

Station Integrated Urban Development

May 17, 2016

Wataru TANAKA
NIKKEN SEKKEI LTD

nikken.jp



1. NIKKEN SEKKEI introduction

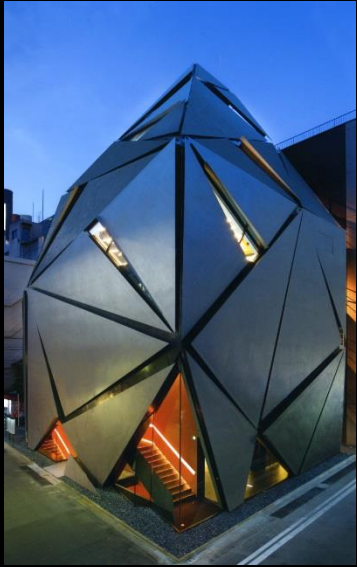
NIKKEN SEKKEI 日建設計

- Multi Disciplinary Design Consultancy Firm
- Established in 1900
- Over 20,000 projects in more than 50 countries
- 1,800 Staffs (Group Total: 2,470) in 2015

Kyoto State
Guest House



Small to Large



My Profile

Fields of Expertise:

Urban Design & Planning

Public Space Design

Projects:

Mixed Use : TOKYO MIDTOWN

Mixed Use : Shanghai South Bund Urban Design

TOD : SHIBUYA Station Area Master Plan

TOD : Beijin Liu Li Qiao Station Master Plan

Public Design : Singapore Rail Corridor Competition



2. Station Integrated Urban Development

2. Station Integrated Urban Development

JAPAN, THE COUNTRY OF MOST ADVANCED TOD

- Long History of Urban Expansion with Railways
- Worldly Top-ranked Modal Split of Public Transit
- Seamless Connection between Transit Modes
- Advanced ICT system for Smooth Transfer
- Wide Variety of Business by Private Rail Sectors
- Variety of Regulations & Incentives to promote TOD



2. Station Integrated Urban Development

SHIBUYA Station Case



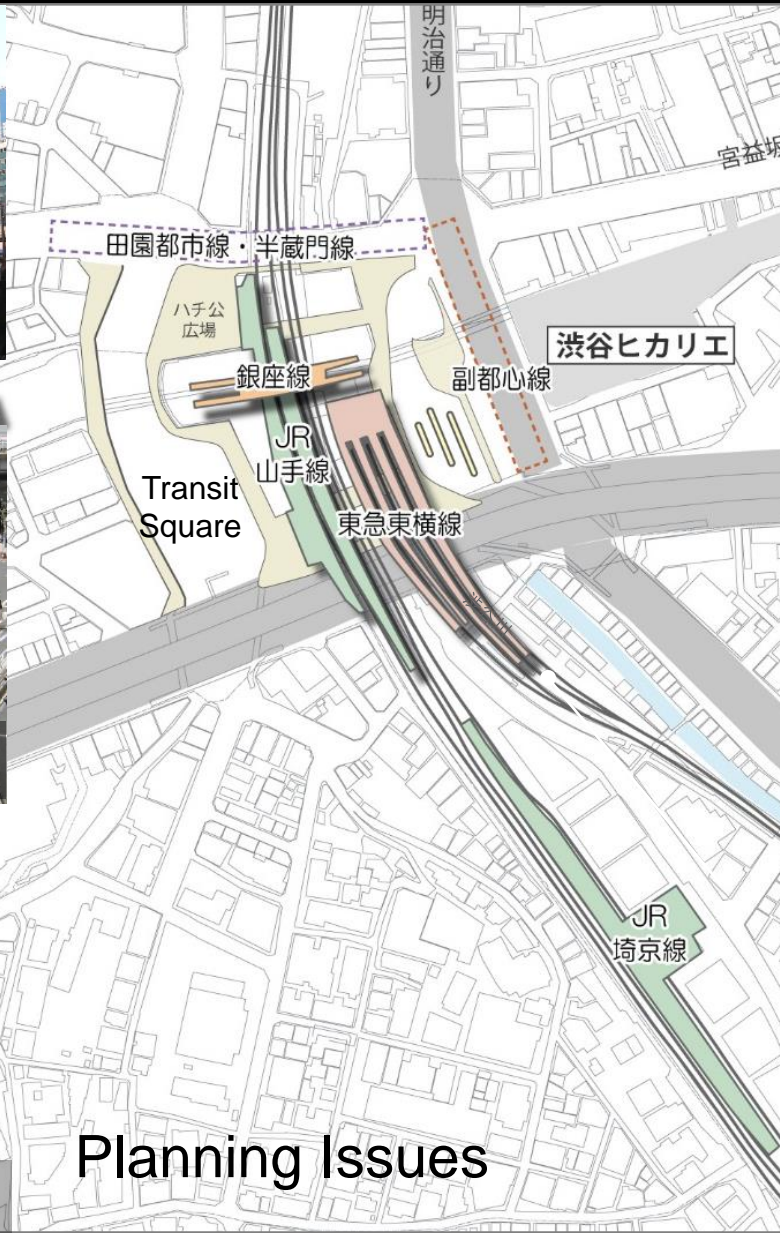
2. Station Integrated Urban Development

SHIBUYA as Culture & Entertainment Center of Tokyo



SHIBUYA as one of the major terminal stations in Tokyo

- Daily Use: 2.1 Million total
- Rail Stations: 8
 1. JR Yamanote line, 2. JR Saikyo line,
 3. TOKYU Garden City line, 4. TOKYU Toyoko line, 5. KEIO Inokashira line
 6. METRO Ginza line, 7. METRO Hanzomon line, 8. METRO Fukutoshin line)



2. Station Integrated Urban Development

- ② Station Central
- ③ DOGENZAKA project



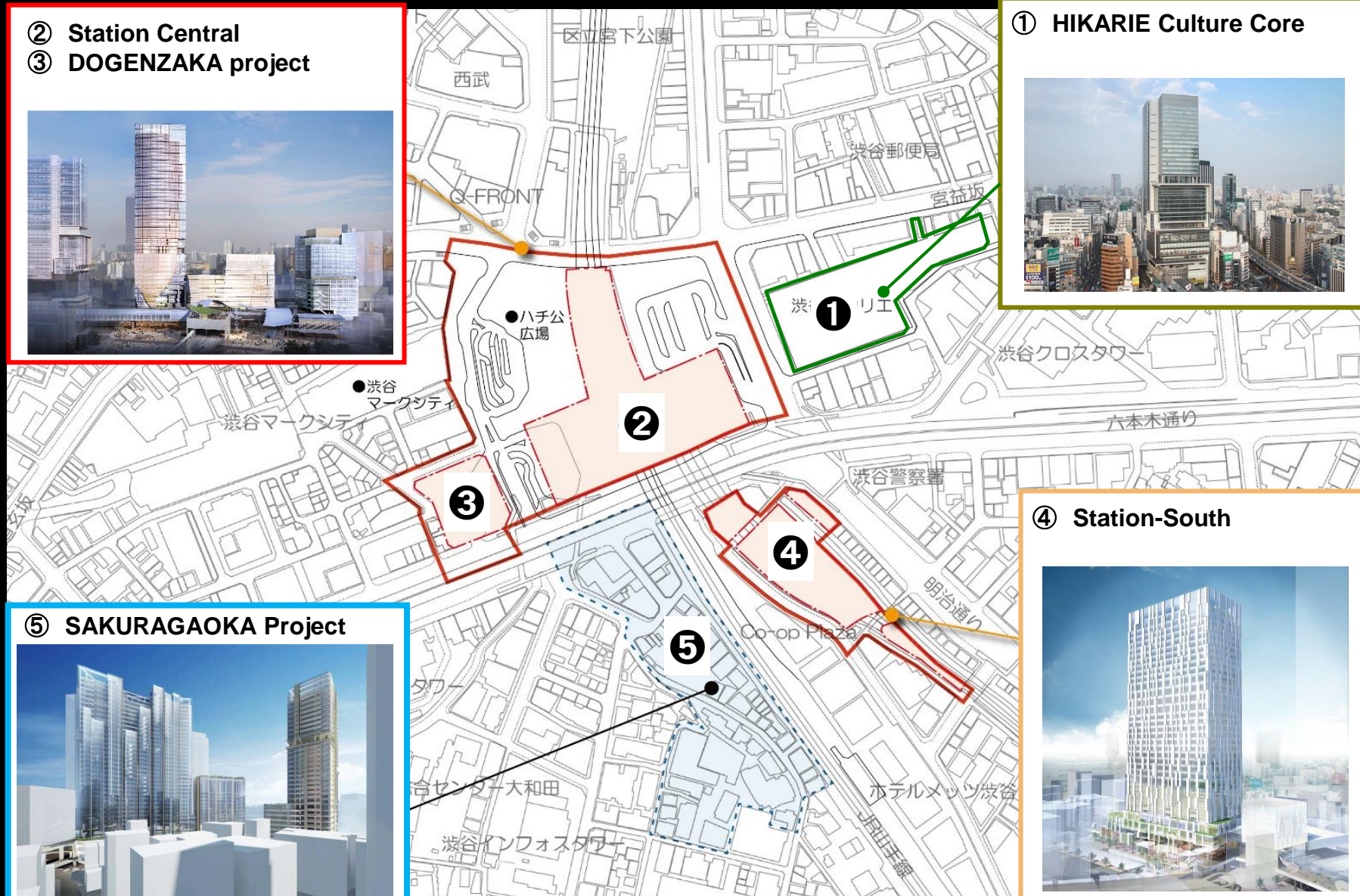
- ① HIKARIE Culture Core



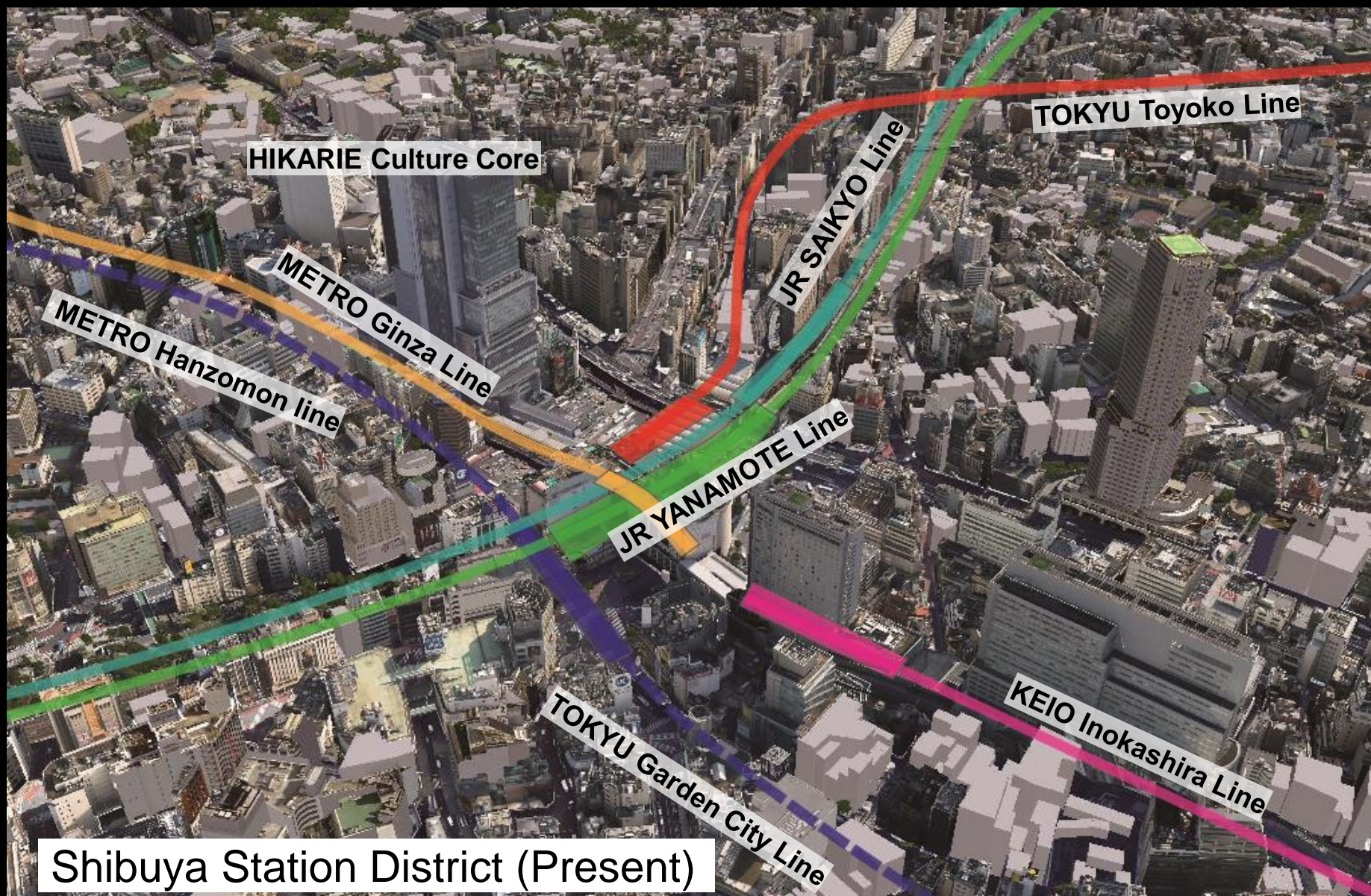
- ④ Station-South



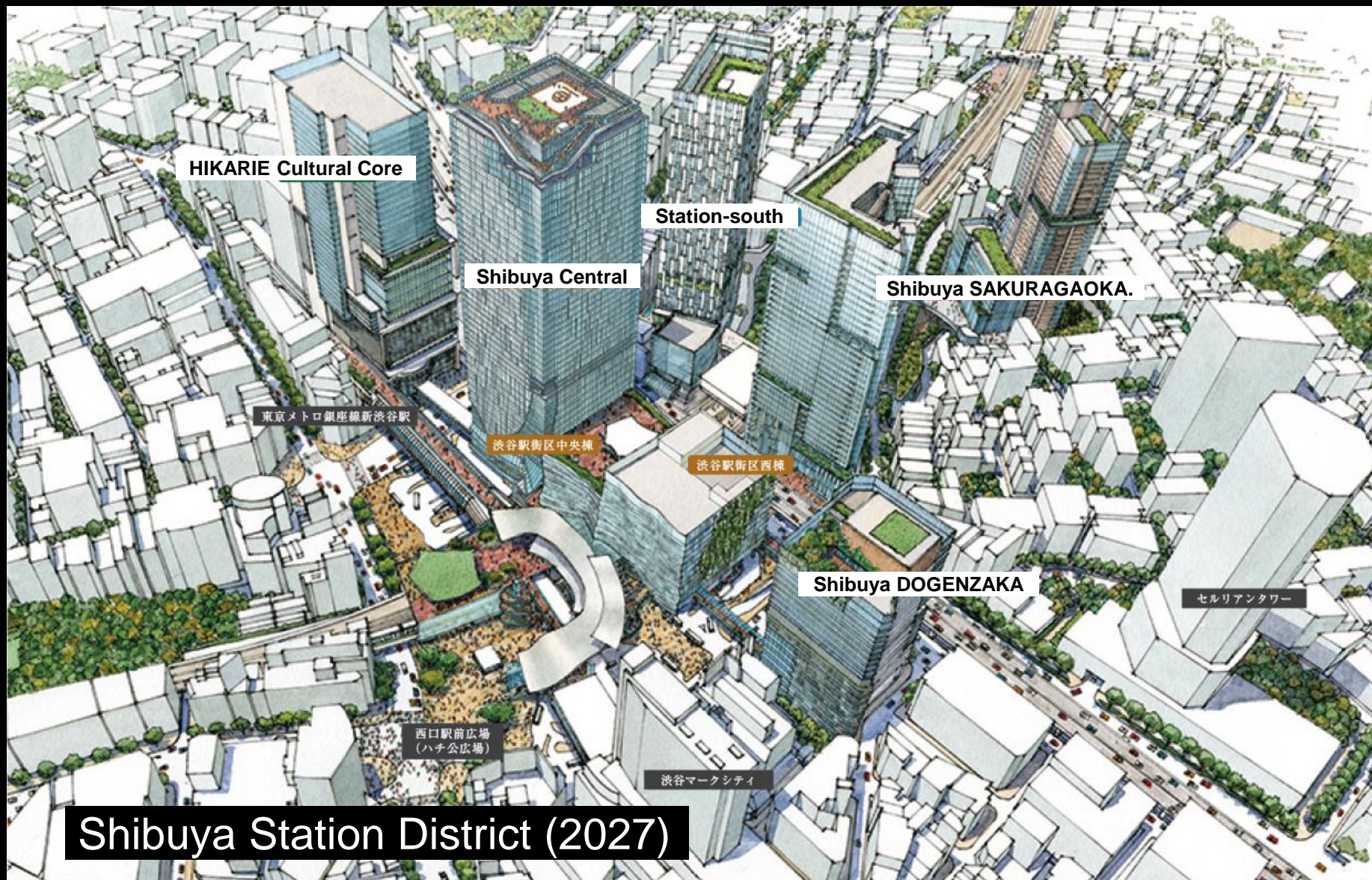
- ⑤ SAKURAGAOKA Project



2. Station Integrated Urban Development



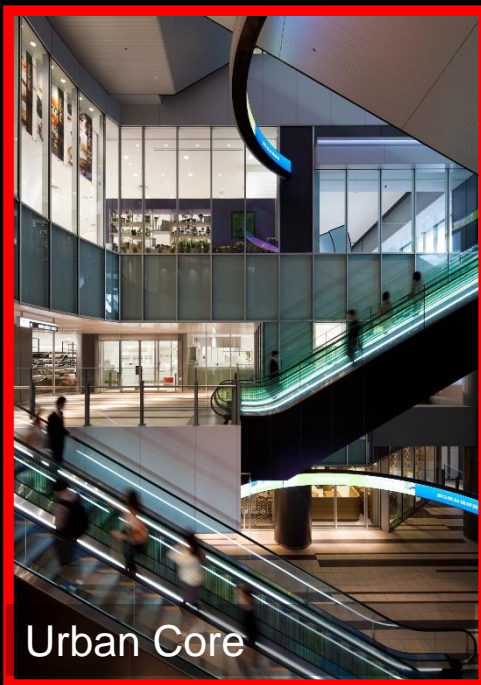
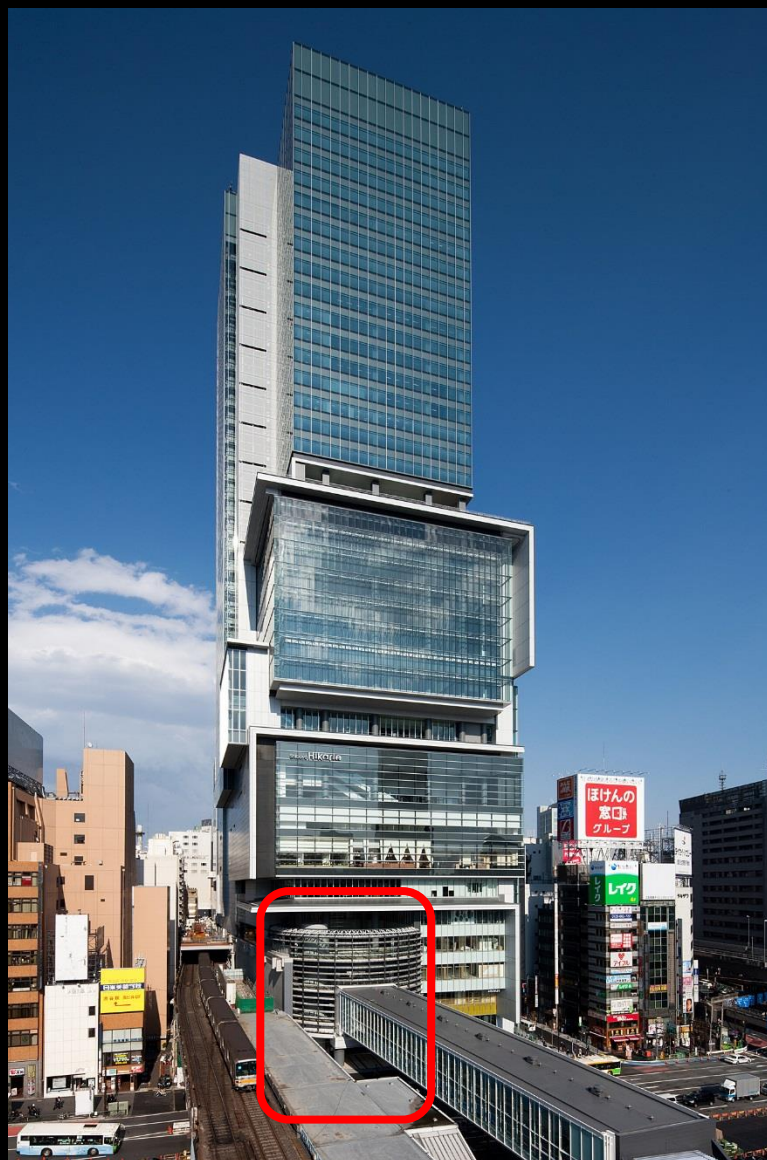
2. Station Integrated Urban Development



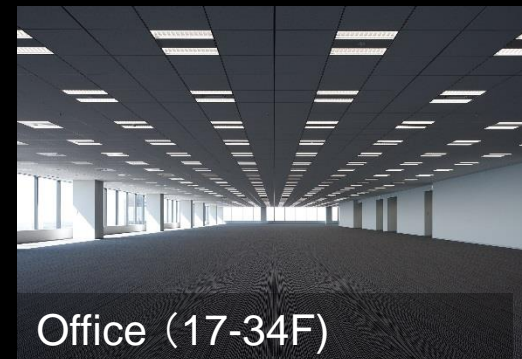
2. Station Integrated Urban Development

HIKARIE Cultural Core

[Completion of construction] 2012
[Owner] Tokyu Corporation and others
[Total floor area] 144,000m² approx.
[Total floors] 34F,
[Total height] 182.50m



Urban Core



Office (17-34F)



Theater (10-16F)

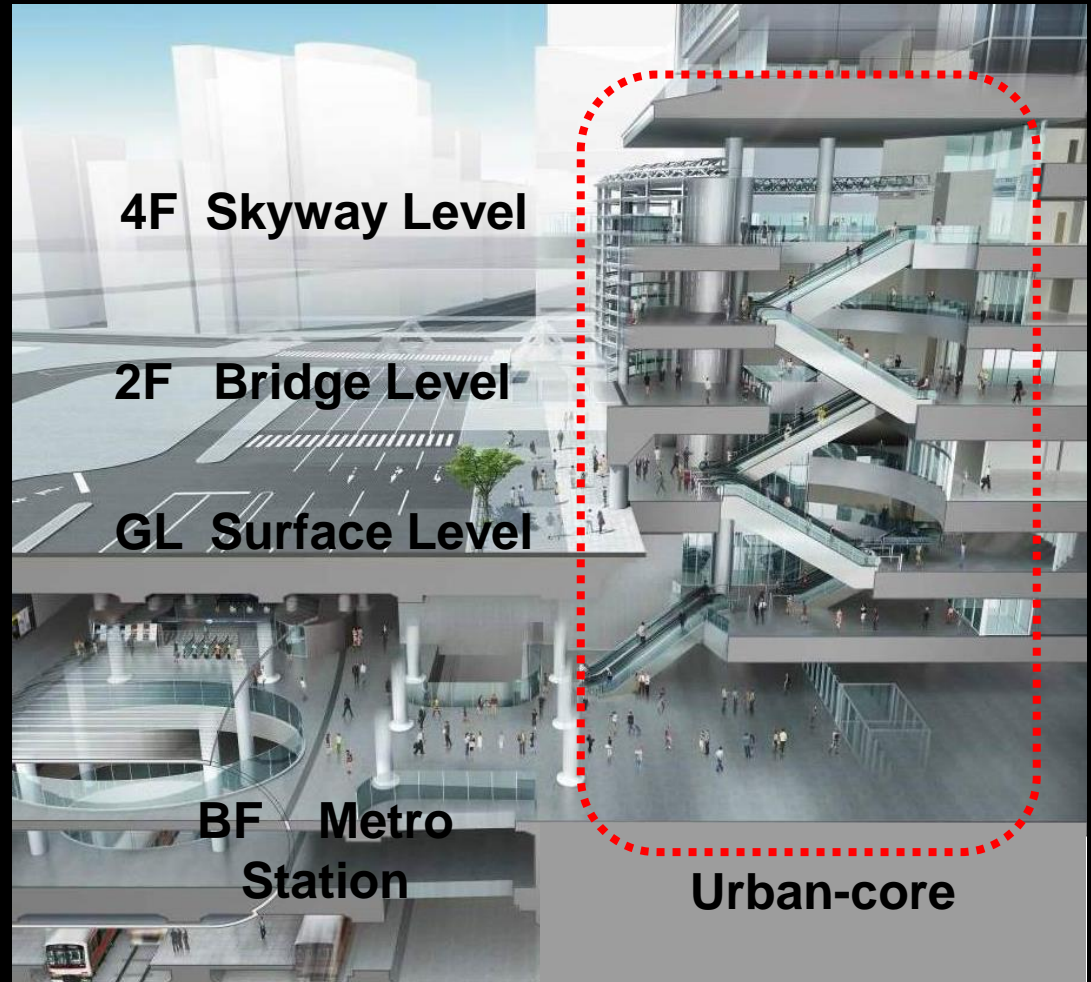


Retail (B3F-8F)

2. Station Integrated Urban Development

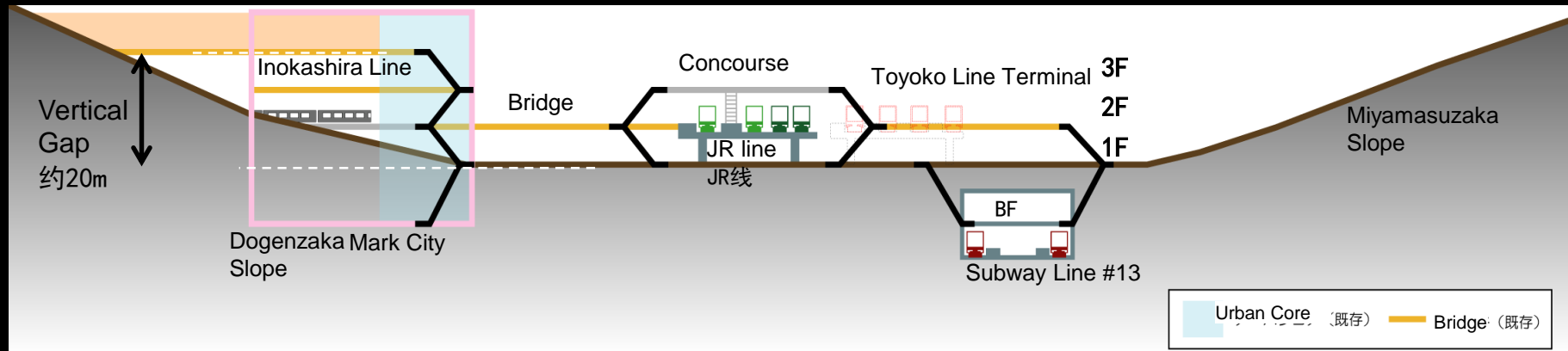


“Urban Core”
in
“HIKARIE”



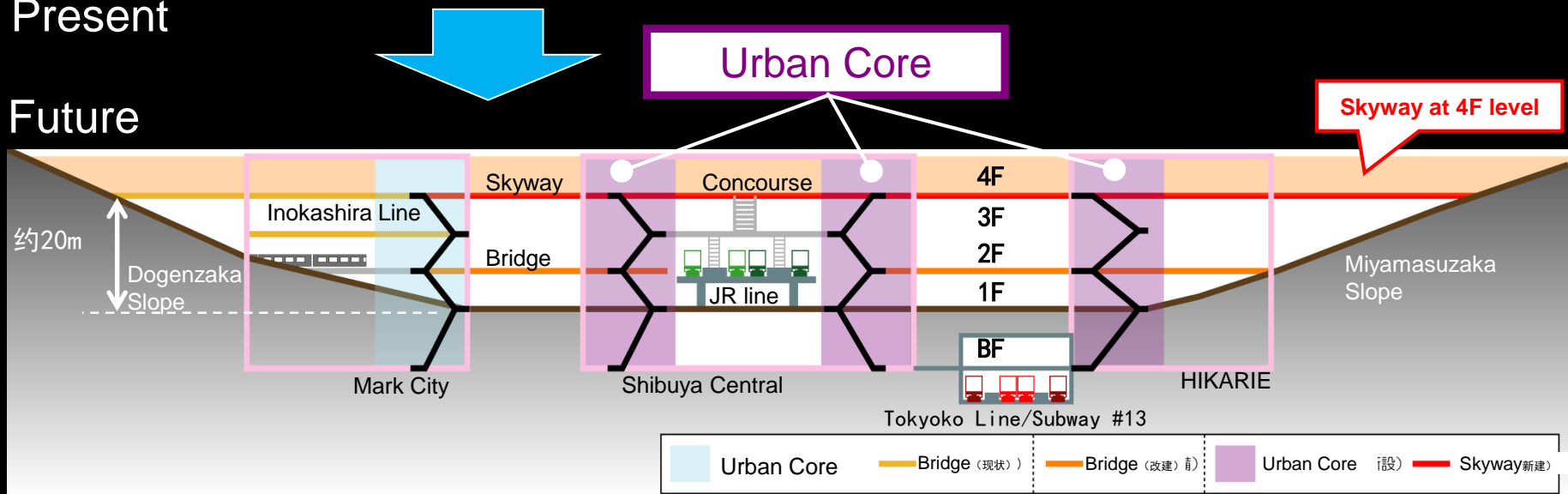
2. Station Integrated Urban Development

Multi-layered Public Space across Private/Public Properties

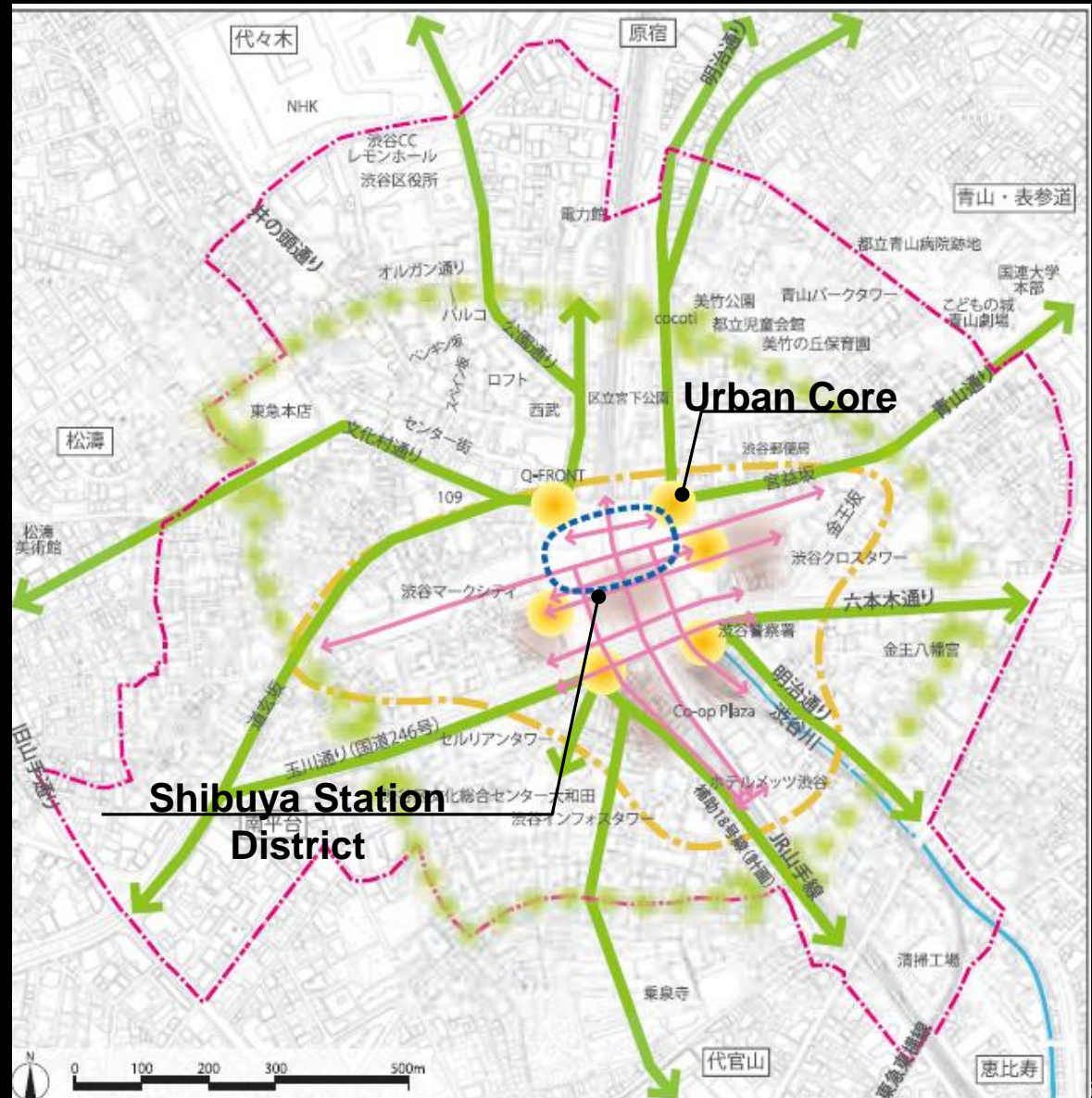


Present

Future



Master Plan for Pedestrian Network of Shibuya Area

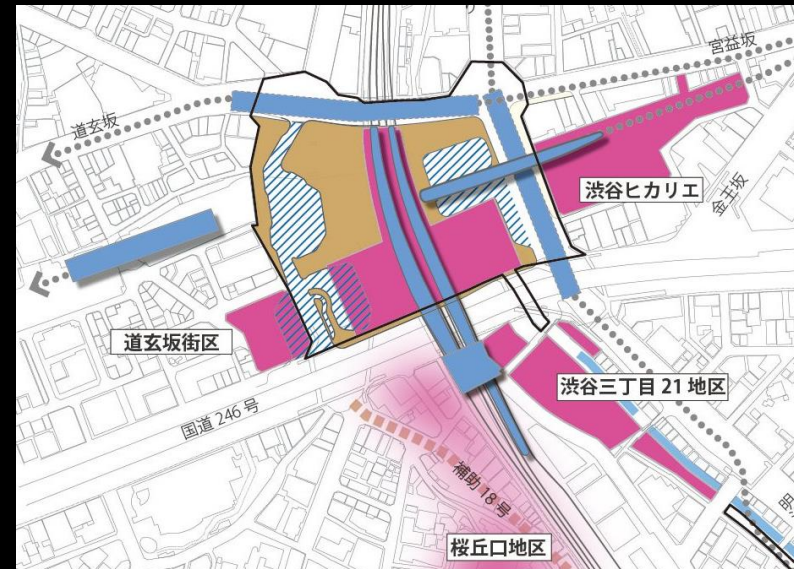
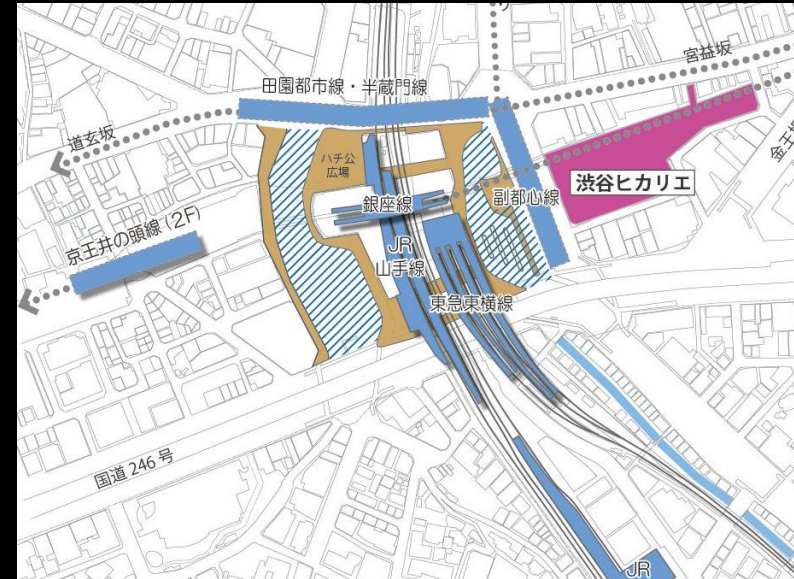
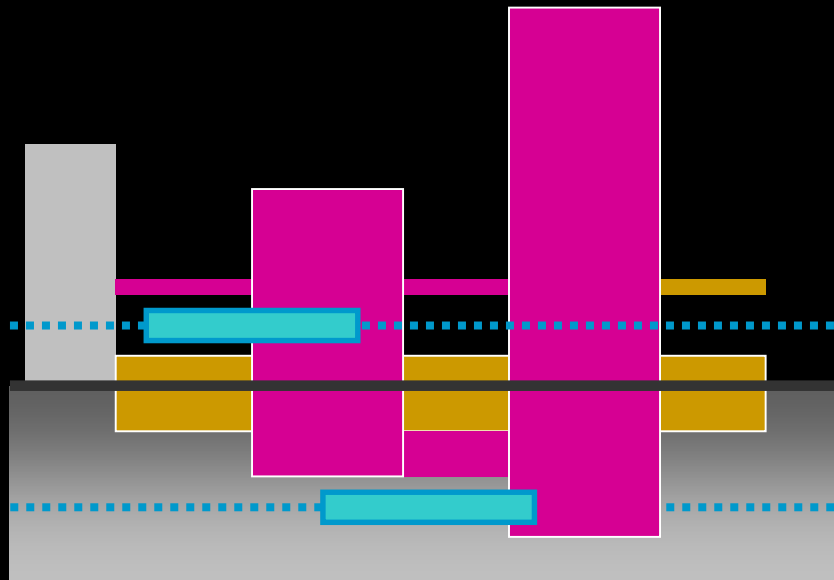


3. Mechanism in Station Integrated Urban Development

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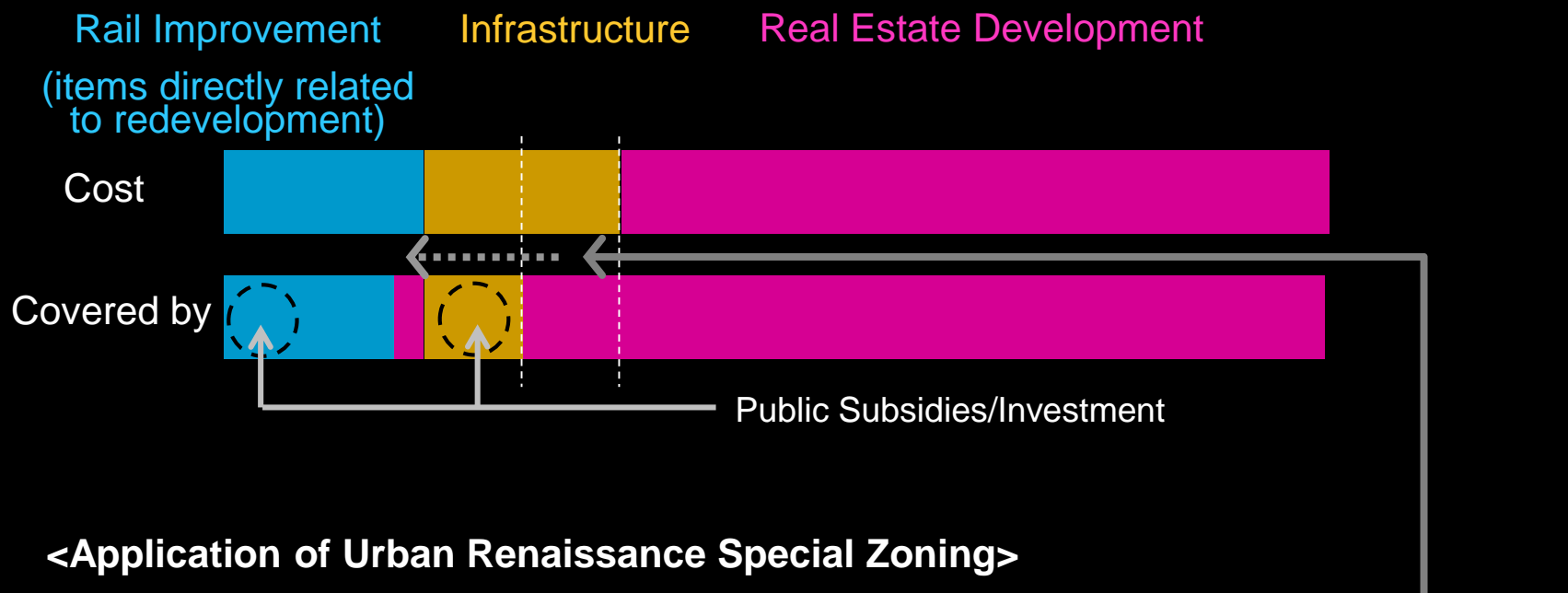
Project Formation in Shibuya

1. Rail/Station Construction & Improvement by Railway Sectors
2. Infrastructure Improvement by Public Sector
3. Real Estate Developments by Private Sectors and Railway Sectors



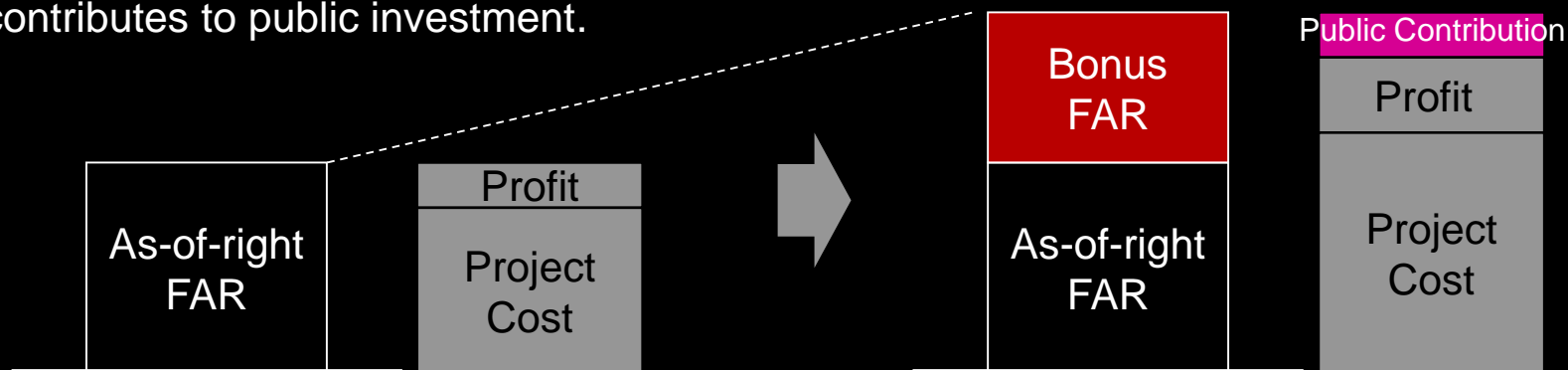
3. Mechanism in Station Integrated Urban Development

Public Investment utilizing Generated Value by Private Redevelopments



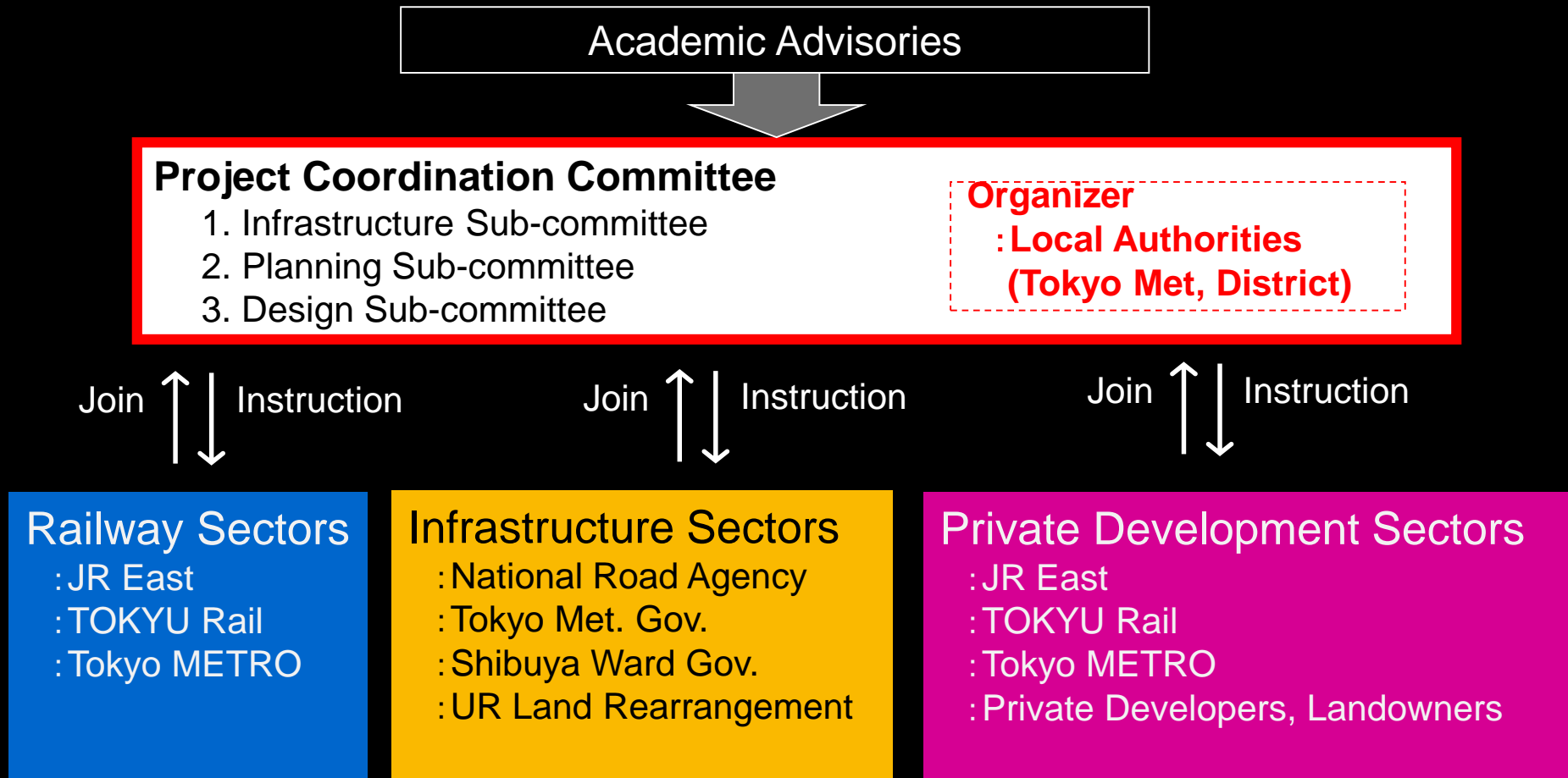
<Application of Urban Renaissance Special Zoning>

New incentive zoning for the project which contributes to public investment.



3. Mechanism in Station Integrated Urban Development

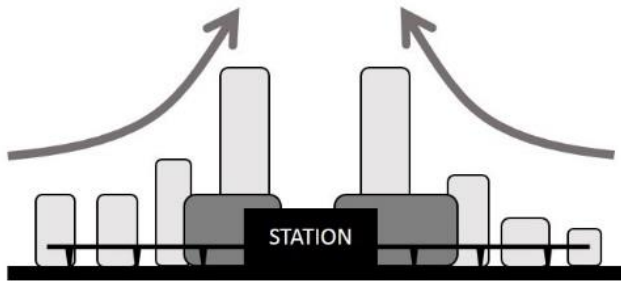
Project Coordination Organization



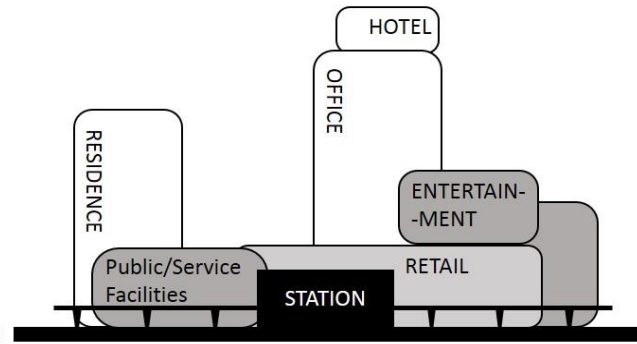
4. Implications for Global TOD Projects

4. Implications for Global TOD Projects - Planning Principles -

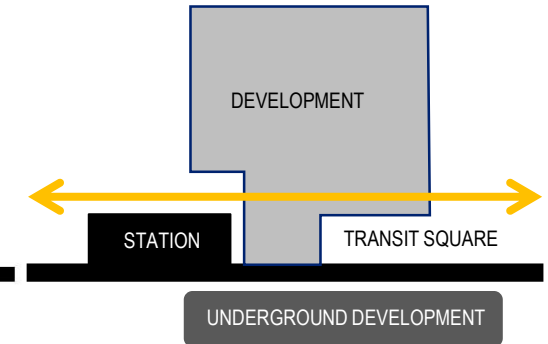
1. Density Concentration



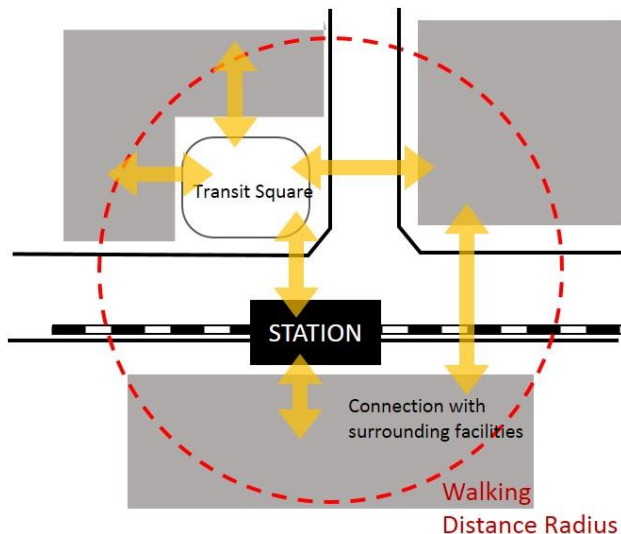
2. Diversity for Station Users



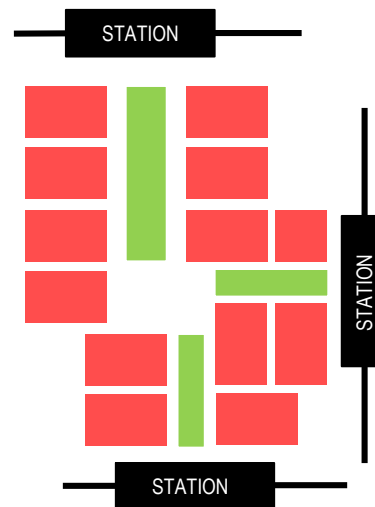
3. Integration for Space-saving



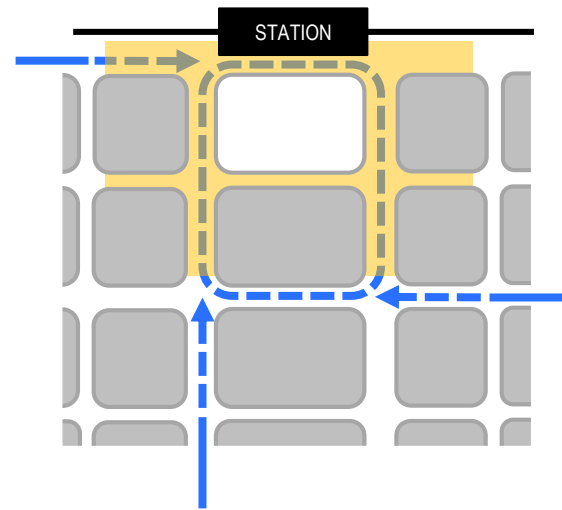
4. Connectivity with Surroundings



5. Vibrancy and Human Scale



6. Car Free & Low Carbon



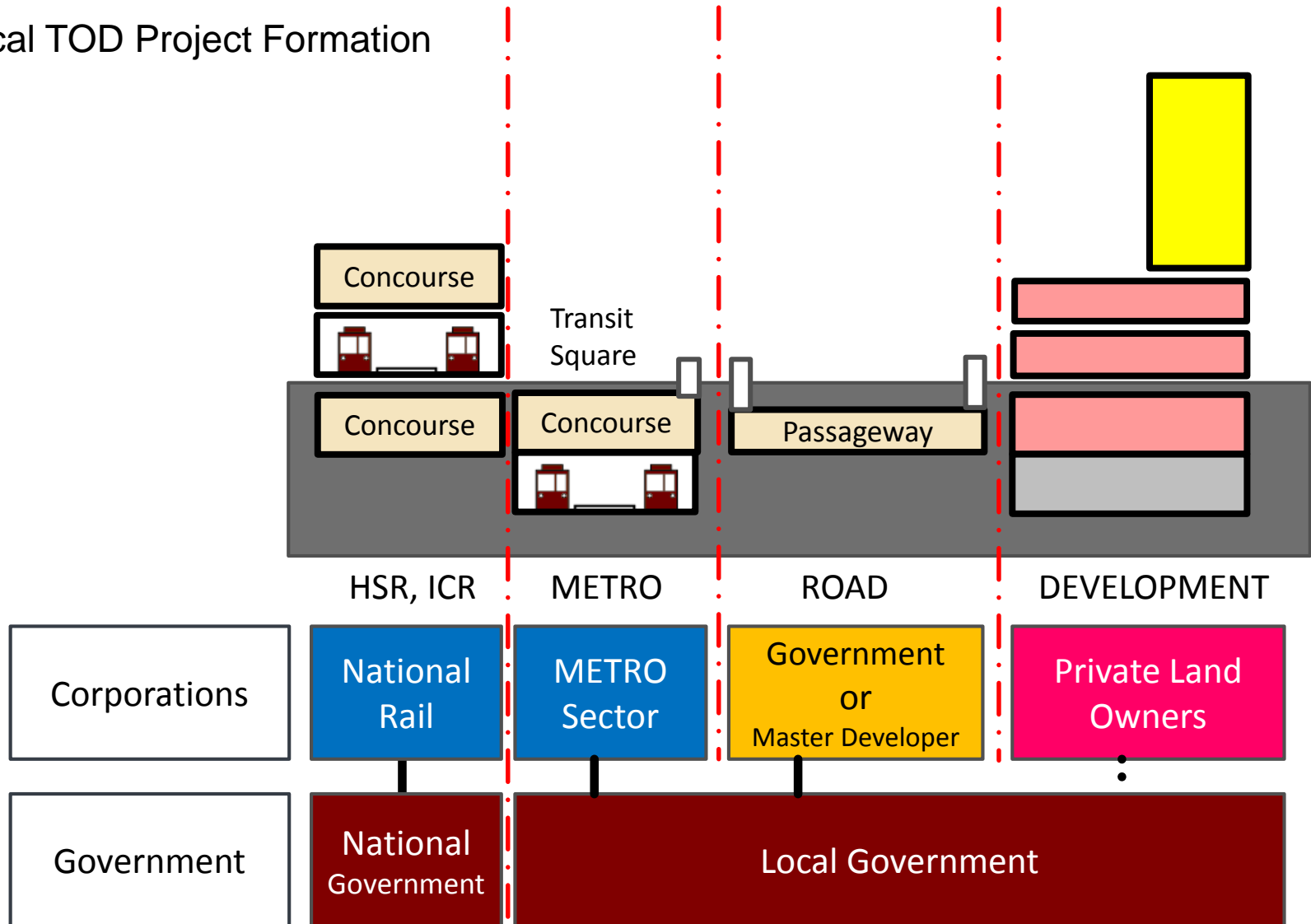
4. Implications for Global TOD Projects

◆ Issues in Implementing Planning Principles

- Public/Private realm should be highly integrated
- Various stakeholders need to be coordinated
- Multi-track Planning/Development Procedure are needed
- Initial/operational costs need to be properly allocated.
- Demarcation in operation and management needs to be properly coordinated.
- Rail Sectors should be motivated to lead the project

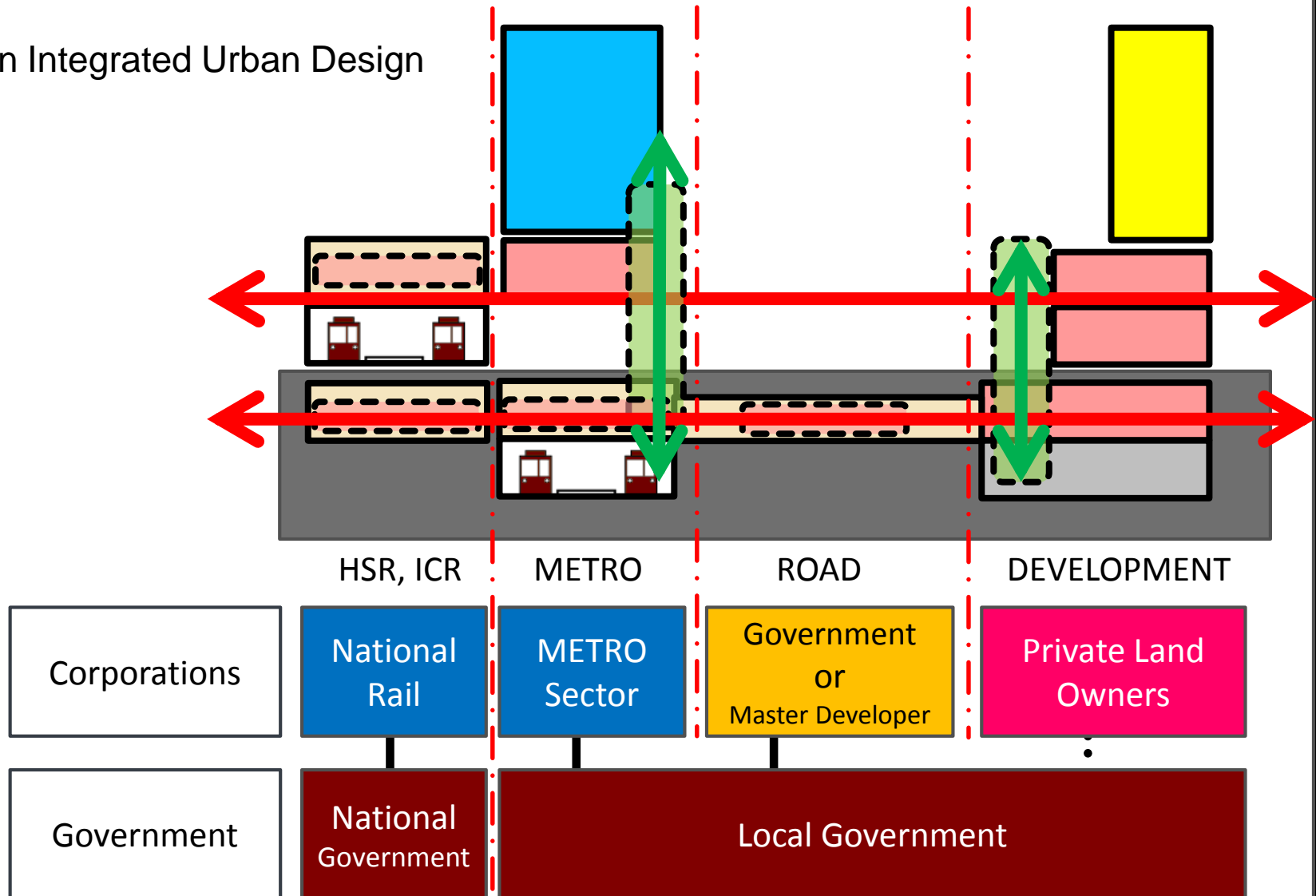
4. Implications for Global TOD Projects

◆ Typical TOD Project Formation



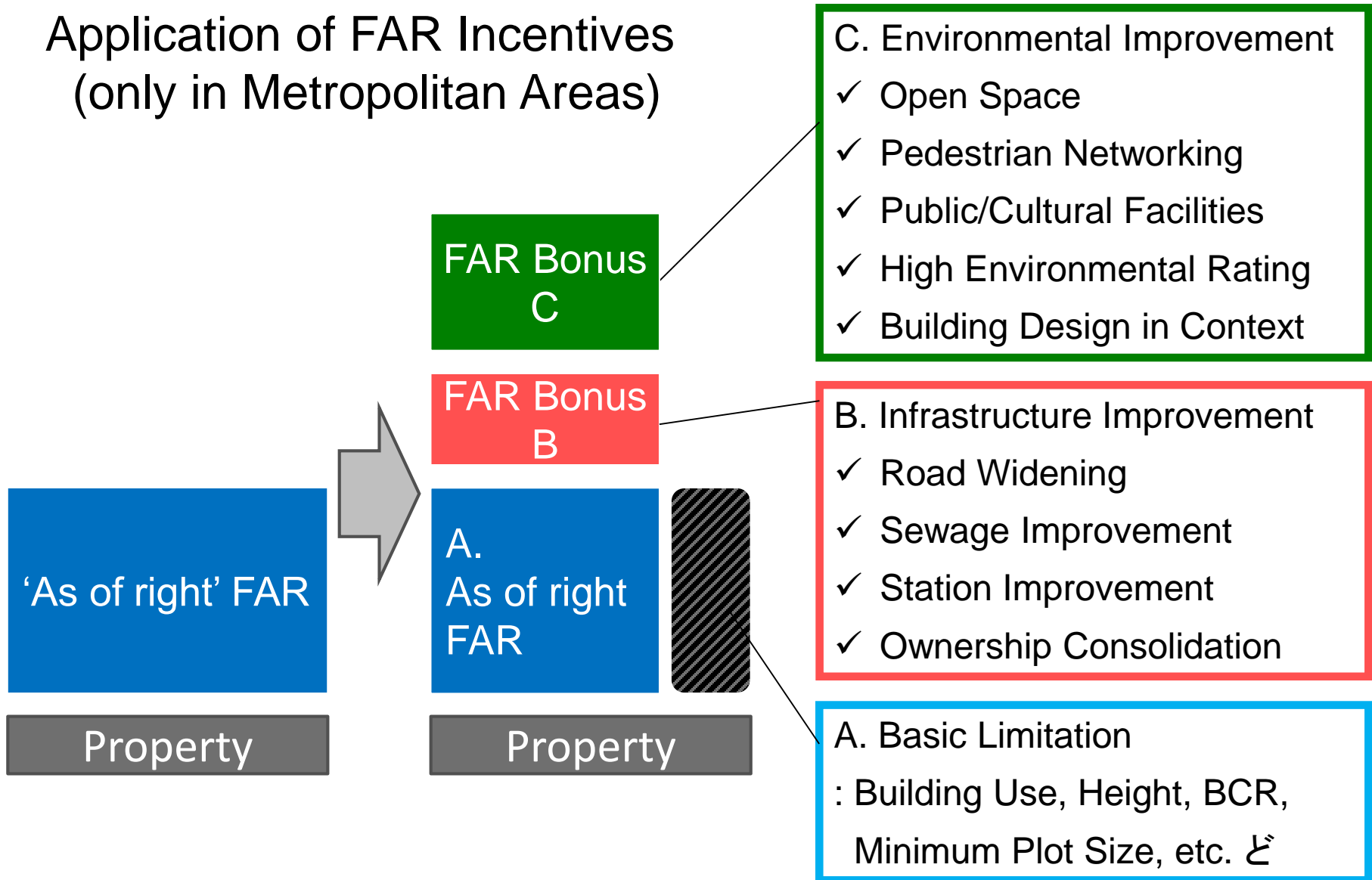
4. Implications for Global TOD Projects

Station Integrated Urban Design



4. Implications for Global TOD Projects

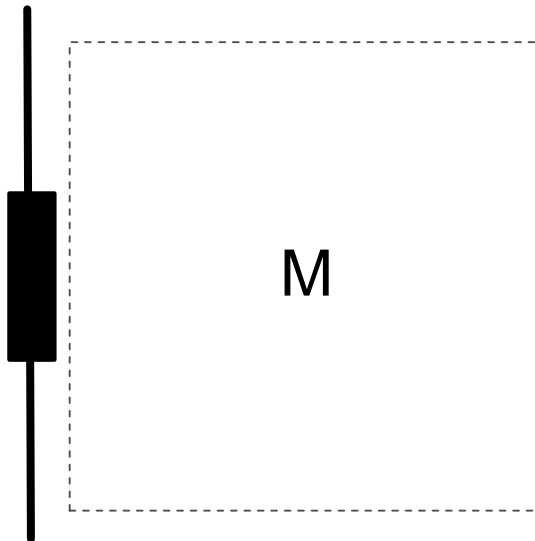
Application of FAR Incentives (only in Metropolitan Areas)



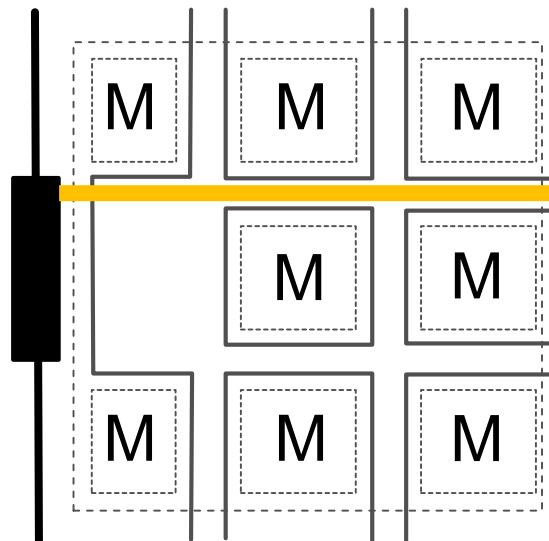
4. Implications for Global TOD Projects

i) Green-field Development Case (Master Developer style)

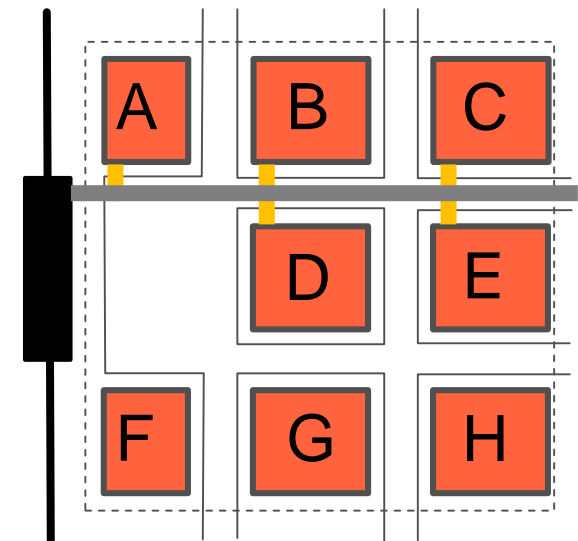
1) One Green Field



2) Infrastructure/Plots Formation



3) Land Bid /Individual Projects



'As of right' FAR

Property

Revised
FAR

Property

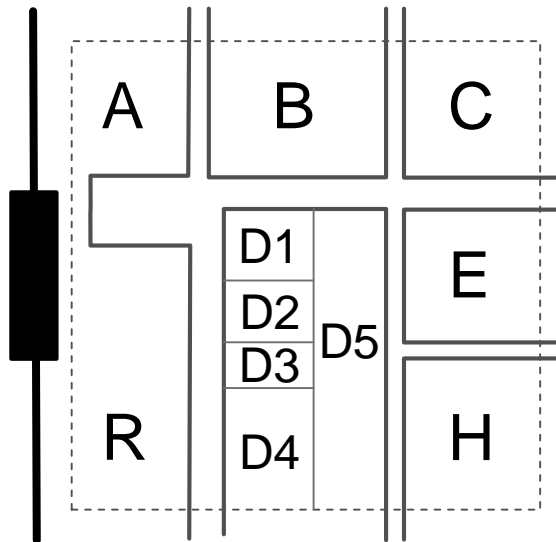
Revised
FAR

Property

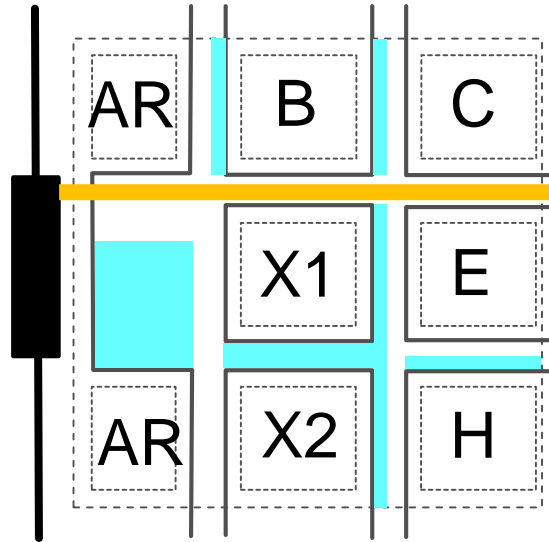
4. Implications for Global TOD Projects

ii) Redevelopment Case (common in recent Japan)

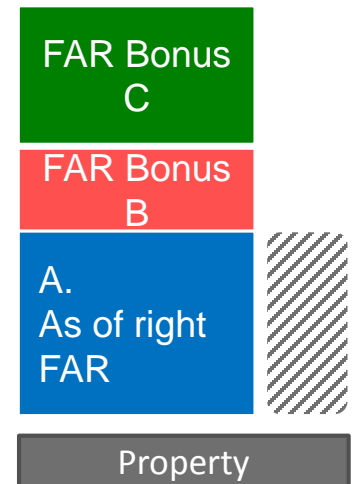
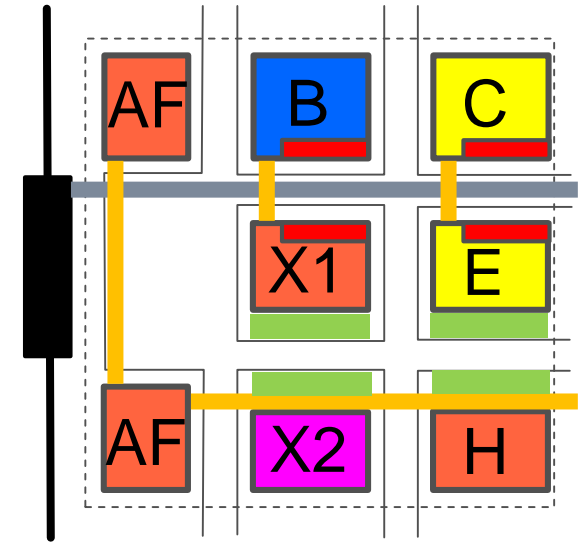
1) Divided Ownership



2) Infrastructure Improvement



3) Private-Driven Improvement



5. Global Projects

5. Global Projects – Beijing, CHINA

LIU LI QIAO STATION PROJECT



5. Global Projects – Beijing, CHINA

Client : Beijing Institute of Architecture Design
Site Area: 15ha
Total floor area : 800,000m²
Program : Station, Commercial, Office, Hotel
Planning : 2013



5. Global Projects – Tianjin, CHINA

TIANJIN BINHAI STATION NORTH PROJECT, CHINA

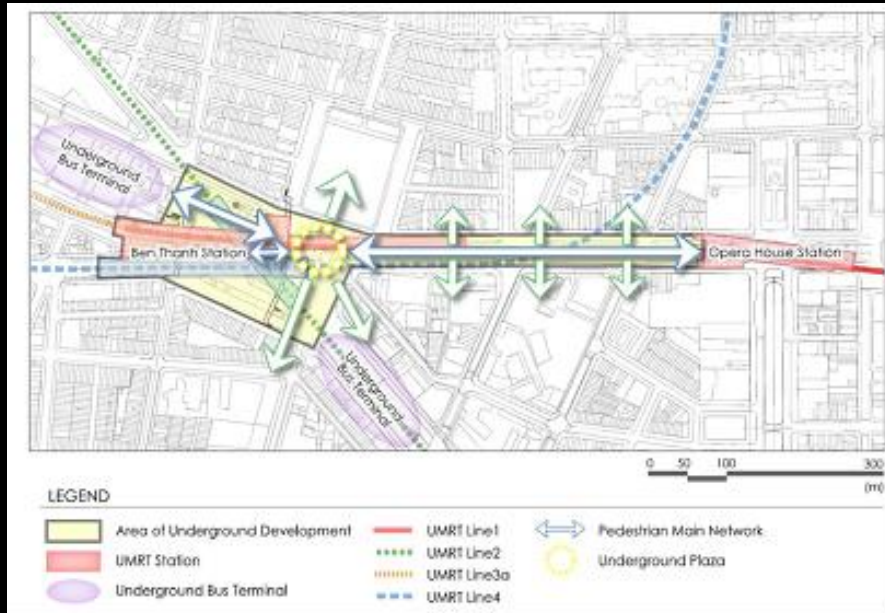


5. Global Projects – Tianjin, CHINA



- Animating Underground Passageway
- Introducing Retail / Community Service Use in the Station Block
- Proposing the Additional Station in the Northern Development Area

5. Global Projects – Ho Chi Minh City, VIETNAM



BEN THANH Hub Station

- Originating Station of MRT line 1, which is funded by JICA and targeting TOD projects
- Hub Rail Station for 4 lines is now under construction
- Under-the-street Shopping Mall in Vietnam under Private Investment Initiative



5. Global Projects – Moscow, RUSSIA

BOTANIC GARDEN STATION PROJECT



5. Global Projects – Moscow, RUSSIA



THANK YOU

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