



Productive
cities

GRIGNY & RIS-ORANGIS GRAND PARIS SUD

NEXT STOP GRAND PARIS SUD !

Site brief



GENERAL INFORMATION

SITE REPRESENTATIVE :

City of Grigny and cities of Grigny and Ris-Orangis in partnership with EPFIF (Etablissement Public Foncier d'Île-de-France, the Regional Public Real Estate Establishment)

ACTOR(S) INVOLVED :

Cities of Grigny and Ris-Orangis in partnership with EPFIF (Etablissement Public Foncier d'Île-de-France, the Regional Public Real Estate Establishment) , CA Grand Paris Sud OWNER(S) OF THE SITE: cities of Grigny and Ris-Orangis, CA Grand Paris Sud, private owners

TEAM REPRESENTATIVE :

Architect and/or urban planner and/or landscaper

EXPECTED SKILLS WITH REGARDS TO THE SITE'S ISSUES AND CHARACTERISTICS :

Architecture, urbanism, landscape

COMMUNICATION :

Communication of projects after the competition, December 1st 2017

JURY – 1ST EVALUATION :

With the participation of the site representatives

JURY – PRIZE SELECTION :

Ranked Selection : with Winner (12.000€), Runner-up (6.000€) and Special Mention (no reward)

POST-COMPETITION INTERMEDIATE PROCEDURE :

- Meeting with sites representatives and 3 selected teams, organized by European France in Paris, february/mars 2018.
- On-site meeting with sites representatives and 3 selected teams organized by cities and partners from january 2018.
- Assistance and consultancy to the cities and partners, also their collaborators, for the implementations processes, by european france.

MISSION GIVEN TO THE SELECTED TEAM(S) FOR THE IMPLEMENTATION :

Urban and architectural study, urban and architectural project

THE GOOD HEALTH OF EUROSPAN*

This is the title of an article published in the Revue *Urbanisme* (1), last January, about the European Intersessions forum organised by Europan. It emphasizes the importance and vitality of this innovative and unique competition. During this forum, sites representatives, experts and young selected candidates from 15 different countries got the chance to meet. For the Europan 14 sites launching, a lot of actors came and met, between 'adaptable and productive cities'.

For the launching of Europan 14 competition, France is presenting 11 sites to the European candidates. But before that, municipalities undertook a significant upstream work with their team and multiple partnerships. The preparation of the competition documents takes time: it is the first year of the session. The « Productive cities » theme aims at all territory scales and parts of society of our European culture. Eminently, it is a contemporary and topical theme. Expectations are high but as always, in a spirit of openness, listening and discovery. To ensure ideas can become real and encourage actions, they already need to be expressed and discussed collectively, between sites representatives, experts, jury members, on a national and then, European level. This fertile ground fosters the in-situ experimentations after the competition for the selected teams. In France, there will be three of them per site.

« Architecture is a driving force that can provide adequate, ingenious, innovative answers regarding contemporary society's issues for the future » (2)

FROM ADAPTABLE CITY TOWARDS PRODUCTIVE CITIES, THE THEME IS FOLLOWING THE PREVIOUS ONE.

"Productive cities" emphasizes on activity diversity, housing and lifestyles in the city centre or in the periphery. Production refers to productive activities, and therefore to places, architecture, urban interactions and associations, contemporary production of the city. Thus, the theme aims at questioning the artisanal and industrial production, services, of which origins and outcomes and therefore forms are changing. (3)

Several sites from the 13th session – Adaptable city – showed how essential it was to think in terms of process, structuration, and negotiations so production in the city can be sustained or renewed, as some of the E14 sites are

showing. Some others are concerned about the role of the city in some places dedicated to the production of products that have become obsolete or in mutation. This idea of production that we must imagine because of its strong diversity may demonstrate the renewal of urban and typology morphology. It can be transformed, adapted to lifestyles, hybrid forms of social life, revealing simultaneously resistance and resilience forms, events, and revolutionary transformations.

The city of the 19th century may turn out to be adaptable, as it is presented, to a certain extent, in the Haussmann exhibition at the Pavillon de l'Arsenal in Paris. What about the great projects of the 20th and 21st centuries? Zones? Priority urban development zones (ZUP), joint development zones (ZAC), areas of activities (ZA+ZI), residential zones, housing estates, infrastructures?

As always, Europan seems to raise simple questions through the different themes and issues it brings out. Some might say it is obvious. Actually, the question is more complex than it seems as it shakes up both urban cultural foundation and its future. It is questioning two centuries of construction and development of the cities for a deterritorialized industry and its housing policy.

"Productive cities" is on ! Bauwelt (4) published an issue dedicated to this very theme in September 2016 and Bozar in Brussels (5) also presented a « productive city »-oriented exhibition which ended on Jan 15th, 2017. Indeed, Brussels and Flanders are pioneers when it comes to the change in urban planning and development in Europe which led the post-industrial city towards the productive city. It is already illustrated by many projects that but there is still a great deal to be done in a lot of situations, everywhere in Europe. Europan shows the singularity of each site.

11 SITES, WHY THE NUMBER AND DIVERSITY OF MUNICIPALITIES AND THEIR PARTNERS MATTER?

The « Productive cities » theme attracted municipalities which were facing the mutation of their territory, landscape and know-how. The theme resonated even inside the economic activity societies which were approached by the municipalities. Once more, Europan is bringing the different scales face to face, from micro to macro. Europan relies on the testing ground of ideas with multiple actors and urges openness and discussion so urban and architectural innovation can subtly be revealed. Two inseparable dimensions, two scales prior to the creation of the competition in 1988.

(1) * Urbanisme n° 403 p13

(2) Stratégie Nationale pour l'Architecture, octobre 2015

(3) Besson, R., 2014, capitalisme cognitif et modèles urbains en mutation. L'hypothèse des systèmes urbains Cognitifs, in Le Blanc A, Piermay J-L, Daviet S, Villes et industries. Lille : territoire en mouvement, n°23-24.

(4) Bauwelt n°211 die produktive stadt

(5) Atelier brussels, a good city has industry, Bozar

From metropolitan artefacts to (motorised) cities in the countryside, many situations are presented and questioned. The theme will allow us to go further, with answers that will meet the cities' expectations but that will also surprise them. Answers that will provide subtle solutions and forecast what we have not thought about yet.

COMMON PLACES, A PLACE COMMUNITY

Sites have as many similarities as differences, specificities. We are avoiding clichés even if sometimes, we are dealing with some archetypal parts of the sites like commercial zones bounded by house estates, endless parking lots, infrastructural urban divides, empty spaces.

The peri-urban Europe looks like Ken Loach or Bruno Dumont backdrops. In opposition with city-centers where the street is a lively and joyful wander? Not always. City centres are emptying out, becoming dilapidated, expensive, unreachable. Some great equipments have been relocated as their heritage was turning into empty fallow shells.

At the same time, the activity zones are looking to emancipate from their big enclaves as the market studies are showing moving clients. The big retail areas are trying to reach a fragmentation of the city center, and are in fact looking new tenants or buyers for the huge large bases they are occupying at the entrance of the city. But now businesses have become mobile and there are countless people working with « no physical office» (6) as it became a mobile, hazy even short-lived entity.

Businesses have not all disappeared yet. Some of them still have industrial activities or have decided to develop new ones, as Bègles does. Because the pivotal period can be a very bright spot for possibilities in recycling, transformation, reuse, regeneration, creation. There is some work to do! It is also promising regarding spaces, places looking to be taken, shared. Indeed, the city is like a market. We have to bring the city near, or even in, the production source. Vice-versa.

Nowadays, businesses tend to stay on the original site while regenerating their activities like in Amiens, Guebwiller and Angers. Renewal, resilience but also resistance (staying!). Businesses, like cities, need symbols and imaginary. (The very first film in cinema history, directed by the Lumière brothers, shows workers leaving the Lumière factory) (7). They need to focus on inventing new products or transforming our activities, on going back to production in the city. Which means lying on urban strategies (movements, access, proximity, centrality, short circuits, etc) and on a architectural and cultural representation. They have to enhance their image as much as functionality

(6) Bruno Marzloff, sans bureau fixe

and energetic performance (8), research as much as development. And production needs to rely on inhabitants. Production needs knowledge. What can be more fertile, for example, than a university campus, with student residences as long as they are connected to the city centre thanks to performing urban transports like in Besançon ?

« cherish the generosity of industrial buildings and infrastructures »(5)

The peripheral areas of activity are accessible places because they are not expensive. They were so caught short by the city that it would take little for an urban study. The benefits of the infrastructures can be revealed as long as they move and adapt, welcome green ways, a tramway, carpool. A real potential of spaces, really close to the countryside or natural spaces, can be discovered like in Angers, Lille and Toulouse as well.

The role of the car and the necessity of movements are raising questions. We should be able to go anywhere. Car is both an environmental constraint and an asset. The way we use it is changing and can be shared, as is the status of parking lots. How is it possible to prevent it from damaging and putting a strain on public space? But that it rather becomes a factor in transformation? This issue is raised in Aurillac, a flagship city in a rural living area. Also in Pantin, because of cars business.

The train station is a potentially productive place, as it represents the entrance of a city and a place where exchanges, gatherings and crossings are possible. This station can generate an urban renewal by production and services activities, as it is the case in Evreux. In Grigny/ Ris-Orangis Productive Cities talk about urban repairs, cities connections, in between large housing projects where live a lot of inhabitants.

EUROPAN COMPETITION'S EXPECTATIONS

Two centuries after industrial revolution, sustainable development has been opening a new cycle on how to make the city and how urban, rural or metropolitan territories have been changing. This mutation requires mobilizing architectural practices to offer several lives to buildings but also to urban centers, equipments and public spaces.

It is essential to develop awareness on architectural heritage, especially from the 20th and 21st centuries, in order to reconcile architecture and heritage: architecture takes part in priority in the existing framework so it can be developed because « transforming, it's preserving ». (2)

(5) Atelier brussels, a good city has industry, Bozar

(7) https://www.senscritique.com/film/La_Sortie_de_l_usine_Lumiere_a_Lyon/470793

(8) Boutang, Y-M 2008 , le capitalisme cognitif : la nouvelle grande transformation, paris :Editions Amsterdam, coll Multitude/Idées, p245 ; cité par Raphaël Besson, introduction à la journée de lancement européen 14 en France,15 février 2017.

Quality of life, intellectual and economic influence of cities at international level, taking part in a shared experience of a European culture, of a City culture, as some examples from the entire world can testify and have enriched us. Those are the challenges supported by the Direction of Architecture (9) and the DGALN (10) and that we do share with sites representatives.

European competition brings together Research & experimentations and real sites, presented by municipalities collectively with public and private partners.

That's a lot of people but this is its strength.

Sites files are reflecting the long-term work that was undertaken by municipalities and their partners in a short period of time. Indeed, it takes time to consider the issues of a situation, an opinion given by the city. This work is conducted little by little. We are encouraging the teams to bring a clear, creative and substantiated answer but also solutions demonstrating great complexity that would go beyond the competition temporality.

As a matter of fact, it is essential to invent, dare, make choices, share a clear message in resonance with expectations and to know how to express what was not said. Therefore, the expected proposals are not in the order of the catalogue. The European 13 jury did highlight the necessity to advise the candidates not to answer all issues presented in the sites files.

The statements are developing, to the greatest possible extent, what are the challenges and expectations. Candidates have to make theoretical and practical choices. The economy, in the event it would be questioned, is not an exact science and « Productive cities » isn't an economic planning exercise. The competition is still a call for imagination, intuition, situations intelligence, and even for synchronicities. It requires an architectural and urban culture, and the importance to think about the great challenges of our society. It is a call for young architects, urban planners, landscapers to show their ability to get involved in the contemporary reflection of the city with architecture, nature, landscape, infrastructures that are aware of the environmental, social and human consequences. The economic, cultural and societal value of architecture is being questioned as creation and as a factor of innovation, a global innovation strategy.

THE IMPLEMENTATIONS AFTER THE COMPETITION

The originality of the proposals associated to the cities and European expectations will be revealed during the phase of projects expertise and then, during the jury rounds. The ideas will have to find a situation, a form and an experimentation. They will have to stand as examples. They will have to be implemented as we use to say in European.

Different steps in the presentation of projects, out of context and in situ, will be organized by European with the municipalities and their partners. In France, depending on the projects and proposals, multi scenario implementation can be developed. In general, European recommends that the 3 selected teams on each site work together with separate missions. It is also recommended there is no immediate competition in order to encourage a collective and productive work, for the teams but also for all the actors. Thus, the pre-operational programme can be elaborated at the same time. Then, it will be possible to make one choice, or multiple choices. Of course we are expecting about more implementation process with cities and partners.

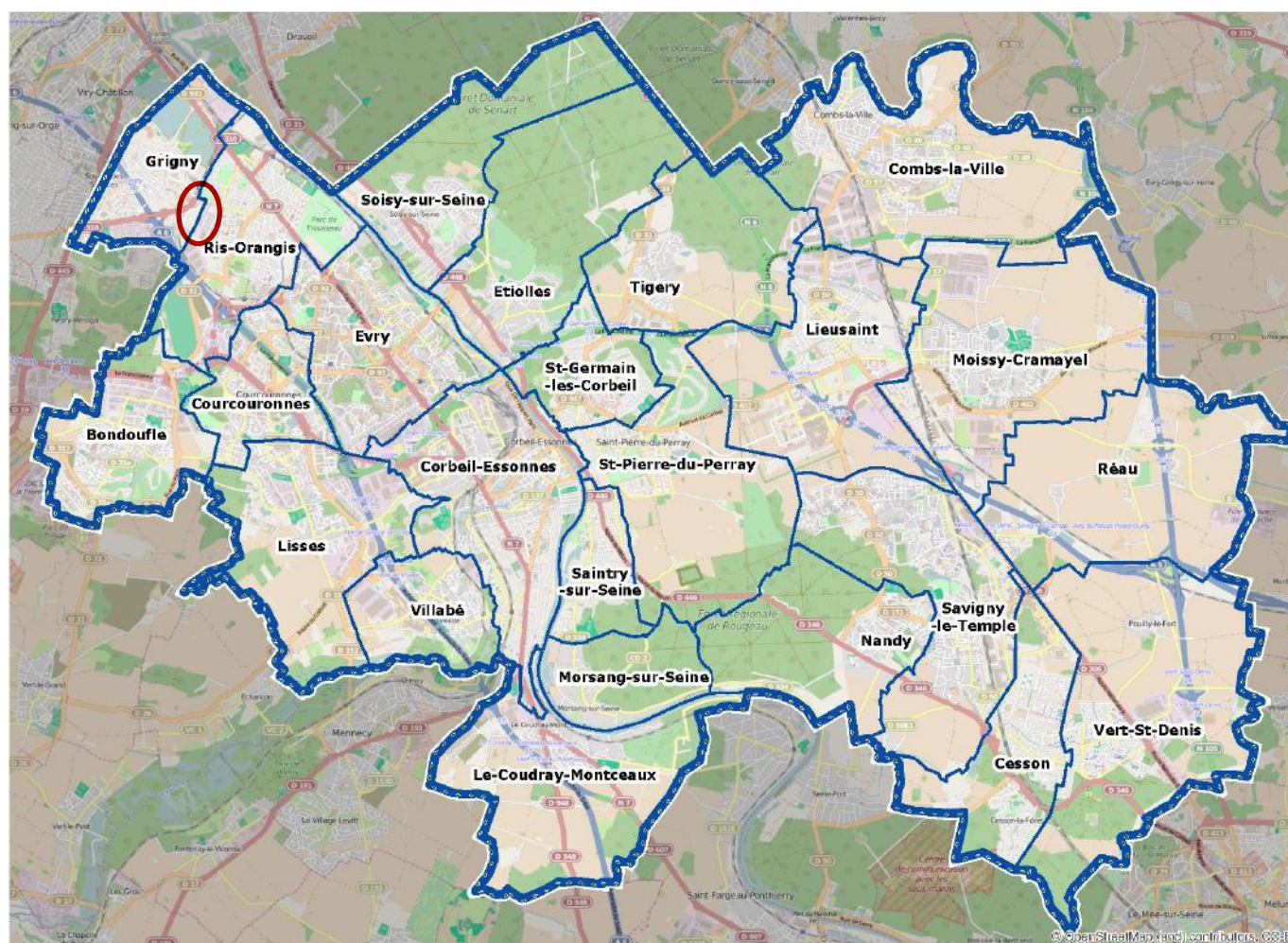
We have good hope because 7 of 10 of European 13 sites in France have begun implementation with selected teams.

'Concrete utopia' is going on.

(2) Stratégie Nationale pour l'Architecture, octobre 2015

(9) Ministère de la Culture et de la Communication

(10) Direction Générale de l'Aménagement, du Logement et de la Nature



Conurbation of South Grand Paris

Boundary of European strategic site

RELATION TO THE THEME OF THE “PRODUCTIVE CITY”

AN AREA OF BIG PROJECTS

Participation in the European competition on the topic of “Productive Cities” comes at just the right time for the towns of Ris-Orangis and Grigny, located in the Grand Paris Sud Seine-Essonnes-Sénart conurbation. It is a complex site with significant issues. It combines different strategic and conceptual scales. It raises the question of the identity of a territory undergoing urban regeneration within a metropolis. All this takes place within a social and multicultural context at the heart of a site with major landscape potential: the slopes of the Seine Valley.

The territory also falls within a particular context of “big projects”, which entail multiple hierarchies and multilayered governance. Two big projects will mould the future development of this large territory: the future rugby stadium and a condominium regeneration operation within the Grigny 2 residential complex (referred to as ORCOD-IN). The European competition is also supported by EPFIF* (Etablissement Public Foncier d’Île-de-France) which is directly mandated by the state to manage this ORCOD. EPFIF is working in partnership with European on numerous sites in the Paris region because of its role in supporting land strategies.

LINKING THE METROPOLITAN AND THE LOCAL SCALE

The study site chosen for the competition stands at the intersection of two major aspirations for the territory.

The first aspiration is to create a real metropolitan destination around the French Rugby Federation’s future grand stadium, in other words a place that will be a centre of activity all year round, even outside the big events at the stadium. This destination point will depend on two central and complementary programmatic elements: a dedicated leisure-shopping centre and a sports cluster. This objective directly concerns the European study site. This is because some of the future users of the stadium and/or the activity cluster will pass through the project site from Grigny-Centre Station in order to get there. How can it be made an attractive and productive place for these temporary incomers? How can they be persuaded to use the area, to enrich it and to contribute to the creation of urban quality that will benefit local people?

The second objective is the Grigny 2 ORCOD-IN situated within the study site. This condominium, often stigmatised as a “problem” estate, near the Grand Borne social housing district, is also almost monofunctional in character. One of the priorities of this operation is to generate a greater diversity of local urban functions.

How will this objective of refurbishment and social regeneration influence the area as a whole? What can be done to restore meaning and to draw on the population, the multiple cultures, the existing economy, to improve quality of life for local residents?

Between these two objectives, one metropolitan and the other local in scale, the European candidates will need to exploit the territory’s existing resources and connect the productive scales through a continuing interchange between the local and the global. It is the linking of these scales which is central to the priorities of the area. One of the problems to resolve is how to make this area productive for passing users and for residents in terms of economic activities, quality of life and an exceptional environment.

This will require an approach that interlinks and connects all the big surrounding urban elements. Indeed, the project site constitutes the “deep” boundary of the two towns present in the wider landscape. This boundary can be a source of ideas on issues of productivity and an opportunity to generate connections that are currently lacking between the two towns, which have historically pursued urban development independently, without connections or links. One of the aims of any project should therefore be “territorial linking and anchoring”. This area is characterised by the zoning approach historically typical of new towns in France (spatial planning and big infrastructures), which took little account of urban and landscape links. The focus is to create meaningful connections.

1 FR-GrignyRisOrangis-C-APo3

2 FR-GrignyRisOrangis-C-Mo2



Eco-district of the Docks de Ris-Orangis



Family garden Orme-Pompane

MOVING FROM RESOURCES TO A PRODUCTIVE PROCESS

One of the topics proposed in the theme set out for this site by Europan is “from industrial zone to lively neighbourhood”. The study site consists of a fabric of SMEs and SMIs which create a pool of very local urban jobs. The location of these zones in direct interface with residential areas and near main transport hubs suggests the possibility of developing an industrial, small-business, commercial and economic fabric close to residential areas. This would foster the development of new economic activities for and with the inhabitants.

The Europan competition is also an opportunity to think about the ageing recent urban fabric, about making an imaginative town. The aim is also to generate better networks between inhabitants and future users of the site: sharing, relations, pooling, mixed uses of space.

Multicultural youth is an advantage for a productive territory. Compared with other parts of the Paris region, car ownership rates here are low. The establishment of a small-scale pool of economic activity and the creation of activities ranging from education to production, sales and recycling, is of great interest to the municipalities. This production could also be cultural, generating cohesion and social bonds between local people. The aim should be to establish a virtuous circle, self-perpetuating, of sufficient quality to attract people from beyond the local area.

In both communities’ policies, it is essential that the new projects should take account of what is “already there”. The existing built, human or natural legacies are all important. The 20th and 21st century architectural heritage need to be taken into account, with the development of experimental architectural approaches to highlight and enhance the existing fabric. In this pursuit of a productive and mixed environment, the buildings need to incorporate new uses, whether private, public or shared, allowing for different rhythms of activity.

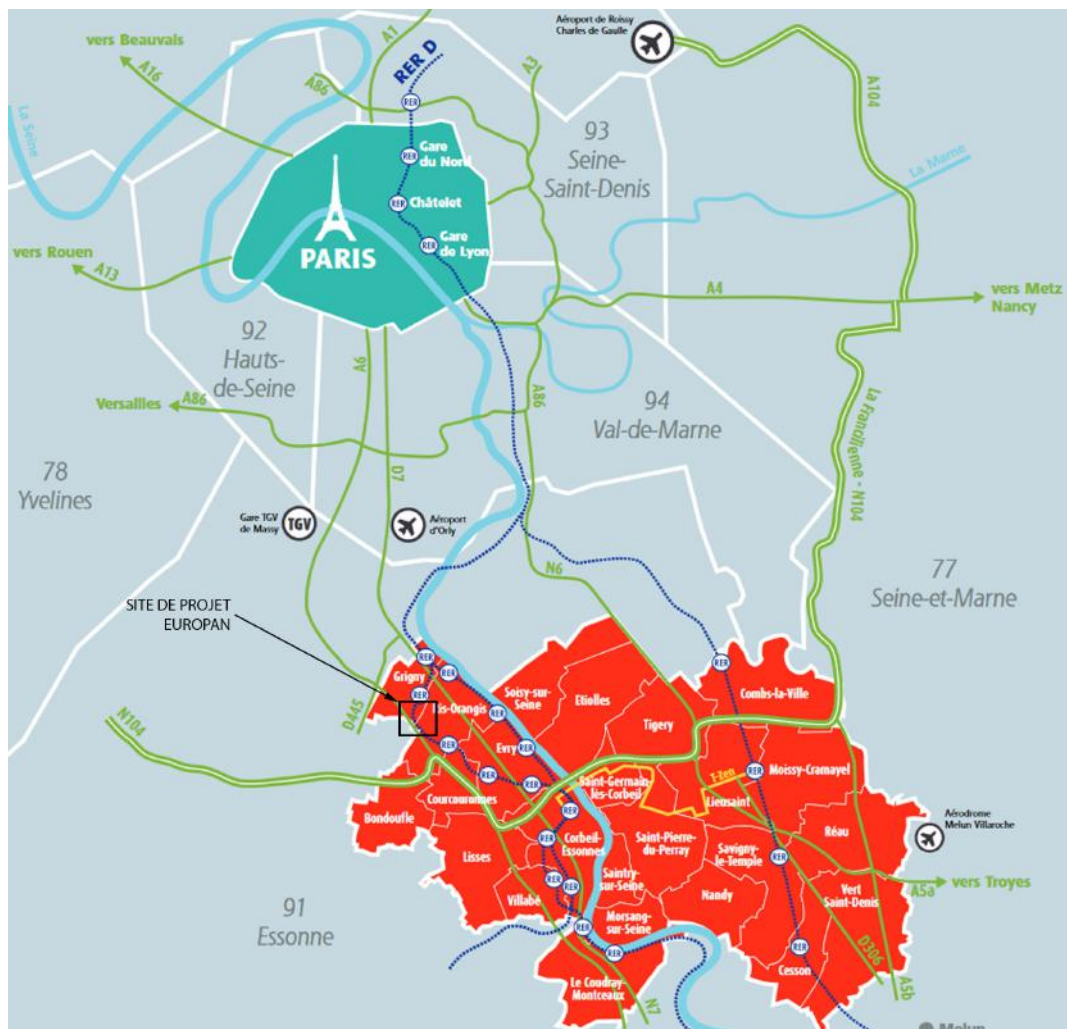
“A productive city is a smart city”

Stéphane Raffalli, Mayor of Ris-Orangis.

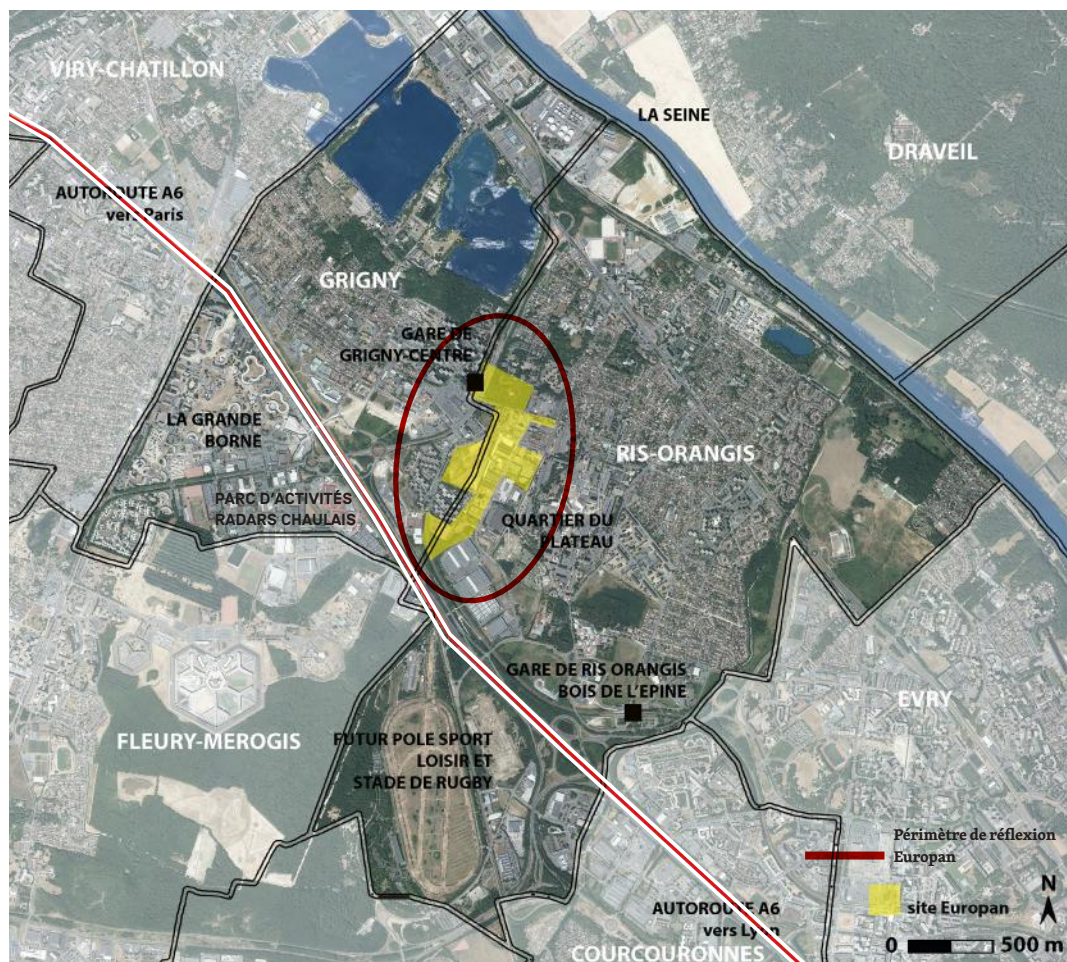
“A productive city is a learning city, an educated city.”

Philippe Rio, Mayor of Grigny.

1	FR-GrignyRisOrangis-SS-AP05
2 3	FR-GrignyRisOrangis-C-AP12 FR-GrignyRisOrangis-SS-P23



Strategic site accessible from Paris



Strategic site between Grigny and Ris-Orangis

STRATEGIC SITE

CONNECTING URBAN PROCESS WITH THE EXPERIMENTAL MICRO-LOCAL PROJECT

Across the whole study site, the candidates will need to focus on creating a fluid city in order to repair fractures and device continuities. The urban and architectural proposal will emphasise public spaces and shared spaces. One of the urban priorities is to generate new economic, social and cultural activities on this axis between, on the one hand, Grigny / Ris-Orangis and on the other hand Lac de Grigny / The Rugby Stadium. One approach would be to pursue a process of evolving urbanism.

A FRAGMENTED SITE IN NEED OF LINKS

The study site defined by European constitutes the urban scale on which intervention is possible. It is located between the “Plateau/Moulin à Vent” centre in Ris-Orangis and Grigny town centre. At this scale, European is asking the candidates to adopt an approach that links the urban process between the large scale and the micro-local scale, in a close-grained and evolving way. The centre of the study site is called Zone d’activités des Terres Saint-Lazare.

There is almost no road connection between Terres Saint-Lazare and Grigny apart from Route de Corbeil. This whole area needs to be connected in order to form a coherent whole with the big urban infrastructures around. These notably include the A6 (Paris-Lyon) motorway to the south-west, and an area of logistical platforms, Orme Pomponne, which has a very large footprint, while leaving residual green spaces. More to the south, there are 6 hectares of family allotments.

To the east, the site is directly adjacent to the Plateau district, the dynamic centre of Ris-Orangis where the majority of the town’s amenities are concentrated. To the north, Route de Corbeil cuts through the study site, separating Parc de la Theuillerie (an untended woodland area of 4 hectares) from Terres Saint-Lazare. To the west, it is bounded by the Grigny 2 condominium complex, by Grigny town centre and by the Grigny-Centre RER D station. To the south-west is the Radars Chaulais industrial area, dedicated in particular to agri-processing (Coca-Cola company providing 150 jobs), and agri-food companies, in particular Bergam’s – a sandwich company that delivers all around Ile-de-

France – with 300 jobs. In this area alone and in the town centres, there is a tight fabric of SMEs. This is the characteristic of the area: a carpet of businesses along the A6 motorway and road arteries consisting both of big companies and SMEs/SMIs, which find the land conditions here acceptable and compatible with their businesses.

More to the south, on the other side of the A6 motorway, is the future stadium site. Conversely, to the north in the Seine Valley, there is an exceptional area of natural landscape, the Grigny Lakes.

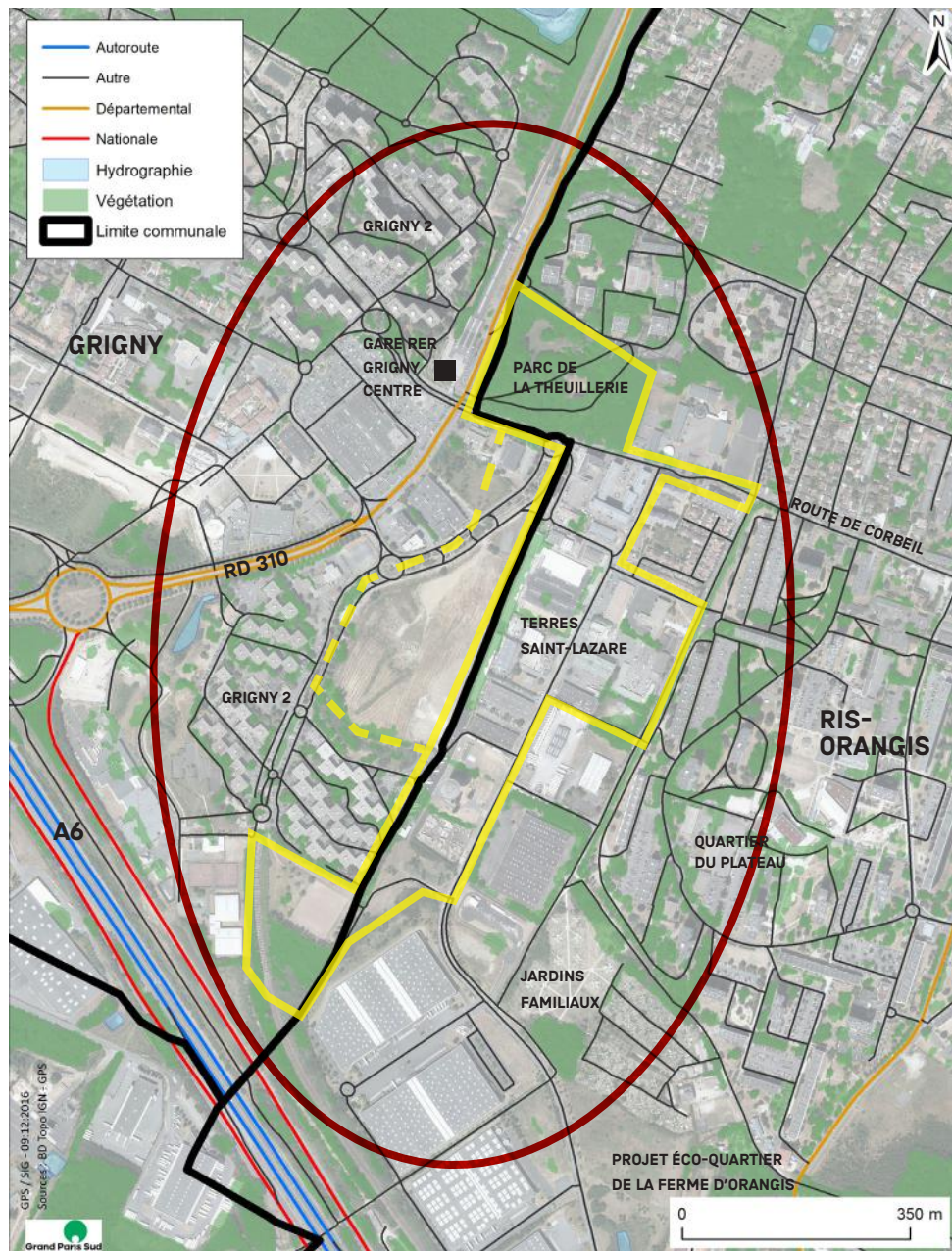
Finally, the RD 310 departmental road today creates a road environment that breaks the urban continuity between Ris-Orangis and Grigny, with a profile that fails to follow the natural topology: initially sunken, it distances the town from its surroundings.

A TERRITORY OF RESOURCES

The study site contains urban fractures: the motorway, Route de Corbeil, the sharp town boundaries, the RD310 descending into the valley. It also possesses resources that need to be revealed: the candidates will be expected to put forward proposals that identify and exploit these resources, that create value, that contribute to generating the urban and architectural heritage of tomorrow. This area needs to be looked at with a new eye, not just to repair the errors of the past.

What can be done to enrich this site? The need is to identify what is lacking in the area, and to treat the inhabitants as one of its assets. The site’s existing cultural and social diversity, in particular that of the populations of Grigny 2, is underexploited in the existing economic fabric. The task is to identify productive activity that cannot be relocated, which will include the whole production chain. The idea is to focus on the development of a local or ideally a circular economy.

1	FR-GrignyRisOrangis-C-Mo1
2	FR-GrignyRisOrangis-C-APo2



Site searching for connections



Family garden of Orme Pomponne in Ris-Orangis

TO CONNECT THE “MASS” ECONOMY WITH A LOCAL SOCIAL AND COMMUNITY ECONOMY

Within the Terres Saint Lazare business zone, there is smaller scale economic activity. It generates fewer jobs, but could foster personal and collective initiatives. The foundations of a local social and community economy are there. The presence of resources, the dense, multicultural social fabric, small-scale land plots that are home to small businesses, and the arrival of a large-scale economic resource (the stadium cluster) are all elements that offer potential for the creation of productive economic activities in this area.

ENERGY AND WATER: UNDERGROUND RESOURCES

“We have resources under our feet, for drinking and heating, we have everything locally, today’s productive city is not one that generates pollution, tomorrow’s production must be clean”

Philippe Rio, Mayor of Grigny

The concept of productive cities refers to the production of wealth, but also of energy, which is one of the resources of the future. Below ground, this area is rich (geothermal energy, route of the Vanne Aqueduct...), so it has the capacity to produce its own energy to guarantee autonomy. One example is the new geothermal well currently being sunk in Grigny. The Aqueduc de la Vanne, used to bring water to the city of Paris, runs through the site. It is simultaneously a piece of heritage, a protected structure (no building permitted) and a green link. A water network originating in the aqueduct and on temporary standby could be reactivated and ultimately provide the town’s water supply. It links the aqueduct to the water tower situated in the middle of Terres Saint-Lazare. As regards its drinking water supply, Grigny municipality has signed an outsourcing licence contract until 2018: at that point, the water could possibly return to municipal control.

URBAN FARMING AND SHORT SUPPLY CHAINS

The planned Ferme d’Orangis eco-neighbourhood borders the study site to the south-east. It extends from the family allotments (250 plots) and could form a dynamic interchange with them. This is an area of around 10 ha on the edge of the urban fabric of Ris-Orangis, served by the A6 and the Ris-Bois de l’Épine RER D station. Here, the town can reclaim the natural and historical heritage of La Ferme and Château d’Orangis. This is a more obvious local architectural, natural, historical and human legacy. It is combined with an urban farming project, linked to new housing provision.

The project thus has four priorities:

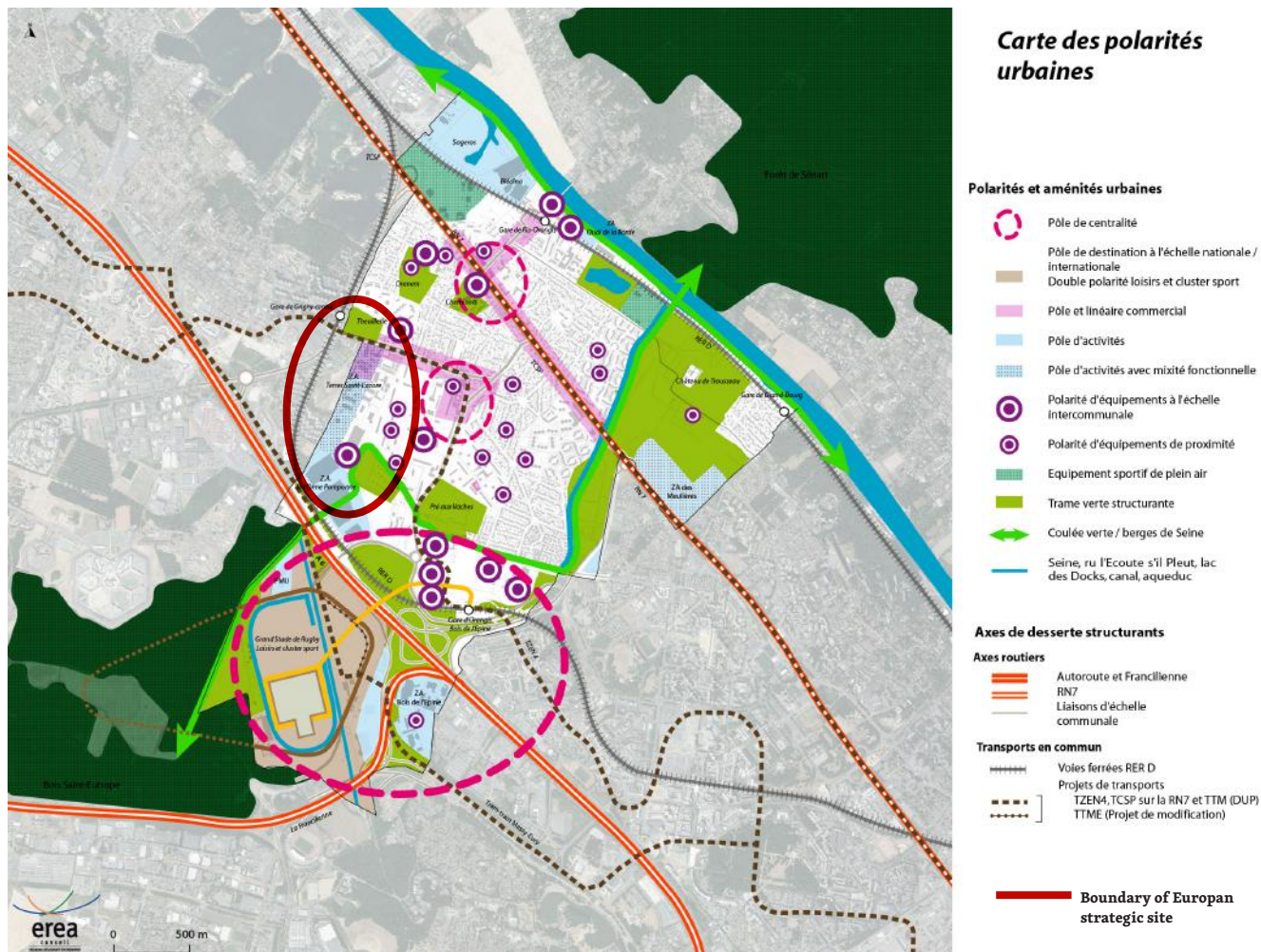
1. From wasteland to the creation of a new district to meet housing needs, near services and public transport.
2. Establishing a strong heritage identity within a farming framework: creating a real synergy between the urban project and the agricultural project.
3. An energy strategy based on the use of renewable energy, low-energy building operation and alternative water management.
4. Public spaces that foster social bonds: creating high quality and sociable spaces.

This project will develop short supply chains close to dense housing complexes. It will be able to enter into synergy with the candidates’ proposals through the creation of sales outlets and places for product processing or additional production. The municipalities want to provide collective catering from local organic food production schools.

In parallel, Grigny municipality has just signed a contract with the Michelin starred chef Thierry Marx. He is taking over the central kitchen near the Grigny 2 condominium, where he is setting up a cooking school to offer fast training in the catering trades. This chef has also just set up a brasserie in a Parisian station: “The idea is to bring back craft activities, life within stations”, he explains.

It should be noted that the Essonne has its own extensive terroir (saffron and miel du gâtinais honey, watercress, and high-quality agricultural and vegetable produce – e.g. Triangle vert de l’Essonne, the market gardens of Marcoussis...).

1	FR-GrignyRisOrangis-SS-Mo1
2	FR-GrignyRisOrangis-SS-P24



Map of urban properties, synthesis map published by PADD (Projet d'aménagement et de développement durable) of Ris-Orangis

Source : ville de Ris-Orangis



Eco-district Les Docks of Ris-Orangis

PRIORITIES OF THE STUDY SITE

Proposals for gradual evolution in the area: The aim will be to connect scales of production by introducing a process that combines a variety of constraints, priorities and governance on the site. The candidates should propose solutions that are innovative but also original, to make this territory a “pioneer” in its approach to urban production. The urban process could be set out in a document that takes the form of a route map accompanied by a toolbox. It would set out a sequence of coordinated actions geared to the opportunities and their spatial forms.

A focus on structural, urban, social and economic linkages between the two towns’ territories. The study site (red perimeter) will be used to define how to introduce the urban strategy of reclamation and links between the two communities. The project site (yellow perimeter) is where the process will be implemented.

Awareness of the impact of the planned destination cluster around the stadium in all its components (urban, economic, social, environmental) to foster its connection with the town through the development of the Terres Saint-Lazare area. The route through Terres Saint-Lazare for stadium users and/or the destination cluster around the facility should make the site attractive in urban and economic terms for local residents. “Grigny station is the main station for the rugby stadium.” Candidates will be expected to focus on this approach, connecting an entrance to the stadium and local “events” between the station and the stadium. A mix of functions is needed, generating urban amenities and enhancing the trajectory between the two.

A vision for the 21st-century town superimposed on the 20th-century vision. The natural landscape was for a long time submerged under urban “objects” incommensurate with the scale of the town: big infrastructures, large-scale enclaves (industry...), logistics platforms, big housing estates. Yet it is here that big structures are once again being introduced within the territories of uncompleted new towns. However, this “big object” identity is perhaps not only a constraint, but also an asset. The task today is to reclaim the interstices. In parallel, architectural utopia played a very big role in the new towns. Architects like Andrault & Parat, or Emile Aillaud in the Grande Borne

area, used the new towns as a place to experiment on architectural forms and urban design. How can this urban vision be regenerated? What needs to be kept, what changed? Where is the urban and architectural quality of these spaces? At a time when the state is preparing to reinvest through a big national amenity, but also through the ORCOD operation, this theme is central to the approach. What new form of city, anchored in our own century, could result?

1	FR-GrignyRisOrangis-C-Mo6
2	FR-GrignyRisOrangis-C-AP11



PROJECT SITE

PLACES OF URBAN AND ARCHITECTURAL EXPERIMENT

THE PROJECT SITES

European has set a project perimeter within which potentially operational plots are identified. In these areas, the candidates will provide architectural responses. They will need to re-conceptualise the day-to-day ways of life of the inhabitants. Since this is currently not a very mobile population, there are local needs to be met: housing, work, access to culture, access to education, better transport. The candidates should draw on new ways of living to create social bonds and greater proximity between living places, workplaces and places of culture. The objective is to use current resources as a route to future enrichment. The fertile city is founded on potential and imagination. How can all these resources or projects generate a higher, unifying dynamic? How can these elements be integrated into a wider web? How can architectural intervention be developed to enhance and transform the existing built fabric?

1. PARC DE LA THEUILLERIE

The presence of nature and water is an extremely important factor in this territory, as shown by the Arc Sud francilien survey conducted by Ris-Orangis municipality (cf. section on urban studies): The green and blue corridor of the Grigny Lakes along the Seine to the Parc des Loges in Evry runs through the European site. It encompasses the interstitial spaces, urban agriculture and Parc de la Theuillerie. It is located along Route de Corbeil and links together several entities: Grigny Station, Résidence de la Theuillerie on the valley slope, Terres Saint-Lazare and the Plateau district: “We should not be afraid of opening up the park, which benefits no one at the moment...”, says Stéphane Raffalli. Consisting of big trees and clearings, it is used primarily as a pedestrian link and for the moment has not been developed.

It is a natural location at the heart of the two towns’ urban activity, which could become a productive space. The idea, therefore, is that nature should also be considered as a source of added economic and cultural value.

2. TERRES SAINT-LAZARE: THE FORMER LIDL SITE AND THE MUNICIPAL DEPARTMENTS

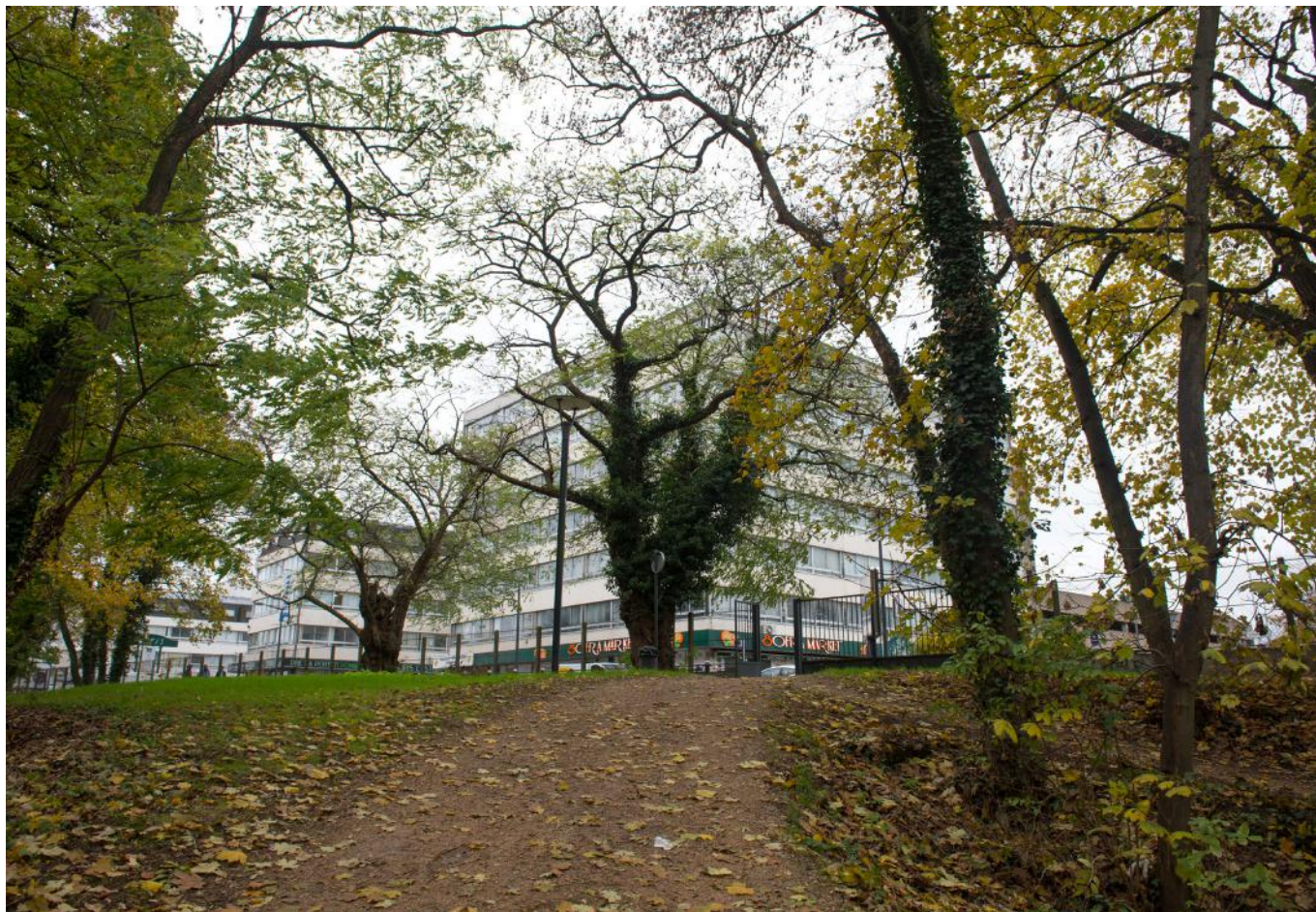
The project site is primarily concentrated in the Terres Saint-Lazare business zone, an area of 19 hectares designated as one of the three priority areas in the AUC’s Arc Sud urban study. This area is broken up by industrial buildings, shopping areas and small, isolated detached housing zones. It consists of an existing network of SMEs, as well as several agri-food distribution brands. The land on this site is 80% privately owned. Several entities have nevertheless been identified by Ris-Orangis municipality as having potential for immediate operations. The unoccupied former LIDL store, which has moved to a neighbouring plot, leaving a brownfield site; but also the obsolete buildings of the municipal technical departments, which will also be moved. What can be done to convert these built-up spaces? The aim here is to propose experimental architectural projects as “exploratory examples” of the urban process to be implemented on the study site. These projects will be a medium of innovation, with cultural value for the territory, and a source of future legacy.

The problems of the business park are:

- Ageing of the public spaces;
- Poor quality footpaths and cycle tracks;
- Low-quality businesses, sometimes with little interest in their appearance;
- Presence of wasteland;
- Urban isolation, inaccessibility to the neighbouring residential districts.

The priorities are to introduce oversight of land control and intervention, in order to regulate changes and grasp any opportunities: to employ a ripple effect to revitalise the area.

1	FR-GrignyRisOrangis-SS-APo1
2	FR-GrignyRisOrangis-SS-APo3



Park la Theuillerie



Ground of Orme Pomponne

3. UNUSED LAND AT ORME POMPONNE

At present, this public land has no defined role. It is crossed by a footpath between Grigny² and Terres Saint-Lazare. It is the only plot that stands at the interface between the two towns. At present it constitutes a natural in-between space, an urban residue that the inhabitants use for multiple purposes.

It should be noted that a high-voltage power line runs across the site from east to west. The Orme Pomponne plot extends into the plot occupied by the town's water tower, which is directly linked to the Vanne Aqueduct.

4. ROUTE DE CORBEIL

Route de Corbeil is one of the major historic roads linking the towns of Grigny, Viry-Châtillon, Ris-Orangis. It connects two hubs: the old centre of Grigny and the more recent Moulin à vent centre in Ris. This axis could become the medium for a network of intermunicipal links, serving residential and business districts, as well as a walking and cycling route to the station.

At present, Route de Corbeil is the main road artery between Ris-Orangis and Grigny on the plateau. It links together the two towns. This makes it a public space that could become a source of greater urban continuity, by reinforcing pedestrian uses and the quality of green mobilities. Its strategic position between Terres Saint-Lazare and Parc de la Theuillerie makes it a key component to consider.

5. AVENUE PAUL LANGEVIN

Terres saint-Lazare are served by Avenue Paul Langevin, running north to south. It is what could be called an "active" street right in the heart of the block. Disproportionately wide, it is primarily used by trucks to access the nearby warehouses.

6. THE ORME POMPONNE COUNTRY LANE

Running parallel to Avenue Paul Langevin, the Orme Pomponne country lane has not been upgraded, and is privately owned in its entirety. It should be included in any project to create links and connections on the site.

7. A SEPARATE PLOT ON THE PROJECT SITE: THE LA FOLIE PLOT

In the north-west, in the town of Grigny, the la Folie plot is currently wasteland. It belongs to the municipality and will soon be detached from the Grigny 2 condominium land. Incorporating this land into the project's perimeter is an important way to work on the relation between the site and the adjacent town.

Under the ORCOD-IN programme, the district and the EPFIF are undertaking an urban study in parallel to the European competition on the perimeter of Grigny 2, including the la Folie plot (as part of the New Urban Renovation Programme). Given the progress of the work and the orientations studied by the urban management team, EPFIF retains the possibility of approaching the winning teams, in consultation with the local authorities, to ask them to refine their projects, in close collaboration with the urban management team.

This 7 ha plot is one of the town's urban fringes where the priorities are also linked with the station. It could be the site of a process of temporary urbanism and citizen participation, with the possibility of urban acupuncture or a place for the establishment of territorial economic models.

PROGRAMMATIC ORIENTATIONS

The candidates will need to take an approach to urban development potentially culminating in an operational demonstration based on work on architectural form: this demonstration may take place on the operational project sites specified above.

How can one build on the living archaeology of the 20th-century city? The aim will be to trigger the regeneration of an urban fabric based on the creation of a local, productive and community economy. This approach can be pursued in a mixed fabric combining public spaces and shared places, from a perspective of hybridisation. These places might be combined with other programmatic components: innovative communal and/or living spaces of all kinds (housing, shared housing, apartment buildings, temporary accommodation, intergenerational, mixed) taking into account the specificities of the outer suburbs. Collective spaces need to be identified for pooled micro-

1

FR-GrignyRisOrangis-PS-P45

2

FR-GrignyRisOrangis-PS-P13



Avenue Paul Langevin



The field of la Folie



Semi-aerial of the field of la Folie

economic activities. Proposals might tackle the issue of economic sectors, synergies between the different micro-economic activities.

No final decision has been made on the architectural and urban programmes. The European teams can explore several programmatic avenues reflecting the priorities set out above, while allowing for the possible participation of territorial actors:

La programmation architecturale et urbaine n'est pas arrêtée. Les équipes European peuvent explorer plusieurs pistes de programmation au regard des enjeux décrits ci-dessus tout en s'inscrivant dans la mobilisation possible des acteurs du territoire :

- economic programmes: activities linked with the human, economic, environmental and touristic resources of the territory, services to businesses and residents, local offices and shops.
- programmes for innovative housing forms of all kinds, suited to the particular urban context (Grande Borne, Grigny 2)
- cultural spaces rooted in everyday uses of the city, but also in public space. Temporary occupation, reinsertion of culture and voluntary sector activities into urban spaces.
- Innovative public amenities, linked to the economic, social, touristic and environmental development of the territory.

Finally, the European teams can make the landscape one of the components of the project, by drawing on existing urban studies that show particularly interesting landscape continuities across the wider territory. Regardless of the the specific programmatic choices, the brief is to take an experimental approach and to emphasise cultural value. To increase the quality of the architecture and the public spaces, preliminary thinking needs to be done on the development of the programmes for the transformation of the town.

The candidates are not expected to provide responses for all the sites in the project. Proposals should be made within the framework of explicit arguments relating to the study sector, depending on the candidates' choices. They should decide on one or more applications on the project sites, including the phases and processes involved.

1	FR-GrignyRisOrangis-PS-P29
2	FR-GrignyRisOrangis-PS-P09
3	FR-GrignyRisOrangis-PS-AP03

EXPECTATIONS AND COMPETITION FOLLOW-UP

The candidates should connect all scales of productivity, from urban strategy through to architectural and typological form across the project sectors.

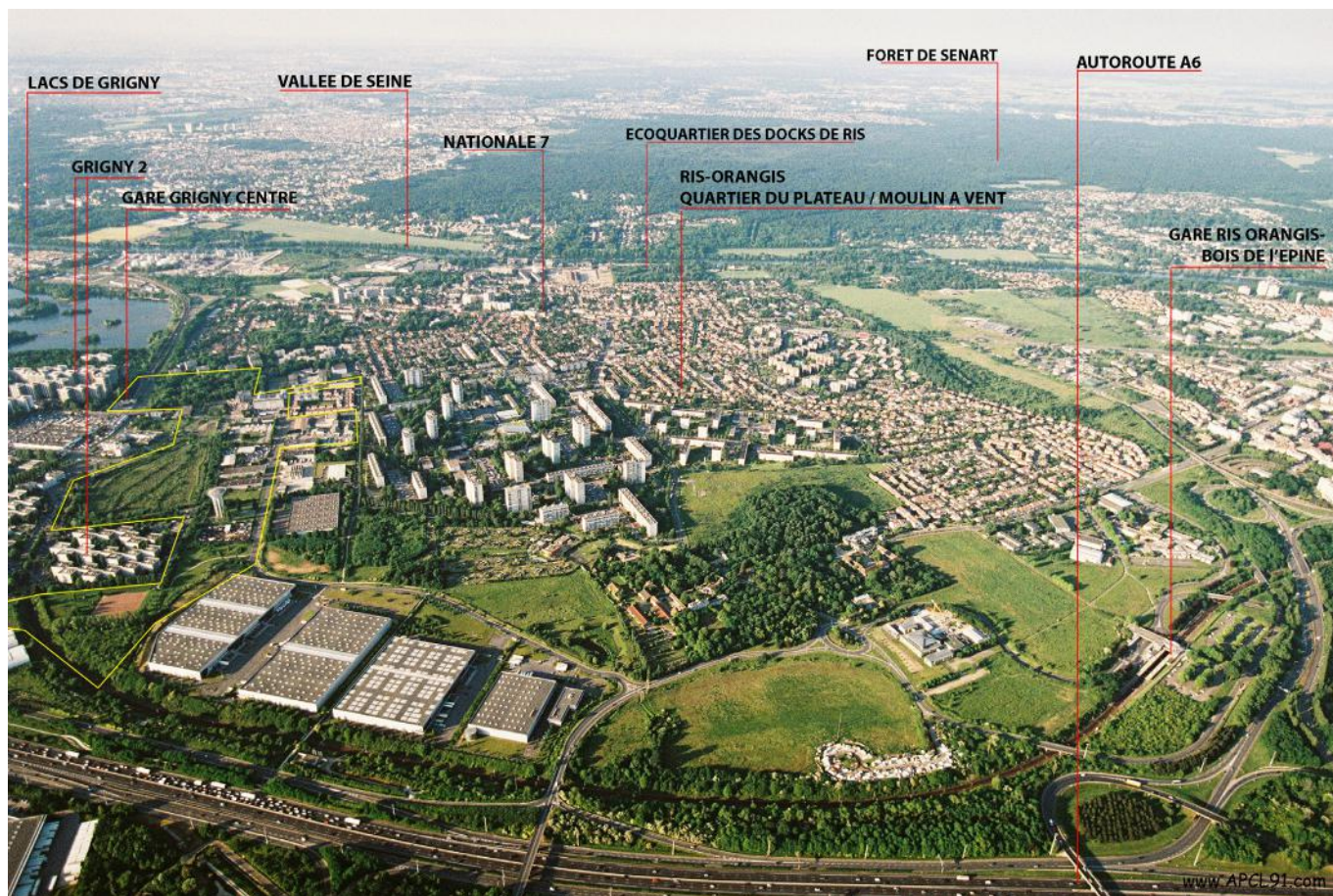
At the territorial level, the candidates are asked to introduce a productive urban transition. Here, land management is part of the subject: candidates will need to be aware that these changes involve multiple public and private landowners. Their economic priorities should also guide the transitional management of the site. The proposals should look to a long-term process and to the possibility of a new urbanism of transformation. How do people travel across this territory? How are new urban structures created that result in the establishment of places that form part of a dynamic?

RESPONDING TO THE ISSUE OF EXPLORATORY ARCHITECTURE(S)

European expects the candidates to conduct architectural research on the question of form and typology for evolving and mixed programmes. All this must relate to the town's evolution and economy. What is a hybrid and productive architecture?

The architecture required is in no way "speculative", but a formalisation and embodiment of architectural projects linked with the "commons", with public space. An architecture that is appropriate to productive, adaptable and evolving uses. It is a so-called "embodied" architecture. The question is how to match a productive process through genuine architectural arrangements that generate the city?

Apart from the la Folie site, linked to the ORCOD-IN, the other sites identified within the project perimeter are all in a potentially preoperational state. Terres Saint-Lazare constitute a complex for which innovative landownership arrangements are needed. The municipalities, the conurbation and the EPFIF will be able to offer the candidates operational work in the spheres of project management or the conduct of architectural operations.



DIAGNOSTIC PARTAGÉ

PAYSAGE ET GEOGRAPHIE DE L'ARC SUD

Le site est à la croisée d'influences variées, de l'Hurepoix et de la Brie, lui conférant un potentiel d'espaces riches et diversifiés. L'Arc-Sud de Ris-Orangis concentre des unités de paysage typiques du centre Essonne : un paysage urbanisé associé à un patrimoine architectural et urbain avec notamment la présence de l'aqueduc sur sa frange ouest, du Bois de St Eutrope à l'Ouest (235 ha), de la Forêt de Sénart (3000 ha) en rive droite de la Seine.

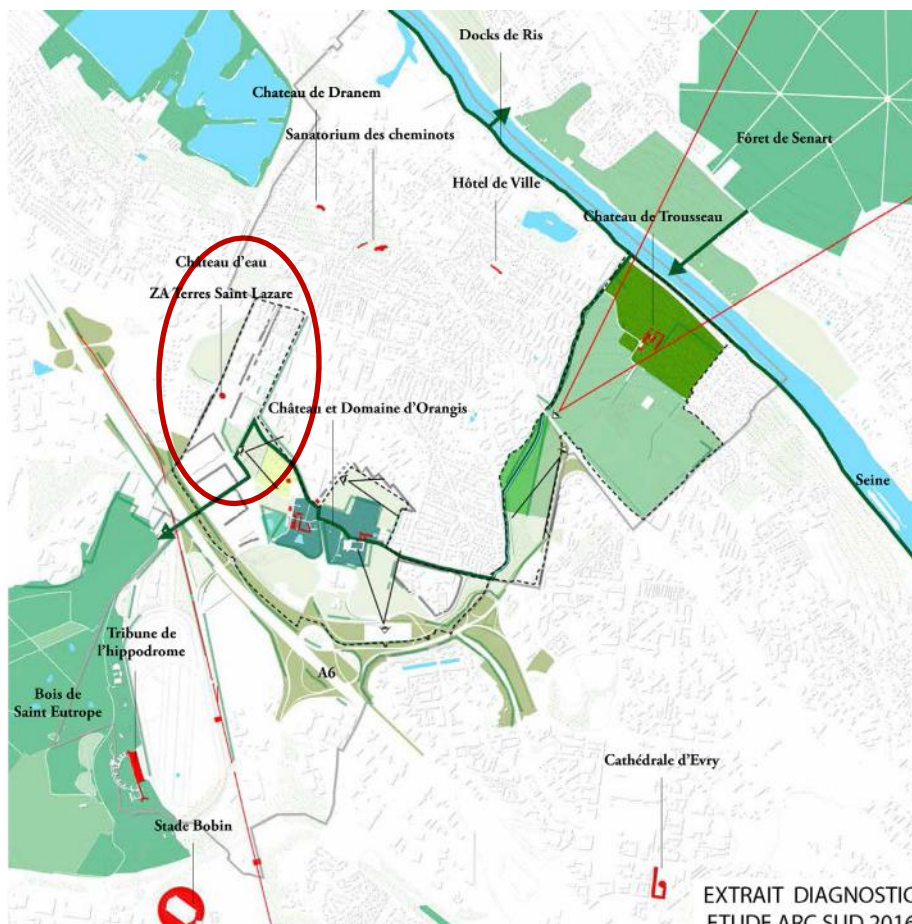
50 mètres de dénivelé sont présents entre la vallée de la Seine et la RN7, créant de nombreux points de vue remarquables en direction de Champrosay et de la Forêt de Sénart. La Ferme Lot et les propriétés de part et d'autre de l'Avenue de l'Aunette dans l'ancien hameau d'Orangis ainsi que le Parc Trousseau constituent le patrimoine architectural et paysager majeur du site.

Excepté pour le secteur nord, la Z.A. des Terres St Lazare et du Plan II, l'Arc Sud est aujourd'hui urbanisé sur son pourtour. Les espaces centraux sont composés de friches herbacées autour de la gare du Bois de l'Épine, sur l'emprise dite de l'Aunette et des 60 Arpents. L'échelle des espaces ouverts et les dégagements visuels associés constituent une des spécificité de l'Arc Sud. Le Ru de l'Écoute s'il pleut longe la façade urbaine nord-est de la commune et constitue une liaison piétonne entre la vallée de Seine et le quartier du Plateau, prolongé par une liaison douce jusqu'au Bois de St Eutrope via les jardins familiaux.



16

ETUDE URBAINE PRÉ-OPÉRATIONNELLE SUR LE SECTEUR DE L'ARC SUD DE LA COMMUNE RIS-ORANGIS



EXTRAIT DIAGNOSTIC
ETUDE ARC SUD 2016

17

I&E VOGT • ESIGORP • ATTITUDES URBAINES, CÉLÉBRITÉ & INTENSITÉ • GRAND PAYS AMÉNAGEMENT

Extract of urban study about Arc Sud, realized by AUC

Boundary of European strategic site

GEOGRAPHY: AN AREA OVERLOOKING THE SEINE VALLEY

Ris-Orangis and Grigny are located in a landscape fashioned by the river Seine. The river plain rises to wooded slopes, which meet the rich and fertile Hurepoix Plateau. The two towns have developed in a way that resembles that of other towns in the Paris region, clinging to the slopes of the River Seine.

Originally villages settled on the slopes to take advantage of the water flowing from the plateau's play topsoil. The villages of Ris, Orangis and Grigny, which are located on the ridge. Their boundaries are defined in "strips" running from the plateau to the banks of the Seine, so that each community has a little of each type of landscape: access to the navigation route and the Seine, to the fertile land of the alluvial plain, to the wooded slopes, and to the cereal rich soil of the plateau

HISTORY: FROM NEW TOWN TO ESTABLISHED TOWN

However, this is where the joint construction of the towns stopped. Very quickly, the two urban histories became separate, despite their immediate geographical proximity.

The town of Ris-Orangis, with a population of 27,300, thus developed from Route Nationale 7, from the slopes of the Seine, and on the plain, where there is a substantial industrial heritage, and primarily residential areas, running up to the plateau. The latter became urbanised after the 1950s, as part of the policy of large-scale construction associated with the now-defunct LU and Danone factories. The plateau district, which joins the project site in the South, is one of the oldest of the big estates: it is one of the districts that contains most of the town's amenities, including a media library and a music school. This district is one of the town's most central points, and it attracts many residents of Grigny, who arrive on foot along Route de Corbeil.

Currently, the municipality is pursuing an ambitious urban policy to reclaim its urban wastelands, a combination of innovation, cultural development, mixed-use and the reclamation of neglected natural spaces. (See the Docks de Ris project on the bank of the Seine)

The town of Grigny, population 26,637, remained a village for a long time, only developing in the 1960s. Grigny found itself in the midst of public policies entailing the large-scale construction of big complexes. One of these was the Grande Borne social housing district, registered as a 20th century architectural heritage site, another was the 45 ha Grigny 2 condominium complex. Grigny 2 is one of Europe's biggest private estates. It can be described as a "private town in the town".

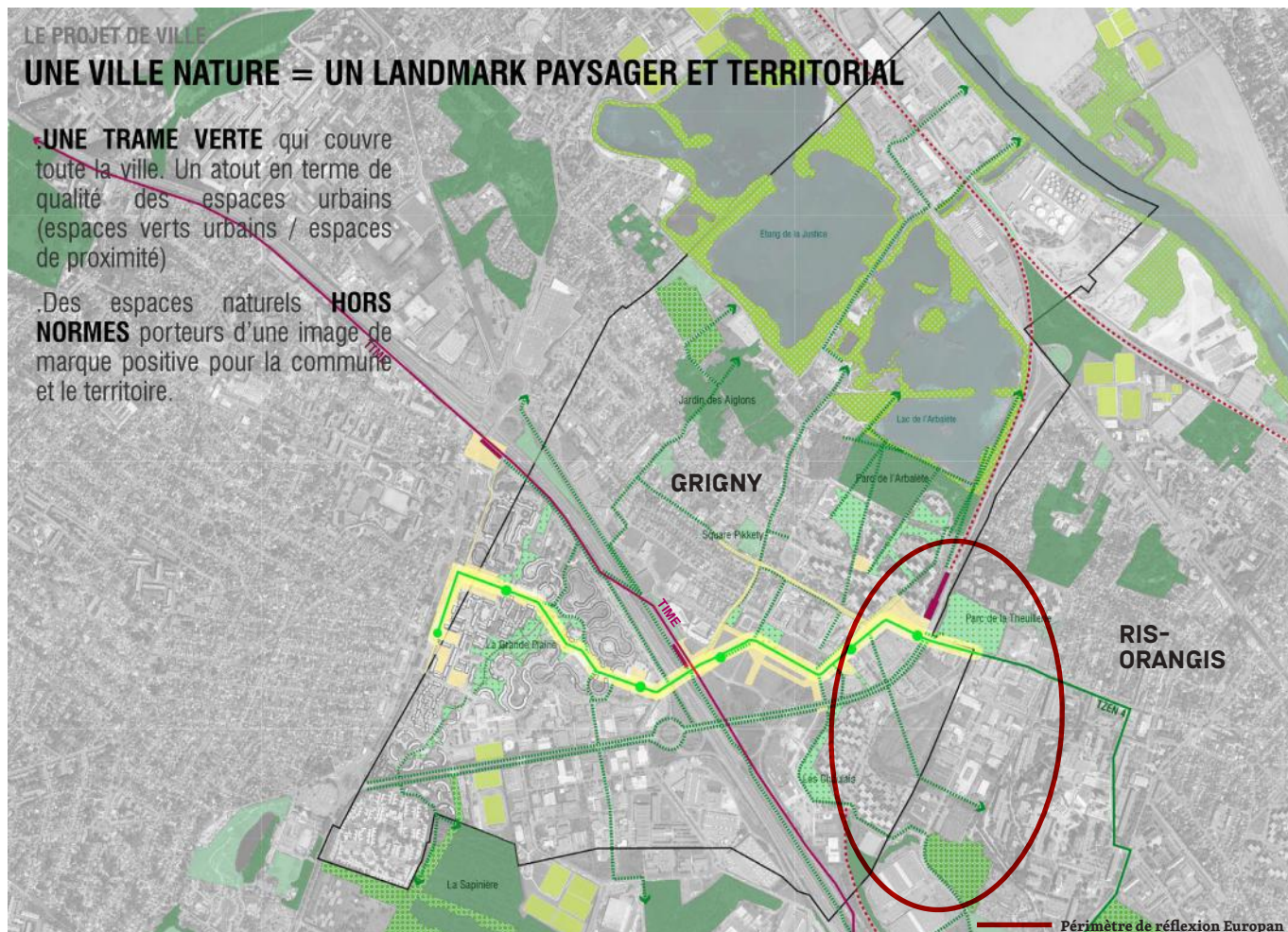
As a result, the town has been built as a succession of largely isolated urban entities, directly reflecting government policies. It lacks urban cohesion. Only the town centre project, undertaken in 1998, created a shared space for all the town's residents and eventually an interface between all the districts. The European competition is an opportunity to think about the regeneration of these areas. How can this opportunity be used to create a link binding all these entities together and thereby helping to create a coherent and regenerated town?

In economic terms, Ris-Orangis is largely dominated by services, while Grigny has a younger economy with a bigger industrial component, notably in the agri-food sector.

The late 19th century and 20th century infrastructures left scars on both towns, separating neighbourhoods and entities from each other: the railway in the valley, the motorway and transverse roads on the plateau. The RD310 departmental Road had a similar impact. Parallel to the Seine, the area is also structured by big transport arteries: the A6 motorway and Route de Corbeil on the plateau, Route Nationale 7 from Paris in the valley, the northern and southern tracks of the RER D railway.

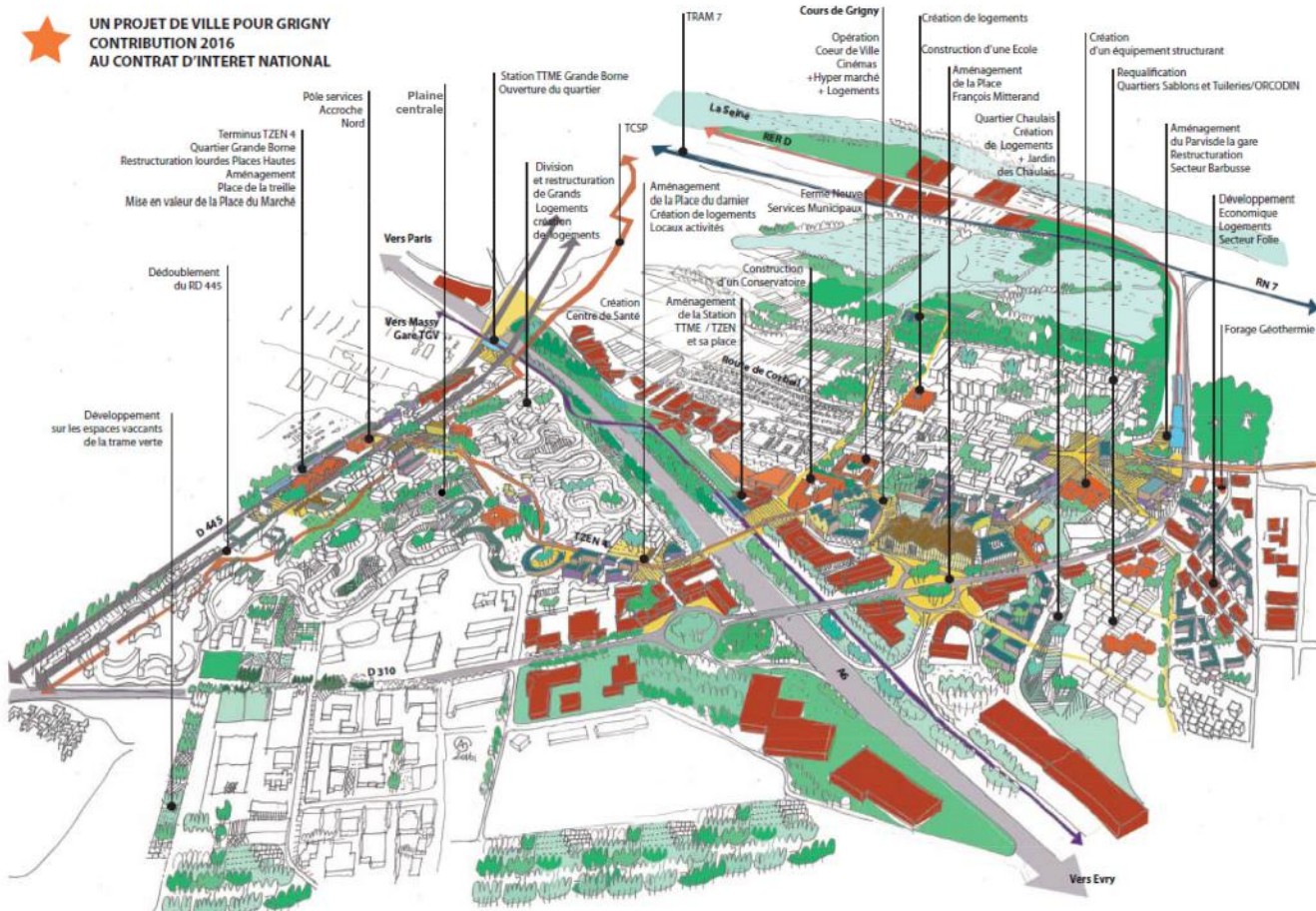
All these urban infrastructures are surrounded by buffer zones, distancing access to transport, and has created substantial natural in-between spaces. In the Seine Valley, quarry and sand excavation operations continued until the 1950s. The two towns thus possess strong landscape frameworks, revealed in all the recent urban studies (AUPA and Fabrique urbaine in Grigny and AUC in Ris-Orangis.)

1	FR-GrignyRisOrangis-C-AP05
2	FR-GrignyRisOrangis-C-M03



Green grid of the city of Grigny

Source : Plan guide de renouvellement et de développement urbain - contribution au contrat d'Intérêt National, ville de Grigny - GIP Grigny, étude réalisée par AUPA / LA FABRIQUE URBAINE



Project of the city of Grigny

Source : Plan guide de renouvellement et de développement urbain - contribution au contrat d'Intérêt National, ville de Grigny - GIP Grigny, étude réalisée par AUPA / LA FABRIQUE URBAINE

CREATING A NEW CENTRE FOR THE SOUTHERN REGIONAL METROPOLIS

The institutional context provides the baseline for reflection on a large scale. In 2015, France instituted an extensive territorial reform policy which led to regional groupings, the creation of overarching administrative structures and new groupings of extra-municipal districts.

With the reform, Ris-Orangis and Grigny became members of a new administrative entity of 337,000 inhabitants and 222 km²: the Grand Paris-Sud Seine-Essonne-Sénart district, which encompasses 24 municipalities. In this form, it does not belong to the administrative entity of Grand Paris.

Today, Grigny and Ris-Orangis are thus located in the urban area of Paris, but outside the metropolis, at the southern entry to Grand Paris. This proximity is an asset, reflected in the development of the big metropolitan project on the edge of the motorway. The rugby stadium and its adjacent district will contribute to the revitalisation of a whole territory.

This new municipal grouping raises the question of how the conurbation is positioned within the new territorial structure. Elected officials are seeking to assert a metropolitan position. How can the territory be made attractive and what role should it play? But above all: how can it become a focal point and reconcile metropolitan aspirations with the development of local life?

On 24 June 2016, in partnership with central government, the departmental councils and the Cœur d'Essonne conurbation, the district signed the Porte Sud du Grand Paris "National Interest Agreement" through which it claims its place in metropolitan construction as a major hub of metropolitan development. Five priorities are emphasised: transport provision, economic development, housing and the living environment.

A YOUNG AND MULTICULTURAL POPULATION

In Grigny, 50% of the population has been living in the town for at least 10 years. Average net declared income is €1252 per month per household*, i.e. €1500 less than the average for Ile-de-France and €700 less than in France as a whole. 50% of the population travels by public transport, and only 40% own cars. The population is very young: 1 in 2 is aged under 25. The rate of school dropout is very high. These populations need to be offered a genuinely attractive quality of life and local economic opportunities. For this, the fabric of SME/SMI is very attractive.

A TIME OF BIG PROJECTS

All the urban operations in Ris-Orangis seek to connect with the geographical identity of the territory. Both municipalities want to innovate in their urban regeneration strategy (Ris-Orangis) and to repair their urban fractures (Grigny). An example is the Docks eco-neighbourhood with its development of cultural spaces.

In Ris-Orangis, the main orientation is to convert its industrial and commercial brownfield sites and to regenerate occupied sites. Hemmed in by Grigny, Evry and the Seine, for 20 years the municipality has been pursuing a strategy of reclaiming "the city on the city", illustrated in a number of projects. Ris-Orangis wants to be a laboratory of urban innovation. In consequence, the Mayor is very open to architects who are prepared to experiment. The Docks de Ris development, for example, contains a timber apartment building.

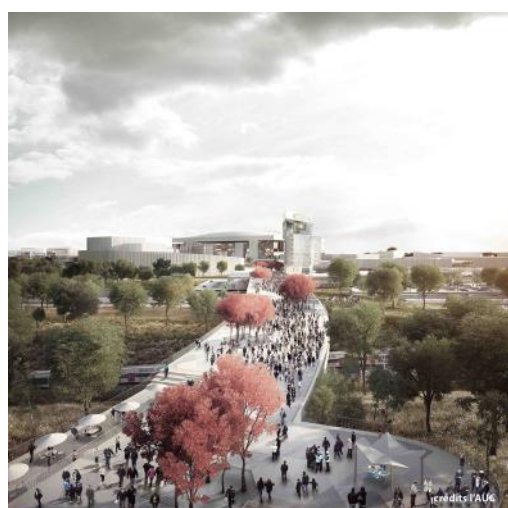
In Grigny, which suffers from a damaged image, the focus of will be on renewing the existing fabric of the town and enhancing the fabric around the station. Indeed, the municipality has control over workable land: construction plots right in the heart of the town ZAC Centre-Ville, the empty la Folie plot, and the Barbusse slab sector at the foot of the station, which is mostly abandoned commercial land. This adds up to almost 12 ha in the immediate proximity of the station. There are still shops here, but the commercial "shell" will disappear in the next 5 years. While the European competition does not include the restructuring of the district around the station, this sector should be used as an anchor point in the candidates' ideas.

1 FR-GrignyRisOrangis-C-M13

2 FR-GrignyRisOrangis-C-M14



Urban study of the rugby stadium project @ AUC



Urban study of the rugby stadium project @ AUC



TWO MAJOR STRUCTURAL PROJECTS

A metropolitan destination cluster around the French Rugby Federation's Grand Stadium

The French Rugby Federation is going to build an ultramodern, multifunctional 82,000 seater arena. The stadium will attract a population from all backgrounds. The Rugby Federation facility is part of a much wider urban project area. In parallel to studies conducted on the creation of the dedicated sports excellence cluster in the area south-east of the stadium, an AMI* (call for expressions of interest) process was launched in October 2016 by the Grand Paris Sud district for a 48 ha sector situated north of the future stadium. This flexible arrangement calls on investors and/or operators to propose joint development projects with the territory, notably for the design of innovative and attractive leisure-shopping facilities.

In the vicinity of the European project site, the stadium and the destination cluster projects will generate considerable leverage, especially in the direction of better transport and the development of employment in the sector. Although the specifics of the destination cluster programme will not be defined until sometime in 2017, notably following the AMI process, the vision is very clear in terms of the urban ambitions for the site, with the aim of creating a genuine metropolitan attractor, which will bring new urban quality at the edge of a 250 acre woodland. The candidates might see this as a priority for the project: how to turn the arrival of a stadium and a metropolitan scale destination cluster into an opportunity to create real urban quality for the benefit of local inhabitants?

A state-led operation on the Grigny 2 condominium: the "ORCOD-IN"

This so-called "ORCOD-IN" refers to a national interest operation to refurbish a dilapidated condominium estate. It is a programme backed and financed by the state that reflects the priorities of municipal policy. Its aim is to manage major priorities relating to degraded housing.

The tower blocks of Grigny 2 contain 5000 housing units. It is "paralysed by debt" (annual condominium charges are €61 per square metre, compared with an annual

average of €48 per square metre for Ile-de-France) and has become a gateway to France (as a host location for foreign populations). It is affected by housing anomalies, in particular the presence of slumlords who buy apartments cheaply and then rent them room by room to vulnerable families. The condominium roads have not been retroceded to the municipality, leading to extensive deterioration through lack of regular maintenance and real difficulties of day-to-day management.

The perception of Grigny 2 as a problem estate needs to be overcome, replaced by an urban project that enhances the sectors around the station and a social project conducted as a complement to urban development measures.

This operation is the second of its kind in France. It is simultaneously a real estate, legal and social operation, but also a large-scale urban intervention intended to break the spiral of impoverishment among residents and to upgrade the district. It therefore primarily concerns the inhabitants of the two towns, and enhancing the urban conditions and living environment of the district.

Finally, a general study on Grigny

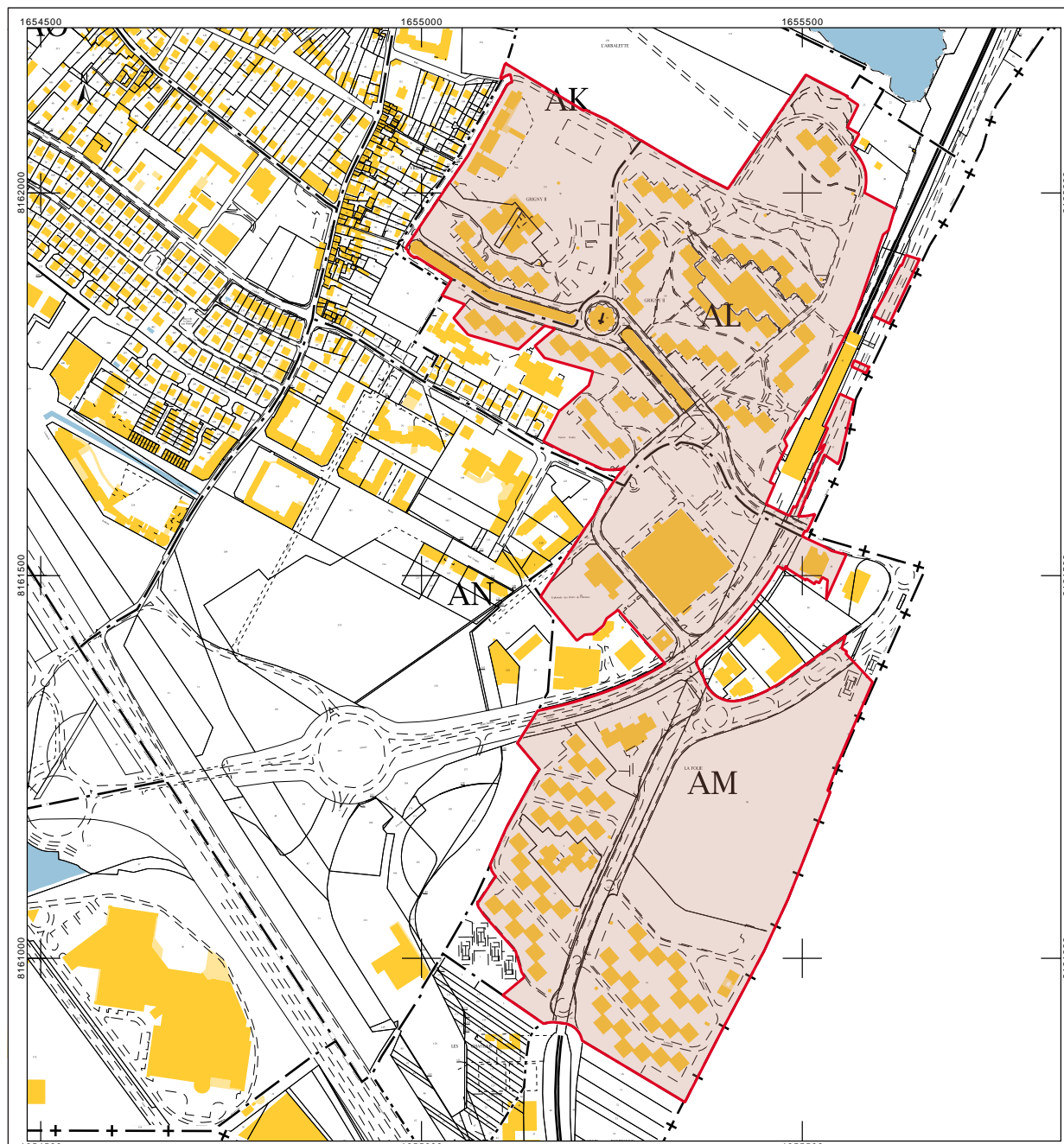
Within the framework of the advance protocol for the NPNRU (new national urban renewal programme) for Grigny and Viry-Châtillon and the Grigny national interest operations (OIN), (Grigny/Viry-Chatillon ORCOD and OIN under the Portes Sud du Grand Paris call for expressions of interest), the conurbation plans to launch a strategic study, in close concert with the municipality, into several domains (urban planning guidelines, housing, economic development, commerce, transport, public services). This study will relate to the whole territory of the town of Grigny within the framework of the advance protocol for the NPNRU for Grigny and Viry-Châtillon and the Grigny national interest operations. It will also encompass the immediate environment (Ris-Orangis, Evry).

This study provides guidelines for the operators, EPFIF and Grand Paris Aménagement, which will put the programmes into operation on the basis of the global strategic plan. EPFIF is responsible for appointing an urban project management team to specify, within the perimeter of the Grigny 2 condominium, the orientations set out in the planning guidelines, and to anticipate as far as possible the operational start-up.

1	FR-GrignyRisOrangis-C-APo8
2 3	FR-GrignyRisOrangis-C-APo9

FR-GrignyRisOrangis-C-AP1o

Département : ESSONNE Commune : GRIGNY	DIRECTION GÉNÉRALE DES FINANCES PUBLIQUES ----- EXTRAIT DU PLAN CADASTRAL -----	Le plan visualisé sur cet extrait est géré par le centre des impôts foncier suivant : Corbeil 75-79 rue Feray 91107 91107 Corbeil-Essonnes Cedex tél. 01 60 90 51 00 -fax 01 60 90 51 28 cdif.corbeil@dgfip.finances.gouv.fr
Section : AM Feuille : 000 AM 01 Échelle d'origine : 1/1000 Échelle d'édition : 1/5000 Date d'édition : 19/07/2016 (fuseau horaire de Paris) Coordonnées en projection : RGF93CC49 ©2016 Ministère des Finances et des Comptes publics	Légende : <div style="display: flex; align-items: center; margin-bottom: 5px;"> <div style="width: 20px; height: 10px; background-color: #f08080; border: 1px solid black; margin-right: 5px;"></div> Périmètre ORCOD-IN </div> <div style="display: flex; align-items: center; margin-bottom: 5px;"> <div style="width: 20px; height: 10px; background-color: white; border: 1px solid black; margin-right: 5px;"></div> Parcelles </div> <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 10px; background-color: #ffa500; border: 1px solid black; margin-right: 5px;"></div> Immeubles </div>	Cet extrait de plan vous est délivré par : <div style="text-align: center;">cadastre.gouv.fr</div>



ORCOD boundary

INSET EPFIF ORCOD

ORCODs (condominium regeneration operations) are a new tool intended to combat the factors that lead to the deterioration of condominiums.

The purpose of this new system is to intensify and improve the coordination of public intervention. It combines the measures needed to regenerate a district:

- A real estate and land intervention system (acquisition, repairs, ownership arrangements);
- A rehousing and social support plan for occupants;
- The application of legal measures to combat poor housing conditions;
- The implementation of an OPAH (Housing Improvement Operation) or a rescue plan as well as the reinforced temporary administration procedure;
- The implementation of development measures or operations.

ORCODs can be declared of national interest in the most complex cases, where the issues of poor housing are most serious, particularly complex to handle, require major investment, etc. In this case, the government hands over responsibility and management to an EPF and establishes a National Interest Operation around the ORCOD in keeping with the urban planning code.

This government programme is recent and very exceptional. Its aim is to tackle major problems of housing deterioration, ownership splits and debt, and therefore entails large-scale investment by the operation's partners.

For ORCOD-IN (national interest ORCODs) in Ile-de-France, EPFIF manages the operation and heads the project: coordination of partners, definition and implementation of the strategy and global urban project, etc.

URBAN STUDIES

ARC SUD FRANCILIEN: A STRONG LANDSCAPE ENTITY

In order to develop coherence and synergies between the abandoned urban fringes of Ris-Orangis, the municipality commissioned a preoperational urban study from the AUC agency on the Southern Arc of the town. The study demarcates three project sites for the town of Ris-Orangis and proposes the construction of a landscape-based spatial framework across the town. Terres Saints-Lazare were identified as one of the project sectors.

GRIGNY-CENTRE STATION: AN URBAN, TYPOLOGICAL AND PROGRAMMATIC PRIORITY

A few years ago, Grigny municipality began thinking about reclaiming the Station hub. A real asset, especially for the Grigny estate, Grigny-Centre Station suffers from its location on the edge of the RD310 Highway. It needs to be restructured in order to escape from the "slab" design structure, which prevents a genuinely harmonious dialogue between town and station. At present, the station does not play a role as a place of economic and social exchange and productivity. Its underground car park has the same deficiencies.

Objectives:

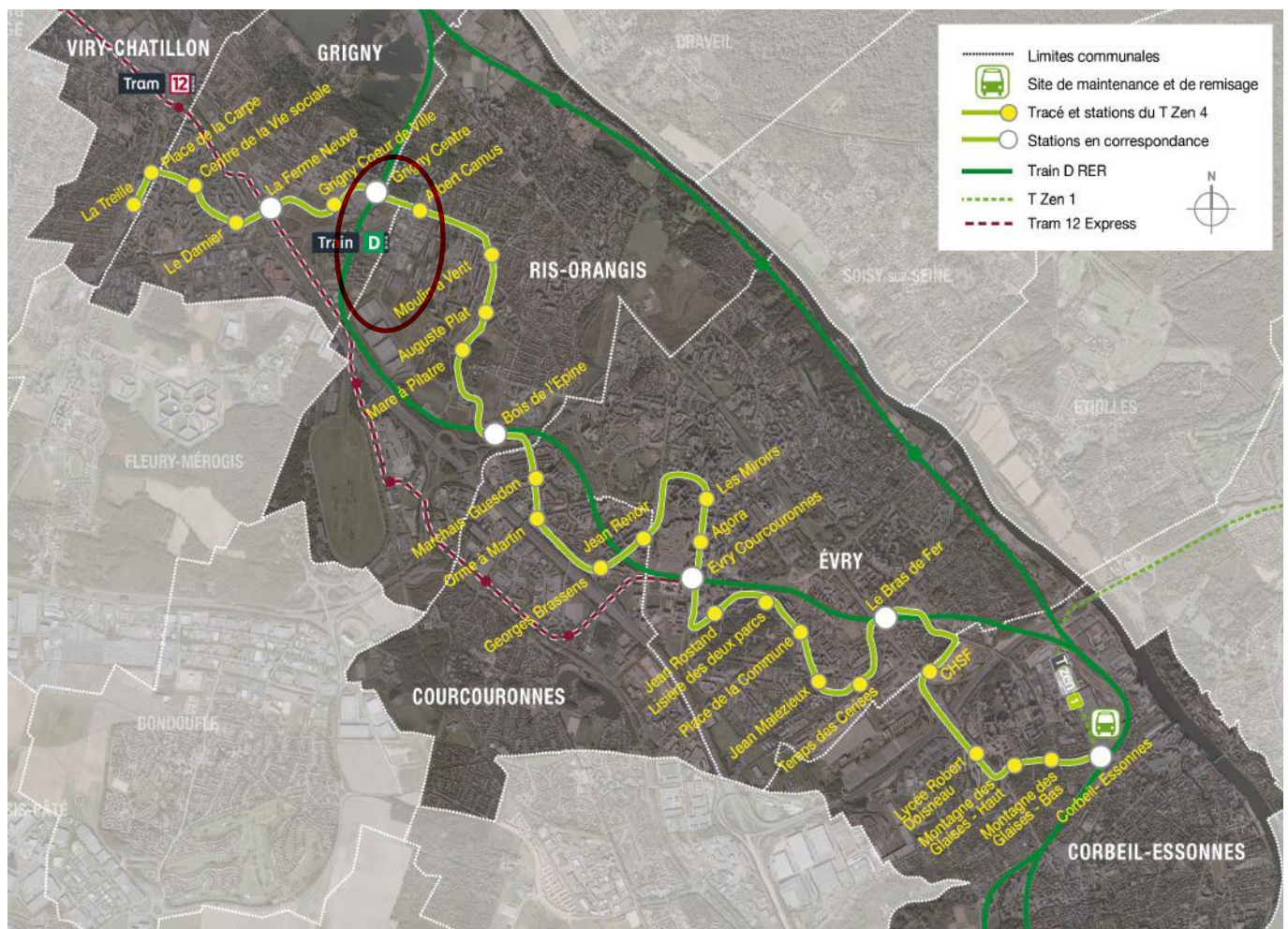
- To develop pedestrian continuities between the forecourt of the RER station and the entrance to the town centre project, by exploring the permeability of the Grigny 2 district.
- To enhance the forecourt of the RER Station. This would include all the functions of a contemporary station hub (TZEN4 and bus stop, Taxi, drop-off point, cycle parking...)
- Creation of a "continuous" station forecourt to facilitate the link between future operations on the Grigny 2 district and the town of Ris-Orangis.

Essentially, this station is an important focal point between the town centre, the la Folie plot and access to the rugby stadium.

Grand Paris Sud

Seine - Essonne - Sénart

Les axes structurants



Projects of tram line TZEN4 and tram-train Massy - Evry (Tram Express Sud or ligne 12 Express)

Source : TZEN4.com

ACTORS PRESENT ON THE GROUND

The governance of Ile-de-France is complex. Alongside the municipalities of Ris-Orangis and Grigny, the new Grand Paris Sud Seine-Essonnes-Sénart district is responsible for spatial planning, but the municipal roles will be specified following the merger of the intermunicipal entities. Central government, through national interest operations (OIN), is committed to working with the local authorities to support and accelerate territorial development.

There are other actors present: a strong nonprofit sector fabric, for example the local agency responsible for helping young people get into work. The candidates will be expected to draw on this network of actors as a resource, by applying a “bottom-up” principle in the design of the project.

MOBILITY: A SITE CONNECTED WITH THE METROPOLIS

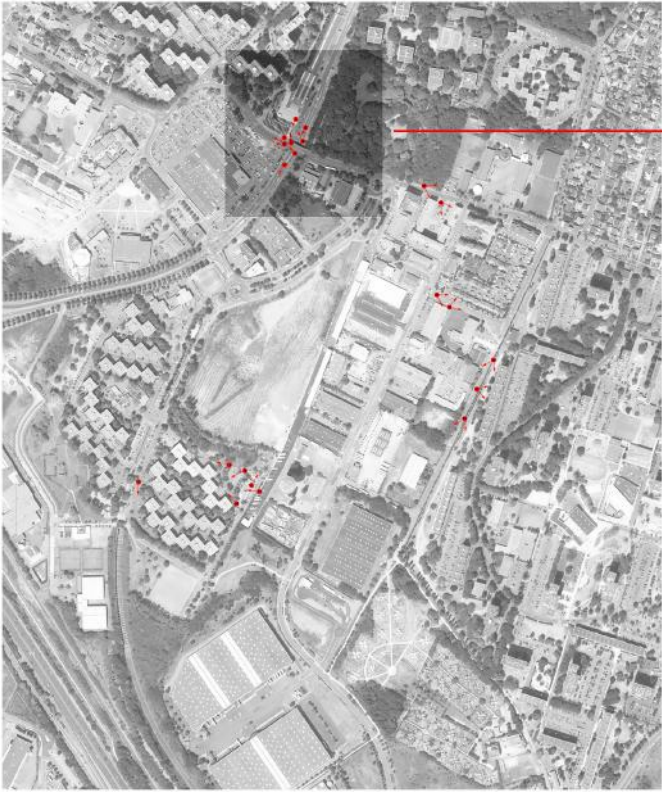
The site of the European project has extensive transport provision and real opportunities linked with new infrastructures currently under construction. Apart from direct road connection with the A6 Paris-Lyon motorway, which puts Paris less than 25 minutes away by car, public transport is undergoing real expansion in this area, quite apart from the RER D suburban railway line. A new tramline and a new BRT (bus rapid transit) are planned: the Tzen and tram-train. The main objective of building the tram-train between Massy and Évry (Tram Express Sud) is to improve transport provision in the Essonne département between the strategic centres of Massy-Palaiseau and Évry-Courcouronnes.

A daily volume of 47,000 passengers is expected on the T Zen 4. To meet the transport needs of the central Essonne area and support its economic and social development, the T Zen will replace a bus between Viry-Châtillon to the north and the Corbeil-Essonnes RER D station further to the south. The Tzen will stop several times within the territory of Grigny, four times at Grande Borne, thereby opening up the site, which

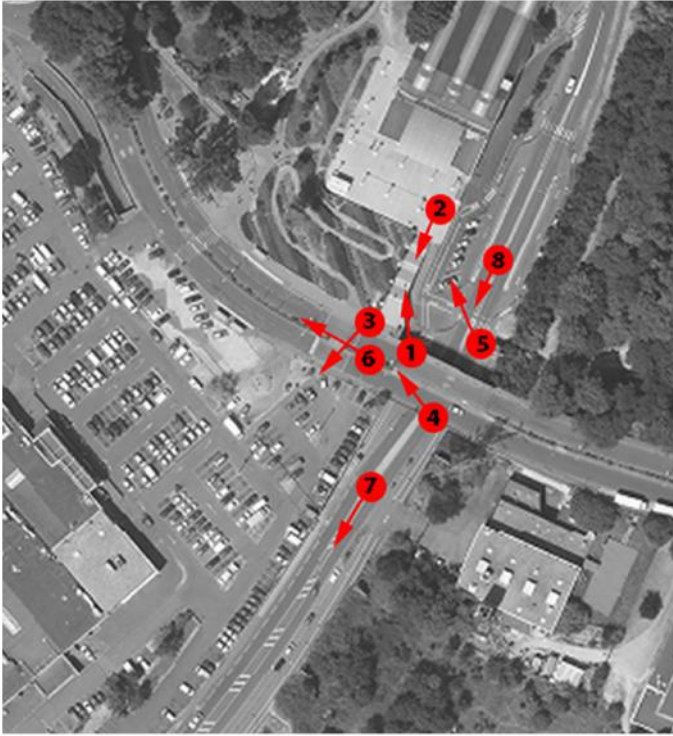
is currently cut off from the town by the motorway, and three stops in the centre and at the station. It will also link to the Stadium site. In this area, where car ownership rates are low, this concentration of transport provision is a real asset to the development of economic projects around points of high traffic concentration.

The A6 motorway has an exit that connects directly to the European site. At present, this territory has only a few areas set aside for walking and cycling. Bicycle development is another potential option to be considered, particularly along the axis of Route de Corbeil.

1	FR-GrignyRisOrangis-C-M11
2	FR-GrignyRisOrangis-C-M15



GARE DE GRIGNY CENTRE



Location plan photographs of the gare RER de Grigny centre

00a

FR-GrignyRisOrangis-SS-Pooa-GARE

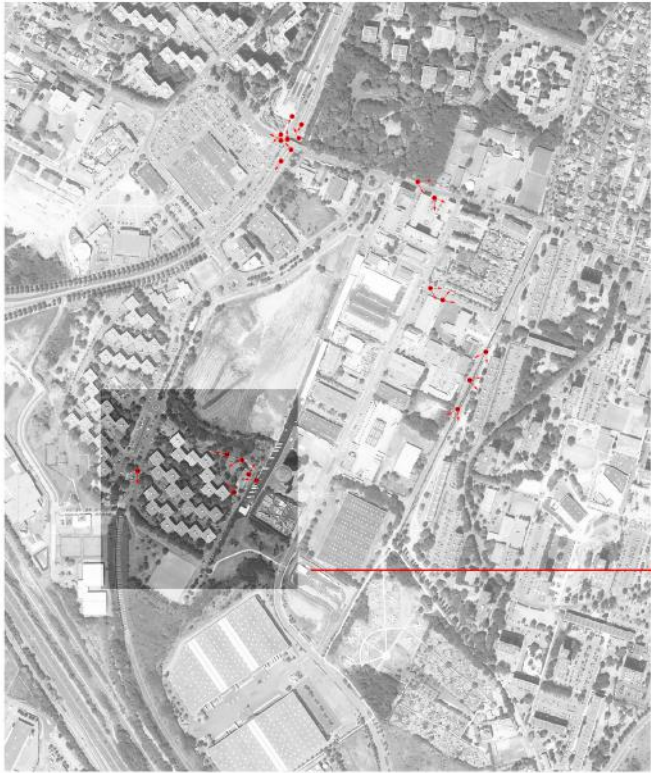
01	02
03	04
05	06
07	o8

FR-GrignyRisOrangis-SS-Po1 to FR-GrignyRisOrangis-SS-Po8

PHOTOGRAPHS - STRATEGIC SITE

GRIGNY CENTRE STATION





GRIGNY 2



Location plan photographs of co-ownership of Grigny 2

00b

FR-GrignyRisOrangis-SS-Pooa-GARE

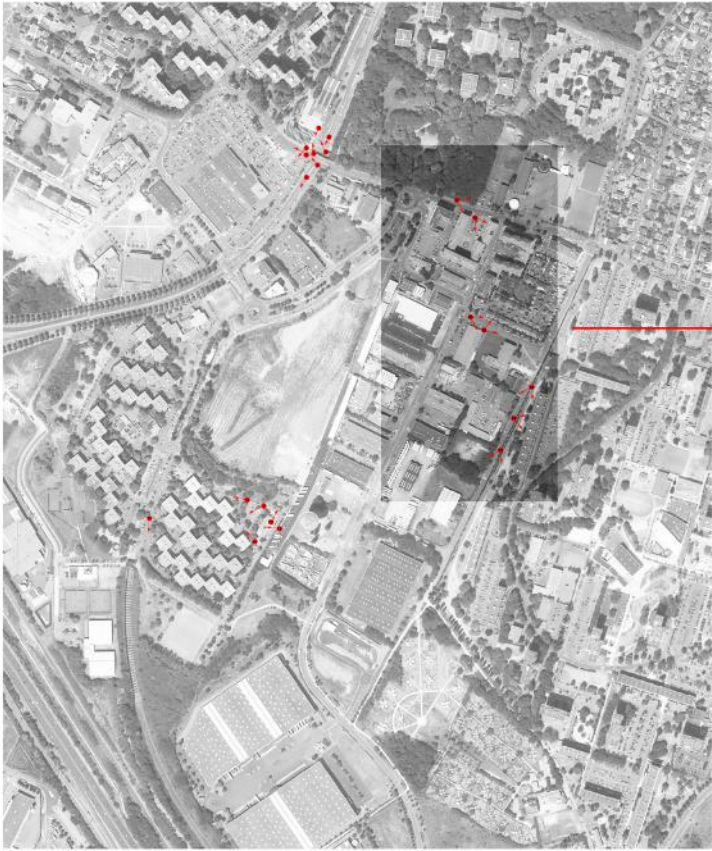
09	10
11	12
13	14

FR-GrignyRisOrangis-SS-Po9 to FR-GrignyRisOrangis-SS-P14

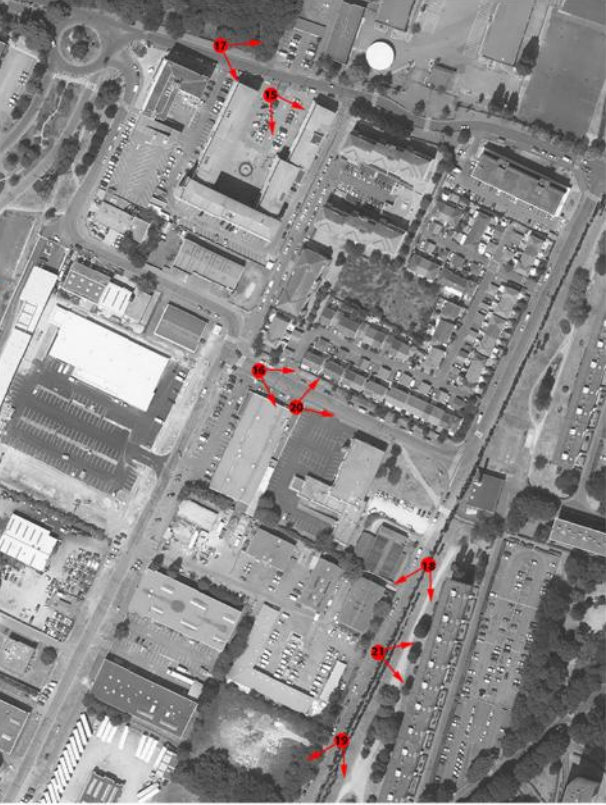
PHOTOGRAPHS - STRATEGIC SITE

GRIGNY 2





PLATEAU / MOULIN A VENT



Location plan photographs of Plateau - Moulin à vent

00c

FR-GrignyRisOrangis-SS-Pooc-
PLATEAU

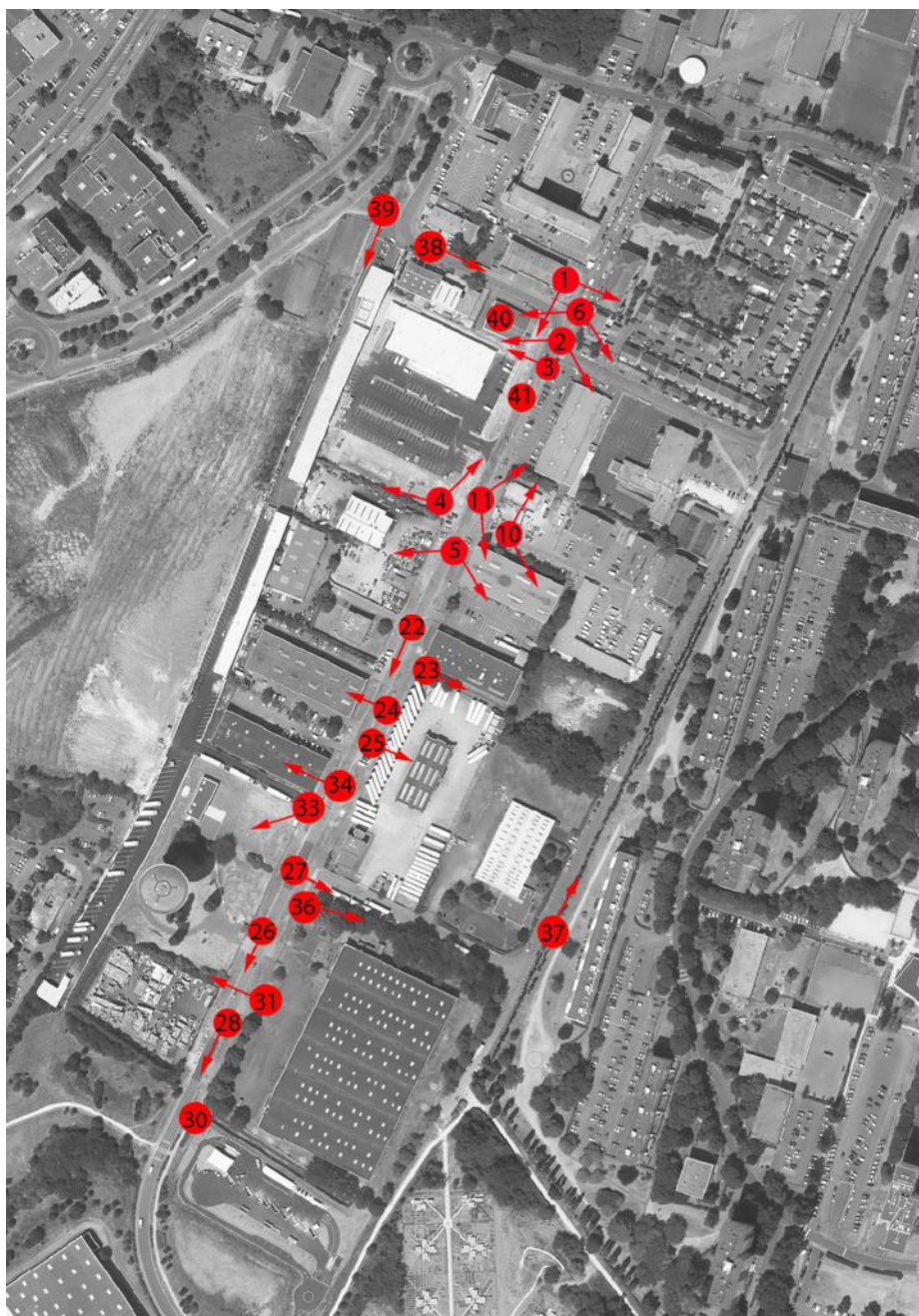
15	16
17	18
19	20
21	

FR-GrignyRisOrangis-SS-P15 to FR-GrignyRisOrangis-SS-P21

PHOTOGRAPHS - STRATEGIC SITE

PLATEAU / MOULIN À VENT





Location plan photographs of the activity zone of the Terres Saint-Lazare

00	FR-GrignyRisOrangis-PS-Pooa-TERRES ST LAZARE
----	--

01	02
03	04
05	
06	

FR-GrignyRisOrangis-PS-Po1 to FR-GrignyRisOrangis-PS-Po6

PHOTOGRAPHS - PROJECT SITE

TERRES SAINT-LAZARE





10	11
23	24
25	26
27	28

FR-GrignyRisOrangis-PS-P&o to FR-GrignyRisOrangis-PS-11

FR-GrignyRisOrangis-PS-P23 to FR-GrignyRisOrangis-PS-28



29	30
31	32
33	

FR-GrignyRisOrangis-PS-P29 to FR-GrignyRisOrangis-PS33



34	35
36	37
38	

FR-GrignyRisOrangis-PS-P34 to FR-GrignyRisOrangis-PS-38



39
40
41

FR-GrignyRisOrangis-PS-P39 to FR-GrignyRisOrangis-PS41



Location plan photographs of the field of la Folie and of Ormes Pomponne

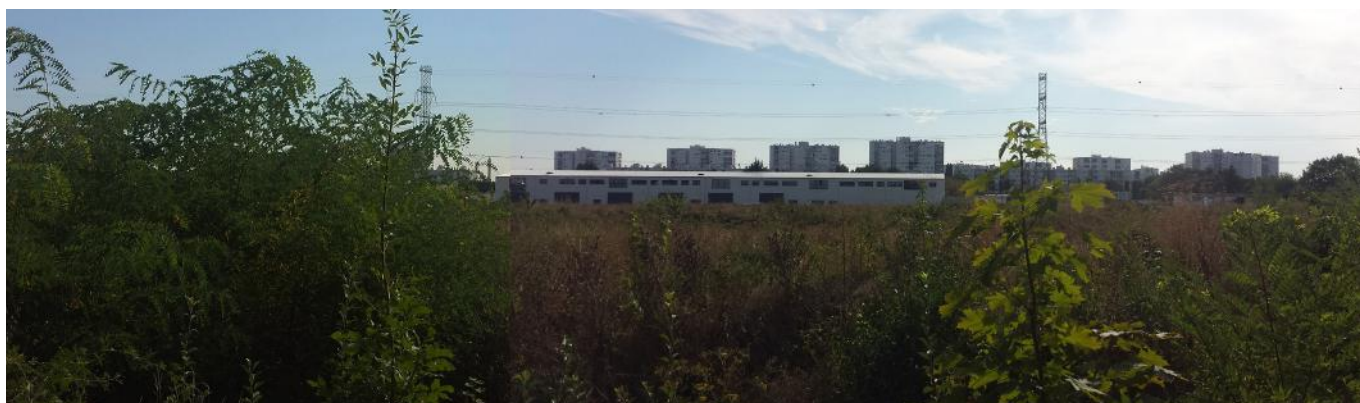
00	FR-GrignyRisOrangis-PS-APoo-FOLIE and ORMES
----	---

07	02
09	
10	11

FR-GrignyRisOrangis-PS-Po7 to FR-GrignyRisOrangis-PS-P11

PHOTOGRAPHS - PROJECT SITE

TERRAIN DE LA FOLIE





12	
13	14
15	

FR-GrignyRisOrangis-PS-P12 to FR-GrignyRisOrangis-PS-15

PHOTOGRAPHS - PROJECT SITE

ORME POMPONNE



16	
17	18
19	

FR-GrignyRisOrangis-PS-P16 to FR-GrignyRisOrangis-PS19



Location plan photographs of the park la Theuillerie

00

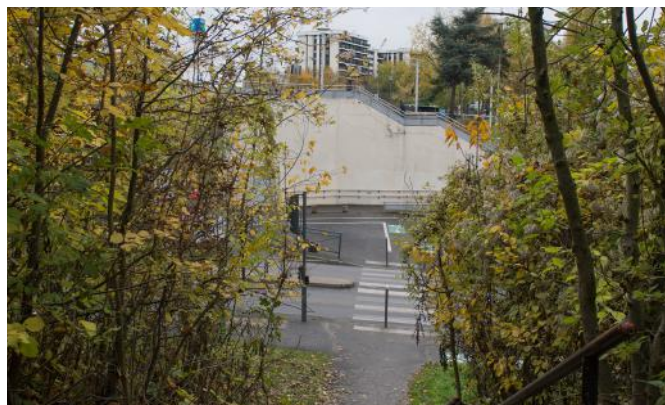
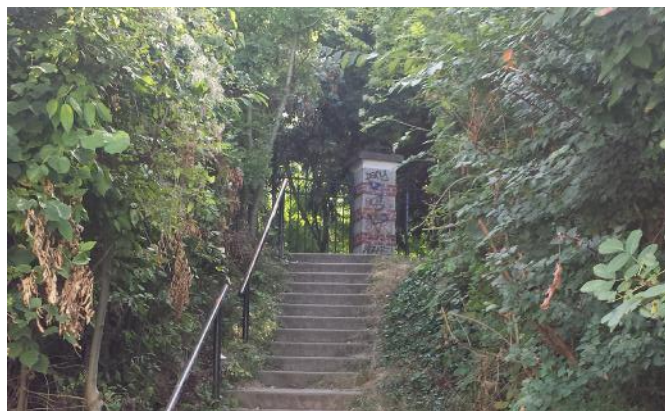
FR-GrignyRisOrangis-PS-APoo-PARC

42	43
44	45
46	47
48	49

FR-GrignyRisOrangis-PS-P42 to FR-GrignyRisOrangis-PS49

PHOTOGRAPHS - PROJECT SITE

THE THEUILLERIE PARK



CONURBATION - TERRITORIAL SCALE

FR-GRIGNYRISORANGIS-C-AP01.JPG	Photograph aerial view of conurbation
FR-GRIGNYRISORANGIS-C-AP02.JPG	Photograph aerial view and location of the project site in conurbation
FR-GRIGNYRISORANGIS-C-AP03.JPG TO FR-GRIGNYRISORANGIS-C-AP07.JPG	Photographs semi-aerial view of conurbation
FR-GRIGNYRISORANGIS-C-AP08.JPG	Perspective semi-aerial of rugby stadium project
FR-GRIGNYRISORANGIS-C-AP09.JPG	Perspective of rugby stadium project
FR-GRIGNYRISORANGIS-C-AP10.JPG	Perspective of rugby stadium project
FR-GRIGNYRISORANGIS-C-AP11.JPG	Perspective semi-aerial view of the Docks de Ris project
FR-GRIGNYRISORANGIS-C-AP12.JPG	Photograph of the Docks de Ris project
FR-GRIGNYRISORANGIS-C-M01.JPG	Location plan of conurbation of south Grand Paris with Paris
FR-GRIGNYRISORANGIS-C-M02.JPG	Map of the conurbation of south Grand Paris
FR-GRIGNYRISORANGIS-C-M03.JPG	Landscape and geography of Arc Sud - extract of Arc Sud study, 2016, AUC
FR-GRIGNYRISORANGIS-C-M04.JPG	Accessibility and urban polarities - extract of Arc Sud study, 2016, AUC
FR-GRIGNYRISORANGIS-C-M05.JPG	Tenure of Grand Paris Sud grounds - sources IAU 2012
FR-GRIGNYRISORANGIS-C-M06.JPG	Map of urban polarities - PADD de Ris-Orangis, realized by EREA Conseil
FR-GRIGNYRISORANGIS-C-M07.JPG	Map of green and blue grid - PADD de Ris-Orangis, realized by EREA Conseil
FR-GRIGNYRISORANGIS-C-M08.PDF	Map of main facilities - South Grand Paris
FR-GRIGNYRISORANGIS-C-M09.PDF	Map of population distribution - South Grand Paris
FR-GRIGNYRISORANGIS-C-M10 AND M11. PDF	Strucutrating Axis Map- South Grand Paris
FR-GRIGNYRISORANGIS-C-M12.JPG	A Mixed, balanced and active city, extract of the Grigny city guide plan
FR-GRIGNYRISORANGIS-C-M13.JPG	A nature city - extract of the Grigny city guide plan
FR-GRIGNYRISORANGIS-C-M14.JPG	Axonometry - extract of the Grigny city guide plan
FR-GRIGNYRISORANGIS-C-M15.JPG	Map of tram project TZEN4 and Tram-Train Massy -Evry

STRATEGIC SITE - URBAN SCALE

FR-GRIGNYRISORANGIS-SS-AP01.JPG	Photograph aerial view of European boundaries
FR-GRIGNYRISORANGIS-SS-AP02.JPG	Photograph aerial view
FR-GRIGNYRISORANGIS-SS-AP03.JPG TO FR-GRIGNYRISORANGIS-SS-AP07.JPG	Photograph semi-aerial view
FFR-GRIGNYRISORANGIS-SS-M01.DXF	Cadastre of strategic site
FR-GRIGNYRISORANGIS-SS-M02.JPG TO FR-GRIGNYRISORANGIS-SS-M05.JPG	Plans of strategic site
FR-GRIGNYRISORANGIS-SS-M06.PDF	Plan of Co-ownership Grigny 2

LIST OF DOWNLOADABLE DOCUMENTS

FR-GRIGNYRISORANGIS-SS-M07.PDF	ORCOD boundary
FR-GRIGNYRISORANGIS-SS-P00A.JPG	Location plan of la Gare de Grigny Centre
FR-GRIGNYRISORANGIS-SS-P01 À P08.JPG	Photographs of Gare de Grigny Centre
FR-GRIGNYRISORANGIS-SS-P00B.JPG	Location of coproperty Grigny 2
FR-GRIGNYRISORANGIS-SS-P09 TO P14.JPG	Photographies of coproperty Grigny 2
FR-GRIGNYRISORANGIS-SS-P00C.JPG	Location plan of the Plateau
FR-GRIGNYRISORANGIS-SS-P15 TO P21.JPG	Photographs of Gare de Grigny Centre

PROJECT SITE - ARCHITECTURAL SCALE

FR-GRIGNYRISORANGIS-PS-AP01.JPG	Photograph aerial view of project site
FR-GRIGNYRISORANGIS-PS-AP02.JPG	Photograph semi-aerial view of project site
FR-GRIGNYRISORANGIS-PS-AP03.JPG	
FR-GRIGNYRISORANGIS-PS-M01.DXF	Cadastre of project site
FR-GRIGNYRISORANGIS-PS-M02.PDF	Plans of project site
FR-GRIGNYRISORANGIS-PS-M03.PDF	
FR-GRIGNYRISORANGIS-PS-M04.JPG	Property analysis -extract of Arc Sud study, 2016, AUC
FR-GRIGNYRISORANGIS-PS-P00A.JPG	Location plan of photographs of Terres Saint-Lazare
FR-GRIGNYRISORANGIS-PS-P01 À P06 ET DE P23 TO P41.JPG	Photographs of Terres Saint-Lazare
FR-GRIGNYRISORANGIS-PS-P00B	Location plan of photographs of the Orme Pomponne and terrain de la Folie
FR-GRIGNYRISORANGIS-PS-P07 TO P19.JPG	Photographs of the Orme Pomponne and terrain de la Folie
FR-GRIGNYRISORANGIS-PS-P00C	Location plan of photographs of the Parc de la Theuillerie
FR-GRIGNYRISORANGIS-PS-P42 TO P49.JPG	Photographs of the Parc de la Theuillerie
FR-GRIGNYRISORANGIS-T.PDF	Site brief
FR-GRIGNYRISORANGIS-T-ANNEXE 1.PDF	Plan Renewal and Urban Development Guide - Contribution to the contract of National Interest Sources: city of Grigny - GIP Grigny, realized by AUPA / LA FABRIQUE URBAINE
FR-GRIGNYRISORANGIS-T-ANNEXE 2.PDF	Shared roadmap for the development of Grigny - Contract of National Interest South Gate of Greater Paris- Convention of application of the contract of city Sources: city of Grigny, Grand Paris Sud, Prefecture of Essonne

GENERAL INFORMATION	3
FOREWORD	5
RELATION TO THE THEME OF THE “PRODUCTIVE CITY”	9
A CURRENT CONTEXT OF BIG PROJECTS	9
LINKING THE METROPOLITAN AND THE LOCAL SCALES	9
MOVING FROM RESOURCES TO THE PRODUCTIVE PROCESS	11
STRATEGIC SITE	13
CONNECTING THE URBAN PROCESS WITH THE MICRO-LOCAL EXPERIMENTAL PROJECT	13
A TERRITORY OF RESOURCES	13
TO CONNECT THE “MASS” ECONOMY WITH A LOCAL SOCIAL AND COMMUNITY ECONOMY	15
ENERGY AND WATER: UNDERGROUND RESOURCES	15
URBAN FARMING AND SHORT SUPPLY CHAINS	15
PRIORITIES OF THE STUDY SITE	17
PROJECT SITE	19
THE PROJECT SITES	19
1. LE PARC DE LA THEUILLERIE	19
2. TERRES SAINT-LAZARE: THE FORMER LIDL SITE AND THE MUNICIPAL DEPARTMENTS	19
3. UNUSED LAND AT ORME POMPONNE	21
4. ROUTE DE CORBEIL	21
5. AVENUE PAUL LANGEVIN	21
6. THE ORME POMPONNE COUNTRY LANE	21
7. A SEPARATE PLOT ON THE PROJECT SITE: THE LA FOLIE PLOT	21
PROGRAMMATIC ORIENTATIONS	21
EXPECTATIONS AND COMPETITION FOLLOW-UP	23
RESPONDING TO THE ISSUE OF EXPLORATORY ARCHITECTURE(S)	23

CONTENTS

CONTEXTS 25

GEOGRAPHY: AN AREA OVERLOOKING THE SEINE VALLEY 25

HISTORY: FROM NEW TOWN TO ESTABLISHED TOWN 25

CREATING A NEW CENTRE FOR THE SOUTHERN REGIONAL METROPOLIS 27

A YOUNG AND MULTICULTURAL POPULATION 27

A TIME OF BIG PROJECTS 27

TWO MAJOR STRUCTURAL PROJECTS 29

URBAN STUDIES 31

ARC SUD FRANCILIEN : A STRONG LANDSCAPE ENTITY 31

GRIGNY-CENTRE STATION : A URBAN, TYPOLOGICAL AND PROGRAMMATIC PRIORITY 31

ACTORS PRESENT ON THE GROUND 33

MOBILITY : A SITE CONNECTED WITH THE METROPOLIS 33

PHOTOGRAPHS - STRATEGIC SITES

GARE DE GRIGNY CENTRE 35

GRIGNY 2 37

PLATEAU / MOULIN À VENT 39

PHOTOGRAPHS - PROJECT SITE

TERRES SAINT-LAZARE 41

TERRAIN DE LA FOLIE 47

ORMES POMPONNE 49

PARC DE LA THEUILLERIE 51

LIST OF DOCUMENTS 53



FR
EUROP
14

Grigny
VILLE POUR LA PAIX


RIS-ORANGIS


Grand Paris Sud
Seine-Essonne-Sénart

epf
ILE-DE-FRANCE