

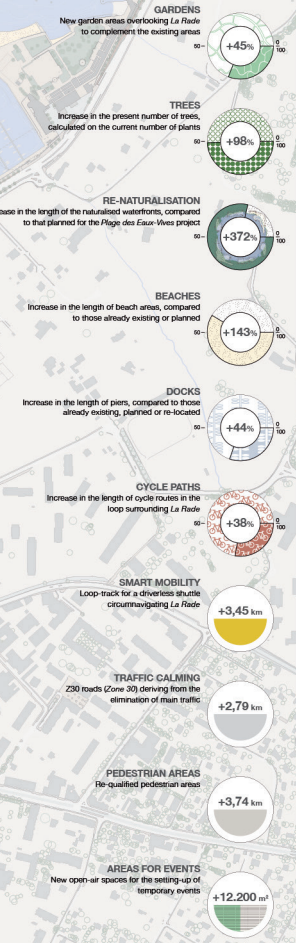
OBJECTIVES AND GUIDELINES

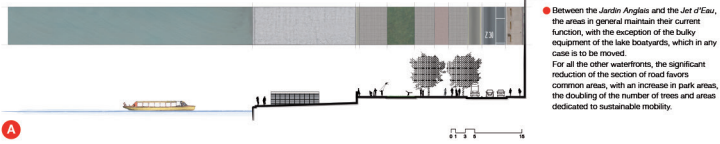
La Rade should be interpreted as central in relation to the city, the amusement and the landscape. The lake's city rapport is made up of the physical layout and the historical and cultural identity of the city; the project is aimed at recognising and reconstructing identity-making factors as well as at the expression of new symbolic and cultural values. The particular combination of historical and culture, of nature and city, provides excellent opportunities for the application of highly ecological and technologically innovative models for the use, exploitation and economic enhancement of the system of La Rade.

THE MASTER PLAN IN 5 POINTS

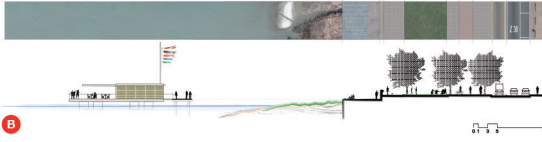
- 1 A clear recognition of the fundamental elements of the environmental system: RIVER / LA RADE / LAKE.
- 2 La Rade is the city / the city is La Rade.
- 3 Full prevalence of pedestrian and cycle traffic along the waterfronts, re-interpreted as privileged public areas, in direct contact with the water.
- 4 The transferring of motor traffic to the mouth of La Rade, on the new proposed urban bridge forming the Third Strand, with the elimination of the Mont Blanc bridge and the consequential reversion of the historical role of the Ile Rousseau.
- 5 The Third Strand is an element of the landscape which offers new possibilities for the public use of La Rade and the lake, without modifying the current flow of the water (the new construction can be placed over the existing pier).

FIGURES FOR THE MASTER PLAN

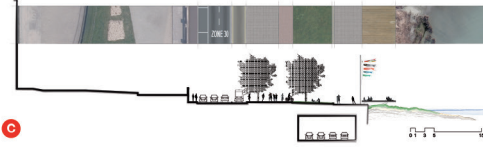




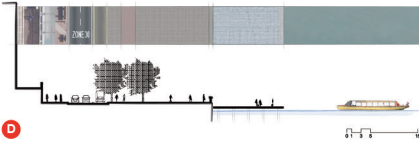
● Between the Jardin Anglais and the Jet d'Eau, the strand in general maintains their current function, with the exception of the bulky equipment of the lake boardyards, which in any case is to be moved.
For all the other waterfronts, the significant reduction of the section of road favors common areas, with an increase in park areas, the doubling of the number of trees and areas dedicated to sustainable mobility.



● In this section of Quai Gustave-Ador, between the Jet d'Eau and the new beach with facilities adjacent to the Masson Royale, the connection with the water becomes more direct and "physical". The majority of interventions regard the naturalisation of the waterfront, with the restoration of aquatic flora, and the waterline is brought closer to the upper quay.
A series of floating platforms, fitted with kiosks for food, bars, and ice-cream parlors lead to the terraces suspended over La Rade.
The upper level of Quai Gustave-Ador continues as described for the rest of the strand (a significant re-sizing of the roadway, an increase and restructuring of park areas, doubling of the number of trees), widening and connecting with the new gardens of the Third Strand beyond the Masson Royale and, further on, with the Bains-Pêche.



● The exclusion of heavier traffic, which is absorbed by the underground section of the main thoroughfare, allows for the limitation of the section of road to just two lanes, destined exclusively to local traffic and classified Z30.
This therefore allows for the expansion of the strip of gardens and woodland, along which the cycling path and the lane reserved for driverless shuttles. An operation of naturalisation along the waterfront redefines the profile of the land and the waterline, creating the conditions for the restoration of the lake habitat and the re-population with typical wildlife.
In correspondence with Palais Wilson, an overhanging wooden platform on the waterfront allows for a relaxing use of the lake, in close relation to the welcoming and relaxing public area.

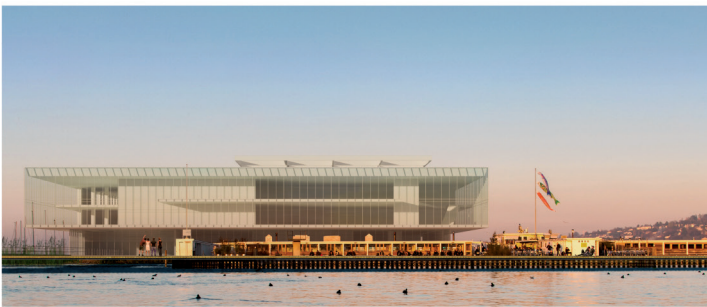


● On the Quai du Mont-Blanc, freed from the main thoroughfare which is re-absorbed by the new Pont de la Rade, the public area with its characteristic 19th century design is returned to leisure use, and sustainable mobility (both private and public), with solely two lanes dedicated to local traffic, classified Z30.
The rows of plane trees are doubled and the original form of the upper quay is restored, substituting the current upper extension with a lower-level service platform.

SECTIONS · SCALE 1:400



A VIEW OF THE FUTURE
ORTHO PHOTO-RENDERING
(Source: Système d'Information du Territoire à Genève)



RENDERING

ELEVATIONS · SCALE 1:1000

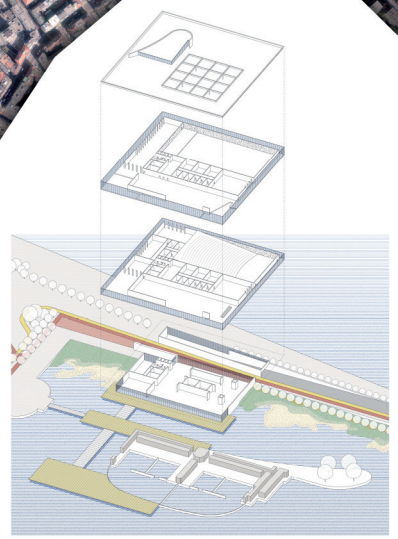
A view of the third strand as seen from la Rade



North-West elevation

South-East elevation

A view of the third strand as seen from the lake

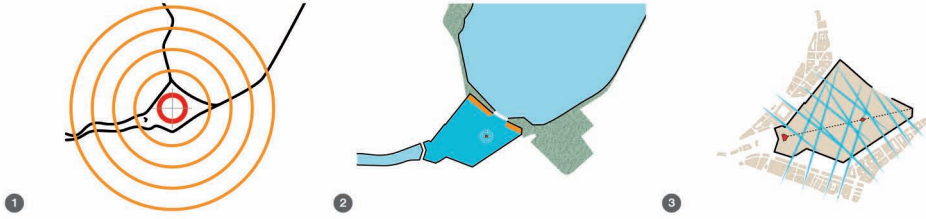


EXPLODED AXONOMETRIC VIEW

PALAIS DU LAC

The Palais du Lac is a construction which is both complex and essential. Its complexity lies in the system of relationships that it creates, while it is essential in its impact, light and transparent. A fundamental hub in the city/La Rade/lake system, it houses functions of elevated urban activity, including spaces for dining and socialisation, an 800-seat auditorium, exhibition halls, an urban centre and an education centre focusing on the ecosystem of the lake, as well as a panoramic terrace with facilities, offering a view of the entire urban centre and the surrounding landscape.
It furthermore offers a privileged connection with the Bains des Pâquis, reinforcing its historical role and its potential for other uses.

MORPHOLOGY



- 1 La Rade should be interpreted spatially and structurally in relation to the environment and the city. Its geometrical centrality is exploited as a functional and symbolic centre for the site.
- 2 The reconstruction of the identity of La Rade requires a clear definition of its space, and therefore of the "limits" which define it: in relation to the Rhône, with the reclaiming and the enhancement of the historical importance of the Île Rousseau; and in relation to the lake, with the configuration of the Third Strand as a new symbolic gateway and an interconnection between the Parc de la Grange and Parle du Lac - Nisiras.
- 3 The city fronts, the waterfronts and the water itself come together to create the main morphological unit of the area. The restoration of the intrinsic bond between La Rade and the city is the main objective of the master plan, restoring physical continuity to the layout and rendering the waterfront areas a unified system of public spaces. The network of interconnections between the main elements brings into play not only the new features of urban centrality, but also the historical symbols of the city (Île Rousseau, Jardin Anglais, Phare des Pilquets, Jet d'Eau, Horloge Fleurie, etc.)

STRANDS, WATERFRONTS, LANDSCAPE



The new layout of public space for the strands sees a significant reduction in the area designated to traffic flow, facilitating the increase in urban park areas, pedestrian and cycle traffic, and the system of public transport. The closed loop for sustainable mobility reinforces and lends solidity to the concept of the waterfronts as a single unit, as it allows for the connecting of the entire system via the new Port de la Rade. With this system, individual waterfront areas also acquire their own functional and morphological characteristics.

On the right bank, the Quai Wilson (1a) is principally characterised by a direct connection with the lake landscape through a programme of naturalisation of the waterfront which redefines the profile of the land and the waterline, as well as its use, while on the Quai du Mont-Blanc (1b), the original 19th century style is restored and maintained. The most important interventions on the Quai Gustave-Ador concern the section between the Jet d'Eau and the Mason Royale (2), which once again assumes a more direct connection with the water, these interventions of naturalisation are articulated and aimed at satisfying various types of use, with floating platforms, walkways, kiosks and a beach. The Third Strand (3), set on the existing docks and structured by the bridge to the main thoroughfare and for sustainable mobility, hosts the new functions for urban activity, such as the Palais du Lac and the new lakeside gardens.

VIEWS



From the areas of the city which traditionally offer privileged views over La Rade – such as, for example, the Terrasse Agrappe-d'Aubagne (A), or the upper part of the Rue des Volaires (B), the importance of the Third Strand as an interconnecting feature of the landscape can immediately be appreciated, a new symbolic gateway and a new location for urban centrality.

The elimination of the dominant Mont-Blanc bridge will open up an unexpected view from Rue du Mont-Blanc (C) over the mouth of the Rhône and an Île Rousseau which will finally see its original connection with the water restored.

The panoramic terrace of the Palais du Lac (3) will offer a new privileged point of view, from high above the water, offering a completely new panorama of the entire city and the surrounding area.

MOBILITY



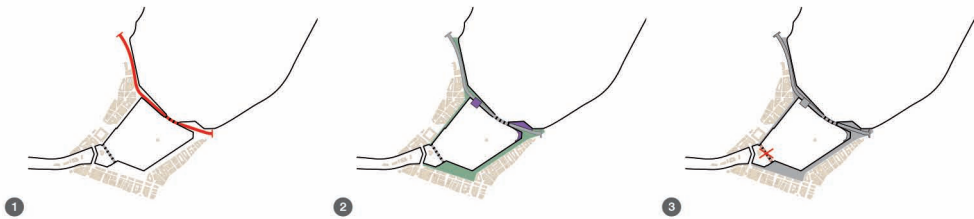
- 1 The transferring of the flow of traffic along the new Third Strand bridge frees the other waterfront areas, which can therefore be redefined as privileged public space, containing the closed circuit of sustainable mobility surrounding La Rade. This mobility is both private (pedestrian and cycling paths) and public, through a smart mobility system based on electric driverless shuttle technology.
- 2 The diagram of urban roadways, taken from "Le graphe de la mobilité" available on SITG, shows the structure and the hierarchy of the routes in the layout prepared by the project master plan. It is clear how functional efficiency is guaranteed, even in the case that the Mont-Blanc bridge is eliminated and the main thoroughfare is transferred along the strands bordering La Rade.
- 3 The transportation loop surrounding La Rade, which in an initial stage can function as an autonomous element, can also be integrated with the entire urban public transport network: towards the North with a branch connecting to the complementary axis leading towards Nations; towards the South-West with the Rond-Point de Platepalais; and towards the South-East with the already programmed branch towards the Gare des Eaux-Vives.

USES



- 1 Every-day uses:
 - 1 - Bathing
 - 2 - Kiosks, bars, ice-cream parlours and light equipment
 - 3 - Light transportation
 - 4 - Communal use in the re-qualified public spaces
 - 5 - Sailing, fishing
- 2 Urban centrality:
 - 1 - Palais du Lac
 - 2 - Gardens (Jardin Anglais and the Gardens of the Third Strand)
 - 3 - Urban port
 - 4 - Île Rousseau
 - 5 - Integration of the driverless shuttle loop with the urban network.
- 3 Important seasonal events:
 - 1 - Open-air spaces for temporary set-ups
 - 2 - Floating pontoons for temporary shows on La Rade and on the lake

STAGES OF IMPLEMENTATION



- 1 Creation of the new Port de la Rade and connections with the main thoroughfare, both to the East towards Eaux-Vives, and to the West, with the underground section of Quai Wilson.
- 2 Re-qualification of the Quai du Mont-Blanc, Quai Wilson and Quai Gustave-Ador, following the elimination of motor traffic. Furthermore, layout of the new areas and the creation of the new architecture of the Third Strand.
- 3 As a final phase of re-qualification of the public areas, possibly at the same time as the creation of the new pedestrian walkway, which has already been planned, the Mont-Blanc bridge could be demolished, restoring the original symbolic and physical value to Île Rousseau.



THEMES