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LYON PART-DIEU

PART-DIEU NOTEBOOKS

PART-DIEU: SUPER COPRODUCTION

FILES:

The running of the
coproduction

The operational
systems

ONLY LYON 



summary



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With extracts from interviews with (in order of appearance):
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Part-Dieu super coproduction

The “redesign” of Part-Dieu took shape, in a guide plan then in a reference plan, opening the way to several rounds of negotiation with a wide variety of stakeholders.

Two years after the launch of the Lyon Part-Dieu project, this 135 hectares site in the heart of Lyon, France’s largest business District after la Défense, is booming. Guided by the Part-Dieu Mission which controls the project ownership for the target, the strategy and the implementation of the project ; investors, developers and

The public authorities don’t have much land... but they do have ideas.

architects are actively working on the - development of this central district of the Lyon conurbation.

As of Spring 2012, around 300,000 m² NET – which is to say a quarter of the project target – were being developed with the work expected to last between three and six years. A few are at the completion stage, like the Incity tower, the Velum or Sky 56 (1).

“Apart from the Béraudier northern sector and the Porte Sud, over the rest of the Part-Dieu district, the developers are hard at work; there aren’t many gaps in the project map” points out Bernard Badon, director of the Part-Dieu Mission.

Behind this project: the wish of du Greater Lyon to give a strategic, clear and ambitious structure to

this central district. At the Part-Dieu, local government is investing massively in carrying out studies and projects as well as the acquisition of land, even if there isn’t much land left which is negotiable. By setting the course, the project owner has revealed the development potential for this district and has set in motion, on behalf of a range of developers, a stream of projects. Many property owners have seized the opportunity of this dynamic to begin the renovation of their own property which is on the verge of becoming obsolete.

In this district which since the 1970s has been home to governmental authorities, large semi-public or private companies, one of the largest shopping centres in the country and the largest inter-connection railway station in France, the local government has plenty of ideas but not much land... “It’s by winning the battle of ideas that we will get the stakeholders on board “explains the Managing Director for the City of Lyon and Greater Lyon, Benoît Quignon who sums up the job of the project owner as follows: “it’s about encouraging all those who would like to invest to make this transformation a success”, “about promoting dialogue and providing a tailor made product”. The Part-Dieu Mission is the preferred interface for this dialogue and the preparation of projects by coproduction.

When it embarked upon the Part-Dieu project, at the end of 2009, with a series of workshops bringing together developers, technicians and intellectuals, the Greater Lyon signaled the lofty values and ambition that it had planned for the redesign project of this district at the heart of the conurbation.

From its initial objective, which was to regenerate a business district which was designed in the 1960-70s,

and of which the real estate assets were verging on become obsolete and less attractive, the project took on a larger scale. During the discussions with the departments of the Greater Lyon, with experts and the team of town planners and architects chosen for the design of the project, the AUC agency set its sights on a more universal and powerful target: that of making the Part-Dieu a modern metropolitan hub.

The Part-Dieu aims to be more than just a town-planning project by serving as an urban laboratory incorporating the multiple functions, uses and services of the city of tomorrow. It is as much to do with what is within the container as with the container itself.

It is because the issue is one of transforming a fully operational district of which almost all the easements are in use that the, AUC chose to “ Reinventing the Part-Dieu”: neither to start again from nothing, nor to start work on the district from scratch, but to give back a meaning to Part-Dieu based on what it is today and taking it down a new path for the future.

However real issues remain concerning the change to the existing infrastructure: at a site which is home to some beautiful examples of architecture designed in the 1960s and 70s, what should be done about this rather odd collection? In an urban environment of paving slabs separating pedestrians and cars, how would one restore a peaceful cohabitation between all the different means of transport and give back pedestrians their space and comfort? More generally, how could one include quality and humanity in an urban development which is aimed at high density?

Confronted by real estate principles which tend to go it alone and favour quantitative yield,



the Part-Dieu Mission intends to bring stakeholders together so that together they can produce quality buildings and promote an original strategy of sustainable development. This strategy is based on sustainable mobility, on urban landscapes which suppose other concepts of nature in the city and a certain quality of urban atmosphere. What's more, it's not just a case of densifying by building higher, by continuing to design the Lyon skyline, but also of hitching this district to the ground more effectively and starting with the city.

The “public-Private coproduction is the new order in Urban production. The town planner becomes a negotiator”.

In a district described by studies as functional and mineral, cold and lacking in any sensation or warmth the AUC agency is developing structured concepts which are largely based on services and uses, such as “easy ground”, “active bases”, or for that matter “cultural crossing”.

What's more the notion of “user value” has entered the vocabulary of the investors, who are ever more aware that the rental cost per m² can be justified by the quality of services – from transportation means to cultural facilities, services and shops – provided to future users.

The Part-Dieu project stage by stage, from conception to negotiation

All the ideas flowing from the creation of the Part-Dieu project were taken and organised in June 2010 in the concept Plan, a document created by the AUC as a “platform for ideas and aims”. In January 2011, guide Plan adopted, at the end of the workshops and the analysis and issue identification phase, the basic ideas with the aim of organising them in to principles for production.

Because one of the original aspects to the Part-Dieu project was to deal with what exists already, to activate wide ranging projects from public and private developers, owner or users within the district, these suggestions were by and large subject to discussion and opened to negotiation.

For Nathalie Berthollier, “public-private coproduction is the new order in urban production. And we are helping invent it at Part-Dieu. It forces us to adopt a new professional position: that of developer, the town planner is becoming more and more of a negotiator”.

Plot by plot, discussions are underway with developers, investors, or users so as to adjust the objectives of the private operators and the ambitions of the Part-Dieu project to fit in with the co production and shared project dynamic. This common position is conveyed in the reference Plan.

As a “A landing platform for shared suggestions”, this document makes it possible both to set out the operational conditions for the project sector by sector (programming, features, realignment, real estate, density, volumes, adequate operational systems...) and to feed the conceptual basics of the project.

The Part-Dieu project favours collective intelligence

From the start, the Part-Dieu project was typified by a will to innovate, in terms of what was produced as well as in the way of proceeding. Giving preference to collective intelligence and sharing the ambition of the project are the two strong uniquenesses of the redesigning of Part-Dieu.

All of the departments of the Greater Lyon have been mobilised alongside the Part-Dieu Mission and the team which has been formed around the AUC: Road network, Transport, Town planning, Economy, Accommodation, Real Estate, Prospective, etc. As fully invested entities, they form

the matrix of the project. The project owner has committed massively in terms of the studies that have been carried out, project support, public projects (for example rue Garibaldi) As well as financial investments: the Greater Lyon has now invested some 100 million euros in acquiring the most strategic real estate at Part-Dieu.

The various stakeholders established at the Part-Dieu or who were interested for various reasons in its development were consulted and brought on board then supported in their projects.

Most of them have become aware of the project envisaged by the AUC and have clearly applied their own language and concepts. Each one of them has something to say about the project, as is evidenced by the many interviews carried out for this second edition of the Part-Dieu Notebooks.

The coproduction process is in full swing.

At Lyon Part-Dieu, the coproduction process is in full swing. Its' not the only way of fulfilling a project which is clearly supported by a public administration in this case the Greater Lyon, which is very engaged. But it's an original and fertile aspect to this new model of city regeneration undertaken at the heart of the Lyon conurbation.

(1) Tour Incity (project owners(MO) Sogelym Dixence, architects Valode and Pistre / Atelier de la Rize / ALA): at the heart of Part-Dieu, construction of a 200m tower, 42,000 m² of offices including 2 RJE (Inter Company Restaurants) and other user-dedicated areas. Work phase, handover start of 2015. Velum (Project owner- Gecina) : in the ZAC (concerted development zone) de la Buire, Part-Dieu Sud sector, construction of a services building with associated services (bar lounge, Inter Company Restaurants, auditorium, fitness centre...) covering 15,250 m² with 2 hanging gardens. Work currently underway, handover mid 2013. Sky 56 (MO Icade/ Cirmad): in the Part-Dieu Sud sector, construction of 30 000 m² office building on an joint active base including Inter Company Restaurants, a brasserie, Fitness centre, apartment building, crèche and meeting rooms Including 25,000 m² of offices. Procedures underway, handover in 2015.

The chairman's point of view



The Part-Dieu redevelopment project is making fast and good progress! Three years after its launch, more than a quarter of the project's target, which is to say 300,000 m² of buildings and developments such as the redevelopment of the rue Garibaldi, are already underway. Despite the economic recession it's a sure sign that, la Part-Dieu, which the number one services district in France after la Défense, has an outstanding potential for attracting businesses and for development.

Aware of these unique advantages, the Greater Lyon decided, in 2009, to inject a new dynamic into the Part-Dieu, which it decided to entrust to the highly rated team of architects-town planners from the AUC. The target is an ambitious one: to turn the Part-Dieu into a standard setting business district for Europe, a district with redesigned transport systems, with a modern style which is both competitive and pleasant to live in.

Located in the centre of the greater Lyon conurbation, Part-Dieu is an essential transport hub, which assures Lyon of its place in Europe. With its multimodal transport hub with connections to the airport, Part-Dieu is indeed home to the central railway station which as of 2020 will be offer direct TGV services to the largest German cities as well as Barcelona, Turin and Milan. So Lyon is at the heart of a high speed Europe.

Part-Dieu is truly a transport nucleus, with something like 500,000 movements daily, with 136,000 people using the station

every day when it was only designed to handle 35,000! To avoid inevitable saturation caused by urban densification and the planned increase in rail based traffic, urban transport and environmentally friendly transport modes, the Part-Dieu project aims to redesign transport systems at all levels.

But Part-Dieu is a hub in other respects as well as transport, and firstly in economic terms. Many large companies have their headquarters at Part-Dieu. Today the district is home to 45,000 jobs and tomorrow this number is expected to grow to 70,000. I'm also pleased to report that there is "Lyon Club Part-Dieu Employers' Club" for supporting this growth. As far as shopping is concerned, the Part-Dieu has a shopping centre which pulls in shoppers from well beyond the district. Finally in the cultural and sports fields Part-Dieu is home to major facilities such as the Lyon central library, the Auditorium and the Garibaldi swimming pool which we intend to develop by creating a cultural crossing which will run from the Halles Paul Bocuse to the place de Francfort.

These different functions all set a standard for the conurbation, which in the wider sense is known as a "Metropolitan hub" combining the Greater Lyon with the Saint-Etienne Conurbation, ViennAgglo and the CA Porte de l'Isère. Improving the performance of this hub, means allowing the development of this metropolitan hub. To do so, one must change the scale, increase and diversify the accommodation capacity of Part-Dieu.

It's necessary to reach a critical mass – estimated at 1.5 million m² of offices as opposed to around 1,000,000 today – which will make Lyon a truly international centre. It's an essential detail which sets it apart in the competition in which the major regional European capitals are engaged in.

With space lacking, the principle chosen is that of an "intensity" of the city where the construction of tower blocks will keep urban sprawl in check, where modernness will be reflected in the, ecological contributions and modern architectural constructions worthy of the greatest European business districts,

But whilst being a competitive economic hub Part-Dieu must also be an active and living district. We want this district where we work to also be a district where one can live, where one feels like staying after the working day has finished and where one would like to come in the evenings and weekends to relax, to learn as well as to enjoy oneself.

Making Part-Dieu a district for living in means also building new homes, redesigning public spaces for new services and uses, incorporating resting places and green areas, and developing environmentally friendly transport modes.

At Part-Dieu, our main concern is therefore to make sure we put quality, humanity as well as beauty into an urban and economic development which is aimed at a high density and at making the Lyon conurbation an influential centre in Europe.



28 November 2011: approval of the reference Plan (version 1)

An aerial photograph of a city, likely Bucharest, showing a dense urban landscape with numerous residential buildings. A 3D architectural model is overlaid on the city, featuring several tall, white, rectangular skyscrapers and a prominent brown, cylindrical tower. The model is positioned in the center-right of the image, with its base extending across the middle ground. A red, jagged, arrow-like shape points towards the model from the top left. In the background, a river (the Dniester) winds through the city, and the horizon shows a mix of urban and natural landscape under a hazy sky.

Reference plan
(Version 1)



The point of view of the project owners

“The opportunity to renew Part-Dieu, means that there is strong project ownership”



**Interview with Benoît Quignon,
Managing Director of the City of
Lyon and the Greater Lyon .**

What, in your opinion, is the principal challenge posed by the Part-Dieu redevelopment project?

The principal challenge is to get away from an area of land which is already built upon, with buildings which don't function too badly at all but which are a little cold and are not in keeping with tomorrow's ambitions for the Lyon conurbation.

The challenge is to be worthy of a major conurbation of two million inhabitants. More life, more warmth and more of what will make the urban life of tomorrow needs to be added.

The difficulty facing Part-Dieu today is that it is effective and efficient in respect of the infrastructures and superstructures that it contains. But there are things missing which one clearly sees when one has to go there every day. It's a very cold place, which is not up to today's standards which require more capacity, more comfort and more pleasure. At Part-Dieu there

aren't many communal areas. In this district the only thing one wants to do is to get away as quickly as possible! It's difficult to get around, it can easily get clogged up and the capacities are supersaturated. But despite this the district functions efficiently. But it's reached its limit. Even so this is not just a problem affecting Part-Dieu. The business districts which were designed in the 1960s and 70s never managed to make living there a more human experience, despite the attempts by their original designer to escape this cold separation of the functions. The proposals of the AUC take the approach of making things functional and more pleasant to live.

What do you think of the Strategy of the district to be “a modern metropolitan hub”?

Part-Dieu is the major business district for Saint-Etienne, Vienne and the Isle d'Abeau as well as for the East of Lyon. We are in a whole area where things have a multipolar basis. Part-Dieu acts as the interface between Europe and the rest of the world. Everybody understands that Part-Dieu is not just the concentration, redistribution and linking point with the hub. Part-Dieu makes the whole of the conurbation area more attractive. The transport systems, the shopping centre – which attract users from more than 100 km away – help create the perception of Part-Dieu in people's minds as a metropolitan centre.

The management of the Part-Dieu project, which encourages innovation and coproduction and which is as much concerned with services as it is with the actual real estate is quite original. To what extent can this approach initiated with the Part-Dieu project, provide inspiration to the departments of the Greater Lyon for other projects?

One of the advantages of this project resides in the way we apply the project ownership. Traditionally it is done using green spaces on the ZAC model (concerted development zone). What is interesting in this case, is that we don't have to deviate from this model. This compels us to ask the question more forcefully: what is a district? What is the meaning behind the development and the life of a district, and a piece of the town? At Part-Dieu, the means of transformation is more complicated; One can't erase the past. So what is going to make it work tomorrow? First of all, one will be able to get around easily: this is the “easy ground”. Secondly, we're going to be in a busy place: these are the “active bases”.

You also want to have an approach which is purposely exploratory...

This is another challenge set out by the project ownership for the, as part of the metropolitan ambition: we are going to try and take a long view. Charles Delfante (1) had a 30-40 year vision. We need to return to this prospective ambition, because it will create innovation forcing us to invent the services of tomorrow. Real estate programs on their own won't be enough; we need to make the act of using a pleasure which is achieved by mixing the uses of private and public spaces. It's better to take

account of the soft aspect in future projects, so that it can be incorporated better into the way of building investments.

The management of the Part-Dieu project encourages coproduction with the wide diversity of stakeholders in the Part-Dieu project. What is your experience of these negotiations?

It's interesting because it teaches us to work a lot more with others. When one is running a ZAC (concerted development zone), one

We need to return to this prospective ambition, because it will be a generator of innovation forcing us to invent the services of tomorrow.

is in an authority which dominates, contracts; one is not in a dialogue situation, forever doing deals. It's a never ending process of having to convince about the relevance of the project; of being open to the fact that the stakeholders for the Part-Dieu, both public and private can provide intelligent ideas. Whereas often, culturally, "intelligence" is only on the side of classic project ownership!

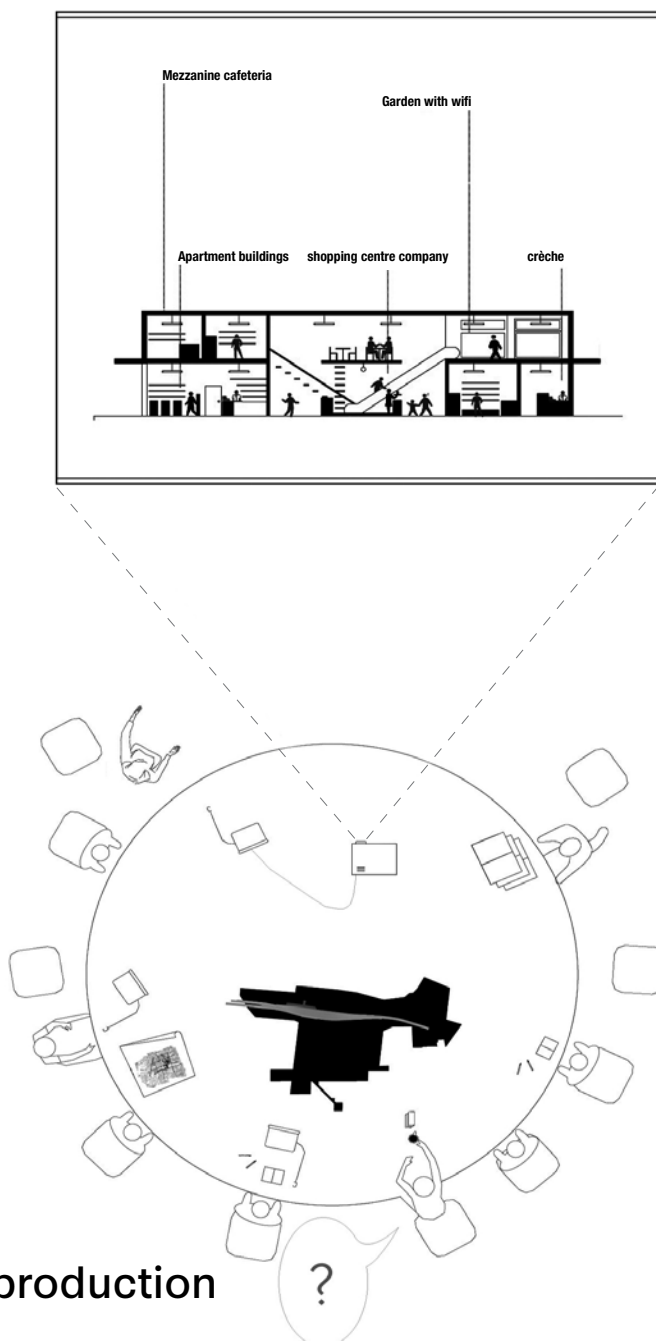
In his work “Part-Dieu, the success of a failure”, Charles Delfante (1) considers that it’s the complexity of the role of stakeholders which led astray the initial project, with each party just thinking about its own interests. Is that not a pitfall which still exists?

It's not easy being involved in the project with those who are going to implement and use it but in the long run the probability that everything

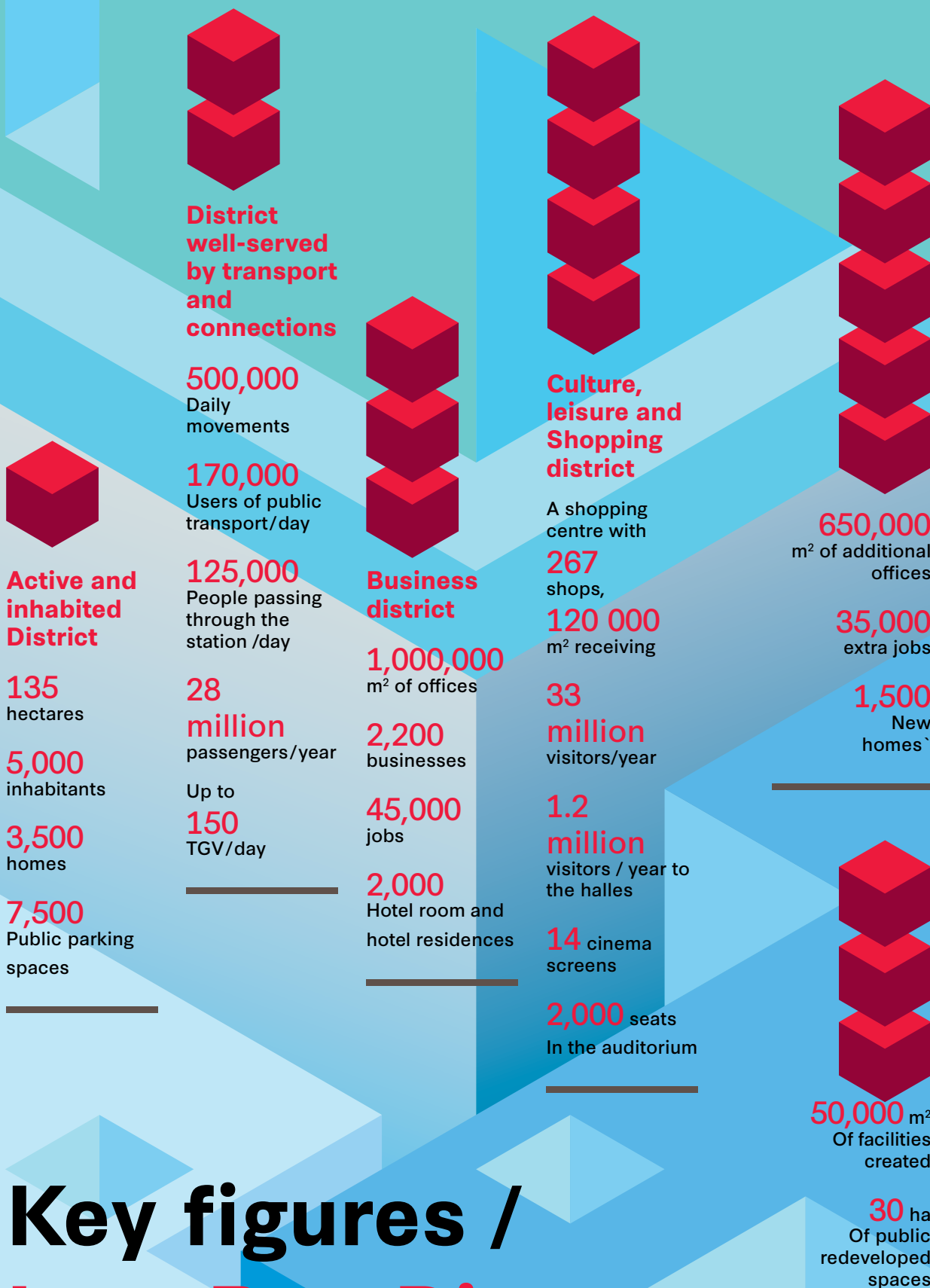
will work out alright is increased. Charles Delfante talked about a form of production which was a little perverted because the stakeholders had hi-jacked the project to suit their ends. Their aim was not to back the aim of the project but rather to make money from it. If we can manage to guarantee a high level of requirement and ambition over the long-term, we can avoid this pitfall, and coproduction will produce new ideas and new initiatives.

Its' because the project ownership is strong that the opportunity for renewing the Part-Dieu exists. The Part-Dieu Mission is a very active technical instrument which enjoys strong political backing. It brings with it a prospective and ambitious vision which raises the level of demand and makes it possible to stay on course.

(1) *The town planner Charles Delfante was the Initial designer of the Part-Dieu project.*



The coproduction



Key figures /
Lyon Part-Dieu
Today

Tomorrow

The designers' point of view.

“The guide plan for the Part-Dieu project is a sort of boxing ring which one climbs up on to for a fight”



Interview with François Decoster, Djamel Klouche and Caroline Poulin, founders of the AUC agency and architect-townplanners, designers of the Part-Dieu project.

How does the Part-Dieu project fit into the history and the “vocation” of your practice, the AUC?

DJAMEL KLOUCHE: When we started the practice 15 years ago, we started with the question of the large entities. So we spent all the early days of the practice working on issues concerning recycling, social housing, modern shapes but more often than not on the outskirts. At the time, the trend was very much about “demolition”, which was backed by the ANRU (National Urban Redevelopment Agency). We were quite opposed

our classes on this question of working on the existing city and not just any old city: a rather modern city. Between this first phase for the practice and working on the Part-Dieu project, we were involved in the Grand Paris project, and other

urban projects, notably in Lille. We also worked on business districts such as La Défense and the Méridadeck district in Bordeaux.

It was therefore quite natural that we should find ourselves working on a project like this one because it combined questions relating to the conurbation with those about modern heritage. One of the biggest challenges is to work out how one can create a big beautiful project from a 1960s or 70s heritage which is very often a heritage which has been a bit disowned. But it's also a fine metropolitan project with a railway station, a large shopping centre which can be redeveloped, transport systems, tower blocks, housing, a special public area and a public-private relationship with the active bases. This project is not something that is foreign to our work, for it has come quite naturally in our development.

What excites you in particular about the Part-Dieu project?

CAROLINE POULIN: With the Greater Lyon the work is completely different from that we did for La Défense. The methods are different and the very special positioning of the project means that we're dealing with a subject that is hugely powerful and very stimulating.

Our very first feeling is that Part-Dieu is both this modern heritage but also this railway station, this extremely important transport hub, this large shopping centre, which makes it hugely important.

DJAMEL KLOUCHE: What I find stimulating is the ability to be able to demonstrate that it is still possible to diversify and to breathe new life into a major project. How do we inject new life into this existing structure without spoiling it and without being dismissive of its history? These are the questions that have always gripped us: how can one be really innovative and renew areas without removing or speaking ill of what already exists as unfortunately is so often the case in France. We try to do the oppo-

The metropolitan question was invented in Lyon.

site: which is to say say lots of good things about this area. This is probably one of the reasons why this project has developed between the concept plan and the guide plan. Whereas very often in town planning, one repeatedly scales down one's ambitions: we start off in dockers trousers and we end up... in shorts! Here it's a little bit the case of the opposite, for the moment at least...

But we are determined to get to the end, with the aim of maintaining this quality, and this aim over the long-term.

CAROLINE POULIN: And of even going further and continuing to be more demanding!

How do we inject new life into this existing structure without spoiling it and without being dismissive of its history?

to this philosophy of doing away with the city's modern heritage so as to create something in its place which, unfortunately, stood every chance of being a lot worse. We ran

You point out that the Part-Dieu project raises metropolitan questions; what are they?

FRANÇOIS DECOSTER: Our practice tackled the Metropolitan question head-on with the Grand Paris, then notably a study on Brussels. Yet Lyon is a very interesting case in this metropolitan question.

We find it more interesting to stick with a project that can speak for itself, with relatively open specifications, and to choose good designers who can make a positive interpretation, which is probably more interesting.

DJAMEL KLOUCHE: It's perhaps even the original case in France. In a certain manner, the metropolitan question was invented in Lyon. It was addressed politically well before Paris: the creation of the Greater Lyon dates back to 1969 whereas the management board of

directors of the atelier international du Grand Paris (Greater Paris public interest group) was only created in June 2011!

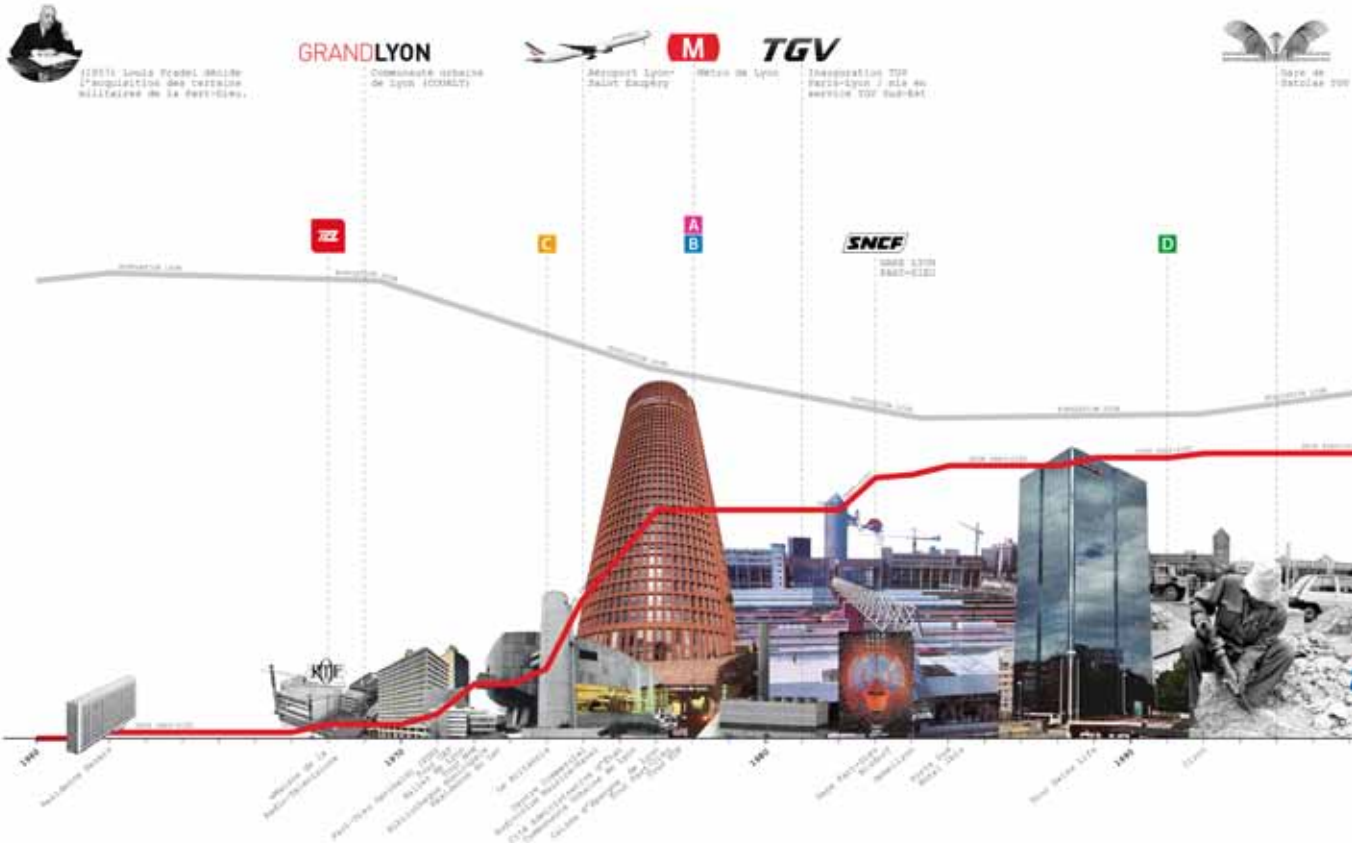
FRANÇOIS DECOSTER: What lay behind all these business districts – whether it be Méridiadeck in Bordeaux, La Défense or Part-Dieu – was a willingness, from above, to decentralise. Today, all these cities are putting together the pieces of their metropolitan destiny, by starting to network with one another. The metropolitan question is in a way in vogue; it is changing and becoming more important.

Several principles set out in the project are presented as being “non negotiable”? How can one impose non-negotiable principles when one is not in control of the real estate aspect of the project?

CAROLINE POULIN: Therein lies the whole of our question. It is in fact only a negotiated contribution because there is little control of real estate. In this context, how can the project stick to its aim and be put in place?

FRANÇOIS DECOSTER: That's exactly what the guide plan is, a way of insisting upon the Greater Lyon that systems need to be put in place which can force the situation. That's why I think this project is going from strength to strength.

DJAMEL KLOUCHE: When a city asks us to provide every precise specifications which predefine an architectural form in the town-planning plan, we refuse. We find it more interesting to stick with a project that can speak for itself, with relatively open specifications, and to choose good designers who can make a positive interpretation, which is probably more interesting. We are not town-planning advisors who decide everything. All the town planning work which has been done in France over the last 20 years has been done so on the basis of an enormously prescriptive approach: The result: frankly not great. It's better to be more flexible, to give meaning to a project and look for some good designers who have the ability to understand the meaning of this project and therefore interpret it



and take it further. Because there is a change of scale between the town-planning and architectural work.

CAROLINE POULIN: These non-negotiable principles apply to everybody but every person can use them as they see fit.

On reading the Part-Dieu guide plan, several people concerned with the project had the feeling that the “sustainable development” aspect was not sufficiently evident. What do you feel about this reaction?

FRANÇOIS DECOSTER: We haven’t applied this subject to the project but now we’re going to work on it. How can one get it across that there is nature in the city at Part-Dieu? We’re starting to form a strategy which we’ll be able to promote.

But the principles which are developed in the project are, even so, very active in the field of sustainable development. It’s a case of making sure that new and old are not in competition with one another but in coproduction. We

can see this with the EDF tower where a new tower helps in the renovation of an old tower. The same goes for the PDG project: it’ll be necessary to enlarge it in order to renovate it. These coproduction principles for improving the ecological or environmental performance of the district are therefore active. But they are not obvious: we are not repainting the Part-Dieu green!

CAROLINE POULIN: The eco-districts have got us used to the projects painted in green, with greenery everywhere, even when this is impossible. There is often a false image; messages come across as strong when in fact they are a little deceptive. But that doesn’t put off a perspectivist from displaying trees on a space which is home to a basement car park where normally trees don’t grow! One is not going to plant a single tree along the Boulevard Vivier-Merle because there are these enormous pipes, with the network systems underneath. Some of them create images to appeal, yet we refuse to be won over by images.

In the guide plan, you insist on the fact that Part-Dieu must attract contents with quality, and that are innovative. What type of contents do you have in mind?

FRANÇOIS DECOSTER: Too often cities don’t realise the potential of some of the places. They tend to pick up everything that is going to be presented, in a sort of crisis logic. What we said fairly quickly was: No, Part-

No, Part-Dieu is not at all in a state of crisis, on the contrary it is hyper attractive; we shouldn’t just give away this district

Dieu is not at all in a state of crisis, on the contrary it is hyper attractive; we shouldn’t just give away this district. There are loads of other places in Lyon for producing plain old offices! So, it’s necessary to insist upon developers and investors that there project must be very innovative. For example on diversity. We see it in certain programs which seek to mix hotels, offices, and homes. They are small examples of innovation. The active bases are also a way of being a little more demanding.



Do you have the feeling that the project is progressing well and quickly?

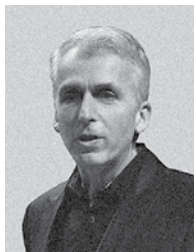
François Decoster: Yes, but for almost two years we have been in the negotiating phase. The guide plan is a sort of boxing ring which one climbs up on to for a fight.

And one gets out of the ring once one has decided on something. It's on the basis of this document that all the meetings are arranged. A few people are a little worried or are opposed, others are happy to go along with the project. This document has enabled the position regarding the project to be

explained a little more clearly in respect of the debate with all the stakeholders. The negotiation is subsequently carried out when each project reaches its operational phase. The reference Plan mentions the projects which were negotiated at the end of 2011.

The point of view of a stakeholder

“There aren't even ten districts in Europe which have the potential that Part-Dieu has”



Two questions to Michel Lussault, professor of geography at the Ecole normale supérieure de Lyon (Lyon Civil Servant Higher Education Institute), chairman of the PRES (Regional cluster for higher Education) University of Lyon Saint-Etienne.

In what respect is the University of Lyon interested in the area of the Part-Dieu ?

Part-Dieu is not a university site in the strict sense of the word, but a site, where, bearing in mind the density of the public transport network, all the users and partners of the University cross paths at one moment or another. It's a kind of pulsating heart which our students and lecturers pass through and leave.

Furthermore, when one looks at a university map, Part-Dieu is located almost at the barycentre of a

certain number of major university sites. In particular it is connected to Gerland district, to the Rhône quays and to the Doua area, three major sites for the Lyon city campus. One can also add Lyon south which one day will be served by line B of the métro. Part-Dieu also has regular direct connections to Saint-Etienne.

So Part-Dieu has the very established status of solar plexus of the Lyon conurbation. Part-Dieu is a switch within which there is always the possibility of being able to get to a major university site. For me, Part-Dieu really is one of the major centres of the conurbation; the notion of metropolitan hub seems to me to be entirely appropriate.

Contrary to what one may think, Part-Dieu is also a social location which is heavily frequented and used by young people in particular. I pay particular attention to this aspect because University is always relevant to a city's young people, with their cultural and social life. Furthermore, Part-Dieu is home to the central Municipal library which is also a university library, in the sense that it is used by many people from the university, students and lecturers alike.

You are a geographer and town planner by training. What view do you have on Part-Dieu?

There are very few districts in Europe like Part-Dieu where one

has a business centre, a major shopping centre and a very large rail hub all at the same time- the largest connecting train station in France for that matter! – with direct links to an airport which itself has plenty of opportunities for development. More real estate opportunities for more homes. Plus the largest municipal library in France. Plus the Auditorium. Plus the possibilities for public spaces. All that connected to legendary locations in the Greater Lyon

There aren't even ten business districts in Europe which have this potential so we shouldn't underplay our hand!

and only a short distance from the Rhône. The potential that this district has is incredible! And it's not as though it is La Défense: it's not the other side of the city's ring road, it's right in the heart of the city.

Part-Dieu for me is THE project in Lyon. If Lyon wants to become a global urban centre, here's is where one is going to have to pull all the stops out over the next ten years.





The running of the project



2009

July 2009: publication of the invitation to tender for the Program for the support and design of the Lyon Part-Dieu project.

End of October 2009: Choice of group I'AUC / CITEC / Pro-Development / RFR Details.

November and December 2009: mobilisation of the services of the Greater Lyon.

2010

December 2009 and January 2010: organisation of 4 prospective workshops.

March 2010: first Recommendations from the AUC, ProD, CITEC and RFR.

June 2010: approval by Gérard Collomb of the Prospective strategy and the concept Plan.

End August 2010: presentation of the Part-Dieu project to the 12th Architecture biennial in Venice, as part of the "Métropolis" exhibition produced by Dominique Perrault for the pavillon français (French House).

The first stages of the project

A new way of making a city

From the very start of the Part-Dieu project, the Greater Lyon opted for an original way of running the project, which would favour collective intelligence. In the first instance the Greater Lyon asked all its departments to share their vision of this area. Then the local government compared the view of these technicians and experts from the operational field with the thoughts of more remote intellectuals.

This new way of making the city, involves inventing, with the project, the tools for producing and governing it, as well as innovative means of communication

In December 2009 and January 2010, four workshops were dedicated to "unlocking the imagination of what is possible" to use the expression of Jean-Loup Molin, director of the Department for Prospection and Public Dialogue of the Greater Lyon, and to involve all the stakeholders in the coproduction of the pro-

ject. It was in this cocktail of ideas that the town planners and designers of the project, I'AUC, came up with their first recommendations.

Mindful about pursuing this strategic reflection at a time when the project was entering its operational phase, the Greater Lyon organised a new workshop in September 2011 on the "Services strategy" to be developed at Part-Dieu. Others followed: the economic strategy and the and "easy ground" in 2012.

In parallel, the Part-Dieu Mission was boosted; this solid and reactive task force has the support of all of the departments of the Greater Lyon and has resolute political backing. It is a priority among the various stakeholders of the project - private, including many investment companies, and public or paragonmental - to explain the strategic vision for the future of this area. And to discuss the way in which their particular programs can be incorporated in the service of a shared project

and a common ambition.

The development and regeneration capacity of Part-Dieu will be based partly on coproduction, but also, even if the project is also going to require it, on substantial public investment. This new way of making the city, involves inventing, with the project, the tools for producing and governing it, as well as innovative means of communication.

The interactive model of the Part-Dieu project, produced by ENCORE, the visual communication and graphics agency, is an example of an innovative communications tool. Because the animated films are regularly updated, this model is able to demonstrate a project which is active and moving and constantly changing. Whilst it is based on strong and stable principles, the Part-Dieu project is always one open to discussion and which experiments with an adaptable, partnership based and co-decided town-planning.

2011

January 2011:

Approval by Gérard Collomb of the Guide plan, More precise, more structured and more operational form to the concept Plan including details of scheduling, sustainable development strategy and transportation.

March 2011:

presentation of the interactive digital model for the Lyon Part-Dieu project to the MIPIM.

September 2011:

"Strategy Services" workshop.

November 2011:

Approval by Gérard Collomb of the reference Plan.

2012

May 2012:

workshop "Economic positioning".

April to July 2012:

workshop "Easy Ground".

13 September 2012:

Public meeting for presenting the Lyon Part-Dieu / Rue Garibaldi project.

End 2012: Organisation of three conference-debates.

2013

Start of 2013: approval of the updating and development of the project through the V2 (chapter 2) of the reference Plan.

EXPLANATION

“Public-private coproduction is the new order of urban production “



Interview with Nathalie Berthollier, director of the urban project, Lyon Part-Dieu Mission.

From the very start of the project, you sensed that the project could be done jointly. How have the negotiations gone and what does the image of the “boxing ring” suggested by François Decoster mean for you?

Yes indeed from the start, we've been linking up, meeting, discussing and negotiating everything all the time, it never stops! At each new stage of the project, we meet again

with the same stakeholders, developers or departments so as to share our ideas and learn from each other. And we do this until we are in complete agreement! All that organised as part of the Part-Dieu Mission; Every fortnight there are coproduction sessions, work or architectural consultancy meetings, theme based workshops, creativity groups, in which members of the group take part. It's in those moments that you climb into the “ring” that François Decoster was talking about. I like this image a lot which I find very fair, because it's the place and the moment of confrontation with the operators, there's tension sometimes and the atmosphere can get heated, but in the end it's always an improved project which emerges. Finally, we are creating value for everybody and especially for Part-Dieu. It's a very new way of making the city. It's a professional practice which is going to become more and more widespread in a context where local government no longer has the means of backing too many real estate programs or creating multiple ZAC (concerted development zones). Public-private co-production, is the new order for urban production. And perhaps it is the case that we are in the process of inventing it at Part-Dieu.

Jean-Yves Chapuis, consultant with the job of supporting the Part-Dieu project, likes to remind people that in urban project management, it is essential to be able to juggle strategic and operational consideration. Do you recognise yourself in this dynamic of work in progress?

This is also a particularity of the Part-Dieu project. This site is so attractive that many developers had their own projects when we launched the project. It was out of the question of “going off on a tangent”, or competing against each other's ideas. The project strategy is the result of the integration of these private plans. Conversely, it is thanks to the urban strategy provided by the Greater Lyon that private developments are emerging and developing today. Operations and strategy which are being juggled at the Part-Dieu, are forever thriving and inter-acting.

At the same time, it's a difficulty which has to be managed, often one has to progress fast on certain items which are an inherent part of a mammoth project which is a long term undertaking and

demands time to be structured and to mature. Designing the city of tomorrow is not something that can be done in 5 minutes. Convincing people to implement innovative concepts, often going against established habits also takes time. It's this type of contradictions that we're constantly up against.

There is an interpersonal side in the role of the stakeholders that comes into consideration. One senses a complicity, a community of views and values between the project ownership and the project management. How does that impact on the project?

In the case of this project, one gets the feeling that the right people are there at the right time, in the right place and on the right sub-

It is impossible to design such a project, to manage and develop it without being demanding of the highest standards.

ject. The project is the result of meetings, agreements and understanding between professionals who are on the same wavelength and who share the same vision. One thing is certain, we are all playing our part in a great adventure. It's an adventure because nothing had been decided on at the beginning : we really started from nothing, there was absolutely nothing set in stone not even the political backing for example.

Everything was built over time, progressively, in a way which was both organised and intuitive thanks to a lot of persistence. We were confronted with a project situation and a professional positioning which were hitherto unknown and so we had to invent. With the AUC, we've come up with the different steps and used different framework documents to shape the project - concept plan, guide plan, reference plan -, and at the same time we have invented the tools, the authorities and the work processes, developed relationships and a work climate and even coloured the project with certain values.

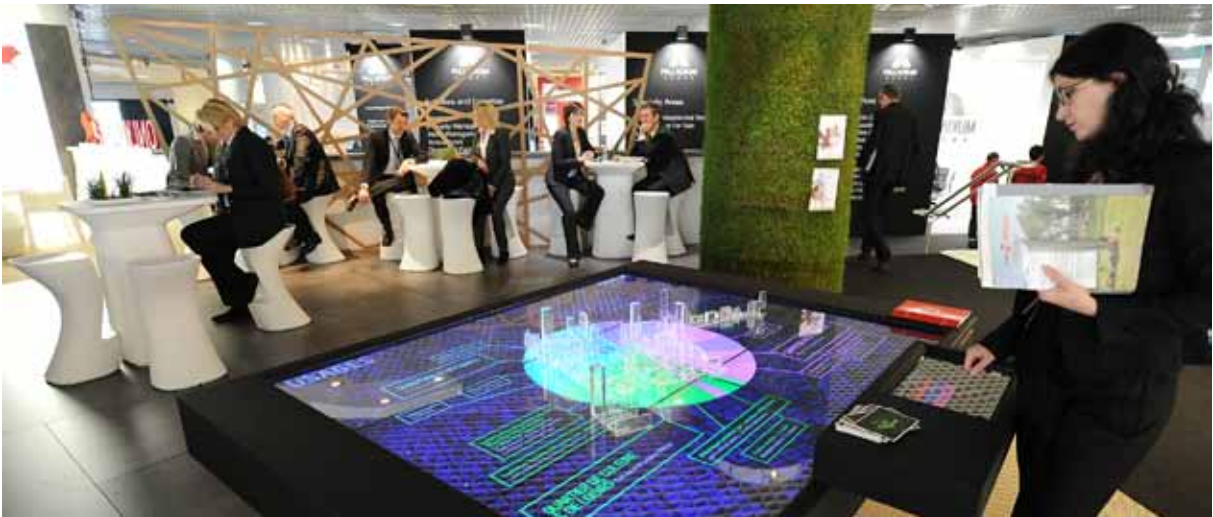
How would you describe the values that the project owner subscribes to?

First of all the ability to listen, because from the beginning we've listened to the numerous participants in the project and the departments of the Greater Lyon and the City of Lyon who have contributed a lot in terms of skills and expertise to the Part-Dieu Mission. We're very grateful for this. Even if this coproduction causes some confrontation, I think that this has always been in a spirit of Respect of the people and of their respective aims by trying to understand the other party's principles. I think Trust is an important value too : trust in the project, in its participants, the politicians, departments, internally within the Part-Dieu Mission team and between the project owners and managers. The last value: Insistence

upon high standards. Without a shadow of a doubt, it is impossible to design such a project, to manage and develop it without being demanding of the highest standards. This is an outstanding site therefore everything that happens and is built there must be just as outstanding, which requires us to forever be vigilant and demanding. It is from being outstanding in all departments that the outstanding Part-Dieu that we are planning will be born.

The very innovative interactive model of the Part-Dieu project was a great hit at the MIPIM. Will you be continuing to encourage the design of innovative systems to explain this project?

We can't spend the whole day preaching and demanding innovation without applying this level of standards to ourselves. We are an innovative project owner, as much in the manner we manage the project, as in the tools we use for communication. This model is the result of the cooperation and the convergence of views between the Part-Dieu Mission and the AUC team. Once the tender process was completed we chose ENCORE to see it through. Everyone is of the opinion that is a great success which is proving to be an effective and robust tool for presenting the project in many environments. It is an initial and important communication tool which has made a name for itself well beyond the local stakeholders. We are going to pursue this path.





Interactive model of the project

REACTION

“The project owner is changing its stance”



Jean-Louis Meynet, partner at CMN Partners, project architect, and member of the AUC group.

“Coproduction is essential because development is achieved by working with stakeholders and not against or in spite of them. On the Part-Dieu, they are rather excited and in favour of change, sensing the need for change in the district. Lyon is a showcase for France in terms of involvement of the public sector in urban development over the last 20 years. It confirms the prevalence of the project owner over the development. The act of developing is a primary one in the structuring and the development of the district and the city. Lyon has cultivated a good image for

The coproduction is inevitably going to shake things up in the departments of the Greater Lyon, that's to say the least!

itself through this stance. Coproduction implies collective work: it takes longer and is more complex but is normally better incorporated. With the Part-Dieu, the project owner changes the style, and essentially sets out the underlying theme and the project management is shared. Coproduction is inevitably going to shake things up in the departments of the Greater Lyon, that's not to say the least!”

REACTION

“The departments are very heavily involved”



Jean-Philippe Hanff, Managing Director for the economic international Development of the Greater Lyon (DGDEI).

“The DGDEI is fully on-board with the project because it is not just an urban project of paramount importance, it is above all an urban project with an economic purpose. Our involvement can also clearly be seen within the Part-Dieu Mission because there is one person in charge of the economic development who is doubly allocated to the Part-Dieu Mission / DGDEI.

All the departments are working with the Part-Dieu Mission: if there are negotiations which are delicate, the DFI, The Real Estate and Property Directorate, is excellently placed to see them through. The DSE, the Corporate Services Agency, is involved in a number of ways, such as a developer of hotel services, of the living lab (which are places where co-working is organised and where digital solutions are tested taking advantage of the influx from Part-Dieu), of new uses, shops, services. The implication for daily life is very strong, one can even call it a dovetailing.”

EXPLANATION

“The coproduction, DNA of the project”



Bernard Badon, Part-Dieu Mission.

“Because it is spelt out clearly, the project designed by the AUC is quite easily understandable in respect of its aims, its issues, its methods. The project requires innovative expertise to be developed notably in the production processes but what also characterises it is that it reflects social skills. This forces everyone to take account of the way the other person lives in respect of his or her profession, and position as a company, developer or local government.

This involves a new stance from the project owner. At Confluence, or in most of the projects that are backed by the Greater Lyon, the real estate is acquired and put on the market; the local government controls the whole of the project. Here we control the aim, the strategic forecasting and it is by using this that the project is developed. We have little real estate to sell, just engineering and strategy. That stance forces us to be very precise and to the point. Otherwise we wouldn't know how to resist the pressure from different people. Our partners know that if they are not part of this strategic positioning, they won't have the ability to act alone. So what remains is the negotiation; the coproduction is the DNA of the project.”

With Unibail, which manages the Shopping centre, for example, we have had discussion upon discussion and gradually, we are managing to share a project in the name

of a common vision that everyone is helping develop. To the advantage of all sides: progress is being made by everybody and to the advantage of everybody. The principles that have been set by the AUC have been refined. They have been improved by acting in harmony with what the partners provide, who also have values, principles, economic constraints, etc. It's all this that allows the project to move forward. I don't think we can say that either partner has won or lost with respect to the other one. It is the project which is the winner."

EXPLANATION

How can a town planning project be presented differently?

To design the interactive digital model for the Part-Dieu project, the graphic designers from ENCORE reinterpreted the usual town-planning codes.

During its first presentation, to the MIPIM (International Market for Property Trade) in March 2011, the model for the Part-Dieu project produced by the ENCORE agency received worldwide acclaim. Digital and interactive, it does away with the traditional foam or wooden models. The video screens depict the district more through movement and traffic than through buildings. And contrast the project as much through systems and operational entities as through functions. The plexiglass volumes representing

The added value is on the design, on the visual interpretation of the town-planning project.

the constructions are displayed in digital films which are regularly updated, to reflect the development of the project. The designers of this tailor made model come from graphic and animation backgrounds, "from an engaged graphic culture" they point out. Quentin Brachet, François Alaux, Hervé de Crécy and

Kevin Lhuissier all met at the H5 studio where several of them worked on the production of Logorama, the animated film produced using 3,000 logos and which won the Oscar for the best short animation film in 2010 and César award in France for the best short film in 2011.

They met the AUC during a Nuit Blanche (All night-long festival) for which they produced the film about abotched prestige property development, Immorose, about the Forney library in Paris. "We like to question what there is behind the codes" explains Hervé de Crécy. They created the visual identity for the AUC, for which they like "the atypical, organic approach of the city" and the configuration: "it's a magma of various skills which continuously incorporates different trades and people" he continues. Moreover ENCORE has recently joined the group formed around the AUC for working on the implementation of the "easy ground". For this model, the order from the Part-Dieu Mission was to present the project in an innovative manner in the form of an interactive digital table which should also be an attractive item. So ENCORE embarked on a veritable design process for the model object like images and sound with an artistic direction. "The added value is on the design, on the visual interpretation of the town-planning project. We had to find special writing" explains Quentin Brachet. The team, at the time under the project direction of Donatien Darnaud worked on arborescence, and radicalised the colour tints. The concepts of "cultural crossing" or of "easy ground" involved animated illustrations: with bubbles opening up, people walking along.

"So as not to give a portrayal of something which was not yet in existence", the graphic designers from ENCORE opted for a tinted area graphism and symbolic codes. "We gave preference to the idea, to symbolisation, and shape in order to provide a better explanation of the main principles of the project" explains Quentin Brachet. Hours

and hours of work shared between the AUC, ENCORE and the Part-Dieu Mission were needed to produce this "object of modern art" as Gérard Collomb likes to present it.

EXPLANATION

"We are all supporters of this project; and we're all happy about it"



in the words of Véronique Granger, director of Pro Développement, a member of the group formed around the l'AUC.

I'm quite staggered to see that all the ideas put forward during the concept plan have been studied, revived; I can't see any that have been abandoned. Even the consideration of the SDF is progressing.

Where we have been fortunate, is the tremendous support from the Greater Lyon.

Where we have been fortunate, is the tremendous support from the Greater Lyon: it is a very professional project owner which believes in the project, and helps us to avoid any waste. The people from the Greater Lyon are by and large coproducers in the thought process, we're not acting as simple service providers. They know their brief by heart, that's the difference between a study Program for which we are mere service providers and having a role of coproducer. We are all on board with this project.

When there is a good project owner and a good urban project management team, that's fine. And the Chairman of the Greater Lyon has really taken the project to heart. In a word we're all happy!"



The major Themes for the project



Sustainable transport systems

Priority to intermodality.
Mobility is the real key for entering and locking - Part-Dieu.
To enhance the district without choking it, the Part-Dieu project has developed a strategy of sustainable transport systems which focusses on the development of collective and environmentally friendly modes.

Its situation as a “hub” makes the Part-Dieu an entrance and a redistribution area for all the flows within the conurbation. Today there are something like 500,000 movements per day at the Part-Dieu.

This is the case for public transport because it is the Part-Dieu that is home to the Lyon rail hub, with

the interconnections to the metro, tram and bus lines but also to the RhônExpress which serves the airport.

But then also there’s the road traffic which transits through the structured routes which partly pass underground via tunnels and underpasses, in order to separate the functions and to free up space for pedestrians at surface level, on the paved areas.

Designed at a time when everyone took their own car, Part-Dieu has seen a boom in public transport which has taken up a part of the space at surface level, contributing to the choking of car traffic by restricting the number of lanes in use and making life for pedestrians more difficult.

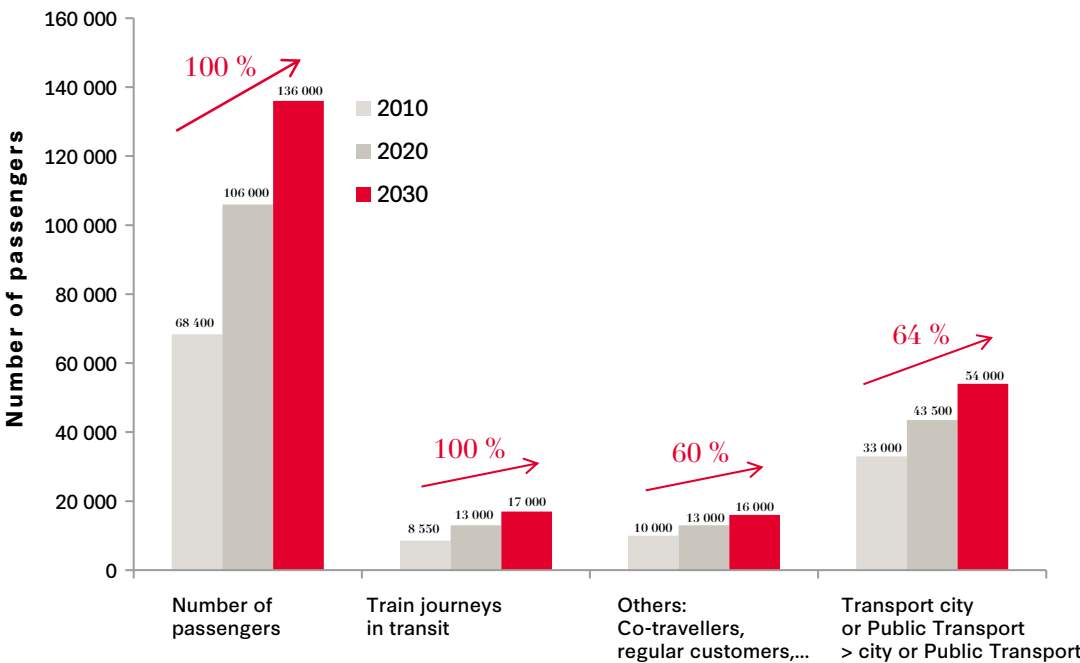
The Part-Dieu project involves major development of the district with more offices, more homes, more facilities and therefore more people moving around. The aim of the strategy for sustainable transport system is to create the conditions for this intensification

to succeed without increasing car traffic. This means moving over in a big way to environmentally friendly transport systems, along the lines of some very ambitious targets because by 2030, 35.5% of journeys will need to be done by public transport and 10% by bicycle (compared to barely 2% today).

The other key element to this strategy: the unravelling of public transport services which currently are concentrated around the railway station. The idea is to expand the number of journeys by public transport across the whole district, using the principle of quite an intricate network which would provide a very strong area coverage. This would free up public spaces thus making the “easy ground”, comfortable for pedestrians.

An action plan is currently being discussed with the different stakeholders concerned, principally the departments of the Greater Lyon but also the Lyon public transport authority, the Sytral, to agree on the terms of implementing this strategy.

Increase in passenger numbers at the railway station by 2030





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EXPLANATION

“Changing behaviours to change the city”



Interview with Philippe Gasser, Transport specialist and Town planner, member of the Management board of CITEC Ingénieurs Conseils, Incorporated within the group formed around the AUC.

You are working in various countries on developing alternatives to the “all car” situation. What’s your assessment of the situation in France?

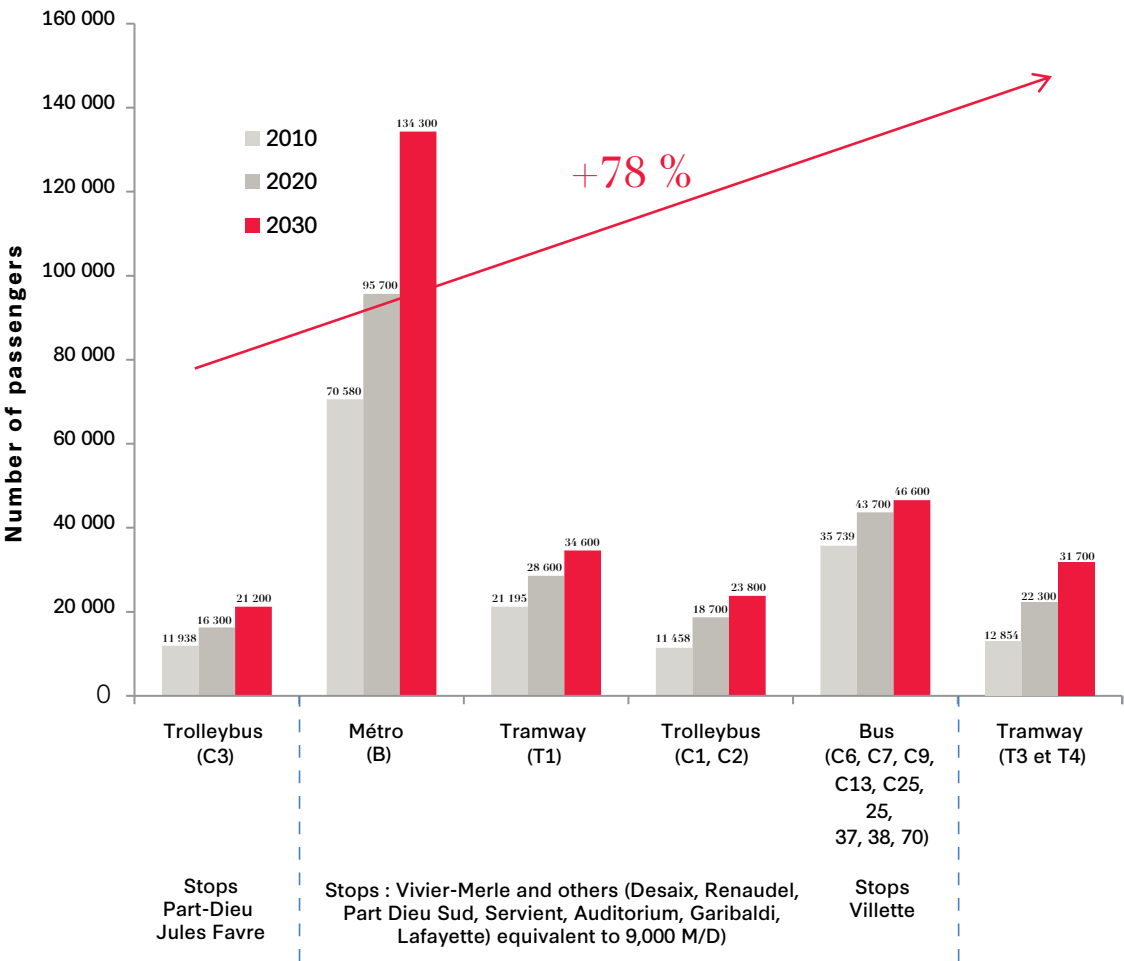
Within French society, everything is in place for a new revolution. The current urban situation is out of place and is creating an inhuman society. Transport takes up far too much time in people’s lives. This is linked to the fact that space has become too specialised: it’s either housing, offices or shopping centres. This requires pipelines (metro, ring road, etc.) not very interesting. These long journeys are not particularly enjoyable, which overall means a poor quality of life. (...) For years France has put everything into the car economy

and continues to do so despite all the measures taken over recent years: Grenelle, SRU, LOTI, etc (1). It’s a merciless scenario facing mankind.

If we can’t change people’s behaviour, we can’t change the city.

It’s not only an ecological issue. I’m trying to be a participant who puts a bit of urbanness back into our cities. The way to do this is to develop alternatives to the car. The car is a marvellous invention but totally destructive because it kills public spaces. If the public space can’t be used by the ordinary citizen, then there is no community and no society. This is our basic philosophy.

An increase in public transport users by 2030



Sources : Sytral (OD survey, 2011) and Egis Rail estimation for 2020 and 2030

What is your analysis of the Part-Dieu district?

Part-Dieu is an extraordinary site. Because it is dense, in the city and which holds enormous potential for transformation. This site is tremendously well served by public transport. It's one of the rare railway stations in France which has the whole range of TGV and TER trains, and is the largest on the French Rail Network.

At first sight you'd say that it is chock-a-block and that there's nothing that can be done. But then one realises that the situation can be turned around, to see things differently. The district is full because it was designed using a principle where all the transport connections were concentrated in front of the station. Hence the fundamental point: the system needs to be loosened. People need to be able to move about over a larger area: over the whole of the Part-Dieu district and, not just around the area of the station.

The second point: a survey of couples found that a large majority of journeys at Part-Dieu are done on foot yet the public spaces offered to pedestrians are at a bare minimum. If one thinks of a public space as one's own, one changes completely and one can increase the potential.

What solutions do you have in your arsenal?

There are several approaches that we can use. First on the type of transport used for making one's journey: if we use a tram rather than a car, the factor is three. Then there are the times at which the journey is made: staggering the times for the deliveries, maintenance, commuter flows. Finally the necessity to travel: Is a town to be designed for people to live 40 km away in a house? Or for them to work close to where they live?

When we compare these parameters, we realise that we have the answers concerning the increase of people flows whereas car flows will remain unchanged. The starting point is that if we can't change behaviour, we can't change the city.

At what point do changes become acceptable to citizens?

The main difficulty concerning the project will be in 2 or 3 years' time, when it comes to putting theory into practice, which is when we'll have to always be able to provide something sufficiently positive to very widely counterbalance the changes in habits which will accompany the project. Here are some examples of added value: more public transport, an open shopping centre, easy ground... People are not necessarily ready for change but they will be if we provide them with facilities which are as powerful as "easy ground".

(1) The Grenelle acts of 1, 2, and 24 June 2009 and 12 July 2010 are a national commitment for the environment. The SRU act of 13 December 2000 relates to the urban solidarity and renewal. LOTI is the Law on the Organisation of Internal Transport, published on 30 December 1982 and recodified within the transport code of December 2010.

REACTION

“Giving priority to collective types of transport “



Interview with Bernard Rivalta, Chairman of the SYTRAL, Rhône and Lyon Conurbation Transport Authority.

One of the aims of the Part-Dieu project is to densify the District whilst maintaining car traffic. How can one avoid an embolism, anticipate the inevitable increase in the number of public transport journeys that will come with this urban densification?

The aim is to develop as efficiently as possible but also to carry out the redevelopment of the multimodal transport hub (PEM) including the railway station by 2020-2030. This work will be carried out jointly with the respective levels of government (Greater Lyon, Region, State) and the operators and management authorities of the networks concerned (RFF – French Rail Network, SNCF, Kéolis).

The use of public transport at Part-Dieu is expected to double by 2030 (growth will be stronger than on the rest of the network), as is also expected to be the case for the railway station, with the completion, first, of the redevelopment of its access points, followed by the Lyon Rail Hub.

This strong growth is factored in to our investment prospects and is in line with our analyses, which themselves are tied in with the implementation of the Energy Climate Plan for the Greater Lyon and the Plan for protecting the atmosphere of the Greater Lyon.

The edge of the train station is a particularly “congested” spot. How can this problem be overcome whilst at the same time planning be made for an expected increase in public transport traffic (TC) as a result of the continued development of rail based traffic?

The necessity of encouraging people to change to another mode of transport for the Part-Dieu district involves the provision of a real alternative for members of the public and users of different means of travel. It is right to consider applying an order of priority to be given to transport modes like walking, cycling, urban or rail public transport, private motor vehicles, to provide optimal access to the district and to its attractive facilities. The facilities allowed will have to be decided upon depending on capacities, times, disturbance caused... It is inconceivable that we could leave the heart of the district clogged up by private vehicles which would have to find parking

The use of public transport at Part-Dieu is expected to double by 2030

spaces the numbers of which would have to be regulated, whereas users of other transport modes would have to cover additional or access distances which are too great, even on an “easy ground”.

You have started loosening the tram hub to the east at the place de Francfort. Yet “loosening” the public transport hub next to the railway station, stretching it out to a wider quadrilateral, avoiding having terminating trains parking there, are what are strongly recommended by the Part-Dieu project. Do you subscribe to these principles?

Yes of course, we had no hesitation when we knew it was necessary to widen our field of services.

But there’s no point being dogmatic, either one way or another. (...)

It’s important to remember that on the Part-Dieu quadrilateral, 80% of users get on/off at the Vivier-Merle stop, at the heart of the urban, commercial and interchange correspondence. A line terminus, which whilst it can mean getting on and off, also offers a certain attractiveness to the clientele, notably for routes which are used by people who don’t live in the conurbation but who are attracted by connections to major facilities because they know there are regular services which will get them to where they want to go.

All this may change over time and as the projects are implemented. It is important to have alternatives available and to retain the ability to adapt.

We will all be winners if the district can be redesigned and easy ground designed, because we are committed to continuing to make travelling a better experience and also to promoting easy public transport.

Is the Sytral ready to take on board the major principles of the Part-Dieu project, at the risk of, if need be, modifying projects which are already underway or scheduled?

We have adopted a coproductive dynamic. We have by and large planned our priorities focussing on the “redesign” of the district but also on public transports and more generally on environmentally friendly modes, and have opted for solutions which suit the timescale and pace of the redevelopment of the district. The partnership spirit, is the very spirit in which we work and contribute.

EXPLANATION

Travel and the Road Network, hyper mobile Services.

The Travel department and the Greater Lyon Road Network Authority have widely contributed to the creation of “sustainable mobility” strategy at Part Dieu. The Travel department is working on, in respect and in response to the proposals for accessibility in the urban area, for parking and for deliveries but also on the development of the Lyon rail hub which will impact directly on Part-Dieu by 2030.

The Road Network Authority which has amongst its Programs the development and servicing of public community space as well as the management of transport systems in the area (road traffic, systems for cyclists, priority given to public transport, etc.) is also fully on board.

Together, the departments have worked on producing proposals for alternative solutions to using the car. In order to achieve the ambitious target of 10% of transport done by bike, “the number of cycle paths in the sector needs to be increased, good connections needed to be provided to the other hubs of the conurbation and secure parking lots need to be provided for several hundreds of cycles: at least 2,000 by the completion of the urban project” explains Valérie Philippon-Béranger, director for the Road Network Authority.

“For collective transport systems, we have made some suggestions for the interconnecting the urban network, in order to be in line with the aim of the project which is to loosen this hub and its aims in respect of property development” continues Olivier Laurent.

This strategy also involves thought being given to deliveries – which is part of a European program in which different solutions will be tested, notably with the LUTB (Lyon Urban Trucks and Bus) competitiveness cluster – and car parking – with a study on pooling of a

type involving resident parking by day and commercial by night.

Types of nature in the city and the quality of the urban ambiances

Nature is also a question of atmosphere.

When the guide plan was first produced, the AUC mentioned “natures in town”, with an “s”. The use of the plural demonstrates that nature takes various forms: those involving trees planted in the open ground or greenery grown artificially, on the concrete of the paving stones, building patios and in glass-houses. In parks as well as in the urban cracks.

These two worlds, artificial and natural, cohabit at the Part-Dieu, in an almost symmetrical fashion.

The world of nature in open ground

stretches along the southern Part-Dieu and the “built-in housing estate” (the areas covered by France TV and the City Hall). The Part-Dieu project involves developing new parks to fit in with a parkland continuity which runs from the Parc de la Tête d’or in the north to the parc Sergent Blandan to the south, but also with the banks of the Rhône.

The world of artificial nature is on display on the concrete, at the heart of the Part-Dieu and within the area taken up by the railway station readily scaling the heights as if to have a view or reach the sky. The Part-Dieu project involves notably developing this “manufactured” nature on the patio roof of the shopping centre which is intended to become a public space which will offer a

“perception”, an “ambience” of nature to make up for the absence of the real thing.

These two worlds, artificial and natural, cohabit at the Part-Dieu, almost symmetrically.

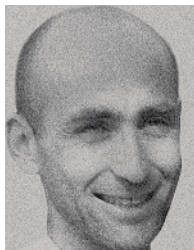
The term “ambience” is also itself important. The sustainable development strategy of the Part-Dieu project is indeed based on the “the quality of urban ambiances”, in other words comfort for users of the district which in turn depends on factors such as the amount of sunshine, natural light, acoustics, the presence of nature, etc. Just some of the details which impact on energy, climate or biodiversity.



Auditorium of the Lyon Orchestra

EXPLANATION

“I challenge developers to move away from the principles of air-conditioning and the closed space”



Interview with Benjamin Cimerman, director of RFR Éléments, member of the group formed around the AUC for sustainable development strategy.

In the guide plan the point is made about “urban ambiances”. What do you mean by that?

The terminology refers to a notion that goes beyond the technical, and lies more in the realm of comfort, physiology and psychology. The word “ambiance” enables one to go beyond quantitative concerns concerning the light or the wind. How do these external ambiances also create a quality of life inside buildings? It’s a vital question because buildings need to open up to their environment.

It’s a win-win situation. Buildings need to open up on to their environment.

We try to decide on a certain number of principles. Each building has to contribute to the quality of its immediate environment. Furthermore the district needs to be inhabitable during its progressive redevelopment, which will take 20 years or more.

What are these big principles?

The first principle is to create a strong link between the Inside and outside of the district.

In their homes, people need to be able to open their windows, maybe to have balconies. In today’s offices, I maintain that it’s the same thing: the time when in offices one could manage noise by closing the windows and then using the air-conditioning has passed. I challenge developers to move away from these principles of air conditioning and closed space!

It’s a reversal from a certain practice of the 1970s when buildings were focussed on the inside. We need to succeed in creating urban ambiances so that buildings can open up more fully on to the city. Every building can contribute to this by having a size, a shape, which favours and optimises sunlight. Each building must have as much of a positive impact on its environment as is possible. It’s a win-win situation.

How can we promote this principle of opening and do without air-conditioning?

We can take steps to keep to a minimum if not, do away with cooling systems in summer. This depends on the quality of the building casings, the control of incoming sunlight and natural nighttime ventilation, which makes it possible to use the thermic inertia of the building. We require the developers to be able to demonstrate the ability of the buildings to function without mechanical cooling even if that is what they do indeed plan to do, as a preventative measure.

Does the same go for the presence of green spaces at the Part-Dieu, which remain very much associated in people’s minds, with sustainable development?

The presence of greenery is in no way a guarantee of sustainable development in the district; it forms part of the wider question of the quality of ambiances.

Greenery can for example be present in a mineral environment, for example with pavements which have natural cracks, or very tiny things inserted in to them. A lot more work needs to be done on this subject.

Each building must have as much of a positive impact on its environment as is possible.

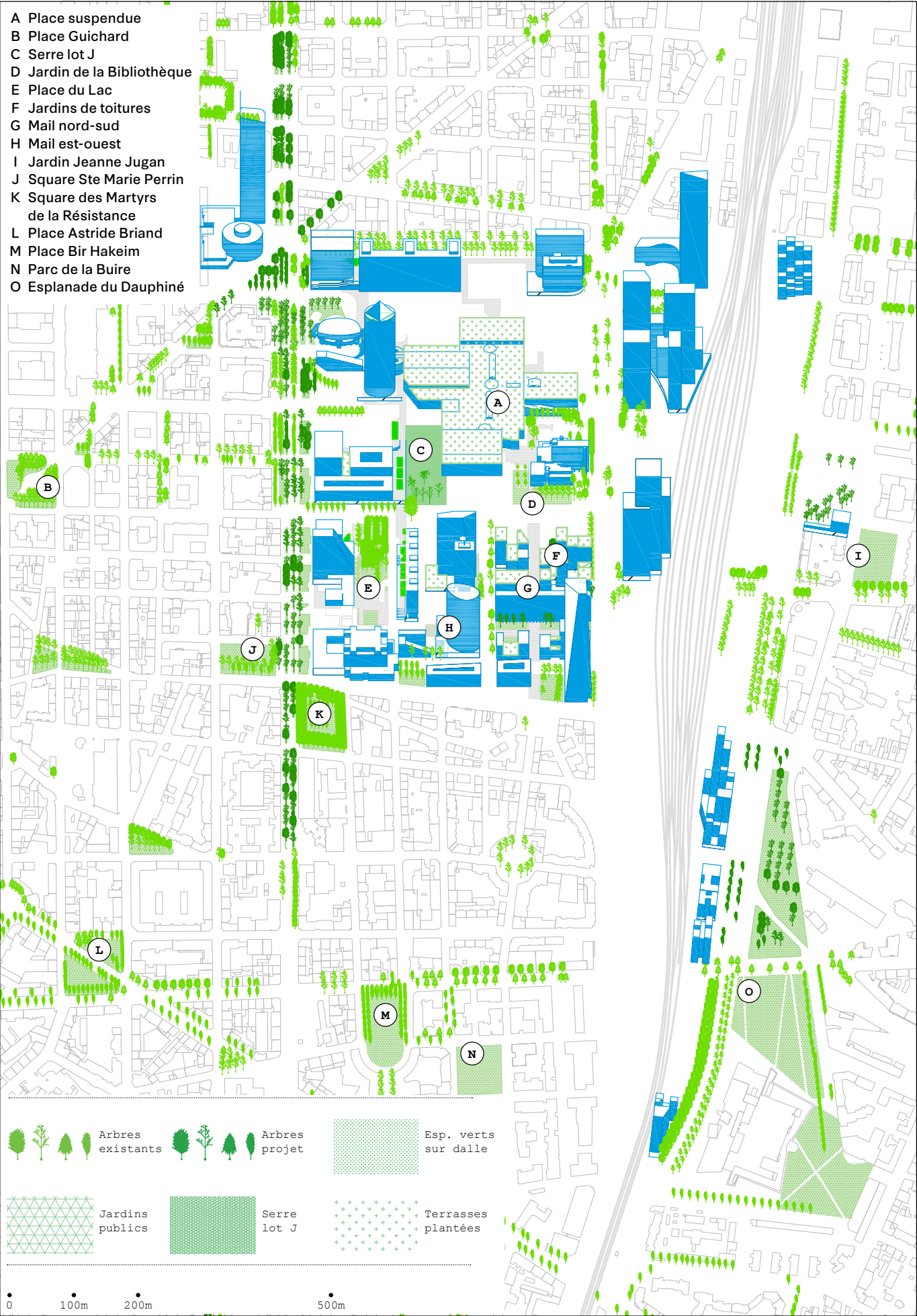
An audit concerning biodiversity at Part-Dieu has been carried out. It particularly concerns the space taken up by the railway tracks. This could be a starting point for landscaping work.

Part-Dieu is home to many offices. Yet, generally, the work spaces hardly ever stand out through the quality of their ambiances...

I am quite astounded by the lack of humanity that we put into these work spaces. The office all in white and totally distressing, was not made to make people happy and creative.

Orders are still made for offices in white, with purely functional principles. We need to take into account the “productivity” aspect to work, which is linked to the quality of life in the work place. For me this would be the redesigning of Part-Dieu in terms of sustainable development. It’s a real society issue!

Natures in the city



REACTION

“Producing spaces where man feels good”



Gilles Buna, vice-chairman of the Greater Lyon in charge of Town planning and the Environment.

“Public spaces are certainly not absent from the Part-Dieu (place du Lac, Jeanne Jugan garden, square Perrin, esplanade Dauphiné, parc de la Buire), but more needs to be done to bring the best out of them by making them part of a network. Other spaces like the place Béraudier, the place de Francfort, the place des Martyrs de la Résistance, the rues Garibaldi and Bouchut will be redeveloped. But innovation will also involve the development of new types of spaces like the roof of the shopping centre, the future reading garden of the Library, the glasshouse on the State lot, the patios, the green roofings, etc.

Innovation will also involve the development of new types of spaces like the roof of the shopping centre, the future reading garden of the Library, the glasshouse on the State lot, the patios, the green roofings, etc.

Nature in the city is quite simply about producing spaces where people feel good, when one takes into account the sunlight, the wind and the exposure to noise.”

REACTION

“Nature is not just greenery”

Alain Marguerit, landscaper and town planner, project manager for the redevelopment of the rue Garibaldi.

Nature, is not just greenery: it's the very way that man works with the natural elements in all their diversity: sun, wind etc. Elysée Reclus, the 19th century the anarchist and geographer spoke of cities and the countryside as being complementary to one another and in a relationship between man and the natural elements surrounding him. These are the signs of ecology.

We have changed the way of working thanks to this realisation that the natural elements were extremely diversified, that we are a part of them, that we should find new balances. I'm no “Khmer

Vert” (Green Kmer revolutionary), and I don't say that there should be green everywhere!

On the rue Garibaldi, we are going to develop aquatic gardens which are totally artificial. I don't reject artificial systems. But one shouldn't say “I replace one with the other”. We work in a complementary fashion.

The artificial ground will never be a fertile ground, but that shouldn't prevent us from growing greenery on paving stones. You just need to know that greenery on paving stones uses up an awful lot of water. We need to be clear in our minds about this diversified approach to the natural elements in a city which is becoming denser. We don't plant a tree on the 10th floor in the same way that we plant one in the ground below. It's up above that we need to be working, and to have that ability to find the right balance with all the natural elements.”



Regeneration and development

Recycling to recreate better.

The Part-Dieu district, which was created in the 1960-70s, mustn't become a two-speed district, with a seventies style real estate which deteriorates and with new showcase and energy efficient projects. It's not just new developments that are needed but also the regeneration of existing buildings which have a usage value and sometimes a real heritage quality.

The idea is to be able to combine new build and renovations

It's an opportunity for owners, whose property is ageing but usually fully depreciated, and needs to be refurbished to remain attractive. The Part-Dieu project, focussing on ambitious opportunities for the district, encourages owners and investors to engage in this process of regeneration and development.

The idea is to be able to combine new build with renovations, sometimes in the same program. This is the option chosen by Foncière des Régions (Regional Real-Estate Agency) for the EDF tower (operation Silex 2), which will be renovated by the addition of a second new tower, placed up against the first one with parts and services which will be pooled.

The Part-Dieu Mission will support owners by maintaining the heritage and architectural quality, the analysis of the renovation necessary, program-based contents or the connection to the ground. So that the restructured buildings can be part of the Part-Dieu project, can be economically viable and can keep up with the changing times.

This regeneration strategy for existing buildings is also part of an approach based on sustainable development: recycling rather than destroying and rebuilding.

EXPLANATION

“Avoid a “clean slate” approach”

Benjamin Cimerman, director of RFR Eléments.

“We worked first of all with François Decoster and the AUC on the question of existing buildings, by highlighting the principle that regeneration and development need to be combined. We need to avoid a clean slate approach. I am convinced that achieving sustainable development, starting by putting everything on the ground, is not possible.

Achieving sustainable development starting by putting everything on the ground, is not possible.

The work needs to be more measured and subtle. It's deconstruction that needs to be justified rather than preservation. Economically, it's cheaper to demolish everything. But in terms of sustainable development, it's a lot more expensive. And this is without taking account of the cultural aspect, the effect on heritage, the architecture, and people's lives.”



New building



EQUINOX PROJECT

Regenerated building



SiLEx 2 Project

REACTION

“Basing the development of the city on its regeneration”

Gilles Buna, vice-chairman of the Greater Lyon in charge of Town Planning and the environment

“It gives me great satisfaction to see that the AUC and François Decoster are basing the development of the city on its regeneration. This is how we will succeed in intensifying the city whilst limiting the urban sprawl.

Sustainable development is based on the values of awareness of what this district is today (transport systems, architecture, service property,...) and the people whose lives are there (employees, residents,...). It is also based on comfortable pedestrian mobility with the “easy ground”, the intensification of a district already well served by public transport, and property regeneration and production for a higher quality of uses and service, and a better energy quality.”

EXPLANATION

“Putting Lyon firmly in the 21st century”



Two questions to Laurent Vallas, Lyon director for Jones Lang LaSalle.

What do you think of the work of “urban redesign” of Part-Dieu undertaken by the AUC and the Part-Dieu Mission?

This in-depth work is quite interesting because the Part-Dieu was reaching the end of its life cycle. The urban model which has been used, with a theme hyper dedicated to services and to commercial functions and homes on the other side of the Garibaldi or Villette roads is doubtless no longer completely appropriate for a European city. As a result, mixing service functions with residential and commercial functions, seems to me to be a lot more consistent for placing a city like Lyon firmly in the 21st century. Similarly, providing active bases which indeed are going to mix these functions of services for companies, but also cultural,

and shopping facilities, as well as for enlivening the ground floors is an interesting idea. This is what is missing actually. The idea would be perhaps to move from a stage of “consumer” to one of the residents and employees in this sector being the stakeholders.

Is paying attention to sustainable development really an argument for companies?

The theme of sustainable development has a veritable impact on users and investors. User companies are moving more and more towards BBC buildings (Low energy consumption Buildings), which are certified as such. Companies can make their contribution to society through sustainable development and its operational reflection in real estate amongst other things. Practically every company in the CAC 40 and the SBF 120 has a chapter on sustainable development in their annual report.



A business district, A living district

The Part-Dieu project is an urban project with a mainly economic purpose.

Being one of only a few business districts which is situated in the heart of the city, Part-Dieu must take advantage of its outstanding location to be at the heart of the conurbation and contain all the urban functions. A district for working and doing business for sure, but also a district for living, going out, relaxing, learning or creating.

Creating economic wealth is one of the issues for transforming this district. “The Part-Dieu project aims to generate an extra 35,000 jobs” points out Bernard Badon, director of the Part-Dieu Mission. For that, office real estate should be developed – that is compliant with international norms, in terms of environmental standards as well as a quality of life in the workplace – in an efficient urban environment. There are several components in this efficient urban environment: the railway station, public spaces, services, public transport, etc. It’s for this reason that Part-Dieu mustn’t just be a business district but also a “real” city district which is more inhabited, more lively and offering a range of different functions and uses ready for future needs. This is the condition that needs to be met for it to be economically attractive and visible on the European market.

EXPLANATION

“The Part-Dieu is THE economic hot spot for services in the conurbation”



Two questions to David Kimelfeld, vice-chairman of the Greater Lyon in charge of economic development.

Where is Part-Dieu’s place on the service sector map in the conurbation?

It’s THE economic hotspot for the services sector in the conurbation. If tomorrow we want to attract the head offices of international companies, it’s to here and nowhere else. When one takes a look at the specifications that big companies have for setting up their head offices, you recognise that it’s only here where all the facilities are in place and notably the TGV and TER (Regional train) connections. At the same time, this is a business district which is only a stone’s throw from the historic centre of Lyon. That’s also a factor working in its favour. You can get into your car at Part-Dieu and within half an hour enjoy a breath-taking view from the Têtedoie restaurant at Fourvière.

Why is it important to have a services development strategy?

The risk is one of having districts which are competing against one another. What is needed therefore is a services development strategy which consists of continuing to clearly display the vocation of certain districts: at Gerland for example, Lyon biopôle, the IRT (Institute for Technological Research), life sciences. At the Carré de soie, a major economic social and solidarity hub is being developed with the regional SCOP Cooperative (participative and cooperative companies). At the Confluence the emphasis is more on the image of “sustainable development” Euronews, Cardinal, La Région, GDF Suez have all chosen here for its original address; and use this original address as a marketing tool.

Attention needs to be drawn to the specialisation of certain districts. And working with promoters and developers so that the pricing policy is coherent. The premium is at the Part-Dieu, for the tower projects and new buildings. But regarding the section for restoring existing buildings, two price levels will make it possible to welcome all sorts of companies. Because if there are to be company head offices, we need to be able to provide a certain number of services which are provided by more modest types of companies: cleaning, etc. There’s no point in settling for half-measures for the service sector; Part-Dieu must concentrate on regional, national and European head offices. This is the real aim of the Part-Dieu project.



EXPLANATION

Priority to the “very qualitative”

in the words of Jean-Philippe Hanff, Managing Director of the Economic and International Development of the Greater Lyon (DGDEI).

“in terms of economic development, Lyon is well placed among the European conurbations. It is the number one conurbation in France for new business creation (number nine in Europe), number one in France in terms of business appeal, and number eight in the world for innovation, Lyon punches well above its demographic weight. Furthermore the conurbation has set itself an ambitious target in terms of the development of the services sector.

Of the 4.9 million m², the demand registered in 2010 was 220,000 m², of which 25% at Part-Dieu. Our overall target for 2020, is to reach 300,000 m² of which 25% at the Part-Dieu which is to say 60,000 m². So a bigger sales effort will be necessary for the whole of Lyon and Part-Dieu in particular.

At Part-Dieu, what is needed is to attract the command functions of corporate headquarters, and regional management. How they will choose will be determined by the price of the property at Part-Dieu as well as the quality of the brand and the reputation of the site. Overall the most innovative products will be around €300 per m² in the IGH (High Rise Buildings), the towers, and the most emblematic buildings, which have been renovated or created. This selection by price favours the large image conscious groups (...) The selection is also made by the developers and investors; themselves, in whose own interest it is to be very qualitative.”

EXPLANATION

“We need to get the big international names to put pen to paper”

Question to Jean-Louis Meynet partner at CMN Partners, member of the AUC group.

What does a business district have to have to put it on a European scale?

First of all, recognition comes from outside! It's not something one can award oneself! The DNA of a great European business district is made up of a number of factors. An architectural signature, and we know the buildings, the district itself and the signatures of the architects. The critical mass, which is 1 million m² is a threshold for visibility and economic weight in Europe. Major users:

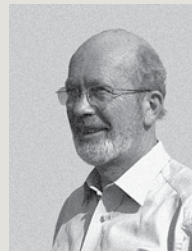
for Gerland, it's the P4 (1) or Sanofi Pasteur, for Confluence, it's the Rhône-Alpes Region, Euronews, GL Events; Part-Dieu must do more and must be able to attract major international signatures. That is a definite European milestone.

Finally, a European business district is about having a whole unit which works! Just adding details won't do the whole job. The district will grow by virtue of its ability to produce a positive externality for companies, for residents and for the city as a whole. So therefore, it's a complex system, which generates added value and is attractive and visible to the market from as far as Frankfurt, Stuttgart or Geneva.

(1) *Thee Laboratoire P4 Jean Mérieux is a high containment laboratory dedicated to medical research.*

REACTION

“The Part-Dieu has excellent connections allowing sustained international business.”



Hervé Chaîne, director of Egis.

“Egis is the number one French consultancy and engineering group for infrastructure, buildings and energy with many international customers. (...)

We are continuing our development in Lyon – where we employ 800 people – because the location is right for attracting customers and for recruiting employees. Lyon is very good at attracting quality managers and is also better for recruiting young managers than the Paris region is.

The location of Lyon is favourable, and Part-Dieu has the ideal connections for allowing a sustained international business activity. It's very important that Part-Dieu develops. The urban project is ambitious. It involves increasing office space but also modernising and renewing existing real estate: the shopping centre, the railway station, the urban spaces, services for companies, etc. Because, in order for us to develop our business, we need Part-Dieu to modernise. You don't want to have your offices in buildings which aren't HQE quality (High Environmental Quality) cabled and BBC standard (Low Consumption Buildings).

We are aiming to create working conditions which are in tune with the environment: limiting the use of cars, being economical with energy. By moving here, we have almost halved the number of car parking spaces for our staff. We have gone from one space for 3 peoples to one space for 5.5 people. Many of our people come to work by public transport or by bike.

The first year, after the move, we paid for 75% of what employees had to pay for using public transport. It resulted in some significant changes in behaviour. The car park is no longer full.

On the other hand, we've gone from 20 to 80 cycle spaces. Here, the area to work station is lower. The directors' offices are only 13 m², but that's fine! That's the price to be paid for being at Part-Dieu. “

REACTION

“For us, Part-Dieu can be a wonderful learning curve “



Interview with François Corteel, Regional director for EDF Rhône-Alpes.

How established is the EDF group at Part-Dieu ?

In Lyon, EDF has 113,500 m² of offices, which is to say almost 3 times a 100 metre high tower. At Part-Dieu, that corresponds to around 70,000 m². We are there because it's the business district and because there is the railway station. It takes just 2 hours and a half to get from this office to a

meeting room at the Défense. So it's like walking to Paris except you can go to a meeting and back in the same day. Among our staff we have people from Lyon who work in Paris and Parisians who often come to Lyon. (...)

When we left the EDF tower which was no longer suitable for our current requirements, we wondered whether we should leave Part-Dieu. We examined all the pros and cons and decided to stay at Part-Dieu. The closeness of the railway station is vital. There was also the interesting and novel project of the Vélum. We are very happy to be moving in there in the summer of 2013 where we will have around 15,000 m². What was important for us was to have new premises which were more in line with energy standards but also office standards and quality of life in the work place.

What do you think of the fact that the Greater Lyon is launching a project for redesigning the Part-Dieu ?

People are going to live more and more in cities and the criteria of a sustainable and attractive city are more and more important. Global intelligence, the “easy ground”, environmentally friendly travel, harnessing of energy, etc. are becoming increasingly important and Part-Dieu combines all these points. This is the symbol of Lyon, an attractive city and a window. Whether it's from Saint-Exupéry airport or by TGV, it's easy to get here. One can quietly take one's train, and easily interact with other groups, that's something I find smart. That ought to encourage the central divisions of the major groups to come to Lyon to discover a new experience. I think that the concepts of “easy ground” and “active bases”, this sort of community of life that they bring about are quite unique.

Are you ready to engage in this “community of life”, to share spaces, services?

I have every intention in playing my role to the full in the group to which I belong to the Part-Dieu business club. We are going to play the game.

The idea within the Part-Dieu Mission of allowing the company parking spaces during the weekend, when they are empty, to be used for people who come to do their shopping, seems interesting to me.

The closeness of the station should make it possible to maximise the interface between users of Part-Dieu and the TGV. We should be able to get our tickets at the bottom of the buildings, in these famous active bases, and see the times of the trains and the platform number. Like this we could go directly on to the platform without going through the overcrowded railway station which is overcrowded.

It's essential to get all companies to work together in a friendly and innovative spirit.

Along with other companies, we're going to look at the possibility of developing car sharing using electric vehicles. We could put for example electric minis in the car park. That would be an idea worth exploring. Environmentally friendly transport, electricity management, new lighting technologies... we have here a major field for innovation and creativity. The EDF group wants to be the world's leading supplier of electricity and a cornerstone to the sustainable city. For us, Part-Dieu can be a tremendous learning curve.



The operational systems



A consistent and lively public space

Those people who were used to the anarchic soil of Part-Dieu, punctuated with obstacles, little walls or steps, will find the expression “easy ground” unexpected to say the least. With one foot of its past in a urban make-up where paving stones would break up public space at various levels, the Part-Dieu district has a difficult and undecipherable soil which makes finding one’s bearings quite a headache.

It is to overcome this irregularity, which is a source of confusion and discomfort, and to restore a common base, which is consistent and navigable for the district, that the AUC recommends the introduction of “easy ground”.

So it’s not a case of designing public space from the perspective of a classic composition. There’s no way that we would just settle for redoing the pavements and planting trees. The idea is to design a public space using flows and uses which form a link between the ground and the buildings, the high spaces of the paving stones and the patios. This will make pedestrian traffic (which represents 60% of today’s flows) more comfortable and fluid, and link the top to the bottom, the inside to the outside, the front to the rear in one continuous layer.

Linked in to the “easy ground”, the concept of “active bases” is about fitting in the buildings with the public spaces better by creating a lively range of single storey shops or services along the routes where most of the pedestrians pass.

Inventing this unique space, which will no doubt be interactive, will make it possible to restore Lyon’s tradition as a pioneer in the development of public spaces.

Easy ground and active bases

REACTION

“Easy ground can become the standard for a redesigned public space”



François Brégnac, deputy managing Director of the Lyon Town Planning Agency, architect and town-planner.

“We could have chosen another way of redeveloping: that of placing all the sectors of Part-Dieu at ground level or at pavement level + 7 metres. But the strength and the originality of the way chosen by the team from the AUC was to work with these two standard levels, play on the differences in height and thus reflect the different period of the Part-Dieu : town planning on paving stones and the return to the public space. The “easy ground” connects, and reconciles the two, and can become the standard for a redesigned public space which is both historic and modern.

Today, Part-Dieu has the structure and shape of the real estate project. The “easy ground” is an answer to this disadvantage by introducing a built public space which crosses the buildings and reintroduces mixtures and continuities. Welcome to the city! So it’s not going to be so easy to work with urban spaces, but it takes guts to suggest this idea!

The AUC has opted for an exciting, if complex idea, which is wholly in keeping with the history of this Part-Dieu which is typified by invention and contrast, in a word uniqueness.”

REACTION

“Developers need to engage with the concept of active bases”

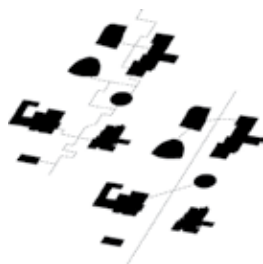


Albert Constantin, architect.

“Today, it seems to me that there is a real ambition, a genuine big project and options which have been chosen by the AUC, including the “easy ground” and the “active bases” which I find interesting. The thing is whether we can stick to them or not. It won’t be easy because of private interests. It’s vital that the developers engage with the concept of “active bases” to bring some life into this district and that they don’t just settle for densifying the service sector.”

Start of a methodology for the easy ground

Journeys



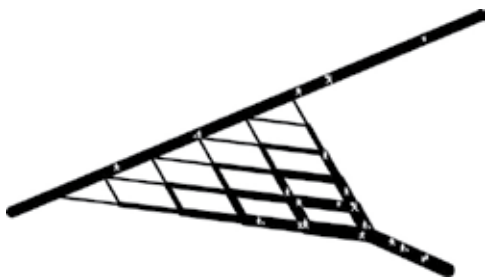
Direct routes

The routes are not determined by a formal composition of the public space, but organised along the lines of the most direct flows between the points of attraction. They are designed for the users, and above all for pedestrians, to promote fluidity and efficiency.



Pedestrian highways

Certain portions of the public space are specially designed for facilitating pedestrian traffic in an as efficient way as possible by making walking easier through the choice of ground surfacing and the absence of obstacles. Between these “pedestrian highways”, there can be areas for taking a breather which can laid out depending on what’s around.



Widths which are sufficient for the traffic flows

The size of spaces reserved for pedestrian routes is directly proportional to the intensity of the flows that they need to accommodate. Thus, the space for movement is never undersized at the places where the greatest amount of traffic occurs, nor oversized at the quieter spots.



Intersections / chosen flows

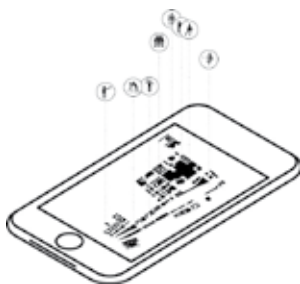
Like “Japanese style crossroads”, the development of intersections is the most direct and logical way of making the flow of pedestrians easier, which is to say in a straight line. Thus the crossroads can be crossed diagonally, rather than with pedestrians having to go round them which means crossing in two stages.

Digital Ground



Part-Dieu Wi-Fi

Accessibility to the Wi-Fi networks has become an essential requirement for the comfort and attractiveness of the modern public space. The Easy Ground needs to be covered by an efficient network.



Part-Dieu.mobi

A Part-Dieu application for smartphones which would make the district not only a “district where one stays and lives” (information about what’s on, when and where...) but also “a district where one can live remotely”, and take away with oneself.



Part-Dieu.mobi

A Part-Dieu application for smartphones which would make the district not only a “district where one stays and lives” (information about what’s on, when and where...) but also “a district where one can live remotely”, and take away with oneself.

REACTION

“There’s nothing worse than empty spaces at ground level”



Two questions to Pascal Barboni, Program director for Extensions / Renovations from Unibail - Rodamco, the joint-owner of the Part-Dieu shopping centre.

What do you think of the “easy ground” concept?

We share all the findings of the AUC, in particular “easy ground”. Reducing the different levels that have to be crossed has to be one of the benefits of the project. The easy ground must make walking a less effort consuming experience for users.

Bearing in mind what already exists, we can imagine that a lot of changes would be possible. But we shouldn’t lose sight of the fact that we’re working on an existing asset.

Via the shopping centre, with certain developments – perhaps new links, extra entrances – we’ll be able to offer a better urban link. We’re convinced that the shopping centre will contribute to the urban “linking” of the Heart of Part-Dieu. Tomorrow, it’s a feature that should be there. We need to be connected to the shopping centre more visibly, more clearly and more effectively.

Aren’t you afraid that if active bases have partly a commercial function, they may be in competition with the shopping centre?

At present we don’t have any information on the details of the program but it will be very focussed on services, like apartment buildings or co-working zones. We also think that dining facilities should be developed.. There is still major potential for developing restaurant facilities.

It’s up to the programme to make it clear what type of shops are to be established because today the shopping centre is a very powerful force.

We need to be vigilant because the program for the base of the building is a delicate balance. It will work that much better if it is coordinated with the range of services available at the Lyon Part-Dieu shopping centre and that of the now international railway station. There is nothing worse than empty spaces on the ground floor.

EXPLANATION

Question to Véronique Granger, Director of Pro Développement, member of the AUC group.

What contents do you want to develop in the active bases of Part-Dieu ?

There will no doubt be a lot of contents to do with leisure activities or rather “rare time off”. Which will make the quality of life, all about dovetailing domestic, work and leisure issues. There is a change occurring today in work architecture: we’re seeing the emergence of family and private concerns, the organisation of time.

What will provide the quality of life, is the dovetailing between the domestic, work and leisure issues .

One of the current constants of our society is the overlapping between individual and private issues and those of companies. An employee whose child is sick, well that’s also a problem for her partner and for her company. It’s no longer just a case of churning out work and then going back home.

In the years to come, the services sector will have to develop; it’s a service sector which isn’t commercial in the classic sense The notion of well-being comes into the calculation. For example, the restaurant facilities for employees, is this commercial, or services, or both? It’s a sector which is going to grow and which will offer other benefits in addition to being a source of hygienic satisfaction .

At the Part-Dieu we have the tremendous opportunity to be innovative in respect of quality in the work-place.

REACTION

“For an open range of Cultural and sports facilities”

Hervé Chaine, director of Egis.

“The systematic development” of the “active bases” is an interesting idea. I’m all for making this compulsory, otherwise we’ll end up with 100% of offices.

On the avenue Thiers where Egis has its offices, it is a matter of regret that there are no more active bases, because the ground floors are just entrances to offices. We’d like the place a lot more if there was some life on the ground floors. Why not a good bookshop about town-planning? Le Moniteur used to have a bookshop in the rue Vendôme (Lyon 6e), but this wasn’t the right place for it: why not at the Part-Dieu?

“The systematic development of “active bases” is an interesting idea and I’m in favour of making it compulsory.

Whether it’s for mini seminars or big meetings, we’re lacking in properly equipped conference rooms. There are very few of them. APRIL, for example, has a very fine conference facility. A number of banks do so too. I think there is a demand for hosting seminars, training courses, management meetings. And also restaurants, companies and crèches. It is important that people feel good in their work environment.

It’s also good to have an open range of cultural but also sports facilities. Next to our building, there is this sort of “hollow tooth” which contains a small football pitch and basketball court. People go there between midday and two in the afternoon and in the evening, in rather the same way as people go to run in the Tête d’Or park. Further on, there is a fitness centre and opposite a multisports hall run by the City of Lyon, which is basically reserved for schools. Our Works Committee has found a way of being able to use it on a limited basis. All this means that there is a demand. At the base of the building there could be services like this. It’s no doubt possible to find services which are shared – or maybe not – which are public or which one pays for and which can provide companies with a certain visibility.”

REACTION

“It’s very Interesting to have this “easy ground” as a guiding principle”



Valérie Philippon-Béranger,
Director of the Road Network
system for the Greater Lyon.

“In the spirit of the designers of the “easy ground”, the issue is one of imagining how to reconcile all the differences in level, for example pavements, which can at one point or another get in the way of the pedestrian. It needs to provide real comfort for the user, but it’s both costly and complicated to put in place. It requires a lot of consistency, in the long term, in the choices of development which are to be made. I think it’s very useful to have this guiding principle in that it can guide us at each development opportunity. At some stage – I’m thinking about the changes that will have occurred to the railway station in 20 or 30 years’ time –, we will have some real opportunities for improving means of access so that these differences between levels no longer exist and for really trying to make the ground as easy to use as possible.

There’s also work to be done together on the signs, the marking out and the signing systems, which make getting around easier in the public space. One can imagine for example having enhanced reality applications or other things of this type to be tried out.”

Epicentre and skyline

A new urban figure at the Heart of the conurbation.

If Part-Dieu is the heart of the conurbation, the heart of the heart – “the epicentre” to use the expression of the AUC –, extends out, from its source between the railway station and the shopping centre. It is in fact around the place Charles Béraudier where half a million people every day converge and fan out.

The Lyon Part-Dieu project involves intensifying this polarity to make it more visible, more integrated and more influential within the conurbation.

This will involve the clearing of the place Béraudier with the demolition of the B10 building which currently encloses it, but also of the station which crosses it and the redevelopment of the place de Francfort. This whole entity will also be consolidated by the creation of a large public space on the roof terraces of the shopping centre, covering an area equivalent to a “hanging place Bellecour” according to Gérard Collomb.

The creation of a large public space on the roof terraces of the shopping centre, covering an area equivalent to a “hanging place Bellecour”

Combining the top of this public space with the place Béraudier whilst organising the density points around, will make it possible to develop a veritable agora at the epicentre of the conurbation.

This suspended public square will play its role in the modelling of the Lyon skyline whilst at the

same time offering a unique panoramic view of the horizons of the conurbation.

Along with Fourvière, Part-Dieu is an essential part of the Lyon skyline, of which the Tour crayon (Pencil tower) is the emblematic symbol. With the Oxygène tower, and soon the InCity tower and other on-going projects (Silex, Tour Eva, Cluster hôtels, etc.) Part-Dieu is rekindling its love affair with high buildings (1).

The construction of a skyline takes time and brings with it numerous risks – including economic viability and how to market the towers which is a bit of an issue in the middle of an economic recession.

But the AUC is now suggesting that its creation be based on the Alps. So it wouldn't be a pyramid type skyline but rather in the form of a mountain chain, with several rising points and several levels to provide greater depth and to give the Part-Dieu some perspective in the city.

(1) Tour Incity (project owner(MO)Sogelym Dixence, architects Valode and Pistre / Atelier de la Rize / ALA): at the heart of Part-Dieu, construction of a 200m tower, 42,000 m² of offices including 2 RIE (Inter Company Restaurants) and other spaces reserved for users. Work phases, handover start of 2015. Silex 1 (Project Owner: Region Real Estate) : At the corner of rues Bouchut and Cuirassiers, construction of offices on a shopping centre base, 11,544 m². Handover start 2015. Silex 2 (Project Owner: Foncière des Régions / Region Real Estate) : redevelopment of the EDF tower (offices and services combined, including an auditorium, RIE and active bases) and creation of a tower linked to the 1st one by a set of footbridges. A shared esplanade and garden at Silex 1. 44,000 m² including 30,000 m² of offices. The studies have been completed, and the procedures commenced. Tour Eva (Project Owner: Swislife) construction of a 200m tower, active bases organised around a piazza. 77,000 m² of offices, Ground Floor with shops and services. Currently at planning stage. Cluster hotels (project owner: Vinci) : 2 high volume hotels (500 business rooms 4) + service/shopping base + offices. Planning stage, work due to start end of 2014.*

REACTION

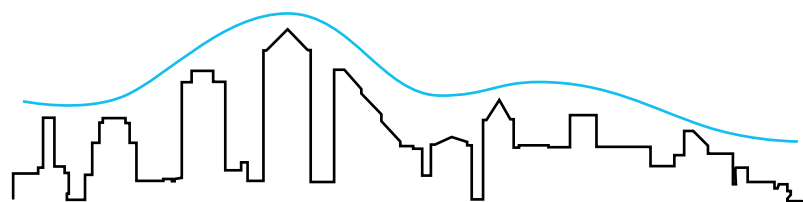
“It makes sense to build towers at Part-Dieu”

Laurent Vallas, Lyon director of Jones Lang LaSalle.

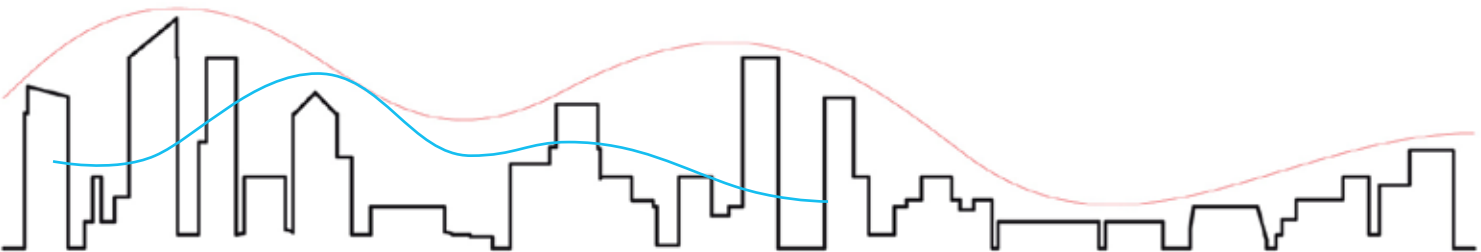
“Users aren't opposed to towers. They look at the cost per work station and the range of services available in the building. There are recent buildings, built after 2000 which, in terms of cost per work station are more expensive or virtually the same price as the Oxygène tower or other projects which are being studied. The Oxygène tower can fit a work station into 11 m² of office space as compared to 15 to 16 m² elsewhere, offers an inter-company restaurant and a caretaking system with hostesses. When we refer to refer to 240 euros Excl. VAT / m² for “classique” buildings and 280 euros Excl. VAT / m² for IGH (High Rise Buildings), we notice that the cost per work station is often lower for the IGH (High Rise) than for the more traditional buildings.

The particularity of Part-Dieu, as opposed to many markets for towers in Europe, is that the district is located in the “hyper centre” with the busiest market of the Lyon region. There is a geographical argument for building IGH in the Part-Dieu bearing in mind its market depth and the profile of the users.”

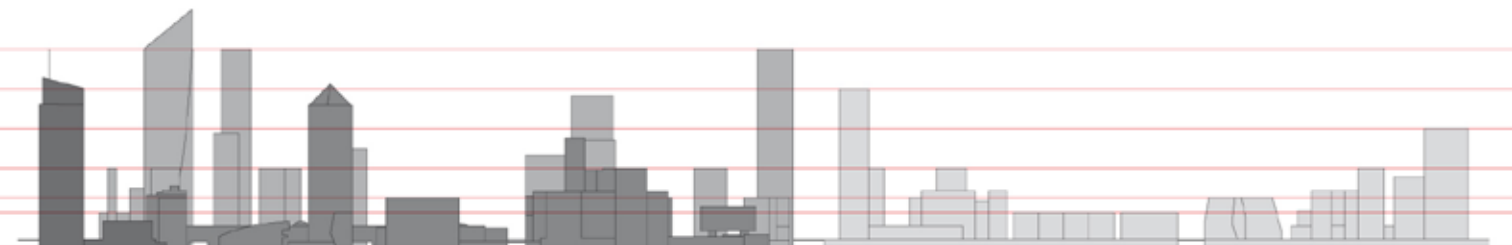
Designs of the skyline of Lyon Part-Dieu



Skyline designed by C. Delfante



Skyline as seen by the AuC



REACTION

“Densification can only be achieved by urban sprawl”



Manuelle Gautrand, architect.

“Lyon is becoming a conurbation on a European scale, a central point between France, Italy, Switzerland, and Germany. Inevitably, the question of the towers arises because densification cannot be achieved alone by urban sprawl. We’re back to ecological considerations.

The sprawling of a city, goes hand in hand with issues regarding transport and the quality of life for the city’s inhabitants. A dense city is more efficient and uses less transport. It’s a fundamental aspect of sustainable development.”

PERCEPTION

“Playing with height”

In a qualitative study carried out in August 2010, “The perception of Part-Dieu by the non-user inhabitants of the Greater Lyon.” Gregory Mages, from the French Institute For Town-Planning, highlights several expectations of the inhabitants, including “banking on modernness” and “making use of height, exploiting the roofs and providing access to panoramic views”. Extracts:

“What could be good, it’s a kind of symbol of modernness, a model of modernness. Whether it’s a case of trying to be ahead of the construction, the features, little symbols. They ought to push even further, whether it’s by trying to do something interactive, like an ultra-modern cycle park, or panoramic viewpoints, by playing with height. Because no-one interacts over there. You cross people, everybody is quietly Making their own way home and there is no interaction. One can create interaction through modernness”. (Young employee H)

“You play with heights, that gives it this aspect : “Listen, I know a place where the view is out of this world” whereas there’s no fun in being there. It’s hassle free”. (Student H)

REACTION

“Without the “metropolitan hub”, we wouldn’t build towers.”



Interview with Pascal Crambes, Managing Director of Foncière des Régions Développement and Pierre Nallet, Chairman of AnaHome Développement which is running a an Assistance Program for project owners for the Foncière des Régions. Both are involved in the Silex project for renovating the EDF tower and the construction of a 2nd tower which is connected to it (1).

Many people insist on the difficult economic equation that the building of a tower represents, particularly in Lyon where rents are a little on the high side. How are you able to meet the challenge with the Silex project?

P. CRAMBES: For sure it’s a hell of a bet! Because in Lyon, it’s true rental prices are around €250 to €270 Excl. VAT per m² per year, and we’re not able to build towers at that price. Because a tower costs more to build that it does to maintain, we are automatically above the €300 excl. VAT mark per m² per year. In Lyon, we’re a long way off. And the new environmental and earthquake proof standards are only going to increase the construction costs.

We're fortunate to have an existing tower and a new tower which allow us to keep to a budget which is less than €300 excl. VAT per m² per year. Because we are building a 2nd tower using a rather clever principle: we have an existing tower which has far from paid for itself. We need to take out the mounting points put them in the centre and share them with a 2nd tower.

P. NALLET: Certain factors can affect the economic feasibility of a tower. What made the Oxygène tower possible, is the fact that there are 10,000 m² of shops. It's also the fact that the SNCF rented half the space from the very beginning of the project. If we find a user even if we have to settle for a price around €270 excl. VAT per m² per year, we can accept a lower profitability because the rental risk is less. The refore what we have to do is look for ideas for the first users. We have some ideas but now we have to do the work of convincing.

How do you go about convincing, regardless of the price which is after all what makes the world go round?

P. CRAMBES: The site and the product speak for themselves. The location is outstanding: just 250m from the railway station!

P. NALLET: A 40,000 m² tower ought to attract customers which are known nationwide, and who we know are interested in being close to railway stations because they have a lot of people going to Paris and regularly. These are the sort of people whose job takes them to a head office or a ministry in Paris and so they need to be close to the railway station. Today, companies attach a lot of importance to the access that their office have to public transport.

P. CRAMBES: We'll also have a quality product BBC (Low Consumption Building), the latest in sustainable development. So we'll be faultless in all respects.

Does the project for redesigning the Part-Dieu encourage you in your goal?

P. CRAMBES: We started thinking about the Silex project before the launch of the Part-Dieu Mission. But it cannot be denied that without this "metropolitan hub" to use the AUC formula, we wouldn't produce a tower. When the communication points are there, we can set a target for an urban redesign project.

The project is ambitious but it's true if we don't put our back into it nothing will ever happen.

(1) Silex 1 (Project Owner: Foncière des Régions): At the corner of the rues Bouchut / Cuirassiers, construction of offices on base with shops on it of 11,544 m². Handover at start of 2015. Silex 2 (Project Owner: Foncière des Régions): renovation of the EDF tower (offices and associated services, including the auditorium, RIE and active bases) and creation of a tower linked to the 1st tower by a set of footbridges. A shared esplanade and garden at Silex 1. 44,000 m² including 30,000 m² of offices. The studies have been completed and the procedures commenced.

Lyon Part-Dieu Epicentre



Culture, An interactive and passing movement

The principle of the “cultural crossing” is to open and provide a better connection between the cultural facilities of the Part-Dieu, the Halles Paul Bocuse and the Municipal Library via the Auditorium, the cinema complex and the FNAC and Decitre bookshops of the shopping centre.

Other cultural facilities could be added to this crossing, as long as they correspond to the positioning of the metropolitan “hub” of the Part-Dieu, which is both a thoroughfare and a place for mingling. Also on the agenda are the building of a new facility at the place de Francfort to display what the region has to offer culturally, as well as a very large documentary infrastructure and Video Gaming Complex.

The cultural crossing is inseparable from the concept of “easy ground” because it consists of injecting life and visibility into the existing range of cultural services notably by using new digital technologies. The cultural project of the Part-Dieu is all about promoting experiments, innovation and interactivity.

The cultural crossing

REACTION

“Creating an imaginary world at Part-Dieu”



Georges Képénékian,
deputy director for Culture,
Heritage, and Rights at the City
of Lyon.

“What governance needs to be in place for the Part-Dieu cultural project to be intelligently managed and engineered? That’s what we’re working for. It’s difficult because cultural expertise is not something the Greater Lyon has. We need a supervisor whose job is to run and to shake things up; I think that it’s up to the cultural committee to perform this role. It’s the role of the DAC, Director of cultural affairs, and that of the assistant director for Culture. We’re going to set up a Part-Dieu cell for running, promoting, attracting and creating... We need to be capable of creating a cultural dynamic, based on its two roots: the Lyon Municipal Library (BmL) and the Lyon National Orchestra (ONL) and then see how, afterwards, we can incorporate and get all the stakeholders working together. (...)

What I see though is rather a snow ball effect: progressively, we are incorporating this area, this district, this project, and we are making it attractive. We have to create an imaginary world to appeal to all the cultural stakeholders of the city. One of the

ideas developed in the the documentation for Lyon’s application to become European capital of culture 2013 was to shift the usual places and times. I think that would be good to find at Part-Dieu options that we have explored. We want the city to have traditional cultural places but we also want a different kaleidoscope of the cultural life and in a district which is intended for mingling in. That’s the challenge facing Part-Dieu : one of becoming a sacred place for life, a buzzing place.

That’s the challenge facing Part-Dieu : one of becoming a sacred place for life, a buzzing place.

The challenge is to create both classic shapes but also intersections between shapes and then the different times, on stages which are not necessarily outlined scenes.

The size of the laboratory and the experiment is essential. Things have got to move! I would even envisage the project being supported by a research and development group. Creation needs its disciplines and its sectors but it also needs indiscipline. All the progress made in medicine since the Renaissance has been achieved through progress in other disciplines.”

EXPLANATION

“Don’t segment the types of public “

Véronique Granger, director of Pro Développement, works with the AUC group on the programming and prospective part of the Part-Dieu project.

A Library 3.0

“Reading is an act of culture, which it’s true is beset by a number of restrictions including paperless technology, but it’s the most shared of cultural practices. The Part-Dieu library (BmL) is a major monument to public reading in France. Yet

You need to embody within this district a space for the public to meet, and cross, and mingle

the BmL hasn’t been refurbished since it was opened. How could one dare renovate a whole district without paying any attention to the BmL? The BmL Part-Dieu is almost a manifesto for setting down knowledge on paper. Above all in a shopping and business district. It’s a little island of resistance. But it was designed more on the model of the barricade than a porous system. If we do nothing, then we’ll lose the ambition of the relationship with a cultural practice which is the most democratic possible. The code name of the project is “Gutenberg 3.0”.

A new facility on the place de Francfort

“The place de Francfort which runs alongside the Villeurbanne side of the Part-Dieu station is a strategic place for its quality of flows compared to a public which goes back and forth. The idea, quite pragmatic, is that not everything should be happening on the same side.

This place Francfort would solve the problem – sometimes in the mind – of accessibility to culture. A strong answer would consist of a product which doesn’t segment type of public. You need to embody within this district a space for the public to meet, and cross, and mingle; a “house for free time” which accepts the flow of people back and forth, future residents, passing members of the public, people just moving about. What do you do if you’ve got an hour to kill before your train leaves?

It wouldn’t necessarily be a new facility in the traditional sense, 100% financed by the public. This place could be shared or managed by a consortium of companies; the institutional stakeholders would be invited to come up with broadcasting, advertising or training initiatives because there are other sections of the public outside the premises who can be targeted. Like the Gare Saint-Sauveur (Saint-Sauveur Railway station) in Lille. This services location could be an innovator in the governance of a new cultural place and would be a break away from the cut-off between professionals and amateurs. But this would require innovative architecture to avoid segmentation. The architectural concept is inseparable from the program.”



Development project for the Place Charles de Gaulle (Auditorium).

REACTION

“Why not one day design a virtual art gallery? “

Pascal Barboni, director of the Extensions / Rénovations d’Unibail - Rodamco program, which is co-owner of the Part-Dieu shopping centre.

“The idea of the “cultural crossing” would be about imagining how one could immaterially interconnect the cultural activities of the district via the shopping centre. In the shopping centre there are cinemas already. But we need to find the conditions for creating a new cinema complex. Because at present the UGC is shared between two sites which isn’t very practical. We’d have to increase from 4,500 m² to 8,000 m².

The FNAC is also present, but the Arteum (the chain which sells reproductions of works of art which is already at the CNIT in La Défense) could be too. Why not come up with a virtual art gallery? There are also leisure concepts and creations which can be found.

The coming years will no doubt see the emergence of new innovative concepts which will involve the consumer more and generate active consumption.

Every lunchtime, In the dome of the Quatre Temps shopping centre there are dance lessons, a piano at the very heart of the mall, restaurants and cinemas. This is one of the details which we could create, for fun, leisure or as entertainment around a future dining and culture complex.”

Part-Dieu Style

Style, is the city

Architecture is one of the main resources for the originality and the attractiveness of the Part-Dieu. The district offers an impressive “collection” of emblematic architectural objects from examples of Modernness, from the Desaix residence (Mathon and Zumbrunnen, 1961) to the Tour crayon (Pencil Tower) (Cossuta and Y.M. Pei, 1977).

L’AUC is careful to look after this “Part-Dieu Heritage”, by preserving unique architecture from the 1960 -70s and by encouraging daring modern productions. The building of the “Part-Dieu Architectures Platform” currently underway is an example of this.

For the AUC, this renewed modernness must not be expressed solely through a style of objects, but also through “contents, programs and combinations of programs which will make Part-Dieu once more a showcase and a laboratory for urban and architectural innovation”.

REACTION

“ThePart-Dieu heritage exists”

the words of Gilles Buna, vice-chairman of the Greater Lyonin charge of Town planning and Quality of life.

“The Part Dieu has a history and a heritage and notably an invaluable architectural heritage which we must take cherish: Part Dieu Tower, Auditorium, Library, the Moncey Nord buildings, etc.

The “Heritage of Part-Dieu” exists. We need to continue to encourage it by means of new proposals which tomorrow will build on this richness and contribute to the identity of Lyon and its “global recognition”.

REACTION

“This district has a unique urban and architectural energy”

Interview with Manuelle Gautrand, architect.

You took part in the first Part-Dieu workshop. What do you think about this district and the way it has developed?

The Part-Dieu is a quite different district, built during the 1970s, and really there aren’t many of its like in France. For me this district has a real beauty – that doesn’t mean that it functions well ! – ; it has a unique architectural and urban energy.

My first wish, when I took part in this workshop, was to say: “for once it would be good if it wasn’t a standard town-planning program, because it appeals to a district which is anything but standard. “In a rather provocative manner, I think I said that you almost have to do the opposite of what is being done elsewhere. In any case, what is needed is a unique and perhaps

The renewal of this district should be done without destroying the architectural expressiveness which is the hallmark of special era and which even so has a lot of qualities.

unexpected approach which takes into account the characteristics of this really atypical district.

Can you single out a few buildings in particular?

Of course! Among my favourite buildings I'd have to say would be the Auditorium, the offices of the Greater Lyon, the Zumbrunnen and Desaix housing complexes and then the good old Tour crayon (Pencil Tower), which is the signature of a certain era and which has a unique character.

The renewal of this district will have to be achieved without destroying this architectural expressiveness which tells the story of a special era and which even so has many qualities.

You explained, during the workshop, that the Part-Dieu has "a real problem in the way it is connected to the ground "...

Yes, it's the typical problem of the 1970s; We find architectural writings which are sometimes powerful and innovative for the period, but also quite unconcerned about the context, of the human scale, and the relationship between buildings and the ground, and the accesses and flows.

A more subtle combination between the spaces which impress you through their grandeur, then spaces which win you over by their intimacy.

In this district, you won't find any intimate spaces: one is rather struck by the monumental appearance of certain buildings, which however I don't find displeasing. But it seems to me that an alchemy between intimacy and this monumental appearance needs to be found, a more subtle combination between the spaces which impress you through their grandeur, then spaces which win you over by their intimacy and their more homely character.

This intimacy will be the fruit of major work on the bottom parts: densifying, providing uses, creating intermediate architectures which can prevail over those, of the 70s which are sometimes too imposing..

I think also that this district suffers from an overall density which is too weak or poorly distributed: these buildings are too far apart from one another, making the user feel somewhat isolated. One doesn't detect any urban continuity. The numerous empty ground floors, too often as a result of an architecture which is too often on piles, make the urban spaces cold and devoid of any meaning and life.

The key to the success of the overall project will amongst other things be the construction of architectures which can slip into these empty spaces, flow under existing architecture, to create this intermediate and warm level and fill these spaces with shops, cafés, small groups of homes and offices etc.

Is that not what the AUC means by the expression "active bases"?

Yes and I think that these "active bases" could flow over from the current real estate premises, to lead the charge on these infamous and all too "cowardly" and lifeless public spaces. The visitor must never feel abandoned between two buildings which don't communicate with one another because they are too far apart. The visitor needs to feel accompanied, attracted by all sorts of facilities and numerous architectural surprises.

The Greater Lyon doesn't control real estate at the Part-Dieu; so how can one get round this difficulty?

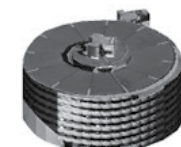
This district suffers from an overall density which is too weak or poorly distributed.

One of the major issues of the project will certainly be to find real estate, to transform spaces, which for the moment are adjudged to be uninteresting because they are left-overs, into veritable real-estate "nuggets". A space which was yesterday adjudged to be useless and unbuildable may tomorrow become a veritable attraction, a new central point.

Afterwards, the project will certainly involve public-private partnership and the exceptional urban challenge will make this dialogue and partnership easier.

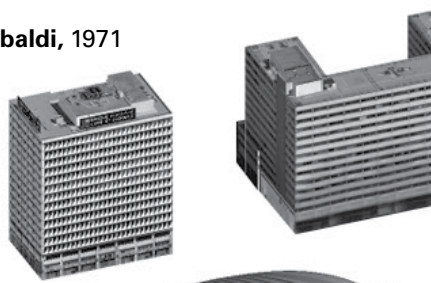
The “Part-Dieu Heritage” buildings

Moncey-Nord, 1963/1965
Marcel Gut
Jean Sillan
Jean Zumbrunnen

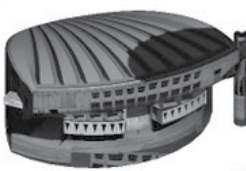


Parking Moncey-Nord, 1970
Charles Delfante
René Provost
Jean Zumbrunnen

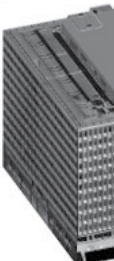
Part-Dieu Garibaldi, 1971



Le Britannia, 1974
Claude Monin
A. Remondet
A. Seifert



Auditorium Maurice-Ravel, 1975
Charles Delfante
Henri Pottier (GPR)



Tour Swiss Life, 1989
Christian Batton
Robert Roustit



Caisse Epargne Rhône-Alpes, 1977
Bellemain & Heyraud

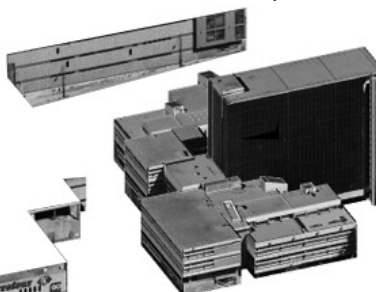


Bibliothèque municipale, 1972
Lucien Chrétien
Charles Delfante
Raoul Labrosse
Robert Levasseur
Jacques Perrin-Fayolle (GPR)

Tour Part-Dieu, 1977
Araldo Cossutta & Associates
Stéphane du Château



Façades du centre commercial de La Part-Dieu, 1975



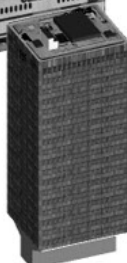
Cité administrative d'État, 1976



Tour M+M, 1972
Pierre Dufau



Tour EDF, 1977
Charles Delfante
René Provost
Jean Zumbrunnen



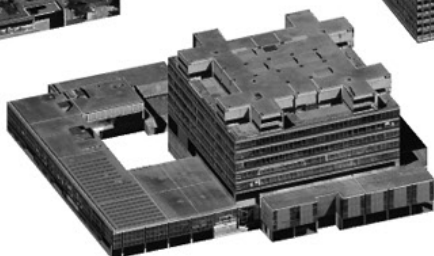
Résidence du Lac, 1972
Jean Zumbrunnen

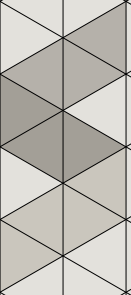


Résidence Desaix, 1963



Hôtel de la communauté urbaine de Lyon, 1976
René Gimbert
Jacques Vergely





The operating entities



The four locations of the redesigned Part-Dieu

The Part-Dieu project has developed around four operational entities which all have their own characteristics requiring an alternative contribution.

“The open station” is the area which includes the railway station, the Multi-modal transport hub and its environs.

The heart of Part-Dieu “stretches principally along the paved area and around the shopping centre, from the rue Garibaldi to the boulevard Vivier-Merle and from the rue Bouchut to the rue Deruelle. It contains the main facilities (shopping centre, library, Auditorium, etc.) and public spaces of the Part-Dieu.

“The integrate Housing complex “runs from the rue du Docteur Bouchut to the rue Paul Bert, and from the boulevard Vivier-Merle to the la rue Garibaldi. This sector in open ground which includes the France Télévisions site, the hôtel de Communauté as well as the Desaix residence is the preferred for housing development.

Finally, “Part-Dieu Sud ” stretches from boulevard Vivier- Merle to the rue Maurice Flandin and

from the rue Paul Bert to the cours Gambetta. It’s an area which has been ear-marked for services but also for sports and leisure facilities. It is currently undergoing a complete transformation, with notably the ZAC de la Buire (concerted development zone), the launch of operations around the esplanade du Dauphiné: Departmental archives, Equinox and Sky 56 buildings, work on lines T3 and T4, as well as specially redeveloping the landscape for sports, leisure and relaxation.

Equinox (Project Owner: Eiffage): office buildings + Ground Floor shopping centre at the corner of F.Faure / Mouton Duvernet + RIE (Inter Company Restaurant). 11,000 m² including 9,700 m² of offices and 1,400 m² of shops. Work in progress, handover start of 2014. Sky 56 (MO Icade/Cirmad): construction of an office building on a shared active base including an Inter Company Restaurant (canteen) RIE, brasserie, fitness centre, apartment accommodation, crèche and 30,000 m² of meeting rooms including 25,000 m² of offices. Work underway, handover end of 2015.

Focus on the open railway station

At the centre of the transport system

The railway station and its environs form the strategic rim of the Part-Dieu district, which gives it the status of a “metropolitan hub” and which will be subject to the biggest changes over the short and medium term. Indeed, this hyper central space needs to get ready to absorb the growth in rail traffic (TER, TGV, and tomorrow the Euro TGV) as well as the intensification of public transport and other transport systems at the Part-Dieu. The aim is to turn the Part-Dieu into a major European railway station but also a high-performance multimodal hub. But the plan is not to develop the station on its own, but in a wider perspective of rebuilding the multimodal hub which will provide the interconnections for transportation of all types on varying scales.

The aim is to turn the Part-Dieu into a major European railway station but also a mega high-performance multimodal hub.

The station and the squares that it links together by its thoroughfare hall (the place Béraudier to the west and the place de Francfort to the east) also form a major public space at the epicentre of the conurbation. The reconfiguration of this space, which needs to be based around the practicality of movement, the real-estate regeneration and the innovative approach to the public space, must therefore form part of a particularly ambitious and qualitative development program.

WHAT THE STAKEHOLDERS HAVE TO SAY

“A dialogue between the railway station and the area around it is necessary.”



Interview with Frédéric Michaud, Director of Development and Jean-Marie Duthilleul, architect, Chairman of AREP, a multidisciplinary research unit for redevelopment and constructions, and subsidiary of SNCF Gares & Connexions.

What do you think of the urban redesign project for the Part-Dieu?

FRÉDÉRIC MICHAUD: This sort of undertaking is relatively common in the major metropolitan stations. There are a number of urban areas that want to regenerate, rebuild their central district and take advantage from the dynamic that the new transport systems provide, so as to dynamise the local urban fabric. It's totally in tune with our priorities which are focussed on developing transport facilities in a manner which is consistent with the development of its environment. And notably intermodality: public transport services, the link between transport modes. In Lyon, the Sytral (1) initiative for that matter is particularly remarkable and structured.

The urban shape takes up a whole lot of work in itself: in terms of the way in which the station is going to be a part which is completely incorporated within the district and the way in which the district itself is going to be modelled to find room in it for this transport facility. A dialogue is always necessary between the transport facility and the area. There's no place for any compartmentalisation: on one side the urban stakeholders running their project, and on the other the railway world conducting its studies and carrying out its developments. Non, there is obviously a dialogue and a reciprocal infusion of ideas and concepts.

This being the case, what are the ideas and concepts developed by the AUC which appeal to you?

FRÉDÉRIC MICHAUD: What seems important to us as the management authority for the station, is the importance of safeguarding the vitality of the transport facility. A station which is suffocating or dysfunctional is to the detriment not only of rail transport but also the whole of the district. For us, the crucial issue is relieving the congestion of the concourse which is reaching the limit of its capacity. The project must allow the station to breathe by providing new spaces. A certain number of stations are side configu-

The station is going to be a part which is completely incorporated within the district. The district itself is going to be modelled to find room in it for this transport facility

red stations which can be stretched along their length and height. The station can develop under the tracks, this is an extremely restricted space which will need to be expanded and

allowed to breathe. Several layouts could be envisaged. Either the station space breathes whilst remaining under the tracks with all the restrictions that that imposes, or it can breathe in the spaces on both sides

The railway stations of tomorrow will be more and more public places, places for living in, for shopping, for dining and for services. How can these changes be planned in the limited space of the Part-Dieu railway station?

FRÉDÉRIC MICHAUD: We need space, especially if we want to provide travellers with services and facilities : intermodal transport, ticketing, dining, shops etc.

The station like a place of life, is very much a part of the guiding principles of Gares & Connections. For that, the station mustn't be a hollowed-out concourse where you lose time waiting for your train. On the contrary, waiting time needs to become time that can be used, one needs to be given updated information about one's train so that in the meantime one can use the services and shops as and when needed. It's a big help in making travelling a more enjoyable experience, and therefore to an extent encourages people to choose to use public transport.

This is very much our thinking at Part-Dieu. Beyond the need for capacity at surface level, there is a qualitative need for consolidating and developing the services which can be provided to travellers. In this situation we're in a major conurbation and therefore we're dealing

with a rather higher quality of travellers who are looking for this type of services.

Is there anything special about the Part-Dieu railway station?

JEAN-MARIE DUTHILLEUL: Very few train stations in France are a passageway leading directly to the platforms (what is rather coarsely called an underpass), the entrance hall and station concourse as well as a major pedestrian thoroughfare all in one. It's a type of railway station which is unique in France. It's a bit like this in Berlin, or in Basel in Switzerland. Because at the end of the day, what is a railway station? A place where one can comfortably walk from one's train to another mode of transport. One is more or less sheltered from the rain, kept cool in the summer and warm in the winter, etc. Yet, at Part-Dieu you are whisked directly from the access route to the trains on the public space, in the open air, towards the bus stops, towards a metro station that one can only get to by going outside. Whereas everywhere else, one ends up on a concourse, a sort of transport gallery similar to the type you have at Strasbourg, Le Mans, Marseille Saint-Charles, or even Turin, which provides a comfortable transfer from one's train to the other types of transport for getting round the city. In a way this is the issue facing Part-Dieu. Beyond the general overloading of space, there is the real subject of user comfort.

The AUC is developing the interesting concept of "easy ground ". Yet, an easy ground, for the public, means a ground where one can easily get from the train to other

types of transport, in the warm and away from the rain and where one can make use of services, etc. This we very much agree upon.

What do you think about the method of governance of the regeneration project for the railway station?

FRÉDÉRIC MICHAUD : A partnership arrangement outlined by agreements has been put into place relatively quickly given the number of contributors and the important stature of some of them. Supported by the prefect, the Greater Lyon is playing a leading role in all the studies that are being carried out throughout the whole of the sector. With a more special role focussed on Gares & Connexions (Train stations and Connections) and RFF (Track & Infrastructure operator) for the Part-Dieu railway station. There is a second organisation for studies on the Lyon rail hub, with the two organisations talking and coordinating between one another more and more. The positions in the discussions are becoming closer and closer.

To what degree is the station like the city centre and a public place?

JEAN-MARIE DUTHILLEUL: The two are linked. The public square, has for thousands of years been the place where access paths to the city converge. The cardo and the decumanus maximus once crossed at the central square. Ultimately a public square is a crossroads for traffic routes. As the place where all the types of traffic converge, the railway station is by its very nature a public



space. It's just that it needs to be able to have a shape that promotes a sense of contact between people and things: trade, communication.

FRÉDÉRIC MICHAUD: It has to be a place where it is pleasant to stay or wait or where one has access to information, and where one can make good use of one's time.

What is the schedule for these different projects?

FRÉDÉRIC MICHAUD: This type of project requires a certain amount of time for technical preparation and consultation. There is also a public debate to be had, the procedures for the declaration of the project as being of public interest, the organisation of the finance... In her report on the development of the Lyon rail hub, Marie-Line Meaux mentions a target date of 2030+. The choices regarding the Lyon rail hub need to be made fairly quickly, so that the necessary groundwork can be done.

The current transport hub will be saturated before this date. It needs to breathe and to grow before this date. The necessary steps need to be taken and implemented between 2014 and 2020, otherwise the current difficulties may get out of hand.

By the start of 2013, we will have completed the first stage in the study which will allow us to make a choice in respect of developing the transport hub. Then we'll take the study a step further so that it is consistent with what is going to be decided for the Lyon rail hub.

The first part of the study concentrates on the analysis and on the program, thus enabling the first ideas for development solutions to be identified. Now, there are going to be more in-depth Discussions between the Greater Lyon and the AUC. It's a case of getting a dialogue going between the urban intentions and the need to develop the transport hub so as to marry the different concepts.

(1) Intercommunal cooperative for Transports for the Rhône and the Greater Lyon

EXPLANATION

“A partnership which is very much dovetailed around the station”



Emmanuelle Balmain, Initial coordinator of the transport hub project for the Part-Dieu Mission, and in charge of the rail projects for the Greater Lyon.

“A governance which is a little complex is being put in place for the Part-Dieu train station, and which is run, at the request of the different partners, by the Greater Lyon. It's a national station which was recognised as a very large station, in the same way as the Parisian railway stations are, by the Keller report which was published in March 2009. Today, Part-Dieu is the number one national interchange hub, and Lyon is France's leading rail hub straddling the north and south networks. Tomorrow with a certain number of main line projects: Lyon-Turin, Rhin- Rhône, Paris-Orléans Clermont- Ferrand Lyon but also the TGV lines for the PACA region (Provence, Alps & Côte d'Azur) for Barcelona and from the north coming from Germany, more and more TGV traffic will be passing through the Lyon rail hub. There are also the regional projects notably for the Lyon area where the aim is to have one TER (Regional Express Train) running every 15 minutes. So it's today that the Lyon rail hub needs to be developed. There are a number of different scenarios. The chairman of the Greater Lyon has already taken a position on one of them, that of the underground railway station. By the rather far off 2030, Part-Dieu could be an underground train station with the TER underground and the TGV above ground.

Before that though numerous studies would need to be carried out. Gares & Connexions is conducting studies on the railway station itself. The Greater Lyon, via the Part-Dieu Mission, is carrying out studies on the places Béraudier, Milan and Francfort as well as on every aspect of accessibility to the site. RFF (Réseau Ferré de France) is studying the platforms. And the Sytral (Public Transport Authority for the Rhône and Lyon Conurbation) is looking at the capacity of the urban network to absorb the flow of rail users which pour into the transport hub. These studies are being carried out interactively because they all concern each other. To put this very interlocking partnership into effect, a protocol was signed in July 2011 with the understanding being that everyone will work together on the functional program for a multimodal transport hub with a blueprint to be delivered for the start of 2013 with the completion date set for the end of 2020. With this redevelopment of the station the future will be secure – whatever the solution finally chosen for the Lyon rail hub – and the aim of the project is to keep things together until the completion of the future underground railway station, for the next ten years by taking the pressure of this railway station”.

Focus on the heart of the Part-Dieu

The Agora of the Conurbation

Because it is home to the principal facilities and public spaces of the district – shopping centre, Municipal library, Auditorium -, Coeur Part-Dieu is a vast agora with cultural, shopping, entertainment and events facilities designed with the public in mind.

The challenge is to make these facilities available in the public space to valorise and diversify their functions to form a full and consistent package of shops, leisure and cultural facilities for a metropolitan hyper centre.

It's also about interlinking them and providing them with better connections to the rest of the city. Having inherited a town-planning based on paving stones, the Coeur Part-Dieu is a combination of different levels with upper locations (often quiet) and ground level locations (very busy). Because of the necessity for "Easy ground", the Part-Dieu project is aimed at making the pathways and the connections between these different spaces more visible and more comfortable to bring them to life and so that users can feel a sense of sharing them.

ACCOUNT

"The Part-Dieu project is operating in a spirit of partnership which is completely unique"

Interview with Pascal Barboni, Program director for Extensions / Rénovations d'Unibail - Rodamco, joint owner of the Part-Dieu shopping centre.

What does the Lyon Part-Dieu shopping centre mean to Unibail-Rodamco ?

The shopping centre that we have in this emblematic district is our third biggest in France in terms of number of visitors, after the Quatre Temps at la Défense and the Forum des Halles in Paris. Lyon Part-Dieu is also the number one city centre shopping centre in western Europe in terms of size – 130,000 m² of retail space – and in number of shops: 270.

We are already in a district which is intrinsically spectacular. With an extra million m² space planned under the Part-Dieu project, it's appeal will be strengthened. It's an

exciting project for us because the shopping centre will be at the heart of this project.

What do you think about the Part-Dieu project?

It's an ambitious project which has drawn support from many quarters. The idea is to turn it into a model district for Europe, by giving this district which was designed in the 1970s a new lease of life so that Part-Dieu can become an essential address.

The work undertaken by the AUC is of a very high quality, notably in terms of the method: there has been a true engagement with the stakeholders involved in the district.

Furthermore, what we have before us is a local authority which is dead set on moving forward and is a dynamo for creativity. This is fundamental if we are to achieve the targets that we have set.

The desire to undertake this project goes back along way and we are very much aware of the vision that the Greater Lyon has for the Part-Dieu district. We have been able to follow The development of the Concept Plan, then of the Guide Plan and then the Reference Plan designed by the AUC right from the very first concepts to the presentation of a very innovative model to the MIPIM, International Professional Property Market in 2011.

We have shared and established the first blueprint for a coproduction. We are in the process of completing a major stage with the signature of a protocol of objectives. What is necessary now is that all the projects which have been prepared, materialise. Every one of the public and private stakeholders is going to have to actively participate in the regeneration of this district.



The Part-Dieu aims to develop this district in the next 5,10, 20, 30 years. What future changes do you see for the Lyon Part-Dieu shopping centre?

Our strategy is one of constant change, both in commercial, architectural, and technological respects as well as in design and communication. The fact that Apple Store and other brands are opening their stores in the shopping centre or in the city centre for the first time, is recognition of our determination to engage in constant renewal which chimes perfectly with the expectations of our clientele.

Since 2009, we have accelerated the proof of this policy of renewal, with the opening of the Terrasses in a friendly, warm and welcoming setting. Where there was once only unwelcoming paving slabs which needed serious redesigning, we have introduced new concepts for dining. It's the first stage in a story which is unfolding before our eyes.

The 2nd stage, the extension on the Tour Oxygène side, has allowed us to welcome new brands which couldn't previously be found in the Rhône- Alpes such as New Look, Via Uno, We Store, Calzédonia, etc.

Autumn 2011, saw the end of the 3rd chapter to the story, that of the renovation of the shopping centre.

What's left now is the redevelopment of the level – 0 ("metro ") which handles a lot of traffic and for which we are looking at different ways for its redevelopment which will embody our expertise as much in the work with the shop brands as well as with the design and attractions. This in parallel with the introduction of new technological applications and notably interactive directories (touch screens for finding one's way around).

The Part-Dieu project includes the conversion of the roof terrace of the shopping centre

into a public leisure area. Do you go along with this project?

Today, the Greater Lyon has made clear its decision to create a purpose for this roof terrace of the shopping centre by developing a certain number of activities. It's true that this is a unique location with an astounding view, looking out over Fourvière.

In addition, one needs to take account of the atypical character of Lyon Part-Dieu: the hypermarket is located in the top part of the shopping centre instead of on the ground floor or in the basement. And it's because the car park is essential for providing access to the users of the hypermarket that it is located on the roof. These fundamentals need to be taken into account.

Is that to say that you are not prepared to abandon the idea of the car park on the shopping centre roof?

The roof for the existing centre has two functions: a parking function and a technical function (the air-conditioning equipment, etc.). Certain things may change. The car park could be moved but only partly because our concern is not to have as many parking spaces as possible but for them to be close to the shops. The proximity of the car park to the hypermarket is essential.

There's no doubt that the car park needs to be looked at again, landscaped and made more attractive, but part of it must remain on the roof.

What do you think of the AUC's project of creating an East-West pedestrian gallery?

One can't imagine cutting the shopping centre in two to recreate a road open to the sky. The property structure forms a whole. The existing asset must support the urban transformation. It is now the shopping centre which is providing the irrigation for the dis-

trict because it is an entity that one crosses and goes through to reach one's destination. In this respect, it has the features of a public place. Our feeling is that one must be able to continue to use the shopping centre as a through route, but it's our job to make the route for users more functional and legible – I say "users ", and not just "customers ".

At the heart of the Part-Dieu island, the shopping centre must have the role of helping improve the visibility of the district. This involves the refurbishment of our entrances. When the rue Clément Bouchut entrance is refurbished and when the rue de Bonnel is redesigned, we'll have to start working on the interface.

For the boulevard Vivier-Merle, we still think that the opening should be through the shopping centre.

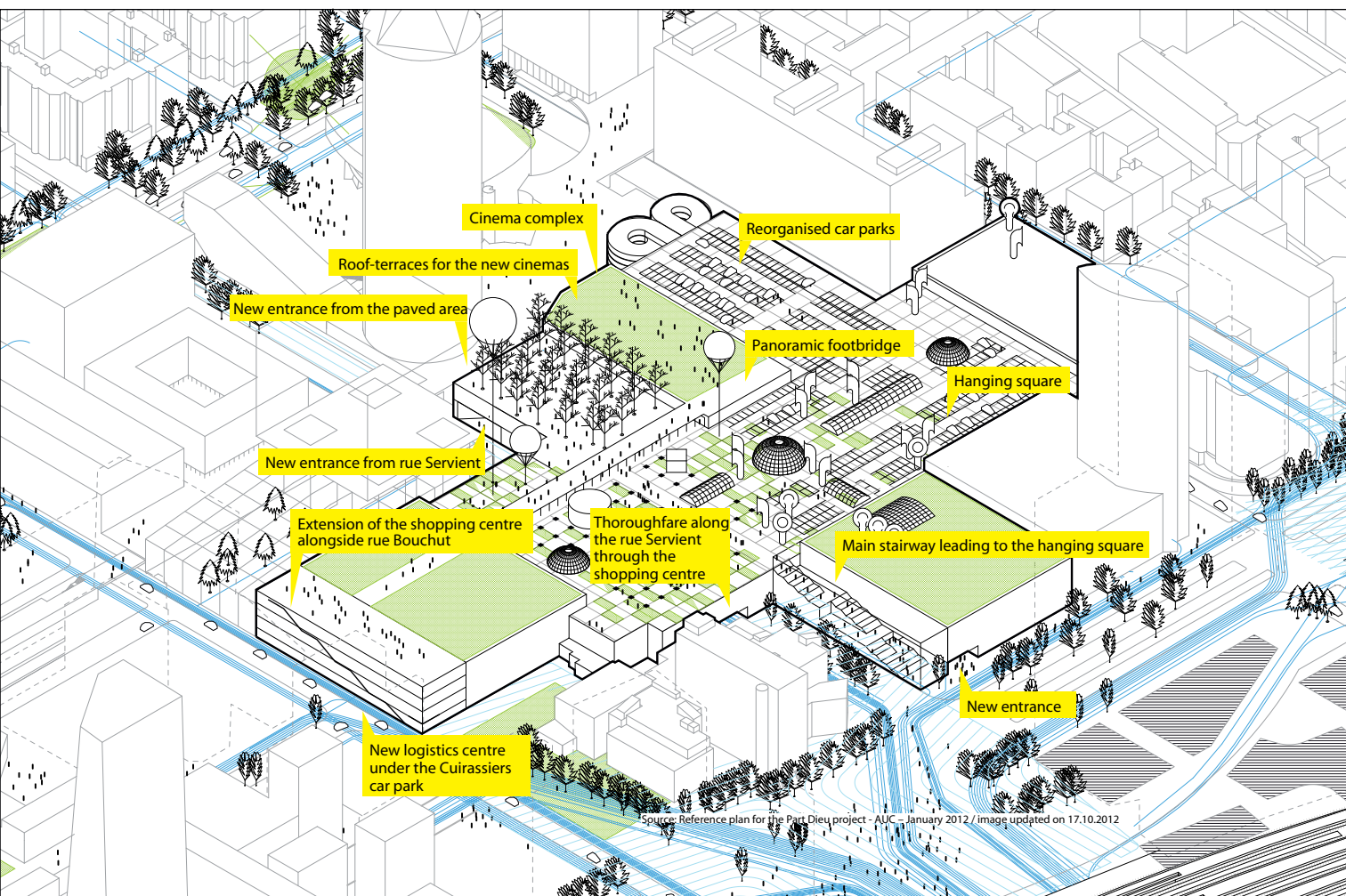
Overall do you go along with the approach of the AUC and the Greater Lyon ?

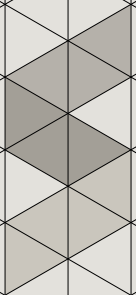
Our group fully supports the policy instigated by the Greater Lyon, with whom we share a common vision for the district. It's this that undeniably allows us to move forward as a partner and coproducer of the renovation project.

Tomorrow, when the Part-Dieu becomes home to major national head-offices, it will need to be in a position to provide a new generation shopping centre combining all the expertise of our group: polysensoriel experience, design, technology... We are going to continue to attract major brands, international flagships and innovative concept stores. The vision and the will which exist in the district, apply equally to our centre.

We are very excited about this project and very happy that it is being carried through in a spirit of partnership, which is totally unique on a national scale.

Part-Dieu shopping centre





Tribute



Tribute to Charles Delfante

Charles Delfante who was involved with each stage of the project for the “redesigning” of the Part-Dieu, and who was the initial designer of this district, died on 4 January 2012. With his knowledge of all the issues and peculiarities of this district which he helped create, Charles Delfante followed the progress of the Part-Dieu project with his outspoken views and his rebellious spirit.

Born in Lyon in 1926, Charles Delfante graduated from the town-planning institute in 1953; he was before too long named town-planning advisor to the Ministry of Reconstruction. As part of this role he was responsible for studying a project which would become the general development and organisational Plan for the Lyon region (PADOG) in 1961. In the same year he became Director of the Lyon municipal town-planning Workshop for which had just been opened and where he would carry on with his Program until 1978. At the same time, he was in charge of the study group set up for restructuring the centre of Lyon and which culminated in the creation of the Part-Dieu district. In 1983, he also worked with the architect Michel Macary on the construction of the Part-Dieu railway station. For more than 30 years, this disciple of a human and ambitious style of town planning presided over

the urban destiny of Lyon alongside the Mayor Louis Pradel (1957-1975).

Charles Delfante next went on to undertake the construction of the Saint-Genis-Laval shopping centre in 1980 and the household waste processing centre of Nancy in 1995, and then the renovation of the Gratte-Ciel de Villeurbanne (Villeurbanne skyscraper) in 1999.

But Part-Dieu remains his “great work”, which he always viewed with a critical eye. In a work entitled “Part-Dieu, the success of failure” (éditions Libel, 2009), he examines how the politicians, developers, financiers and the doubting Thomases finally got their way for what was originally to be one of the most innovative urban centres in Europe. Charles Delfante recognises in his book that this urban failure was a very great financial success...

Only a few days before his death he was still speaking with energy about one of the great passions in his life: Part-Dieu.

“in this “redesigning” of the Part-Dieu, I find all the enthusiasm and spirit that gripped us 50 years ago”



Interview with Charles Delfante town-planner and initial creator of the Part-Dieu project.

How did you get involved with the urban “redesign” “project for the Part-Dieu”? What do you think about this new major project, fifty years after the initial town planning project that you designed?

The Part-Dieu Mission has had the courtesy to keep me informed, at each stage, of the development of the Part-Dieu project. Nathalie Berthollier and François Decoster have both showed me the studies from the AUC. More recently, Nathalie Berthollier invited me to come and see a most impressive

its Innovative character should be able to propel Lyon to the position where it is once, more at the cutting edge of European town-planning.

model full of novelties which sets out what the project is all about, in a way that I don’t think could be done any better. When I looked into the Guide Plan, I was excited and delighted by what I found. I must offer my hearty congratulations for the work that has been done, the

relevance of the findings and the quality of the proposals. The cynics might say that I’m only congratulating them because this Guide Plan is using a certain number of the original guiding principles. Never mind! In this “redesign” I can see all the enthusiasm and the spirit which guided my team some 50 years ago. It’s a remarkable undertaking which brings with it, its load of hypotheses, solutions and its innovative character which should be able to propel Lyon to the position where it is once more at the cutting edge of European town-planning.

You wrote a self-critique on the initial project, which was called “Part-Dieu, the success of failure”. Did the Part-Dieu district really deserve the scathing criticism from the AUC?

Should we stubbornly attack, and change everything or at least to a considerable extent? Why not! The problem is that there will always be a problem of adjustment between the implementation of the projects and the finance options. It gets very difficult. But within a relatively short space of time one needs to find parts to the program the usefulness of which can be detected immediately by the population.

“One can’t create a city if no-one lives there” as you always say and this is what you call the “Delfante Motto”...

I always refer to this anecdote. When De Gaulle came to Lyon after the turmoil of 1968, we wanted to announce the Part-Dieu project to him. Knowing what De Gaulle was interested in, I tried to promote the idea that one aim of the project might be to make the work of the typist toiling away at Part-Dieu more fulfilling. Today it would be the young PR specialist whose life we might be trying to make more rewarding. During the

garden party in the gardens of the Préfecture, the project was explained to De Gaulle by a quartet consisting of: the prefect, Louis Pradel the Mayor, the facilities director and myself as designer. De Gaulle, all six foot six of him looked down at us. There was this silence. Then a sudden impulse : “Tell me, Mr Mayor, what’s life like after 5 in the evening in this place your proposing? Is there any enjoyment to be had? Is there a bistrot anywhere to be found?” He was so right!

I must offer my hearty congratulations for the -work that has been done, the relevance of the findings and the quality of the proposals.

Cities, and one can see this with the growth of Chinese cities, are always changing : they generate their own dynamic. What are we interested in when we are preparing the urban plan for the Part-Dieu? It’s the way in which the space is going to be able to live from morning to evening, and how we will feel the life pulse of the city.

Life is full of hard knocks. One of the first that I was on the receiving end of was in the suburbs of Tunis, in front of the Roman ruins at Dougga. As one faces these ruins, one feels that there is life! With us there is nothing like that. In certain urban programs it was necessary to stress the watchwords of development, communication, etc. to allow life to flourish.

Do you still think that the population is not sufficiently taken account of in the Urban projects?

I’m not sure that we’re asking the right questions here. Greater Lyon, Grand Paris... We rattle off the projects but are we taking account of the existing or future popula-

tion? Is the population going to be compatible, or in synch with what the town-planners have in mind? We no longer use town-planning and the quality of town-planning to improve quality of life, which is something that seems to me to be essential. There are no smiling parts to the Part-Dieu; it's just boring! This is a pity. Even so the initial policy from the politicians is interesting: a degree of social diversity had to be found to keep the population mixed. Then come the questions of profitability ... Still, in order for there to be this attraction, this abundance of activities, quite simply one needs to look after the well-being of the people. People must be able to get satisfaction from what is around them, to feel good in their environment, in order to feel satisfied inside.

What is the principal condition for making the Part-Dieu project a success?

We need to avoid at all costs the Part-Dieu being confined to a certain space. In Italian cities there is a communication problem between certain parts of the city. It's a pity that after all wars of the Middle Ages we weren't able to develop our ability to criticize in order to increase the number of points of polarisation. With this in mind, how can we get the Part-Dieu to link up to the Presqu'île ? This seems to me to be a crucial point.

What do you notice most of all about the AUC's project?

There are loads of interesting things in the project from the architects of the AUC, a stack of good things in fact! First because they have taken on board the circumstances of the creation of the railway station and then of Part-Dieu. It's the problem of creating the station bearing in mind the half-hearted speculative manoeuvres of the SNCF which skewed the project. It was smart to take account of this context, and of the history.

For the railway station, it's clear that we are going to have to do what we didn't do 20 years ago: provide underground access to the railway lines. It's going to cost a bomb ! Whereas it would have been so easy in the first place to build large rail area two levels underground.

But do you have any reservations or criticisms of the project?

The only "fault" with the project is that it doesn't develop the Part-Dieu /Gratte Ciel route which I think is important. Another important point in my view is: the Part-Dieu / Saint-Exupéry visual line. I think that it's essential that there is visual contact between the airport and Part-Dieu. It's important to always be able to appreciate the distance, a sense of contact is what gives one a feeling of belonging.

I also think that the Garibaldi project, with the landscaping development of the place Charles de Gaulle, would be better if it were more dense, in order to play a fuller role in the Part-Dieu project. Unfortunately the head architect from "monuments de France" doesn't seem to want to change anything, on the grounds that the Auditorium and the square are listed as being a part of the "20th century heritage ". Yet this Auditorium and the place Charles de Gaulle were designed to correspond to an environment left to Garibaldi which resulted in this wretched fiasco. They are interesting creations but they need to be adapted to and reworked according to the changes occurring in their environment.

The way in which urban landscapes are designed has changed a lot. The landscape environment is that important that the features of the area need to be able to adapt to the numbers of people passing through.

We have an opportunity to redesign all the spaces from the rue Juliette Récamier right up to the place des Martyrs de la Résistance, so let's go for it!

(Remarks recorded on 21 December 2011, Just before his death which occurred on 5 January 2012)

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