

04 Promotion of the development of built-up areas

When changes in society and the industrial structure occurred, demand for new land for business use and urban development was created, and a system was established to promote that development.

Entering the decade beginning in 1985, pieces of unused and underused land of considerable size started to be created through the relocation and closure of factories and railroad yards in key parts of the city.

In response, new methods of urban planning such as a redevelopment district planning system and a system for the development of space above and below roads were introduced. And, through a variety of methods, including support for the development of built-up districts in areas difficult to develop, land use conversion and renewal of urban functions is taking place.



1987 (Above)
The Shiodome area the year after use of Shiodome Station was discontinued. Train tracks still remain within the station.
Source: Japan Railway Construction, Transport and Technology Agency.

2016 (Below)
The Shiodome area following completion of the project and registration of reallocated land.
Source: Bureau of Urban Development, Tokyo Metropolitan Government.



Looking toward Shiodome Sio-site from Hama-rikyu Gardens.
Source: Wikimedia Commons.

Development of the Shiodome area

The Shiodome area is located in the southern portion of central Tokyo at the former site of the Shiodome Freight Terminal. It covers about 30.7 hectares, spanning the area between JR Shimbashi and Hamamatsucho stations. Shiodome Station opened in 1872 as the first Shimbashi Station. With the opening of Tokyo Station in 1914, operation of passenger trains was discontinued, and Shimbashi Station's name was changed to Shiodome. The station prospered as a hub for freight and cargo trains, but as the use of container shipping and delivery services spread, that role gradually diminished. In 1991, it was decided that the Tokyo Metropolitan Government would undertake land readjustment of the site of Shiodome Station, which had become inactive for the most part. The following year, city planning decisions were made concerning the land readjustment project and redevelopment district plans. New Transit Yurikamome and subway stations were built and multiple functions, including business, commercial, and residential, were introduced to form a new hub in central Tokyo.



Source: Akihabara UDX.

Development of the Akihabara area

In the Akihabara Station area, with the discontinuation of the Akihabara Freight Station (1975) and relocation of the Kanda Fruit and Vegetable Market to Ota-ku (1990), a redevelopment project using the large piece of land vacated was set into motion. The decision to later establish the New Joban Line (Tsukuba Express), which originates and ends at Akihabara Station, also provided a great push to development in the station area.

A land readjustment project was executed by the Tokyo Metropolitan Government, and facilities and space for the establishment of the Tsukuba Express was created. Additionally, in an effort to convert land use in the area, including around the former sites of the freight station and fruit and vegetable market, business, commercial, residential, cultural, and various other functions were introduced, and urban development aimed at creating a global hub for the IT industry was advanced.

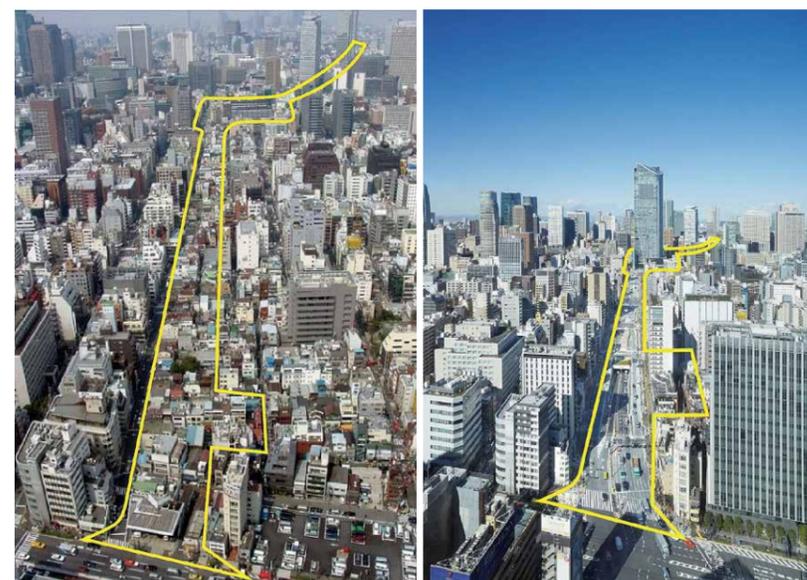


An event held using the UDX Akiba Square
Source: Akihabara UDX.



1997
Source: Bureau of Urban Development, Tokyo Metropolitan Government.

2010
Source: Bureau of Urban Development, Tokyo Metropolitan Government.



2003
Source: Bureau of Urban Development, Tokyo Metropolitan Government.

2017
Source: Bureau of Urban Development, Tokyo Metropolitan Government.

Ring Road No. 2 in Shimbashi-Toranomon Area

Redevelopment of the Toranomon area was delayed for many years due to factors including the high price of land and the large number of residents who wished to continue living in the area. At the same time, construction of Ring Road No. 2 had not progressed, so the redevelopment plan was set aside for an extended period of time and Toranomon remained an area with many small, aging buildings (left). To overcome this situation, systems for district planning and multi-level roads were established in 1989 to allow the ring road to be integrated with buildings located directly above and below the road. With these new systems in place, the Ring Road No. 2 Shimbashi-Toranomon District Category 2 Urban Redevelopment Project got under way in coordination with the Ring Road No. 2 (right) construction project. Today, the Toranomon area, home of many embassies and foreign companies, continues to grow as a global business center.



Multi-Level Road System

Thanks to this new system, Ring Road No. 2 was allowed to be routed through an underground tunnel (Tsukiji-Toranomon Tunnel) running beneath Toranomon Hills.



Roadside spaces used for cafes
Source: Mori Building Co., Ltd.