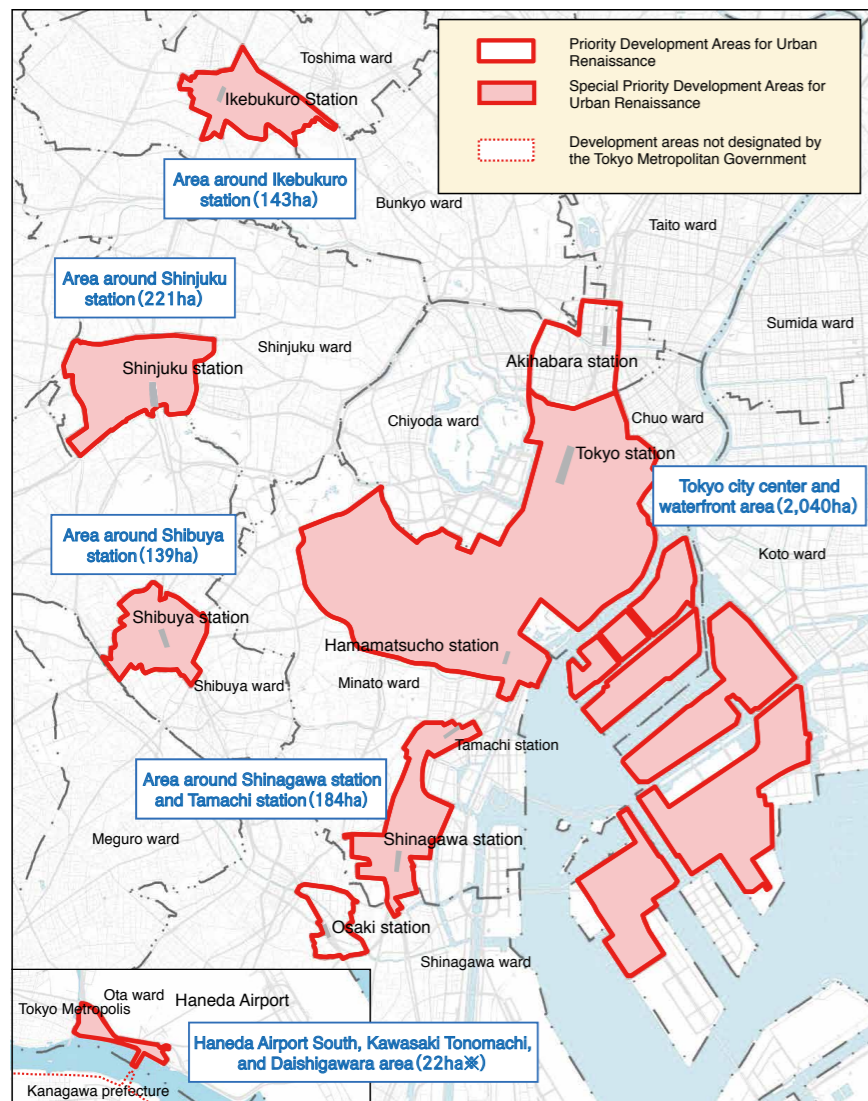


In order to revive Japan's economy, which had been stagnant since the 1990s, focusing on cities, which are the source of vitality, from 2000, the national government, upon request by the Tokyo Metropolitan Government, decided to enhance the appeal of cities and raise international competitiveness through urban renewal.

The Act on Special Measures Concerning Urban Renaissance was enacted in 2002, and in the same year, seven districts in

Tokyo, totaling about 2,400 hectares, were designated as Priority Development Areas for Urban Renaissance. By designating Special Development Areas for Urban Renaissance within these priority development areas to ease land use, FAR and other existing regulations, private developers were able to propose more flexible city planning designs.

While also utilizing redevelopment projects, projects for urban renewal are being advanced throughout the city.



Priority Development Areas for Urban Renaissance and Special Priority Development Areas for Urban Renaissance

In 2002, seven districts in Tokyo, totaling about 2,400 hectares, were designated under an ordinance as Priority Development Areas for Urban Renaissance. In 2011, with the aim to strengthen international competitiveness, the Act on Special Measures Concerning Urban Renaissance was amended, and the Special Priority Development Area for Urban Renaissance system was established. In these priority development areas, mainly in the special priority development areas, through high quality development plans applying private sector proposals, urban renewal is being advanced to further strengthen Tokyo's international competitiveness.

For areas concerning Tokyo metropolis, six areas, about 2,700 hectares, have been designated Special Priority Development Areas for Urban Renaissance, and eight areas, about 3,000 hectares, have been designated Priority Development Areas for Urban Renaissance (as of October 2018). * The land area noted for Haneda Airport South, Kawasaki Tonomachi, and Daishigawara is for the portion within the Tokyo metropolis.

Prepared from "Promotion of Urban Renewal Projects." Bureau of Urban Development, Tokyo Metropolitan Government.



Special Block for Urban Renewal: Example 1

Tokyo Midtown Hibiya
Source: Mitsui Fudosan Co., Ltd.



Special Block for Urban Renewal: Example 2

GINZA KABUKIZA
Sources: Shochiku Co., Ltd. and Kabukiza Co., Ltd.



Resurrection of Shibuya River

Through a public-private partnership, Shibuya River was restored and a rich green pedestrian walkway was developed.
Source: Shibuya Stream.



Shibuya Scramble Square

Shibuya Scramble Square is the tallest building in Shibuya, rising to a height of 230 meters above ground. This large mixed-use facility has an observation deck, industrial exchange facility, commercial facilities and offices.
Source: Shibuya Scramble Square.

Large-scale redevelopment around Shibuya Station

Shibuya Station is a major terminal station servicing eight lines run by four railway operators. It ranks among the top in Tokyo in number of bus users. With its concentration of commercial and business facilities, the area is a cultural trendsetter and information provider. However, the station front was becoming labyrinthine due to remodeling and expansions conducted repeatedly since the early 20th century, the station front was overflowing with people, and buildings around the stations were also falling into disrepair, making it difficult to say that the area was fully exhibiting its potential. To solve such issues, taking the opportunity of the Tokyu Toyoko Line's move underground, railway improvement projects such as aligning the JR Yamanote Line and Saikyo Line, land rezoning projects such as the construction of an underground plaza and expansion of Hachiko Square in front of the station are being advanced along with the reconstruction of the station building. In addition, through partnerships with the four redevelopment projects adjacent to the station and national road projects, developments that will have ripple effects on the area around the station, such as construction of a vertical pedestrian network, or "urban core," are being advanced.



OMY Area

In the OMY Area (Otemachi, Marunouchi, Yurakucho district), developments that bring out the distinctive characteristics of the area are underway as redevelopment is advanced with aims to, among others, create an international business center, pleasant urban spaces, new urban landscapes, and promote area management.

Source: The Council for Area Development and Management of Otemachi, Marunouchi and Yurakucho.



Preservation and restoration of Tokyo Station Building (Marunouchi Exit)

- The Marunouchi district has developed as Japan's business center. The Tokyo Station Marunouchi exit building is the district's landmark, and is fondly known as the "redbrick station building." It has also served as the gateway to Tokyo. It was first built before WWII as a three-story building, but was partially ravaged by fire during the war. It was rebuilt as a two-story building in the recovery efforts after the war.

- Entering the 2000s, preservation and restoration of the station building in the creation of the landscape of Japan's capital, was determined to be important from the perspective of international competitiveness, and the Tokyo Station Marunouchi building was designated an important cultural property of Japan. Using the Exceptional FAR District System (name changed to Exceptional FAR Block System with amendment of the law in 2004), work began on preservation and restoration of the building, and in 2012, about a century after it was first built, Tokyo station was restored to its original form.



Using the Exceptional FAR District System, the FAR that was not used by the station building was transferred or sold to surrounding blocks to procure the funds needed for preservation and restoration of the building.