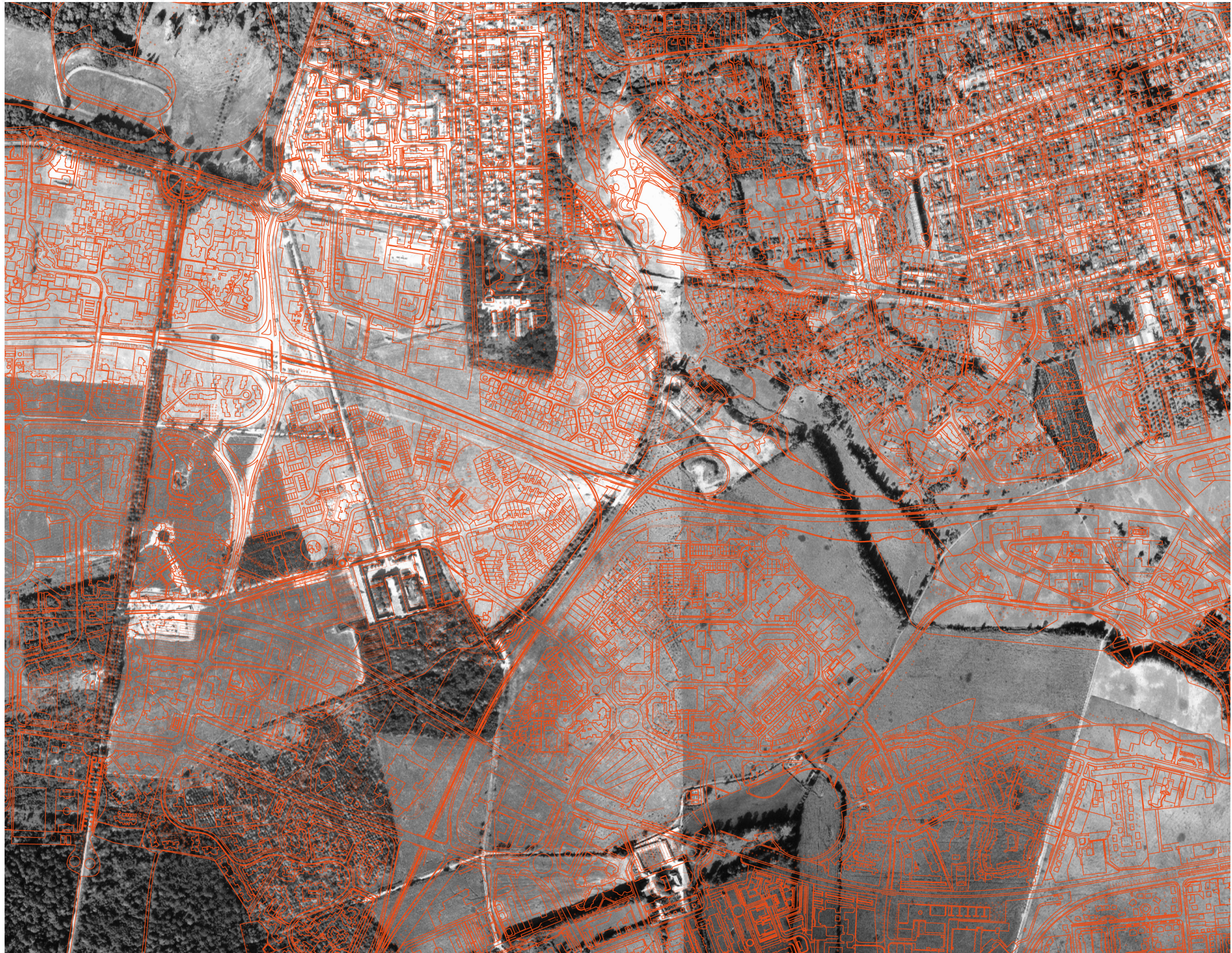


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The superimposition of the aerial photo of 1972 and the plan of the current state.

After 35 years, the landscape of Marne la Vallée has matured and is a confirmed backdrop for the city. But it remains strange and out of step with the rest of the area. The city was not built along the lines of old farming plots or to fit in with geographical constraints such as the Maubuée River. The architectural style, which favours gabled roofs, seeks to dispel the idea that the landscape here is in no way vernacular. This is a purely artificial landscape, created for ornamental purposes: it is a park, or a system of several parks. It is a political landscape in the image of the gardens of Versailles under Louis XIV, with the difference that it is not a park in the city, but instead a city in a huge park. In 35 years the thinking behind territorial development has changed, as have the social expectations of the relation between the city and the nature, especially with the emergence of climate and environmental issues. The ornamental qualities of nature seem less significant when faced with the conundrum of limiting pollution and preserving biodiversity. Among these new challenges, the

role of food and the keen understanding of the relationship between the landscape and forms of agricultural production have become important with the popularisation of organic farming, fair trade and short circuits. The changing status of the park offers powerful leverage to make the new city more inclusive and relational. The emergence of a new landscape can lead to three forms of social linking:

- the landscape that supports local mobility, linking the various districts and facilitating access and readability of equipment;
- the landscape as a forum for socialising around shared experiences, mutual assistance in gardens and the exchange of knowledge and expertise, but also for creating events and the activation of spaces;
- the landscape as a means of connection between producers and consumers, and, finally, of the establishment of short circuits.

TOWARDS A RELATIONNAL LANDSCAPE

« Le cinéaste prend le monde tel qu'il est, l'architecte le modifie. Sa responsabilité est effrayante puisqu'il ne peut pas construire sans détruire. Ou bien il construit à la campagne, et il commet une agression contre la nature. Ou bien il construit dans un tissu déjà existant, et doit donc en détruire un fragment pour le remplacer par un autre. »

Eric Rohmer, « Le celluloid et le marbre »



Image tirée de Les Nuits de la pleine lune, d'Éric Rohmer, France, 1984. Il s'agit d'une vue de la gare de Lognes (batiment pont blanc à l'arrière plan) avec sur la gauche l'étang du Maubué.

Eric Rohmer

Eric Rohmer, observateur de la ville émergente, celle des banlieues et des villes nouvelles, voit dans l'architecte un demiurge schumpeterien qui doit détruire pour créer. Le regard critique qu'il porte à travers des personnages de ses films (en général joués par Fabrice Luccini) sur l'urbanisme de son époque vient en réaction à l'aménagement du territoire, pris comme une agression ou un non-sens.

TOP-DOWN VS BOTTOM UP

We detected a tension between two expectations in the contest guidelines: on the one hand, the conventional wish for a global vision for the future of the site and on the other hand, a proposal for project modalities bringing about the cooperation of all local stakeholders, residents included. The first expectation is a top-down process and the second is bottom-up. Faced with this dichotomy, our response is also composite: firstly we offer a global vision that is broken down according to sector, each

with its own *modus operandi*, and secondly we propose to organise an event around the landscape, a crucial component of the area, which must bring a territorial vision closer to a wide audience through in situ action. This scenario will galvanise local stakeholders for the development of the area, with La Ferme du Buisson serving as an anchor both from a cultural and a curatorial standpoint, and as a fulcrum and a point of reference in the national cultural landscape.



Même point de vue en 2014 soit 30 ans après

RENEWING THE NEW TOWN

The renewed New Town is not a New Town On the entire European13 site in Marne-la Vallée, project opportunities have reached varying degrees of maturity: on Malvoisine Stadium, transformation seems imminent, whereas it is obvious from the actual urban fabric of the area that project opportunities can only be utilised following a process of consultation and collaboration with stakeholders and residents. Similarly, on another level, embankments and other residue from expressways will only be transformed with the change in status of the infrastructure which is conditional upon its economical feasibility.

WAITING FOR “THE URBAN PROJECT”

Also urban projects take long. When they occur, transformation, often perceived as departures from the norm, can be brutal. From the perspective of how changing territories and their inhabitants function, these developments have peaks and troughs: the project gestation period (or land acquisition) does not affect their reality because it is distant and more abstract; when cranes and bulldozers arrive, the reality and materiality of the project are forcefully emphasised. Our approach Our preferred approach, which we wish to implement in our proposal, is to simultaneously construct a strategic horizon

The diversity of aspirations and issues must however be reconciled with a common goal and the construction of a balanced area, from the point of view of both planning and local mobility. Although this may seem easier and more efficient, public action can no longer unilaterally tackle urban renewal, because unlike in the era when New Towns were constructed, public action can no longer generate the financial means. Also, the political context has changed, especially with the advent of decentralisation and the need for greater involvement of civil society in local development policy.

and confront the real and immediate. This twin approach should not be hard and confrontational, especially when it comes to intervening in the vicinity of established social and urban fabrics. Planning assumptions and possible uses should be tested bit by bit, through small facilities or temporary installations which can be made permanent if necessary. These first “soft” transformations will help to create new uses that will activate spaces in order to integrate them into the habits and daily lives of residents.

OUR APPROACH TO MASTERPLANNING

OUR DEFINITION OF THE MASTER PLAN

Structured flexibility The long duration of urban generation has also engendered concepts such as flexibility and adaptability. They are needed as guides in response to the uncertainties inherent in the implementation of the urban project beyond an expected time frame, outside the framework of almost-certain demographic, socio-economic or ecological constraints.

Our definition of the master plan The master plan is a guide that can be re-examined in time without losing its relevance. Unlike plan based on the design of an overall composition, each operation can be re-negotiated if it complies with certain guidelines. These guidelines are not necessarily expressly indicated in the design or composition of the plan; they may just be rules or targets set in the master plan.

The catalyst for dialogue between partners To enable the renegotiation of projects, there must be dialogue between the project partners. The master plan should be a tool to encourage dialogue and exchange. Hence, the documents produced (plan, layout, image, reference, diagram, etc.) must be of interest to and appropriated by partners. The documents do not need to be “authoritarian”. Also an event such as the proposed Landscape Triennale is a platform to bring together the local stakeholders for exchange and discussion.

The cornerstones To avoid the pitfall of a master plan that is more malleable than flexible, where everything is so easily possible at every level that it is impossible to know how to begin, the dialogue phase must be followed by acts of validation that structure the cornerstones of the project, defining the objectives to be achieved and the strategic direction. We have structure our proposal around four cornerstones that will be described further:

- To Structure: Creating a clear hierarchy of public spaces
- To Activate: Activating public space
- To Cross-link: Creating a permeable city
- To Balance: Readjusting the territory to its demography by adapting the housing supply and the public facilities

Starter : a first step in the right direction In addition to setting a timeline and cornerstones, which is the goal and purpose of the master plan, the aim is to determine the first step to take to this end. The feedback from this first step in turn calls for a re-evaluation of the objectives and aspirations of the plan. The possibly imminent project on the Malvoisine plot has to be linked to the broad event of the Landscape Triennale.

The Post-it by its repositionnable et disposable nature is an illustration of a «non-authoritarian» document.

FIRST CORNERSTONE : STRUCTURE



Cette photo de la cote de la Floride par Ken Douglas, illustre les notions d'imbrications fractales et la confusion qui peut en découler, Ici entre la mer et la terre, entre les plein et les vides.



La place Jean Racine est à l'image de nombreuses places elle est généreusement dimensionnée mais aucun bâtiment ne s'adresse réellement dessus. Ce décalage entre le statut et le dimensionnement de l'espace rend sa lecture incertaine. Cette perplexité est en la circonstance bien illustrer par cette sculpture qui se refuse à choisir entre modernité et historicisme en imbricant Jean Racine dans Sebastiano Serlio dans Sol Le Witt.

CREATING A HIERARCHY OF PUBLIC SPACES

INTERLOCK AND CONFUSION

Val Maubuee is characterised by an interlocking between the city and its parks. This overlap results from splitting each of these entities into small pieces forming a network of fine, intermingled capillaries. This blend of town and landscape creates a beautiful green backdrop to residential areas, but at the expense of readability and the ability to determine the use of certain areas that have been thus fragmented.

If they are below a critical size or too isolated, it is no longer possible to apprehend their functions and uses and they become residual spaces, flat strips, central reservation areas or parking area requiring maintenance by the community, without adding any quality of use (valeur d'usage) either to the district as a whole. In addition, their fractalilty (cauliflower formation) prevents an understanding of their nature and their spatial location.

CREATING ANCHOR POINTS FOR THE HEART OF THE DISTRICT

The purpose is to create better signage for facilities by placing indications in public spaces recognisable to all, be it pedestrian passers-by or motorists driving through.

Public spaces will be recognisable by being indicated in the same form and texture.

CONSOLIDATING THE BACKBONE OF THE DISTRICT

The upcoming change in the status of motorways D499 and D199 should not affect the backbone character of the cours du Buisson or allée de la Ferme because these roads will still be inter-district transit routes for the whole town and the cours du Buisson will remain a service road into the district. However with the exception of the Ferme du Buisson, no equipment or trade (even recently created) opens directly onto it.

To affirm the structuring nature of cours du Buisson, in addition to placing new construction along it, it must be dealt with homogenously. Since rows of trees do not seem relevant here because they would be confused with other park systems and parkway through which cours du Buisson runs, there should be consistent treatment of public space and street furniture along its entire length.

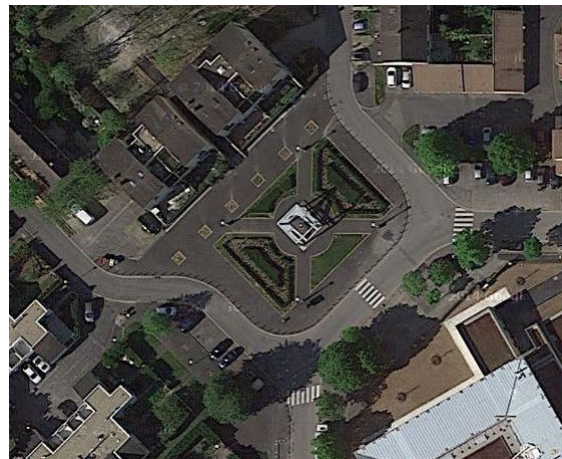


FROM MOTORWAY TO PARK AVENUE

As part of the change in status of highways, embankments are obviously important land opportunities. But this transformation is not feasible everywhere and is not suitable for systematic application. The identity of the

area is that of a park city, and it must also be strengthened by creating a landscape around these transit routes.

SECOND PROJECT CORNERSTONE: ACTIVATE



La place Jean Racine



La place Molière



Parc à l'arrière des pyjamas

CREATE CONNECTIONS AND GIVE MEANING

In order to meet the need to establish a connection between pioneers residents of the New Town, its designers made provision for a wide variety of generous public spaces. But these spaces, designed to act as Roman agorae, did not fulfil their purpose. This is because creating connections requires residents with specific individual aptitudes and an active enabling environment which is only to be

found in certain cities, often old and densely populated. Thus, the New Town inherited scattered public spaces characterised by a highly formal design and low usage value. The aim is thus to give new meaning to these spaces, which have not performed their function as fora for establishing social connections at the local level.

A CURATORIAL APPROACH

Such meaning cannot be decreed. To activate these spaces and find the right solution, various offers and options must be tested among the residents.

Participatory and collaborative projects are currently in vogue, but we find it presumptuous to say what would work or not in this context; any judgment must rely on an accurate diagnosis which would include discussions with residents and local stakeholders.

Our proposal in this situation is to use the organisation of a triennial event around the theme “relational landscape” to foster the design of projects that would make for the appropriation of these sites by residents, with the assistance and mobilisation of third-sector organisations (associations, collectives, schools, etc.). More than a designer approach it's a curatorial perspective that is needed here.



Jardins participatifs de fleur et de légumes construits et entretenus par les enfants des écoles. C'est un projet imaginé et réalisé par l'association Landscape Mama de Lyon.

THIRD PROJECT CORNERSTONE: NETWORK MESHING

A PERMEABLE NEW TOWN

The road network of the Val Maubuée in the New Town is characterised by a division into sectors and a clear boundary between primary roads (highways) and service roads. This division and its fractal nature have resulted in an arrangement of territorial facilities such that there are many deviations when travelling between sectors on both sides of the primary roads. With the change in status which transforms primary roads and highways with a speed limit of 90 kmph to urban roads with a speed limit of 50 kmph, it is now possible to organise intersections and direct junctions between transit and service roads without using motorway interchanges. However, topography is still a major obstacle.

Our strategy has four major thrusts:

The inter-district network:

Open cul de sacs towards transit roads. This would also require organising rights of way and making road improvements to stop them from becoming short cuts for motorists and a nuisance to residents. Soft road approaches are preferred because they will make multi-way traffic possible.

The soft road network

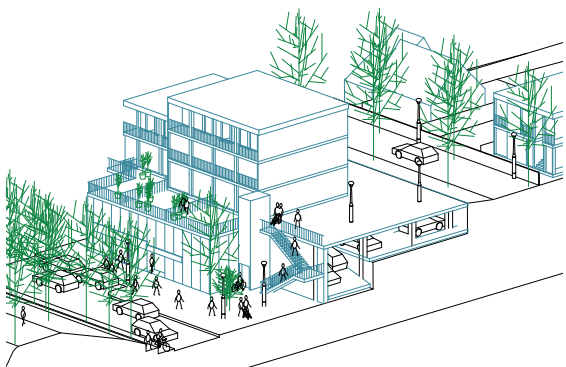
Increase the number of soft and scenic roads from chemin de la chocolaterie, particularly leading to facilities.

Creation of a walkway

A walkway can be created along the urban railway to ensure access to the future Malvoisine district and ensure better access to equipment around the Ferme du Buisson and the Maillière district, while also creating access via scenic routes to the conservatory and the college.

Buildings with double entrances

A series of buildings which enable pedestrians to move from a high ground floor level to a lower level using an urban lift.



Buildings with double entrances creates link between 2 levels of roadway

- boulevard
- main street / inter-neighbourhoods connection
- local access street
- soft modes network
- public facilities
- shops

FOURTH PROJECT CORNERSTONE: ADAPT TERRITORIAL DEMOGRAPHY

READJUSTING THE TERRITORY TO SUIT ITS DEMOGRAPHY

EXPAND INTER-GENERATIONAL MIXITY THROUGH HOUSING SUPPLY

The sector needs to broaden its housings supply with small 2-3 room units for young families and people living apart.

To support age diversity in the local community, our proposal consists of two types of operational applications:

WELCOME TO MY BACKYARD

In order to further develop the social fabric, we propose two strategies, depending on the sector:

Mews In Maillière

North of cours du Buisson, individuals can densify their plots of land by making the back alleys passable and serviced with infrastructure (viaibilisé). Admittedly, such works are done only occasionally. Apart from the probable benefits to the owners accruing from a real-estate transaction, the creation of a mews would create a rich, in-depth fabric for the urban transformation of the road D499.

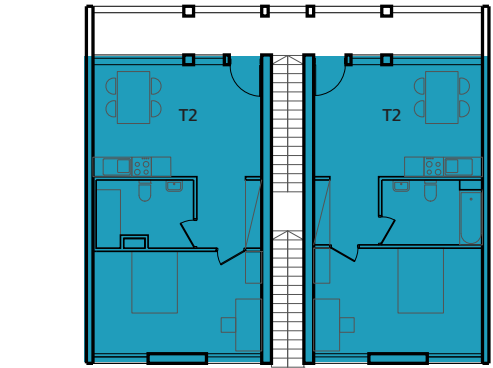
Garage swap

In the quartier des pyjamas, homes are grouped as neighbouring units around large shared courtyards. But cars take up a great deal of the public spaces and the placement of the garages in the front of housing units is detrimental to the look of these villas.

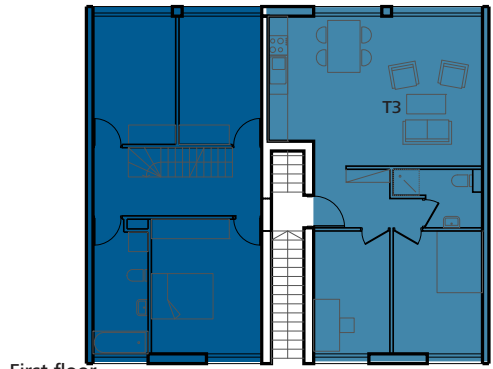
If the status of the motorways changes, it would be possible to create parking spaces on embankment and thus move the cars away from those small quarters.

By taking parking space in the parking lots that would be built in the event of a change of highway status, homeowners could put their garage spaces to other uses. If the public space is pooled and resized, new land could be cleared for small dwellings which would open directly onto the public space.

The neighbouring unit is a good scale for negotiating usage, particularly the parking of cars. The aim is not solely to densify; there is also an interest in changing the look of these courtyards to make them quiet public spaces shared by all.



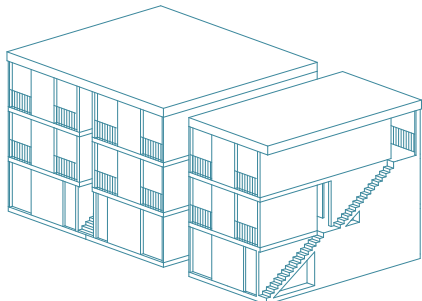
Second floor



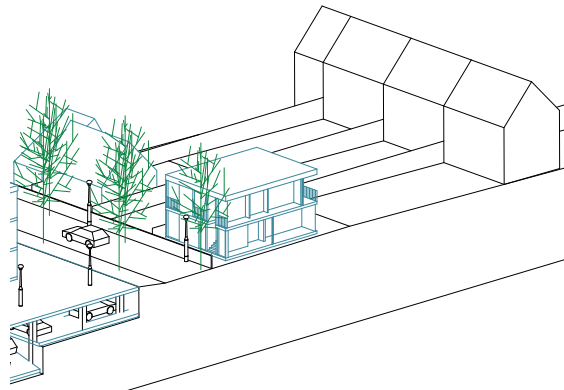
First floor



Ground floor
Example of a plan combination of 2-3-4 rooms units



Axonometry of the housing unit superimposing different types. The section in axonometry is showing the central staircase



Axonometry of the implementation of the mews principle in the neighborhood of la Maillière.



View of the Villa de Savoie