

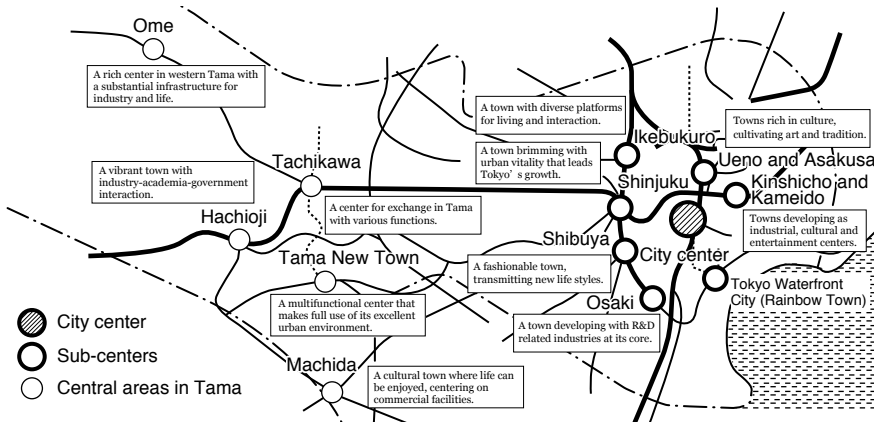
01 Reorganization into a multi-center city

With its concentration of population and industries, Tokyo served as the engine driving Japan's economic growth and also greatly contributed to heightening Japan's international position. However, the various problems arising from this concentration in Tokyo, such as soaring land prices and severe traffic congestion, became crucial challenges to address.

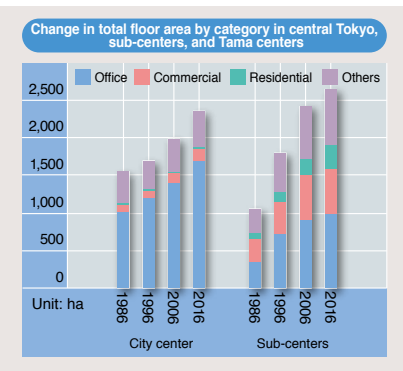
In the Tokyo Metropolitan Government long-term plan for My Town Tokyo: A vision for the 21st century, formulated by the Tokyo Metropolitan Government in 1982, the goal was raised to rectify the concentration of functions in the city center and form a multi-center city, in which business functions are spread to sub-centers of Tokyo and central areas in Tama, for

more proximity between work and home.

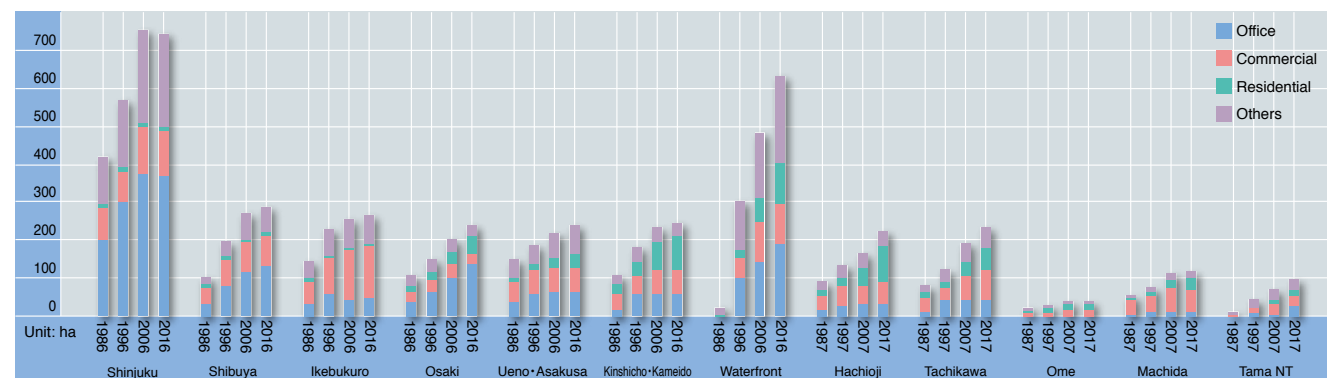
In the ward area, in addition to the traditional centers of Shinjuku, Shibuya, and Ikebukuro, the districts of Ueno and Asakusa, Kinshicho and Kameido, and Osaki were positioned as new sub-centers, and in the Tama area, Hachioji, Tachikawa, Machida and other districts were positioned as the central areas of Tama. Moreover, the Second Tokyo Metropolitan Government long-term plan for My Town Tokyo: New developments for the 21st Century, formulated in 1986, presented the Tokyo Waterfront City as a new sub-center, and added Ome and Tama New Town to the centers in Tama.



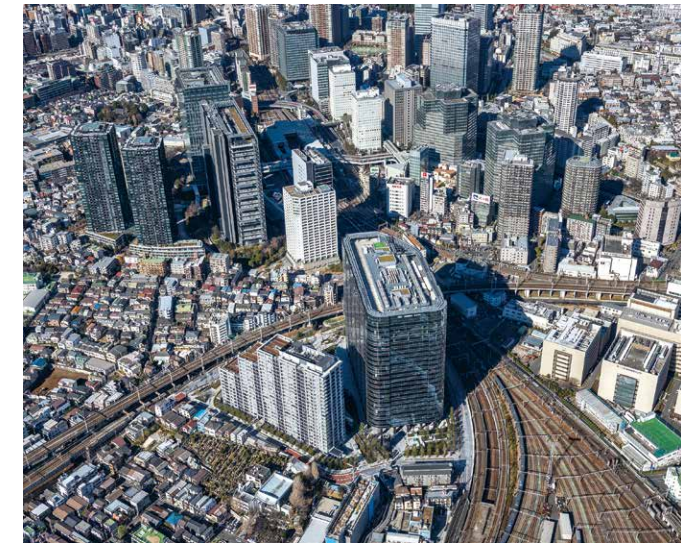
Multi-center city structure (Second Tokyo Metropolitan Government Long-Term Plan)
 In order to curb the over-concentration of business functions in the city center, this plan aimed to spread business functions to the sub-centers of Tokyo and central areas in Tama, for more proximity between work and home.
 Source: *Dai 2 ji Tokyo-to Choki Keikaku My Town Tokyo-21 seiki he no aratana tenkai* (Tokyo Metropolitan Government long-term plan for My Town Tokyo: New developments for the 21st century). Office of Policy Planning and Press Relations, Tokyo Metropolitan Government.



Change in total floor area by category in central Tokyo, sub-centers, and Tama centers
 From 1986 to 1996, office floor space in the city center increased by about 179 hectares. In comparison, the total increase in the sub-centers was about 367 hectares, more than double that amount. With regard to office floor space in the Tama centers, this increased in areas such as the Tachikawa district, where developments on sites such as that of the former military base, were advanced. However, floor area figures here are reference figures and have not been revised according to building shape. In addition, how the survey is conducted has changed from the 2011 survey.
 Prepared from the "Survey on Current Status of Land Use." Bureau of Urban Development, Tokyo Metropolitan Government.



Development of sub-centers designated in 1982
Ueno and Asakusa sub-center (top)
 Following the start of the Tokaido Shinkansen bullet train in 1964 from Tokyo Station, the Tohoku/Joetsu Shinkansen bullet train began operating from Ueno Station in 1985. Until the section between Tokyo and Ueno stations came into service in 1991, Ueno Station was the terminal for Shinkansen trains linking Tokyo and stations up to Morioka and Niigata.
 Source: Wikimedia Commons.



Kinshicho and Kameido sub-center (top right)
 In the Kinshicho station north exit district, along with building infrastructure such as roads and a traffic square that would befit the gateway to a sub-center, an urban redevelopment project was implemented with the aim of creating the core of the sub-center by gathering high quality cultural facilities, offices, hotels, and department stores that were lacking in the area.
 Source: Tokyo Metropolitan Government official photo archives.
Osaki sub-center (bottom right)
 Starting with the 1987 completion of the Osaki Station East Exit No. 1 District (Ohsaki New City), Osaki station has been undergoing integrated redevelopment with multiple areas around the station, continuing to grow as a center of Tokyo's Jonan area along with the Shinagawa station area.
 Source: Shinagawa WEB Photo Studio (Shinagawa-ku).



Source: Hachioji City.



(Top) Source: Tokyo Metropolitan Government official photo archives.
 (Bottom) Source: Machida City.

Development of the Tama centers (Hachioji, Tachikawa, Machida)
Hachioji district (left)
 In the Hachioji district, in 1997, an urban redevelopment project built a center that suits a university town, with educational and cultural, academic research and exchange, and information provision functions, centering around a commercial facility, at the north exit area of Hachioji Station. In 2010, a mixed-use building made up of commercial, business, residential, and public facilities was built in the south exit area, and along with this, the infrastructure was built with expansion of the station front square and widening of relevant streets.

Tachikawa district (top right)
 In the Tachikawa district, using the former site of the U.S. Military's Tachikawa Air Base, which was totally returned to Japan in 1977, Showa Kinen Park and a wide-area disaster management center were built, and national government agencies such as those of the Ministry of Education and the Ministry of Home Affairs (both names at that time) also relocated to this area. In addition, as an urban redevelopment project, Faret Tachikawa was built as a commercial, business, art, and cultural center. In this way, this area gathered business, commercial, and cultural functions and grew to be a new center of the Tama area.

Machida district (bottom right)
 In the Machida district, centering on Machida Station that serves both the JR and Odakyu lines, a commercial facility made up of two station-front redevelopment buildings opened in 1980. In 1983, the Machida Terminal Plaza, which covers a bus terminal and a citizen's plaza, opened.