Appendices

Appendix 1

Summary of Meetings and Seminars

A1 Summary of Meetings and Seminars

1st Survey

Date	Meeting With	Outline
7th Jan	JICA	・Kick off
7th Jan	Steering Committee	・Explanation of ICR ・Request for collaboration and relevant information
8th Jan	MRMO	・Explanation of outline of study ・Interview about current issues and situation
9th Jan	Tehran Municipality, International Dept.	・Explanation of outline of study ・Interview about current issues and situation
9th Jan	Tehran Municipality, Transportation Dept.	・Explanation of outline of study ・Interview about current issues and situation
10th Jan	MRMO, Deputy of Transportation	・Explanation of outline of study ・Request for collaboration and relevant information
10th Jan	MRMO, Urban Development Dept.	・Explanation of outline of study ・Interview about current issues and situation
11th Jan	EOJ	・Explanation of outline of study
13th Jan	MRUD+BHRC	・Explanation of outline of study ・Interview about current issues and situation ・Interview about the status and outline of TOD guideline
15th Jan	Tehran Municipality, Urban Planning Dept.	・Explanation of outline of study ・Interview about current issues and situation
15th Jan	NTDC	・Explanation of outline of study ・Interview about current issues and situation
17th Jan	TOD seminar by study team	・Showcase examples of TOD in Japan and other countries
21st Jan	3rd TOD Conference by MRUD	・Showcase examples of TOD in Japan and other countries
22nd Jan	Parand NTDC	・Interview about current situation and plan ・Field survey
23rd Jan	BHRC/MRUD	・Interview about Candidate places as TOD model project ・Interview about current issues and situation
24th Jan	Tehran Municipality, Urban Planning Dept.	・Interview about Candidate places as TOD model project ・Interview about current issues and situation
24th Jan	Parand NTDC/ Local Consultant	・Discussion on transportation plan in Parand
29th Jan	MRMO	・Agenda of SC
29th Jan	JICA	・SC and procedure
30th Jan	Tehran Municipality, Transportation Dept.	・Interview about Candidate places as TOD model project ・Interview about current issues and situation
31st Jan	Steering Committee	・Procedure ・MOU among SC
31st Jan	MRUD	・Technical advice on TOD Guidelines
1st Feb	JICA	・Report about SC ・Procedure

Date	Meeting With	Outline
4th Feb	Tehran Municipality, Urban Planning Dept.	・Interview about Candidate places as TOD model project ・Request for relevant information
5th Feb	RAI, Infrastructure department	・Interview about Candidate places as TOD model project ・RAI's plan on TOD
5th Feb	RAI, Commuter train	・Plan of Commuter Train

2nd Survey

Date	Meeting With	Outline
15th April	JICA	・Explanation of DFR
16th April	Steering Committee	・Explanation of DFR ・Request for relevant information
16th April	MRMO	・Candidate places as TOD model project ・Future plan
17th April	MRUD/BHRC/RAI, Dr. Taghizadhe	・Explanation of DFR
17th April	MRUD/BHRC	・Explanation of DFR ・Discussion TOD guidelines
17th April	Tehran Municipality, Deputy of mayor of urban planning	・Explanation of DFR ・Request for future collaboration
21st April	Qazvin	・Explanation of DFR ・Interview about current situation and issues in Qazvin ・Field survey
22nd April	Tehran Municipality, Transportation Dept.	・Explanation of DFR
22nd April	Tehran Municipality, Deputy of mayor of Transportation	・Explanation of DFR

Appendix 2

Main Points Indicated by Concerned Agencies

A2 Main Points Indicated by Concerned Agencies

The JICA Study Team interviewed concerned agencies during the field survey conducted in January 2018 and discussed the current situation and major issues regarding TOD in Iran. Main points indicated by these agencies are summarized below.

Main Points regarding TOD Indicated by Concerned Agencies

Agency	Main Points
MRMO	• Municipalities are responsible for metros in Iran. Metro lines running between urban areas and suburbs are under the responsibility of the municipalities of the origin of such lines. • There is a plan to establish a new company to operate metro lines in the suburbs.
MRUD, BHRC	• It is intended that TOD currently considered will cover the development from station to regional/corridor levels. • MRUD and BHRC expect the JICA Study Team to assist in the technical aspects of TOD that would be necessary for its implementation, e.g., concrete TOD approaches along with relevant experiences in Japanese cities.
Tehran Municipality	< Urban Planning Department > • In Tehran, there are several areas of land owned by the Iranian Military that can be a candidate site for TOD, including Hossein Abad. Conversion of military-owned land to service centers has been directed by the Supreme Leader over the past decade, but actual conversion has progressed very slowly. • Due to the lack of public land for further development in Tehran, a masterplan for underground development has been prepared to utilize the underground for commercial and social services, car parking, etc. However, connecting metro stations with underground private sector facilities may be difficult due to security reasons. • There has been a discussion with Tehran Metro about the development of a station complex composed of commercial facilities and parking. One candidate is along the Vali-e-asr Street. < Transport Department > • Major issues on transport in Tehran include chronic traffic congestion and air pollution caused partly by the concentration of population. If TOD attracts more people to Tehran, its implementation may not be desirable. • The Tehran Transport Masterplan is a subordinate plan of the Comprehensive Plan of Tehran. However, there has not been a feedback mechanism from the transport policy to the Comprehensive Plan. • Inconvenient intermodal transfers and insufficient provision of related public facilities (e.g., station plazas, park-and-ride/kiss-and-ride lots) at/around metro stations are primarily due to the lack of inter-agency or inter-departmental coordination (e.g., between Tehran Metro and bus/taxi operating companies). • Connecting metro stations with underground private sector facilities may be possible, although there has not been such a case so far. On the other hand, there are some metro entrance/exit passageways that are located on private property.
NTDC	• Over the past decade, the Mehr Housing Project has supplied affordable housing on a large scale and is now in the final stage. The focus would be shifted to such themes as pursuing qualify of life and energy-saving. Eco-Smart City and TOD are an essential concept in the masterplan of the next generation. NTDC would like to receive technical assistance from Japan regarding Smart City and energy saving technologies. • MRUD designated Parand as the first target for TOD-based urban development to be implemented on a pilot basis. NTDC has already hired local consultants to develop a TOD plan for Parand (including a transport plan within Parand) and expects to receive technical support from Japan as it has little experience and knowledge on TOD-based urban development.

Agency	Main Points
RAI	• It is planned to increase the number of RAI stations where passengers can efficiently transfer to metro lines. • It may be possible to establish a system to share tracks between RAI's commuter trains and metro suburban trains. • The TOD-based development around RAI stations is now planned to make them the landmark of the cities with over one million population. As of February 2018, an overall masterplan for redevelopment around major stations, as well as a redevelopment masterplan for Tehran Railway Station (Rah Ahan), is being prepared. • For Parand, the extension of RAI services to within the city should be reasonable from TOD perspective, but the investment for the extension would not be financially justified.

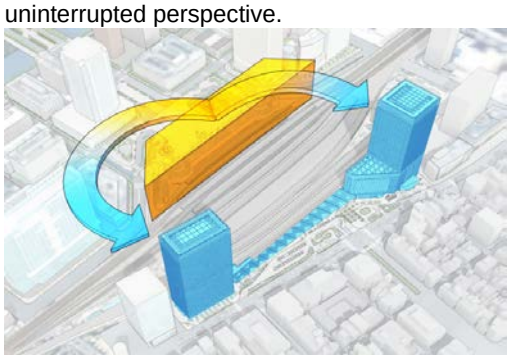
Source: Relevant personnel of the above agencies, JICA Study Team

Appendix 3

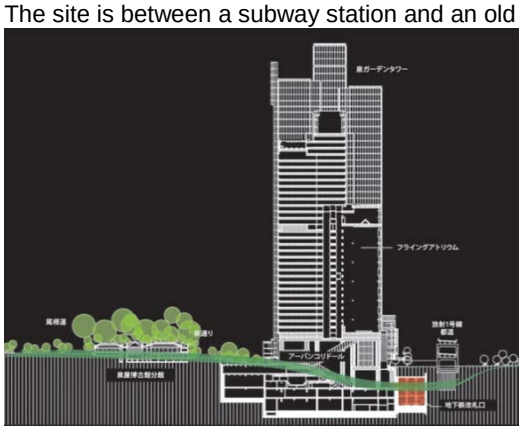
Sample TOD Projects

A3 Sample TOD Projects

Example of a) Terminal Type Station in City Center

Name	Tokyo Station	Location	Tokyo (Japan)
Site Area	—	Business Entity	JR East Japan
Project Period	—	Ridership	approx. 1,280,000 pax/day
Project Scheme	Transfer of Development Rights (transfer of the air rights, or floor area ratio (FAR) above the station of Tokyo Station building to neighboring sites). The neighboring sites are in part designated as “Special Urban Renaissance Districts,” with FAR standards, land use policies, etc. designed to mitigate significant environmental effects.		
Outline/ Image	 The historic, symbolic station building and surrounding high-rise buildings  The Tokyo Station Grand Roof on the south side is low so as to give an uninterrupted perspective.  Transfer of development rights (TDR) is a technique that enables both conservation of the station building and development on neighboring sites.		

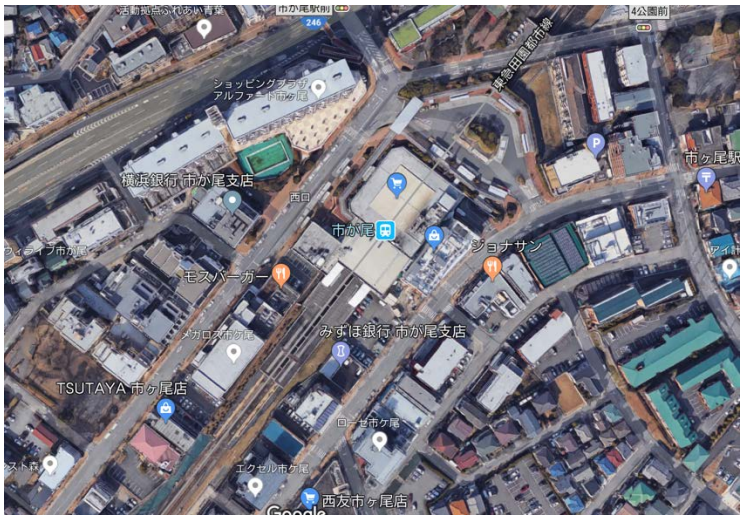
Example of b) Standard Station in City Center

Name	Roppongi 1-chome station/ Izumi Garden	Location	Tokyo (Japan)
Site Area	23,868.51 m^2	Business Entity	Teito Rapid Transit Authority (Tokyo Metro of the present day, Sumitomo Realty & Development Co., Ltd., etc.)
Project Period	1986 Formation of the association、1999-2002	Ridership	approx. 74,200 pax/day
Project Scheme	Urban Redevelopment Project		
Outline/ Image	 The site is between a subway station and an old mansion with a historic garden.  An Urban Corridor directly connects the metro station through a hilltop green area.  The Urban Corridor also provides sunlight and fresh air for the underground space.		

Example of c) Core Type Station in Suburb

Name	Tama Plaza Station	Location	Yokohama (Japan)
Site Area	—	Business Entity	Tokyu Corporation
Project Period	2010 (Tama Plaza Terrace)	Ridership	approx. 82,000 pax/day
Project Scheme	Urban Redevelopment Project		
Outline/ Image	 Tama Plaza station was developed as the center of the Tama Garden City. The station plaza and the shopping mall attached to the station are always busy.  The shopping mall sometimes holds events, which attracts even more people.  The concourse is seamlessly connected to the station plaza, and passengers can see and feel passing trains on the concourse or even in some shops.		

Example of d) Standard Station in Suburb

Name	Ichigao Station	Location	Yokohama (Japan)
Site Area	—	Business Entity	Tokyu Corporation
Project Period	—	Ridership	approx. 44,000 pax/day
Project Scheme	Development Based on City Planning		
Outline/ Image	 Owing to its topography, the road penetrates the station above the track, so that the road has no railway crossing. There is a supermarket owned by the railway company above the station; and there is also a bus terminal on the north side of the station.  In spite of its relatively low ridership, the station also includes some facilities for daily life, such as a café, a cleaning shop and a bank. Therefore, passengers using this station can enjoy a convenient lifestyle.		

Example of Station Level TOD (1) Land Use

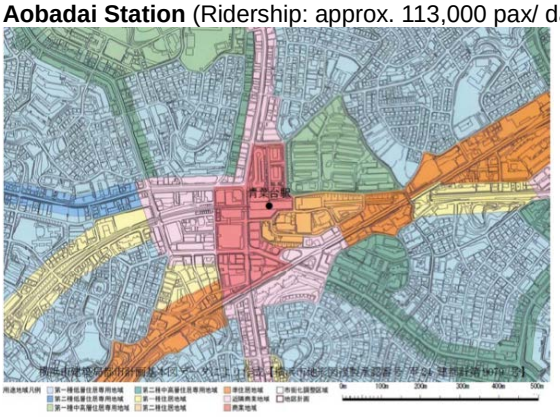
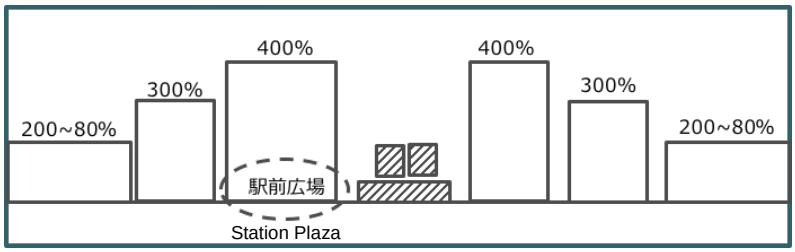
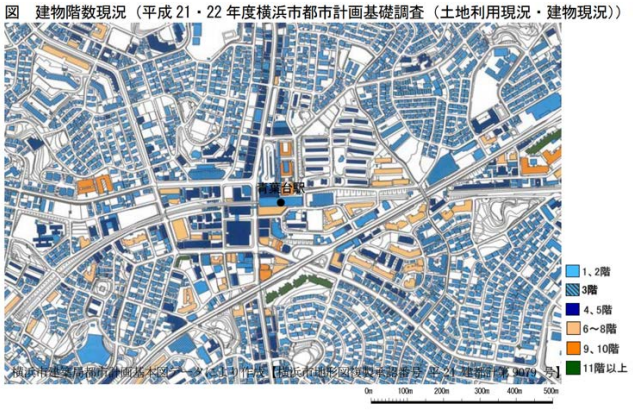
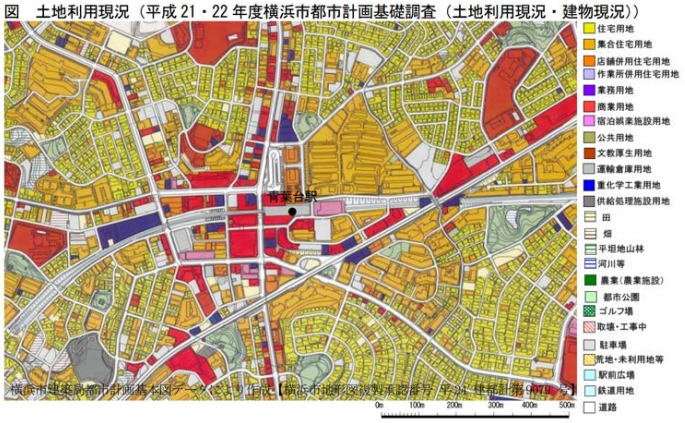
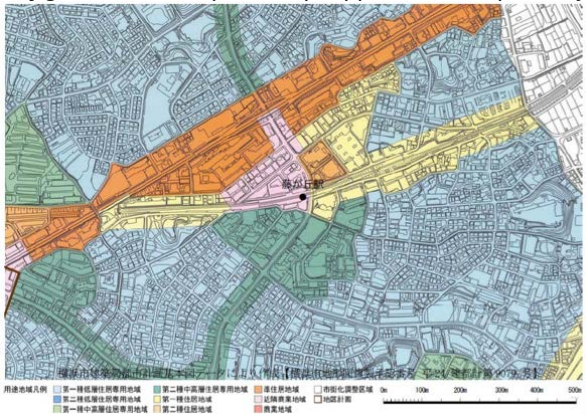
Name	Aobadai Station, Fujigaoka Station	Location	Yokohama (Japan)
Site Area	—	Business Entity	Tokyu Corporation
Project Period	2000 (commercial facility)	Project Cost	—
Project Scheme	Development Based on City Planning (Land Use)		
Outline/ Image	**Aobadai Station** (Ridership: approx. 113,000 pax/ day)   According to the official urban planning map, the areas surrounding the station and along arterial roads are designated for commercial use with high FARs. Other areas are mostly for residential purpose with low FARs. There is also a station plaza on the north side of the station. 図　建物階数現況（平成 21・22 年度横浜市都市計画基礎調査（土地利用現況・建物現況））  The closer to the station, the higher the buildings tend to be. Thus, FAR control makes the skyline surrounding the station distinct.		

図　土地利用現況（平成 21・22 年度横浜市都市計画基礎調査（土地利用現況・建物現況））

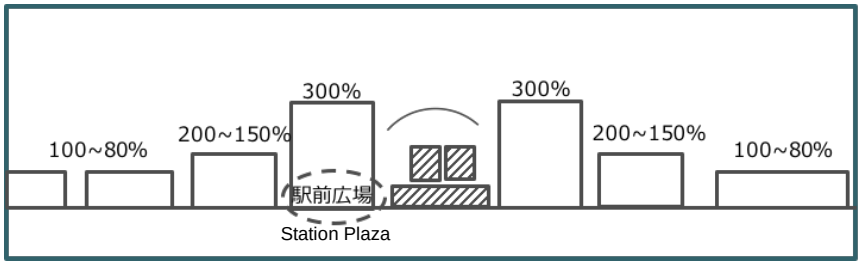


Compared with the location of detached housing, the areas of housing complexes and apartments tend to be closer to the station.

Fujigaoka Station (Ridership: approx. 27,300 pax/ day)

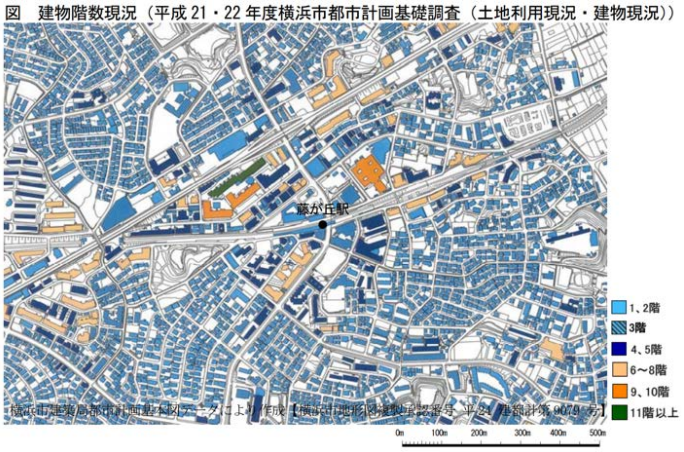


Its overall structure is similar to that of Aobadai station, except that the commercial zone is a little smaller. There is a small station plaza adjacent to the station.



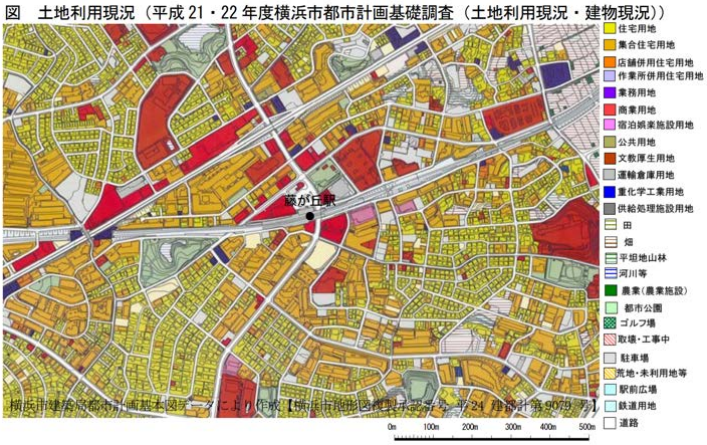
The biggest difference between Fujigaoka Station and Aobadai Station is the FAR surrounding the station. FARs should be decided according to the scale of the station; rather than setting different FARs to different stations, those stations can be hierarchized.

図　建物階数現況（平成 21・22 年度横浜市都市計画基礎調査（土地利用現況・建物現況））



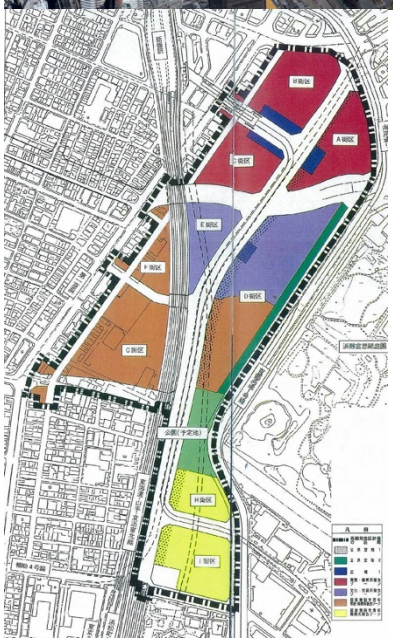
Except along the arterial road, each building tends to be lower and smaller.

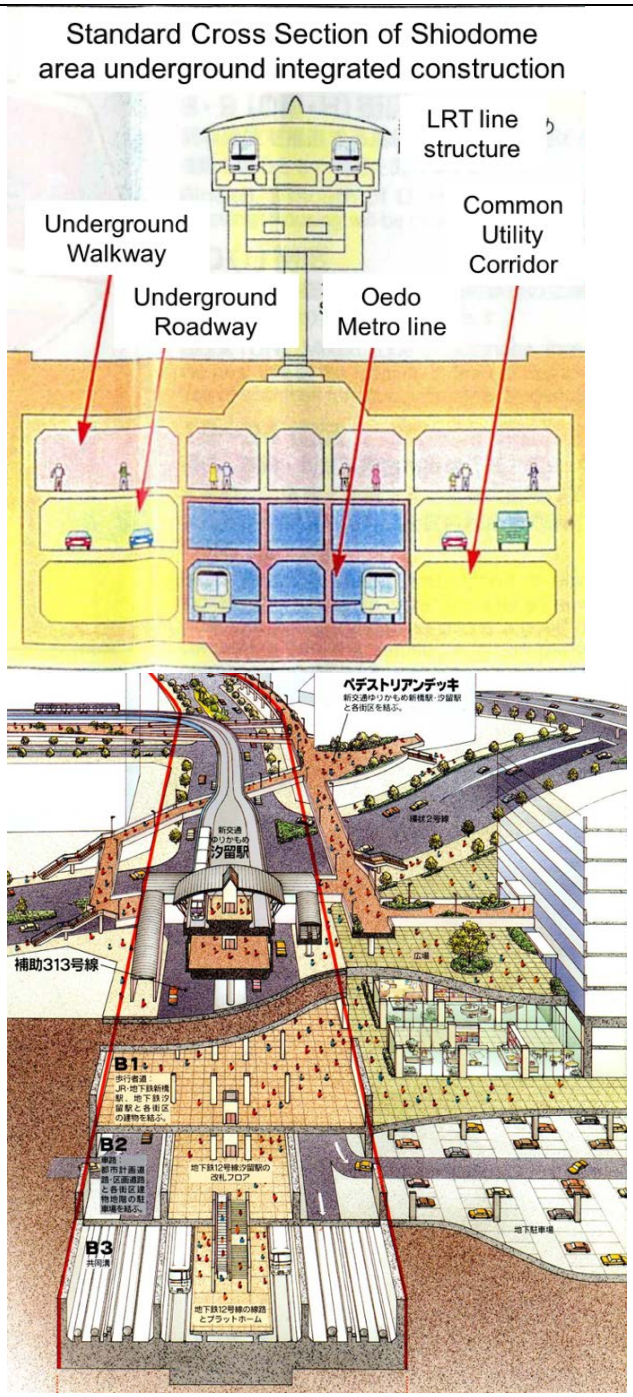
図　土地利用現況（平成 21・22 年度横浜市都市計画基礎調査（土地利用現況・建物現況））



There are some large commercial facilities along the arterial road, but the commercial area is more compact than Aobadai station's, which resulted from the different urban planning.

Example of Station Level TOD (2) Pedestrian Network

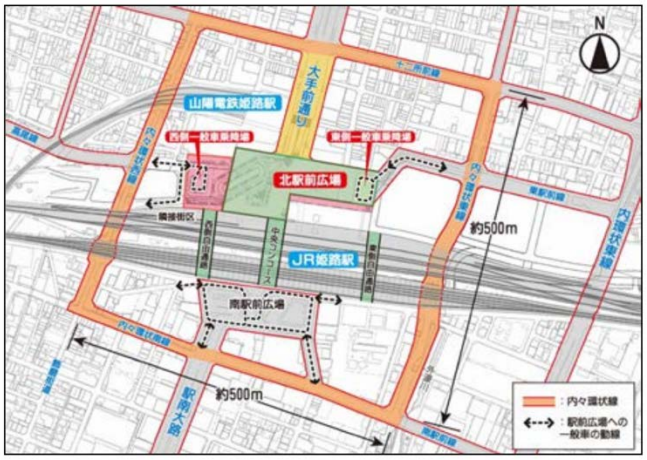
Name	Shiodome Sio-Site	Location	Tokyo (Japan)
Site Area	Approx. 31 ha	Business Entity	Shiodome Development Council
Project Period	1985 Formulation of plan、2007 Completion	Project Cost	Public facility (roads, etc.) 146.3 billion yen
Project Scheme	Land Readjustment Project District Plan under the Enhanced Redevelopment District Plan Station area management by the council (referring to BID)		
Outline/ Image	**Shiodome Station** (Ridership: approx. 62,000 pax/ day) **Shimbashi Station** (Ridership: 950,000 pax/ day)   In 1986, the freight station of Shiodome was abolished, and the Tokyo Metropolitan Government drew up a master plan for this area. Following the master plan, this area has been developed including business, cultural, commercial and residential functions.		



The council composed of land owners, the Tokyo Metropolitan Government and the Minato Ward Government negotiated together to formulate the District Plan. In this District Plan, it was decided that there should be a walkway connected seamlessly to move people between buildings. Although each building was developed by different developers, this connectivity could be realized because of this plan.

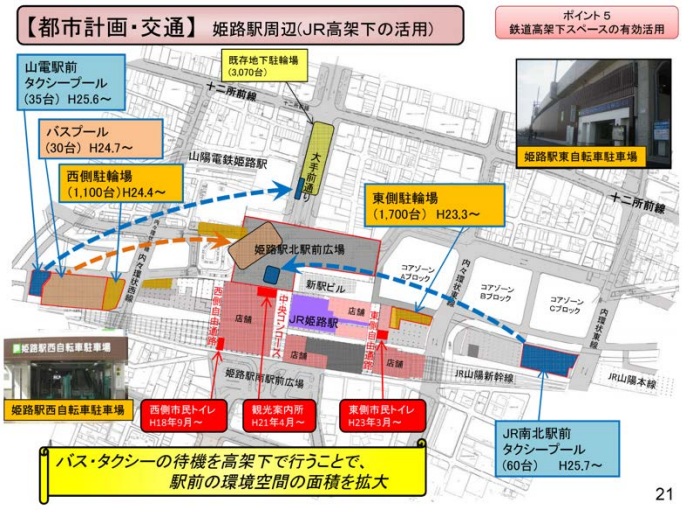
Since then, with the support from the public sector, the enterprises and residents of the area have had responsibility for the management of pedestrian decks and open spaces. The current pedestrian-friendly environment is a result of cooperation between the public and private sectors.

Example of Station Level TOD (3) Traffic Network

Name	Himeji station north exit	Location	Himeji City (Japan)
Site Area	Approx. 200 m (road length)	Business Entity	Himeji City, Transportation business operator, etc.
Project Period	2015- (ongoing)	Project Cost	—
Project Scheme	Station Environment Development Based on Revised City Planning Through the Cooperation Between the Government and the Private Sector		
Outline/ Image	**Himeji Station** (Ridership: approx. 130,000 pax/ day including Sanyo Railway)  In the late 1980s, Himeji City decided to enhance the quality of the Himeji station area. The plan included the elevation of JR tracks and widening the ring roads surrounding the station, which is expected to lead the reduction of car traffic.  The change in urban planning has encouraged some organizations, such as the Chamber of Commerce, to participate in the proposal of the station plaza on the north side of the Himeji station. At the same time, the plan suggests creating a transit mall in the main street. The concept of “transit mall” entails excluding private cars from the street and allowing only public transportation.		

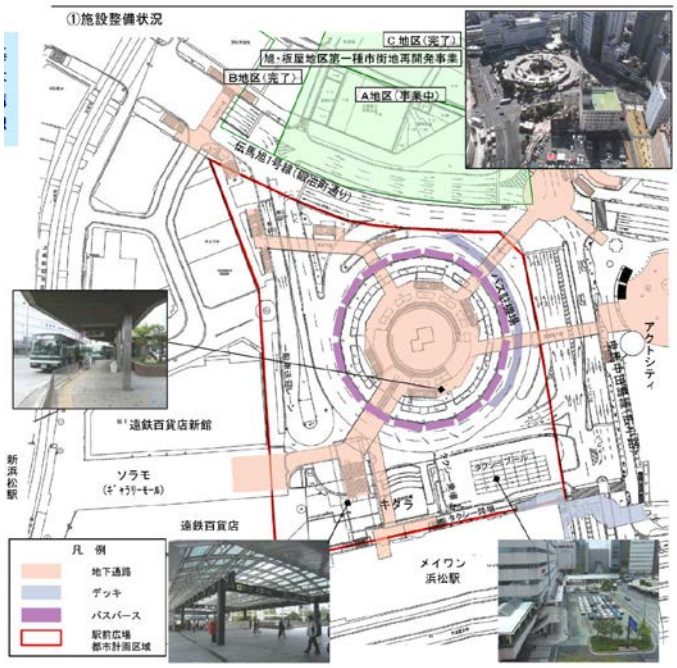
The year 2015 saw the completion of ring roads and station plaza, and the introduction of the transit mall, which is mainly for public transport, bicycle, and pedestrian use; however, some private vehicles, such as freight trucks or ambulances, are allowed to enter the zone.

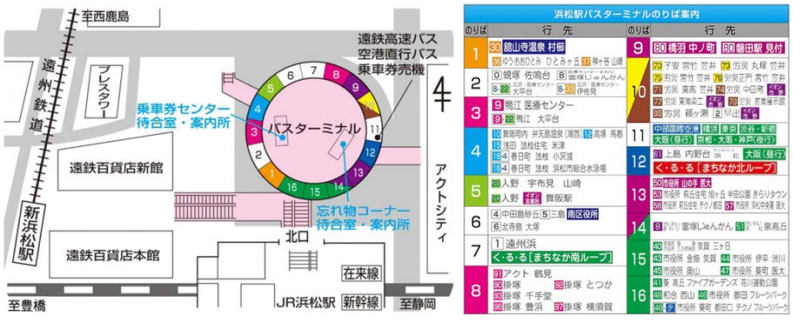
The experimental project had been conducted to grasp the benefits and problems of the transit mall program.



This program, combined with other improvements surrounding the station, has had three effects: vitalization of the city center, traffic improvement and public transportation improvement.

Example of Station Level TOD (4) Intermodal Facilities

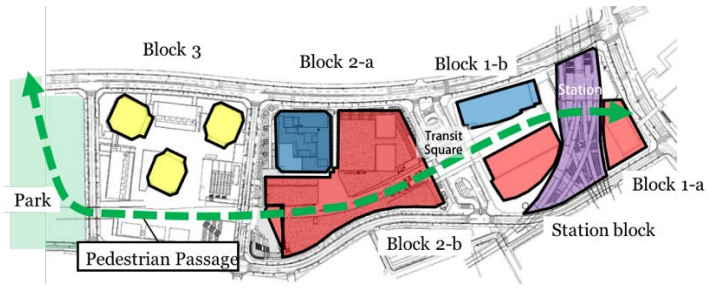
Name	Hamamatsu station north exit	Location	Hamamatsu City (Japan)
Site Area	Approx. 1.8 ha	Business Entity	Hamamatsu City
Project Period	1982, 2011 re-examination	Project Cost	—
Project Scheme	Land Readjustment Project		
Outline/ Image	Hamamatsu Station (Ridership: approx.88,000 pax/ day)   The station plaza on the north side of the Hamamatsu station has a taxi pool and stands, a kiss & ride lane, and a massive bus terminal. The station, surrounding buildings, and the bus terminal are connected by the underground passage, allowing pedestrians to go up and down without being interrupted by cars. Taxi stands are located at the most strategic spot, because taxi users might put priority on efficiency and convenience.		



The bus terminal is huge with 16 bus stops, as the bus seems the most important public transportation in Hamamatsu City. The buses whose destinations are in the same direction depart from the same bus stop and each bus stop has a different symbol color, making the complicated bus system more understandable.

Hamamatsu City– the central government (MLIT), the police, experts, local associations, taxi companies, bus companies, and so on – constituted a committee to conduct a survey aimed at upgrading the traffic conditions and intermodal facilities surrounding the station. The survey included a questionnaire survey to citizens, as well as a traffic census. The result was taken into consideration in formulating an improvement plan.

Example of Station Level TOD (5) Green and Open Space Network

Name	Futako-Tamagawa Rise	Location	Tokyo (Japan)
Site Area	Approx. 8.1 ha	Business Entity	Tokyu Corporation
Project Period	2007-2015	Project Cost	Approx. 100 billion yen
Project Scheme	Urban Redevelopment Project		
Outline/ Image	**Futako-tamagawa Station** (Ridership: approx. 160,000 pax/ day)  Futako-tamagawa is said to be “the western gateway to Tokyo.” Surrounded by beautiful nature, the area has been redeveloped in consideration of the natural environment, as well as vitalization of commercial, residential and business functions.   Futako-tamagawa Rise is located between the train station and a park. A pedestrian passage, named “Ribbon Street” runs in between. The passage, on which many small shops are located, is designed to be full of trees, making it more comfortable for people to walk up and down. In the residential area (shown as yellow), the green coverage ratio is more than 30%.		

There are also green roofs on buildings. The rooftop gardens are intended to function as a biotope, contributing to biodiversity in this area. Also, people can enjoy the scenery of Kokubunji Terrace, Tama River and even Mt. Fuji from this garden.

This nature-oriented project could be realized because it is located in the suburbs. Some companies were attracted by the project and decided to move their offices here, including one of the largest IT companies in Japan. The centralized urban structure could be mitigated by such moves.

Example of Station Level TOD (6) Building Design-1

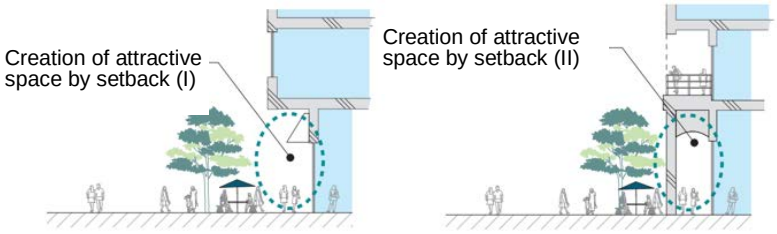
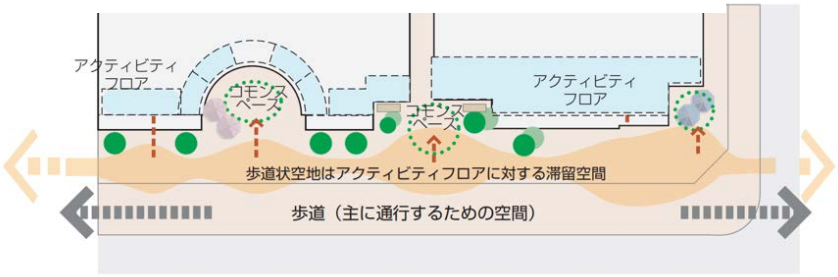
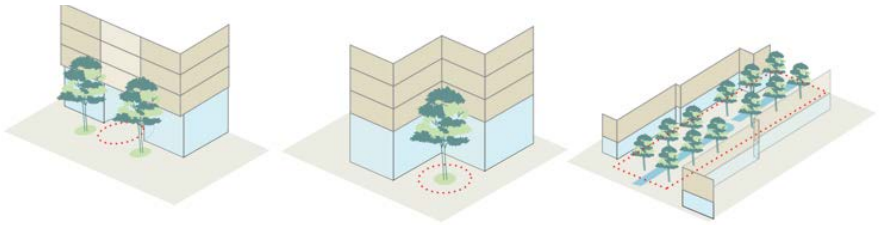
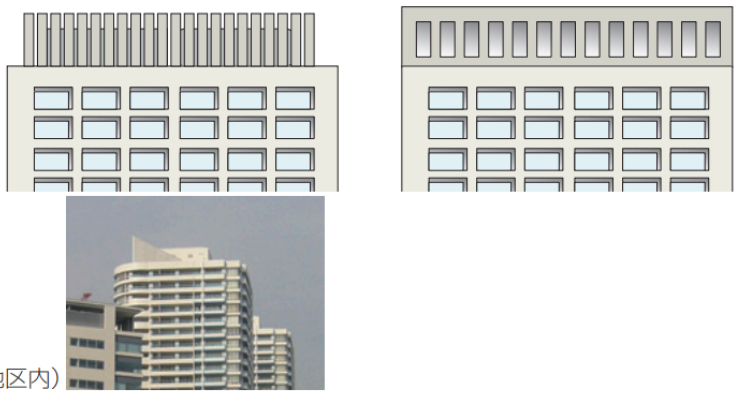
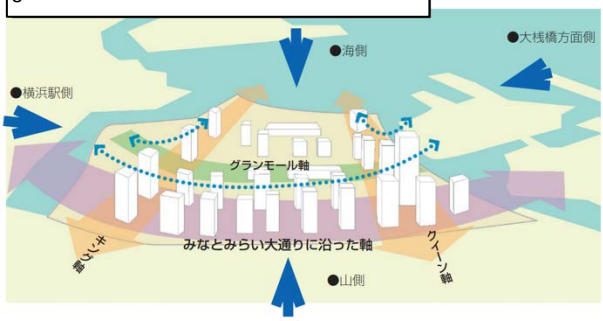
Name	Minato-mirai 21 land scape guideline	Location	Yokohama (Japan)
Site Area	Approx. 115.7 ha	Business Entity	Yokohama City
Project Period	2008 Enforced	Project Cost	—
Project Scheme	Landscape Planning Based on Landscape Act and Based on Landscape Regulation (Guidelines)		
Outline/ Image	Yokohama City introduced landscape guidelines for the Minato-mirai area, the most developed bayside district of Yokohama. The guidelines cover the items below: - Activity floor: a floor which faces pedestrian passage  - Open space for pedestrians Image of vibrant pedestrian spaces  - Common space Image of various common spaces 		

Image of creation of rooftop design by the guidelines



- Skyline

Image of creation of symbolic skyline by the guidelines



- Streetscape

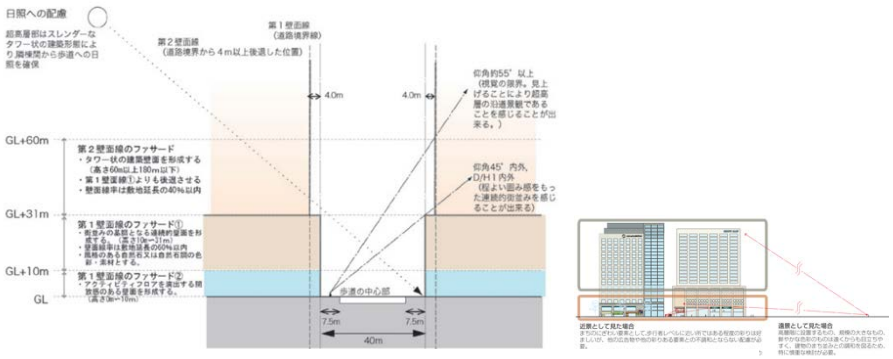
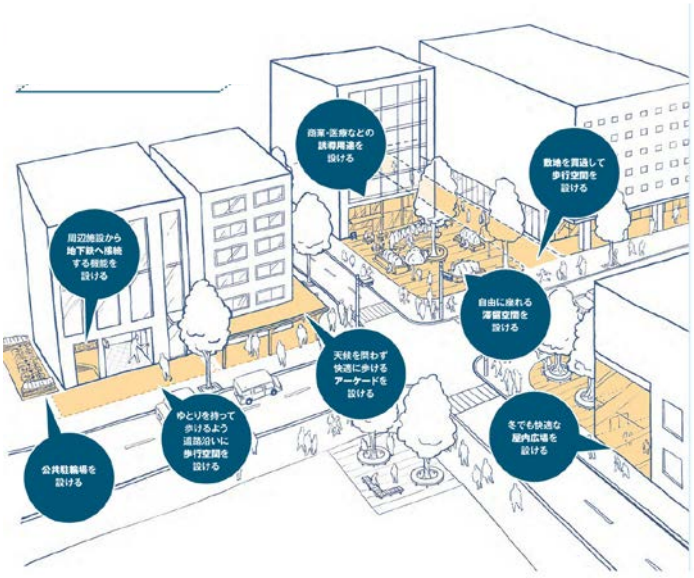
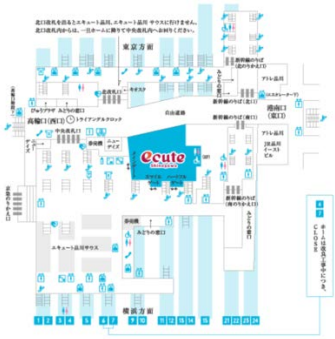


Image of creation of human-scale design by the guidelines

Example of Station Level TOD (6) Building Design-2

Name	Region exchange center, etc. development instruction project	Location	Sapporo (Japan)
Site Area	—	Business Entity	Sapporo City
Project Period	2017	Project Cost	—
Project Scheme	The Floor Area Ratio Bonus and Subsidy Due to Conforming to Open Space Guidelines		
Outline/ Image	 The guidelines illustrate the cases in which FAR bonus and subsidies are provided to developers. Sapporo City has started a new approach to improve the built environment surrounding the metro stations by giving FAR bonus and subsidies to developers if they contribute to the improvement of surrounding areas. Sapporo City also formulated the Open Space Guidelines, which contain the guidelines for the creation of open spaces for pedestrians, passages inside their properties, bicycle parking lots, and plazas. The guidelines also include how to design open spaces, as well as how to manage them.		

Example of Station Level TOD (7) Convenient Facilities

Name	Shinagawa Station	Location	Tokyo (Japan)
Site Area	—	Business Entity	JR East Japan
Project Period	2005-2011	Project Cost	—
Project Scheme	Commercial Development by a Railroad Company / Urban Redevelopment Project, Redevelopment District Plan		
Outline/ Image	**Shinagawa Station** (Ridership: approx. 1,100,000 pax/ day)  Shinagawa Station is one of the largest terminal stations in Tokyo and serves as a southern gateway of Tokyo: people can take the Shinkansen (high-speed railway) from Shinagawa and arrive at Haneda Airport in no time at all. The committee, established in 1990, formulated a redevelopment plan of the east side of the station in 1992. The opening of the Shinkansen station in 2003 triggered further business and residential development.   In 2005, 'Ecute Shinagawa' started its operation. Ecute, managed by JR (the railway company), is the brand name of commercial facilities inside the station precincts. This means that passengers can enjoy shopping without going out of the station when they transfer to another train. Until 2011, the area had been enlarged to attract more customers. Now Ecute is located at seven stations in Tokyo.		

JR also operates an outside-station commercial facility, named Atré, at 22 stations in Tokyo. Atré Shinagawa, located adjacent to Shinagawa Station, is a four-story supermarket which contains a grocery store, restaurants and cafés, small shops and so on.

On the east side of the station is a redevelopment area where many office buildings are built. Like the station area of Shiodome, these building are connected by a pedestrian deck called Skyway, and each building is connected to this deck. The District Plan regulates the wall surface line of buildings, which ensures this connectivity. Also, the pedestrian passage penetrating the station also enhances walkability between both sides of the station.

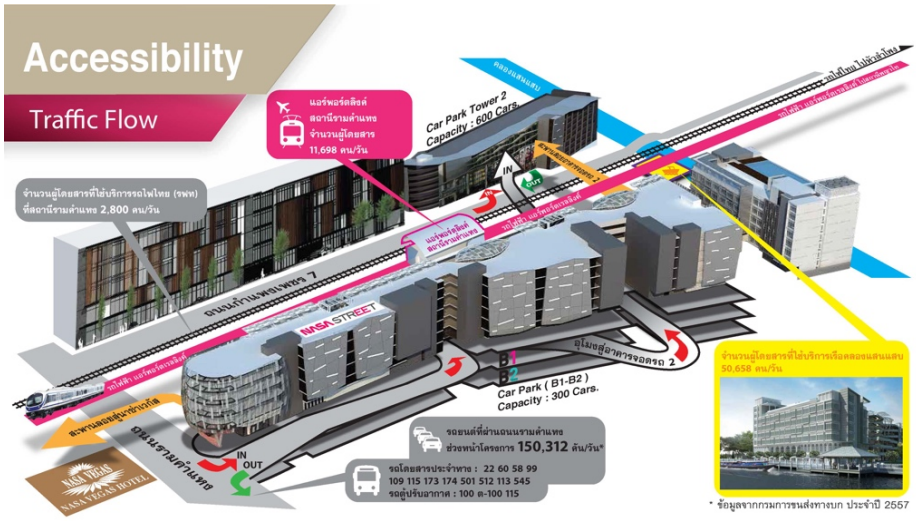
Example of Station Level TOD (8) Underground Development

Name	Tenjin underground shopping center	Location	Fukuoka (Japan)
Site Area	Approx. 5.3 ha	Business Entity	Tenjin underground shopping center Development Co., Ltd.
Project Period	Opened in 1976, renewed in 2015	Project Cost	Early phase：16.0 billion yen Newly-built：21.8 billion yen
Project Scheme	Road Occupying Permission＋City Planning Decision		
Outline/ Image	In 1958, a construction company suggested the plan of underground shopping mall to mitigate traffic congestion. At the beginning the authority was opposed to the plan because of structural problems and some conflicts with other plans or commercial districts; but finally, in 1973, the prefectural government permitted the development. In 2015, when a new subway started its operation, the mall was extended. Now there are as many as about 150 shops with 200,000 to 300,000 people visiting the mall on a daily basis.   Tenjin Underground Shopping Mall is designed in European style, which induces a special atmosphere.		

Example of Station Level TOD (9) Management-1

Name	Shiodome Sio-Site	Location	Tokyo (Japan)
Site Area	Approx. 31 ha	Business Entity	Shiodome Development Council
Project Period	1985 Formulation of plan、2007 Completion	Project Cost	Public facility (roads, etc.) 146.3 billion yen
Project Scheme	Land Readjustment Project District Plan under the Enhanced Redevelopment District Plan Area management by council (referring to BID)		
Outline/ Image	**Shiodome Station** (Ridership: approx. 62,000 pax/ day) **Shimbashi Station** (Ridership: 950,000 pax/ day) As mentioned above, “Shiodome Siosite” is managed by the council which consists of both public and private sectors. This council mediates between companies which develop in each site and the local authorities which are responsible for infrastructure development. At the time of development, the companies and residents participated in making the District Plan, and even paid a part of initial cost in order to make the area even better. Also, now the companies take charge of physical design and station area management, at the thought of making the station area more comfortable and valuable.		

Example of Station Level TOD (9) Management-2

Name	NASA STREET	Location	Bangkok, Thailand
Site Area	Approx. 2.5 ha	Business Entity	A-Link Thonglor Ramkhamhaeng
Project Period	2013	Project Cost	—
Project Scheme	Development by a Sole Developer		
Outline/ Image	 NASA STREET is a development project at Ramkhamhaeng Station, Airport Rail Link, in Bangkok. The site is adjacent to a railway track. The land is owned by the developer (A-Link) and State Railway of Thailand (SRT), but SRT is renting out its land so that the developer can use the land as a whole. Instead of the lease, the developer takes charge of the management of the site.  The developer constructed not only complex buildings but also a station plaza, parking lots, pedestrian decks and a pier for public transportation. These facilities contribute to the functionality of the station as well as the development. In fact, this is the only station-oriented area development in suburban Bangkok. The factor that enabled this project is the right to develop in public lands given to a private company that is eager to develop the land into a more valuable space.		



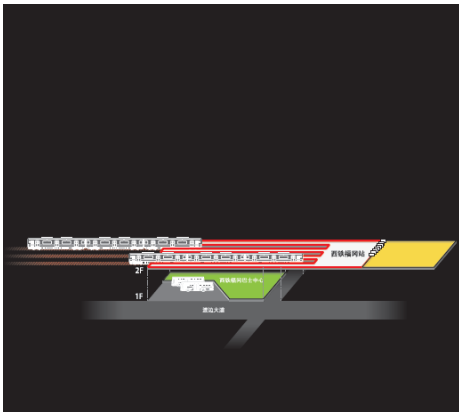
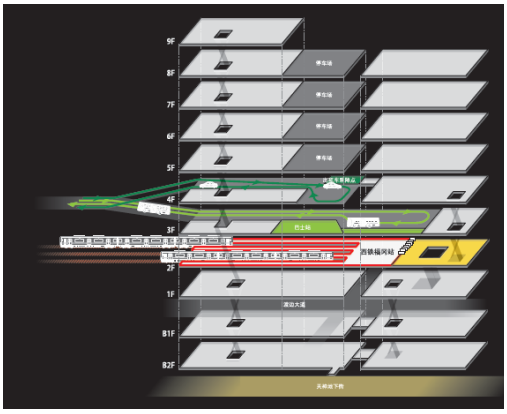

(top left): Part of the station plaza where some street vendors are located. Generally, street vendors in Bangkok are illegal, but here they pay some fee for the permission to use the land. So in this case, they are operating legally.

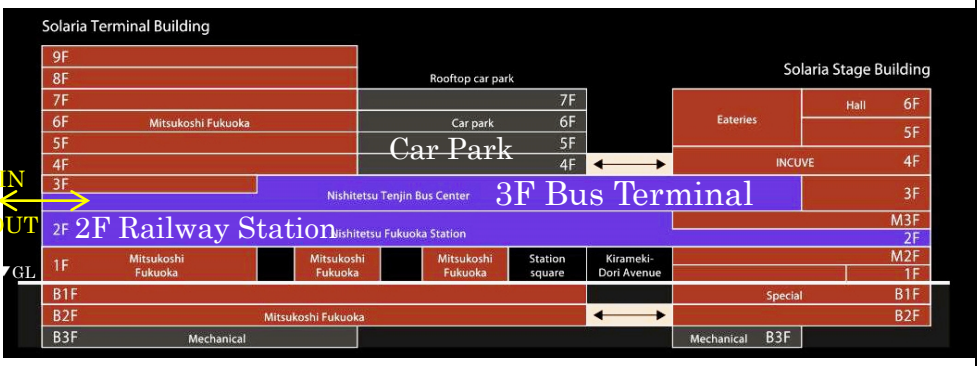
(top right): Part of the station plaza which serves as an intermodal space.

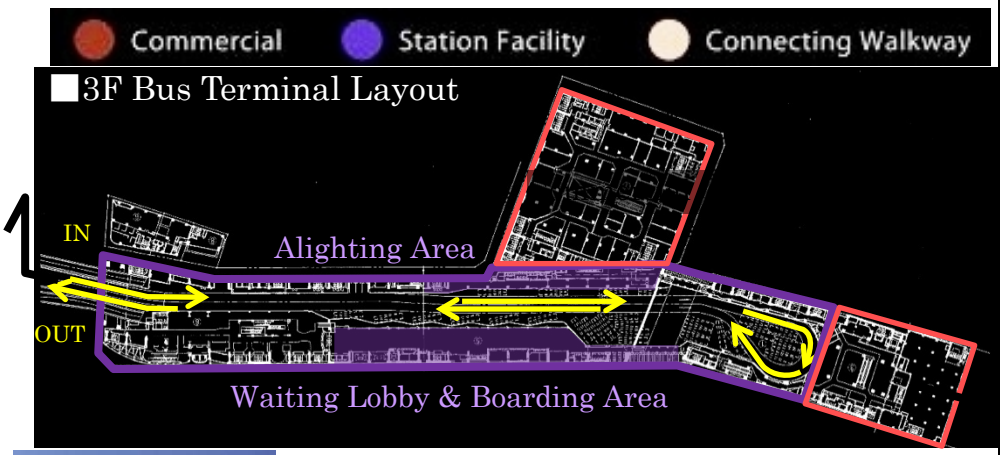
(bottom left): The pier, which is used by public boat transportation (Saen Saep Canal Boat). The facility is much better compared to other piers.

(bottom right): The site right next to the track of SRT. A-Link is planning to renovate the platform.

Example of Station Level TOD (10) Integrated Development-1

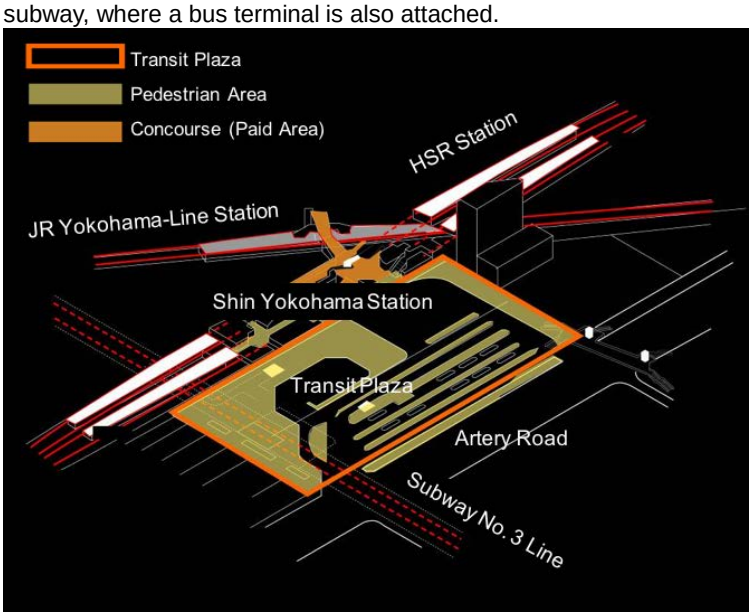
Name	Solaria Plaza	Location	Fukuoka (Japan)
Site Area	Gross floor area: 6.3 ha	Business Entity	Nishi-Nippon Railroad Co., Ltd.
Project Period	1989	Project Cost	—
Project Scheme	Urban Redevelopment Project		
Outline / Image	**Nishitetsu-Fukuoka Station** (Ridership: approx. 131,000 pax/ day) **Tanjin Station** (Ridership: 159,000 pax/ day) Tenjin-Minami Station (Ridership: 48,000 pax/ day)  Solaria Plaza is a complex building located in the center of Fukuoka, the largest city in Kyushu, which contains a train station, a large bus terminal, commercial and cultural facilities and a hotel.   Before 1989, there was only a train station. With a view to utilize the site, the site was redeveloped and the 19-story building was constructed. A new bus terminal was allocated on the 3rd floor, taxi pools on the 4th floor and a parking lot on the 4th to 7th floors.		

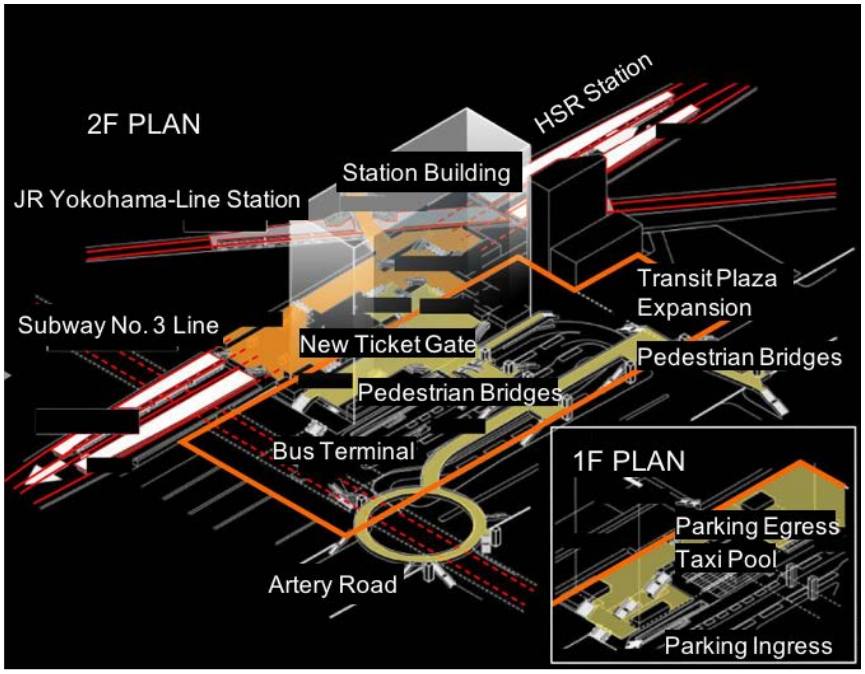




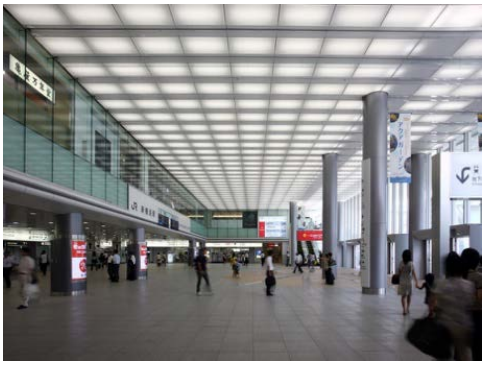
The bus terminal is designed elaborately so that it works well functionally, since buses play an important role not only in Fukuoka City but also in the Kyushu region as a whole. The zones in the red color in the above figure are commercial facilities.

Example of Station Level TOD (10) Integrated Development-2

Name	Cubic Plaza Shin-Yokohama	Location	Yokohama (Japan)
Site Area	Gross floor area: 9.6 ha (In the entire Shin-Yokohama central building)	Business Entity	Shin-Yokohama Station Development Co.,Ltd. (The subsidiary of JR East Japan)
Project Period	2008	Project Cost	—
Project Scheme			
Outline/ Image	**Shin-Yokohama Station** (Ridership: approx. 260,000 pax/ day)  Shin-Yokohama is a station of high-speed railway (HSR)/ Shinkansen, ordinary train and subway, where a bus terminal is also attached.  Although there was a transit plaza and some connectivity facilities before the redevelopment, the pedestrian network was not convenient at all. The development potential of the land owned by the railway company was not made best use of.		

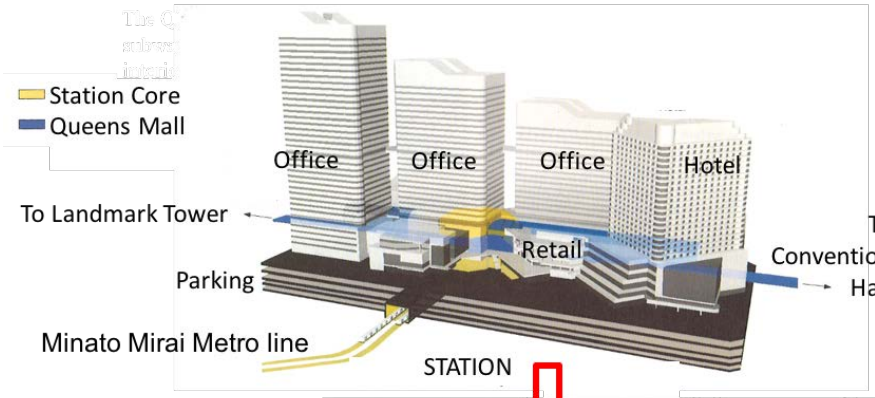


After the redevelopment, the transit plaza was expanded, and a new building was developed above the transit plaza and a part of HSR tracks. Pedestrian connectivity was also enhanced by pedestrian bridges. The building is occupied by commercial facilities, restaurants, offices and a hotel. Parking lots are located underground.



Taxi stands are located on the 1st floor of the building, so passengers can directly take a taxi ride without any exposure to uncomfortable weather.

Example of Station Level TOD (10) Integrated Development-3

Name	Queen's Square	Location	Yokohama (Japan)
Site Area	Gross floor area: 4.4 ha	Business Entity	Private sector cooperation
Project Period	1997 (station; 2004)	Project Cost	—
Project Scheme			
Outline/ Image	**Minatomirai Station** (Ridership: approx. 81,000 pax/ day)   Yokohama Queen's Square is located in the bayside area of Yokohama City. There is a subway station on the 3rd basement floor of the commercial building. People inside the building can feel winds blow when a train passes.    The development is composed of several buildings, including offices, commercial facilities and a hotel. At the ground level, a mall (Queen's Mall) connects to this building with surrounding developments, such as the super high-rise building Landmark Tower and a huge-scale convention and exhibition center.			