



How can Marly improve its urbanity, diversity and density while capitalizing on its close relationship with the natural surroundings, the generous amount of open space and the privileged topographical position of the Wikkler site?

The proposed development is structured along a central pedestrian space, a catalyst of mixed activities throughout the day and the seasons (housing, small commercial activities, liberal practices, artisan workshops, offices, restaurants, and cafés). This linear public space is anchored at one end in the cantonal road at the location of the bus stop, while blending into the existing open space network at the other end. It doubles as a public garden but also as a flexible green infrastructure for the entire neighborhood, with rainwater retention features, tree plantations and different green clusters with edible plants that can be also used for didactic gardening.

This central space is framed on the northern edge of the plateau by Marly skyline, a series of towers defining Marly's entrance silhouette. On the other side, it is framed by Marly gardens, a green-city strip of parallel lower-rise blocks and row-houses that allow for the existing lower green corridors identified in the South to be continued up to the park. On the outer edge of the central development, a road effectively organizes the entrance while maintaining a small-pedestrian and footpaths.

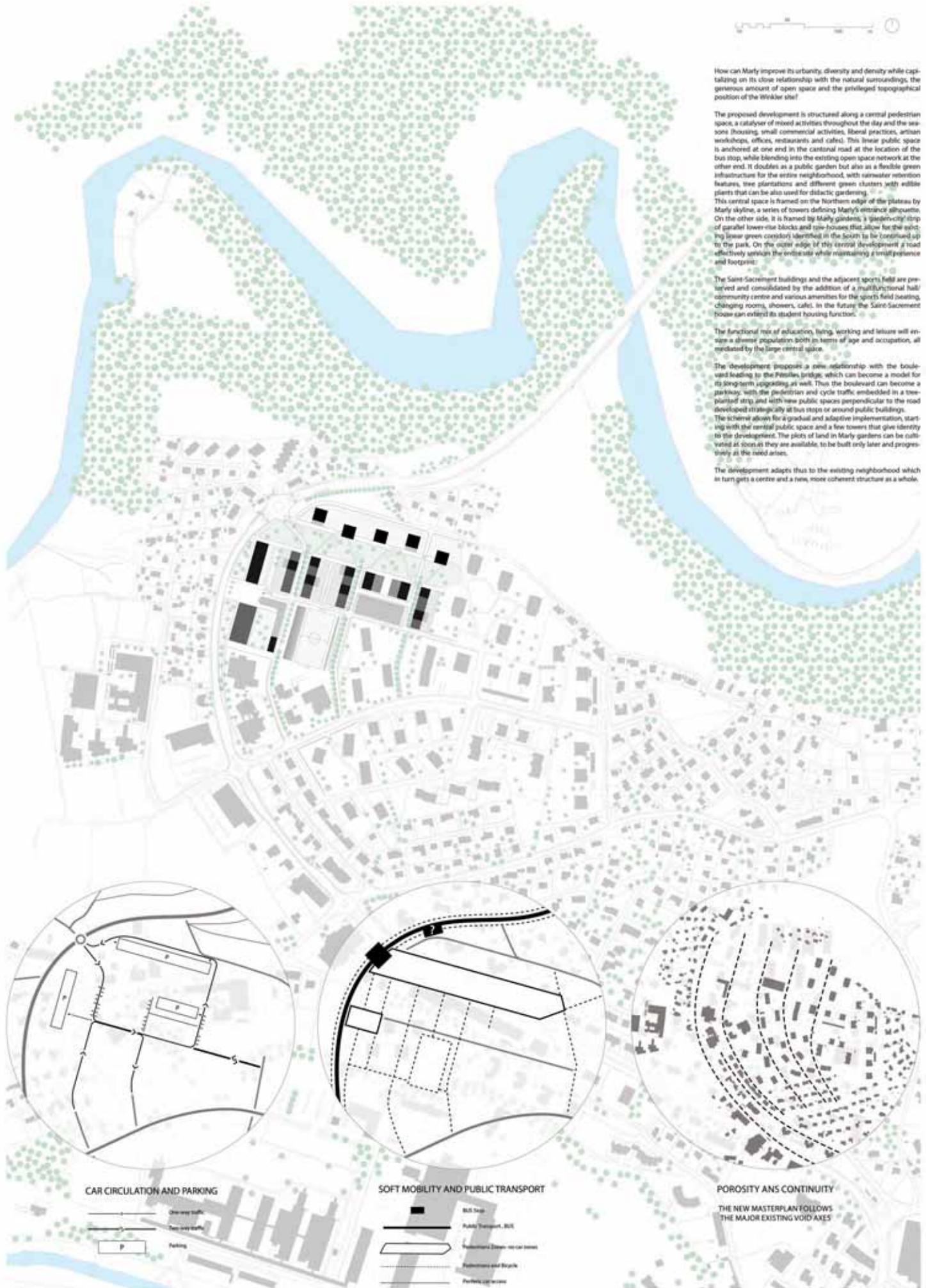
The Saint-Sacrament buildings and the adjacent sports field are preserved and consolidated by the addition of a multifunctional hall/ community centre and various amenities for the sports field (seating, changing rooms, showers, café). In the future, the Saint-Sacrament houses can extend its student housing function.

The functional mix of education, living, working and leisure will ensure a diverse population both in terms of age and occupation, all mediated by the large central space.

The development proposes a new relationship with the boulevard leading to the Pissinis bridge, which can become a model for its long-term upgrading as well. Thus the boulevard can become a parkway, with the pedestrian and cycle traffic embedded in a tree-planted strip, and with new public spaces perpendicular to the road developed strategically at bus stops or around public buildings.

The scheme allows for a gradual and adaptive implementation, starting with the central public space and a few towers that give identity to the development. The plots of land in Marly gardens can be cultivated as soon as they are available, to be built only later and progressively as the need arises.

The development adapts thus to the existing neighborhood which in turn gets a centre and a new, more coherent structure as a whole.



CAR CIRCULATION AND PARKING

- One-way traffic
- ⇄ Two-way traffic
- P Parking

SOFT MOBILITY AND PUBLIC TRANSPORT

- Bus Stop
- Public Transport, BUS
- Tramway / Streetcar / Light Rail
- Pedestrian and Bicycle
- Parking sign zones

POROSITY AND CONTINUITY

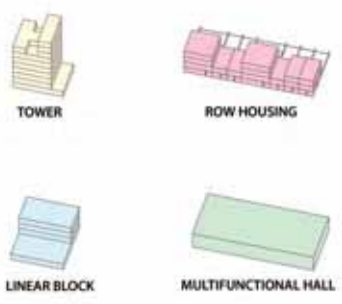
THE NEW MASTERPLAN FOLLOWS THE MAJOR EXISTING VOID AXES



PROJECT PHASING . EACH DEVELOPMENT PHASE CONTAINS THE SAME INGREDIENTS AS THE COMPLETED MASTER PLAN : A HIGH-RISE ZONE , THE STRUCTURING CENTRAL GREEN ZONE AND A LOW-RISE ZONE .
EACH PHASE IS COHERENT ON ITS OWN , HAVING THE COMPLEXITY OF THE COMPLETED MASTER PLAN



View from Parc des Falaises



- HOUSES
- APARTMENTS
- STUDENT RESIDENCE
- RESTAURANT/CAFE
- SMALL COMMERCE
- LIBERAL PRACTICES
- ARTISAN WORKSHOPS
- OFFICES
- MULTIFUNCTIONAL HALL (COMMUNITY CENTER, SPORTS & CONCERT HALL)



Longitudinal Section through The Park

