

## AIMING FOR THE CREATION OF NEW SPACE -DEVELOPMENT OF TOKYO STATION CITY -

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Summary: The space from Tokyo station along Gyoko-dori Ave. to the Imperial Palace is a symbolic space quite important as a gateway to the capital, Tokyo, and Japan as a whole. The Tokyo Station District Development Plan that JR East is proceeding with is development that goes beyond creating station space to create urban space as "Tokyo Station City" under the concept of "stations changing the city and the city becoming the station." We hope that the new space that integrates station and city beyond traditional concepts will be the best station (and city), attracting the world's attention.

### 1 Introduction

The space from Tokyo station along Gyoko-dori Ave. to the Imperial Palace is a symbolic space quite important as a gateway to the capital, Tokyo, and Japan as a whole. The area around Tokyo station is also the center of Japanese economy, where Japan's top companies as well as companies from around the world locate their management bases. In cooperation with the Tokyo Metropolitan Government, we are proceeding with the Tokyo Station District Development Plan. The symbol for the Marunouchi side in this plan is the preservation and

restoration of the Marunouchi station building. By restoring and preserving that historically valuable building to its original form, we will pass down a cultural asset to the future, contributing greatly to the creation of an urban space that is worthy of being called the face of Tokyo, and Japan as well. The symbol for the Yaesu side is a new elegant station entrance that consists of high-rise twin towers more than 200 meters tall covered with a glass facade and a white-covered grand roof. The advanced, cutting-edge station city will be a place of interaction for many people and transmit a new urban culture.

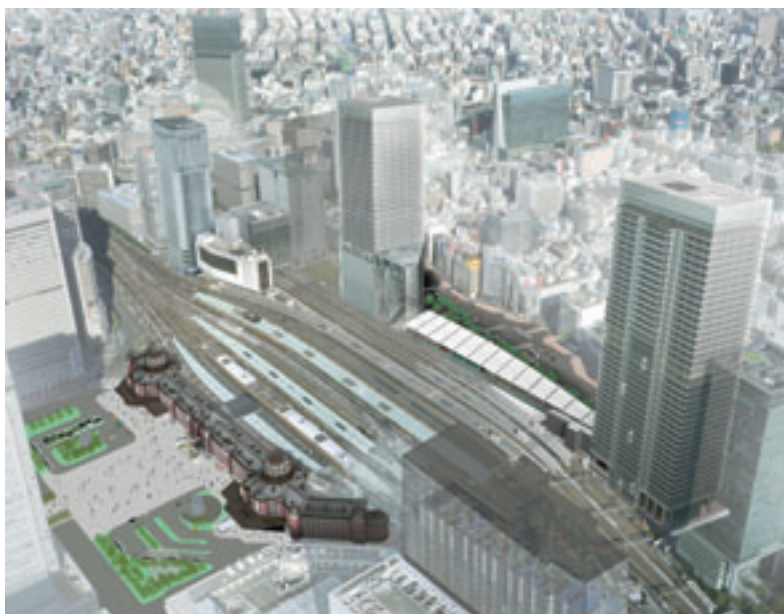


Fig.1: Tokyo Station City

Our efforts for Tokyo station are development that blends tradition and innovation, going beyond creating station space to create urban space as "Tokyo Station City." That is done under the concept of "stations changing the city and the city becoming the station" (Fig. 1).

## 2 Current Situation of Tokyo Station

On average, 380 thousand people pass through Tokyo station every day. This is the fifth highest volume for JR East after Shinjuku, Ikebukuro, Shibuya, and Yokohama stations. But the average daily earnings from Tokyo station passengers is approx. 260 million yen, far larger than that of No. 2 Shinjuku station at approx. 160 million yen. As income from life services business such as shops in the station and Daimaru department store overwhelms that of other stations, Tokyo station is by far the biggest management resource for JR East.

## 3 Development Plan for Tokyo Station City

### (1) Background

Tokyo station and its surroundings face various issues. The largest of those are (1) the Marunouchi station building that still remains temporarily restored from war damage, (2) the stationfront plaza that is losing its functionality as it cannot meet the increasing traffic demand, (3) the need for a land use system that can meet the development demand around the station, and (4) the Yaesu exit that has no character as a face for the station. Addressing these issues, the Tokyo Metropolitan Government established "the Research Committee for Regeneration and Improvement of Tokyo Station Area" (chairman: Waseda University Professor Shigeru Ito) in 2001, staffed mainly with academic experts to decide the regeneration plan and the direction of infrastructural improvement for the Tokyo station area. The committee has made recommendations about the course for preservation and restoration of the Marunouchi station building, improvement of the stationfront plaza, methods of relocating building capacity, and the direction of the infrastructure improvement and regeneration plan. Based on these recommendations, the Tokyo Metropolitan Government has decided on city planning for infrastructure improvement covering facilities and the surrounding area such as the stationfront plaza and corridors.

### (2) Development Plan for Yaesu Exit

The Yaesu exit development plan (Fig. 2) is a development plan that we are proceeding with as a joint project with land owners and leaseholders (Mitsui Fudosan and three other parties) to build high-rise twin towers (GranTokyo North and South Towers) on both sides of the stationfront plaza and a central new station building and a pedestrian deck covered with a large roof (GranRoof). From a distance, those will form a unified skyline with twin towers and an axis of urban landscape from the Imperial Palace with consideration paid to



Fig.2: GranTokyo North and South Towers, GranRoof



Fig.3: Main lobby for offices in South Tower



Fig.4: Standard office floor

the background on the Marunouchi side by lowering the central part. The appearance concept is "crystal towers in light" and "a sail of light". The north and south twin towers will show transparent beauty and lightness of glass buildings, and the roof covering the pedestrian deck and stationfront plaza will express elegance with its thin membrane structure. With those, we expect to symbolize a new advanced and cutting-edge character of the station in contrast with the Marunouchi side, forming a regional core with business and commercial functions. Filled with ample light through outer glass windows, the main entrance of the office space (Fig. 3) will be a place of class befitting a space to welcome guests and will have access to office floors. The standard office floors (Fig. 4) will create office spaces that combine comfort to offer better working environment with functionality of facilities and information infrastructure to support business as well as provide safety with full security.

In conjunction with skyscraper construction, we will improve the stationfront plaza. By removing the present Tetsudo Kaikan building (occupied by Daimaru department store) and extending the depth of the stationfront plaza at the Yaesu exit, traffic linkage to the bus and taxi terminals will be improved. On the periphery, pedestrian circulation will be secured, and gathering places and guidance signs will be improved. And with plenty of greenery placed, the station plaza will be reborn as an enriched and functional place.

#### (3) Nihonbashi Exit Development Building

At the Nihonbashi exit, the north entrance for Tokyo station, we are building Sapia Tower under the concept of a research and education center (Fig. 5). The name of the tower is taken from the word "sapience" with the suffix "-ia," meaning place, to represent a place for exchange of all kinds of knowledge. The plan consists of functions of

offices, a hotel and a conference facility, with universities and other education institutes that befit Sapia Tower to occupy the office part. The building will have conference, communication and hotel facilities to support the educational institutions. Offering tenants a place to organically interact and send out high quality and practical information will enhance the total quality of Tokyo station.

#### (4) Preservation and Restoration of Marunouchi Brick Station Building

The Marunouchi main station building of Tokyo station, well-known by just about everyone in Japan, was designed by Kingo Tatsuno, the founder of Japanese modern architecture. It was completed and started operation in 1914. Although it was not damaged very much by the Great Kanto Earthquake in 1923, it lost the third floor in the World War II air raid on Tokyo in 1945. That was temporarily restored, but its dome has been altered into an octagonal shape and gables into a second floor; and even today it remains in that style different from its original.

The Marunouchi station building is a structure representative of Japanese architecture; and along with being an operating station used by many people even today, it forms an axis of urban landscape facing the Imperial Palace. Thus, the committee decided the following basic policy of preservation and restoration. The policy is to achieve permanent preservation and use of the building together with improving its safety and functionality. The policy further aims at creating a dignified landscape and passing down the historical architectural structure based on the building's role in urban landscape and its historical value. Specifically, that means restoring the building to the original form while using it permanently (Fig. 6).



Fig.5: Sapia Tower



Fig.6: Before restoration (top), after restoration (bottom)



As for facilities, the policy is to aim to maintain the present station, hotel, and other functions, using them for regional revitalization. That will be done by preservation and restoration, as the building is not simply historical heritage or a relic, but has been utilized as a station and hotel since it was first created. Under that policy, the present station, hotel, and gallery will continue to perform their functions after restoration.

The hotel, gallery, and some shops are now not in operation due to construction, but we expect to create an unprecedented attractive space as the building will have increased functionality and safety and have high quake resistance after restoration. This project will be a meaningful trial to recognize and pass down the historical and cultural value of architecture, which Japan has tended to ignore.

Along with the station building restoration, we are planning improvement to the Marunouchi stationfront plaza (Fig.7). To give priority to forming a linear view from the Imperial Palace down Gyoko-dori Ave. to the Marunouchi station building, road traffic will be located to the sides of the stationfront plaza. As the stationfront plaza is to be improved together with the Marunouchi station building, it will be transformed into a people-friendly space different from that of other railway stations in big cities.

#### 4 Conclusion - Future Development of Tokyo Station City -

I have explained the development of Tokyo Station City, centering on three projects. In this project that originally started from creation of a new public-private system (relocation of building capacity), today Sapia Tower rises to the sky at the Nihonbashi exit and GranTokyo North/South Towers are emerging at the Yaesu exit.



Fig.7: From Marunouchi station building to Gyoko-dori Ave.

Other skyscrapers around Tokyo station are also changing the city appearance. Sapia Tower was completed in March 2007, and GranTokyo North and South Towers will be completed in October 2007 (phase I construction).

After completion of those, people other than just railway passengers will visit Tokyo station. Office workers, shoppers, students, hotel patrons, visitors to the gallery and many other people will gather, interact and send out culture and information.

Now, 100 years since the birth of the Tokyo station, we are working to create Tokyo Station City as a space with harmony between history and the future and that integrates the station and the city. For we want the station and city to attract attention from around the world as well as from within Japan.



Fig.8: "GranSta"-Ekinaka(in-station)commercial facility in Tokyo Station City