



**International Society of  
City and Regional Planners**



**Université de Genève  
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**UNESCO-MOST  
Management of Social  
Transformations**

# **14<sup>th</sup> Young Planners' Report**

## **The Cross Border Agglomeration Geneva Consistency and Complementarity**

**ISoCaRP Congress 2004  
Geneva, Switzerland  
September 2004**



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## **FOREWORD**

by the President of ISoCaRP

The Young Planners' Workshop has become such a prominent component of the ISoCaRP Congresses since it was introduced in 1991 that it is easy to forget the tremendous effort to bring together a group of talented young professionals and committed experienced planners for an intensive three-day period. The Young Planners Workshop reminds us that understanding can exist among planners from different corners of the world, without religion, culture, language, or diet getting in the way. It is particularly appropriate that a multi-national team considered the cross-border planning issues in Geneva.

In Geneva, the New Collective Vision for ISoCaRP was presented and approved by the General Assembly. In this vision, we reiterate our commitment to the younger generation. The Young Planners Workshop is an important part to our efforts to build a global and active network of planners.

I would like to acknowledge the support of UNESCO as well as the invaluable contributions of Fred Wenger and Bernd Scholl to the success of the 2004 Young Planners Workshop.

*Alfonso Vegara*

## **PREFACE**

by **Fred Wenger**, Young Planners' Coordinator; Local Organising Committee

Geneva has this distinctive feature to export an important part of its urban growth. With space too limited within its borders the Geneva agglomeration at present occupies the geographic space of its natural basin beyond national frontiers. This cross border urban development is not without difficulties, because the Swiss and French territories of the agglomeration are ruled by very different laws and cultures of territorial organisation.

The Young Planners found themselves confronted with this reality. It was a very difficult exercise: not only did they have to harmonise their knowledge to work together, but they also were confronted with a planning problem that was especially difficult because of its very particular context.

The solutions presented in this book have to be analysed in the light of this reality. How to tackle a complex problem relevantly within a short period of time? According to me this practice is gradually growing more important since it is a requirement that is increasingly asked for. Planning cultivates slow approaches and systems. However, reality also requires the skill to produce projects quickly, which are inevitably imperfect, but rich of opportunities.

In my opinion this exercise constitutes an inherent part of urban planners' knowledge. I sincerely hope that the Young Planners who participated in the Geneva Workshop will have good memories of the workshop.

## Important Principles of the Young Planners' Workshop Procedure

by **Bernd Scholl**, Young Planners' Coordinator

From 15 to 17 September 2004 more than twenty participants from all continents met in Geneva in order to participate in this year's Young Planners' Workshop. It is extraordinarily appreciated that the ISoCaRP annual Congress has enabled professional exchange among young, motivated and talented planners. The presentation of the workshop results in the opening ceremony of the congress was undoubtedly one of the congress highlights.

The central theme of this Workshop was a cross-border spatial and railway development project in the example of CEVA-LINE - one of the central railway projects for the Geneva region, including the City of Geneva and the French Annemasse.

With this task we have opened a new area in the context of the Young Planners workshop. For the first time in the tradition of the workshops, a task with regional and cross-border dimension, and at the same time with significance at the local level, was treated. Although the task was very sophisticated, the participants have successfully recognised the significant points of the task and have prepared interesting proposals for further development of the project area. The variety of ideas and approaches developed by the participants is mirrored in the names the groups found for their solutions: "Preserve and Renew", "Integrating the city at different scales", "Redefining centrality" and "Scaled solutions".

Hereafter, some main principles from my point of view for implementing the Young Planners' workshop are set up. These principles have been proven in Geneva too, and are important for understanding the results of the workshop.

### **Principle I: Interdisciplinary composition of the teams, competition of ideas**

From the beginning it was important to cooperate beyond the professional and national borders. After the preselection of the participants, the groups were constituted in a way that allowed a wide spectrum of the represented disciplines to participate in each of the four groups. The teams worked simultaneously on the same task, a fact that enabled the members of the teams to recognise diverse questions and solutions within the limited time in the best possible way.

### **Principle II: Problem solving in three cycles**

For the success of the Workshop it was essential to have an applicable concept for the procedure which is coordinated with all participating parties.

It has been proved that a better result can be achieved through working in several cycles. The traditional long analysis phases should be avoided. Instead it is helpful to begin as early as possible with first solution attempts. This approach is based on a very important methodical rule, which states that a problem can only be understood by attempting to solve it. After a first introduction to the task and an excursion to the project area, the participants had to describe their impressions and had to make a first assessment of the situation. In two further presentations the teams had the opportunity to present their findings again. Members of the accompanying committee gave each group feedback and comments for further work.

### **Principle III: Presentation with word, graph, number, and the importance of dealing with the time dimension**

We motivated the participants to use different types of media in their presentations to illustrate the important information from their point of view. The traditional way usually is the use of graphics and descriptions in words. However, in particular schematic sketches are very useful to understand and express problems and solutions. This aspect is essential to develop a common language beyond the differences of professional backgrounds and nationalities. We also encouraged the participants to estimate important quantities, for example to figure out the costs of their proposed solutions. Furthermore, thinking about the time dimension should be an essential part of the standard repertoire of a workshop. Time is probably the most limited resource among all available resources. Discussing the time dimensions it can also be recognised that there are suitable and less suitable time frames for clarifying and solving important planning tasks.

### **Principle IV: Work on different scales (Three level rule)**

Architects and engineers are used to thinking and sketching at different scales while designing buildings or other facilities. This rule has also been proven to be essential for solving spatial planning tasks. This normally includes three different scales (three levels rule), namely the "Overview level", the "Concept level" and the "Consolidation level". It is essential that concepts can be observed in a larger context. If the planning task has a regional dimension, it is unavoidable to consider the greater regional or even the national context. This aspect was apparent in the project for Geneva. On the one hand, railway developments had to be observed in their national context, on the other hand, it was important to prove the feasibility of the proposed concept on a decisive point. Therefore it was crucial for each team to choose detailed planning at a significant point of the planning task.

### **Principle V: Robust solutions**

Nobody can foresee the future. However, planning tasks, like those treated in Geneva, require years and decades for their preparation and realisation. It is therefore indispensable to consider what might happen if central assumptions changed in the future. Which consequences might result from such a change? Which alternative organisation should be available if important components cannot be realised? By asking such questions at an early stage, it might be possible to discover already at an early phase of the planning process that a solution which is realisable in several steps provides the needed flexibility for changes. The consideration of such steps or conclusive components among them is a very fastidious task. However, it helps to recognise and - in the best of cases - to limit risks.

### **Future perspectives**

The workshop could not have been accomplished so successfully if there had not been the excellent organisation and the good handling in selecting the topic by our colleague Fred Wenger and his team. However, the inspiring atmosphere could only be created by the participants. In Geneva, extraordinarily motivated young planners came together for several days. This was the source that created such an atmosphere. It was therefore a special privilege for me to accompany this international workshop in Geneva. We may be surely anxious for the professional development of the participants in the future. I hope that there will be further possibilities for holding such international workshops in the future.



## **The Cross Border Agglomeration Geneva Consistency and Complementarity**

### **Group 1: Preserve and Renew**

#### **Group Members:**

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Bahreldin, Ibrahim, Sudan  
Carter, Amalie, Trinidad and Tobago  
Junussova, Madina, Kazakhstan  
Quental, Nuno, Portugal  
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## Introduction

Structural change, new demands, improvement of technical and transportation infrastructure may lead to changes and challenges for planning. Planning often reacts to given circumstances without regard to demands that may be an important consequence for the future that lies beyond what is applicable at present.

However those demands can be forecast. Therefore spatial planning should contribute to this and include this future perspective e.g. by preserving “infrastructural biotopes”.

## International Context

The Geneva conurbation is a major Swiss city as well as the most important French speaking one. Situated at Lake Lemman and the river Rhone, it has international importance and as the seat of many UN-facilities a strong link to France. This is mirrored for example in the fact that Geneva has a connection to Europe's high speed rail network with the existing TGV (train de grande vitesse) link to Geneva and there is a second planned link to Annemasse.



Geneva conurbation's rail links

## Regional Context

One of Geneva's major focus of attention is that of the consequences of being one region while belonging to two countries, namely Switzerland and France. The difficulties that originate from this are evident for example, within the rail-network:

Between the Swiss city of Geneva and the French city of Annemasse, there exists no direct rail link or Metro-System. The project “Ceva-Line” aims to build up this missing connection and will provide a Metro-like connection with 6 new stations between Geneva and Annemasse.

This will improve the accessibility of the inner parts of Geneva from the East and stimulate new developments along the tracks.

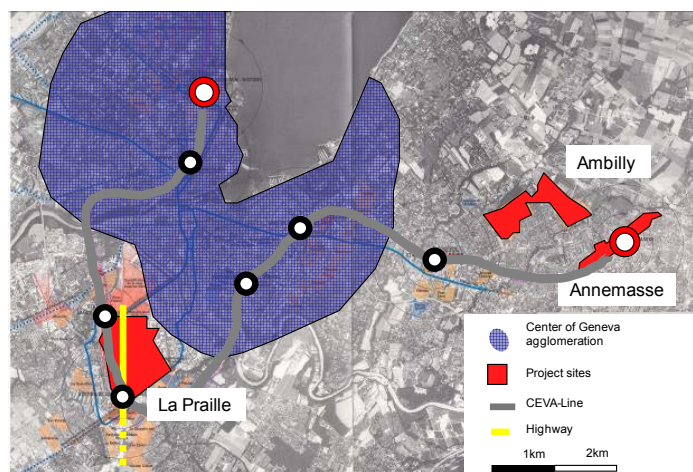
## Situation of the project sites within Geneva conurbation

Even though situated along the same rail tracks, the sites in La Praille and Annemasse are very different.

La Praille is situated very closely to downtown Geneva and is a modal connector (highway and cargo train access) and entrance to the city.

The project site in Annemasse is an old marshalling yard at the train station of Annemasse, and the site in Ambilly is a Greenfield.

Common for both sites is that the Ceva-Line will be a catalyst and backbone for a high quality development.

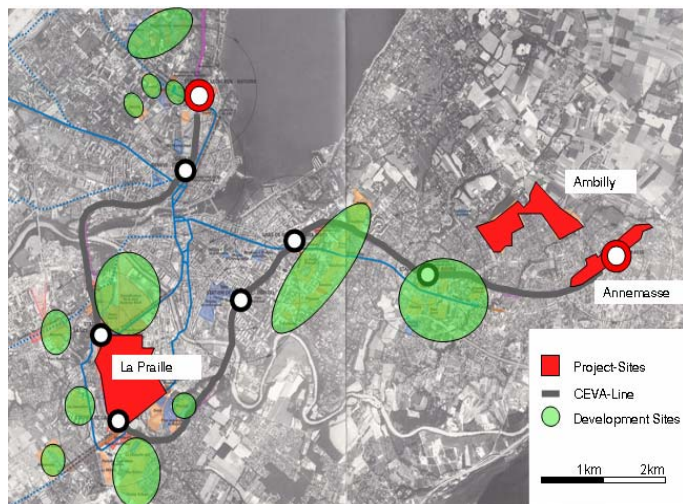


Situation of the project sites

## Development Potentials

La Praille and Annemasse are not the only sites for development on brown fields in Geneva. As shown above, there are various other sites, mostly situated in close proximity to the tracks of the Ceva-Line that are also available for development.

Nevertheless La Praille and Annemasse play an important role within that group of potentials within Geneva. La Praille on the one hand, linked directly to the Ceva-Line could play a key role for high quality development also on nearby sites. Annemasse on the other hand is the only possibility for a settlement development for the Eastern parts of Geneva conurbation.



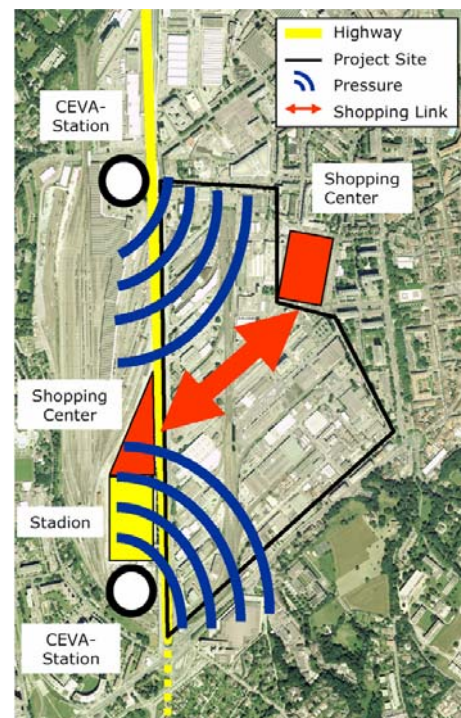
Genevas' sites for development

## City of Carouge - La Praille Site

To understand the specific structure of the "La-Praille-Site" the connection of this site to the different transportation systems must be considered.

Historically, La Praille has a very special railway infrastructure. The site is not only surrounded by tracks, but also nerved by tracks in the inner regions, like a leaf of a tree. This holds especially for the left third of the site, where all the real estate has a link to the railway system, as well as a direct link to the highway. Therefore there is high quality accessibility to downtown as well as to the greater national and international infrastructure. On the other hand the railway infrastructure was planned approximately 100 ago so the facilities do not meet today's needs and could be concentrated on some very vital areas, while requalifying and densifying the others.

Today there is little pressure for development on the La Praille site. Planning actions are taken mostly by the administration of Geneva, not by investors. Building the Ceva-Line and the two stations at the North and the South end will increase the interest of private investors dramatically, since the site will be accessible for commuters in a very short time and also "move closer" to downtown. Both the two stations and the two shopping centres in the West and East of the site, connected by Avenue Vibert, represent a major motor for change in La Praille.



Uprising pressure for requalification in La Praille



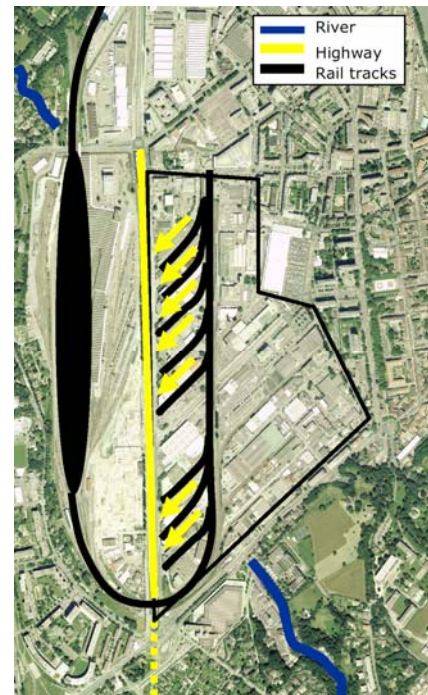
## Challenges

**Emissions:** Not everything is gold at the site of La Praille. Particularly the noise-emissions of the highway are a hindrance for a high quality development in some parts of La Praille.

**Ownership:** Even though the ownership of the site is rather uncomplicated (most parts of the site belong to public owners) the problem lies in the different contract durations of the leases for current users.

**Traffic:** A large amount of cargo transportation in Switzerland uses the railway-system (35%, unlikely to most other western European countries). For example the biggest brewery and also the fast food chain McDonald's use trains to distribute their goods within Switzerland.

The upcoming pressure to this site is therefore also a challenge. High quality service uses are at some parts contrary to the second important use of the site for cargo distribution (switch train/truck), which we promote to keep in the parts of the La Praille site next to the highway.

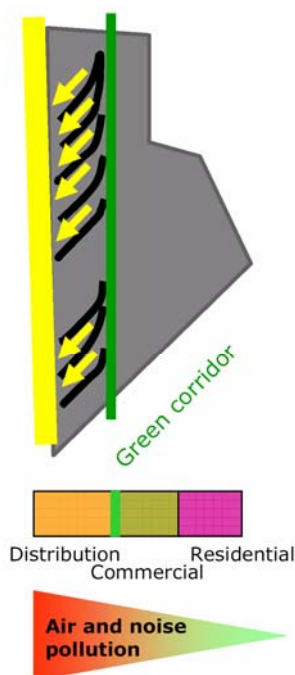


Situation of rail tracks and the highway

The concept for development and reorganisation of the La Praille site has to deal carefully with these conditions; planned uses and urban design must therefore react to these conditions.

## Concept

The framework of the proposed concept for the La Praille site reacts to the given challenges and densifies the site without abandoning the advantage of the distribution function (switch of goods from train to truck for distribution in the Geneva downtown and region).



Land Use Concept for La Praille

It also uses given possibilities (e.g. covered river and open area through rebuilding railway tracks) to use a mix of dense uses, open spaces and green belts through greening to reduce the impacts of air and noise pollution. The more sensitive the uses are, the further away from highway and railways they should be situated.

A “green corridor” marks the border between the industrial and distribution functions and the service/commercial and residential areas of the site. It uses the free space which is gained from the reorganisation of the train tracks. Approximately 40-50% less space for tracks is needed.

Keeping the existing structure of the site's local public infrastructure gives the possibility to develop La Praille step by step as the accessibility of the single real estate is given. According to this conceptual framework the separate uses are shown in the land use plan.

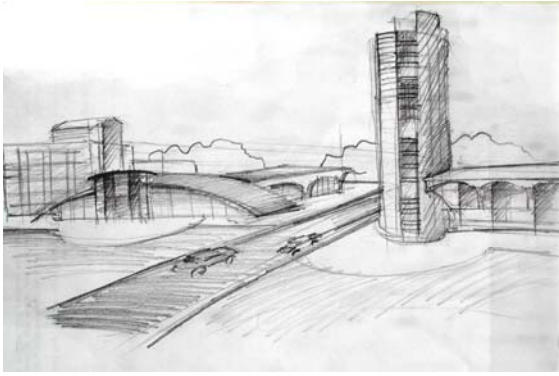


Illustration of the southern „gate“ for La Praille

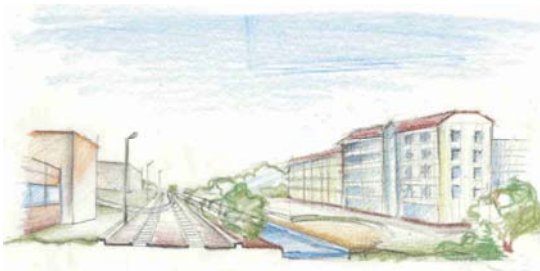
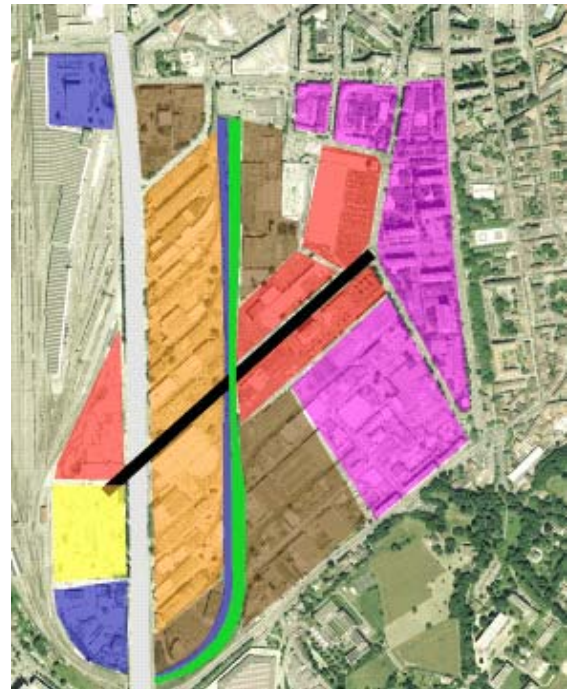


Illustration of the „green corridor“



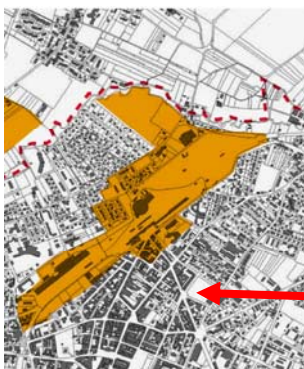
- Highway
- Shopping Axis
- Green corridor and plazas
- High density housing
- Office/Services
- Stadium
- Shopping/ Active Recreation
- Distribution Area
- Train station

Land use plan for la Praille site

## Annemasse and Communaux d'Ambilly

### Site Analysis

The proposals for the development took into account two sites, one in Annemasse (France) and one in Communeaux d'Ambilly (Switzerland). For a better understanding of the proposals it is vital to know some details of the two sites and the town of Annemasse.



site in Annemasse



both sites



site in Communaux d'Ambilly

## **Annemasse**

Annemasse is the largest community (population 25 000) in the Eastern part of Geneva's agglomeration situated on the French side. At present there exists no direct motorway link to Annemasse (possible access within 1,5 km) and no fast connection to Geneva. In hard competition with the offers of the nearby City of Geneva, Annemasse lacks its own local identity with an increasing number of inhabitants – especially commuters to Geneva.

The site (34 ha) is very centrally located at the station in the node of accessibility. It is mainly waste land formerly used for train compositions and merchandising uses. More than half of the area is the station site. The other parts, such as the adjacent town site and the green field on the outskirts, belong to private owners. Despite the central situation of the station area, there exists only minimal activity on the site. The commercial street of Annemasse starts at the Southeastern edge of the site at the train station.

## **Communaux d'Ambilly**

The sites of Communaux d'Ambilly are situated on a greenfield (33 ha, 29 ha) surrounded by very low density housing. The community of Ambilly owns the land. The nearest local town centre is the town of Annemasse, but at present there is no public transport system that connects the site with Annemasse. The area is very attractive for low price housing. The surroundings give an impression of a low density, urban sprawl.



**Impression of the C.d'Ambilly -Site**

## **Main concept**

### **Annemasse**

With the planned Ceva-Line the community of Annemasse will move closer to Geneva and will become an even more attractive place for inhabitants and commuters to Geneva. In an international context its importance will increase with the planned TGV station. The unused land on the inner site with its increasing importance is a potential for multifunctional development. The future development could strengthen the local identity with commercial and cultural uses and provide new centrally located housing areas. Therefore Annemasse can become a new centre in the periphery of Geneva.

### **Communaux d'Ambilly**

The attractive land sites of communaux d'Ambilly are a potential for future housing development. As the number of inhabitants in the Geneva agglomeration is increasing, it is assumed that there will be quite a high pressure for housing development on that area. In order to prevent typical problems of agglomeration development such as generating more traffic and missing connections to centre areas, the future development shall provide an improvement of the public transport to Annemasse and an attractive green pedestrian corridor to the new housing areas.

### **Specific proposal**

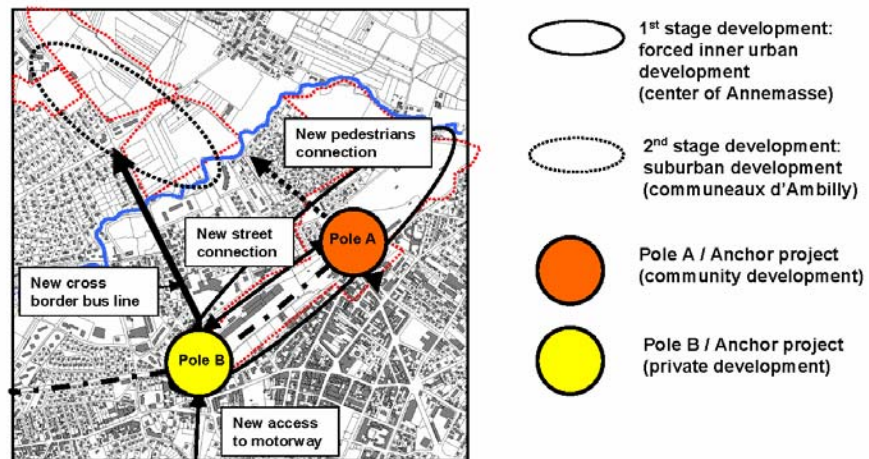
The proposal for the development of the sites is based on the idea that both sites – Annemasse and Communaux d'Ambilly - have to be considered as one task. There are several reasons for this:

- Both areas together offer considerable potential for new inhabitants and new employment opportunities that exceed the normal dimension of growth.
- The potentials of inhabitants and employment opportunities require an improvement of the public transportation system.
- The large areas of the two sites compete with each other as a land bank.



Therefore the proposal schedules two stages in the process of development for creating priorities for the future development.

- **1st stage development:** forced inner urban development (centre of Annemasse)
- **2nd stage development:** suburban development (communaux d'Ambilly)



Concept

### 1st stage development: forced inner urban development (Annemasse)

The 1st stage development intends to create a new centre on the unused land of the station area, one can say “creating a centre within the centre”. It consists of commercial, cultural and service functions and an area of high density housing.

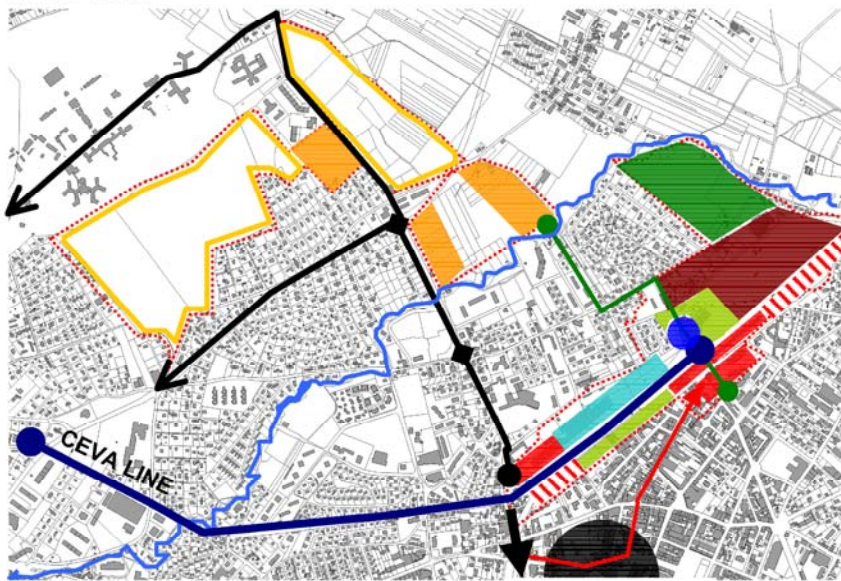
The strategy for the forced inner urban development has two important poles in the area: One pole is centrally situated close to the present train station. The old building of the train station shall remain and be used for new cultural activities. At the access of the train station new commercial buildings with attractive green areas shall be planned. The other pole is situated at the southwest edge of the site. Combined with a new bus station for the cross border bus line to the sites of Ambilly's new commercial buildings and mixed uses are planned there. In general accessibility has to be improved. The development of the sites requests a new link to the motorway and a new road connection between the two poles.

### 2nd stage development: suburban development (communaux d'Ambilly)

The 2nd stage suburban development on the greenfield parts of the planning area consists of some residential areas and the preservation of other housing areas for future development. The development shall provide attractive mid-dense to high-dense housing. The strategy for the 2nd stage development is based on the idea of mobility as the vital nerve for the development: a new cross border bus line has to be planned with the development of the site and the pedestrian connection from the train station to the new housing areas has to be improved.

## Land use, traffic connections and quantities

### LAND USE



- High density housing  
4000 – 6000 inhabitants
- Garden city  
1700 – 2700 inhabitants
- Commercial  
20 000 – 30 000 sq m
- Commercial /housing  
25 000 – 30 000 sq m
- Office complexes  
30 000 – 35 000 sq m  
1000 – 1200 working places
- Cultural activities
- Reserved land for housing

### Green areas

- Floated park
- Public park

### Traffic Connections

- Ceva line
- busline station
- new busline connection
- new access to highway
- Existing commercial streets

### QUANTITIES

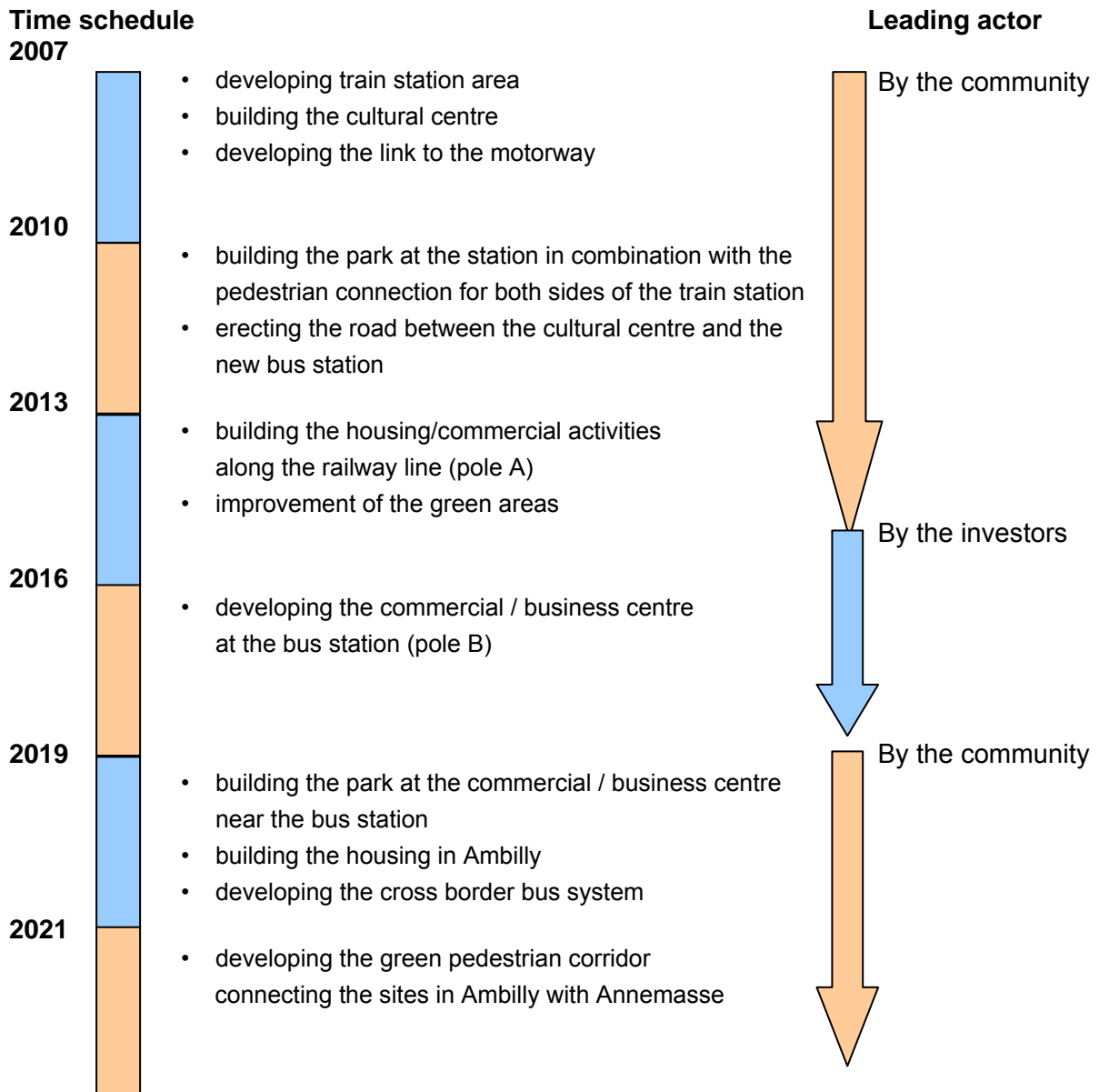
- Total build Area = 200 000 – 240 000 m<sup>2</sup>
- Residential = approx. 8000 – 9000
- Employees = approx. 1500 – 2000

## Land use proposal



## Implementation

For the coordination of the development of both sites project management is needed. Planning requires scheduling the various steps. The leading actors for the development and a possible time frame for the development are proposed as follows:





## **The Cross Border Agglomeration Geneva Consistency and Complementarity**

### **Group 2: Integrate the City at different Scales**

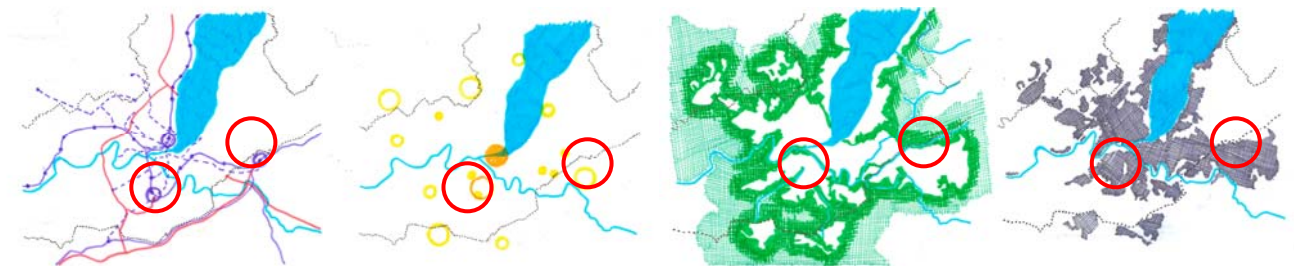
#### **Group Members:**

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Sartorio, Francesca, Italy  
Wood, Courtney, USA  
Yerliyurt, Bora, Turkey

## Integrating the City at different Scales

Integration has been the word guiding the work of Group 2 - among the members and concerning the project. Integration taken as key word meaning a variety of different contents: combination and understanding of the different planning cultures and technical knowledge each participant was taking with her/himself, but at the same combination and integration of various different issues within the foreseen development of the two sites in the conurbation of Geneva.

The metropolitan region of Geneva is already a very big, lively and important multinational conurbation in the middle of the old continent. Due to its main unique activities - unlike other cities and metropolises around Europe - Geneva is not likely to shrink in the next years and is on the contrary growing in importance and consequently demanding for housing, offices and commercial facilities. From a physical/spatial point of view the city cannot grow further, due to its geographical and political morphology, but a lot can be done within the existing urban tissue: re-using brownfields and introducing in the cycle of urban consumption areas that up to now have remained green. In this process of re-definition of urban spaces and activities great attention has to be given to the existing local situation, to the foreseen trends and likely-to-be elements and to the more inter-regional and inter-national framework.



**Left to right: mobility system and structure of central places; green system; morphology of the urban tissue of Geneva conurbation. The two circles highlight the two areas of Carouge (left) and Annemasse/Ambilly (right)**

Following this thread, we developed in detail two specific projects for the areas of Annemasse/-Ambilly and Carouge, meant to fit in a general vision for the whole conurbation.

Our approach started by considering the urban environment on three scales. On the large scale we focused on the position of the two areas in the conurbation, in particular relating to three urban systems: the mobility system and related structure of central places, the green system, the morphology of the urban tissue. On an intermediate scale we considered the functions to establish on the sites – and their relevance and connection with the whole urban region – and the structure and consistence of the open space. On the most local and small scale we concentrated on morphology and activities schemes.

Concerning the mobility system and the hierarchy of central places, we decided to achieve two new centres with different qualities - according to their location and actual activities - and therefore consider the connection to the infrastructure system as main focus. The development of the foreseen Ceva-Line has been taken as guideline for action in both locations.

Concerning the system of open and green spaces we pointed at connecting (and re-connecting) it and at integrating nature in the new developments as integrating part. Water in particular has been taken as an element leading the design of public space, either by using existing natural channels (Annemasse/Ambilly) or by re-constructing the environmental continuity destroyed by recent urban development.

Relating to the morphological system, we headed towards the integration of the new quarters in the existing urban tissue, thus not renouncing to absorb new forms and new contents in the proposal.

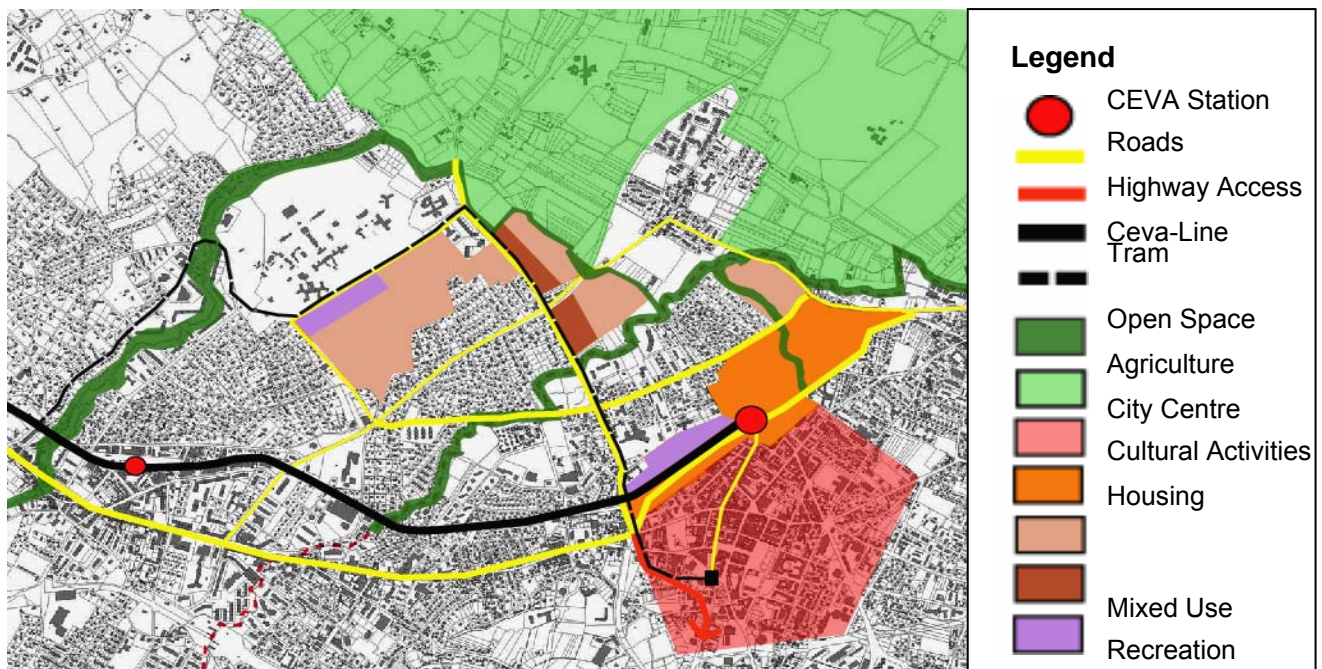
We then proceeded in developing the proposals for the two areas using a similar approach for both projects: for each we produced a concept scheme including quantities and functions; a statement-

action-time-organisation scheme, in order to connect the vision with actual and pragmatic steps; an alternative action plan, in order to calibrate the interventions to the CEVA development.

## Area of Annemasse/Ambilly

Concerning the first area examined, that including the two sites of Annemasse in France and of Ambilly within the City of Geneva, the vision involved the strengthening of the centrality of Annemasse - providing better mobility - and the development of Ambilly as an alternative and innovative environmental friendly quarter. Anyway, both sites are seen as an ensemble, and therefore meant to "work as a whole".

The foreseen activities include mainly cultural, recreative and commercial functions in direct vicinity to the new CEVA Station in Annemasse, continuing and prolonging towards North the actual city's central activities. Housing and mixed uses are planned in Ambilly, concentrating mixed uses on the main road. A tramway is also planned in order to link the actual and future inhabitants to the CEVA station in Annemasse. A parallel green axis is also planned along the existing river to recreate the natural continuity and integrate the actual green system. Both axes, the traffic one and the green one, are considered necessary to achieve an effective connection between the two sites of Annemasse and of Ambilly.



### Foreseen Functions for the Area Annemasse/Ambilly

The alternative action plan foresees three stages: the first two stages relate to the realisation of CEVA, either under or above the ground, the latter considers the eventual failed realisation of the project. If the Ceva-Line project proceeds as planned, the complete plan is for 2740 to 3260 new inhabitants (among them, possibly 594 to 652 new public transport users) and 137,000-163,000 m<sup>2</sup> of new buildings (maximum density for housing and commercial facilities). The quantity of open space per inhabitant is 73 to 61 m<sup>2</sup>. Following the full completion, and therefore the new location of the maximum numbers of inhabitants, also a tram will be built in order to convey the public transport users to the new CEVA station in Annemasse. In case the Ceva-Line will be realised above the ground, the realisation will be partial, producing a medium housing density and medium-high commercial density but still allowing the complete lay out of the open space network along train and car routes. In the worst case, that the CEVA will not be realised, a minimal realisation will happen, with single family housing with private gardens and medium commercial density.

STATEMENTS	ACTIONS	TIME	ORGANISATION
Strengthen the centrality of Annemasse	<ul style="list-style-type: none"> <li>● Increase cultural and commercial offer</li> <li>● Rebuilding and strengthening the identity of Annemasse as new focal point (transport and urban)</li> </ul>	<ul style="list-style-type: none"> <li>● Process starting after authorities bring the decision</li> </ul>	<ul style="list-style-type: none"> <li>● Authorities encourage developers to invest in central activities (tax politics, good conditions for renting municipal land, etc.)</li> </ul>
Providing better mobility	<ul style="list-style-type: none"> <li>● Widen two roads and provide parking</li> <li>● Improve public transport</li> <li>● Connect Station to motorway</li> <li>● Densification of the Station area</li> </ul>	<ul style="list-style-type: none"> <li>● 2004-2006</li> <li>● 2004-2005</li> <li>● to 2010</li> </ul>	<ul style="list-style-type: none"> <li>● Common action of authorities (both French and Swiss/cantonal) and developers</li> </ul>
Ambilly as alternative and innovative environmental friendly quarter	<ul style="list-style-type: none"> <li>● Ecological housing and management</li> <li>● Green public spaces</li> <li>● Structure that enhances community building</li> </ul>	<ul style="list-style-type: none"> <li>● 1<sup>st</sup> phase within 15 yrs. from the starting of realisation;</li> <li>● 2<sup>nd</sup> phase within 25 yrs</li> <li>● 3<sup>rd</sup> phase within 30 yrs.</li> </ul>	<ul style="list-style-type: none"> <li>● Authorities produce a building regulation to build environment- friendly housing</li> </ul>
Ambilly and Annemasse to work as a whole	<ul style="list-style-type: none"> <li>● Complementarities between activities</li> <li>● Network of green areas across the border</li> </ul>	<ul style="list-style-type: none"> <li>● Long-term aim, with realisation phases. The actual connectivity should be improved</li> </ul>	<ul style="list-style-type: none"> <li>● Common efforts of French and Cantonal authorities</li> </ul>

**The statement-action-time-organisation scheme for the Area of Annemasse/Ambilly**

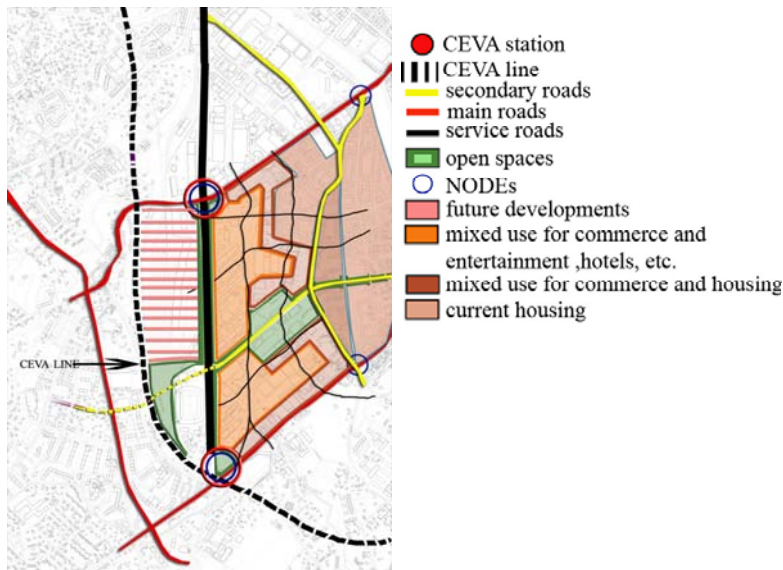
Obviously, the dynamic and intensity of the development in Annemasse and Ambilly connects deeply with the construction of the CEVA train line, whereas the character of the new developments will depend mainly on the connectivity and mobility within the cross border area and has its roots in local conditions and potentials. Focal point is the creation of an identity for Annemasse that embeds it within the conurbation but at the same time enhances its differences and peculiarities. In any case, the development plan has to be flexible enough to accept changes in the political, economical and social contexts.



**Left to right: mobility system; green system; morphology of the urban tissue of the new development for Annemasse/Ambilly**



## Carouge



**Foreseen functions for the Area of Annemasse/Ambilly**

The vision for Carouge foresees the creation of a new centrality by transforming the old -actually only partially used - industrial zone in a new Central Business District. The new CBD should strongly integrate the surroundings through the adjustment of the mobility within the site and of its accessibility. The realisation of the Ceva-Line and station will already change the orientation and importance of the site. The foreseen development should be gradually realised, at least in two phases: the first one interesting the part nearest to the city (Eastern part) and the second part on the other side of the motorway.

Main functions are commerce (mainly in plazas), entertainment (shopping, café, restaurant, etc.) and finance (banks, insurance). Plenty of open space is foreseen for recreation, re-opening a covered river in the area and re-naturalising its embankments. Therefore most of the parking facilities will be located in the basement of mixed uses buildings. The percentages relating to land use will be:

15% for mixed uses (mainly commerce and housing), 30% for open spaces (recreational facilities, green), 40% for commercial, entertaining and cultural facilities, 15% for related facilities.

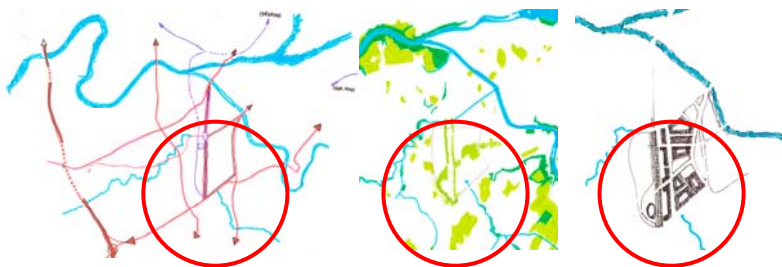
Two perpendicular axes will serve and unite the Eastern and Western part of the site: one connecting the West to the East – both as a promenade (it is meant to re-open the existing waterway) and as car traffic axis – and one North South connecting the existing housing quarters with the new CBD. The new realisations should enhance the quality of the existing surroundings.

If the Ceva-Line realisation proceeds as planned the alternative action plan foresees the complete building development and the realisation of the new secondary road. If the Ceva-Line is realised above the ground the realisation will just be partial for every building other than those concerned with finance. If the CEVA project fails, the development will just consist of a minimal realisation, the improvement of the actual road axis and of the renewal and partial regeneration of the industrial area.

STATEMENTS	ACTIONS	TIME	ORGANISATION
Restructuring the area of La Praille (Carouge-Bachet)	<ul style="list-style-type: none"> <li>● Integration of this area in the urban context of Carouge</li> <li>● Adapting the area to the actual economy</li> <li>● The evaluation of the activity areas with the introduction of eventual housing and the development of small compatible economic activities</li> </ul>	<ul style="list-style-type: none"> <li>● 1<sup>st</sup> phase: 2007-2027</li> <li>● 2<sup>nd</sup> phase: 2020-2040</li> </ul>	<ul style="list-style-type: none"> <li>● Authorities encourage developers to invest in central activities (tax politics, good conditions for renting municipal land, etc.)</li> </ul>
Proposal of a model for the urban living in the XXI century	<ul style="list-style-type: none"> <li>● Mix and denseness of uses</li> <li>● High density through innovative housing typologies</li> <li>● Ecologically friendly quarters' management</li> </ul>	<ul style="list-style-type: none"> <li>● 1<sup>st</sup> phase: 2007-2027</li> <li>● 2<sup>nd</sup> phase: 2020-2040</li> </ul>	<ul style="list-style-type: none"> <li>● Production of a detailed and participated Master Plan</li> </ul>
Enhancing the quality of the existing surrounding areas	<ul style="list-style-type: none"> <li>● Putting in place a net of public spaces connecting the inhabitants with commercial areas, schools, parks</li> <li>● Renewal of the existing public spaces</li> </ul>	<ul style="list-style-type: none"> <li>● 2004-2006</li> <li>● 2004-2005</li> </ul>	<ul style="list-style-type: none"> <li>Local authorities together with developers and inhabitants</li> </ul>
Fostering the quality of the environment	<ul style="list-style-type: none"> <li>● Protecting the area from noise</li> <li>● Providing to the quality of air</li> <li>● Preserving and planning new green areas</li> <li>● Planning and managing pedestrian circulation</li> <li>● Limiting traffic</li> </ul>		<ul style="list-style-type: none"> <li>● Authorities produce a plan for the green areas to be realised by private developers during the realisations of the planned interventions</li> </ul>

#### The statement-action-time-organisation scheme for the Area of Carouge

Related to the CEVA development, the quality of Carouge and of the neighbouring quarters will change positively. Efforts have to be made towards a quality and environmental friendly development.



Left to right: mobility system; green system; morphology of the urban tissue of the new development for Carouge



## **The Cross Border Agglomeration Geneva Consistency and Complementarity**

### **Group 3: Redefining Centrality**

#### **Group Members:**

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Louro Flor, Rodrigo, Brazil  
Sall, Ousmane, Senegal/Switzerland

## Introduction

### About the Project

The Young Planners' workshop proposes a different approach to urban problems by bringing together planning specialists from diverse disciplines and from all over the world, all having different ways to approach urban problems.

The initial phase was brainstorming, from first impressions of the group to concepts that explained the main theme for the project, from expectations of the workshop to real problems at the Geneva plan facing the sites of La Praille and Annemasse.

Besides the diversity of players - the context for a cross-border cooperation between Switzerland and France -, a multi-scaled approach had to be considered in order to find appropriate actions.

The next step was the definition of a vision and a concept for the case study.

### About the Concept

*Redefining centrality* comprises the group vision for the future of these two sites of the case study. This concept also includes the Geneva canton in order to develop different centralities with different characteristics, but in the same urban system.

It is important to emphasise that Geneva is a flexible city in urban development terms, and that planning must be the same - flexible, integrating diversity and complexity to create an urban network with spatial interaction.

The present centralities in the metropolis of Geneva have to strengthen its character inside that connected network. The network of centralities is connected mainly through infrastructure, which is the conductor of the project: the Ceva-Line.

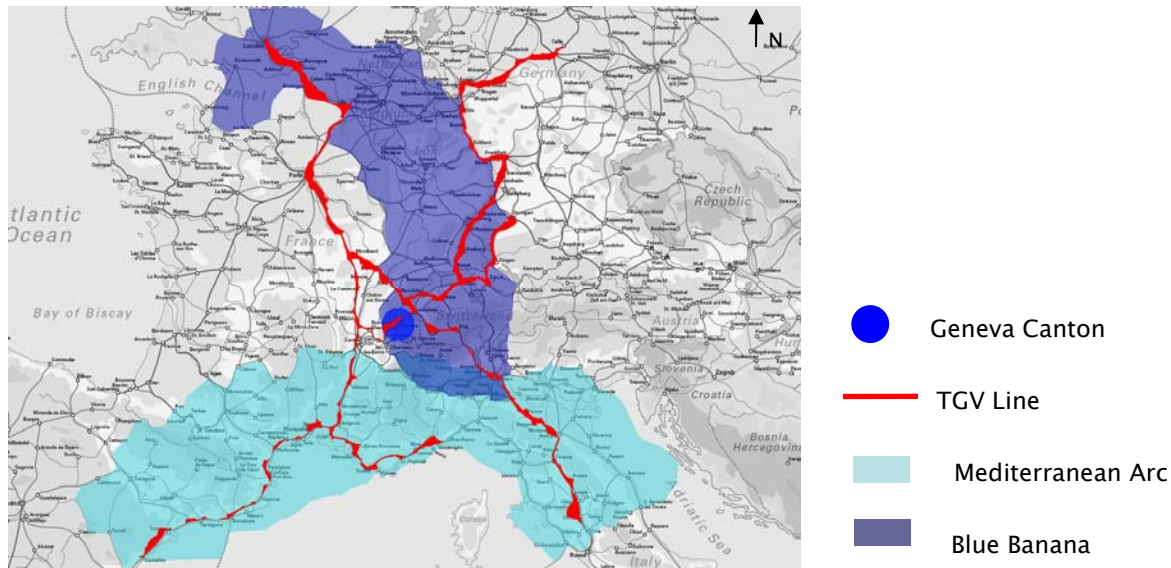
## Existing Situation

### Global Integration

Looking at the geographical situation of Geneva in Europe, it can be said the city is situated almost in the centre but that it is not taking advantage of this fact. Geneva is a passing point in the infrastructure system; no TGV line starts or ends in the city.

There are several territorial organisations in Europe, where regions form a union. The Mediterranean Arc, along the sea, goes from Valencia to Rome and includes cities such as Barcelona or Marseilles. Another important union is the Blue Banana, from London to Milan. The Geneva Canton is at the junction of those two arcs, leaving it as an essential crossing point to develop.

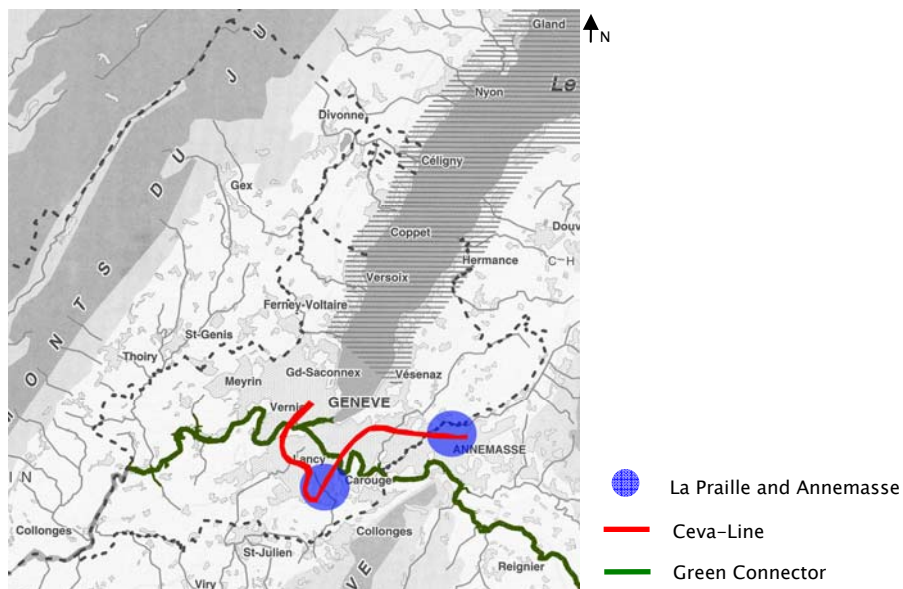
Geneva has to recover its centrality in Europe, improving its (physical) connections with France, strengthening intermodality and seeking a polynuclear metropolitan area.



### Local Integration

The Geneva Canton almost defines the Swiss-French border. The metropolitan area is difficult to limit in functional terms because both Swiss and French people live and work on both sides.

Morphologically speaking, the Geneva Canton is not well connected. Nowadays, there is a green connector – the river – but there is no relation between the two sites of the study and the city centre. In the future, there will be the Ceva-Line which relates these points of the Canton and the metropolitan area of Geneva with France.



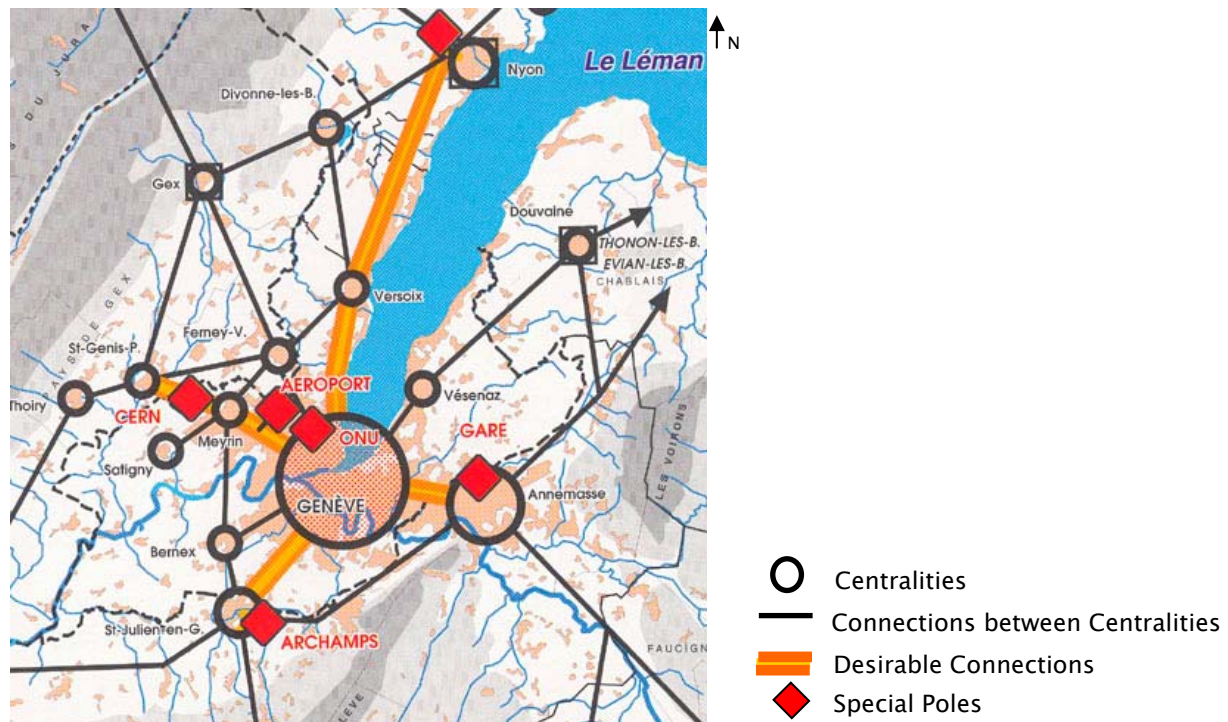
### Geneva Centralities

The Geneva master plan recognises 15 centralities in the metropolitan area, and focuses on the actual connections and the desirable ones between them.

In the same plan, the sites of La Praille and Annemasse are marked as special poles, that is, points with particular interest to develop as renovated centralities in the region.

The integration of the urban system depends on the development of the centralities, on the improvement of their character and on the strength of their relations.

Infrastructure is one of the bases for the development of Geneva; the airport, the international train station and the future stations of the Ceva-Line should have a direct link between themselves and with the city centre, joining Swiss and French communities.



## Ceva-Line

For the existing situation, the first phase was to recognise the actual links between the sites and the city centre. At present the connections between La Praille and the city centre are the tram line and the highways. Annemasse is related to the city only through highways.

The new Ceva-Line will connect the Swiss and French railway networks and will act as the guideline for the development of the centralities around its future stations. The necessity to work with Swiss and French regulations and to analyse new experiences of cross border developments are the main features at the ISoCaRP Congress: the management of urban regions.





In terms of land use, we can also emphasise the fact that there is a low density of occupation with commercial premises of one or two stories which reflects the waste of a land characterised by its potential and high monetary value.

Finally we recognise that there is a lack of interactive spaces. There are no green spaces or social spaces where people can get together to socialise the urban area.

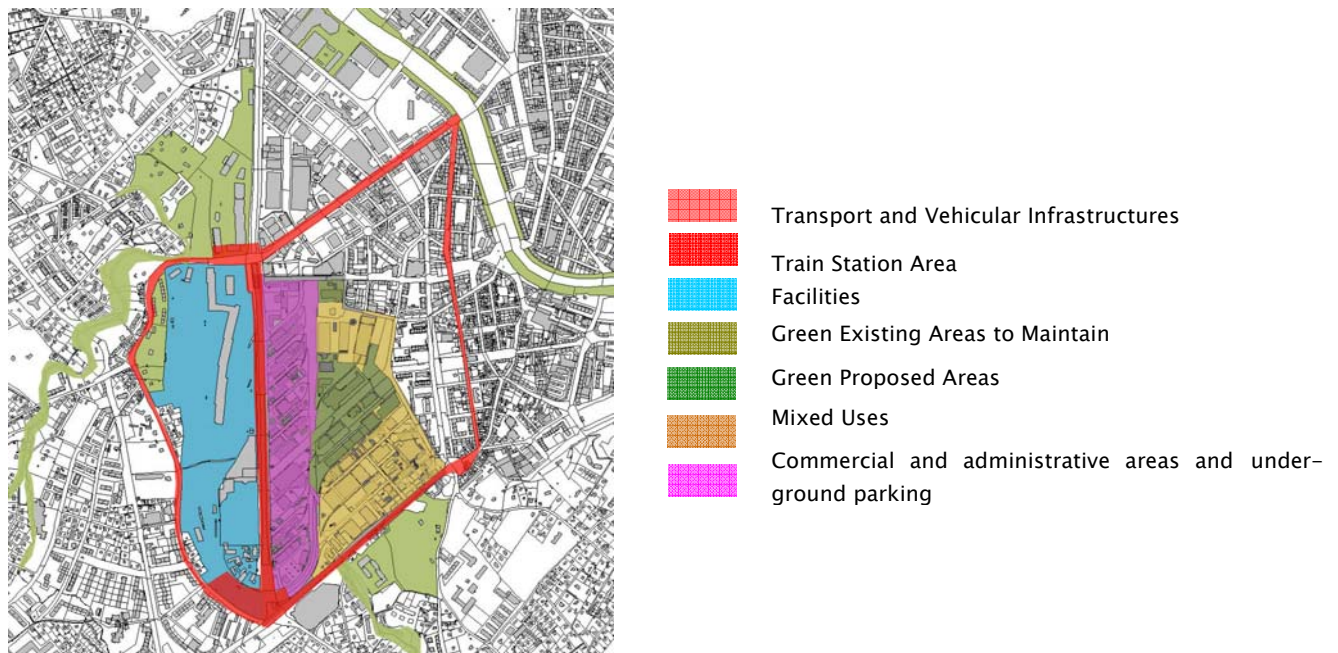
### **Catalyst for Development: Redefining Public Spaces**

The main step to achieve a sustainable urban environment in La Praille is supported by a development of public spaces, integrating natural resources, in order to balance the economic social and environment aspects.

The main features to be pointed out are:

- The redefinition of the density of land use. If some space can be freed of construction, then the open space can be given to community usage.
- The provision of open spaces as interactive spaces and urban reserves. Open spaces are very important in a city not only to guarantee the gathering of the inhabitants, but also to enable some background project in the future.
- The creation of parking spaces. With the clearing of some built up areas, it is also important that parking areas are provided. The absence of parking spaces is one of the biggest problems in most developed cities at present.
- The establishment of transport facilities for different modes. Even though there exists an interface of transports, it is still important to guarantee their connection and provide some facilities around them to respond to the needs of people who use those means of transport.
- The preservation of waterways and their incorporation in the urban structures. Sustainability is the resume of economic, social and environmental aspects of the city.

### **Land Use and Logistics of Proposal: Hypothesis and Phased Development**

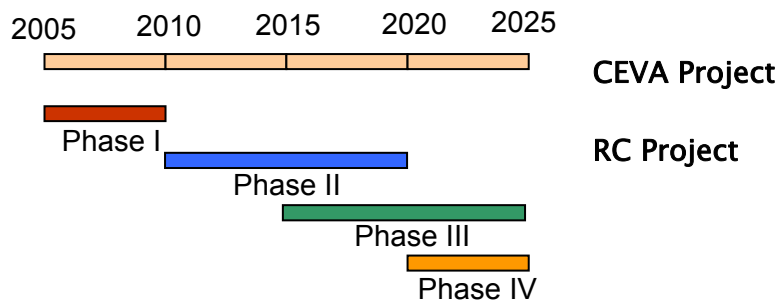


Considering that the Ceva-Line construction will start in 2005 and will start functioning in 2015, we propose that the *Redefining Centrality Project* should be implemented over a period of twenty years (start construction in 2005 and start functioning in 2025).



The *Redefining Centrality Project* applies to an area of 42 hectares, of which 15% of the investment is for transportation, 30% for green areas and the remaining 55% for built up areas. The gross floor area (GFA) considered for this project is between 150,000 to 300,000 m<sup>2</sup>.

The implementation of the *Redefining Centrality Project* is divided in four phases. The first one is concerned with the interface location and the redefinition of the urban grid. In the second phase parking will be provided parking and concentration of tertiary uses around the interface. The third phase will provide the redensification of the area taking into account the implementation of mixed uses. In the last phase of implementation of the *Redefining Centrality Project*, commercial and administrative buildings will be installed.



## Annemasse

### Introduction

Geneva's strategic location and existing opportunities have given advantages to thousands of persons to daily commute for work across the border. On the other hand, it has created a conurbation spreading across the border of the canton into France. The main centre in focus here, Annemasse, is located right across the international border (on the River Rhone) dividing Switzerland and France.

The significant location and immense development potentials of Annemasse call for its development not only as a growing urban centre in France but also in relation to its effects on Geneva. This section will talk about the development logistics of Annemasse (and Ambilly, Switzerland), on similar lines as discussed about La Praille in the last section.

## **Diagnosis: Advantages and Disadvantages**

Annemasse has a number of advantages that can contribute to the development plan for the area. As discussed before, Annemasse has been identified for Ceva-Line connections, TGV connections. It is a centre which is connected to the nearest airports located in France and to other important centres of Switzerland and France through well connected regional lines, both railways and roads. This situation calls for a planned development of the area, not only to cater for commuters from the French side, but also for those travelling more or less daily to Geneva and other parts of Switzerland. Like La Praille, Ambilly-Annemasse is also identified as a PAC area for regional development. Apart from being a strategic transportation node and providing cheaper housing to the commuters to Geneva, Ambilly-Annemasse covers large open spaces, mostly agricultural land, with beautiful landscape in the surroundings. It has an important historical building within the main station area which needs to be preserved.

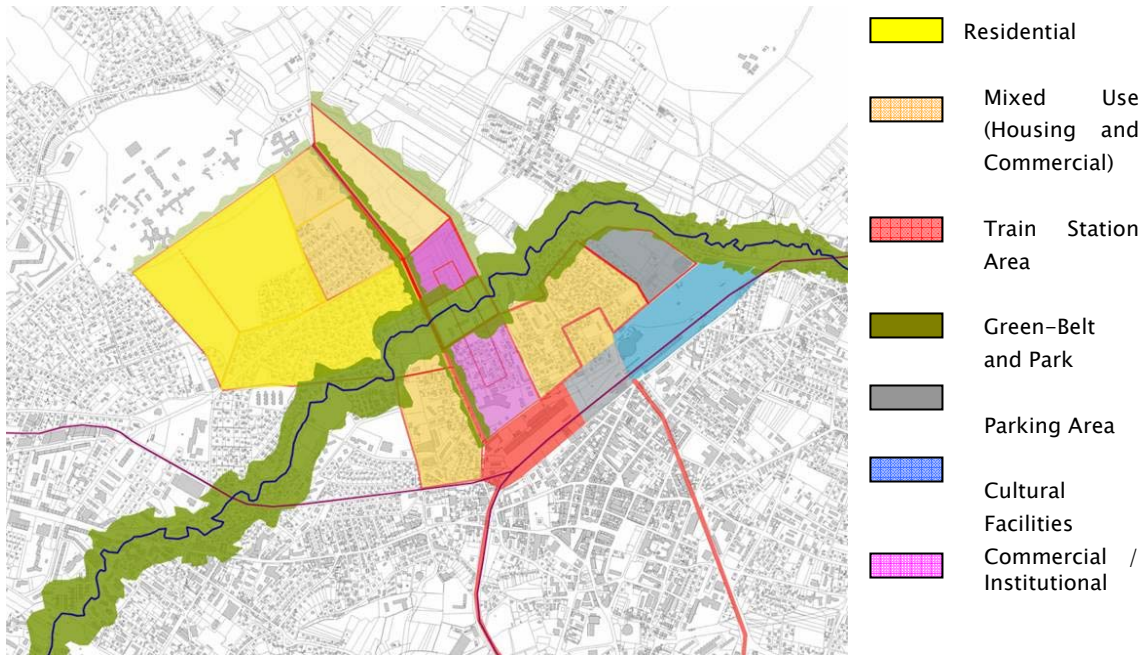
However, Ambilly-Annemasse also has some disadvantages, though not critical, to which attention needs to be paid while planning for this area. The international border itself segregates cultural identity of two different countries. There is no appropriate connectivity or bus route between Ambilly – Station – Annemasse. The land near the river remains inundated and can also become flood prone during rainy seasons. The area is also identified as vulnerable to sound and soil pollution.

## **Catalyst for Development: Regenerating the Station Area and encouraging green Connectors**

This study aims at the development of the Ambilly-Annemasse area that could achieve sustainability in the long term. The goal is to regenerate the existing station area with provision for facilities and services and to establish appropriate connectors with green surroundings. The main features pointed out are:

- Hierarchical transport connections, where railways as well as road transportation is augmented. Areas need to be designated for bus stops, tram stops, parking, gas station and other transport facilities. The transport connectors also include creating bus routes from Ambilly to the Station area and reclaiming routes within the existing Annemasse centre.
- Greening of spaces remains one of the priorities of this study. Greening includes thick plantation along transportation corridors, especially along the newly developed routes from Ambilly to the Station area, plantation (Green-belt) along both sides of the border and providing a cross-border regional park (utilizing the river as part of the landscape).
- The existing historic building in the station area needs to be renovated and can be used for cultural activities, such as art exhibitions, theatre, etc.
- The station area will be catering for a commercial centre at the regional level, which can be active for twenty-four hours, enhancing the utility intensity of the Station area.
- Housing is one of the important sectors to be provided in the Ambilly-Annemasse area. This will accommodate the increased population envisaged due to the future development. Here housing will be both regular as well as social (with 80% and 20% respectively). Housing will be low density on the Ambilly side, whereas Annemasse will consist of a density compatible to the already existing high density centre on the other side of the station.
- The commercial sector is envisaged to grow due to this large scale development. Hence, it becomes important that it develops in a planned manner. Encouraging mixed use will be the main criteria to establish commercial areas here. The provision of small scale hotels and shops needs to be encouraged here by utilizing the potential of good connections with other centres and the beautiful surroundings. An area completely for commercial purposes has also been identified for future development. This area can come up along with the regional park, encouraging international shops and institutions and creating a unique international identity.

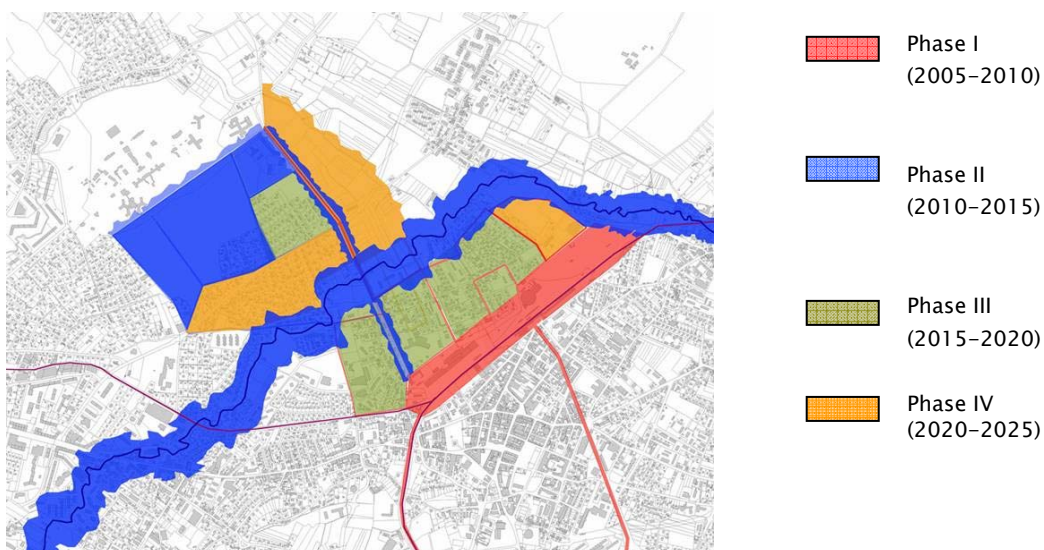




### Land Use and Logistics of Proposal: Hypothesis and phased Development

Similar to the lines of the La Praille development, the Ambilly-Annemasse area is also envisaged to be developed over a period of 20 years. This takes into consideration that the construction of the Ceva-Lines will start by 2005 and will function by 2015. The study also aims at the phased development of the main features explained above. The phased development needs to be carried out in a manner that initial projects (that may require large scale funding) will be able to help in generating resources and finance for future projects.

As the area to be developed has a unique international cross-border status, the study aims to develop an equal amount of land on each side of the border. Apart from the Green belt, which will have a width of 60 m and a length of 400 m, the land area to be developed for other uses is calculated at 210 ha on each side. Out of this total area of 420 ha (both Ambilly and Annemasse), the land area to be developed will be distributed among different sectors – 60% for housing and mixed use, 15% for transportation, 5% for cultural facilities and the remaining 20% for commercial facilities. This phased development is shown in the following figure.

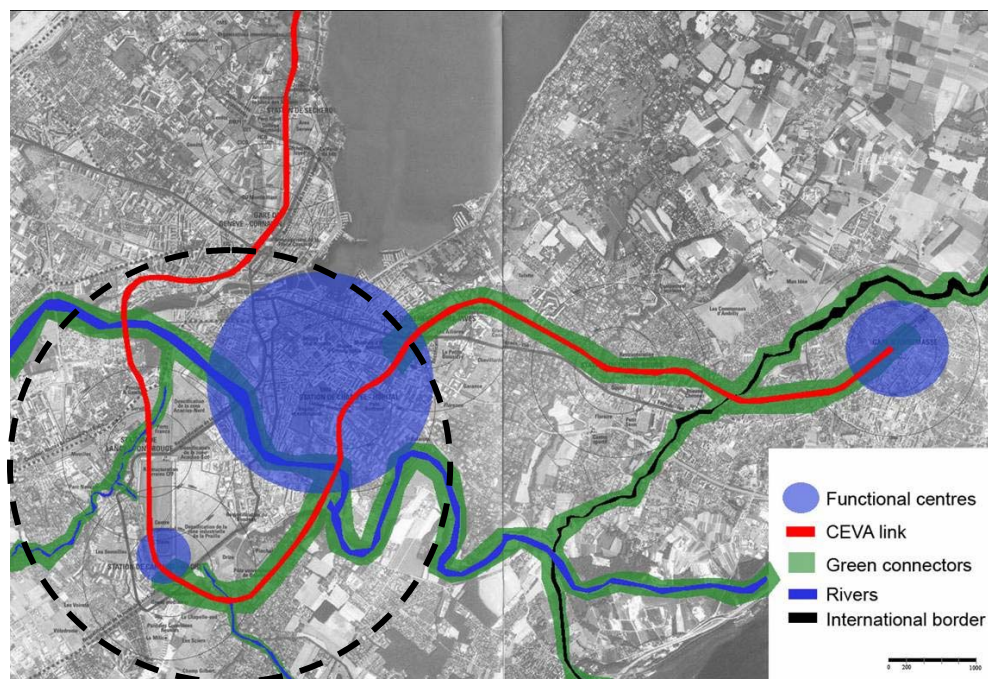


## Conclusion

The location, size and expanding conurbation of Geneva has called for the development of centres within the canton as well as across the border. This has resulted in the creation of or the need for a number of Swiss-French partnerships in urban planning such as the charter for the development of regional public transport, the Franco-Genevan regional committee etc. Thus, the cross-border issue has become significant for the overall development of the Geneva canton.

The *Redefining Centrality Project* has tried to formulate certain guidelines or development criteria for a planned growth of the Geneva conurbation. As the theme of the project portrays, Redefining Centrality, decentralisation of facilities with the development of La Praille and Ambilly-Annemasse is envisaged, where the two centres are to cater for significant sectors of development.

Geneva, as the main centre, has various constraints, related to location and surroundings, to grow as a sustainable centre with its ever expanding commuting population. This calls for the distribution of important sectors in a decentralised manner within the canton, to reduce the increasing pressure on the main city, Geneva. It is assumed that La Praille, being only 11 km from the main city, will inevitably become part of the main city within the next 20 years. Hence, La Praille is planned as a sub-centre catering for the commercial and institutional sectors. Ambilly-Annemasse, on the other hand, has been planned as a secondary centre to the main centre, Geneva. Here, as a secondary centre, Ambilly-Annemasse, will cater for the housing needs of the commuters and also provide for planned green spaces. Such cross-border development of Ambilly-Annemasse will also enhance its status internationally and may encourage tourism in the long term.



Thus, a defined hierarchy of the main centre, secondary centre and a sub-centre have been proposed here by the Redefining Centrality Project. Although the Redefining Centrality Project has emphasised the functioning of Ceva-Lines and proposed the development guidelines accordingly, the actual planning proposals can be carried out even without the implementation of the Ceva-Lines. The redefined centres are envisaged to cater for the development potentials of the Geneva canton and proposed in a manner that is not harmed by the failing of any other projects. By redefining centralities and decentralizing facilities, Geneva will retain its strategic location value within the country as well as its value as international region in Europe.

## **The Cross Border Agglomeration Geneva Consistency and Complementarity**

### **Group 4: Scaled Solutions**

#### **Group Members:**

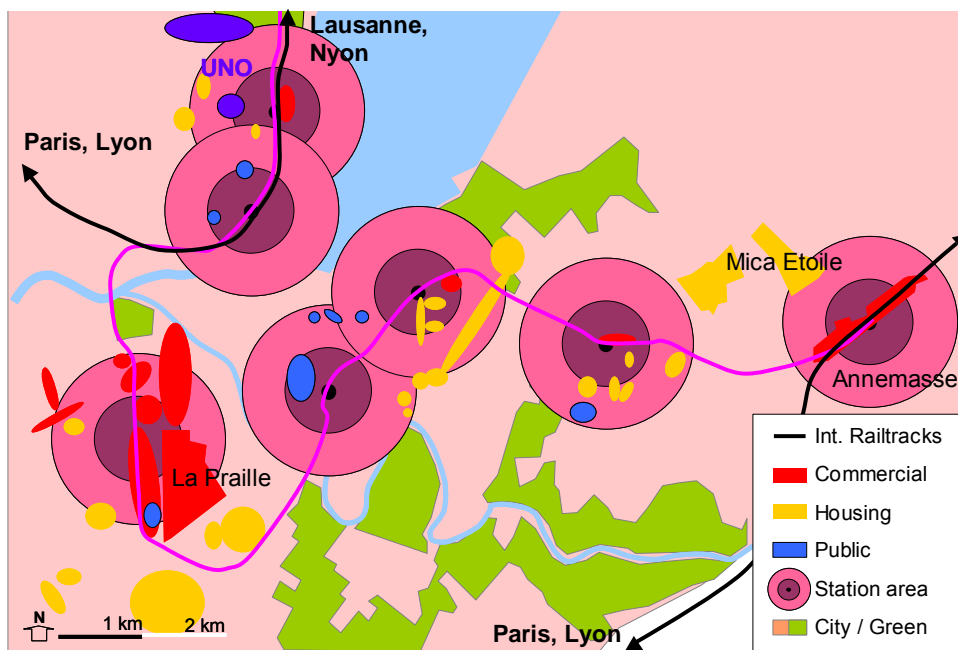
Britz, Anele, South Africa  
Damayanti, Maya, Indonesia  
Gabi, Simone, Germany/Switzerland  
Mamunlu, Hale, Turkey  
Vanden Abeele, Peter, Belgium  
Wilske, Sebastian, Germany

## Introduction

In agglomerations like Geneva new needs have to be accommodated transforming the existing urban structures because of the high density and the lack of free unused space. The experiences of many planners involved in the big and long-term projects of infrastructure development show that in many cases the implementation of these projects needs much more time than expected in the beginning. This means that planning approaches which try to integrate infrastructure development and urban development have to deal in many cases with extremely different dynamics, slow infrastructure development on one hand, dynamic transformation of city structures and uses on the other hand. Integrated planning concepts have to deal with this issue and have to think about the single steps of a development as much as about the wished result at the end. This is in particular difficult with projects like the CEVA, a cross-border public transport project for Geneva.

## General Idea of the CEVA Project

The Region of Geneva is a network that crosses the borders in many aspects. So do the problems. One problem is that, due to the lower cost of housing, an increasing part of the people lives in the French part of the region. These people commute every day across the borders and because of a lack of cross border public transport mostly with their cars. This situation will remain or probably get worse because of the fact, that the main potentials for further settlement in the region are located in the French part since the Swiss parts of the region are already used with a relative high density.



The CEVA Project is planned to establish a high quality regional train crossing the border. It will extend the well developed public transport system of the Swiss part of the region to the main settlement poles in the East. The idea for this train connection has been discussed for many years but now there is a detailed planning of the project for the first time. The new connections will use existing tracks in the main parts but will need some improvements in these parts and some tunnels in other parts of the line. The CEVA Project will have effects at the national, regional and local level.



## National Level

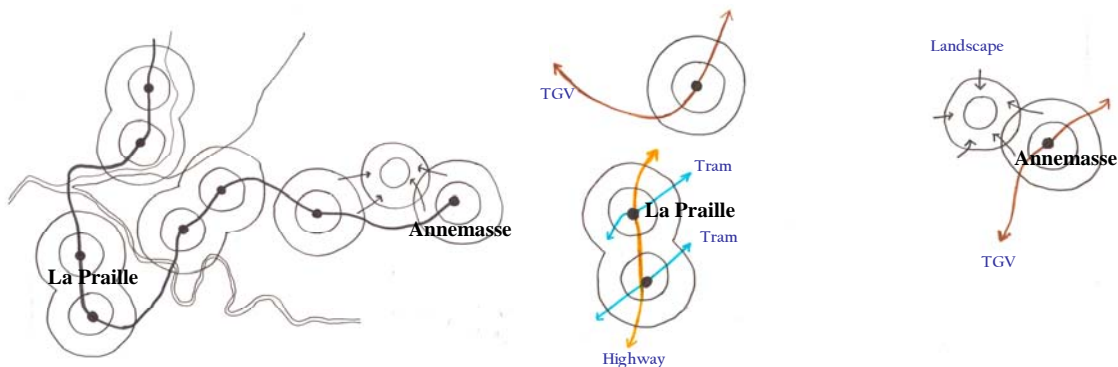
Geneva is the Western gate for Switzerland to the European high speed railway network. Nowadays Geneva central station is already a stop of the French TGV. It is planned to establish a second TGV-line crossing the Geneva region in Annemasse. This second TGV-line should be connected to the Region and the central station of Geneva with the Ceva-Line, otherwise the people have to use the street network to get to the second TGV-station in the region.

## Regional Level

The Ceva-Line will offer the possibility to connect the main existing and rising activity poles of the closer Agglomeration of Geneva with a high quality public transport system. A second chance is to offer Park+Ride facilities in Annemasse which are useful for the whole settlement area in the Eastern part of the region. Annemasse would in this case be the gate for many people to the regional public transport system and the nowadays overused street network could be relieved. With the Ceva-Line the development focus, which is now concentrated on the city centre, can be spread to Eastern and Southern part of the Geneva region.

## Possible Strategies

### Two Development Principles: Concentrate or Distribute



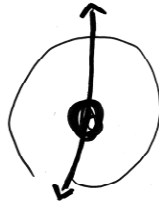
Development Strategy with CEVA

Development Strategy before CEVA

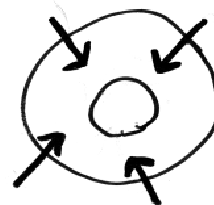
The Ceva-Line project is a great chance for Geneva. As mentioned above the outcomes of this project are very large. This is what we called as Geneva development strategy **with** Ceva-Line. However, great projects like CEVA, which will be an investment of approximately 950 Mio. CHF (620 Mio. EUR), are likely to be delayed or never be realised because the planning process and the search for the needed funding take so long that all circumstances will have changed when the realisation could start. Many examples remind the planners to align their plans very carefully to the realisation of these projects ever having in mind that they might be hindered. Because of these experiences the group “scaled solutions” decided to develop a concept for the time **before** CEVA with the remark, that nobody knows how long this **before** will last. This approach means that all steps of the development concept can be made without the Ceva-Line. Nevertheless the development concept is not independent from the Ceva-Line. The concept can profit much of a development of the Ceva-Line, in the best case the development of the proposed concept will support the realisation of the Ceva-Line.

There are many inducements for new activities and uses in the three areas even before the Ceva-Line is established as there are the possible second TGV link for the agglomeration in Annemasse, the just now developing multi-modal node at the new highway in la Praille.

## Two Development Principles: Concentrate or Distribute



**Concentrate:** Development from inside to outside

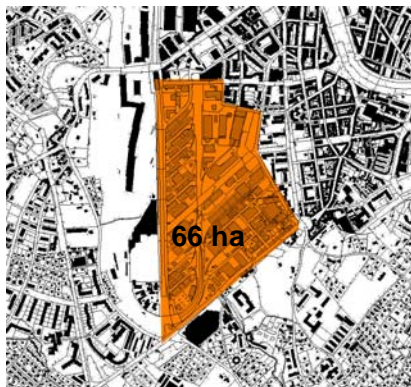


**Distribute:** Development from outside to inside (firstly empty)

The development of sites like the three sites discussed in the young planners' workshop can be based on two different strategies - Concentrate or Distribute. The strategy of concentrating the uses in the centre of the area fits a development based on the public transport system. The strategy of distributing the uses and keeping the centre empty has another quality, which is often missed by the inhabitants of agglomerations with high density like Geneva.

## Three Development Sites – Three Themes

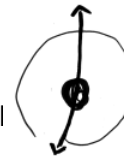
### La Praille



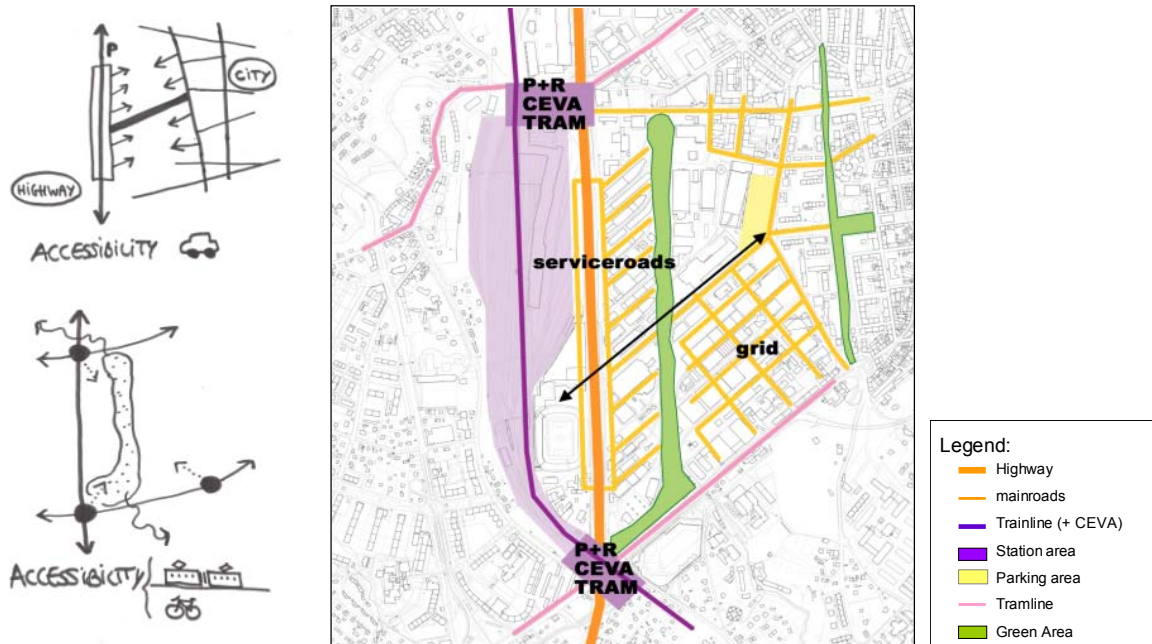
Population Carouge: 10.000

Motivation:

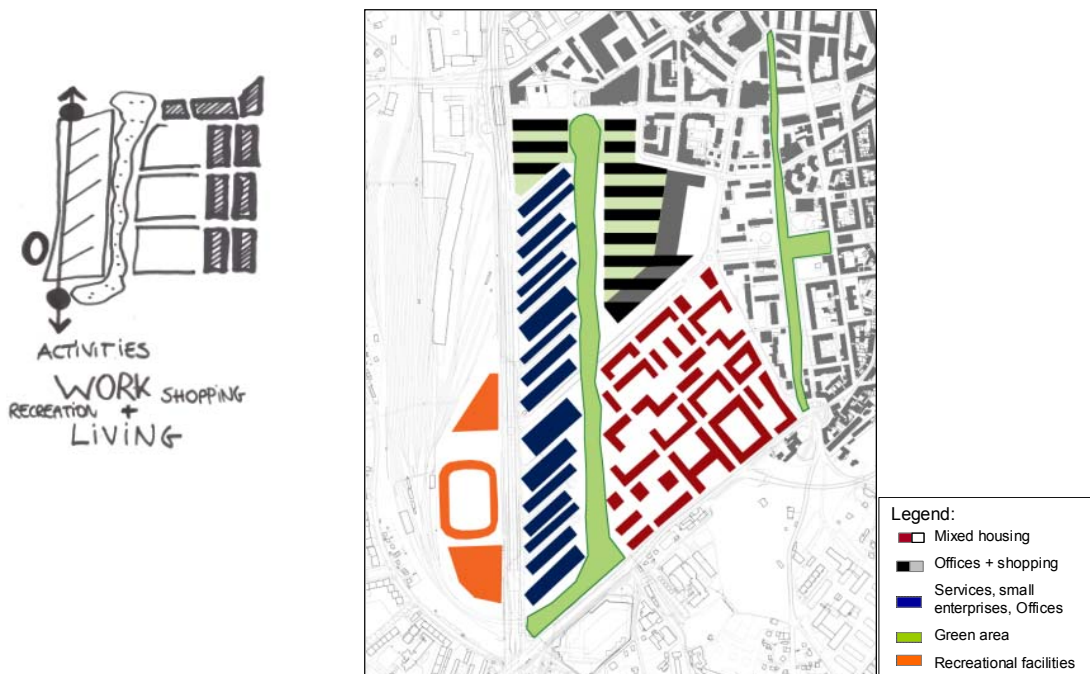
- High density around accessible activity center, regenerate urban activity
- Priority: High



The site in La Praille is a rising activity pole for mid-term activities even without CEVA because of the new established highway connection. In the area there are several nodes where people can change between the different transport systems like cars, tram and bus. With the Ceva-Line the area would be even more attractive. The area is located only three kilometers from the city centre but is today dominated by inferior commercial uses. The existing nodes can be improved using the strategy of concentration for the further development. Because of the existing accessibility from the agglomeration as well as from the city centre the development of La Praille has a high priority. Accessibility is the key for the development of La Praille.



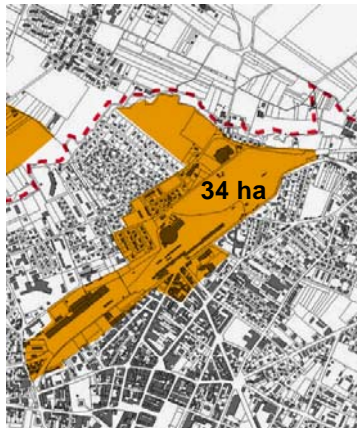
The development concept for La Praille is based on the idea to reshape the border between the agglomeration and the city with a mixture of working, living, recreation and shopping. The commercial uses should be concentrated at the highway so they can profit from the accessibility. In future areas for inferior commercial activities should also be offered to serve the central parts of the agglomeration with activities like handcraft without too much additional traffic. housing is located on both sides of the border, separated only by the border and a small river. The housing areas which mark today the borders of the city centre of Geneva can be extended and complemented by the mixed uses in the southern part of La Praille. These parts are already connected with the bus and tram system of Geneva.



The area has an interesting connection to the railway goods station which serves every street with one track. The tracks are not in use today and abandoned. The space today covered with tracks can be used to create a green area to divide the parts of La Praille that are used for commercial uses from the parts with mixed uses.

This corresponds with the existing structure of the surroundings and to the new traffic nodes in the North and South of the area.

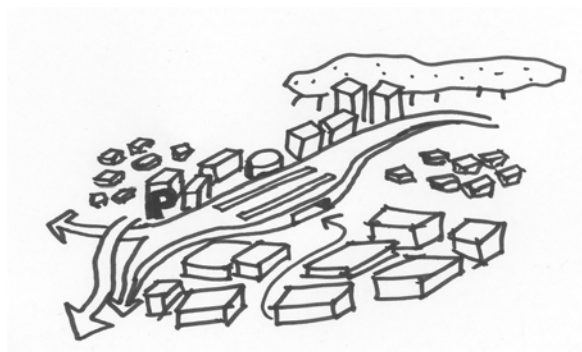
## Annemasse



Population : 25.000

Motivation:

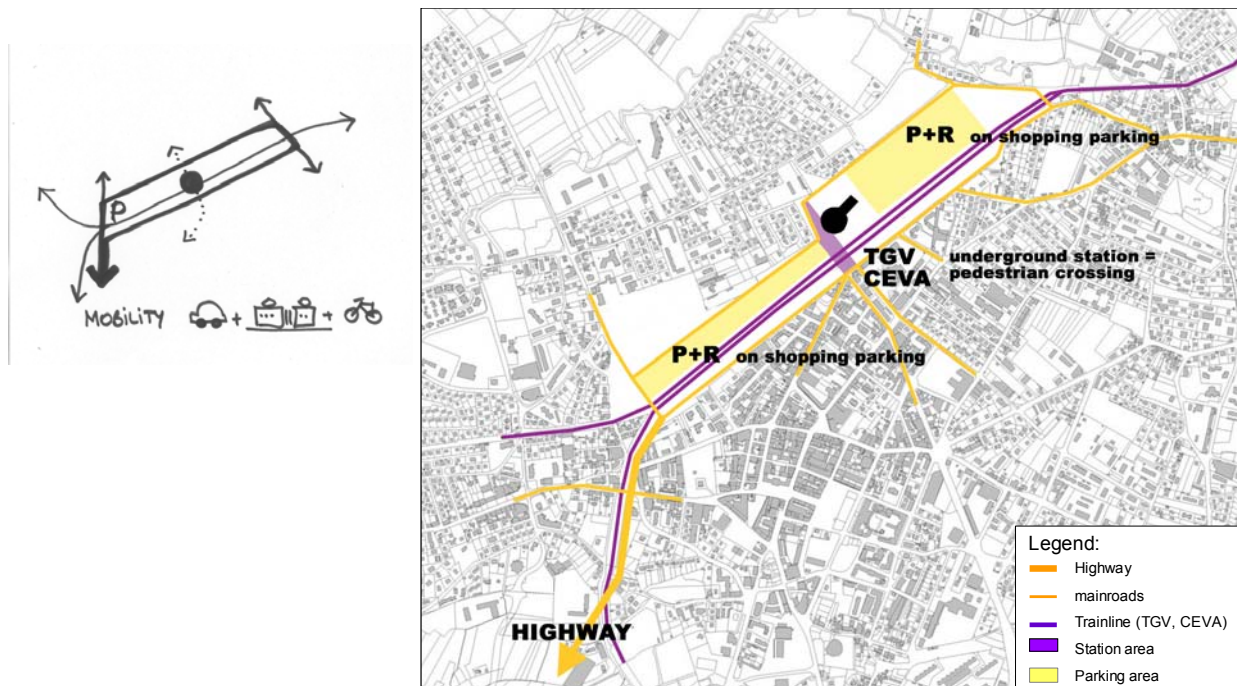
- High density around accessible activity center, provide new vibrant facilities for local and commuting people
- Priority: High



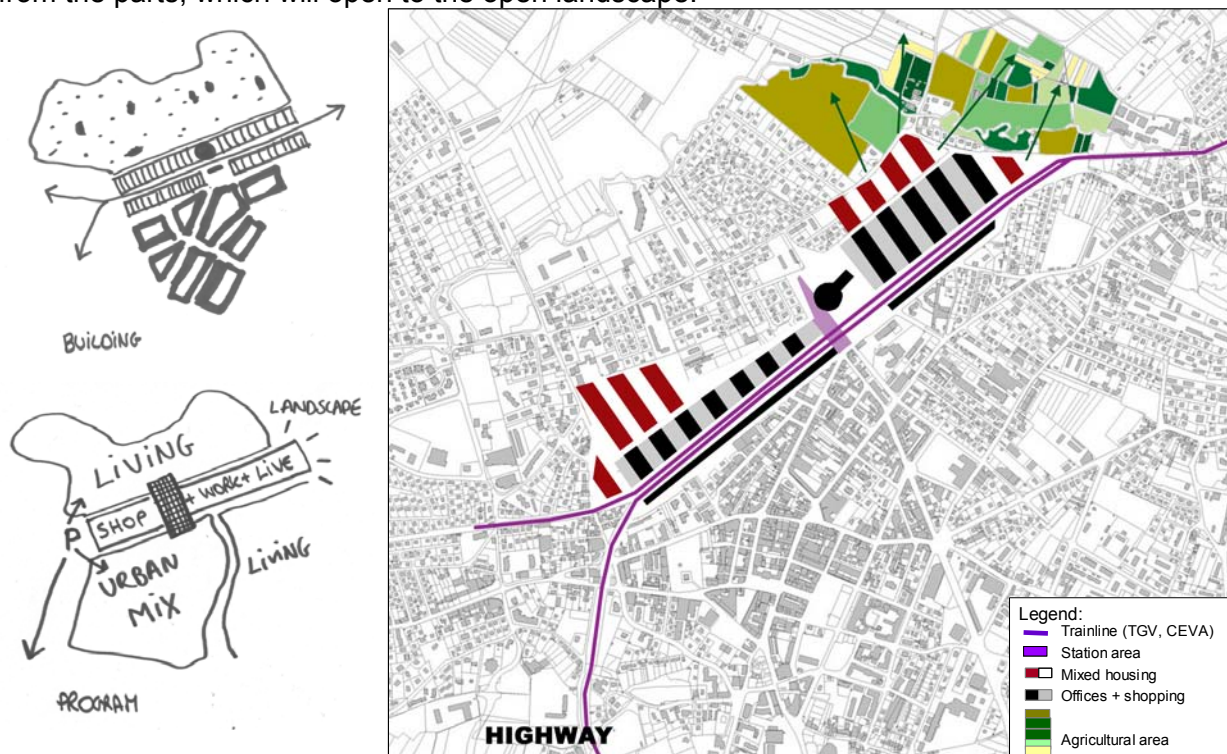
Annemasse is the biggest French city of the cross border agglomeration of Geneva. The station area of Annemasse is massively underused and divides the centre of Annemasse from the parts of the city, which are closer to Geneva. Housing is located on both sides of the border, only separated by the border and a small river.

The main incentive for the development of the station area will be the planned TGV line to Thonon which will stop in Annemasse. As the TGV stations in France are mainly reached by car there will be a demand for P+R facilities from the beginning. This demand will increase with the establishment of the Ceva-Line so that the facilities can be used for both railway projects. With the realisation of the Ceva-Line the Annemasse station will become an important node in the regional railway network where the national high speed trains are connected to the regional railway system. The quantity of the shopping and P+R facilities depends on CEVA. Before CEVA is developed only few shopping areas should be built only according to the demand of a modern TGV station to avoid diversion from the city centre of Annemasse.



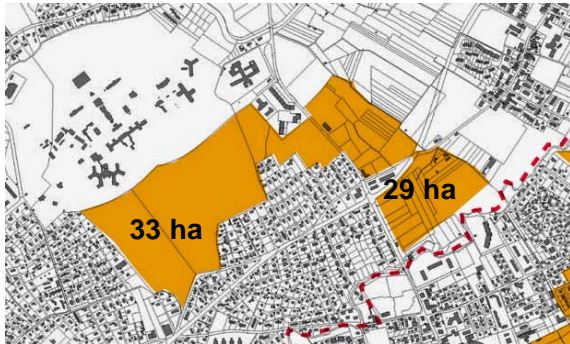
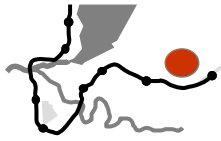


The improvement of the station of Annemasse also should be used to establish a better connection between the centre of Annemasse and the housing areas in the North of the station. This new connection could be a new pedestrian underpass near the old locomotive depot. The locomotive depot could offer great possibilities for a cultural use after a renovation. This particular point also divides the parts of the project that are orientated more to the city centre from the parts, which will open to the open landscape.



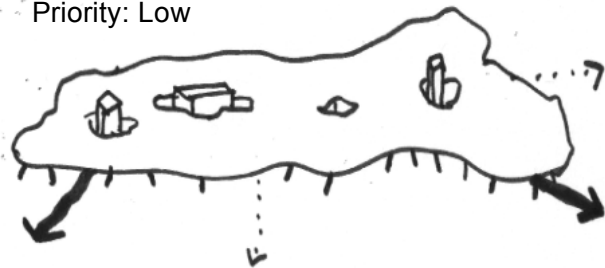
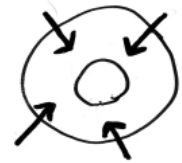
The extension of the Ceva-Line to the West should be kept possible because of the many commuters which could be reached with the extension.

## Les Communaux d'Ambilly et Mon Idée

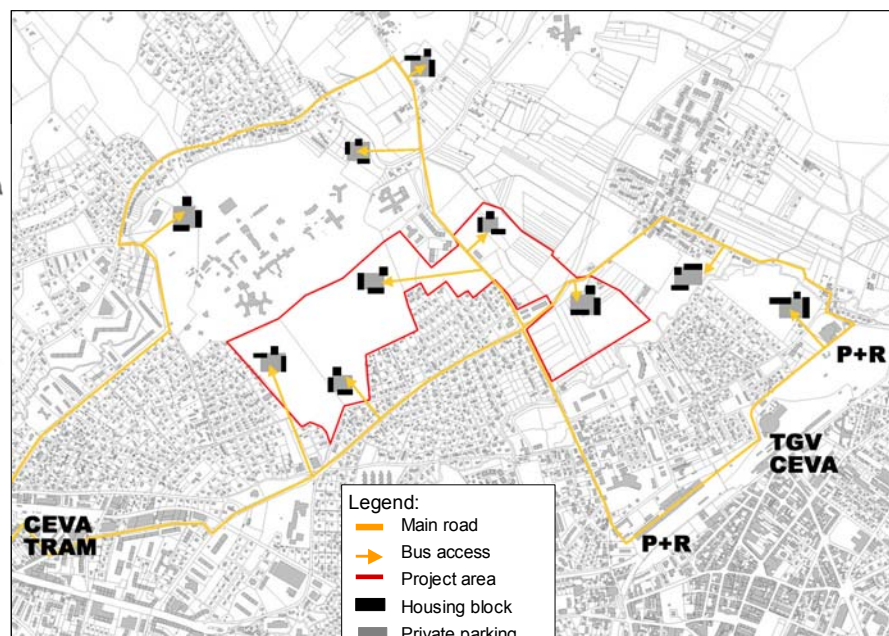
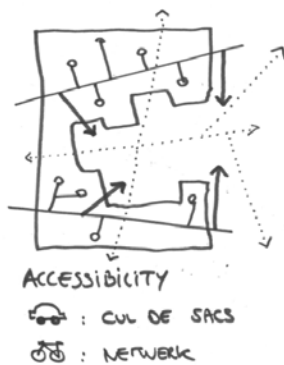


### Motivation:

- Not within action radius of railway station
- Far from urban activities
- Greenfield with limited access
- Development not desirable, but if pressure for more housing rises – concept
- Priority: Low

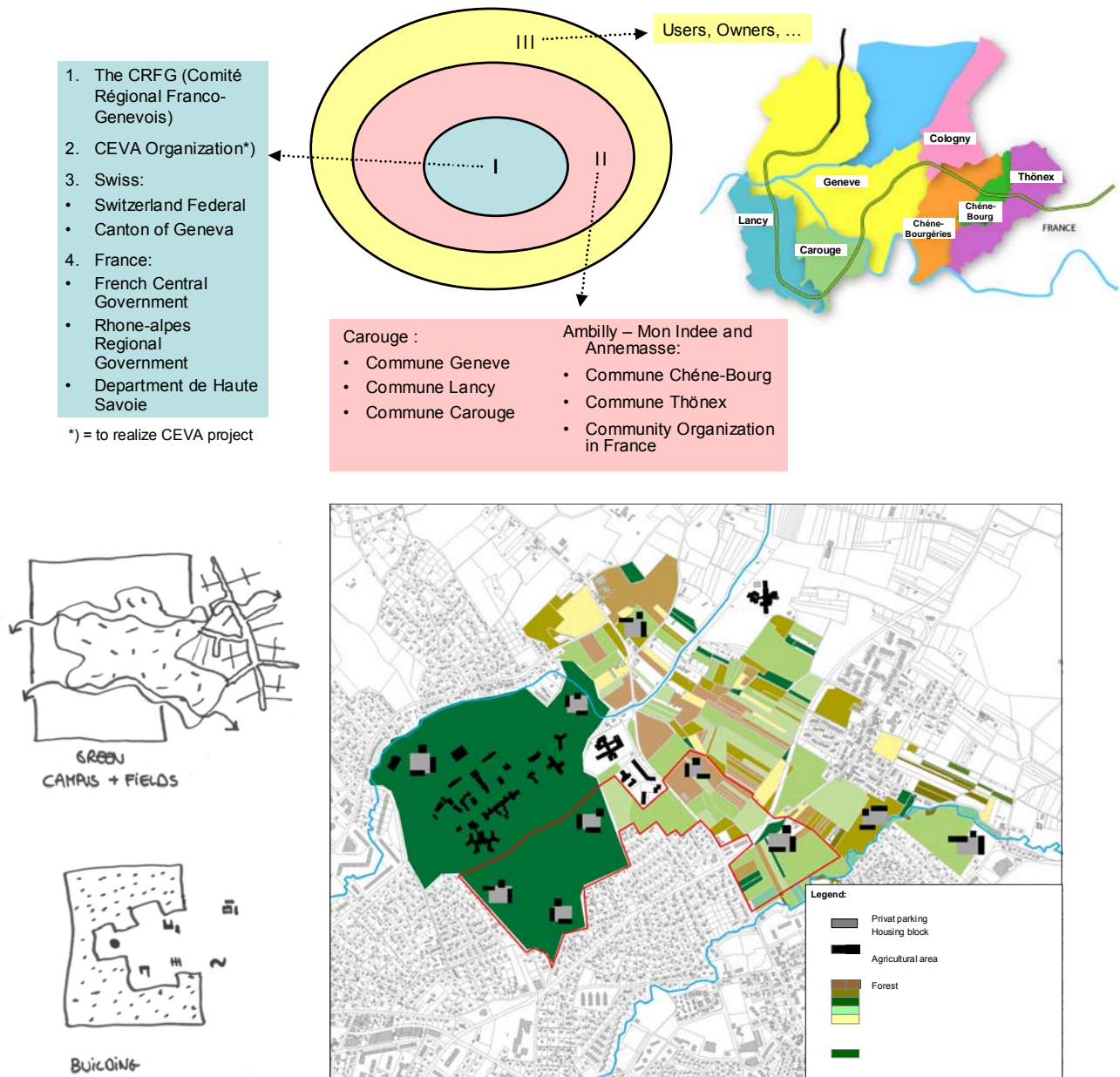


The third site – Mon Idée – is completely different from the first two areas. First the site is not within the action radius of one of the Stations of the CEVA. The access to the area has to be established by car and bus. Because of this a completely different development principle has to be used: “Distribute” instead of “Concentrate”. This means, that the middle of the area will stay empty and the project uses this emptiness as an own quality, which often is missed in the highly used Quarters of an agglomeration like Geneva. The image of Mon Idée could be a “Campus”, open and connected to the landscape.



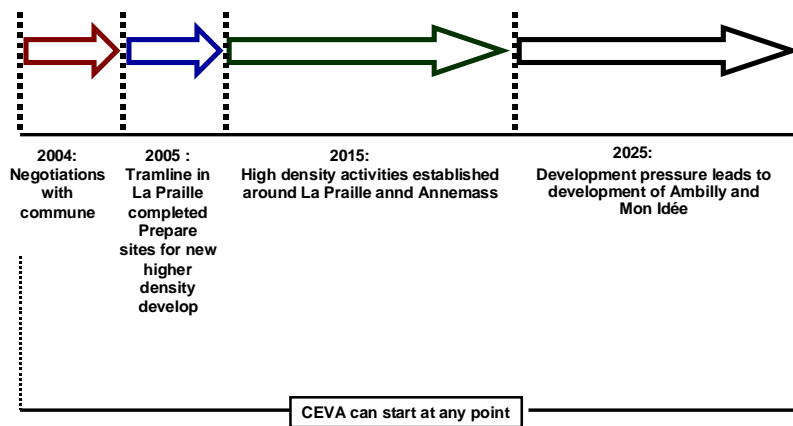
The second difference is that the area of Mon Idée is a new Greenfield development and not the transformation of an existing part of the city like the two other areas. Anyhow the access to the area has to be organised by using the existing infrastructure with only very moderate additions. This means a limit for the density in the area which is respected in the concept. This also could help to convince the residents in the surrounding housing areas in spite of their refusal of a development of Mon Idée due to the additional traffic.





The development principles for Mon Idée lead to a concept of “living in the landscape” in wide distributed clusters of buildings in the open landscape connected by two ringroads. With additional clusters between Mon Idée and the project area of Annemasse this concept also could connect these two very different projects on both sides of the border between France and Switzerland. Because of the low accessibility and the fact that Mon Idée is not following the idea of a settlement which spares the pristine landscape the project only has a low priority but could be an answer if pressure for more housing rises.

## Time Frame and Actors



The concepts for the three sites are designed to allow a time frame for the development which is independent from the start of the CEVA. The projects in La Praille and Annemasse can start immediately after the negotiations with the communes. The development of Mon Idée should only be started if pressure for more housing rises.

The picture above shows the main actors involved in this project. These are the

CRFG/Comité Régional Franco-Genevois, a committee that works under the auspices of the Swiss Confederation and French Government, the CEVA-Organisation that has to be established and the Swiss and France regional and national governments. This project will also involve the Communes in Switzerland and France who have authority in the areas. The last group of actors in this project are the users and the owners of the properties in the areas.

The project development has to deal with a great variety of actors and stakeholders on both sides of the border. Therefore organisational issues will have a great influence on the project development.

## Conclusion and open Questions

1. The development of these concepts do not rely entirely on the start/timing of the Ceva-Line, however, it could contribute to even more vibrant and active centres around La Praille and Annemasse stations.
2. The development of the Greenfields is not a high priority in the short to medium term, however, if pressure for more housing rises in the long term, the proposed concept will be implemented.
3. The various and overlapping Institutions and Stakeholders will be a challenge that has to be addressed.

# ANNEXES





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## Presentation of MOST - Management of Social Transformations

MOST is a UNESCO programme that promotes international, comparative and policy-relevant research on contemporary social transformations and issues of global importance. Created in 1994, it aims to:

- further understanding of social transformations;
- establish sustainable links between social science researchers and decision-makers;
- strengthen scientific, professional and institutional capacities, particularly in developing countries;
- encourage the design of research-anchored policy.

The MOST programme is directed by an Intergovernmental Council and an independent Scientific Steering Committee, and works closely with MOST National Liaison Committees. It is coordinated by the MOST Secretariat at UNESCO headquarters in Paris.

MOST projects and activities focus on issues such as multicultural and multi-ethnic societies, urban development, globalisation and governance.

Additionally, MOST contributes to the United Nations system-wide priorities, such as poverty eradication, governance and indigenous peoples.

### The work of MOST

#### Increasing and sharing knowledge

MOST produces and exchanges knowledge on major contemporary social transformations, via international research networks, expert groups, meetings, conferences, workshops, publications, discussion forums and the MOST Clearing House (Internet).

#### From research to policy

The programme measures the impact of research on policy, conducts policy-relevant case studies, provides expertise in development initiatives, and shares information on how to design research-anchored policy.

#### Capacity-building and training

The MOST programme provides training material including pedagogical tools and CD-ROMs; holds training workshops and summer schools in partnership with national institutions and other United Nations agencies; strengthens the institutional and scientific capacity in developing countries through UNESCO/MOST Chairs; and runs a PhD award competition for young researchers from developing countries and countries in transition.

For up-to-date information on meetings, upcoming events, current projects and activities, publications and on-line studies, visit the MOST Clearing House: <http://www.unesco.org/most>

## Presentation of ISoCaRP

ISoCaRP is a global association of experienced professional planners. It was founded in 1965 in a bid to bring together recognised and highly qualified planners in an international network. The ISoCaRP network consists of both individual and institutional members of more than 70 countries (It has members from countries all over the world).

ISoCaRP is a non-governmental organisation recognised by the UN, UNCHS and the Council of Europe and has a formal consultative status with UNESCO.

The objectives of ISoCaRP include the improvement of planning practice through the creation of a global and active network of planners. ISoCaRP encourages the exchange between planners, promotes the profession in all aspects, stimulates research, improves education and training, increases information and awareness on major planning issues.

City- and Regional Planners act in spatial processes and are consultants to key decision-makers. Their task is to propose or support spatial interventions and plans on behalf of the society in general or specific actors. Planners combine knowledge, science, design and strategy and are used to work in joint ventures and multi-disciplinary teams.

The association's main event is the annual congress, which focuses on an international planning theme. The congress takes place in a different country every year, preferably on a different continent. ISoCaRP also organizes smaller scale seminars and publishes reports and other professional documents. It is represented at major international planning events.

### Admission of members

Planners wishing to join the Society should apply for membership to the National Delegation of their country - if there is such a delegation - or directly to the Secretariat, sending a short CV with a request for admission. Conditions for admission and the qualifications required - experience, creativity, work accomplished, publications, professional conduct - are laid down in the Articles of Association.

### ISoCaRP Congresses since 1995

2005 - Bilbao/Spain	Spaces for the creative Economy
2004 - Geneva/Switzerland	Management of Urban Regions - Experiences and new Intervention Policies
2003 - Cairo/Egypt	Planning in a more Globalised and Competitive World
2002 - Athens/Greece	The Pulsar Effect coping with peaks, troughs and repeats in the demand cycle
2001 - Utrecht/Netherlands	'Honey, I shrunk the Space' – Planning in the Information Age
2000 - Cancún/Mexico	People's Empowerment in Planning – Citizens as <i>actors</i> in managing their habitat
1999 - Gelsenkirchen/Germany	The Future of industrial Regions - Regional Strategies and local Action towards Sustainability
1998 - Azores/Portugal	Land and Water: Integrated planning for a sustainable future
1997 - Ogaki/Japan	Risk Assessment and Management: Planning for an uncertain future
1996 - Jerusalem/Israel	Migration and the global Economy: Planning responses to disintegrating patterns and frontiers
1995 - Sydney/Australia	Planning and Mediation in Urban Planning



## Young Planners' Workshop

The Young Planners' Workshop has been organised on the occasion of ISoCaRP conferences since 1991. The objective of this Workshop is to bring together 20-25 young professional urban planners from all parts of the world. It provides them with the opportunity to work together as a closely-knit team on a specific subject, to establish a good hands-on working relationship and achieve results in a very short period of time. The young planners work on a real planning issue which is related to the theme of the Congress.

ISoCaRP is grateful that UNESCO (Management of Social Transformations Programme) sponsors this event. This support enables Young Planners from developing countries to participate in the workshop.



*Young Planners at work and relaxing*

