PROCESSES AND EXAMPLES OF LAND CAPTURE AROUND METRO STATIONS

EXPLOITING LAND VALUE AROUND RAIL TRANSPORT STATIONS AND CORRIDORS

URBAN MOBILITY FORUM, CAIRO - NOVEMBER 2016

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AREP VILLE, SNCF-GARE&CONNEXION
Created in 1997 when railway stations neighbourhoods were disregarded, AREP’s core activity has always been to transform those particular areas into vibrant urban cores providing high quality amenities. We base our experience on:

COMPLEX URBAN SECTORS
The requirements of contemporary urban life – mobility, social activity, access to all the city’s services – call for a dense mix of functions around transport hubs to make them key focal points. From Greater Paris to Beijing or Turin, AREP invents these new areas of the city as nodes of interaction and bustling everyday life, sectors encompassing offices, services, housing, hotels, shops, and public or private amenities such as day nurseries, schools, and so on.

INTERMODAL HUBS
The intermodal transport hub is a key feature of today’s city of mobility. An extremely busy public space, it is a focal point for services and, increasingly, a locus of social interaction. It often engenders a reconfiguration of the city, for which it is a major functional and symbolic landmark.

PUBLIC AMENITIES, SERVICES, RETAIL
Every major public amenity frequented by a large number of people (museums and cultural amenities, hospitals, sports facilities, shopping centres, etc.) must accommodate all users, whether local residents or visitors, through the attention paid to all type of flows, quality of use and the expression of a strong identity.
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THE TOD BY AREP

OUR GOALS

- mobility
- diversity
- temporality
- density
- sustainaibility
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THE TOD BY AREP

OUR TOOLS

- take into account local context
- define the genius loci
- articulate the different scales and temporalities
- understand the governance mechanisms

value the land
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THE TOD BY AREP

- Diversify pedestrians-friendly neighborhoods
- Develop mixed-use buildings
- Develop collective housing near the stations
- Develop "Walk & Ride" neighborhoods
- Consider high density developments
- Ensure neighbourhoods’ public safeness
- Increase regional accessibility
- Create land value
- Value the land
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THE TOD BY AREP

Develop **affordable housing** to attract the population that constitutes the most important body of the public transit users.

Ensure the **use of the transport infrastructure**

**Tax land added-value:** tax a percentage of the increase in value experienced by private land after a public investment.

Ensure **activity at any time within** the area around the station and **promote the presence of travelers “attractive poles”**

Establish **joint development / public-private partnership and air rights leasing**

**Value the land**

**Capture land value & return on investment**
PARIS SAINT-LAZARE RAILWAY STATION
PARIS, FRANCE

Programme: Redevelopment of the original building
Client: SNCF G&C, Spie Batignolles (developer and constructor), SOAVAL
Project management: SNCF G&C, AREP, DGLa

Major transport hub handling 450,000 travellers daily, Saint-Lazare station underwent a thorough redevelopment of its key spaces – the main concourse, the Passage d’Amsterdam, the “heart of the station” and the forecourt. Passenger flows are reorganised inside a linear atrium located under the original glass roof of the building. It links the station’s three main levels (metro platforms, street, train level) and offers visitors some 80 retail outlets which are located on the walkways leading from the city to the platforms.
DEVELOPMENT OF
A NEW DISTRICT
REIMS-BEZANNES, FRANCE

Programme: Development of the area around the TGV station
Client: Reims métropole (local authorities of the city of Reims)
Project management: AREP Ville

The new area developed around the Champagne-Ardenne TGV station and the tram line has witnessed an increase in tertiary activity set at the southern gates of the conurbation.

Thus, the existing 20-hectare small industrial park had to be overhauled in terms of urban design, public and private space organisation as well as services provided to companies, their staff and suppliers. The programme relating to Bezannes also includes the construction of housing facilities. The whole project is the result of a collaborative process bringing together local authorities, members of the business community, real estate operators and architects.
HONGSHU BAY DISTRICT
SHENZHEN, CHINA

Programme: District redevelopment project
Client: Shenzhen Metro
Project management: AREP, AUBE, ECADI

Hongshu Bay is a key site of the city of Shenzhen and is served by three metro lines. The project revolves around a northwestern – southeastern diagonal thoroughfare used by large numbers of people every day. It consists of a shopping centre, a landscaped park, housing units as well as a 400-metre high tower hosting offices and a hotel. The project features retail areas and multi-tiered pedestrian walkways expanding to the surroundings, and provides access to the central square which acts as a major hub in the heart of the Hongshu Wan district.
RAMSES II SQUARE
CAIRO, EGYPT

Programme: Redesign of the square and its surroundings
Client: Egyptian Ministry of Culture
Project management: AREP Ville in partnership with BECT Consulting firm (Bureau Égyptien de Conseil Technique) and André Peny (consultant)

AREP Ville and BECT were awarded first prize among 35 international teams in a design competition inviting entrants to redesign the Ramses II square. The competition arose from the need to create a new district at the heart of Cairo and to cope with issues relating to urban mobility and different types of pollution caused by urban traffic congestion (public transport and personal vehicles).