

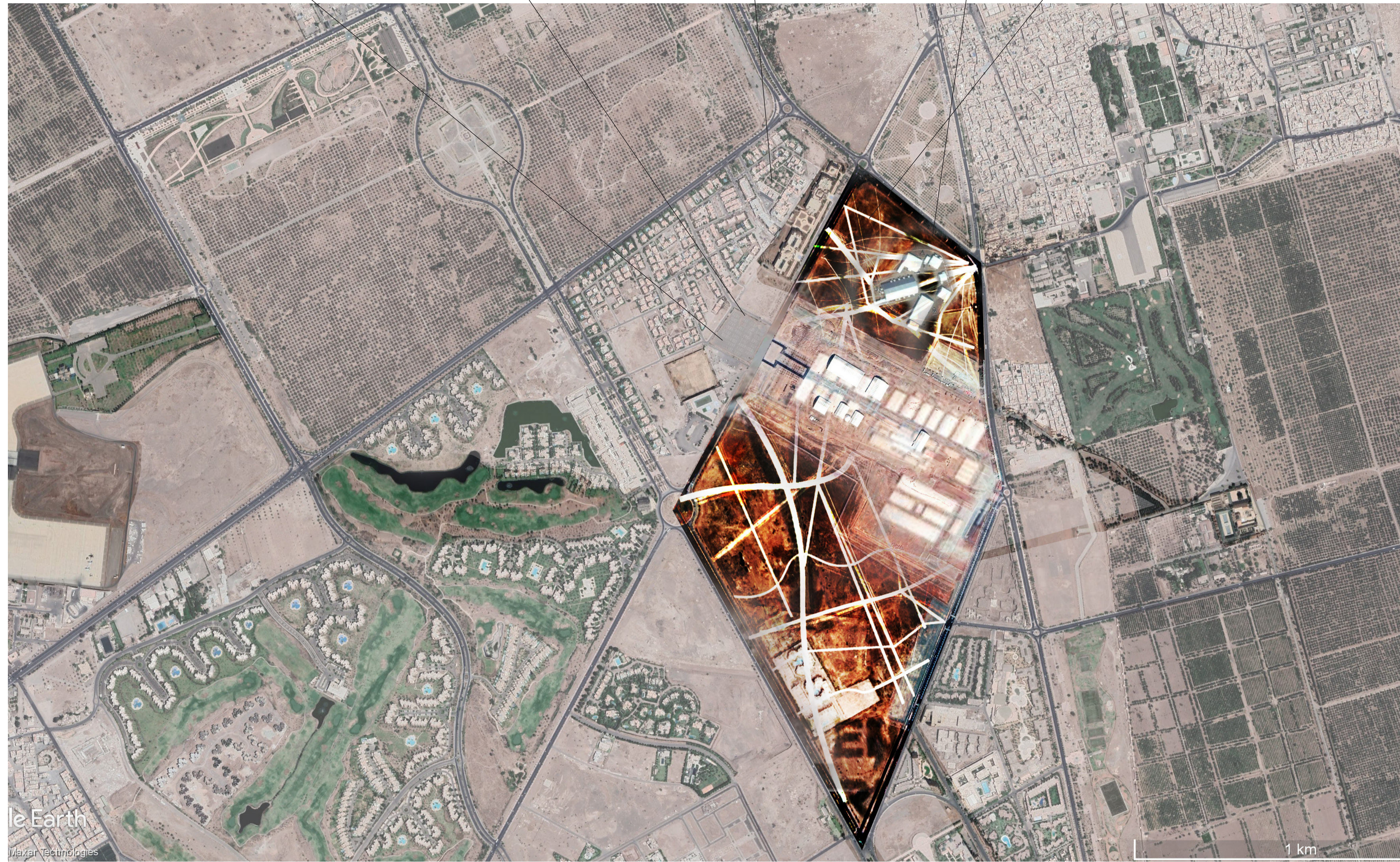
GREEN VALLEY IN MARRAKECH

SITE ANALYSIS

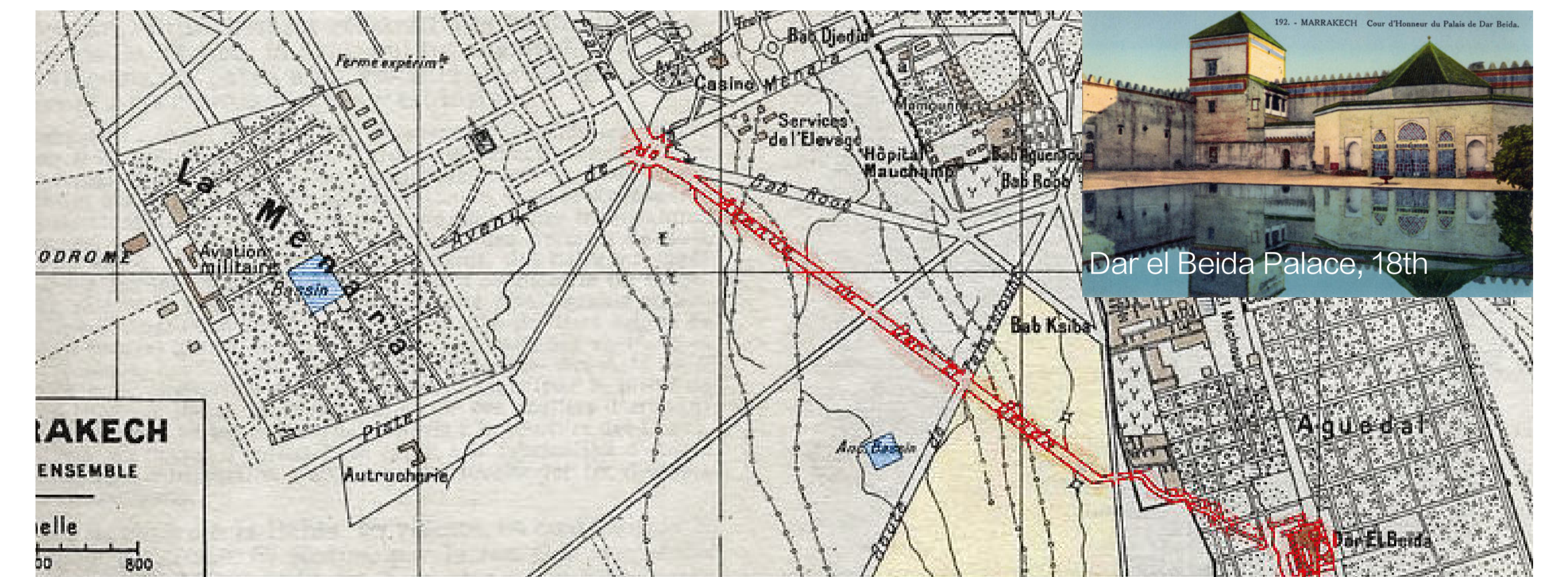
TRACES & EVENTS



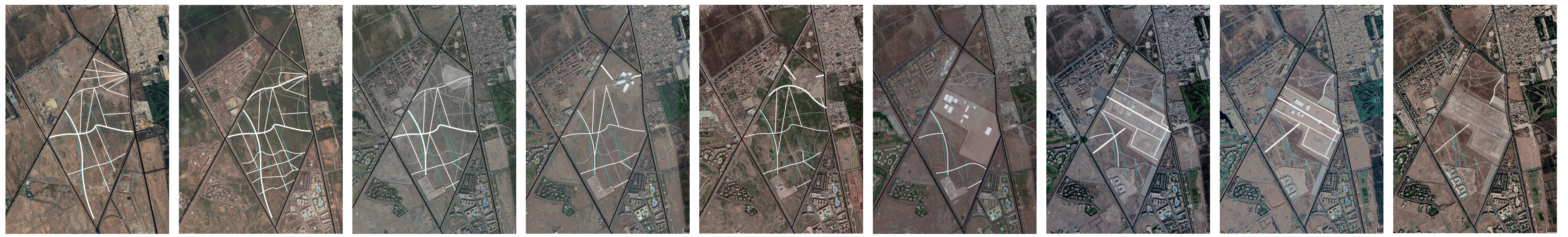
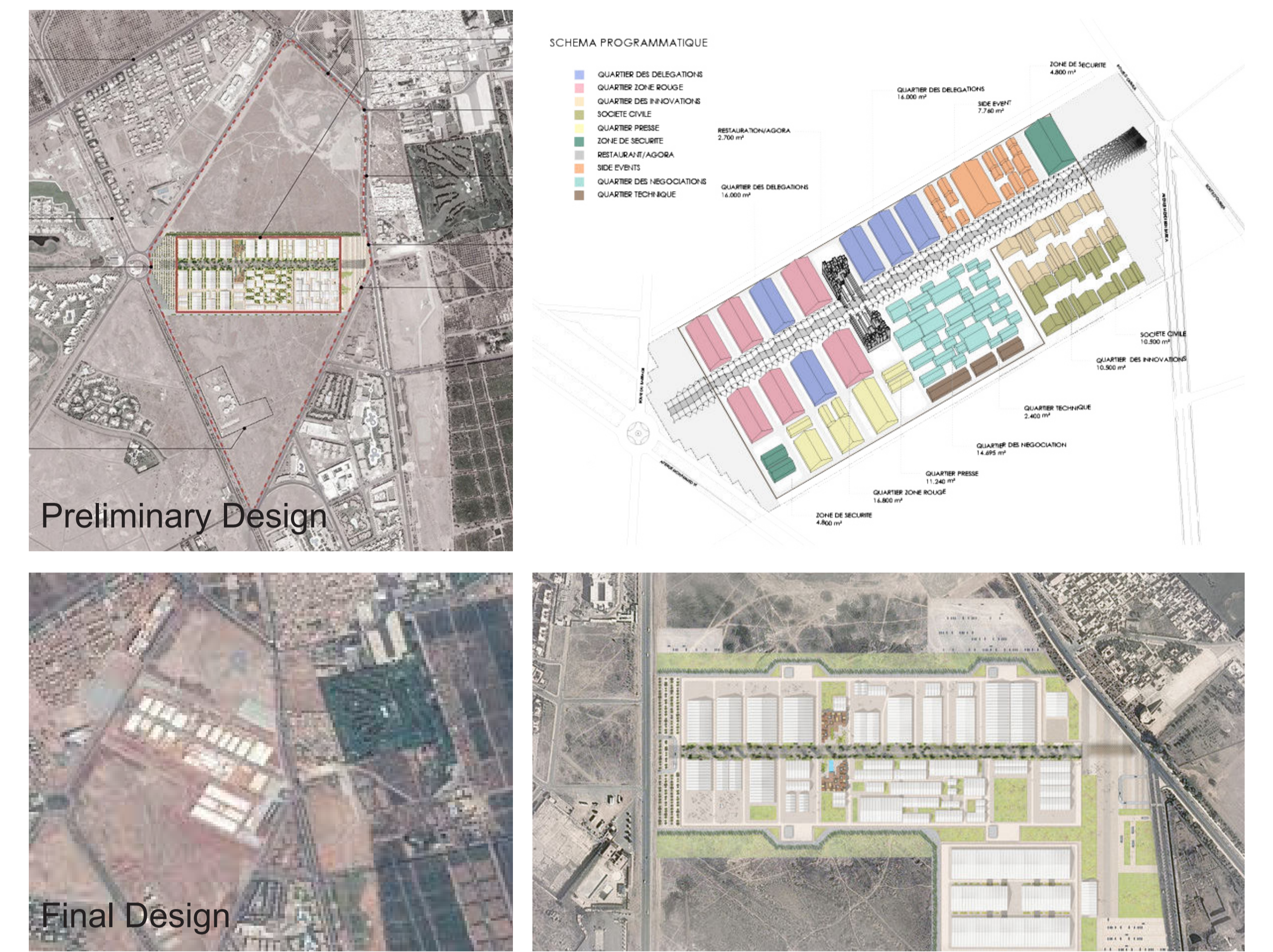
We have noticed that although the site is very close to the city, it has been a vacant lot for most of the past few years and will only be temporarily used when holding events. Therefore, we have carried out research on historical traces and found that: with the development of Marrakech, the traditional paths with the city gate, Khattaras and the garden as the main influencing factors almost no longer exists; After 2016, the core of the site was transformed into an artificial axis under the influence of COP22.



THE ROUTE TO THE PALACE (1954)



COP22 (2016)

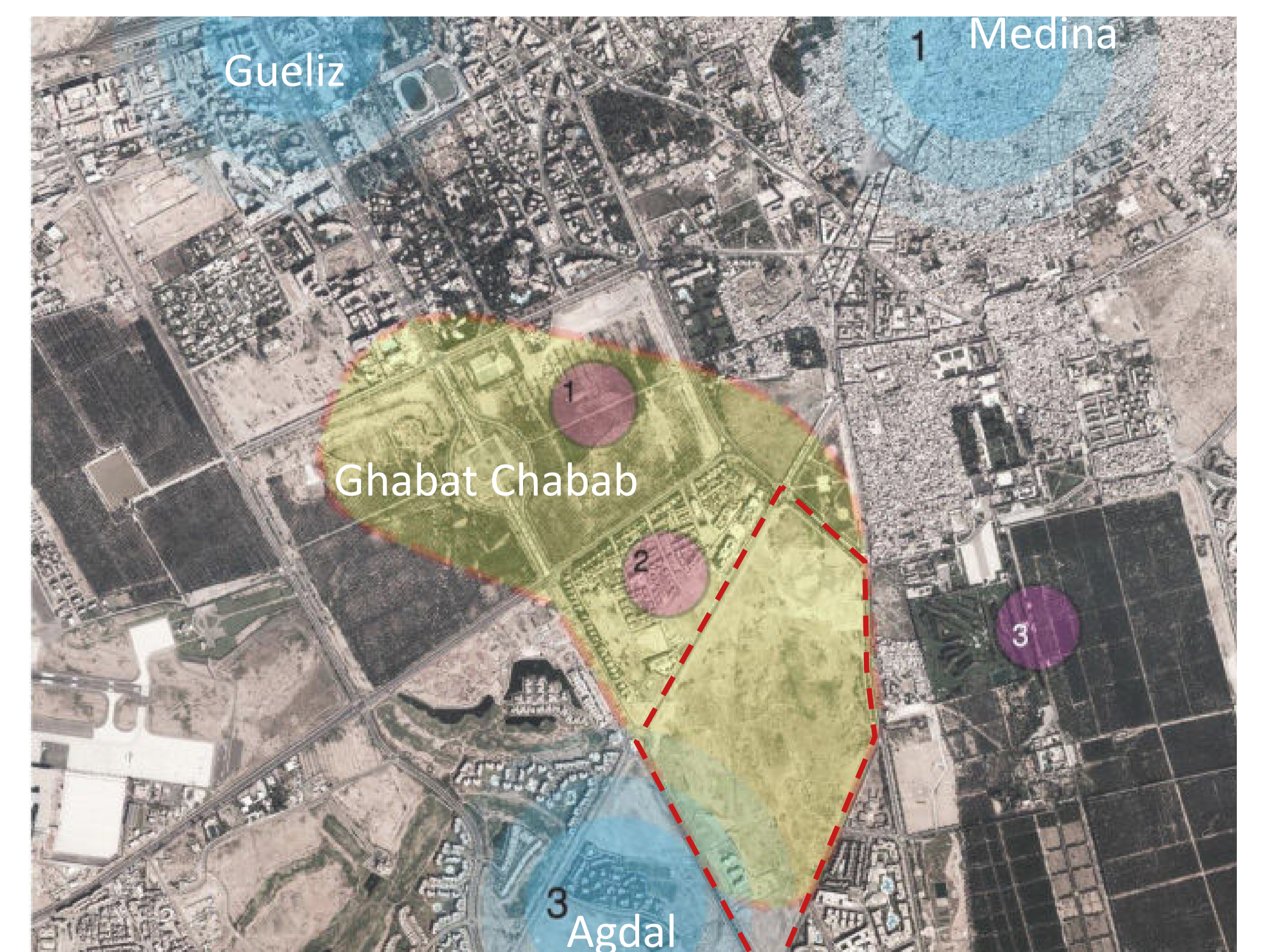


- Mar. 2006**
Roads radiated from the city gate, followed the Khattara or crossed the block.
- Mar. 2010**
Roads became dense with the expansion of the city and the construction of airports.
- Nov. 2013**
The site has been developed and the golf area on the west has been completed.
- Nov. 2014**
Unknown event.
The government building has been completed.
- Mar. 2015**
- Nov. 2016**
COP22.
Formation of new axis.
- Nov. 2017**
Roads connecting with the COP22 site was developed and parking lots appeared.
- Nov. 2018**
Unknown event.
- Mar. 2022**

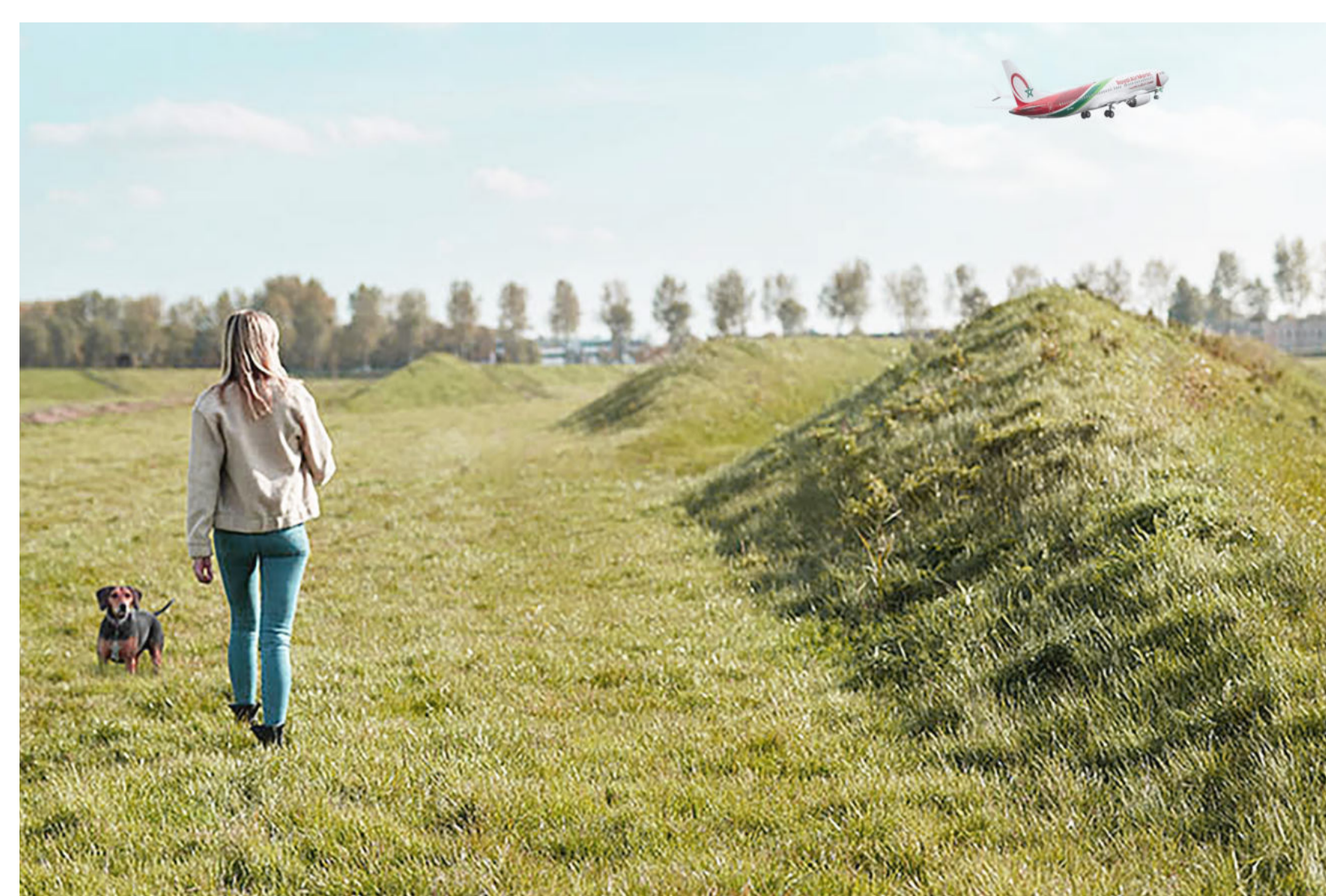
URBAN GREEN SPACE & AIRPORT EFFECTS



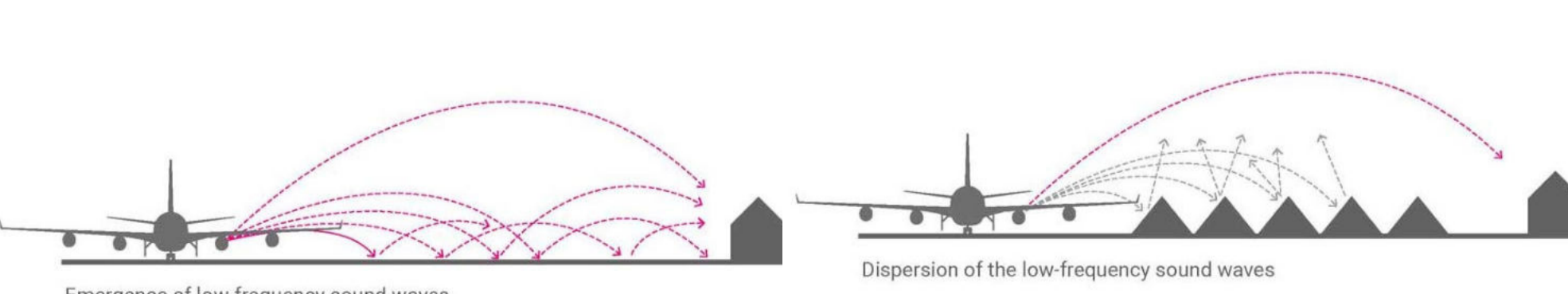
ZONING



SDAU KECH TEXT

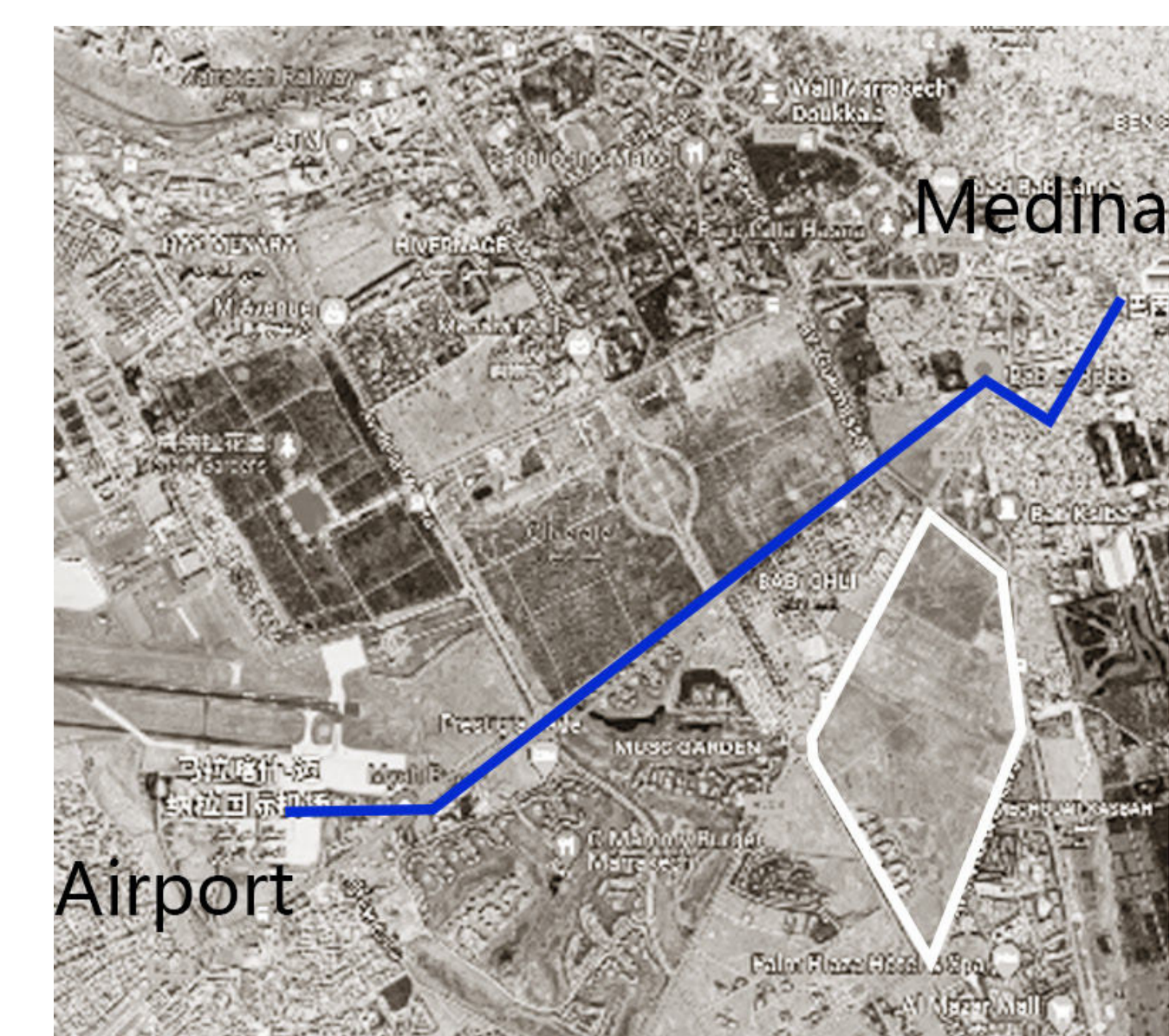


CONCEPT- GREEN TO RESIST NOISE

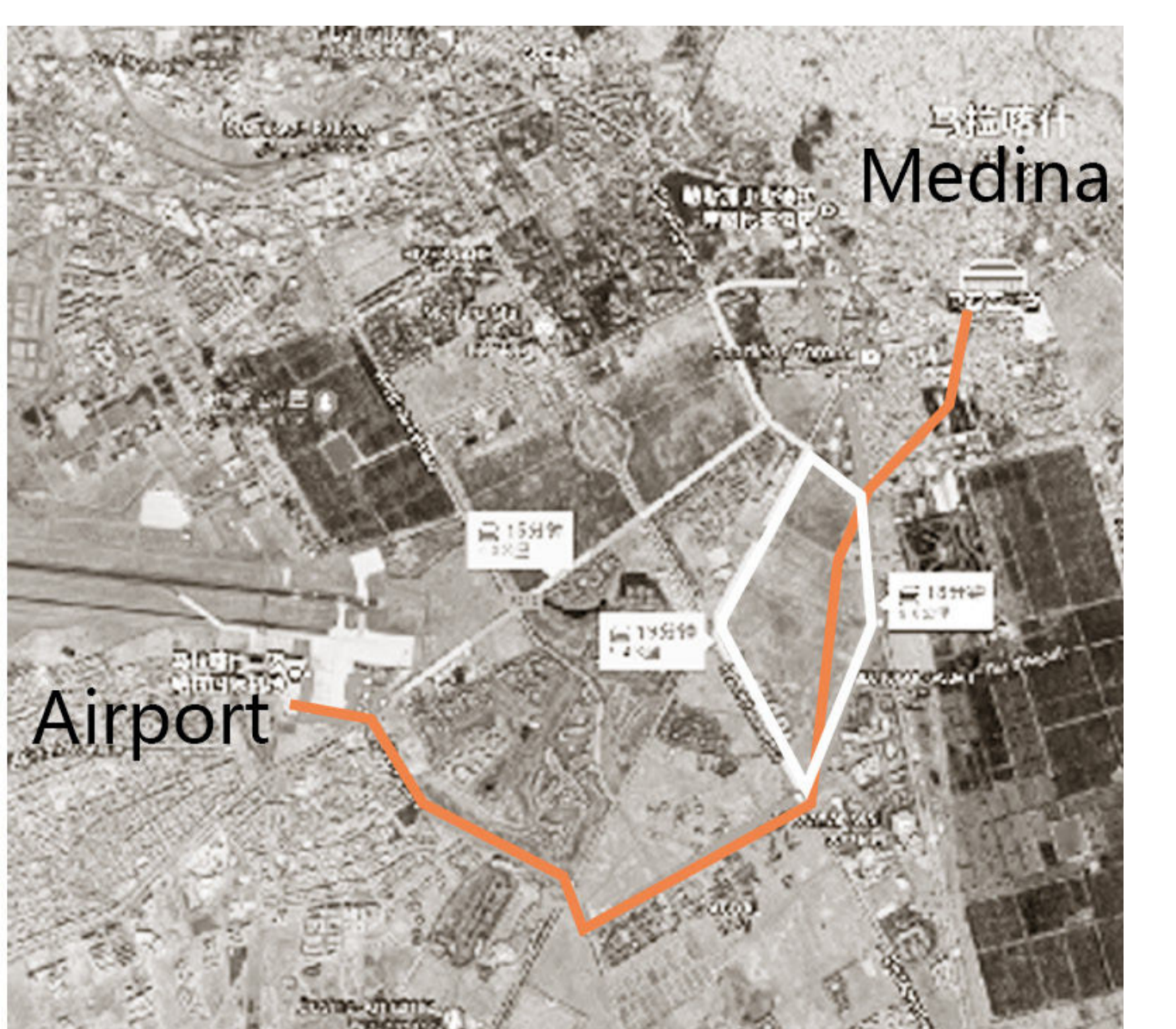


The site is close to Marrakesh Menara airport. We believe that there are several possibilities:

- 1) the role of green space in reducing airport noise needs to be considered;
- 2) The large-scale patterned planning can be used to make the area visible from the plane porthole and leave the first impression of Marrakech to tourists;
- 3) It needs to be more closely integrated with the tourism industry, especially considering the route connecting the airport and Medina through the site.



ROUTE FROM AIRPORT TO MEDINA BY TAXI/BY CAMEL



GREEN VALLEY IN MARRAKECH

CONCEPT & STRATEGIES



1. Green Valley on Crash Area:

The crash area spans the middle of the site in which no large-scale construction is allowed. In Texte SDAU Kech, it is planned to connect the Garden of Menara and the Garden of Agdal as a green belt. Therefore, we planned the central crash zone as a green valley to provide a place for the surrounding residents.

2. Green Valley along Khattaras:

The main flow direction of the khattaras in the site is northwest - southeast. And the prevailing wind direction in Marrakech is also northwest-southeast. Based on the above two points, we extend the green space along the direction of the khattara to form the prototype of the Green Valley. In summer, the wind of Marrakech passes through the Green Valley and brings cool air to the surrounding residents.

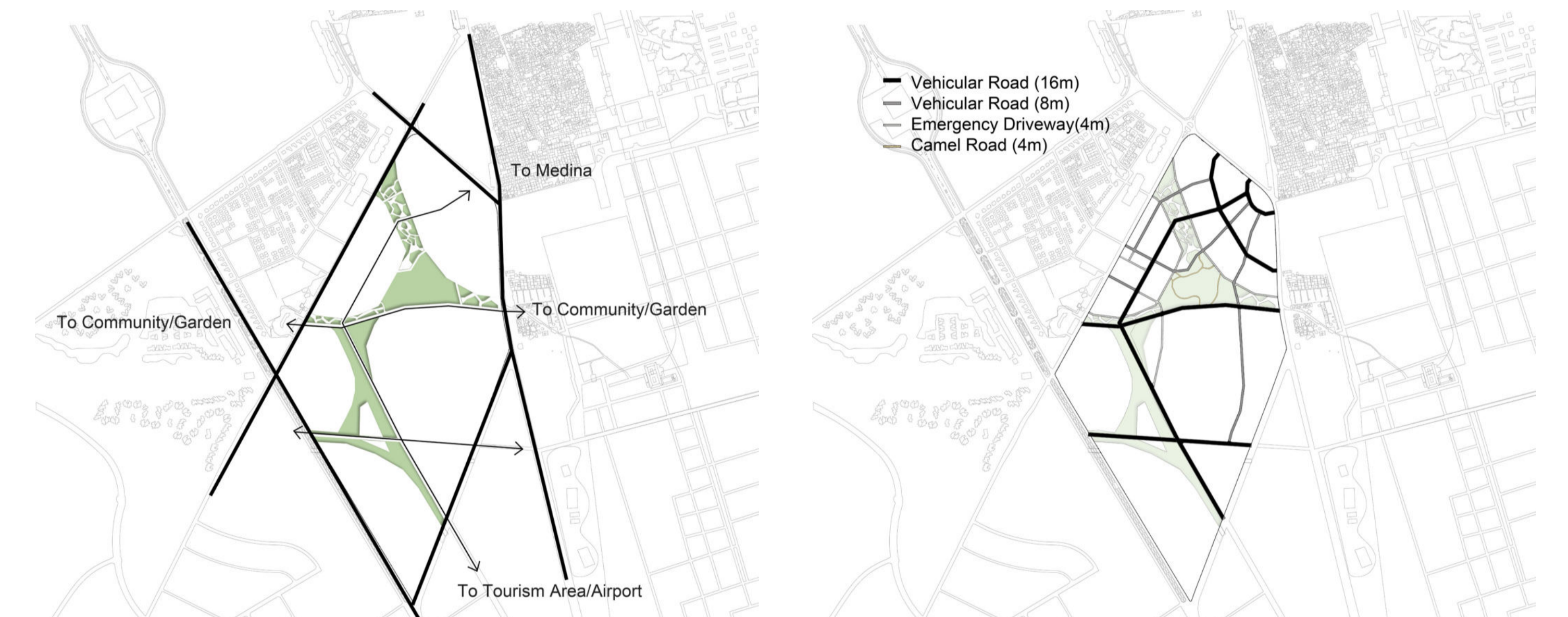


3. Permeability of Functions:

The site is located at the junction of the Gueliz, Medina and Agdal areas, an area of great potential as it connects three different groups of people: foreigners, locals and tourists. Therefore, we let three different functions penetrate into the site, resulting in three different functional zoning of the green belt facing the medina on the east, the foreigners on the west and the tourists on the south.

4. Connection of Public Buildings:

We placed the three most prominent public buildings in the three zones on the three sides of the central green belt. On the east side is a community school for new immigrants and indigenous people, on the west side is a spice market for experiencing traditional spice crafts, and on the south side is a visitor center for tourists with a conference function. The three public buildings are connected by Camel Road in the central greenvalley.



5. Road Network:

There are three main roads in the site, distributed along the Green Belt, one north-south and two east-west. The north-south road ties together the concentration of medinas and hotels and facilitates the connection of the medina to the airport. The east-west road links the surrounding communities and gardens.

6. Road Grading:

The roads in the site are divided into four levels. The main lane connecting to the main city road is 16 meters wide, and the secondary lane connecting the three areas of the site is 8 meters wide. The lane for emergency traffic is 4 meters wide, and the road for the free movement of camels in the site is 4 meters wide.



GREEN VALLEY IN MARRAKECH

DESIGN PROPOSAL



Architecture Proposal

Spice Center: 3,400 m²
 Community School: 3,100 m²
 Camel Center: 3,500 m²

Urban Lots Proposal (65.4%)

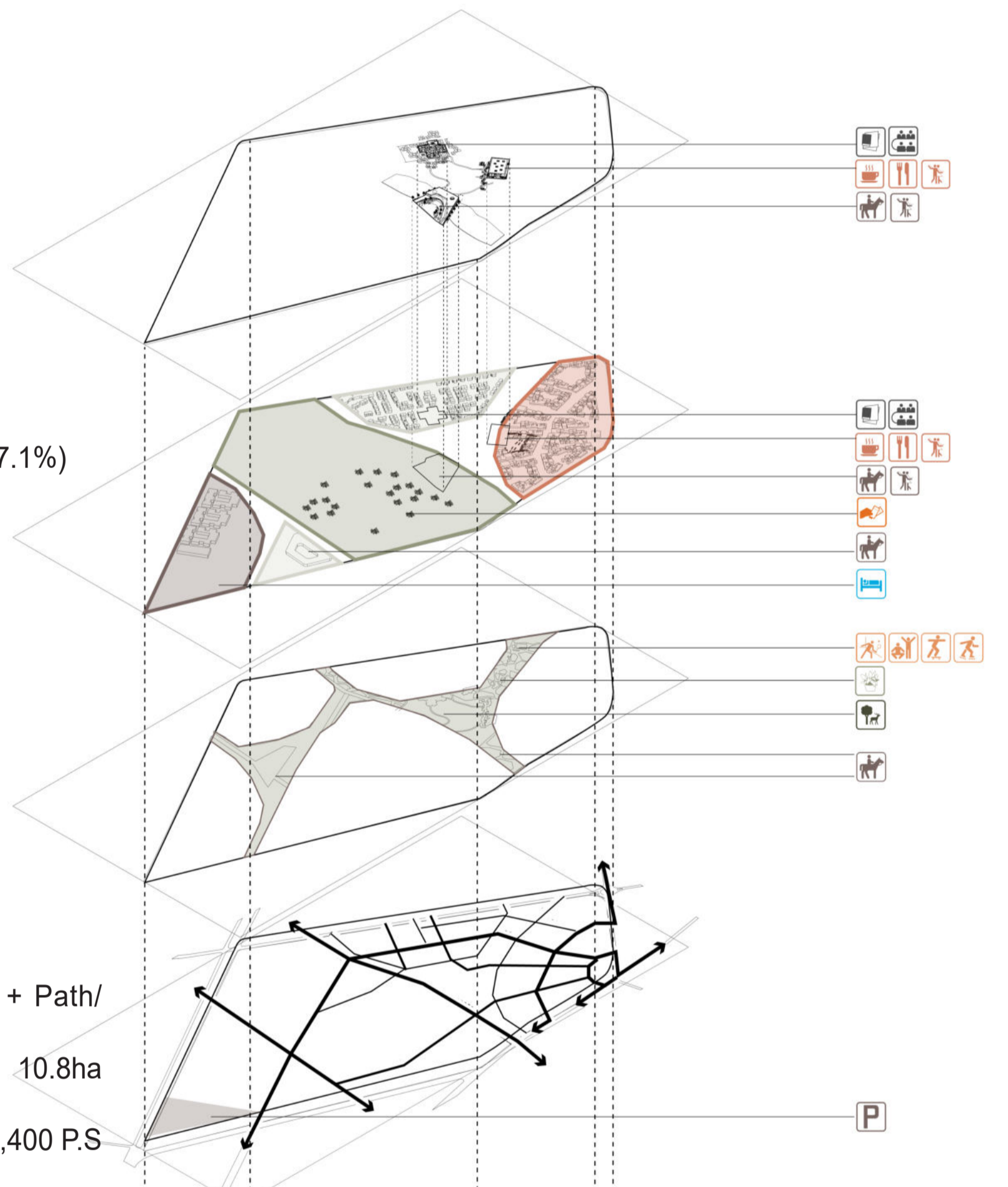
Foreigners Community: 9 ha(8.6%)
 Locals Community: 13 ha(12.4%)
 Desert Green for Events/Camel Tourism: 39 ha(37.1%)
 Camel Farming Area: 3.6 ha(3.4%)
 Existing/Other Area: 4.2 ha(3.9%)

Green Space Proposal (15.6%)

Central Green: 16.4 ha
 -For Sports: 4.4 ha
 -For Leisure: 4.2 ha
 -For Preservation: 1.8 ha
 -For Historical tour: 6 ha

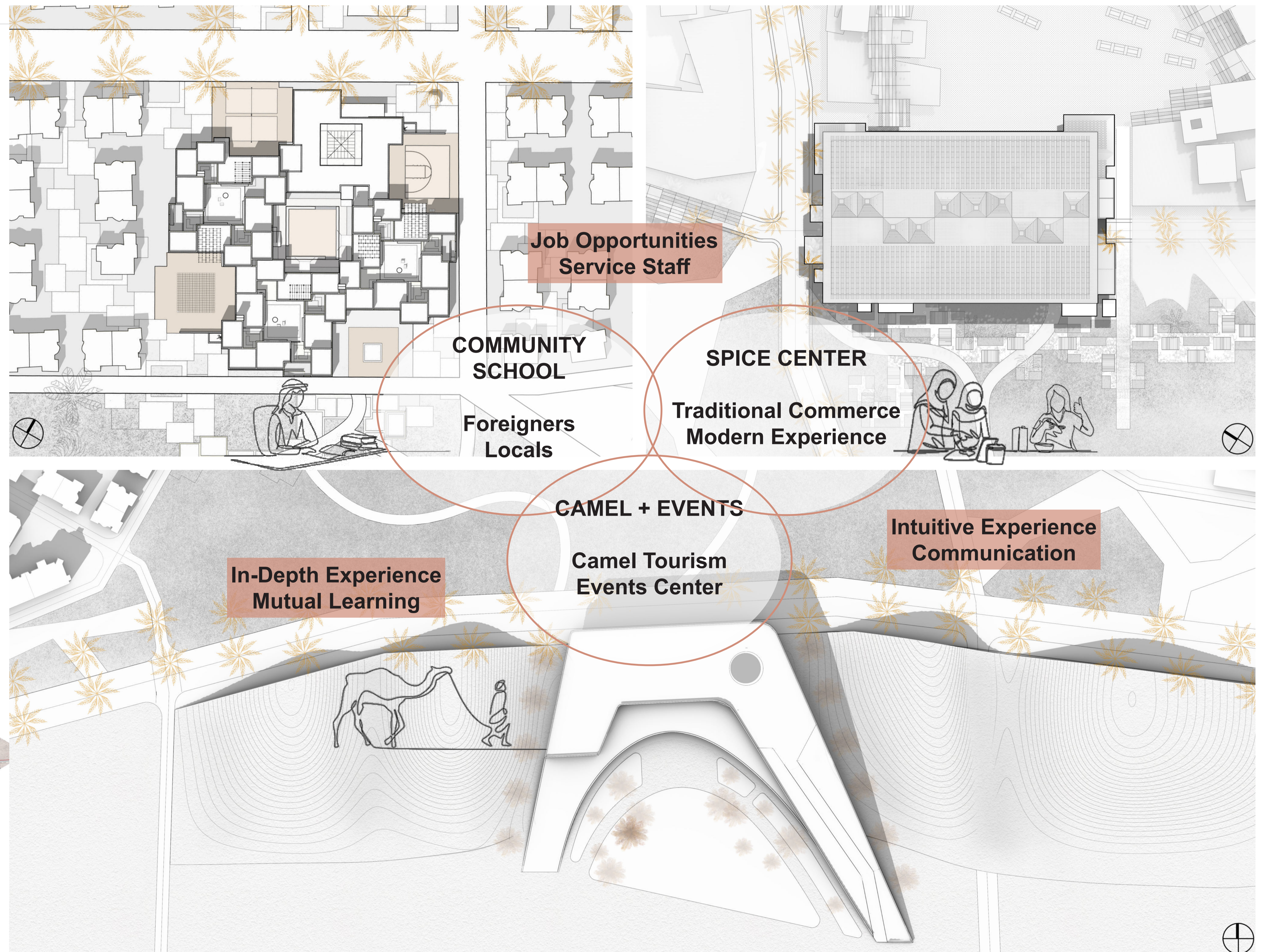
Transport Proposal (19.0%)

Vehicular Road (16m) + Vehicular Road (8m) + Path/
 Emergency Driveway (4m) + Camel Path (4m): 10.8ha
 Parking (for tourists/events, with EV charging): 7.4 ha for 1,400 P.S
 Parking (for local, with non-motorised area): total 1.8ha for 600 P.S



Site Area: 105 ha
 Mainly based on Google Earth

EXPLODED AXONOMETRIC



ARCHITECTURAL MASTERPLANS 1:500

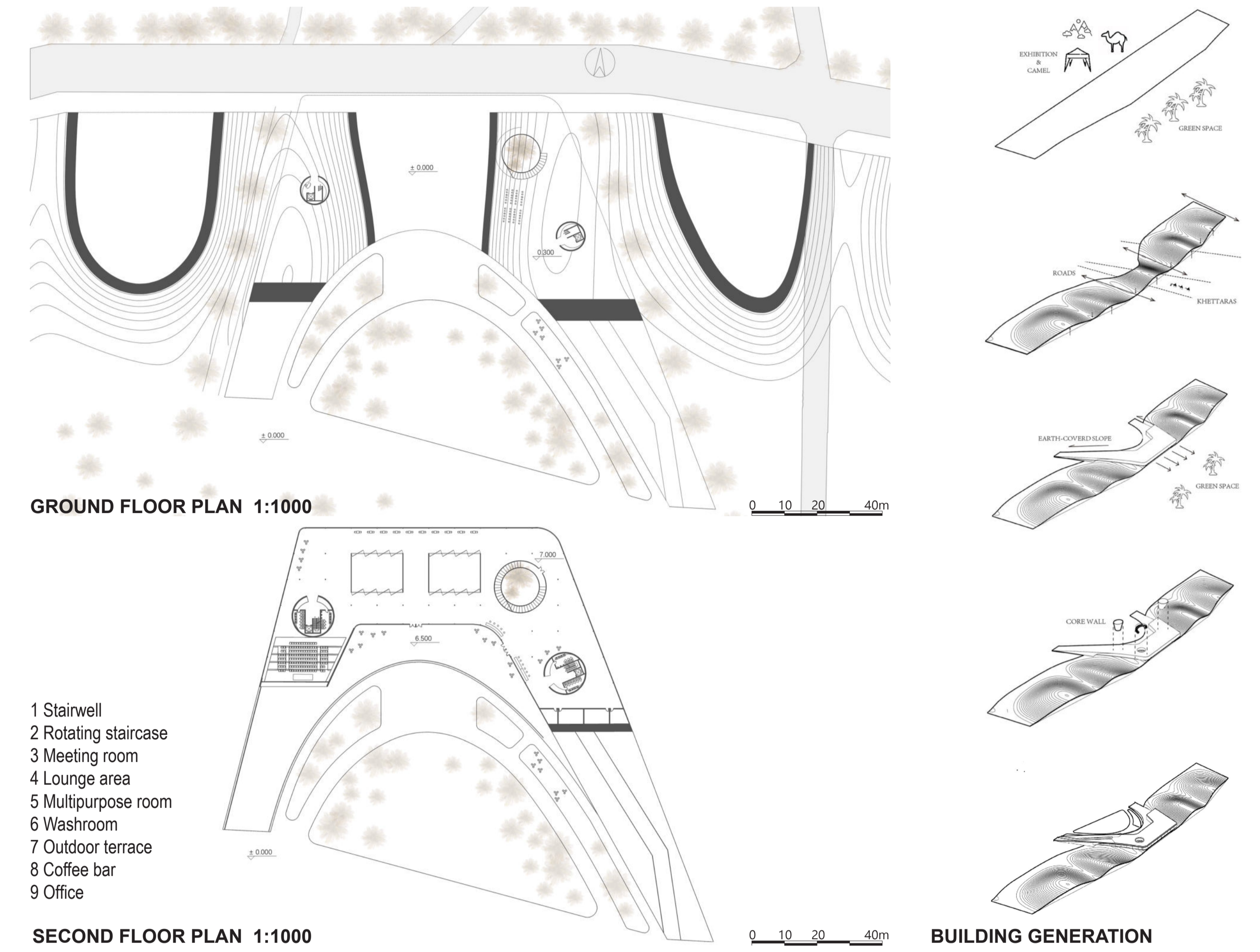


GREEN VALLEY IN MARRAKECH

ARCHITECTURAL PROJECT



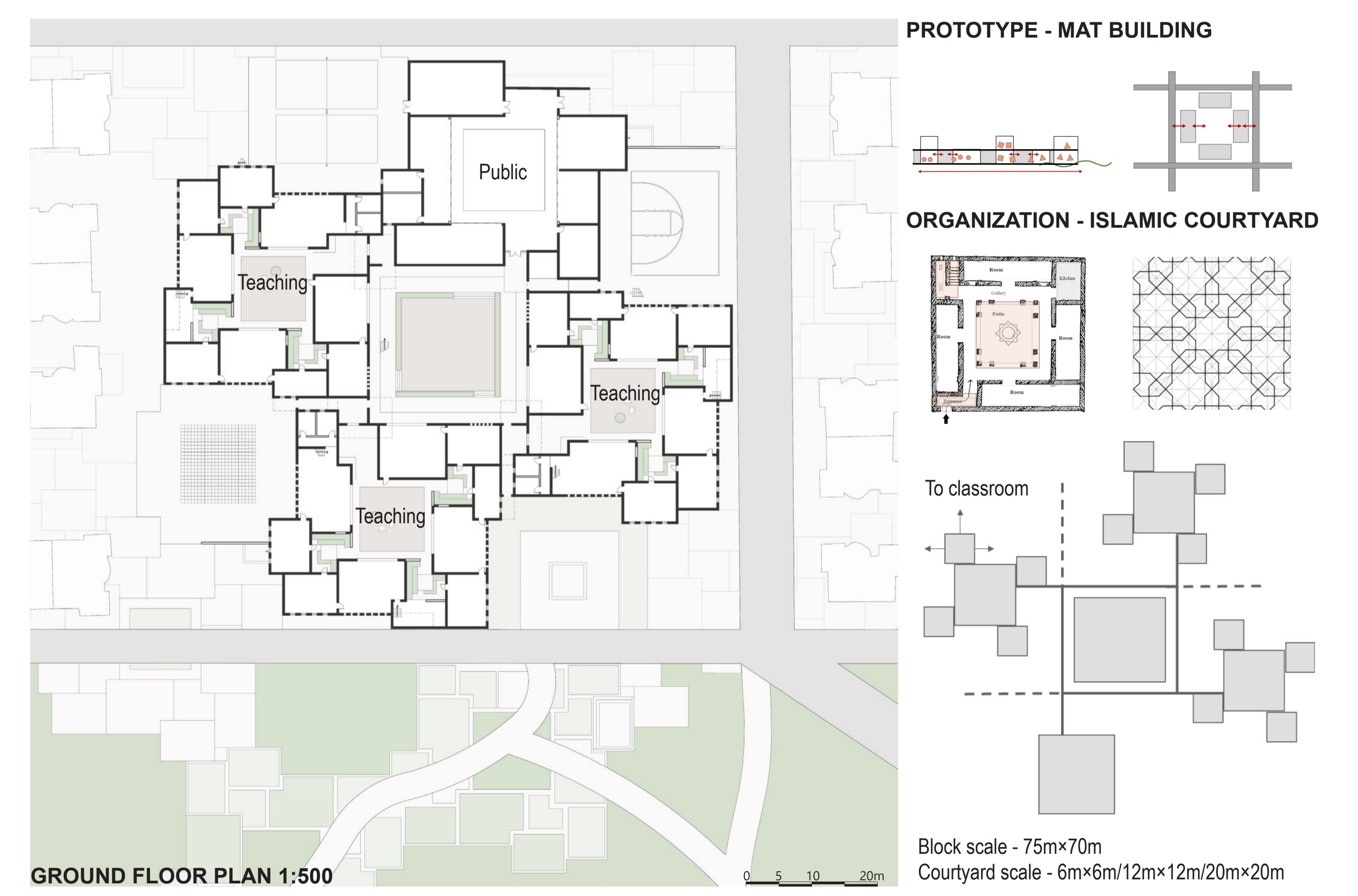
Camel Center



Spice Center



Community School



GREEN VALLEY IN MARRAKECH



1. Green Valley on Crash Area

2. Green Valley along Khattara

3. Permeability of Functions

4. Connection of Public Buildings

5. Road Network

6. Road Grading



MASTER PLAN 1:4000

Architecture Proposal
 Spice Center: 3,400 m²
 Community School: 3,100 m²
 Camel Center: 3,500 m²

Urban Lots Proposal (65.4%)
 Foreigners Community: 9 ha(8.6%)
 Locals Community: 13 ha(12.4%)
 Desert Green for Events/Camel Tourism: 39 ha(37.1%)
 Camel Farming Area: 3.6 ha(3.4%)
 Existing/Other Area: 4.2 ha(3.9%)

Green Space Proposal (15.6%)
 Central Green: 16.4 ha
 -For Sports: 4.4 ha
 -For Leisure: 4.2 ha
 -For Preservation: 1.8 ha
 -For Historical tour: 6 ha

Transport Proposal (19.0%)
 Vehicular Road (16m) + Vehicular Road (8m) + Path/
 Emergency Driveway (4m) + Camel Path (4m): 10.8ha
 Parking (for tourists/events, with EV charging): 7.4 ha for 1,400 P.S
 Parking (for local, with non-motorised area): total 1.8ha for 600 P.S

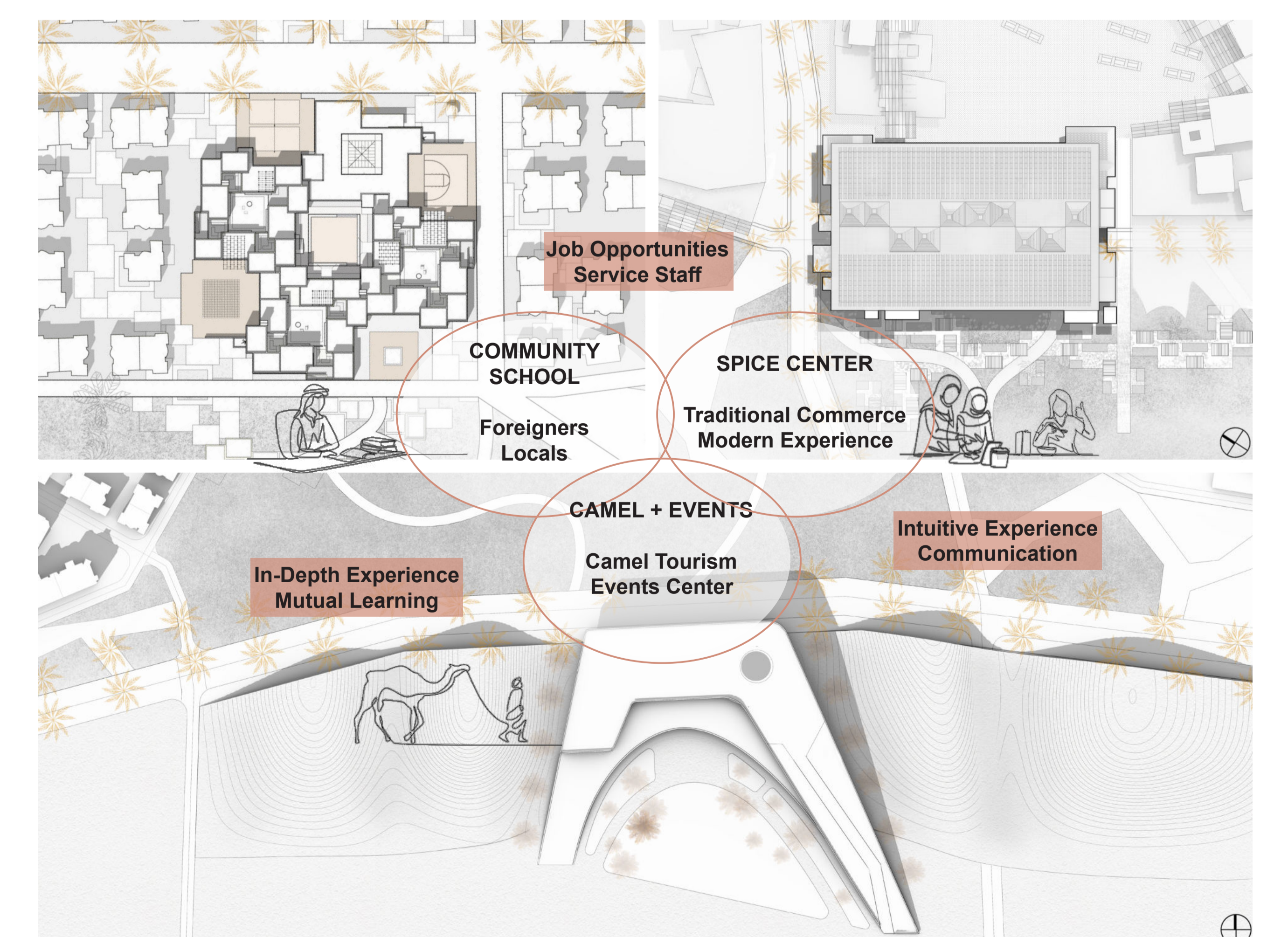
Site Area: 105 ha
 Mainly based on Google Earth

EXPLODED AXONOMETRIC

Our concept is "Green Valley", which aims to connect the three urban areas around the site (Medina & Gueliz & Agdal), attract different user groups, and respond to the hot and dry climate by using the strip-shaped public green space. The shape of the green valley is generated based on the main wind direction of Marrakech, the crash area and the existing khattaras in the site.

Around the green space, the three most prominent public buildings form three different functional zones, facing Medina in the East, foreigners in the West and tourists in the South. The central Camel Road and green space would bring the three kinds of people together.

Therefore, we can imagine some interesting scenes: when the plane takes off or lands from Menara airport, the tourists will see the patterned green valley through the plane window and leave an impression of Marrakech; Around the tourist center, there is a desert landscape for people to ride camels to and from Medina and the airport along the trail of khattaras.



ARCHITECTURAL MASTERPLANS

