

Development of Tokyo Waterfront City

Located at the center of Tokyo's waterfront area, Tokyo Waterfront City (*rinkaifukutoshin*), which was positioned as a city sub-center in 1986, is made up of four districts: Daiba, Aomi, Ariake-Kita, and Ariake-Minami. Once reclaimed land, these districts offered large expanses of land, despite their close proximity to the heart of Tokyo. Therefore, the area was highly anticipated as a location to be developed in line with the times as

a hub for globalization and the information age to accommodate redistribution of the functions of central Tokyo, which was becoming overcrowded.

Development of the sub-center's total development area of 442 hectares was truly a massive project that aimed to create an ideal futuristic city that balanced work and life.



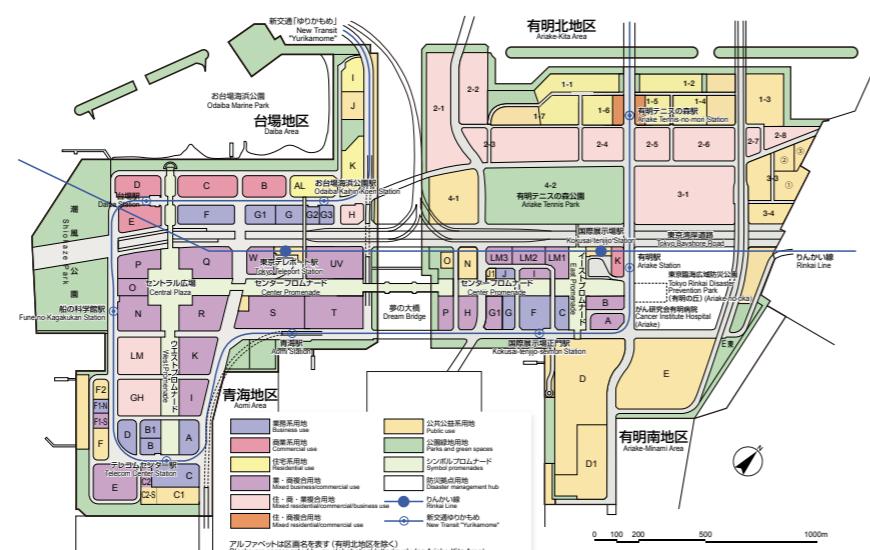
Source: Port of Tokyo Photo Gallery, "A Panoramic View of Tokyo Waterfront City." Bureau of Port and Harbor, Tokyo Metropolitan Government.



Location of Tokyo Waterfront City
Source: Bureau of Port and Harbor, Tokyo Metropolitan Government.



Rainbow Bridge and Tokyo Tower
Source: amanaimages, inc.



Tokyo Waterfront City land use plan map (as of July 2016)

In the development of each district, attention has been paid to the uniformity of the townscape and coherence as a zone for everyday life to advance urban development that highlights the personality of each area. Along with such development, infrastructure has also been built, including a new transportation system, railways, and expressways.

Source: *Rinkaifukutoshin no machizukuri* (Creating Tokyo Waterfront City). Bureau of Port and Harbor, Tokyo Metropolitan Government.



Daiba district

In addition to a TV station (left), unique commercial and amusement facilities, and hotels (right), Odai Marine Park, which has an actual beach where visitors can enjoy the sea and sand, is also located here. Serving as a major tourism hub, the area attracts many visitors.
(Left) Source: "GO TOKYO The Official Tokyo Travel Guide." Tokyo Convention & Visitors Bureau.
(Right) Source: Grand Nikko Tokyo Daiba.



Aomi district

With Telecom Center Building (left) at the center, training and research facilities, including Miraikan (National Museum of Emerging Science and Innovation) and the Tokyo Metropolitan Industrial Technology Research Institute, are located here, forming a concentration of information and research facilities. In addition, the area has diverse urban functions such as Symbol Promenade Park (right) and commercial complexes.

(Left) Source: Tokyo Teleport Center, Inc.
(Right) Source: Tokyo Port Terminal Corporation.

Ariake-Minami district

Along with its international convention capabilities centered on Japan's largest international exhibition hall, Tokyo Big Sight, and a concentration of hotels and businesses that support these functions, a regional disaster management base, which includes a hospital that will provide medical care following a disaster, has also been created.
Source: Tokyo Big Sight Inc.

Development of Haneda Airport progresses

- Haneda Airport (Tokyo International Airport) opened in 1931 as Japan's first national government-operated airport dedicated to civil aviation under the name Haneda Aerodrome. Following World War II, the airfield was confiscated by the Allied occupation forces for a period of time and then returned to Japan. The airport's name was later changed to Tokyo International Airport.

- With the opening of Narita International Airport (New Tokyo International Airport) in 1978, all international flights, except for those operated by China Airlines, were transferred to Narita. Haneda Airport then fulfilled the role of Tokyo's domestic airport. With the arrival of the era of larger aircraft, high-speed and high-volume transport, a dramatic increase in demand for such services was seen, and Haneda reached its capacity limit.

- Between 1984 and 2007, the Tokyo International Airport Offshore Development Project was implemented to expand and develop airport facilities. Striving to make dramatic improvements, the airport's area more than doubled from 586 hectares to 1,271 hectares through the project, and handling capacity also increased 1.6 times from an annual 160,000 take-off and landing slots to 256,000.

- With the arrival of the era of global competition between cities, to respond to aviation demand which continued growing, along with the Haneda Airport re-expansion project (Runway D completed in 2010), operation of international flights re-commenced, and further enhancement of functions is still needed.



(Above) 1970
(Below) 2000
Source: Tokyo Airport Development Office, Kanto Regional Development Bureau, Ministry of Land, Infrastructure, Transport and Tourism.

