TOD Project Practices in Japan

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1. What is **Transit Oriented Development**?
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Public Transit
- Railway
- Bus & Taxi
- Bike
- Walking

Urban Development
- City
- Building
- Infrastructure
- Station
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Integrated by
- Pedestrian Network
- Advanced ICT
- Governance

TOD

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1. What is Transit Oriented Development?

**Public Transit**
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**Integrated by**
- Pedestrian Network
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**Sustainability**
- Environmental
- Financial
- Social

**Urban Development**
- City
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TOD
2. Rail Transit in JAPAN and its Development
2. Rail Transit in Japan and its development

<Metropolis as Complex of Walk-able Urban Cells with Stations>

Networks of 800m radius walk-able areas from each railway station in Tokyo Met. Area
2. Rail Transit in Japan and its development

<Growth Model of Tokyo Metropolitan Area by Railways>

Business Model A
- New Town Development in Suburb Areas

Business Model B
- Sub Center with Business / Retails
- Expansion of Urbanized Area
- Ring Rail
2. Rail Transit in Japan and its development

<Suburban Development Model by Private Railway Company>

Garden City Line & Tama Garden City case

[Totat development area] about 5,000ha
[Number of population] about 500,000 residents [Population density] 100 residents per ha

1968

1974
2. Rail Transit in Japan and its development

<Railway / Bus Networks and Development Areas>
2. Rail Transit in Japan and its development

<Revenue Source of Private Railway Sector>

※Tokyu Corporation 2013
3. Station Redevelopment Practices
(planned/ designed by NIKKEN SEKKEI)
3. Station Redevelopment Practices

**SEAMLESS CONNECTION**

IZUMI GARDEN  (1 Metro)
3. Station Redevelopment Practices

EMBRACING STATION

YOKOHAMA QUEENS SQUARE
(1 Metro)
3. Station Redevelopment Practices

MULTI-LAYERING

FUKUOKA SOLARIA TENJIN TERMINAL
(1 Rail + 1 Bus Terminal)
3. Station Redevelopment Practices

RESTRUCTURING NETWORK

SHIBUYA STATION District Redevelopment
(3 Metro + 4 Rail + 2 Bus Terminal)

HIKARIE Project

Station-south
Shibuya Central
Shibuya SAKURAGAOKA
Shibuya DOGENZAKA
3. Station Redevelopment Practices

**OSAKA GRAND FRONT**
(Multi-Rail)

**HIGH DENSITY & MIXED USE**
3. Station Redevelopment Practices

CREATING ICON

TOKYO STATION CITY (HSR + Multi-Rail + 1 Metro)

Planning with awareness of the city axis

Gran Roof Project and Reshaping of the traffic plaza
4. Implications for Global Cities
4. Implications for Global Cities

<Planning and Design Principles from Japanese TOD>

1. Concentrating **Density** at Station Areas to Achieve Sustainability

2. Enhancing **Connectivity** with Surrounding Districts through TOD

3. Introducing **Diversity** of Activities with Additional Cultural Functions

4. Realizing **Integration** of Transit and Development in Small Urban Space

5. Creating City **Identity** with Symbolic Design
4. Implications for Global Cities

◆ Issues in TOD Project Practices

• Multi-track Planning/Development Procedure are needed

• Public/Private realm would be highly integrated

• Various stakeholders need to be coordinated

• Allocation of initial/operational cost needs to be properly coordinated.

• Demarcation in operation and management needs to be properly coordinated.
4. Implications for Global Cities

**PLANNING & DESIGN**

- Total Urban Design focused on Walkable Cities
- Design with Comprehensive Traffic Planning
- Focus on Underground Planning
- Iconic Architectural Design

**PROJECT MANAGEMENT**

- Planning & Design Management across Parallel Studies
- Coordination across Multi-Stakeholders
- Management for Implementation Schedule
4. Implications for Global Cities

Recent Issues on ‘Integrated Station-City Development in Japan’

Chinese Version

Japanese / English Version
4. Implications for Global Cities

- Beijing Liu Li Qiao Station
  CHINA
- Tianjin Binhai Station Project
  CHINA
- Shanghai South Bund Project
  CHINA
- Guangzhou North Station
  CHINA
- Ben Tainh Station Master Plan
  VIETNAM
- DUKUH ATAS Station Area
  INDONESIA
- Moscow Botanic Garden
  RUSSIA
- Medinah Pilgrim City
  SAUDI ARABIA
Thank you.