

From Void to Opportunity

~~A study of the consequences~~

~~What are the consequences?~~

~~Experimenting with the consequences of repurposing industrial structures~~

Investigating the consequences of repurposing industrial structures

Abstract

Lately, there has been a growing amount of cases showing how greening strategies and regeneration of old industrial structures can have a negative impact on cities and lead to gentrification. One case is the development of the High Line in New York, USA, where the project's aim was to incorporate urban greening to boost the city's image and competitiveness. However, it led to increasing housing and rent prices simultaneously and a change in the composition of the citizens - outsourcing the middle-class (Gulsrud, Steiner 2019).

This thesis seeks to investigate the repurpose of a 32 km long post-industrial circular railway, La Petite Ceinture in the City of Paris, moving through in between the Haussmann facades. The Municipality of Paris has already great plans for the repurpose, but these have been under preparation since 2010 and none of them are fulfilling and clear enough in their ambitions and aim with the development. More, as a result of being left abandoned the stretch is today influenced by a new occurred wild biodiversity, introducing new species of plants and animals that have not been seen in the City of Paris earlier (The City of Paris 2019).

The thesis works towards the creation of a design approach for La Petite Ceinture. Through the literature review, the key themes regarding urban voids, gentrification, ecology, and green gentrification is understood. By investigating the history and the plans the City of Paris has for the future it is pursued to understand the municipal development processes. Moreover, there is done a wide range of empirical analysis to comprehend the chosen site located in the 12th arrondissement.

Throughout the thesis, the importance of character and history and inclusion of the community are underlined. Together with being contextual responsive, these components make it possible to develop an appropriate design solution for the chosen stretch. As a conclusion, the design approach unfolds as a suggestion and acts as a discussion for what can be done. Besides concluding and reflecting upon what is done a future recommendation is enclosed.

Keywords: Gentrification, The City of Paris, green gentrification, ecology, urban voids, La Petite Ceinture

What

From Void to Opportunity - Investigating the consequences of repurposing industrial structures

How long is it?

123 pages without appendix // 134 with appendix

Who

Melike Gültekin

Sofie Degn Jensen

When

03.02.2020-10.06.2020 / Project period

22.06.2020 / Exam

Where

MSc in Engineering, Urban Design, Specialisation in Urban Architecture

Group 02, Aalborg University, Spring 2020

Thank you



Supervisors

Elias Melvin Christiansen / Supervisor / Aalborg University

Jes Vollertsen / Technical supervisor / Aalborg University

Thank you

There is a large number of people we would like to thank and express our appreciation towards as they have helped us in our process of making this work. Thank you all! More there are some exceptional ones who have helped us to get where we are today through guidance and support.

Firstly a special thank you to our families for their endless support and belief in us through our studies. And our partners for their genius words and sympathy. You are always ready to encourage us and help us keep our belief in ourselves.

More we would like to thank our precious study companions for always being ready to help us and give feedback, even when COVID-19 hit the world and turned everything and all our plans upside down.

As the site visit under the circumstances of COVID-19 was not possible we would like to thank all the people providing us with needed pictures for use in our report. Particularly a huge thank you to Elisabet Surbats the author of www.worldinparis.com.

One person that especially has made the process more exciting and has been encouraging us to do our best even when COVID-19 happened and locked large parts of the world down, is our supervisor, Elias Melvin Christiansen. Thank you! Thank you for the helpful supervision sessions and for empowering engagement throughout our process of finishing our master thesis.

Who are we? authors

We believe that we, as urban designers, are obligated to bear the potentials in mind when working with an urban environment. This includes looking for new options within the design and to challenge the common design processes and the “tear down and build new”-mindset. Our goal is to stage future scenarios and show how they can create significance for numerous without being controlled by stakeholders’ agendas or government policies. We are looking for creating green and environmentally sustainable solutions for future spaces that respect and enhance the existing character.



Melike Gültekin

+45 22 26 83 31
melike.gultekin@hotmail.com

Sofie Degn Jensen

+45 27 14 01 70
sofiedegnjenen@outlook.dk

Initial intentions

In October 2019 Uni (Uni, 2019) announced the competition “Salut Paris - reclaiming urban voids of Paris”. When investigating possible thesis topics we stumbled over this project and were attracted to the case of La Petite Ceinture. The 32 km long stretch of old railways was left abandoned for a long time and emanated the history in its appearance.

“[...] the story of
how the ~~book~~
[thesis] came
into being [...]”

Wikipedia, 2020

Motivated by the idea of using the repurpose of voids as a way of connecting, enhancing, and promoting the history, occurred ecology and community of La Petite Ceinture we could see the possibilities that laid within this space. Especially with the increasing focus on the consequences of climate changes, vanishing biodiversity as a result of urbanisation and the gentrification-issues around the world we were triggered to research how or if it is possible to develop in a manner that takes all the key factors into account. Another very interesting aspect of the site location is that the municipality of the City of Paris has huge ambitions about promoting biodiversity and creating a more green structure within the city boundaries. Thus the intentions with this project were to identify the problems faced due to the retransformation of La Petite Ceinture in the built environment.

The preparation of this project is made as the final work of the master program “Urban Design with specialization in Urban Architecture” at Aalborg University.

Reading guide

The report of this thesis is broken down into nine different chapters. The last chapter contains the appendix which supports parts of the report.

Brief description of the content the chapters hold:

What are the final intentions? Is the first chapter that presents the aim and the objectives defined to reach our goal. Following the methodological approach in the chapter **what did we do and how?** is unfold and the used methods are explained together with an overview of the thesis process. The literature review is about **reading and understanding** in the third chapter and consists of the theoretical themes that are related to the challenges and potentials of this thesis. This helps getting a better understanding in order to reach our research aim introduced very firstly. By **zooming in on Paris** the historical and world context the site is placed within is understood and it creates the foundation for moving further with the project. The 05 chapter, **an old railway in Paris**, unfolds La Petite Ceinture as it was yesterday, is today, and the plans for what it should be in the future. From gathering all this information in the 06 chapter, **let's set the scene** sums everything together and presents the final site selection and analysis in order to understand the close environment and site conditions. **The getting there** chapter is the part where the design suggestions are unfolded and showed by visualisations, plans, and section cut. This part as well includes a recommendation for future research and how it and what that could be included if the time frame and situation would have made it possible. Together with the conclusion and reflection the list with references and illustrations is found in the eighth chapter, and **rounds off** the whole project.

Contents

Abstract, Thank you, Who are we?, Initial intentions, reading guide

01 What are the final intentions? 12

First, Research aim, Research objectives

02 What did we do and how? 18

Introducing the methodology, Research phases

03 Reading and understanding 24

Urban Void, Ecology, Gentrification, Green gentrification, The High Line, Promenade Plantée, Synthesising a possible solution,

04 Zooming in on Paris 42

World, France, Île-de-France, Paris, Tourist map, Numbers you can't deny, The Ancient Walls of Paris, Réinventer Paris, Biodiversity, Green and blue structures of Paris, The intentions of moving in front

05 An old railway in Paris 62

Yesterday, Today, Appearance of the tracks, Tomorrow, The three principles, Understanding the layers

06 Let's set the scene 74

12ème, Contextual appraisal, The local attitude, Site, Atmosphere, Legibility, All together...

07 Getting there 92

Staging the layers, Design concept, Design guidelines, Take note!, Stair to connect, Stage the movement, Access, Future recommendations,

08 Rounds off 114

Conclusion, Reflection, References, Illustrations references, Figure references,

09 Appendix 124

The eyes of the poor, Uses, Concept, Sketching

What are the final inten- tions?

Chapter 01

The following chapter is introducing the purpose of the work with this thesis project. The focus within the relevant topic is introduced and the relevance of it unfolds. The chapter is followed up by presenting the research aim and objectives. The objectives are configured to fulfill the aim of this project.

First,

By 2050 more than half of the world's population will be living in urban settlements (Ritchie & Roser, 2018). As a result, there will be a significant need for new developments within the cities to meet the increasing demands for housing. This issue challenges the government in order to develop strong public policies for the cities that ensure a contextual responsible development taking greening into account (Lehner, 2018). It is proven that greening besides increasing the livability and resilience of the cities also leads to better health conditions, physical and psychological, of the inhabitants (Lennon, Douglas & Scott, 2017). These changes and requirements of the cityscape demand more attention to the problematics occurring as a result of climate changes and gentrification, as it is two major issues, which cities are facing all over the world.

As a result of phasing out heavy industries from the city, areas are left abandoned in the urban context and voids start to appear in the cityscape. Often these areas hold large structures that are difficult to deal with. Through time it is discovered that these vacant post-industrial structures and spaces can be used and converted into new resilient urban areas. The possibilities for the repurpose in the urban context are endless. However, as a result of these areas' size and location, they often end up being left for a long time before a future plan is fixed. In the meantime, these areas develop and get an appearance that is different from when they were left.

However, the development and reclaiming of urban voids in the city often end up as popular projects that to a certain extent take the history, appeared biodiversity, and local community into account in the development process. The issue is that urban design is meant to strengthen the urban development and the environment for the inhabitants in the best possible way. The changes are never done without any consequences, and the consequences can change a whole city and its citizens. Often these adjustments affect the local community and residents leading to gentrification (Rogers, 2020).

Through this master thesis, these issues will form the background of the investigation of the old 32 km long circuit railway, La Petite Ceinture, hugging the inner edges of the City of Paris. The French capital has been chosen as the case site location as the Paris Municipality since 2010 has been planning to transform the whole stretch with a focus on the appeared biodiversity and inclusion of Parisians. Yet, despite 10 years of work, there is not a fixed plan for the future of La Petite Ceinture. Our focus is not only about emphasizing what La Petite Ceinture is today, but as well to embrace what it has been and what it could be in the future.

The following pages will unfold the research question and objectives relating to this. Altogether these will structure the master thesis and the content it holds.



Photo by Elisabeth Subirats - WorldInParis.com ©

Ill. 1.0 - Appearance of a tunnel La Petite Ceinture is moving through

The research aims to discuss a strategic plan for La Petite Ceinture based on design investigations that face the consequences, challenges, and opportunities following the repurpose of the old railway infrastructure. The site will be explored from a historical perspective of Paris and La Petite Ceinture and by looking into the occurred ecology and potential consequence of gentrification. The focus is to raise a debate about how to ensure the reintegration of industrial infrastructure as a public space that reinforces equity and inclusion through activities and interventions.

Research objectives

01

Critically review the theoretical relation between the research themes; urban voids, ecology, and gentrification - leading to green gentrification.

02

Critically evaluate the perspective of gentrification through case studies of the High Line and Promenade Plantée.

03

Analyze the site-specific built environment, the consequences of vacancy, as well as potentials and challenges in relation to ecology, activities, and gentrification.

04

4. Synthesize the research findings to discuss a strategic plan for La Petite Ceinture through design investigations.

What did we do and how?

Chapter 02

The different phases this thesis has gone through will be presented in this chapter, and the used methodological approach will be explained. This chapter unpacks the selection of methods used to answer the objectives set in relation to the research aim.

In this chapter, the methodological approach used in the process of making this master thesis is presented. The methodology has moreover been used to investigate the research aim presented in the previous chapter:

The research aims to discuss a strategic plan for La Petite Ceinture based on design investigations that face the consequences, challenges, and opportunities following the repurpose of the old railway infrastructure. The site will be explored from a historical perspective of Paris and La Petite Ceinture and by looking into the occurred ecology and potential consequence of gentrification. The focus is to raise a debate about how to ensure the reintegration of industrial infrastructure as a public space that reinforces equity and inclusion through activities and interventions.

On the following page, the structure of the thesis is conceptualized and divided into the phases the process consists of and the methods used in each of them.

The outset of organizing a research is to define a proper research aim which sees and explores a gap in the literature and in relation to that select the relevant approach and methods. These methods should be used to structure the thesis and end up with a strong answer to the research aim. In this thesis, the relevant literature has been found in the 1. phase that consists of desk-studies in order to understand the increasing focus on repurpose and regeneration of industrial structures in cities that creates a growing focus on gentrification as a result. However, it is important to mention that simultaneously the stretch of La Petite Ceinture and the City of Paris' plans for the future were investigated, and therefore the selection of document analysis and literature review has been done parallel and together made the foundation of the methods applied in the later process.

The chosen methodological approach has been selected to meet the research aim in the best possible manner. As a result of the research aim being focusing on both the historical and social aspects, it is chosen to use qualitative and quantitative methodology approaches. Yet, it is important to mention that the analysis predominance has been consisting of semi-quantitative ones as they have been done on-desk as a result of COVID-19 and the lockdown of Denmark and the world.

Through this chapter the phases will be unpacked more specific and detailed. Moreover the selected methods will be introduced and explained.

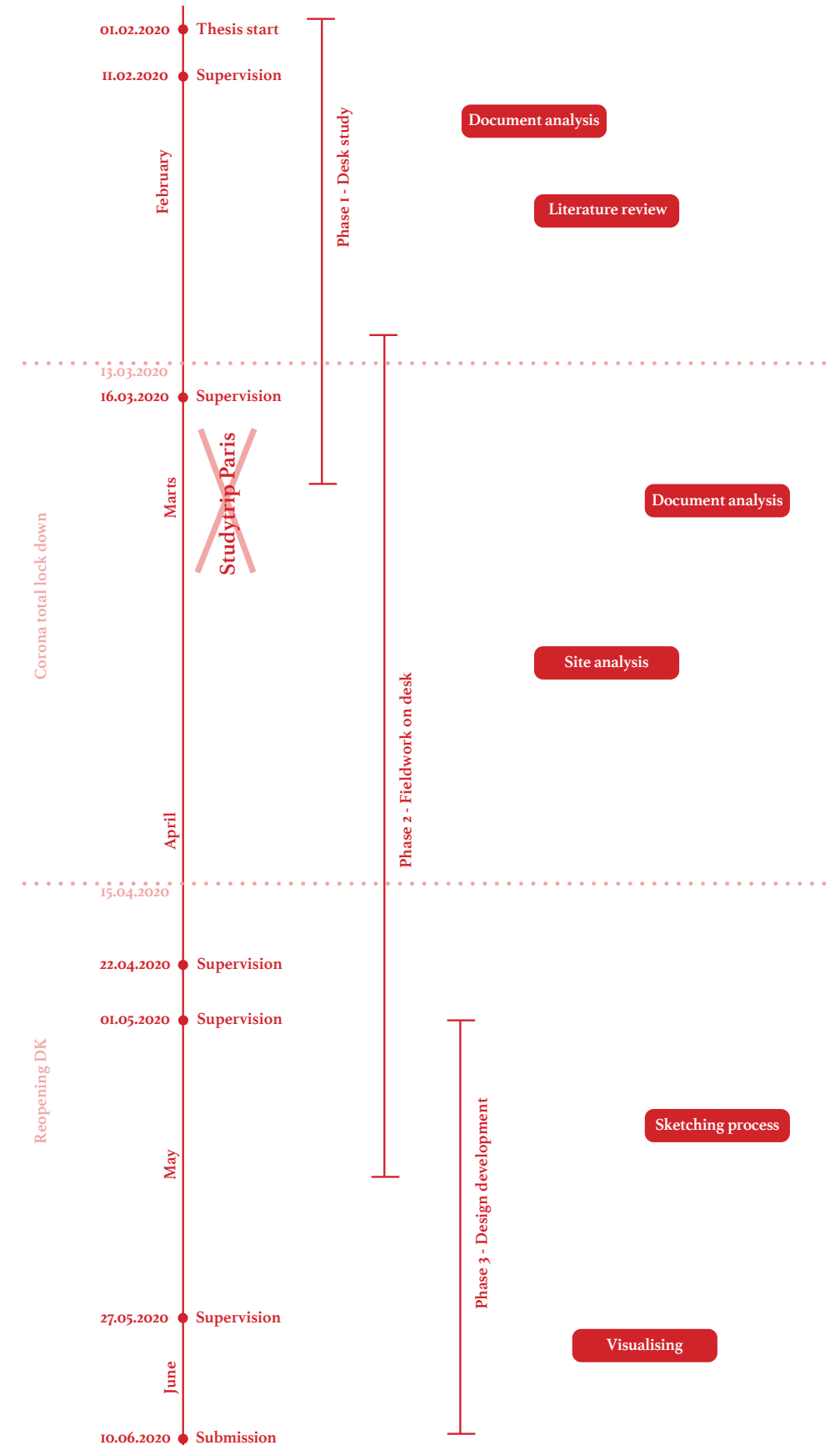


Fig. 2.0 - Process timeline

Research phases

Three phases have been forming the foundation of the work done in this thesis. These phases have all been providing an iterative process and consist of different methods in order to find the most suitable method that could provide the needed data to reach the defined objectives introduced earlier. The fig. 2.1 introduces the final applied methods used in each phase and how they interlink with each other.

The four objectives that have been set to assist in achieving the aim:

- 1. Critically review the theoretical relation between the research themes; urban voids, ecology, and gentrification - leading to green gentrification.
- 2. Critically evaluate the perspective of gentrification through case studies of the High Line and Promenade Plantée.
- 3. Analyze the site-specific built environment, the consequences of vacancy, as well as potentials and challenges in relation to ecology, activities, and gentrification.
- 4. Synthesize the research findings to discuss a strategic plan for La Petite Ceinture through design investigations.

Phase	Objectives	Methods
Phase 1: Desk study	Links to objective 1 and 2	Review of literature and practice through secondary literature Document analysis
Phase 2: Fieldwork on desk	Links to objective 3	Multivariable urban design analysis Document analysis
Phase 3: Design approach	Links to objective 4	Synthesizing Sketching Visualising

Fig. 2.1 - Research phases

Phase 1: Desk-study

The first phase includes the peer-view of the literature and two explanatory case studies to constantly revise and research the aim and objective of the thesis. It is about establishing the key authors and identify the issues relating to urban voids, ecology, and gentrification in order to find the gap that responds to this thesis and the site selected already early in the process. This part of the process helped to obtain the focus and select the methods to use in order to investigate the research aim.

Document analysis: This part of the phase of desk study underlined the complexity of the site and the context. The document analysis defined the focus of the study and established an understanding of the background knowledge needed to be able to work further with La Petite Ceinture.

The analysis of the history of the French capital examines the expansion and which major events had an effect on the city's appearance and how it looks today. The demographic analysis along with it gives an understanding of the inhabitant's wealth and the progress of the population. The policies within future development and biodiversity unfold the municipality's approach. These are important to bear in mind for the work in the later process. The second phase will be conducted from the conclusion of these document analysis.

Phase 2: Fieldwork on desk

The 2. phase consists of the fieldwork. Yet, it is important to be aware of the fact that as a result of the COVID-19 and lockdown of the world the fieldwork is done from the desk. This has challenged the chosen site analysis as it was not quite possible to do phenomenological analysis as they would have been done under normal circumstances. These qualitative analyses are done to understand the character and the challenges that La Petite Ceinture holds. But the atmosphere of the site, the multivariable urban design analysis, and spatial mappings are understood through pictures and Google Maps and street views.

Through the iterative process of the fieldwork analysis, an understanding of the key aspects of La Petite Ceinture was identified including the heritage of the old railway, accessibility, nature, and potentials within the close context. Altogether the key aspects contributed to form the first thoughts of the design process.

Site analysis: The multivariable urban design analysis is done from different perspectives to uncover the aspects of the context as well as the final chosen site within La Petite Ceinture. Through different types of mapping, the green and blue structures of the city, the infrastruc-

ture, and contextual analysis are done to understand the surroundings of the old railway. By photo-mapping, the stretch of La Petite Ceinture an understanding of the flow and appearance contribute to identifying the character of the circular railway line that runs in the periphery of Paris. It is important to underline the fact that the photo-mapping is done on the basis of other people's observations of the stretch and the fact that some of the photos are rather old.

The final selected part of the railway line is analysed with various site-specific analysis. Mapping of the close context is done through a legibility analyse that take-off from Kevin Lynch's five elements of the city image and unfolds it. By cutting through the site and showing the sections of east and west it is clear to see the movement of the rails in different terrains and getting an understanding of the historical heritage and architecture enclosing the chosen site within La Petite Ceinture. The atmospheric analysis is done by using Google Maps - street view, from a pedestrian perspective to recognize the atmosphere of the surroundings. All these are used for the final process of the design work as it influences the experience and understanding of the site.

Interviews: For the intended site visit, the intentions were to do several semi-structured interviews with locals near the chosen site, policymakers, and people managing local activities on the La Petite Ceinture. However, Covid-19 blocked the opportunity to carry through these intentions and the possibility to get in touch with anybody with knowledge about La Petite Ceinture.

As a result, the solution was to use a report of a public meeting held in the 12th arrondissement. The participants were a mix of citizens, experts, and stakeholders that expressed their attitude towards the future development of La Petite Ceinture. This gave a wide aspect of what people wanted to happen at the belt. The investigation of the public meeting contributed with a good insight into what people wished for in future development.

Phase 3: Design approach

The 3. phase is a synthesize from the desk-based research in the 1. phase and the analysis done in the 2. phase. With all this information in mind brainstorming, sketching, and visualising are used to form the design approach. Moreover, this phase ends with a discussion of a recommendation for how to ensure the reintegration of industrial infrastructures as a public space that reinforces equity and inclusion through activities and interventions. By taking outset in the developed design approach this discussion is tried to cope with.

Read- ing and under- stand- ing

Chapter 03

The literature covered in this chapter presents the phenomena urban void, gentrification, ecology, and green gentrification within the urban context. By defining and discussing the themes an understanding of their relation will provide information about what has been done in the past. Together with the case studies the literature review will identify the issues and underline the importance of responding to the defined gap in the design approach.

Urban Void

As a result of hidden unstructured areas, urban voids appear all over the world. Urban voids can be defined as vacant and abandoned underused land without a function, an in-between space among public and private realms. These spaces have been transformed as a result of wars, natural disasters, change of use, abandonment, de-industrialization or faulty planning, design errors, or an abandoned construction site (Lee, Lee & Hwang, 2015). Thus Urban Voids can be understood as a consequence of historical and temporary events that have set the scene for the contemporary city and are now vacant and dilapidated traces from what it has been in the past (García, 2017). A consequence of these abandoned and vague spatial landscapes can be an uncontrolled ecology with self-sustaining vegetation, social processes as socio-economic deterioration and abandonedness. Accordingly even though the space is left vacant and without a purpose the space have created its own purpose of providing social and ecological prospects otherwise unavailable in cities (Foster, 2010).

In the last couple of years the contemporary cities are confronting environmental challenges as global warming, climate change and as a result of this an aim to decrease their carbon footprint appears. In this interaction urban voids can become the solution as these resources can be a strategically key element to improve the existing urban environment in a more green direction. To cope with the urban climate crisis a paradigm shift is essential and through sustainable urban planning and design strategies these underused, misused and abandoned spaces within the city can be reformed and integrated into the city. Among residential neighborhoods, they possess the potentials and opportunities for integrating green developments in everyday urban life (Lee, Hwang & Lee, 2015).

“Urban voids are one of the most important vital resources and a useful component of significant benefits that represent great opportunities for development the city.”

(Omar & Saeed, 2019 p. 585)

However, it is important to be aware of the fact that urban voids can introduce negative impacts in local communities within the close context. These abandoned areas can cause social problems as criminal activities that can threaten the public security and use of spaces close. It can become informal places for homeless or other illegal housing. More as a result of not having a purpose urban voids can become unattractive trash-filled yards (Omar & Saeed, 2019).

The development of urban voids and repurpose of these areas can be seen as a potential and challenge at once. Though the re-creation of these urban voids is done with good intentions it is important not to undermine the historical significance that the area once had, and the appeared relationship between the area and the local community. Developers have to see urban voids as a resource of the city and determine the benefits it can offer the city and inhabitants (Omar & Saeed, 2019).



Photo by Elisabet Subirats - WorldInParis.com ©

Ecology

As a result of the constantly growing population in the world and steady migration to the urban areas from the rural, the city and the people experience greater exploitation of the resources of the world (Mostafavi, 2010). This constant increase of development and consumption leads to changes in the global climate such as rising temperatures. The melting of the glaciers on the poles is a result of the rising temperatures and has been causing a rising sea level. The cities have as a result of the rising sea level been exposed to increasing flooding problems and extreme weather conditions. All these drastic changes in the climate are majorly manmade and therefore the man must deal with the consequences (NASA, n.d.). But how is that possible to cope with as designers?

Ecological urbanism is a field drawn from ecology that aims to develop more inclusive and environmentally sensitive spaces in the urban environment. Mohsen Mostafavi and Gareth Doherty define ecological urbanism as an evolution and critique of landscape urbanism in their book "Ecological Urbanism". They specify it as being a more holistic approach when designing and managing cities (Mostafavi & Doherty, 2016). Another aspect of ecological urbanism is the fact that green and natural spaces have a positive physical and mental effect on the health and wellbeing of humans. It is seen as a positive assessment of a city environment and stimulates our mind and body (Lennon, Douglas & Scott, 2017). Thus it is important to be aware of the different ways of looking at ecology in the urban context.

Ecology should be understood at different levels as it appears at both micro and macro level. At the smaller scale (micro) the ecological biodiversity deals with organisms network and their close surroundings. Looking at the larger scale (macro) it is a combination of multiple smaller scale ecological networks and how they are linked and related see ill. 3.1. It is important to understand the local fauna and flora in micro scale to understand the interlinked networks at macro scale ecology, and vice-versa. These different levels of ecology are interlinked and create an infrastructure of ecology in the city environment. Ecological urbanism (Reed & Lister, 2014; Jensen, 2010). According to Mostafavi, there is a need to blur the boundaries between the urban and the rural ecology to establish a greater connection between the micro and macro scale ecology (Mostafavi & Doherty, 2016).

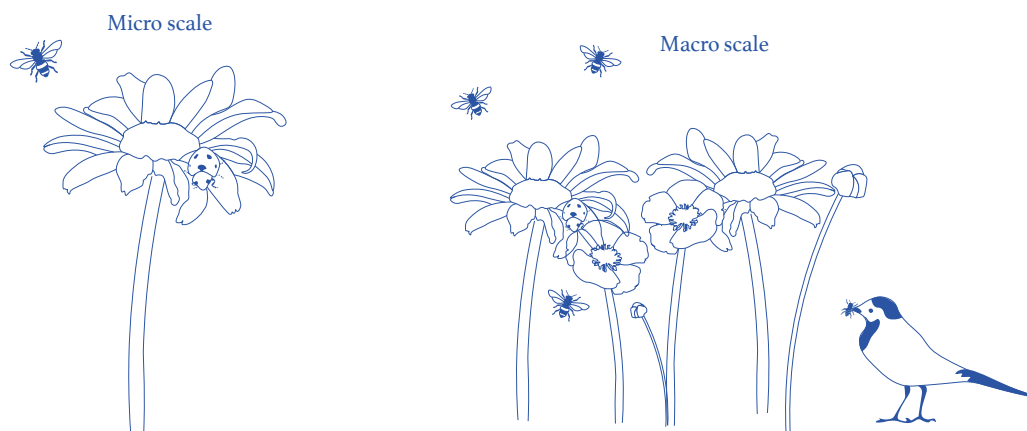
“We need to view the fragility of the planet and its resources as an opportunity for design innovations rather than promoting conventional sustainable solutions.”

(Mostafavi, 2010 p. 3)

To define the incorporation of conflictual conditions between ecology and urbanism, to consider the impact of ecology in an urban context and the impact of urbanism in an ecological context, the relationship between these elements should be investigated to develop a method to shape urban environments. This is not a new way of designing, but a combination of old and new methods, techniques, and thoughts about creating a collaborative approach toward future city environments (Mostafavi & Doherty, 2016). Already in the 1940s, Ian McHarg pursued to join the field of architecture and city planning. In 1967 Ian McHarg synthesized and generalized his experience as a landscape architect in his book "Designing with Nature". The book was a first-mover within this field as it focused on defining the problems of modern development and suggested to follow nature's lead when planning and designing to achieve sustainable development (Yang & Li, 2016). The implementation of ecology in the urban environment has through time become a way to design sustainable cities with greater livability. The greening of the city promotes a healthier lifestyle, reduction in social segregation through improving social activity and economic benefits (Lennon, Douglas & Scott, 2017). For the past few years, there has been attention on global issues as climatic challenges and reduction of ecology and its impact on the livability in the cities. This has been an issue that architects and urbanists have tried to cope up with by improving among others the inclusion of solar panels on rooftops and waste management systems. However, these actions provided poor results when not taking the greening of cities into account (Mostafavi & Doherty, 2016).

“Taking an ecologically grounded approach to the design of existing cities and towns as well as new urbanizing areas enables communities to reform and develop in ways that minimize environmental impacts while increasing social equality.”

(Rottle & Yocom, 2010 p. 18)



Ill. 3.1- Micro and macro scale

“The need for differentiation demands that ecological urbanism not take the form of fixed rules but promote a series of flexible principles that can be adapted to circumstances and conditions of a particular location.”

(Mostafavi, 2010 p. 10)

The implementation of traditional sustainable technologies and limiting sustainability to architecture might not be enough to solve ecological challenges in the urban environment. Today there is a need for new design approaches for larger-scale infrastructure at an urban level and beyond, which addresses both present conditions and the future possibilities. As Mostafavi draws attention on, we need to be aware of the fragility of our planet and understand its resources as an opportunity to create design innovations and liveable cities. This may lead to a new approach for confronting issues of our cities. The clue might be to join the knowledge and methods that we have within the fields of ecology and urbanism. It is furthermore arguable that there must be a distinction between planning, architecture, landscaping and urban design to ensure a sustainable development that is contextually responsive.

However, we must be aware of the consequences of upgrading and increasing an area's potentials when taking urban ecology into account. These upgrades are often done with the will to improve a deprived area and create liveability within it, but it is important to be conscious of the side effects as a more expensive real estate market and a change and chase of a whole population.

Gentrification

Urban design is meant to have an impact on the city environment. It is meant to strengthen the urban spaces and the urban inhabitants in the best possible way for the city. But it is never without consequences. Consequences that potentially can change the whole city and its citizens.

Gentrification can be defined in various ways. However, the British Sociologist, Ruth Glass, was the first to use the term 'Gentrification' in 1964. She explained the connection rehabilitating and upgrading of neighborhoods in London and the way new and wealthier residents moved in and displaced the lower class (Kohne, 2020).

She described the city development as a precursor to gentrification, and not as gentrification itself but points out how the consequences lead to a demographic displacement (Kohne, 2020). Thus gentrification can be defined as a transformation in culture, amenities, and physical infrastructure. It is all about causes, outcomes, and consequences, and the everyday character, depending on the extent, time, place, and stage in the process (Gould & Lewis, 2017).

“One by one, many of the working class quarters of London have been invaded by the middleclass-upper, and lower-shabby modest mews and cottages [...] have been taken over when their leases expired, and have become elegant, expensive residences. Larger Victorian houses, downgraded in earlier or recent period – which were used as lodging houses or were otherwise in multiple occupation – have been upgraded once again. [...] Once this process of ‘gentrification’ starts in a district it goes on rapidly until all or most of the original working class occupiers are displaced and the whole social character of the district is changed.”

(Glass, 1964 pp. xviii-xix in Kohne, 2020 p. 49)



"How beautiful it is! How beautiful it is! But it is a house where only people who are not like us can go."

(Baudelaire, 1864, "The Eyes of the Poor")

Through time planning and design of the cities have been controlled by the government. Gentrification can be a way of controlling and these actions have had a powerful effect in the rethinking of urban cultures and features rooted in the complex nesting of social, political, economic, and cultural shifts. The promotion and support of gentrification as a strategy are used by the government to ensure that they play an active part in development plans. Often these are done in collaboration with stakeholders (Brown-Saracino, 2010). Lately, dark design has been gaining a lot of attention and been discussed as it is another way to ensure the usage of among others parks and squares. Dark design has furthermore been labeled as a way to exclude a specific group within the population by design and hostile architecture. A way of keeping away homeless people from sleeping in parks is by designing uneven benches, sharpened edges, and shapes that are uncomfortable laying on. With or without being the intention dark design is a widespread phenomenon in cities around the world (Dam, 2020).

The outcomes of gentrification are often the rising housing costs, changing demographic characteristics, shifts in local politics, and tension and chance in the use of public space and consequences from this is displacement, social tension, privatization of public space, and physical transformations of buildings. An influx of residents with high cultural, social, and economic capital contributes and increases the efficacy, that will improve the city's institutions, create jobs, and decrease crime. Those are also the ones who benefit from gentrification and those who have the capacity to beat the costs (Brown-Saracino, 2010).

But the cause of, or the outcomes from, gentrification are disagreed. In some eyes gentrification are seen as a success. A rising value of properties, a way of getting rid of homeless (or at least from the neighborhood), an increasing sense of safety, and an influx of affluent professionals. Many argues that most of the negative consequences happens to the long term residents. Those with fewest resources. The negative consequences varies depending on the long term residents affordance with their demographic characteristics, including economical resources, racial or ethnic identity, age and gender, whether they rent of own, or share household. Gentrification itself and the outcome and consequences varies by context. By place, time, and stage. And despite the different way of looking at gentrification outcome it is a

fact, that the consequences are some degree of physical and social displacement, class and cultural conflict, and very often ethnic and racial tension and discrimination. These consequences often appear in the urban landscape which often makes it possible to visualize and recognize the process of gentrification (Brown-Saracino, 2010).

Already in 1864 Charles Baudelaire wrote about an early observation of gentrification in Paris. He wrote the poem "The Eyes of the Poor" (see appendix p. 127) which was a critique of Haussmann's boulevard, the modernization and deconstruction of working-class Paris and his monumental rebuilding. The critique in the poem is about social injustice, how the poor was pushed away from the city center, to the "[...] ruthlessly remaking Paris in the image of the triumphant bourgeoisie" (Samuels, 2014, pp. 169). A critique of conspicuous consumption, that the poor was forced to move away from their homes as a consequence of the rising rents, or by the destruction of their neighborhood (Samuels, 2014). The poem tell the story from a young man's perspective. How he is sitting with his beloved one in an opulent café, while a poor family looks at them from the street. Most of the characters thoughts are communicated through eye movements, but the different reactions from the young man and woman tells the story of the importance of communication, the shame that often follows wealth, and the value and place of each human being in society (The Center for Civic Reflection, n.d.).

Lately the phenomenon green gentrification has been popular in the process of developing new urban environments. It has become a way of justifying major changes of cityscapes that provides the citizens with green spaces.

Green gentrification

Green gentrification is greening initiatives followed by gentrification. It represents how green initiatives cause or enhance gentrification. Green initiatives improve the quality of the city environment and transform vacant, or poor areas into productive areas with a purpose. And even though it contributes to the quality of the environmental and economical sustainability, it often forgets the social sustainability (Gould & Lewis, 2017).

These three fields are the foundation of “sustainable development”, a concept occurring from 1992 at the United Nations Conference on Environment and Development (for the Earth Summit), with the purpose to encourage sustainable growth. Along with the industrialization, this was developed in poor areas with the focus of economic development, but often had the effect of increasing pollution, though this was just seen as a cost of the economical growth (Sustainable Development, n.d.). However, already years before in 1987, the World Commission on Environment and Development (the Brundtland Commission) published a report “Our Common Future” with a description of the concept “sustainable development” which means to both consider that economic development problems and environmental pollution problem could be solved by generation economic growth without degrading the environment (Brundtland, 1987; Gould & Lewis, 2017).

Social sustainability is also about social equity and can be interpreted into two where the first one is focussing on the process: [...] who has a say about development? Who makes decisions? Who gets to participate? The second part is focused on outcome: the equitable distribution of environment and who gets the benefits? Over time, the concept of sustainable development has been contested. For instance, what should be sustained? What should be developed? Is development the same as growth? Whose needs should be promoted? Which

pillar should be prioritized? (Humphrey, Lewis and Buttel 2002: 223 in Gould & Lewis, 2017 p. 3). Even though the two parts of social equity are a key element of urban sustainability it has not been well integrated (Gould & Lewis, 2017). The goal of urban sustainability is equity throughout the process. It is to improve the quality of life for the residents, while participating in, agree to, and benefit from the development, to provide economic and environmental sustainability in form of a rewarding livelihood and a healthy and clean environment (Gould & Lewis, 2017; Agyeman, 2005).

To address climate changes and environmental issues, greening, integration of ecology in urban areas, and sustainable initiatives are necessary, but without being aware of aspects of sustainability in social equity, the consequence of bringing greater inequity into the cities is more likely. One way of addressing equity is public housing and rent control - developing ways of “affordable” housing. An example of desiring and preventing inequity because of greening in the city, Mayor Bill de Blasio in New York (elected in 2013) plans to get a higher percentage of “affordable” housing into new developments, to implement a more varied income in gentrified neighborhoods. It works by a negotiation between the city and the private developers to set a percentage of “new multifamily developments” with an “affordable” rate, based on the median income in the area (Gould & Lewis, 2017).

Lately, these kinds of consequences of including aspects of sustainability, ecology, and actions toward decreasing the effect of climate changes have been labeled as green gentrification or climate gentrification. These consequences can, if designed with the citizens and community in mind, be avoided. As a result, the initiatives in a city can, without pushing out lower-income residents, reach its full potential (Florida, 2018)

“Humanity has the ability to make development sustainable to ensure that it meets the needs of the present without compromising the ability of future generations to meet their own needs.”

(Brundtland et. al., 1987 p. 16)

Around the world issues relating to gentrification as a result of reclaiming urban voids appears. In the following section two case studies will be unpacked. These highlights very different cases of green gentrification within different contexts. Both of them highlights the important aspects to consider when developing in an urban set context with focusing on greening of urban voids.

The High Line, New York, USA



Photo by Barbara Hojer Johansen

Ill. 3.3 - The High Line seen from above

Until the 1990s the shipping and manufacturing industries dominated Manhattan. The High Line had for many years been the key infrastructure to ensure the distribution of New York City's goods and the exit of these industries left the 2,33 km long industrial skeleton abandoned for more than 10 years (Gulsrud & Steiner, 2019).

The regeneration of the High Line, New York, is an example of how an abandoned rail infrastructure has been developed in a manner that does preserve the industrial heritage and to some extent the appeared biodiversity and wildness. As a result of the abandonment, a great variety of plants began to grow and the structure evolved into a wild garden. The viaduct was after the abandonment in a constant state of change and evolution and almost half of the species registered were narrative while the rest came from somewhere else. In 2004 Richard Stalter, a botanist, registered 161 species of plants along the stretch. Depending on the location along the High Line the wilderness is today tamed in varying degrees (Darke & La Farge, 2014). The urban elevated park, the High Line is today categorized as one of the most visited urban parks with more than 80 million visitors since its opening in 2009 (Gulsrud & Steiner, 2019). Besides being a huge tourist attraction the High Line is a great example of a landscape urbanism approach with a focus on the cityscape. The elevated urban park introduces greening in a new manner and in a place that has not been seen before. With that, the High Line opens the door for urbanism with sensitivity for the environment, ecological urbanism.

As a result of the development of the High Line, gentrification has been a part of the urban greening. The Friends of the High Line relied on the support from local donors in the process of building the urban park and aimed to create a public space that would enhance the life quality of the citizens. As a result of the financial support from the donors, the middle-class families living in the area that was not protected by rent control were priced out and in the 2000s luxury condos began to sprout in the context of the High Line. The urban park became a victim of its success by outnumbering the middle-class from the local community and creating a new district for the wealthy citizens of New York (Davis & Gray, 2019). Another result of being a popular urban park it is seen that despite the high numbers of visitors to the urban park that it rarely is visited by the residents living in the nearby area. This fact questions the thoughts and ideas about creating a liveable and lively public space that adds social value to the area and along with the residents (Gulsrud & Steiner, 2019).

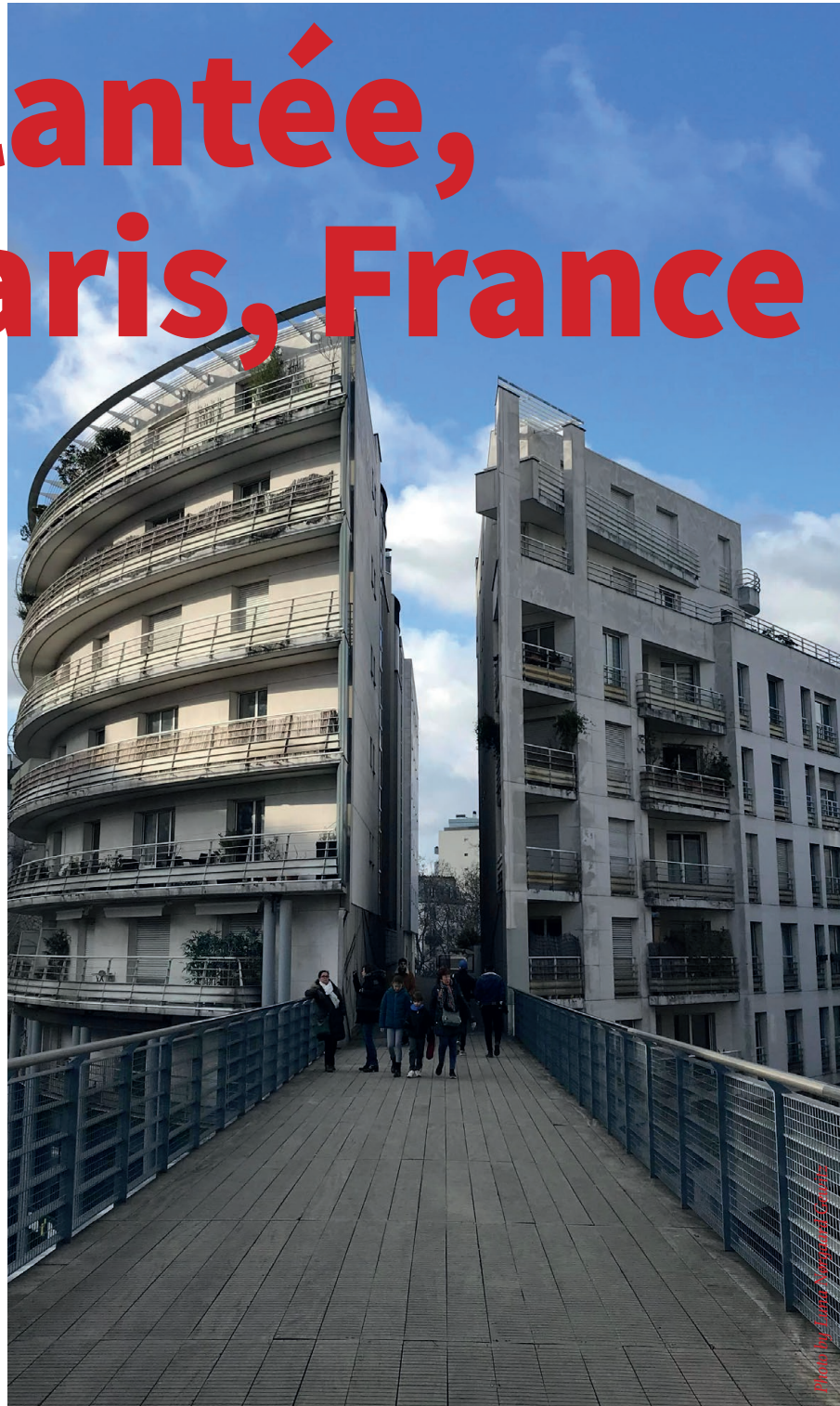
The case of the High Line points towards the importance of being aware of the consequences of gentrification. The Friends of the High Line that led the struggle to repurpose the old infrastructure into a public park may not fully appreciate the project's larger gentrification risks. It stresses the fact that the inclusion of local residents and a more direct democratic involvement when developing new urban green spaces is a must to ensure a comprehensive urban development that takes everyone into account (Davis & Gray, 2019).



Photo by Barbara Hojer Johansen

Photo by Barbara Hojer Johansen

Promenade Plantée, Paris, France



Ill. 3.5 - A viaduct of Promenade Plantée



Ill. 3.6 - Walking path at Promenade Plantée

Photo by Elisabeth Subirats - WorldInParis.com ©

Another case of repurposing an abandoned railway line is located in The City of Paris. Promenade Plantée functioned for more than 100 years before it was left abandoned in 1969. In its early years, it connected the Bastille and the suburbs of Verneuil and was about 60 kilometers long. In 1993 the old viaduct and railway were regenerated and is today an example of how an industrial infrastructure has developed in a manner that does respect the local community and to a certain extent the history of the original base structure (Brunton, 2017).

Today Promenade Plantée appears as a 4,5 km long green corridor, and is the only elevated urban park in Europe, and was the only one in the world until the High Line was built. The park begins at the Bastille Opera House and runs to Bois de Vincennes and is a place of movement that connects different parts of the 12th arrondissement (Brunton, 2017). Actually, Promenade Plantée has acted as a model for the development of the first elevated park in the United States, the High Line. However, it is clear when moving within these two very different places that the agendas were different in the development (Ascher & Uffer, 2015). The urban greening is kept very simple in the appearance of Promenade Plantée, and as a contrast to the High Line, there are not any signs of the old railway when walking the stretch as they have been removed.

Compared to the High Line that really plays with the

thought about the fact that there once were trains in that area the only thing that evokes that Promenade Plantée hold trains ones is that it is made a place of movement with the placement of the trees and direction of walking paths. Another contrast to the High Line that is inspired by the wild nature, is that the Promenade Plantée's appearance is totally artificial as the landscape is entirely designed and inspired by an idyllic nature idea (Danmarks Radio, 2019).

The Promenade Plantée is a well-kept secret and is kept very simple in the appearance. When walking the stretch you are walking between the classical Parisian buildings, and there is nothing exceptional about the cityscape. The elevated park in the Parisian context has not gained the same amount of fame as the High Line, and as a result, the elevated urban park did not have the same consequences for the existing local community when being build (Ascher & Uffer, 2015).

While the regeneration of Promenade Plantée by some is perceived as a success it is in some instances a failure as it can be discussed if the park is contextually responsive as the valuable industrial heritage as the old railway tracks have been erased without any concerns.

Synthesising a possible solution

Since 1964 the phenomena gentrification has evolved and today it is more complex to understand and define than the first time Ruth Glass introduced the term. One term that has evolved from gentrification is green gentrification as a result of the rising awareness on climate changes and loss of biodiversity - but as well to justify the changes accomplished in the city environment.

The increasing development of new urban spaces in the cityscape has expanded the need and possibilities of using already existing structures that today act as urban voids that have been left abandoned for several years. In some cases, these urban voids evolve and end up being taken over by the ecology and create room for flora and fauna. As unfold in the case of the High Line and Promenade Plantée these old industrial structures were seen as potentials and regenerated in a manner that kept or opened the people's eyes for the opportunity to create a new green gateway in the dense city. However, it is important to underline that no changes are done without consequences. As enlightened the High Line was developed with good intentions but ended up having a huge impact on the close context as a result of the increasing attention and placement of the structure.

That is not to say that green gentrification always leads to negative consequences. If looked at the out-

come of gentrification and green gentrification it can be discussed if green gentrification is a better solution for upgrading the environment seen from an ecological perspective. The inclusion of greening can be a way of providing gateways for flora and fauna in the city. So even though green gentrification contributes to the increasing house prices it can be a way of ensuring equity by securing accessibility for everybody and a way of improving the health of the citizens as they are provided with green areas.

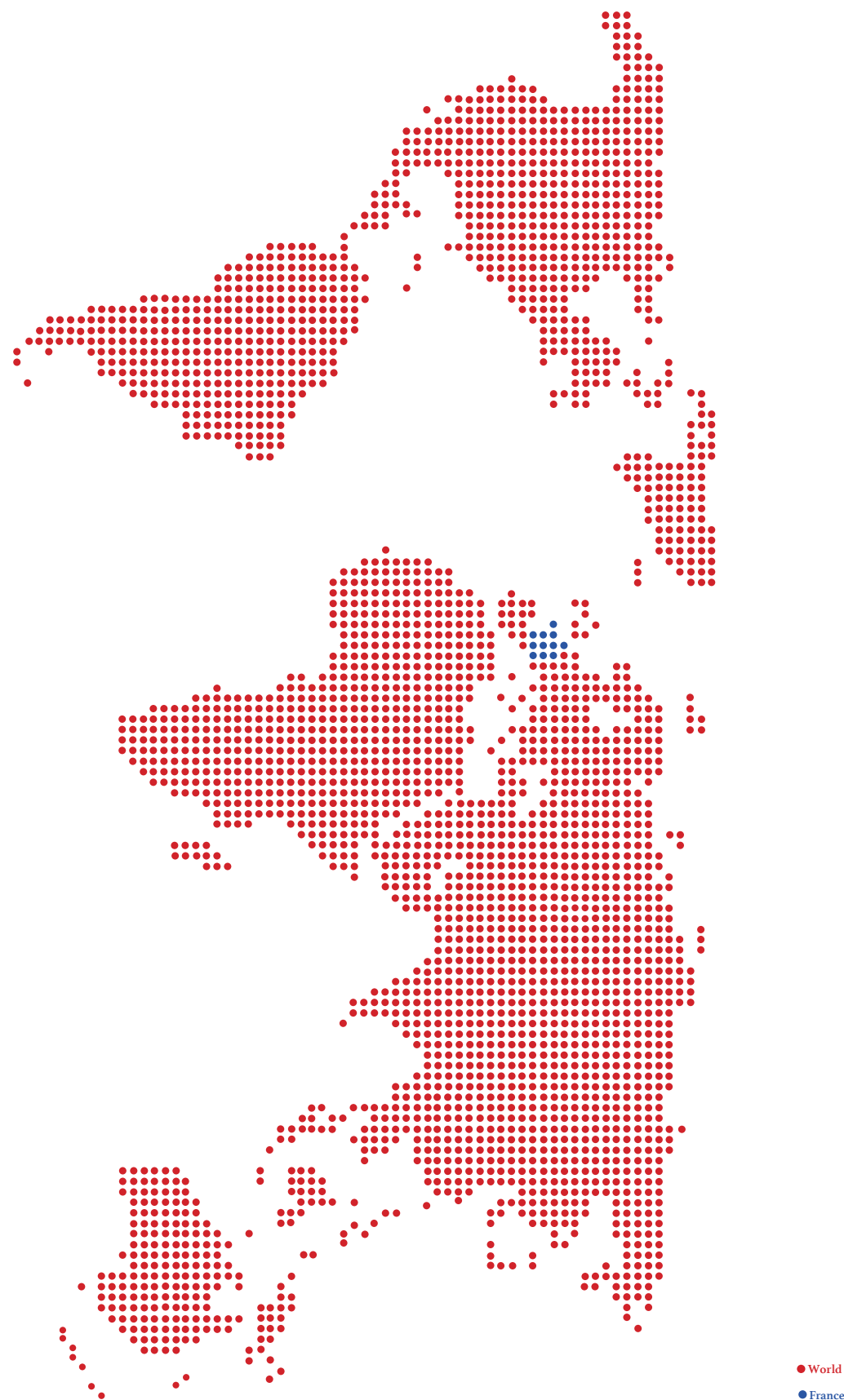
A way to ensure that the negative consequences of green gentrification are held minimal could be by regulating the developments by policies. It is clear that the economy, stakeholders, and municipality of the city depend on each other and go hand in hand. A solution could be to compose clear instructions for how to manage these developments in a manner that benefits the most. But is that a possible solution? Will it become an advantage or disadvantage in the development process?

For a long time, these abandoned spaces have just been voids in the cityscape. Maybe the abandonment was a result of the rejection or because the place was hard to cope with? Yet it is interesting to observe the huge amount of attention these spaces get today as people realise the potential and prestige that lays within them and potential economical advantages.

Zoom- ing in on Paris

Chapter 04

To get a better understanding of the context within this thesis is done the following chapter will start with a wider perspective and zoom in on the City of Paris. Firstly the position of France in the world will be unpacked with a focus on climate policies, especially The Paris Agreement. Furthermore, the political situation within France and the region Île-de-France will be presented. The introduction contains as well a presentation of the City of Paris in a strategic and historical context with a focus on the gentrification happening under Napoleon III and Baron Haussmann. It continues with a review and discussion of the current plans that are under development within the city.



Ill. 4.0 - The position of France in the world

World, France

With its 633,186 square km, France is the largest and the second most populated country with nearly 67 million inhabitants, in the European Union (Den Europæiske Union, 2020; Folketinget, 2019). In the strategic world context, France's influence in the world today as well as in the past is hard to ignore. France is one of the oldest countries and with the country's reach within science, politics, economics, and above all, culture extends around the globe (U.S. News, 2019). The richness of history especially points toward the French Revolution in 1789 that resulted in the development of the community and way of thinking in the western world as we see today. As a result of the French Revolution, power relations changed drastically in the country. The bourgeoisie won more power and could be more independent and gain access to high positions at the same level as the nobles (Samson, 2017).

The French economy is among the world's largest in the present time. France tops the lists of most visited countries with yearly 49 million tourists staying in the region Île-de-France only (Région Île-de-France, 2018). As a consequence, tourism is a major contributor to the economy while other major economic sectors in France include agriculture, energy, industry, and defense. The country is one of the world's top exporters of weapons (U.S. News, 2019).

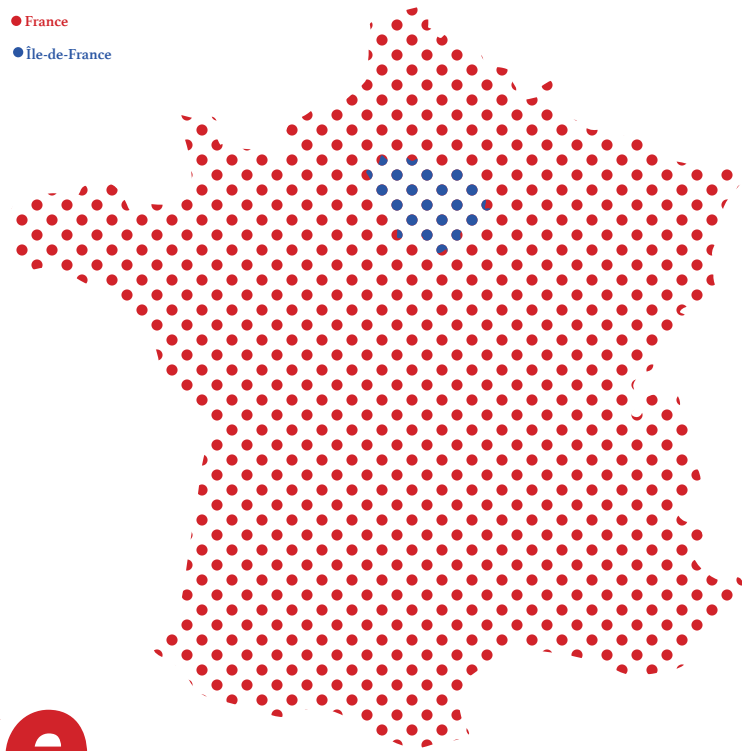
Another important matter that France has a huge impact on is climate policies as the country has great ambitions within reducing the carbon footprint and increase the sustainability level. In 2015 the first-ever convention, The Paris Agreement, brought together all nations with the intention of fighting climate change and adapt to the effects (UNFCCC, 2020). France has an ambition about being carbon neutral by 2050 and per 2018 the total amount of carbon emission was 311.002 million tonnes (Statista, 2020). 75% of

the electricity France consumes is today generated from nuclear energy. Even though the past government proclaimed that it had a lower carbon dioxide emission than using coal they aim to shrink their nuclear energy use to 50% by 2035. Already in 2018, it was seen that the carbon budget for 2015-2018 was not reached and the emission was only decreased by 1.1% from the past year. That number has to be tripled by 2025 for France to be able to reach the commitments made under The Paris Agreement (Chrisafis, 2020).

Since 2017 Emmanuel Macron has been the president of France. Macron is the youngest president since Napoleon and the first person in the Fifth Republic to become a president without any support from Socialists or Gaullists. Before his selection as a president, and after his break with the Socialist Government under Hollande's time Macron announced the creation of the party En Marche! ("Forward!"). The new popular movement was characterized as a democratic revolution against the existing political system and a fusion of populism and neoliberalism (Ray, 2019). One of the bearing marks that Macron went to the election with was his ambitious green climate policy. In the head of his green climate policy as minister for ecology, sustainable development, and energy he had Nicolas Hulot (Larsen, 2019).

Thus it is important to mention that the leftist environmental activist Hulot resigned his position already a year after as he did not see the expected improvement within the green policy of France (Bennike, 2018). The results of the ambitious green climate policy are clear and it questions if France deserves the title as the country doing the most effort to tackle climate challenges? Maybe there is a need for more action and less talk to accommodate the commitments done in 2015, and maybe it is important to realize that there is a distance between rhetoric and reality.

● France
● Île-de-France



ILL 4.1 - The position of the region Île-de-France in France

France, Île-de-France

France consists of **18** regions. The region Île-de-France is with an area that covers 12.012 square km the 13th biggest region when looking at the footprint however when compared to the other regions it is the one with the highest number of inhabitants (12.000.000) (Région Île-de-France, 2018).

Looking into the historical context of the region, Île-de-France has been the center of attention and many of the popular historical events originate from this area. In the Middle Age, the area that is bounded by rivers were designated as Île, which means island, as Paris is bounded by the river Seine. The French Revolution in 1789 changed the constitution of Île-de-France that in the 16th century was under a gouverneur or a lieutenant of the king. As a result, Île-de-France was now divided into departments that is an administrative unit that is used to ensure equality and integration between all regions of France and dissolve the special privileges some provinces had at that time. The Île-de-France region was divided into seven departments. At the end of the 20th century, the regions occurred and the political system, the Fifth

Republic, as we know today was introduced. This system was referred to as the Republican Monarchy as it was a mixture of a parliamentary system where the constitution made it possible for the parliament to be displaced and the president, that is directly elected by the people, can dissolve the National Assembly (Encyclopaedia Britannica, 2019).

Today Île-de-France is the economically dominating region in France and acts as the country's decision-making center as well for the public as the private sectors. Thus it is important to mention that even though it remains an important industrial area the industry is not spread equally within the region. The center of the region is mostly emptied for the industries and inner suburbs as Seine-Saint-Denis, Val-de-Marne, and Hauts-de-Sein have faced factory closures and today office-based employment dominates the center and the aforementioned inner suburbs. The outer suburbs as Évry, Marne-la-Vallée, Sénart, Cergy-Pontoise, and Saint-Quentin-en-Yvelines has become the five new towns where the industry has become concentrated (Encyclopaedia Britannica, 2019).

Île-de-France, Paris

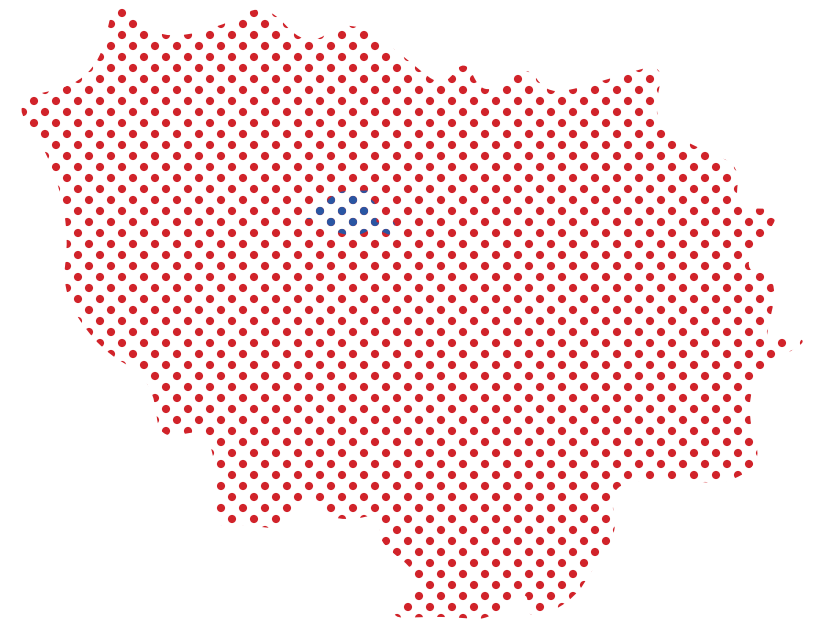
The City of Paris is referred to as the city of light, and from time to time the city of love. The French capital has for a long time been the most visited city within Europe with more than 30 million visitors, including foreign and locals, in 2018. The cultural offers in the city are exceptional and the visitors are drawn by the city's architecture, art, history and not to forget the food (The Local, 2019).

As enlightened earlier France is known for its huge commitment within green politics, and the City of Paris is setting the scene and showing a good example with Mayor Anne Hidalgo in front. Since she was selected in 2014 she has had the ambitions for turning the city into a more green version of itself. Among other things, she introduced the "Paris Breathes" initiative that includes a ban on motor vehicles every first Sunday of the month and as well proposed a total ban on diesel-powered vehicles within the city boundaries (The Mayor, 2018). Besides these bans, Hidalgo

is aiming for an increase of bike lanes going from 400 miles (643 km) to more than 600 miles (965 km) by 2020. Even though her green mind and ambitions about making the French capital greener and more sustainable she is experiencing violent reactions at times and some people categorize her as hysterical - but these reactions are not making her back down. She is continuing her war against cars, and there is seen a drop in car ownership going from approximately 2/3 of households in 2001 to 1/3 in 2019. And the French capital has risen from 17th place on the list of bike-friendly cities in 2015 to eighth place in 2019 (Nossiter, 2019).

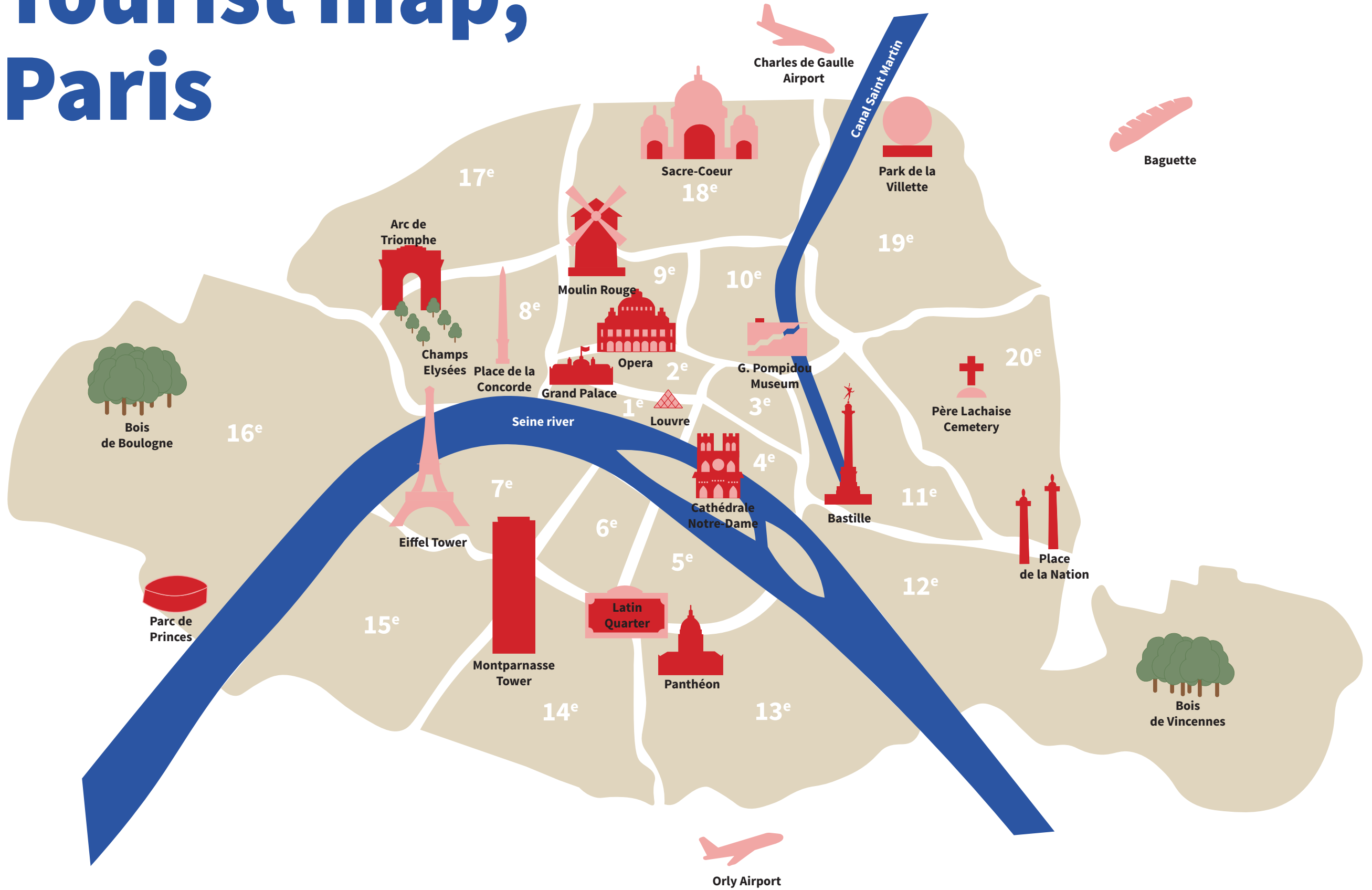
But! Let us dig deeper into the City of Paris. The city will be unfolded later through this chapter. However, before moving further you can enjoy the tourist map with all the hyped attractions in the French capital, that you probably would visit if you have the opportunity to go there. (See next page).

● Île-de-France
● The City of Paris



ILL 4.2 - The position of the City of Paris in the region Île-de-France

Tourist map, Paris



Ill. 4.3 - Tourist map, the City of Paris, with all hyped attractions

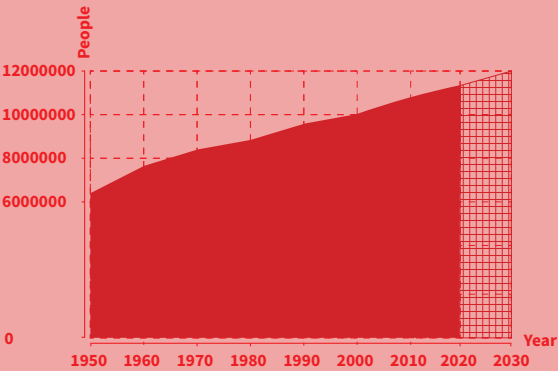
Not in scale.

In terms of getting a better understanding of the socio-demographic situation of Île-de-France and the City of Paris, this section introduces the numbers that you can not deny. The population, expected growth, age distribution, and the average household income in the City of Paris, and France make the foundation for building up the narrative and initial understanding of the French capital and its context.

With nearly 2,2 million inhabitants in The City of Paris and approximately 11 million in Île-de-France, the region is the most populous of the 18 regions in France. And the City of Paris is ranked as the city with the largest population and the capital of the country. The position of having the largest number of inhabitants is something that Paris will maintain for a long time, as Marseille with nearly 800.000 inhabitants is the second-largest city of France. But as the popularity of living in the capital rises and the rent is increasing, it is important to look at the moving patterns among the citizens of Paris and who are forced to move out of the city and to the suburbs (Population Stat World Statistical Data, 2020).

Fig. 4.0 -

Population growth, Île-de-France

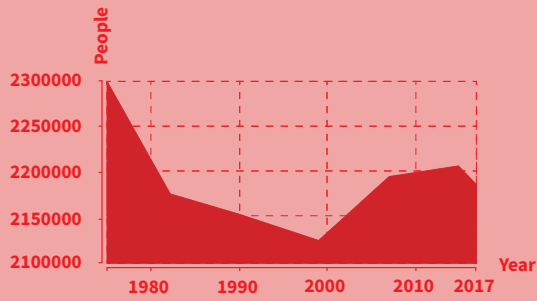


In 1950, the population of the Île-de-France region was 6.283.018. For 70 years the annual growth has been 0.81% on average and today there are approximately 11 million inhabitants. The current official prognosis estimates the region to reach 11,7 inhabitants in the year 2030, which is a growth of 700 thousand inhabitants in 10 years. As a result of the rapid growth, there will be a need for more dwellings in the region (Population Stat World Statistical Data, 2020).

Numbers you can't deny

Fig. 4.1 -

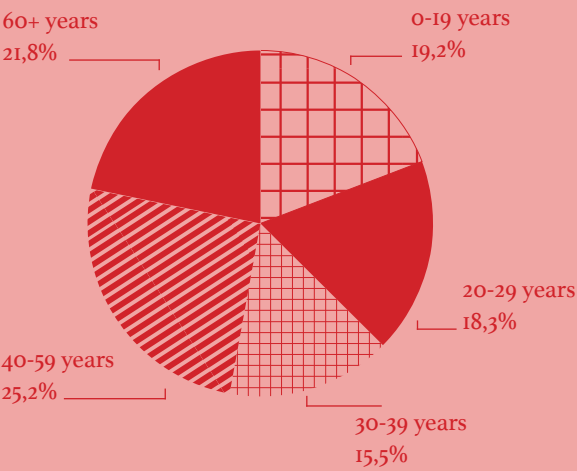
Population growth, Paris



The diagram shows that the population rate in the City of Paris has been consistent and between 2,12 and 2,25 million in the last 30 years. Thus, the City of Paris has experienced a decline in the population numbers since 2012 going from 2,25 million inhabitants to 2,14 in 2019. This decline might be explained by the high prices of rent in the capital and the reason why some Parisians left Paris in advance to live in cheaper cities in France or the suburbs of Paris (Statista Research Department, 2019).

Fig. 4.2 -

Age distribution, Paris



The diagram shows the age distribution in the City of Paris as of 2017. According to published data by Insee (French national statistic agency), the number of inhabitants will through the 21st century not change drastically but maintain the same number of people living in the capital now. However, they will be aged differently. The percentage of the population that will be 65 or older will increase by 30 percent compared to 2013 (Taylor, 2018).

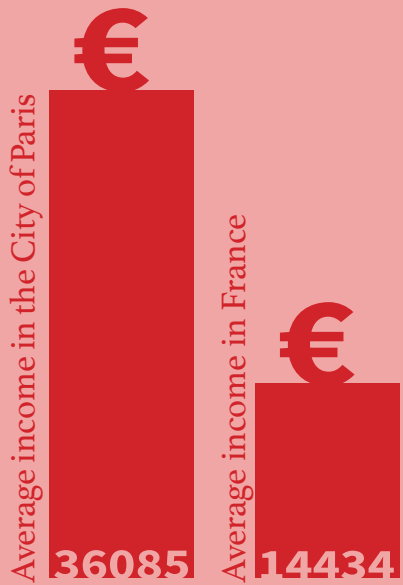


Fig. 4.3 -

Average household income in the City of Paris compared to the rest of France

The average income in the City of Paris is approximately 60% higher than France's national average. Furthermore, there is a variation in salaries depending on the arrondissement. In general, the inhabitants living in the Western parts of Paris make more money than people living in other parts of the city. An example is the 7th arrondissement where the median income is more than 41.000 Euros (Paris Population 2020, 2020).

Through this section, a brief historical account for the City of Paris is presented. This is done as it can not be stressed enough how important it is to understand the past to be able to understand the present and from that develop a contextually responsive solution for the future. Besides enlightening the layers that are forming the past, the already in action plans for the development of the French capital is presented. Moreover, the contextual situation that the city is within the green and blue infrastructure will be presented, and shortly the situation the city is within when it comes to hydrology be unfolded. These desk analyses are all investigated separately and on a micro-scale level. However, they are all interlinked and forming the understanding of the larger scale, macro-scale, of the city.

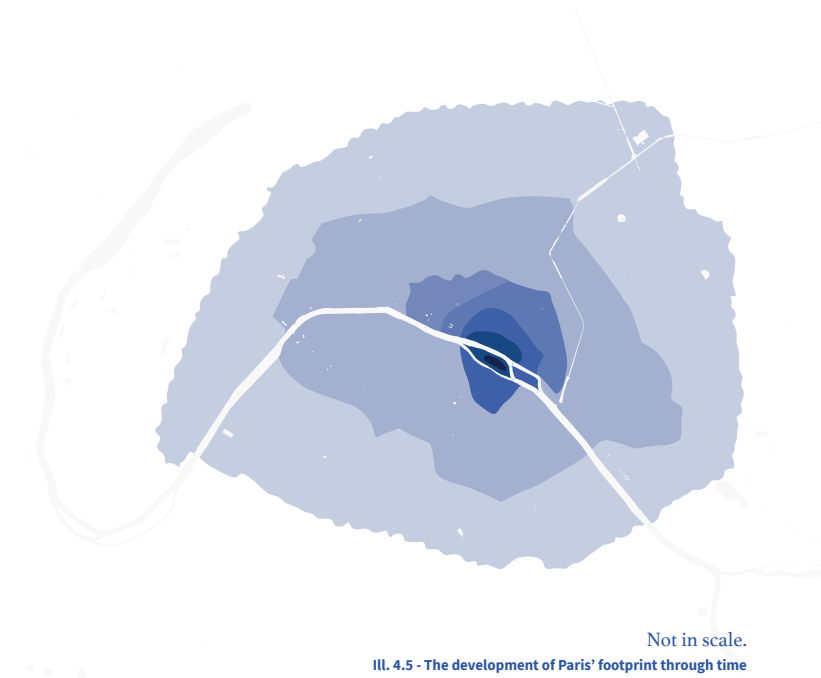


Photo by Viviana Ceballos

Ill. 4.4 - Characteristic Haussmann architecture in the foreground and wide boulevard

The Ancient Walls of Paris

- Gallo-Roman wall (n.d.)
- First medieval wall (n.d.)
- Wall of Philippe Auguste (1215)
- Wall of Charles V (1383)
- Wall of Louis XIII (1636)
- Wall of the Farmers-General (1791)
- Thiers wall (1844)



Not in scale.
Ill. 4.5 - The development of Paris' footprint through time

The ancient walls encircling Paris had in the early years the purpose to protect the inner city and keep enemies out. Later they were used to charge customs on goods entering and leaving the city. The City of Paris has consisted of seven different walls through time which was surrounding the inner city. The walls have had a huge impact on the development of the city's infrastructure, as the need for keeping the housing within the walls narrowed down the space left for streets and roads (E-museum, 2018).

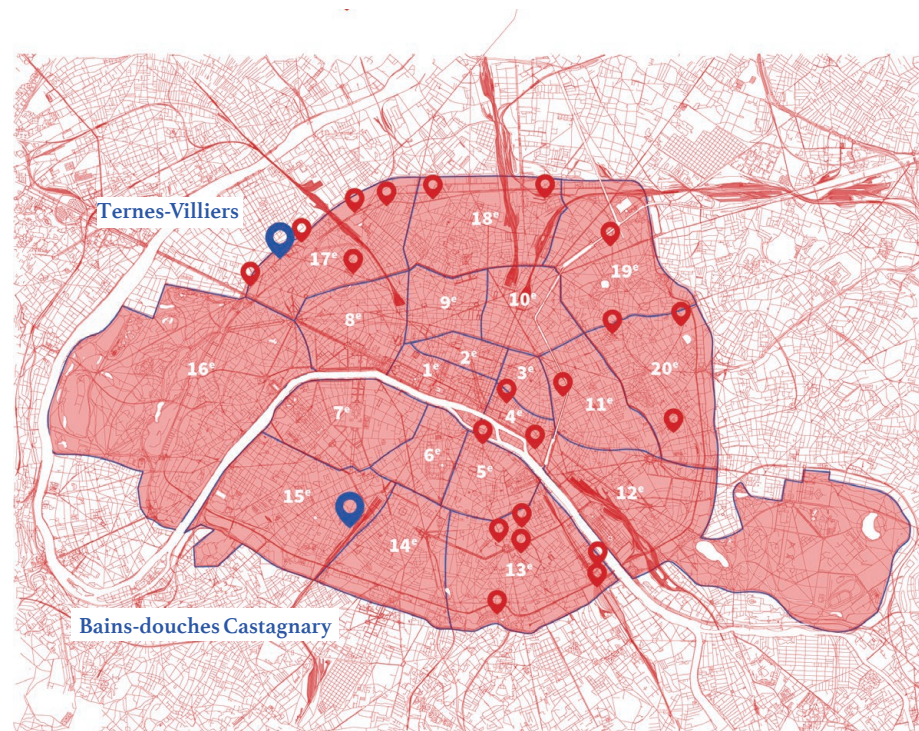
During historical time, The City of Paris has hosted people from all around the world. From hosting the Celtic tribe in the 3rd century BC, the Roman at the end of the 3rd century to the Vikings in 845. It was first in the 11th century that Paris came into flower. In the Middle Ages Paris expanded and became very quickly one of the largest cities within Europe and hosted more than 200.000 inhabitants (E-museum, 2018). In 1845, at the end of Louis Philippe's reign, the last wall Thiers Wall was constructed as a line of fortifications

by prime minister Adolphe Thiers (Planete Energies, 2018).

Another period that especially changed the character of Paris was when the city was under Napoleon III's command. He believed that there was a need for a firm, powerful and devoted hand to implement big changes in the city. As a result, Georges Eugène Haussmann (born in 1809), known as Baron Haussmann which was a French planner who was hired by Napoleon in 1849. Within 17 years Baron Haussmann achieved a number of changes in the French capital. One of the major changes was the demolishment of the narrow streets that were in bad condition. These were transformed into wide boulevards with a width going from 12 to 24 meters. Another huge change in the townscape was the landscaped amount of sidewalk that increased from 424 km to 1088 km and the number of street trees reached 100.000 in 1870 (Jacobsen, 2016).

Réinventer Paris

The City of Paris is often criticized for being “stuck in the past” and “never changing”. However new exposures made by the Municipality of Paris show the future plans for the urban renewal campaign “Réinventer Paris” that consists of several projects that aims to develop the city in a manner that makes it more pleasant, attractive and accessible. Reinventing Paris was launched for the first time in 2014 by the city’s socially progressive and eco-minded mayor Anne Hidalgo and Jean-Louis Missika the Deputy Mayor in charge of town planning and architecture (Song, 2020). The campaign features 23 unattractive and not iconic sites seeking innovative solutions. Usually, when dealing with these types of sites the municipality would auction them off, but as a change, the city launched a call for innovative projects. In terms of innovation, the sites should not accommodate to be innovative on all fronts but to identify the most relevant innovation on each site according to the site’s configuration, urban integration, environment, and potential. In February 2016 22 proposals were awarded and one site was not awarded due to lack of innovation. The awarded projects were selected by members from city authorities and external experts that not only consisted of architects, but also ecologists, entrepreneurs, designers, mathematicians, and anthropologists (Pilsudski & Koh, n.d.). See a selection of the winning proposals on the next page.



Not in scale.

Ill. 4.6 - Location of the 23 featured sites. The blue location pins are the ones exemplified on the next page



Fig. 4.7 - Ternes-Villiers

Ternes-Villiers is a site placed next to a ring road in an open context. The team behind the winning proposal is Jacques Ferrier Architectures, Chartier Dalix, and SLA. The proposal is a mixed-use development including offices, social and private housing, shops, and urban farming (Pilsudski & Koh, n.d.).



Fig. 4.8 - Bains-douches Castagnary

The reuse of the old public bath from 1930 promotes the Parisian architectural heritages. The repurpose emphasizes a vegetal screen and constructed in a wooden structure that reduces the environmental impact. The new building that is a result of a collaboration between RED architects and BGPA landscape architects hosts student residences with co-working spaces (Red architects, n.d.).

“The City makes a building site available, and sells or rents it, not to the highest bidder, but to the best, most innovative project.”

- Jean-Louis Missika, Deputy Mayor of the City of Paris (Pilsudski & Koh, n.d. p. 2).

With the Réinventer Paris initiatives, the City of Paris will be provided with 1,300 new affordable housing units and 26,300 square meter private or public open spaces will become accessible for the people (Pilsudski & Koh, n.d.). The projects are aimed to be completed before 2024 as the City of Paris hosts the Summer Olympic Games. Another project that encouraged Paris officials as a result of the success Réinventer Paris gained was Réinventer la Seine. With this project a massive cleanup of the Seine river in order to be able to host the swimming portion of the triathlon. This huge cleanup will not just provide the Olympic competition but will give the local residents an outdoor urban beach to use in the center of Paris (Song, 2020).

Hidalgo has besides these already in progress projects huge ambitions for the development of the City of Paris. In case she should be reelected in 2021 she plans to turn the French capital into “A City of Fifteen Minutes - or The Ville Du Quart D’Heure” where you can find everything you need within 15 minutes from your home. Not by car, but preferably by bike or walking. She as well revealed that to achieve this there is a need for cycle paths for every street and the required space would be found by removing 72% of on-street car parking. The mayor calls these changes an “ecological transformation of the city”, and aims after a greener French capital with open spaces that are accessible that improves the everyday life of the Parisians (Reid, 2020).

Biodiversity, Paris

The City of Paris believes in the importance of protecting and enriching biodiversity in the light of climate change. They believe that there no longer is time to wait, speculate, or prospect when it comes to the extinction of species, fauna, and flora of the world (The City of Paris, 2019). Among the future plans for the City of Paris, a biodiversity plan was in March 2018 developed to ensure a concrete strategy for the future development of the city that includes new biodiverse public spaces. The newest plan is developed for the years 2018-2024 and is not the first of its kind. The first biodiversity plan was adopted in 2011 (Lehner, 2018).

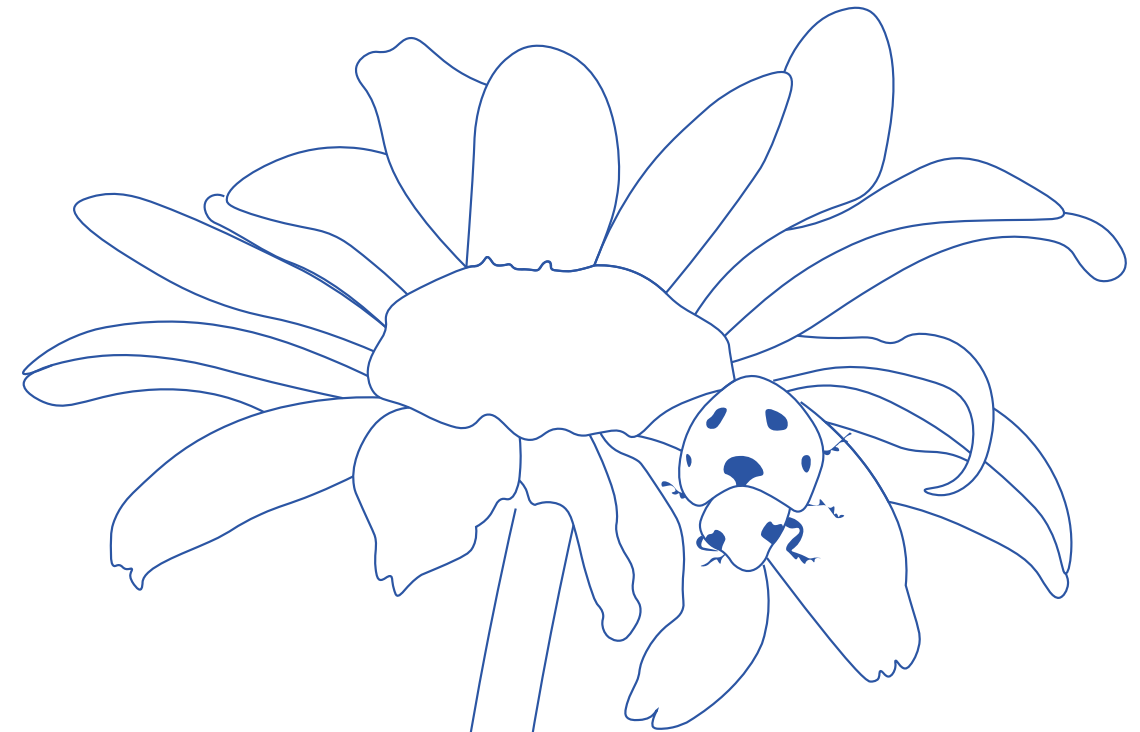
The plan is a result of an iterative and collaborative process over more than two years. In 2016 17 workshops took place and invited the Parisian to engage in the process of the development. Furthermore to engage more citizens in the process and to submit their proposals the website “Madame Mayor, I have an Idea!” was set up. More than 200 proposals for actions were submitted by the 750 participating Parisians and 270 professionals (The City of Paris, 2019).

The biodiversity plan for the City of Paris is built around three documents. A strategic plan, action plan, and resources. As their names indicate they all consist of the different aspects of how to ensure that biodiversity is incorporated in future planning and development (The City of Paris, 2019).

Besides enlightening that the preservation of biodiversity is a major challenge the biodiversity plan emphasizes the development of sustainable green spaces and the creation of green walls and roofs to protect and ensure ecological corridors. As a part of developing the biodiversity plan, a wide exploration of the flora and fauna was done from 2010-2015 in the City of Paris. These studies showed that a very large amount of plants and animals were observed (Mairie de Paris, 2015).

“Putting nature back in the heart of cities by giving prominence to biodiversity makes it possible to fight climate change and offer a more harmonious living environment to citizens reconnected with nature [...].”

- Anne Hidalgo, Paris Council
September 2016
(The City of Paris, 2019, translated).



637 flora species. The diversity of plants is well-represented and includes wild species as orchids, mosses, mushrooms, and ferns (Mairie de Paris, 2015).

1300 species of animals were discovered in the French capital. These are among others 28 mammal species including 11 species of bats and 4 reptile species. 11 different species of amphibians were found beside 66 breeding birds species. Butterflies and moths were highly represented with 47 species. These are only a small selection of the found fauna in the city. Other species of fish, insects, spiders, and crustaceans were as well discovered (Mairie de Paris, 2015).

Green and blue structures of Paris

The green structure of the City of Paris is mainly a result of Baron Haussmann's work from 1853-1870. At that time there were created three bigger parks and 24 smaller neighborhood parks in the city that covered 61 hectares. The forest areas Boulogne and Vincennes that are closely connected to the city is also a result of Haussmann's redesign of Paris. With the construction of these parks, the total amount of park and forest area increased from 19 hectares to 2000 hectares (Jacobsen, 2016).

The blue structure of the city is mainly dominated by the Seine river, which originates in Burgundy in the middle eastern part of France and runs 780 km and outlets at Le Havre into the English Channel. Seine River is a part of a complex and big connection of water structures and as it enters the City of Paris it is merged with Marne and Oise river (Smailes & Dacharry, 2014). Besides having natural water systems the city consists of a large number of artificial blue structures as a result of the city's history and the reconstruction of the French capital (Jacobsen 2016).

Like other European cities, the City of Paris will be and are already affected by climate change. As a result of being developed near the Seine river, the French capital is at a huge risk of being flooded when large rain events strike. In January 1910 the historical and catastrophic flood happened and is still remembered as the river's level reached 800 cm - but it is far from a unique event (Andréassian, Viatgé et al. 2018). In 2016 the Seine was again lifted to an abnormal level - the highest since 1982. The Seine bursts its banks and reached a level of 610 cm (Blaise & Morenne, 2016).

Even though flooding is a huge consequence of climate changes it is not the only one. The rising temperatures as well have an effect on the everyday life of the city. By 2050 it is expected that as a result of the rising temperatures that the cities up north in France can expect other temperatures than they are used to. The temperatures in the City of Paris will rise and the inhabitants will experience the kind that Toulouse has (Inge, 2015).



1:250,000

Ill. 4.10 - Green and blue structures in the close context of the City of Paris

The intentions of moving in front

Through this chapter, the reader is provided with the necessary information to understand the City of Paris as the city is the chosen location for the study. By firstly inspecting the City of Paris in the world context and investigating its current status it is possible to reach an initial understanding of the complexity of the study location. Furthermore, by scrutinising the city in a historical context it is possible to see the potentials and issues that the city is dealing with as a consequence.

A review of the municipality's plans for the future development of 23 unattractive sites around the French capital shows how they are seeking for innovative solutions when reclaiming these areas. However, it is important to be aware of the consequences of these developments. The aim may be to create affordable housing, but how can we be sure that all the ecological aspects are incorporated properly when the municipality is rushing these renewals to be finished before hosting the Olympic Games in 2024? And can these renewals be categorized as green gentrification? Is there too much of a distance between the rhetorics and actions? Yet if you turn it upside down the City of Paris' approach to ecology by developing a solid biodiversity plan and by not providing the 23 unattractive areas to the highest bidder shows their consciousness of how to create environmentally sustainable developments. They are setting a good example by moving in front when generating attention to the need of improving our cities to be more resilient and liveable.

The placement of the City of Paris in the green and blue structure enlightens the importance of the inclusion of projects that takes biodiversity and climate adaption into account. As unfold earlier the city does already has huge ambitions, with Hidalgo in front, about greening the townscape and promoting bikes and public transportation over cars. Urban greening is an effective way of moderating climates at the local level as vegetation has a natural cooling effect. The green infrastructure is as well a key solution to ensure that natural processes as evapotranspiration and runoff of water can occur (Ciria, n.d.). So why don't we ensure that already existing green voids can work their full potential and support our fight against the consequences of climate change?

The following chapter will unpack the site of La Petite Ceinture, the old railway, and more detailed the importance of the site for the development of the city in the early years.

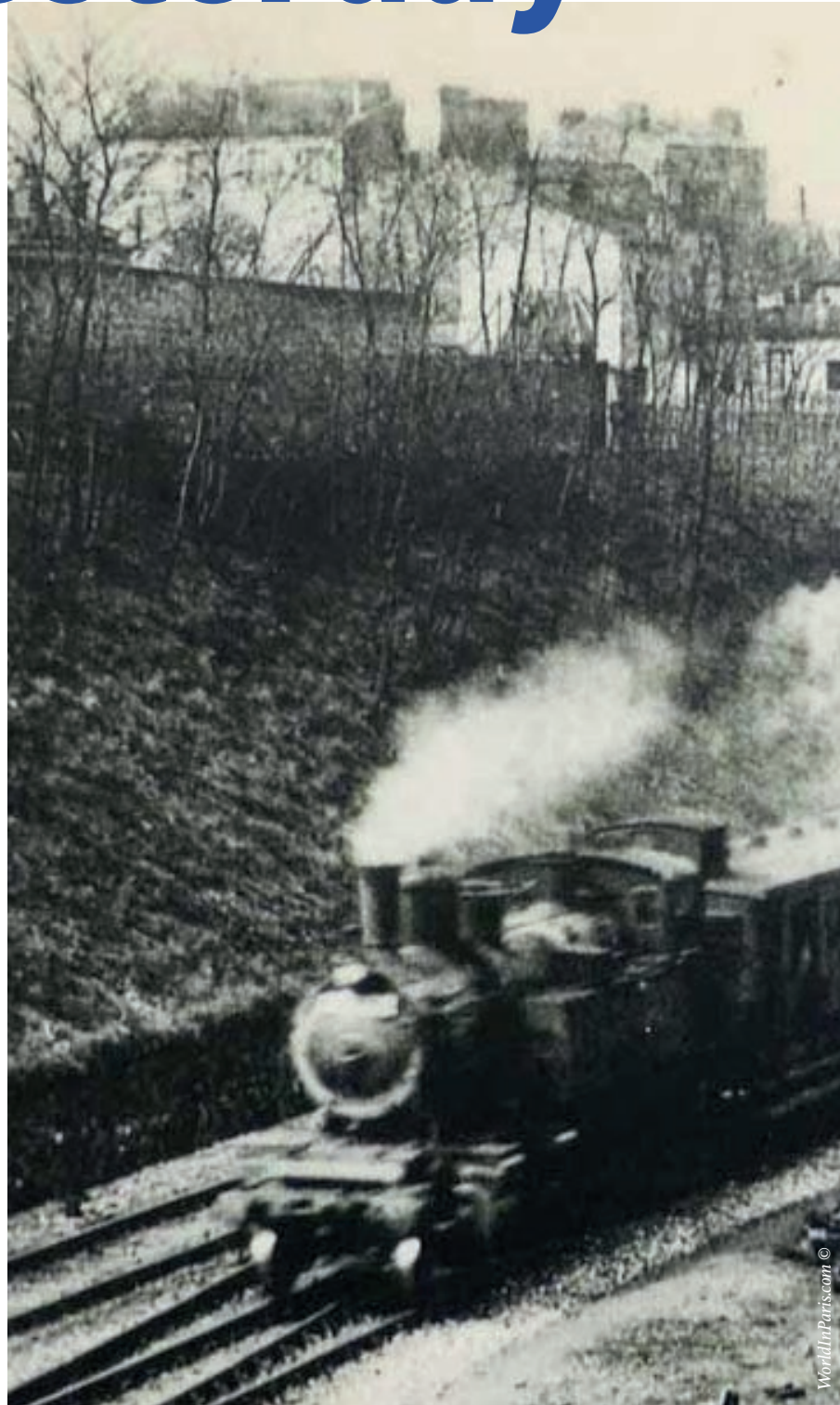
An old railway in Paris

Chapter 05

This chapter presents the analysis and information unfold to understand La Petite Ceinture and its close context. The chapter consists of three parts where firstly the historical perspective is described. The appearance of the stretch as it is today is introduced together with activities happening. Finally, the analysis done and principles set by APUR (Paris Urbanism Agency) that are supposed to form the foundation for the future plans for the belt are presented.

Yesterday

La Petite Ceinture



WorldInParis.com ©

La Petite Ceinture is a railway that encircles the inner edges of the City of Paris. The railway network was constructed in the second half of the 19th century made for transporting the goods and had a huge impact on the development of the French capital as an industrial city. Before the construction of the railway network La Petite Ceinture, all goods passing through the City of Paris were transited with animal-drawn carriages between stations. This was a slow and costly method that really underlined a need for new solutions. Another reason for the development of a more efficient transportation method was related to military reasons and the defense of the city and only a closed circular connection could serve this easily (The City of Paris, 2018).

Until 1877 the traffic of goods on La Petite Ceinture was high and approximately 780.000 tons were transported, but the construction of different railway links between stations in the outer edges of the city resulted in a replacement of La Petite Ceinture and the traffic of goods started decreasing (The City of Paris, 2018).

Besides transporting goods La Petite Ceinture was opened up for travelers. In 1900 39 million people were transported by trains that circled the edges of the city 20 times per hour. As technology and the demand grew the first metro "Paris Metro" opened in 1900 which meant better and faster transportation possibilities for the Parisians. The development of the metro resulted in a drop in travelers and in 1927 only seven million people used La Petite Ceinture as a transportation option (The City of Paris, 2018).

In 1934 La Petite Ceinture closed and the railway tracks and stations became urban voids in the cityscape. Today most of these long narrow spaces are left abandoned and are hidden by plantation. Some places are used for organised activities while other places hold unwanted stays (Uni, 2019).

Today

As a result of being left abandoned for more than 80 years La Petite Ceinture has developed differently depending on the context it is placed within. Today a wide range of different activities have developed over time and occur along the route of the old railways. These were first spontaneously developed activities that later are being structured. As seen in ill. 5.2, some of the old train stations are turned into a café or host other social activities. Some of the old tracks are already removed and converted into footpaths in relation to the existing green areas - see the 16th arrondissement. Other parts of the belt that are in close context to residential areas are today converted into community gardens. A part of the northwestern part of the train tracks are put in use for a limited time, not for transporting goods, but passengers. Besides being accessible in multiple spots La Petite Ceinture is inaccessible on the rest of the stretch and there is only existing a visible relationship to the city. The lookout offered to the citizens is by example by the viaducts or the trench sections. This meaning that the use and the relationship are depending on the shape and the terrain of the city the tracks are moving within (The City of Paris 2018). (See the appearance of the tracks on the next spread).

La Petite Ceinture is ecological an important element of the green and blue structure of the city. The proximity to the large parks Bois de Vincennes and Bois de Boulogne, Seine river and canals ensures connectivity to other green networks. Because of the abandonment and absence of rail traffic on the train tracks, parts of it consists today spontaneous wild vegetation and reestablishment of animal species. The experts as well have discovered the richness of this area, and as a result, La Petite Ceinture is included in The Paris Biodiversity Plan, unfold in chapter 4 page 56, as a green corridor to prevent and ensure the survival of it in order to have ecological continuity within the French capital (The City of Paris, 2018).

Identification of uses according to the affected area and the type of activity



Appearance of the tracks



The mapping with photos illustrates the different characters existing along La Petite Ceinture. With the mapping, it becomes clear how the appearance in the different arrondissement is very context-related and depending on what terrain the tracks are moving within. It is a valuable insight before moving further and choosing a specific site to do more in-depth analysis. The numbers refer to the pictures on the next page and where they are taken.

1:100.000
Ill. 5.2 - The course of the railway line



All photos by Apur ©

Ill. 5.3 to 5.20 - Pictures of the appearance

Tomorrow

The future of La Petite Ceinture has been taken in hand since 2010 by the City of Paris as a result of all the different occurred activities along the stretch since 2007. Before the beginning of the planning of the development of the old railway, the City of Paris entrusted apur with the task to analyse and report the data from the 32 km long stretch. These studies include themes as landscape, nature, transport, usages, urban changes, and much more (apur, 2012).

What is apur?

apur is the Paris Urbanism Agency established in 1967 by the Paris City Council. apur's purpose is to document, analyse, and develop the future urban evolution of the City of Paris. The agency acts as a service tool of urban development, public policymakers, and development on Parisian and metropolitan scales. It is a pathfinder and platform for exchanging information, sharing construction and distribution with the key players in the French capital. Each year apur's work program is decided by the general assembly and the agency is responsible for introducing the produced studies, observation, and data for its administrators and the general public (apur, 2020).

Besides having apur doing on-site investigation the City of Paris introduced other initiatives to ensure a future development plan that carried on all aspects of a successful development. In 2013 the City of Paris did workshops in all of the nine arrondissements La Petite Ceinture's tracks are moving through. These workshops included stakeholders, arrondissement mayors, and citizens to ensure that the local as well as professional attitude for how to develop La Petite Ceinture in the concrete arrondissement was heard. Another thing the City of Paris did was to set up 73 ideas under a project called "Reconquest La Petite Ceinture" in 2015. The projects got more than 11,575 votes and were set a budget of 7,5 million euros. 38 out of the 73 proposals were at the beginning of 2017 studied and tested in different locations. Moreover, places and 9 stations along La Petite Ceinture was

opened up for initiatives and users with support from professionals (The City of Paris, 2018).

Even though so many initiatives have been ongoing for almost ten years a fulfilling and fixed plan for how the whole stretch should be generated in the future is not presented. It shows the complexity of creating a plan that ensures to take all aspects of La Petite Ceinture into account. However, it is important to, besides ensuring the connectivity of the wild green structure, to be aware of how future development will affect the close context and the arrondissement of the old railway are passing through. It can not be stressed enough how important the inclusion of citizens is when designing to avoid developing unusable urban spaces.

The three principles

- set up by apur as guidelines for the repurpose of the old railway line is:

01

La Petite Ceinture is a heritage and identity that should be recognized and valued

02

La Petite Ceinture is a space of nature and its ecological role and place in the metropolitan green networks are a support for the future development

03

La Petite Ceinture has a role to play in the social life thanks to the evolution of its grips

Understanding the layers

This chapter provides the historical understanding of La Petite Ceinture and the reasons for the development, abandonment, and initial ideas for the repurpose. It is clear that the 32 km long stretch holds multiple layers that are seen unfold by investigating these reasons.

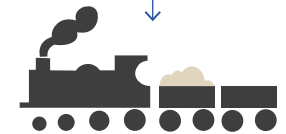
The complexity of La Petite Ceinture consists of layers of history and the consequences of these followed by the changes. The designed and the occurred. These can be seen as the layers of purpose and the layers of the consequences. The consequences of change have caused the abandoned railway to occur with wild greening and graffiti on surfaces along the belt. It is today partly a left space. An urban void. That is why we need to understand what it has been to understand what it has and can become.

Moreover, the initial ideas and plans that the Municipality of Paris has launched within apur's report as well underline the aim the City of Paris has within biodiversity and enhancing ecology in their future development.

As the different layers of La Petite Ceinture are unfolded it is enlightened that the history of the city is beyond what you read and are somehow all interlinked and affecting the cityscape. Shown in illustration 5.22 planners and designers are meant to form the next layer of La Petite Ceinture. This should be done in a manner that respects all the existing and enhances the potentials. By dividing the history of the old railway into layers the understanding is presented and that is essential to inform people with the narrative of the stretch. This narrative is needed to design a contextually responsive design.

The literature review in chapter 03 p. 26 investigates the selected themes urban void, gentrification, ecology, and green gentrification to examine the growing body of literature concerning the repurpose of industrial structures. By studying the case of the High Line and Promenade Plantée an understanding of what has been done earlier and its impact on the cityscape is reflected upon and been taken into account. It is clear that the consequences of the High Line to a greater extent have been changing the composition of citizens and outnumbered the middle-class from the local community. Contrary to the modified attention toward Promenade Plantée has resulted in less impact on the local community, context, and popularity of the area. Together with the primary understanding of the City of Paris in the previous chapter, these form the foundation for being able to take all the different aspects into account when doing in-depth analysis and forming the initial ideas for a future space that appeal to the citizens and the close context.

1852



1903



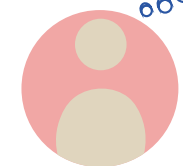
1934



Today



The next layer could be...



Layers of layers, and the future layer

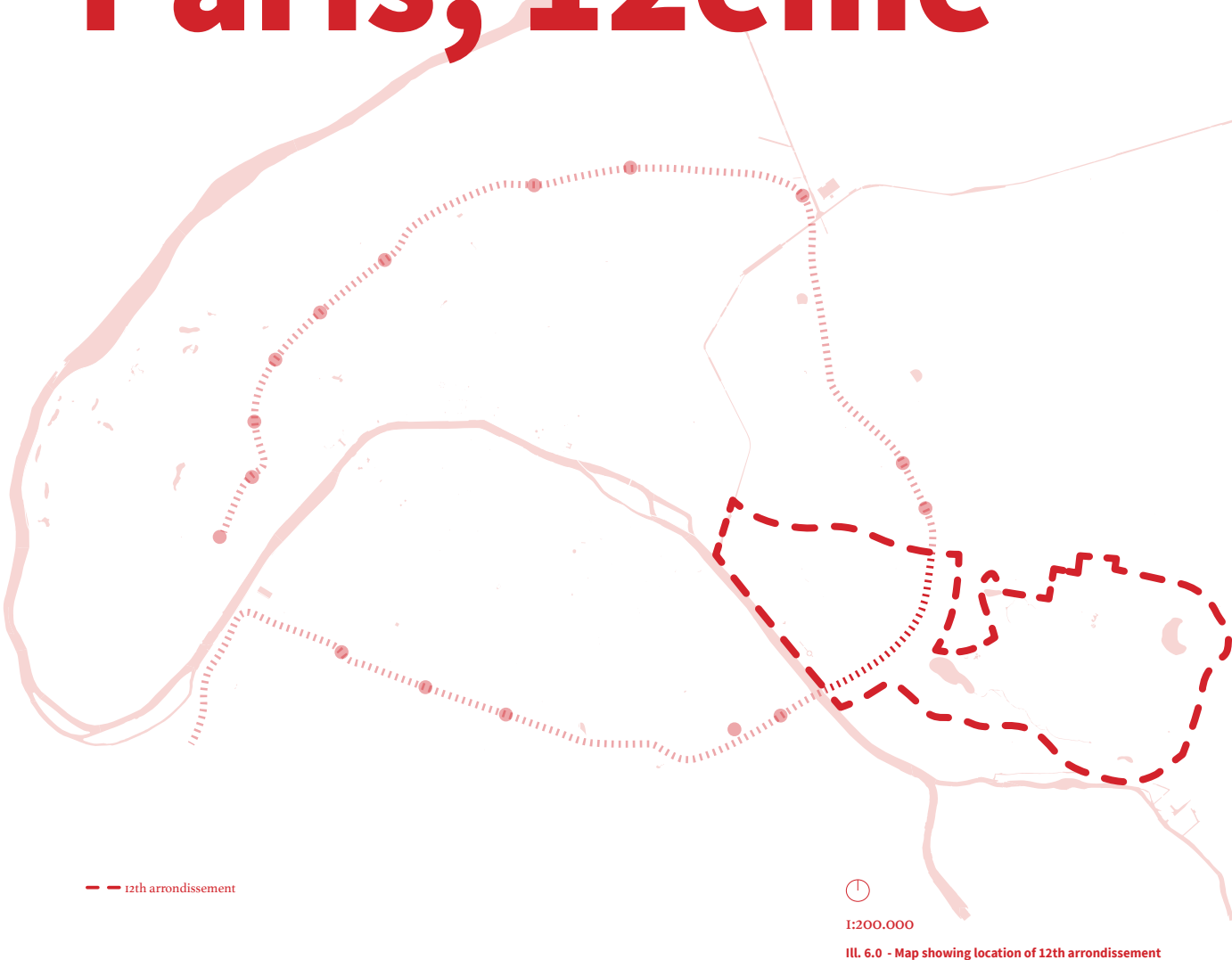
Let's set the scene

Chapter 06

The following chapter presents the analysis made of the chosen site and its near context. Firstly an introduction of the 12th arrondissement will be presented and slightly compared to the other arrondissements the French capital consists of. A contextual appraisal analysis complements the understanding of the district and underlines the important parts it contains.

More to understand the citizen's and stakeholders' attitudes towards the future of La Petite Ceinture the public meeting held in 2013 is unfold and the important key points are listed. The chapter is followed up by the presentation of the chosen site and analysis done to understand the stretch. These cover a field of qualitative and quantitative methods.

Paris, 12^éme



The City of Paris is as enlightened in the introduction divided into twenty arrondissements. These correspond to administrative districts and due to their geographical situations in the French capital the living conditions, they offer as well as the environment are not the same (Statista, 2017). As seen in illustration 6.0 the number of inhabitants in each arrondissement is varying this is a result of the footprint of each area, the popularity and as a result of how expensive the housing is and in general the cost of living.

However, among the 20 arrondissements, the 12th district is the second largest one after the 20th. The footprint of the area is 16,32 square km and it makes for 15% of the total surface of Paris (Pierre, n.d.). The number of inhabitants has reached 142.661 in 2019 (Statista, 2019). Shown by figure 6.1 there is a major difference between the average square meter price in

the 6th arrondissement which is the most expensive and the 12th. The difference is 38% when comparing these two districts. Yet from the illustration, it is understood that the 12th arrondissement is primarily inhabited by the middle-class residents.

The major attraction in the area Bois de Vincennes in the eastern part of the district is the main reason for the size. The Parisian families enjoy the zoo and museums placed within this area especially the Parc Floral de Paris which is a flower garden that is among the tempting attractions of the city (Rosslyn-Smith, n.d.). Another attraction within the 12th district is Promenade Plantée as presented earlier in chapter 03 p. 38 as a case study. As described the elevated urban park is a local attraction providing a green corridor for the citizens.

Fig. 6.0 -

Inhabitants in the arrondissements

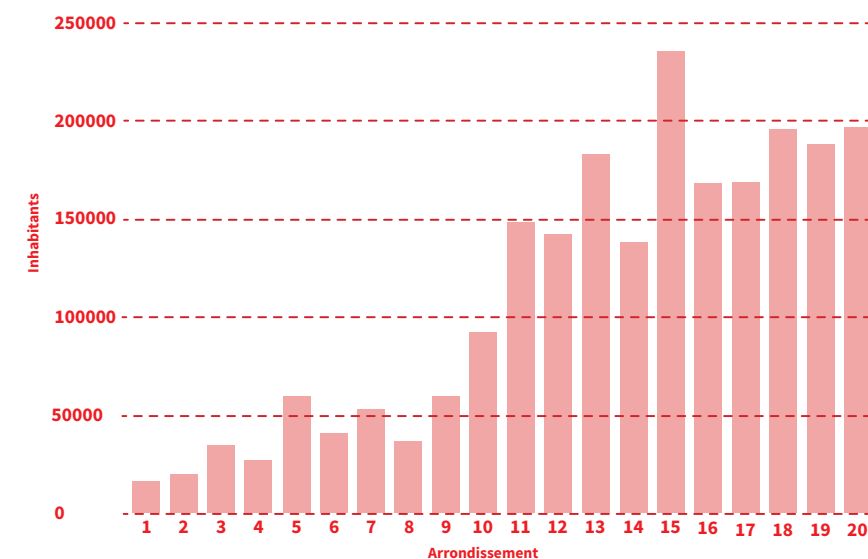
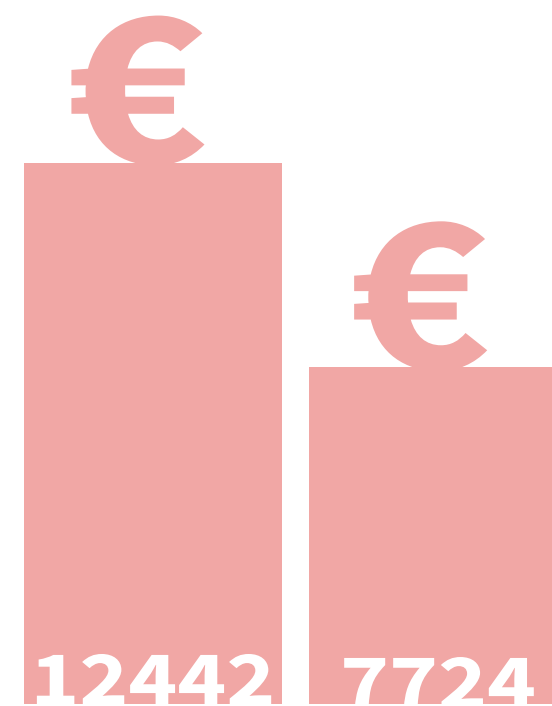


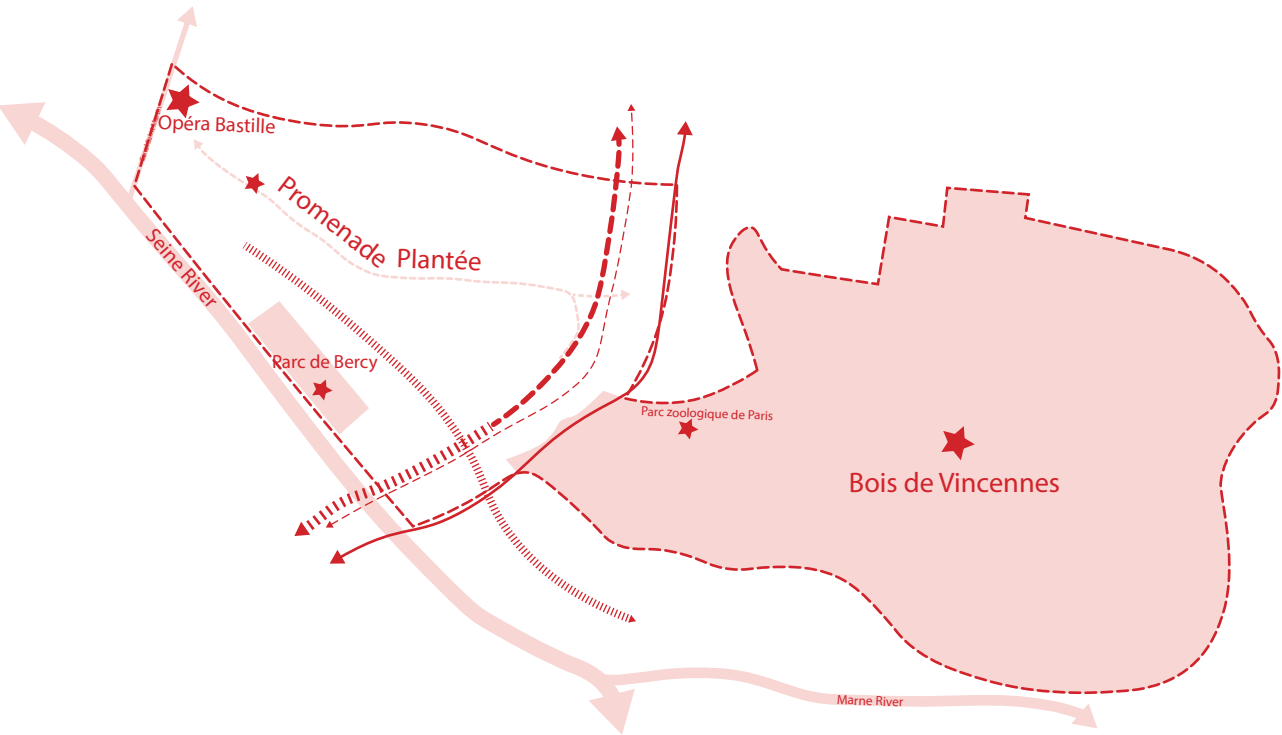
Fig. 6.1 -

Square meter price of housing units



The average square meter price for the 6th arrondissement was in 2017 12442 euros compared to the 12th arrondissement where it was 7724 euros. This shows a picture of the 12th district as a middle-class area, where people with lower income more likely has the opportunity to buy residents (Statista, 2017).

Contextual appraisal



- Public Park/green space
- Water
- Local landmarks
- Famous landmarks
- 12th arrondissement
- Boulevard Périphérique
- Boulevards des Maréchaux
- La Petite Ceinture on embankment
- La Petite Ceinture at terrain
- Old rails
- Nature path

The 12th arrondissement is located on the northern side of the Seine river and is dominated by residential buildings often mixed with shops and commercial on the ground floor. There are only a few known landmarks like the nature path; Promenade Plantée, the big public park in the east; Bois de Vincennes with a.i. a zoo, Opéra Bastille, and the public park; Parc de Bercy.

Most of the railway stretch is raised above terrain on an embankment acting as a closed green corridor enclosed by tall buildings. Roads are lead under the railway by several viaducts.

The tracks of La Petite Ceinture are moving through the area parallel to Boulevards des Maréchaux and Boulevard Périphérique and these create a barrier to half of the arrondissement that consists of the Bois de Vincennes in the east.



1:50.000
Ill. 6.1 - Contextual appraisal



Ill. 6.2 - Photo from Bois de Vincennes

The local attitude

- towards the future development of La Petite Ceinture in the 12th arrondissement

As enlightened in chapter 05 p. 70, the initial plans for the future of La Petite Ceinture began in 2010. As a part of dealing with the old railway line, a public meeting was held in the borough hall on January 7, 2013. The purpose of the official meeting was to involve citizens, stakeholders and experts to ensure a development of the old railway tracks which accommodates both parties and that everyone was heard (The City of Paris, 2013).



February 7th, 2013



110 participants



Brainstorming

Fig. 6.2 to 6.4 - Public meeting information icons

The public meeting was rounded off by Michele Blumenthal, the mayor of the 12th arrondissement. She underlined the importance of all the different suggestions and the richness in diversity between these. Blumenthal also unfolds the conclusion of a workshop done with kids from one of the local primary schools where the youth worked with La Petite Ceinture's future. The students' suggestions were similar to the replies from the hearing meeting and they as well saw the importance of preserving the old rail tracks, their existence and the occurred wild vegetation. Another team of students suggested that the old tracks could be used as a path that leads you easily from one arrondissement to another and at the same time keeping and developing the green path. The kids even dreamt of plantations with different fruit trees and places for beehives (The City of Paris, 2013).

“ What suggestions do you have to improve biodiversity, leisure and culture at La Petite Ceinture? ”



Space for animal species and plants, not only facilities centred around human made elements



Preserve and improve the occurred wild greening along the old trailtracks



Cultural and temporary art installations with respect for the occurred biology and character of the space



Preserve the biodiversity by implementing urban gardens and beehives

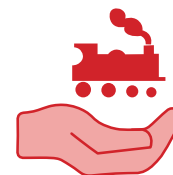
“ Should we preserve La Petite Ceinture and what kind of activities could be implemented along the stretch? ”



No heavy rail traffic in the future



Do not touch La Petite Ceinture



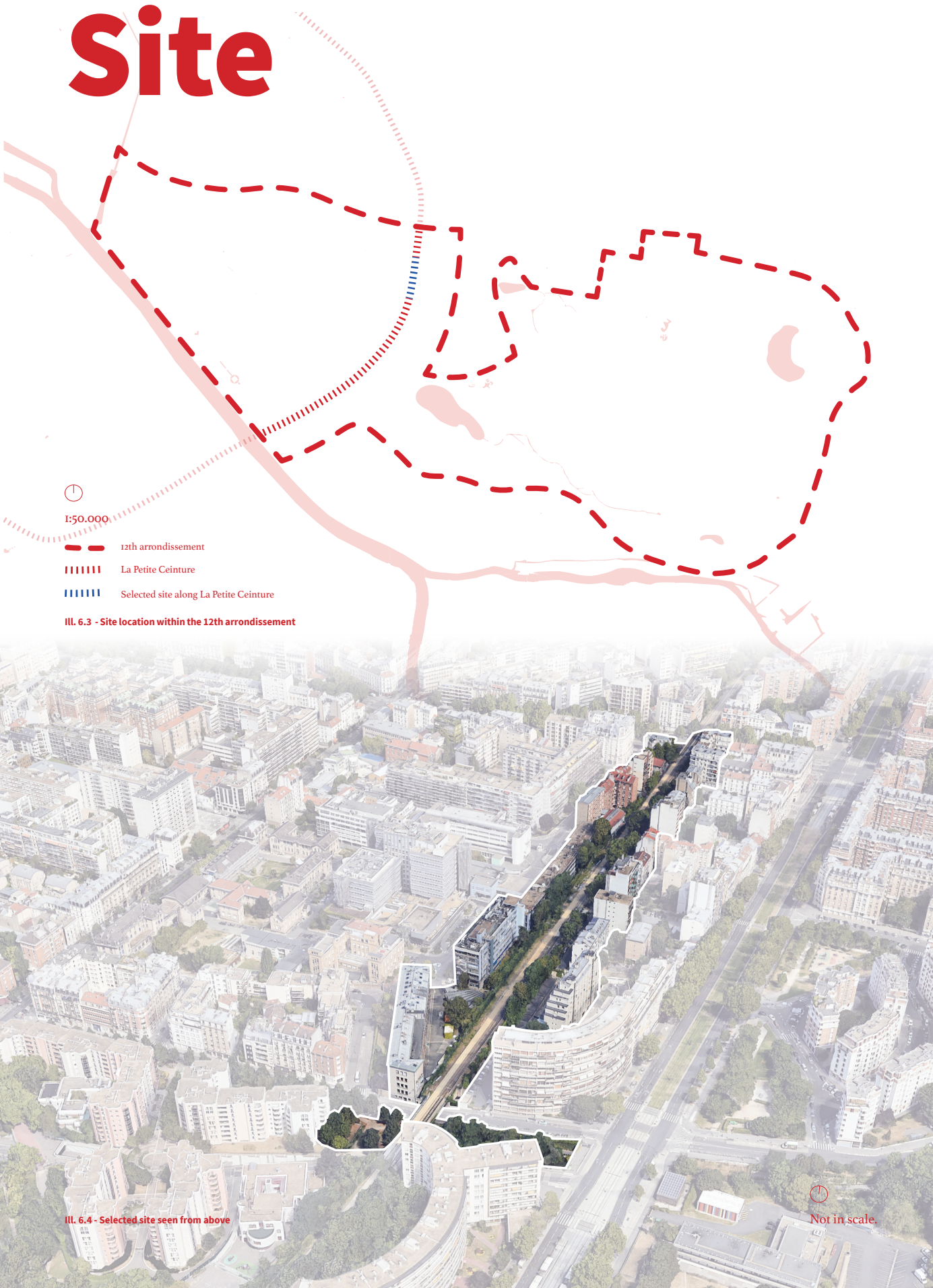
Preserve La Petite Ceinture maximal



Make improvements that promotes physical activities

Fig. 6.5 to 6.12 - Icons of the answers from the public meeting

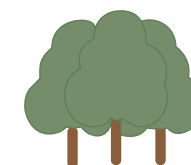
Site



The chosen stretch within the 12th arrondissement is based on the knowledge gained from previous chapters. The decision behind selecting this area is a result of it not having been touched and neither hosting any fixed activities. Moreover, it is a residential area holding mostly middle-class housing units. The closeness to other green areas as the Promenade Plantée and the major green area Bois de Vincennes gives the possibility to connect to existing green infrastructure and create gateways for biodiversity.

It is important to underline that the selection of this stretch along the old railway is freely chosen based on what was found interesting. However, as this thesis is working with a conceptual design approach it could have been any part of La Petite Ceinture that was decided to work in-depth with. What is most important is to be contextual responsive when designing and taking the occurred biodiversity and history of the space into account. Not to forget citizen's involvement. This approach will create unique characters and activities along the stretch that respond to the context. Altogether these interventions will create a continuous circuit belt that consists of various activities acting as a gesture for the city and its people.

The following pages will show the in-depth analysis done of this part of La Petite Ceinture to be able to succeed with a contextually appropriate design approach.



Close to nature. Promenade Plantée and Bois de Vincennes



An untouched area. Not many activities occur today - only unwanted things as graffiti.

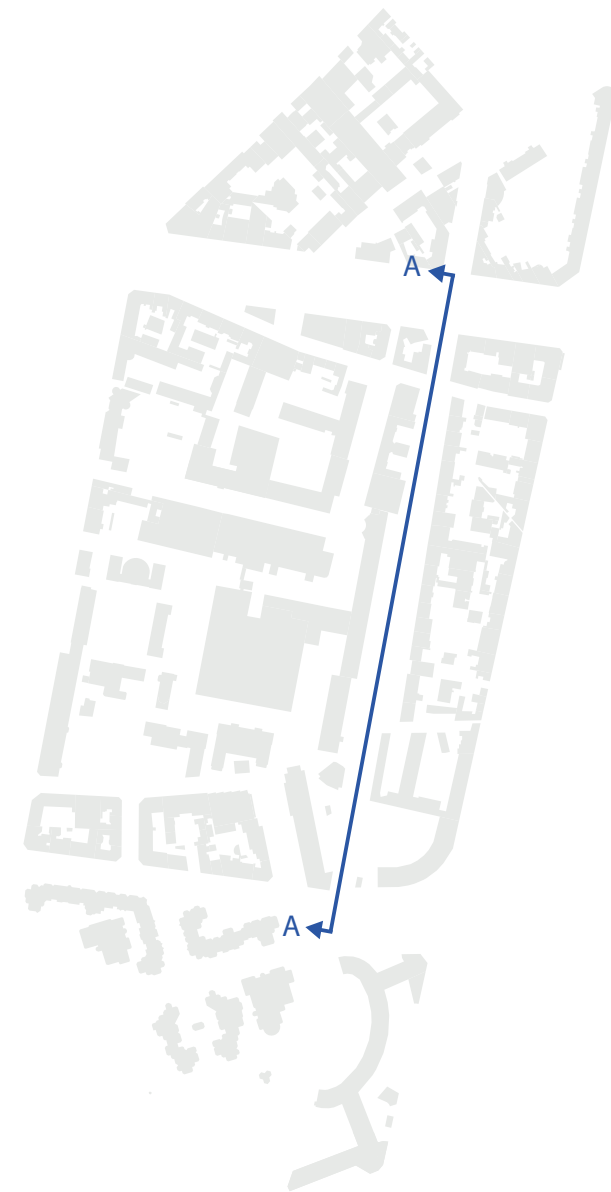


Local residents in near context - not many tourists in this district.

Fig. 6.13 to 6.15 - Site selection icons

Atmosphere

The chosen stretch is 450 m long and has a width of about 10-17 m. Along the varied terrain of the railway fences and large rejecting facades that contribute a barrier to this part of La Petite Ceinture and creates an in-between space that is forbidden to enter. In north and south, the chosen part of La Petite Ceinture is bounded by viaducts to the rest of the belt and characterised by the old, rusty and unused rails, wild vegetation, fences, and graffiti-covered surfaces. The viaduct in the south lets La Petite Ceinture cross Rue du Sahel and the nature path Promenade Plantée from above. To the north, the viaduct raises above a road structure moving on two different levels.



Not in scale.



Ill. 6.5 - Section cut of the selected site from east

Not in scale.

Cars Parking
 Viaduct Cars
 Fence Street
 Parking Stairs
 View Narrow
 Frontage Rails
 Fence Street
 Wall Stone wall
 Tree History
 Blind street Closed
 Stop Train
 Rails Fence
 Tall frontages Grey
 Abandoned Cobble
 Red bricks Parking
 Windows Trees
 Rails Residential
 Abandoned Quiet
 Closed Fence
 Graffiti Local
 Old Narrow street
 Large frontages Front yard
 Wild plants Few people
 Fence Cobble
 Stones Street
 View Residential
 Frontage Defined
 Fence Rails
 Wall Street
 Tree Stone wall
 Blue frontages History
 Old rails Closed
 Below Train
 Abandoned Grey
 Small Cobble
 Forgotten In-between
 Rails Trees
 Abandoned Scooter
 Closed Fence
 Graffiti Local
 Random Flowers
 Wild vegetation Front yard
 Fence Few people
 View Blind street
 Fence Residential
 Left Raised level
 View Frontages
 Old rails Residential
 Hospital Narrow
 No people Rails
 Tree Street
 Rails Stone wall
 Space History
 Rails Abandoned
 Tall frontages History
 Abandoned Fence
 Raised level Stones
 View Tracks
 Viaduct Wall
 Connection Vegetation
 Levels Parking
 Green Fence
 Nature Viaduct
 Old Narrow path
 Residential Promenade Plantée
 Street

The nearest surroundings along the stretch of La Petite Ceinture is through simple words described to understand the experience and atmosphere of the site. These areas are selected as they are the only access points besides the viaducts. The analysis is made by observations from Google street view and pictures of the stretch to get as close to the experience of being on-site as possible. The words tell the story of a rejecting and closed area with layers of historical activities and everyday life of the surroundings. The spaces enclosing the tracks guide you to avoid access to the railway tracks that are surrounded by fences.

Wild vegetation
 Quiet
 Blind street
 Stop
 Fence
 Wall
 Door
 Parking
 Commercial
 One way street
 Fence
 Barrier
 Footpath
 Empty
 Old
 Stone wall
 Turn
 Simple
 Garages
 Frontages
 Balcony
 Narrow
 Parking
 Stop
 Windows
 Residential
 Bike
 Traffic
 Noise
 Back yard
 Anonymous
 Fence
 Plants
 Cozy
 Barrier
 Parking
 Cars
 Stop
 Windows
 Residential
 Bike
 Traffic
 Noise
 La Petite Ceinture
 Promenade Plantée
 Oneway
 Trees
 Residential
 Plants
 Frontages
 Crossing
 Nature
 Walking
 Stone wall
 Fence
 Hospital
 Path
 Crossing
 Pillar
 Frontages
 Parking
 Viaduct
 Fence
 Closed
 Fence
 Wall
 Vegetation
 Quiet
 Contrasts
 Open
 Park
 Levels
 Trees
 Garden
 Traffic
 Noise



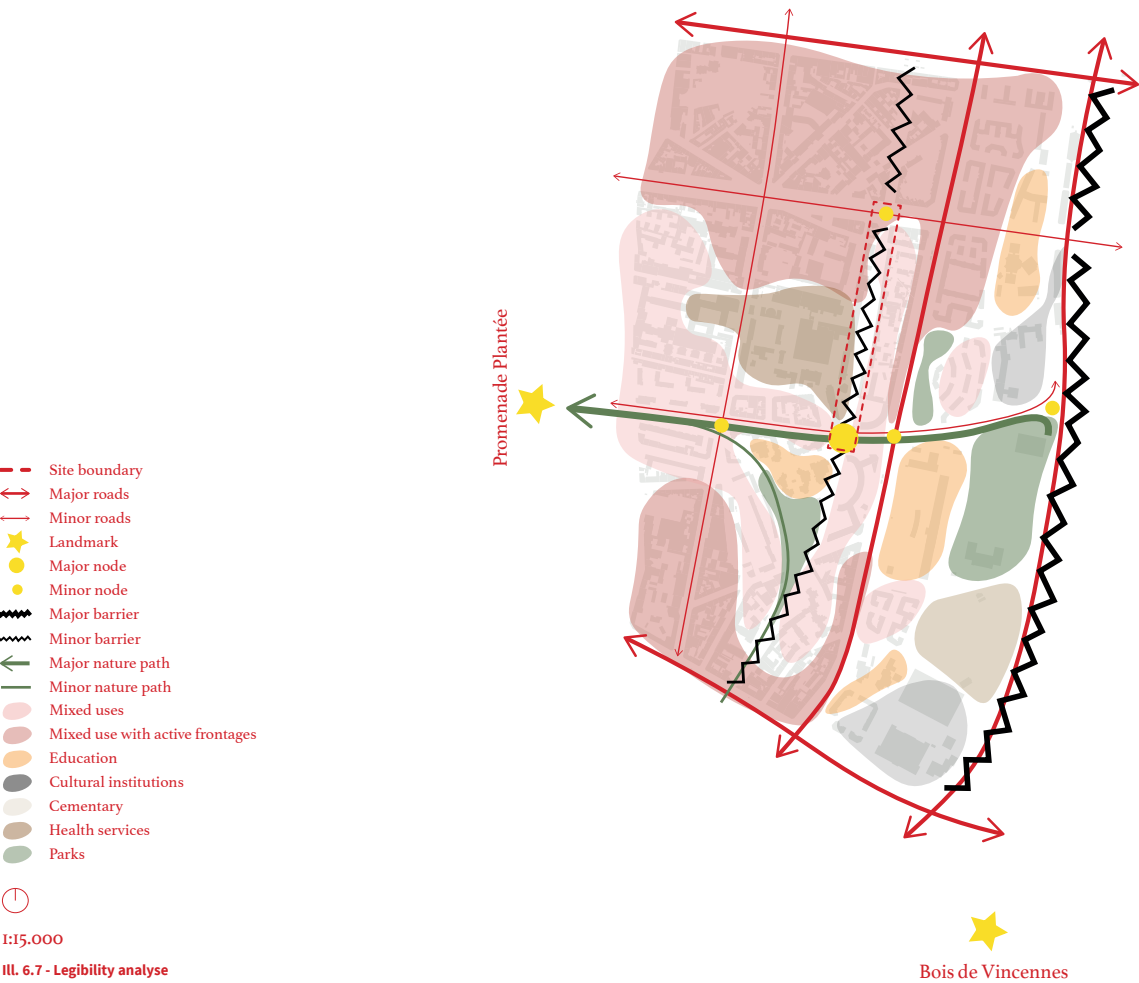
Not in scale.

III. 6.6 - Phenomenological analysis

Legibility

The close context of the site boundary is analysed with inspiration Kevin Lynch's five elements of city image. The site boundary is placed in-between districts that consist of mixed-use units, education buildings, cultural institutes, a cemetery, and health services. It is seen that more than half of the area is characterized by mixed-use units that consist of ground floors representing trades that differ between having active and non-active frontages while the floors above mostly are residential use. Near major roads, the districts mainly consist of mixed-use units.

La Petite Ceinture acts as an abandoned and fenced minor barrier which splits the area. Furthermore the major road to the east, that is a highway acting as a major barrier and defining the edge of the City of Paris. Just beside the highway begins the nature path, Promenade Plantée, which runs parallel with a minor road in the footprint of an old railway stretch and crosses La Petite Ceinture under a viaduct and continues several kilometers to the west acting as a landmark. The nature path binds the parks in east and south together with the rails of La Petite Ceinture in different layers that all together create a major node. Thus, nodes define the differences that meet and affect each other in the close context.



ILL. 6.8 - The green character of La Petite Ceinture

All together...

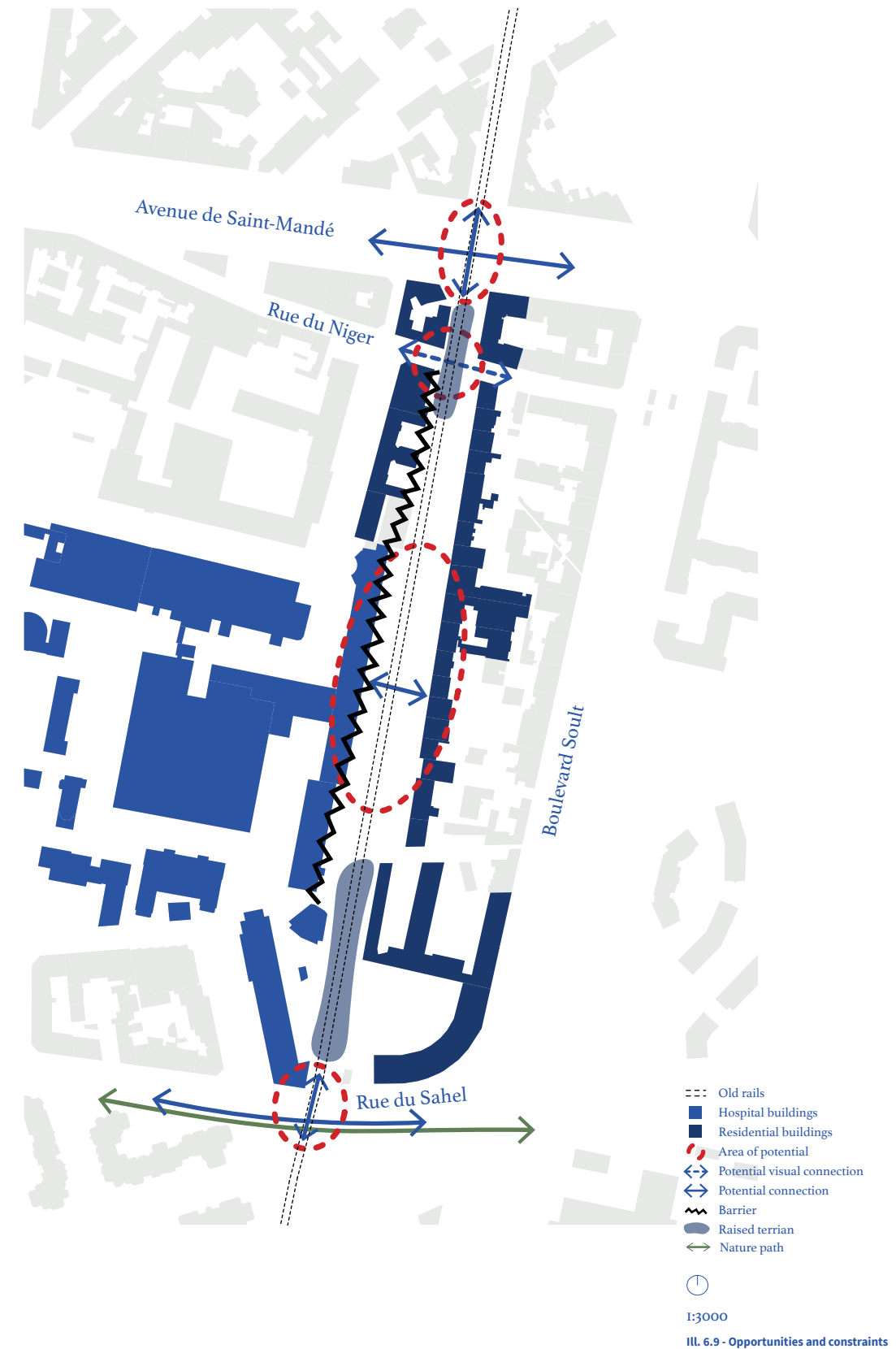
The opportunities and constraints analysis merge all the gained knowledge from the previous parts of this chapter and is the initial ideas kickstarting the design process.

The public meeting done in 2013 unfold earlier in this chapter underlines the attitude of the people living in the 12th arrondissements. It was seen that they wished for preserving the historical traces that La Petite Ceinture consists of as much as possible and at the same time enhance and strengthen the occurred biodiversity. The level of rejection and non-purpose of the area is seen through the phenomenological section analysis. It shows the importance of upgrading needed for La Petite Ceinture before the reintegration of the stretch in the cityscape. Furthermore the facades, different topographies, occurred biodiversity and surfaces covered with graffiti shape the layer appearing today and contributes to the characteristic and history of the site.

There is four areas on the 450 meter stretch that is categorized as area of potential. The areas on the edges in the northern and southern part is where the viaducts are placed and have the potential of creating attention and connection both physical and visual to the context. In the southern part, the opportunity to connect to Promenade Plantée arise as a result of the closeness to the nature path. The second area of potential from the north border to a blind road that as seen in the phenomenological analysis on p. 86 done by words leads to a wall and fence that closes La Petite Ceinture for the public. This place could be a area that attracts and creates curiosity and attention among the residents.

In the middle of the stretch between the residential buildings and children's hospital there is a opportunity to create interventions in a common space that both can gain from.

The complexity of all the layers in this certain stretch is broken down into the opportunity and constraints map. The importance of being aware of the obtained informations should be kept in mind and all together this understanding creates the foundation of the design approach that will be unfold in the next chapter.



Getting there

Chapter 07

This chapter concretizes the approach and is about how this has been dealing with all the gained information and analysis. Firstly the design vision and conceptual approach that divide the selected stretch into zones will be presented together with the design guidelines that are a reminder of what to keep in mind and which things that are important to cope with when moving along with the design approach. All together these lead to the presentation of the conceptual design approach for different areas that held potential presented in the opportunities and constraints analysis. The suggestions for the zones of the 450 m long stretch is presented through plans, visualisations, zoom-ins, and section cuts. Finally, the design approach is rounded on by a recommendation for future development ideas.

Staging the layers

When looking at the history the complexity of the historical layers and the consequences of these are very clear. The designed and the occurred are today fused together on the stretch of La Petite Ceinture. That underlines the importance of understanding what it has been in the past to understand what you are looking at today and to be able to approach the selected site in a manner that supports future development.

By framing the history, the occurred activities and biodiversity it is possible to stage the layers La Petite Ceinture hold. It is a way of identifying the consequences and potentials in order to make it a place of purpose again.

Framing and staging are not about demolishing (replacing) the existing and rising new public spaces. It is simply about understanding what La Petite Ceinture has been and became as a consequence of the abandonment and not to stop what it could become. It is about giving these changes a purpose by turning the layers from rejecting to inviting by activating the local community and use these as a catalyst for how the future should be developed in order to create a public space that reinforces equity and inclusion.



III. 7.0 - Photo showing the character of the layers that La Petite Ceinture holds

Design concept



Read the QR-code with your phone to see the design concept illustration, or use link: https://drive.google.com/file/d/1zvaW-yen12_9UcWw-WNUUhTmNzSmj6fG8/view?usp=sharing

..if everything fails see appendix p. 129



The concept is about connecting all the layers. It shows the impact points that can help in the transformation of this stretch going from being an urban void and barrier to be included in the cityscape.

The design concept consists of three layers. The first layer is the occurred that contains the biodiversity, history, and the graffiti painted surfaces that altogether define what La Petite Ceinture is today. This layer is the foundation and should be kept and staged by implementing elements or materials that emphasize their existence. The next layer is the connections placed on top of the occurred and aims to visually invite and bring attention to the selected site. However, it is important that these connections as well

should be physical as there today is no entrance to this part of La Petite Ceinture from the street. Lastly, the implementation of interventions between the children's hospital building and residential housing units creates interaction and opportunity to improve neighborhood relations. The interventions are also about providing space for the people to move in a green space that as well helps to enhance the city's green profile and increase existing flora and fauna of La Petite Ceinture.

These layers have the purpose of really underline and enhance the existing atmosphere by transforming the stretch from rejecting to inviting.

Design guidelines

- who and what are we designing for?

The design guidelines are composed on the foundation of the analysed issues and potentials that should be taken into account. The guidelines are simplified and very general and can be used on multiple stretches along the 32 km long old railway line La Petite Ceinture. In this case, the design concept and guidelines complement each other and should be considered together.



Connect the between green infrastructure

The making of a smooth transition from La Petite Ceinture to Promenade Plantée the green structure of the City of Paris will be extended and allow residents and fauna to move within nature. It will contribute an open, public, and healthy green space for the local residents.



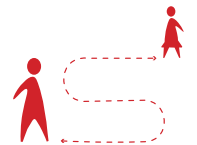
Preserve historical heritage

The preservation of the existing railway structures and heritage, the history of the stretch will be kept and add value to the new development. These preservations include the materiality and scale as it appears today



Local community

The inclusion of the local community's interests will meet their needs and wishes and ensure that they feel ownership of the space. It will create an inclusive space that can strengthen the neighborhood and ensure that unwanted activities will occur. The advantage of developing for the local community is as well that major gentrification issues can be avoided.



Create connectivity

The integration of La Petite Ceinture in the city's infrastructure will create better pedestrian experiences across the arrondissements. The opening will remove a major barrier and create new movement patterns.

Take note!

Before moving further and presenting the design suggestions there is a need to do some explanations.

The design proposals presented in the next part of this chapter is an exemplification of how the design framework could be developed with the guidelines and design concept together as the groundwork. The design approaches display how this part of La Petite Ceinture can be staged from the surroundings and how it is possible to create accessibility and connection to the context.

However, the suggestion for how the intervention area could be developed is shown more detailed as it consists of ideas for more concrete interventions and layers that could enhance history and biodiversity.

It is not meant to be a fixed solution or plan, but to raise a debate about how to ensure a repurpose of La Petite Ceinture by reinforcing the history, biodiversity, context, and people.



ILL. 7.1 - Conceptual illustration

The stretch



1:2000

Ill. 7.2 - Plan of the design suggestion for the stretch

The plan contributes to the understanding of how the impact zones are staged and connected and how these relate to each other. The design approach and guidelines create the foundation for this development as there was a wish to preserve the already existing character and occurred ecology. The aim is not to change everything on the stretch but to clean it so it appears inviting and optimize the living conditions for flora and fauna here.

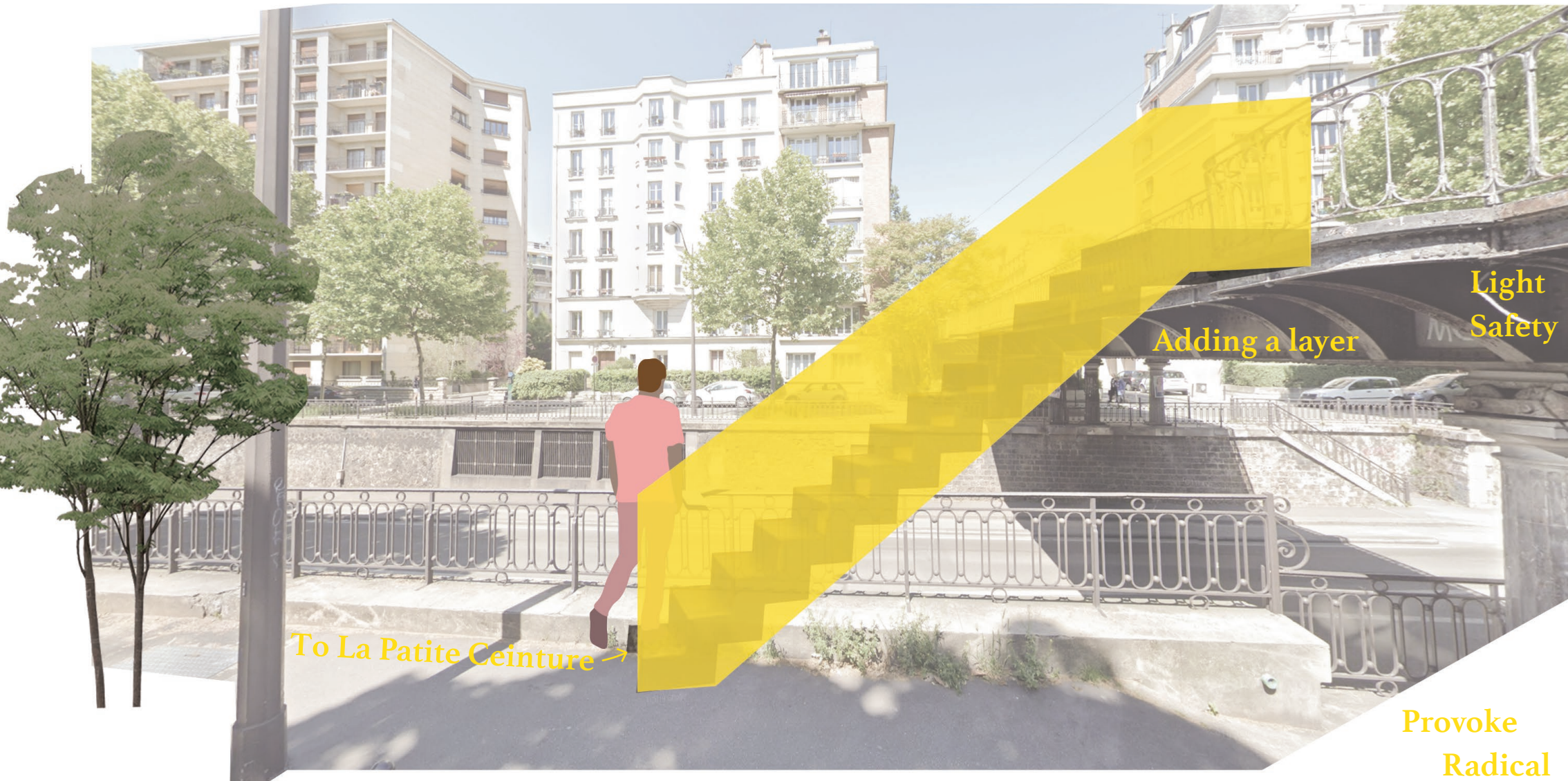
Stair to connect

by Avenue de Saint-Mandé

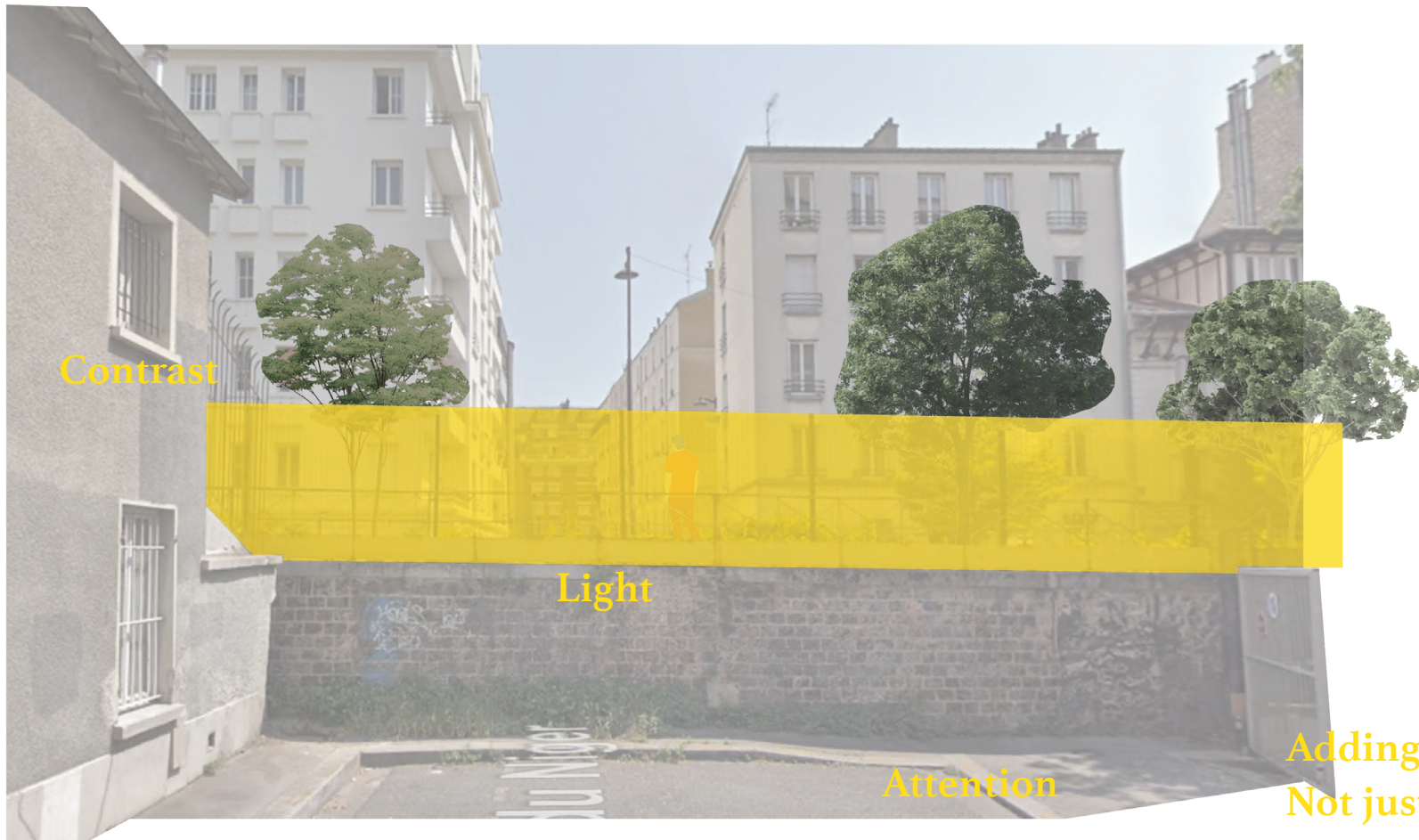
Right now there is a two-layered road below the viaduct in the northern part. Today there is not any access to La Petite Ceinture from here but there is an opportunity to insert another layer of connectivity and accessibility to the already existing connections and levels. The stair proposed acts as a new asset to create attention and promote the surrounding environment to be curious. To create curiosity, the new layer is contributed in a bright color that stands as a contrast to the surrounding buildings and provokes the idea of which colors to use in the cityscape.



Not in scale



Staging the layers



Stage the movement

by Rue du Niger

The today blind road that ends with a monotone brick wall is a possible place to use the bright colored frame to stage the movement and people moving through the stretch of La Petite Ceinture. The yellow cover connects and guides the people from A to B and by being lit-up it ensures a feeling of safety after sundown. It becomes a layer on top of the old wall that was a result of the development of La Petite Ceinture.



Staging the layers

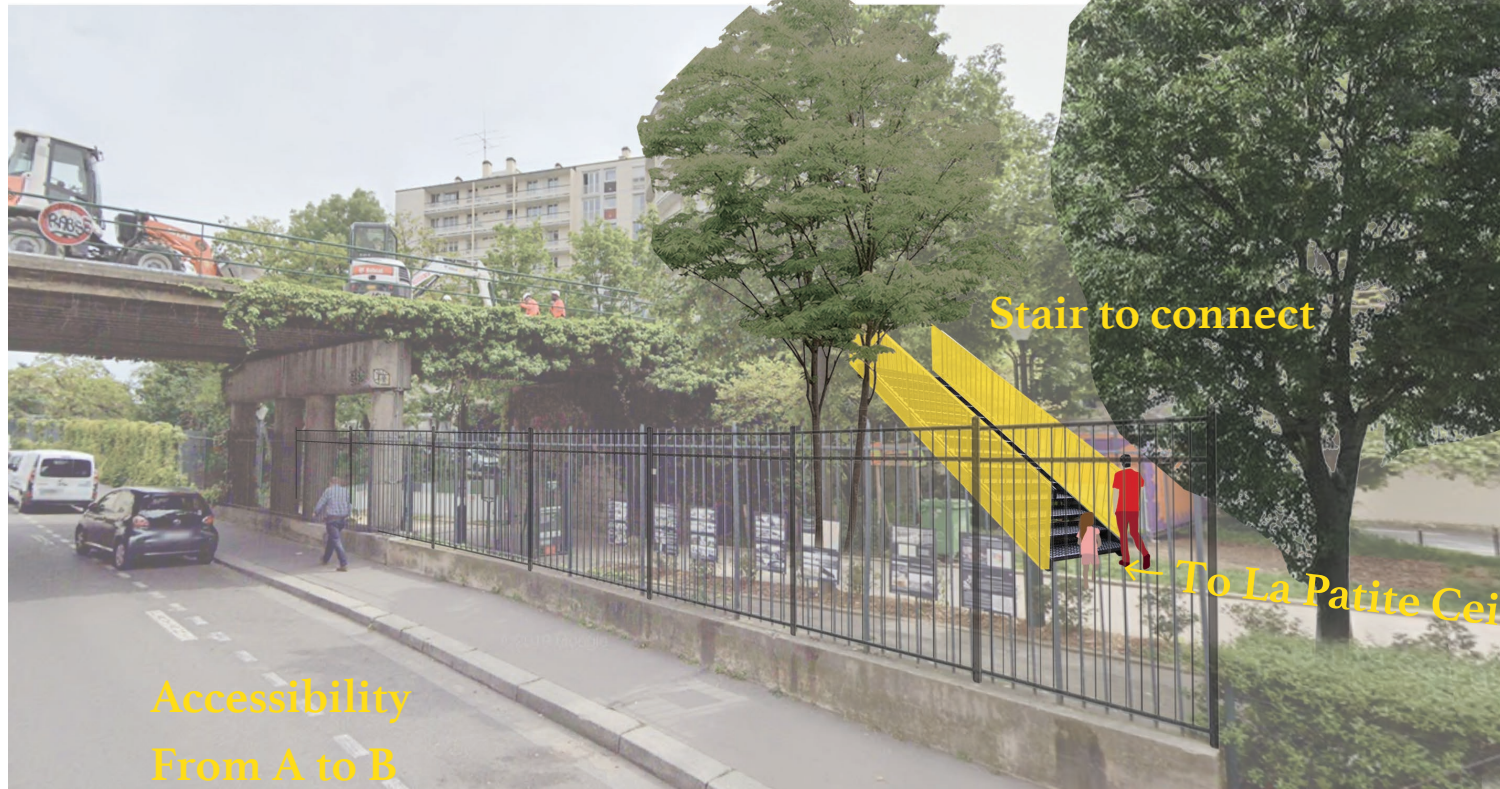


The cover creates a walking path on the rail moving in the western part of the stretch. This path stands as a contrast to the wild and untamed vegetation on the eastern part.

Access

by Rue du Sahel and Promenade Plantée

On top of the existing nature path, Promenade Plantée, in the south of the stretch a layer of connection in the shape of a stair and a ramp is added to create direct access to La Petite Ceinture. By framing the stair as well as the ramp with a yellow cover the new layer is emphasised and demands attention and awareness. The purpose of these interventions is to remove boundaries and encourage the movement between and across both La Petite Ceinture and Promenade Plantée.



Stair to connect

To La Patite Ceinture

Accessibility

From A to B

Removing boundaries

Make a connection

Emphasizes the new layer

Light

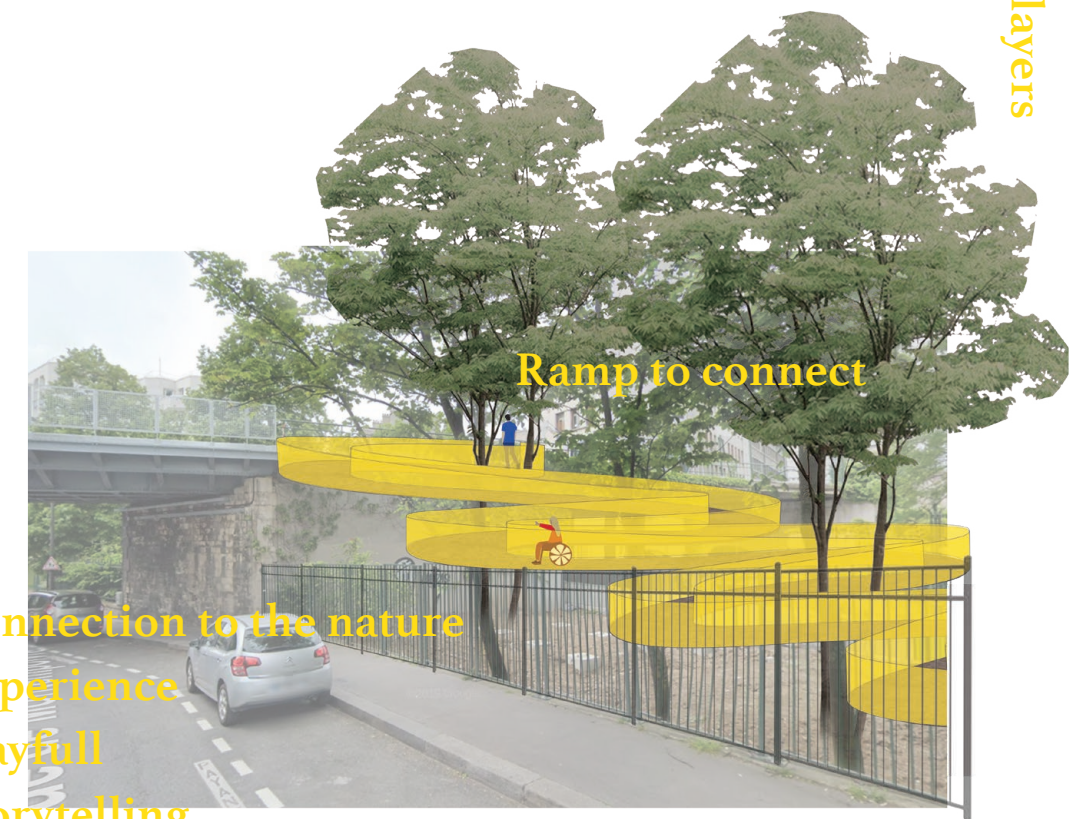
Safety

Staging



The ramp underlines the inviting connection as an experience and playful way of staging the connection and that the accessibility is for everybody.

Staging the layers



Ramp to connect

Connection to the nature

Experience

Playfull

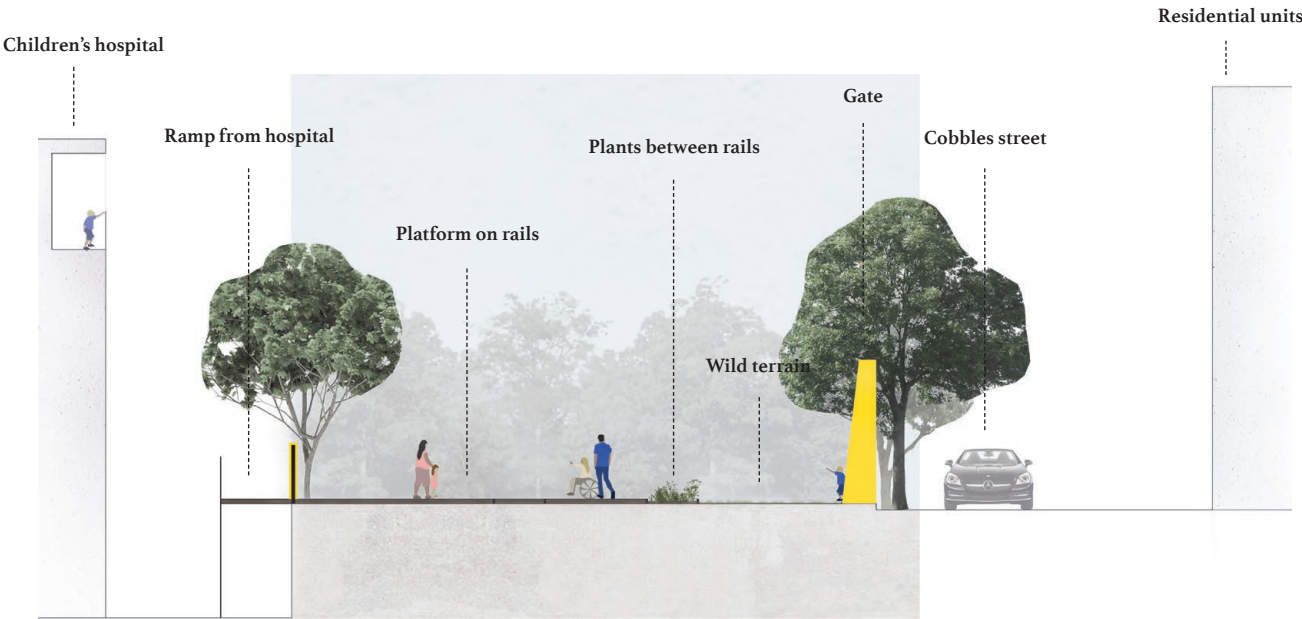
Storytelling

Experience

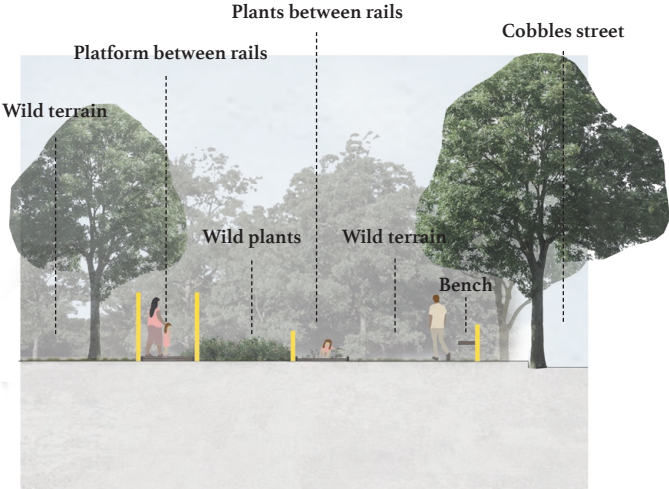
between residential units and children's hospital

The sections are made to present the principles of the experiences and the course of the yellow ribbon in the zone between the residential units and children's hospital. It is possible to see where these cuts on the whole stretch are on p. 100. As the sections are made as principles they are not presented in scale.

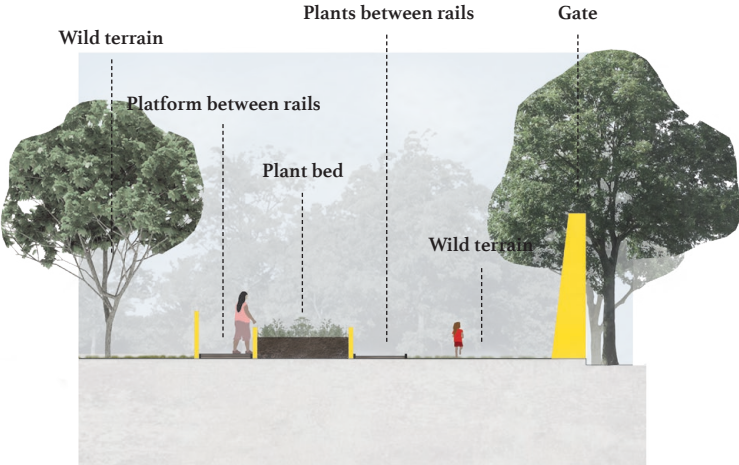
The yellow ribbon is an organic element framing the implemented interventions. It acts furthermore as a piece of furniture for the people visiting this area and forms plant beds that can be used by the local residents. Together with the platform, these create a common intimate space for the residential units and children's hospital.



Ill. 7.8 - Section B:B of suggested design



Ill. 7.9 - Section A:A of suggested design



Ill. 7.10 - Section C:C of suggested design



Ill. 7.11 - Suggestion for interventions on chosen stretch

The following visualisation serves to communicate the atmosphere and sense the new layers in the impact zone holding interventions. The key features are to visualise the different kinds of activities and ways to bring life into the impact zone by using the existing wild greening, historical tracks, and implementing new interventions.

The bright yellow gate on the right side illustrates how the stretch is opened up for the local community and draws attention. It is aimed to divide the impact zone into two. The left side consists of a platform that ensures accessibility for disabled people and is enclosed by the yellow ribbon. On the right side, space is preserved for the flora and fauna to be minimum impacted by people, and the tracks are remained to a maximum.

Future recommen- dations

To develop a recommendation for the future of La Petite Ceinture it is crucial to have a strategic mindset. The result of this thesis is not to suggest a fixed purpose for La Petite Ceinture as it would be impossible to cope with the whole part of the 32 km long railway in the available time frame. As a result, it is recommended to do more studies based on the analysis done in this thesis for more parts of the whole stretch. By doing this it will be achievable to develop more detailed and contextually responsive design solutions.

More analysis will as well enlighten the relationship between the appearance, course, and what it holds today and make it possible to choose impact zones that together with the residents will be developed in a manner that responds to the context. These impact zones could be developed based on more detailed guidelines drawn up by policymakers that altogether would establish a red thread across La Petite Ceinture. This will result in one continuous historical nature stretch with impact zones holding meaningful interventions and activities for the citizens. The integration of the local community in the process will furthermore result in ownership-feeling and awareness.

Another aspect that could be interesting to examine is if the implementation of temporary activities could help this process and give the opportunity to try out different ideas developed between the stakeholders, policymakers, and the local community.

Rounds off

Chapter 08

This chapter concretizes the approach and is about how this has been dealing with all the gained information and analysis. Firstly the design vision and conceptual approach that divide the selected stretch into zones will be presented together with the design guidelines that are a reminder of what to keep in mind and which things that are important to cope with when moving along with the design approach. All together these lead to the presentation of the conceptual design approach for different areas that held potential presented in the opportunities and constraints analysis. The suggestions for the zones of the 450 m long stretch is presented through plans, visualisations, zoom-ins, and section cuts. Finally, the design approach is rounded on by a recommendation for future development ideas.

Conclusion

Despite 11 years of work, there are not any fixed plans for how the circuit railway line La Petite Ceinture should be developed in the future. This thesis set out to explore in which manner and what is needed when taking gentrification and ecology into account when designing public spaces. As a result, the research aim was formed:

The research aims to discuss a strategic plan for La Petite Ceinture based on design investigations that face the consequences, challenges, and opportunities following the repurpose of the old railway infrastructure. The site will be explored from a historical perspective of Paris and La Petite Ceinture and by looking into the occurred ecology and potential consequence of gentrification. The focus is to raise a debate about how to ensure the reintegration of industrial infrastructure as a public space that reinforces equity and inclusion through activities and interventions.

A few people knew what was going on out there, but when searching it seemed like everybody was talking about it. It quickly became clear that this space was hard to grasp. La Petite Ceinture was chosen as it already very early was seen that the railway line held so much potential and character that could be ensured kept. The Municipality of Paris has since 2010 had so many plans, and even included the stretch in the biodiversity plan as they saw the potential to secure the occurred biodiversity. Preliminary analysis enlightened that planning processes for La Petite Ceinture was not clear and was faulty. As the documents of the future planning of the French capitals were unfolded it was clear that there were so many possibilities to include La Petite Ceinture in competitions that could rate on innovation, ecology, and inclusion of the context. Altogether this questioned the city's ambitions of fighting climate challenges and innovatively improving not attractive areas.

The thesis underlines the risks of gentrification when repurposing industrial structures through

the literature review. Regeneration is often done to create more attractive spaces, and often includes a certain amount of greening as well. This is leading to the term green gentrification. This thesis aims to respond to these issues by pointing towards an approach that considers the close context of the site, working with citizens' involvement, embracing the history, and including the occurred biodiversity. It is about underlining the importance of zooming in and working with smaller parts and show how a step by step design approach can take all the before mentioned elements into account and by that ensure a public space that reinforces equity. By working with an approach that takes smaller parts as done in this thesis will lead to a longer and more detailed process compared to working with the whole stretch at once.

The final design approach presented is done on the foundation of the document reviews and gathered data from the analysis done on multiple scales. In the suggestion for the site in the 12th arrondissement, the stretch is transformed from rejecting to inviting by creating access from other levels and curiosity in the use of colors and material. The close context consisting of residential units and a children's hospital is provided with green initiatives and activities that give the space a purpose. The design approach is a way of exploring how the design concept and guidelines can steer a suggestion for an impact zone can develop a suggestion for the whole stretch by taking smaller parts and repeat this process. This is the reason behind having the recommendations embedded in the chapter design approach.

Our focus is not only about emphasizing what La Petite Ceinture it is today, but as well to embrace what it has been and what it could be in the future.

Reflection

This part of the thesis is reflecting on the results of the material produced. Thus a last iteration of the content is ensured and next the challenges and limitations met will be described.

The complexity of La Petite Ceinture was through the process realised being bigger than first assumed. This was first understood when analysing the railway line and became very clear when doing in-depth analysis of the chosen stretch and working with the design approach. The fact that the railway appears different in terrain, character, biodiversity and context underlines that every inch of it should be investigated to understand the whole of it.

As a result of the literature review, gentrification was a factor always kept in mind to ensure a minimum impact of this when developing a design approach for the chosen part of La Petite Ceinture. Besides being a reminder the literature review revealed that the development processes in cities are depending on the political and economical factors, as the city economy benefits from the outsourcing sites to the highest bidder stakeholder. This where green gentrification was seen as an opportunity to work with gentrification as it provides the city with green structures and might be a more appropriate way of dealing with renewal projects. As mentioned, earlier urban design is about changing and improving the city environment, but as it is with all processes there will always, to a certain extent, be an impact of the politicians' and stakeholders' agenda. Within architecture there are today are several certifications that can be reached, but these restrict to the build forms and their attached outdoor environment. If this could be transferred and implemented at the same level in the discipline of urban design it could be an approach making sustainability in the cityscape attractive to reach.

The workflow of this process have been consisting of doing a design approach and from that draw up the recommendation for future development. It could be

interesting if this process was explored in the reversed order and see if the focus would have been the same and how it would have affected the outcome.

Finally, the process would have been very different if Covid-19 would not have locked down the world. The missed opportunity to do site visits resulted in a change of course one and a half months into the process and resulted in a extend of the second phase where the site analysis was done. Moreover, the intentions of interviewing with stakeholders, the Municipality, and citizens were challenged and non-existing as France was affected a lot by Covid-19, and this lead to a minimum response to the e-mails sent out. The canceled site visit forced us to depend on document analysis prepared by the Parisian municipality and use these as the foundation of understanding La Petite Ceinture. Another great wish was to be able to do more observations and through that understand the biodiversity and atmosphere of La Petite Ceinture and work more in-depth with these subjects.

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Illustrations

references

Ill. 1.0 - Appearance of a tunnel La Petite Ceinture is moving through
Photo by: Elisabet Subirats - WorldInParis.com © (2020). Available at: <https://worldinparis.com>

Ill. 3.0 - Appearance of La Petite Ceinture
Photo by: Elisabet Subirats - WorldInParis.com © (2020). Available at: <https://worldinparis.com>

Ill. 3.1 - Micro and macro scale
Own illustration

Ill. 3.2 - Sign
Own illustration

Ill. 3.3 - The High Line seen from above
Photo by: Barbara Høyer Johansen

Ill. 3.4 - The High Line walking path
Photo by: Bashar M.K. Shahmorad

Ill. 3.5 - A viaducts of Promenade Plantée
Photo by: Luna Nørgaard Gewitz

Ill. 3.6 - Walking path at Promenade Plantée
Photo by: Elisabet Subirats - WorldInParis.com © (2020). Available at: <https://worldinparis.com>

Ill. 4.0 - The position of France in the World
Own illustration

Ill. 4.1 - The position of the region Îll-de-france in France
Own illustration

Ill. 4.2 - The position of the City of Paris in the region Îll-de-france
Own illustration

Ill. 4.3 - Tourist map, the City of Paris, with all hyped attractions
Own illustration

Ill. 4.4 - Characteristic Haussmann architecture in the foreground and wide boulevard
Photo by: Viviana Ceballos
Ceballos V. Eiffel Tower, Paris. [online] Available at: <https://www.pexels.com/photo/eiffel-tower-paris-3341574/> [Accessed: Jun 03, 2020].

Ill. 4.5 - The development of Paris’ footprint through time
Own illustration based on: Nassie (n.d.). How The Ancient Walls Of Paris Have Become A Nightmare. [online] Available at: <https://snippetsofparis.com/paris-walls/> [Accessed: Mar 25, 2020].

Ill. 4.6 - Location of the 23 featured sites. The blue location pins are the ones exemplified on the next page
Own illustration based on: Pilsudski, T. and Koh, M. (n.d.). Reinventer Paris (Reinventing Paris) - Innovation as a key consideration for land sale sites. Centre for Livable Cities Singapore. [online] Available at: [https://www.clc.gov.sg/docs/default-source/commentaries/reinventer-paris-\(reinventing-paris\)-innovation-as-a-key-consideration-for-land-sale-sites.pdf](https://www.clc.gov.sg/docs/default-source/commentaries/reinventer-paris-(reinventing-paris)-innovation-as-a-key-consideration-for-land-sale-sites.pdf) [Accessed: Apr 08, 2020].

Ill. 4.7 - Ternes-Villiers
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Ill. 4.8 - Bains-douches Castagnary
Red Architects (n.d.). Bains-Douches & cO. [online] Available at: <http://redarchitectes.fr/?portfolio=bains-douches-co> [Accessed: May, 01, 2020].

Ill. 4.9 - Flower and ladybug
Own illustration

Ill. 4.10 - Green and blue structures in the close context of The City of Paris
Own illustration

Ill. 5.0 - Picture of La Petite Ceinture in function
WorldInParis.com © (2020). La Petite Ceinture Paris (Walking on Railroad Tracks). [online] Available at: https://worldinparis.com/walking-on-railroad-tracks-la-petite-ceinture-paris?fbclid=IwARoAxowMcEJNooFrj66nX7Zhsk-cWu43pLt6umtuMTg_AR7Qcj3aiuddJ8W4 [Accessed: Jun 01, 2020].

Ill. 5.1 - Map of uses and activities along La Petite Ceinture
Own illustration based on: apur (n.d.). Etude prospective sur le devenir de la Petite Ceinture. 17 bd Morland - 75 004 Paris: apur. [online] Available at: https://www.apur.org/dataviz/petite_ceinture/data/pdf/o3_synthese_diag_Apur.pdf [Accessed: May 15, 2020].

Ill. 5.2 - The course of the railway line
Own illustration based on: apur (n.d.). Etude prospective sur le devenir de la Petite Ceinture. 17 bd Morland - 75 004 Paris: apur. [online] Available at: https://www.apur.org/dataviz/petite_ceinture/data/pdf/o3_synthese_diag_Apur.pdf [Accessed: May 15, 2020].

Ill. 5.3 to 5.20 - Picture of the appearance
Photos by: © Apur
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Ill. 5.21 - The layers of La Petite Ceinture
Own illustration

Ill. 6.0 - Map showing location of 12th arrondissement
Own illustration

Ill. 6.1 - Contextual appraisal
Own illustration

Ill. 6.2 - Photo from Bois de Vincennes
Photo by: Antoine Verdier
Verdier, A. (2018). [online] Available at: <https://pixabay.com/da/photos/paris-frankrig-bois-de-vincennes-3589564/> [Accessed: Jun 02, 2020]

Ill. 6.3 - Site location within the 12th arrondissement
Own illustration
Ill. 6.4 - Selected site seen from above
Own illustration based on: © 2020 Google
Ill. 6.5 - Section cut of the selected site from east
Own illustration
Ill. 6.6 - Phenomenological analysis
Own illustration
Ill. 6.7 - Legibility analyse
Own illustration
Ill. 6.8 - The green character of La Petite Ceinture
Photo by: Elisabet Subirats - WorldInParis.com © (2020). Available at: https://worldinparis.com
Ill. 6.9 - Opportunity and constraints
Own illustration
Ill. 7.0 - Photo showing the character of the layers that La Petite Ceinture holds
Photo by: Elisabet Subirats - WorldInParis.com © (2020). Available at: https://worldinparis.com
Ill. 7.1 - Conceptual illustration
Own illustration
Ill. 7.2 - Plan of the design suggestion for the stretch
Own illustration
Ill. 7.3 - Concept of stairs to La Petite Ceinture
Own illustration on top of: © 2020 Google (2019)
Ill. 7.4 to 7.5 - Concept of staging the movement
Own illustration on top of: © 2020 Google (2018)
Ill. 7.6 to 7.7 - Concept of connecting and creating accessibility
Own illustration on top of: © 2020 Google (2019)
Ill. 7.8 - Section B:B of suggested design
Own illustration
Ill. 7.9 - Section A:A of suggested design
Own illustration
Ill. 7.10 - Section C:C of suggested design
Own illustration
Ill. 7.11 - Suggestion for interventions on chosen stretch
Own illustration
Ill. 9.0 - Map of uses
Own illustration
Ill. 9.1 - Design concept
Own illustration
Ill. 9.2 to 9.3 - Process sketches
Own illustration
Ill. 9.4 to 9.11 - Process sketches
Own illustration
Ill. 9.12 to 9.13 - Process sketches
Own illustration
Ill. 9.14 to 9.15 - Process sketches
Own illustration

Figure references

Fig. 2.0 - Process timeline
Own figure

Fig. 2.1 - Research phases
Own figure

Fig. 4.0 - Population growth, Île-de-France
Own figure based on: Population Stat, World Statistical Data (2020). Paris, France Population. [online] Available at: <https://populationstat.com/france/paris> [Accessed: Feb 26, 2020].

Fig. 4.1 - Population growth, Paris
Own figure based on: City population (2017). City Population, Paris. [online] Available at: https://www.citypopulation.de/en/france/paris/paris/75056__paris/ [Accessed: Feb 26, 2020].

Fig. 4.2 - Age distribution, Paris
Own figure based on: City population (2017). City Population, Paris. [online] Available at: https://www.citypopulation.de/en/france/paris/paris/75056__paris/ [Accessed: Feb 26, 2020].

Fig. 4.3 - Average household income in the City of Paris compared to the rest of France
Own figure based on: Paris Population 2020 (2020). [online] Available at: <https://worldpopulationreview.com/world-cities/paris-population/> [Accessed: Mar 18, 2020].

Fig. 6.0 - Inhabitants in the arrondissements
Own figure based on: Statista (2019). Population of Paris in 2019, by arrondissement. [online] Available at: <https://www.statista.com/statistics/1046193/population-by-district-arrondissements-paris-france/>. [Accessed: Apr 21, 2020].

Fig. 6.1 - Square meter price of housing units
Own figure based on: Statiske (2017). Price per square meter of apartments by arrondissement Paris 2017. [online] Available at: <https://www.statista.com/statistics/766844/price-per-square-meter-of-apartments-by-arrondissement-paris/> [Accessed: Apr 21, 2020].

Fig. 6.2 to 6.4 - Public meeting information icons
Own figures

Fig. 6.5 - 6.12 - Icons of answers from the public meeting
Own figures based on: The City of Paris (2013). Concertation on the future of the Petite Ceinture. The City of Paris: Res publica. [online] Available at: <https://translate.google.com/translate?hl=da&sl=fr&tl=da&u=https%3A%2F%2Fcdn.paris.fr%2Fparis%2F2020%2Fo2%2F26%2Fcb1e4781c13e39ef01f6266270d9fbf2.pdf&prev=search> [Accessed: May 21, 2020]

Fig. 6.13 to 6.15 - Site selection icons
Own figures

Fig. 7.0 to 7.3 - Design guidelines icons
Own illustrations

Appen- dix

Chapter 09

The appendix contains the poem by Charles Baudelaire from 1864 referred to in the literature review. More the uses analysis of the close context of the selected stretch is included. This forms the foundation for understanding the composition of the inhabitants. In case the QR-code in the design concept illustration will not work - you can find it here. Lastly, the sketches that form the basis of the presented design suggestions shown earlier in the report are included here.

The eyes of the poor

Charles Baudelaire, 1864

Ah! So you would like to know why I hate you today? It will certainly be harder for you to understand than for me to explain, for you are, I believe, the most perfect example of feminine impermeability that exists.

We had spent a long day together which to me had seemed short. We had duly promised each other that all our thoughts should be shared in common, and that our two souls henceforth be but one -- a dream which, after all, has nothing original about it except that, although dreamed by every man on earth, it has been realized by none.

That evening, a little tired, you wanted to sit down in front of a new cafe forming the corner of a new boulevard still littered with rubbish but that already displayed proudly its unfinished splendors. The cafe was dazzling. Even the gas burned with all the ardor of a debut, and lighted with all its might the blinding whiteness of the walls, the expanse of mirrors, the gold cornices and moldings, fat-cheeked pages dragged along by hounds on leash, laughing ladies with falcons on their writs, nymphs and goddesses bearing on their heads piles of fruits, pates and game, Hebes and Ganymedes holding out little amphoras of syrups or party-colored ices; all history and all mythology pandering to gluttony.

On the street directly in front of us, a worthy man of about forty, with tired face and greying beard, was standing holding a small boy by the hand and carrying on his arm another little thing, still too weak to walk. He was playing nurse-maid, taking the children for an evening stroll. They were in rags. The three faces were extraordinarily serious, and those six eyes stared fixedly at the new cafe with admiration, equal in degree but differing in kind according to their ages.

The eyes of the father said: "How beautiful it is! How beautiful it is! All the gold of the poor world must have found its way onto those walls." The eyes of the little boy: "How beautiful it is! How beautiful it is! But it is a house where only people who are not like us can go." As for the baby, he was much too fascinated to express anything but joy -- utterly stupid and profound.

Song writers say that pleasure ennobles the soul and softens the heart. The song was right that evening as far as I was concerned. Not only was I touched by this family of eyes but I was even a little ashamed of our glasses and decanters, too big for our thirst. I turned my eyes to look into yours, dear love, to read my thoughts in them; and as I plunged my eyes into your eyes, so beautiful and curiously soft, into those green eyes, home of Caprice and governed by the Moon, you said: "Those people are insufferable with their great saucer eyes. Can't you tell the proprietor to send them away?"

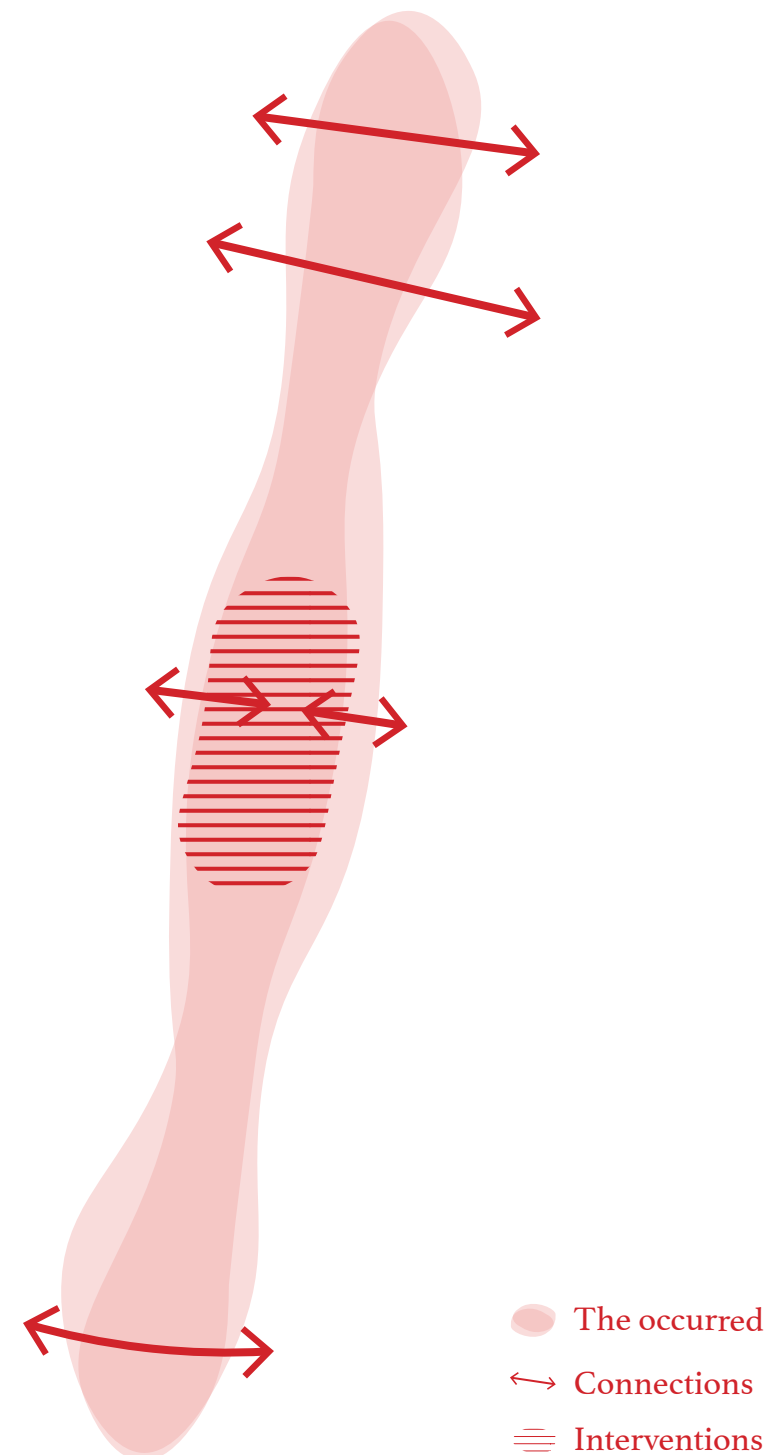
So you see how difficult it is to understand one another, my dear angel, how incommunicable thought is, even between two people in love.
(poems and pickaxes, 2012; unjourunpoeme.fr, n.d.)

Uses



The uses analysis have been used to support the knowledge about the composition of the citizens in the chosen part of the stretch of La Petite Ceinture.

Design concept

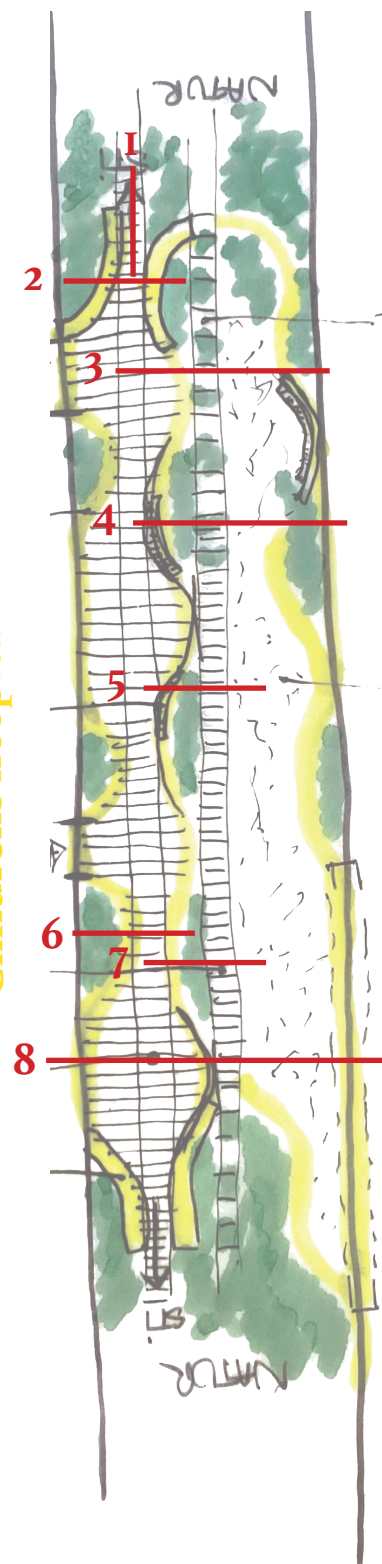


Not in scale

ILL. 9.1- Design concept

Sketching

Childrens hospital



The red lines shows where the sections are cut - organized by number.



Princip of framing naturepath and creating a gate between the two zones (section 2).



Not in scale

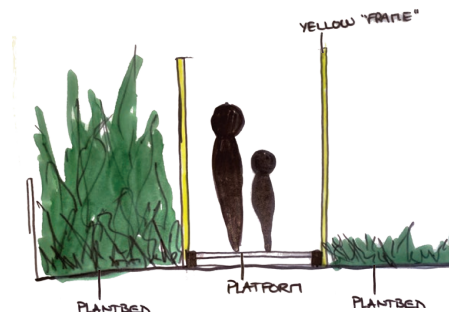
III. 9.2 to 9.3 - Process sketches

I

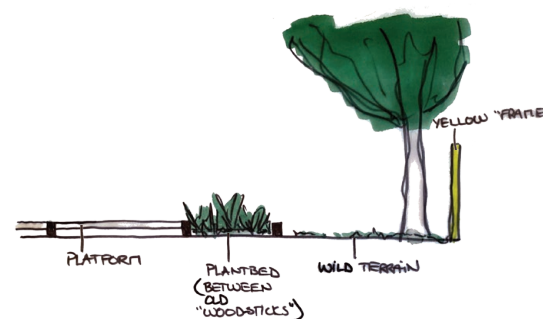


Shows how the path goes from platform to flat nature path.

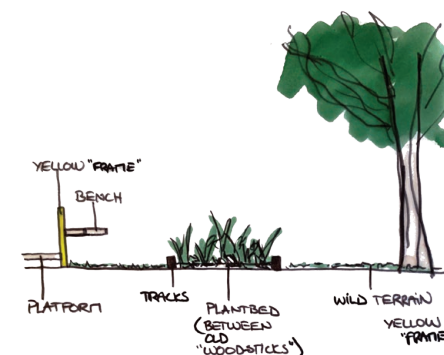
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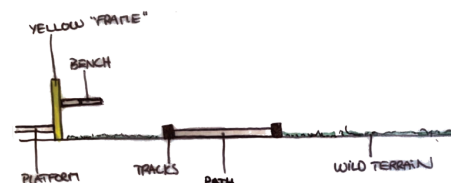
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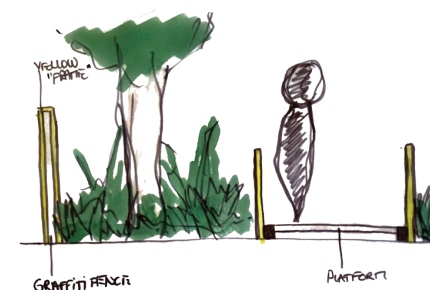
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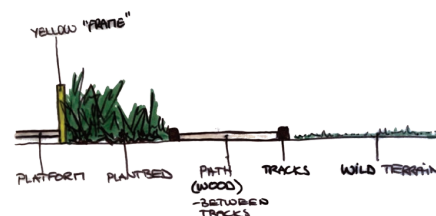
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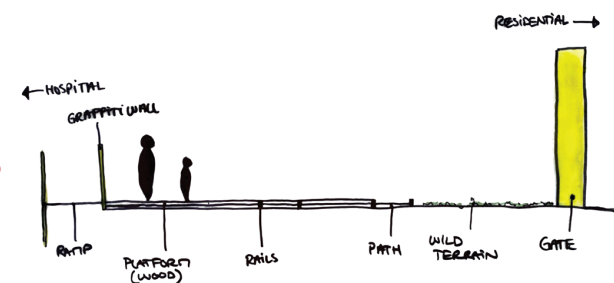
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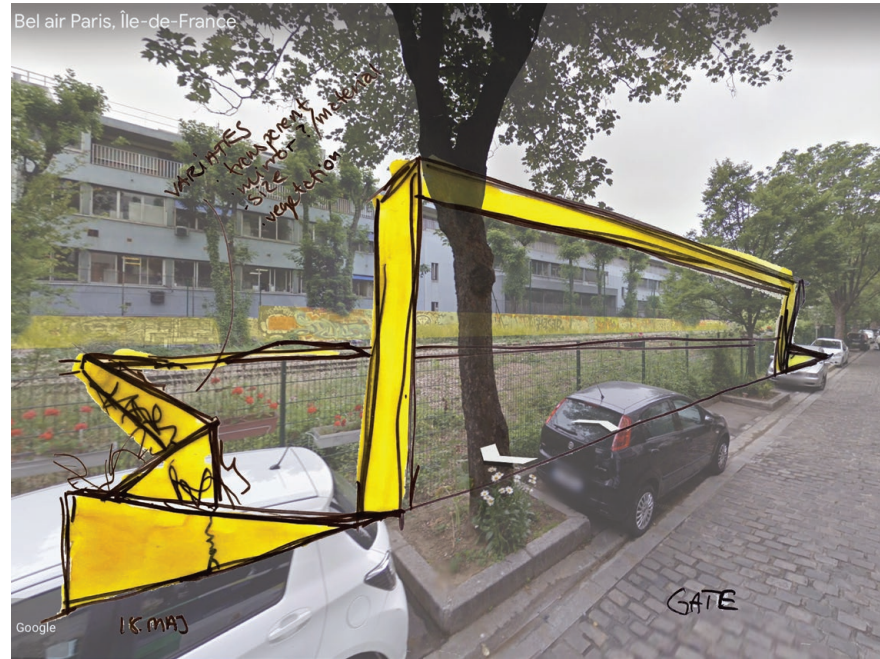


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III. 9.4 to 9.11 - Process sketches

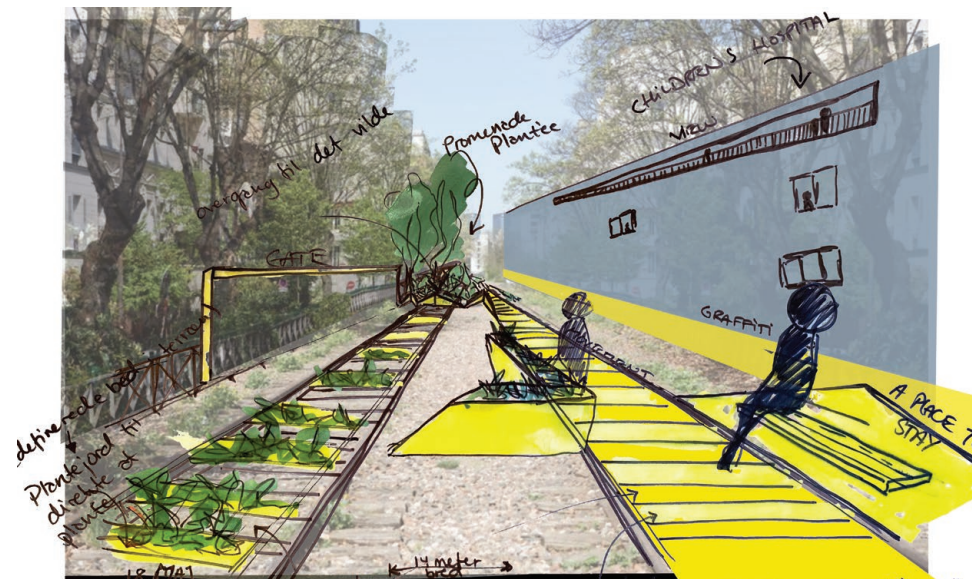
Gate

From residential street



Experience

Between Hospital and Residential



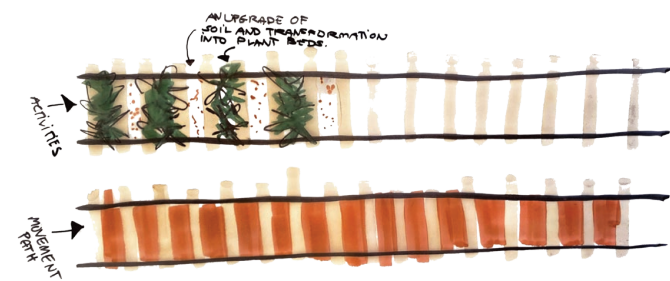
Ill. 9.12 to 9.13 - Process sketches

Nature

Movement and vegetation



The rails between the hospital and residential



Between the rails, one to enhance the movement and the other one to optimize conditions for wild vegetation.

Ill. 9.14 to 9.15 - Process sketches

