

EXHIBITION

PARIS, A CITY IN THE MAKING

PRESS
RELEASE



PAVILLON DE L'ARSENAL

Center for information, documentation
and exhibition for urban planning and
architecture of Paris

MAIRIE DE PARIS



Google

JCDecaux

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48°50' N 2°21' E





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Mayor of Paris

Since 2001, Paris and the surrounding municipalities at the heart of the Île-de-France area have been developing joint projects, a first in the history of the Region. In 2008, over 180 municipalities and local entities came together, creating the Syndicat mixte d'études Paris Métropole (Mixed Study Group for the Paris Metropolitan Area) to discuss the future of the area.

In light of this change, I decided to support the initiative put forward by the Pavillon de l'Arsenal, whose role is to showcase the current and future architectural and urban planning scenarios of the City of Paris, to renew its permanent exhibition. Henceforth, the exhibition focuses on the entire metropolitan area used and shared everyday by millions of men and women from all walks of life and from all age groups: residents, workers, passers-by.

Exhibiting these plans and projects is a necessary and innovative way of fostering better knowledge of the area's history. It is also an opportunity for us to remember that, e.g., in the not-so-distant past, film director Marcel Carné described the town of Nogent-sur-Marne as the "Sunday afternoon El Dorado". Moreover, not only is the exhibition an invitation to get better acquainted with the city, it is also a step towards our common future.

The Greater Paris Metropolitan Area is still very new, but given its dynamic spirit, in time, it will completely reinvent the 21st Century capital city. The time has come to explain how the city was built, to talk about its farming origins and the grand expectations of the early 20th Century, from the Trente Glorieuses to the most contemporary of projects.

It is a comprehensive and ambitious work, which is now available to the public. Our wholehearted thanks go to everyone who contributed to the exhibition.



BEFORE COMMENTS

ANNE HIDALGO

First Deputy Mayor of Paris,
in charge of Urban Planning and Architecture,
Chariwoman of the Pavillon de l'Arsenal

Pavillon de l'Arsenal's new permanent exhibition, "Paris, a City in the Making," presents the architectural and urban history of the municipalities located at the heart of the Île-de-France Region and which now make up a global metropolis.

For the first time ever, through over 1000 documents selected by Philippe Simon, architect, professor and curator, one thousand five hundred years' worth of our cities' history is told. A book developed at the same time as the exhibition, sketches the outline of the city of the future.

In this vast area, projects of all scales, types and dimensions are discussed, exchanged and shared with the residents, with those who breathe life into the cities. The one burning question is: where will we be in 10 years' time? Our fellow citizens have never been as curious, as intent on change and as involved. New tools (such as the internet, social networks, 3-D models of cities and city streets) create new opportunities for building new projects together – a true democratic challenge.

All attention is focused on the Seine, the "founding" river. The expressways on the riverbanks inside Paris are being reclaimed, and form an integral part of the reinvention of the riverside areas along the Seine, the Marne, the Oise and the canals. Many of the projects aim to reconcile enhanced quality of city life, green corridors, public transport and economic growth, while meeting the need for welcoming and open public areas.

Another challenge is to continue to build the city, to improve and enhance it, be it old or new. We have come to understand that the existing city is the fruit of a rich and eventful past and have learnt to pay more attention to the faubourgs and post-war Paris. But we also know now how to build on new land, such as the Batignolles district, in the North-Eastern quadrant of Paris, or even along the Seine around Bercy-Charenton all the way to Les Ardoines. Lastly, we must meet the expectations of those who live and work in neighbourhoods sandwiched between municipalities or perched on the border between different towns where the land and living conditions were difficult. Many of our projects seek to solve these issues. All around us, new urban landscape are emerging and new ways of developing a mixing-facilities, welcoming and sustainable city, are invented.

Public transport and public areas are of capital importance. Each and every one of us must be able to travel simply and freely; whether on foot or by bike in a calm and reassuring environment or by bus, tram, metro or RER, or even by car, which for some remains absolutely essential. Local governments have undertaken many projects to improve the transport network coverage, based on existing infrastructure. These will give rise to new tramways, modern buses, a refurbished RER

and local train network, bicycle lanes and new services such as the Vélib' and Autolib' self-service bike and car rentals.

Cities also need symbols, places which remain in one's mind, and daring architecture. Throughout history, major facilities have always acted as a showcase of the creativity of the times; buildings, of course, but also new public areas in which residents play a key role. I have in mind, the Canopy and garden at Les Halles, or the Place de la République and the expressways on the riverbanks, which as I mentioned, will become a place where the city breathes and relaxes. Building upwards is another way of sharing our era's creativity, with a view to creating a sustainable city.

These few examples do not do justice to what is being built everyday through the projects supported by your representatives, developed by public and private clients, together with the people who live, work, grow and study in the area. The sheer volume of projects requires shared knowledge and the involvement of everyone. These are the key ingredients behind the success of our actions and will enable us to be even more ambitious and adapt new strategies.

The digital features included in the exhibition will allow us to perpetually update it. Visitors will be able to follow developments on a 37m² digital model at the Pavillon de l'Arsenal or from home, over the Internet.

I am delighted that this vision and knowledge of the city are now available to all so that together, we may continue to contribute to the future of our city.





PRESS RELEASE

Pavillon de l’Arsenal’s new permanent exhibition is over 800m² dedicated to the metropolis of Paris as it was, is and will be. Over 1,000 archived documents, photographs, maps, plans and films are on display, as well as a 37m² digital model entitled “Paris, Metropolis 2020”, developed in partnership with Google and JCDecaux.

The digital model is a world first, providing a 2D or 3D overview of key areas marked out for redevelopment, the new transport networks and the iconic architecture of the city of tomorrow in their geographical context. Using Google Earth technology and mapping software, “Paris, Metropolis 2020” provides visitors with a unique interactive experience and an opportunity to discover the city on a multitude of scales, with thematic or free tours. The model is designed to be constantly updated. It is participative tool bringing together all those involved in the making of the city and allowing them to share their work.

“Paris, a city in the making” is a timeline retracing the origins of the area, and explaining the common history of the municipalities comprising the metropolitan area so that all visitors are able to understand how the region as we know it came to be. The exhibition is built around a number of landmark themes illustrating how the metropolis was shaped by the needs of agriculture, ornamentation or roadways, and then transformed, adapted and integrated in a process of urban planning that emerged under the influence of demographic, technological, economic and political developments.

Visitors are offered an insight into what is happening today and what is planned for the future “where, everyday, projects of every dimension are discussed, exchanged, shared with local residents and with all those who make the city

a living entity”, as Anne Hidalgo, First Deputy Mayor of Paris responsible for Urban Planning and Architecture and Chairwoman of the Pavillon de l’Arsenal, writes in the preface to a work on the metropolitan projects and areas of tomorrow* coproduced in parallel to the exhibition.

Reconquering the Seine, carefully preserving the continuity of the city, whether it be the faubourgs or the post-war city, investing and innovating in new real estate, improving mobility and public spaces, developing iconic architecture, building upwards, etc. “Paris, a city in the making” is the first event to ever bring together, in the same place and at the same time, all the latest in urban and metropolitan architecture.

Around the main exhibition, the Pavillon de l’Arsenal also runs workshops for children in conjunction with the City of Paris Schools Department, as well as guided walking tours organised with Les Promenades Urbaines association.

* *Paris, a city in the making*

Produced in conjunction with Connaissance des Arts
44 pages, 9 euros



INTRODUCTION

PHILIPPE SIMON

Architect and teacher
Scientific curator

And what if the Paris metropolitan area was not just a new concentric zone added to the city of Paris but rather an agglomeration of all the existing towns around it? The land hitherto organised around agricultural or ornamental considerations and roadways is transformed in accordance with demographical, technological, economic and political constraints. Over time, the metropolitan area was crafted as the towns' common history took shape but the main driving force behind the change has always been to attain balance.

FOUNDATIONS

A strong river with powerful tributaries, gentler rivers carving deep cuts into valleys, fields, some features jutting out, floodable plains, few marshlands... And in the centre of all that, Lutetia, capital of the Parisii¹. Renamed Paris circa the year 300, the city became the capital, first of the Frankish Kingdom around 506-508, and then of the Kingdom of France in the 12th Century.

THE WALLED CITY

Its status as Capital city of a State gave it a dominant position, the traces of which are still visible in today's landscape. Thus, between 1190 and 1220, Philippe Auguste had a fortified wall built around the city of Paris to protect it. The wall separated the city from the surrounding countryside and formed a clear border between the two worlds. The city was a closed, controlled universe while on the other side of the wall were the faubourgs, banlieues², countryside...

The succession of military (that of Charles V from 1356 and 1383, and Louis XIII in 1566), ad-

ministrative (Louis XV had posts put up to mark the end of building land) or tax borders (Louis XVI's Wall of the Farmers-General) illustrated a clear desire to permanently control the city's expansion. The city had to remain within in certain limits and not exceed a certain area. Paris became very dense: buildings became ever higher, courtyards were filled and denser areas subdivided. Beyond the faubourgs, the city's outskirts consisted of a collection of villages and small towns speckled along the endless countryside. However, at regular intervals, Paris spilled over. The very poor, who could no longer afford housing in the city, and the very wealthy, who could afford to escape the overcrowded city and wanted to build houses more suited to their fortunes left the city and moved into the outlying areas. This type of spontaneous "urban" expansion contributed both to the formation of the landscape and influenced official decisions.

THE OTHER CAPITAL

The constant expansion of Paris was offset in 1682, when Louis XIV moved the capital of the Kingdom to Versailles, to the palace and city that he had had erected in the middle of the countryside. The King chose to move away from Paris in order to develop an ideal model in which the Castle would be the interface between the city and gardens. This structure, involving both nature and an urban setting then spread: each municipality acquired a small castle which would take over woods and fields to develop artificially natural parks and gardens. Paradoxically, the same happened in Paris. With a view to continuous improvement, squares and avenues were

developed as an extension of the city centre, such as the Avenue des Tuileries, which then became the Champs-Élysées. These features take shape in the midst of a still rural area, a structured landscape which would serve as the backdrop for the city's expansion in the 18th and 19th Centuries. Later, in 1794, the Artists' Plan advocated laying roads and squares through existing areas and arranging them like paths cutting through woods and fields.

NETWORKS TO CONNECT

At the beginning of the 19th Century, a new factor completely changed the way urban residents related to space, which until then, was contained within the city. Networks to transport people, water, energy and raw material at speed were developed. It all began in 1808 with the Canal de l'Ourcq, which provided Paris with its drinking water: from then on, the City began to see the connection between enhanced urban comfort and sprawling into the surrounding areas. Then, beginning in 1825, the Canal Saint-Denis and Canal Saint-Martin enabled boats to circumvent the crowded city centre. In 1837, the first railway was opened between Paris and Saint-Germain-en-Laye. Very quickly, trains totally changed the traditional ratio between distance and travel time. It became possible to live outside of the city and even to mass transport goods to far-off destinations. Near train stations entirely new areas sprang up, such as Le Vésinet, for which building began in 1856. A new type of separation emerged: between residential areas and those covered in warehouses, plants and factories.

COUNTRYSIDE TO CITY : THE THIERS WALL

A fortified wall, known as the Thiers wall was built between 1841 and 1844 just a few kilometres from Paris, in the heart of the countryside. A series of forts were built along with the wall at a short distance from it, encroaching on neighbouring towns and creating no-build zones which later penalised the towns as they developed.

The perimeter between the wall and Paris was annexed in 1860 by Haussmann, which meant

that the octroi (tax boundary) had to be pushed back towards the forts. Many factories, as well as the housing built for their workers, moved into the banlieues, where large areas set aside for heavily polluting industries were created: near railway lines, the canals or the abattoirs at La Villette.

A ring of industrial areas begins to form, a precursor of the "Red Ring" of the 20th century. That was the last concentric expansion of Paris. After 1871, the walls were considered obsolete and unnecessary.

Considered a potential landholding, the idea of dismantling the Thiers Wall sparked off a debate in which opposite urban models competed. The one, supported by Jules Siegfried and the Musée social, sought to do away with the separation between Paris and the banlieues and to extend the urban system to the former wall. On the other hand, Louis Dausset argued that the land around the walls should be preserved and turned into open spaces in which hygienism would reign. The latter eventually prevailed.

THE CHANGES BROUGHT ABOUT BY PEACE

In 1919 the fortified wall was eventually dismantled and replaced by a green belt: a ring of facilities and social housing, once again cutting Paris off from the banlieues.

Moreover, the influx of inhabitants was such that the issue of housing reached a critical point. In 1921, Paris had the highest number of inhabitants in all its history: 2.9 million inhabitants. Entire areas lacked sewerage systems and drinking water; some cases of the plague were even reported. After the unsanitary areas were identified, a re-housing policy was launched and the first low-cost housing made its appearance within Paris, in the ring and the garden estates built in outlying municipalities. These neighbourhoods were based on the Anglo-American model in which nature was the feather in a city's cap.

At the same time, Le Corbusier launched a rather provocative project, the Neighbour Plan, which presented a new version of Paris in which the central arrondissements were completely

demolished and replaced by a modern city made up of towers and expressways. This fantasy of totalling demolishing the existing city to produce a new version remained with architects and building planners for many years.

The population of the region continued to grow. In 1919, the “Cornudet” Law imposed a plan for the expansion and improvement of all municipalities with over 10,000 inhabitants. This led to the creation of the Higher Committee for the Development and General Organisation of the Paris Region (CSAORP) in 1928. Under the leadership of Henri Prost, the committee launched a project to reduce the high density in the city centre of both people and industry, and to contain urban sprawl. Therefore, it advocated organising the region around highways and a network of public transport as well as the creation of large areas outside the city for urgent redevelopment, similar to the garden-estate model. Individual housing was encouraged, especially through the “Loucheur” law of 1928, which led to the creation of new estates which do not always have the necessary sewerage or road networks. During this very period, housing policy became a true driving force behind land development.

MODERNITY : LARGES AND HIGHWAYS

After the war, Paris and the banlieues have to deal first with reconstruction, and then with an increase in their population, making housing an absolute priority, in a situation where discomfort and unsanitary conditions remain rife. Public policy tended to encourage the building of houses according to innovative procedures which aim to save time and money. The mix of housing and tertiary, industrial or leisure activities was a thing of the past, with each urban function restricted to its own area. In the 1950s the first large residential complexes were built - they would be followed by others until the last was erected in 1973. The new estates rose up on available farmland far from existing neighbourhoods, public transport and jobs. The complexes were built on the principles of the Athens Charter: the direction of the sun and the air were of the absolute essence, the concepts of architectural units

and entirely public land were upheld.

This modern streak also reached cities, where old, unsanitary neighbourhoods were destroyed and replaced, like in Choisy-le-Roi and Ivry. A refurbishment was even drawn up for Paris in 1965, consisting of destroying almost all of the outlying arrondissements in order to build a modern, rational city. This refurbishment did not, however, contain urban sprawl, which remained fragmented and unstructured, with part of the population still living in shanty towns.

AT LAST A REGION-CAPITAL, OR ALMOST...

The District of the Paris Region was created in 1961 under the leadership of Paul Delouvrier. The idea was to create a new authority which would be independent of the State and would coordinate hitherto scattered urbanisation.

In 1965, the Guidelines for Urban Development and Planning for the Paris Region (Sdaurp) accentuated the creation of hubs in the banlieues³, around airports and the business district at La Défense, with universities and Grandes Ecoles moving out of Paris. But the main goal, apart from developing the public transport network, was to release the stranglehold on the city, through the creation of five new towns⁴. Both near and far from the Capital⁵, these towns offered alternative urban lifestyles, closer to nature. Developed along innovative models such as the spreading and organic city, they were destined to become new regional centres, including housing, jobs, leisure activities and education.

Governance changed with the creation of the Île-de-France Region in 1976 and – for the first time since the French Revolution – the election of a Mayor for Paris in 1977. But regional urban planning schemes – Sdau (1976) and Sdrif (1994) – were not able to overcome the fragmentation of the region, despite the development of the RER network and the extension of metro lines into the banlieue. Similar to existing large-scale urban services such as waste processing and sewerage, joint regional policies were implemented for parks, hospitals, universities and certain cultural centres.

Moreover, since the post-war period, individual

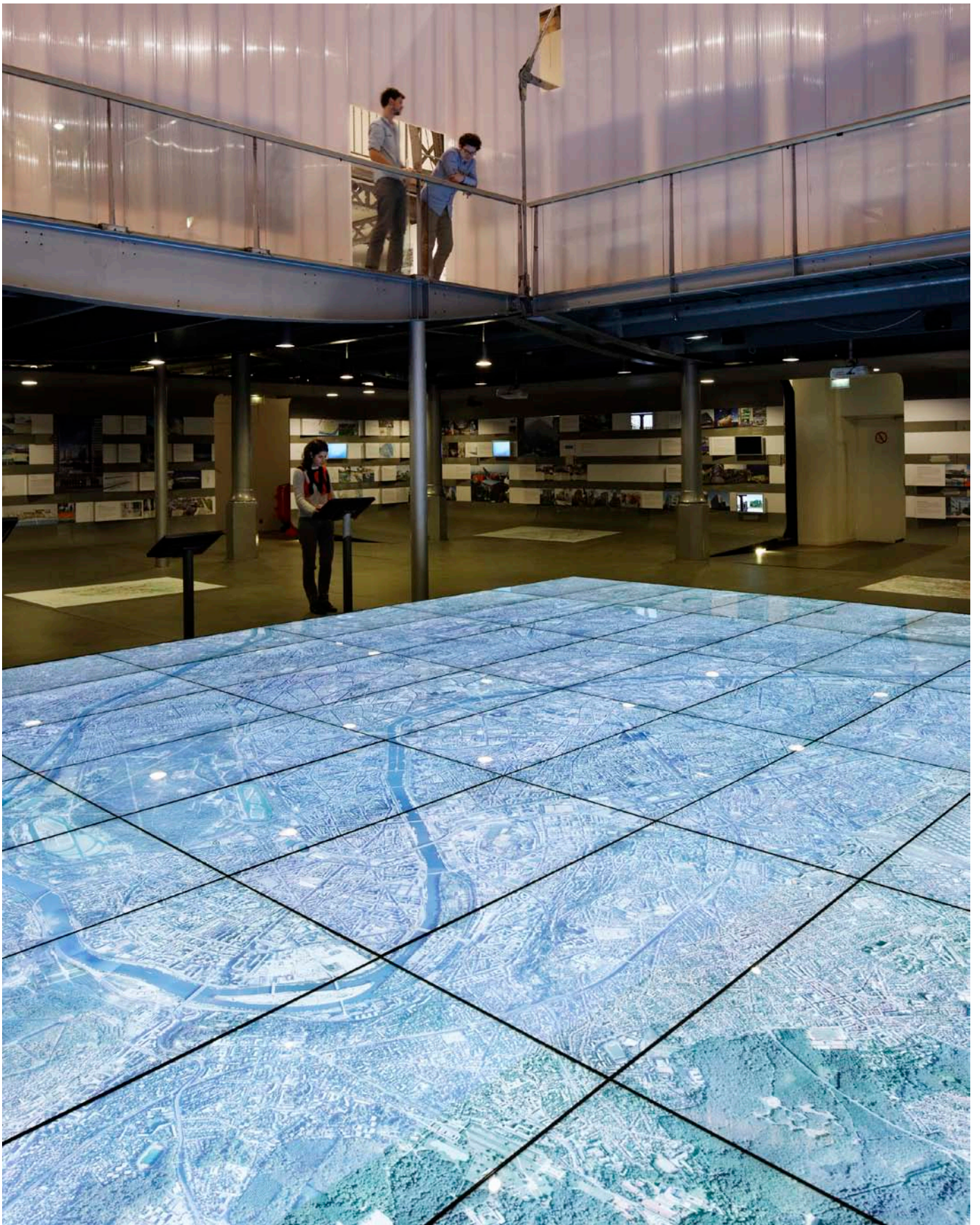
housing was encouraged by many elected representatives and was believed to meet the needs of the population. This resulted in a never-ending landscape of subdivided estates. The city centre was far, commuting became extremely time-consuming and cars became omnipresent. Dreams of individual happiness were confronted with the constraints of living in a community. Thus, despite all attempts to organise the city, it continued to extend and sprawl into a multitude of estates consisting of individual housing. Certain areas were quickly labelled “underprivileged”, and nature was slowly choked by the development of industrial and commercial areas which aimed to capitalise on profitable real-estate.

Despite the efforts of Banlieues 89 since 1983 and the group of architects known as 75021 to overcome such problems, they subsist and are exacerbated until the late 20th Century. The necessary awareness for building a sustainable city, Paris’ opening up to its neighbours and the convergence of policies⁶ in the early 21st Century mark the beginning of a new metropolitan era.

TOWARDS AN ACTIVE, SHARED CITY

Paris and the metropolitan area had many challenges to face in the early 21st century: economic, environmental and social. At the same time, new public policies were developed to tackle these issues. Passed in 2000, the Law on “Solidarity and Urban Modernisation,” the SRU, was a step towards completing entirely local management. It advocated consultation and diversity, with a view to eliminating poor ghettos and increasing social diversity in order to reduce the disparities between towns. That same year, the RATP and SNCF form a cooperation body called the STIF^[7], the goal of this reorganisation is to bring overall improvement to the public transport network of the Île-de-France area. In 2003, Anru (National Agency for Urban Renewal) is created. This agency inherits over 20 years of mismanagement of the maintenance of the large complexes built in the 50s-70s. The State tasks it with transforming many so-called “problem areas” based on a policy of destruction—reconstruction, in which

the new areas would not be as dense as before and the new buildings would take inspiration from historical models. These laws, and a series of others, enable a better understanding of the reality of the area. It seems very clear that such policies will not be sufficient.



© Vincent Fillon



GENERAL PRESENTATION OF THE DIGITAL MODEL PARIS, METROPOLIS 2020

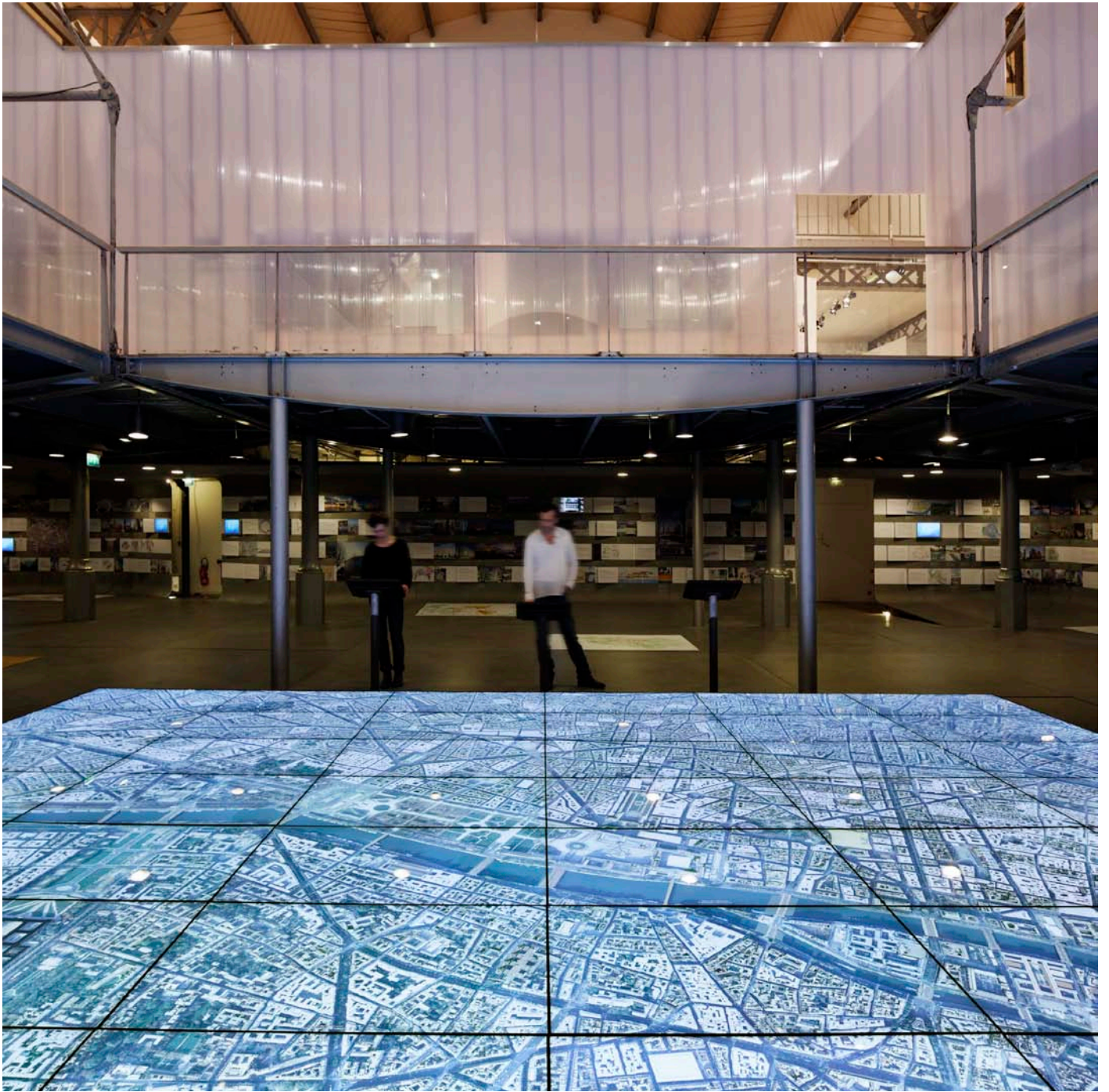
A world first, developed in partnership with Google and JCDecaux, the Paris, Métropole 2020 is a 37m² screen presenting the vast areas undergoing change, future public transport networks and emblematic architecture in the making in the Paris metropolitan area.

The digital model is a work of technological prowess on display for the greater public. It is based on Google Earth, the leading geographic navigation software that has been downloaded over 1 billion times across the globe. For the first time, visitors can view the Paris area in various scales and in High Definition on 48 low-energy LED screens. This digital model also provides a unique opportunity to simultaneously display what currently exists and what the future of the Paris agglomeration holds, on Google Earth.

Who has never dreamt of having an aerial view of the area stretching from Paris to Le Havre? Who has never wanted to discover the future face of the city in 3D now? The model is controlled via touch screens and provides an exceptionally detailed tour of the city on the broadest, most general of scales, all the way down to the smallest-local scale. In just a few clicks, you can zoom into any Parisian arrondissement and have a 3D look at the Philharmonic project or that of Les Halles or the Louis Vuitton Foundation for Creation; fly over the Avenue de France in the 13th arrondissement or look at the areas North-East of the city to discover what the neighbourhoods or tomorrow will look like; see the new overall public transport network of the entire Ile de France or the various joint developments projects on the banks of the Seine spanning from Carrières-sous-Poissy to Ivry.

Paris, Métropole 2020 is also an educational and interactive experience. It is simple and easy to use and enables virtual tours of the area along geographic or thematic lines, as well as guided tours and key word searches. The model designed to be used and appreciated by all, from children, to students, Parisians or residents of Ile de France as well as French and Foreign professionals, is an invitation to dive into and discover the heart of the metropolitan area.

Paris, Métropole 2020 is participative tool bringing together all those involved in the making of the city (project owners, developers and architects etc.) and enabling them to showcase their work. It will initially contain over 1300 statistics. Designed to be constantly updated, this project, dear to the Pavillon de l'Arse and its partners, is a programme for sharing information. It can also be accessed via the internet (www.parismetropole2020.com) and will be integrated into Google Earth in 2012.





Google

WHY GOOGLE SUPPORTS THIS PROJECT :

Late 2010, the Pavillon de l'Arsenal approached Google France asking if they could use Google Earth to power a new interactive display highlighting the Paris metropolitan area as it will be in 2020 with upcoming buildings in 3D. This project is fully consistent with Google's mission: to organize information and make it accessible to everyone. Google builds global platforms and tools to share mapping and cultural content with the general public. A true technical challenge and a world first, this display showcases the major upcoming urban development areas, the new transportation systems and architectures emblematic of the city of tomorrow in their true geographical context in 2D or 3D.

A 20% PROJECT :

This project started as part of a 20% project (at Google, an engineer can spend one day in five on a personal project) of a Parisian Googler, with the support of the newly created Cultural Institute in Paris. They immediately saw in this partnership a great way to make information available that will eventually become a reality for all locals and tourists of the capital. Engineers from our Paris office and from California joined this project to deliver what is today the largest screen in the world using Google Earth.

THE CULTURAL INSTITUTE :

In September 2010, Eric Schmidt, CEO of Google presented an ambitious investment plan for France which included the opening of an engineering center and the creation of a cultural institute in the Paris headquarters. The Cultural Institute aims to develop technological solutions for viewing, hosting and digitizing cultural content in order to promote the creation, protection and promotion of cultural content online. Composed primarily of engineers, the cultural institute is headed by Steve Crossan.

DESCRIPTION OF THE TECHNICAL SETUP:

Back in 2009, Google developed the first Liquid Galaxy, an entirely new way to display Google Earth on eight screens - which creates an immersive experience of virtually flying around the globe. Since then, we've built dozens of Liquid Galaxies all over the world and open sourced the code so anyone can build their own.

This installation is running on Liquid Galaxy code which we enhanced to manage and synchronize 48 versions of Google Earth. Satellite imagery of Paris was also refreshed with higher resolution images of the Paris area in order to make the experience even more magical.

To go from 8 screens positioned in a semicircle to 48 screen flat display, we had to «flatten the world» to avoid the distortion due to the natural shape of the globe. Using multi-touch controllers required us to translate the finger movements into mouse movements and keyboard inputs (as Google Earth does not natively support multi-touch input in its desktop computer version). It was also necessary to synchronize the 48 versions of Google Earth, add the geographical content of Paris in 2020 and develop an automated database for the Pavillon de l'Arsenal team to use and be able to update their content and publish it directly on the display and the Internet.



JCDecaux

Depuis sa création, JCDecaux propose aux collectivités locales et aux citoyens des services dont l'objectif est d'améliorer la qualité de vie en ville mais aussi de favoriser la mobilité et la communication durable.

Les nouvelles technologies de l'information et de la communication, et notamment les supports de communication digitale, permettent aujourd'hui d'innover pour apporter des services en phase avec les attentes émergentes des citoyens et promouvoir des usages fluidifiant l'information dans la ville.

JCDecaux a souhaité être un acteur de ce projet novateur qui inscrit le digital dans la ville. Riche des échanges avec les autres partenaires, le numéro un mondial de la communication est heureux d'avoir apporté son savoir faire et son expertise à cette réalisation exigeant la plus grande qualité d'exécution.

Désormais, cette maquette numérique constitue la preuve que les nouvelles technologies digitales, tout en suscitant des usages inédits, sont sources de nouvelles émotions, celles du XXIème siècle



AROUND THE EXHIBITION

MEDIATION

Each week-end, mediators are at the public disposition and propose guided visits of the permanent exhibition at 3pm
Informations : 01 42 76 33 97

URBAN WALKS AROUND THE EXHIBITION

In partnership with the association
Promenades Urbaines

Saturday the 7th of January 2012
1-6 pm
LA PORTE DES LILAS
with Christophe Catsaros, critic of architecture

Sunday the 5th of February 2012
11am - 6 pm
LA PORTE DE LA CHAPELLE
with Denis Moreau, writer of the
«Suburbs of Paris»

Saturday the 10th of March
1 - 6 pm
LA PORTE POUCHET
with Manon Sajaloli, Gaëlle des Déserts, urbanism students, Maxime Douche, ingenior and architecture student

Sunday the 25th of March 2012
1 - 6 pm
LA PORTE DE MONTREUIL
with Charlotte Lardinois, interior architect

Registration, 10 euros
inscriptions@promenades-urbaines.com

THEMATIC WORKSHOPS FOR CHILDREN

«La forme d'une ville»
In partnership with DASCO
Animation of the workshops : Ludwik

Guided by an architect, children discover the city visiting the Pavillon de l'Arsenal's permanent exhibition . They discover how the city is built and observe the elements that constitute the city : buildings, public spaces, circulations... During the workshop, they learn different techniques of representation of the city and / or they construct models and plans.

Those workshops are reserved to Paris's center of leisure
Since the 18th of January 2012, every Wednesday from 2.30 pm to 6.30pm
Free workshops, 12 places by workshops
Registration/ informations : 01 42 76 32 45 / 31 22



SCIENTIFIC COMMISSION

PHILIPPE SIMON

Architecte dplg, 1989 / D.E.A. «le projet architectural et urbain», 1994.

Maître assistant à l'école nationale supérieure d'architecture Paris-Malaquais

Membre associé au laboratoire de recherche Architecture-Culture-Société XIXe-XXIe siècles (UMR/AUSSER CNRS./MCC n°3329)

Architecte conseil de l'Etat auprès de la DDTM de l'Aude

Membre du collectif d'architectes Paris.U

COMMISSARIAT D'EXPOSITIONS D'ARCHITECTURE

- «Paris, visite guidée, exposition permanente du Pavillon de l'Arsenal», «le Carré Bleu, revue internationale d'architecture» (avec Catherine Blain), «Aménager Boulogne-Billancourt», «Les premières fois qui ont inventé Paris», «Bordeaux, unir les deux rives», «Architectures transformées» (avec Edith Girard), «De toit en toit, les toits de Paris» (avec François Leclercq)...

RECHERCHE

- « Pour l'autonomie de l'immeuble » (avec une équipe internationale, Paris-Montréal-Chicago), Ignis Mutat Res, Ministère de la culture (2011-2013)
- « L'habitat contemporain » (avec Monique Eleb), PUCA, Ministère de l'écologie, 2009-2011
- « Plus de toit, Paris surélevé » (avec Sabri Bendimérad), Paris 2030, Ville de Paris, 2009-2012
- Consultant pour l'équipe MVRDV-AFF-ACS, dans le cadre de l'appel d'idée « Grand Pari(s) », 2008
- Programmation scientifique de différents musées dont le musée de la forteresse à Luxembourg, et le musée d'histoire de la ville de Luxembourg...

TRAVAUX EN ASSOCIATION AVEC JANINE GALIANO (DEPUIS 1990)

- Fondation de sarl Galiano-Simon-Ténot en 2001
- Mention au Prix de la Première œuvre 2000 pour un ensemble de logements à Paris 20e,
- Prix de l'architecture Basse Normandie 2011, prix du CAUE 14 pour la réhabilitation de l'ex-usine Wonder à Lisieux.

MAITRISE D'ŒUVRE ET URBANISME

- Nombreuses opérations et concours de logements (Paris, métropole parisienne, Bretagne) pour des maîtres d'ouvrage publics et privés, et pour du collectif et de l'intermédiaire.
- Interventions sur des bâtiments historiques, comme la Tour Eiffel, l'usine Wonder à Lisieux, ou le projet urbain Pajol à Paris 18e...

CONSEIL EN PROGRAMMATION ARCHITECTURALE POUR DES LIEUX PATRIMONIAUX

- Tour Eiffel Paris 7e, Hôtel-Dieu à Lyon, divers bureaux de postes des années 30, Carreau du Temple à Paris 3e, la citadelle de Doullens (Somme), etc.



CREDITS

PARIS, A CITY IN THE MAKING

Exhibition created by the Pavillon de l'Arsenal
december 2011

Chairwoman

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