SUSTAINABILITY THROUGH URBAN DENSIFICATION IN MOUNTAIN VILLAGES:
THE CASE OF VERBIER (SWITZERLAND)

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Study case: Verbier

235 ha
building area

963,000 m²
built

0.40
density

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Study case: Verbier

48 km² of road network for 2.35 km² of building area

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"pedestrian" main network reduced to the car network.

Pedestrian trail are discontinuous inside Verbier.
bus network saturated by car network
L'access to Verbier in public transport is by train with the MO until Châble. From Châble, the link to the station is possible either via the Châble-Verbier gondola which arrives at Médran, or by bus until the post office near the central place.

For internal public transport, the station provides a free shuttle bus network during the summer and winter seasons. This network consists of 5 lines. The most important stops of the 4 main lines are served every 5 minutes, against 15 minutes for the others. The fifth line is that which ensures the connection between Verbier-Village and Verbier-Station.

This network covers the most frequented places of Verbier, from the central place to Médran and Savoleyres, as well as the high points of the station until the top of the gondola the Rouge, and to the west until the Patier quarter.

However, the shuttle buses, like the cars, are victims of the traffic congestion we described earlier. Thus, to reach a coherent solution where public transport is effective, and therefore more attractive to users, it is imperative to find an alternative to the congestion of traffic.

Study case: Verbier

Roads congestion (car - pedestrian - bus)
Balleys et Vergères (2008)
3% building area in red avalanches zone (strong risk)

18% building area in blue avalanches zone (medium risk)

20% building area in yellow flood zone ("low" risk)
Study case: Verbier

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Comparative synthesis of the study cases

 Вербиер  
 Зерматт  
 Аврия  
 Вистлер  
 Аnderматт

Land use evolution (on the same scale)

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10% of available "public" building area
Densification strategies

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Densification strategies
Densification strategies

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Densification strategies

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Existing chalet model (in "T3 area")

84ha
250'000m²
0.3

17 kml
roads

Discontinuous pedestrian network

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Inhabited infrastructure

15ha
250'000m²
1.7

0 kml
roads

Continuous pedestrian network
250'000 m² with the existing chalet model

250'000 m² with the new inhabited infrastructures

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ღობა ყურადღებისთვის!