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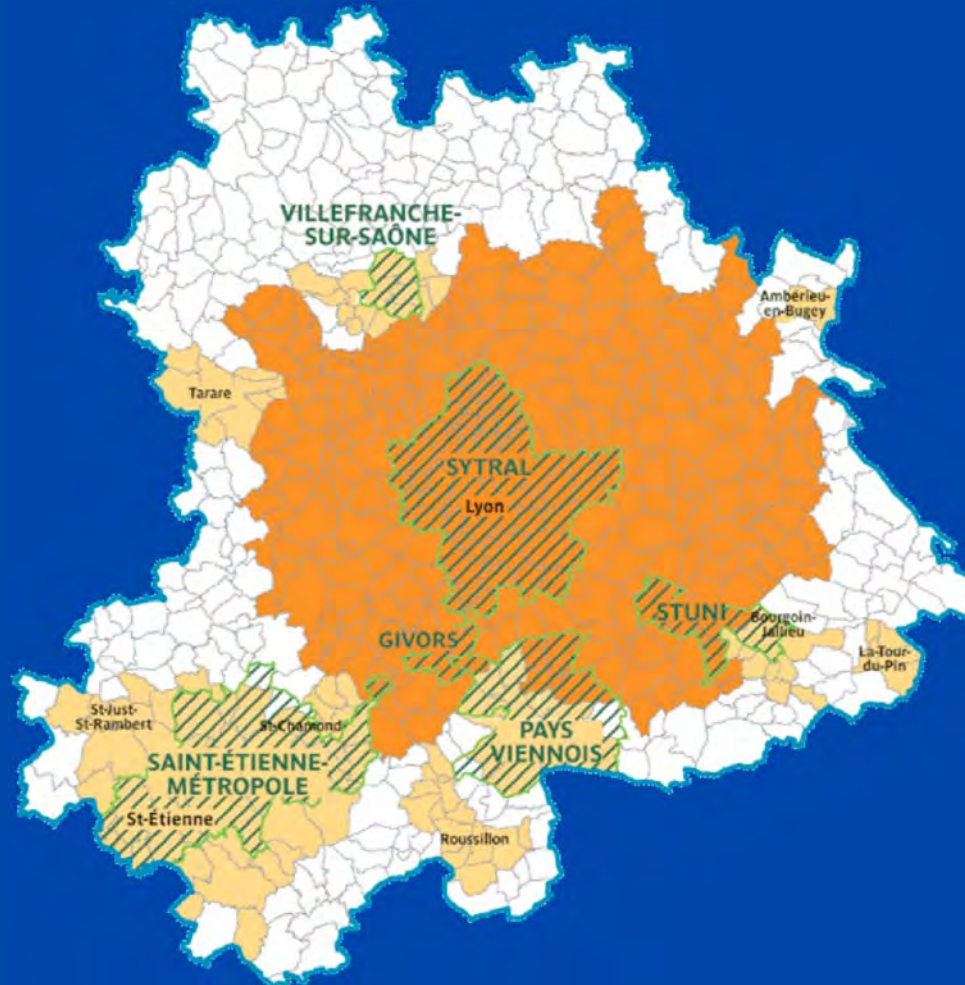
Public transportation as driver of urban development



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SYTRAL's scope of action within the Lyon Urban District

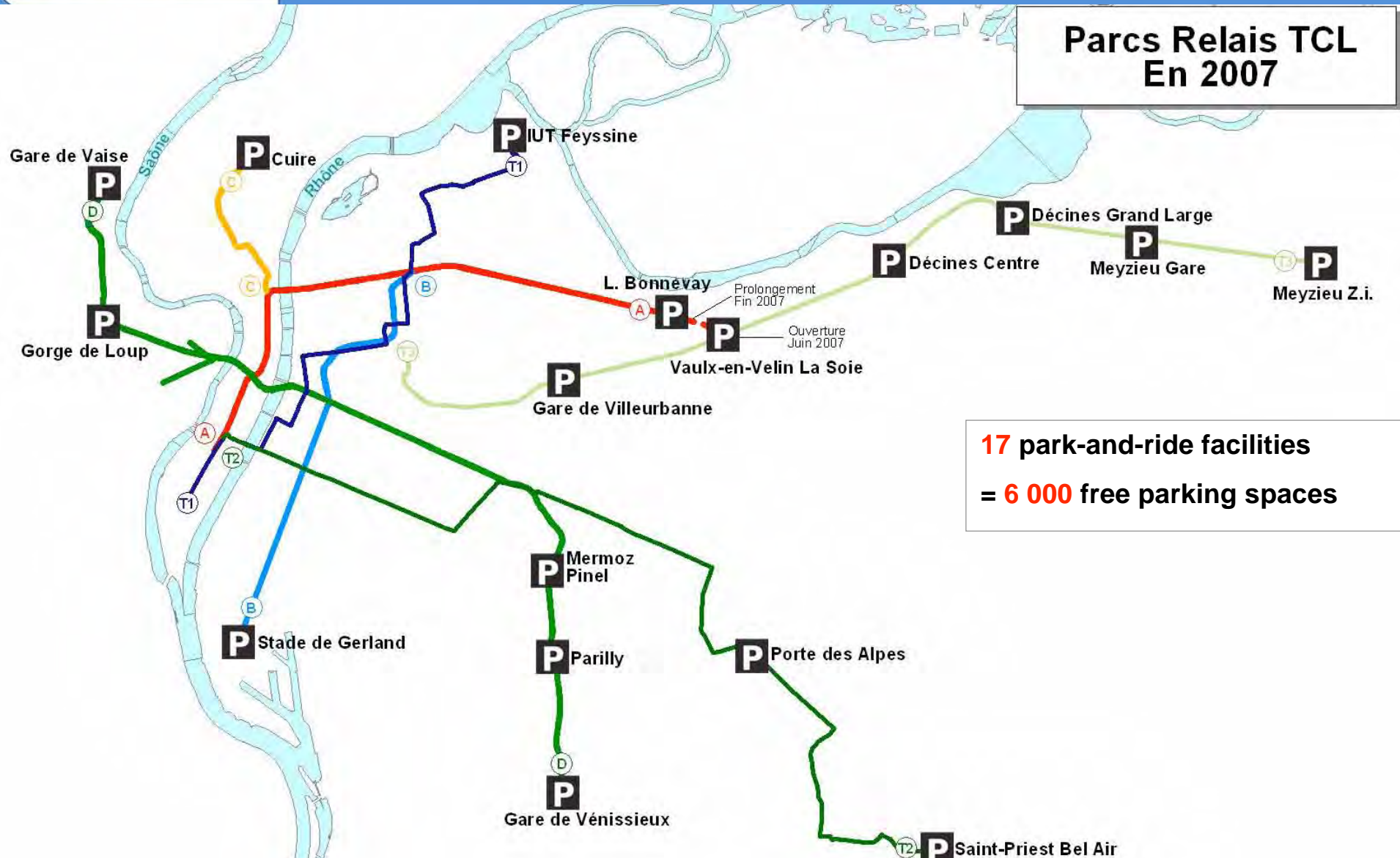




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TCL Network an P+R facilities

Parcs Relais TCL En 2007



17 park-and-ride facilities
= **6 000** free parking spaces



Public transport as driver of urban development

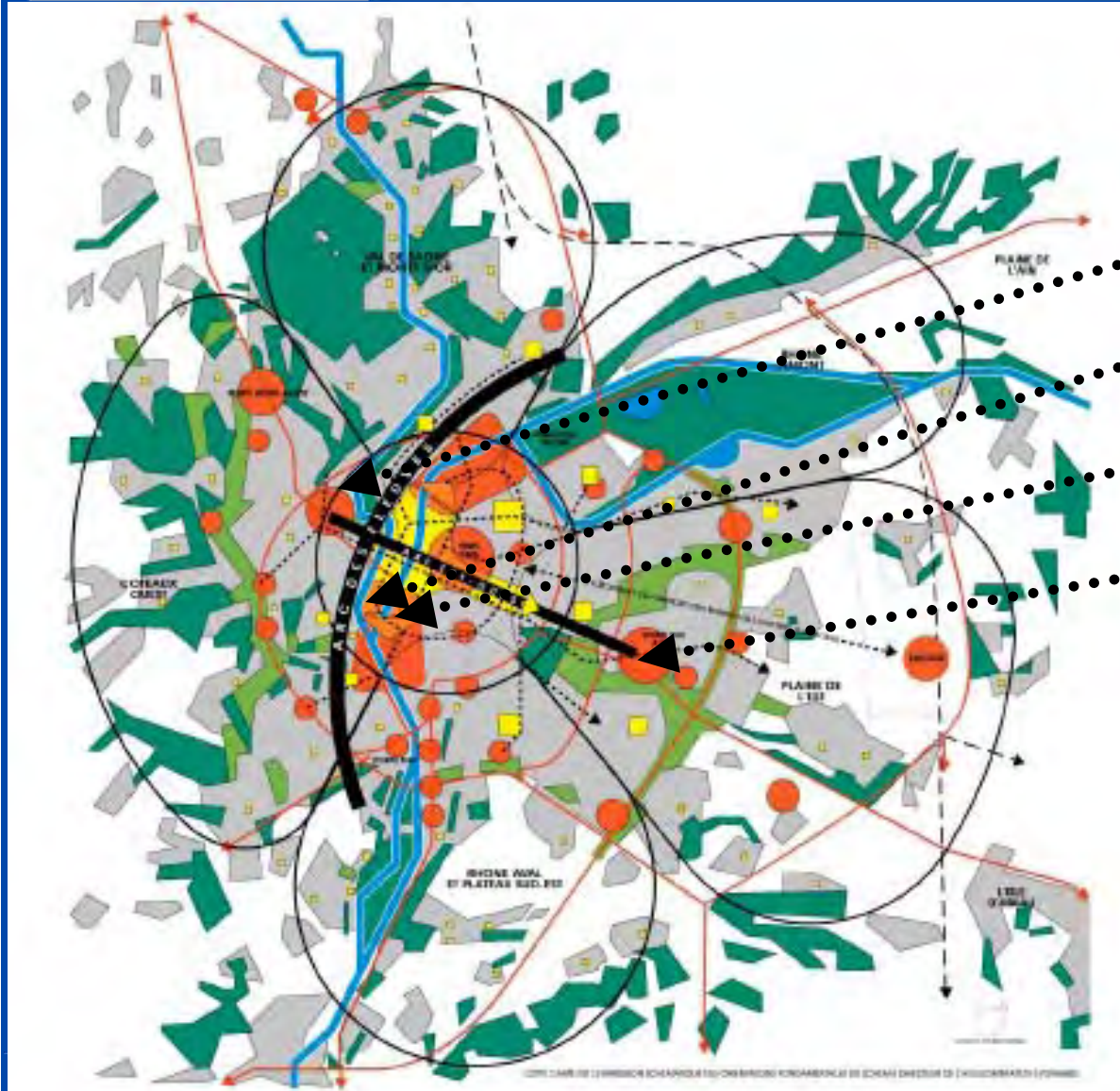
1 - Public transport and Key Development areas:

- Gerland
- Vaise
- Confluences
- Porte des Alpes
- Carré de Soie

2 - Assessment of first light rail T1 and T2 lines impact on urban development.



Lyon's 1992 Strategic Urban Development Plan



Urban Development
Key Areas :

• Vaise

• Confluences

• Gerland

• Porte des Alpes



Gerland District renewal





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Gerland District before the underground extension





Gerland District renewal

- An 19th century industrial district
- Underground extension in 2000 – 3 new stations
- Urban renewal since :
 - Ecole Normale Supérieure de Lyon
 - Gerland Technopôle : biotechnology
 - 150 companies
 - 8,000 jobs
 - 26 labs
 - 1,000 scientists
 - 3,000 students
 - Real estate investment programs :
 - Massimi (1,800 flats)
 - Bon Lait (900 flats)
 - A. Perrin
 - International Lycée



Gerland District in 2007

Massimi

Bon Lait

E.N.S.





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Vaise before the underground extension

Isolated district of Lyons – Industrial & Residential

Underground extension in 1996 – 3 new stations





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Vaise multimodal station & Paris plaza



SYTRAL. SYNDICAT MIXTE DES TRANSPORTS POUR LE RHONE ET L'AGGLOMERATION LYONNAISE



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Vaise II park&ride - KPMG offices



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Vaise II park&ride



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Vaise : tradition & modern



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Industry District



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Gorge de Loup – a renewed district



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Gorge de Loup



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Gorge de Loup multimodal station



SYTRAL. SYNDICAT MIXTE DES TRANSPORTS POUR LE RHONE ET L'AGGLOMERATION LYONNAISE



Confluences : a major urban project





Confluences





Confluence urban renewal





Confluences urban renewal





Confluences masterpiece : the Museum by Coop Himmelblau





Porte des Alpes – Techno park



140 hectares - 90 companies - 3,000 people





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Carré de Soie



- An 'unplanned' Key Area
- Light rail T3 in 2006
- Underground extension in 2007
- Airport link in 2009
- Increased pressure on land prices
- A rushed planning process from 2004 onwards to organize the development



Carré de Soie



- Organization around PT
- Necessary work on roads
- Land purchase by authorities not possible in short time
- Working closely with private investors



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Carré de Soie



- Leisure center project under construction



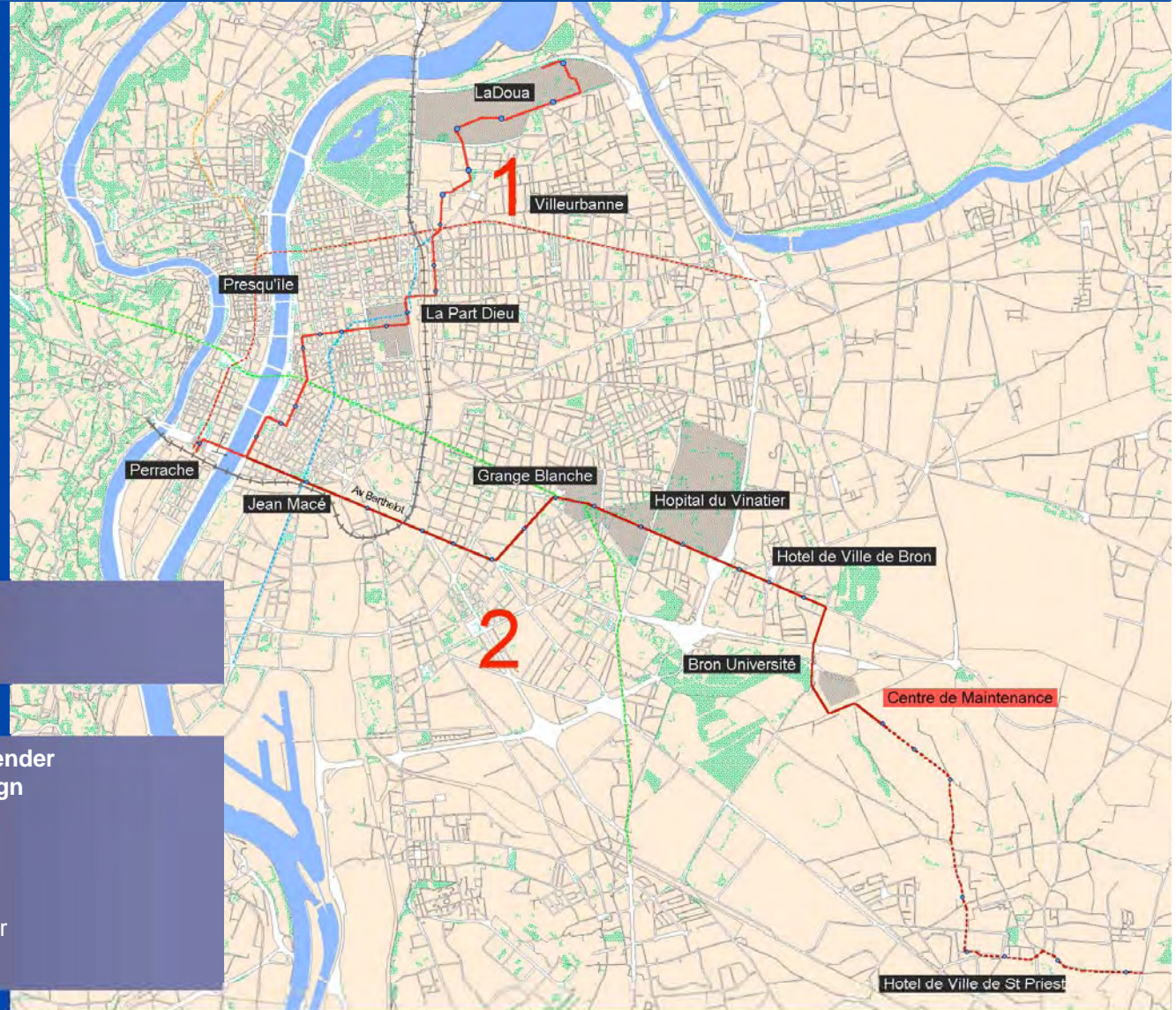
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Carré de Soie : underground & Light rail





An ex-post assessment on T1 and T2 : real estate



Investment: €400m
Construction: 28 mois

July 1997 : Project management tender
December 1999 : Preliminary design
January 1999 : Works begin
January 2001 : Opening

October 2003:
T2 : Extension to Saint- Priest Bel-Air



An ex-post assessment on T1 and T2 : real estate

- 13 interviews with real estate professionals :
 - 📁 Construction and developers (5)
 - 📄 Cities (4)
 - 📊 Asset managers and observatories(4)
- Questionnaire pros and cons of light rail :
 - Land acquisition
 - Construction
 - Sales
 - Rental.
- T1 line:
 - serves a central corridor well equipped with public transport infrastructure
- T2 line:
 - serves industrial declining districts and outskirts
 - large land tenures available



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T2 street refurbishment : avenue Berthelot





Private sector investors

- Localization criteria #1 : PLU (Urban master plan)
- Light rail = criterion of a comparable magnitude to availability of services, local retail etc. on pricing before buying land
- Light rail makes the investment safer in districts undergoing urban renewal.
- T1 : no effect on investment strategy
- T2 : immediate effect + large land tenures is a positive factor for developers.

Social housing investors

- *Tram is a positive factor on a par with services*
- *Availability of affordable land is a problem*



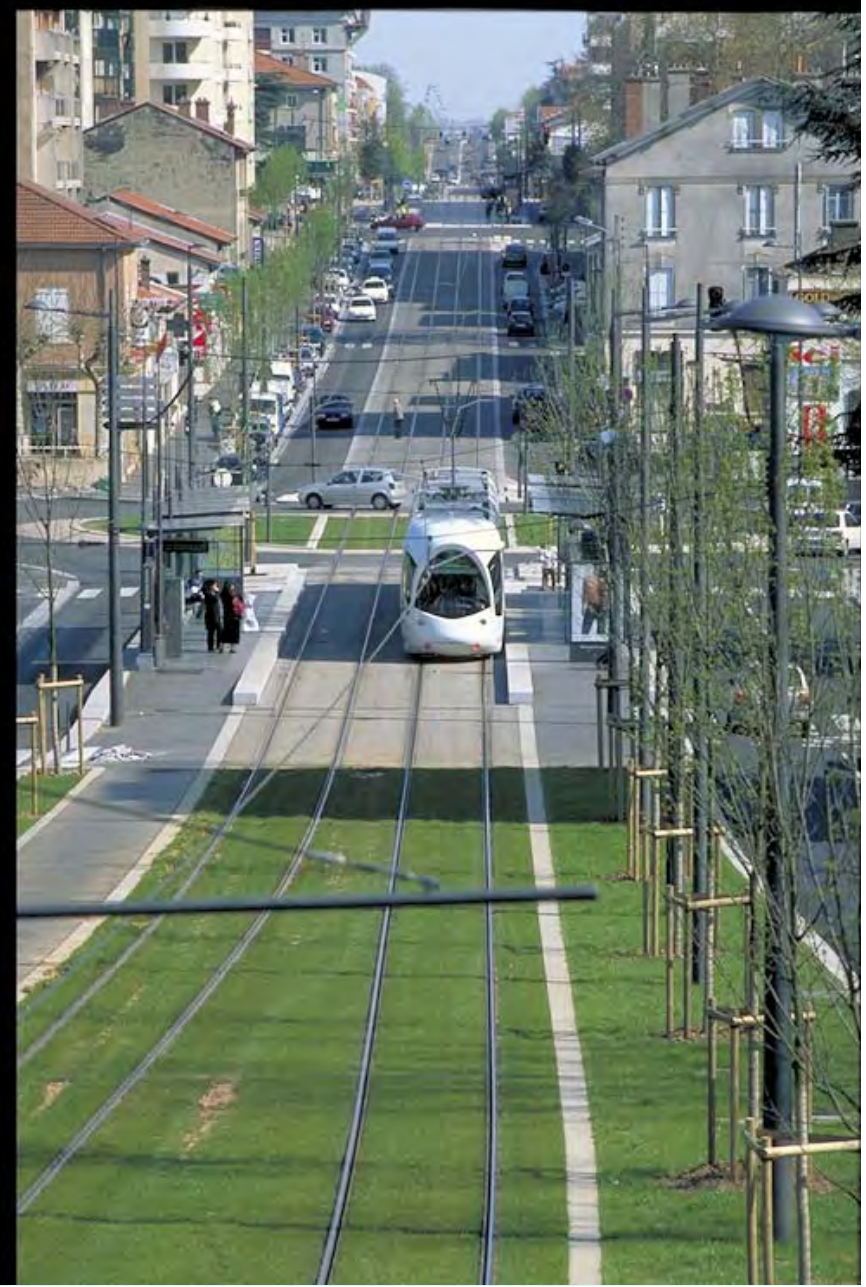
T2 redesign of street limit with hospital







T2 Bron Franklin Roosevelt
avenue refurbishment : massive
impact on local buildings





New constructions impact

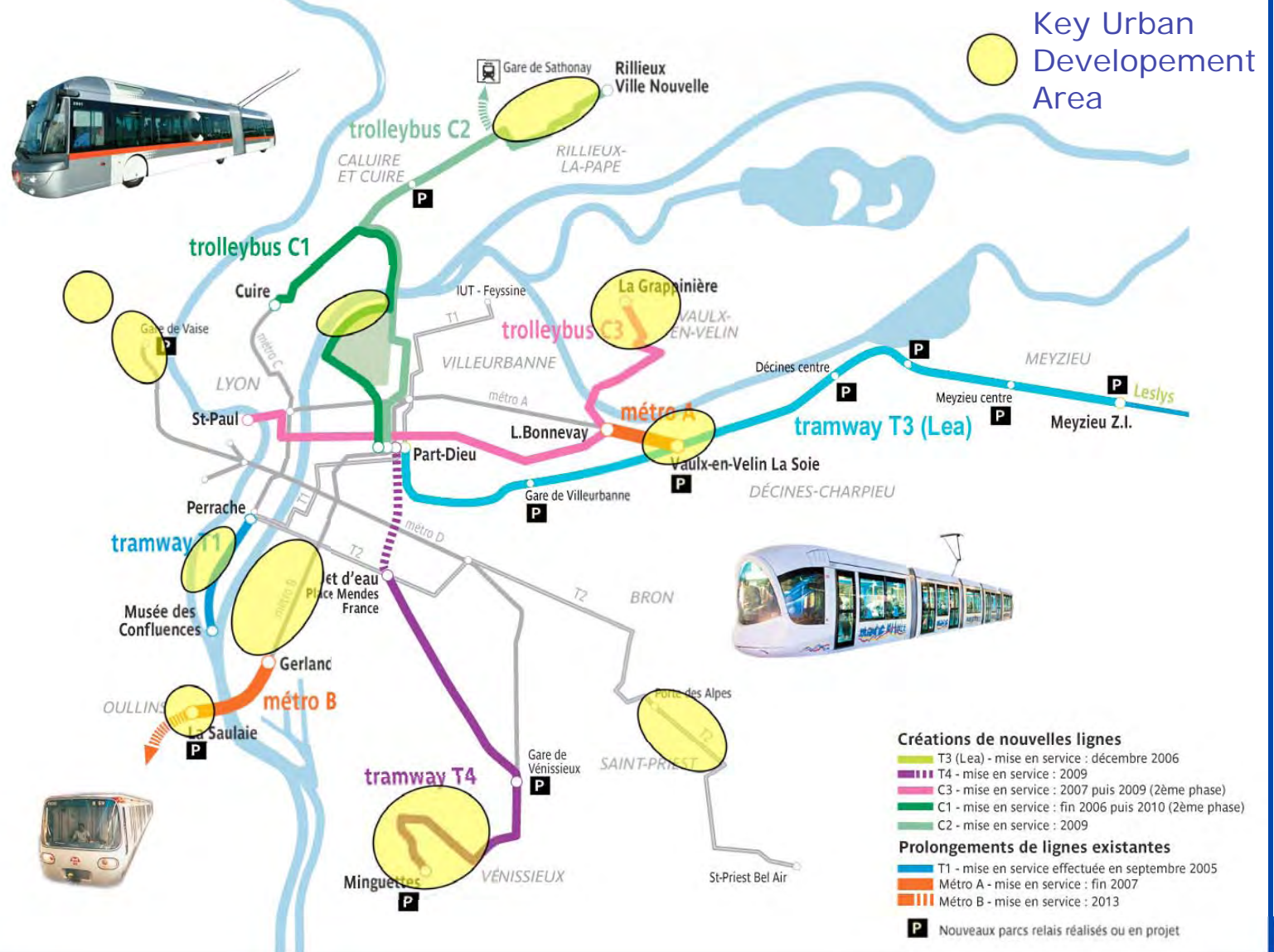
- Higher construction rhythm near light rail
- Greater variety of investors (big players investing in outskirts)
- Limited impact on type of housing (market influence = young families)
- Higher quality housing
- Light rail is a sales argument as soon as project is certain
- Wider sales area



- Light rail has real impact when part of an urban project
- Urban project must be part of existing planning procedures
- Light rail = urban projects catalyst
- Light rail = positive image
- City outskirts more attractive and higher prices



SYTRAL projects & Key Urban Development





SYTRAL C1 Trolleybus Rapid Transit

