, MORE LOCAL TRAVELLING FOR SHOPPING

CONVERT FEW BUILDINGS INTO OFFICE SPACE

USING ECOMATERIAL FOR RENOVATION OF RESIDENTIAL BUILDINGS

DENSIFICATION OF HOUSING

STORES OPEN IN RESIDENTIAL AREA

EXTENSION OF URBAN HEATING DISTRIBUTION

MORE JOBS IN ECOMATERIAL SECTOR

STRONG DEMAND FOR ECOMATERIALS

USING ORGANIC WASTE AND BIOMASS TO PRODUCE ENERGY

DEVELOP TRAINING PROGRAM FOR ECOMATERIAL PRODUCTION AND IMPLEMENTATION

HEAT PRODUCTION IN SEMARDEL WITH COGENERATION, TO PROVIDE URBAN HEATING DISTRIBUTION

RESULTS

MULTIFUNCTIONAL COMMERCIAL SPACES

DIVERSIFIED NEIGHBOURHOODS WITH RETAIL STORES, JOBS AND HOUSING

MORE LOCAL TRAVELS

LOCAL FOOD CYCLE

MORE DIVERSIFIED CROPS, INDUSTRIES, TYPES OF JOBS

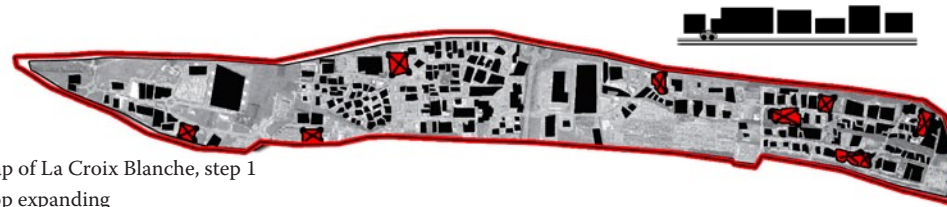
DEVELOPMENT OF SHARED ECONOMY

REDUCING THE GLOBAL ECOLOGICAL FOOTPRINT

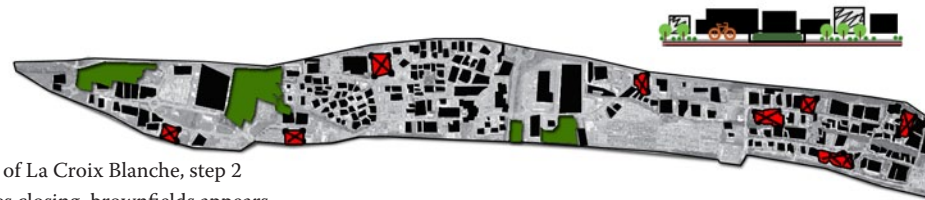
COMMERCIAL AREAS

Our first intervention is to put an end to the expansion of Croix Blanche by declining new commercial development projects. A rise in commercial taxes follows to demonstrate the public will to transform the zone. These two measures are combined to hinder the excessive expansion strategies from large retailers and to impulse the evolution of large shopping centers before their foreseen death.

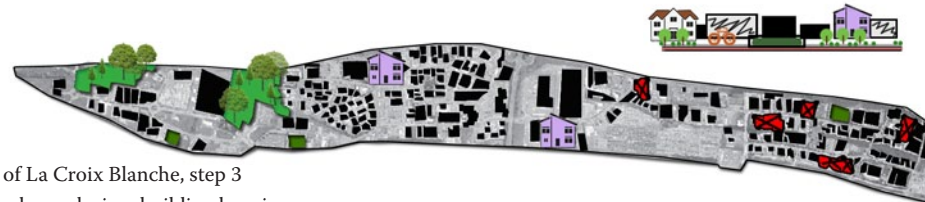
The closing of several stores, as consumers progressively turn away from the big-box store model, is an opportunity to reintroduce multifunctionality in the area. By preempting land at a low price, local authorities develop housing, green spaces, and in the long run, public facilities to serve the new residents of the mixed-use neighbourhood of Croix Blanche.



Map of La Croix Blanche, step 1
Stop expanding



Map of La Croix Blanche, step 2
Stores closing, brownfields appears



Map of La Croix Blanche, step 3
More shops closing, building housing



Map of La Croix Blanche, step 4
A new mixed-use neighbourhood

In the « planned decline » phase of Croix Blanche, the municipality invests in open spaces to prepare the transformation of the area. Decontamination of the land is initiated through phytoremediation, while other open spaces are turned into tree planting sites to grow the trees that will later be planted in the local parks of the neighbourhood.



Phytoremediation in Mermoz

The creation of bike lanes is a key element to encourage active transportation in the future mixed-use neighbourhood. Green parking lots are also built to facilitate rainwater management.

FARMLAND

The rise in taxes on commercial zones allows local authorities to renovate public facilities using ecomaterials, notably straw, a byproduct of current cereal farming activities. The subsequent rise in demand for ecomaterials leads to a diversification of crops in local farmlands: hemp, biomass, but also vegetables and fish farms. To support the development of the ecomaterials industry, a process plant is built on the former airbase site, creating jobs and leading to a decrease in price of ecomaterials. These locally produced ecomaterials are used for housing renovation and new constructions. In the long term, Semardel begins co-generating heat (in addition to electricity) from waste and is able to provide heat to surrounding residential neighbourhoods through a new system of district heating.



Crop rotation



Process unit for straw in airbase 217

Ecomaterials production develops in several stages: first, through the reuse of straw, the by-product of existing cereal farms, for building insulation. In a second phase, hemp and biomass can be introduced through crop rotation.

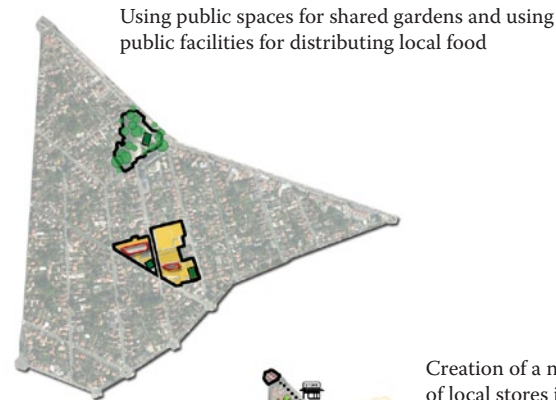


Example of hemp production in Seine et Marne

The diversification of crops reinforces the local ecosystem by reintroducing biodiversity into existing farmlands. Local food cycles are implemented based on the development of vegetable farming on small parcels of land.

RESIDENTIAL NEIGHBOURHOODS

In residential neighbourhoods, the mutualisation of public open space for urban agriculture and the opening of public facilities (school grounds) as distribution sites for local vegetable farmers are two keys levers to support the development of local food systems. The decline of shopping centers, combined with the rise in demand for local food, allows local stores to reopen in the neighbourhood. In the long term, the diversification of functions leads to the creation of small office spaces in the area. The number of short travels using active transportation (bike, walk) for shopping purposes rises. In addition, the consolidation of the ecomaterials and energy sectors in the region allows the thermal insulation of the existing housing stock and the implementation of a district heating system in the neighbourhood.



Feasibility of a district heating system in Saintes Geneviève des Bois

Making public facilities accessible to the public to create small vegetable gardens or distribution centers is a key intervention that local municipalities can implement to support community initiatives at a very low cost.



Using the school playground for distributing local food in Magny les Hameaux

We have tested the feasibility of creating a district heating system in a typical residential street. Our calculation (energy consumption of buildings / width of the heating network) shows that it is economically viable to implement such system in the neighbourhood.

IMPACT ON GREENHOUSE GAZ EMISSIONS

Impact of thermal renovation of buildings

12% of the buildings in Essonne (source INSEE) were built before 1946. The Thermal insulation of these buildings is therefore omitted for heritage reasons. However, within the remaining 88%, built after 1946, two-thirds can be insulated from the outside, hence, 58% of the total housing stock. The average consumption of buildings in the territory is 315 kWh pe / m² / year (@D). By simply performing a general energy renovation one can remarkably diminish the energy consumption of these buildings resulting in a rate of 80 kWh ep / m² / year. The average consumption of the housing stock would then be equivalent to 178 kWh pe m² / year. A building within the premises of the study area emits ≈ 1.33 million t CO₂ per year in our study area. An energy renovation permits the notable reduction GHG emissions, rendering an annual rate of CO₂ emission of 750 000 t, a decrease of 43%. Consequently, on the totality of the study area the saving rate of GHG emissions is 13%.

Impact of district-heating network

Today in Essonne, 29% of the households are heated using collective central heating, 37% use individual central heating, and 33% use decentralized electric heating. The CO₂ content per kWh ep for electric heating is ≈ 0.075 kg CO₂. For central heating (individual or collective) CO₂ content per kWh is ≈ 0.22 kg CO₂ (calculation performed using @D data for our study area). The deployment of a district heating system using renewable energy can dramatically reduce the CO₂ content of kWh ep, giving a rate of ≈ 0.01 kg CO₂ e / kWh ep (source ADEME), dividing the initial rate by 20. Half the households having individual central heating and three-quarters of those relying on collective central heating can be connected to a district-heating

network. Consequently, GHG emissions will be divided by 20 for 40% of households on the territory. This saves 500,000 t CO₂ e per year, a decrease of 38% in GHG emissions for the construction industry. Consequently, on the totality of the study area the saving rate of GHG emissions is 11%.

Impact of diversification of agriculture

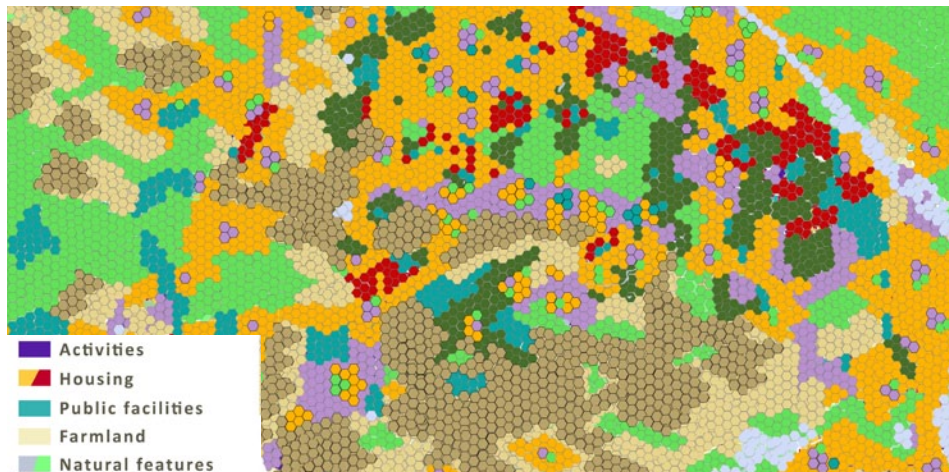
By simply moving from an agricultural production relying mainly on wheat to a crop rotation including 15% of market gardening and 33% Hemp the GH emission can be divided by two. The average emission of CO₂ for a wheat field is equivalent to 2800 kg / ha (ADEME). Applying diversification can easily diminish that number approximately 1400 kg of CO₂ / ha. In the study area, the agricultural land dedicated to cereal crops is estimated to be 10,000 ha. Thus, 14,000 t CO₂ emissions would be saved annually, or 0.3% of the emissions of the territory. If the economy is fragile, an action like this would trigger others that will have an even greater effect, such as thermal insulation of buildings with eco-materials or consumption of local products.

Impact of local grocery stores

60% of journeys household-purchases are related to retail, and therefore are made by car (Enquête global transport). They constitute 0.3 trips per person per day on an average distance of 4,9km. By recreating a local offer, two-thirds of these trips can then be performed by active modes (cycling, walking). The average emissions of a car are ≈ 300 g CO₂ / km. This saves about 441 g CO₂ / person / day. Applying this rate to the study area the annual CO₂ emission rate becomes 80,000 t, thus savings yearly 2% of greenhouse gases.

CONCLUSION

The transition of the sud francilien region requires a rebalancing of all the different functions. The domination of large shopping centers prevents the emergence of new economic models, new modes of consumption and new lifestyles. By anticipating the decline of an economic model doomed to fail, our strategy brings out a new equilibrium in which shopping centers no longer play a problematic or destructive role. Furthermore, this rebalancing is a critical opportunity to create sustainable local jobs by developing the ecomaterials sector, reinforcing local farming, but also to reinject social life and services in suburban residential neighbourhoods.

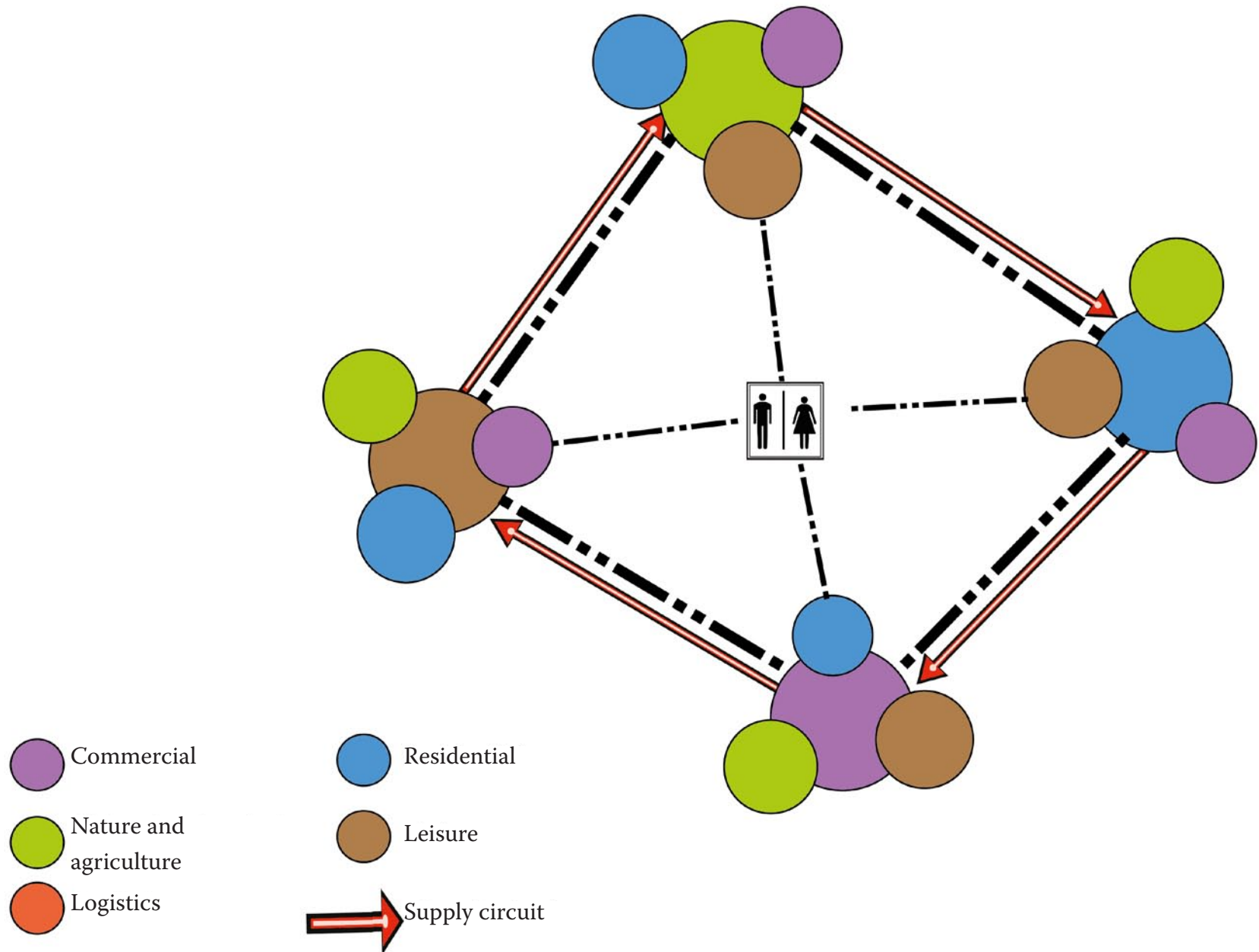


Recomposition of the local mosaic

Our proposal works as a global, coherent system, which, through a network of interactions amongst each intervention, progressively allows the rebalancing of functions throughout the region. Each neighbourhood, each space therefore becomes a multifunctional piece of a comprehensive puzzle characterized by complementary at all scales. This new model of urban development strengthens the resilience of the 'sud francilien' ecosystem by restoring and protecting the local biodiversity of people, places and activities.

In fine, the rebalancing of the region offers a better environment and quality of life to all its inhabitants, while at the same time significantly reducing greenhouse gas emissions.

A NEW DECENTRALIZED MODEL



FACEBOOK

**MEMBERS
OF THE JURY**

**THE WORKSHOP
IN PICTURES**

TEAM A



ANNA ZETKULIC

24 * USA * RESEARCHER , AFRICAN CENTER FOR CITIES AND DEVELOPMENT * ANNA.ZETKULIC.13@UCL.AC.UK

After working for National Geographic, I returned to academia to expand my undergraduate research on land rights issues in Buenos Aires' informal settlements with planning and design solutions. I apprenticed as a ceramic artist and have studied Political Science and Anthropology in both the US and the UK, concentrating on urban regeneration and sustainable development. This summer, I will be interviewing private firms, public officials and NGO's involved in transforming Cape Town's urban form through several informal settlement upgrading projects.



OLESYA SYOMINA

23 * RUSSIA * ARCHITECTURE * ALISE_CH@MAIL.RU

My name is Olesya. I'm an architect, working in «Siberian Urban Lab». The June 2014 after six years of hard and exciting work I graduate from Institute of Architecture and Construction of ISTU. One of the most bright moment in my studying was participation 14 session of Winter University of Urban Planning Design with winners team E «CITY NOMADS». It is a great honor for me to participate in the design of one of the greatest cities of the world.



MARION LOUBIERE

24 * FRANCE * ENGINEERING, ENVIRONNEMENT & SUSTAINABLE DEVELOPMENT *
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Student at AgroParisTech master IDEA, I am passionate about issues related to resource management, environment and sustainable land management. Voluntary, positive and curious, I enjoy meeting people, discovering new themes and cultures while traveling and during professional experiences. As an Autonomous person, I also like to be part of a team in order to develop my ideas and experiences and equally benefit others. Moreover, being an athletic person, I like to renew some challenges.



LÉA SCHAFFROT TAO

28 * FRANCE * ARCHITECTURE *
LEA.TAO.SCHAFFROTH@GMAIL.COM

I studied architecture at Paris-Malaquai and did an exchange program in Buenos Aires where I focused on mobility problems in urban areas. For my master's degree I studied the divided city of Mitrovica, Kosovo. Since my graduation I've been working as an urban designer in Paris and spent the last two years in Beijing. I am fascinated by the complexities of the city, particularly the way in which the inhabitants participate in changing their environment. Raised in a multicultural family, I love to discover new places, speak other languages and learn from others.



B.K. SWASTIK

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I have worked in Many professional Urban Design Projects like 'BSUP (Basic Services for Urban Poor) Slum Rehabilitation at Pune', 'Rajiv Awas Yojana at Rangamatia, Bhubaneswar' and Bus Rapid Transit System (BRTS) with Urban designer Prasanna Desai. Also worked in Navkar Architects, where I have handled many commercial and institutional projects.



JULIEN DE LEIRIS

24 * FRANCE * M2 PUBLIC POLITICAL ANALYSIS *
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Native of Grenoble (Isère) and 24 years old, I completed my studies at the Institute of Political Studies in Lyon. Currently at the end of Master 2 in Public Policy Analysis, I am particularly interested in the territorial planning, with particular attention to energy and urban policies. I was able to address these issues through an international angle during a year spent at the University of British Columbia (UBC) in Vancouver. Finally, a recent internship at the Paris Urban Planning workshop (APUR), allowed me to address the issue of economic development in Paris and its metropolitan area.

TEAM B



VINCENT MORACCHINI

24 * FRANCE * URBAN PLANNING *
VINCENT.MORACCHINI@GMAIL.COM

I'm an inquisitive spirit, looking for new situations relating to matters of city. As an urban planner, I see myself as someone who allows the linking of different actors (from politicians to dwellers, as well as engineers and nonprofit organisations), then synthesizing in order to give the range of possible outcomes. It seems essential to me to make ground, alone, in groups, or with actors of the site, thus immersing in the site is essential. I am deeply passionate about the city in all its forms.



ROY GARGY

25 * INDIA * URBAN DESIGN * ROY.GARG101@GMAIL.COM

Brought up in a developing nation like India, has made me conscious about the city patterns of modern cities, environment and sustainability issues, and has developed my interest. Presently cities are undergoing changes in social structure; which has caused concentrated habitats in urban area. I believe this is the time to change our consciousness and take a step towards sustainability and making cities more creative. Hence, I aim to work in shaping future cities and reshaping existing.



LOUISE FRANCOIS

24 * FRANCE * ENGINEERING, INTERNATIONAL AGRO-
DEVELOPPEMENT * FRANCOISLOUIS76@GMAIL.COM

Engineering Student in International Agro-Development I specialized in land use and water management. My education and training have allowed me to gain a wide variety of expertise in agronomy, ecology, hydrology and management, as well as in economics or sociology. I now want to steer my career more into urban studies and to participate in the design of urban planning projects related to sustainable development. That's why I followed the online training (MOOC) proposed by the University of Montpellier 2 of the sustainable city.



LAURA KWIATKOWSKI

24 * FRANCE * ARCHITECTURE, URBAN PLANNING *
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Being an architecture student, I would describe myself as pugnacious, inventive and motivated. I have been working on the energetic transition for two years now, this topic is central to my final project. The field of urban planning has allowed me to fully assimilate the team concept: act, listen, debate. I worked a lot on the future of rural areas in addition to the issue of business parks. The concept of resilience is also for me one of the major challenges of the coming decades.



CÉLINE CHARELL

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Very sensitive to environmental and social issues, I focused my training on the topic of sustainable development, so as to work on the topic of territorial transition through architecture. I have since taken it to heart to explore the horizons of an eco-friendly architecture, questioning the human and social levers (shared housing), construction related levers (eco-materials, energy performance of buildings) or political and economic levers (development of Ambert countries).



TESSA SARE

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I am an inquisitive and passionate explorer of urban environments and great people-focused places. Over the past 7 years I have actively sought out a diverse range of projects and professional opportunities, in Australia and abroad, that would give me hands-on experience and allow me 'learn by doing and living' in different settings. I thrive in high-energy, dynamic and multidisciplinary teams and am passionate about finding creative, sustainable and effective solutions to urban and social planning issues and design-based challenges.

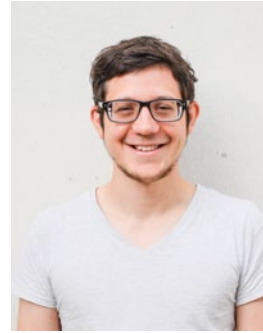
TEAM C



TAPAN SHAH

26 * INDIA * ARCHITECTURE * TAPANSHAH13@GMAIL.COM

I'm Tapan shah, Architect/Urbanist, born in 1988. Lives and works in Ahmedabad, India. Graduated in Architecture from Gujarat University in 2005. Further on did my post graduation in Master of Architecture (Urban Design) from CEPT University(2011-2013), Ahmedabad, India. Work with India's leading Architectural offices like CRDF, CEPT University (Ahmedabad, India) and ZZ Architects (Mumbai, India). In 2014 establishes my own office of architecture and urbanism. Currently I am also working as visiting professor at Growmore school of Architecture, Gujarat, India.



THOMAS VIGUIER

29 * FRANCE * ARCHITECTURE, URBAN PLANNING * GINKHOMA@HOTMAIL.FR

Holder of the state diploma of architecture, I completed this training with a Masters degree in Urban Planning. I chose my professional internships with the willingness to work as an architect and urban planner. They gave me the opportunity to develop my skills in teamwork, research, site analysis, and communication and proposal breakdown. I am deeply committed, curious, and a good listener. Passionate about my job, I continue to develop my dual training through conferences and involvement in local development associations.



ALEJANDRO ZAPATA

21 * COLOMBIA * ARCHITECTURE * ALEJANDRO.ZAPATA01@GMAIL.COM

I'm a young architecture student with an inquisitive and curious character, sociable and diligent, ordered and methodical; I prefer working in teams as a join of diverse ideas. I'm early passionate about urban themes. I can synthesize ideas and issues utilizing my skills in hand drawing and writing expression. Aware of global problems, in my projects I look for questioning about the role of architecture in a transformation of human mentality.



EDITH CHEZEL

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«Think global, act local! «A phrase that could describe me summarize my career and how I went from international relations to land use. All that to really live *. * live: from within, participate in the world in the making and plotting a way of life, contribute to the weaving and its mesh. (Tim Ingold) think, act, live, but listen, observe, walk, look, laugh, dance, meet and create. Create with others, for everyone, gardening, cooking, or elsewhere.



JOSEPHINE PINATEL

28 * FRANCE * LANDSCAPE ENGINEERING * JOSEPHINEPINATEL@GMAIL.COM

I am a landscape engineer of 27 years, living in Mexico for almost a year. I work with an agronomist specializing in «permaculture» and participatory sites (farms, houses «autonomous» tanks ...). We founded a landscaping workshop in Valle de Bravo. Projects that we are dealing with range from teaching farms, to gardens where we specifically use only native species or fruit, also working on public areas of the UNAM Morelia (Autonomous University of Mexico).

TEAM D



LAURIE LOISON

25 * FRANCE * TERRITORIAL STUDIES & URBAN PLANNING
* LAURIE.LOISON@GMAIL.COM

Urban planner trained in both Political Sciences and Urban Planning. I yearn for cross-disciplinary initiatives and collective work. Over time, I have become particularly interested in urban design, participatory planning processes and adaptive re-use of the existing built environment. A direct consequence of my international experience, I am very aware of the importance of local cultures and attentive to develop place-specific planning and design interventions.



ROMAIN MAROLLEAU

28 * FRANCE * ARCHITECTURE, CONSTRUCTION AND
SUSTAINABLE HABITAT * MAROLLEAU1@HOTMAIL.COM

As an Architect, I have worked for the past four years in the architectural firm of Semon Rapaport et associé (Seine et Marne). I'm Captivated in environmental issues, which lead me to start my reflection during my studies in architecture, either on materials (participatory construction on raw land), or concerning the matter of integration with the environment and even tackling the use of resources (College Project on an autonomous island). I am currently perusing a specialized Masters degree in Construction and Sustainable Habitat (offered by the ESTP and Arts and Crafts) in order to complete my knowledge and continue my approach.



HORCEL SOKENG FEUYEM

25 * CAMEROON * ARCHITECTURE, URBAN PLANNING *
SOKENG2008@YMAIL.COM

I am an architect and urban planner at the end of training, after six years at EAMAU (African School of Crafts Architecture and Urbanism), I am fully operational for the labour market. But before I start there, I really desire to repeat the experience I had in Porto-Novo workshop 2012. My love for challenges and adventures made me try several, very edifying extracurricular activities. I have always been guided by work, open-mindedness and curiosity. I firmly believe that the best is yet to come. I fully endorse the quote «alone I go faster, together we go further».



LUCY HUANG

24 * CANADA * LANDSCAPE ARCHITECTURE *
LUCY-304@HOTMAIL.COM

I was born and raised in China until I turned 14 when my parents sent me to Canada on my own. I went to boarding school since I was six years old. This experience made me a more independent person at an early age. I went to university at the University of British Columbia in Canada, and got my undergraduate degree in Bachelor of Science in Natural Resource Conservation. In 2013, a year after I graduated, I decided to challenge myself in a new field, Landscape Architecture. Therefore, I came back to China to start my Master degree in the School of Landscape Architecture.



SNEHA RAJEE

28 * INDIA * ARCHITECTURE, LANDSCAPE DESIGN *
SNEHARAJE9386@GMAIL.COM

I am a nature lover at heart, love travelling and exploring. "Loosen yourself" is my motto in life like wise I believe in giving my 100% to anything I get into. I am very passionate about plants and art. I enjoy my profession and it makes me content when I see my thoughts materialize. Meeting likeminded people, sharing ideas and experiences, travelling to historic and interesting places, feasting on the local foods and flourishing in my landscape architecture practice is what I see myself doing in future.

STAFF MEMBERS



BAPTISTE DURAND

FRANCE * PILOT * B.DURAND@AFTRP.COM

Graduated with an architecture degree, a training during which I quickly caught interest in urban issues. I chose to do my job on the side of project management because it is what determines the conditions for practicing the planning procedure. However I could through the urban planning workshop AFTRP keep one foot in planning. Les Ateliers is an area of freedom and positive subversion, which may leave deep scars on people and their way of seeing the world.



CLAIRE VIGE HELIE

FRANCE * DIRECTOR * CLAIRE.VIGEHHELIE@ATELIERS.ORG

I studied the urban economy in a business school, ESSEC, and I worked in the field of transport and infrastructure management. Then I spent 2 years in Mexico working on projects of urban development and infrastructure for the French Development Agency. I discovered "Les Ateliers" in Cergy in 2008, participating in a workshop session on the crossing of cities by large infrastructure, then being an assistant in a workshop in Manchuria. I Rode for good with "Les Ateliers" in 2012 for new adventures, Benin, Mexico, India and Cameroon. I love discovering new cities, find my way, and finding breathtaking places.



BENOIT VERNIERE

FRANCE * PILOT * BVERNIERE@HOTMAIL.COM

Civil engineer of the state and holds an MA in political science. eight years of experience in research, negotiation and projects mainly in the field of transport and land use. My experience is also marked by a strong interest in innovation: development of cooperation between communities, creating a planning agency in Essonne, creation and development of the Public Development Orly Rungis Seine Upstream (35 employees TODAY 'hui)



LÉA MORFOISSE

FRANCE * DEPUTY DIRECTOR *
LEA.MORFOISSE@ATELIERS.ORG

I discovered my interest in urban issues during my stay in Vietnam in 2009/2010. After completing a Masters in Political Science in June 2011, I joined "Les Ateliers" team to participate in the organization of the international seminar and the student workshop at Cergy on the theme «Revealing and staging the metropolitan landscape. I also participated in February 2012 in the student workshop in Irkutsk (Siberia). I love living abroad, learning new languages, experiencing new situations in life, and I'm always open to encounters and adventures.



JEAN MICHEL VINCENT

FRANCE * PILOT * JEANMICHEL.VINCENT@WANADOO.FR

Public works Engineer and urban planner, he worked in the public establishment of Automation of the New City of Cergy-Pontoise, and was later in charge of the Grand Lovre project. He then held various positions within the SNCF. He has participated several times in workshops, as participant and member of the jury and co-Piloted student workshops. He served as the director of sustainable development in the Director of Sustainable development DRIEA ile de France. He taught in two schools of engineer: ESTP and Arts et Metiers.

STAFF MEMBERS



H  L  NE TOUMANOFF

FRANCE * COORDINATOR *
HELENE.TOUMANOFF@ATELIERS.ORG

After studying 4 years product design at Esad Orleans and got a DNAP, I joined a the professional masters program in project management culture at the University Paris Sorbonne. After graduating in December 2013, I started working with Les Ateliers as responsible for coordinating the transition workshop 2014. I also continue to follow other cultural projects related to my specialization in the performing arts and will integrate for example during the festival, the team of Cirque du Village to be held in October 2014 in Paris.



LORRAINE PEYNICHOU

FRANCE * PILOT ASSISTANT *
LORRAINE.PEYNICHOU@GMAIL.COM

Doctoral student in urban planning thesis Lab'Urba, I am the assistant driver for the Paris workshop 2014 The subject of my thesis is self-management and urban services in France and Mexico. My role in the workshops is to participate in the design of scientific documents to guide the work of the selected participants. Along with my professional activities, I am invested in arts organizations in particular in connection with the theater and Latin American cultures.



SAMER HAYEK

LEBANON * TEAM ASSISTANT *
SAMER.C.HAYEK@GMAIL.COM

I would say I'm a multidisciplinary person. I always like to experience new things and work in as many fields as possible. From architecture, my original profession, to Product design & scenic design, as well as urban planning and landscape design and many more to come. I also have a passion for discovering new cultures new people and learning new languages. A free soul, I like to spread my wings and let the wind carry me, just as it did with "les ateliers" starting from a participant in the Irkutsk (Siberia) workshop in 2010 to a head assistant in the same workshop in 2012 and now as an assistant in Cergy for the second time.



SAMEH ARFAOUI

TUNISIA * ORGANISATIONAL ASSISTANT *
SAMEH.ARFAOUI@ATELIERS.ORG

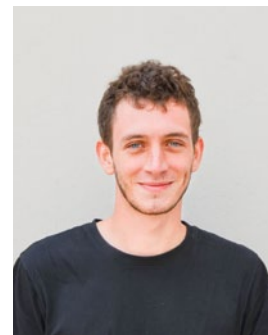
Born in 1987 in Tunis, Sameh studied English for International Relations and had a B.A. in Space Design. She is now completing a master degree on heritage and museography. Passionate of photography, she is active within the cultural and associative scene. Sameh participated in several exhibitions and festivals, in Tunisia and cities such as Perpignan, Madrid, Maribor, Sao Paulo, Montreal, etc. She was also an assistant in Paris in 2013, and in Irkutsk, Siberia, in 2014.



KONSTANTIN ZDYSHEV

RUSSIA * TEAM ASSISTANT * ZDYSHEV.KL@GMAIL.COM

My passion for architecture appeared since my first studying course, when I took part in different contests and festivals in Irkutsk and Krasnoyarsk. The last semester of my architecture education was at the Technical University of Vienna. Now I finished my first year of my Master degree with urban planning at Irkutsk State technical university and also I have a three years experience of working with city planning. Last year I was a participant at Les Ateliers workshop and it was a great experience to share my skills with other participants, and got a new knowledge of others specialists. I'm pretty sure that teamwork and the exchange of skills between specialists is the engine of progress.



GUILLAUME FARBOS

FRANCE * TEAM ASSISTANT *
GUILLAUME.FARBOS@GMAIL.COM

Passionate about Urban planning and architecture, I am eager to participate, as assistant, in the workshop on the energetic and ecological transition of the southern Paris region. In my work, I like to highlight and project the multidisciplinary reflections on the territory thinking on different scales, from the metropolitan level all the way to the architectural detail. Sharing ideas in an multinational and multidisciplinary team is a challenging and stimulating framework is more challenging both intellectually and in terms of graphic production. It is an experience that I had the chance to lead in several projects. thus renewing this experience is a matter dear to my heart.

STAFF MEMBERS



MELISSA CAZEAU

FRANCE * ORGANISATIONAL TRAINEE *
MELISSA.CAZEAU@GMAIL.COM

After my BTS Graphic Design, I decided to continue my studies in the field of cultural and artistic events communication. My skills have allowed me to have a global vision of the world of communication, from strategy, to conceptualization and creation. As a lively and willing person, teamwork appeals to me. Les Ateliers is a learning experience for me because it is the ideal way to associate sharing to creativity.



MORGAN BOURGEOIS

FRANCE * ADMINISTRATIVE ASSISTANT *
MORGAN.BOURGEOIS@ATELIERS.ORG

Morgan was born in 1992 in Bordeaux, He currently resides in the Cergy-Pontoise. After completing a high school he began studies in Economic and Social Administration at the University Paris Ouest Nanterre La Défense. He worked temporarily for Les Ateliers in July 2012 and then in 2013 joined the permanent staff of the Les Ateliers administrative assistant since October 2013.

ARTISTS



ANITA MOLINERO

FRANCE * ARTIST

Anita Molinero, employs undisguised “junk” as the primal matter of her sculptures dangerously exposing them to the risk of their going unrecognised as works of art because their status as rejected rubbish is difficult to shake off. Anita Molinero uncompromisingly confronts us with plastic objects and polystyrene foam, discarded containers and rubbish bags. These are literally derelict sculptures, caught in a state of feebleness like characters in a play by Beckett, constantly gnawing away at their own desolation and solitude, yet profoundly human in their halting, inadequate expression and awareness of their abandonment. (Taken from Yves Michaud - 1998)



MICHEL BLAZY

FRANCE * ARTIST

Michel Blazy works solely with living things to explore the very basic physical aspects of our existence - time, space and body. He attempts to create multi-sensorial and changing spaces and sculptures to show the uncertainties of our condition: the insects that conglomerate on his pieces, like the visitors that walk on or into his works accidentally create a story and ask questions. Placing his audience face to face with the fragility of conserving the living, so as to force them to look at the natural processes that surround us, the passage of time and the disturbing beauty of our biggest fear: decay.

JURY MEMBERS

PRESIDENCY OF THE JURY

Guy Bonneau	Vice-Chairman of the Essonne General Council in charge of integration, social economy, solidarity and employment
Corinne Lamarque	Director of Planning and Development at Grand Paris Aménagement

STATE AND LOCAL AUTHORITIES

Laurent Bourderaux	Director of the Chamarande and Méréville public estates
Anne Flamant	Responsible of the relation with the public, Chamarande estate
Cristina Garcez	Head of the Bureau of territorial strategies, sub-department of sustainable development, Ministry of Housing, Equality of territories and Rural Policy
Francine Gibaud	Head of the International Mission of Urban Planning and Housing, Ministry of Ecology, Sustainable Development and Energy
Emmanuel Michaud	Head of the Visual Arts Department, Regional Department of Cultural Affairs of the Ile-de-France region
Véronique Monsénégo	Manager of the department “Territories and metropolis”, Regional Department for Equipment and Planning
Claire Robillard	Vice-Chairman of the Essonne General Council, in charge of sustainable development, environment and agriculture
Sibylle Samoyault	Head of the Architecture Department, Regional Department of Cultural Affairs of the Ile-de-France region

ÎLE-DE-FRANCE INSTITUTIONS

Marc Amiot	Coordinator of the Southern Territories at the Chamber of Commerce and Industry of the Essonne area
Fouad Awada	Director of the Department of Planning and Development of the territories at the Institute of Urban Planning and Development of the Ile-de-France region
Jean-Jacques Boussaingault	Chairman of the French Regional Park Le Gâtinais
Gilles Bouvelot	General Director of the Public Institution of Real Estate of the Ile-de-France region
Julien Custot	General Secretary of Senart Public Institution for Planning
Evelyne Lucas	Director of the Essonne Council for Architecture, Urban planning and the Environment

PRIVATE STAKEHOLDERS

Franck Chauveau	Director of the Territorial Development of Essonne, EDF
Raphaël Ménard	Administrator of the Egis Foundation
Lionelle Maschino	Director of the Greater Paris mission at Veolia Environnement
Marc Rajade	CEO, SEMARDEL Group
Michel Dulimon	Director of Development and Promotion of the ARCADE Group
Marc Boyer	Chairman of Sun BBF and S2T

EXPERTS AND UNIVERSITIES

Elizabeth Auclair	Lecturer in Planning at the University of Cergy-Pontoise
Laurent Bécard	Architect and Urban Planner, Agency Bécard & Palay
Michel Blazy	Artist
Lola Davidson	Deputy General Secretary of the International Urban Development Association
Anne Durand	Architect, Atelier Anne Durand
Michel Hoessler	Landscape and urban planner, associate of the TER Agency
Thierry Laverne	Landscape and urban planner, Former Chairman of the Green Triangle Organization
Sylvain Lizon	Director of Paris-Cergy National School of Arts
Anita Molinero	Artist
Stefan Tischer	Landscape Architect, Professor at the National School of Landscape of Versailles
Frédérique Vincent	Director of the Higher Institute of Engineering and Environmental Management of MINES ParisTech
Bertrand Warnier	Architect and urban planner, founder of Les Ateliers de Cergy

INTERNATIONAL MEMBERS

Mathewos Asfaw	General Director of the planning department of the city of Addis-Ababa
Claudia Cassatella	Architect, Professor of landscape and regional planning, Polytechnic school of Turin, Italy
David Fanfani	Architect and urban planner, Professor at the University of Florence, Italy
Alexandra Kozak	Director of Irkutsk Winteruniversity, Russia
Pete North	Reader in Alternative Economies, Department of Geography and Planning, University of Liverpool, United Kingdom
Fabio Todeschini	Professor Emeritus of the Cape Town University, South Africa





The southern Paris region as a laboratory for localising the energy, ecological, urban and rural transition

