

E13 | GENÈVE

Preserving and enhancing what already exists.

A new scenario is not required, but instead using what we have from a new perspective.

IDENTITY OF GENÈVE

The Genève valley is a balanced blend of beautiful towns, ancient villages, agriculture and beautiful nature. Intervening where there is a equilibrium with nature and a high quality of life, demands a respect and deep reflection on the value of the pre-existence.

An urban intervention does not have to involve construction.
It is proposed to view future urbanization from a review of approaches, dynamics and processes that involve a new way to use and adapt the existing physical framework to new needs.

The recognition of uncertainty is an integral characteristic of strategic decisions.
This is no time for big interventions, nor single, definitive solutions. Current realities may change and actions must ensure the flexibility and adaptability of planning a predictable and unpredictable future.

The alteration of territory and its resources must be weighed from a long term perspective, looking for real sustainability: social, political, economic, environmental and cultural. Avoiding actions that compromise the opportunities of future generations.

An intervention strategy that favours the protection of pre-existence it is proposed. Intervening and improving the existing city, prioritizing the benefit of existing users, versus focused exclusively on the new housing interventions.

Intervening in the pre-existence requires:

- A deep knowledge of the context, needs and existing resources.
- A participatory process involving citizens, institutions and all actors in the city.
- A comprehensive approach that goes beyond traditional construction.
- A flexible framework for action that allows structural change from individual participation.



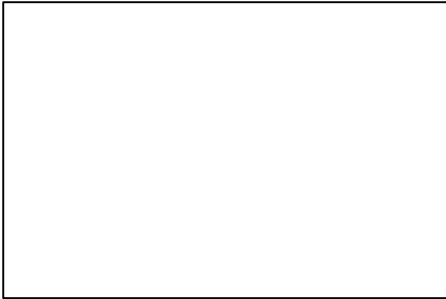
Genève: preservation, permeability and density.

THE VALUE OF THE PRE-EXISTING
Onex-Bernex-Confignon, Genève.

*In a field
I am the absence
of field.
This is always the case.
Wherever I am
I am what is missing.
When I walk
I part the air
and always
the air moves in
to fill the spaces
where my body's been .
We all have reasons
for moving.
I move
to keep things whole.*

Keeping things whole.

Mark Strand, "Sleeping with one eye open", 1964.



STRATEGY OF TRANSFORMATION.
Permeability and densification from different modes of operation:

MINIMIZATION = cleaning
Improving the accessibility and mobility of the population through the removal and reduction of social elements and dynamics that inhibit the enjoyment of the territory.
The proposal aims to reduce traffic and car use around homes to enhance mobility by foot and bicycle.

DISMANTLING = restore
As a necessary proposal to revive the use of land and territory.
It aims to dismantle borders and walls that divide the plots of the houses to create a new urban porosity to allow better accessibility.

REUSE = recovery
As a search for the potential of existing territory. Against the general trend that defends the need to extend and expand new opportunities, it reflects on the existing ones, improving their operation. Residential buildings have the potential to be retrofitted to new uses or change its ratio of occupation.
The proposal aims to create new uses and programs to stimulate and densify the residential area.

NO CONSTRUCTION = respect
As an alternative to unnecessary building, prioritizing the value of preexistence and the voids. The construction of new housing is not the only way to densify. Social actions and meeting spaces are what energize a population and generate new interest in living in it.
The proposal respects gaps as areas of opportunities for meeting, social action and the resolution of the deficiencies identified by the urban population. These gaps are the opportunity for the creation of new entrepreneurship and urban services.

- Preservation:**
- Preservation of agricultural heritage and nature.
 - Containment of urban development.

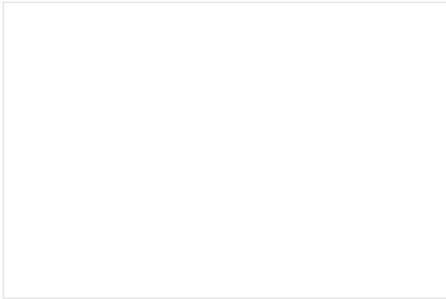


Genève: preservation, permeability and density.

strategy

- Preserve and enhance the pre-existing.
- Reactivate by connecting existing urban and territorial fabric.
- Improve accessibility and soft mobility in the territory.
- Time-based participatory process.





strategy

Make a permeable city by managing roads and voids.

Enhance the rural-urban identity.

Enhance soft mobility, reducing traffic.

Connect services, equipments and recreational areas.

Building the city with a continuous path.

We approach permeability as the convergence of two criteria:
Connecting and Porosity.

Management of road network = CONNECTING
Management of void = POROSITY

Connecting Services and Recreation.

North-South Axis and East-West Axis.

Not lacking services but rather a lack of accessibility. Faced with the idea of deploying new services along Route de Chancy, we propose instead to facilitate access to existing services at the perimeter of the project site. However, the current closed configuration does not allow direct access to existing services and recreational areas.

Suggest the following actions:

- Removal of walls and barriers to accessibility.
- Reduce car use and enhancing soft mobility.
- Activate services on the perimeter and their connection to residential areas.
- North-South axis: connecting farmland and recreational areas (sports areas and natural areas).
- East-West axis: connecting the centers of existing urban services to residential areas.

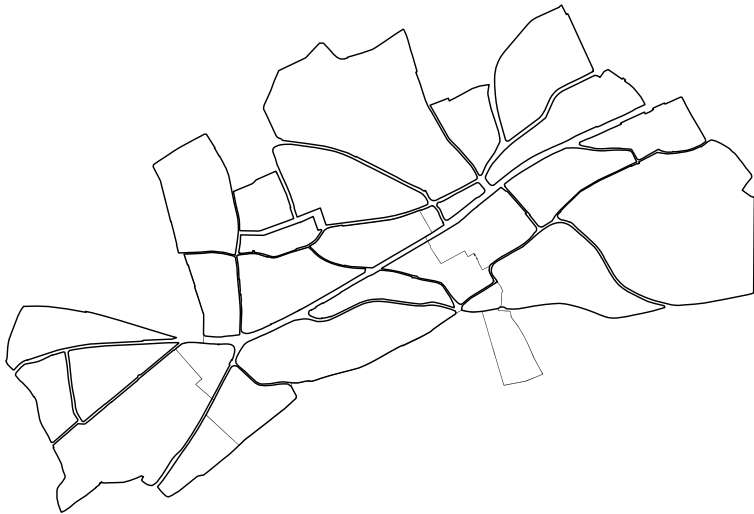
Soft Mobility

And her you have to put streets. [...]

If you really want to generate diversity, urban districts need frequent streets anyway.

Its importance as a high-occupancy passenger only reinforces the need. [...]

Jane Jacobs, "The Death and Life of Great American Cities", 1961.



Superplots

- minimize the use of cars within superplots
- return pedestrian priority on public roads



Primary paths and urban voids

- main paths connect with territorial soft mobility network, services and existing urban centers leveraging existing voids.



Secondary Paths

- secondary paths open voids, give better accessibility to major walkways and to existing services.

Connecting the Countryside with City.

Recovering Route de Chancy.

Route de Chancy serves as a historic route between the farmland valley to the city of Genève. The road must again privilege the relationship between countryside and city—its treatment having a character that connects but also bonds together divided neighborhoods to one another.

With the existing TCOB tramline terminating at the east end the project site, available parking to service the end of the line, a separated bike lane, and access to an underground highway, it is proposed to discourage thoroughfare use of the road. Rather people should park their cars, use the tram, or take the underground highway into Genève.

A change in the character of this road is suggested, with the following characteristics:

- Redirect thoroughfare traffic to the highway network.
- Reduce traffic to encourage pietonal movement and porosity across project site.
- Road for public transport, bicycles and pedestrians.
- Preserve the historical dimension of the road.

Strategies: Connecting and Porosity

Management of road network = **CONNECTING**

SUPERPLOTS (vehicles):

Enhancing the rural-urban identity.

Grouping existing fragmented plots gives pedestrians priority within. Access restricted to residence vehicles only.

SOFT MOBILITY NETWORK (bicycles and pedestrian):

Enhancing mobility.

Distance ratios within limits enable movement independent of the car. Trips on foot from houses are not higher than 1km, so in 15 minutes you can access existing services. The current closed configuration does not allow soft mobility that meets these ratios.

Primary Paths (territorial character).

Across the territory, these links connect the project site with its natural and structural assets. In particular north to south—water (*Le Rhône* and *L'Aire*), forest, countryside, park and services. These paths extend beyond to the neighboring villages, and connect to a greater cantonal network of hiking trails that lead to the heart of the city.

The main pedestrian routes connect to:

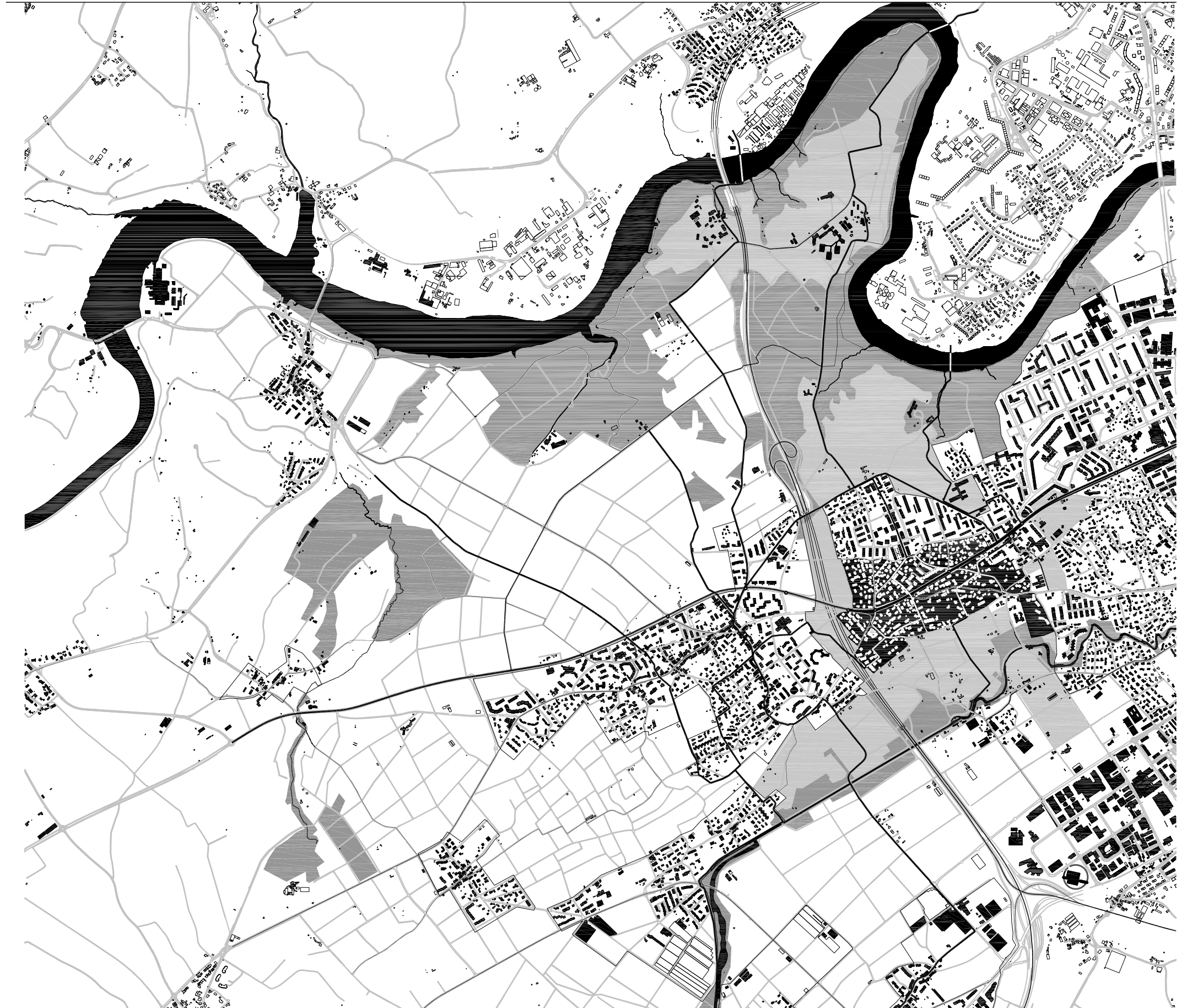
- urban centers of existing services
- natural areas
- major sports areas
- farmland
- existing voids

Secondary Paths (urban character).

The local fine network within the superplots, mostly pedestrian, is based on the daily commute connecting residential areas to primary paths and local assets (tram stops, small urban centers and leisure spaces located on periphery of the project site). This results in a fine mesh with direct and reliable connections that complement village life.

Through this network, all houses have direct access to:

- the primary soft mobility paths
- voids within the superplots
- local assets



Management of Void = **POROSITY**

Existing voids are one of the most interesting sections of the city, a series of areas with the potential to connect and breathe life into the city.

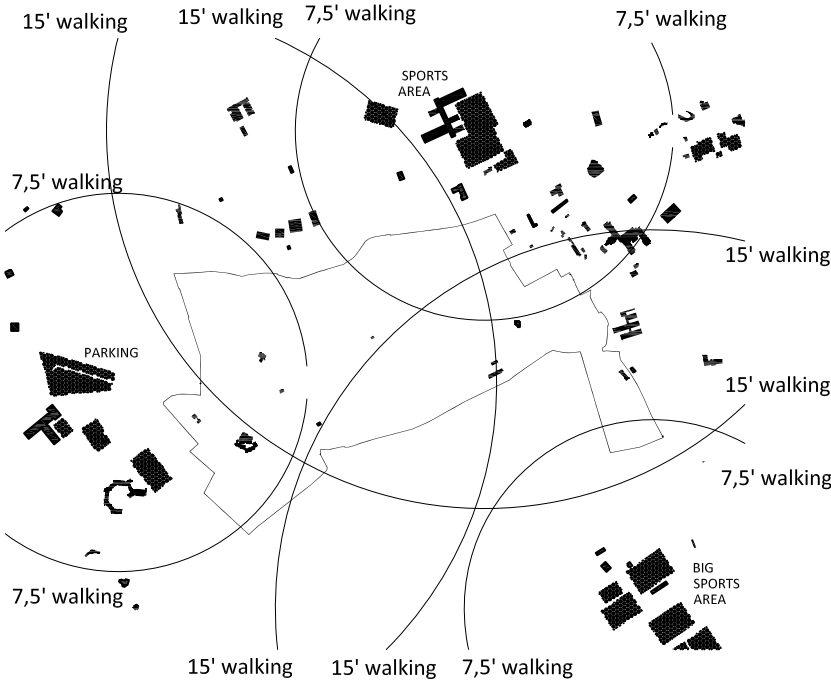
Interventions in voids for promoting social action and citizen encounters are proposed. We take existing voids as new urban potential, which offer a social meeting place for discussion and understanding. Needs identified by residents, can be developed in these spaces that, in turn, are connected within the entire urban and territorial frame. These processes will be developed over time based on the interaction with people. Possible new projects or urban action would be integrated into sustainable urban and long-term social network.

- Void typologies:
- Large private plots, with lower occupancy at 10%.
 - Points in pedestrian streets.
 - Plots and land in public ownership.
 - Private plots without buildings.

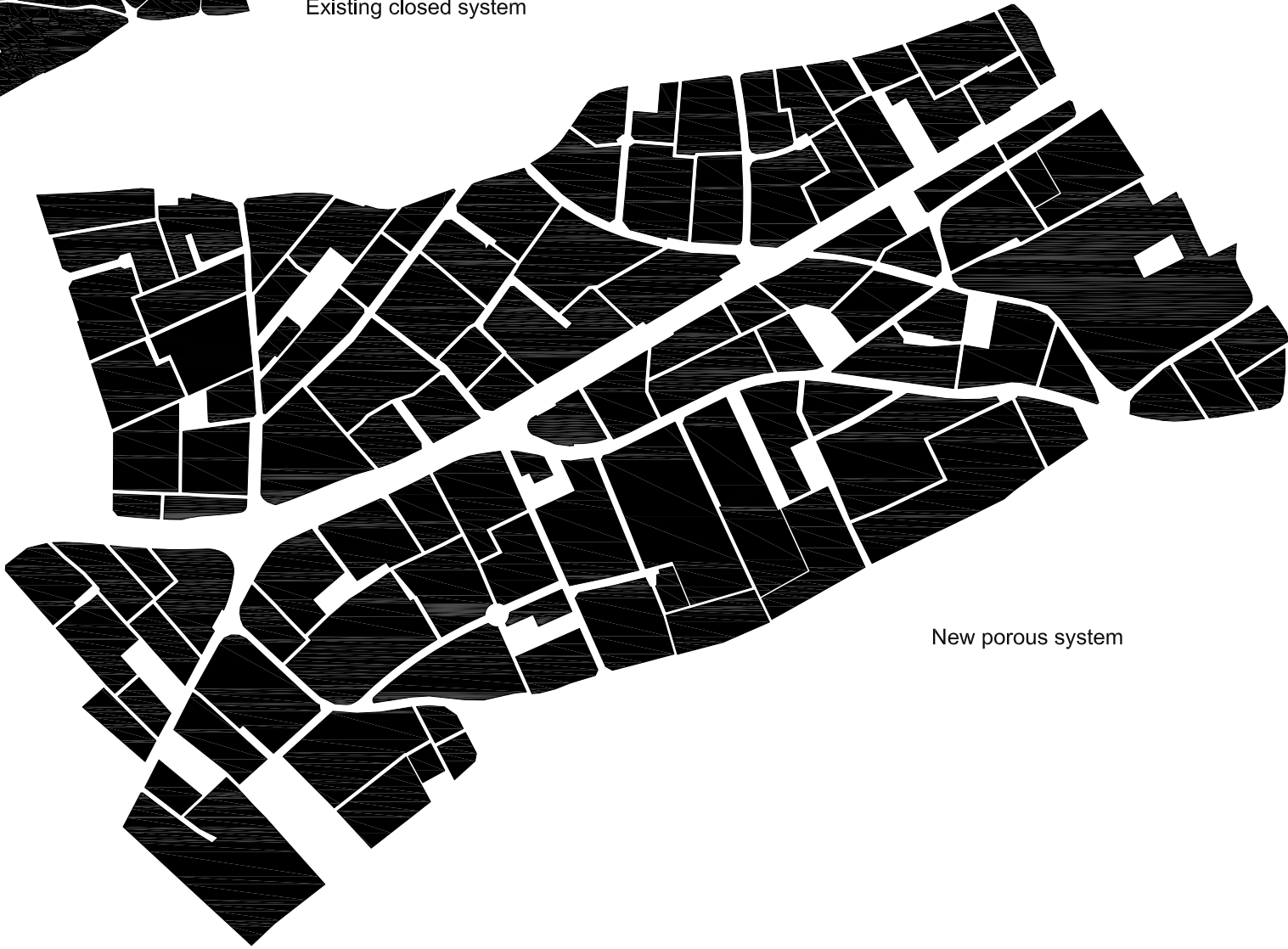
Interventions

- Transform roads within superplots:** selected roads previously for automobile traffic become pedestrian.
- Open dead-end streets:** dead-ends are opportunities for connecting the super-blocks and increase its porosity.
- Create bike lanes and sidewalks:** paths separated from roads used for automobile traffic give priority to pedestrians and cyclists.
- Dismantle walls and fences:** to allow the creation of a new soft mobility network
- Connect existing voids:** with pedestrian networks for consolidation and progressive achievement.
- Direct access to soft mobility network from houses:** facilitating mobility on foot or by bicycle instead of car.

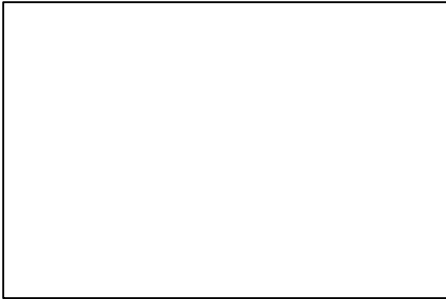
Walking distances:



Existing closed system



New porous system



Diversify to Integrate

The arrival of a new population into a territory brings diversity. But to **avoid both physical and social fragmentation, it is necessary** to focus on the environmental conditions, especially the pre-existing, to be able to create a thriving community.

We propose the use of a flexible structure that has the ability to adapt to different lifestyles. The proposal does not require technological not formal innovation, but rather a conceptual reorientation --to develop new uses and programs in traditional spaces. It is proposed to provide new content to the existing physical scene, responding to the demands of the citizens.

Densify without building

It is necessary to **increase density to guarantee social sustainability**. But an increase in built-up areas to accommodate more people, changes the balance between countryside and city which is the real identity of the place and ensures a quality of life.

The challenge is therefore **increase the density without consuming territory**. The **current ratios occupation of the land and surfaces housing**, are opportunities to think about other schemes that respond to the changing needs of the population.

Transformation Process

Genève: preservation, permeability and density.

DENSIFY and DIVERSIFY
Onex-Bernex-Confignon, Genève.

strategy

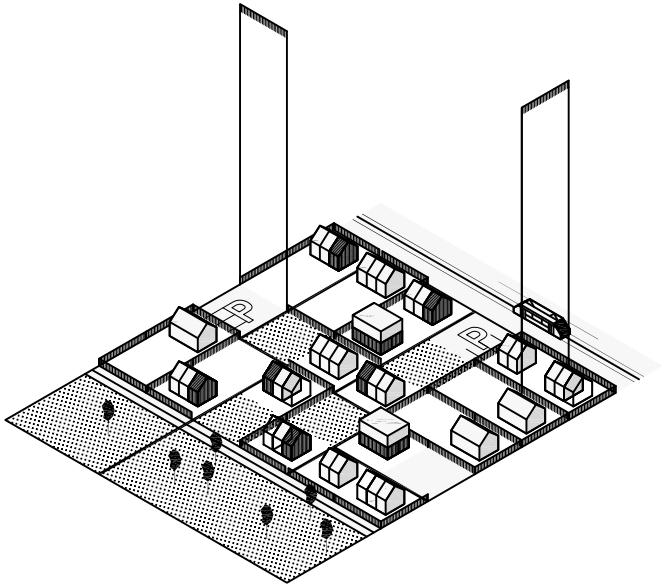
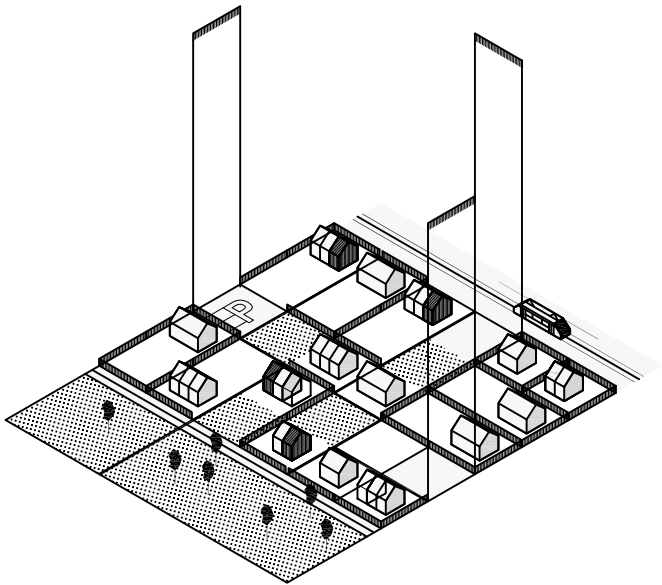
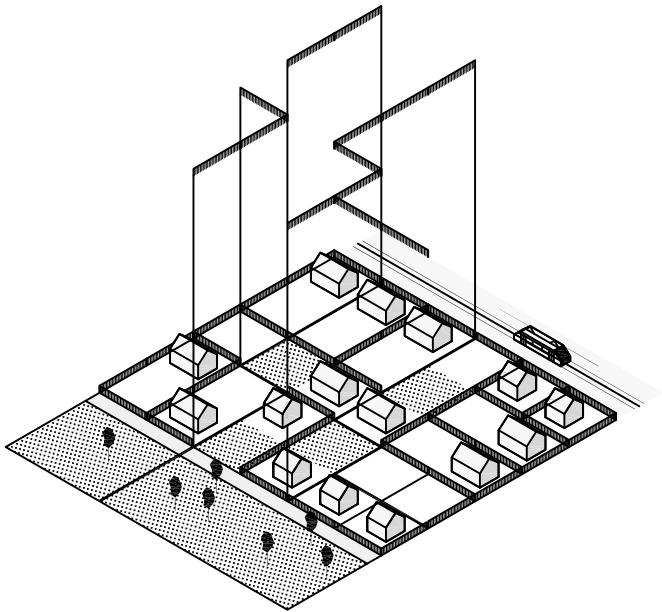
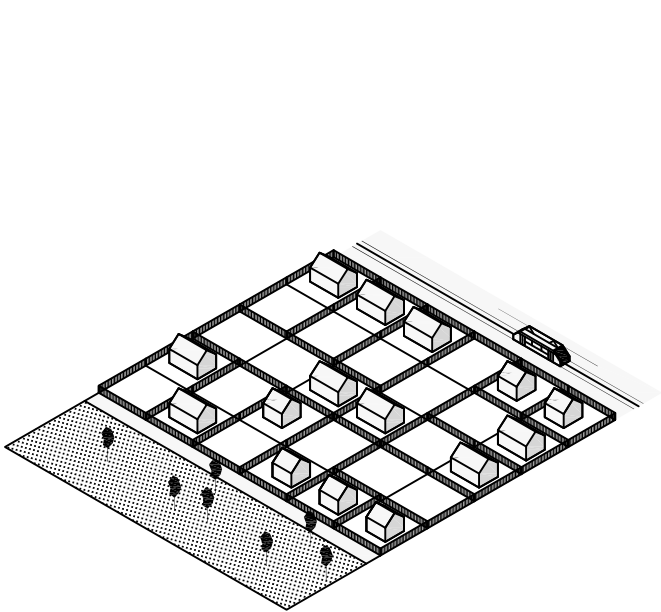
Densify and diversify the city.

Protect the territory from the building scale.

Implement a uniquely comprehensive strategy from adapted specific interventions.

Transition City according to demand from the citizenship.

*The streets are not an end in themselves. They are simply a means to an end. [...]
As combinations of primary uses, busy treets are an effective way to generate diversity
only by the way they operate element. [...]*
Jane Jacobs, "The Death and Life of Great American Cities", 1961.



We proposed to implement an time-based participatory process **of intervention and improvement** through specific actions based on comprehensive guidelines.

Global Strategy:
Road equipment analysis: Hierarchical organization = decreasing traffic and pedestrian focus
Void Analysis: Connect and reactivate.
Barrier Analysis: Dismantling
Building Analysis: Density and diversify.

- Actual state**
- Fragmented city
 - Imbalance between field and city
 - Main streets: traffic in two directions.
 - Secondary street: cul-de-sac and dead-ends
 - Plot A: Occupation <10%
 - Plot B: Fully fenced
 - Plot C: Housing underutilized
 - Plot D: Free of building (Residual urban space)

Transformation states

Reducing traffic on the main road / Pedestrian secondary streets / Opening of cul-de-sacs and dead-ends. / Neighboring community consultation meeting / Approval of regulations for removing visual barriers. / Demolition of perimeter fences in strategic plots. / Wine festival for the revival of point-of-sales. / Granting with the abandoned plot D, to the association who applies for it. / Technical consultation on the possibility of phyto-depuration. / Installation of bike parking. / Intergenerational traffic education workshop. / Inserting a post office in the house on Plot C. / Set up an educational space on the ground floor of the house on Plot E./ Promotional program for the start-up businesses. / Local consultation for the use and enjoyment of empty private plots. / Review of legislation and coordination between the different municipalities. / Growth and optimization network plan of facilities in the city. / Occasional use for artistic exhibition space of the residual spaces

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Strategies

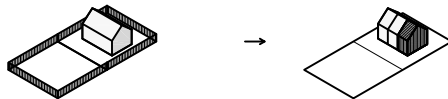
The best project is a process of transformation.

- Urban planning must favor **flexibility, adaptability and integration**.
- Reactivation of the **community space** is prioritized, in a physical, cultural, social, political and intellectual way.
- Whether public or private, city building requires to increase its **use and enjoyment of common resources**.
- Urbanization is a process that responds to **population flows**, where the city is built from need, and continued by constructive criticism and discussion by the different agents.
- Urbanization is not only a construction or architectural process, it is also **political, legislative and bureaucratic** and necessarily multidisciplinary.
- Urbanization has to give an **answer** to current needs without exhausting the opportunities and resources of future generations.

Interventions

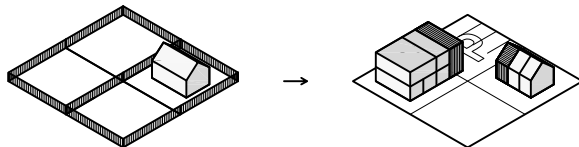
Renewed typological solutions./Promotion of **new management systems** for the housing stock/Programs for promoting **small business**./Implementation of economic activities that strengthen **ecological network** area./**Hybridization programs** in existing morphologies./**New redistribution of surfaces** in residential units./The **reuse of empty and residual spaces** as equipment and activity nodes./**Interconnection of squares and public spaces** encouraging mobility and accessibility./The **introduction of new productive activities** in relation to both the pre-existing and the new. /Installing **supply systems and energy management** on demand./Inserting **start-up equipment** that can be extended on demand./Detailed study of **housing needs**./Adapting the models to the new programmatic **needs**. /Process of opening **private spaces** for community use./**Land use agreements** for the enjoyment of obsolete private spaces.

1st situation: housing subdivision + new equipment and services

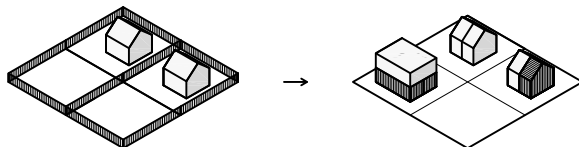


m2 plot > 2500
m2 housing > 300
m2 new housing unit > 150
m2 housing/person > 50
% occupation < 15%
use: housing & services

2nd situation: housing subdivision + extension of collective housing + new uses and services.

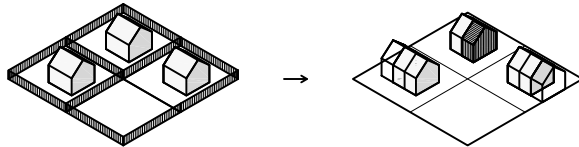


m2 plot > 1600
m2 housing > 200
m2 new housing unit > 100
m2 housing/person > 30
% occupation < 20%
use: housing & services



m2 plot > 900
m2 housing > 100
m2 new housing unit > 75
m2 housing/person > 30
% occupation < 25%
use: housing & services

3rd situation: housing subdivision + extension of housing + new uses and services



m2 plot > 400
m2 housing > 60
m2 new housing unit > 40
m2 housing/person > 30
% occupation < 30%
use: housing & services

