

## 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 elegance and multi-functionality befitting an international business center.

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

### Creation of Hubs (Special-Ward Area)

#### ■ Otemachi/Marunouchi/Yurakucho District

In 1996, the TMG, together with Chiyoda-ku, the East Japan Railway Company, and local landowners and leasehold owners, established the Panel for Otemachi/Marunouchi/Yurakucho District Community Development. In line with the community development guidelines (revised December 2023) indicating the vision for a new city encompassing the entire district, the public and private sectors are cooperating to advance the creation of a bustling city center that builds on the area's unique characteristics and is safe, attractive, elegant, and brimming with creativity.

Around 40 reconstruction and other projects have been completed across the district, creating an area that is versatile in function with high-quality business, cultural, and commercial facilities. 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 of gradually renewing the district's functions as a business nerve center and strengthening business support functions, with the Tokiwabashi hub development project currently underway.

In order to enhance the city's functions as an international business center, the TMG is promoting urban development through public-private collaboration across the entire district.



Image of completed Tokiwabashi hub  
Source: Mitsubishi Estate Co., Ltd.

#### ■ Development of the Bay Area

As a hub for land, sea, and air transport located in close proximity to the city center, Tokyo's Bay Area, home to Haneda Airport and the Port of Tokyo, has high potential to serve as a center to support broad interaction between people and the exchange of goods and information. In line with urban development to facilitate the area's ongoing role in supporting the city's activities and to make the area a legacy of the Tokyo 2020 Games, focusing on competition venues and other facilities, it is essential to view the Bay Area and the inland area that forms central Tokyo as one and raise the vitality of the Greater Tokyo Area as a whole.

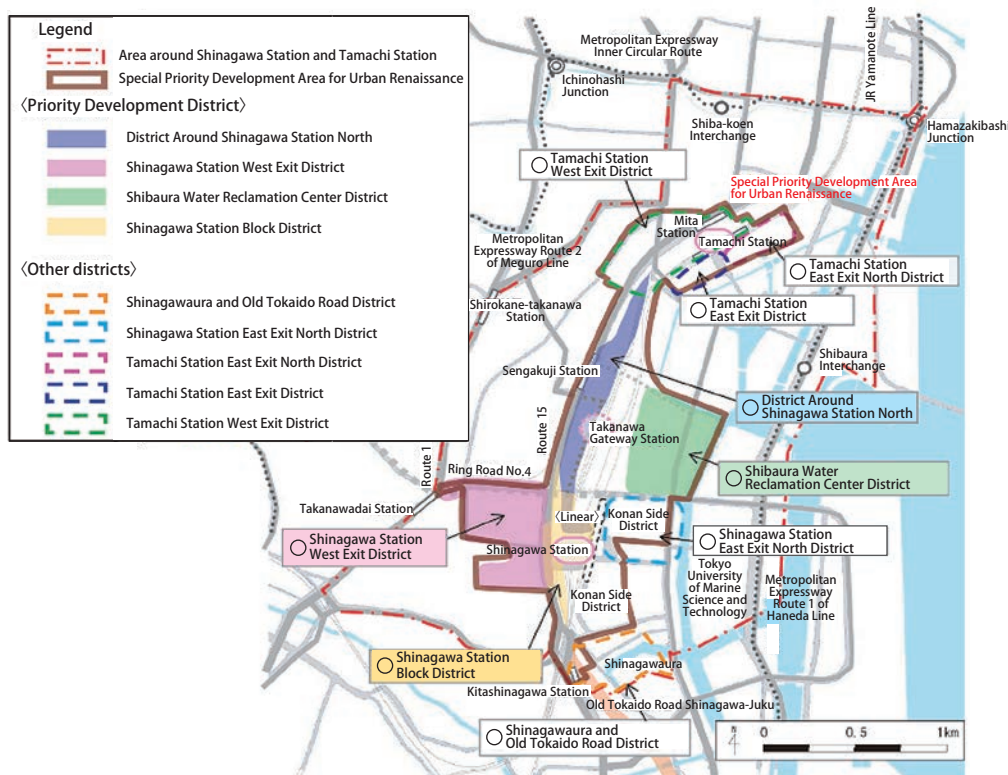
In accordance with the Tokyo Bay eSG Urban Development Strategy 2022, which was formulated based on the Grand Design for Urban Development and the Tokyo Bay eSG Project (Version 1.0), the TMG will advance initiatives that aim to realign the area to create a next-generation city that incorporates the concept of sustainable recovery.



Image of the bay area in the future

## Development of the Area around Shinagawa and Tamachi Stations

The overall potential of the area around Shinagawa and Tamachi stations is growing ahead of changes such as a further increase of regular international flights to and from Haneda Airport and the scheduled launch of Linear Chuo Shinkansen high-speed maglev train services in 2027. With this area home to large parcels of vacant or underutilized land, and its designation as a Special Zone for Asian Headquarters in 2011, a Special Priority Area for Urban Renaissance in January 2012, and a National Strategic Special Zone in May 2014, further advancements are expected for development that utilizes the dynamism of the private sector. Based on these developments, the TMG revised existing guidelines and released the Community Development Guidelines for the Area around Shinagawa Station and Tamachi Station in September 2014, making “Shinagawa—an international hub to drive Japan’s future growth” the vision for the area. In response to the announcement of plans to develop a pedestrian overpass over Route 15 and the idea to extend an existing subway line to Shinagawa, the 2014 guidelines were partially revised in March 2020. To realize this vision, the TMG will continue to advance staged realignment and improvement of Shinagawa Station and cultivate Priority Development Districts to drive the area’s regeneration, while fully leveraging the strengths of the private sector.



Area around Shinagawa Station and Tamachi Station

## Redevelopment of the Area Around Shinjuku Station

By taking the opportunity presented by the decision to rebuild the station building, which was in need of renewal, to realign the district, including facilities such as the station, station squares, and station building, in an integrated manner, and construct a new pedestrian walkway above the rail tracks, the project is transforming the station into Shinjuku Grand Terminal, and also promoting the renewal of functions in the Shinjuku Station area to create a high-quality hub for international exchange using the entire area.

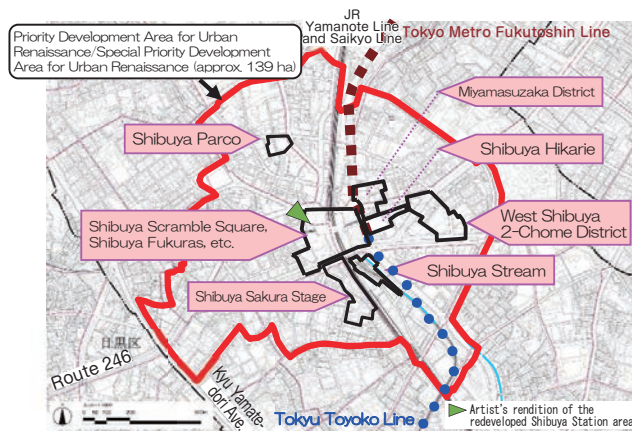
In the Nishi-shinjuku district, where half a century has passed since the Shinjuku sub-center was built, the need to realign the area to make it a human-centric space has also emerged. In response to this, the Nishi-shinjuku District Redevelopment Policy, which sets forth the direction for redevelopment in the area, was announced in March 2023. The TMG will continue to advance the study of measures to realize the policy in tandem with city planning and coordination with stakeholders.



## Development of the Area Around Shibuya Station

In the Shibuya Station area, developments such as the relocation of the Tokyu Toyoko Line underground and commencement of through-services with the Tokyo Metro Fukutoshin Line in March 2013 have provided the opportunity to begin integrated redevelopment of the surrounding area that combines upgrading the functionality of station facilities and realigning urban infrastructure. The TMG will continue to work in cooperation with the central government, Shibuya-ku, railway companies, and private developers, offering appropriate guidance to private-sector development projects in the area around Shibuya Station. By integrating reorganization and development of urban facilities with that of the surrounding area, including improvements to railways alongside the redevelopment of station plazas and the creation or realignment of pedestrian walkways, the TMG will greatly improve the safety and convenience of Shibuya Station and the surrounding area.

In addition, the TMG will promote urban planning aimed at strengthening global competitiveness by adopting projects that enhance Shibuya's functionality as an international center to promote culture and exchange, as well as supporting advanced business functions and the growth of sectors such as the content industry.



Shibuya Station Area Priority Development Area  
for Urban Renaissance/Special Priority Development Area  
for Urban Renaissance



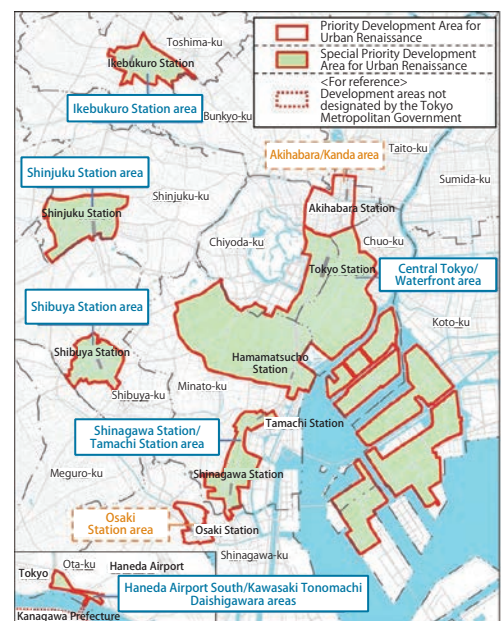
Source: Shibuya Station District Area Management  
Artist's rendition of the redeveloped  
Shibuya Station area

## 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 further build up international competitiveness through quality private-sector projects.

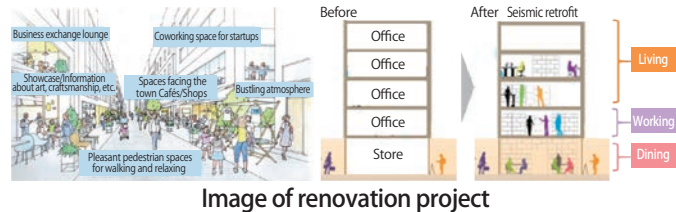


Special Priority Development Areas for  
Urban Renaissance/Priority Development  
Areas for Urban Renaissance

## ■ Urban Development for Renewal Highlighting Local Characteristics through the Renovation of Buildings

Areas with unique characteristics, such as historical cityscapes and clusters of industry, can be found all across Tokyo. However, if the reconstruction of old buildings and other redevelopment projects are not approached with great care in such areas, Tokyo's charming cityscapes and distinctive clusters of industry may be at risk of disappearing. In order for Tokyo to achieve even higher-quality growth as a mature city, there is a need to pay attention to local color and characteristics and advance urban development that makes use of existing building stock.

With the cooperation of special wards, the TMG will advance urban development that makes use of existing building stock in areas with distinctive characteristics that should be protected and nurtured, such as districts with historical cityscapes, breeding grounds of arts and culture, and unique clusters of industries. In those areas, the TMG will promote the renovation of existing buildings and other development efforts, while also encouraging the creation and improvement of walkable public spaces and roadside environments, in order to form charming cityscapes and to maintain and generate urban vitality.



## Creation of Hubs (Tama Area)

### ■ Urban Development Strategy in the Tama Area

Over ten years have passed since the formulation of the Basic Plan for the Development of Hubs in the Tama Area (2009). In light of the conception of overarching plans for urban development in Tokyo, societal changes, and other factors that have occurred in that time, the TMG comprehensively reviewed the current Basic Plan and, in January 2024, compiled a preliminary draft of the Urban Development Strategy for the Tama Area, seeking to advance wide-area urban development efforts to realize a Tama area that achieves both maturity and ongoing growth.

The strategy makes use of an urban development matchmaking system and other support measures to aid the efforts of local municipalities with both hard and soft approaches to solving challenges, while also advancing three different projects. The TAMA Hub Creation Project will further the creation of hubs and promote the solving of local issues while implementing support measures in 58 locations. The TMG will advance the TAMA Urban Development Promotion Project (in the areas around the railway extension of the Tama Monorail toward Hakonegasaki, as well as around Tachikawa) while coordinating with the urban development efforts of local municipalities and other entities, striving to realize the creation of new communities that link together wide areas and to improve the resilience of Tokyo. Through the TAMA New Town Renewal Project, the TMG will formulate new urban renewal policies that seek to revitalize Tama New Town.

Moving forward, the TMG will further expand on the initiatives encompassed by the strategy and work to realize a Tama area that is brimming with charm.

### ■ Tama New Town Projects

Tama New Town, which was developed 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, covers a total area of approximately 2,853 hectares spreading over the four cities of Hachioji, Machida, Tama, and Inagi. Over the years since 1971 when residents began to move in to communities, the area has evolved into a multi-functional hub that is home to 220,000 people and a diverse range of facilities, including housing, business, commercial, educational, and cultural facilities.

However, as more than 50 years have passed since housing complexes in the area first welcomed residents, issues such as the aging of facilities and residents as well are surfacing. Because of societal shifts in recent years such as the spread of new lifestyles brought on the COVID-19 pandemic, as well as the advancement of digital technologies, there is a need to transform Tama New Town from a traditional commuter town into a core, next-generation hub where the elements of "living," "nurturing," and "working" come together in harmony. To respond to this need, in January 2024, the TMG compiled a preliminary draft of the New Renewal Policy for Tama New Town (working name).

The TMG will spearhead three initial projects (urban development in Suwa and Nagayama, the Minami-Osawa Smart City project, and the redevelopment of the area around Tama Center Station), while also supporting the urban renewal efforts of local municipalities.



North side of Tama Center Station



Tama Center area



# Use of Metropolitan and Central Government-Owned Land

To promote the urban renewal of Tokyo, the TMG is undertaking projects that use metropolitan government-owned land and effectively utilize the vitality and resources of private firms. For example, land created through the rebuilding of metropolitan housing developments can be utilized in development projects that are tailored to the characteristics of each area, encourage people to live in central Tokyo, improve districts with close-set wooden houses, and deal with the graying of society.

In addition, the Bureau is advancing “urban renewal upgrade projects” that effectively utilize plots of metropolitan government-owned land. Partnering with the central government, local municipalities, and others, the TMG will also work to establish high-quality urban spaces on land owned by the central government.

## Urban Renewal Upgrade Projects

Urban Renewal Upgrade Projects aim to create a Tokyo that is vibrant and attractive. Under a TMG-wide initiative, the program advances urban development by establishing concepts tailored to the characteristics of an area and bringing in investment and expertise from the private sector for the integrated development of several plots of metropolitan government-owned land, while also bringing about development of the surrounding area.

In implementing projects, guidelines are formulated and developers and others selected through public tenders conclude agreements such as fixed-term land lease agreements with the TMG in order to construct, operate, and maintain mixed-use facilities and carry out area management activities.

In the Shibuya district, the project at the former site of the Tokyo Metropolitan Miyashita-cho apartment complex was completed and a commercial and residential complex was opened in April 2017. In addition, the planned developer was selected in March 2022 for a joint development project to use the former site of the Tokyo Metropolitan Children’s Hall and the adjacent land owned by Shibuya-ku which is scheduled to be completed in fiscal 2026. In the Takeshiba district, a mixed-use facility with office and commercial space opened in September 2020.

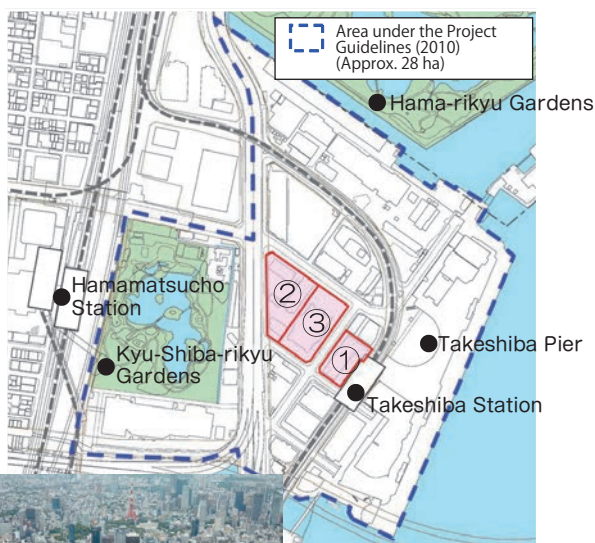
### Takeshiba District

- (1) Metropolitan government-owned land used:  
Approx. 1.5 hectares

Former sites of ①Tokyo Metropolitan Archives, ②Tokyo Metropolitan Inspection Institute of Weights and Measures, and ③Tokyo Metropolitan Industrial Trade Center

- (2) Concept

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



Aerial photo of the Takeshiba District

### Shibuya District

- (1) Metropolitan government-owned land used:  
Approx. 2.6 hectares

Former sites of ①Miyashita-cho apartment complex, ②Tokyo Metropolitan Children’s Hall, and ③Tokyo Metropolitan Aoyama Hospital

- (2) Project goal

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

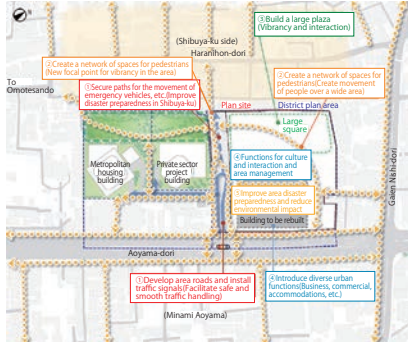


② Conceptual drawing of the project at the former site of Tokyo Metropolitan Children’s Hall (bird’s eye view)



Private-sector projects utilizing metropolitan government-owned land have been implemented in such districts as Minami-Aoyama 1-chome, Konan 4-chome, Kachidoki 1-chome, Higashimurayama City Honcho, and Kamimeguro 1-chome. And, we will continue advancing urban development that utilizes private-sector resources in the following areas.

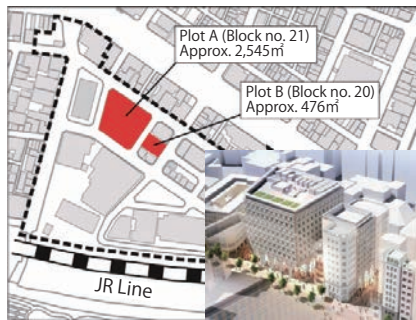
Kita-Aoyama 3-Chome District Urban Development Project



This project combines rebuilding of metropolitan housing blocks into a high-rise building and employing the vitality of the private sector in the use of the land created by rebuilding. Integrated urban development with the area along Aoyama-dori Avenue is being advanced in stages to create a center that sets the latest trends in culture and fashion. The private-sector development area was completed in May 2020. The basic plan stipulating the direction for integrated urban development in the area along Aoyama-dori Avenue was finalized with the approval of all parties involved in April 2020. Development is proceeding in the area based on this plan.

Conceptual drawing based on the direction for development stipulated in the basic plan  
(Final plans subject to change dependent upon future negotiations.)

## Shiodome West District Metropolitan Government-Owned Land Utilization Project



Based on the concept of “working with the attractive space built by the community to form an area with sustainable vitality,” development is being advanced through a private sector project selected by public tender for proposals for initiatives that along with contributing to the creation of sustainable vibrancy in Shiodome West district, also raise the value of the community.

Construction of the Fuji Soft Shiodome ANNEX Building on Plot B was completed in March 2022, with construction on Plot A scheduled for completion in fiscal 2023.

Map (created using fundamental geospatial data from the Geospatial Information Authority of Japan) and conceptual drawing of the project



The creation of a new circular route in central Tokyo in conjunction with the relocation of a section of the metropolitan expressway underground around Nihombashi will greatly diminish the role of the Tokyo Expressway (KK Route) as a road for the exclusive use of motor vehicles. In response, the TMG formulated the Policy for the Rebirth of the Tokyo Expressway (KK Route) in March 2021, which indicates the direction for transforming the elevated portion of the KK Route into a pedestrian-centered public space.

Furthermore, the Policy for Implementation of the Rebirth of the Tokyo Expressway (KK Route) was formulated in March 2023, setting forth basic guidelines for measures to be undertaken by the parties involved in the project, such as establishing that the construction and management of the project will, in principle, be the responsibility of the current expressway owner, Tokyo Expressway Co., Ltd. Measures aimed at implementing the KK Line rebirth project are currently underway. In May 2023, vehicular traffic on the KK Line was suspended for a Ginza Sky Walk event, which allowed participants a preview experience of the future pedestrian space.



### Location of the Tokyo Expressway (KK Route)

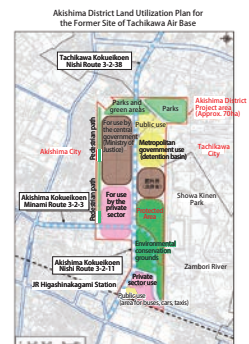


Rendering of completed construction  
(segment over 16m in width)



This district is approx.70 hectares of land, a portion of the former site of Tachikawa Air Base which was reverted to Japan from the United States in 1977. While promoting the development of the International Justice Center and the introduction of business and commercial functions, the greenery of the area's iconic Showa Kinen Park will be used to create a high-quality urban space that is 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 is working with the central government, city, and others to provide technical support.



**Akishima District Land Utilization Plan for  
the Former Site of Tachikawa Air Base**



# 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 such as the creation of new transportation networks.

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

The TMG is also using urban development projects as opportunities to remove utility poles on streets.

## Land Readjustment Projects

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

### Land Readjustment Project for Redevelopment of a Transportation Hub Immediate Area Surrounding Shinjuku Station

To create a “Shinjuku Grand Terminal” that is easy to use for everyone, in line with the Policy for Redevelopment of the Shinjuku Core Area, the land readjustment project in the immediate area surrounding Shinjuku Station aims to concentrate diverse functions that highlight the characteristics of the area as a major hub and enhance the movement of pedestrians in the area by reorganizing the site when the station building, which is in need of renewal, is rebuilt.

The TMG, as executor of this project, aims to complete the pedestrian walkway and a portion of the squares on the east and west sides of the station by FY2035, securing a new pedestrian overpass above Shinjuku Station’s railway tracks.

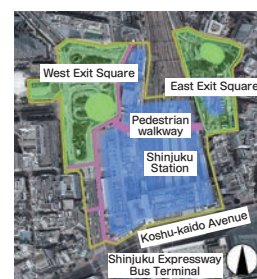


Image of the pedestrian walkway and station plazas



View looking toward the high-rise buildings of Nishi-shinjuku from Shinjuku Station West Exit



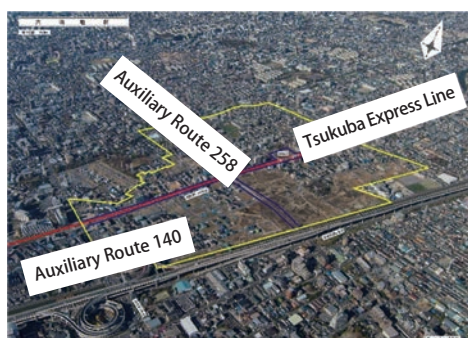
View looking toward Odakyu Department Store from LUMINE EST



View looking toward Kabuki-cho from Shinjuku Station East Exit.

### Land Readjustment Projects in Redevelopment of Built-Up Areas

In the Mizue Station West, Shinozaki Station East, Rokucho, and Hanahata North districts, the TMG is working to develop a quality living environment in the areas along the Toei Shinjuku Line and the Tsukuba Express Line. In the Mizue Station West district, utility poles have been removed on some access streets.



Rokucho district

### Land Readjustment Projects in Tokyo's Waterfront Area

In the Harumi 4-chome and 5-chome districts, as well as the Toyosu and Ariake-kita districts, regional arterial roads linking central Tokyo to the Tokyo Waterfront City area are being constructed and mixed-use development combining business, commercial, cultural, and residential facilities has been advanced. (Ariake-kita district project period: through FY2024)



Waterfront area  
(Harumi 4 & 5-chome, Toyosu District, Ariake-kita District)

## ■ Urban Redevelopment Projects Undertaken by the Metropolitan Government

An 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 by the TMG in the Sengakuji Station district. In addition, the TMG is undertaking an Urban Redevelopment Project in the West Harumi 5-chome district to develop the area as a legacy of the Tokyo 2020 Games.

To promote 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 Sengakuji Station District

Sengakuji Station serves as a regional transportation hub, linking the Keikyu Line, which provides access to Haneda Airport, and the Toei Asakusa Line, which provides access to the city center and Narita Airport. With increased demand for access to Haneda Airport, the station's importance is growing. Additionally, with development progressing in the area around the station, the number of people who use Sengakuji Station is expected to grow further.

Taking into consideration the need to improve station facilities in order to respond to such an increase in station users and to ensure user safety and convenience, including passengers transferring between train lines, the TMG is working to develop the station and other urban infrastructure in an integrated manner through an urban redevelopment project.

Work on the project began in 2018, and in advance of the opening of Takanawa Gateway Station, Auxiliary Route 332 was opened to traffic in March 2020.

Afterwards, in preparation for construction of the building redevelopment, designated builders were selected and work on the final building design was advanced. The removal of existing buildings on site has been completed, and steady progress on the project continues to be made, including a survey of buried cultural property and preparation of the construction site.



Sengakuji Station District Development Area

### Urban Development as a Legacy of the Tokyo 2020 Games: The West Harumi 5-chome District (Former Site of the Olympic and Paralympic Village)

The TMG has worked to develop the West Harumi 5-chome district, the former site of the Olympic and Paralympic Village, to be a legacy of the Games.

Following completion of the Games, in fiscal 2021, work began on renovating the buildings that were used as the Olympic and Paralympic Village and constructing the high-rise residential buildings. Leveraging the area's seaside location and proximity to the city center, the TMG is advancing the development of a community where various residents, including families with children, senior citizens, and foreign nationals, can interact and lead fulfilling lives.

In addition, by constructing a multi-mobility station in the district to serve as a traffic square to support the introduction of route bus, TOKYO BRT, bike share, and other services, as well as developing a pier for ships which also gives consideration to barrier-free access, all in an integrated manner, various modes of transportation will be provided.

Furthermore, to implement the use of hydrogen as an energy source for the community, a hydrogen station and hydrogen pipeline were built in the district, and other efforts are being taken with the aim to realize a community that will serve as a model for a city leading the world in environmental policies.

The move-in of residents into the medium-rise residential buildings began in January 2024, with the opening of the community set to occur later in spring. The TMG will continue to advance development in the lead-up to the completion of construction work on the tower residential buildings and the wrap-up of the projects in fiscal 2025.



Artist's rendition of the Urban Redevelopment Project  
at the time of completion

#### Overview of the Type 1 Urban Redevelopment Project in the West Harumi 5-chome district

○Area: about 18 hectares

○Plan overview

[Overview of buildings]

※Development undertaken by designated builders  
(entities that carry out the construction of buildings)

•No. of buildings: 24 •No. of units: approx. 5,632

[Overview of public infrastructure]

•Major road (Auxiliary Route 314) Length: approx. 210m

•Access Street 5-1 and 3 others Length: approx. 1,570m

[Project period]

FY2016 through FY2025



## ■ Urban Development Undertaken by the Private Sector and Others

Landowners and leaseholders, as individuals or associations (“private sector and others”), undertake numerous land readjustment and urban redevelopment projects in many districts in Tokyo.

The TMG is responsible for approving the project and land rezoning plans and so on, and offers necessary supervision, guidance and financial support for the smooth implementation of these 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.

## ■ Land Readjustment Projects Undertaken by the Private Sector and Others

As of the end of December 2023, land readjustment projects by the private sector and others were underway in 52 districts (including projects undertaken by municipalities.) In the special ward area, new urban development that utilizes large vacant parcels of land in the area around Shinagawa North district (Minato-ku) and vacant land formerly part of Haneda Airport (Ota-ku) is underway. An integrated urban redevelopment project is also being carried out within an area designated for land readjustment projects in the Nakano 2-chome district (Nakano-ku).

In the Shibuya Station district (Shibuya-ku), land readjustment projects are also providing an opportunity for renewal and reorganization of station facilities as well as reorganization of urban infrastructure and the area itself.

In the Tama area, in the Inagi Minamiyama Tobu district (Inagi City), work on dangerous escarpments and major roadways, as well as removal of utility poles, is underway for improved safety of residents, while at the same time a rich green urban area is being created.



Shibuya Station district



Inagi Minamiyama Tobu district

## ■ Urban Redevelopment Projects Undertaken by the Private Sector and Others

As of the end of December 2023, urban redevelopment projects by the private sector and others were underway in 59 districts, and in a further 19 districts, city plans have been decided and projects are due to start.

In 2023, in the special-ward area, a construction project was completed in the Shibuya Station Sakuragaoka Exit district neighboring the station, to realign the district in conjunction with a railway improvement project. The construction project included the building of second- and third-floor pedestrian decks to connect the station with the surrounding district, and the installation of escalators as vertical mobility to bridge the elevation differences of the area. The project enhanced the transit hub functionality of Shibuya Station, which serves as a major terminal station, and improved the convenience and walkability of the district. In line with these enhancements, high-grade mixed-use facilities with office, commercial, and residential spaces were introduced, along with urban functions to strengthen the district's international competitiveness, including a facility to nurture creative content industries, promote exchange among industry members, and disseminate relevant information.

In the same year, a project in the Kasuga/Korakuen Station district of Bunkyo-ku was completed to transform the area into a mixed-use urban district in the heart of Tokyo. Residences, stores, offices, and commercial facilities that generate vitality were built, and construction to establish a barrier-free path between Kasuga and Korakuen subway stations and other barrier-free improvements were completed.

Furthermore, a pedestrian-only passage where the flora can be enjoyed year-round, as well as a second-floor pedestrian deck that connects the north and south areas of the district were constructed, forming an open plaza-like space that stretches from north to south.



Shibuya Station Sakuragaoka Exit District

# 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 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 townscape guidelines together with professional urban designers, which incorporates local color and characteristics. (As of the end of December 2023, 12 districts have been designated.)



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. In April 2023, registration requirements were revised to ease land area requirements and to add categories of groups that can be registered, in order to further expand opportunities for using areas such as open spaces and to generate local vitality. (As of December 1, 2023, six groups involved in creating townscapes and 107 groups involved in utilizing open spaces for community activities have been registered.)



Examples of urban development for utilizing open spaces for community activities by local groups



## Promotion of Barrier-Free Urban Design

### Making Buildings Barrier-Free

The TMG is promoting the development of barrier-free structures 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 to ensure that buildings are more accessible to all people including the elderly, persons with disabilities, and those with infants.

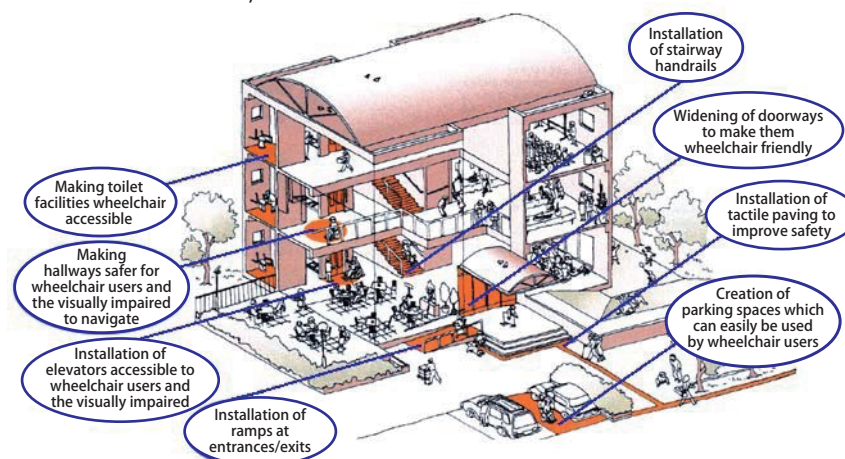


Image of improvements to make buildings barrier-free



Elimination of steps through the installation of ramps



Barrier-free restroom

With an eye to the Tokyo 2020 Games and developments such as the continued super-aging of the population that lies ahead, Tokyo's barrier-free ordinance was revised in March 2019 to create a more accessible environment at hotels and other lodging facilities for all, including people with disabilities and senior citizens. The revised ordinance establishes minimum standards for specifications such as the removal of steps and entrance width of "ordinary guest rooms," rooms for non-wheelchair users as stipulated by the Act to Promote Smooth Mobility for Senior Citizens, the Disabled, etc., (Barrier-Free Act).



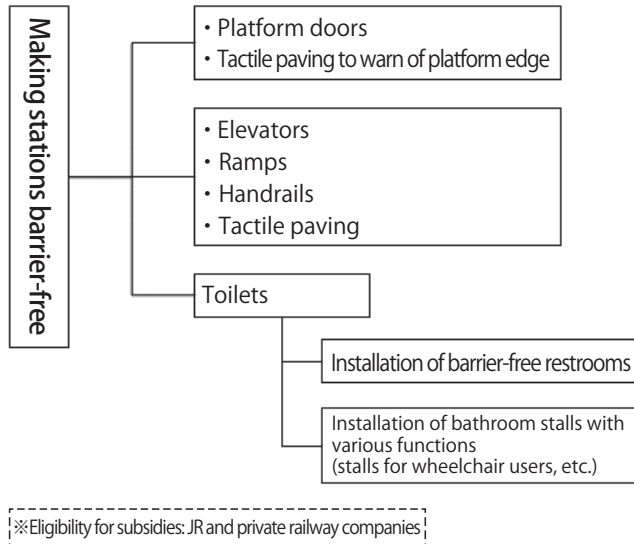
Barrier-free guest room



Barrier-free bathroom

## ■ Making Railway Stations Barrier-Free

To advance barrier-free urban development so that everyone can get around the city with peace of mind, the TMG is working to make railway stations barrier-free through subsidies to municipalities and railway operators.



Elevator (Tokyu Shibuya Station)



Platform door (Keio Shinjuku Station)

### Overview of the Approach to Prioritization of Construction Related to Making Railway Stations Barrier-Free

In addition to existing initiatives, to further barrier-free improvements at railway stations, the TMG compiled and released the Approach to Prioritization of Construction Related to Making Railway Stations Barrier-Free in September 2019. Based on this approach, starting in fiscal 2020, the TMG expanded and enhanced subsidies for projects which promote the overall barrier-free environment at railway stations (for JR and private railway companies), and will continue advancing barrier-free initiatives.

#### Elevator

- Ongoing initiatives
  - Subsidy for securing one route
- New initiative<sup>※ 1, 2</sup>
  - Subsidy for additional routes to ground level and transfer routes to other railways, etc.

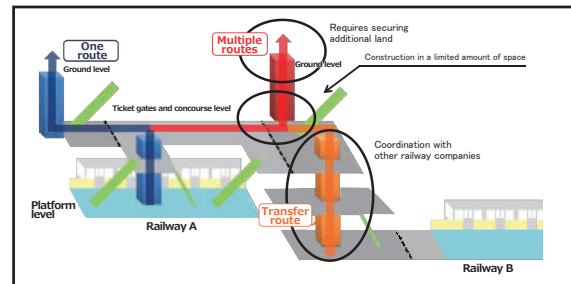
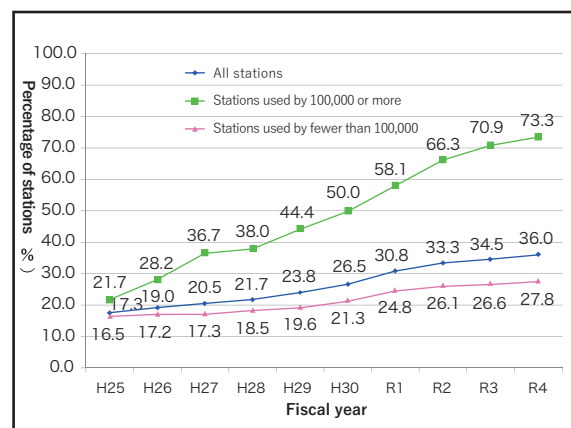


Image of Barrier-Free Routes at Stations

#### Platform door

- Ongoing initiatives
    - Subsidy for stations used by 100,000 or more
  - New initiative<sup>※ 1</sup>
    - Subsidy for stations used by fewer than 100,000
- ※ 1 Railway operators that receive subsidies draw up and release construction plans based on the approach to prioritization of construction.
- ※ 2 Starting from fiscal 2023, projects involving additional routes and transfer routes will need to be stipulated within a Basic Barrier-Free Plan, etc.

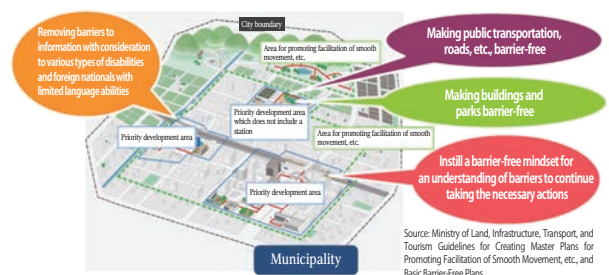


Platform Door Installation Ratio (JR and Private Railway Companies)



## ■ Area and Integrated Barrier-Free Improvements in Local Communities

To realize communities in various areas of Tokyo municipalities where everyone, regardless of age or disability, can live comfortably and with peace of mind, the TMG is providing technical and financial support for the creation of Basic Barrier-Free Plans and Master Plans for Promoting Facilitation of Smooth Movement, etc., implemented by the municipalities.



<Image of a Basic Barrier-Free Plan and Master Plan for Promoting Facilitation of Smooth Movement, etc.>

## ■ Facilitating Easier Use of Land of Unknown Ownership

Through the Projects to Improve the Welfare of Local Communities system established under the Act on Special Measures to Facilitate Easier Use of Land of Unknown Ownership, which went into effect in June 2019, it is possible to utilize land of unknown ownership to build facilities to improve the welfare and convenience of residents in the local community and others.

The system enables local public entities, private companies, NPOs, local neighborhood associations, and others to use land of unknown ownership that meets certain criteria for a maximum of ten years (20 years in some cases) by receiving approval from the prefectural governor.

## ■ Initiatives for the Realization of Smart Tokyo

Through the formulation of Future Tokyo: Tokyo's Long-Term Strategy (March 2021) and other strategies, the TMG aims to realize a Smart Tokyo where Tokyo's potentials are drawn out by the power of digital technology and residents enjoy a high quality of life.

### ■ Smart City Initiatives

In the Minami-Osawa district, the TMG is promoting practical urban development aimed at realizing a smart city, while studying and coordinating efforts to realize short-term measures for the social adoption of technologies and to establish an urban operating system, via the new management structure of the Minami-Osawa Smart City project council.

Furthermore, in the Nishi-Shinjuku district, the TMG will encourage initiatives of private companies and other organizations, such as the installation of digital signage, seeking to realize the future vision for the district as outlined in the Nishi-Shinjuku District Redevelopment Policy, formulated in March 2023.



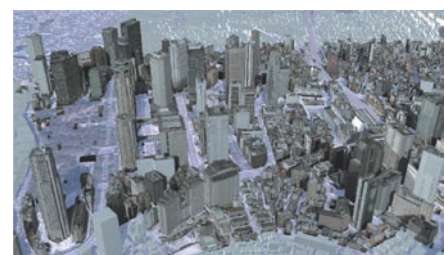
Future image of Minami-Osawa Smart City



Pleasant outdoor workspace (Nishi-Shinjuku district)

### ■ Creating a 3D Digital City Map

With regard to a 3D digital city map, in order to promote the creation of a digital twin to support the realization of Smart Tokyo, the TMG is using point cloud data and other information collected up to now to expand the area covered by 3D city models from the special-ward and Tama areas to also encompass the Tokyo islands.



3D Digital Mapping of the city