



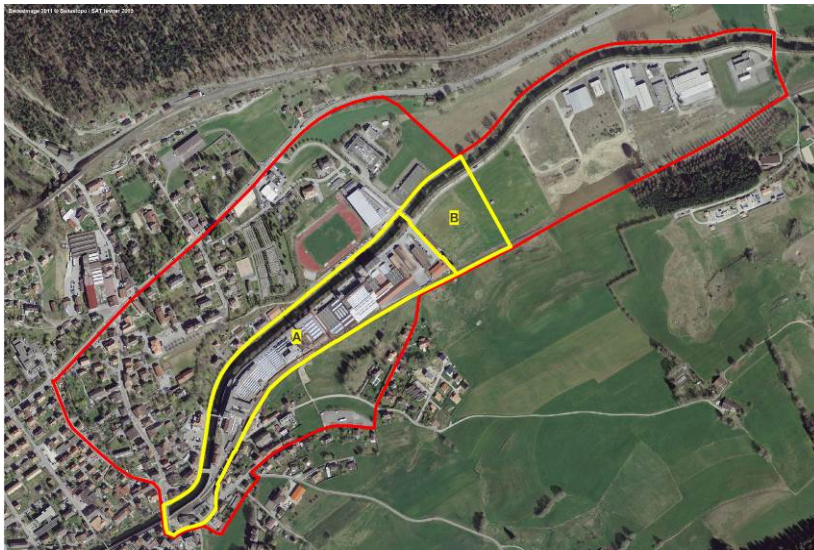
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EUROPAN 12

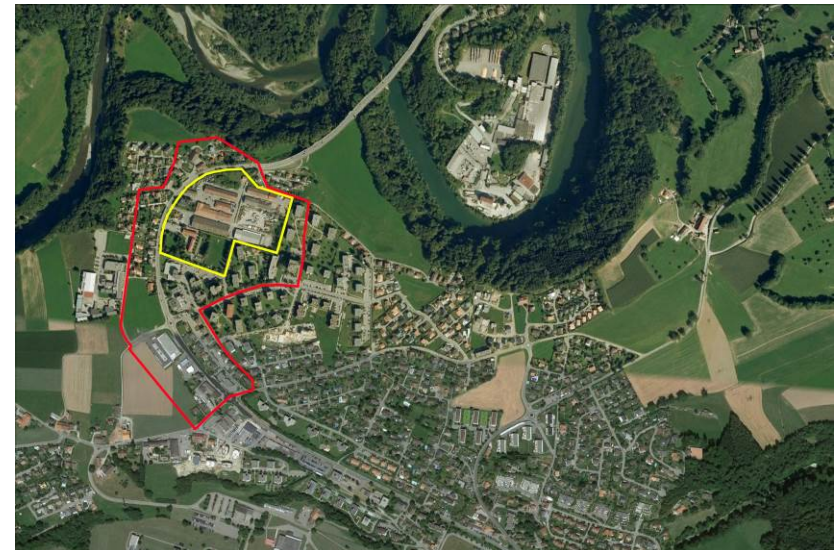
*The Adaptable City –
Inserting Urban Rhythms*

JURY REPORT

COUVET (NE)



MARLY (FR)



EUROPAN 12 SWISS JURY REPORT

The Adaptable City – Inserting Urban Rhythms

Definition

Europan 12 is a European federation of national organisations that manage architectural competitions launched simultaneously in seventeen countries on a single theme and with common objectives and rules. The winning projects are usually implemented. The national bodies are responsible for their competition sites, for publishing the results and for monitoring European projects with a view to their future implementation.

Nature of competitions

The competitions are public, open, pan-European calls for ideas.

The competitions are for the benefit of young architects and professionals in creative design-related disciplines (urban development, landscaping, crafts, engineering) who are under 40.

The competitions are anonymous.

Europan's twelfth session - European 12 – has been launched and the theme is: *The Adaptable City – Inserting Urban Rhythms*.

European has decided to make the concept of ADAPTABLE CITY the theme of the European 12 session, launched on March 18th, 2013.

DEFINITION: adaptability is the quality of a space that can be easily modified in harmony with the changes to which its use is subject or may be subject.

Europe's cities are engaged in a radical transformation: they need urgently to reduce their ecological footprint to help resolve the energy crisis, combat the greenhouse effect and preserve nonrenewable resources. This transformation applies both to their morphology (form) and their metabolism (including all energy expenditure), and is highly dependent on the ways of living they provide. To achieve this, all these changes have to be thought out quickly, and that is why European 12 proposes to explore the question of time with a view to making the city more adaptable.

This entails, for example, providing new ways of sharing collective space and methods of governance. This requires a chronotypical approach, blending the spatial and temporal dimensions and, for example, establishing temporary projects for spaces.

This also means developing a sensitive form of urban planning, where different places can be used at different times, and rethinking the quality of the spaces from that perspective. This raises the question of the "hospitality" of urban spaces and their transparency for users of the city. It is also important to think about intensive development projects, to connect them better with the realities of today's city. It is also about considering the multiple uses the city, and in particular the question of the sharing and recycling of buildings, to avoid excessive consumption of space and thereby to promote a sustainable city by exploiting time in its full range.

1- CITIES ON THE MOVE

Europe's cities are engaged in a radical transformation: they need urgently to reduce their ecological footprint to help resolve the energy crisis, combat the greenhouse effect and preserve nonrenewable resources. This transformation applies both to their morphology (form) and their metabolism (including all energy expenditure), and is highly dependent on the ways of living they provide. To achieve this, all these changes have to be thought out quickly, and that is why European 12 proposes to explore the question of time with a view to making the city more adaptable.

RHYTHMS AND LIFE CYCLES OF URBAN SPACES

This entails, for example, providing new ways of sharing collective space and methods of governance. This requires a chronotypical approach, blending the spatial and temporal dimensions and, for example, establishing temporary projects for spaces. This also means developing a sensitive form of urban planning, where different places can be used at different times, and rethinking the quality of the spaces from that perspective. This raises the question of the "hospitality" of urban spaces and their transparency for users of the city. It is also important to think about intensive development projects, to connect them better with the realities of today's city. It is also about considering the multiple uses the city, and in particular the question of the sharing and recycling of buildings, to avoid excessive consumption of space and thereby to promote a sustainable city by exploiting time in its full range.

In fact, today it seems that the question of land, of the city and of architecture needs to be considered in relation to the timeframes of use and of urban planning. Incorporating the dimension of time into urban policy is a factor that needs to be worked on, because it affects the 2 principal characteristics of the contemporary city: sprawl and fragmentation.

The city now spreads not only in space but in time, and the emerging feature of the modern city is that of one that is continuously active, 24/7. Urban sprawl, for its part, affects our experience of the city, which can also be perceived in terms of segregation.

Time therefore reflects the reality of the fragmented city, a polychronic city that operates to different timeframes.

So for European 12, the emphasis is on reflecting the rhythms and life cycles of urban spaces so that they can adapt to change, without losing their identity, can slow down and speed up, adjust to cycles and transformations in the context of an uncertain future. So it is about anticipating the inevitable impacts of change, allowing a plurality of uses, but also being capable of making creative use of what already exists. And therefore adjusting to what is already there while developing visions of the possible that take account of both permanence and variation.

A RESILIENT AND ADAPTABLE CITY

The specific priority of this session, therefore, in projects of an urban-architectural scale, is to explore time in its relation to space by making the city resilient and adaptable.

Resilience is the capacity of a space to recover a function or a development after experiencing a trauma.

Adaptability is the quality of a space that can be easily adapted to harmonise with the changes of use that it undergoes or may undergo.

The city has to regenerate after experiencing divisive urban operations or accelerate to adjust to rapid development or conversely be revitalised in terms of its uses. To do this, however, urban projects need to acquire a capacity to adapt to new timeframes of use, which are better coordinated between themselves.

The notion of an “adaptable city” is of a city that can be worked without breaking, capable of extending its possibilities and retrieving its forms, in space and time. In this case, the underlying question becomes: how do you introduce time into urban projects?

PROGRAMMES BETWEEN LEGACY, INVENTION AND REVERSIBILITY

In terms of programme, it is less a question of flexibility or functionality than of scenarios for appropriate transformations between legacy (the history of places), invention (innovation in spatial arrangements that accommodate a plurality of uses) and reversibility (temporary developments). It is less about technology than a method of establishing links between natural and cultural environments and finding compensations and connections. This means, for example, that plans for new buildings need to include measures for nature and landscape and new projects need to be capable of harmonising with a system by adding meaning and purpose (re-connection).

To achieve these objectives, time and the effects of time need to be considered and incorporated into a responsible and inventive analysis of urban rhythms.

For this, one needs to evaluate/assess what is already there, and think about the future within an open programme that incorporates different timescales: for example, different rhythms of life, the rhythms of day and night, of the seasons and of successive generations.

2- SELECTION CRITERIA FOR EUROPEAN 12 SITES

ACCELERATED OR OBSOLETE SITES

This future-directed culture emphasises the processes of metamorphosis at work on different types of sites and constitutes a framework within which to look for sites for the European 12 competition:

- sites that are exposed to acceleration or the necessity of change and are therefore threatened or stimulated by those changes;
- sites whose uses have become obsolete and whose potential need to be rethought in terms of different life cycles in the natural and cultural environment, and which are seeking to enhance connections;
- sites that are traumatised as a result of previous bad decisions that have generated divisions, segregation, pollution.

PROGRAMME TYPES

The idea is to articulate these site characteristics with analytical frameworks in which urban and architectural projects are conceived around lines of force that can incorporate the notion of time and evolution:

- so that the space adapts to changes of use, to move towards greater urbanity;
- so that the same space can accommodate several successive uses, to move towards greater intensity and more economical employment of land;
- so that space can evolve over time around sustainable strategies, but with the capacity to adjust to programmatic unpredictability.

SCALES: STRATEGY, IDEAS AND PROJECTS

The diversity inherent to the conditions, not to say to the specific problems of each participating European country, means that 3 different scales need to be distinguished between the surrounding area and the specific location:

- a- global strategic scale (the scale communicated to the competitors). The metropolitan area (spatial conurbation consisting of autonomous and interlinked urban units) and the city (urban space of activity and habitat with a diverse mix);

b- ideas scale (scale used by competitors to establish the set of problems for resolution).

The neighbourhood, its territorial determinants and its relations with its environment;

c- urban and architectural project scale (focus of the design process).

The emerging urban fragment.

INFORMATION ABOUT THE SITES

These scales correspond to spaces of different sizes, which will need to be defined precisely for each site and on the basis of the contexts provided.

Each European 12 site pack will therefore contain 3 types of information for entrants, corresponding to the 3 scales:

- the political priorities of the municipality or conurbation in terms of sustainability (economic, social and cultural) together with the major territorial determinants (infrastructures, uses, density, etc.), whether current or future.
- the specifics of the area where the site is located and the major factors determining its transformation, in particular with regard to its urban rhythms, whether in terms of uses or of staged transformation over time.
- the actual project site where operations are likely to occur after the competition, with all the information needed to understand existing conditions and the desired changes, and a programme highlighting the project's priorities in terms of the timeframes of use.

Participants may choose from among 51 sites in Europe.

European Switzerland has proposed Thwo sites in Switzerland:

- « Dubied-Site – On both sides of the Areuse River » in Couvet
- « Winckler and Saint-Sacrement areas - Redevelopment of Marly's Northern entry »

European Suisse and European Deutschland jointly offer a cross-border site:

- « The "Small Venice" » in Kreuzlingen (CH)/ Konstanz (DE)

This competition was able to be held due to the support of the site owners, the concerned municipalities.

In each country, a national jury judges the proposals submitted by competitors for the sites located in that country.

For that particular site the jury was composed of 4 members from the Swiss European 12 Jury and 4 members from the German European 12 Jury plus one member from European Europe's Scientific Committee.

Objectives

In a spirit of open dialogue and co-operation within a broader Europe, EUROPAN aims to generate more in-depth knowledge of, and reflection on, housing issues and urban planning, and to promote exchanges on these subjects among the different countries of Europe.

The goal of EUROPAN is to help young architects in Europe to develop and promote their ideas in Europe and further afield.

EUROPAN aims to help towns and planners who propose sites to find innovative architectural and urban solutions to the problems they face.

EUROPAN is therefore designed to promote the implementation in participating countries of experimental projects and the development of innovative urban processes.

General provisions

Ownership: all material received by the organisers becomes the property of the organisers. The artistic property rights of each project are the exclusive property of the author(s) thereof.

Exhibition and publication rights: the organisers reserve the right to publish and exhibit all entries received by them as they see fit.

Jury composition

Each country sets up a jury. Its members are appointed by the national structure and approved by the Council of the European European Association.

The jury considers all projects that comply with the competition rules. Its judgement is final. In the event of noncompliance with the rules, it has discretion whether or not to disqualify the entrant in question. Under no circumstances the jury considers additional documents or models.

Each jury consists of nine members who are in no way associated with the sites and is constituted as follows: one representative of the government or of a supervisory authority, two client representatives, one of whom represents a city not involved in the competition, four representatives of architectural and urban design (architects, landscape architects, urban planners), two public figures.

Of these nine members, at least two must be foreign, including at least two architects. The national structure also appoints at least two replacement jury members representatives of architectural and urban design.

Jury members may consult representatives of the cities involved in the competition, but on no account may city representatives have voting rights. The jury members are identified when the competition is launched, and their names are listed for each country on the European website www.european-europe.eu.

Information on the Swiss National Jury and other information can be accessed on our Web site: www.european-suisse.ch.

Swiss President of the Jury (in the absence of D. Marques)



Pierre-Alain Dupraz
Architect ETS FAS
CH-1207 Genève

Architects



Daniele Marques*
Architect ETHZ BSA SIA, Marques AG
CH-6006 Luzern



Léonard Verest
Urban Planner, Agence Malnati & Verest Sàrl
CH-1227 Carouge



Cristina Woods
Architect, Verzone Woods Architectes, paysage, urbanisme, architecture
CH-1659 Rougemont

Public authority representative



Sofie Troch
Projectleider, Vlaams Bouwmeester
BE-1000 Brussel

Personalities / Scientists



Prof. Robert Prost
ENSAM Engineer, architect DESA
FR-75011 Paris

Clients



Paul Rambert
Architect EPFZ, Immopoly Sàrl
CH-1001 Lausanne

Replacement Jury Members



Alberto Figuccio
Architect AAM OTIA, fil rouge architecture M. Aouabed & A. Figuccio
CH-1204 Genève



Jürg Capol *
Responsable acquisitions, Solvalor fund management SA, société de direction de fonds de placement
CH-1002 Lausanne

Observateur EUROPAN



Rodolphe Luscher
Architect FAS/SIA, FSU Urban Planner, VISARTE, President EUROPAN Suisse
CH-1006 Lausanne

Secrétariat



Michel Ruffieux
Architect HFG-FAS, General Secretary European Suisse
CH-Lausanne



Christelle Sobrado
Assistant European Suisse
CH-Lausanne

* *excused*

* *appointed ex officio with voting rights in the absence of one regular jury member*

Projets remis

70 projects were qualified by the European Swiss Secretariat for:

- Couvet : 40
- Marly : 30

The projects for the two Swiss sites were rendered in digital form and uploaded in the European server of Europan. The deadline and anonymity requirements were met by all but one.

Marly (FR)

«Winckler and Saint Sacrement areas, requalification Northern access»

MA39 HK115 time shapes mary

Technical feedback:

Ms. Christelle Sobrado and Michel Ruffieux - who are not jury members - expressed some minor concerns about certain projects :

- Boards not numbered
- No graphic scale.

As these shortcomings did not create an unfair advantage for the authors of the projects and did not impact the understanding of the ideas presented, the projects concerned were deemed to meet the contest requirements.

The MA39 project (HK115) that was not uploaded, was excluded as it did not meet the Contest Rules, Section 5.1 "digital rendering".

Therefore, altogether 69 projects were submitted to the jury.

The internal numbering of projects for each site is based on the order in which the projects were received.

Couvet (NE)

«Dubied-Site, on both side of the Areuse River»

CO10	SG276	beyond the factory
CO11	HC258	SEWING KIT
CO12	LC945	TERRITOIRE DE PARTAGE
CO13	XY030	A Braided River: Weaving Together Ecology, Industry, and Culture along the Areuse River
CO14	SW648	FABcity
CO15	WZ315	Inachèvement innovateur "Les rouages de cette vieille "horloge" fonctionnent encore très bien !"
CO16	BR508	L'île aux liens
CO17	TE756	Remember when
CO18	QV330	AU FIL DUBIED
CO19	LD458	SYNTAXE INDUSTRIELLE / INDUSTRIAL SYNTAX
CO20	KF889	ITY
CO21	KC645	Un Héritage - Quatre Situations
CO22	XW683	*Edouard's Dream
CO23	XW348	MOSAIC OF FUTURE MEMORIES
CO24	MV021	SWISS MADE
CO25	LK586	Hub* Doux
CO26	UJ798	PULSE
CO27	VW871	Couvet entre ruralité et industrie
CO28	IK505	Built Landscapes
CO29	FV127	Master Plan VS Multiprogrammatic Process - Régénérer Dubied; un procès multiprogrammatique
CO30	SM200	DUBIED, COEUR SYNERGIQUE
CO31	FH034	in zwischen
CO32	AK708	DUBIMPULSE
CO33	CH141	HARVEST
CO34	WG351	"L'Homme est un être sociable"
CO35	WZ650	Le temps retrouvé
CO36	JC886	une nébuleuse de petits bâtiments
CO37	HR172	BOUTURE regeneration d'un paysage industriel
CO38	VA728	MOBILE
CO39	NH204	Interstices [a]temporels
CO40	CW839	WOOD DE TRAVERS
CO41	KO467	changes, changes, changes
CO42	LE777	Eclosion urbaine
CO43	TV738	Label DUB' CLUSTER DES SAVOIR-FAIRE TRADITIONNELS

CO44	BC611	MELKON. Incubator of differences
CO45	MP063	Mécanique de l'avenir
CO46	AI192	benches park
CO47	OA746	STRUCTURE
CO48	ZY999	//PATCH WORK// SEWING THE CITY
CO49	GX847	LA FABRIQUE PRé-FERRé

Marly (FR)
«Winckler and Saint Sacrement areas, requalification Northern access»

MA10	WS221	LEARNING FROM MARLY
MA11	GT844	BOLWERKSARINE
MA12	IC385	PermaCity
MA13	KS226	PATCHWORK
MA14	MJ462	COMMUNITY LINKS
MA15	QY253	dancing density
MA16	MI861	SLOW POLES
MA17	VC649	entrée de Vi[II]e
MA18	TT311	MARLY URBAN ISLANDS
MA19	GY926	Winckler Park
MA20	YF162	Sunny Marly
MA21	GC467	Urban Orchestra
MA22	TF146	ESTAMPILLE
MA23	AL783	la charnière
MA24	QN890	QUARTIER D'ESPACE
MA25	LY576	Le Parc des Falaises
MA26	FU392	MARLY EN PLACE
MA27	LR671	Le Quartier du Centre
MA28	CI923	ZIP PROJECT
MA29	FL992	REDEMER[R]-LY
MA30	TY329	Jeu de vivre
MA31	QM421	_la dapta
MA32	XL913	URBAN ARCHIPELAGO
MA33	ZB628	mixtrict
MA34	II564	En Tête de Pont.
MA35	LV869	REHABITATING MARLY
MA36	XT599	Wood land
MA37	GU356	FOLIAGE
MA38	DM328	StayUrban.StayGreen
MA39	HK115	time shapes mary

(in red= Prize winners, runners up and honors)

Tour of the Swiss sites: Friday, April 26, 2013

All the members of the European 12 Swiss Jury toured the two Swiss sites:

- The "Dubied-Site, on both sides of the Areuse River" in Couvet.
- The "Winckler and Saint Sacrement" plots with the redevelopment of the northern access" to Marly.

Both tours were also used as an exchange forum with the local authorities of the two municipalities, the municipal technical departments and the various owners.

A number of architect-candidates took part in both tours and met with the various stakeholders.

The contestants were notified that all the questions they wanted to ask after the tours had to be sent in writing to the organizer to insure that they could be seen by everyone, together with the anonymous and general answers to the questions.

Following the comments and the questions asked during both tours, European Suisse suggests that the teams complement their urban planning and architectural skills, with the skills of landscape designers, Construction economists and environment engineers.

Couvet (NE) «Dubied-Site, on both side of the Areuse River»



Representatives of the local authorities:

- Mr. Jean-Nathanael Karakash, Vice President of the Municipal Council, head of the Department for the Economy, the Finance and Social integration in Couvet
- Mr. Christian Mermet, Municipal Councilor, Head of the Department for Territory Development (Urban Planning), Community life and Culture of Couvet
- Mr. Pierre-Laurent Denis, City Architect, City of Val-de-Travers

The local authorities welcomed the jury and the attending competitors to Couvet.

They said that they were pleased that the site Couvet had been selected for the 12th European session and reviewed the main issues at hand. At the end they handed out a document folder containing:

- Neuchâtel Historical Magazine: "Dubied a Neuchâtel company, 1867-1988"
- Fleurier over time (www.fleurier.ch)
- Magazine "L'heure by Fleurier": The Val-de-Travers switches to summer time ... (March 2013)
- List of the owners of the Dubied site
- ISOS Inventory of Heritage Sites in Switzerland - Built sites of national significance, the Republic and Canton of Neuchâtel.

They remind the audience that the Couvet project has to meet 2 requirements:

- First, the size of the site implies territory planning issues;
- Second the re-use of certain existing buildings must be considered.

Dès lors se pose la question sur la manière de démarrer un projet en zone urbaine plutôt que sur le caractère architectural du projet.

What is expected from the candidates' proposals is a starting strategy with a scheduling for a phased implementation based on strong architectural and urban planning statement that could ensure the sustainability of the vision chosen for the site.

The local authorities reminded the audience that the layout of the site should reflect the collaboration spirit that is prevalent in the Val-de-Travers. It should foster professional and human exchanges. One may think of sharing certain skills, certain work places, certain tools, etc.

Marly (FR)

«Winckler and Saint Sacrement areas, requalification Northern access»



Representatives of the local authorities:

- Mr. Jean-Marc Boéchat, Municipal Councilor, Marly
- Mr. Laurent Corpataux, Head of Technical Services, Marly
- 10 landowners

Mr. Jean-Marc Boéchat, Municipal Council welcomed to MARLY, the jury members, the site owners and the competitors in attendance. He expressed his satisfaction that the Marly site had been selected for the 12th European session and reviewed the main issues at hand.

As the participants toured the site they became aware of its large size, of the obsolescence of the existing buildings and their little architectural value, with the exception of the ASFL and Saint- Sacrement buildings.

The large size of the site entails a territory planning approach. The large number of owners increases the complexity of the project. Therefore, the project must focus on how to start a project in an urban area rather than emphasizing the project architectural quality. The client is looking for a starting strategy and scheduling proposals for an implementation in stages with strong urban elements that would ensure the sustainability of the chosen urban strategy.

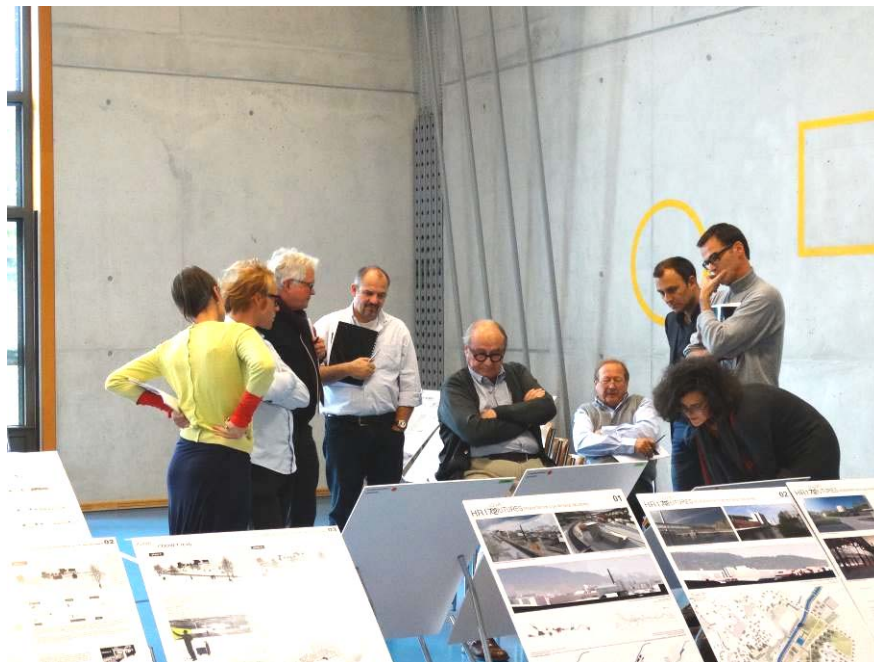
The reflection on Marly site is mainly about territory planning considering the size of the site; the complexity is increased by the large number of land owners. Then the question is about how to start a project in an urban area rather than the architectural content of the project. What is expected is a starting strategy and proposals for scheduling implementation phases of a strong urban statement that will guarantee the sustainability of the vision chosen for the site.

The audience was reminded that Marly's social and cultural life was lively with strong links with the village. The existing social and cultural relationships ensure a real quality of life but do not necessarily translate into construction quality. Therefore, the site has a huge potential, in terms of use by the inhabitants and future users and also in the expression of a quality urban development.

Judging process

The European rules state that the jury has a final say concerning the implementation of the rules of the Contest and the judging process was spread over two separate sessions.

First session: Friday, October 11 and 12, 2013 in Marly

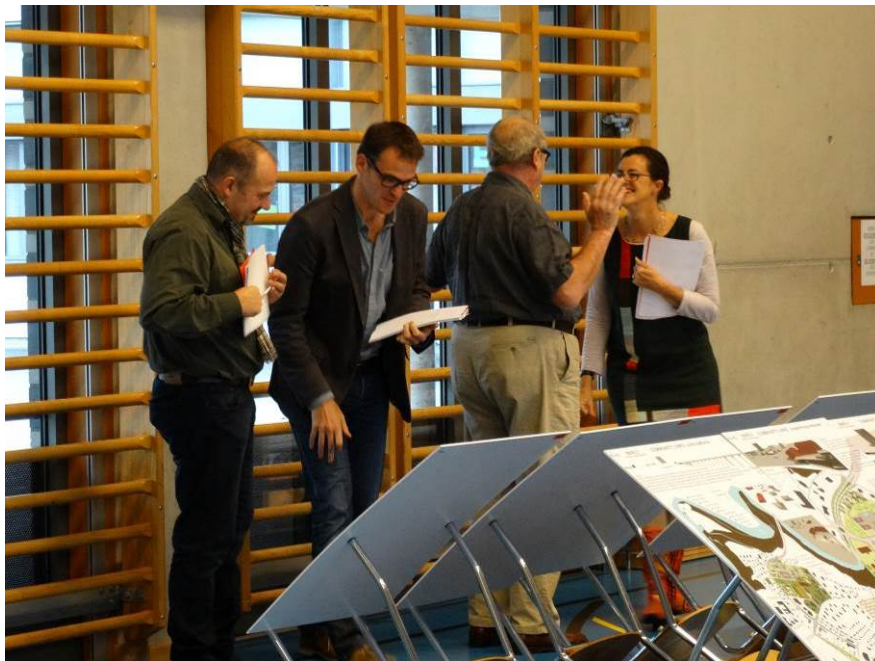


The goal of the first session is to preserve between 10 and approximately 20 % of the projects. The selected projects must embody strong and major ideas or ideas remarkable by their relevance (or even their impertinence!), as long as they present a contribution to the themes or trigger a discussion within the Scientific Committee at the International forum of the Cities and Juries, held on November 8th and 9th, 2013 in Paris (France). The purpose of this is for these projects to be used for a European comparative analysis.



All the jury members reviewed the families of projects submitted by the President and the Secretary General of European Suisse and listened to his explanations. This approach was chosen to give the candidates a better grasp of the sites' main issues.

Then, the jury made a first review of all projects.



After the review each member of the jury explained why he liked certain projects better.

The MA39 project (HK115) "shapes Mary time" that was not uploaded was excluded as it did not comply with the Contest Rules, Section 5.1 "digital rendering".

In a second review the jury members analyzed the A3-format files, forwarded by the candidates.

After that second round of reviews and presentations, the Q & A session and the discussions, it became possible to narrow down the selected projects, or to go through a third round. They may decide to vote if necessary.

Preselection

The Jury was hard at work on October 11 and 12, 2013 to review all the projects and compare the various proposals with each other to identify the projects likely to contribute to European's debates and submit to the participating cities proposals that are innovative and relevant for their sites.



The jury took into account the value of the proposals from the point of view of the theme: ***“The Adaptable City – Inserting Urban Rhythms”***, as expressed in the European 12 call for project.

The following criteria – in relation with the project sites - were used by the jury members:

- The conceptual content
- The innovative contribution to European 12 themes: “Scalable Cities”, “New Urban Rhythms”.

Couvet (NE)

«Dubied-Site, on both side of the Areuse River»

Introduction

The appeal of the Dubied site will be certainly boosted by the very low rental rates in the Val - de -Travers area compared to most Swiss regions. Business activities that will be created there will enjoy an additional competitive advantage.

The site must be redesigned - while balancing modernity and the legacy of the past - to instill a new life in the village of Couvet. Despite the hardship suffered by the inhabitants when the Dubied Company was shut down, the factory site still plays an important role in the collective memory of the people in the region. They are open minded about the redevelopment project and ready to think forward. This is a chance for the region and the site.

- CO10 (SG276): This project suggests a transformation model based on a society that is the opposite of the city born during the industrial revolution and focused on technology.
It plans to open up the area to remove the existing visual barrier. Preservation of many redesigned buildings to create a fluid wandering space. Creation - out the existing environment – of a quality space combining nature and culture to create a feeling of belonging and sharing. Enhancement of the oldest building.
Mixing of various functions (culture, learning, shopping, leisure, training, sports, meetings), to create a lively area throughout the day. A white concrete pavement, uniform and continuous, following a winding path creates spaces dedicated to leisure and relaxing. The last plot of the site is designed to cover the parking lot with a natural outdoor amphitheater.
Creation of a new ring road around the Dubied area.
Creation of two footpaths through the old factory (one being a footbridge designed as an architectural walk).

- CO11 (HC258): Creation of a second thoroughfare running from the existing Couvet train station, along the southern side of Dubied site and leading to a new train station located between the Dubied and the La Léchère sites.

The great care given to the protection of the industrial and landscape legacy of Couvet leads to view the project as an extension of the Main Street.

A few buildings are torn down to enhance the pedestrian destination of the street. They will be replaced by other halls that will be multifunctional and scalable.

The new thoroughfare combines the different temporalities of Couvet and new urban activities: retail stores, workshops, cultural programs, schools, sports center, etc.

- CO12 (LC945): A heritage analysis of the site reveals the elements that help define the phases of the plan to reclaim the site. A transverse approach that includes the Areuse River fosters the creation of ample public spaces around buildings destined to diversified and mixed uses.
- CO13 (XY030): The project intends to streamline the north-south paths in the Dubied site, especially in the vicinity of the river and the railway tracks. .
It enhances the permeability of the banks of the Areuse River and contributes to setting the stage for the legacy buildings by densifying the landscape. The site is opened up by the creation of walkways and car lanes.
It plays with a system of orthogonal green strips structuring the landscape and separating the built areas.
Ecological corridors crossing the area are created by using various types of vegetation. The vegetal grid will be used to channel future expansion plans.
Architecturally, the project offers scalability for any future programmatic changes by the use of a modular metal structure inspired from industrial arcade designs, which can accommodate workshops, offices and showrooms.

- CO14 (SW648): A project that focuses on mobility with the construction of a new train station and silo-type parking spaces. The project is also considered as a constellation of various programs, combining industrial design, urban and social activities (workshops, school of design in relation to CNIP). The organization and the programs are not set; they are intended to shape up organically over time and contribute to the creation of a new space.
The interaction between defined and undefined spaces, the link with the basic components of the site (river, rail way line and landscape) set the stage for the architectural project.
The project introduces consistency and sets a framework based on preserved heritage structures, acting as a matrix in which the various elements are organized.
Interior and exterior spaces are entwined to form an autonomous network where the buildings (government programs), the gardens, the courtyards, are the nodes.
Dubied is energy independent, it shares the energy produced via a district heating system using wood from local forests, geothermal and renewable energies.
It also operates in symbiosis with other industries in the valley by recycling their waste.
- CO15 (WZ315): It is a concept for the transformation of the site based on an "Aquedub", a sort of contemporary aqueduct built along the south side of the site with a walk (pier) linking the site to the Couvet center.
The site transformation may follow different time scales. Thus, a 6 meter meshing with land units of 24 m. is planned with a division of the site into 12m land strips.
- CO16 (BR508): By covering the Areuse River with over hanging gardens the project offers the opportunity to better link the site with Couvet's center and connect it with the Main Street.
A technical platform extends over the site and connects the preserved legacy buildings; it becomes the new ground level. The link with the opposite bank of the Areuse River is strengthened.
- CO17 (TE756): The project spreads from the river. It revisits the banks of the Areuse River, inside and around Couvet. In the Dubied site, the existing building block is carved into slices, to increase the permeability between the river to the North and the train line to the south.
The light structure includes a new train station and can be extended up to the La Léchère site.
The sector is divided into four parts. Each part surrounds an iconic building preserved from the old industrial halls.
Each part corresponds to one type of activity: Crafts, food, design, public services.
This new business center benefits from a new pedestrian street facing the river.
- CO18 (QV330): The project involves the re-use of almost all existing buildings.
The voids are filled to create mega blocs.
Individual structures, designated as "use parts" complement the built areas and contribute to the structuring of the place (orientation, access).
A network of public paths will criss-cross the site; technical networks are planned over and under the public paths as well as shared public spaces.
To promote a quick installation of new companies, "fixed wet cores are also installed".
- CO19 (LD458): The project intends to create an attractive place on the scale of the territory, by relying on its landscape, heritage and symbolic qualities. The project aims at creating a regional economic center with broad ranging activities (concerts, exhibitions, shows, fairs) in three key locations linked to the rest of the territory (by bus, train, car , etc.).
Integration to the surrounding landscape can be achieved in using the roofs or the activities. The site meshing makes it possible to create new public spaces and increase the density. The public space is scalable with the use of anchoring points in the meshing, where urban furniture can be installed following various patterns.
The site density is increased with the creation of a "high density envelope" adaptable and flexible enough for wide ranging programs: resilient, temporary or special events.
Development in three stages: analysis and inventory of existing buildings; classification into four categories based on the buildings' condition.
First: Regaining control of the river bank with the creation of an esplanade. Development of three hotspots through a number of activities leading to a quasi-permanent use of the area.
Second: Building of the train station, creating natural public spaces, with a scalable density that can be adjusted to the rest of the site. Connections are created between the Dubied site and the La Léchère area.

- CO20 (KF889): A project that proposes to gradually replace the industrial site by hexagonal modules.
It is divided into 6 phases and begins with a new train station at the end of the plot and then spreads towards the existing Couvet train station.
Some existing parts of the complex are preserved and refurbished and highlighted in the middle of the new urban fabric.
To the South, on the railway tracks side, an access and delivery lane is planned, while on the north side, a park is created to link the project with the river.
Modularity provides a great flexibility of use and a scalability that will make it possible to give the right response to each request.
- CO21 (KC645): This proposal looks at four situations and takes into account the built legacy.
Thus, in the South, all the buildings are preserved and refurbished. The building containing the garage is demolished and cleared to make room for a garden.
In the north, the site will host a campus in a space created from demolition, new construction and "grafting".
- CO22 (XW683): A project seeks - above all - to understand and work with the ambience of Couvet.
The project focuses on specific actions implemented locally; it rethinks the existing components in a way that fits in the context of the village.
By breaking down the existing building block into smaller units and mixing new and old, the project creates a new permeability throughout the site.
The suggested transport solutions link the Dubied site with the rest of Couvet and Val -de- Travers.
The train station is moved to the middle of the site, giving it a real importance.
The outdoor spaces are designed to the scale the valley, they contribute to the overall landscape design.
Implementation phases are scheduled over a period that should lead at the end, to a broad programmatic mix.
The new district sets the stage of its own history while claiming its modernity.
- CO23 (XW348): Project developed in three stages: The old obsolete structures are torn down. New structures are built and a variety of new uses are introduced in the site: the Dubied museum, a technology cluster (that houses companies involved in research and new technologies), a new train station (the project includes the construction of a new tram line), a leisure center, a hotel and an art center.
- CO24 (MV021): The project aims at an industrial revival of the Couvet site.
A public space created along the Areuse River, is bordered by different areas for different purposes.
The project elects to focus on the existing heritage built block in the site.
Several steps are considered: First, upgrading the three best elements of the site, by preserving the quality built environment and adding new buildings and activities. Second: the remaining space is planned for new activities based on the arrivals of new companies.
The third phase relates to the La Léchère area and could follow the same process in the case of saturation of the Dubied area.
The whole area is connected to Couvet's city center via a new urban space created at the western entrance of the site. The train station will also be located there.
- CO25 (LK586): The project is based on the time constraints of a user, planning his moves according to the time spent (e.g., coffee nearby housing far away).
Thus, from the train station, short time activities are located nearby and those requiring more time are remote or even very remote.
Longitudinal and transverse gallery streets link the various buildings, emphasizing the site linear design.
- CO26 (UJ798): Creation of a backbone running parallel to the Areuse River and containing shops and a gallery for pedestrians. The industrial structures run perpendicular to the backbone that links them as well.
In the north, a green strip and a pedestrian lane compose a pleasant promenade along the river.
In the South, a road network serves the industrial and commercial premises.
Parking space will be available under the backbone.
Certain legacy buildings will be preserved and integrated in the project.
A new train station is planned at the south-western tip of the project.
- CO27 (VW871): A project that keeps the most significant buildings: head of the Site on the Western side, the two buildings surrounding the smoke stack in the center and the vocational school.
The proposed structures are clustered into large blocks.
The dock along the Areuse River is updated.

- CO28 (IK505): The landscape environment of the Val de Travers is the foundation of this project that intends to replicate it. The plot of land is indeed covered by a continuous waving surface with mountains and valleys. Over this topography major roads that follow the lines of force of the environment and connect with them. Certain existing parts are preserved and integrated into the whole project. Train and car traffic flows are integrated in the built areas while the ground level is dedicated to soft mobility. Public spaces are also designed to accommodate public events such as fairs, exhibitions, etc. There are numerous programs organized in separate entities. A new train station is planned at the south-western tip of the project. The built and continuous landscape blends with its environment and gives Couvet a strong identity.
- CO29 (FV127): The project breaks down the Dubied site into several areas, denominated "Basic Spatial Units (SUB)", positioned in a public space used to inter connect them with each other. They are presented in a catalogue available to anyone involved or interested (institutions, citizens, etc. ...) in order to turn the project into a community project. This is also a way to create a new development model. A scenario is suggested for each SUB, with new functions that will replace or supplement existing ones. Similarly, a phasing of the project is suggested, but it can change to accommodate the selected proposals. To revitalize the Dubied area wide ranging activities are suggested on different scales, in different areas.
- CO30 (SM200): The project opens up the site and connects it to the surrounding green spaces with the creation of a new train station to the east of the site. An East- West landscaped promenade runs through the site, overpassing the railway line linking the two stations, and connecting with the new public spaces created by the demolition of a large part of the existing industrial buildings. Three landmark buildings are preserved. The reclaimed land is used for small urban blocks (housing, offices and services) built on a grid of 6x6 m. (used for the development and scalability of the plan), in three phases: 1 - floor, 2 - wall, 3 - roof.
- CO31 (FH034): The project consists in a series of parallel walls running perpendicular to the river and the railway lines, sheltering workshops and different types of housing. On the river side, the walls have a naturally open facade, facing the landscape, while on the railway side, the façade is urban with smaller openings. Public places create some interruptions in the parallel design: the train station at the western tip, a market place in the center, the new train station and an orchard in the Far East.
- CO32 (AK708): The project proposes to use the Areuse River as the backbone of the Dubied area. Public spaces are created along the river and inter-connect with the various centers created. Each center contains different activities. New connections link these activities with Couvet's city center and play a key role in the site revitalization. Various programs are planned in the preserved buildings and a slick of new buildings used for office space and workshops will fill the voids. This construction slick is adjusted to accommodate: lighting needs, views, contact points with public spaces or setbacks from public spaces, or the programmatic needs of the owners.
- CO33 (CH141): The project stems from a local cultural specificity with a strong potential: Absinthe. According to the authors, the production of absinthe will be the tourism and economic engine of the region, with its epicenter in the old Dubied factory. The built structures will be completely refurbished and some parts will be replaced. Bridging-structures and greenhouses are added to the building block, in order to link - at ground level - the North and the South parts of the plot. The greenhouses are designed to grow the plants needed to produce absinthe. The building complex will also hosts a variety of programs. A new train station is planned at the south-western tip of the project. Inside, typologies are designed to "intensify" rather than "densify". With the introduction of natural structural elements, the project moves into a new temporality and offers a sober vision reflecting that of the Couvet village.

- CO34 (WG351): A morphologic analysis of the buildings is used to select the buildings that will be preserved.
New structures will be built to create a transverse dimension. The relationship with the Areuse River is revisited and at the center of the new composition stands a "beach".
To ensure the completion of the project in time, a first phase is suggested for the creation of the inhabited park (entrance to the site in connection with the village), the village core (center square and link with the Areuse River) and the train station.
- CO35 (WZ650): The proposal seeks to re-unify the site by completing a road network first.
Existing buildings are kept but re-interpreted with the creation of links to increase porosity and transverse traffic. The existing meshing of the plots is used for the new construction organized in city blocks.
The train station square is emphasized as the new center of Couvet. Other areas are identified in the site for the creation of event venues in connection with the railway track.
The banks of the Areuse River are transformed.
The project also suggests an urban development along the railway track.
- CO36 (JC886): The project brings the Dubied site back to life with the creation of a cluster of small businesses working together. Small industrial companies can adjust to the existing industrial infrastructure, colonize it and create a business incubator. Thanks to its geographic location, the site is well connected to regional and European economic centers via the railway network. The project is based on the three "T"s: "Talent" and "Technologies" promoted by the CNIP and the "Tolerance" of the inhabitants. It is a 3- phase project: 1 - Construction of the new train station, demolition of obsolete buildings to create new public spaces, free up the river bank. 2 - Construction of a new street along the railway tracks to create more parking spaces. 3 - Construction of new facilities/ buildings to accommodate a mix of new uses: Homes, workplaces, public spaces, leisure areas.
- CO37 (HR172): This project develops a proposal that goes beyond the project site.
The proposal reviews the landscape qualities and proposes to strengthen them.
The road network is completed.
A proposed phasing allows a mutation of the site in steps while promoting the development of relevant factors such as the banks of the Areuse River, a transverse use of the site and a proposed urban development on the other side of the railway tracks.
- CO38 (VA728): The project is based on a thorough analysis of the Val -de-Travers.
The suggested development plan is based on "mobility".
Applied to both inhabitants and infrastructure, it should create strong links with the surrounding villages.
The project focuses also on the Areuse River that becomes the unifying element of the territory.
A number of proposals are made to turn the river banks into spaces that become part of the city life.
The Dubied site is a model of what the Val -de- Travers could look like in the future.
The wasteland is used again and gradually transformed.
Planned development programs in tune with the new environment.
- CO39 (NH204): The project plans the demolition of some obsolete buildings to free the space on the river banks.
A new road is built to the north, along the river together with parking space.
New buildings inserted between the existing ones will be used for: industrial activities, cultural and public facilities, the new train station and a covered market.
Sports fields to the east of the site are extended by restaurant galleries and a public plaza.
An underground pedestrian walkway creates a link with green areas and vegetable gardens south of the rail tracks.
- CO40 (CW839): A mega structure encompassing everything is located in the plot.
The old factory is refurbished, some parts are replaced, new buildings inserted between the old ones.
A large pergola runs along the northern front of the building block, creating a sheltered space facing the Areuse River.
A detailed presentation of the architectural design and a clear definition of the indoor and outdoor spaces are provided.
- CO41 (KO467): Construction of new buildings for multiple uses such as office space, housing, workshops, and retail, inserted between the few iconic buildings that are preserved.
The project proposes a continuous public open space on the redeveloped river banks.

- CO42 (LE777): The project stems from an analysis of the city development: it grows by the addition of successive city blocks, like the petals of a flower whose heart is the train station. The creation of the new train station leads to the reproduction of this pattern starting from the La Léchère area.
The Dubied site is part of both elements and acts as a link between the city's past and its renewal.
A public promenade is created along the Areuse River and a number of foot bridges are built to connect it with the other side of Couvet.
At both ends, public spaces are used to connect the new attraction centers of the area: the retail stores on the ground level that are an extension of the Main Street, a Multimodal center and a multipurpose square near the La Léchère train station.
- CO43 (TV738): First the project reviews the assets of the site: geographical position, its regional activities related to the precision industry, tourism and leisure in the municipality. The project also plans the creation of an artisan park: labelled the "DUB".
There are two sides to the project: the "front stage side" in the village is an extension of the river banks, dedicated to soft mobility with connections between Couvet and the Dubied area; the "back stage side" is dedicated to various concomitant uses that do not interfere with each other : logistics, technical services, etc. Laid in quincunx these squares are organized around a portion of the preserved buildings together with new buildings suited the new activities.
- CO44 (BC611): Reconciliation between two - often opposed- categories: nature and public space.
To recreate a link between Couvet, the Dubied site and Val -de-Travers, the former plant is broken down in different parts surrounded by green spaces and scaled down to match the village scale.
To compensate this density drop in the site, certain parts may – depending on future needs - benefit from a height extension.
A variety of "unstable" programs is housed in the old factory.
To link the Dubied site with the La Léchère site, a new circular building is designed. On one side it contains the new train station and a few retail stores, and all the other sides are open.
This space sheltered from future extensions, will remain a place to socialize in Couvet.
- CO45 (MP063): The project reconnects the site to the village with the paving of certain lanes and the construction of a rolling bridge. There are two architectural projects: The new train station and a cluster of creative industries.
Wooden micro- structures that can be assembled in different ways and can be accessed by everyone are used inside the various buildings of the project.
They are also intended to colonize the village, and even to be moved beyond Couvet by rail for a special event if needed.
A scaffolding structure covered with fabric towers is erected over the cluster to create a monumental landmark.
- CO46 (AI192): The project uses irregular elements linked to the river by a dock.
Apart from the dock and the buildings, the rest of the plot is turned into parkland. The building blocks are covered with stone facings. In addition to skylights, they have only one open side: the South face.
A footpath crosses the park and each building.
The CNIP building alone, is preserved and integrated into the system.
A new train station is planned between the Dubied and the Léchère sites.
This simple project brings back a clear image of the site. Something that was lacking with the old factory.
A fairly advanced architectural work makes it easier to understand the program planning and the use of the space.
- CO47 (OA746): Construction of a mega structure across the valley that will contain the entire program.
Only two buildings are kept in the Dubied site.
- CO48 (ZY999): The project replaces the old Dubied plant, only a few elements are preserved.
The new site is composed of three elements: towers on the river bank, large "tubes" are placed between the towers and the rails and roofs cover the tubes and the space between.
The visible building structures and the new typologies give a futuristic image to the new district.
- CO49 (GX847): The project is developed in five sequences, defining five programmatic areas combining the natural / human /architectural heritages.
They are spread along a highway located on the river bank river and contain creative workshops, a business and sports hub, the Dubied train station, industrial activities, warehouses and a cultural center in the East.
The business and sports hub is located on both sides of the other river.
A bus network unifies the whole site.
12 specific action plans are suggested to transform the site, based on 4 themes and 3 temporalities.

Marly (FR)

«Winckler and Saint Sacrement areas, requalification Northern access»

Introduction

To boost the site development and upgrade the image of the entry to Marly a visionary approach is required with diverse and sustainable projects leading to a mixed development that will include housing, industry and services.

The right answer will use all the resources needed to embody Marly's symbolic renewal.

- MA10 (WS221): The project is built on an analysis of the current site situation and its environment. A largely untapped area is unveiled, with a great potential considering its location.
The project opts for a “tabula rasa approach”, encompassing the green areas and the built areas (with the exception of the Saint Sacrement Church and the training center) in order to highlight the view from the road.
The whole site area is extruded, with the exception of the pedestrian walkways and public spaces to be created.
The new volumes are then modulated to create empty spaces, light, views, etc.
- MA11 (GT844): The project is a collection of scattered prismatic “blocks” oriented east-west.
The three to six storey blocks, located in a heavily wooded part of the plot, are designed with organic shapes and distributed according to the programmatic areas: culture, sports, education, retail, crafts. Upper floors are used for housing.
Three main roads connect the underground parking lots to the roundabout of the Fribourg road.
Pedestrian traffic flows are fluid and randomly distributed in the park.
- MA12 (C385): A project that proposes to “reconcile Man with Nature” in a new kind of neighborhood.
The built part fits in two grids already existing in the site: the Winckler industrial halls and the apartment buildings nearby. The buildings of the two grids are overlapping and create a new form of public space at ground level.
Accommodation is located in the upper parts.
Born out of permaculture, the project offers a true alternative to the usual suburb development models.
- MA13 (KS226): The project covers the whole plot with a 23x23m orthogonal grid.
The grid is adjusted to fit the built front along the curve of the Fribourg road and some blocks are torn down to create a green public space.
Three existing buildings are preserved and integrated into the grid. Many blocks are used for mixed programs that include dwellings, student housing, a cultural center, a school, workshops, retail stores, restaurants and a café along the Fribourg road.
The housing blocks are organized around a patio.
The height of the blocks varies according to the program and the surrounding built environment.
- MA14 (MJ462): A project that creates a link between the two faces of Marly: a very green residential area and another part that belongs to the broader urban area.
This second facet - almost metropolitan – is expressed by large and open mineral spaces that bind the buildings with each other.
Around these three areas, nature regulates the relations with the environment.
It screens the views, the impacts of the road and surrounding neighborhoods.
- MA15 (QY253): The project is composed of four units, made of two or three housing blocks (5 different types) 7 storeys high, with two or three public buildings with a lower height, laid on a shared slab that covers public parking spaces and access.
The four entities are organized along roads linking the existing built environment and a large green pedestrian space.
- MA16 (MI861): Project based on the redevelopment of the Fribourg road, from the train station to the bus terminal.
Several pockets are defined along the way to give it a new consistency.
The Winckler plot is one of these strategic locations.
The urban shapes are irregular, rough, and reminiscent of the chaotic surrounding urban fabric.
The buildings set the limits of the outdoor public spaces, of the community areas and bring a new unity in the city fabric.

- MA17 (VC649): The site is divided into several zones with different activities.
The buildings are at the fringes starting from the new entry point: a service road is created to make the traffic safer.
The preserved industrial hall becomes the backbone of the new district, with a city square served by the road.
In the North, housing units are built in relation with the surrounding neighborhoods.
As we get closer to the center of Marly , there are more public programs.
They are followed by collective housing and then a crafts area, a sports center and a public space that contains the Saint Sacrement Church .
The project emphasizes the ecological side.
- MA18 (TT311): The project plans a broad programmatic mix over the whole site.
This approach is translated into the creation of various blocks served by a network of new streets and pedestrian connections.
The project will be developed in four phases with a gradual site occupation synchronized with a timed demolition of existing buildings.
Phase 1 starts on the north with the construction of the main thoroughfares and a first crafts area, with retail stores, housing and a public square.
Phase 2 extends the development to the south with housing construction, refurbishment of the existing school, creation of office and retail space linked to the Fribourg road.
Phase 3 is dedicated to the construction of a sports center, new retail stores and public service facilities.
Phase 4 extends the project beyond the Fribourg road while retaining an urban block approach.
It redefines the relationship with the road and revisits the various uses (office space, retail and housing) and the built front.
- MA19 (GY926): After a thorough investigation of the site and its needs, opportunities and shortcomings, a master plan will be produced to divide the plot into sectors.
The implementation of the master plan will be staged in 4 phases lasting between 3 and 10 years each.
Student housing will coexist with workshops, a community center and other production areas.
The project is an in-depth reflexion on urban development, the relationship between the programs and the quality of outdoor spaces.
The projected district will create a new focus point from which Marly will deploy its new "urbanity".
- MA20 (YF162): The project is made of seven built strips, four of which are oriented northwest towards the Fribourg road and three oriented north-east towards the valley.
They contain a mixed program with retail stores, office space, dwellings, industrial and craft activities, parking space.
A logistics training center, a restaurant and public services are the only entities that stand outside "the system" as they are located at the three extremities of the land plot. The new neighborhood is served by three radiating streets.
Interstitial spaces are green.
- MA21 (GC467): The project consists of pentagonal blocks with patios, in different sizes and randomly scattered in a park.
Car access through a central loop directly connected to the underground parking lots, while pedestrian connections are radiating from the blocks.
Interstitial spaces are designed as public courtyards well suited for leisure and sports activities.
Each pentagon contains a mixed program of retail stores, office space and housing.
- MA22 (TF146): The project proposes a new weft for the site, connecting it with existing blind alleys to integrate it in the urban fabric.
The existing templates are deemed satisfactory with regard to their scale in relation to the city. Therefore they are kept.
Each built area may be renewed along the successive phases, as the project spreads over different phases leading to an increased density of the districts.
Some buildings like the hall will be preserved if they can be converted to contribute to the creation of a new centrality in the city.
With a mix of small apartment buildings, individual dwellings or activities, a lively environment is recreated and the area will remain busy throughout the week.
- MA23 (AL783): The project stems from a finding: Marly is the product of the tension between a very strong presence of nature and a quick-paced urban development, especially along the Fribourg highway.
The project attempts to embody this tension with a bar of buildings meandering through the site.
To the west is the city, to the east the nature.

- **MA24 (QN890):** The project is a continuation of the site history that attempts to showcase its industrial character.
The site is divided in lots of various sizes, suited for different purposes: the new urban fabric can accommodate commercial activities near the boulevard as well as small-scale spaces for housing or retail space near urban areas.
This diversity will lead to a permanent occupation of the site.
The Hall is preserved for the heritage value of its structure; it receives the same treatment as the new buildings: the enclosures of the created space are high enough to create a useful space not designed for a particular use, but its destiny may change in the future, it can be used in different ways.
- **MA25 (LY576):** The project is a continuation of the existing built structures.
Thus, the existing green spaces between the apartment buildings lining the cliffs are extended to the Fribourg highway.
Isolated tall buildings line the cliff.
The buildings along the Fribourg highway are assigned to public facilities or office space and protect the habitat developed in the back.
The large wooden hall is preserved and is inspirational for the structures built for crafts activities nearby.
- **MA26 (FU392):** A project that fits between the numerous preserved buildings in the North and South parts of the plot, while adopting their orthogonal grid.
The project revolves around a main car thoroughfare oriented North-South and East-West with softer secondary connections.
Alternating mineral or planted (orchards) areas, water streams and water retention basins dot the network.
The whole development is a flexible, urban platform that can be adapted to future developments.
It contains a mixed program: Housing (for families, students, and elderly people), office space, retail stores, crafts, recreation center, a conference center, as well as cafés and restaurants in the streets.
The northern end is designed as a balcony overlooking the valley, oriented towards Fribourg and accommodating major public cultural activities.
- **MA27 (LR671):** The project, in accordance with the local development plan of the city of Fribourg, is trying to capitalize on the presence of the Fribourg highway.
By densifying its surroundings and creating a series of clearly defined public spaces, the Fribourg highway can become an asset to the Winckler site.
A tower stands in the project site overlooking the city and becomes the landmark of the new centrality.
In addition to the main street connecting the site to the Fribourg highway, a second thoroughfare - for pedestrians - links the new district to the forest and the Sarine River.
The project is organized around the two avenues and creates a compact and dynamic civic center.
- **MA28 (C1923):** The project focuses on the "Gates to the City" part of the site.
It is indeed the first contact point with the city for motorists coming from Fribourg.
A building stands above the rest of the city fabric to signal the presence of the project.
The other buildings are arranged around a pedestrian thoroughfare. Their geometric design comes from the intersections with planes. As a result the creation of public spaces is given a new momentum and new openings that direct the attention of the inhabitants to the landmarks in their environment.
- **MA29 (FL992):** A project based on the planned expansion of the city between now and 2030 with a need to create jobs and housing for residents.
To reach this goal, a weft is deployed in the site, based on the dimensions of the existing buildings.
It makes it possible to alternate built and outdoor spaces, public or private.
Extrusions in the weft make room for new construction. They may complement existing buildings to accommodate new programs.
Three centers stand out at the heart of the site: the Saint - Sacrement district where public utilities are clustered around a new urban square, along the boulevard, with office space and retail stores on the ground level and the workshops and crafts area that stretches lengthwise in the site.

- MA30 (TY329): The project is a proposed development plan of the Winckler and Saint Sacrement sites and beyond, in order to connect them with their environment.
The new territory is divided in a large grid in which each element is inspired by the shape of puzzle pieces.
Specific ground treatments and building designs are suggested. The system offers a great flexibility in the development of the site as needed; one puzzle piece can replace a piece corresponding to a program with another.
New buildings that look like blocks are laid on a green cover deployed over the site.
The buildings are taller along the boulevard in order to create a new front.
Then their height drops as they are getting closer to the Saint Sacrement church, the only remaining vestige of the old neighborhood.
- MA31 (QM421): The project revolves around two axes: North-South and East-West.
To the west, near the Fribourg road, a silo-type parking space is built at the entrance of the site.
The North-South thoroughfare, dedicated to soft mobility, connects the new district with the center of Marly.
Shops and services are planned near the parking space.
The preserved hall will be used for entertainment activities.
The planned structures organized in strips are flexible in terms of use, even if their ground levels are already assigned to specific activities.
- MA32 (XL913): To match the site complexity, the project is divided into small irregular units.
The units are larger near the Fribourg road to screen external inputs.
The discontinuity of the system creates subtle public spaces. Programs are distributed over the site in a way that matches them with the public spaces, giving them the right character in the right place.
The church presence is highlighted.
The implementation schedule spreads over five phases to insure that the project can be adjusted as it emerges from the ground.
The delicate distribution and sensitive nature of public spaces enable the district to find the right scale and its rightful place in a site that plays a strategic role for the municipality.
- MA33 (ZB628): Transformation of the Fribourg road into an urban boulevard to give a new momentum to the development of the site.
The layout and design of the buildings prevent the creation of a major thoroughfare and convey the impression of a park and natural surroundings.
The planning of public or shared programs gives a certain level of privacy to the spaces and pathways.
The new district is consistent with the rest of the urban fabric; it creates an interior, a homely sector.
- MA34 (II564): The proposal attempts to answer all the questions of the Marly program.
On the Fribourg road, a new roundabout provides an access to the site through a public square, a vast area that contributes to the formation of an urban boulevard.
The other structural component of the project is the green axis starting at the edge of the cliff (view) and ending at the southern boundary of the site.
All the proposed construction is developed in strips of buildings.
Both the proposed time schedule and the flexibility of the proposed construction plan leave some room for subsequent adjustments based on different uses and the deployment of a scalable program over time.
- MA35 (LV869): The project focuses on the historical location of the existing buildings.
The buildings are preserved, even reinterpreted and fitted with internal modules corresponding to: housing programs, activities, and logistics.
A walkway connects all buildings.
The heart of the project is a glass building ("glass housing").
- MA36 (XT599): The project is made of built strips oriented East-west, just like the old Winckler buildings that will be demolished.
The new buildings are divided into 6 types: blocks (containing retail stores, cafes, restaurants, offices) , a tower (with a restaurant, office space, dwellings) , workshops , an observatory , utilities and a public building (wood school , wood museum , library).
The southern part of the plot currently occupied by the existing Saint Sacrement building provides outdoor space for cultural events, leisure and sports.
The new buildings are completely built with wood in memory of the site industrial past and to promote a sustainable approach.

- MA37 (GU356): Irregular building blocks are scattered over the whole plot.
On the front of the Fribourg road, several blocks are clustered to accommodate office space, retail stores, commercial and joint programs.
The wide ranging typologies provide answers to most situations.
The selected building materials express the compactness of the buildings and highlight the ample outdoor public spaces.
- MA38 (DM328): Nature stands at the center of this project. It is both the engine and the outcome.
Buildings are laid out on areas already “denaturalized” by the old halls.
In addition, the folds designed in the bars create a fluid public space preventing frontal conflicts and do not compete with the green areas.
Various systems are devised to recycle water, waste, etc.
The new district will display an exemplary sustainability and thus create a sound basis for the city of the future.
- MA39 (HK115):
This project was ruled out as it did not comply with the Contest Rules, Section 5.1 “digital rendering”.

Projects Selected for the Forum of Cities and Juries

After an extensive exchange of views and fruitful discussions (with voting as appropriate), the jury decided to select 15 projects representing 21% of all the projects submitted. .
The following projects were selected:

- **8** of the 40 projects received for the **Couvet** site: LC945 (CO12), QV330 (CO18), AK708 (CO32), WG351 (CO34), JC886 (CO36), CW839 (CO40), LE777 (CO42) and TV738 (CO43).
- **7** of the 30 projects received for the **Marly** site: QY253 (MA15), MI861 (MA16), QN890 (MA24), LY576 (MA25), FU392 (MA26), XL913 (MA32) and DM328 (MA38).

Couvet (NE) «Dubied-Site, on both side of the Areuse River»

Note on eliminated projects:

Out of the 40 projects submitted, 32 were eliminated. The Jury selection was based on a number of reasons.

Without entering into the specifics of each project, the main weaknesses identified were:

- Lack of strategic vision and fuzzy intentions and goals.
- Confusion when interpreting the clear programmatic guidelines of the cities’ representatives: to rekindle the industrial activities and - deriving from that goal - what role for housing, business and cultural activities?
- Some proposals were economically or technically unrealistic.
- It was difficult to find any consistency between the programmatic intentions and formal or morphological proposals.
- Wording was often too generic (“type, nature, culture, resilience”) and disconnected from the site specificities and potentialities.
- The links between the site and the existing city were often overlooked or ignored.

Moreover, we expected effective renderings with explicit proposals, unfortunately:

- The presentation boards were often unrelated to each other
- The presentation boards were difficult to decipher (e.g. what is demolished? What is preserved?).

First the jury wants to pay tribute to the commitment of the candidates.

- CO12 (LC945): A large scale analysis is used to define the position of the site in its environment and identify the re-development anchoring points. Its large scale, its rather isolated position between the Areuse River and the railway tracks together with its industrial heritage buildings, position the site as a separate entity for the restructuring plan.
The search for permeability between the Areuse River and the railway tracks, with great views over the surrounding landscape and multiple accesses to the river, stimulates the creation of a network of generous public spaces, but without a clear hierarchy around the new buildings that have templates close to that of the built area of the village. The few buildings preserved for their heritage value, are subtly used to differentiate the spaces and create points of interest. With the new suggested urban fabric it is possible to accommodate very different uses (industrial or tertiary activities, training center and housing) and a necessary scheduling of the project implementation. However, the jury felt that the conversion of the site should start near the center of the Couvet village, to insure that, right from the start, the town benefits from the project dynamics and also to prevent the implementation of each phase to create nuisances for the completed developments.
Major issues to be clarified: site accessibility and accesses to each building. The idea of a "car-free" neighborhood must be investigated further, especially with regard to the location of the centralized parking and the delivery traffic that may impact the quality of public spaces.
- CO18 (QV330): The project confirms the industrial character of the site.
After a review of the existing buildings, the project sets a main objective: keeping the structural system in operation with wide open spaces to accommodate a broad variety of activities.
The project takes a flexible businesslike approach to promote the benefits of an ambitious and immediate investment program. The existing large surfaces made available for new services and workplaces, are intended to retain the industrial character of a site where housing shortage is a real problem that hampers the development of a new mixed neighborhood.
- CO32 (AK708): The "DUBIMPULSE" project plans to use the continuous public space along the Areuse River as a reference. The space is defined by two city squares with clear limits. Each square is linked to a train station and a bridge.
The buildings are mainly oriented towards the north and the village. They form a diversified front open to the river. The uninterrupted public space plays a fascinating game with the buildings, the river and the village.
To the south, the building front is a clear straight line. The plan is easy to implement. The distinction between the public space, the two squares, an ample pedestrian crossing and the buildings is very clear.
The buildings targeted to be preserved contain different programs and a folder of new buildings can contain a variety of programs. The linear public space, with its irregular shape, forms an integral part of these programs.
The block plan can be adjusted to accommodate different phasing solutions, different architectures, different programs and different densities. The strategy is credible in terms of financing, ownership, etc.
This proposal is in fact a development strategy for the site based on the structuring of the buildings and a flexible framework, while respecting the urban history of the site.
It promotes a phased implementation. The proposed built structures are flexible and adaptable and can accommodate companies at different stages of their development. It can accommodate various uses and programming changes.
While retaining some heritage traces, the proposal creates a strong new image of the site: a "New Dubied".
The jury liked the river development that gives the river banks back to the city. Conversely it missed the back part, which was not developed. The Jury believes that the development plan of the river should also include the left bank.

- CO34 (WG351): The project called “Man is a social being” first proposes a sensible review of the Dubied site in Couvet. It singles out the re-usable buildings and structures that are the landmarks of the site and the legacy of the industrial era that played a key role in the economic development of the municipality.
Starting from that point, the authors complement the site with different structures that can evolve with the program and are adaptable to future needs. The project lists a series of functions that match a realistic scale and are organized around 3 thematic development centers.
The ability to find the right program in terms of size and flexibility for future needs, was appreciated by the jury as it makes the project more credible.
With regards to environmental ambitions, the project proposes the introduction of green space that will transform the site into a park-like setting. The cohabitation between the former industrial (even mineral) site and the surrounding nature reflects not only an omnipresent tension in the Val -de- Travers, but is also used as “phytoremediation” to remove the pollution from the former industrial site. Grazing will be used to control the growth of the natural environment.
The project demonstrated a sensitivity and humility that meet to requirements of a fragile socio -economic growth. Conversely, its strength could turn into a weakness, if the development of the site and its spaces are managed in a hazardous way.

- CO36 (JC886): The “une nébuleuse de petits bâtiments” project proposes to rekindle the industrial site by creating – without deciding on their location - small autonomous structures within existing buildings. These constructions, workspaces and / or housing, emerge from the roofs of existing structures, offering - especially to dwellings - views over the environment. These new constructions are easily adaptable to match the requirements of a variety of economic activities. In addition, they could be used in existing buildings to diversify the workspaces according to the requirements of the business activities.
Together with this new colonization of the site, the project plans to reorganize the road and rail access by upgrading the existing infrastructure. Public spaces are planned along the Areuse River after the demolition of specific buildings, to offer to the new users of the site an access to water.
The jury welcomes the flexible colonization strategy that could theoretically be launched right away and rekindle the Couvet site over the short term by giving to a myriad of economic activities the opportunity to settle there. Moreover, the strategy is based on a comprehensive analysis that guarantees an access to the site and the creation of public spaces with the opportunity to better integrate the site into its context.
However, the jury wonders about the effects of this strategy over the medium and long terms. The “constructive implications” between “new” and “existing” require keeping and maintaining in a sustainable manner a significant portion of the existing buildings.
The proposed strategy appears to be short-term and should be supplemented by reflections on the transformation of the site over the longer term.
The proposal considers the site as a playground offering the freedom to satisfy all the requests.
The deployment of modules readily available to shelter specific activities can be started immediately. The proposal may be seen as a Manifesto (“the house in the house”).

- CO40 (CW839): The "WOOD DE TRAVERS" project stands out by its comprehensive approach of the site: some existing buildings are demolished and a new fabric made of buildings and open spaces is proposed to replace them. The whole transformation plays a key role in this ambitious proposal. But, this unifying aspect becomes a weakness in terms of flexibility; making it more difficult to have an implementation in different phases or by a variety of building owners. However, it becomes possible to create a strong site identity, with an impact similar to that of the previous Dubied heritage.

The proposed new buildings and the pergola along the bank of the Areuse River resort to a continuous architectural language based on the materiality of wood and in reference to the existing storage systems in the site. The use of this local resource is suggested as a way to create a new site identity.

At the core of the main building is a major new space, internal and multifunctional. This large and covered "exchange forum" can accommodate major events like fairs or conference. It can become a regional attraction center and an asset for the industrial companies on the site. With its auditorium it can host commercial and cultural events and could become the partner of a business incubator. The feasibility and economic sustainability of such a building however, are important issues not to be overlooked, that may depend on the goodwill of the community or a major corporation.

Near the new train station, the project plans the construction of a building whose morphology could lend itself to a hotel or office space, or even housing. The project will remain consistent as long as a collective and realistic ambition garners the means needed for its implementation.

The project can meet an ambitious strategy of upgrading the site; it is a different approach with an interlacing of the buildings and the superposition of old and new. It could become the incubator of the economic development and promotion of Neuchâtel's high-tech industries.

This proposal suggests a certain continuity of the site via a renewed architecture. To be successful the project requires a leadership right from the outset, combined with investment resources and management support.

- CO42 (LE777): The "Urban Outbreak" project stems from an analysis of the town development. It has grown in successive quarters, like the petals of a flower whose heart is the train station. The creation of the new train station leads to the duplication of this pattern starting from the La Léchère area. The Dubied site acts as the connection between the city's past and its renewal. A public promenade runs along the Areuse River with regular connections by footbridges with the opposite river bank in Couvet. Public spaces are used as links with the train stations. A multimodal center and a multi-use square are suggested near the La Léchère train station.

The project tries to avoid a sort of urban homogenization and develops - following the existing model - fragmented volumes complementing the preserved buildings. The densification appears consistent and in harmony with the spirit of the site.

The change triggered by the mutation starting from the two centers near the train stations is compelling and allows us to imagine a logical continuation of the built structure.

The project is also strengthened and made more credible by the successive construction projects along the Areuse River. Thus, the transformation gathers speed as opportunities and land plots constraints arise.

Taking into account the expanded territory, the project suggests relevant solutions for the entire site. Each sector (petal) is understood and translated into an urbanization that suits the existing built environment. The Main Street redevelopment is deemed interesting and participates in the site transformation. The proposed uses are diverse, making the proposal more interesting. The renovation of the station as well as the creation of cultural centers (museums, conference hall), competitiveness and training centers appear realistic and likely to boost the liveliness of the site. Housing and a greater diversity of uses would be compatible with the project ideas.

The proposed system could benefit from a few side streets to bring more transparency and light at the heart of the site.

- CO43 (TV738) The “LabelDUB” project provides a space analysis developed on various scales leading to an urban intention diagram that defines two major directions: the front stage side and the backstage side. The urban concept is the “zipper” between the two orientations, the guarantors of various moods throughout the site and of a more operational flow management.
On the front stage side, a dedicated soft mobility promenade along the banks of the Areuse River is extended with green courtyards that punctuate the building fabric, each with its own reference to the surrounding rural landscape identity: vegetable garden, meadow, etc.
On the backstage side, along the railway tracks, a road access to the site is used by vehicles and trucks and extends into parking courtyards, offering also an easy link with the sorting center. It connects also the area around the existing train station converted into a meeting area, with the new train station, which includes a large cargo hall, at the junction with the La Léchère site.
Workshops organized in transverse strips are designed to collect rainwater from the roofs and solar energy. They are linked, backstage by service units for artisans, while small public service pavilions dot the promenade. A third level of services or social facilities is also identified. This sensitivity to the various types of useful services in the site is appreciated.
The project presents the results of a thorough reflection on several scales of territory cutting. It reports on a holistic approach taking into account space, functions, ecology and time constraints. However, the emphasis on car mobility with large asphalted surfaces for roads and parking space could be revisited to shift the focus on promoting the use of public transport and industrial ecology. The relevance and scale of the cargo hall should also be checked. It is unfortunate that the North East end of the site is converted into a large asphalted plain.

Marly (FR)

«Winckler and Saint Sacrement areas, requalification Northern access»

The jury selected 7 projects for the Forum of Cities and Juries and eliminated 23.

The Marly site is complex and spreads over a 60,000 m² area. City officials and landowners had numerous expectations.

The eliminated candidates did not always explicitly take into account these expectations.

Several comments can be made to justify the rejection of certain proposals:

- Often the context is not really taken into account (the heavy traffic highway, the valley, urbanization and the surrounding neighborhoods, as well as the existing buildings of the site: church, hall, etc.)
- The Strategic directions of the proposals are in most cases fuzzy: what centrality must be awarded to the neighborhood in relation to its context? What kind of urban planning? What kind of density? What programmatic priorities? How attractive for the surrounding people?
- Programmatic options are mostly not prioritized (relative importance of office space, housing, sports and socio-cultural facilities, local services, etc.)
- Formal responses (type / morphology) are often independent from the programmatic options and not related to the site potential.
- Green spaces are treated in superficial way (green lawns are systematically spread between the built volumes without clear intentions).
- Internal car traffic in the district is also neglected, whether it relate to commercial vehicles, automobiles, bicycles or pedestrians.
- Finally, few proposals address environment and ecology constraints ... is the "sustainable city" falling asleep?

Nevertheless, we acknowledge the work of the candidates who contributed to the reflection on the difficult problem of urban transformation and sought fragmentary answers to the question: what does “scalable city” mean?

- MA15 (QY253): The “dancing density” project looks as a built urban area with a mixed typology and two different scales.
Ground level colonization takes the form of a one level wafer generating a built front that clearly defines a pedestrian public space. It contains large surfaces that can be used for a variety of activities and services nearby. As a consequence the pedestrian public space is boosted by a continuous strip of meeting places. The roof of the wafer has an ambiguous character among the public facilities. The jury wishes that the surface should be clearly assigned to private collective use and not to a public use, to avoid redundancies with the space created on the ground floor for community use. With its urban scale, the public space can remain within the dimensions found in the new district. The second scale relates to housing buildings located on the wafer. The volumes deployed vertically increase the density. The construction of housing units creates a continuity with the existing residential fabric.
The proposal has great potential; its projected image is striking and suggests a new identity reminiscent of the site history. However, the jury feels that the proposal ignored the context with a repetition of its components and regrets the lack of a hierarchical organization between the various spaces. It has doubts about the possibility of a phased implementation.
This proposal was selected for its architectural potential.

- MA16 (MI861) The “SLOW POLES” project is the only project that identifies the Fribourg highway as the main challenge for Marly’s urban development. In fact, the bridge is the only link between Marly and the city of Fribourg, the region socio- economic center. Marly, a town that is part of Fribourg’s metropolitan area, relies on Fribourg in many ways appears more like a district than an autonomous city.
The Fribourg road is both a life blood artery and the “raison d’être” of Marly, but also a major source of nuisance for the residents. To solve the dilemma, the project extends beyond the limits of the site and suggests a reflection applicable to other metropolitan cities. It takes the position that the true center is Fribourg and does not try to find a center to Marly. It plans a number of center-types based on themes along the Fribourg road and contemplates orientation landmarks that be the parts of a network of pedestrian and motorized traffic routes, independent of the highway. The newly created venues include the space between the church and the multisport hall, the venue for the school and public functions, etc. The new venues lead an independent life organized around public spaces on the scale of the proposed program. The project reacts - in a sensible way - to the programmatic elements desired by the municipality and to existing buildings, identified as space and time references.
The jury is also happy to see that the project with a series of buildings with predominant tertiary use, acts as a screen that redefines both road space and shelters the residential and semi-public uses from the noise. However, it appears that the density is low and despite a good general approach, outdoor spaces are oversized and poorly prioritized.

- MA24 (QN890): The project is a continuation of the history of the site, attempting to showcase its industry and crafts heritage. The site is divided in plots of land of various sizes, to suit different uses. The construction of the five structures creates a central square that builds on the design of the former industrial building to create an identity for the venue.
The Hall is preserved for the historical value of its structure and can accommodate - without major investments - different programs such as a theater and an exhibition place. Mirroring this benchmark structure, the new buildings consist of several halls of different sizes and shape with small residential towers, to create a compact a diverse and compact block. The ample volumes can easily accommodate sports or neighborhood facilities.
Small residential towers are subtly distributed through the site and benefit from interesting views over the Sarine River landscape. The housing areas are complemented by a type of more residential housing units in the beautiful spaces of the halls.
The increased density created by the proximity of the new structures highlights the new landscaped area along the Fribourg road. The new vegetal environment enhances the natural qualities of the site and appears as an extension of the Park of the Congregation of the Fathers of the Saint Sacrament. This way the religious complex retains its spirit and qualities.
The project proposes a phased implementation, allowing some companies to relocate in the first completed land plots in order to vacate other venues to insure that the project can move on and be completed. The strategy is based on an accurate census of the companies currently occupying the site, preventing thereby any potential form of resistance.
- MA25 (LY576): The “Le Parc des Falaises” project plans a structured development along a green strip. The built front contains two building typologies.
In the north, five blocks are placed at the edge of the hill, like an extension of the existing residential blocks, emphasizing the Marly skyline, visible from the Fribourg road.
The church and the adjacent sports field are preserved and benefit from the addition of a multifunction hall.
The south side of the park is characterized by serial housing developments and student residences. The interstitial space between the buildings is occupied by a structure of sheltered gardens used as the catalysts of a friendly neighborhood life. The phasing of the overall project clearly shows the ability to create economic dynamics in the short term to prevent the creation of a commuter town.
This proposal leaves some architectural questions unanswered between the two sides of the empty space (green space) but it creates a good connection with the existing urban fabric and offers a consistent and diversified urban response. It suggests the possibility of a phased implementation.
The jury believes that the development of the church area is not in tune with the site, even if it attempts to create a city square. .
The proposal has a significant adaptation potential which is important when responding to programmatic changes undoubtedly desirable and unavoidable.

- MA26 (FU392): The project positions the Marly site on the scale of the Fribourg metropolitan area, along a major urban development axis. The urbanization of the site will contribute to the redevelopment of the Fribourg road through the town of Marly.
The project is a combined approach of "diversity of uses" and "morphological quality" used as themes for the three programmatic strips. The first one: "Open End", links the site to the general landscape and urban fabric and includes the creation of a belvedere overlooking the valley of the Sarine River. This strip contains mainly facilities and spaces to boost cultural and leisure activities across the city (including a conference center, educational facilities, etc.). The second strip: "Urban trey" contains mainly new housing and areas dedicated to economic activities. Housing is developed around longitudinal public spaces that connect the building blocks and allowing an "open air" water management and an integration of nature in the city. The project does not provide mature housing typologies, but offers a tool box to diversify the types and densities. The third strip: "Community rooms" is developed around the church, offering facilities and spaces to the inhabitants of the municipality and insures a transition between the site and the surrounding areas. This particular strip could accommodate sports facilities and areas for the municipal administration.
The three strips are interconnected by three perpendicular public spaces. The first space along the cantonal road sets the stage for the church and manages the transition between the road and the new neighborhood. The second space in the center of the district crosses the three strips, which makes it possible to efficiently organize the mobility flows while creating encounter opportunities between residents and users. The third space is a linear park extending into the surrounding neighborhoods, strengthening the spatial and functional contacts.
The jury liked the consistent analysis and the proposed concept that reflects a true understanding of the site and the program. Despite an organization and architecture in sharp contrast with the surrounding districts, the project fits sensibly into the context and builds effectively on its qualities. However, the jury has doubts about the flexibility described to develop housing and business development areas. Issues related to density and mixed uses should be further developed and better explained to be convincing.

- MA32 (XL913): The "URBAN ARCHIPELAGO" project creates an urban structure divided in 3 thematic clusters, like archipelagos with islands corresponding to buildings clustered around common themes.
The cluster with a regional scope includes the swimming pool and gym, built into the slope to provide an unobstructed north view from inside and from a roof terrace extending outwards. Parking space is available near the roundabout and it is extended by an underground car park, for these facilities as well as the entire site. The belvedere-type sports and leisure facility is crowned with three prismatic student housing buildings that frame the views and balance the logistics training center, creating a campus dedicated to youth. The exact morphology of these volumes should be investigated by refining the proportions between fills and voids, between the width of the glass base and the height of the prisms. Showcasing the belvedere lookout to trigger public interest is a good idea. The visible presence of the large bay windows when driving to Marly from Fribourg is a welcoming signal that catches the eye. This new collective identity given to the plateau is turned into a positive change: the new face of Marly.
The second cluster is organized around the church with a built front along the Fribourg road, sheltering the neighborhood core. The church development ends up in a court yard, ensuring some privacy to the surrounding space. The planned buildings will contain various programs including activities, services and housing. The relevance of a diagonal crossing the sector may be questioned.
The third cluster consists of a residential typology surrounding a large new public space / garden with a variety of potential uses, for which four different scenarios are mentioned.
However, some areas remain under- developed, in particular the North-east entrance. The jury also believes that the design and diversity of the buildings reduce the strength of the proposal. The project was selected for its interesting ideas, including the Marly - Fribourg connection via an urban boulevard.

- MA38 (DM328): The "Stay Urban. Stay Green " project sets a development ethics that implies respect for the actual site qualities and the use of local resources, especially the soil: unbuilt areas are preserved and all the new structures are built on a "recycled" soil previously waterproofed. The re-development of the church with a new forecourt and a large park strengthens its heritage and cultural significance. The proposed removal of the sports field may seem unfortunate, but its replacement by an organic swimming pool / natural skating rink compensates the social value. Despite a fuzzy presentation of the themes covered, the jury liked the diversity of dimensions and scales taken into account, as demonstrated by the principles of flow management (mobility, water and waste), the reflections on a phased implementation and economic feasibility and the detailed programming of the built and open spaces. The proposed built fabric is organized in parallel strips starting from the existing hall and gradually inflecting as they get closer to the cliff. The proposed strip of buildings and shared areas extending from the logistics training center in the hall (swimming pool, skate park, cinema), to create a transition between the church park and the rest of the neighborhood seems sensible. The next built strip contains facilities related to social activities: youth and music center, restaurant, bar, workshops and coop work, local fitness / wellness / hotel and indoor market. As a gate to the site on the roundabout, the multimodal interface contains a bus stop, various services related to bicycles and an access to the underground parking (size unknown). Then, three strips of buildings accommodate various types of housing among which residential accommodation with multifunctional roof greenhouses, rows of townhouses with private gardens and students apartments in order to meet a variety of requirements. At the east end of the site, a connecting space with the neighboring district is proposed with the creation - in synergy with a retention basin - of an aquaponics center (vegetable greenhouse production combined with fish farming). This structure shelters local production activities that benefit all the residents and can serve as a regional attraction center, considering its innovative appeal. The urban agriculture theme is addressed throughout the site under different forms. Although suffering from a lack of formal coherence the project reveals a programming awareness, neighborly relations and the diversity of social needs.

European Forum of Cities and Juries: Friday the 8th and Saturday, November 9, 2013 in Paris



As a meeting for the site representatives and the jury members, **the Forum of the Cities and the Juries is an important moment of reflection, at the European scale, around a shortlist of projects** established by the national juries.

It is co-organized by the European Secretary and European France, with the participation of the national secretaries.

For the European 12 session, the Forum of the Cities and the Juries gathers **the representatives of 51 sites, the members of 13 juries and 16 European national organisations.**

During a first meeting the juries shortlisted around 20% of the projects (350 projects) for their reflection quality; these projects -divided by themes- will be presented (exhibition) and debated (working groups) anonymously and comparatively, under the experts' glances and the cities' strategic points of view.



The members of the European Scientific and Technical Committees will beforehand perform a theme analysis of the shortlisted projects with regards to the session topic and comparing the projects' ideas after the questions raised by the sites –which will be family classified.

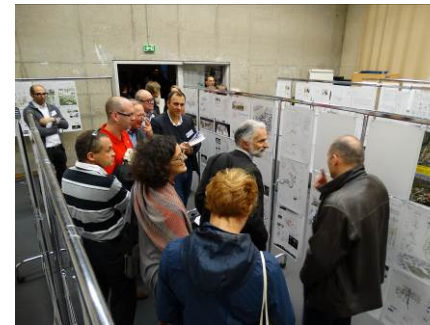


This comparative analysis composes the European debate basic material for the working groups and allows the discussion on the session's emerging ideas.

One of the Forum's major issues is to create a shared culture for the assessors to make their final choices during a second session of the national juries.
The Forum therefore provides an occasion for structured –as well as informal– meetings between the juries and site representatives, the latter delegating the choice of the winning projects to the former.



For this event the members of the Swiss European 12 jury met with the representatives of the Swiss cities to review the short listed projects to give them a detailed explanation of the selection process.



The Forum closing event took place at the Paris City Hall with the presence – among others - of Pierre Mansat, Deputy Mayor of Paris and Philippe Laurent, Chairman of Paris Métropole.



Second session: November 11th and 12th, 2013 in Couvet

During the second session, the jury reviewed the proposals with regards to:

- The relationship between concept and site,
- Relevance to the theme and challenges of sustainable development,
- Appropriateness of the program in relation to the programmatic framework they must comply with,
- The ability to blend into an urban process suited to the context,
- The innovative aspect of the proposed public spaces,
- Taking into account the relationship between housing and other functions,
- Architectural qualities.



The proposals will not be considered as projects within the meaning of the “representation of a future built reality”, but more like concepts, with a potential for development or adaptation.

The proposal clearness is directly related to the accuracy of the intuition that supports it.

As the European contest rewards the ability to innovate based on the architectural culture, the Swiss jury focused on the potential for reinterpretation of the urban proposals, in their efforts to create the right conditions for diversity, density and connectivity that characterize the horizon of the urban relationships and their ability to produce new identities.



Draft

During the second Jury session, following the discussions of the Cities and Juries Forum in Paris (France), the Jury decided that it did not have any reasons to reconsider its selection.

Therefore no project for the **Couvet** and **Marly** sites was given a second chance.

**Jury meeting with representatives of the sites in
Couvet, Centre Sportif du Val -de- Travers, Saturday,
Nov. 16, 2013**



After the first day of the second session and prior to the final deliberation, the jury met with the sites representatives.



Representatives of the Cities of Couvet and Marly and members of the Swiss jury



They expressed their opinion on the shortlisted projects and complemented or clarified the expectations stated in their file of site.

Couvet (NE)

«Dubied-Site, on both side of the Areuse River»

Representatives of the local authorities were present:

- Mrs. Caroline Houriet , Project Manager , Couvet
- Mrs. Marylise Saillard , journalist, Couvet
- Ms. Roxane Jacobi , trainee, Department for territorial development, community life and culture, Couvet
- Mrs. Cyrielle Baillod Rota, executive assistant , Department for territorial development, community life and culture
- Mr. Christian Mermet, City Councilor , Head of the Department for territorial development (urban planning), community life and culture, Couvet
- Mr. Frédéric Mairy , City Councilor , Head of the Department for Economy, Finance and Social Integration, Couvet
- Mr. Riccardo Chieppa , City Architect, Department for territorial development, community life and culture, Couvet

After a review of all the projects, the Couvet representatives did not offer to discuss any other proposal.

The following issues were raised in the discussion that took place afterwards:

- Rewarding experience for both the reflection and the main proposals.
- An overall procedure that was very interesting.
- A base on which one can build and move forward.
- The selected projects were consistent and also scalable within a strict framework.

Marly (FR)

«Winckler and Saint Sacrement areas, requalification Northern access»

Representatives of the local authorities were present:

- Mr. Jean- Marc Boéchat , City Councilor , Marly (met with the Secretary General and a member of the Jury on Thursday, November 14, 2013)
- Mr. Laurent Corpataux, Head of Technical Services , Marly

From the discussions that followed the meetings, the following comments should be noted:

- Marly is looking for a strong proposal in terms of facilities and equipment.
- The people vision of Winckler site should be definitely changed.
- The entry to Marly needs a flagship project.
- Search for flexibility and adaptation.
- Possibility to select the best elements in the proposals while discarding the rest.

In addition, great expectations exists following the results of the meeting of 27 November 2013 between the owners, the town, a delegation of European Switzerland and the jury on a consensus for the future development of the site.

Summary of the meeting between the site representatives and the members of the Swiss jury of European 12

A major phase of the European 12 Contest has just been completed. The winners, runners up and special mentions have been selected. The involvement of European Switzerland in the European 12 contest went through various phases:

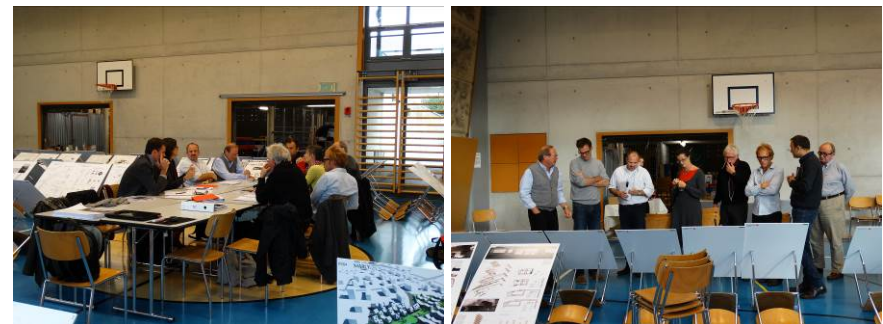
- Search for cities interested in taking part in the 12th session: Two Swiss cities and a crossborder site between Switzerland and Germany were selected.
- Creation of site files on the selected cities and on the sites that are the object of the contest Submitting the cities applications to the European level.
- A Swiss jury was set up and a joint jury for the cross border site.
- **Tour of the cross border site on April 22, 2013 (which created the opportunity of a first meeting between the local authorities and the jury members).**



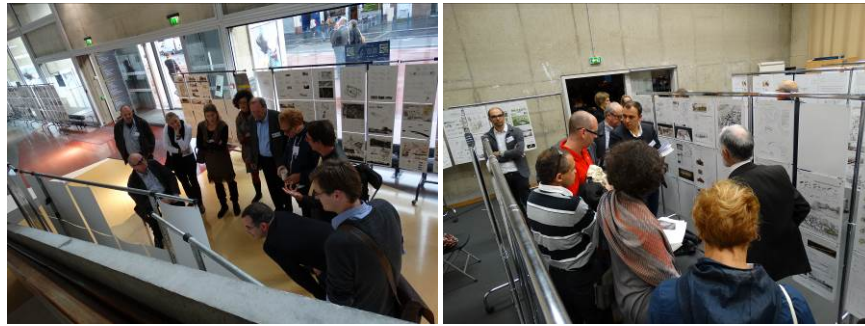
- Site tour on April 26, 2013 (2 Swiss sites) and first meeting between the cities' representatives and the jury members (first meeting between the local authorities and the jury members)



- Proposals from the candidates - about a hundred.
- First jury meeting (October 11th and 12th, 2013) to review the proposals of the candidates: Seven or eight proposals were selected for each site and sent to European Europe to be displayed in the Great Exhibition of all the selected projects in Paris for an event which brings together all the juries and the representatives of participating cities.



- Meeting in Paris (November 8th and 9th, 2013) where the cities representatives could discover the projects submitted for their sites. At the same time were organized informal debates on the exhibited projects and panel discussions covering specific themes and projects were moderated by members of European's Scientific Committee.



- Second jury meeting (November 15th and 16th, 2013) and selection of a "winner", a "runner up" and one or two "cited". The debates are intense, but ultimately the participants may reach a consensus. The aim is not to identify the ideal project but to find the points that stand out in certain projects, and select projects that contain a strong point on which cities can rely in the future.



- Meeting (November 16th, 2013) between the municipal authorities of each city (mayors / trustees, elected authorities with people in charge of urban planning) and the jury members and the President of European Switzerland.



It is important to emphasize that this last sequence plays a strategic role in the long European process that Switzerland is striving to implement.

Some of the above sequences are "standard" in most urban planning and architecture contests, but the site tour and the Oslo meeting organized at the European level, offered two opportunities to meet and discuss for the cities' representatives and the jury members. Finally, we must review in more detail the Contest in Switzerland to understand why the last sequence plays a fundamental role in the process of urban transformation following the rules of European.

Cities take part in a European contest, because they are interested in developing a particular site, but have not yet translated all their expectations into a plan which means that the site files appear more like information documents on the challenges and expectations rather than specific and final development (which is often the case with contests for public buildings, for example). However, for the cities' representatives, this effort to clarify expectations is a necessary step, a requisite for entering the contest.

Discovering the candidates' proposals becomes a key event for cities' representatives who are then exposed to the multiple potentialities of their site, and discover new challenges they had not necessarily foreseen and in particular, find themselves confronting the first formal configurations and the questions that they lead up to. Even if the urban designs proposed by the candidates are in a specific language not always understandable to laymen, they provide the seeds of the discussion between the decision makers and the jury members: the communication platform created then becomes essential to the successful completion of the whole process.

The officials of European Switzerland decided to organize a final sequence after the jury released its selection results: this is of prime importance because it stimulates a creative debate and triggers a maturation process that keeps the European process alive and leads naturally to the operational and construction phases. Which means that this sequence, instead of concluding the process becomes a turning point between the recently completed upstream phase that and the downstream phase that relates to the implementation.

The (post-jury) sequence was held in three stages:

- Initially when city officials were faced with all the proposals submitted by the candidates, they discussed "internally" and on the basis of the discussions, selected certain projects
- Second phase: the officials of each city expressed their reactions and preferences to the jury members and a very rich exchange of ideas took place
- Third phase: presentation of the contest results to each city (winners, runners up and short listed) by the Jury President and the President of European Switzerland, in the presence of all the jury members. A final discussion took place with frank and constructive exchanges as point of views were exchanged in an attempt to reach a consensus.

Both jury members and city officials have come a long way from the time the site files were released to the last discussions based on the results. We feel that this "cross-fertilization" is necessary in the implementation of any project on an urban scale. This way we can escape the "formally rigid" system of the contests with the authoritarian, if not arbitrary outcome of the results. This is an attempt "to open up" the role of the juries in architecture contests.

As in wine-making, percolation has taken place. Let's hope it will produce a great vintage and that candidates will have the joy of contributing, under the control of each city, to the transformation of the three proposed sites and to the progressive realization of their proposals and end with a real project.

This "innovative approach" of European Switzerland should set off an intellectual process, not only in the context of this specific contest, but for rethinking as well the mechanical and linear organization of the contests competition in general, where there is little room for exchanges between the stakeholders. They are increasingly out of tune with the co-production requirements of the urban transformation. An increasingly complex field of activity that requires an effective multi-skill cooperation.

Projects short listed for the prize award

After various discussions of this session, the projects still in contention for the Final Judgement are:

Couvet (NE)

«Dubied-Site, on both side of the Areuse River»

CO12	LC945	TERRITOIRE DE PARTAGE
CO32	AK708	DUBIMPULSE
CO36	JC886	une nébuleuse de petits bâtiments
CO40	CW839	WOOD DE TRAVERS

Marly (FR)

«Winckler and Saint Sacrement areas, requalification Northern access»

MA15	QY253	dancing density
MA16	MI861	SLOW POLES
MA24	QN890	QUARTIER D'ESPACE
MA25	LY576	Le Parc des Falaises
MA32	XL913	URBAN ARCHIPELAGO

Classification

The prizes are awarded globally and there is no requirement for an even distribution between the sites.

4 projects maximum can receive an award in Switzerland (2 prize winners and 2 runners up).

Moreover, the jury is free to quote as many projects as it wishes to.

To conclude an internal debate that lasted three days (on October 11th, October 12th, November 15th) and together with cities representatives (on November 16th, 2013), the jury decided unanimously to award the following prizes, awards and mentions:

Prize winners, runners up and honors

The authors of a prize winning project receive the reward set in the European regulation which amounts to the equivalent of **12,000 Euros** and the authors of runner up projects receive the equivalent of **6,000 Euros**.

As a rule, mentioned projects will not receive a reward but are published and exhibited nationally.

European Switzerland made an exception in awarding **1,000 Euros** to projects mentioned by the Switzerland European 12 Jury.

Winners

(presented in order of internal numbering)

Couvet (NE)

«Dubied-Site, on both side of the Areuse River»

CO32 **AK708** DUBIMPULSE

Marly (FR)

«Winckler and Saint Sacrement areas, requalification Northern access»

MA25 **LY576** Le Parc des Falaises

Runners-up

(presented in order of internal numbering)

Couvet (NE)

«Dubied-Site, on both side of the Areuse River»

CO40 **CW839** WOOD DE TRAVERS

Marly (FR)

«Winckler and Saint Sacrement areas, requalification Northern access»

MA15 **QY253** dancing density

Honorable mentions

(presented in order of internal numbering)

Couvet (NE)

«Dubied-Site, on both side of the Areuse River»

CO36 **JC886** une nébuleuse de petits bâtiments

Marly (FR)

«Winckler and Saint Sacrement areas, requalification Northern access»

MA16 **MI861** SLOW POLES
MA32 **XL913** URBAN ARCHIPELAGO

The Jury's recommendations to the towns and comments on the prize-winning project

Couvet (NE): «Dubied-Site, on both side of the Areuse River»



The site

Jury Recommendations

The jury appreciates the commitment of the municipalities and cities to the European approach and the time spent and the interest expressed. Now it is important that in sponsoring and supporting the authors of the winning projects we do our best to insure that they reap all the benefits of this approach **while complying with the Charter approved by the cities.**

The jury advises the owner to engage in further reflection with the authors of the winning project

**AK708 (CO32) – DUBIMPULSE –
Pascal Michon, David Andrey, Xavier Apotheker, Nicolas Badin, Markus Zimmermann,
Manuel Barthassat (CH)**

and award them an additional mandate to implement the project.

The candidates should carry out an in depth study on the development of both banks of the Areuse River and its relationship with the village.

An additional study shall take into consideration the site access along the railway tracks.

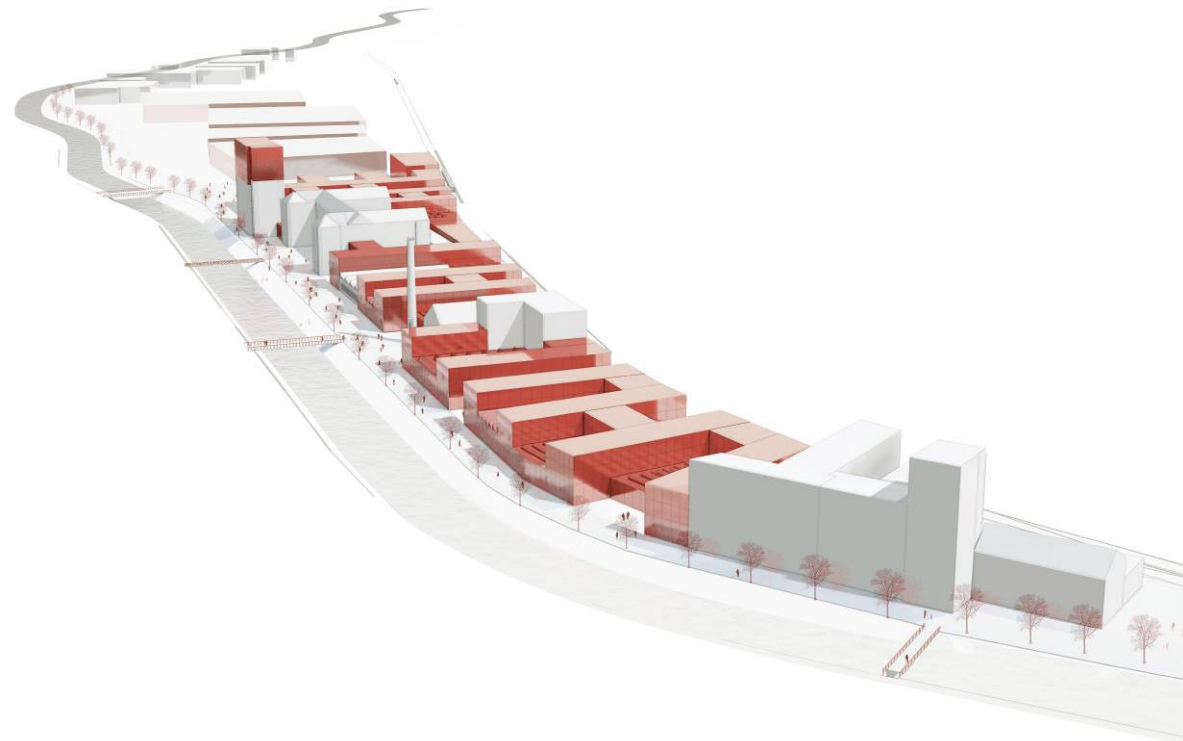
The project should speed up the development planning process considering the obsolescence of the existing buildings.

It will be of prime importance to have a charter and a list of specifications with the “architectural grammar”.

The town will be responsible for carrying out an efficient promotion of the site via the relevant media. .

Winner
AK708 – CO32 – DUBIMPULSE

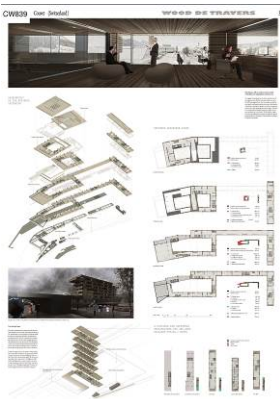
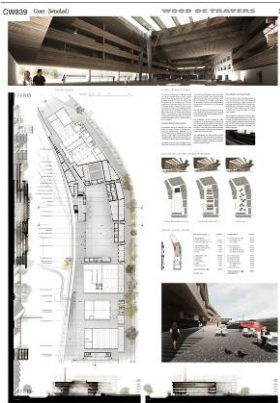
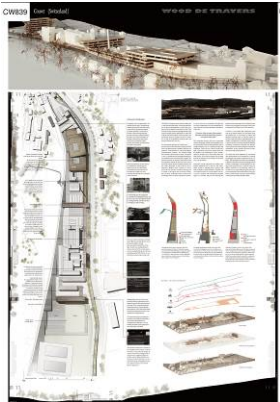
(12'000 Euros)



The "DUBIMPULSE" project plans to use the continuous public space along the Areuse River as a reference. The space is defined by two city squares with clear limits. Each square is linked to a train station and a bridge. The buildings are mainly oriented towards the north and the village. They form a diversified front open to the river. The uninterrupted public space plays a fascinating game with the buildings, the river and the village. To the south, the building front is a clear straight line. The plan is easy to implement. The distinction between the public space, the two squares, an ample pedestrian crossing and the buildings is very clear. The buildings targeted to be preserved contain different programs and a folder of new buildings can contain a variety of programs. The linear public space, with its irregular shape, forms an integral part of these programs. The block plan can be adjusted to accommodate different phasing solutions, different architectures, different programs and different densities. The strategy is credible in terms of financing, ownership, etc. This proposal is in fact a development strategy for the site based on the structuring of the buildings and a flexible framework, while respecting the urban history of the site. It promotes a phased implementation. The proposed built structures are flexible and adaptable and can accommodate companies at different stages of their development. It can accommodate various uses and programming changes. While retaining some heritage traces, the proposal creates a strong new image of the site: a "New Dubied". The jury liked the river development that gives the river banks back to the city. Conversely it missed the back part, which was not developed. The Jury believes that the development plan of the river should also include the left bank.

Runner-up
CW839 – CO40 – WOOD DE TRAVERS

(6'000 Euros)



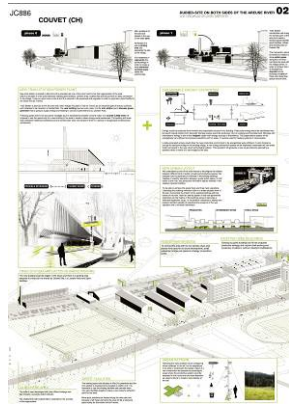
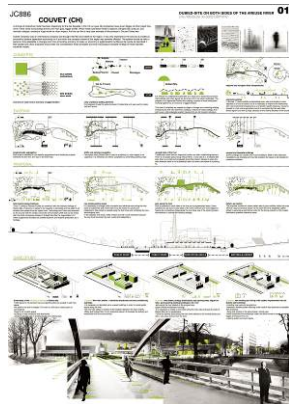
The “WOOD DE TRAVERS” project stands out by its comprehensive approach of the site: some existing buildings are demolished and a new fabric made of buildings and open spaces is proposed to replace them. The whole transformation plays a key role in this ambitious proposal. But, this unifying aspect becomes a weakness in terms of flexibility; making it more difficult to have an implementation in different phases or by a variety of building owners. However, it becomes possible to create a strong site identity, with an impact similar to that of the previous Dubied heritage.

The proposed new buildings and the pergola along the bank of the Areuse River resort to a continuous architectural language based on the materiality of wood and in reference to the existing storage systems in the site. The use of this local resource is suggested as a way to create a new site identity.

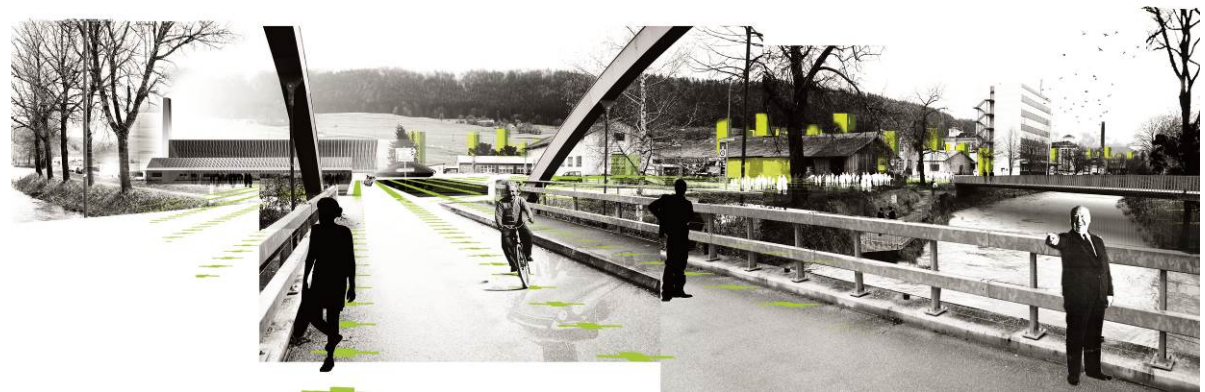
At the core of the main building is a major new space, internal and multifunctional. This large and covered “exchange forum” can accommodate major events like fairs or conference. It can become a regional attraction center and an asset for the industrial companies on the site. With its auditorium it can host commercial and cultural events and could become the partner of a business incubator. The feasibility and economic sustainability of such a building however, are important issues not to be overlooked, that may depend on the goodwill of the community or a major corporation.

Near the new train station, the project plans the construction of a building whose morphology could lend itself to a hotel or office space, or even housing. The project will remain consistent as long as a collective and realistic ambition garners the means needed for its implementation.

The project can meet an ambitious strategy of upgrading the site; it is a different approach with an interlacing of the buildings and the superposition of old and new. It could become the incubator of the economic development and promotion of Neuchâtel’s high-tech industries. This proposal suggests a certain continuity of the site via a renewed architecture. To be successful the project requires a leadership right from the outset, combined with investment resources and management support.



Honorable mention JC886 – CO36 – une nébuleuse de petits bâtiments



The « une nébuleuse de petits bâtiments » project proposes to rekindle the industrial site by creating – without deciding on their location - small autonomous structures within existing buildings. These constructions, workspaces and / or housing, emerge from the roofs of existing structures, offering - especially to dwellings - views over the environment.

These new constructions are easily adaptable to match the requirements of a variety of economic activities. In addition, they could be used in existing buildings to diversify the workspaces according to the requirements of the business activities.

Together with this new colonization of the site, the project plans to reorganize the road and rail access by upgrading the existing infrastructure. Public spaces are planned along the Areuse River after the demolition of specific buildings, to offer to the new users of the site an access to water.

The jury welcomes the flexible colonization strategy that could theoretically be launched right away and rekindle the Couvet site over the short term by giving to a myriad of economic activities the opportunity to settle there. Moreover, the strategy is based on a comprehensive analysis that guarantees an access to the site and the creation of public spaces with the opportunity to better integrate the site into its context.

However, the jury wonders about the effects of this strategy over the medium and long terms. The “constructive implications” between “new” and “existing” require keeping and maintaining in a sustainable manner a significant portion of the existing buildings.

The proposed strategy appears to be short-term and should be supplemented by reflections on the transformation of the site over the longer term.

The proposal considers the site as a playground offering the freedom to satisfy all the requests.

The deployment of modules readily available to shelter specific activities can be started immediately. The proposal may be seen as a Manifesto (“the house in the house”).

The Jury's recommendations to the towns and comments on the prize-winning project

Marly (FR): «Winckler and Saint Sacrement areas, requalification Northern access»



The site

Jury Recommendations

The jury appreciates the commitment of the municipalities and cities to the European approach and the time spent and the interest expressed. Now it is important that in sponsoring and supporting the authors of the winning projects we do our best to insure that they reap all the benefits of this approach **while complying with the Charter approved by the cities.**

Subject to the meeting with the owners, scheduled November 27, 2013 the jury suggests that the client awards a complementary study mandate as part of a study workshop with the winning and runner up teams and both cities, namely:

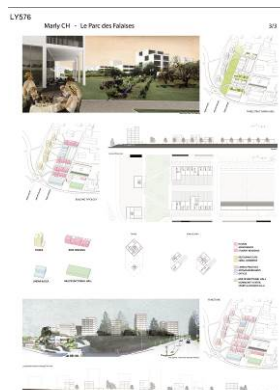
*LY576 (MA25) – Le Parc des Falaises –
Cristian Panaite, Mircea-Călin Munteanu*

*QY253 (MA15) – dancing density –
Alessandro Pretolani, Filippo Pambianco, Davide Lorenzato, Andrea Sperandio*

*MI861 (MA16) – SLOW POLES –
Simone Moggia, Tiziana d'Angelantonio, Giulio Pons*

*XL913 (MA32) – URBAN ARCHIPELAGO –
Alberto Mottola, Simone Gobbo, Davide de Marchi, Stefano d'Elia, Verdiana Chiesatto, Cristina Baggio, Olga Trebuhina, Lara Gibellato*

The workshop could be organized in partnership with EUROPAN Suisse and should be supported by the major owners of the site.



Winner LY576 – MA25 – Le Parc des Falaises

(12'000 Euros)



The « Le Parc des Falaises » project plans a structured development along a green strip. The built front contains two building typologies.

In the north, five blocks are placed at the edge of the hill, like an extension of the existing residential blocks, emphasizing the Marly skyline, visible from the Fribourg road.

The church and the adjacent sports field are preserved and benefit from the addition of a multifunction hall.

The south side of the park is characterized by serial housing developments and student residences. The interstitial space between the buildings is occupied by a structure of sheltered gardens used as the catalysts of a friendly neighborhood life.

The phasing of the overall project clearly shows the ability to create economic dynamics in the short term to prevent the creation of a commuter town.

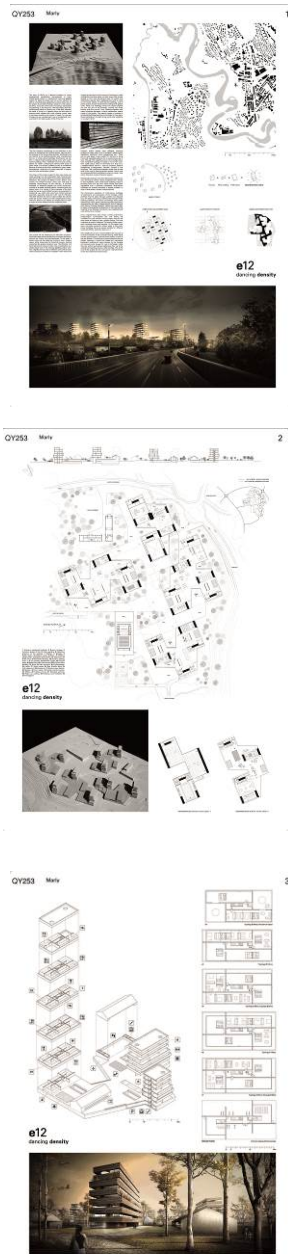
This proposal leaves some architectural questions unanswered between the two sides of the empty space (green space) but it creates a good connection with the existing urban fabric and offers a consistent and diversified urban response. It suggests the possibility of a phased implementation.

The jury believes that the development of the church area is not in tune with the site, even if it attempts to create a city square.

The proposal has a significant adaptation potential which is important when responding to programmatic changes undoubtedly desirable and unavoidable.

Runner-up
QY253 – MA15 – dancing density

(6'000 Euros)



The « dancing density » project looks as a built urban area with a mixed typology and two different scales.

Ground level colonization takes the form of a one level wafer generating a built front that clearly defines a pedestrian public space. It contains large surfaces that can be used for a variety of activities and services nearby. As a consequence the pedestrian public space is boosted by a continuous strip of meeting places. The roof of the wafer has an ambiguous character among the public facilities. The jury wishes that the surface should be clearly assigned to private collective use and not to a public use, to avoid redundancies with the space created on the ground floor for community use. With its urban scale, the public space can remain within the dimensions found in the new district.

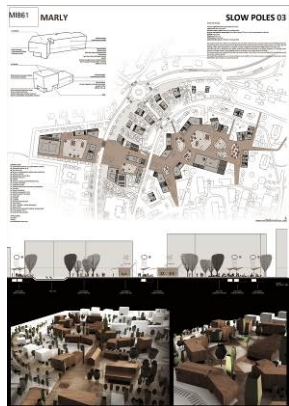
The second scale relates to housing buildings located on the wafer. The volumes deployed vertically increase the density. The construction of housing units creates a continuity with the existing residential fabric.

The proposal has great potential; its projected image is striking and suggests a new identity reminiscent of the site history.

However, the jury feels that the proposal ignored the context with a repetition of its components and regrets the lack of a hierarchical organization between the various spaces. It has doubts about the possibility of a phased implementation.

This proposal was selected for its architectural potential.

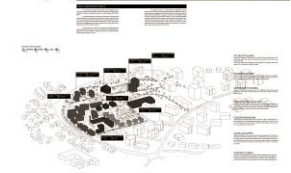
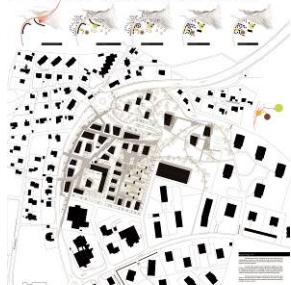
Honorable mention MI861 – MA16 – SLOW POLES



The "SLOW POLES" project is the only project that identifies the Fribourg highway as the main challenge for Marly's urban development. In fact, the bridge is the only link between Marly and the city of Fribourg, the region socio- economic center. Marly, a town that is part of Fribourg's metropolitan area, relies on Fribourg in many ways appears more like a district than an autonomous city.

The Fribourg road is both a life blood artery and the "raison d'être" of Marly, but also a major source of nuisance for the residents. To solve the dilemma, the project extends beyond the limits of the site and suggests a reflection applicable to other metropolitan cities. It takes the position that the true center is Fribourg and does not try to find a center to Marly. It plans a number of center-types based on themes along the Fribourg road and contemplates orientation landmarks that be the parts of a network of pedestrian and motorized traffic routes, independent of the highway. The newly created venues include the space between the church and the multisport hall, the venue for the school and public functions, etc.

The new venues lead an independent life organized around public spaces on the scale of the proposed program. The project reacts - in a sensible way - to the programmatic elements desired by the municipality and to existing buildings, identified as space and time references. The jury is also happy to see that the project with a series of buildings with predominant tertiary use, acts as a screen that redefines both road space and shelters the residential and semi-public uses from the noise. However, it appears that the density is low and despite a good general approach, outdoor spaces are oversized and poorly prioritized.



Honorable mention XL913 – MA32 – URBAN ARCHIPELAGO



The “URBAN ARCHIPELAGO” project creates an urban structure divided in 3 thematic clusters, like archipelagos with islands corresponding to buildings clustered around common themes.

The cluster with a regional scope includes the swimming pool and gym, built into the slope to provide an unobstructed north view from inside and from a roof terrace extending outwards. Parking space is available near the roundabout and it is extended by an underground car park, for these facilities as well as the entire site. The belvedere-type sports and leisure facility is crowned with three prismatic student housing buildings that frame the views and balance the logistics training center, creating a campus dedicated to youth. The exact morphology of these volumes should be investigated by refining the proportions between fills and voids, between the width of the glass base and the height of the prisms. Showcasing the belvedere lookout to trigger public interest is a good idea. The visible presence of the large bay windows when driving to Marly from Fribourg is a welcoming signal that catches the eye.

This new collective identity given to the plateau is turned into a positive change: the new face of Marly. The second cluster is organized around the church with a built front along the Fribourg road, sheltering the neighborhood core. The church development ends up in a court yard, ensuring some privacy to the surrounding space. The planned buildings will contain various programs including activities, services and housing. The relevance of a diagonal crossing the sector may be questioned.

The third cluster consists of a residential typology surrounding a large new public space / garden with a variety of potential uses, for which four different scenarios are mentioned.

However, some areas remain under- developed, in particular the North-east entrance. The jury also believes that the design and diversity of the buildings reduce the strength of the proposal. The project was selected for its interesting ideas, including the Marly-Fribourg connection via an urban boulevard.

Meeting of November 27, 2013 with the owners

Marly (FR): «Winckler and Saint Sacrement areas, requalification Northern access»

The meeting was held in Marly in the premises of the Municipal Administration. It was chaired by Mr. Jean Marc Boéchat, City Councilor and attended by Mr. Laurent Corpataux, Head of Technical Services.

After a presentation on European and an explanation of its potential contribution in solving the complex problem of the Winckler site, Mr. Rodolphe Luscher, Chairman of EUROPAN Switzerland gave the floor to MM. Pierre-Alain Dupraz, chairman of the Swiss Jury for European 12, Jürg Capol, Michel Ruffieux General Secretary of EUROPAN Switzerland, to describe and explain the quality of the winning, runner up and mentioned projects.

M. Boéchat reminded the audience that the municipality expected a great variety of mixed uses in the site, and a strong program for Cantonal facilities : swimming pool, Cantonal swimming center for instance, extension of the University or of the Engineering school.

Mr. Thierry Bruttin , Architect of the City of Fribourg, recalled the process of looking for a suitable site to build a Cantonal swimming center whose cost is estimated between 40 and 50 million Swiss Francs:

- Mobility, accessibility
- Funding , communal participation or making the land available
- timeline, available land
- Facilitation.

Currently the preferred sites are in St-Léonard, near the ice rink, or the site of the former slaughterhouse.

Mr. Boéchat recalls that the site will be subject to Deferred Territory Planning allowing a mixed use adjustment of the height of the buildings.

The project will have to be profitable otherwise there will be no project.

Then the floor was given to the owners to comment on the projects presented and particularly on the winning project.

In the ensuing discussion it is noted that:

- The quality of the winning project was acknowledged by a large majority of those present,
- The projected mixed use had to be specified,
- The selected density should produce a good profitability
- A combination of the best projects presented was the best option,
- An agreement between the owners was necessary to expedite the land consolidation
- The implementation should be carried out with one or even two land developers that were already the main owners
- The winning project had to be deployed quickly by mandating an urban planner.

As a conclusion to the meeting, Mr. Rodolphe Luscher suggested that representatives of the City and from European Switzerland meet in January 2014 to define an action plan that will be subsequently submitted to the owners.

Approval of the report

Executed and signed in the Hall of the Val-de-Travers sports Center in Couvet on November 16, 2013, before the names of the winners were released the jury approved the above report.

Pierre-Alain Dupraz, Chairman of the Jury



Jürg Capol



Robert Prost



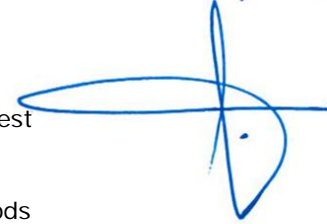
Paul Rambert



Sofie Troch



Léonard Verest



Cristina Woods



Substitute Member

Alberto Figuccio



Excused Member

Daniele Marques

Winner « DUBIMPULSE » **AK708 / CO32**

MICHON Pascal	FR	1986	Architect EPFL
ANDREY David	CH	1983	Architect EPFL
APOTHEKER Xavier	CH	1983	Architect EPFL
BADIN Nicolas	FR	1984	Architect EPFL
ZIMMERMANN Markus	CH	1980	Architect EPFL
BARTHASSAT Manuel	CH	1979	Architect EPFL

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Runner-up « WOOD DE TRAVERS » **CW839 / CO40**

GARCIA PIRIZ Tomás	ES	1978	Architect
ALCALA LARA Juan	ES	1984	Architect
RUIZ AVILES Luis Miguel	ES	1985	Architect
CASTELLANO PULIDO Francisco J.	ES	1975	Architect
SERRANO GARCIA Juan Antonio	ES	1983	Architect
BAQUERO MASATS Paloma	ES	1984	Architect
DE LARA RUIZ Maria	ES	1985	Architect - <i>collaborator</i>
TEJADA TENORIO Alvaro	ES	1984	Architect - <i>collaborator</i>
MARTIN RODRIGUEZ Maria	ES	1988	Student in architecture - <i>collaborator</i>
RODRIGUEZ SAINZ-ROZAS Alvaro	ES	1989	Architect - <i>collaborator</i>
GUTIERREZ SEGURA Carlos Javier	ES	1985	Landscape architect - <i>collaborator</i>
MASUNDA RODRIGUEZ Yu Bruno	ES	1988	Engineer architect - <i>collaborator</i>
DE NUTTE Claire Ana	BE	1986	Landscape architect - <i>collaborator</i>
VIANELLO Serena	IT	1987	Student engineer - <i>collaborator</i>

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Couvet (NE) «Dubied-Site, on both side of the Areuse River»

Honorable mention	« une nébuleuse de petits bâtiments »	JC886 / CO36
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MATEOS BERMEJO Juan José	ES	1976	Architect
AYBAR RODRIGUEZ Camila Alejandra	ES	1976	Architect
GRANIZO POLO Susana	ES	1980	Architect - <i>collaborator</i>

Fernan Gonzalez 79 2D
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MARLY (FR) «Winckler and Saint Sacrement areas, requalification Northern access»

Winner « Le Parc des Falaises » **LY576 / MA25**

PANAITE Cristian RO 1980 Architect
MUNTEANU Mircea-Călin RO 1980 Architect

Chaussée d'Alseberg 287
Boîte postale 9
BE-1190 Brussels
Tél. +32 485 44 10 79
c.panaa@gmail.com

Runner-up « dancing density » **QY253 / MA15**

PRETOLANI Alessandro IT 1981 Architect
PAMBIANCO Filippo IT 1980 Architect
LORENZATO Davide IT 1983 Architect
SPERANDIO Andrea IT 1984 Architect

Via Ambrosoli 37
IT-47123 Forlì
Tél. +39 33 83 82 20 47
a.pretolani@icloud.com

MARLY (FR) «Winckler and Saint Sacrement areas, requalification Northern access»

Honorable mention « SLOW POLES »

MI861 / MA16

MOGGIA Simone	IT	1976	Architect
D'ANGELANTONIO Tiziana	IT	1977	Architect
PONS Giulio	IT	1979	Architect

Via F. Cavallotti 22/2
IT-19121 La Spezia
Tél. +39 0187 199 58 05 ou +39 347 603 21 95
studio@kkarchitettiassociati.com

Honorable mention « URBAN ARCHIPELAGO »

XL913 / MA32

MOTTOLA Alberto	IT	1979	Architect
GOBBO Simone	IT	1980	Architect
DE MARCHI Davide	IT	1980	Géomètre
D'ELIA Stefano	IT	1981	Architect
CHIESATTO Verdiana	IT	1987	<i>collaborator</i>
BAGGIO Cristina	IT	1987	<i>collaborator</i>
TREBUHINA Olga	LV	1989	<i>collaborator</i>
GIBELLATO Lara	IT	1989	<i>collaborator</i>

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Couvet participants

SG276	(CO10)	Rossi Fioravanti Tommaso (IT) 1973, Benitez Fernandez Lucia (ES) 1988, Bani Luca (IT) 1982, Frittelli Caterina (IT) 1988, / IT-Florence.
HC258	(CO11)	Rouverand Etienne (FR) 1977, Gontier Mathieu (FR) 1981, Ollivier Estelle (FR) 1983 / FR-Paris.
LC945	(CO12)	Santos Yony (ES) 1981, Ayoub Mounir (FR) 1980, Seara Juan (ES), 1981, Fernández Nuria (ES) 1981 / CH-Genève.
XY030	(CO13)	Oulkadi Chamss (MO) 1984, Banan Ghazal (FR) 1981, Cohen Ilana (USA) 1981 / FR-Paris.
SW648	(CO14)	De Bezenac Elisabeth (FR) 1986, Gautier Duthoit (FR) 1986, Kahl Alexandre (FR) 1983 / FR-Toulouse.
WZ315	(CO15)	Parcollet Pauline (FR) 1986, Le Bivic Camille (FR) 1988, Vidaling Florent (FR) 1988 / FR-Paris.
BR508	(CO16)	Nigon David (FR) 1986, De Broc Carpentier Mathilde (FR) 1987, Negrier Alix (FR) 1985 / FR-Paris.
TE756	(CO17)	Herraez Roig Alejandro (ES) 1983, Cornudella Albà Joana (ES) 1982 / ES-Barcelona.
QV330	(CO18)	Breton Cyril (FR) 1986, Carpentier Pierre-Olivier (FR) 1986 / FR-Paris.
LD458	(CO19)	Dufour Pierre (FR) 1987, Bravard Mary (FR) 1986, Antoine Aymeric (FR) 1986 / FR-Paris.
KF889	(CO20)	Van Schendel Erice Jerónimo (ES) 1986, de Abajo Castrillo Begoña (ES) 1986, Rincón Hontanar Antonio (ES) 1985, Bouzas Pascual Patricia (ES) 1985, van Schendel Erice Nicolás (ES) 1989 / ES-Madrid.
KC645	(CO21)	Lefevre Hans (FR) 1980, Bergeret Matthieu (FR) 1982, Rolland Paul (FR) 1981, Rouger Julien (FR) 1983, Bézy Flavien (FR) 1978 / FR-Bordeaux.
XW683	(CO22)	Paparella Luca (IT) 1981, Zampirolo Giancarlo (IT) 1981, Bobisse Riccardo (IT) 1974, Trevisan Sebastiano (IT) 1980, Volpato John (IT) 1980, Dall'Oco Emmanuele (IT) 1978 / IT-Rovigo.
XW348	(CO23)	Zotos Michail (GR) 1984, Efthalia Georgiadou (GR) 1986 / GR-Koropi.
MV021	(CO24)	Gential Oscar (CH) 1986, Blanc Lya (FR) 1986, Poletto Florian (CH) 1988 / CH-Lausanne.
LK586	(CO25)	Lamaire-Maringer Ludovic (FR) 1989, Perret Stéphanie (FR) 1989, Kallmann Charline (FR) 1991 / FR-Le Cannet-Rocheville.
UJ798	(CO26)	Ratiu Marius (CH) 1983, Mariette Pierre (CH) 1987 / CH-Ecublens.
VW871	(CO27)	Isely Stéphane (CH) 1986 / CH-Lutry.
IK505	(CO28)	Branquinho Ângelo (PT) 1986, Silva Marta (PT) 1985, Gao Andreia (PT) 1981 / PT-Lisboa.
FV127	(CO29)	Gomes Santiago (PT) 1978, Giannini Sandra (IT) 1980, Maccario Paolo (IT) 1980, Civiletti Gaia (IT) 1981, Gelsemio Danilo (IT) 1988, Giannini Paolo (IT) 1984 / IT-Turin.
SM200	(CO30)	Portelette Chloe (FR) 1984, Roudenko Jasmine (FR) 1985 / FR-Paris.
FH034	(CO31)	Fossati Cecilia (IT) 1986, Pasquali Lucia (IT) 1987, Busani Alice (IT) 1985 / CH-Luzern.
AK708	(CO32)	Michon Pascal (FR) 1986, Andrey David (CH) 1983, Apotheker Xavier (CH) 1983, Badin Nicolas (CH) 1984, Zimmermann Markus (CH) 1980, Barthassat Manuel (CH) 1979 / CH-Lausanne.

Couvet participants

- CH141 (CO33) **Lorgeoux Anne-Cécile** (FR) 1981, **Queau Lara** (FR) 1990, **Larcher Cécile** (FR) 1982, **Madec Yves** (FR) 1980 / FR-Annecy.
- WG351 (CO34) **Jennequin Thomas** (FR) 1985, **Auzou Célia** (FR) 1985 / FR-Lyon.
- WZ650 (CO35) **Betoulaud Elodie** (FR) 1987, **Fabre Charline** (FR) 1987, **Alison Clémentine** (FR) 1987 / FR-Villeurbanne.
- JC886** (CO36) **Mateos Bermejo Juan José** (ES) 1976, **Aybar Rodriguez Camila** (ES) 1976, **Granizo Susana** (ES) 1980 / ES-Madrid.
- HR172 (CO37) **Toubanos Dimitri** (FR) 1988, Mountassir Nassim (DE) 1988, Tiberghien Vincent (FR) 1986 / FR-Paris.
- VA728 (CO38) **Reuillard Jenny** (FR) 1983, **Rougery Baptiste** (FR) 1987 / FR-Paris.
- NH204 (CO39) **Clovis Aurélien** (FR) 1985, **Gauguet Marion** (FR) 1985 / FR-Paris.
- CW839** (CO40) **Garcia Piriz Tomas** (ES) 1978, **Alcalá Lara Juan** (ES) 1984, **Ruiz Avilés Luis Miguel** (ES) 1985, **Castellano Pulido Francisco Javier** (ES) 1975, **Baquero Masats Paloma** (ES) 1984, **Serrano Garcia Juan Antonio** (ES) 1983, **Baquero Masats Paloma** (ES) 1984, Tejada Tenorio Álvaro (ES) 1984, Martin Rodriguez Maria (ES) 1988, Rodríguez Sáinz de Rozas Álvaro (ES) 1989, Gutiérrez Segura Carlos (ES) 1985, Masuda Rodriguez Yu Bruno (ES) 1988, de Nutte Claire (BE) 1986, Vianello Serena (IT) 1987, de Lara Ruiz Maria (ES) 1985 / ES-Granada.
- KO467 (CO41) **Alonso de Los Rios Silvia** (ES) 1978 / ES-Alicante.
- LE777 (CO42) **Labardin Matthieu** (FR) 1985, **Gazeau Alma** (FR) 1984 / FR-Courbevoie.
- TV738 (CO43) **Combaluzier Sylvain** (FR) 1982, **Le Roux Daphné** (FR) 1983, **Combaluzier Arnaud** (FR) 1982 / FR-Paris.
- BC611 (CO44) **Oliva Paolo** (IT) 1985, **Minto Antonio** (IT) 1986, **Scattolin Andrea** (IT) 1986, **Salamone Pietro** (IT) 1986 / IT-Mestre Venezia.
- MP063 (CO45) **Santos Martins Mariana** (PT) 1986, **Lázaro Fidalgo José Luís** (PT) 1983 / PT-Porto.
- AI192 (CO46) **Valsecchi Simone** (IT) 1988, **Ivaldi Stefano** (IT) 1988 / IT-Milano.
- OA746 (CO47) **Simon Nicolas** (FR) 1982, **Turnheim Max** (FR) 1982, Dozat Ophélie (FR) 1993, Latzarus Louis (FR) 1988, Gauthier Hadrien (FR) 1990, Emdadian Sahand (FR) 1990, Heqimi Gerta (AL) 1992, Lecluse Henri Pierre (FR) 1991, Boulé Alexandre (FR) 1993, Biasse Arthur (FR) 1989, Gard-Baholet Paul (FR) 1989 / FR-Paris.
- ZY999 (CO48) **Sanchez Jose María** (ES) 1975, Sanchez Maria José (ES) 1980, Klenk Eva (DE) 1988, Gonzalez Alba (ES) 1984, Nuñez Elena (ES) 1988, Regodon Alicia (ES) 1990, Teran Cristina (ES) 1988, Oggioni Chiara (IT) 1991, Diez Vallejo Paloma (ES) 1988, Martin Rivero Jaime (ES) 1986, Kaabi Sofien (FR) 1990, Hornillos Cárdenas Ignacio (ES) 1985, García-Margallo Enrique (ES) 1975, Sánchez Francisco (ES) 1977 / ES-Madrid.
- GX847 (CO49) **Seze Claire** (FR) 1984, **Sauton Sarah** (FR) 1980 / FR-Paris.

Marly participants

WS221	(MA10)	Dal Pont Raphaël (CH) 1977 / CH-Fribourg.
GT844	(MA11)	Santini Lorenzo (IT) 1974 / IT-Pistoia.
IC385	(MA12)	Dain Belmont Olivier (FR) 1984, Blin Hélène (FR) 1985 / FR-Louviers.
KS226	(MA13)	Gavin Henneberry (GB) 1979, Berasaluce Lucía (GB) 1982 / GB-London.
MJ462	(MA14)	Abrantes Nuno (PT) 1976, Laura Martinez (ES) 1985, Bucciero Giancarlo (IT) 1979, Sbolci Jacopo (IT) 1974 / PT-Porto.
QY253	(MA15)	Pretolani Alessandro (IT) 1981, Pambianco Filippo (IT) 1980, Lorenzato Davide (IT) 1983, Sperandio Andrea (IT) 1984 / IT-Forlì.
MI861	(MA16)	Moggia Simone (IT) 1976, D'Angelantonio Tiziana (IT) 1977, Pons Giulio (IT) 1979 / IT-La Spezia.
VC649	(MA17)	Barbe Marine (FR) 1985, Pradelle Guillaume (FR) 1985, Voye Axelle (BE) 1984, Bruaux Estelle (FR) 1986 / FR-Grenoble.
TT311	(MA18)	Trevisan Matteo (CH) 1985, Artico Matteo (IT) 1987, Fracassi Silvia (IT) 1987, Bittolo Mattia (IT) 1985 / CH-Lausanne.
GY926	(MA19)	Jovanovic Vesna (CH) 1985, Curcin Aleksandra (CH) 1985 / CH-Basel.
YF162	(MA20)	Lacaze Rosine (CH) 1985, Papin Marie-Aude (FR) 1985, Rubio Yedra Cristina (MX) 1986 / CH-Vevey.
GC467	(MA21)	Nan Alan Luca (IT) 1986, Venerus Anna (IT) 1986, Paronuzzi Marco (IT) 1985, Nicoletto Luca (IT) 1986, Ioime Elisa (IT) 1986 / IT-Sacile.
TF146	(MA22)	Chauvet Camille (FR) 1983, Chagny Florent (FR) 1981, Louzir Soufia (FR) 1985, Baudry Sara (FR) 1985, Perret Emilie (FR) 1984 / FR-Paris.
AL783	(MA23)	Santoni Filippo (CH) 1985, Gaeta Paolo (IT) 1983, Ponsi Luca (IT) 1983, Santini Serena (IT) 1987 / CH-Zürich.
QN890	(MA24)	Bajet Mena Pau (ES) 1988, Linares de la Torre Oscar (ES) 1984, Giramé Aumatell Maria (ES) 1987, Bonell Mas Laura (ES) 1987, López-Dóriga Sagalés Daniel (ES) 1987 / ES-Barcelona.
LY576	(MA25)	Panaite Cristian (RO) 1980, Munteanu Mircea (RO) 1980 / BE-Brussels.
FU392	(MA26)	Mulas Giacomo (IT) 1982, Boldrin Matteo (IT) 1984, Motti Matteo (IT) 1985, Russo Paolo (IT) 1984, Bonfanti Claudio (IT) 1988, Bruno Emanuele (IT) 1986 / IT-Nuoro.
LR671	(MA27)	Fiestas Herrera Cristina (ES) 1978, Aguirre Rodriguez José Ignacio (ES) 1978, Bonke Cornelia (DE) 1976, Bonke Christoph (DE) 1979, Celi Diana (EC) 1984, Herbort Anne-Dorothee Gabriele (CH) 1984 / CH-Zurich.
CI923	(MA28)	Sericola Gianluca (IT) 1983, Roccatagliata Nicola (IT) 1983 / IT-Genova.
FL992	(MA29)	Morao Alberto (IT) 1982, Juan Marín José Antonio (ES) 1984, Salvador Galiana Patricia (ES) 1984, Maccagnan Stefania (IT) 1983 / FR-Paris.
TY329	(MA30)	Otero Gallizo Ana (ES) 1981 / CH-Zurich.
QM421	(MA31)	Alonso-Provencio Marta (ES) 1983, Bungener Marc (CH) 1985, Borra Luca (CH) 1988, Cachot Timothée (CH) 1988, Giroud Maité (CH) 1987, Monnier Barbara (CH) 1987 / CH-Lausanne.

Marly participants

- XL913** (MA32) **Mottola Alberto** (IT) 1979, **Gobbo Simone** (IT) 1980, **De Marchi Davide** (IT) 1980, **D'Elia Stefano** (IT) 1981, Chiesatto Verdiana (IT) 1987, Baggio Cristina (IT) 1987, Trebuhina Olga (LV) 1989, Gibellato Lara (IT) 1989 / IT-Treviso.
- ZB628 (MA33) **Salvischiani Roberto** (IT) 1977, **Di Filippo Roberta** (IT) 1978, **Zamboni Valeria** (IT) 1982, **Peota Massimo** (IT) 1982 / IT-Trento.
- II564 (MA34) **Grun Nicolas** (FR) 1981 / FR-Strasbourg.
- LV869 (MA35) **Tsoli Maria** (GR) 1985, **Manika Maria** (GR) 1985, **Maria Rita** (GR) 1985, **Nikitopoulou Eugenia** (GR) 1984, **Gkerekos Charilaos** (GR) 1985, **Lianou Maria** (GR) 1976, **Christophinis Alexis** (GR) 1985 / GR-Athens.
- XT599 (MA36) **Ortalli Giacomo** (IT) 1981, **Verrier Gaelle** (FR) 1979, **Ortalli Virginia** (IT) 1985, Petrolito Giovanni (IT) 1983 / CH-Chur.
- GU356 (MA37) **Tomasi Francesco** (IT) 1979 / IT-Casler.
- DM328 (MA38) **Pagone Maria Tiziana** (IT) 1973, **Liuzzi Michele** (IT) 1973, **Tufariello Pasquale** (IT) 1981, **Corvasce Nicola** (IT) 1982, **Giacomobello Rosa** (IT) 1976, **Del Conte Francesco** (IT) 1975, **De Fronzo Giuseppina** (IT) 1976 / IT-Palo del Colle.
- HK115 (MA39) **Ponz Maria** (ES) 1986, **Villodres Antonio** (ES) 1987 / ES-Faura.

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