

## Section 3 Development and Redevelopment of Urban Areas

### 1 Policy for Urban Redevelopment

Policy for urban redevelopment is a master plan that comprehensively systematizes measures for urban redevelopment on a long-term basis, thereby aiming to ensure fair guidance and planned promotion of redevelopment.

The revised Urban Renewal Act of 1980 has designated urban areas that require planned redevelopment (Category 1 Urban Areas) and those that should promote integrated and comprehensive redevelopment and have shown momentum and activities for redevelopment as redevelopment promotion districts (Category 2 Areas or Quasi-Category 2 Areas), and areas that fall short of redevelopment promotion districts but are desirable to be developed and expected of development effects as redevelopment guidance districts.

Policy for urban redevelopment has been repeatedly revised since its formulation in November 1986, the status as of April 1, 2021, is shown in **Table 3-24 (page 153)**.

### 2 Urban Redevelopment Projects

In existing urban areas, there are, in spite of their urban central locations, many areas that lack infrastructures such as roads, those that are with low land-use efficiency and poor urban environment due to their fragmented land use, and those that carry disaster risks due to high concentration of old wooden houses.

As for urban redevelopment, the term “redevelopment” may be used in so broad a sense as to cover a case where a landowner promotes the construction of fireproof or high-rise buildings by consolidating or converting land use voluntarily in a personal or corporate capacity. In this regard, various methods are utilized.

It is, however, difficult to promote redevelopment if it depends only on voluntary construction activities in areas where relationships of rights are subdivided or where effective land use cannot be pursued only by private funding. This is not only undesirable for the area but also harmful to sound urban development.

It is the Urban Redevelopment Project under the Urban Renewal Act that carries out redevelopment in accordance with certain rules of law by setting forth the development of public facilities (e.g. roads) and the communalization of buildings as a uniform project while restricting individual building reconstructions.

By developing public facilities (e.g. roads) and sharing land use, the Urban Redevelopment Project is implemented utilizing the schemes for relaxation of the floor area ratio (e.g. designation of high-level use districts) that allows improvements to the urban environment, for funding (e.g. support) for costs required for the communalization of lands and buildings, and for preferential tax treatment.

By creating floors that exceed those possessed by the original right holders by means of high-level land use, the costs of urban development projects are to be covered by subsidies as well as funds obtained by selling those floors (including a piece of land corresponding to the floor).

### **(1) Relationship between City Plans and Projects**

Urban redevelopment projects can be implemented within high-level use districts, special urban renaissance districts, specified usage attraction districts, or specified district planning districts.

Urban redevelopment projects are divided into two types: Categories 1 and 2.

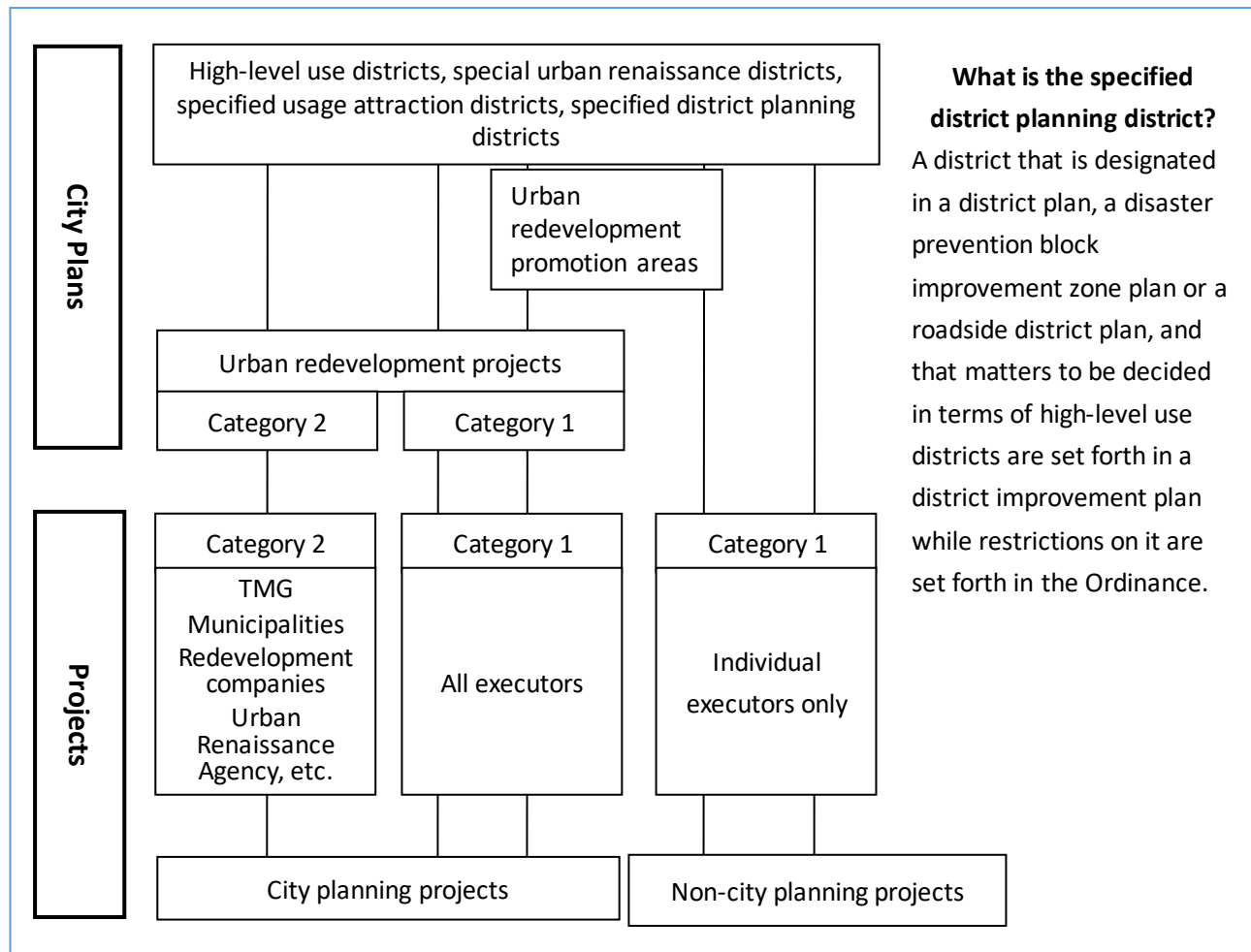
There are cases where an execution area and other details are set forth as an urban redevelopment project in a city plan; however, there can be cases where the project is carried out within the execution area and where the project is not set forth in a city plan. Category 2 projects are required to be set forth as Category 2 Urban Redevelopment Projects in the City Plan and allowed to be executed only within said areas while Category 1 projects may be executed without being set forth as Category 1 Urban Redevelopment Projects in the Plan.

The relationship between city plans and projects is shown in **Figure 3-25 (page 73)**.

### **(2) Requirements for the Urban Redevelopment Project Areas Designated in City Plans**

In setting forth urban redevelopment projects in the City Plan, Category 1 Urban Redevelopment Project areas must fall under all the requirements (a) to (d), and Category 2 Urban Redevelopment Project areas must be 0.5 ha or more, and fall under all the requirements (a) to (d) and any one of (e), (f) or (g).

- (a) The project is to be carried out within high-level use districts, special urban renaissance districts, or specified district planning districts.
- (b) Fireproof buildings except for old, low-rise, under-used and small-size ones are about one-third or less of all the buildings.
- (c) The land-use status is unsound due to matters such as lack of public facilities (e.g. roads) and fragmentation of land use.
- (d) Ensuring high-level land use will contribute to the improvement of urban functions.
- (e) The district is a populated urban area that is dangerous in disasters or has a faulty environment.
- (f) The area requires urgent development of important public facilities (station squares, disaster-prevention parks, roads, etc.)
- (g) The area is an urban Disaster Recovery Promotion Area

**Figure 3-25 Relationship between City Plans and Projects****(3) Types of Urban Redevelopment Projects**

The difference between Category 1 Urban Redevelopment Projects and Category 2 Urban Redevelopment Projects are as follows.

**a. Category 1 Urban Redevelopment Projects**

Category 1 Urban Redevelopment Projects are executed by the method called the right conversion. The right conversion is a method of equivalent exchange between rights (original assets) such as the ownership, lease right and rented house right of land and building prior to the project execution and a right to land and building after the project execution (resultant assets = entitled floors).

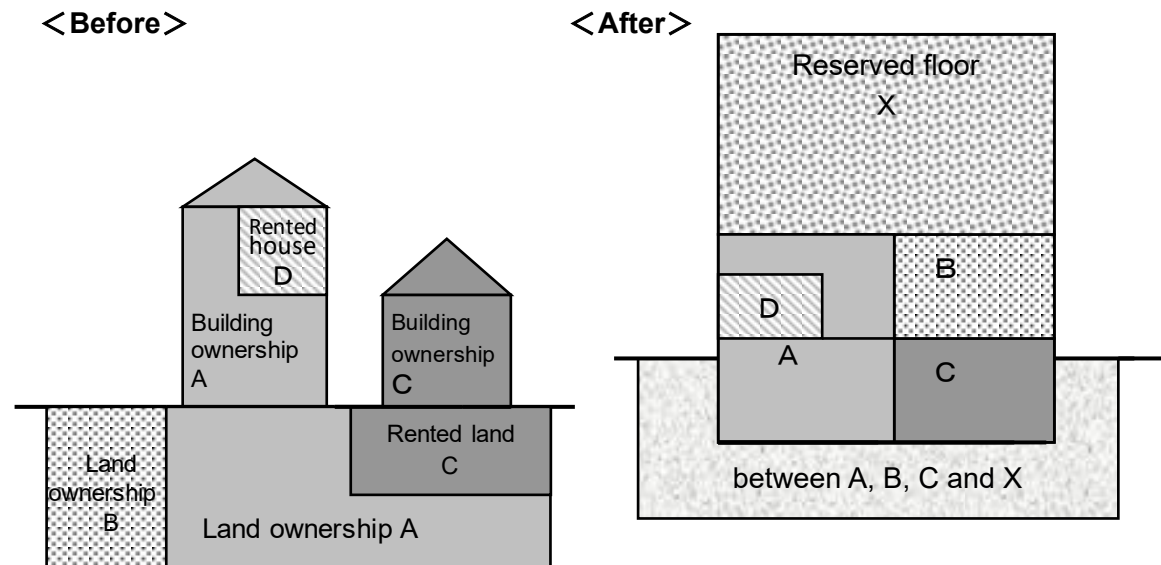
Among building floors that are constructed by the project (including pieces of land corresponding to the floors), floors that exceed entitled floors are called reserved floors that are sold to obtain the funds to cover the costs of launching a project.

In addition, those who do not prefer the right conversion may make a request to that effect, thereby obtaining compensation from the project executor to move out to another place.

**b. Category 2 Urban Redevelopment Projects**

Category 2 Urban Redevelopment Projects are executed by the method that project executors purchase land and buildings within the project areas. Only local governments, redevelopment companies, or the Urban Renaissance Agency are entitled to become executors.

If the right holders intend to live or run a business within the area, floors equivalent to his/her original assets will be guaranteed by making an advance request for obtaining floors of a building to be constructed within the area.

**Figure 3-26 System of right conversion (in case of Category 1)**

#### (4) Executors of Urban Redevelopment Projects

The following are the executors of urban redevelopment projects; the relationship between executors and types and areas of projects to be executed is shown in **Figure 3-25 (page 73)**.

##### a. Individual executor

A landowner, a land lease right holder, or a group of them, within the project area, may be an executor or executor by preparing the constitution and the project plan, obtaining unanimous consent of right holders within the area and permission for execution from the prefectural governor.

Those other than right holders within the area may also be executors by obtaining unanimous consent from right holders within the area.

##### b. Urban Redevelopment Association

If the founders composed of at least five landowners or land lease right holders within the project area have prepared the articles of incorporation and the project plan and obtained the consent of at least a two-thirds majority of landowners and land lease right holders within said area, and if the right area of consenters constitutes at least two-thirds of the total right area, then they may be executors by obtaining the authorization from the prefectural governor and establishing an association.

##### c. Redevelopment companies

If business corporations and limited liability companies that share two-thirds of the parcel area within the project area fulfill the requirements such as holding more than half of voting rights have prepared the articles of incorporation and the project plan and obtained consent of a two-thirds majority of landowners and land lease right holders within said area, and if the right area of consenters constitutes two thirds or more of the total right area, then they may be executors by obtaining the authorization from the prefectural governor.

##### d. Local governments

TMG and municipalities may be executors by obtaining the project approval from the Minister of the Ministry of Land, Infrastructure, Transport and Tourism (MLIT) and the prefectural governor, respectively.

e. Urban Renaissance Agency, etc.

The Urban Renaissance Agency and the Tokyo Metropolitan Housing Supply Corporation may be executors by obtaining the project approval from the Minister of MLIT.

f. Others

Members are participating in the Urban Redevelopment Association and specified architects who carry out the project in cooperation with the above executors through the provision of funding or technology to them.

### **(5) Implementation Status of Urban Redevelopment Projects**

Urban redevelopment projects are carried out in 294 areas in Tokyo: they are completed in 214 areas, ongoing in 59 and in preparation for launching the projects in 21 as of the end of fiscal 2022.

A breakdown of ongoing projects by the executor in 59 areas is as follows: individual executors in seven areas, corporations in one, the Urban Renaissance Agency in one, associations in 49, TMG in one, and.

**Reference: Table 3-27 Progress status of urban redevelopment projects in Tokyo (page 153)**

## **3 Land Readjustment Projects**

### **(1) Outline of Land Readjustment Projects**

Land readjustment projects are plane-oriented development projects to change the form or nature of land in order to improve public facilities (roads, parks, etc.) and promote housing land use on land within city planning areas, in accordance with the Land Readjustment Act. Projects in this category are utilized as a typical method for urban development, which enables comprehensive development of public facilities and housing land, and town development corresponding to many purposes depending on local characteristics.

The executors of land readjustment projects are as follows: individuals, land readjustment associations, land readjustment companies, prefectures and municipalities (local governments), the Minister of MLIT, the Urban Renaissance Agency and regional public housing corporations. Land readjustment projects by local governments, the Minister of MLIT, the Urban Renaissance Agency, and regional public housing corporations shall be executed within the areas set forth in city plans in terms of the land readjustment projects because these projects are to be executed as city planning projects. On the other hand, land readjustment projects by individuals and land readjustment associations and companies may be executed without city planning decisions except in cases where these projects are governmentally subsidized.

In the land readjustment projects, locations and areas of each housing lot are to be changed and relocated (i.e. replotted) in order to newly develop or expand public facilities such as roads and parks, and in this regard, the replotting plan will be designated, in principle, in a way that corresponds to the original location, area, environment and usage situation of the original housing lots (i.e. the principle of correspondence).

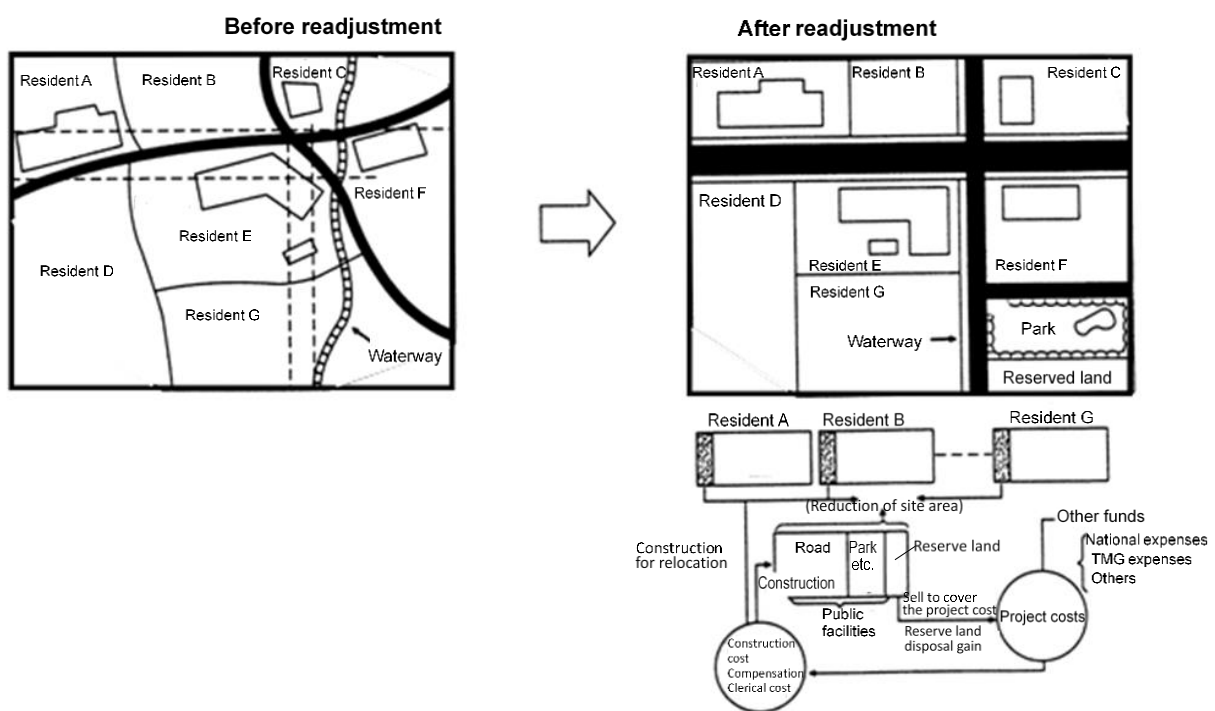
Also, parts of individual building lots within the area may be reduced and consolidated as a contribution (land reduction) to creating land that is necessary for developing public facilities and reserved land that is to be sold to cover the project costs. The land reduction ratio differs

depending on project purposes, local characteristics (e.g. levels of public facility development before and after the execution of projects) and promotion of the use of each building lot.

After completion of the relocation or construction of a building, the original registration is changed (i.e. new address and area), and in principle, all the rights are transferred to the new land.

In this regard, since land readjustment projects are closely related to local changes and the rights and lives of relevant people, the Land Readjustment Act, therefore, provides that the project plan and the land replotting plan, except in the case of individual executors, be subject to public inspection for the period of two weeks in the process of their formulation and that stakeholders may submit their written opinions.

**Figure 3-28 Illustration of land readjustment**



## (2) Implementation Status of Land Readjustment Projects

Land readjustment projects in Tokyo have been utilized in order to respond to various purposes in many areas as a method of comprehensive town development, from recoveries from the Great Kanto earthquake and the Second World War to the development of urban hub areas that form the cores of housing supply and regional development corresponding to the postwar rapid concentration of population into urban areas.

As of the end of 2022, land readjustment projects have been completed in 640 areas (approximately 21,617 ha) and as of April 2023 ongoing in 41 areas (approx. 650.7 ha) in the Ku-region and 29 areas (approx. 987.0 ha) in the Tama-region.

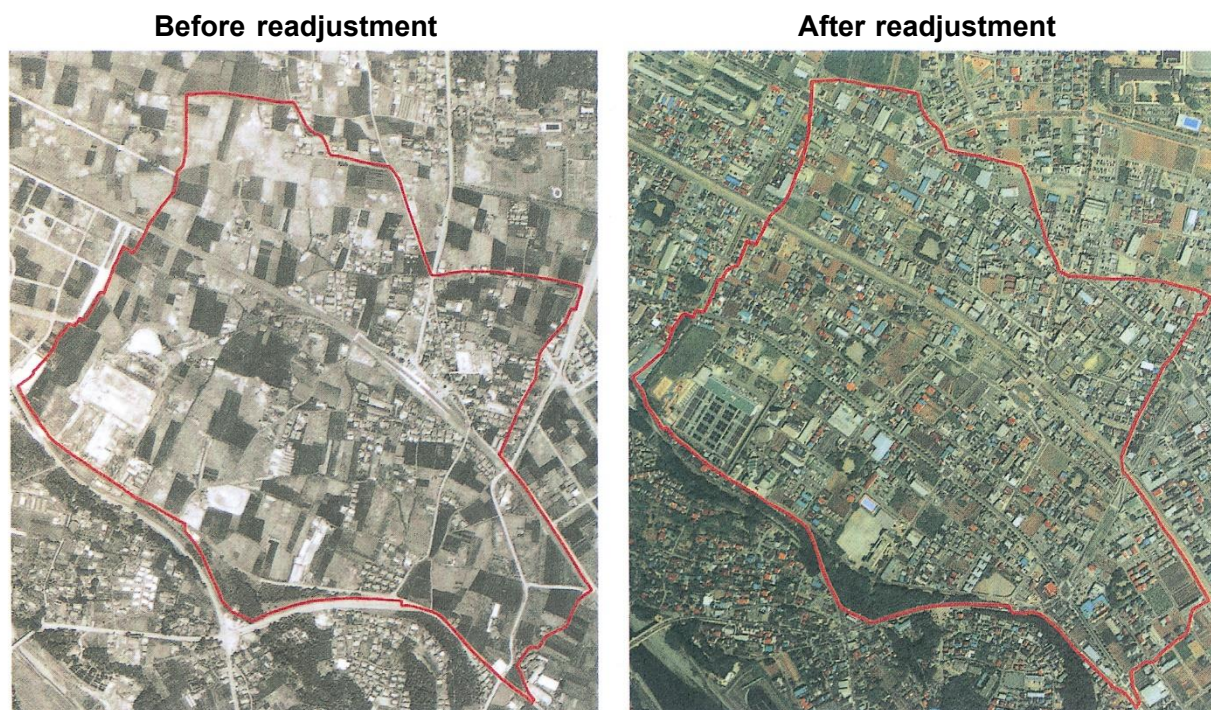
TMG has acted as an executor in 10 of the 41 areas in the Ku-region. In addition, TMG made city planning decisions on about 9,000 ha in the nine peripheral cities (Ota, Setagaya, Nakano, Suginami, Itabashi, Nerima, Adachi, Katsushika and Edogawa) as the “area where land readjustment projects should be executed,” along with the abolishment of the former scheme of green space in the late 1960s. Many of them, however, remained untouched; there emerged a



problem that urbanization proceeded without being followed by the development of roads and parks. Thus, TMG formulated the Guidelines for Urban Development in Ku-region Where Land Readjustment Projects Should Be Executed in the Peripheral Wards in 2002, in which changes were made to the district-planning-based development in terms of areas where the level of development meets certain standards.

In the Tama-region, there is no project area executed by TMG; projects in 23 out of 33 areas where projects are ongoing are all executed by municipalities, and those in 16 areas are outsourcing businesses to the Tokyo Urban Planning and Development Corporation.

**Reference: Table 3-29 Current status of TMG's land readjustment projects (page 154)**



**Land readjustment project ( Hamura Ozakudai area )**

#### 4 Specified Blocks

Under the system of specified blocks, a block in which a project of a certain size is designated as a district or zone for the purpose of promoting the improvement of urban functions, and preservation and formation of excellent urban spaces.

Within specified blocks, city planning decisions can be made by setting new restrictions that are suitable to the given districts and obtaining the consent of stakeholders without reference to the general building regulations such as the building coverage, FAR and setback restrictions. When deciding on specified blocks, therefore, it is necessary to give sufficient consideration to neighborhood situations and ensure public facility development and effective open space from the perspective of city planning. As of April 1, 2021, 59 areas have been set forth as specified blocks in city plans in Tokyo.

In addition, based on implementation standards, TMG has ensured the promotion of urban greening by roof greening as well as that of living in central Tokyo and town development utilizing historic buildings.

**Reference: Table 3-30 List of specified blocks (page 155)**

## 5 Special Urban Renaissance Districts

The Act on Special Measures Concerning Urban Reconstruction was enforced in June 2002, which has enabled the designation of the Urban Renaissance Urgent Redevelopment Areas and the formulation of district improvement policies for each urgent redevelopment area in order to guide urban development utilizing funding and know-how from private sectors.

The Act on Special Measures Concerning Urban Reconstruction established the Special Urban Renaissance District that is free from restrictions of conventional city planning (e.g. use districts) and enables the formulation of highly flexible city planning as a kind of district or zone within urgent redevelopment areas.

Also, under this Act, those who intend to execute urban redevelopment projects within urgent redevelopment areas are enabled to propose city plans (e.g. Special Urban Renaissance Districts) to those who have decision-making power in city planning, and the latter are required, within six months, to give notice of whether or not to make city planning decisions.

In Tokyo, seven Urban Renaissance Urgent Redevelopment Areas (about 2,400 ha) were designated in July 2002 while the Tokyo Waterfront Area and the roadside area of Circular Road 4 Shinjuku Tomihisa district were partially expanded in July 2003. Moreover, in December 2005, the area around Shibuya Station (about 139 ha) was additionally designated; there are eight urban renaissance urgent redevelopment areas (about 2,500 ha) in Tokyo.

The Act on Special Measures Concerning Urban Reconstruction was revised in 2011, thereby establishing the system of Specified Urban Renaissance Urgent Redevelopment Area to reinforce international competitiveness. In January 2012, this was followed by the designation of four Specified Urban Renaissance Urgent Redevelopment Areas (about 2,500 ha) due to the designation of areas around Shinagawa and Tamachi Stations and the expansion of areas around Hibiya and Hamamatsucho Stations. In total, seven Urban Renaissance Urgent Redevelopment Areas (about 2,800 ha) including those Specified Urban Renaissance Urgent Redevelopment Areas have been designated. After that, in July 2015, the area around Ikebukuro Station, and in November the following year, Haneda Airport South, Kawasaki Tonomachi, Daishikawara areas were newly designated, and currently, there are six Specified Urban Renaissance Urgent Redevelopment Areas (about 2,700 ha) and eight Urban Renaissance Urgent Redevelopment Areas (about 3,000 ha).

Within the (Specified) Urban Renaissance Urgent Redevelopment Areas, TMG promotes urban redevelopment towards further reinforcement of Tokyo's international competitiveness by making efforts such as the introduction of advanced business support functions to strengthen international business functions, improvement of disaster response capacity, securing of independent distributed energy, environmental load reduction, creation of urban greening and formation of a stately urban landscape through high-quality development plans utilizing private sectors' proposals or through excellent private sector projects.



**Table 3-31 List of special urban renaissance districts** (As of April 1, 2023)

Area name			Designation date	Address	Area	Maximum FAR
Osaki Station West Exit E-East			Jan 20, 2004	Osaki 2 and 3 chome, Shinagawa city	About 2.4 ha	750%
Osaki Station West Exit A			Mar 11, 2005	Osaki 2 chome, Shinagawa city	About 1.8 ha	650%
Marunouchi 1 chome 1			Jun 15, 2005	Marunouchi 1 chome, Chiyoda city; Yaesu 1 chome, Chuo city	About 1.2 ha	1,300%
Otemachi	Zone A		(Final decision) Apr 19, 2016	Otemachi 1 and 2 chome, Chiyod city; Yaesu 1 chome, Chuo city	About 1.5 ha	1,590%
	Zone B	Block B-1			About 1.9 ha	1,570%
		Block B-2			About 1.4 ha	1,650%
		Block B-3			About 2.4 ha	1,570%
		Block B-4			About 2.1 ha	1,470%
	Zone C				About 3.1 ha	1,470%
	Zone D	Block D-1			About 3.5 ha	1,760%
		Block D-2			About 0.3 ha	1,510%
Nishi-Shinjuku 1 chome 7			Mar 10, 2006	Nishishinjuku 1 chome, Shinjuku city	About 0.9ha	1,370%
Marunouchi 2 chome 1			Aug 22, 2006	Marunouchi 2 chome, Chiyoda city	About 1.7ha	1,530%
Awajicho 2 chome West	North Area		Apr 6, 2007	Awajicho 2 chome, Chiyoda city	About 2.0 ha	990%
	South Area				About 0.2 ha	550%
Otemachi 1 chome 6			Aug 22, 2007	Otemachi 1 chome, Chiyoda city	About 1.5 ha	1,600%
Nihonbashi Muromachi East			Aug 22, 2007	Nihonbashi Muromachi 1 and 2 chome, Chuo city	About 1.8 ha	1,300%
First Kitashinagawa 5 chome	Area A1		Aug 22, 2007	Kitashinagawa 5 chome, Shinagawa city	About 0.9 ha	1,100%
	Area A2				About 0.2 ha	410%
	Area B				About 0.3 ha	400%
	Area C1				About 0.7 ha	710%
	Area C2				About 0.2 ha	400%
	Area D				About 0.8 ha	960%
	Area E				About 0.5 ha	400%
Ginza 4 chome 6			Mar 7, 2008	Ginza 4 chome, Chuo city	About 0.9 ha	1,300%
Shibuya 2 chome 21			Mar 7, 2008	Shibuya 2 chome, Shibuya city	About 1.1 ha	1,370%
Kanda Surugadai 3 chome 9	Area A		Jun 20, 2008	Kanda Surugadai 3 chome, Chiyoda city	About 0.7 ha	1,120%
	Area B				About 1.5 ha	530%
Kyobashi 2 chome 16			Jun 20, 2008	Kyobashi 2 chome, Chuo city	About 0.7 ha	1,230%
Marunouchi 2 chome 7			Mar 6, 2009	Marunouchi 2 chome, Chiyoda city	About 1.7 ha	1,630%
Kyobashi 2 chome 3			Jun 22, 2009	Kyobashi 2 chome, Chuo city	About 1.0 ha	1,330%
Ginza 4 chome 12			Jun 22, 2009	Ginza 4 chome, Chuo city	About 1.0 ha	1,220%
Kanda Surugadai 4 chome 6			Mar 5, 2010	Kanda Surugadai 4 chome, Chiyoda city	About 1.3 ha	970%
Kyobashi 3 chome 1			Mar 5, 2010	Kyobashi 3 chome, Chuo city	About 1.3 ha	1,290%
Marunouchi 1 chome 1-12			Aug 19, 2010	Marunouchi 1 chome, Chiyoda city; Yaesu 1 chome, Chuo city	About 1.3 ha	1,400%
Ginza 6 chome 10			Dec 19, 2011	Ginza 6 chome, Chuo city	About 1.4 ha	1,360%
Nihonbashi 2 chome	Block A Block B Block C Block D Block E Block F		Dec 19, 2011	Nihonbashi 2 chome, Chuo city	About 0.6 ha	1,530%
					About 1.15 ha	960%
					About 0.8 ha	1,990%
					About 0.05 ha	400%
					About 1.9 ha	1,400%
Otemachi 1 chome 1			Jun 11, 2012	Otemachi 1 chome, Chiyoda city	About 2.4 ha	1,400%

Area name		Designation date	Address	Area	Maximum FAR
Hamamatsucho 2 chome 4		(Final Decision) Mar 16, 2018	Hamamatsucho 2 chome, Minato city	About 3.2 ha	1,120%
Shibuya Station	Station Block	Jun 17, 2013	Shibuya 2 chome and Dogenzaka 1 and 2 chome, Shibuya city	About 4.3 ha	1,560%
	Dogenzaka Block			About 0.6 ha	1,400%
Shibuya 3 chome 21		Jun 17, 2013	Shibuya 2 and 3 chome, Shibuya city	About 1.0 ha	1,350%
Hibiya		Dec 6, 2013	Yurakucho 1 chome, Chiyoda city	About 1.4 ha	1,450%
Toranomom 2 chome		Jun 16, 2014	Toranomom 2 chome and Akasaka 1 chome, Minato city	About 2.9 ha	1,000%
Sakuragaokacho 1	Block A	Jun 16, 2014	Sakuragaokacho and Dogenzaka 1 chome, Shibuya city	About 1.4 ha	1,940%
	Block B			About 1.15 ha	600%
	Block C			About 0.05 ha	400%
Marunouchi 3 chome 10		Dec 18, 2014	Marunouchi 3 chome, Chiyoda city	About 1.6 ha	1,500%
Takeshiba	Block A	Mar 27, 2015	Wangan 1 chome, Minato city	About 1.9 ha	1,290%
	Block B			About 0.5 ha	420%
Toranomom 4 chome		Mar 27, 2015	Toranomom 3 and 4 chome, Minato city	About 1.8 ha	1,000%
Toranomom 1 chome 3, 17		Jul 8, 2015	Toranomom 1 chome Minato city	About 2.2 ha	1,410%
Otemachi 1 chome 2		Jul 8, 2015	Otemachi 1 chome Chiyoda city	About 2.8 ha	1,450%
Yaesu 1 chome 6		Sept 18, 2015	Yaesu 1 chome Chuo city	About 1.4 ha	1,670%
Yaesu 2 chome 1		Sept 18, 2015	Yaesu 2 chome Chuo city	About 1.7 ha	1,670%
Udagawacho 15		Dec 17, 2015	Udagawacho and Zinnan 1 chome, Shibuya city	About 0.7 ha	1,000%
Kyobashi 1 chome higashi		Mar 7, 2016	Kyobashi 1 chome Chu city	About 1.6 ha	1,210%
Yaesu 2 chome, Naka		Sep 12, 2017	Yaesu 2 chome, Chuo city	About 2.2 ha	1,670%
Toranomom, Azabudai		Sep 12, 2017	Toranomom 5 chome, Azabudai 1 chome, and Roppongi 3 chome, Minat city	About 8.1 ha	990%
Nihonbashi 1 chome, Naka		Mar 16 2018	Nihonbashi 1 chome Chu city	About 3.9 ha	1,600%
Shibaura 1 chome		Mar 16, 2018	Shibaura 1 chome, Minato city	About 4.7 ha	1,120%
Toranomom 1 chome, 2 chome		Mar 16, 2018	Toranomom 1 chome, 2 chome Minato city	About 2.4 ha	1,490%
Akasaka 2 chome		Jun 21, 2018	Akasaka 1 chome, 2 chome Minato city	About 2.0 ha	1,150%
Kabukicho 1 chome		Jun 21, 2018	Kabukicho 1 chome, 2 chome Shinjuku city	About 0.6 ha	1,500%
Shinagawa Station, Kita		Apr 26, 2019	Konan 2 chome, Shibaura 4 chome, Takanawa 2 chome, Mita 3 chome, Minato city	About 9.5ha	930%
Yaesu 1 chome, Kita		Oct 11, 2019	Yaesu 1 chome. Chuo city	About 1.6ha	1,670%
Nihonbashi-Muromachi 1 chome		Oct 11, 2019	Nihonbashi-Muromachi 1 chome, Chuo city	About 1.1ha	1,310%
Uchikanda 1 chome		Oct 6, 2020	Uchikanda 1 chome, Chiyoda city	About 1.0ha	1,400%
Higashi-Ikebukuro 1 chome		Oct 6, 2020	Higashi-Ikebukuro 1 chome, Toshima city	About 1.5ha	1,200%
Shinjuku Station Nishi guchi		Apr 9, 2021	Shinjuku 3 chome, Shinjuku city	About 1.6ha	1,600%
Tranomom 1 chome Hlgashi		Jun 30, 2021	Toranomom 1 chome Minato city	About 0.6ha	1,500%
Akasaka 2 chome, 6 chome		Nov 15, 2021	Akasaka 2 chome, Minato city	About 1.4ha	1,200%

Area name	Designation date	Address	Area	Maximum FAR
Shibuya 2 chome, Nishi	Mar 24, 2022	Shibuya 2 chome, Shibuya city	About 1.8ha	1,270%
Nihonbashi 1 chome, Higashi	Mar 24, 2022	Nihonbashi 1chome, Chuo city	About 1.9ha	1,530%
Nihonbashi 1 chome, 1, 2	Nov 9, 2022	Nihonbashi 1chome, Chuo city	About 0.4ha	1,630%
Shinjuku Station Seinan guchi	Nov 9, 2022	Nishishinjuku 1 chome, Shinjuku City	About 1.6ha	1,540%
Kyobashi 3 chome, Higashi	Jan 13, 2023	Kyobashi 3 chome, Chuo city	About 0.7 ha	1,990%

## 6 Comprehensive Development Projects for Residential Urban Areas

Comprehensive Development Projects for Residential Urban Areas are intended to carry out comprehensive development of housing and public facilities in existing urban areas in large cities in order to ensure the creation of a comfortable dwelling environment, development of urban functions, formation of beautiful urban sceneries, and improvement of populated urban districts. They are based on the Outline of Comprehensive Subsidies for Infrastructure Development; developers such as local governments, the Urban Renaissance Agency or regional public housing corporations carry out the development of housing, public spaces, roads, parks and the like upon receiving subsidies in accordance with development plans for residential urban areas that are formulated by local governments or others.

There are four types of Projects: Growth Pole Development (improvement of old factory sites in which growth pole development focusing on housing can be expected and of urban residential areas centering on aged housing complexes in which reconstruction is expected), Populated Urban Residential Area Improvement (improvement of populated urban residential areas where there are challenges in terms of disaster prevention and dwelling environment), Downtown Living Redevelopment (improvement of central urban areas in local cities that need to regain their residential functions) and Utilizing Housing Complex Stock (Redevelopment of housing complexes where rapid aging population and occurrence of vacant houses are expected while having a good living environment). Growth Pole Development, Populated Urban Residential Area Improvement and Utilizing Housing Complex Stock are currently executed in Tokyo.

The Growth Pole Development type projects have been executed in 5 wards, 3 cities, and 13 districts as of April 2023.

**Reference: Table 3-32 List of project areas for comprehensive development (growth pole development) of residential urban areas (page 156)**

As for the projects of populated urban residential area improvement, wooden house concentrated area development projects (TMG-subsidized projects) have been executed in the development areas stipulated in the Disaster-Resistant City Promotion Plan, in tandem with the implementation thereof (**see page 113**).

### 【Requirements of Growth Pole Development Type Projects】

#### <Requirements for improvement zones>

- Areas with at least one prioritized improvement zone
- Improvement zone of about 5 ha or more (about 2 ha or more in terms of a prioritized supply zone)
- In principle, areas with a housing density of 30 houses/ha or more



Shinden area (growth pole development type)

#### <Requirements of prioritized improvement zones>

- Prioritized improvement zone of about 1 ha or more (prioritized supply zone of about 0.5 ha or more)
- Built-up areas in the three major metropolitan areas, prioritized supply zones, prefectural capitals, central urban areas that meet certain conditions, etc.
- Including areas in which Growth Pole Development projects, basically with a total area of 1 ha or more and at least 20% of the prioritized improvement zone, are to be executed.

### 【Requirements of Populated Urban Residential Area Improvement Type Projects】

#### <Requirements for improvement zones>

- The same as Growth Pole Development Type Projects

#### <Requirements for prioritized improvement zones>

- Prioritized improvement zone of about 1 ha or more (prioritized supply zone of about 0.5 ha or more)
- The converted number of aged houses within the zone is 50 or more (that of prioritized supply zones is 25 or more)
- The ratio of housing density to aged houses is higher than average.

### 【Requirements of Utilizing Housing Complex Stock Type Projects】

#### <Requirements for improvement zones>

- Areas with at least one prioritized improvement zone
- Improvement zone of about 5 ha or more
- In principle, areas with a housing density of 30 houses/ha or more

#### <Requirements for prioritized improvement zones>

- About 30 years or more have passed since occupancy started
- Population aging rate is extremely high.
- Number of houses is 100 or more.
- Ratio of land for public utilization is about 15% or more.
- Within dwelling attraction areas (\*)

\* In case the location optimization plan is not formulated, clarifying a certain position to statutory plans can be substituted.

## 7 Comprehensive Design System

Under the provision of Article 59-2 of the Building Standards Act, the comprehensive design system is intended to ensure communalization and enlargement of construction sites by relaxing restrictions on the road setback line, adjacent setback line or floor area ratio, and to improve the urban environment by promoting effective and reasonable land use and securing public open spaces in terms of construction plans with the site area of at least 500 m<sup>2</sup> and has certain open space (at least 15%).

The construction plans under the comprehensive design system provide guidelines to achieve basic goals: (1) improvement of the urban environment, (2) formation of good building and housing stocks, (3) supplementation of public facility functions, (4) reinforcement of urban disaster prevention functions, (5) promotion of welfare town development, and (6) sifting from quantitative expansion of housing to quality improvement.

Other than the comprehensive general design, there are the residential complex reconstruction guidance comprehensive design which aims at the reconstruction of the residential complex, and the housing supply promotion type comprehensive design, which aims at switching from a quantitative expansion of the housing to a quality improvement in housing supply.

The achievements of the system from 1976 to the end of March 2021 are shown in **Table 3-33 Achievements of the comprehensive design system (page 158)**.

## 8 Cadastral Survey Projects

### (1) Outline of Cadastral Survey Projects

This project is one of the basic surveys of the national land under the National Land Survey Act (enforced on June 1, 1951), which is to prepare the map (cadastral map) and book (cadastral book) based on the results of the surveys on the location, parcel number, land category and boundary by parcel of land, the confirmation of the landowner recorded in the registry under the Real Property Registration Act, and the boundary and area measurements.

For example, in the execution of development activities such as road construction and expansion and farm and residential land readjustment, developers are to conduct an investigation for verification of the landowners, categories, areas, and boundaries that are required for the purpose of the preliminary survey. These basic documents will be required for any land-related procedures in various situations.

By land-related documents, it is commonly assumed to mean cadastral maps and registries in the registry offices. Many of the cadastral maps were, however, made at the time of land-tax reform in the Meiji Era, which does not necessarily contain accurate location information due to flaws in surveying technology and institutional settings at the time.

The difference between the results of cadastral surveys and the conventional cadastral maps and registries is that each boundary point is measured using the latest surveying technology (GNSS, etc.) based on the triangulation points. Being accurately measured and plotted as coordinates on the World Geodetic System, land boundaries can technically be recovered even if the geographical shape of the given site is lost due to flood, landslide, earthquake, and the like.

In addition to the surveys, the presence of landowners is crucial in order to seek their confirmation of land boundaries; the results are to be certified by the Minister of MLIT or the governor of Tokyo after the 20-day public inspection. Also, as for certified results, their copies are sent to the registry office with jurisdiction over the area to rewrite cadastral maps and registries; they are expected to be conducive to urban-plan-related projects, public and private development projects, and the establishment of the computer-utilized Geographical Information System (GIS).

Although the projects are based on rewriting cadastral maps through parcel-by-parcel surveys, the mainstream in TMG is to conduct preliminary block-by-block surveys.

### (2) Implementation Status of Cadastral Survey Projects

The cadastral survey projects in Tokyo have been implemented for the purpose of executing the Land Improvement Projects in the Tama and island areas since FY 1954. Following the Great Hanshin-Awaji Earthquake in January 1995 that raised public awareness of earthquake disaster countermeasures, TMG started surveys in the Special-ward area in FY 1996. Basically, the surveys have been conducted mainly by municipalities.

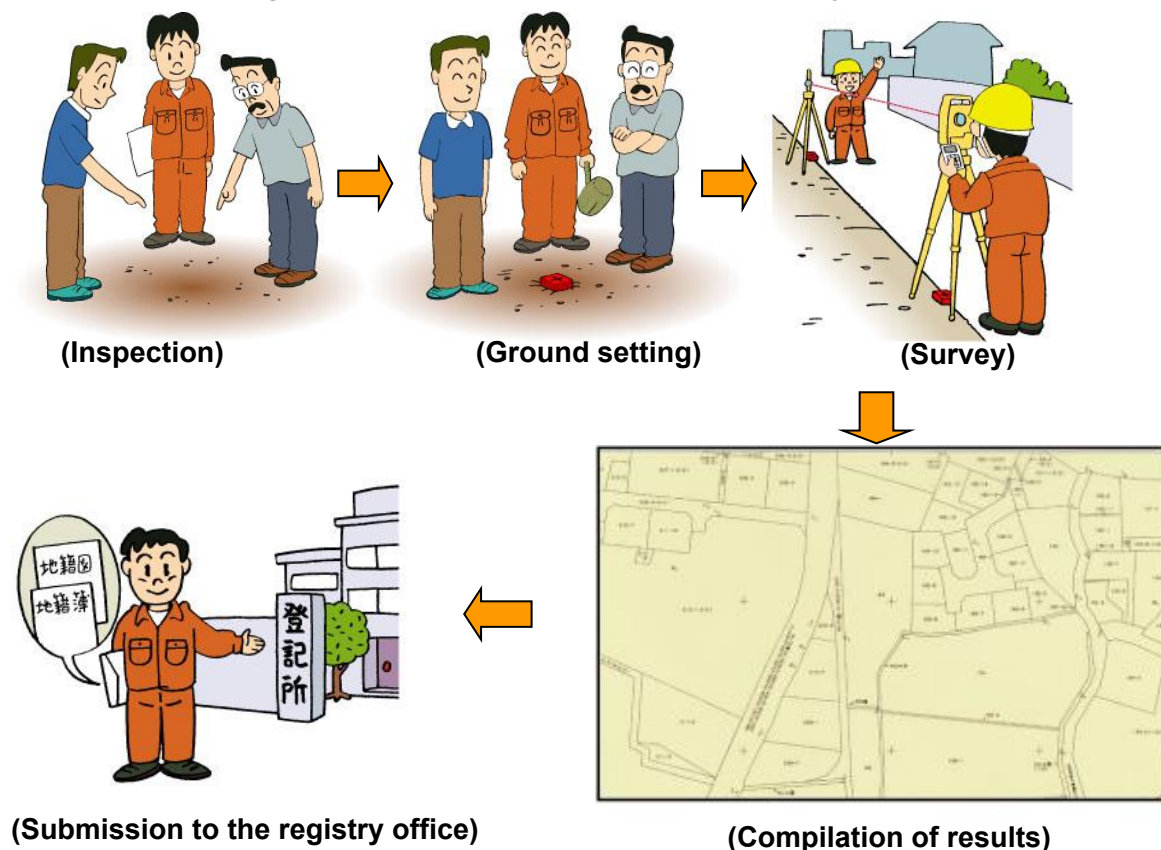
At the end of FY 2022 the progress in the entire Tokyo was about 25% in area, remaining below 52% of the national average; by region, 15.5% in the Special-ward area, 11.0% in the Tama area, and 86.7% in the island area.

As of April 2023, out of the 23 special cities, 26 cities, 5 towns and 8 villages, the survey projects have been launched in 23 special cities, 16 cities, 5 towns and 8 villages, have been completed in 2 towns and 6 villages, ongoing 21 special cities, 14 cities, 3 towns, and 2 villages, and suspended in 2 special cities and 2 cities.

In order to promote the progress of cadastral surveys that have been delayed, TMG is working on public relations using the website and pamphlets and providing guidance to municipalities that have not started the surveys.

**Reference: Table 3-34 Current status of cadastral surveys in Tokyo (page 159)**

**Figure 3-35 Illustration of cadastral survey**



## 9 New Housing and Urban Development Project (Tama New Town)

### (1) Background of the Project

In December 1965, following the enactment and promulgation of the New Housing and Urban Development Act in July 1963 that led to developing the concept of Tama New Town, Tama New Town was designated in the city plan as a new housing and urban development project with an execution area that covers Hachioji, Machida, Tama and Inagi Cities (about 2,962 ha according to the original calculation) in order to prevent overdevelopment of the area and mitigate housing shortage.

Afterwards, the town development has been promoted by securing green open spaces, improving the quality and increasing the size of housing, and promoting the independence of the region, through the incorporation of new ideas for town development and modification of the plan in response to the needs of the times.

### (2) Basic Concept of Planning

In terms of Tama New Town, TMG has decided to carry out a comprehensive town development project for the harmonization of work and living, not only by developing residential urban areas with good dwelling environments that are in harmony with the nature of Tama but also by working on



attracting and enhancing business and commercial functions and educational and cultural facilities.

Setting the plan's population target at about 0.3 million, we have planned housing construction so that cities can grow in a stable manner, along with improvements to infrastructures such as roads and water supply and sewage systems.

Tama New Town area is divided into 21 blocks called "residential quarters" using highways as boundaries. A unit of a residential quarter basically corresponds to a secondary school zone (about 100 ha, 10-12 thousand people), which constitutes daily living areas to form good communities. A district will be formed by grouping several units of these residential quarters, in which community centers and parks will be constructed.

### **(3) Project Implementation Plans**

In the project, infrastructure development such as housing land development was carried out by the new housing and urban development project, land adjustment project, and other related public facility development projects, followed by the promotion of the construction of houses and public facilities, including schools, kindergartens, clinics, and shops.

As for the new housing and urban development project, TMG, the Urban Renaissance Agency, and regional public housing corporations executed and completed it at the end of FY 2005.

Also, the land adjustment project was executed by TMG, the Urban Renaissance Agency, Inagi City and associations, while other related public facility development projects were executed by TMG.

### **(4) Revitalization of Tama New Town**

In Tama New Town which was developed under the New Housing and Urban Development Project, in the areas where people moved in in the early period, as more than 45 years have passed since occupancy started, people are facing various issues such as declining birthrate, aging population, aging housing and facilities which were not expected at the time of development.

In light of these situations, in order to share the issues of Tama New Town and the future vision to aim for which are shown in the "Grand Design for Urban Development" (prepared in September 2017) with each entity who will be a leader of the revitalization, and technically support community development by local cities, by showing the community development policies and the basic concept of TMG toward the Tama New Town Revitalization, TMG formulated the "Tama New Town Community Revitalization Guidelines" in February 2018.

In particular, in the Sawa-Nagayama area, which is a primarily occupied area, a "Sewa-Nagayama Revitalization Project Study Council" was established jointly with Tama City (in September 2022) as a revitalization model for the entire Tama New Town, promoting the reconstruction of the Nagayama Station area and the utilization of land along the Minami Tama Ridge Trunk Line that is owned by the Metropolitan Government.

Figure 3-36 Structure of Tama New Town Development

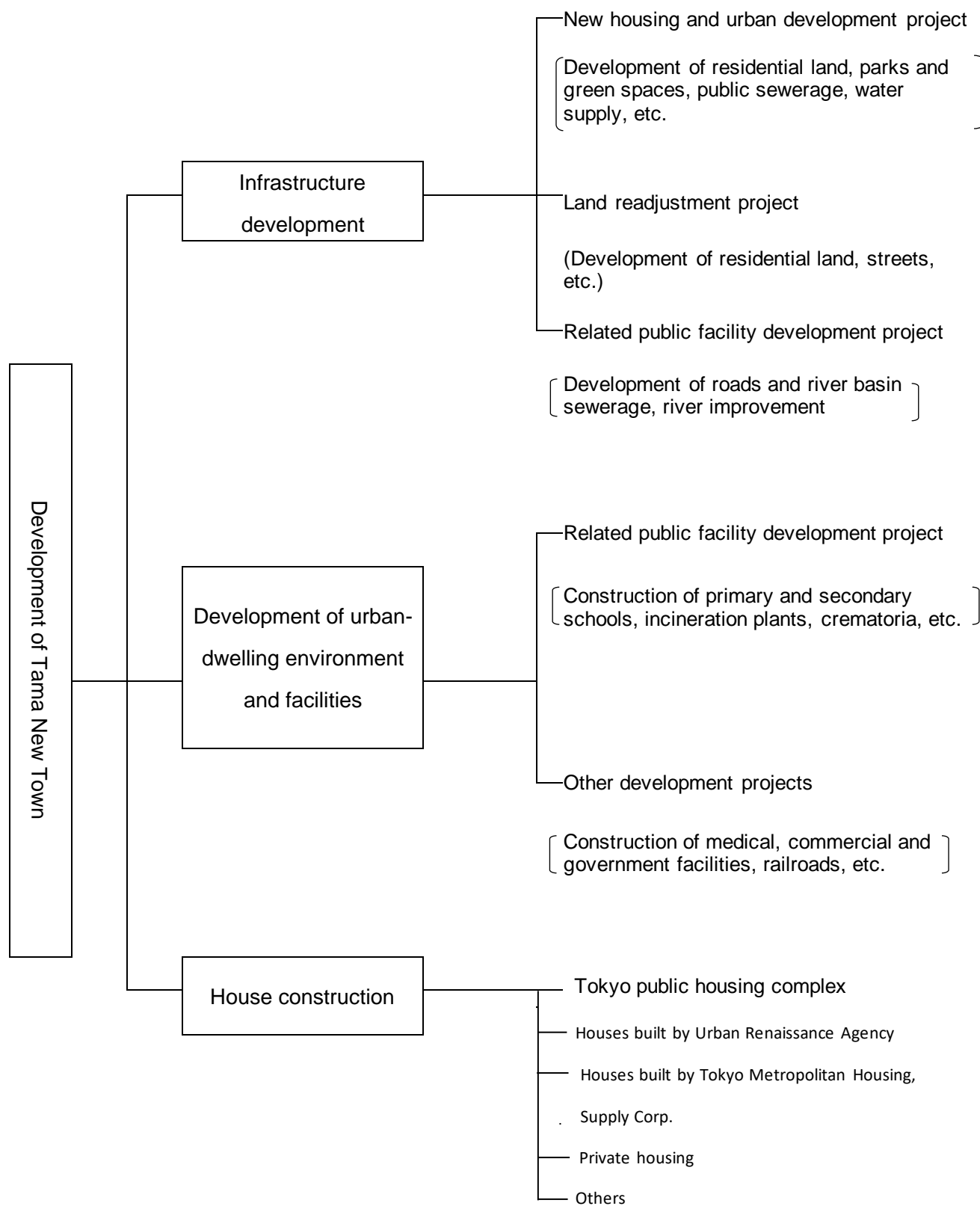
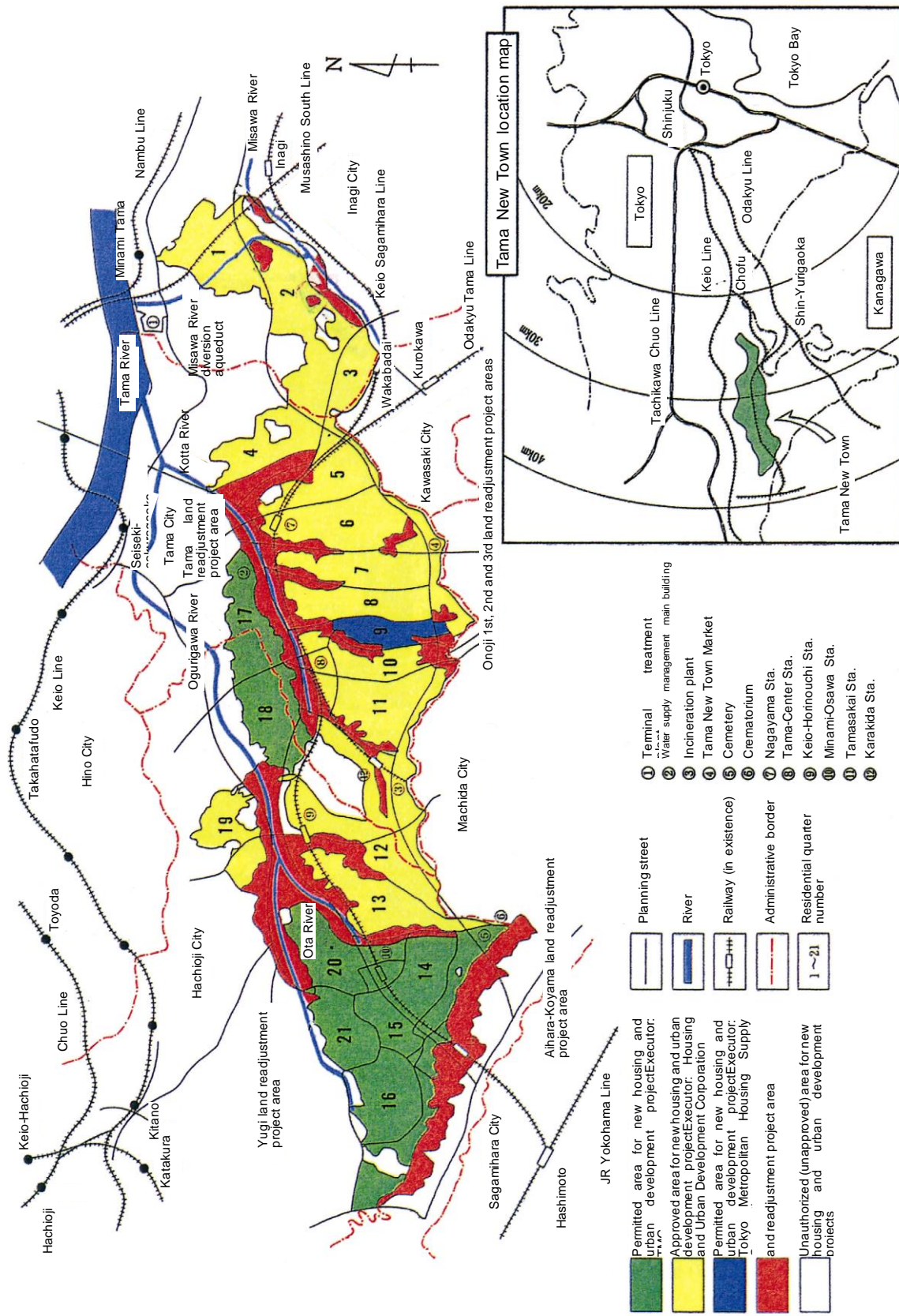


Table 3-37 Land use plans (sites designated for new housing and urban development projects)

Category		Area (ha)	Rate (%)	Note
Housing site		757.0	34.1	Collective housing site, sale in lots site
Public facility site	Commercial and business facilities	102.2	4.6	Urban, regional and neighborhood centers
	Education facilities	202.1	9.1	Kindergarten; primary, secondary and high schools
	Other public facilities	283.6	12.8	Public and children's halls, hospitals, railways, site for inviting facilities
Specified service facility site		17.6	0.8	Specified service facilities (e.g. offices)
Subtotal		1,362.5	61.4	
Land for public	Roads	388.4	17.5	Pedestrian roads, sectional roads, highways
	Parks, green spaces	460.7	20.8	Children's playgrounds, neighborhood parks, community parks, green spaces
	Other public facility site	5.7	0.3	Rivers, waterways
Subtotal		854.8	38.6	
Total		2,217.3	100.0	

Figure 3-38 Development Map of Tama New Town by Executor



## 10 Disaster Prevention Block Improvement Projects

Disaster prevention block improvement projects are those that are to improve disaster prevention blocks that contribute to ensuring specified disaster prevention functions in concentrated urban areas with potential disaster risks by basically communalizing decrepit buildings and their premises, and improving buildings with excellent disaster prevention functions and their premises and disaster prevention public facilities.

The project was established as a statutory project that uses the strong and flexible project method to further promote the improvement of concentrated urban areas under the revised Act on Promotion of Improvement of Disaster Control Districts in Populated Urban Districts (hereinafter referred to as “Populated Urban Districts Act”) of June 2003.

This project basically communalizes buildings and their premises within execution zones; original rights to said buildings and premises are to be converted to rights to disaster prevention facility buildings and their premises to be built within said execution zones under the provision of the right conversion plan. The right to the land that falls under certain requirements, such as the cases where the original land size is large, may be converted to the right to the land in areas for private use based on the request from the owner of the said land.

In Tokyo, the program has been implemented in 13 districts so far. As of April 2023, projects were in progress in 6 districts, including Nishi-Shinjuku 5 chome Kita and Kamijujo 1 chome 4.

### (1) Requirements of Execution Zones

- a. Zones that are located within areas of specified disaster prevention block improvement zone plans or disaster prevention block improvement zone plans (limited to the cases where matters to be decided in the former zones have been decided and regulated by Ordinances).
- b. The total floor area of fireproof or semi-fireproof buildings (except fireproof buildings that do not meet the new quake-resistance standards) within the said area is about one-third or less than that of all the buildings within the given zone
- c. The total number or area of buildings that do not meet the restrictions (e.g. connecting roads within said area, building coverage, minimum site area and locations of walls) is at least one-half of the total number or area of all the buildings.
- d. Land use situation is unhealthy such as due to the shortage of public facilities including roads, and land use subdivisions.
- e. Developing said area as a disaster prevention block is expected to contribute to ensuring effective specified disaster prevention functions in concentrated urban areas.

### (2) Executors

The following will be the Executors of the Disaster prevention block improvement project.

- a. Individual executors
- b. Disaster prevention block improvement project associations
- c. Business companies
- d. Local governments
- e. Urban Renaissance Agency or Regional public housing corporations

## 11 Outline of Main Urban Development Planning Projects

Outlines of the main urban development planning projects are shown in **Tables 3-39** and **3-40**.

**Table 3-39 Outline of main urban development planning projects (Special-ward area)**

<div> <div>Name</div> <div>Item</div> </div>	① Daiba/Aomi/Ariake Areas Development Plan	② Toyosu-Harumi Area Development Plan
Areas subject to plans	Ariake 1 to 3 chome, Koto city; Omi 1 and part of Omi 2 chome, Koto city; Daiba, Minato city; Higashiyashio, Shinagawa city	Part of Toyosu 5 chome, and Toyosu 6 chome, Koto city; Harumi 1 to 5 chome, Chuo city
Concept and contents of plans	<p>Promoting attractive town development that combines the function of work, house, school and pleasure as well as promoting a thriving development from the viewpoint of tourism.</p> <p>Development Framework</p> <p>① Total area subject to development: 442 ha</p> <p>② Population framework</p> <ul style="list-style-type: none"> <li>•Working population: about 90,000</li> <li>•Resident population: about 34,500</li> </ul> <p>Process of Development</p> <p>Proceeding with staged development, basically by dividing the development plan into 10-year segments.</p> <p>I Until FY 1995 (towns to startup)</p> <p>II Until FY 2005 (transport access to be enhanced)</p> <p>III Until FY 2015 (urban infrastructure improvement to be almost completed)</p> <p>IV From FY 2016 (towns in all districts to be completed and developed)</p>	<p>Utilizing the attraction of the waterfront, we promote the development of towns with work and life proximity that allow people to live with ease and continuously, while creating a unique attraction and festivity by developing affluent urban space with a good harmony of water and green and the central wholesale market and athletes' villages.</p> <p>Development Framework</p> <p>① Total area subject to development Toyosu: 110 ha Harumi: 107 ha</p> <p>② Population framework</p> <ul style="list-style-type: none"> <li>•Working population Toyosu: about 44,000 Harumi: about 36,000</li> <li>•Resident population Toyosu: about 13,000 Harumi: about 43,000</li> </ul> <p>Process of Development</p> <p>Carrying out the completion in stages according to the commercialization of development of residential, business and commercial areas.</p>
Future plans, etc.	Ensuring the improvement of traffic access (e.g. extension of Circular Road 2) while carrying out urban infrastructure improvement and revision of district plans (redevelopment promotion districts) according to the development status.	
Notes (e.g. development methods)	<ul style="list-style-type: none"> <li>• Super block-type land readjustment projects</li> <li>• District plans (redevelopment promotion districts)</li> </ul>	<ul style="list-style-type: none"> <li>• Super block-type land readjustment projects</li> <li>• District plans (redevelopment promotion districts)</li> </ul>

③ Otemachi-Marunouchi-Yurakucho District (about 120 ha)	④ Toyosu 1 to 3 Chome District Development Plan
Otemachi 1 and 2 chome, Marunouchi 1 to 3 chome, Yurakucho 1 and 2 chome, Chiyoda city; Yaesu 1 and 2 chome, Chuo city	Toyosu 1 to 3 chome, Koto city
<p>As for Otemachi, Marunouchi and Yurakucho districts, the “Urban Development Grand Design” indicated that urban functions such as high-quality office buildings and MICE facilities are highly integrated and a stately international business hub with lush greenery and a beautiful landscape is formed.</p> <p>In those districts, TMG, Chiyoda city, East JR Company, and the Otemachi Marunouchi Yurakucho District Urban Development Project Council established the “Advisory Committee on Otemachi-Marunouchi-Yurakucho District Urban Development” for urban development based on public-private collaboration, and formulated the “Guidelines for the Urban Development of the Otemachi-Marunouchi-Yurakucho district” in 2000 and revised it in-March 2021.</p> <p>The Reconstruction Projects of 36 buildings, including the Shin-Marunouchi Bldg. have been completed so far, and while business functions are enhanced, attractive urban development such as creating bustle by various area management groups and historical and cultural conservation is being carried out.</p> <p>In the vicinity of the Tokyo Station Marunouchi exit, the Project is aimed at forming a stately landscape that becomes the facade of the capital city, and following the “Total Design Guidelines” formulated in 2004, the development of an integrated landscape has been carried out and completed the restoration of the red brick station building, the station plaza, and Gyoko-dori Avenue.</p> <p>In the Otemachi district, the Chain Type Urban Regeneration Project from stage first to stage third to promote continuous and staged reconstruction has been carried out utilizing the sites of the former government-owned land, etc. Currently, the fourth stage, Tokiwabashi District Urban Redevelopment Project, is underway.</p> <p>It promotes strengthening response capability for disaster prevention that allows a continuation of the business, such as updating urban functions towards further enhancement of international competitiveness within the district and enhancing autonomous distributed type power sources.</p> <p>In the Yurakucho area, studies are underway to create an international business and urban tourism center where people from Japan and abroad can visit and interact with each other by utilizing land owned by the TMG, promoting and strengthening MICE functions close to the Tokyo International Forum, etc., and expanding the pedestrian network in cooperation with the upper space above the KK (Tokyo expressway) Line.</p>	<p>In Toyosu 1 to 3 chome areas, conversion of land use is underway due to the large-scale relocation of shipyards and the extension of Yurikamome Line. Thus, the Urban Development Policy for Toyosu 1 to 3 Chome Area was formulated in October 2001, which guides the urban development activities while utilizing private sector ideas and vitality. Making use of the characteristics enjoying the abundance of water waterfronts, the Project will develop the next generation type industrial and business hubs, recreation functions utilizing the site of the former shipyard, and high-quality residential areas.</p> <p>Development Framework</p> <ul style="list-style-type: none"> <li>① Total area subject to development: 60 ha</li> <li>② Population framework <ul style="list-style-type: none"> <li>•Working population: about 33,000</li> <li>•Resident population: about 22,000</li> </ul> </li> </ul> <p>Process of Development</p> <ul style="list-style-type: none"> <li>•Promoting development based on the Urban Development Policy for Toyosu 1 to 3 Chome Area and the policies for the formulation of district plans (redevelopment promotion districts) in stages.</li> <li>•Promoting development that takes account of townscape designs by giving a sense of unity to the townscape design while producing spaces that visitors can enjoy.</li> </ul>
Appropriately guiding individual reconstruction plans and taking a leading role in urban regeneration in accordance with upper-level plans such as guidelines. Also, a further increase in the attractiveness of the areas is addressed in collaboration with area management groups.	The urban development is promoted based on the Toyosu 1 to 3 Chome Area Urban Development Policies and the district plans.
<ul style="list-style-type: none"> <li>•Exceptional floor area ratio districts</li> <li>•Special urban renaissance district</li> <li>•Specified block</li> <li>•District plans</li> <li>•Integrated design system, etc.</li> </ul>	<ul style="list-style-type: none"> <li>•District plans (redevelopment promotion districts)</li> <li>•Land readjustment projects</li> <li>•Comprehensive support project for urban residential development</li> </ul>



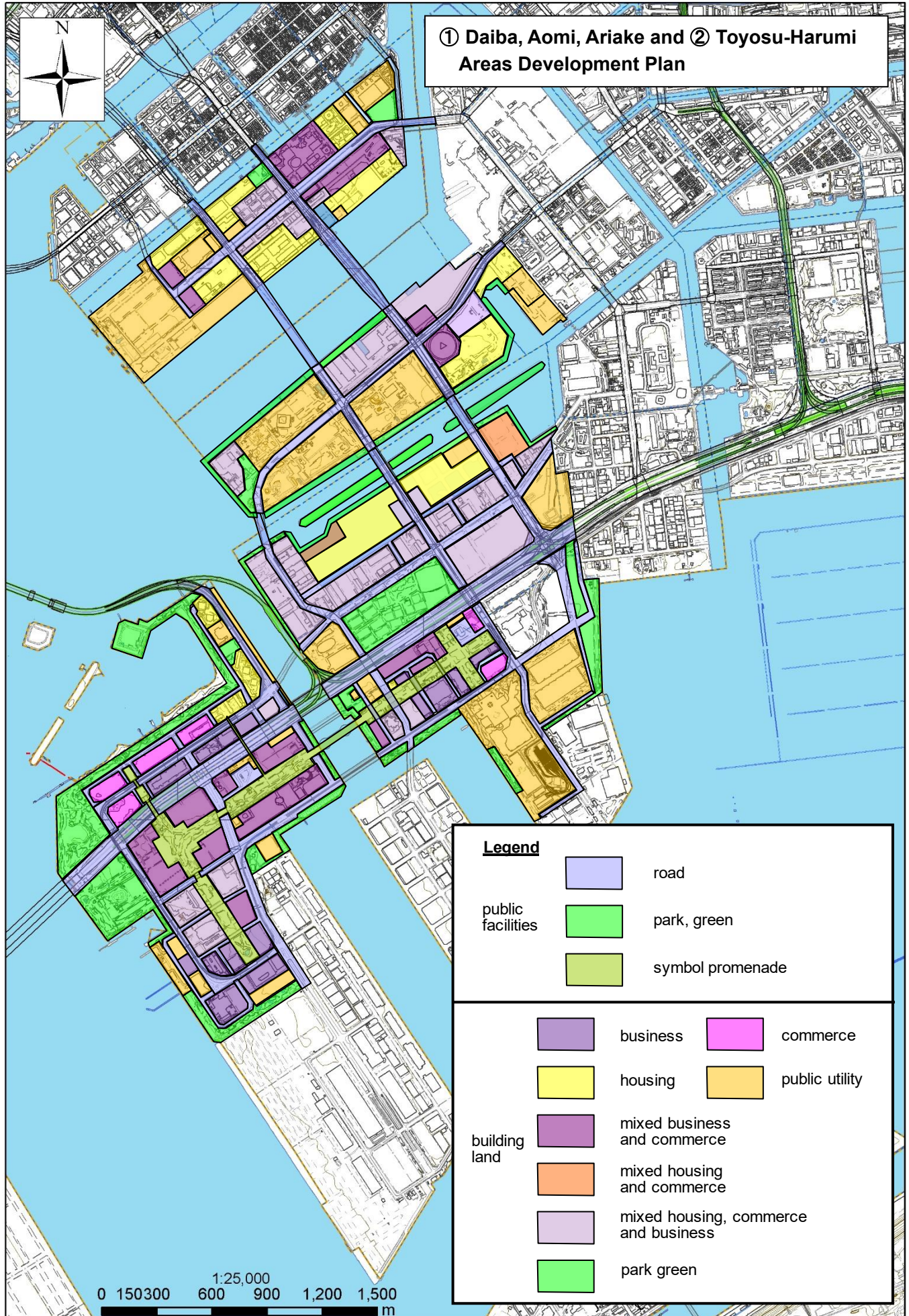
⑤ Around Shinagawa Station (about 630 ha)	⑥ Around Shinjuku Station
Minato and Shinagawa city	Shinjuku and Shibuya city
<p>Because there are large-scale underutilized or unutilized lands such as the site of the railyard of East Japan Railway Company, while Shinagawa Station, where the Tokaido Shinkansen stops, is located in the area and the internationalized Haneda Airport is adjacent, this area has high development potential. On the other hand, as the railway goes north and south at the central part of the area, the problem is that the connection in the east-west direction is not sufficient. Under the circumstances, in consideration of the designation of the “Urban and Living Environment Improvement Priority Areas” by the minister of MLIT in August 2004, the “Urban and Living Environment Improvement Basic Plan around Shinagawa Station” and the “Guideline for Urban Development around Shinagawa Station and Tamachi Station” were formulated in September 2006 and November 2007 respectively.</p> <p>Recently, the development potential for these areas has further increased due to the expansion of the international departure and arrival slots at Haneda Airport in March 2014 and the plan to start the service of the Linear Chuo Shinkansen in FY 2027. In addition, by the designations of the Specific Urban Renaissance Emergency Improvement Area in January 2012 and the National Strategic Special Zones in May 2014, the development utilizing the vitality of the private sector is expected to further advance.</p> <p>In consideration of the significant changes in the conditions surrounding this area in this manner, the “Guideline of Urban Development around Shinagawa Station and Tamachi Station 2014” which was amended from the old guideline was published in September 2014. In the guideline 2014, the future vision of the area around Shinagawa Station and Tamachi Station was decided as the “Shinagawa, an international exchange hub that drives future growth”, and in order to realize that future vision, the reorganization of Shinagawa Station and the development in the area where the improvement is preferentially carried out are promoted in stages by drawing out the vitality of the private sector. Specific developments will be examined with the cooperation between the public and the private sector in the future.</p>	<p>After carrying out the urban development based on the “Shinjuku subcenter plan” formulated in 1960, no large-scale reorganization and restructuring have been carried out in this area for about a half-century. Currently approaching the time for updating functions because of decreasing attractiveness as a city due to aging, it is important to restructure the area as the “hub where the individual characteristics and potential of the area are exhibited at the maximum, and a new value is created”</p> <p>Recently, while this area was designated as the Specified Urban Renewal Urgent Development Area in January 2012, and it was expected that the development utilizing the vitality of the private sector would be further promoted, the Shinjuku government formulated the “Guideline for Urban Development of the area around Shinjuku Station” which drew the future vision about 20 years from now in March 2016.</p> <p>In consideration of these backgrounds, the Tokyo Metropolitan Government and the Shinjuku Ward government formulated the “New Shinjuku Urban Development” to guide new urban development in June 2017. They will develop the “Shinjuku Core Redevelopment Policy” in March 2018, to guide specific developments after that.</p> <p>In order to realize that future vision, the specific examination on the developments of city planning roads, station squares and parking lots, station facilities of the relevant railway operators and commercial facilities in stations are carried out under cooperation between public and private sectors.</p> <p>Moreover, in the Nishi-Shinjuku area, the “Nishi-Shinjuku Area Redevelopment Policy” was formulated in March 2023, which outlines the direction of town planning for the integrated reorganization of roads and open space. We cooperate with related parties to advance efforts to realize the Nishi-Shinjuku Area Redevelopment Policy.</p>
<p>Guiding good development by utilizing urban development systems and forming good urban landscapes and environments.</p> <p>Proceeding with the consideration of further details of urban infrastructure development and their methods in coordination with stakeholders, based on the directions set forth in the Guidelines.</p>	<p>Guiding good development by utilizing urban development systems and forming good urban landscapes and environments.</p> <p>Proceeding with the consideration of further details of urban infrastructure development and their methods in coordination with stakeholders, such as formulating the development policy.</p>

⑦ Around Ikebukuro Station	⑧ Development Plan around Shibuya Station
Toshima city	Districts around Shibuya Station
<p>The surrounding area of Ikebukuro was designated as a Special Urgent Urban Renaissance Area under the Urban Renaissance Special Measure Law in July 2015, and the Toshima City formulated the “Ikebukuro Surrounding Area Urban Development Guideline” in July 2016.</p> <p>In the Special Urgent Urban Renaissance Area, the new Ward Office building has been already completed, and specific measures for infrastructure development such as urban development of the former Ward Office building site and development of Higashi-Ikebukuro 4, 5-chome zone, a disaster prevention park in the former Mint site and Line 1 of Loop 5, etc. are currently being promoted.</p> <p>Also, the development and reorganization of public facilities in the area around Ikebukuro Station as well as the redevelopment in the three zones, which are Ikebukuro Station West Exit, Minami-Ikebukuro 2-chome and Higashi-Ikebukuro 1-chome, are being examined.</p> <p>Furthermore, driven by this movement, facility renewal of the Ikebukuro Station, the buildings integrated with the station and buildings in the blocks around the station will be promoted.</p>	<p>Shibuya Station poses difficulty to users in finding how to change trains due to its complicated structure that was formed through its repeated extension and reconstruction since the Taisho era. It has also many problems in terms of safety and convenience such as the Station Square being crowded with pedestrians and buses. Moreover, other problems include the valley-shaped area around the Station and the fragmentation of towns by railways and highways. In order to resolve these problems, the plan promotes drastic improvement of safety and convenience of Shibuya Station and its surroundings by reorganizing and improving the Station square and its surrounding urban areas in an integrated manner together with railway improvement, and urban development towards strengthening the international competitiveness by introducing cultural, exchange and information-transmission functions, advanced business functions such as creative content industries, and industrial development functions based on the regional development policy for Special Urban Renaissance Urgent Development Areas.</p>
<p>Guiding good development by utilizing urban development systems and forming good urban landscapes and environments.</p> <p>Proceeding with the consideration of further details of urban infrastructure development and their methods in coordination with stakeholders, based on the directions set forth in the Guidelines.</p>	<p>Reorganizing and improving the surrounding urban areas in an integrated manner, together with the Station improvement project with public-private cooperation, based on the development policy for Special Urban Renaissance Urgent Development Areas and the Policy on Infrastructure Development in Shibuya Station Central Area.</p>
	<ul style="list-style-type: none"> <li>• Land readjustment projects</li> <li>• Railway improvement projects</li> <li>• National road project under the direct ministerial jurisdiction</li> <li>• Special urban renaissance districts</li> <li>• Urban redevelopment projects</li> </ul>

Table 3-40 Outline of major city development projects (Tama and island areas)

Name Item	⑨Urban development at the site of the former Nissan Murayama Plant	⑩Ogasawara's city development that fits for the World Natural Heritage
Areas subject to plans	Enoki 1 chome, Musashimurayama City; Kamisunacho 6 chome, Tachikawa City; etc.	The whole areas of Chichijima and Hahajima Islands in Ogasawara Village
Concept and contents of plans	<p>Promoting systematic use of the site of the former Nissan Murayama Plant in a way that advances the independence of Tama area and contributing to the maintenance and enhancement of local vitality based on the Town Development Policy prepared by the Council for the use of the Site of Former Nissan Murayama Plant.</p> <ul style="list-style-type: none"> <li>• Total area subject to development: about 140 ha</li> <li>• October 1999 Nissan Motor Co., Ltd. announced the Nissan Revival Plan</li> <li>• August 2001 A Council was set up by TMG, Tachikawa and Musashimurayama Cities, and Nissan Motor Co., Ltd.</li> <li>• March 2003 The Town Development Policy published</li> </ul> <p>Visions of the Site Use</p> <ol style="list-style-type: none"> <li>① Realization of the eco-town utilizing the nature of Sayama Hills and Tama River</li> <li>② Creation of urban spaces full of festivity and vitality</li> <li>③ Creation of high-quality living spaces with amenities</li> </ol> <ul style="list-style-type: none"> <li>• September 2003 The Area Plan decisions (Final modification: Nov. 2021)</li> </ul>	<p>The Ogasawara Islands lie in the Pacific Ocean, about 1,000 km south off the coast of Tokyo, and have many endemic and rare species in an ecological sense, which can be called a treasure house of nature. The Japanese government, TMG and Ogasawara Village will conserve and inherit the natural environment of Ogasawara as the common heritage of human beings, which was registered as a World Natural Heritage site in June 2011.</p> <p>As for Chichijima and Hahajima Islands of the Ogasawara Islands, there are core plans such as the Ogasawara Islands Promotion and Development Plan that are based on the Act on Special Measures Concerning Promotion and Development of the Ogasawara Islands; however, there have been no instances of designation of use districts, detailed land use plans based on area or block units, and policies on guiding regulations for town development. In this regard, their formulation is awaited.</p> <p>Thus, in August 2007, TMG formulated the Ogasawara Regional Development Guidelines as the basic guidelines for TMG and the Village to carry out the town development in Ogasawara.</p> <p>Also, TMG formulated the Guidelines for Public Facility Development Considering Landscape in Ogasawara in June 2008, and then revised the Tokyo Landscape Plan in July, thereby designating the areas around Chichijima Futami Port as the Special Area for Landscape Formation and starting the operations.</p> <p>In addition, TMG revised the Guidelines for Public Facility Development Considering Landscape in Ogasawara in March 2015.</p>
Future plan, etc.	By capturing the development motivation of the business operators, carrying the results to the detailed city plans and projects based on the Town Development Policy.	Based on the above-mentioned Guidelines, and in cooperation with the Village and other relevant bodies, TMG will support and guide landscape measures and the Village's efforts on town development, and consider the development of landscape that is suitable to the region, and the city plan and land use policy. Carrying the results to the detailed city plans and projects based on the Town Development Policy.
Notes (e.g. development methods)	• Promoting development based on appropriate city planning and project methods (e.g. district plans) considering the development of surrounding areas.	

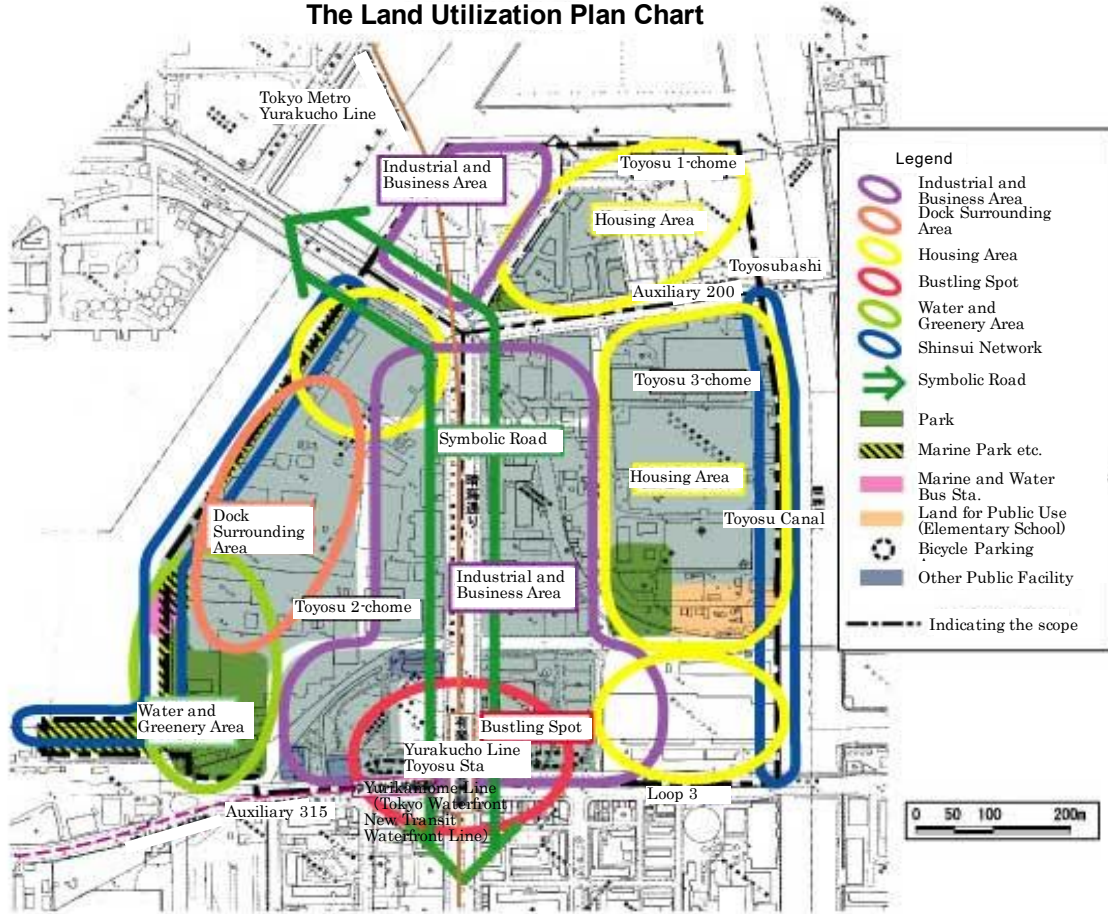




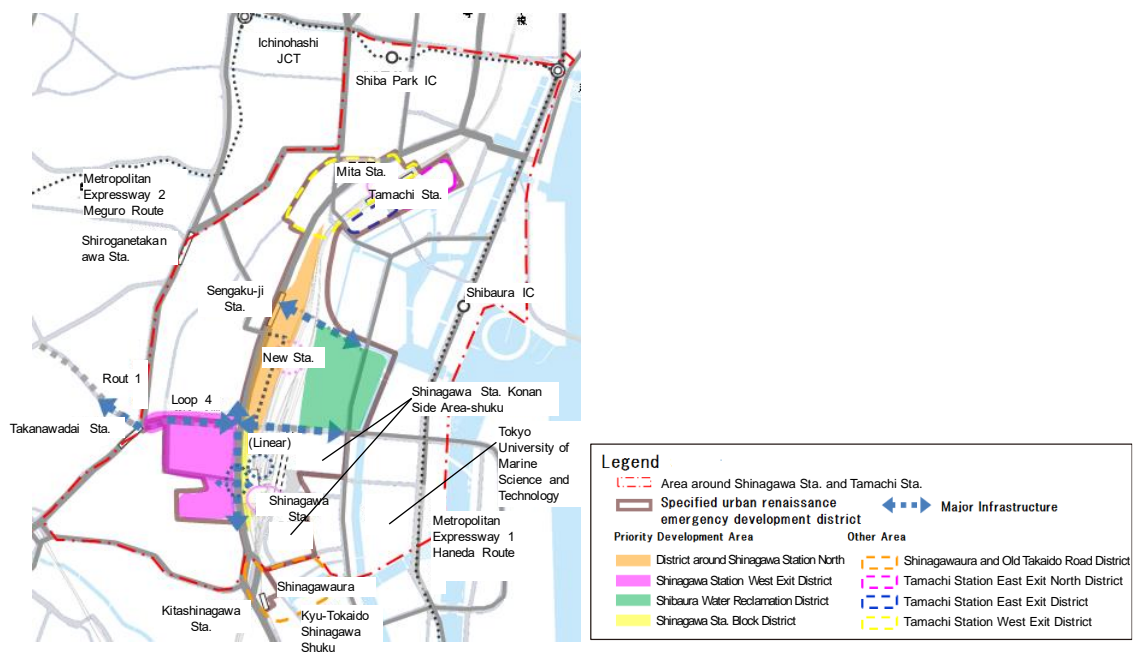


## ④ Toyosu 1 to 3 chome Area Development Plan

## The Land Utilization Plan Chart

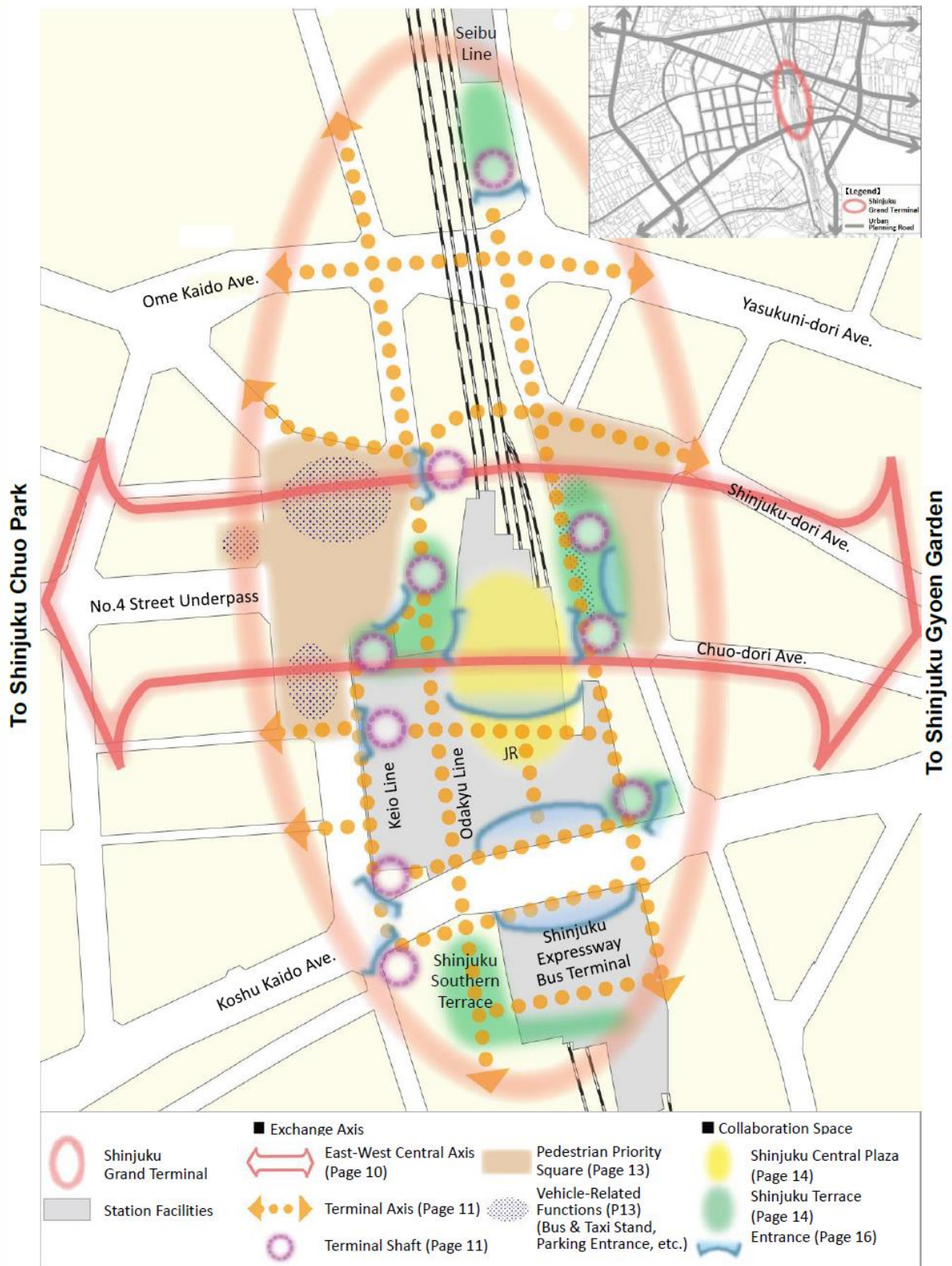


## ⑤ Area around Shinagawa Station



## ⑥ Area around Shinjuku Station

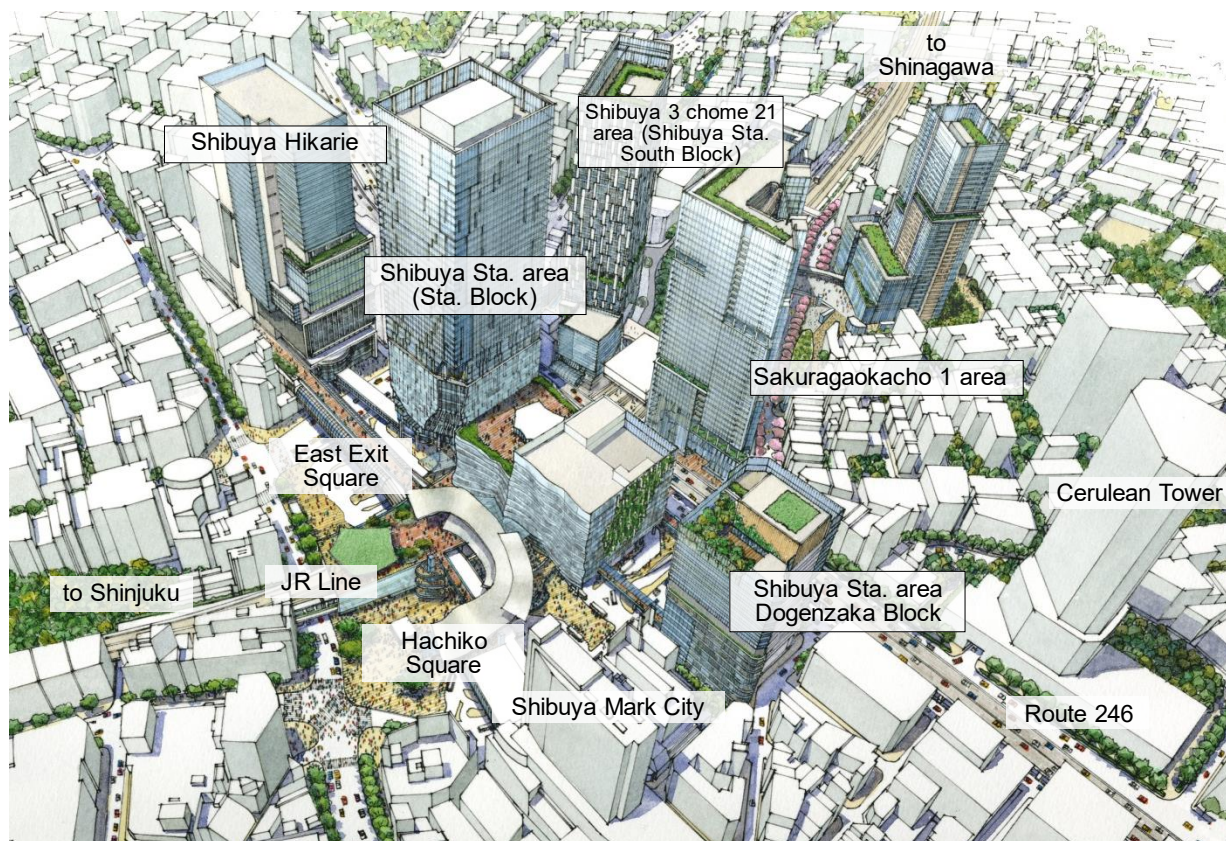
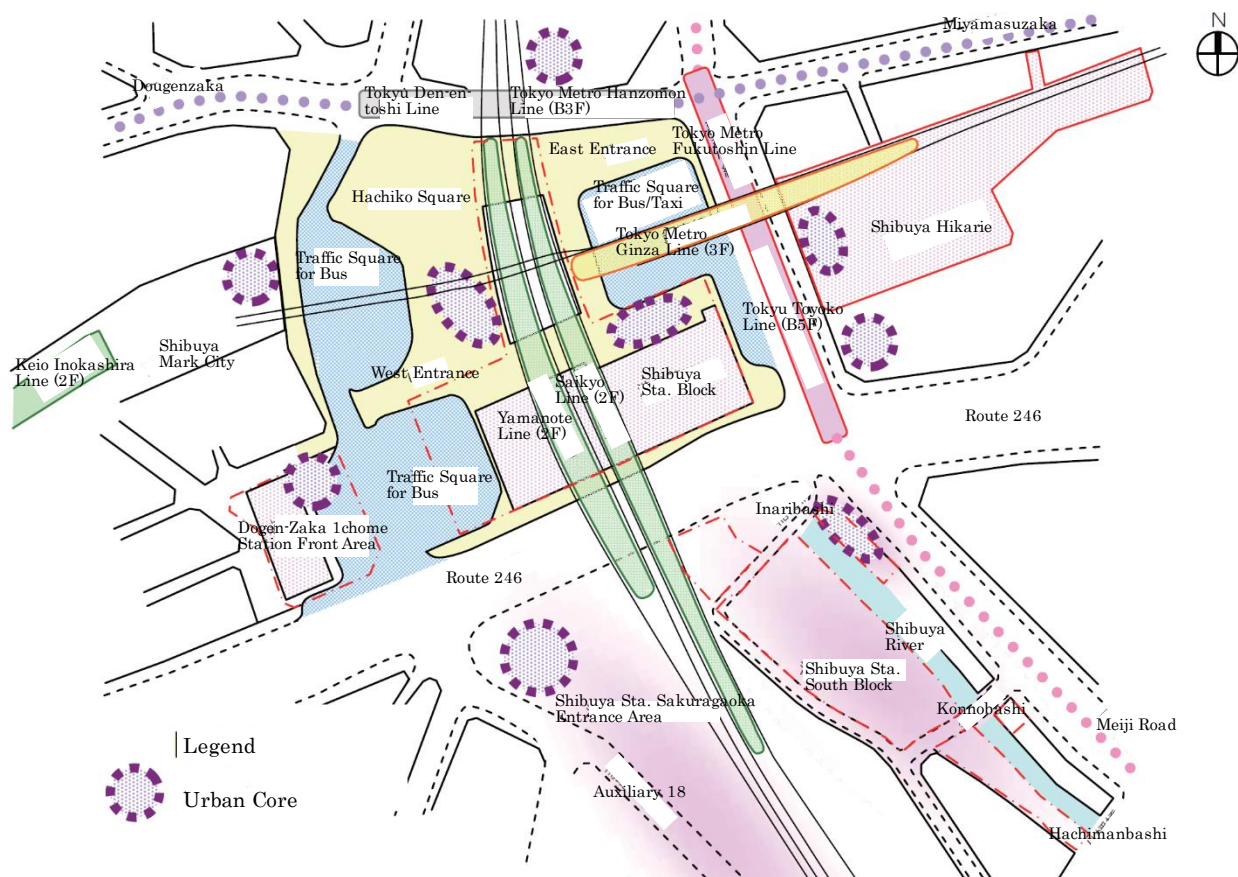
## Image of Reorganization of Grand Terminal



\* Positions and sizes of various functions are approximate images.

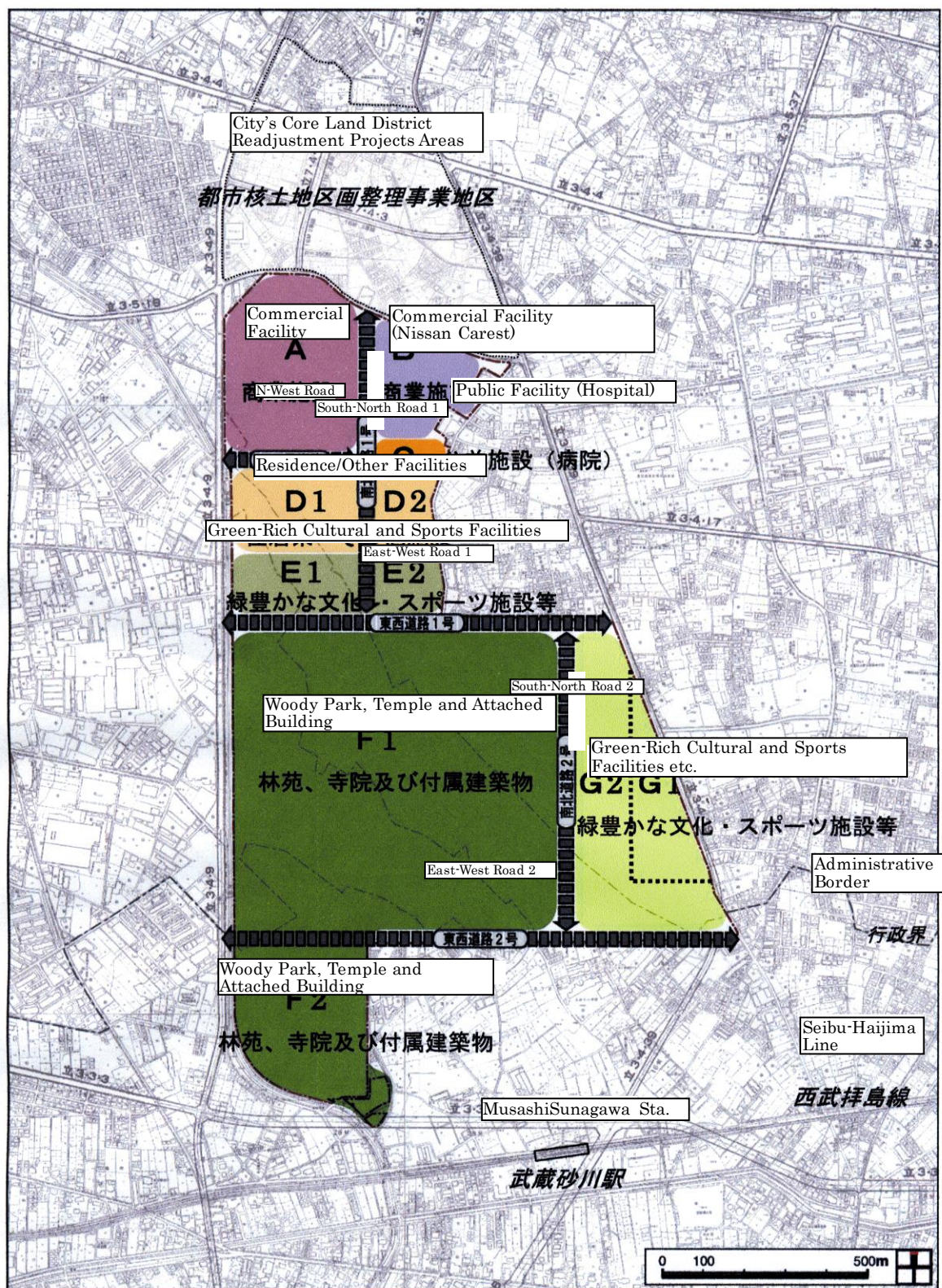


# ⑧ Development Plan around Shibuya Station





# ⑨“Urban Development Policy” for the Site of the Former Nissan Motor Murayama Plant



## 12 Base Site Use Plans

The U.S. force bases in Tokyo which have been returned to Japan since 1970 are 14 sites approx. 1,212ha, as of April 1, 2023. As many of these former US force bases are located in urban areas and valuable urban spaces left in Tokyo, we must effectively and appropriately utilize these spaces. As most of the former US military base properties are state-owned, if the Tokyo Metropolitan Government and a municipality wish to reuse the land in the local area, TMG must prepare a land utilization plan in coordination with the national and local governments before the national government decides on its disposition policy and disposes of the property. Five major sites returned pursuant to “the Reduction and Consolidation Plan of Facilities and Areas in the Kanto Plains” (commonly known by the Kanto Plan) out of the former US sites are Camp Asaka, Yamato Air Force Facilities, Kanto Village Residential Area and Chofu Airport, Fuchu Air Force Facilities and Tachikawa Airport, and their utilization plan “the Outline of Disposal” has been already approved after going through the Central National Property Council (an advisory body of Minister of Finance). Subsequently, with some exceptions, after going through the National Property Kanto Local Council (an advisory body of the Director of the Kanto Finance Bureau of the Ministry of Finance), they were sold to the project owner, respectively and the developments are being progressed.

At the former sites of Tachikawa Airport, Kanto Village Residential Area, Chofu Airport, and Fuchu Air Force Facilities, some “reserved land” (land for which the formulation of a utilization plan has been withheld under the national policy) remains; however, based on the June 2003 “Future Handling of Land Reserved for Large Returned Property” report of the Fiscal System Council, relevant local governments are working to formulate utilization plans and bring them into fruition.

**Table 3-41 Outline of Major Large Size Returned Base Sites**

Facility Name (Returned Date)	Location	Area(ha)	Status of Utilization 【 】 :Plan
Camp Asaka Jun 20 1973	Nerima-ku (Asaka_City, Wako_City, Niiza_City in Saitama)	35.2ha (317.7ha)	Elementary, Junior High & High School, Welfare Facility, Park, School for the Disabled, etc., Legal Research and Training Institute, Others
Yamato Air Force Facilities Jun 30 1973	Tachikawa_City, Higashiyamato_City	34.4ha	High School, Residence, Commercial Facility, Water Facility, Electric Car Maintenance Base, Park, Metropolitan Police Department Training Facility, Institution for Severely-Retarded Children, Others
Kanto Village Residential Area and Chofu Airport Dec 10 1974	Mitaka_City, Fuchu_City, Chofu_City	203.7ha	School for the Disabled etc., Social Welfare Facility, Commuter Airport, Tokyo University of Foreign Studies, National Police Academy, Park, Sports Facility, Others 【Sewage Plant】
Fuchu Air Force Facilities Jun 30 1975	Fuchu_City	59.2ha	Junior High School, Park, Culture Hall, Funeral Hall, Social Educational Facility, Japan Air Self-Defense Force Fuchu Base
Tachikawa Airport Nov 30 1977	Tachikawa_City, Akishima_City, Kokubunji_City, Kunitachi_City	573.3ha	National parks, wide-area disaster prevention bases, sports grounds, facility buildings for redevelopment projects, monorail depots, etc. (Tachikawa District), national facilities, regulating ponds, parks, refuse disposal facility, etc. [waste treatment facilities, etc.] (Akishima District)