



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 Winkler site?

The proposed development is structured along a central pedestrian space, a catalyser of mixed activities throughout the day and the seasons (housing, small commercial activities, liberal practices, artisan workshops, offices, restaurants and cafes). 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 'garden-city' strip of parallel lower-rise blocks and row-houses that allow for the existing linear green corridors identified in the South to be continued up to the park. On the outer edge of this central development a road effectively services the entire site while maintaining a small presence and footprint.

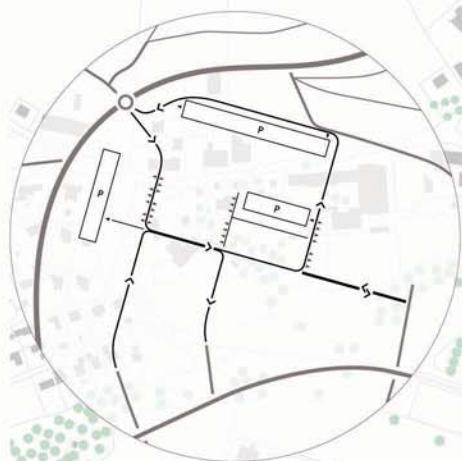
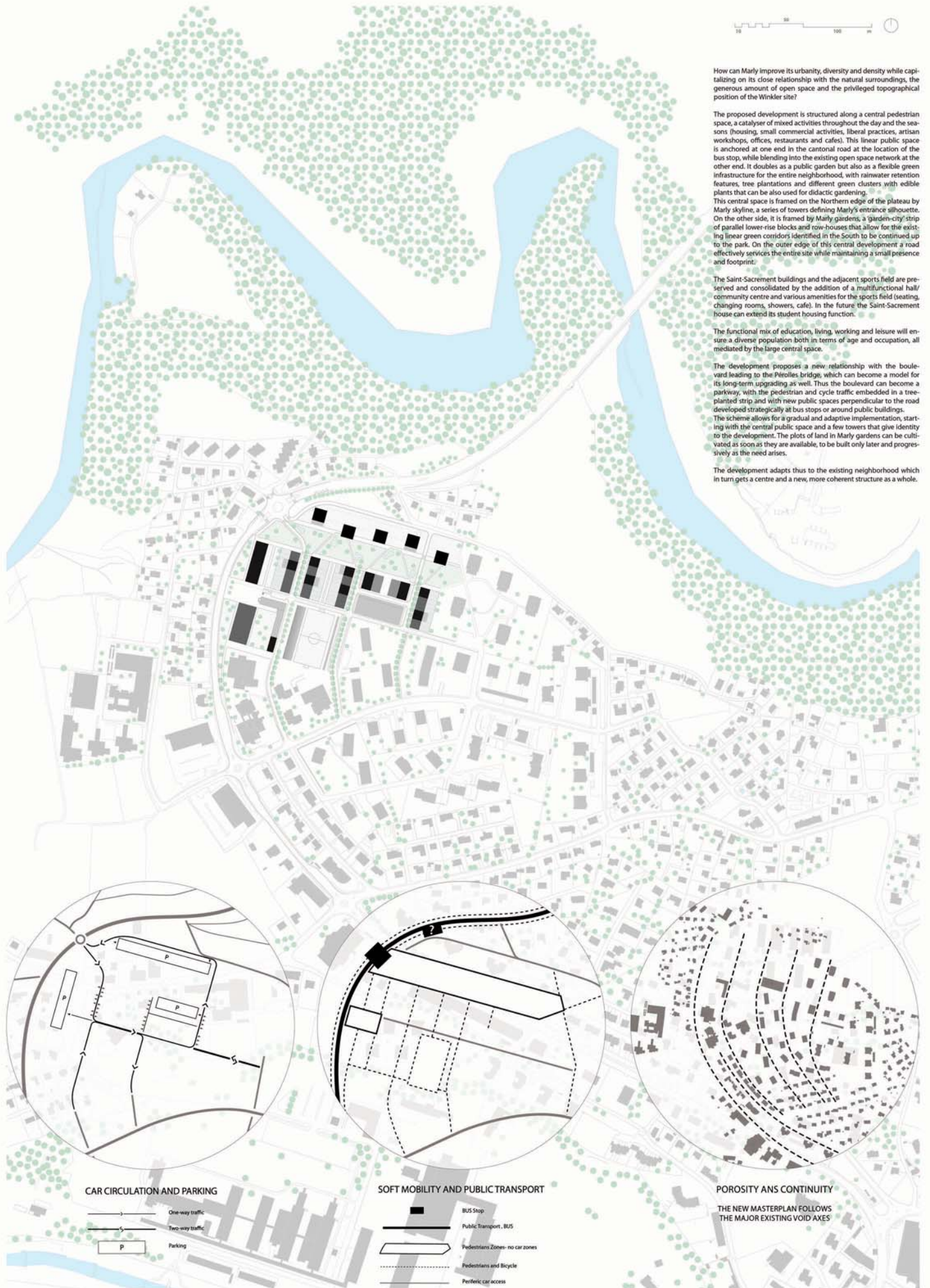
The Saint-Sacrement buildings and the adjacent sports field are preserved and consolidated by the addition of a multifunctional half-community centre and various amenities for the sports field (seating, changing rooms, showers, cafe). In the future the Saint-Sacrement house can extend its student housing 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 Pérolles 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.

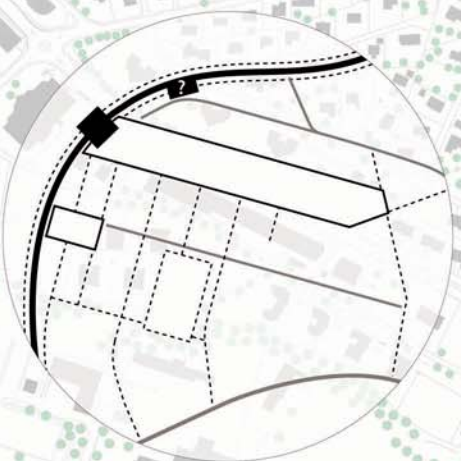
The scheme allows for a gradual and adaptive implementation, starting with the central public space and a few towers that give identity to the development. The plots of land in Marly gardens can be cultivated as soon as they are available, to be built only later and progressively as the need arises.

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

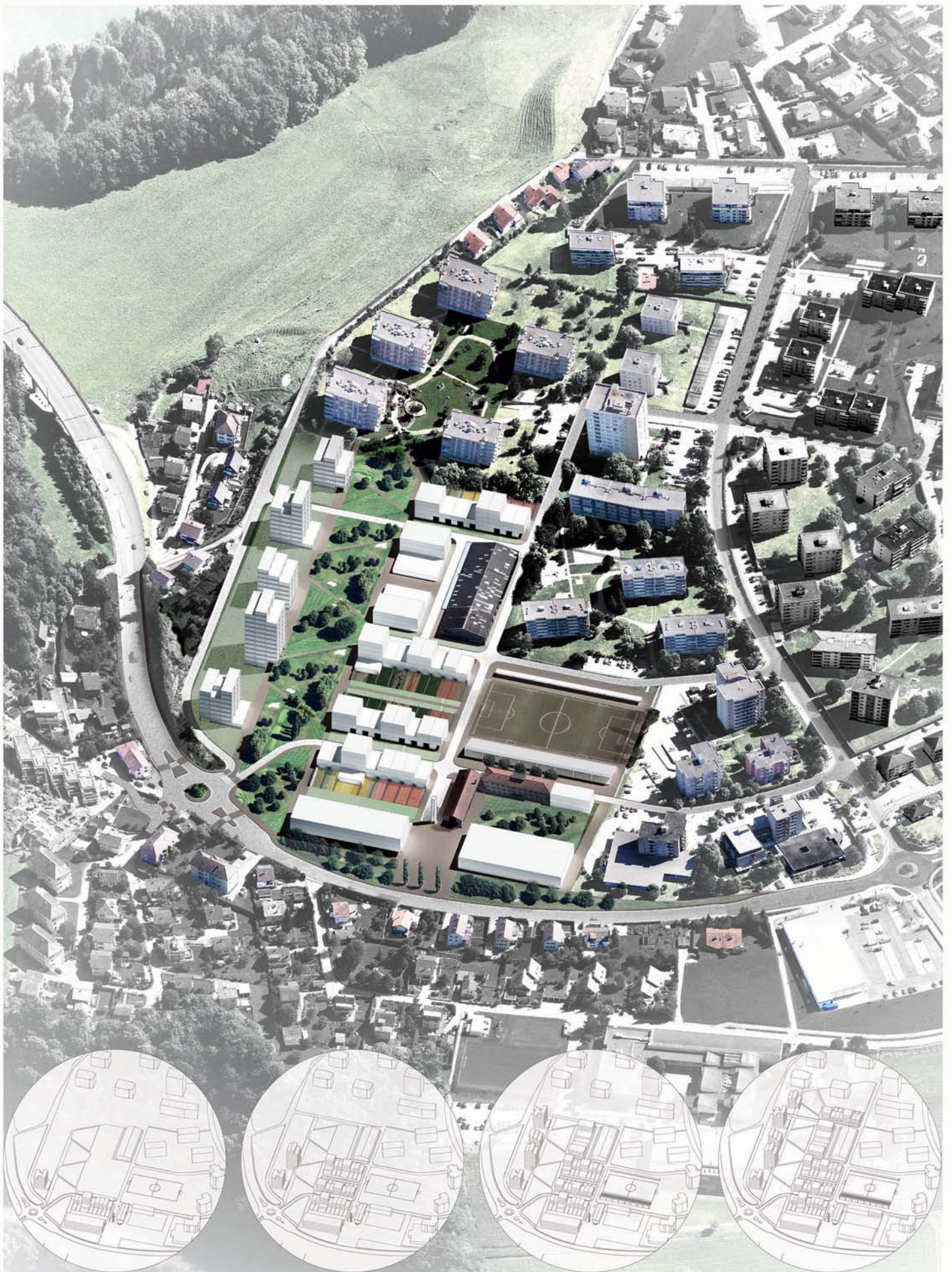
- BUS Stop
- Public Transport, BUS
- ▭ Pedestrians Zones- no car zones
- - - Pedestrians and Bicycle
- Periferic car access



POROSITY AND CONTINUITY

THE NEW MASTERPLAN FOLLOWS THE MAJOR EXISTING VOID AXES



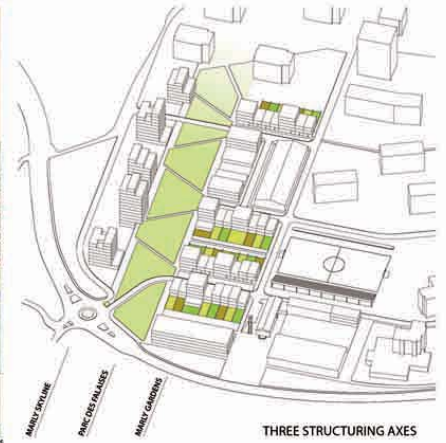


PROJECT PHASING . EACH DEVELOPMENT PHASE CONTAINS THE SAME INGREDIENTS AS THE COMPLETED MASTER PLAN : A HIGH-RISE ZONE , THE STRUCTURING CENTRAL GREEN ZONE AND A LOW-RISE ZONE . EACH PHASE IS COHERENT ON ITS OWN, HAVING THE COMPLEXITY OF THE COMPLETED MASTER PLAN

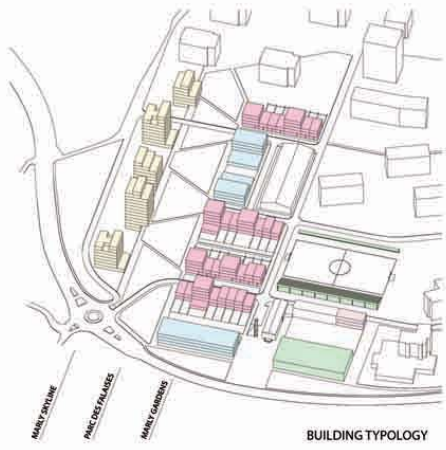




View from Parc Des Falaises



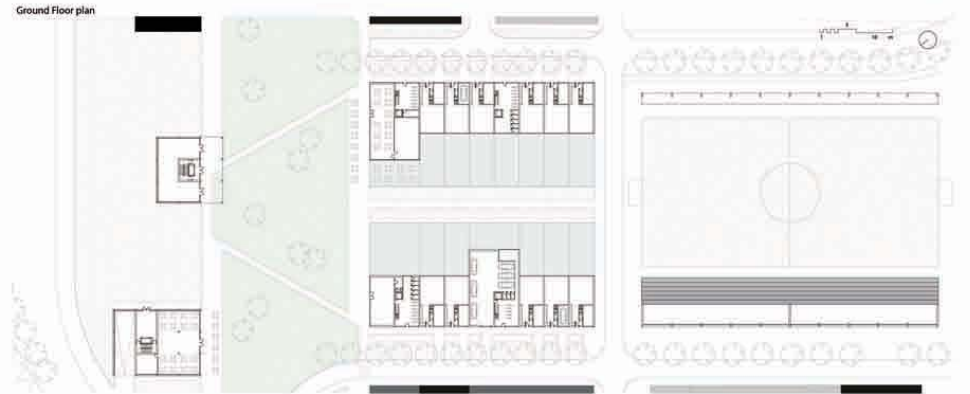
THREE STRUCTURING AXES



BUILDING TYPOLOGY



Section



Ground Floor plan



TOWER



ROW HOUSING



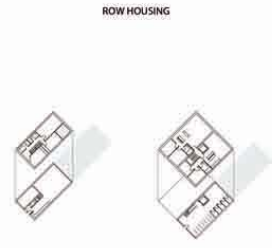
LINEAR BLOCK



MULTIFUNCTIONAL HALL



TOWER

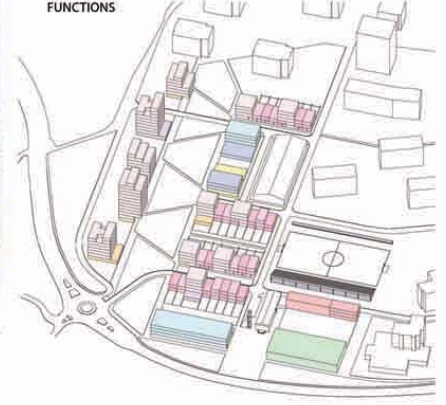


ROW HOUSING

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



The Skyline - View from Pont de Pérolles



FUNCTIONS

Longitudinal Section through The Park

