les Ateliers
maîtrise d'œuvre urbaine

41st International Urban Planning Workshop

From 4 to 20 September 2023
Paris Region, France

METAMORPHOSIS

Recomposing cities and territories in the face of climate change

Context Document

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Territory Profile

Territory profile

Paris, a world city

Paris is regarded as a "world-city", to quote Saskia Sassen. Indeed, it concentrates a number of core functions that make it a global metropolis. It is home to the headquarters of many of the world's most powerful multinationals, and is also one of the leading hubs of the global stock market. The area of La Défense accounts for 20% of the Île-de-France Region's GDP and is considered one of the world's leading business districts. Paris is also an important political hub, being the capital of France (the world's 6th-largest power) and home to the offices of numerous international organizations. In addition, it boasts a high concentration of tertiary sector activities (40% of French executives) and a major research hub (59% of French researchers). Moreover, it serves as the heart of an extensive transportation network, making Paris one of the most accessible cities in the world, as well as an important international convention site.

That said, it is also a major international transportation hub. Along with New York, Tokyo and London, Paris is one of the four principal poles of the world's megalopolitan archipelago, the centre of international trade. It lies at the heart of one of Europe's and the world's most dynamic urban regions. "Located at the crossroads of European and global trade, the Île-de-France is France's leading economic region and one of the most dynamic in Europe. Comprising 8 departments, 1,295 communes and arrondissements, it is home to a population of 12.2 million (19% of the French metropolitan population) that is younger than the national average." (IAU–IDF, Insee, CCI Paris–Île de France, 2018).
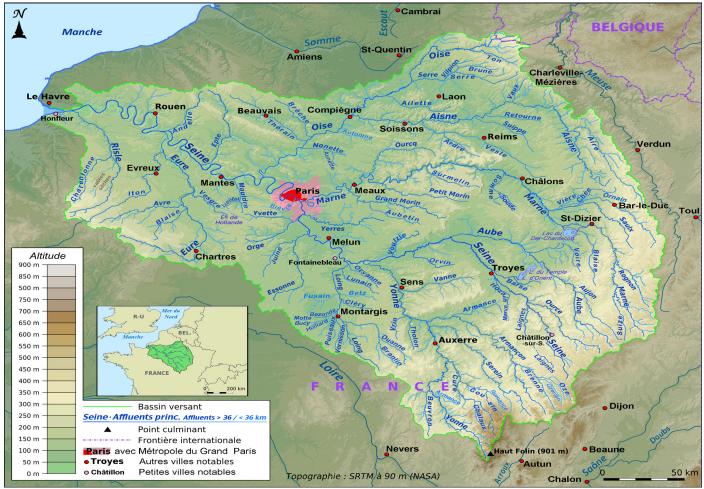
Hydrography and geography

The geography of the Île-de-France is characterized, in physical terms, by its location at the centre of a basin, the Paris Basin. This relatively flat basin is irrigated by a navigable river, the Seine, whose main tributaries converge directly within the region. The Île-de-France is irrigated by a dense network of rivers, with a cumulative length of roughly 4,000 km.

The Seine is the region's most important river. The other main rivers are tributaries of the Seine. The main navigable rivers are the Marne, Oise and Yonne, followed by the Grand Morin, Petit Morin, Yerres, Essonne, Orge, Loing, Mauldre, Yvette, Bièvre, Ourcq, among others. In addition, there are several established canals (Saint-Denis, Chelles, Ourcq, Loing, etc.) and a network of irrigation channels once created to supply the Château de Versailles.

In other words, the "river" in the Île-de-France is a key element of the region's identity, as reflected by the landscapes along its banks and shores (both urban and rural), the richness of its natural environments as well as its role as a site for human activities (with the ports at Gennevilliers, Paris, etc.), which have led to the production of a diverse built heritage and remarkable sites.

The Seine at Quai de la Ruelle and its 1900 homes in Bois-le-Roi (Seine-et-Marne). . PATRICK ESCUDERO / HEMIS.FR

The Seine's watershed, extending beyond the region of the Île-de-France, flows to other regions (Normandy, Poitou-Charentes, Centre). PAUL PASSY

Territorial structure

France is divided administratively into 18 regions and 101 départements (counties). The Île-de-France is one of these 18 regions. Within the Île-de-France, the heart of the region is formed by the city of Paris, divided into 20 arrondissements. Paris also serves as a département. The city is bordered by the Boulevard Périphérique (a ring road), which links it to the "Petite Couronne" (inner suburbs).

The Petite Couronne is a zone consisting of the three départements bordering the city of Paris. Until late 1967, most of this area, together with Paris, formed the département of the Seine.

The three départements of the Petite Couronne are:

> The Hauts-de-Seine, the region's smallest département (17,541 hectares), comprising 36 communes (municipalities);

> The Seine-Saint-Denis, with a surface area of 23,581 hectares and 40 communes;

> The Val-de-Marne, with a surface area of 24,441 hectares and 47 communes.

The "Grande Couronne" (outer suburbs) is comprised of 4 key départements: the Seine-et-Marne (77), the Yvelines (78), the Essonne (91) and the Val-d'Oise (95).

> The Seine-et-Marne is the region's largest département (591,665 hectares and 510 communes).

> The Yvelines is a département covering 227,088 hectares and comprising 262 communes.

> The Essonne has a surface area of 180,439 hectares and 196 communes.

> The Val-d'Oise is a département with a surface area of 124,857 hectares, comprising 184 communes.

The Île-de-France Region and its départements - CANYAMEL

A region rich in history

The creation of Paris

The Île-de-France Region, with its rich history and heritage, continues today to bear the imprint of what is known as "star-shaped" or "radioconcentric" urban planning, in which everything converges upon Paris. Since the Middle Ages (from the 5th to the 15th century), the city of Paris has constantly expanded beyond its limits, whether they be military or fiscal boundaries (e.g. The Wall of Philip Augustus, followed by the Thiers Wall). Paris also expanded through the annexation of villages such as Passy and Montmartre.
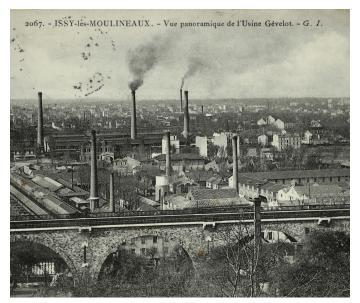
During the Middle Ages, its urban fabric was primarily dense and slum-like, with narrow streets. Paris really changed under Napoleon III's Second Empire, notably with the influence of Baron Haussmann, a high-ranking civil servant. The latter brought sanitation concerns to the fore, leading to the airing out of the dense, slum-like districts through the creation of the "Haussmannian openings". In doing so, he profoundly restructured the urban fabric.

In his view, these openings would culminate in what he called an "urban event", reflected in the creation of the Garnier opera house. Added to this were sanitation concerns, which led to the creation of sewer and water systems. Harmonious street fittings, such as fountains and pissoirs (public urinals), complemented these transformations. Parks were also created from nothing, such as Parc Monceau and Buttes Chaumont, again with a view to improving sanitary conditions.

Housing was built aligned with the street, and irrigated so that each social class had its own allocated floor. The aim was to modernize the city of Paris and to create a uniform image. This aesthetic was intended to create a recognizable and replicable urban harmony.

Since then, the city has continued to develop and grow in order to accommodate an ever-increasing population. This has been accompanied by chronic problems such as a lack of housing.

Industries were driven out of central Paris due to lack of space and relegated to the nearby suburbs. This, in turn, attracted a less affluent segment of the population to the so-called "industrial" suburbs, with the arrival of social housing.

Example of a factory in a nearby suburb "Issy-Les-Moulineaux "
ARCHIVES HAUTS DE SEINE- 9FI/ISM_2

Parc des Buttes Chaumont (19th arrondissement of Paris)
BALADES AU JARDIN

Development and General Organization Plan for the Parisian Region (PADOG) Institut Paris Région, 1960

The region's major milestones

The Paris Region developed in a rather haphazard fashion, as households began to use cars and as the development of the suburbs began. The phenomenon of suburbanization gained momentum in the 1960s, with the massive construction of detached single-family homes. By 1990, these accounted fo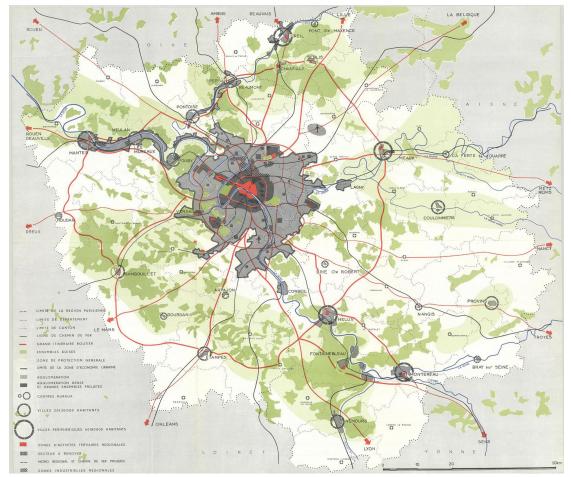r up to 2/3 of all new construction. As a result, in 2012, ¼ of Paris Region households lived in a single-family home they owned, and 43% of couples with children lived in a detached home (compared with 28% in 1975).

The process of suburbanization was the result of several concurrent trends:

- The search for larger homes, outdoor spaces (especially gardens), privacy and peace and quiet;
- The desire to own a home, which is difficult in the city for modest or middle-class households;
- The desire to maintain rapid access to the city centre and employment centres, whether by car or public transport, and the development of which is a prerequisite for the viability of settling outside the dense city.

In 1960, the Plan d'Aménagement et d'Organisation Générale de la Région Parisienne (PADOG) was published. This plan aimed to overhaul the Paris Region's considerable shortfall in infrastructure, while at the same time limiting urban growth.

In the same year, the wholesale food market in central Paris (Les Halles) was relocated to Rungis and La Villette, in a bid to free up space and comply with sanitation recommendations.

Cergy-Pontoise *(1969)*
Statut actuel : *communauté d'agglomération depuis 2004*
13 communes / 8 000 hectares
*203 913 habitants***
90 000 emplois salariés

Saint-Quentin-en-Yvelines *(1970)*
Statut actuel : *communauté d'agglomération depuis 2004*
7 communes / 6 700 hectares
*144 419 habitants**
108 000 emplois salariés

Sources : Insee, CAECE
* en 2011 **en 2012 ***en 2015

Marne-la-Vallée *(1972)*
Statut actuel : *ville nouvelle*
26 communes / 17 500 hectares
*300 514 habitants***
*140 563 emplois**

Evry *(1969)*
Statut actuel : *communauté d'agglomération depuis 2001*
6 communes / 4 313 hectares
*116 149 habitants****
69 000 emplois salariés

Sénart *(1973)*
Statut actuel : *ville nouvelle*
10 communes / 12 000 hectares
117 200 habitants
38 500 emplois

VAL-D'OISE
SEINE-SAINT-DENIS
YVELINES
HAUTS-DE-SEINE
PARIS
VAL-DE-MARNE
SEINE-ET-MARNE
ESSONNE

10 km

1961
Paul Delouvrier, délégué général au District de la région de Paris

1965
Création des villes nouvelles préconisée par le SDAURP [1]

1970
« Loi Boscher » facilite la création d'agglomérations nouvelles

1983
« Loi Rocard » modifiant le statut des agglomérations nouvelles

1998
Engagement du processus de retour au droit commun des agglomérations nouvelles

2000-2002
Dissolution des EPA d'Evry, de Cergy-Pontoise, de Saint-Quentin-en-Yvelines et des rives de l'Etang de Berre

1960   1970   1980   1990   2000

1969-1973 Création de 9 villes nouvelles *(5 en Ile-de-France, 4 en province)*

(1) Schéma directeur d'aménagement et d'urbanisme de la région parisienne

Map of the new towns - LE MONITEUR

To offset the urban sprawl, the French government envisaged the creation of balanced metropolises or "villes-nouvelles" (new towns) as recommended in the 1965 SDAURP. There are five of these in the Paris Region, designed to balance housing and work. They are Cergy-Pontoise, Evry, Sénart, Saint-Quentin-En-Yvelines and Marne-la-Vallée.
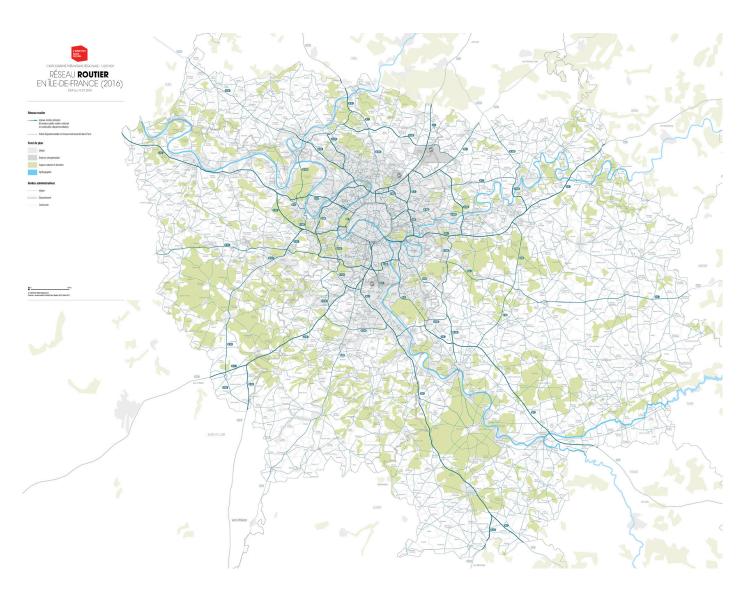
Household motorization and the arrival of the automobile led to the creation of the Boulevard Périphérique in 1973. This 35.04 km circular expressway runs around Paris, and includes the riverside roads.

The Region was created in 1972 under the name "Région Parisienne" and renamed "Région Île-de-France" in 1976. The region gained greater autonomy from the state following the Defferre laws (82), which decentralized power to the regions and gave them greater powers and autonomy.

All this was accompanied by the creation of the Schéma Régional d'Île de France (SDRIF) in 1994, which provided broad guidelines for the planning and development of the Paris Region. This was revised and approved in 2013, adopting a long-term vision up to 2030, with major projects such as the 2024 Olympic Games. The Region is now in the process of drawing up its first SRIF-E: Schéma Directeur de la Région Île-de-France Environnemental.

Photo of the Parisian ring road at the Porte de Bagnolet. ROOLE

Map of the road network in the Île-de-France Region, France's main road network, with over 38,000 km of roads and more than 1,000 km of freeways and expressways. INSTITUT PARIS RÉGION.

Landscape identities in Île-de-France

Diverse, historic landscapes

The Île-de-France is a region with a multitude of landscapes, whose great diversity is rooted in the region's history.

In order to quantify this diversity, the region can be divided into three levels: the Pays, the Grandes Unités and the Petites Unités Paysagères.

The Pays is the most expansive: it corresponds to fairly large territories, which regularly spill over into the surrounding regions. Although the Pays does not correspond to any administrative division, it still has a certain notoriety and is the foundation of long-standing identities. Its dimensions are based on geography (geology, hydrology, etc.) and on the history of human activities, particularly agriculture. Brie, for example, is famous for its cheese of the same name.

Then there are the "Unités Paysagères". These landscape units are defined as "[…] the basic unit for dividing up a territory in terms of its geomorphology, natural or built features, activities and relationships".

These diverse landscape identities are also the result of a series of successive planning policies, such as the construction of the capital's major monuments, the arrival of the La Défense business district, the Grands Ensembles and the Cité-Jardins, each a reflection of the politics of the time.
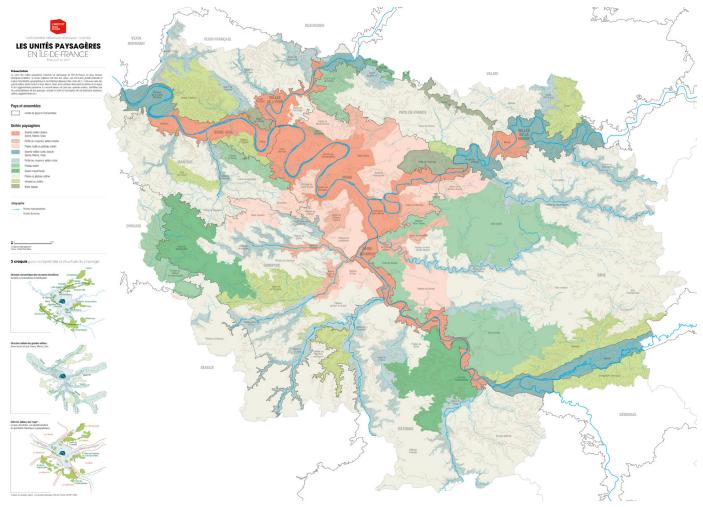
The Grands Ensembles, built in France between 1955 and 1985, were produced to alleviate the housing crisis and offer better living conditions. Initially designed for the middle classes, they eventually catered to a number of increasingly vulnerable social classes and became further impoverished.

Cité jardins (garden cities), a utopian urban form theorized in the 19th century by Ebenezer Howard, were designed with social and urban–nature concerns in mind. In France, cités jardins are basically social housing estates designed for a modest or even vulnerable population, with landscaped amenities.

The region's identity is also shaped by the major infrastructures that dot its landscape, such as transport and freight infrastructures and ports. The complexity of the Paris Region's landscape is the result of numerous strata of urbanization, creating urban, rural, agricultural and other landscapes. Inhabitants have also created these landscapes, through their life stories and their views of the area in which they live.

In Plessis-Robinson, in the southern suburbs of the capital. DANIEL BARREAU

Map of the Unités Paysagère in the Île-de-France. L'INSITIUT PARIS RÉGION

Meaux, historic city center (Eastern part of the region).
MEAUX MARNE OURCQ TOURISME

The garden city of Stains (North of Paris).
VILLE DE STAINS

Sarcelles, the district of Grands Ensembles (North of the region).
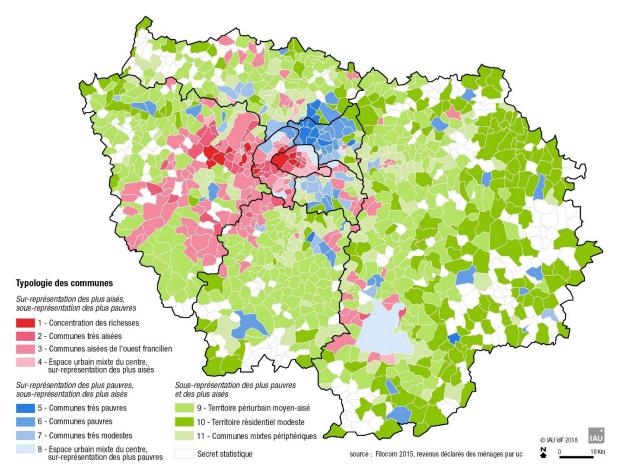VILLE DE SARCELLES

Residential neighborhoods in Bussy-Saint-Georges (Eastern part of the region). VILLE DE BUSSY-SAINT-GEORGES

Socio-spatial inequalities

The Île-de-France Region is also one of the most unequal in terms of income. In 2018, 1.8 million people lived below the poverty line in the Île-de-France. Other significant disparities can also be observed: average incomes vary by a factor of three depending on the commune. These inequalities are exacerbated by the extremely high living standards of the most affluent (the communes with inhabitants who earn the highest incomes in France are mostly in the Île-de-France). Moreover, poverty tends to increase more in communes where it was already present, notably in those where unemployment, the number of tenants or the number of immigrants have increased the most.

This pattern is at the root of the spatial inequalities. The most vulnerable segments of the population are forced to move further away from amenities and public transport, reinforcing "pockets of poverty" and creating "neighbourhoods" of impoverishment. This is particularly the case in the working-class districts of Paris and in the communes close to Paris, where the phenomenon of gentrification can be observed.

Furthermore, wealth-creating employment areas are not necessarily the richest territories. Some are actually in poor areas such as the Plaine Saint-Denis in Seine-Saint-Denis, which is home to a large number of corporate headquarters. However, employees tend not to live there. Instead, a high concentration of executives and high intellectual professions are found in areas such as Hauts-De-Seine.

Typologie des communes

Sur-représentation des plus aisés, sous-représentation des plus pauvres

- 1 - Concentration des richesses
- 2 - Communes très aisées
- 3 - Communes aisées de l'ouest francilien
- 4 - Espace urbain mixte du centre, sur-représentation des plus aisés

Sur-représentation des plus pauvres, sous-représentation des plus aisés

- 5 - Communes très pauvres
- 6 - Communes pauvres
- 7 - Communes très modestes
- 8 - Espace urbain mixte du centre, sur-représentation des plus pauvres

Sous-représentation des plus pauvres et des plus aisés

- 9 - Territoire périurbain moyen-aisé
- 10 - Territoire résidentiel modeste
- 11 - Communes mixtes périphériques
- Secret statistique

© IAU idF 2018

source : Filocom 2015, revenus déclarés des ménages par uc

N   0   10 Km

Social geography of franciliens (inhabitants of the île-de-france region) based on household income profiles in 2015. IAU IDF 2018

Housing politics in France

The first housing laws and the emergence of social housing

France has seen many laws regarding housing. The 1st was passed in 1850, dealing with problem of sanitation in substandard housing. This was the first public intervention to curb housing problems. It specifically concerned Paris, where dense, slum-like living conditions had encouraged epidemics such as cholera.

The Industrial Revolution by contrast was characterized by private initiatives, with the bulk of housing production destined for workers. One example is the Familistère de Guise, the brainchild of stove manufacturer Mr. Godin. He acquired the land opposite his factory and decided to build his "social palace" there. The idea was to create a housing estate for his employees, offering them all the necessary comforts as well as leisure facilities.

This type of initiative paved the way for social housing, as reflected by the town of Noisiel and the development of its housing estate for workers, the "Village de Noisiel". At the same time, between 1885 and 1894, the first low-cost housing projects called Habitations à Bon Marché (HBMs) were launched.

The Siegfried Law of 1894 enshrined the name HBM and encouraged the introduction of tax-exempt housing at social prices. These were still private initiatives. It was not until 1912, with the Bonnevay Law and the creation of public low-cost housing offices, that local authorities became involved in building housing within their territories. This marked the creation of a public social housing service in France.

In the aftermath of the First World War, France experienced a wave of destruction, which exacerbated the housing shortage. In parallel with this crisis, private developers began creating housing estates on the outskirts of the city. Subdivisions were developed in Paris between 1820 and 1850, mainly small-scale operations such as Plaine de Passy and Batignolles. The larger subdivisions were built on the outskirts of Paris, such as the Parc du Vésinet subdivision in Le Vésinet (Yvelines) in 1856.

In 1928, the Loucheur Law enabled the state to intervene in the construction of low-income housing. It echoed a vast construction program already launched by the government.

The emergence of cité jardins in France, first theorized by Ebenezer Howard in 1898, was spearheaded by Henri Sellier, an urban planner and social reformer, who also founded the département de la Seine and the HBM public housing office. The 15 cités jardins built in the Île-de-France owe their existence to him, among other architects. They were built on the principle of linking social housing and nature, in a spirit of health and well-being in the city. Examples include the garden city of Stains (Seine-St-Denis) and Le Nouveau Logis, the garden city of Orly.

At the same time, the "red belt" expanded, encompassing all the suburban towns inhabited by the working class near Paris. These were mainly towns that became Communist after 1977.

Post-World War II (1939–1945) and the construction boom

The end of the war was marked by massive destruction in France and a chronic housing shortage. To counter this, the Ministry of Reconstruction and Urban Planning was created (1944–1954). Its aim was to redevelop destroyed towns and cities, and to respond to the poor housing situation in a state of emergency.

The State drew up development and reconstruction plans for destroyed towns and cities, trying to overcome the material difficulties encountered during the reconstruction period. The state became a housing planner, intent on housing the whole of civil society, which was transforming from a rural and agricultural society to an urban and industrial one.

The central concern was to reduce the cost of production in order to provide housing for all. Added to this was the emergence of comfort standards (minimum standards that all new housing had to meet). The same applied to public facilities. This marked the start of mass production and the constuction of the "Grands Ensembles", with 270,000 homes built in 1954 and 300,000 in 1957.

The birth of the Fifth Republic in 1958 further reinforced this construction momentum, as did the redevelopment of old city centres. This was known as "urban renewal" and involved the demolition of dilapidated city blocks, the reworking of the road network and the development of new blocks separating cars from pedestrians. As a result, the families living in precarious conditions in the old city centres began to move to the large housing estates on the outskirts.
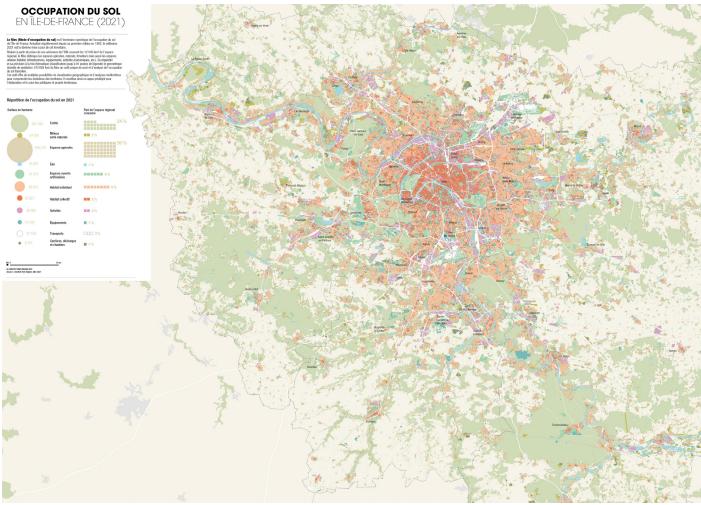
In the 1960s, the French government had to deal with a form of informal housing, notably shantytowns like the one in Nanterre (Hauts-de-Seine).

Then, just as household car ownership was on the rise and policies to promote home ownership were encouraging the development of suburban housing, the Guichard Circular of 1973 put a stop to the production of the "Grands Ensembles". This marked the start of a new policy, that of the Villes Nouvelles (New Towns), comprehensive urban centres created at a distance from existing towns in order to curb the housing crisis.

The law of 3 January 1977 introduced a number of changes, including the creation of: the APL (personalized housing assistance) to help a wide range of people pay their rent.

Pyramids neighborhood, new town of Evry, in the southern Île-de-France. ANRU

OCCUPATION DU SOL
EN ÎLE-DE-FRANCE (2021)

Le Mos (Mode d'occupation du sol) est l'inventaire numérique de l'occupation du sol de l'Île-de-France. Actualisé régulièrement depuis sa première édition en 1982, le millésime 2021 est la dixième mise à jour de cet inventaire.

Réalisé à partir de prises de vue aériennes de l'IGN couvrant les 12 000 km² de l'espace régional, le Mos distingue les espaces agricoles, naturels, forestiers mais aussi les espaces urbains (habitat, infrastructure, équipements, activités économiques, etc.). Sa régularité et sa précision à la fois thématique (classification jusqu'à 81 postes de légende) et géométrique (échelle de restitution 1/5 000) font du Mos un outil unique de suivi et d'analyse de l'occupation du sol francilien.

Cet outil offre de multiples possibilités de visualisation géographique et d'analyses multicritères pour comprendre les évolutions des territoires. Il constitue ainsi un appui privilégié pour l'élaboration et le suivi des politiques et projets territoriaux.

Répartition de l'occupation du sol en 2021

Land use in Île-de-France in 2021. INSTITUT PARIS RÉGION

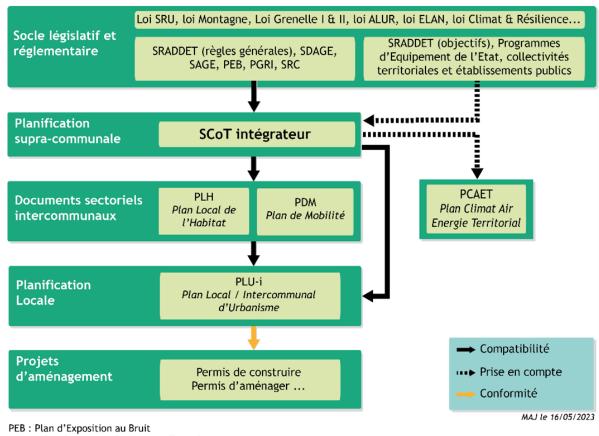

The Major Axis, within the new town of Cergy in northwestern Île-de-France. MINISTÈRE DE LA CULTURE

Governance and actors of territorial planning

Urban planning regulations in France

The French system is governed by a large number of stakeholders for its territorial planning. This plethora of actors is at the origin of numerous urban planning regulations. One of the system's most important principles is the translation of broad guidelines between the different levels, from the State to local authorities. This ensures that planning regulations are "compatible" with each other, in order to maintain coherence within the territorial hierarchy.

The diagram below shows the main planning regulations applied to the entire French territory. At the highest level, this legislative and regulatory framework guides urban planning legislation such as the Solidarité et Renouvellement Urbain (SRU, 2000). This law imposes a social housing quota within communes (25% of housing units), in order to combat socio-spatial fractures in cities. Another example is the Accès au Logement et un Urbanisme Rénové (ALUR, 2014) Law, which aims to improve access to the right to decent housing and to develop the property market and rent control.
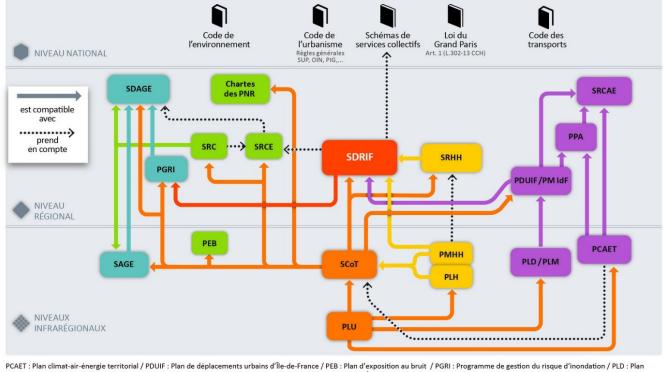
LA HIERARCHIE DES NORMES

Socle législatif et réglementaire	Loi SRU, loi Montagne, Loi Grenelle I & II, loi ALUR, loi ELAN, loi Climat & Résilience…	
	SRADDET (règles générales), SDAGE, SAGE, PEB, PGRI, SRC	SRADDET (objectifs), Programmes d'Equipement de l'Etat, collectivités territoriales et établissements publics
Planification supra-communale	SCoT intégrateur	
Documents sectoriels intercommunaux	PLH *Plan Local de l'Habitat* / PDM *Plan de Mobilité*	PCAET *Plan Climat Air Energie Territorial*
Planification Locale	PLU-i *Plan Local / Intercommunal d'Urbanisme*	
Projets d'aménagement	Permis de construire Permis d'aménager …	

→ Compatibilité
⋯▶ Prise en compte
→ Conformité

MAJ le 16/05/2023

PEB : Plan d'Exposition au Bruit
PGRI : Plan de Gestion des Risques d'Inondation
SAGE : Schéma d'Aménagement et de Gestion de l'Eau
SDAGE : Schéma Directeur d'Aménagement et de Gestion de l'Eau
SRADDET : Schéma Régional d'Aménagement et de Développement Durable du Territoire
SRC : Schéma Régional des Carrières

Hierarchy of norms within urban planning documents. SCOT NORD ISÈRE

PCAET : Plan climat-air-énergie territorial / PDUIF : Plan de déplacements urbains d'Île-de-France / PEB : Plan d'exposition au bruit / PGRI : Programme de gestion du risque d'inondation / PLD : Plan local de déplacements / PMHH : Plan métropolitain de l'habitat et de l'hébergement / PMIdF : Plan de mobilité Île-de-France / PLH : Programme local de l'habitat / PLM : Plan local de mobilité / PLU : Plan local d'urbanisme / PNR : Parc naturel régional / PPA : Plan de protection de l'Atmosphère / SAGE : Schéma d'aménagement et de gestion des eaux / SCoT : Schéma de cohérence territoriale / SDAGE : Schéma directeur d'aménagement et de gestion des eaux / SDRIF : Schéma directeur de la Région Île-de-France / SRC : Schéma régional des carrières / SRCAE : Schéma régional du climat, de l'air et de l'énergie / SRCE : Schéma régional de cohérence écologique / SRHH : Schéma régional de l'habitat et de l'hébergement

Compatibility of numerous development documents in Île-de-France. INSTITUT PARIS RÉGION

The Paris Region is governed by a region-wide policy known as the Schéma Directeur de la Région Île-de-France (SDRIF). It structures the Paris Region and serves three main objectives:

- Manage urban growth, land use and the preservation of rural and natural areas;
- Define the location of major transport infrastructures and facilities,
- Promote the region's international influence

The previous SDRIF (2013) left climate change largely unaddressed.

The SDRIF-E (Environnementale), which is currently being drafted, focuses on the challenges of climate change and the resilience of the Paris Region. Its purpose is to combat urban sprawl and protect natural, agricultural and forest areas. In addition, there is the issue of mobility, with the development of more responsible forms of mobility; and that of food sovereignty, with the preservation of the Paris Region's agricultural sector. All of this is part of a vision for a region that is more respectful of the environment and its agricultural areas through the promotion of local food supply chains.
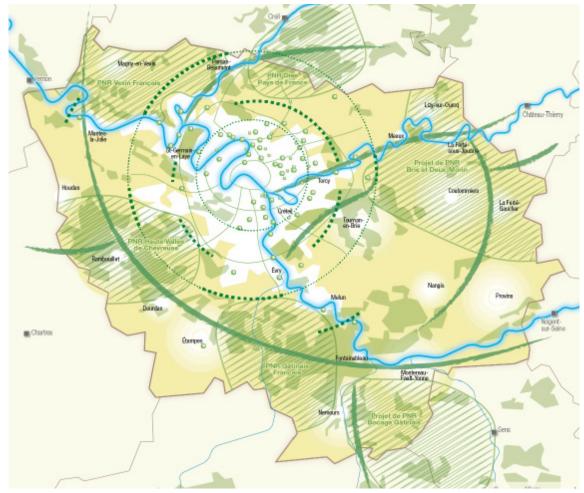
The Schéma de Cohérence Territorial (SCOT) is a town-planning policy for intermunicipal areas and population catchment areas. There are 12 SCOTs in the Île-de-France Region, covering 131 communes and 7.2 million inhabitants. They therefore do not cover the entire Paris Region.
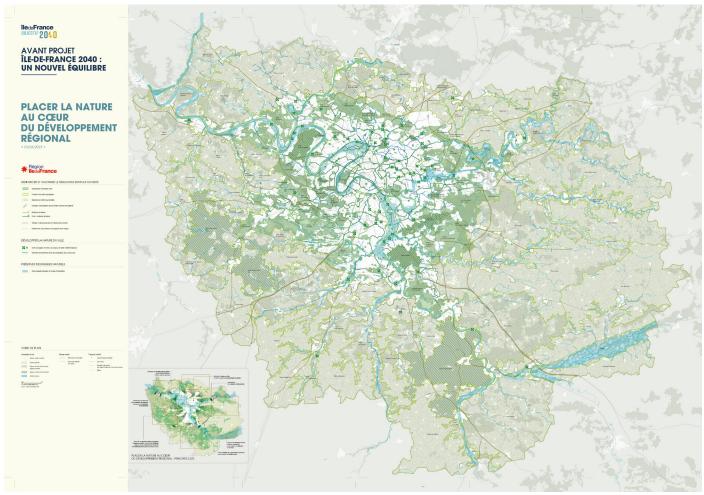
At the local level, the Plan Local de l'Urbanisme (PLU) and PLUI (Intercommunal) allow for certain projects to be orientated towards a given territory, while respecting other urban planning regulations. They also help to regulate and create architectural harmony among buildings. They are divided into several sections:

- The presentation report and territorial diagnosis;
- The regulations regarding land-use easements by zones for each parcel of land, which enable the issuing of building permits or not;
- The Projet d'Aménagement et de Développement Durable (PADD) is a plan for sustainable development that defines the main guidelines for the territory's development.

As far as housing is concerned, the national law on the New Territorial Organization of the Republic (NOTRe, 2015), conveys the responsibility for "Housing" to the regions. As a result, the Schéma Régional de l'Habitat et de l'Hébergement (SRHH) is a strategic planning document that aims to facilitate the coordination of policies on a regional scale. In addition, the Greater Paris metropolis is currently carrying out a diagnosis that will lead to the creation of a Plan Métropolitain de l'Habitat et de l'Hébergement (PMHH). Locally, it is the Local Housing Plan that comes into play.

The 2013 SDRIF (carrying a vision for the region until 2030) in its component related to the protection of natural spaces. INSTITUT PARIS RÉGION

The draft SDRIF-E (non-final document, carrying a vision for the region until 2040) extends this vision of green and blue networks.

The actors behind territorial planning process

In France, regional planning was a State responsibility until the Defferre Law of 1983. Part of a policy of decentralization, this law gave more power to the regions, départements and communes for planning and urban development. This decentralization process was carried out in several stages, and today enables local authorities to make decisions that are directly adapted to their territories.

Private-sector actors have also played a role in the urbanization of France, being at the origin of the first social housing projects (see section on housing policies). Today, large-scale projects are often initiated by property developers.

In addition to the purely public and private sectors, another branch exists: that of semi-public operators.

The Etablissement Public Foncier d'Île-de-France (EPFIF) is a public land agency whose primary mission is to acquire land for development by a third party responsible for the construction of housing, new districts or public facilities. It also assists local authorities in defining their projects.

The EPF Île-de-France's objectives are to:
- Unblock constructible land;
- Support mayors who are builders;
- Promote housing production;
- Lower land prices.

Grand Paris Aménagement is a group of public land developers serving mayors and local authorities throughout the Île-de-France Region, with the ambition of (re)creating a better quality of life for local residents.

The Institut Paris Région is a body serving the Île-de-France Region, whose mission is to carry out studies, surveys and research in the region's development and urban planning. It operates at different scales (local or even metropolitan) and across several fields: urban planning, housing, transport, mobility, the environment, biodiversity, waste, the economy, etc.

Other dynamics also come into the planning process. "Inventons la métropole du Grand Paris" was an international consultation billed as Europe's largest call for architectural and urban planning projects. It sought projects for sites with great potential, notably the districts around the stations of the Grand Paris Express. It enabled the metropolises' communes to identify and select the best projects for the sites, whose responibility would then be handed back to the municipalities. Candidate teams included architects, developers, investors, users, start-ups, researchers, associations and SMEs. The "Parcs en Scène" district project in Orly was one of the competition winners.

The Atelier Parisien d'Urbanisme (APUR) is a non-profit association whose mission is to assess and highlight the major urban and societal trends in Paris.

The construction and design of the city is also carried out in consultation with the residents and inhabitants of the Paris Region, in order to propose projects that are coherent and appropriate to the territory. It can therefore be said that residents are also full-fledged actors in the territory's planning.

Part II

Key Concepts, Initiatives, and Projects

1. New ways of living

New geographies of intimacy and self-relations

The work conducted by the sociologist Monique Eleb highlights changes in lifestyles and family dynamics that lead to new geographies of intimacy. These developments are rooted in psychological and unconscious concepts that shape expectations regarding housing and living spaces.

Demographic changes are a key factor. By 2050, one in three people will be over 60 years old. Currently, 36% of the French population consists of singles, rising to 53% in Paris. With the rise of teleworking, expected to become the norm soon, increasing divorce rates, and the trend toward two-person households, it is essential to consider these data.

The initial observation is that housing production has become standardized and stereotyped, no longer meeting the varied needs of individuals. Monique Eleb emphasizes that architectural heritage no longer adapts to new household types and family structures. The traditional «model» family is declining, making way for configurations such as single-parent, blended, and same-sex parent families. Housing designed for traditional families is no longer in line with current expectations and does not promote the well-being of all residents.

Personal fulfillment and well-being are becoming the central focus of this sociological research. Housing is transforming into a place where each person can thrive, either alone or in the company of others. The idea is to offer retreat spaces for isolation when needed, as well as shared areas for social interactions. This distinction also aligns with the increasingly individualized nature of lifestyles.

Other factors come into play as well, such as widespread cohabitation in Île-de-France, where a housing crisis compels many young people to stay with their parents longer. This can create conflicts of interest in housing, as privacy needs evolve with age.

Aspects like the traditional layout of day and night areas are no longer suitable. The proximity of parental and children's bedrooms can pose problems. Crises such as the COVID-19 pandemic have also played a role by popularizing teleworking and leading to the internalization of activities that were once external.

The idea of adaptable, flexible, and reversible housing is emerging to meet the changing expectations of society. This future vision emphasizes adapting layouts to promote inclusion.

In response to these challenges, alternative initiatives have emerged alongside traditional housing. Alternative housing options, targeting specific categories such as seniors, young professionals, or single women, seek to address the specific needs of these populations.

Perspectives for Housing in the Future

Co-housing is an approach that gives residents the opportunity to design their housing from the outset, including the creation of shared common spaces with other residents. This form of housing is gaining popularity, with some new initiatives supported by housing organizations, which also ensure a social aspect and equitable access for all.

The appeal of co-housing is broad and encompasses different segments of the population, as exemplified by the Maison des Babayagas in Montreuil. Inaugurated at the beginning of 2013, the «Maison des Babayagas» is an example of self-managed, citizen-driven, solidarity-based, and ecological co-housing. The majority of its housing is dedicated to women aged 60 and over. This innovative concept seeks to redefine the perception of aging by offering a different housing model.

Intergenerational housing, on the other hand, promotes cohabitation among individuals of different age groups (students, families, the elderly) and encourages solidarity and mutual support between generations.

The Maison de la Diversité, led by Stéphane Sauvé, is an example of inclusive housing. This project aims to provide LGBT seniors with an environment where they can live freely and safely within an inclusive and tolerant society. This initiative is part of a broader effort to promote diversity and create spaces where everyone can thrive without fear of discrimination.

Coopérer pour son habitat :
IMAGINER AVEC D'AUTRES UN PROJET D'HABITAT

Quels usages pour les espaces extérieurs ?

Quels espaces communs ?

Quels espaces extérieurs privatifs ?

Quelles limites de propriété ?

Quels espaces partagés ?

Quelles relations avec le quartier ?

Quels accès aux logements

Quelles règles communes ?

Quelle situation de chacun dans l'immeuble ?

Collaborating with others to envision a housing project for its residents. ©"Faire-Ville"

2. The ZAN approach (Zero Net Artificialization)

Established in 2018 through the French government's Biodiversity Plan and further endorsed in 2020 by the Citizens' Convention on Climate, this approach aims to minimize urban sprawl by restricting construction on natural or agricultural lands while compensating for urbanization with increased green spaces within cities.

The Zero Net Artificialization (ZAN) is a national goal set for 2050, which requires territories, municipalities, departments, and regions to reduce the pace of artificialization by 50% by 2030 compared to the consumption measured between 2011 and 2020. Artificialization of land refers to the conversion of natural, agricultural, or forested areas into artificial surfaces, such as urban zones, industrial infrastructure, and roads. This transformation has significant consequences for biodiversity, ecosystems, air and water quality, as well as climate change.

Laws on a European scale

The European Union has made significant commitments to soil health and renaturation. The «Green Deal» expresses the ambition to restore natural ecosystems in Europe by 2050, particularly by rehabilitating the 80% of European habitats currently in poor condition and reducing pesticide use by half by 2030. Simultaneously, within the framework of the «Horizon Europe» program, the EU aims to have 75% of soils in good health by 2030, capable of providing essential ecosystem services.

Two legislative projects are constantly under debate at the European level to achieve these ambitious goals. These legislations would be applicable to all member states, which would need to transpose them into their national legislation.

The first project concerns a directive on the preservation of healthy soils, encompassing various aspects such as defining healthy soil, monitoring and reporting procedures, and the establishment of management practices to ensure soil sustainability. The implementation of these practices would occur at the local level, with special attention given to the management of contaminated soils and res-toration to improve soil health. This project would also include a monitoring mechanism at the European level.

The second project envisions a European regulation on nature restoration, which would introduce restoration measures targeting 20% of territories. These initiatives have sparked extended debates in the European Parliament and among member states. It's worth noting that a previous proposal for a directive on healthy soils did not materialize and was not adopted in 2014.

The case of l'Île-de-France

Île-de-France is heavily urbanized, leading to a significant loss of agricultural land, natural areas, and green spaces. Several actions and policies have been implemented in Île-de-France to promote the concept of Zero Net Artificialization (ZAN). With ZAN, the goal is not to completely halt all new artificialization but to restore a natural equivalent for each new urban expansion. In Île-de-France, this would mean renaturalizing an equivalent of the 840 hectares urbanized each year (based on observations from the period 2012-2017). However, the principle of interchangeability between artificialized and non-artificialized surfaces is, in reality, not very operational because most of the impacts are not compensable. The disappearance of a natural soil often results in an irreversible loss. The formation of a natural soil is an extremely lengthy process (several centuries) involving natural processes (biological and climatic activity) that cannot be replicated. In Île-de-France, planning has already produced significant positive results in reducing land consumption (as mentioned above). Under the current regulations, there is nothing technically preventing an urban planning document from achieving ZAN right now. Regions are already laying the groundwork to translate the ZAN objective through their Regional Schemes for Territorial Development, Sustainable Development, and Equality (Sraddet), which are currently in development.

The relevance of this trajectory seems to be widely accepted, although at this early stage of discus-

sions, questions about feasibility and the appropriate scale for implementation remain. The ZAN objective envisions a net zero artificialization balance at the national level, but does this mean that every sub-territorial division is also subject to the same rule? One thing seems certain: not all municipalities will have the opportunity to carry out the necessary ecological restoration/desartificialization within their own territories for the development projects they host. In a region like Île-de-France, a significant portion of peripheral urbanization is driven by metropolitan dynamics rather than local ones. Any potential compensation cannot fall solely on the affected territories. The question of solidarity between territories is both a prerequisite for ZAN and a colossal challenge.

Balancing densification and green space preservation

The strategies required to achieve Zero Net Artificialization (ZAN) in Île-de-France involve a multifaceted approach. It's essential to densify urban areas and peripheral hubs to restrict expansion into natural and agricultural lands. However, this approach must include thoughtful considerations on how to seamlessly integrate built structures into the landscape and urban environment to avoid rejection by residents.

Furthermore, the success of new projects relies on preserving existing green spaces within urban areas and increasing their availability in areas that lack them. Urban green spaces play a crucial role in enhancing the well-being of residents and providing ecological benefits, such as urban cooling, soil percolation, water management, preservation of ecological corridors, and more. Therefore, it's imperative to make efforts to classify different urban structures based on their suitability to absorb the intensification of urban activities.

Rythme annuel moyen de consommation nette des espaces naturels, agricoles et forestiers (NAF) en Île-de-France

Comprendre le zéro artificialisation nette (ZAN) en Île-de-France*
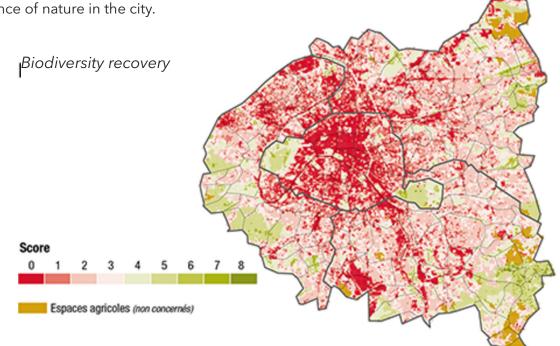

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3. Renaturation

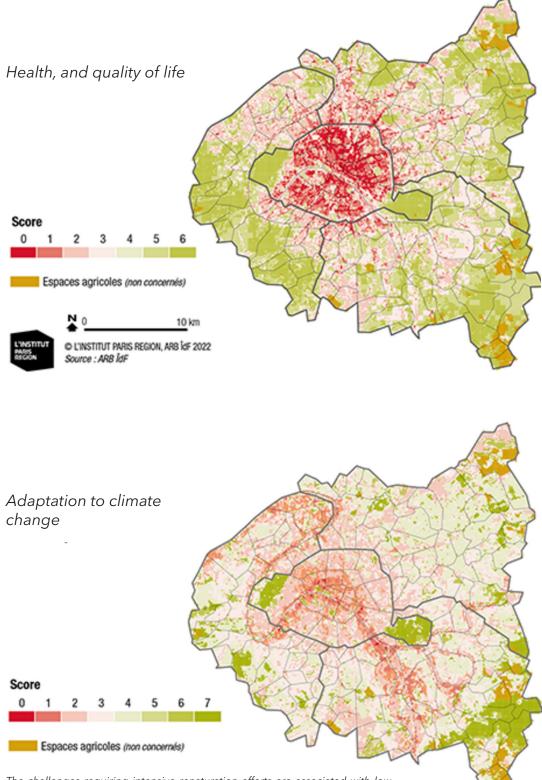## Renaturation in the Île-de-France: Concepts and context

Renaturation, in the context of climate change, refers to the process of restoring urbanized or degraded areas to as close to their natural state as possible. This includes, for example, creating green spaces, restoring waterways, planting trees as well as other measures to increase biodiversity and vegetation cover, improve air quality and natural ventilation, and reduce urban heat islands. The latter form when urban areas accumulate and retain heat, leading to higher temperatures than in surrounding areas.

The Île-de-France Region, which encompasses Paris and its suburbs, has established several climate change adaptation plans to cope with the growing environmental effects, notably through the Île-de-France Nature Agency. Since 2022, it has replaced the Agence Régionale des Espaces Verts (AEV), which was created in 1976, and is dedicated to preserving and enhancing the natural heritage of the Paris Region. It plays a central role in promoting renaturation in the Île-de-France by developing projects and coordinating actions aimed at restoring urban ecosystems and raising public awareness of the importance of nature in the city.

Principles and challenges of renaturation

The strategies implemented as part of a renaturation policy include, first and foremost, the creation of green spaces such as parks, community gardens and green rooftops. As well as providing places for residents to relax, these spaces increase the city's vegetation cover, regulate local temperature and act as carbon sinks, improving air quality and absorbing pollutants. A second strategy focuses on restoring waterways and wetlands. Restoring the natural quality and flow of rivers and streams encourages biodiversity and enables more efficient stormwater management. Moreover, these renaturalized areas provide valuable habitats for local flora and fauna. Finally, stormwater management through the installation of infrastructure such as natural retention basins contributes to flood prevention. These solutions help to support local communities in the face of environmental risks and improve their resilience to climatic variations.

Biodiversity recovery

Health, and quality of life

Score

0 1 2 3 4 5 6

Espaces agricoles *(non concernés)*

N 0   10 km

© L'INSTITUT PARIS REGION, ARB ÎdF 2022
Source : ARB ÎdF

Adaptation to climate change

-

Score

0 1 2 3 4 5 6 7

Espaces agricoles *(non concernés)*

The challenges requiring intensive renaturation efforts are associated with low scores (in red) on the scale of Paris and the inner suburbs
©ARB ÎdF - Département Biodiversité de L'Institut Paris Region.

Examples in the Île-de-France and beyond

Parc de La Courneuve, Seine-Saint-Denis

Following the 2024 Paris Olympic and Paralympic Games, the Terrain des Essences, which will host the shooting sports events, will become a natural space connected to the Georges Valbon departmental park. Providing new landscaped areas for the city of La Courneuve, this project transforms a former Ministry of Defense hydrocarbon refueling centre into a natural space that offers local residents a place to stroll, while also regenerating the soil and preserving local biodiversity.

Au nord sera créée une zone de refuge pour la biodiversité de 3,65 hectares, inaccessible au public, et prenant en compte les enjeux écologiques forts du Terrain des essences. Elle concourra à la protection d'espèces protégées, qu'il s'agisse d'insectes, d'oiseaux, et des crapauds calamites.

Au centre, une zone de 3,6 hectares sera aménagée pour permettre des activités pédagogiques de découverte et d'observation de la faune.

Au sud, une zone de 5 hectares offrant des équipements et des paysages propices à la détente, au jeu et à la promenade sera aménagée. Une nouvelle entrée du parc sera alors créée, et sera accessible par les transports en commun.

Requalification of the Aire des Vents in Seine-Saint-Denis
©La Société de Livraison des Ouvrages Olympiques

Renaturation of the Marcé Creek, Pays de la Loire

The project consists of reshaping the waterway's natural course and returning it to the valley's floor, from which it had been relocated in the past to evacuate water downstream as quickly as possible. The current aim is to restrain the flow through a narrower, shallower and more sinuous route, in order to reconnect the river with its riparian wetlands and recharge the water tables. The renewed biodiversity (fauna, flora, micro-organisms, etc.) and healthier wetlands will then be better able to purify the water.

Progress of the renaturation works for the Marcé stream.
©SMBVAR

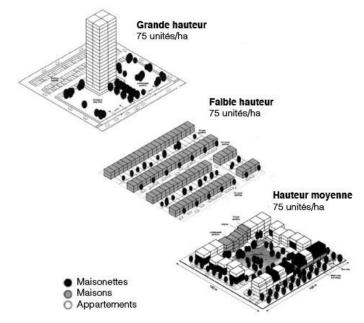## Legislative and regulatory framework

After the 1976 law for the protection of nature and the 1993 law for the protection and valorization of landscapes, the law for the Reclaiming of Biodiversity, Nature and Landscapes came into action in August 2016. This French law strengthens measures to protect biodiversity and encourages renaturation. That same year also saw the introduction of the Plan Climat Air Énergie Territorial (PCAET), which defines the strategic and operational objectives of certain metropolises and intermunicipalities, including the Île-de-France, to mitigate and adapt to climate change; as well as their action programs to improve energy efficiency, increase renewable energy production, promote the potential of recovered energy and encourage biodiversity, etc. More recently, the 2018-2024 Biodiversity Plan, adopted by the Paris Council, is an initiative aimed at halting the loss of biodiversity and thus increasing renaturation. The plan comprises 30 actions grouped into three axes. In addition, government subsidies are made available to encourage renaturation projects, and tax credits are awarded to individuals and companies engaged in revegetation and biodiversity preservation actions in urban areas. For example, the Region and the Agence Régionale de la Biodiversité (ARB) support actors in the Paris Region who are involved in the preservation of biodiversity through a call for projects specific to the territory and aimed at encouraging and supporting actions that contribute to the preservation and restoration of species, natural environments, ecological continuities and biodiversity reservoirs.

4. Urban density

Defining and understanding density

Urban density is a central tool in land planning and urban development, governing the distribution of housing, public spaces and activities within a given urban area. It can be defined as the number of housing units, inhabitants or jobs present per unit area, and is generally expressed as the number of inhabitants per square kilometer (hab/km²) or per hectare (hab/ha).

The notion of preferable and desirable density is of prime importance in the development of urban areas, as too high a density can lead to saturation problems, as well as a reduction in privacy and green spaces. While too low a density can also lead to an inefficient use of space, longer commutes and excessive dependence on cars.

The same density can take different forms.
©Vivre en Ville, adapté de Urban Task Force, Towards an urban renaissance, 1999.
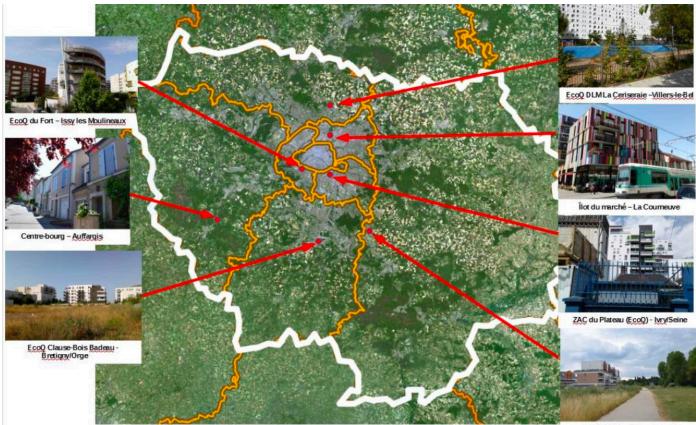
Density variations in the Île-de-France

The Greater Paris Metropolis is home to 8,600 inhabitants per km² over an area of 861 km² (i.e. 86 per hectare), while the rest of the Île-de-France is home to just 4.5 per hectare, with significant variations in terms of urban density. Inner Paris boasts one of the highest densities in the world, with roughly 21,000 inhabitants per km². This has resulted in nearly 60% of today's Parisian fabric being made up of vertical architecture and high-rise buildings built between 1850 and 1914 by Baron Haussmann and his successors. Outside Paris, high densities largely follow public transport routes (the RER and SNCF suburban rail network). Density in the Petite Couronne (Val-de-Marne, Seine Saint-Denis and Hauts de Seine) stands at 6,647/km², and in the Grande Couronne (Seine et Marne, Val-d'Oise, Essonne and Yvelines) at 452/km². In contrast, rural areas naturally have much lower densities due to greater presence of open spaces and the prevalence of agriculture on some lands.

Acceptability and "Agreeable Density"

The acceptability of urban density varies according to cultural specificities, social and economic needs, and the exisitng urban layout. Faced with this diversity, the concept of an "Agreeable Density" for a harmonious coexistence refers to an approach that aims to create dense environments while preserving quality of life, access to green spaces and conviviality. This implies a design that is attentive to human scale, mixed urban functions and sustainable mobility. The example of large metropolises with specialized districts (business, residential, industrial, retail) calls for in-depth consideration of transport networks and the possibility of enabling city dwellers to work where they live. Urban planning that encourages a functional mix on a local scale could help mitigate the secondary effects of density, and offer solutions to the challenges of preserving natural spaces, meeting housing needs, optimizing land use and encouraging the use of public transport to reduce the share of automobile traffic.

Practical approaches and contributions

As the density of new development projects is at the heart of the challenges facing the Paris Region, the Centre d'Études et d'Expertise sur les Risques, la Mobilité et l'Aménagement (CEREMA) of the Île-de-France was commissioned by the Direction Régionale et Interdépartementale de l'Environnement, de l'Aménagement et des Transports (DRIEAT) to carry out a study to determine the factors influencing resident satisfaction regarding densification projects in the Paris Region. The study was based on 7 projects of different territorial typologies (rural, peri-urban, dense urban) and operational modes (urban renewal, urban extension, off-site opera-

tions) in 7 communes: Auffargis, Lieusaint, Bretigny/Orge, Villiers-le-Bel, La Courneuve, Ivry/Seine and Issy-les-Moulineaux. The results suggested that the densest projects are not necessarily the least popular. Resident satisfaction is not solely linked to measured density, but depends on other indicators such as the proportion and quality of public green spaces, nearby services/shops and public transport. Having a private outdoor space (balcony, terrace, garden) is a major criterion for defining an ideal habitat, and corresponds to the need for proximity to nature.

EcoQ du Fort – Issy les Moulineaux

Centre-bourg – Auffargis

EcoQ Clause-Bois Badeau – Bretigny/Orge

EcoQ DLM La Ceriseraie – Villiers-le-Bel

Îlot du marché – La Courneuve

ZAC du Plateau (EcoQ) - Ivry/Seine

EcoQ de l'Eau Vive - Lieusaint
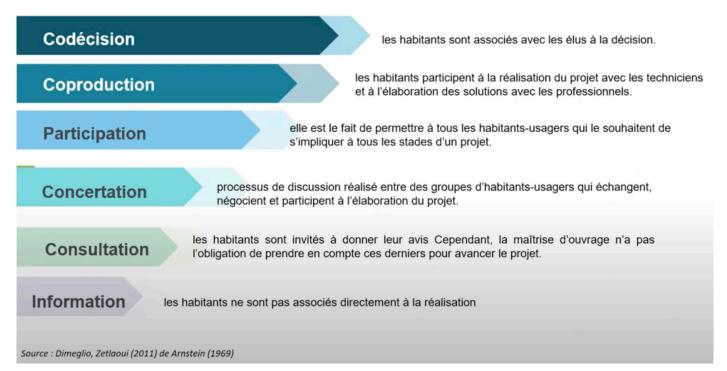
The 7 partner municipalities of the study. ©CEREMA

5. Participatory processes in France

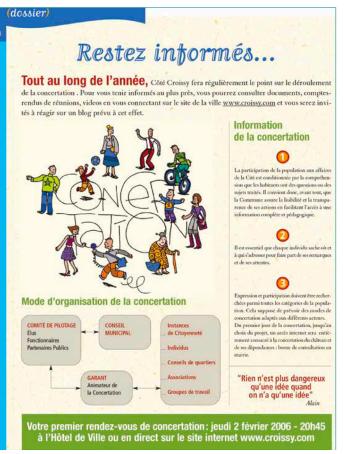## Participation at the heart of sustainable development.

Participation, as highlighted by Carole Biewener and Marie-Hélène Bacqué, embodies a functional and citizen-centric democratic dimension, involving the creation of an inclusive public space for all citizens, including those who are typically marginalized, and recognizing their integral role as decision-makers and stakeholders in matters that concern them. Participants have the opportunity to gain a better understanding of policies and actions that affect them and can provide their input through their personal expertise and experiential knowledge, leading to more relevant and effective strategic or operational actions. Initiated many years ago, this approach is still in the process of being developed and disseminated to ensure the genuine participation of everyone, particularly those experiencing poverty or exclusion.

How can participation be defined?

The levels of participation define the different stages of a participatory process. Information, while not inherently participatory, is crucial for establishing the context of a discussion, such as informative meetings about initiatives. Consultation allows individuals to provide their input, although the final decision rests with institutional decision-makers, who may or may not take the gathered feedback into account. Collaboration encourages the exchange of arguments to enrich projects, while co-construction involves collective production accepted by the majority. It can be planned in advance or during project implementation, with a progressive or iterative approach. Finally, co-decision grants participants an active role in decision-making. Each level varies in terms of influence, ranging from expressing opinions to direct involvement in management and decisions.

Impliquer les habitants: l'échelle de la participation © Ségolène Charles, depuis Dimeglio, Zetlaoui (2011) de Arnstein (1969)

© *Journal Côté Croissy, n°18, jan-Fév. 2006.*

The legislative framework and examples

From a legal perspective, there are two types of 'public participation' provided for in the Urban Planning Code. Firstly, the public inquiry, which falls under public information, as it occurs at the end of the decision-making process and does not necessarily allow for public input to modify the project. Secondly, the preliminary consultation (meeting, website, call for proposals, etc.), which is mandatory (or optional, according to the ALUR law - L 103.2), involves residents, local associations, and other concerned individuals throughout the development of the project. This includes the creation or revision of the territorial coherence scheme or local urban plan, the creation of a concerted development zone, as well as projects and development or construction operations that substantially modify the living environment, especially those that may affect the environment or economic activity, and urban renewal projects.

As an example, consider the city of Pantin in the Seine-Saint-Denis department, which in 2023 is allowing Pantin residents to express their views on the modification of the Intercommunal Local Urban Plan (PLUi) in connection with the future eco-district of Pantin.

Another example is the Via Silva project in Rennes and Cesson-Sévigné, launched in 2009 as part of the Ecocités call for projects. Its participatory approach was manifested through workshops and meetings with residents, high school students, employees, and other local stakeholders. These sessions fostered dialogue, the co-creation of ideas, and the use of visual tools such as plans and reference images to facilitate understanding and the expression of everyone's expectations. Moreover, a transparent process was established, compelling elected officials to report back on the feedback received from participants and to justify decisions made by incorporating the various perspectives gathered during the consultation. This approach engaged approximately 450 people within six months, and the results showed that density and building heights were concerns for the elected officials, while residents were more pragmatic. Young people expressed strong interest in urban innovations. This consultation process cost around 15,000 euros for the facilitation and coordination of studies, a relatively modest investment compared to the project's overall expenses.

Furthermore, the case of Pantin, a city in the Seine-Saint-Denis department, which in 2023 introduced the possibility for Pantin residents to express their opinions regarding modifications to the Intercommunal Local Urban Plan (PLUi), is noteworthy. As part of the future eco-district of Pantin, the project is open to remarks and suggestions to the municipal Directorate of Urban Development and Ecological Transition of the city

The participatory budget of the île-de-france region

The Participatory, Ecological, and Solidarity Budget of the Île-de-France Region offers Parisians the opportunity to actively engage in issues related to environmental preservation. Since 2020, more than 2,200 projects have been funded through this initiative, with over 900 applicants for the 5th edition. This citizen-driven approach invites associations, local authorities, and individuals to submit projects in six key areas: food, green spaces, sustainable mobility, cleanliness, renewable energy, and environmental health. After recording nearly 260,000 votes in previous editions, the online voting process allows Parisians to choose their favorite projects, which can receive support of up to 10,000 euros from the Region.

Part III

Focus on Areas of Interest

1. Orly: Cycles and Transformations of a Strategic Territory

1. Orly: cycles and transformations of a strategic territory

Orly: a plateau geography

The city of Orly is located in the Val-de-Marne département (94), with Thiais to the north, Rungis to the west, Villeneuve-le-Roi to the southeast and Choisy-le-Roi to the northeast. It should also be noted that the commune borders the Essonne department (91). The commune covers an area of 669 hectares, with some twenty districts and 23,515 inhabitants.

Situated 9 km south of Paris, it is part of the Orly Seine Bièvre territory, and therefore fully integrated into the Greater Paris metropolis. Part of its territory is home to the Paris–Orly airport, an international airport. The city is therefore covered by a Noise Exposure Plan (PEB), which governs urban development around airports. As for links between Paris and the city, Orly is served by 2 stations on the RER C line: Gare des Saules and Orly–Ville.
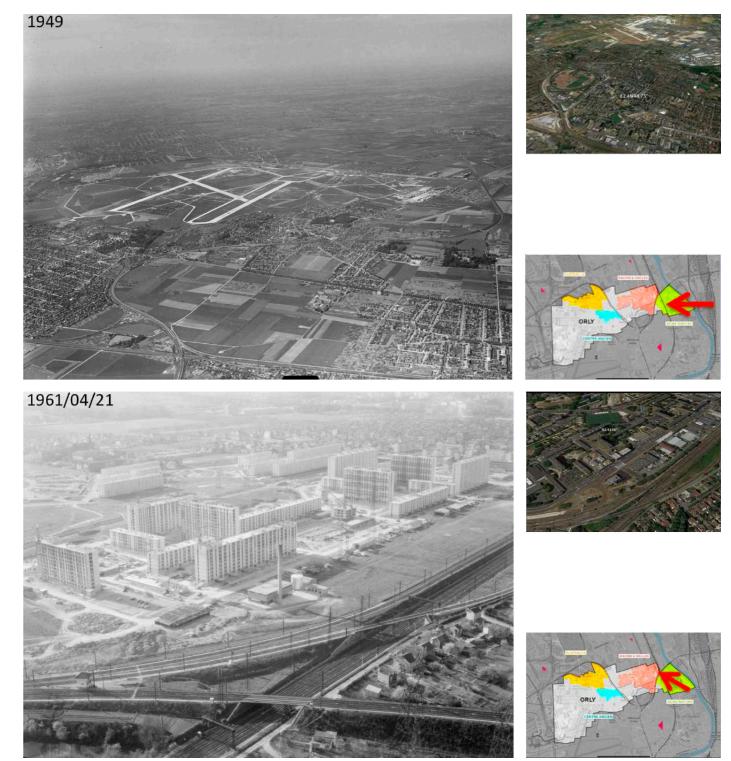
Southern Paris has a specific geography, with a plateau on one side and the Seine on the other. This geography applies to Orly's territory, with the plateau and its hillside to the west and occupied mainly by the grounds of the airport; and the Seine on the other side. This plateau-centred geography gives Orly its own distinctive landscape identity, but also imposes topographical constraints that make it difficult to connect the plateau with the lower part of the city.

Orly's history

Orly was a farming and market-gardening village before the arrival of transportation infrastructures.

The railroad line and airfield arrived at the end of the 19th century. A wave of urbanization the followed, with the first housing estates being built around the town centre and a garden city on the plateau. The second massive wave of urbanization came after the Second World War, between 1953 and 1963, with the construction of the Grands Ensembles (large housing estates), which expanded the city's boundaries and consisted mainly of towers and terraced houses, strongly marking the city's landscape. The Orly airport terminal was inaugurated on 24 February 1961.
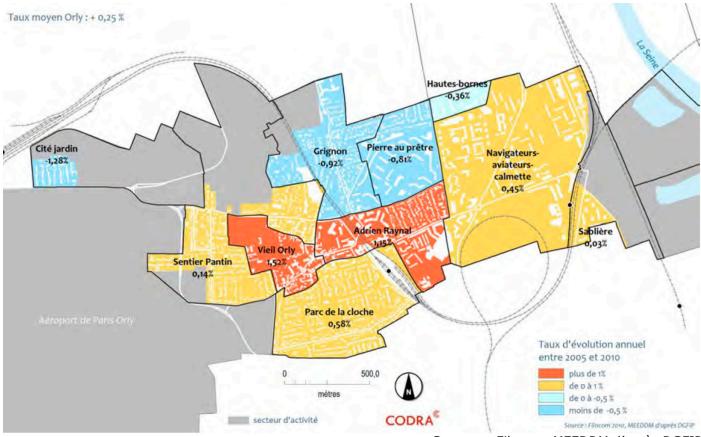

Map of the city of Orly (2018 edition). ©Ville D'Orly

1949

1961/04/21

©Archives Municipales de la Ville D'Orly

Orly's different districts:

The plateau is mainly occupied by the Orly airport, but also includes the neighbourhoods of Clos Marcel Paul, Parc de la Cloche, Centre Ancien, Parc Méliès, Sentiers, Cité Jardins and Senia.

The eastern sector is home to the Grands Ensembles, which are currently undergoing an urban renewal. It includes the Sablière, Navigateurs, Saules, Aviateurs, Fer à Cheval, Nouveau Calmette, Tilleuls, Terrasses, Faisanderie, Anotera and Lopofa districts. The Bords de Seine district includes the Eaux de Paris land holdings. The city centre district, with its predominantly suburban housing and large housing estates includes Boris Vian, Nouvelet, Centre Administratif, Hôtel de ville, Bas Clos, Pierre au Prêtre, Noyer-Grenot and Grignon.

Population evolution by neighborhoods between 2005 and 2010 ©Ville D'Orly

Sources : Filocom, MEEDDM d'après DGFIP

1. Orly: cycles and transformations of a strategic territory

From large housing estates to urban renewal

Orly's Grands Ensembles

The Grands Ensembles (large housing estates) are architectural and urban forms that emerged after the Second World War in France, mainly on the outskirts of major cities. The emblematic towers and terraced houses of these neighbourhoods were designed to respond to the sanitation concerns of the time, but above all to the housing crisis. The Grands Ensembles were produced rapidly and housed many units.

At first, these ex-nihilo neighbourhoods were seen as a revolution in terms of amenities such as running water, a bathroom, heating, etc. Therefore, they initially attracted the middle class who were eager for access to modern facilities. But after a few years, those households preferred to move out to the suburbs with the advent of the automobile and detached single-family homes. The Grands Ensembles gradually became home to increasingly vulnerable populations, in particular as a result of the various waves of immigration and the effects of decolonization. What was intended as a revolution began to be sharply criticized, to the point of being described as "urban disasters" by Thierry Paquot.

Most of the Grands Ensembles were built on agricultural land. The industrial production of housing required a location on the outskirts of town where land was cheap. This created a fragmentation between the old city centre and the new neighbourhoods of the Grands Ensembles.

Orly is representative of this phenomenon, with the development of the Grands Ensembles on its territory from the 1950s onwards by the HLM Office of Paris.

The development of the Grands Ensembles in Orly took place over several phases, with the first district called LOPOFA. Other housing estates were named Les Navigateurs and Les Aviateurs, Pierre-au-Prêtre, Calmette Nord, Tilleuls and Saules.

In the 1970s and 1980s, Orly's Grands Ensembles experienced their first difficulties, as did other neighbourhoods with this type of urban planning, as mentioned above. In the 80s and 90s, the city of Orly established an action plan to improve the buildings and social development of the neighbourhoods.

Urban renewal

In 1990, the Calmette district was the target of an urban renewal program, which was completed in 2003 with the Borloo Law and the "Loi d'Orientation et de Programmation pour la Ville et la Rénovation Urbaine".

That same year saw the creation of the Agence Nationale pour la Rénovation Urbaine (ANRU) which was responsible for managing and financing the Programme National de Rénovation Urbaine (PNRU). Demolition and reconstruction projects were quickly launched across the region. In Orly, the Pierre au Prêtre and Aviateurs districts underwent extensive renovation. The Tilleuls and Sablière neighbourhoods were also revitalized.

The objectives of the National Urban Renewal Program were: to open up the district by creating a new road network, create new residential units, enhance the quality of residential and public spaces, rebuild the Saint-Exupéry commercial centre (now Orlydis) and introduce businesses into the heart of the district.

Orly's eastern district is listed as a Quartiers de la Politique de la Ville (QPV). These are areas where a specific policy designed to compensate for differences in living standards in comparison to the rest of the territory is applied. Since 2015, this label has replaced that of the former Zones Urbaines Sensibles (ZUS).

Act I: The National Urban Renewal Program

Atelier Ruelle, specialists in urban transformation, were involved in the renovation of the Pierre au Prêtre and Aviateurs neighbourhoods, commonly known as the Grand Ensemble Orly–Choisy, comprising 3,846 housing units owned by Valophis (a social housing organization). This project is a continuation of the one launched by the city and architect Jean Deroche in the 1980s.

The action plan includes: new construction, requalification and diversification of the housing supply, renovation of public facilities (in particular schools), improvement of the quality of residential and public spaces, and reinforcement of a green network to irrigate the neighbourhoods from Parc Jean Mermoz to the banks of the Seine. Source: PADD Orly.

Added to this was the reconstruction of the Navigateurs district, accompanied by the arrival of Tramway 9 in 2019, linking Porte de Choisy (Paris) to Place Gaston Viens, with 3 stops in Orly (Christoph Colomb, Les Saules, Gaston Viens).

Act 2: The city-wide urban project

New objectives have emerged from national and local assessments:

- Continue the urban renewal of the Navigateurs-Lopofa and Pierre-au-Prêtre-Chandigarh neighbourhoods;
- Develop social diversification on a city-wide scale;
- Encourage the development of economic activities within the neighbourhoods;
- Renovate and create school, youth, sports, cultural and healthcare facilities;
- Expand citizen participation.

Report of the Urban Renewal Project
©Archives Municipales de la Ville d'Orly

1. Orly: cycles and transformations of a strategic territory

Major projects in Orly

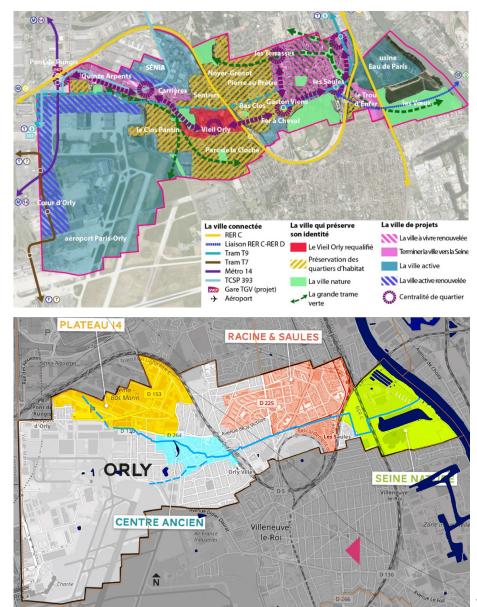This map of Orly shows the identified sectors and their associated projets:

- Plateau 14 and the Quinze Arpents project, construction of a future residential district;
- The old town centre, a redevelopment project;
- The Racine & Saules sector, the redevelopment of the Grands Ensembles;
- The Seine Nature sector, a project focused on biodiversity.

The town has signed a sustainable construction charter with the developers operating in the territory. Over the next ten years, Orly will complete the second phase of its urban renewal plan by revitalizing its old town centre and further densifying the Sénia business park. The opening of a "Maison des Projets et du Développement Durable" will enable residents and the local authorities to discuss projects using interactive tools such as a Geographic Information System (GIS) to identify project sectors in the city.

The urban project of Orly
©Archives Municipales de la Ville D'Orly

Proposal for a blue network, Boundaries of 'Plateau 14,' 'Old Center,' 'Racine et Saules,' and 'Seine nature'
©Archives Municipales de la Ville D'Orly

Plateau 14

Thiais–Orly ZAC (Sénia)

Today, SENIA is a logistics zone straddling the communes of Thiais and Orly, and within easy reach of the Paris–Orly airport and the Rungis Marché d'Intérêt National.

Over a perimetre of more than forty hectares, a Zone d'Aménagement Concerté (ZAC) delimiting the future SENIA district will be created to enable the realization of this urban project in Orly and Thiais.

On the Orly side, SENIA is a fragmented zone comprising both housing and logistics activities. Crossed by roads heavily used by cars and freight vehicles, SENIA is a polluted, noisy area with very few green spaces. In addtion, with its poor public transport links and limited connections to other districts, this area is isolated from the city.

To address these issues, the new SENIA district in Orly will include:

- The construction of housing, economic activities and local shops;
- The construction of public facilities (two schools, a middle school, a sports complex and a cultural centre);
- The creation of a green space spanning at least 2 hectares;
- The creation of lively public squares interlinked by high-quality public spaces;
- The development of lanes reserved for soft modes of transport (bicycle, pedestrian);
- The arrival of new public transport (metro line 14, a bus with a dedicated lane). The creation of a TGV station is under study;
- The redevelopment of the square in front of the Pont-de-Rungis station, served by the RER C and soon by metro line 14.

Project of Quinze Arpents/ Parc en seine :

Near the Senia area, the Greater Paris Metropolis initiated the program titled 'Let's Invent the Greater Paris Metropolis.' This program, launched in the form of a call for projects, aimed to transform around fifty sites across the metropolis. For each site, multiple multidisciplinary teams proposed projects that were evaluated by a jury composed of elected officials and professionals.

The Quinze Arpents site, spanning about fifteen hectares and straddling the municipalities of Orly and Thiais, is located near the Pont de Rungis station (served by RER C and soon Line 14 of the metro). Despite its current situation surrounded by major infrastructure such as the A86 highway, the Rungis Wholesale Market (MIN de Rungis), and Paris-Orly Airport, the site houses about ten logistics sector companies. No residential area is identified within the project zone.

Linkcity responded to the call for proposals and secured the contract for the Quinze Arpents (Thiais Orly). The project, named 'Parcs en Scène,' submitted by the Linkcity consortium, was selected as the winner of the competition. This choice was motivated by the project's ambition, which notably includes a metropolitan-renowned facility called the 'Digital Stage' (in Thiais). This stage is designed for e-sport activities. Additionally, the project incorporates a social and productive dimension related to urban agriculture.

The objectives of the Parcs en Scène/Quinze Arpents project are to support the densification of a strategically important area at the metropolitan scale, reintegrate the neighborhood into the city, and offer a new urban experience by placing humans at the center of the project.

SÉNIA Urban Development Zone (ZAC)
©Archives Municipales de la Ville D'Orly

Old town centre

Orly's historic city centre is comprised of a mix of suburban housing, small buildings and commercial spaces. The plan is to renovate public spaces, develop a digital hub and redesign road traffic and parking.
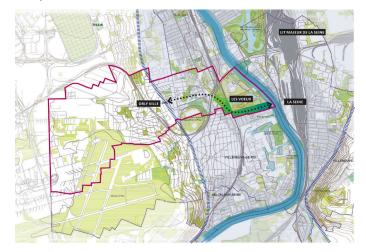
Racines & Saules

This area includes the Grand Ensemble neighbourhoods to the east of the city (Pierre-au-Prêtre, Lopofa, Aviateurs and Navigateurs), which are part of the ANRU renovation programs that began in the 1990s. Act 2 of the urban renewal program is now underway, with the gradual rehousing of the residents of 533 housing units that will or have already been demolished.

Pierre-au-Prêtre Urban Development Zone (ZAC)
©Archives Municipales de la Ville D'Orly

Seine Nature

Situated between the Saules train station and the banks of the Seine, this neighbourhood is sparsely urbanized. Today, it is home to the T9 tramway maintenance centre, the Eau de Paris factory and a non-accessible protected green space. The city wishes to create a 9-hectare park here and develop a footbridge over the river. The program includes 400 housing units and 2,000 square metres of shops and services.

Guide Plan for the Des Voeux Sector
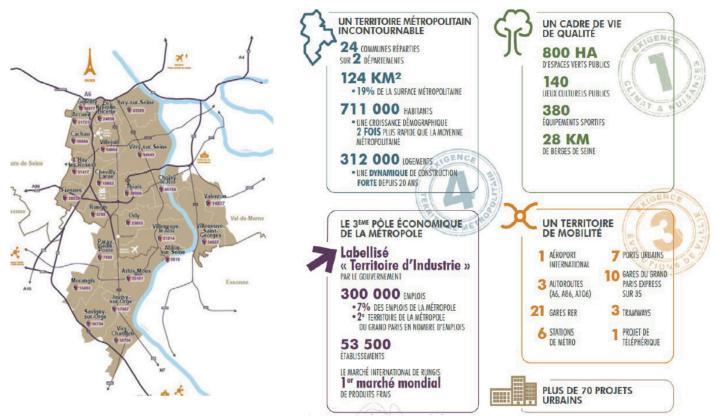*©Archives Municipales de la Ville D'Orly*

1. Orly: cycles and transformations of a strategic territory

Grand Orly Seine Bièvre

Grand Orly Seine Bièvre is an Établissement Public Territorial (EPT) located between two départements: Val-de-Marne and Essonne. It groups together 64 communes and over 700,000 inhabitants.

The EPT was created as part of the Greater Paris Metropolis, replacing and incorporating several former intermunicipalities, namely Les Portes de l'Essonne, Val de Bièvre, Seine Amont, and part of Les Lacs de l'Essonne for the town of Viry-Châtillon.

It covers an area of 124 km2, and includes 1 international airport (Orly), 3 urban expressways (A86, A6, A106), 6 metro stations and 21 RER stations, as well as 10 future Grand Paris Express stations.

UN TERRITOIRE MÉTROPOLITAIN INCONTOURNABLE

24 COMMUNES RÉPARTIES SUR **2** DÉPARTEMENTS

124 KM²
• 19% DE LA SURFACE MÉTROPOLITAINE

711 000 HABITANTS
• UNE CROISSANCE DÉMOGRAPHIQUE **2 FOIS** PLUS RAPIDE QUE LA MOYENNE MÉTROPOLITAINE

312 000 LOGEMENTS
• UNE **DYNAMIQUE** DE CONSTRUCTION **FORTE** DEPUIS 20 ANS

UN CADRE DE VIE DE QUALITÉ

800 HA D'ESPACES VERTS PUBLICS

140 LIEUX CULTURELS PUBLICS

380 ÉQUIPEMENTS SPORTIFS

28 KM DE BERGES DE SEINE

LE 3ÈME PÔLE ÉCONOMIQUE DE LA MÉTROPOLE

Labellisé « Territoire d'Industrie » PAR LE GOUVERNEMENT

300 000 EMPLOIS
• 7% DES EMPLOIS DE LA MÉTROPOLE
• 2ᵉ TERRITOIRE DE LA MÉTROPOLE DU GRAND PARIS EN NOMBRE D'EMPLOIS

53 500 ÉTABLISSEMENTS

LE MARCHÉ INTERNATIONAL DE RUNGIS **1ᵉʳ marché mondial** DE PRODUITS FRAIS

UN TERRITOIRE DE MOBILITÉ

1 AÉROPORT INTERNATIONAL
7 PORTS URBAINS
3 AUTOROUTES (A6, A86, A106)
10 GARES DU GRAND PARIS EXPRESS SUR 35
21 GARES RER
3 TRAMWAYS
6 STATIONS DE MÉTRO
1 PROJET DE TÉLÉPHÉRIQUE

PLUS DE 70 PROJETS URBAINS

The EPT exercises authority over town planning, economic development, the environment, housing, urban policy, urban renewal and the Climate-Air-Energy plan. © 2020 Activity report, Grand Orly Seine Bièvre

The intermunicipality is responsible for the Territorial Climate-Air-Energy Plan (PCAET). This action plan aims to preserve air quality, combat climate change and reduce its impact. Its preparation has been made compulsory by the NOTRe Law (which deal with territorial reorganization) and the law regarding the energy transition for green growth.

The intermunicipality is committed to a plan for the future, with an ambition and a vision for 2030 that will ensure that progress can be made.

The ambitions of the intermunicipality via its 2030 territorial project are:

- Fight climate change and pollution;
- Guarantee a quality of life in the city for all;
- Anticipate changes in lifestyle, changes in the city;
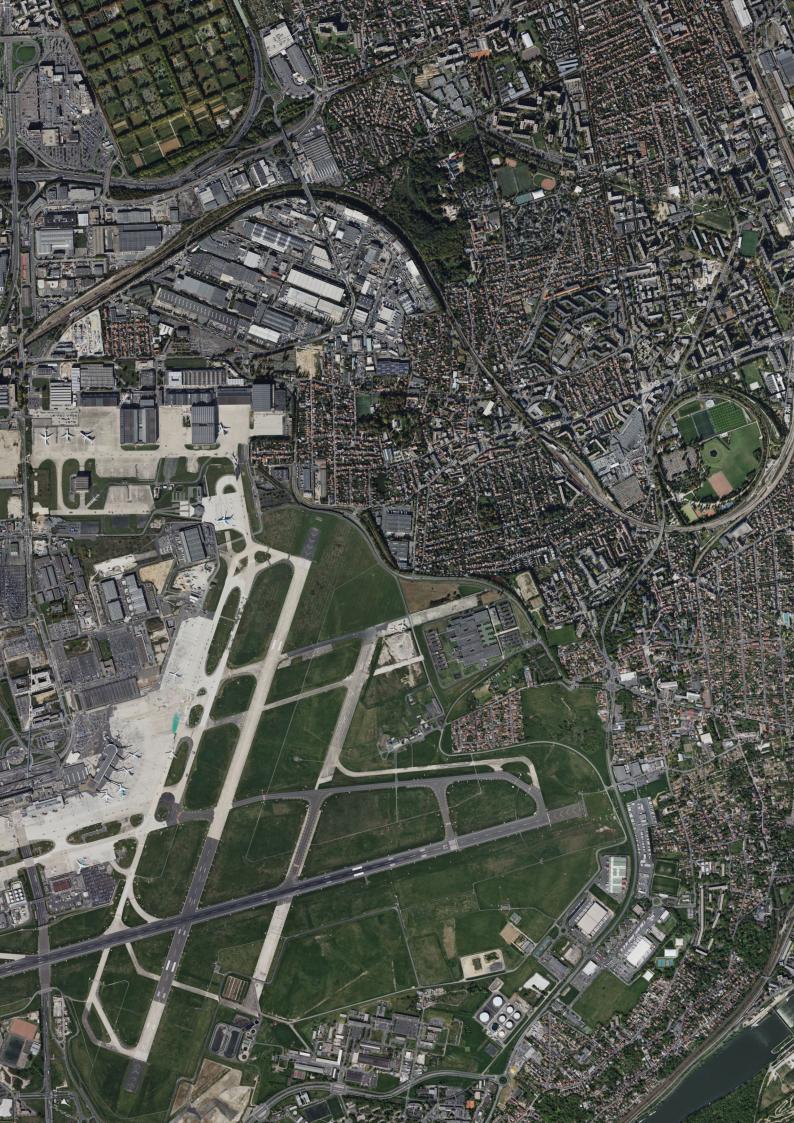- Assert itself as a key metropolitan area.

Grand Orly Seine Bièvre is an economically attractive area undergoing a continous urban transformation. The challenge for the intermunicipality is to strike a balance between the territory's 4 main functions (builder, undergoing urban transformation = economically attractive and a place of mobility), with a view to ensuring equal access to housing and urban amenities.
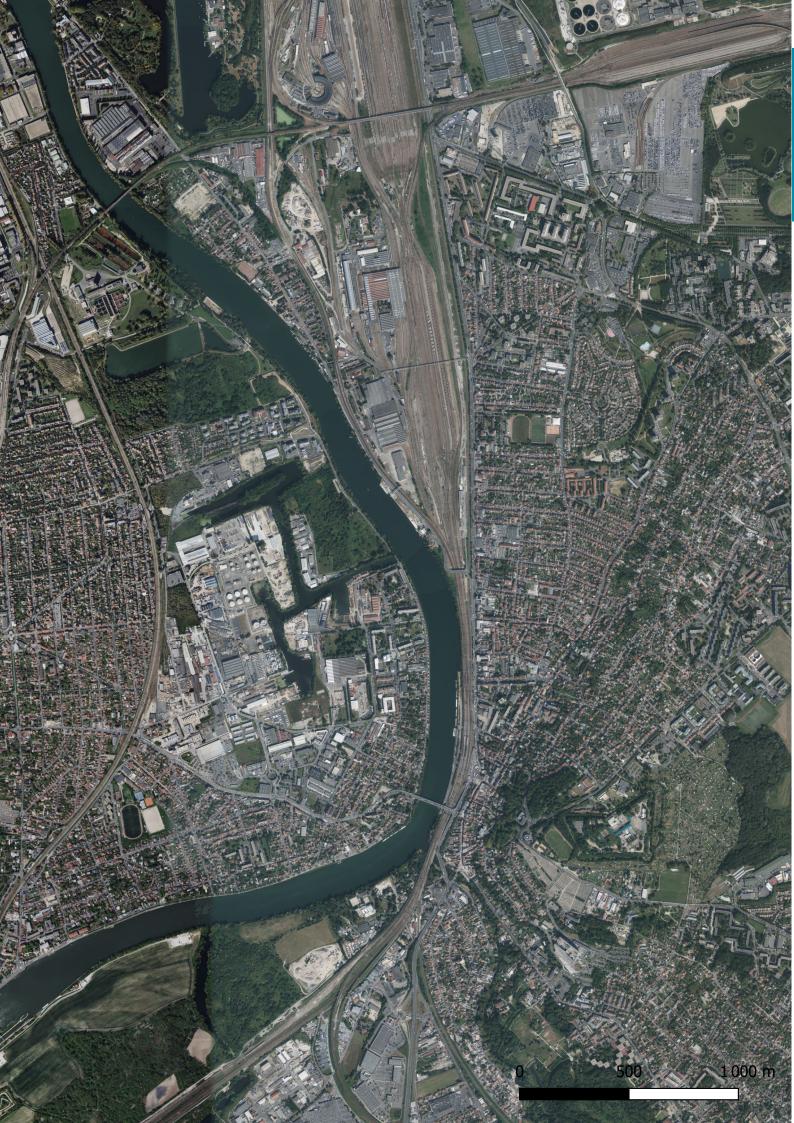
This territorial project for 2030 is organized into 63 actions intended to cover all of the territory's issues and respond to current needs and concerns, such as transitional urbanism and the changing relationship between towns and the Orly airport. The project will also deal with housing, notably in regards to degraded private housing, the path to homeownership and access to housing.

As the 3rd-largest economic hub in the metropolitan area, Grand Orly Seine Bièvre's economic fabric is highly productive. The intermunicipality is thus a "Territory of industry".
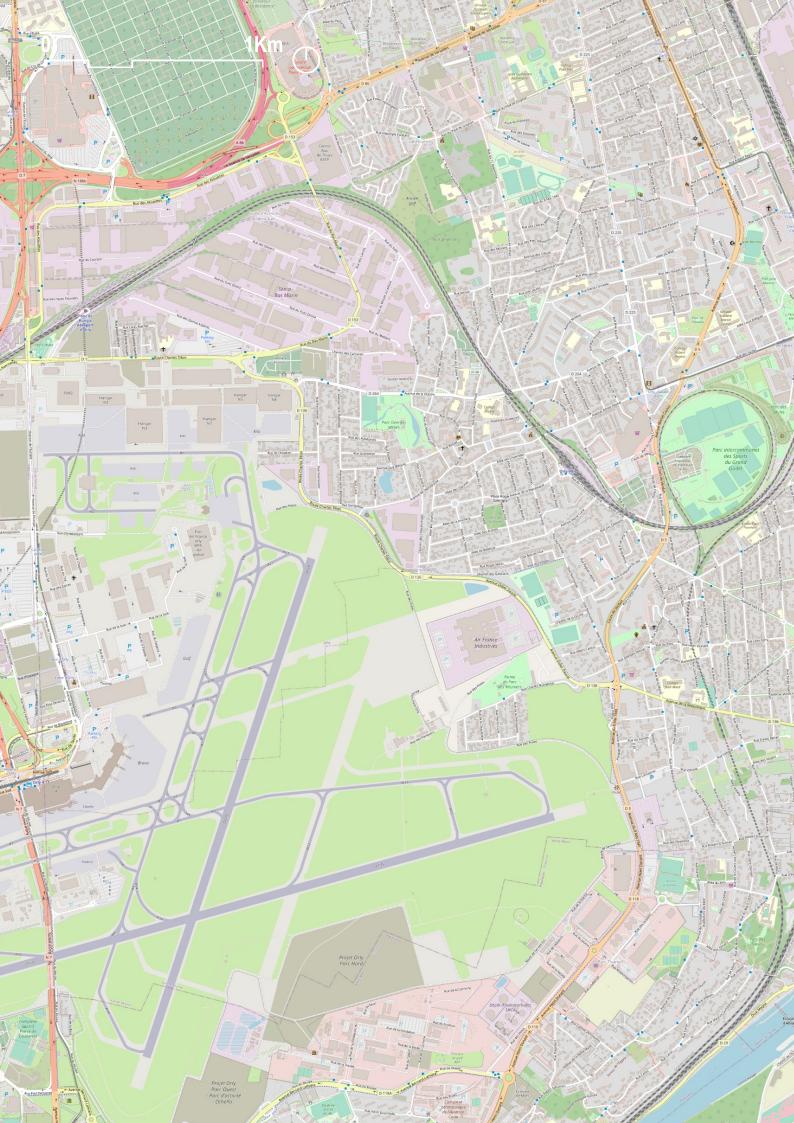
The Orly–Rungis pole is a major production and industrial zone comprising the Paris–Orly airport hub, the Rungis International Market and the Icade Paris-Orly-Rungis business park. The latter being the leading business park in the Southern Paris region and highly attractive, it will see its offer diversify with a new Cœur d'Orly business district and the Cité de la Gastronomie d'Orly.
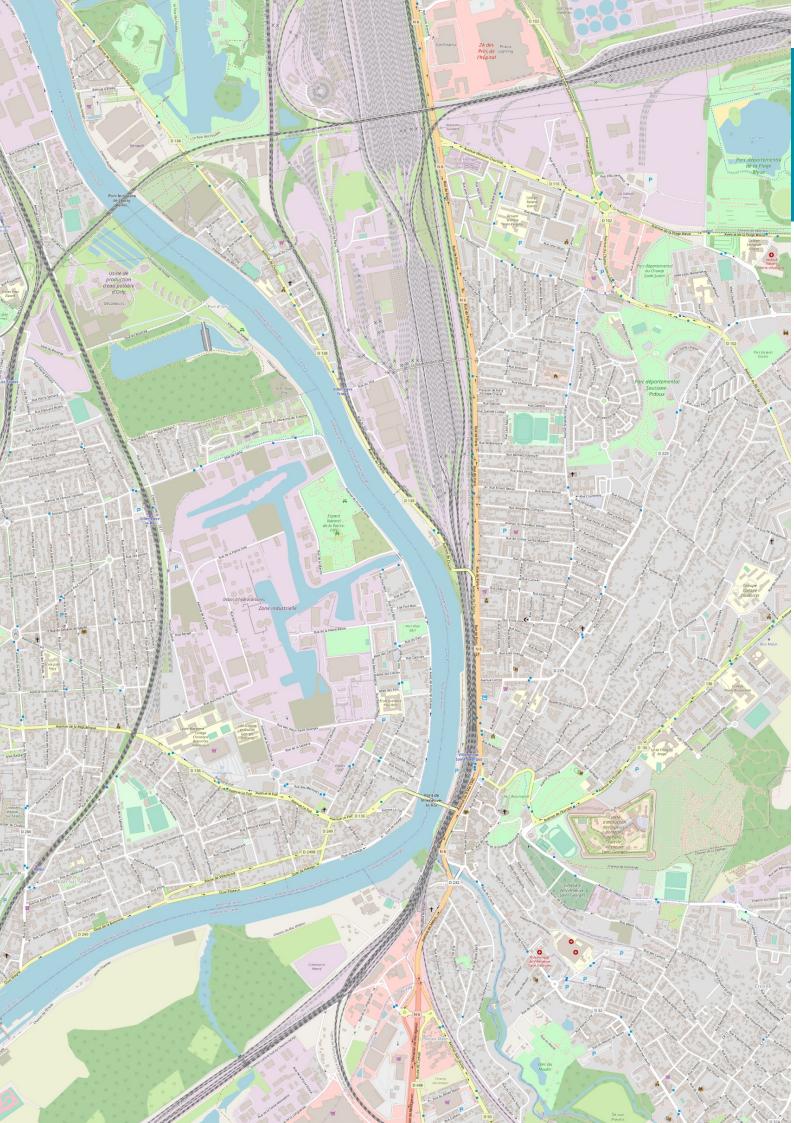
The Marché International de Rungis is the central market in Paris, supplying professionals from all over the Île-de-France Region. It is also the world's largest market for agricultural products. From 3am to 11am, 1,400 wholesalers work there every day, across an area of 232 hectares, of which 72.7 hectares are sheltered spaces. It is managed by the Société d'Économie Mixte d'Aménagement et de Gestion du Marché d''Intérêt National de Rungis (SEMMARIS). A second national interest market, dubbed Agoralim, is currently being created in the Roissy Pays De France area.

All these elements will be integrated into a Plan Local d'Urbanisme Intercommunal (PLUi) that will define major strategic objectives and projects on a scale comprised of multiple municipalities. Its objective will be to favour a common policy and to create and/or reinforce connections between the territories of the intermunicipality. Indeed, PLUis have been encouraged since Grenelle 2 (the law defining the nation's commitment to the environment) was passed in 2010 to combat climate change. The law focuses on three areas: reducing energy consumption, preventing greenhouse gas emissions and promoting renewable energies.

0 500 1 000 m

2. Goussainville: An Ancient Village on the Brink of Transformation

2. Goussainville: an ancient village on the brink of transformation

Goussainville:at the interface between Paris metropolis, agricultural suburbs and major infrastructures
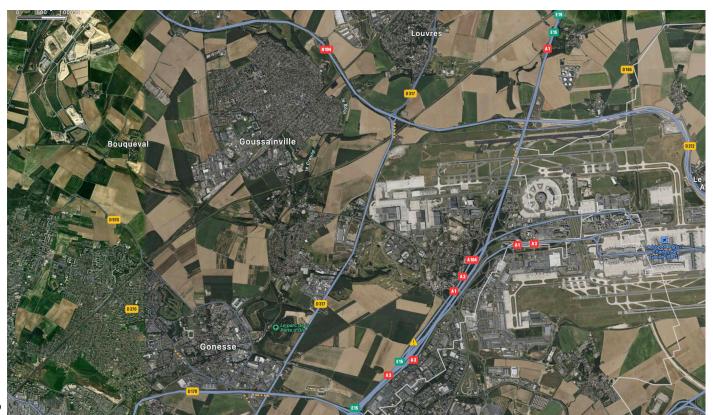
Goussainville is a municipality located in the Île-de-France region at the southern end of the Val-d'Oise department (95), encompassing 184 municipalities. The department offers a diversity of landscapes, including a dense urban zone to the south and rural and residential areas to the north and west.

Within the department, there are 12 agglomeration communities. Goussainville is part of the Roissy Pays de France Agglomeration Community (CARPF), which spans two departments, Val-d'Oise and Seine-et-Marne. It comprises 42 municipalities and 354,451 inhabitants over an area of nearly 35,000 hectares, with 25,000 hectares of natural and agricultural spaces, accounting for nearly two-thirds of the territory. In order to preserve agricultural and forested areas, this entire heritage is protected through the Agricultural and Forestry Charter, allowing for land preservation.
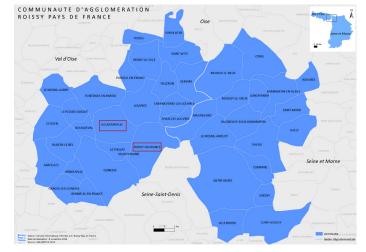
The Agglomeration Community was established in 2016, as part of the MAPTAM law (the law on modernization of territorial public action and affirmation of metropolitan areas, passed in 2014 - promoting intermunicipal cooperation). It resulted from the merger of the Val de France Agglomeration Community and the Roissy Porte de France Agglomeration Community, along with several additional municipalities.

Goussainville's neighboring municipalities include Fontenay-en-Parisis and Louvres to the north, Roissy-en-France and the airport infrastructure to the east, and Le Thillay and Bouqueval to the south. Located approximately twenty kilometers north of Paris (accessible in 30 minutes by RER), Goussainville is in close proximity to Paris-Charles-De-Gaulle Airport, ranked as the 8th largest passenger airport globally (1st in Europe, in competition with London Heathrow Airport), and 9th for cargo transport. Due to its strategic location, the city is part of the influence zone of «Grand Roissy,» a major employment area in Île-de-France, housing more than 40,000 businesses and 350,000 jobs, including 90,000 at the airport.

The city has a population of 31,068 inhabitants, primarily concentrated in the «new town» area, in contrast to the old village, which has 300 inhabitants.

COMMUNAUTE D'AGGLOMERATION
ROISSY PAYS DE FRANCE

Historically, the area thrived mainly on farming (market gardening and watercress cultivation). This rural dimension is reflected in the structure of the original town, made up of the Vieux-Village and several hamlets housing a population of 600.

In 1862, the arrival of the Saint-Denis-Creil railroad line in the commune led to the establishment of artisan and industrial activities, such as the Goussainville sugar refinery. By this time, the station was more than a kilometre from the Vieux-Village. Located in the centre of the commune, this new station played a key role in the town's urbanization and contributed to the fragmentation of the territory.

Following the arrival of the station and the industries, numerous households sought to settle in the commune. At the same time, with the end of the First World War, there was a severe shortage of affordable housing. This led to the creation of housing estates to the north and east, which would radically change the urban layout and road network.
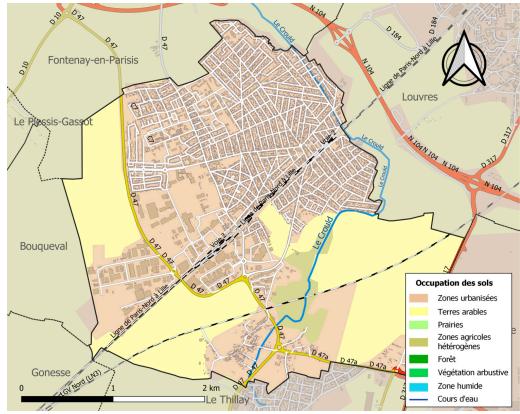
These housing developments continued after the Second World War, mainly filling in the vacant spaces between existing housing estates. The 1960s marked a turning point in the life of the commune, with the arrival of Roissy Charles-de-Gaulle airport in the area of Roissy-en-France, as well as the third section of the A1 expressway between Le Bourget and Senlis.

The arrival of the Grands Ensembles was a response to the need to respond rapidly to the ever-increasing demand for housing. They had a significant impact on the area's physiognomy, notably with the creation of a new station in 1960, the "Noues", which served the area's northeast.

The arrival of the airport was also accompanied by major disturbances. Noise pollution led authorities to identify uninhabitable areas, particularly in Goussainville's Vieux Pays. The Aéroport de Paris was thus obliged to buy back the houses in those areas so that they could later be demolished. However, homes located within the 500 m zone around the listed Saint-Pierre-Saint-Paul church were to be preserved. The classification or listing of a building within this 500 m radius creates a zone in which any changes requires the intervention of an architectual review board, known as the Architectes des Bâtiments de France.

This has led to a state of neglect in Goussainville's Vieux Pays. Today, the houses are for the most part boarded up and abandoned, hosting marginal uses such as urbex (recreational exploration of abandoned sites). Today, the Commune and the Communauté d'Agglomération are keen to revitalize the area, in particular through redevelopment projects and Third Places.

The Commune of Goussainville is located in an area that has managed to retain a strong agricultural identity despite the transformation of the Plaine de France area, which has become the site of national and international transport infrastructures (road and rail) and facilities (the international airports of Le Bourget and Paris-Charles de Gaulle, Villepinte Exhibition Centre).

Map of Infrastructure and Land Use in the Municipality for the year 2018
©Wikimedia

2. Goussainville: an ancient village on the brink of transformation

Major projects in Roissy Pays de France

The Roissy Pays de France Territorial Food Plan

In March 2021, the Communauté d'Agglomération Roissy Pays de France (CARPF) was accredited with a "Territorial Food Project" (PAT), a label recognized by the French Ministry of Agriculture. In this mixed territory (urban–peri-urban–rural), 50% of which is agricultural land and inhabited by a young and socially fragile population (low income, single-parent families, high unemployment rates), the challenges tied to local, quality food are numerous.

Territorial Food Projects stem from the Law for the Future of Agriculture, which has been encouraging the development of these initiatives since 2014. They are drawn up collectively and driven by local actors.

The CARPF's PAT is an extension of the "Pitchfork to Fork" initiative launched in 2020 as part of the Greater Roissy Agricultural and Forestry Charter. The program is associated with the Plan Climat–Air–Energie Territorial (PCAET), which includes the fight against food waste, responsible consumption, agricultural relocalization, local supply chains and collective catering.

The construction of the PAT is based on a multi-thematic food diagnosis of the CARPF territory. This has led to the prefiguration of an action plan focusing on 3 priority themes: the fight against food insecurity, collective catering and agricultural diversification.

The aim of the PAT is to create a sustainable and resilient territory, which also takes into account issues of social justice and environmental impact. It is intended to improve access for all inhabitants to healthy, safe and sufficient food from local agricultural production, through a number of objectives:

• Create a sustainable agricultural region through agricultural diversification, a factor in the resilience of agricultural productions and a response to social and environmental challenges (limiting greenhouse gas emissions and preserving natural resources);

• Encourage the structuring of food supply chains, by bringing together the various existing links and supporting the development of those missing in the region – from production to marketing – with a view to creating added value and jobs;

• Improve access for all inhabitants to healthy, safe and sufficient food from local agricultural production;

• Structure an inclusive, innovative and high-performing food system by integrating local initiatives that meet economic (job creation, agriculture preservation, improved self-sufficiency), social (healthy, balanced food for all) and environmental (ecological transition) objectives;

• Support changes in consumer eating habits and in catering practices;

• Promote agricultural heritage and food cultures, and forge links between food producers and consumers.

To prepare its PAT, the CARPF has adopted a multi-partner approach, in particular involving the actors involved in the "Pitchfork-to-Fork" project and the Agricultural and Forestry Charter, as well as citizens through workshops and questionnaires.

The Triangle de Gonesse and the Europa City project

The Triangle de Gonesse is 750 hectares of agricultural land, known as some of the most fertile in Europe, located within the airport corridor. This makes it a strategic and controversial site: numerous projects have been proposed, but none has seen the light of day.

For example, Europa City was a project for a mega-complex of recreational and cultural facilities, shops, hotels and restaurants, as well as an urban park and an urban farm, which would have been completed in 2027 on the "Triangle de Gonesse" territory, in the commune of Gonesse in the Val d'Oise, along the A1 freeway, between the Paris-Charles-de-Gaulle airport and Paris-Le Bourget airport, on the border with Seine-Saint-Denis.

Presented by its developers as a structural element of the Greater Paris Region, Europa City was originally intended to be served by public transport, first by a new branch of the RER D, known as the Barreau de Gonesse (connecting the RER D and the RER B, a connection that has since been abandoned but was prefigured by the TCSP Barreau de Gonesse), then by Line 17 of the Grand Paris Express with the Triangle de Gonesse station.

The project manager was Alliages et Territoires, a subsidiary of the Auchan group, in association with the Chinese group Wanda. Europa City represented a private investment of 3.1 billion euros. The Etablissement Public d'Aménagement (EPA) Plaine de France was responsible for the ZAC (concerted development zone) and the railway station that would have made it possible to build the project, including its infrastructure, roads and public spaces.

According to the expert appointed by the Commission Nationale du Débat Public (CNDP), the project would have generated a positive balance of around 8,000 jobs. However, this figure has been disputed, with other experts suggesting an equivalent loss of jobs through "commercial cannibalism", due to the plethora of competing offers in nearby areas.
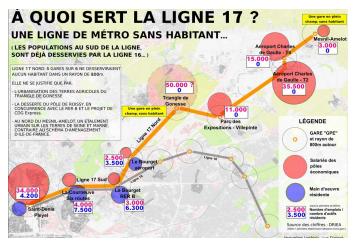
The relevance and scale of the development project as a whole (station, ZAC and Europa City) were contested from the outset, particularly in terms of its environmental impact and the artificialization of farmland it would imply. This continued despite the efforts made by the Roissy Pays de France local authorities, which secured 400 ha of unbroken farmland in the Triangle de Gonesse, returned 600 ha to agriculture in their local PLUs, and spared 16,000

ha of farmland in the SCOT (territorial coherence plan) of the Roissy Pays de France Communauté d'Agglomération.

In November 2019, in the face of major protests, the project was officially abandoned by the French government.

Following the scrapping of the project, a report called the "Rol-Tanguy Report" was published, setting out 3 scenarios for the future of the Triangle de Gonesse (total urbanization, partial urbanization or no urbanization). None of these scenarios has officially been adopted.
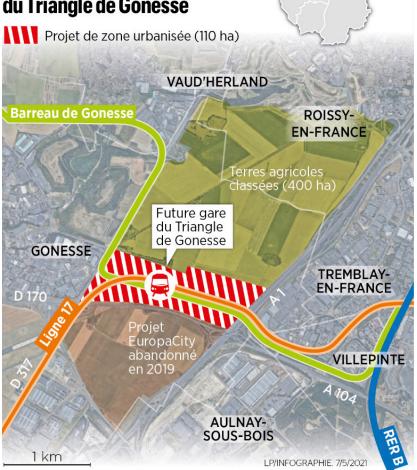
Nonetheless, the originally planned Gare Express will go ahead. The Triangle de Gonesse station (Line 17 of the metro) will be located between the Roissy-Charles de Gaulle and Le Bourget airports, and is due to enter service in 2026. Line 17 will provide a direct connection between the Saint-Denis and Le Bourget hubs and Charles de Gaulle airport, helping to reduce traffic on the RER B, which links the airport to central Paris.

Today, the project is controversial. The magazine Valeurs Vertes criticizes the fact that it does not serve local residents, but rather economic activities: infrastructures, business parks or future business parks. The map produced by the magazine shows a clear discrepancy between the presence of stations and residential areas, such as in Goussainville, Louvres and Le Thillay, which are a long way from the station, particularly now that Europa City has been abandoned. Work on line 17 continues, with the protests being largely ignored.

"Ligne 17 of the Grand Paris Express: No to the metro for the wealthy, yes to the metro for the residents". ©Valeurs Vertes, Fév 2019.

Le projet d'urbanisation du Triangle de Gonesse

///// Projet de zone urbanisée (110 ha)

P

VAUD'HERLAND

Barreau de Gonesse

ROISSY-EN-FRANCE

Terres agricoles classées (400 ha)

Future gare du Triangle de Gonesse

GONESSE

D 170

Ligne 17

D 317

Projet EuropaCity abandonné en 2019

TREMBLAY-EN-FRANCE

A 1

VILLEPINTE

A 104

AULNAY-SOUS-BOIS

RER B

1 km

LP/INFOGRAPHIE. 7/5/2021

The urban development project of the Triangle de Gonesse. ©Le Parisien

Le Thillay

Roissy-en-France

Vaudherland

Gonesse centre-ville

Départementale 317

Zad

La patte d'oie

Triangle de Gonesse

Gare

M 17

Le Tremblay-en-France

M 17

Villepinte

A 1

VERS PARIS

Aulnay-sous-Bois

Terres agricoles

1.5 KM

Reporterre le quotidien de l'écologie

Sources : Reporterre / IGN Topo, OSM, Grand Paris, CPTG, 2021

95 Gonesse D 317 Zad

92 A 1 93

PARIS

The ZAD of Gonesse. ©Reporterre

2. Goussainville: an ancient village on the brink of transformation

Revitalization projects for the old village

The city of Goussainville is undergoing a metamorphosis. *"As you can see every day, Goussainville's metamorphosis is progressing at a steady pace, and the delays accumulated over so many years are now close to being made up,"* Abdelaziz Hamid, Mayor of Goussainville. Indeed, the city is preparing for major transformations. The aim is to revitalize the city through its core districts: redevelopment of the station district, revitalization of the city centre and the Vieux Pays renaissance project.

Redevelopment of the station district

The redevelopment of Goussainville station aims to create an attractive neighborhood centered around a multimodal transport hub integrating sustainable mobility options, including a bicycle network and pedestrian pathways, along with a park-and-ride facility. Goussainville Station serves 9,000 passengers per day, contributing to congestion on the existing RER D service.

Ultimately, the future Gare neighborhood will consist of 58% public spaces, including an urban square designed to accommodate a variety of uses. A park is also being created in this area, which currently lacks green spaces.

The project includes, at this stage:
- 250 housing units,
- 14,000 square meters of office space,
- 3,500 square meters designated for a hotel,
- 3,300 square meters of retail space,
- 1,000 to 2,500 square meters for leisure activities,
- A school complex,
- A 300-space multi-story park-and-ride facility,
- The reorganization of the multimodal transport hub,
- The redevelopment of the station forecourt and the creation of high-quality public spaces.

©Roissy Pays de France Agglomération

Revitalizing the city centre

The revitalization of the city centre aims to make this district more attractive, more mixed and greener. This revitalization involves:

- Redeveloping public spaces (creation of town squares and a 2-hectare green space);
- Improving public amenities;
- Creating 2,500m² of new retail space;
- Creating 350 to 400 new homes.

The aim is to create a more resilient district adapted to contemporary challenges: depaving and greening, the development of active mobility and the adaptability of housing.

The renaissance of the Vieux Pays

The renaissance of the Vieux Pays is a major desire by the commune to revitalize this historic part of the town, which is relatively remote and unconnected to the rest of the city, through concrete actions.

These actions revolve around three axes:

- Redevelopment: The redevelopment efforts are aimed at safeguarding particularly run-down dwellings (21 in all). In addition, public services are to be offered, with the creation of a 40m² project centre, premises for associations (150m²), a café-caterer-restaurant (60m²) and commercial premises (128m²). The purchase of the château's stables will enable the development of cultural activities.

- Culture, crafts, training: The Vieux Pays boasts a remarkable historical heritage and identity, such as the Saint Pierre-Saint Paul church, which is listed as a Historic Monument. Furthermore, as the Vieux Pays has remained virtually unchanged for many years, it is a testimony to the past and the old ways of life. The town has therefore embarked on a process of promoting its historical heritage and art de vivre by organizing events and festivals.

The creation of a cultural Third Place (artist residencies and events programming) within the former stables of the château was the subject of a Call for Expressions of Interest (AMI). The aim was to pre-select viable candidates who could respond to the offer. This was followed by an Assistance à Maitrise d'Ouvrage (AMO) program, entitled "Pour un Quartier Culturel Créatif (QCC) à Vieux Pays". Three citizen consultations were then organized to involve Vieux Pays residents in workshops enabling collaborative construction.

- Food, the key to renewal: Goussainville hopes to make its territory part of a sustainable and responsible food project, also known as Ecological Reconciliation in Goussainville through Reasoned, Sustainable and Supportive Food. More concisely referred to as the Regards Project, the aim is to enter into an ecological and food transition and use it as a lever to revitalize the area and boost its attractiveness.

The area's Territorial Food Plan Project comes in conjunction with Agoralim, the new Marché d'Intérêt National run by SEMMARIS (the operator of the Rungis International Market). The project is intended to complement the city's expectations and the Regards Project. Agoralim will be developed in Goussainville on a 27-hectare site located close to road and rail infrastructures, and the logistics hub associated with Roissy-Charles De Gaulle airport. The business activities will include processing and production, as well as a producer sales floor.

2. Goussainville: an ancient village on the brink of transformation

Valorizing Goussainville's natural heritage

The Parc Naturel Urbain des Trois Vallées

The Parc Naturel Urbain (PNU) is a proposal for a 12,000-hectare ecological park with 44 km of pathways, straddling the Val d'Oise and Seine-Saint-Denis. Its objective is to promote the area's waterscape where social and environmental problems have been compounded. This is not a Regional Nature Park, so there will be no protection measures; it is part of an urban environment. An experimental approach to integrating nature into the urban environment, the PNU proposes to restore the place of geography and hydrology in already artificialized environments. It will cover a very large area: from the airport to the Seine, and from the Seine-et-Marne to the areas nearby Paris, in Seine-Saint-Denis.

The map, produced by the Institut Paris Région, shows how the city of Goussainville is integral to the Trois Vallées PNU project.

In Goussainville, the Croult is a 25.1-km-long river in the north of the Île-de-France Region. Currently, in the commune of Goussainville, the river is buried underground and is therefore invisible. The aim of this renaturation project is to reopen the Croult and make it accessible to the public, with a view to raising awareness of hydrological issues and nature in the city, as well as to improve the landscape.

Current studies are focusing mainly on Goussainville's Vieux Pays.

The project has three objectives for this river reopening:
- Promote hydroecology through pedestrian walkways;
- Combat flooding;
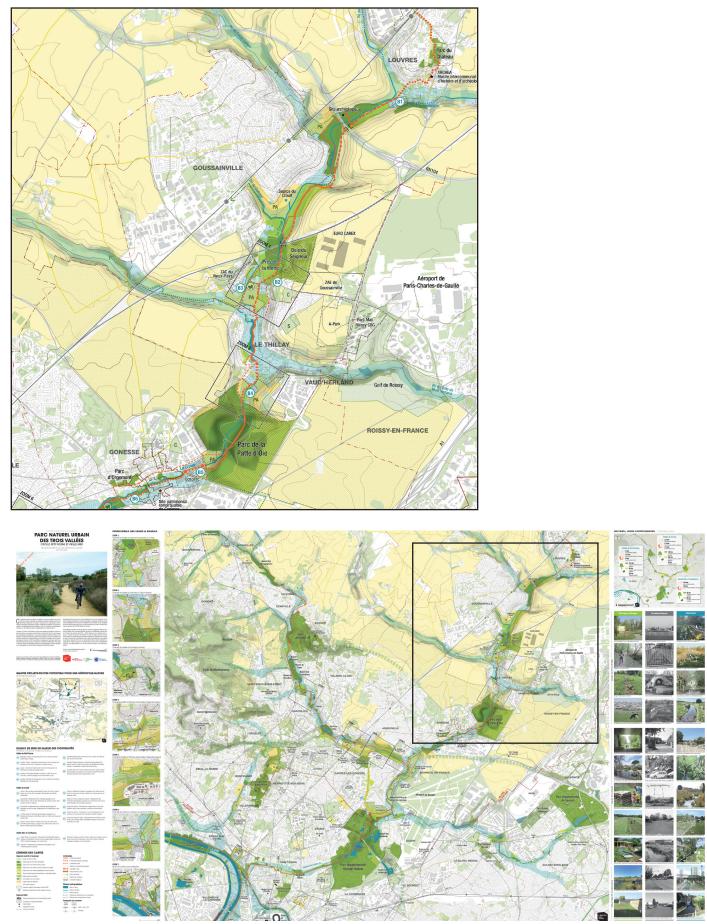- Create a natural site accessible to all.

The example of the renaturation and reopening of the Petit Rosne is already underway within the Communauté d'Agglomération, in the city of Sarcelles. The city has a strong desire to give residents access to water as much for landscape purposes as for the creation of high-quality green spaces to structure the landscape. ©SIAH Croult et Petit Rose

The Bois-Seigneur project

In the same vein of renaturation efforts and awareness-raising among residents, the city is also carrying out a project to redevelop Bois Seigneur, a former quarry now plagued by illegal dumping and informal settlements. The town's aim is to redevelop and renaturalize the site, opening it up to local residents and providing the town with a structuring green space.

The objective is to create a veritable "green lung" and a showcase for biodiversity, by promoting the landscape and by creating a recreational hub as part of an eco-awareness initiative.

This site, with its rolling topography, possesses landscape qualities that could be showcased through the creation of an urban park.

The « Parc naturel urbain des Trois Vallées » ©Institut Paris Région

0 1Km

N 104 La Francilienne

La Francilienne

D 47

D 10

Le Plessis-Gassot

Bouqueval

Centre d'enfouissement technique de Bouqueval

D 10

D 970

Zone industrielle du Grésaux de l'Orme de la Gare

Goussainville

Complexe sportif Maurice Baquet

Lycée Romain Rolland

Alpha Parc

D 47

Lycée Professionnel Nikola Tesla

Collège Léon Blum

Square du Nord

D 370