

Urban Development in Tokyo

2013



Tokyo Station Marunouchi Side (October 2012)
Photo courtesy of East Japan Railway Company

2013



Bureau of Urban Development
Tokyo Metropolitan Government

Tasks of the Bureau of Urban Development

The Bureau of Urban Development is in charge of a broad range of tasks that include formulating urban development policies and housing policies, developing urban infrastructure such as roads and railways, improving built-up areas through land readjustment and urban redevelopment projects, providing guidance on housing land development and architectural structures, and building and managing metropolitan housing.

As we engage in these tasks, it is essential that we strive for the further evolution of Tokyo as a city that is not only dynamic but also has the grace and charm befitting Japan's capital, and aim for the realization of a highly disaster-resistant city. This will be achieved by responding flexibly and rapidly to changes in socioeconomic conditions such as the graying of the population with its declining birthrate and increasing ratio of senior citizens, and intensifying competition between international cities, as well as to new challenges that have come to light as lessons learned from the Great East Japan Earthquake.

With these points in mind, the planning and implementation divisions of the Bureau are united in their efforts to advance the urban development of Tokyo in a rapid and effective manner based on the following six key policies.

1 Creation of a Highly Disaster-resistant City 5

The Bureau will work to make Tokyo a city that is resistant to disasters such as earthquakes and floods by improving areas with close-set wooden houses, promoting the seismic retrofitting of buildings, securing evacuation areas and roads by which to evacuate, promoting flood control measures, and other initiatives.

2 Urban Renewal and Creation of Quality Communities 11

Drawing on the vitality of the private sector, the Bureau will promote urban planning that will strengthen the city's international competitiveness and heighten its dynamism and appeal, through efforts that include developing hubs in the city center, renewing urban functions in built-up areas, and providing quality housing.

3 Development of Urban Infrastructure that Supports the Capital . . 19

To enhance the international competitiveness of the capital and to bolster the city's ability to handle disasters, the Bureau will work to strengthen the transport infrastructure, including the road network and airport capacity.

4 Creation of a Comfortable Urban Environment 24

By building up greenery, beautifying the urban landscape, and reducing impact on the environment, the Bureau will promote urban planning that focuses on attractiveness, comfort, and the global environment, which are expected of today's cities.

5 Promotion of Housing Policies 27

The Bureau will promote housing policies aimed at achieving better living conditions, including supplying housing that offers a superior level of safety, effectively using existing housing stock, bolstering housing market functions to enhance consumer reassurance, and securing housing stability for the people of Tokyo.

6 Building Code Administration and Development Control 31

The Bureau will promote proper construction work and provide appropriate development guidance based on statutory standards and regulations such as the Building Standards Act and metropolitan regulations.

Budgets of the Bureau of Urban Development

Bureau of Urban Development Budget for Fiscal 2013 Total Account: 411,200 million yen

By project category

(Unit: 100 million yen) Figures are rounded to the nearest unit

City Planning/ Surveys:	Green spaces, landscape/Measures for reservoir areas/City planning/etc.	44
Infrastructure Development:	Three loop roads and other road network development/Railway and other public transit development/Aviation policies/General flood control measures/etc.	240
Urban Area Development:	Improvement of close-set wooden housing districts/Land readjustment/Redevelopment of built-up areas/Integrated development of roadsides/Infrastructure development of the Tokyo waterfront areas/etc.	1,480
Building Code Administration:	Seismic retrofitting promotion/Building guidance/etc.	192
Housing Policies:	Metropolitan housing building and management/Municipal housing/Private housing/Seismic retrofitting of condominiums/etc.	2,156

By account category

General account	1,600
Metropolitan housing and related project account	1,679
Security money account for metropolitan housing and others	20
Urban development fund account	21
Tokyo waterfront area infrastructure development project account	130
Urban redevelopment project account	663

History of the Bureau of Urban Development

The Bureau of Urban Development was established in April 2004 through the reorganization and consolidation of the urban development divisions of the City Planning Bureau, Housing Bureau, and Construction Bureau (Urban Development Division and Tama New Town Project Division), with the aim to form an organization that could advance fast-paced urban development initiatives that reflect the insights of those on the front lines.

Planning Tokyo's Urban Development

The Bureau of Urban Development has established as its main plans, the City Planning Vision for Tokyo, the Master Plan for City Planning, and the Master Plan for Housing, to clarify its basic policies related to future urban planning in Tokyo.

■ City Planning Vision for Tokyo

•The Basic Concept and Six Goals and Seven Basic Strategies

This city planning vision clarifies basic policies for the strategic implementation of policy-driven urban planning for Tokyo to become the city it envisions.

The City Planning Vision for Tokyo, formulated in 2001, was revised in July 2009 to reflect the current circumstances surrounding Tokyo. Under the basic concept of **“creating an attractive and prosperous, environmentally-leading city that will serve as a model for the world,”** this vision aims to advance urban planning to not only bolster Tokyo's international competitiveness and ensure safety and security, but to also place greater importance on the perspectives of the environment, greenery, and cityscape.

Six goals have been established to achieve this basic concept, and the direction of policies that Tokyo should take to achieve these goals is expressed in the form of seven basic strategies.

<Six Goals>

- 1 Maintain and develop urban dynamism that is internationally competitive
- 2 Coexist with the global environment, which is critical to sustainable development
- 3 Restore beautiful urban spaces surrounded by rich greenery and water
- 4 Create, convey, and pass down our unique urban culture
- 5 Create a city where residents can live comfortably, safely, and with peace of mind
- 6 Obtain and coordinate the participation of a variety of entities, including residents, municipalities, corporations, and non-profit organizations

<Seven Basic Strategies>

- 1 Improve the regional transportation infrastructure
- 2 Establish centers that increase economic vitality
- 3 Make the transition to a low-carbon city
- 4 Form networks of water and greenery
- 5 Create attractive urban spaces
- 6 Achieve an improved living environment
- 7 Create a highly safe, disaster-resistant city

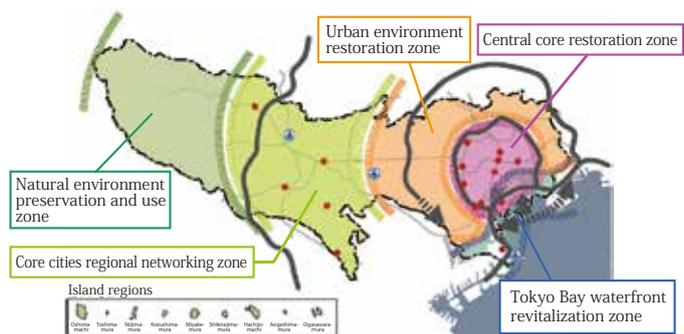
•Urban Vision

As a regional urban structure, while continuing to draw on the diversity of functions concentrated in the city, the region will come together socially and economically to pursue construction of the **“circular megalopolis structure,”** which will allow the entire region to fully demonstrate its functionality. On the local level, Tokyo will move forward with plans to create more **“compact cities,”** through higher concentration of urban functions around train stations and other central locations.

The vision divides Tokyo into five zones and sets out the role each zone will hold in the Greater Tokyo Area as well as the urban image that will be pursued, detailing an image for each area based on a wide perspective.

•Measures and Mechanisms

In order to actively pursue policy-led development to realize these visions, the Bureau has indicated measures that must be implemented by categorizing them along the lines of five themes such as the maintenance and development of urban vitality and the realization of a city that successfully coexists with the environment. The Bureau has also announced urban planning mechanisms and plans that will be formulated based on the City Planning Vision for Tokyo. For example, in addition to the **completion of the 3 loop roads and enhanced functionality and regular international flights in and out of Haneda Airport,** initiatives aimed at creating an environmentally advanced city, including the **creation of substantial, wide spaces of greenery** around arterial roads and **development of an elegant cityscape** around the Imperial Palace, will be promoted.



Zones

■ Master Plan for City Planning

In April 2004, the metropolitan government stipulated the following four policies in its city plans. Individual city plans stipulated for city planning areas must adhere to these policies, which are outlined below.

① Master Plan for City Planning Areas

This plan defines the future vision of the city from a long-term perspective and the path to follow to make that vision a reality. The direction urban development must take in order to realize the future vision clarified in the City Planning Vision for Tokyo is positioned within the city planning scheme, and serves as the foundation for drafting individual city plans.

② Policy for Urban Redevelopment

This was formulated in accordance with the Urban Renewal Act and stipulates matters such as the areas where urban redevelopment projects will be promoted.

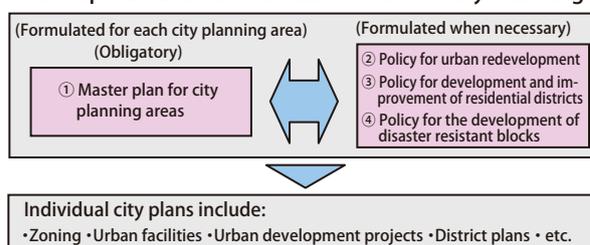
③ Policy for Development and Improvement of Residential Districts

This is a long-term, comprehensive master plan for the development of quality residential districts formulated in accordance with the Act for Special Measures to Promote the Supply of Housing and Housing Lands in Urban Districts.

④ Policy for the Development of Disaster Resistant Blocks

This policy was formulated in accordance with the Act for Promoting the Development of Disaster Resistant Blocks in Concentrated Urban Areas and stipulates matters such as the specific areas where integrated and comprehensive redevelopment should be advanced from a disaster resistance standpoint.

Conceptual Chart of the Master Plan for City Planning



■ Master Plan for Housing

Since the Master Plan for Housing was formulated in 1991, it has been revised every five years to develop housing policies current with the times, with the aim to achieve stability with respect to housing and an improved residential environment for all Tokyo residents.

Today, as the graying of the population continues to progress, housing needs are both diversifying and becoming increasingly sophisticated due to major changes in the household composition of Tokyo residents, their lifestyles and the employment environment. In addition, the Great East Japan Earthquake served to remind us of the vulnerability of cities to earthquakes. Tokyo, as well, has a number of unique issues, including the widespread existence of districts with close-set wooden houses and large numbers of apartment buildings that are difficult to retrofit or rebuild.

To ensure that Tokyo continues to be a city full of dynamism and appeal that attracts people from all over the globe, it is now critical that the city creates housing that is safe and offers peace of mind, befitting of the capital.

In order to achieve this, the new Master Plan for Housing was formulated in March 2012 (plan period: FY 2011 – FY2020) as a plan to specifically and systematically indicate future housing policy goals and policy development, and to outline a path to implementing these policies.

For Realization of Advanced Disaster-Resistant Housing Befitting the Capital

1) Create housing and residential districts that offer residents safety and peace of mind

- Disaster-resistant housing and residential districts
- Energy-independent, low-carbon housing and residential districts
- Community development focusing on the living environment

2) Work together with services that support the lifestyles of area residents

- Secure peace of mind for the elderly with respect to housing
- Housing support for households raising children

3) Encourage proper management and renewal of apartment complexes

4) Use public housing stock effectively

5) Revitalize suburban residential districts

6) Promote the use of existing housing

7) Create housing market rules

- Create rules on housing transactions
- Enhance the appeal of rental housing

8) Develop markets that provide quality housing

- Provide guidance to the housing market
- Create fluidity in the market for vacant housing

9) Ensure housing stability for households requiring assistance

- Bolster the functionality of public housing as part of the social safety net
- Create a stronger safety net by coordinating with a variety of entities and sectors

10) Plan for recovery after earthquakes

Creation of a Highly Disaster-resistant City

Improvement of Districts with Close-set Wooden Houses

In the event of earthquakes, districts with close-set wooden houses are expected to suffer major damage such as the outbreak of fires, due to inadequate roads, parks, and other urban infrastructure and the large number of old wooden structures.

To improve areas with close-set wooden houses and to ensure the safety of evacuees by preventing large urban fires from spreading, the Tokyo Metropolitan Government is implementing projects to redevelop and improve areas with close-set wooden houses and to promote measures to make the city more fire resistant.

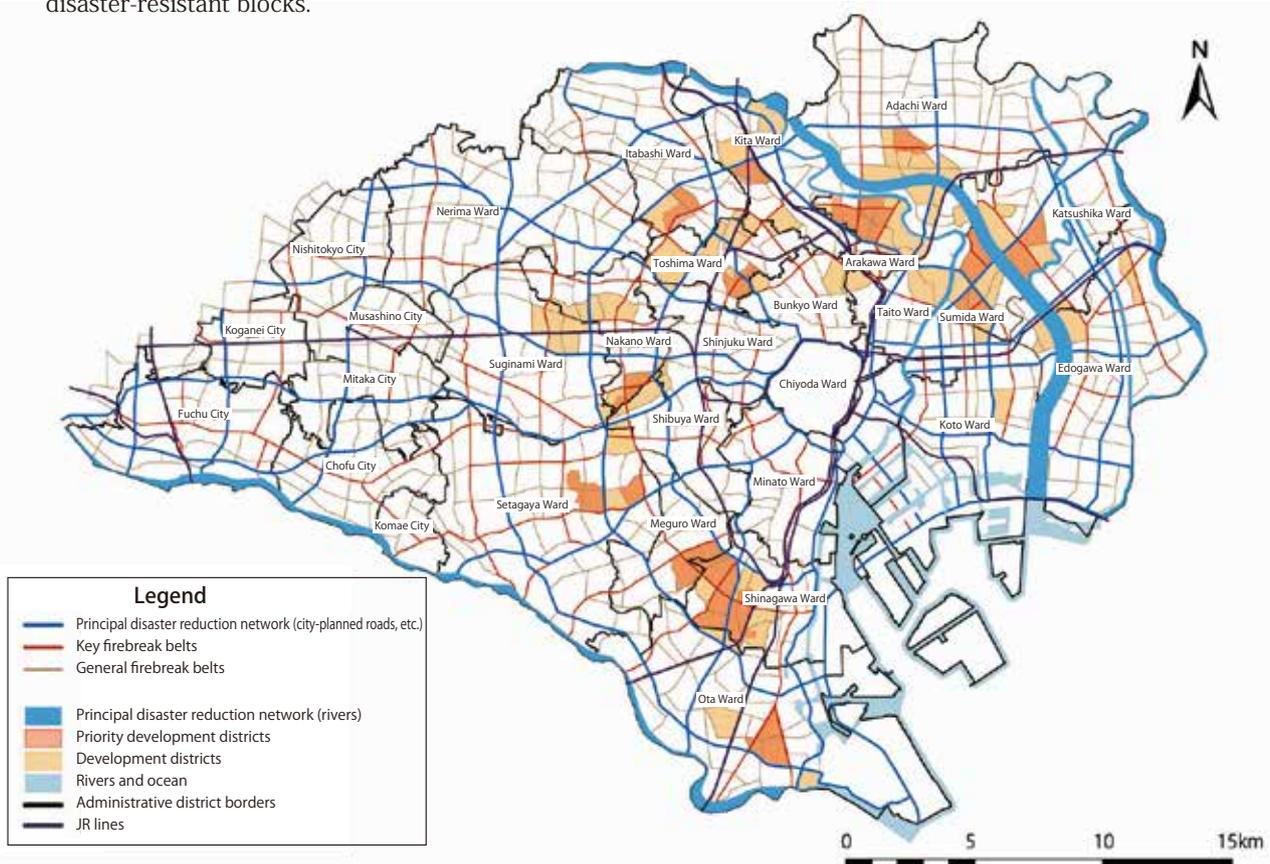
In addition, to further accelerate improvements in areas with close-set wooden houses, the TMG will move forward with the Ten-year Project to Advance Fire Resistance in Close-set Wooden Housing Areas.

Urban Development Plan for Disaster-resistance

Drawing on lessons learned from the Great Hanshin-Awaji Earthquake, the Bureau formulated the **Urban Development Plan for Disaster-resistance** in fiscal 1995 (most recently revised in January 2010). In order to prevent earthquake-related disasters, as well as the spread of damage, the plan establishes policies related to improving areas that are at increased risk of damage from a disaster such as districts with closely-packed wooden houses, the creation of firebreak belts to prevent the spread of urban fires, and other improvement plans.

In the plan, areas with close-set wooden houses that are likely to suffer major damage in the event of an earthquake have been designated “**Development Districts**” (28 districts covering about 7,000 ha). Among these districts, those that urgently require redevelopment to enhance disaster resistance are designated “**Priority Development Districts**” (11 districts covering approx. 2,400 ha).

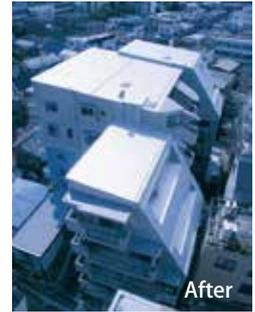
In these districts, development of roads, parks, and other basic infrastructure, as well as reconstruction of old wooden houses into shared residences or fire/quake-resistant homes are underway based on policies to regulate and encourage plans such as the project to develop areas with close-set wooden houses and program to develop disaster-resistant blocks.



Areas Designated for Establishment of Firebreak Belts and as Development /Priority Development Districts



Example of a widened community road



Example of a project to replace old wooden houses with shared residential buildings in close-set wooden housing districts

■ Ten-year Project to Advance Fire Resistance in Close-set Wooden Housing Areas

In light of the impending threat of an earthquake directly striking the capital, work is underway to accelerate improvement of Tokyo's greatest weakness, its districts with close-set wooden houses, by carrying out intensive and focused efforts in the development districts. The goal is to achieve zero destruction from the spread of fire by making built-up areas fire resistant (70 percent of the area to be fire resistant), as well as 100 percent completion of major city-planned roads that will form firebreak belts by FY2020.

Specific initiatives are as outlined below.

•Acceleration of the establishment of fireproof zones in cooperation with the wards

To boost disaster resistance in the 7,000 ha area designated as development districts, the program for **Special Development Zones to Advance Fire Resistance (Fireproof Zones)** was launched in March 2013, in which the TMG works with the wards to improve the level of fire resistance in areas that are particularly in need of improvement.

In FY2013, this fireproof zone program will begin in 12 districts. The TMG will expand this program by coordinating with the wards to select new zones for program implementation from FY2014.

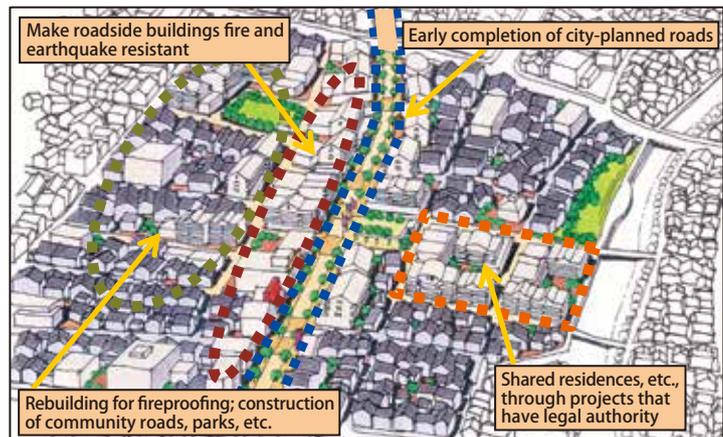
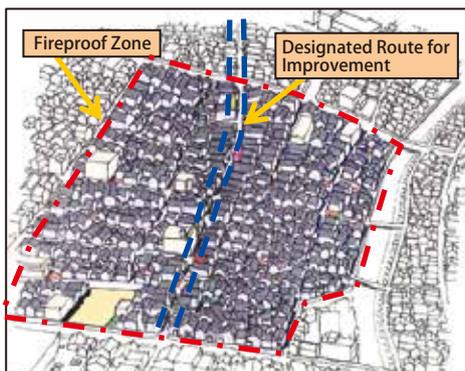
•Construction of Major City-Planned Roads to Form Firebreak Belts

The Bureau has selected as **designated routes for improvement**, city-planned roads constructed by the TMG (28 sections of road totaling approx. 26 km in length) which will be highly effective in enhancing disaster resistance, by blocking the spread of fire and serving as space for evacuation and rescue operations. The TMG will proceed with development of designated routes for improvement while extending special support measures to property rights holders to assist them in rebuilding their lives.

•Creating an Atmosphere Conducive to Building Disaster-resistant Communities

The development and improvement of districts with close-set wooden houses is an issue directly connected to local community planning and the lives of residents. As the role of local wards is an important one, the TMG strongly urges wards that have districts with close-set wooden houses to implement proactive initiatives and supports their efforts.

In addition, efforts will be taken to convey the danger of earthquakes and the importance of helping yourself and helping each other to the residents of districts with close-set wooden houses, to promote a collective awareness of potential dangers. These steps help raise momentum for people of the community to work together to build high disaster-resistance.



■ Designation of New Fire Resistance Regulation Zones

To step up the fireproofing of buildings in areas such as districts with close-set wooden houses that pose a high risk when a disaster occurs, regulations stipulated in the Tokyo Metropolitan Construction Safety Ordinance are followed to specify zones in which the fire resistance performance of buildings must be enhanced.

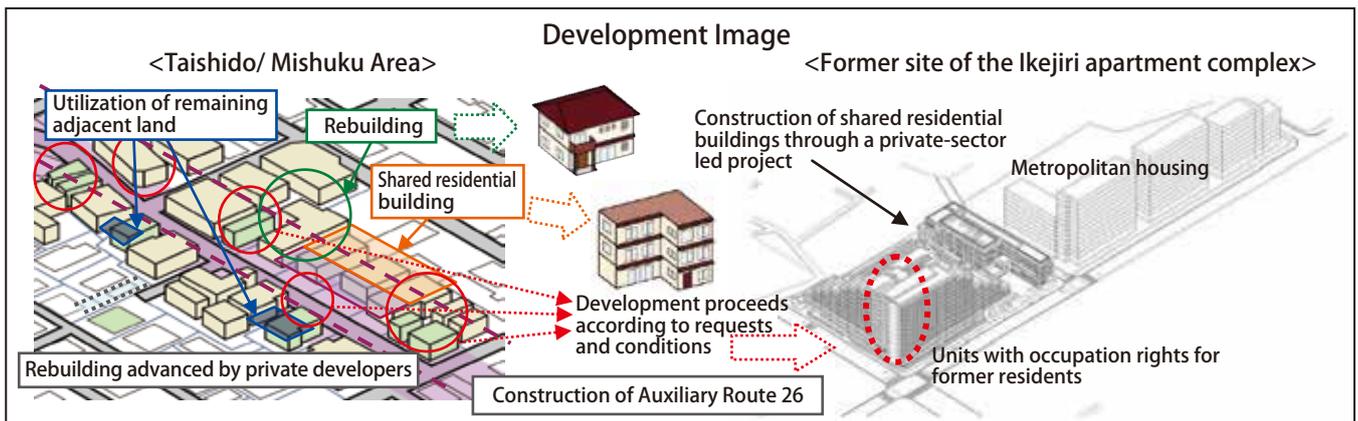
The regulations state that, as a rule, all buildings must meet or exceed the quasi-fireproof standard, and, of these buildings, those with an area exceeding 500 sq. meters must meet the fireproof building standard.

As of the end of December 2012, a total of 3,172.5 hectares of land in eleven wards and one city (Sumida, Shinagawa, Nakano, Suginami, Arakawa, Itabashi, Adachi, Meguro, Kita, Setagaya, and Toshima wards, and Mitaka City) have been designated for the program. Expansion of designated areas will be promoted to further enhance safety in built-up areas.

■ Using Metropolitan Housing Land to Advance the Redevelopment of Districts with Close-set Wooden Houses (Ikejiri 2-chome Metropolitan Government-owned Land Use Project)

To accelerate the redevelopment of districts with close-set wooden houses, the TMG is implementing private-sector projects using metropolitan government-owned land.

This project aims to facilitate the smooth progress of road construction and creation of a disaster-resistant community through: 1) the sale of the former site of the Ikejiri metropolitan housing apartment complex to a developer through a public bidding process, 2) redevelopment of the site into a quality, environmentally-friendly, shared residential complex by the developer, and 3) offering property right holders required to relocate due to the construction of Route 26 (a city-planned auxiliary road), which will lead to the formation of a fire-break belt for the Taishido/Mishuku district, occupation rights to units in the newly constructed apartment complex, or by having the developer propose measures to assist displaced residents in rebuilding their lives.



■ Integrated Development of Roadside Areas

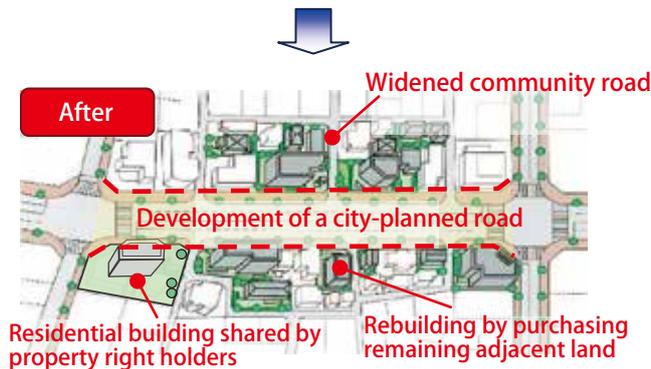
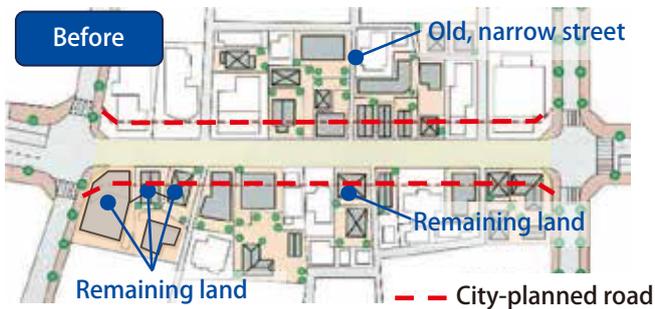
The integrated development of roadside areas is a method that promotes the efficient use of roadside land. In line with the development of city-planned roads (new construction or widening of roads), the TMG collaborates with the wards in advancing community development along the road while encouraging private-sector involvement, and reflecting the requests of the local residents.

Especially in districts with close-set wooden houses, it can be expected that the integrated development of roadside areas will lead to rapid improvement of the environment by triggering initiatives that will create communities that do not easily burn or collapse, such as the rebuilding of wooden houses into shared residential buildings in areas situated away from the road as well.

The **Higashi Ikebukuro district of Toshima Ward** and Auxiliary Route 81 and the **Kanegafuchi district of Sumida Ward** and Auxiliary Route 120, Kanegafuchi Road, and the **Jujo district of Kita Ward** and Auxiliary Route 83, Kyu-Iwatsuki Road and **Meguro Honcho district of Meguro Ward** and Auxiliary Route 46 are currently undergoing integrated roadside development as priority development districts designated under the Urban Development Plan for Disaster-resistance; these districts acquired the central government's approval for developing city-planned roads in 2005 and 2009, respectively.

In addition, the TMG obtained approval in 2006 for construction on Auxiliary Route 230 in the Doshida/Takamatsu district of Nerima Ward. This project is proceeding in collaboration with Nerima Ward's land readjustment project.

Image of Integrated Development



Example of a shared residential building

Community Earthquake Risk Assessment Study

In accordance with Article 12 of the Tokyo Metropolitan Earthquake Preparedness Ordinance, community risk levels are scientifically assessed and made public about once every five years with the following objectives:

- (1) To be used as an indicator for city planning with an eye to earthquake resistance
- (2) To help select districts to implement measures aimed at reducing the impact of earthquakes
- (3) To deepen the understanding of Tokyo residents with respect to earthquakes and heighten awareness of disaster prevention

In the survey results announced by the TMG in 2008, 5,099 communities in urbanized districts were examined. Each community's **risk of building collapse** and **risk of fire** resulting from earthquakes were assessed. Using the "**combined risk**," which combines the two risk assessments, the survey rates communities on a scale of 5 (high risk) to 1 (low risk), according to each community's vulnerability to hazards.

Designation of Evacuation Areas and Evacuation Routes

In order to protect the lives of residents from major urban fires caused by earthquakes, in the Tokyo ward area, the TMG has pre-designated safe locations to be used as evacuation areas based on the Tokyo Metropolitan Earthquake Preparedness Ordinance, and strives to familiarize residents with these locations.

In evacuating to a designated evacuation area, the route a resident uses is, in principle, up to the individual. However, in areas where residents must travel long distances to reach the evacuation area, or those in which the risk of the spread of fire is particularly high, the TMG has designated evacuation routes to guide evacuees safely and smoothly, based on the ordinance.

In order to reflect changes in the city and fluctuations in the population, the designation of evacuation areas and routes are reviewed about once every five years. In the FY2007 (February 2008) revision, 189 locations were designated as evacuation areas and approximately 78 kilometers of roadways designated as evacuation routes.

Promoting the Seismic Resistance of Buildings

■ Promoting the Seismic Resistance of Buildings

Amid the pressing urgency to prepare for an earthquake directly hitting the capital, in March 2007 the TMG formulated the **TMG Plan to Promote Seismic Retrofitting** (latest revision: March 2012) with the aim of making Tokyo a disaster-resistant city and protecting the lives and property of its residents. In addition to outlining the current state with respect to seismic retrofitting of buildings and goals to be achieved, the plan sets forth a basic policy on seismic retrofitting and a specific direction for policy implementation. With the cooperation of the municipalities, the TMG is working to advance the seismic evaluation and seismic retrofitting of buildings in Tokyo.

Specifically, based on this plan, along with working to inform building owners about the necessity of seismic resistance, the TMG provides technical assistance to owners so that they will take the initiative in enhancing their building's resistance to earthquakes. This includes the establishment of a consultation system; provision of information on seismic retrofitting methods and selection; registration and introduction of offices fulfilling conditions necessary to conduct seismic evaluations; and opening a portal site for central provision of information on earthquake resistance. Due to their highly public nature, the TMG is also working to advance seismic resistance of wooden framed houses in closely-packed housing districts, condominiums, and buildings along emergency transportation roads by subsidizing seismic inspection and retrofitting costs.

Furthermore, with respect to emergency transportation routes, which are the lifelines that enable evacuation, relief and rescue efforts, and the transport of emergency supplies in the event of a disaster, it is essential to prevent the blocking of roads due to the collapse of roadside buildings.

To this end, the **Ordinance to Advance the Earthquake Resistance of Buildings along Emergency Transportation Roads** was enacted in April 2011 to make it mandatory for owners of buildings located alongside specified routes (*) to carry out seismic inspections and submit a report on the seismic resistance of their building. In line with this, the TMG is also expanding the subsidy system for seismic inspections and the seismic retrofitting of buildings, and is advancing seismic resistance in cooperation with the municipalities. In addition, the initiatives of owners of buildings along specific routes to retrofit their properties are supported by responding to technical inquiries through efforts including the establishment of a consultation desk and the dispatch of architects and other specialists.

Furthermore, the TMG's own **Seismic Certification System** has been established so that the public can be reassured about the safety of buildings through the wide availability of information on the seismic resistance of buildings. Through this system, the TMG will heighten the awareness and sentiment of residents with respect to seismic retrofitting in order to promote efforts to make the city more resistant to earthquakes.

(*) Buildings fulfilling certain conditions that are located along designated emergency transportation roads (emergency transportation roads that particularly require seismic retrofitting of buildings along the road)



Tokyo Metropolitan Seismic Certification Mark



Emergency transportation road to be utilized in the event of a disaster for the transport of relief, etc.

Building Safety

■ Anti-liquefaction Measures for Buildings

Following the Great East Japan Earthquake, liquefaction occurred not only in waterfront areas, but also in inland areas of Tokyo, causing damage to buildings such as making some wooden structures tilt.

In order to prepare for liquefaction, it is essential to provide information so that building owners and builders can ensure the safety of their buildings. As such, the TMG has compiled the **Guide to Preparing for Liquefaction Induced Damage to Buildings** (March 2013) for Tokyo residents based on the February 2013 report prepared by a TMG committee made up of geotechnical engineers and other experts studying anti-liquefaction measures for buildings, and is making this information widely available to the public.

Promoting Measures for Restoration and Recovery

■ Initiatives Taken Before a Disaster to Guide Recovery Efforts

With respect to post-disaster recovery, initiatives taken before a disaster occurs, including having the government and residents share a common understanding of the guidelines for action and of how the community should be rebuilt after a disaster, are of great importance. The Tokyo Metropolitan Government has compiled the **TMG Earthquake Recovery Manual** (March 2003), which outlines actions to be taken from the outset of the disaster through to recovery.

Every year, in collaboration with the municipalities, the TMG holds urban recovery drills with the aim of fully mastering the steps outlined in the manual, and also holds earthquake recovery symposiums for residents to raise awareness of post-disaster recovery.

■ Post-disaster Risk Assessment in Residential Areas

Post-disaster risk assessment in residential areas is a system designed to reduce and prevent secondary disasters in the event residential areas are struck by disasters such as an earthquake or torrential rains that have caused major, widespread damage, by enabling the prompt and accurate assessment of the damage and the distribution of information to residents.

Based on objective nationwide standards, visible damage is given a numerical score. The results of the assessment are then indicated through three different color-coded stickers, which also list information such as points of caution and where to contact for more information.

Working with the municipalities, the TMG trains risk assessors, and is also developing a system to cooperate with other prefectures.



Assessment of post-disaster risk in residential areas following the Great East Japan Earthquake of 2011

■ Post-disaster Emergency Building Risk Assessment

Post-disaster emergency building risk assessment is a system in which buildings that have sustained damage in a major earthquake are inspected by an assessor and classified into three ranks: "Dangerous," "Use Caution," and "Inspection Completed," with the aim to prevent the occurrence of secondary disasters from building collapse and falling debris due to large aftershocks and other causes. Color-coded stickers corresponding to each of the three categories are affixed to buildings to alert residents and passersby of the inspection results.



Emergency building risk assessment following the 2011 Great East Japan Earthquake



Stickers indicating building risk classification

In preparation for large-scale assessment activities, the TMG is registering architects from the private sector as volunteer assessors. Along with creating a system for conduction of assessments in cooperation with the municipalities of Tokyo, a system making it possible for Tokyo and other prefectures to support each other in such activities is also being established.

Promotion of Comprehensive Flood Control Measures

To deal with incidents of localized torrential rain, which have become more frequent in recent years, the **TMG established the Basic Policy for Measures against Heavy Rainfall** in August 2007. This defines the targets that should be achieved within the next 10 years and the specific areas where measures will be promoted, and indicates the direction of both structural and non-structural measures.

Based on this basic policy, in September 2008, the **TMG Guidelines for Flood Control in Underground Spaces** were formulated with the aim of preventing or reducing flood damage in underground spaces including underground shopping malls and basements. River basin-specific heavy rainfall plans, outlining specific measures and implementation schedules, were announced for the Kandagawa, Shibuyagawa and Furukawa rivers in March 2009, and for the Shakujiigawa, Megurogawa, Nomigawa, Nogawa, and Shirakogawa rivers in November 2009.

In addition, reflecting the increase of localized downpours in recent years, in November 2010, measures to be implemented immediately and intensively were compiled primarily for regions at high risk of flooding.

Comprehensive flood control measures will continue to be promoted to make Tokyo a city that is safe and secure for its residents.

Urban Renewal and Creation of Quality Communities

Development of Core Areas through Private Sector Collaboration and Support

In the heart of the city, the Tokyo Metropolitan Government is leveraging the dynamism of the private sector to promote urban development through public-private collaboration in order to advance the formation of an international financial center and other urban spaces that have the elegance and multi-functionality befitting an international business center.

Additionally, in the Priority Development Areas for Urban Renaissance designated according to the Act on Special Measures Concerning Urban Renaissance, Tokyo is also striving to boost international competitiveness and the appeal of the city by, among others, attracting outstanding projects by private developers.

■ Otemachi/Marunouchi/Yurakucho District

In 1996, the TMG, together with Chiyoda Ward, the East Japan Railway Company, and local landowners and leasehold owners, established the Panel for Otemachi/Marunouchi/Yurakucho District Community Development. In this way, the public and private sectors are cooperating to advance the creation of an attractive area, bustling with activity, which has an elegance and charm befitting the “face of Tokyo, Japan’s capital.”

In this district, about 20 buildings have been reconstructed up to now, creating an area that is versatile in function with high quality business, cultural, and commercial facilities. Notably, in the Otemachi district a **serial redevelopment project** utilizing land where joint offices of the central government once stood is being advanced with the aim to renew the district’s functions as a business nerve center and to strengthen business support functions. The first and second phases of the project have been completed, and work is underway to start up the third phase.

Furthermore, along with preserving historic sites such as the Meiji Seimei Building, the creation of landscapes by taking an all-encompassing design approach was advanced for the Tokyo Station Marunouchi Side area, with the **Gyoko Dori Avenue** project completed in 2010, followed by the **restoration of Tokyo Station’s red-brick station building** in 2012.

In order to renew international business centers within the city, the TMG will continue to promote urban development through public-private collaboration.

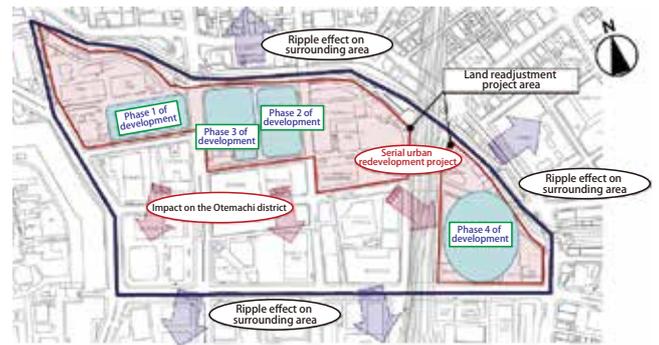
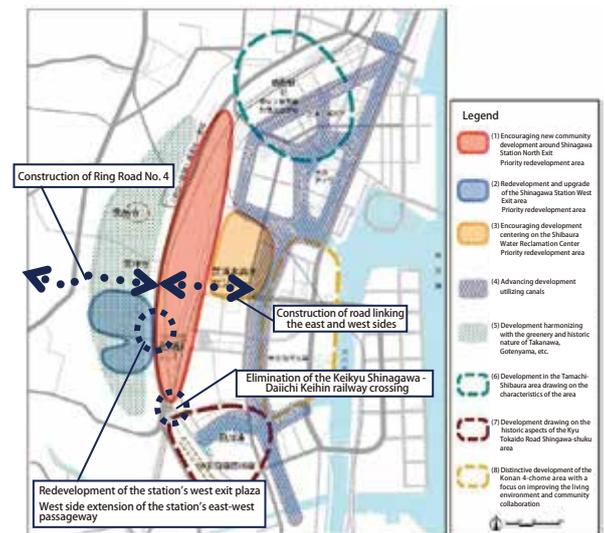


Image of the Otemachi serial redevelopment project

■ Development of Shinagawa/Tamachi Station District

The overall potential of the Shinagawa/Tamachi Station district is growing due to developments such as further increase of regular international flights to and from Haneda Airport and the decision to launch services of the Linear Chuo Shinkansen high-speed maglev train line in 2027. With this area home to large parcels of vacant or underutilized land, and due to its designation in January 2012 as a Special Priority Area for Urban Renaissance, anticipations are held for the redevelopment of this area.

Based on the Urban Development Guideline for the Shinagawa/Tamachi Station District, the TMG will continue to encourage environmentally-friendly urban development under various public-private initiatives and corresponding urban infrastructure development projects.



Shinagawa/Tamachi Station District

■ Promotion of Land Use Change for Large Vacated Sites

With regard to the development of large vacant parcels of land, including the former sites of the Japan Defense Agency’s Hinokicho office building in Akasaka 9-chome, Minato Ward, and the Ishikawajima-Harima Heavy Industries factory in Toyosu 2-chome/3-chome, Koto Ward, the TMG is working with the local wards to encourage and support high quality development projects, such as determining the District Plans for Areas Designated for Redevelopment Promotion, which set out new land use plans.

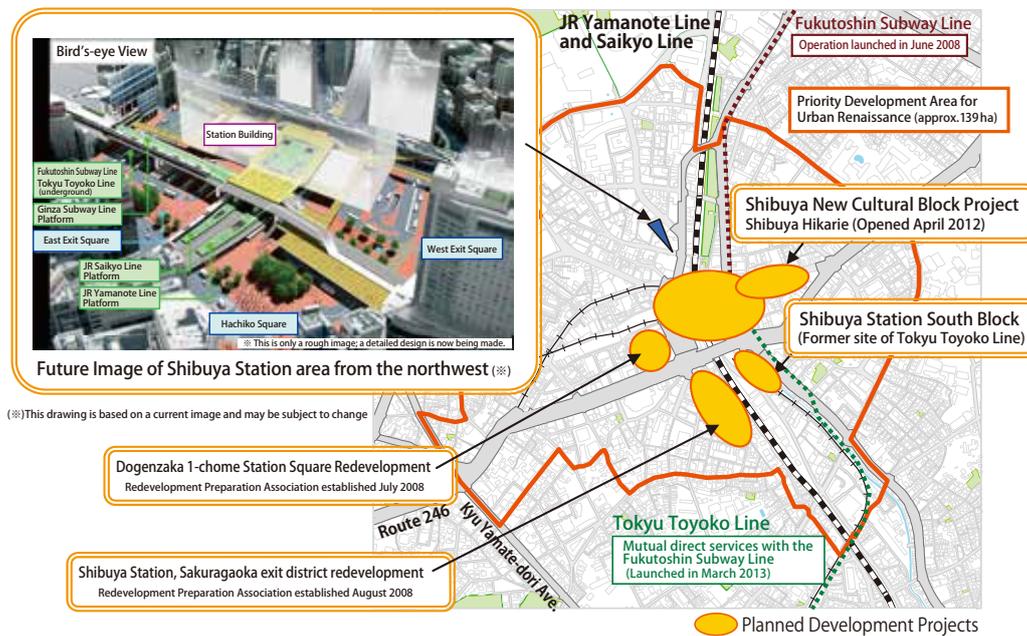


Toyosu 2-Chome/3-Chome

■ Development of the Area Around Shibuya Station

In the Shibuya Station area, developments such as the relocation of the Tokyu Toyoko Line underground in March 2013 and commencement of **mutual direct services with the Fukutoshin Subway Line** have provided the opportunity to begin redevelopment of the area with Shibuya Station at its core, including upgrading the functionality of station facilities and realigning urban infrastructure in the area.

The TMG will continue to work in cooperation with the central government, Shibuya Ward, railway companies, and private developers, and while offering appropriate guidance to private-sector development projects in the area with Shibuya Station at the center, will promote initiatives that aim to reorganize and develop facilities such as railroad facilities, plazas in front of the station, and station buildings in an integrated manner. Through these efforts, along with enhancing the transportation node functions needed for a major terminal station, the TMG will advance the creation of safe urban spaces, bustling with activity and pleasant to stroll around, befitting Shibuya's position as an international trend-setter for advanced lifestyles and culture.



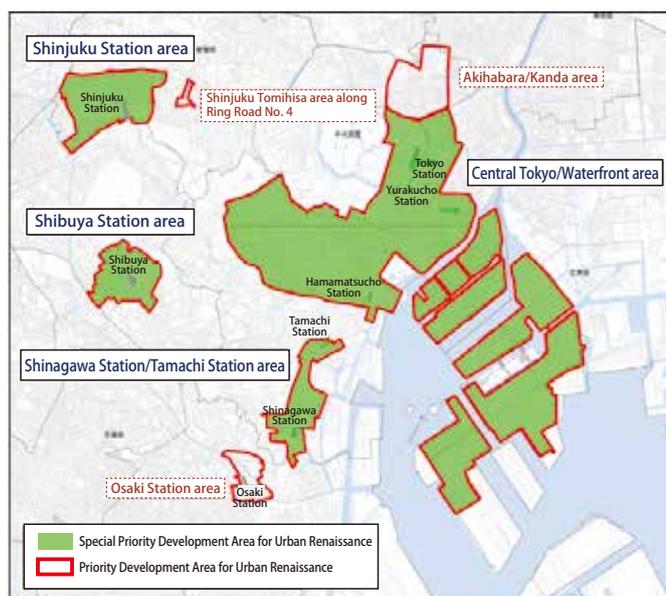
Major Development Projects in Shibuya Station Area

■ Urban Renaissance Projects

The TMG is implementing urban development to establish charm and vitality befitting an international city.

Through high-quality private sector development projects carried out in **Priority Development Areas for Urban Renaissance** based on the Act on Special Measures Concerning Urban Renaissance, urban development, including initiatives to boost international business functions, reduce environmental impact, create urban greenery, and form an elegant cityscape, is promoted to strengthen international competitiveness.

Also utilizing the **Special Priority Development Area for Urban Renaissance** system established under the revised 2011 Act on Special Measures Concerning Urban Renaissance, the TMG will continue to advance urban renewal with the aim to build up international competitiveness through quality private-sector projects.



Special Priority Development Areas for Urban Renaissance/
Priority Development Areas for Urban Renaissance

Use of Metropolitan and Central Government-Owned Land

To promote the urban renewal of Tokyo, the Bureau is undertaking projects that use metropolitan government-owned land and effectively utilize the vitality and resources of private firms. For example, the sites of metropolitan housing rebuilt into high-rise housing complexes will create land that can be utilized anew to encourage people to live in central Tokyo, improve districts with close-set wooden houses, and deal with the graying of society with the support of the private sector.

The Bureau is also advancing “urban renewal upgrade projects” that effectively utilize several plots of metropolitan government-owned land.

Furthermore, regarding land owned by the central government as well, the Bureau will work with the central government and local municipalities to establish high-quality urban spaces.

Urban Renewal Upgrade Projects

Urban renewal upgrade projects are projects advancing the development of metropolitan government-held land and the surrounding area in order to enhance urban functions, including industry and disaster reduction, and to boost the vitality and appeal of Tokyo. Using two or more plots of metropolitan government-owned land together, project goals are set while fully employing the dynamism of the private sectors.

In March 2010, the **Takeshiba district** was announced as an area for implementation of the project, and the **Shibuya district** was announced in February 2011. Efforts to advance these projects are underway with the selection in March 2012 of a developer to implement the project in the Shibuya district at the former site of the Miyashita-cho apartment complex, and the announcement in July 2012 of the guidelines for the public tender for selection of a developer for the Takeshiba district.

•Takeshiba District

Metropolitan government owned-land slated for use: Approx. 1.5 ha

- ① Tokyo Metropolitan Inspection Institute of Weights and Measures site
- ② Tokyo Metropolitan Industrial Trade Center site
- ③ former site of the Tokyo Metropolitan Archives

<Project Goals>

To establish a dynamic center for business and commerce that provides an environment rich in greenery, the ocean, and culture



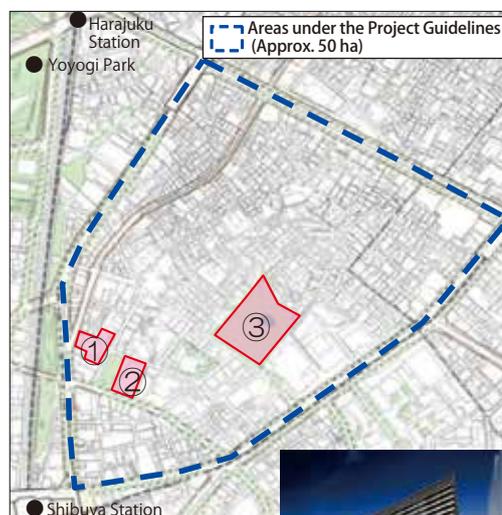
•Shibuya District

Metropolitan government-owned land slated for use: Approx. 2.6 ha

- ① Former site of the Tokyo Metropolitan Miyashita-cho apartment complex,
- ② Tokyo Metropolitan Children's Hall Site, and
- ③ former site of Tokyo Metropolitan Aoyama Hospital

<Project Goals>

To create a flow of people linking the Shibuya, Aoyama, and Harajuku areas, and form bases setting trends for lifestyle and culture, the fashion industry and other fields



- ① Conceptual drawing of the project at the former site of the Tokyo Metropolitan Miyashita-cho apartment complex (Final plans subject to change dependent upon future negotiations.)



Urban Development Utilizing Metropolitan Land

The TMG is implementing the following project using the fixed-term land leasehold system to provide land created through the rebuilding of metropolitan housing to private developers selected by public tender.

•Minami-Aoyama 1-Chome Apartment Complex Reconstruction Project



In addition to metropolitan housing facilities, construction was completed in March 2007 for private housing for rent, ward facilities, a group home, and commercial and business facilities.

•Konan 4-Chome Third Apartment Complex Reconstruction Project



This project, completed in October 2008, provides affordable condominium-style housing aimed at middle-income level families, as well as daycare and commercial facilities.

•Kachidoki 1-Chome District Project



Completed in January 2011, this project includes private sector rental housing, including units for families with children, as well as facilities offering child-rearing support and commercial facilities.

•Higashimurayama City Honcho District Project



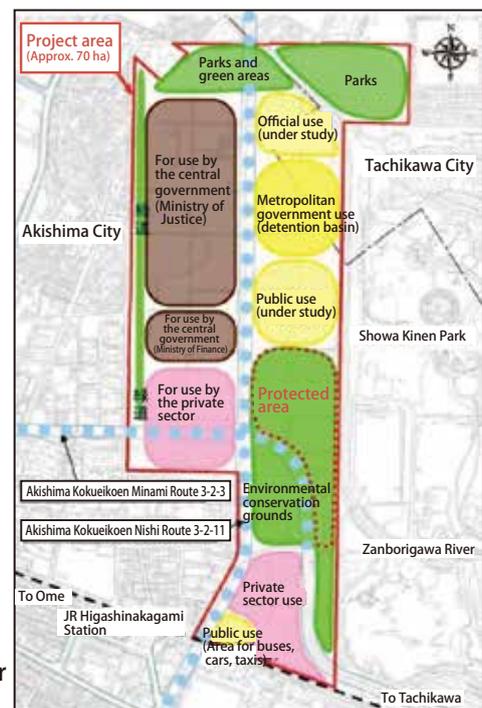
This project, completed in March 2011, included the construction of detached housing, a childcare center, social welfare facilities for the elderly, and commercial facilities, as well as roads and parks.

Akishima District (Former site of the Tachikawa Air Base)

This district is approximately 70 hectares of central government-owned land spanning the west side of Showa Kinen Park and includes a portion of land reverted to Japan by the United States in 1977 (the former site of Tachikawa Air Base). This parcel of precious, unused land is included in the development area for the “regional core city” of Tachikawa. As such, while promoting the introduction of business and commercial functions, as well as facilities befitting a “regional core city” such as the International Justice General Center (tentative name) the greenery of the Showa Kinen Park will be used to create high-quality urban spaces that are environmentally friendly.

The city plans, including land readjustment projects, were decided in March 2012. Land readjustment projects are being carried out by the Urban Renaissance Agency (UR), an independent administration corporation. In order to ensure the smooth progress of the projects, the TMG will work with the central government, city, and others to provide financial and technical support.

Akishima District Land Utilization Plan for the Former Site of Tachikawa Air Base (March 2010).



Urban Development Undertaken by the Tokyo Metropolitan Government

Land readjustment and urban redevelopment projects implement comprehensive urban development in an integrated manner such as building roads, parks, and plazas, as well as developing residential land and supplying quality urban housing.

The TMG takes the initiative in implementing projects that are highly public in nature or those that are difficult for the private sector to execute, such as the creation of a new transportation network.

Land readjustment and urban redevelopment projects are also carried out by other entities, including municipalities, individuals, associations, organizations, and public corporations.

Land Readjustment Projects

Land readjustment projects by the metropolitan government are currently underway in **nine districts** of central Tokyo, the surrounding ward area, and waterfront area, in order to enhance the urban functions of built-up areas and create a highly-convenient city.

Land Readjustment Projects to Develop Large Vacated Sites

Integrated development of the urban infrastructure is underway in the **Shiodome district** and the surrounding areas, centering around the former site of a Japan National Railways freight terminal, to advance mixed-use development of business, commercial, cultural, and residential facilities (project period: FY1994 – FY2015).



Shiodome area (before project)



Shiodome area (project underway)

Land Readjustment Projects in Redevelopment of Built-up Areas

In the Mizue Station West, Shinozaki Station East, Rokucho, Hanahata North, and Tabata districts, the TMG will work to develop a quality living environment in these areas along the Toei Shinjuku Line and the Tsukuba Express Line.

Rokucho district



Land Readjustment Projects in Tokyo's Waterfront Area

In the Harumi 4-chome and 5-chome districts, as well as the Toyosu district and the Ariake-kita district, regional arterial roads linking central Tokyo to the waterfront sub-center area are being constructed and mixed-use development combining business, commercial, cultural, and residential facilities is underway.

Waterfront area



Urban Redevelopment Projects Undertaken by the Metropolitan Government

Two urban redevelopment projects of the metropolitan government are currently underway: the **Urban Facilities Redevelopment Project**, which develops essential urban facilities such as city-planned roads and promotes intensive use of the land in surrounding areas, is being implemented in three districts, and the **Urban Redevelopment Project Related to Disaster Reduction**, currently implemented in one district, aims to create disaster-resistant communities by developing evacuation areas and routes, and also improving the living environment. While promoting the steady progress of these projects, the vitality of the private sector is employed through such programs as the designated builder system.

Urban Facilities Redevelopment Project

<Kita-Shinjuku District>

Despite being located on the northwest side of the Shinjuku sub-center, the Kita-Shinjuku district had many narrow roads as well as fractional residential areas. As such, the renewal of buildings was not progressing and the land was not being put to effective use prior to the commencement of the project. To resolve this, a project is underway to develop city-planned road Radial Route 6 and the surrounding concentration of low-rise buildings together and make the transition to land-use befitting of the Shinjuku sub-center area, with the aim to enhance the area's level of disaster resistance and the living environment (project period: FY1998 – FY2014).



Image of the completed Kita-Shinjuku district

<Ring Road No. 2 and the Shimbashi/Toranomon District>

In order to respond to the requests of rights holders, who wished to continue to reside at the same location, the system for integrated development of roads and buildings has been employed in the development of Ring Road No. 2 in the Shimbashi and Toranomon districts. By placing the main line of Ring Road No. 2 underground, allowing the space above and below the road to be used for building construction, a building is under construction in Block III. Construction of the underground portion of Ring Road 2 (the main line) is advancing as a Tokyo Metropolitan Bureau of Construction road project, with the above-ground portion of the project advancing as part of the redevelopment project (project period FY2002 – FY2014).



Image of the completed Shimbashi/Toranomon Ring Road No. 2 area

<Ohashi District>

In the Ohashi district, along with development of the Metropolitan Expressway Central Circular Route Shinjuku Line Ohashi Junction, with the aim to achieve practical and sound, intensive use of land, and renewal of the urban functionality of the area, integrated urban development was undertaken with close attention paid to continuity with the surrounding area and the effect of development on the environment (project period: FY 2004 – FY2017).



Image of the completed Ohashi district

•Urban Redevelopment Projects Related to Disaster Reduction
<Kameido, Ojima, and Komatsugawa district>

One of the largest redevelopment projects in Japan is underway in the vast area (approx. 98.6 ha.) of the Kameido/Ojima/Komatsugawa district, which straddles Koto and Edogawa wards. The district is situated on relatively soft soil, has a high population concentration, and has been vulnerable to disaster. Therefore, with the aim to build a disaster-resistant community, the development of a disaster-reduction base has been promoted under the Basic Plan for Redevelopment of the Koto District established in 1969, in order to develop evacuation areas and evacuation routes, as well as to improve the living environment and provide a stable supply of housing (project period: FY1979 – FY2013).



Kameido/Ojima/Komatsugawa Development Area

■ **Urban development undertaken by the private sector and others**

Private organizations or “associations” established by landowners and leasehold owners undertake numerous land readjustment and urban redevelopment projects in many districts in Tokyo.

The metropolitan government is responsible for approving the plans of such projects, and offers necessary guidance as well as financial and technical support for the smooth implementation of the projects.

It also takes a supervisory position in approving the land readjustment and urban redevelopment projects undertaken by the municipalities and in the execution of subsidies granted from the central government to these projects.

The Kachidoki 6-chome project was implemented by a private redevelopment company established and financed by landowners and leaseholders.

In the Otemachi district (Chiyoda Ward) and the Minato 2-chome district (Chuo Ward), integrated urban redevelopment projects are being carried out within areas designated for land readjustment projects.



Otemachi 1-chome district

■ **Tama New Town projects**

The Tama New Town covers an expansive area of approximately 2,853 hectares spreading over the four cities of Hachioji, Machida, Tama, and Inagi. The Tama New Town projects were launched in 1966 to cope with the housing shortage in Tokyo during the period of high economic growth and the accompanying rampant development of housing land in the Tama area. Now, with a high-standard of urban infrastructure, including roads and parks, completed, the area has matured into an urban complex where over 200,000 people reside, featuring rich greenery and homes and workplaces located in close proximity to each other. With development works by the metropolitan government fully completed in fiscal 2003, community development is now being promoted through the sales of housing land.

However, as over 40 years have passed since housing complexes in the area first welcomed residents, issues such as the aging of these facilities and the residents as well are surfacing. The



Tama Center area

TMG is supporting the efforts of the local government for renewal of these housing complexes based on the **Large-scale Housing Complex Renewal Guidelines for Tama New Town and Other Areas** formulated in 2012.

Community Renewal

For the comprehensive promotion of urban development in Tokyo, it is important to also carry out urban renewal that addresses the conditions existing in local communities. Such efforts include the steady advancement of improvement of built-up areas through block rearrangement as well as development that gives due attention to the townscape. The TMG is promoting such “community renewal” efforts.

■ Ordinance to Promote Elegant Neighborhoods in Tokyo

This ordinance provides three systems for creating unique and attractive neighborhoods. These systems are intended to encourage local initiatives and efforts for town development in order to advance community renewal and enhance the charm of Tokyo.

• System for Urban Development through Block Rearrangement

The purpose of this system is to create attractive neighborhoods by encouraging joint rebuilding and other improvements in areas that present development challenges, such as densely built-up communities.

These areas are designated as **neighborhood renewal districts**, and a **renewal policy** that serves as the guideline for the development of each neighborhood is also formulated at the same time. This policy serves to enhance local motivations for development by providing advance notice of the future image of the area and an outline of deregulations that can be implemented in line with the degree of community contribution. A city plan is then drawn up according to this policy for a staged implementation of development.

• System for the Creation of Townscapes

In this system, areas that are particularly important from the perspective of townscapes are designated as **priority townscape districts**. These include districts where efforts are being made to utilize historic and/or cultural assets to create attractive landscapes and those scheduled for development projects. The local community will play a central role in this system to draw up a **townscape guideline** together with professional urban designers, which incorporates local color and characteristics. (Ten districts have been designated as of the end of February 2013).



Shibamata Taishakuten district
(priority townscape district)

• Registration System for Local Community Development Groups

The TMG registers groups that can engage proactively in community development activities to enhance community charm by incorporating local color and characteristics. By encouraging their activities, resources of the private sector are used to enhance the appeal of Tokyo. (As of the end of February 2013, four groups involved in creating townscapes and 26 groups involved in utilizing open spaces for community activities have been registered.)

■ Promotion of Barrier-free Urban Design

Based on an ordinance for the development of buildings that can be used without difficulty by the elderly and those with disabilities (Barrier-free Building Ordinance), which stipulates barrier-free requirements depending on the use and size of buildings, the TMG is promoting the development of barrier-free structures to ensure that buildings in Tokyo are more accessible to all people including the elderly, persons with disabilities, and those with infants.



Removing barriers by installing ramps



Multi-purpose restroom

■ Initiatives for the Renewal of Stations and Communities

Railway stations and their surrounding areas are community centers that support residents' lives and business activities, but many issues still remain such as the delay in developing barrier-free facilities.

To transform the stations and their surroundings into bustling and vital community centers that are convenient for everyone, improvement of facilities such as concourses and station squares are underway at Higashi-nakano and other stations.

Development of Road Networks

Roads play a crucial role in not only aiding the smooth flow of people and vehicles as they go about their daily lives and business, but in numerous other capacities as well, such as forming the framework of built-up areas, providing space for water supply and sewer pipes and other city infrastructure, acting as firebreaks, and providing greenery in the form of roadside trees.

The formation of a well-balanced network of radial and circular motorways would be essential to resolve traffic congestion in Tokyo and to revitalize the National Capital Region. In order to achieve this goal, the TMG has been developing roads designated under the City Planning Act (city-planned roads) and the three Tokyo Megalopolis loop roads.

Development Policy for City-Planned Roads

Roads totaling some 3,200 km in Tokyo have been designated for development under the City Planning Act, but as of March 31, 2012, only about **60 percent** of these roads have been completed. The TMG had formulated the “Development Policy for City-Planned Roads in the Ward Area” jointly with the 23 wards in March 2004, and the “Development Policy for City-Planned Roads in the Tama Area” with the 28 municipalities in April 2006, to set down project plans over a span of about 10 years for the systematic construction of city-planned roads.

• Details

(1) Verification of the need for city-planned roads

Examinations as to whether uninitiated roads still need to be developed under Tokyo’s city planning vision were conducted using criteria established under the four basic goals of (1) vitality, (2) safety, (3) environment and (4) livelihood.

(2) Third phase of the project plan (selection of roads for priority development)

Of the uninitiated city-planned roads deemed necessary, 208 sections with a total length of about 133 km in the ward area and 162 sections totaling approximately 135 km in the Tama area were selected as roads that should be developed on a priority basis by fiscal 2015.

(3) Relaxation of building restrictions in city-planned road areas

New standards to relax restrictions on the construction of buildings in city-planned road areas were established and came into effect from April 1, 2004, in the ward area and June 1, 2006, in the Tama area.

(4) Proposals for new ways of development

In the ward area, a proposal has been made to study new ways to develop sidewalk space for roads that already have a certain width and generally fulfill functions required of roads,

Proposals made for the Tama area include the development of “kankyojiku”—green spaces and corridors expanding from roads, rivers, and parks, which contribute to the creation of urban spaces rich in greenery—and the expansion of the road network across prefectural jurisdictions for the formation of a new road network that connects Tokyo with the neighboring prefectures.

Current status of city-planned roads (as of March 31, 2012)

Area	Planned road extension km	(Completion ratio) Completed road extensions km	Road extension under construction km	Uninitiated road extension km
Wards	1,760	(62.4%) 1,099	160	500
Tama area	1,427	(58.2%) 830	131	464
Islands	10	(86.4%) 8	1	0
Other	3	(7.8%) 0	0	1
[Total]	3,200	(60.5%) 1,939	294	966
Urban expressways	226	(86.5%) 196	27	2

※ Figures for urban expressways are forecasts as of April 1, 2012.

※ Totals in each column may not match due to rounding.

※ Uninitiated road extensions include almost completed road extensions.

■ Promoting Construction of the Three Loop Roads of the National Capital Region

• Tokyo Metropolitan Expressway Central Circular Route

This circular route is approximately 47 km long and links areas within an approximate 8 to 10 km radius from the center of Tokyo. The section between No. 4 Shinjuku Route and No. 3 Shibuya Route was completed in March 2010. The section between No. 3 Shibuya Route and Wangan Route, currently under construction, is scheduled to open in fiscal 2013, completing the entire loop route.

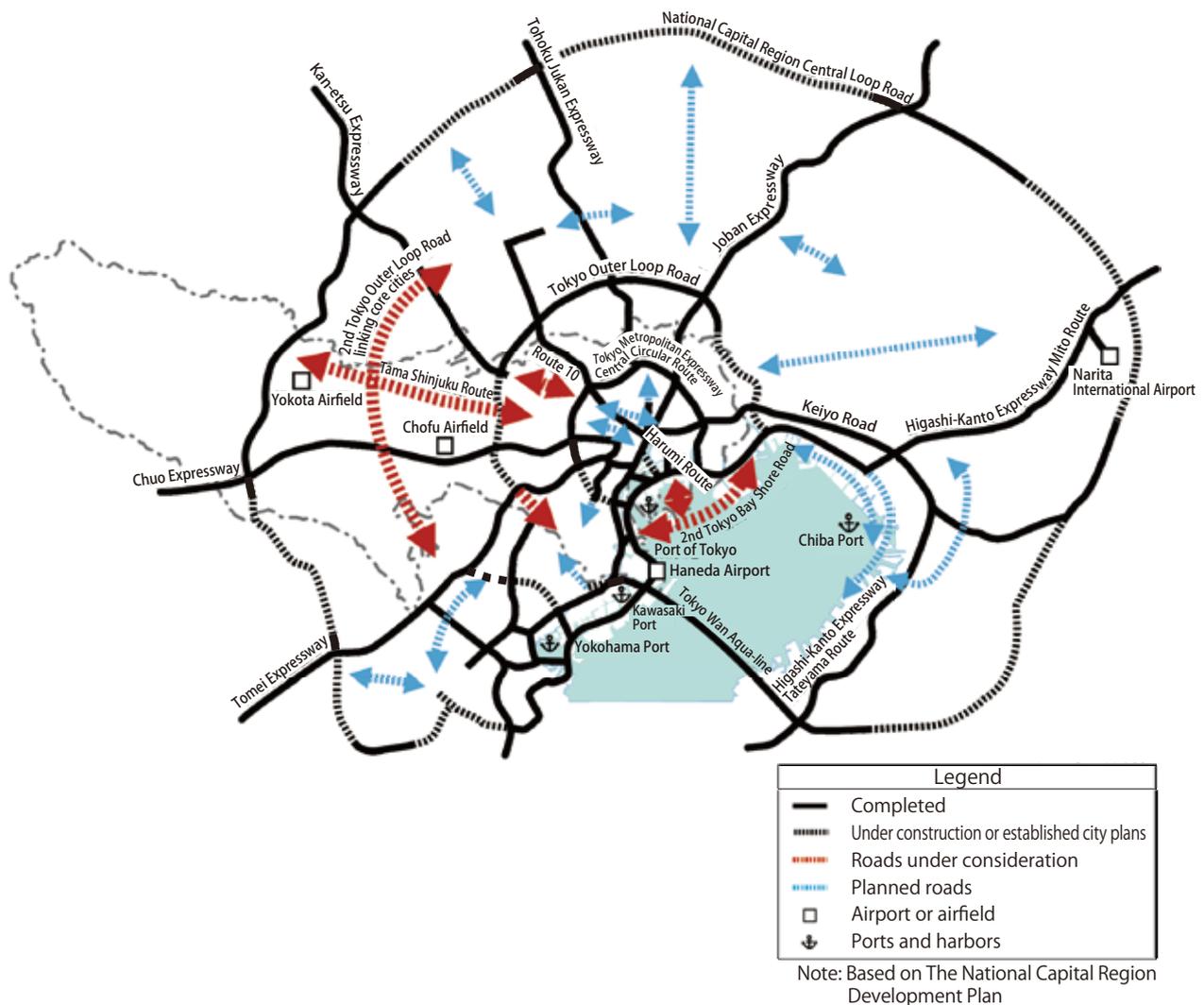
• Tokyo Outer Loop Road (Gaikan)

This route is approximately 85 km long and links areas within an approximate 15 km radius from the center of Tokyo. Currently, the some 34 km section from Oizumi Junction to Misato-minami Interchange linking to the Kan-etsu Expressway has been opened and the 16 km section from Misato-minami Interchange to Higashi-Kanto Expressway is under construction. Regarding the 16 km section in Tokyo between the Kan-etsu Expressway and the Tomei Expressway, the project became ready for implementation in May 2009, with construction started in earnest in September 2012. While continuing to lobby the central government to promote development, the metropolitan government will also pursue studies on community development in the vicinity of the interchange with the cooperation of local governments along the route.

Studies of the area south of the Tomei Expressway will also be made together with the central government.

• National Capital Region Central Loop Road (Ken-o-do)

This route is approximately 300 km long and extends over Tokyo and its four surrounding prefectures at an approximate 40 to 60 km radius from the center of Tokyo. In the Tokyo area, the section between Akiruno Interchange and Hachioji Junction opened in June 2007, and the section between Hachioji Junction and Takaosan Interchange came into service in March 2012.



Development of Railways and New Transportation Systems

Tokyo's railways and new transport systems are unrivalled in the world in their dense network, precision, and safety. The TMG will continue its efforts to further improve the networks, make it easier to transfer between train lines, provide more barrier-free environments and services, and solve issues with railway crossings.

■ Improvement of Subway Lines

The construction of subway lines has been implemented based on a central government council's reports (now the Council for Transport Policy Report No. 18).

To enhance passenger convenience and further improve the subway networks, the TMG is conducting talks with the central government and other parties at the Tokyo Subway Unification Council established in August 2010, with a view to merging Tokyo's subway systems, which are currently managed by two different operators. In March 2013, the wall separating the two operators' platforms at Kudanshita Station was removed, and two stations became newly subject to discounted fares for line transfers. Efforts are underway to achieve more such integration of services.

■ Tsukuba Express/Nippori-Toneri Liner

The Tsukuba Express (New Joban Line) was planned as a railway line linking Akihabara and Tsukuba. The whole line opened in August 2005. The Nippori-Toneri Liner was planned as a new transportation system to resolve the inconvenience of poor public transport in the area and other matters by linking Nippori and Minumadai-shinsuikoen. It opened in March 2008.



Tsukuba Express
(New Joban Line)



Nippori-Toneri Liner

■ Rinkai Line/Yurikamome

The Rinkai Line and New Transit Yurikamome were planned with aims that include contributing to the promotion of development of the Tokyo Waterfront Sub-center and the areas along the lines. Full operation of the Rinkai Line began in December 2002, with mutual use of the operation facilities with the JR Saikyō Line. The Yurikamome began operations between Shimbashi and Ariake in November 1995, and between Ariake and Toyosu in March 2006.



Rinkai Line



Yurikamome

■ Tama Monorail

The Tama Monorail was planned to enhance convenience in the Tama area and to strengthen mutual cooperation between core cities. The section between Tachikawa-kita and Kamikitadai, and the section between Tachikawa-kita and Tama Center opened in November 1998 and January 2000, respectively.



Tama Monorail

Basic Policy for Railway Crossing Measures

Approximately 1,070 level railway crossings still remain in Tokyo (as of the end of March 2013), causing traffic congestion and many other problems. The Basic Policy for Railway Crossing Measures was formulated in June 2004 with the aim to enhance Tokyo's attractiveness as a global city and to promote urban renewal.

In the basic policy, 394 level crossings were selected as priority areas for study and project implementation by fiscal 2025. Among these priority areas, 20 sections were then selected to be examined for construction of two-level crossings by elevating or lowering the tracks, and 83 sections were selected to be examined for other measures such as two-level crossings using road elevation or tunneling, provision of pedestrian overpasses or underpasses, shorter bell warnings of train approach, and road-widening across the tracks.

The early implementation of measures for railway crossings is presently being pursued based on this basic policy.



Example of large-scale project for two-level crossings (Keikyu Line near Ring Road No. 8) Source: Bureau of Construction



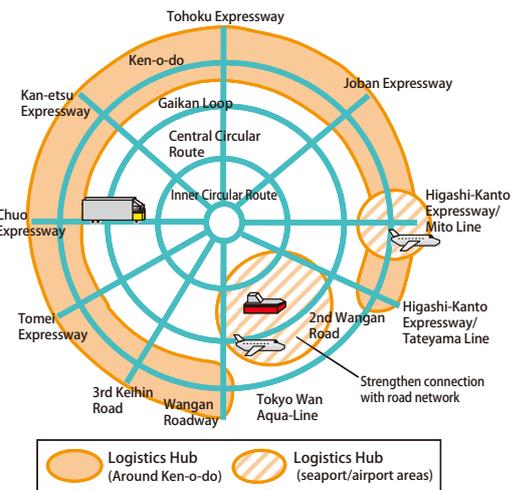
Example of road-widened crossing

Promotion of Logistics and Other Measures

Logistics Measures

Transportation of goods is an important infrastructure supporting industry and daily life. In February 2006, the metropolitan government announced the Comprehensive Vision for Transportation of Goods, presenting the basic concepts behind future policies for logistics. Based on this vision, more efficient distribution is promoted to boost international competitiveness and to enhance lifestyles and the environment.

Reforms in the transportation and distribution of goods will be tackled from various perspectives including the construction of a regional logistics network covering land, air, and sea (improving connections between seaport/airport areas and inland areas through the promotion of road developments such as the three loop roads), the updating of the functions of distribution hubs in the ward area (Keihin, Itabashi, Adachi and Kasai centers), the boosting of the distribution functions in the Tama area based on development of the National Capital Region Central Loop Road (Ken-o-do), the improvement of loading zones in entertainment/shopping districts, and the guiding of large cargo trucks to expressways.



Development of a Regional Distribution Network of Land, Sea, and Air Transportation

Promotion of Comprehensive Measures for Parking

In January 2007, the TMG released a Comprehensive Manual to Resolve Parking Problems, which compiled the basic concepts to deal comprehensively with parking issues and included case studies of measures taken for parking. Based on this manual, the metropolitan government is, in cooperation with the municipalities and other organizations, implementing comprehensive measures dealing with parking issues.

Using existing parking lots, the Bureau of Urban Development is striving to resolve lines formed by taxis waiting for passengers and to expand the number of cooperative coin-operated parking facilities providing space for loading and unloading trucks.



Coin-operated parking lot providing space for truck loading/unloading

Promotion of Aviation Policies

It would be essential to bolster the airport functions of the National Capital Region for Tokyo to develop as a global city. The TMG is taking many initiatives to address this challenge. These include efforts to further strengthen functionality at Haneda Airport and increase its international flights, and to promote the acceptance of business jets into the region. The TMG is also working to realize civil-military dual-use of Yokota Air Base, and to have Yokota airspace returned to Japan.

■ Enhancing Functionality of Haneda Airport and Increasing International Flight Services

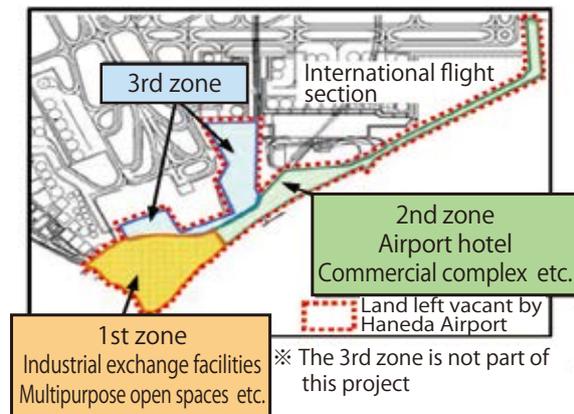
The TMG had been lobbying the national government to re-expand and introduce regular international flights to Haneda Airport, and had also cooperated in a variety of ways including providing the central government with interest-free loans for construction of a new runway.

These efforts bore fruit in October 2010 with the opening of Runway D and an international passenger terminal, turning Haneda into a full-fledged international airport servicing regular flights to major international cities. The re-expansion project is scheduled to increase the number of landing and departing slots at Haneda from 303,000 to 447,000 by the end of fiscal 2013.

Given the large air travel demands in the National Capital Region however, it is expected that airports in the region will again become unable to fulfill demands in the near future. The TMG will continue to lobby the central government to expand airport capacity and the number of slots for international flights.

In October 2010, a plan was compiled for developing the land left vacant after completion of the Haneda Airport offshore development project and the re-expansion project. In December 2011, the 1st zone of the site was designated by the central government as one of areas of the Comprehensive Special Zone for International Competitiveness Development (Special Zone for Asian Headquarters).

Cooperation between the relevant parties will be strengthened for early usage of the land.



Use of vacant land at Haneda Airport

■ Promoting Business Jet Flights into the National Capital Region

As a tool indispensable for international business, the use of business jets is rapidly increasing in the countries of the West and even in the Middle East and Asia.

In light of such circumstances, the TMG is taking actions to make it possible to accommodate more business aviation. In November 2010 the policy for measures to improve the system for accommodating business aviation in the National Capital Region, which includes the development of exclusive facilities at Haneda Airport and the use of Yokota Air Base, was formulated and presented as a proposal to the central government.

■ Reversion of Yokota Airspace

Yokota airspace, currently controlled by the U.S. Armed Forces in Japan, is a vast space that extends over Tokyo and eight other prefectures. In September 2008, part of the airspace was returned to Japan. Still, in order to ensure air traffic that is safer and more efficient, and has less adverse noise impact, full reversion of Yokota airspace, realignment of airspace in the National Capital Region, and unified air traffic control by Japan is indispensable. To this end, the TMG will continue urging the national government to negotiate with the U.S. government for total reversion of the airspace.

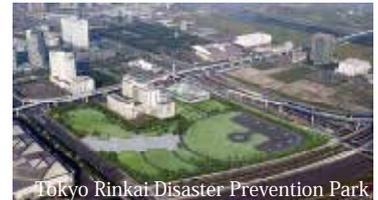
Creation of a Comfortable Urban Environment

Creating a City Rich in Greenery

Greenery in a city such as parks and green spaces serves a variety of roles: adding comfort and peace to urban life, preserving the urban environment, providing places for recreation, and securing places to evacuate to in the event of disaster. The TMG implements the following initiatives with a view to fostering networks of water and greenery in the urban environment.

■ City-planned Parks and Green Spaces

In Tokyo, among sites totaling some 10,800 hectares designated as parks and green spaces under the City Planning Act, 2,300 hectares require development. Based on the **Development Policy for City-planned Parks and Green Spaces**, which was last revised in December 2011, the TMG promotes systematic development of parks and green spaces to create water and greenery networks and to improve Tokyo's disaster-preparedness.



Tokyo Rinkai Disaster Prevention Park

■ Comprehensive Policy for Preserving Greenery

With greenery being lost to urbanization, Tokyo and its municipalities jointly formulated the **Comprehensive Policy for Preserving Greenery** in May 2010 to systematically protect greenery of cliff lines, estate woodlands, and other areas.

Based on this policy, initiatives are being taken to preserve greenery, including designating special conservation zones, maintaining and increasing scenic farmland areas under a scheme designating such zones, and promoting the Tokyo greenery preservation project, which is aimed at assisting greenery conservation by citizens' groups in collaboration with a private fund.



Scenic farmland

In addition, the TMG encourages the designation of green production districts, with a view to conserving agricultural lands.

■ Privately-run Parks

The privately-run park system is Tokyo's unique scheme for the creation of parks and other green spaces. It utilizes the dynamism of the private sector for the early opening to the public of undeveloped city-planned parks and green spaces on corporate athletic grounds and other areas to create park spaces that can also be effective as evacuation areas. Currently, Hagiya Shiki-no-Mori Park, the first such park, is open to the public.

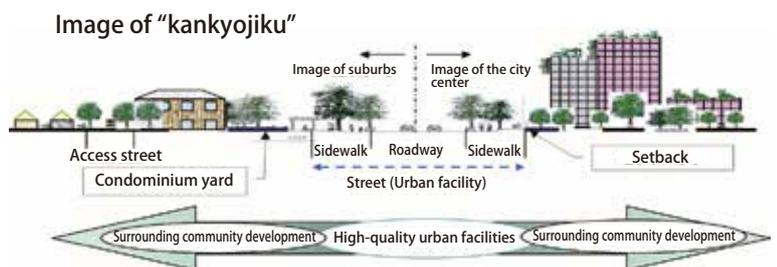
■ Guideline for Greenery Development in Open Public Spaces

Regarding open spaces created in the process of large-scale urban development, the TMG established the **Guideline for Greenery Development in Open Public Spaces** to facilitate the creation of high-quality green spaces such as greenery networks and safe and comfortable areas.

■ Creation of Kankyojiku

"Kankyojiku," or networks of urban spaces lush with greenery, integrates the greenery of roads, rivers, and parks with the greenery generated by development of adjacent communities, with the aim to create substantial and broad green spaces.

In five zones designated as Kankyojiku Promotion Zones, including Fuchu-Tokorozawa Road, the TMG is conducting studies for the creation of kankyojiku.



Water Resources and the Effective Use of Water

The TMG is working with the central government and other authorities to develop water resources in order to provide urban activities and residents with greater reassurance against problems such as water shortages. Beginning with the construction of the Ogochi Dam on the Tamagawa River completed in 1957, TMG initiatives to develop water resources are currently underway at the Tonegawa and Arakawa rivers and other river systems, including the **Yamba Dam**.



Prospective image of the completed Yamba Dam

In addition, to ensure the effective use of our precious water resources, guidance is provided to large building owners and developers to use non-potable water by recycling used water in systems such as toilet flush systems, and to use rainwater, which normally flows into the sewer system, for sprinkling and other manners.

Beautifying the Urban Landscape

To create an aesthetically pleasing urban landscape, it is important to define the future vision of Tokyo's landscape as a whole, and to effectively carry out policies for the landscape by correlating various measures. The TMG is undertaking initiatives for the realization of a beautiful and elegant capital, based on the Tokyo Metropolitan Government Landscape Ordinance and the Tokyo Landscape Plan.

■ Landscape Creation through a Filing System

Characteristic natural environments and expansive topography, which give structure to the landscape from the broad perspective of the metropolis as a whole, are designated as "**central scenic belts**." Districts such as the surroundings of gardens designated as cultural treasures, which need to be given special priority for the advancement of pleasant landscape creation, are classified as "**special landscape creation districts**." By determining the landscape criteria that must be considered for each district, landscape creation is encouraged through a system for filing for developments.

For construction of large-scale buildings and structures that require city planning decisions, a system for prior consultations from the planning stage of the project, before the start of actual application procedures, has been established to encourage plans that give due consideration to the landscape. These include high quality designs around the Imperial Palace and preservation of the scenic landscape of the Diet Building.



Central scenic belt of the Kokubunji cliff line (Chofu City)



Hama-rikyu and Shiba-rikyu Gardens special landscape creation district (Hama-rikyu Gardens)

■ Selection of Historic Architectural Structures

Tokyo is promoting the creation of elegant and attractive landscapes by selecting and conserving historically significant structures that convey Tokyo's history and culture.

Among historically valuable architectural structures, which are, in principle, over 50 years old, those that are of significant importance to Tokyo's landscape are selected by the governor (81 as of the end of February 2013). The government helps to preserve these by providing information boards and other support.

Also, among gardens and architectural structures with historic value, such as cultural treasures, those with especially high impact on their surroundings in the creation of a good landscape are designated by the governor as "**historic landmarks especially important for the landscape**" (29 as of the end of February 2013).



TMG-designated architectural structure of historic value
Former residence of Count Ogasawara (Shinjuku Ward)

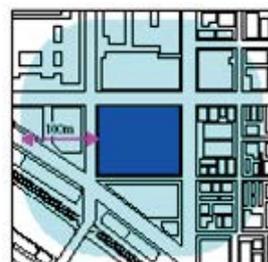


Historic landmarks especially important for the landscape
Garden of the former residence of the Iwasaki family (Taito Ward)

■ Guidelines for Preservation of Historic Landscapes

In order to promote the creation of historic landscapes in areas around TMG-designated architectural structures of historic value and historic landmarks especially important for the landscape, guidelines for preservation of historic landscapes in accordance with the Landscape Ordinance have been formulated to request the due consideration of developers carrying out construction projects near such buildings.

Area requiring due consideration by developers



- TMG-designated architectural structures of historic value and historic landmarks especially important for the landscape
- Area within a 100m radius of the site

Illegal Advertising

Due to increased public concern about the urban landscape, a campaign to remove abandoned signboards, stickers, posters, and other advertising material placed on utility poles and other roadside facilities has been conducted annually since fiscal 1997 through the cooperation of road management authorities, the police, and the residents of Tokyo.

Cooperative efforts to remove illegal signs along the course of the Tokyo Marathon before the holding of the marathon have also been conducted since 2007.



Campaign to remove illegal advertising

Recycling of Resources

Recycling in Construction

In Tokyo, large amounts of construction byproducts, including surplus soil and concrete waste, are generated every year. Efforts are being made to curb the volume of byproducts generated, as well as to reuse them as construction materials, to help reduce impact on the environment and facilitate Tokyo's sustainable development.

By stipulating goals and rules for recycling, including the formulation of the **Tokyo Metropolitan Construction Recycling Promotion Plan**, the TMG is promoting efforts ranging from reducing the amounts of construction byproducts to reusing and recycling them.

Notably, as an effort to reuse surplus soil, the TMG has established the Tokyo Metropolitan Center for Recycling of Construction Surplus Soil to treat surplus soil for use as materials for backfill and other ways.



The Tokyo Metropolitan Center for Recycling of Construction Surplus Soil

Utilization of New Information Technologies

Tokyo Ubiquitous Technology Project

Since fiscal 2005, the TMG has been engaged in field tests for the **Tokyo Ubiquitous Technology Project**. This project aims to use cutting-edge ubiquitous ID technology to enhance the attractions and vigor of the city through promotion of tourism and commerce, and to create a city that incorporates universal design to ensure that everyone, even first-time visitors, can enjoy exploring the city.

Starting in fiscal 2006, initiatives have been taken in the Ginza area to, for example, offer local sightseeing and shopping information and provide assistance for the mobility of the visually impaired and those in wheelchairs. The project also involves various other undertakings, such as a guide service at the Tokyo Metropolitan Government Building.

From fiscal 2011, efforts for more universal use of this technology were made by testing the use of smartphones to provide guidance and mobility support in Ginza.

The results of the field tests will be examined for future commercialization of the services.



Promotion of Housing Policies

Promoting Appropriate Management and Renewal of Apartments/Condominiums

In Tokyo, about 40 percent of households live in apartments and condominiums, making this a typical living arrangement for residents of the city. However, various challenges arise in matters such as the building's maintenance, management, and reconstruction, especially in the case of condominiums with unit owners, as it is difficult to build a consensus among the many rights holders.

The TMG is taking a comprehensive approach in promoting measures for condominiums, such as supporting the initiatives of condominium associations and owners, in order to encourage appropriate management, seismic retrofitting, smooth rebuilding, and other efforts.

■ Appropriate Apartment/Condominium Management

Insufficient management of apartment and condominium buildings, such as negligence in conducting renovations at the proper time, could push up the pace of the building's deterioration.

To address the issue, the TMG implements a number of initiatives including raising awareness through seminars and guidebooks, providing consultation by lawyers and other specialists, and subsidizing interest on loans for improvement and retrofitting of common areas.

■ Promoting Earthquake Resistance of Apartment/Condominium Buildings

Condominiums and apartment buildings could pose a danger to the surrounding area in the event of a major earthquake, because of their size.

In light of this, the TMG collaborates with municipalities to encourage actions for earthquake resistance of these buildings, including providing financial assistance for seismic evaluation and retrofitting, and introducing the efforts of condominiums that were able to implement seismic retrofitting at seminars and other events.

Since fiscal 2012, the TMG has been sending **Condominium Expert Teams** to condominium associations and other relevant parties to raise awareness on earthquake resistance, as well as holding local seminars and individual consultations.



■ Encouraging Renewal of Condominiums

Measures taken to encourage the retrofitting or reconstruction of aged condominium buildings include the sending of experts to give advice to condominium associations, renting out metropolitan housing or providing information on other temporary housing to people needing a place to live during the rebuilding process, and collaboration with the municipalities in providing subsidies or other financial assistance to help cover the costs of reconstruction and other such initiatives.



Reconstruction of a large condominium complex

Building Safe and Low-carbon Housing

In residential areas, which form the basis of the lives of Tokyo's citizens, efforts will be advanced to diversify and distribute energy sources to ensure that energy supply will not be disrupted even in the event of a disaster.

Also, a low-carbon society must be achieved to deal with the issue of global warming. To this end, the TMG is working to make homes in Tokyo more eco-friendly by, for example, encouraging energy efficient and long-life housing.

■ Promoting the Spread of Apartments/Condominiums Securing the Minimum Amount of Energy for Life Continuity Performance

Since fiscal 2012, the TMG has been promoting the spread of **LCP (Life Continuity Performance) housing**, which are condominiums and apartments equipped with features that allow the residents to continue living within their home even in the event of a disaster. Information on such housing is collected, registered, and publicized on the official website. A project will be implemented to encourage multiple dwellings, such as existing apartments/condominiums, public housing, and new apartments/condominiums, to introduce energy supply systems that combine stand-alone power generators, such as co-generation facilities, and commercial power through reception of high-voltage power, which will enable operations of elevators and water pumps to be continued in the event of earthquakes and other disasters.

■ Promoting Use of Energy-Saving Technologies

Improving housing insulation can reduce energy used by heating and cooling units. The TMG is working to have more newly built houses fulfill energy-saving standards. The metropolitan government is also taking measures to encourage energy-saving in existing housing, using, for instance, the Guidebook on Energy-Efficient Home Renovations compiled in March 2009, which offers useful technical information concerning renovations to boost insulation, and the results that can be expected.

■ Promoting the Prevalence of Environment-friendly Housing

As environmental issues grow increasingly serious, the TMG is working to reduce environmental impact by enhancing housing performance including greater energy savings. To this end, a **pilot project for long-life environment-friendly housing** aiming for a 50 percent reduction of life-cycle carbon dioxide emissions is now underway. This project uses metropolitan government-owned land to supply houses with high environmental performance, and employs methods gleaned from the Higashimurayama City Honcho district project field test to keep costs down to the level of conventional housing. Energy-savings are monitored after residents move into the houses and the data are made available to metropolitan residents and housing providers.

Scale model of long-life and environment-friendly housing (Miyoshicho, Fuchu City)



Longer-Lasting, High-Quality Homes

In order for people to be able to comfortably live in their homes for a long time, appropriate maintenance and renovation are essential. In order to respond to Japan's rapidly aging population and declining birthrate, efforts are underway to provide an environment where the elderly can select housing that meets their diverse needs, and can continue to live in safety and with peace of mind in a familiar area, and to build good housing environments for young families to have and raise children with a sense of reassurance.

■ Promoting Housing Renovations and Other Maintenance

The TMG is working to build an environment where the residents of Tokyo can renovate their houses with no fears by implementing measures such as setting up a consultation desk and preparing a guidebook.

To build a stock of long-lasting, high-quality housing, the TMG is engaged in promoting the spread of housing with features such as earthquake resistance, ease in maintenance, management, and retrofitting, and energy efficiency as well as a designated minimum floor space, by accrediting these as long-lasting high-quality homes.

■ Promoting Policies for Housing for the Elderly

With the rapid rise in the nation's aging population, the TMG formulated the **Plan to Ensure Stable Housing for the Elderly: Basic Framework and Implementation Policies** in September 2010 (revised in August 2012), and is advancing comprehensive policies that combine housing and public welfare policies.

Efforts are being made to increase the supply of residences—including housing with services for the elderly and quality rental housing for the elderly—that meet the criteria for **senior care residences (Tokyo Model 1)**. The criteria include a certain level of quality including barrier-free features, daily life assistance such as emergency call systems and safety confirmation services, provided to residents at an appropriate cost.

The TMG implements measures such as providing subsidies to municipalities granting subsidies to private businesses and other providers of senior care residences (Tokyo Model 1) to help cover construction costs and/or reduce rental fees.

There is also a program that registers and provides information on housing with services for the elderly, and a similar program that registers rental housing that can readily accommodate senior citizens.

■ Initiatives to Supply Housing Appropriate for Families with Children

To encourage the building of housing where families can have and raise children with a sense of reassurance, the TMG has prepared a **Guidebook for Children-Friendly Housing** in order to educate the public and popularize this movement. In addition, a pilot project was carried out over a three-year period from fiscal 2010 to supply private rental housing that come equipped with adjoining day care centers and other features suitable for families with children. The results will be examined and used to encourage the supply of rental housing for families in the private sector market.

Formation of a Housing Market Ensuring Safe Transactions

Amid the diversifying housing needs of people living in Tokyo, the TMG is striving to make sure that people can choose from among a variety of options catering to different lifestyles and life stages, and to create a housing market where consumers can carry out transactions with security and peace of mind.

■ Revitalizing the Existing Home Market

In Tokyo, the number of housing units far exceeds that of households, which means that more effective use needs to be made of existing housing stock. There is, however, a low percentage of existing housing among houses purchased for living purposes.

To address this problem, the Bureau is taking initiatives to create an environment where consumers can feel reassured in buying and selling existing houses. The initiatives include distributing its **Guidebook to Safe Housing Transactions**, and educating consumers through seminars.

■ Licensing of Real Estate Firms and Provision of Guidance

Based on the Building Lots and Buildings Transaction Business Act, the TMG grants licenses for real estate transactions and registers certified real-estate agents. To deal with various kinds of disputes over real estate transactions, the metropolitan government provides consultation to consumers, as well as instructions and guidance to businesses. Administrative dispositions such as business suspension or license revocation are rendered on realtors who are especially pernicious.

■ Ordinance for Preventing Disputes over Rental Housing/Guidelines for Preventing Rental Housing Disputes

The **Ordinance for Preventing Disputes over Rental Housing**, which was enacted in October 2004, requires realty companies to give prospective tenants an explanation and a written document containing basic principles concerning repairs made during the lease period and restoration of the property to its original state upon termination of the contract, as well as special provisions, if any, and their contents, prior to their signing of the lease contract.

The TMG is also working to educate the public by publishing the **Guidelines for Preventing Rental Housing Disputes**, which provides an easy-to-understand explanation of basic principles concerning repairs during occupancy and restoration of property to the original state upon termination of the contract.

Supply of Metropolitan Housing

In Tokyo, there are about 260,000 metropolitan housing units covering a total land area of about 1,900 hectares. As a residential safety net for Tokyo's citizens, they ensure residential stability for those who are financially pressed for accommodations. TMG thus works to appropriately maintain, manage, and rebuild metropolitan housing blocks.

■ Metropolitan Housing Rebuilding

The reconstruction of aging metropolitan housing blocks is important for renewal purposes, but also vital in terms of disaster reduction, fire resistance efforts, effective land use, improvement of the living environment, and community revitalization. The TMG carries out the planned rebuilding of metropolitan housing on an annual basis.

When undertaking a rebuilding project, the metropolitan government works to reduce environmental load by recycling waste construction materials and installing solar generators.



■ Promotion of Barrier-free Facilities

In order to have existing metropolitan housing better meet the needs of the elderly and people with disabilities, the TMG is moving ahead with improvements to home facilities such as adding handrails in bathrooms and lavatories and replacing front-door door knobs with lever handles, as well as the installation of ramps and elevators. These steps are designed to create a barrier-free environment.



Installation of handrail



Replacement of door knob with lever handle



Installation of elevator



Installation of ramp

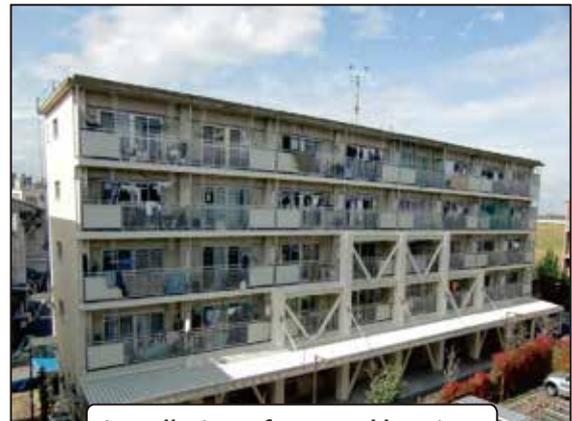
■ Seismic Retrofitting

Based on the Metropolitan Housing Seismic Retrofitting Program, which was revised in July 2012, the TMG is proceeding with seismic retrofitting of metropolitan housing in a systematic, organized manner.

As in the pictures below, braces and buttresses are added to the exterior. Other seismic retrofits implemented on metropolitan housing include adding reinforcement around columns and building new walls.



Installation of buttress on the gable wall



Installation of external bracing

■ Promotion of Proper Management of Metropolitan Housing

Metropolitan housing is public housing that is rented out at low fees to low-income residents who are truly hard pressed for accommodations.

The TMG is working to increase the role of metropolitan housing as a safety net by introducing a **point system**, which gives priority to families having a higher need for housing, as well as a **priority system**, which gives the elderly, mentally and/or physically disabled persons, single parent families, and large families higher odds of being selected when lots are drawn.

In order to provide more equal opportunities to live in metropolitan housing, and to help families raising children, the TMG is actively promoting a scheme that allocates units to young families with children on a **limited duration tenancy**.

In addition, the metropolitan government works to ensure that management of metropolitan housing is fair and efficient. While introducing a **system in which the rent is determined according to the tenant's income and the size and location of the apartment**, active efforts are also taken to request tenants who continue to live on the premises although their income is significantly higher than the income standards or who are in arrears with their rent, to vacate the premises.

Building Code Administration and Development Control

Based on the Building Standards Act and other related laws and ordinances, the TMG enforces regulations on individual buildings in terms of their safety, disaster resistance, and impact on public health, as well as regulations in accordance with land use plans determined in the city plan, with the goal to create a well-ordered metropolis.

Building Certification and Approval

■ Building Certification

Building owners are required to have their construction plans checked in advance to ensure that they conform to the Building Standards Act and other construction-related laws and ordinances.

If the plans conform to building codes, the owner receives a certificate to commence construction.

When construction is completed, a final inspection is carried out. After confirmation that the building conforms to building laws and regulations, the owner receives a certificate indicating that the building has passed the final inspection.

Buildings over a certain height are required to undergo an intermediate inspection and evaluation reporting its structural calculation.

■ Crackdown on Building Violations

Building violations are uncovered by patrols conducted by building inspectors and reports from local residents, government, and other public offices. In order to effectively correct building violations, the TMG works to quickly detect and rectify them through on-site inspections.

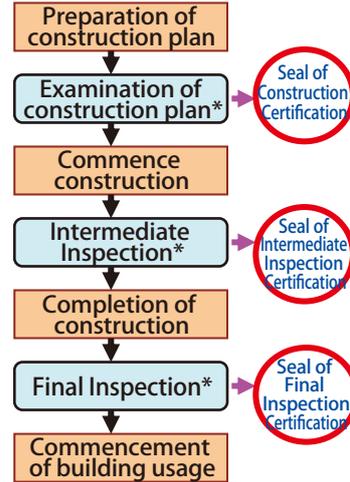
In October every year, the TMG conducts a mass patrol to identify and correct building violations, and to also raise public awareness to prevent such offenses.

■ Special Building Permission

The Building Standards Act stipulates the usage of buildings that can be constructed in a particular land use zone, and restricts construction to only those buildings that will be used for such purposes.

However, if the building satisfies certain conditions, exceptions can be made for its construction. Systems also exist to relax building restrictions such as certification of building complexes as one construction project based on the provisions of Article 86 of the Building Standards Act.

Procedures for Building Confirmation and Inspection



Final inspection being carried out at a large building



* Performed by Building Official or Designated Inspection Organization

Preventing and Settling Disputes

■ Preventing and Settling Building Disputes

To prevent or quickly settle disputes between building owners and neighboring residents over construction of medium to high-rise buildings, notices of construction plans must be posted and consultation, mediation services, and conciliation through the Tokyo Metropolitan Committee for Conciliation of Building Disputes are provided for construction disputes in accordance with the relevant ordinance.

■ Settling Disputes over Construction Work Contracts

To resolve disputes between parties concerned with the construction work contract, the Tokyo Metropolitan Examination Committee for Disputes over Construction Works offers mediation, conciliation, and arbitration services.

■ Tokyo Metropolitan Building Examination Committee

The Tokyo Metropolitan Building Examination Committee was established to fulfill functions such as consenting to permits granted under the Building Standards Act, and rendering judgment on requests for review, a system where owners or other parties can petition for a redress of grievances concerning building certification and other matters.

Ensuring Building Safety

■ Building Process

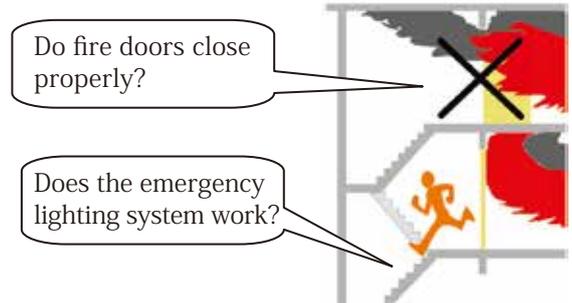
In addition to the Building Standards Act, which stipulates minimum conditions such as standards for building sites and structures, the TMG imposes its own, more detailed regulations, based on the Building Safety Ordinance, concerning such matters as building safety and fire prevention in order to meet the special needs of this megacity.

Amendments have been made to the ordinance in response to a fire at a multiple-tenant building in an entertainment district and an automatic revolving door accident. The metropolitan government has taken these and other steps to improve the safety of buildings, and will continue to work to protect the lives, health, and property of the residents and build a city that is safe and secure.

■ Building Operation and Maintenance

If department stores, hospitals, hotels, and other buildings that are open to the public are not properly maintained and managed, a disaster such as a fire could lead to severe consequences. Also, accidents involving elevators or other facilities people use in everyday life, could be fatal.

To prevent such accidents, the Building Standards Act requires owners or managers to have specialized engineers conduct regular inspections and tests on the building structure and facilities and to report the results to the relevant authorities. Each of these authorities, when necessary, directs owners/managers to rectify problems, to ensure building safety.



Contractor Licensing

■ Construction Work Contractors

In accordance with the Construction Industry Act, the TMG grants permission to building contractors who fall under the category of those required to obtain such permission from the Tokyo governor; examines the management situation of the contractor's business; provides directions and supervision to contractors violating laws and regulations; and receives statements from contractors regarding their ability to secure sufficient funds as prescribed by the Act on Assurance of Performance of Specified Housing Defect Warranty.

■ Registered Architects

In accordance with the Registered Architect Act, the TMG's responsibilities include registration, direction, and oversight of second-class and wooden-building architects and architects' offices, administrative work concerning the examinations for certification as second-class and wooden-building architects, and accepting applications for building standards engineer certification.

Permission for Development and Housing Land Development

■ Permission for Development Projects

In accordance with the City Planning Act, those who intend to start development projects larger than a specified size are required to obtain permission. Projects subject to this are developments of 500m² or more within urbanization promotion areas, and all developments regardless of size within urbanization control areas. This would, in principle, restrict building construction. Also, the developments of 0.3 hectares or more in city planning areas that are not divided into either an urbanization promotion area or control area, and one hectare or more in sites outside city planning areas are subject to control.

■ Tokyo Metropolitan Development Examination Council

In accordance with the City Planning Act, the Tokyo Metropolitan Development Examination Council makes decisions on petitions for redress of grievances on development project permission, and examines development plans in urbanization control areas.

■ Permission for Housing Land Development

In accordance with the Act on the Regulation of Housing Land Development, urban areas with a high probability of disaster occurrence due to housing land development are designated as Areas Regulated for Housing Land Development. Persons intending to carry out housing land development within these areas must receive permission at the design phase and have the site inspected following the completion of the development. In addition, owners of land within these areas are required to keep their residential lots safe.

Organization of the Bureau of Urban Development

Headquarters

Name of division	Name of section	Main tasks
General Affairs Division	General Affairs Section/Personnel Section/Planning and Accounting Section/Technical Management Section	Planning and managing implementation of the bureau's affairs and projects: personnel affairs; publicity and listening to citizens' opinions; bureau's budgets; contracts; technical management affairs
Urban Development Policy Division	Regional Coordination Section/Urban Planning Section/Land Use Planning Section/Development Planning Section/Greenery and Cityscape Section	Planning and coordinating urban development policies, land usage, community development, park greenery; managing the City Planning Council, and creating the cityscape
Housing Policy Promotion Division	Housing Policy Section/Private Housing Section/Condominium Policy Section/Realty Section	Drafting and planning housing policies; promoting the supply of good quality private housing; supporting the maintenance, management, reconstruction, and seismic retrofitting of condominiums; promoting proper real estate transactions
Urban Infrastructure Division	Coordination Section/Transportation Planning Section/Road Planning Section	Planning and coordinating the development of urban infrastructure facilities such as roads and railways
Urban Development Projects Division	Management Section/Planning Section/Private Development Section/Disaster Management Section/Land Readjustment Section/Urban Redevelopment Section/Tama New Town Project Office	Planning, coordination, guidance and subsidies for urban development projects; implementing development projects of the Tokyo Metropolitan Government; promoting disaster-prepared urban development
Urban Building Division	Coordination Section/Building Planning Section/Building Control Section/Construction Industry Section	Building Examination Committee; building safety and earthquake-resistance; confirmation and approval of buildings; licensing of building contractors
Metropolitan Housing Management Division	Management and Planning Section/Guidance and Maintenance Section/Property Utilization Section/Housing Development Section/Facilities Improvement Section	Planning and administering, constructing and maintaining, and tenant management of metropolitan housing projects

Offices

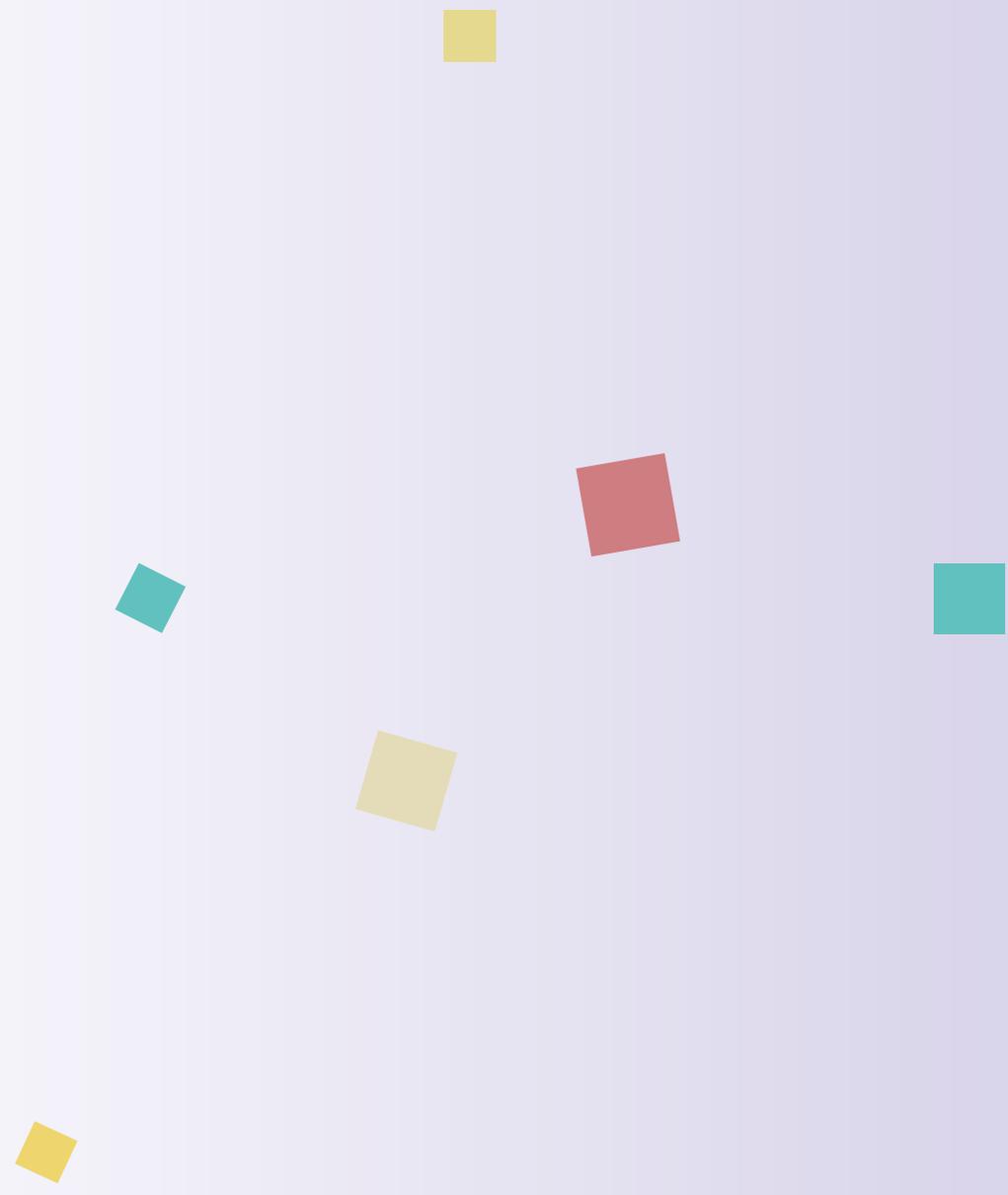
Name of office	Name of section	Main tasks
Tama Building Control Office	Management Section/Development Control Section No.1/Development Control Section No.2/Building Control Section No.1/Building Control Section No. 2/Building Control Section No. 3	Confirmation and approval of buildings in Tama area; accreditation of long-life housing; regulation of development and building lots; permits for outdoor advertisements
1st Land Readjustment Office	Management Section/Indemnification Section/Land Exchange Section/Construction Works Section	Land readjustment projects (west of Mizue Station, east of Shinozaki Station, Harumi 4-chome and 5-chome, Toyosu, and North Ariake districts)
2nd Land Readjustment Office	Management Section/Indemnification Section/Land Exchange Section/Construction Works Section	Land readjustment projects (Shiodome, Tabata, North Hanahata, Rokucho districts); Integrated roadside development (Kanegafuchi and Jujo districts)
Urban Redevelopment Office	Management Section/Project Section/Construction Works Section	Urban area redevelopment projects (Kita-shinjuku, Ring Road 2, Ohashi, Kame-Dai-Sho districts); integrated roadside development (Higashi-ikebukuro, Doshida-Takamatsu, Meguro Honcho districts)
Tama New Town Development Office		Implementation of Tama New Town project
Tobu Housing Construction Office	Management Section/Negotiation Section/Development Section/Construction Section/Facilities Section	Metropolitan housing construction project, large-scale reform project (wards and island areas excluding Setagaya, Nakano, Suginami and Nerima)
Seibu Housing Construction Office	Management Section/Planning Section/Construction Section	Metropolitan housing construction project (Setagaya, Nakano, Suginami, Nerima, and Tama area)

◇Bureau of Urban Development homepage

<http://www.toshiseibi.metro.tokyo.jp>

◇Bureau of Urban Development Twitter

https://twitter.com/tocho_toshisei



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