

POLYTECHNIC OF TORINO  
FACULTY OF ARCHITECTURE 1  
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**Honors theses**

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**Looking for the ring. Exploration of the boulevard périphérique of Lyon  
between aesthetic of mobility and urban regeneration**

by Chiara Molinar

Tutor: Matteo Robiglio

Co-tutor: Marc Baraness (Ecole d'Architecture de Lyon)

My thesis focus on the exploration of the *boulevard Laurent Bonnevey* of Lyon, better known as *périphérique*, or simply *périph*.

This is one of the typical urban infrastructures created from the 50s answering to the need of a fluent traffic, without considering urban implications.

Nowadays they are a matter of great complexity.

Even if it is realized to solve a problem of accessibility at territorial scale, this infrastructure is called to live into the local dimension where it represent an intrusion, mostly brutal, in urban space.

A dichotomy characterize this type of roads: they belong at the same time to two different worlds: the mobility one, based on rapidity, and the urban one, based on permanence and stability.

In mobility's world, that works at territorial scale, the *périph* represent a corridor that connect several communes and that is connected to the territorial infrastructural network.

Vice versa, at the local scale, this road represent a wound in urban texture, a barrier that block any transversal relation.

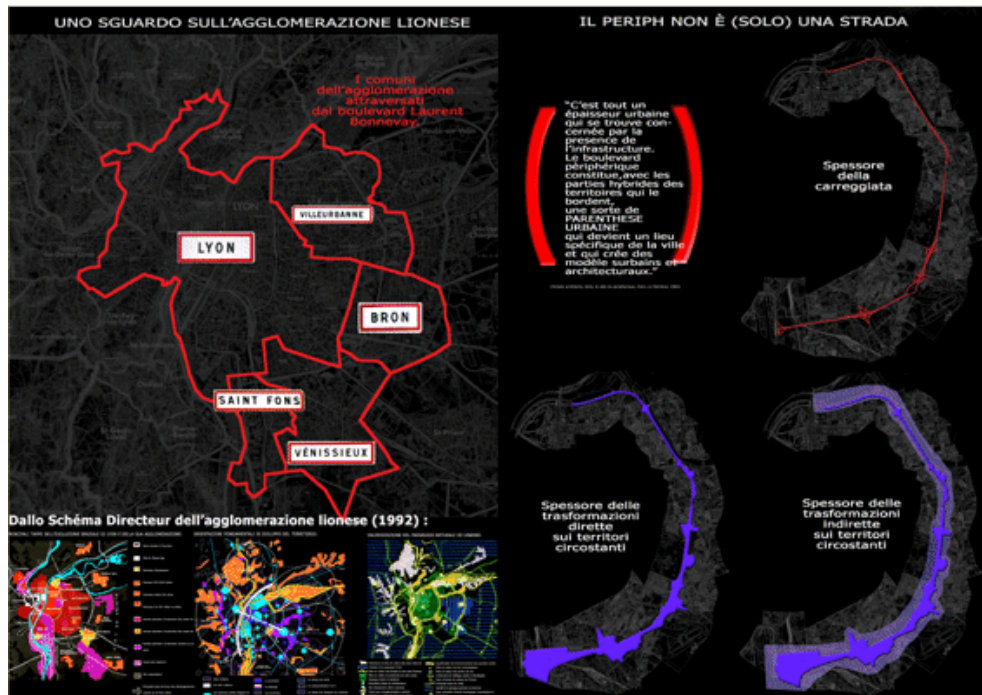
This study is supported by the conviction that we can reconcile the needs of a rapid transit road with those of an urban context.

This is the reason that induced me to constantly keep a double point of view: the view from the road and the view of the road (from surrounding territories).

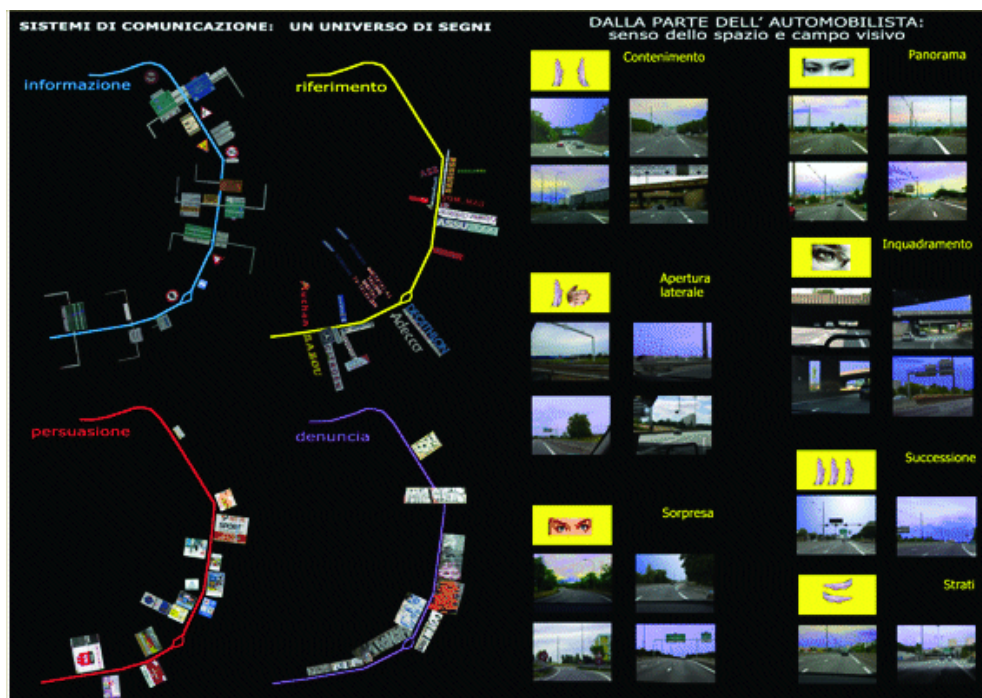
To explore the complex territory of an infrastructure in urban context, has signified walking it. This approach had permitted to base my project on a deep knowledge of this part of the town.

**It has been a real journey, inside and outside the infrastructure, at different speediness and in several directions.**

This road constitutes, together with the surrounding territories, a sort of urban suspension: it becomes a specific urban space that creates his own architectural and urban models.



Personal exploration and objective analysis have been essential to let me know a fragmented landscape that has been greatly altered by the infrastructure. First I went along the fragments of towns bordering the infrastructure, then I covered the entire *périph* by car, from north to south and vice versa, perceiving a problematic but fascinating landscape. As you ride along, the *périph* ends to be the element that separate and becomes the one that connect four different communes of the metropolitan area, permitting to reach many destinations.

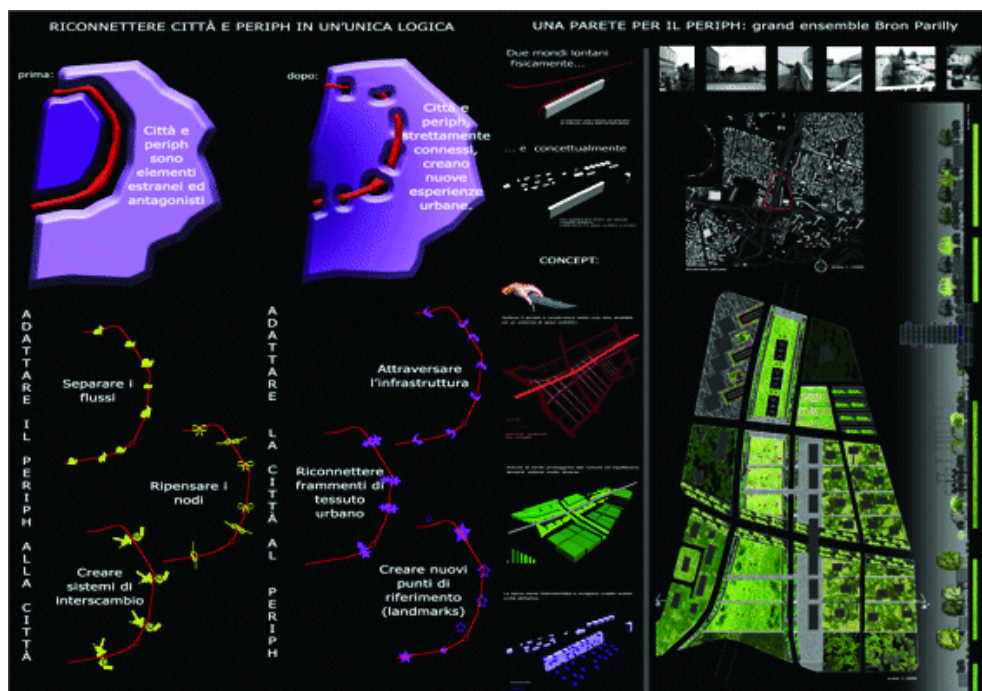


The impact of this type of roads requires a global vision considering landscape, spatial use and the question of the crescent appropriation of space by cars.

Transport strategies must be integrated to urban design in order to weak the need of movements and to improve public transports.

Consequently, I questioned myself about the future role that this road would play into his metropolitan area and about the possibilities we have to modify the actual situation.

The main objective is the production of an urban space able to resist to separation's logic and **to restore the dialogue between mutable and constant, transformation and persistence, speediness and calm.**



The meeting between infrastructure and human settlements produce a multiplicity of different spatial experiences that need a specific design solution.

Every design proposal aims to regenerate degraded districts and to create an interesting landscape for the users of the *périph*.

The initial phase of analysis induced me to individuate three significant situations for those I conceived a possible valorisation, differentiated to meet different needs and to respect the existing identity.

These three projects aim **to repair the fracture created by infrastructure** through transversal interventions that favour the insertion of activities and public spaces .

For further information, e-mail:

Chiara Molinar: [chiaramolinar@hotmail.com](mailto:chiaramolinar@hotmail.com)

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