

# Urban Development in Tokyo



Nishi-Shinjuku (photographed August 2010)

2011



Bureau of Urban Development  
Tokyo Metropolitan Government

# Preface

Tokyo is now undergoing dynamic changes.

Tokyo is vigorously revitalizing itself through efforts including developing roads, railways, and other transportation infrastructure, promoting urban development to bolster earthquake- and disaster-resistance, establishing a low-carbon city, building an urban environment rich in greenery, creating an attractive cityscape, and promoting the construction of better housing.

The Bureau of Urban Development revised the City Planning Vision for Tokyo in July 2009 and is proceeding with a variety of projects under the basic concept of creating an attractive and prosperous environmentally-leading city that will serve as a model for the world.

This brochure was compiled to introduce these tasks and activities undertaken by our bureau.

We hope it will serve to increase your interest in, and understanding of Tokyo's urban planning and development at metropolitan and local levels.



Type 2 urban redevelopment project at the Ohashi district)



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# Tasks and Budgets of the Bureau of Urban Development

The Bureau of Urban Development is in charge of a broad range of tasks such as formulating policies for urban development, developing roads and railroads, improving built-up areas, providing construction guidance, formulating housing policies, and building and managing metropolitan housing.

To implement these operations will require dealing with socioeconomic changes such as the graying of the population, the intensifying competition between international cities, and the growing severity of problems facing the global environment. It would also be essential to strive for Tokyo's revitalization into a city suitable for the 21st

century, with a vitality, presence, charm, safety, and sustainability based on the revised City Planning Vision for Tokyo (July 2009), which compiles the vision of the city Tokyo should aim to be and the strategies to achieve this end.

All divisions of the Bureau will be united in their efforts to quickly implement effective urban development of Tokyo based on the following six key policies.

## ●Revitalize Tokyo as a place in which to live and work

The Bureau is proceeding with urban development that takes into account the unique characteristics of local areas. These include projects to renew urban functions in built-up areas and to improve the quality of housing while utilizing the vitality of the private sector.

## ●Develop urban infrastructure that supports the metropolis of Tokyo.

The Bureau is developing urban infrastructure by improving air transport capacity and developing three loop roads in order to effectively utilize the potential of the Tokyo Megalopolis Region, which will be essential to enhance international competitiveness.

## ●Advance the creation of a comfortable urban environment.

The Bureau is promoting urban development that is attractive, comfortable, and friendly to the global environment by, among others, increasing green spaces, reducing environmental load, and creating a superb cityscape.

## ●Proceed with urban development to enhance safety and ensure security

The Bureau is working to build Tokyo into a city that is resistant to disasters such as earthquakes and floods by improving areas with close-set wooden houses and enhancing building safety, promoting flood control measures, and other initiatives.

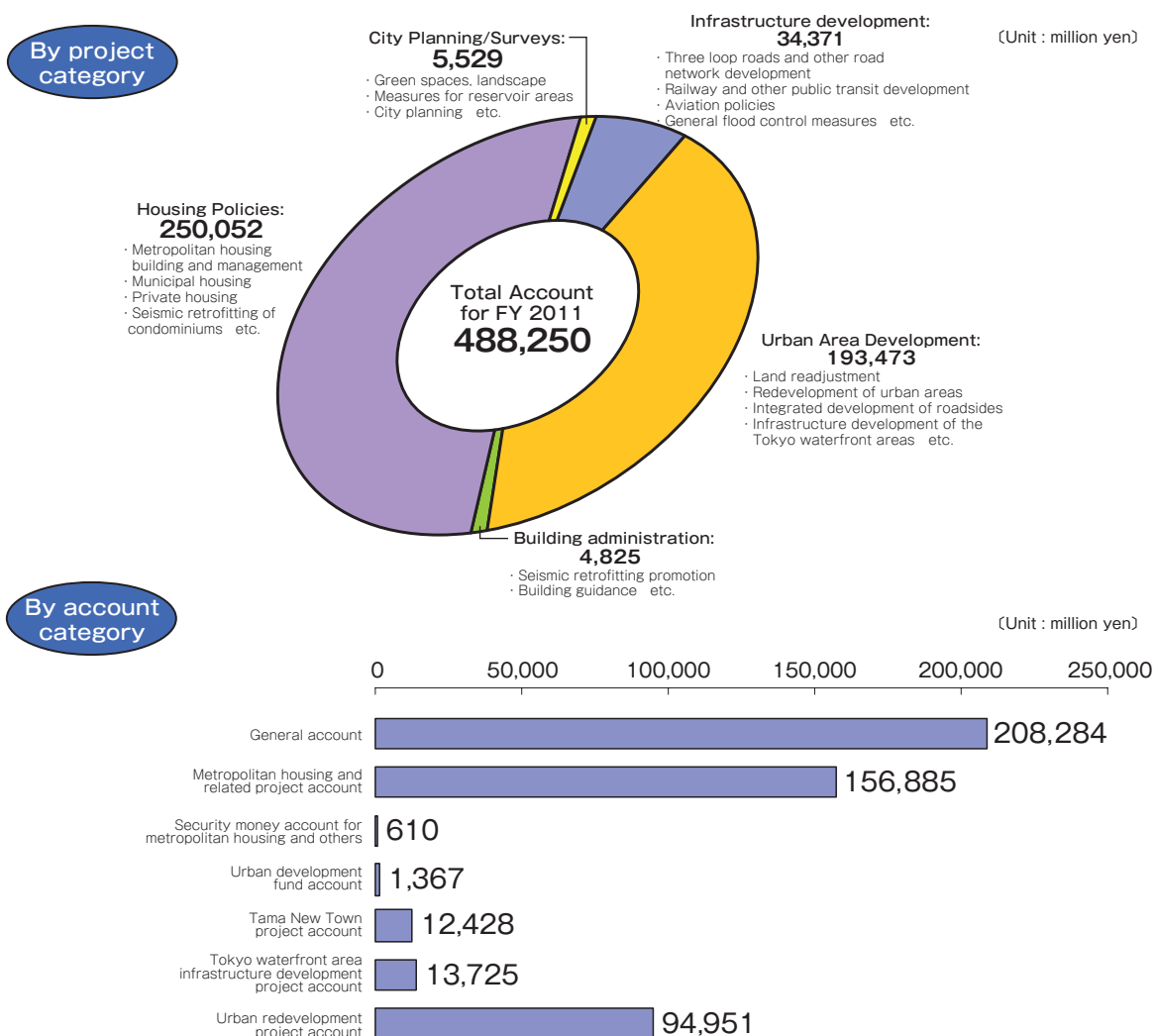
## ●Promotion of housing programs

The Bureau is promoting housing programs that include supplying high-quality housing, improving housing market conditions, and securing housing for the residents of Tokyo in order to achieve better living conditions.

## ●Building administration and development control

The Bureau is promoting proper construction and providing appropriate development guidance based on statutory standards and regulations such as the Building Standards Law and metropolitan regulations.

## BUD budget for fiscal 2011



# Planning Tokyo's Urban Development

## ■ City planning vision for Tokyo (revised)

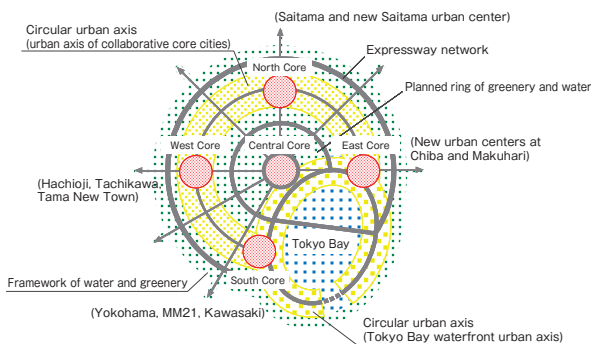
This city planning vision clarifies the basic policies for the strategic implementation of policy-driven urban planning for Tokyo to become the city it envisions.

The city planning vision formulated in 2001 was revised in July 2009 to reflect the current circumstances surrounding Tokyo. Under the basic concept of “creating an attractive and prosperous, environmentally-leading city that will serve as a model for the world,” this vision aims to advance urban planning to not only bolster Tokyo's international competitiveness and ensure safety and security, but to also place greater importance on the perspectives of the environment, greenery, and cityscape.

### ○ Basic strategies and the urban vision

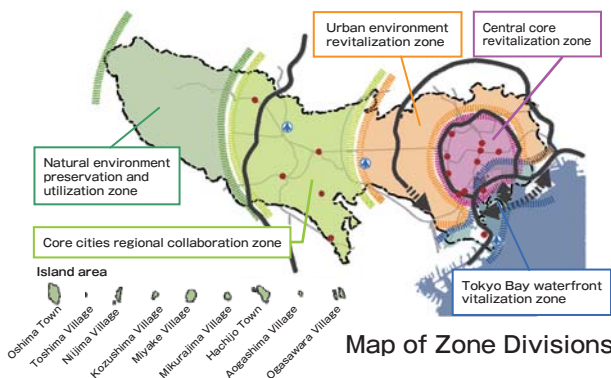
Along with the basic concept and objective, policy directions centering on structural measures are indicated as seven basic strategies that include “improving regional transportation infrastructure” and “becoming a low-carbon city.”

The urban vision is clarified through the urban structure and local community vision. As a regional urban structure, while continuing to make full use of the diverse aggregate functions, the region will come together both socially and economically to pursue construction of the “circular megalopolis structure” so that the functions of the entire region can be fully exhibited. Along with this, local areas will be reorganized to become more compact, with essential urban functions concentrated around train stations or other central locations in the community.



**Conceptual chart of the Circular Megalopolis Structure**

The vision divides Tokyo into five zones and sets out the role each zone will hold in the Greater Tokyo Area as well as the urban image that will be pursued. Based on a regional perspective, each zone has its distinguishing features.



**Map of Zone Divisions**

### ○ Measures and mechanisms

Along with bolstering measures, new mechanisms to be promoted are also indicated in the vision to achieve these images of the city.

For example, in addition to the completion of the three loop roads and the expansion and introduction of regular international flights to Haneda Airport, initiatives to create an environment-leading city will be advanced by, among others, introducing the latest environmental technology in line with the upgrading of urban functions, creating rich and broad green spaces around arterial roads, and increasing the elegance of the area around the Imperial Palace.

## ■ Master plan for city planning

All prefectures are required to formulate a policy for the improvement, development, and preservation of city planning areas (hereinafter referred to as “the master plan for city planning areas”).

In April 2004, the metropolitan government stipulated the following four policies in its city plans. Individual city plans stipulated for city planning areas must adhere to the master plan for city planning areas and the three other policies outlined below:

### ① Master plan for city planning areas

This defines the future image of the city from a long-term viewpoint and the processes to make that image a reality. The direction urban development must take in order to realize the future image clarified in the New City Planning Vision for Tokyo is positioned within the city planning scheme, and it serves as the foundation for drafting individual city plans.

### ② Policy for urban redevelopment

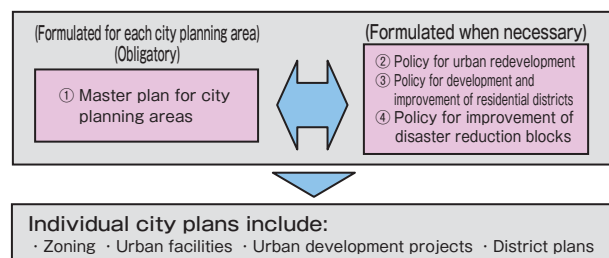
This was formulated in accordance with the Urban Renewal Law and stipulates matters such as the areas where urban redevelopment projects will be promoted.

### ③ Policy for development and improvement of residential districts

This is a long-term, comprehensive master plan for the development of good residential districts formulated in accordance with the Law for Special Measures to Promote the Supply of Housing and Housing Lands in Urban Districts.

### ④ Policy for improvement of disaster reduction blocks

This was formulated in accordance with the Law for Promoting Improvement of Disaster Reduction Blocks in Concentrated Urban Areas and stipulates matters such as the areas that especially require integrated and comprehensive redevelopment from the standpoint of disaster reduction.



**Conceptual chart of the master plan for city planning**

## ■ Master plan for housing

In response to significant changes in socioeconomic conditions, in December 2006 the TMG completely revised the Tokyo Metropolitan Basic Ordinance for Housing 15 years after it was enacted. Based on this revision, a new master plan for housing was formulated in March 2007 for specific and systematic definition and implementation of housing policy objectives and measures. Currently, the housing policy is being implemented according to this plan (Plan period: FY2006 to FY2015).

This master plan is a message to the residents and businesses of Tokyo calling for their cooperation and collaboration. It also serves as a guideline for municipalities in preparing their own master plans for housing.

Tokyo's housing policies within the next 10 years will focus on the following two perspectives for priority implementation of measures necessary to achieve higher housing standards that suit a mature city.

(Ensure safety and security of housing)

In response to issues such as the imminent danger of a major earthquake striking the Tokyo area and the problem of unscrupulous renovation work, policies that promote safety against disasters and ensure safe housing transactions will be advanced. In addition, in a society of declining birthrates and aging population, the development of housing friendly to everyone from children to senior citizens will be promoted.

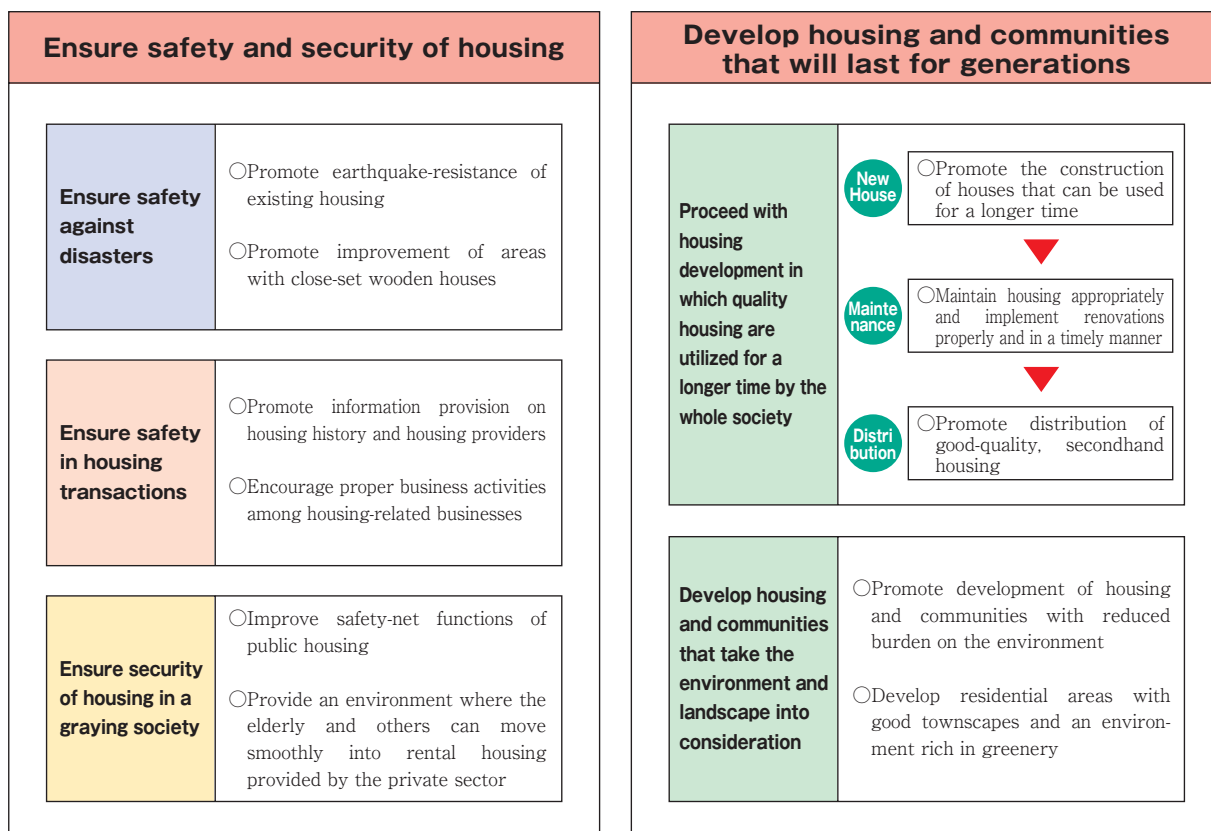
(Develop housing and communities that will last for generations)

In consideration of the advent of a society with a projected falling population and the growing importance and urgency to reduce loads on the environment, initiatives will be taken for the creation of quality housing that can be utilized for a long period of time by the whole of society, and the development of housing and communities that takes the environment and landscape into consideration will be promoted.

In line with the three basic directions defined in the Tokyo Metropolitan Basic Ordinance – “building good quality housing stock and good housing environment,” “improving housing market conditions,” and “securing housing for the residents of Tokyo” – the master plan raises 10 specific objectives along with a systematic and comprehensive vision of policies to achieve these targets.

Policy benchmarks have also been established to quantitatively measure the level of target achievement and to verify the outcome of measures that were taken.

## Two priority perspectives for housing policies in the next 10 years





# Revitalization of Tokyo as a Place in Which to Live and Work

## Development of core areas through private sector collaboration and support

### ■ Otemachi, Marunouchi, and Yurakucho district

Redevelopment of the Otemachi, Marunouchi, and Yurakucho district is underway through public and private cooperation and collaboration in line with the Urban Development Guideline, to turn this representative district of the capital into an attractive area with a befitting elegance, charm, and bustling activity.

To date, various functions such as high-quality business, culture, and commercial facilities have been concentrated in this district while efforts have also been taken to preserve historical landscapes such as the Meiji Seimei Building.

Along with the restoration of the red brick Tokyo Station building, work continues on beautifying the area around the station and in March 2010 renovations to Gyokodori Avenue were completed. With the public and private sectors working together as one, initiatives such as renewing buildings that increase the attractiveness of the district and redeveloping the square in front of the station will continue to be advanced.



Development of the Otemachi, Marunouchi, and Yurakucho district

### ■ Development of Shinagawa Station district

With the opening of the new Shinkansen bullet train station and even better access to Haneda Airport, which is increasing its international flight services, the Shinagawa Station district is becoming increasingly important for Tokyo's revitalization as a southern gateway to Tokyo. The railway yard of East Japan Railway Co. and other large-scale public and private facilities located in this district are also expected to be redeveloped.

For this reason, the Urban Development Guideline in the Shinagawa/Tamachi Station District was formulated in November 2007. Through public and private sector cooperation based on this guideline, various environmentally-friendly urban development initiatives and infrastructure development projects appropriate for a domestic and international gateway hub are being advanced.

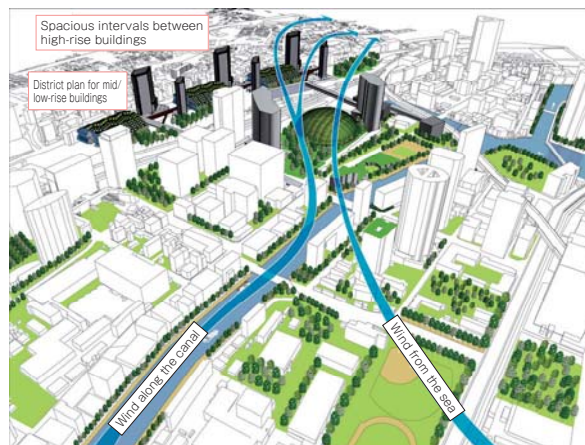


Image of Breezeway

### ■ Former site of the Defense Agency

In February 2002, the central government sold the former site of the Defense Agency's office buildings in Hinoki-cho, Minato Ward, to a private developer for development of the total 10.2 hectare district covering this site and the adjacent Hinoki-cho Park.

The TMG, in collaboration with the central government and Minato Ward, is encouraging and offering support for such large-scale redevelopment projects by private developers to ensure the quality of development. One measure taken was the April 2001 adoption of the District Plan for Designation of Redevelopment Promotion Area for a new land use plan.

The development of the former site of the Defense Agency was completed in January 2007.

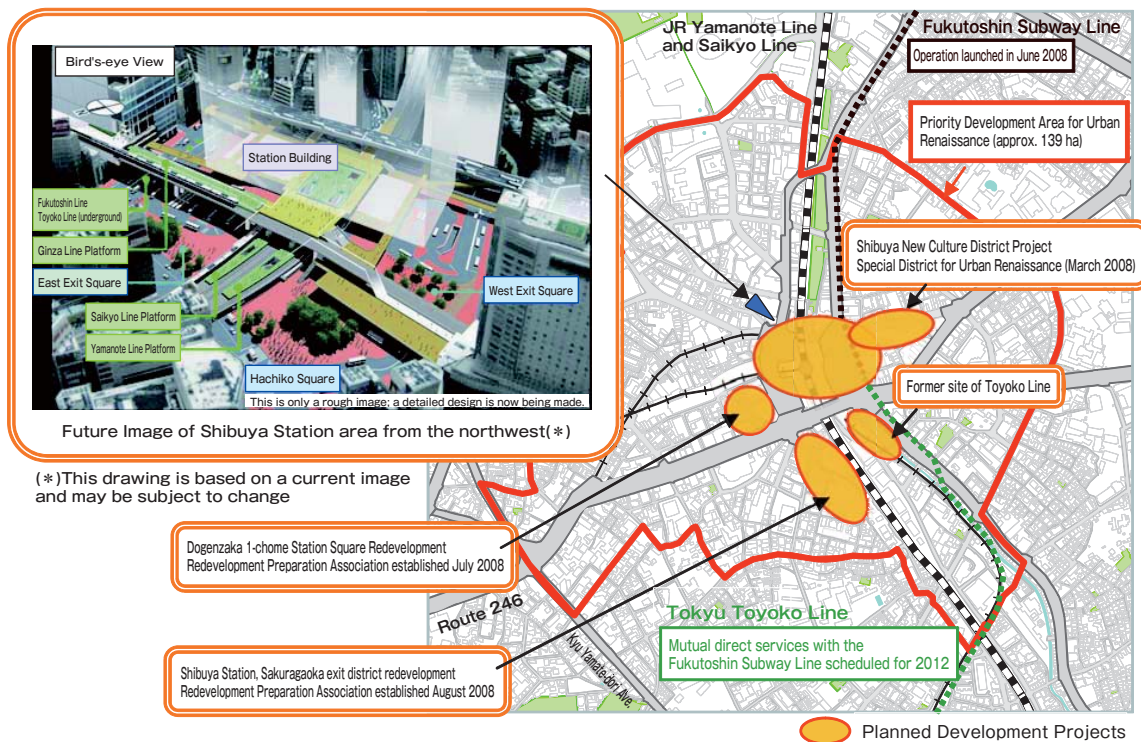


Picture of the completed former Defense Agency site project (Tokyo Midtown)

## ■ Development of Shibuya Station district

Redevelopment in the area around Shibuya Station is gaining momentum due to the designation of the area as a Priority Development Area for Urban Renaissance, the launching of the Fukutoshin Subway Line, and the line's mutual direct services with the Tokyu Toyoko Line scheduled for FY2012. Urban infrastructure in the area, including the station, however, still face problems such as aging facilities, complicated passenger flow in transferring train lines, and the jumbled confusion of pedestrians and vehicular traffic in front of the station.

In June 2009, the TMG decided on urban planning for the area that included the station square, roads and railroads; and in cooperation with the central government, Shibuya ward, and railway companies, is proceeding with initiatives aiming to reorganize and develop features such as railroad facilities, station squares, and station buildings in an integrated manner. Furthermore, this area will also be turned into one that befits its position as a hub for new culture – bustling but pleasant to stroll around in – by properly guiding developments by the private sector.



Major Development Projects in Shibuya Station Area

## Use of metropolitan government-owned land

To promote urban revitalization of Tokyo, the Bureau is undertaking projects that use metropolitan government-owned land and effectively utilize the vitality and resources of private firms. For example, the sites of metropolitan housing rebuilt into high-rise housing complexes will create land that can be utilized anew to encourage people to live in central Tokyo, improve districts with close-set wooden houses, and deal with the graying of society with the support of the private sector.

### ■ Minami-aoyama 1-chome apartment complex reconstruction project (1-3, Minami-aoyama, Minato-ku)

In this project, the former site of metropolitan housing is leased to a private developer, selected by public tender, using the fixed-term land leasehold system (the system of utilizing land rented from the landowner for a fixed term), with the developer constructing a facility complex consisting of metropolitan housing and private facilities with its own funds. This project has three concepts: to encourage people to reside in the city center; to cope with declining birthrates and an aging population; and to support a diversity of urban activity. Based on these concepts, in addition to metropolitan housing facilities, private housing for rent, a municipal day-care center and library, a group home, a graduate school for medical care and welfare, and commercial and business facilities were constructed for completion of this project known as "Aoyama 1-chome Square" in March 2007.





### ■ Konan 4-chome third apartment complex reconstruction project (private facilities zone)(4-4, Konan, Minato-ku)

In this project, approximately one hectare of land created after the reconstruction of metropolitan housing (total land area: approx. 3.4 hectares) is leased to private developers, selected by public tender, under the fixed-term land leasehold system, with the developer building roomy, good-quality and inexpensive condominiums. The project has provided affordable housing to middle-income families in the city center area where land prices are very high. Also, in order to contribute to local community development, a plaza that can be used for relaxation and activities, and facilities needed in the vicinity such as supermarkets, daycare facilities, and shops, were included in this “City Tower Shinagawa” project completed in October 2008.



### ■ Kachidoki 1-chome district project

(1-104, Kachidoki, Chuo-ku)

This project uses approximately 0.5 hectares of land generated from the reconstruction of metropolitan housing (total land area: approx. 1.4 hectares). Private developers selected by public tender create a bustling and attractive community that aims to provide child-rearing families with a safe and comfortable living environment. Completed in January 2011, the project developed high quality rental housing of which 100 units have a level of rent and residential size appropriate for families with small children. The development also includes facilities for child-rearing support such as a Kodomo-en (part kindergarten, part nursery school), nurseries for convalescent children, “family houses” (low-cost accommodation for family members accompanying children hospitalized with incurable diseases), and commercial and other facilities which invigorate the area.



### ■ Higashimurayama City Honcho district project

(3-1, Honcho, Higashimurayama-shi and vicinity)

Approximately 10 hectares of land generated from reconstruction of metropolitan housing (total land area: approx. 24 hectares) are used to promote development centering on the construction of detached houses. The land is leased to a group of private companies selected by public tender, under the fixed-term land leasehold system. The project includes a total of 280 detached houses, of which a pilot study for price reduction was conducted on 100 houses, and facilities such as daycare centers, welfare facilities for the elderly, and commercial facilities, as well as roads and parks were developed. In addition, a beautiful community was developed by laying power lines underground and creating small parks for the local residents. The detached houses were sold in seven phases from February 2007 to November 2008 and development of all facilities was completed in March 2011.



## Urban development undertaken by the Tokyo Metropolitan Government

### Land readjustment projects

For comprehensive urban development that will ensure a safe and pleasant living environment, land readjustment projects are undertaken for the integrated development of urban infrastructure such as roads, parks, and squares, as well as for the realignment of residential land plots

#### Land readjustment projects

Project type	District	Ward	Area (ha)	Project period (fiscal year)	Project budget (¥100 million)
Large-scale development using former building sites	Akihabara	Chiyoda Taito	8.8	1997 to 2011	346
	Shiodome	Minato	30.7	1994 to 2011	1,463
Redevelopment of built-up areas	Tabata	Kita	7.5	1997 to 2013	225
	Northern Hanabata	Adachi	54.4	1991 to 2012	514
	Rokucho	Adachi	69.0	1997 to 2016	667
	West area of Mizue Station	Edogawa	30.4	1994 to 2013	346
Waterfront area development	East area of Shinozaki Station	Edogawa	19.3	1995 to 2017	289
	Harumi 4 & 5-chome	Chuo	23.0	2005 to 2014	110
	Toyosu	Koto	91.1	1997 to 2011	598
	Ariake-kita	Koto	85.2	1998 to 2013	426



The Shiodome area which aimed to lure development of high-quality urban functions through large-scale renewal (photographed January 2011)

### Urban redevelopment projects undertaken by the metropolitan government

Urban redevelopment projects are undertaken comprehensively to create safe and comfortable living spaces through a systematic development of necessary public facilities such as roads and parks, along with other measures such as supplying urban housing with good living

#### Land redevelopment projects

Project type	District	Ward	Area (ha)	Project period (fiscal year)	Project budget (¥100 million)
Urban facilities	Kita-shinjuku	Shinjuku	4.7	1998 to 2014	777
	Arterial Ring Road No. 2	Minato	8.0	2002 to 2014	2,340
	Ohashi	Meguro	3.8	2004 to 2012	234
Disaster reduction	Kame-dai-sho	Koto, Edogawa	98.6	1979 to 2013	4,723

for improved land use.

Land readjustment projects by the metropolitan government are currently underway in 10 districts of the ward area, which are viewed to be in high public interest but pose difficulty for development by the private sector.



A comprehensive development project is underway in the Rokucho district in line with the establishment of a new railway station (photographed January 2011)



Regional arterial road construction in progress in the waterfront area (photographed January 2011)

environments and modernizing business facilities.

Two urban redevelopment projects of the metropolitan government are currently underway: the Urban Facilities Redevelopment Project and the Urban Redevelopment Project Related to Disaster Reduction (see p.17).



Construction of Arterial Radial Road No. 6 and a redevelopment project that befits the metropolitan sub-center in the Kita-Shinjuku district (photographed January 2011)





Construction of Arterial Ring Road No. 2 and comprehensive redevelopment of the Shimbashi/Toranomon district (photographed January 2011)



Ohashi district redevelopment integrated with construction of Ohashi Junction (photographed January 2011)

#### ■ Tama New Town projects

The Tama New Town covers an expansive area of approximately 2,853 hectares spreading over the four cities of Hachioji, Machida, Tama, and Inagi. The Tama New Town projects were launched in 1966 to cope with the housing shortage in Tokyo during the period of high economic growth and the accompanying rampant development of housing land in the Tama area. Integrated development of urban infrastructure including roads, parks, tracts of woodland, rivers and sewerage systems has turned this area into an urban complex full of greenery where over 200,000 people currently reside. With development works by the metropolitan government fully completed in fiscal 2003, community development is now being promoted through the sales of housing land. As of the end of January 2011, land for sale totaled approximately 52 hectares. Through measures such as advertising campaigns utilizing newspapers, magazines and web sites, and enticing corporations to the area by way of a system commissioning sales work to private businesses, the Bureau is working in cooperation with the private sector to create an attractive urban area where homes and workplaces are in close proximity.



Panorama view of Tama New Town (photographed December 2010)

## Urban development undertaken by the private sector and municipalities

Private organizations or “associations” established by landowners and leasehold owners undertake land readjustment and urban redevelopment projects in many districts in Tokyo.

The metropolitan government is responsible for approving the plans of such projects, and offers necessary guidance as well as financial and technical support for the smooth implementation of the projects.

It also takes a supervisory position in approving the land readjustment and urban redevelopment projects undertaken by the municipalities and in the execution of subsidies granted from the central government to these projects.

Regarding private sector undertakings, with the revision of the Urban Renewal Law and the Land Readjustment Law in 2002 and 2005, respectively, redevelopment companies and land readjustment companies – private organizations established by the investment of landowners – became allowed to carry out urban development projects. The urban redevelopment project of the Kachidoki 6-chome district (Chuo Ward) was completed in 2007.



Kachidoki 6-chome district



## Community revitalization

### ■ Ordinance to promote elegant neighborhoods in Tokyo

For the comprehensive promotion of urban development in Tokyo, along with bolstering urban functions and increasing international competitiveness through the implementation of large-scale hub development projects, it is also important to carry out urban revitalization over a broader area, which will address the conditions existing in local communities. Such efforts include the steady promotion of rearrangement and improvement of built-up areas as well as community development that cares for the landscape.

The TMG will encourage local initiatives and efforts for community revitalization to create unique and appealing neighborhoods in Tokyo.

### ◆ System for urban development through block rearrangement

In this system, neighborhood revitalization districts are designated in areas facing many development challenges such as densely built-up communities, and a revitalization policy that serves as the guideline for the overall development of the community is also formulated at the same time. This policy serves to enhance local motivations for development by providing advance notice of the future image of the area and an outline of deregulations that can be implemented in line with the degree of community benefit. A specific city plan is then drawn up according to this policy for a staged implementation of development.



(Above: Current condition)  
(Below: Redevelopment image)

### ◆ System for the creation of community landscapes

The local community will play a central role in this system to independently draw up guidelines together with professional urban designers for the creation of attractive landscapes that incorporate local color and characteristics.

\* Ten districts have been designated as of the end of fiscal 2009.

System procedure:

1. Designation of priority districts
2. Establishment of a preparatory council
3. Formation of guidelines
4. Approval of guidelines
5. Promotion of the project by the council



Shibamata Taishakuten district



Tokiwadai 1-chome and 2-chome districts

### ◆ Registration system for local community development groups

The TMG registers groups that can engage proactively in community development activities to enhance community charm by incorporating local color and characteristics. By encouraging their activities, resources of the private sector are used to enhance the appeals of Tokyo.



Examples of local community development activities

### ■ Promotion of barrier-free urban design

Based on an ordinance for the development of buildings that can be used without difficulty by the elderly and those with disabilities (Barrier-free Building Ordinance), etc., the TMG is promoting the development of barrier-free structures to ensure that buildings in Tokyo are more accessible to all people including the elderly, persons with disabilities, and those with infants.



Multi-purpose restroom



Counter designed for wheel-chair users

# Development of Urban Infrastructure

## Development of road networks

### Development of city-planned roads

Roads play a crucial role in not only aiding the smooth flow of people and vehicles as they go about their daily lives and business, but in numerous other capacities as well, such as providing space for water supply and sewer pipes and other city infrastructure, acting as firebreaks, and providing greenery in the form of roadside trees. Development of city-planned roads totaling 1,759 km in the ward area, 1,429 km in the Tama area, and 10 km in the islands had been stipulated. However, as of March 2009, only about 57% of these roads had been completed. A policy to develop city-planned roads has thus been formulated for the ward area and the Tama area respectively to implement the systematic construction of city-planned roads over a period of approximately 10 years.

### Current status of city-planned roads (as of March 31, 2009)

	Planned road extension(km)	Road extension under construction (km)	Uninitiated road extension(km)	(Completion ratio) Completed road extensions(km)
Wards	1,759	183	522	(59.9%) 1,053
Tama area	1,429	155	514	(53.1%) 759
Islands	10	1	0	(86.4%) 8
Other	3	1	0	(5.7%) 0
〔Total〕	3,202	340	1,038	(56.9%) 1,822

Urban expressways	226	11	19	(86.5%) 196
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\* Figures for urban expressways are forecasts as of April 1, 2010.

\* Totals in each column may not match due to rounding

\* Uninitiated road extensions include existing roads that are awaiting width construction.

### Development policy for city-planned roads in the ward area

In March 2004, the Tokyo Metropolitan Government and the 23 wards formulated a "Development policy for city-planned roads in the ward area."

#### 【Details】

#### ①Verification of the need for city-planned roads in the ward area

The necessity of developing the uninitiated roads, from Tokyo's city planning viewpoint, has been verified against 10 criteria aligned with the four following basic objectives: (1) vitality, (2) safety, (3) environment and (4) livelihood.

#### ②Third phase of the project plan (selection of roads for priority development)

Of the uninitiated city-planned roads deemed necessary, 208 sections with a total length of about 133 km were selected as roads that should be developed on a priority basis within the next 12 years (2004 – 2015). Outcome indicators and such have been used to denote in an easily

understandable way the benefits of these "roads for priority development" upon their completion.

#### ③Relaxation of building restrictions in city-planned road areas

New standards to relax restrictions on the construction of buildings in city-planned road areas were established (effective from April 1, 2004).

#### ④Proposal of new ways to improve existing roads that are awaiting width construction

In order to secure sidewalk space for roads that already have a certain width and generally fulfill functions required of roads, a proposal has been made to consider new ways of improvement.

### Development policy for city-planned roads in the Tama Area

For the Tama area, the TMG and 28 municipalities formulated "the Development Policy for City-planned roads in the Tama Area" in April 2006.

#### 【Details】

#### ①Confirmation of the need for city-planned roads in the Tama Area

Eight criteria including "contribution to traffic functions" and "contribution to earthquake disaster reduction" were established to confirm the necessity of uninitiated city-planned roads in the Tama Area.

#### ②Third phase of the project plan (selection of roads for priority development)

Of the city-planned roads in the Tama Area, 162 sections with a total length of approximately 135 km were selected as roads that should be developed on a priority basis within the next 10 years (2006-2015).

#### ③Proposal for new ways to develop roads based on local characteristics of the Tama Area

Based on the local characteristics of the Tama Area, the proposal includes the development of "kankyojiku" —green spaces and corridors expanding from roads, rivers, and parks, which contribute to the creation of urban spaces rich in greenery—and the expansion of the road network across the prefectural jurisdictions for the formation of a new road network that connects Tokyo with the neighboring prefectures.

#### ④Relaxation of building restrictions within the city-planned road areas

New standards to relax restrictions on the construction of buildings in city-planned road areas were established (effective from June 1, 2006, except for some cities).

## ■ Promoting construction of the three Tokyo Megalopolis loop roads

The formation of a well-balanced network of radial and circular motorways would be essential to resolve traffic congestion in Tokyo and to revitalize the megalopolis. In order to achieve this goal, it is of urgent necessity to develop the three loop roads of the megalopolis consisting of the Tokyo Metropolitan Expressway Central Loop Route, the Tokyo Outer Loop Road, and the National Capital Region Central Loop Road.

By achieving shorter driving times and lower costs of operations, the construction of these three loop roads is anticipated to have large economic impact. This will also strengthen collaborative activities with the neighboring cities and contribute to the sharing of functions throughout the megalopolis of Tokyo, and will thus greatly benefit the revitalization of urban functions in Tokyo and the area around Tokyo. This will also contribute to the improvement of the environment through substantial reduction of vehicle emissions from higher speeds achieved by automobiles.

### OTokyo Metropolitan Expressway Central Loop Route

This circular route is approximately 47 km long and links areas within an approximately 8 to 10 km radius from the center of Tokyo. The section between No. 5 Ikebukuro Route and No. 4 Shinjuku Route was completed in December 2007. The section between No. 4 and No. 3 Shibuya routes was completed in March 2010 and the section between No. 3 and Wangan routes is scheduled to open in fiscal 2013, completing the entire loop route.

### OTokyo Outer Loop Road ( "Gaikan" )

This route is approximately 85 km long and links areas within an approximately 15 km radius from the center of Tokyo. Currently, the some 34 km section from Oizumi Junction to Misato-minami Interchange linking to the Kan-etsu Expressway has been opened and the 16 km section from Misato-minami Interchange to Higashi-kanto Expressway is under construction. Regarding the 16 km section in Tokyo between the Kan-etsu Expressway and the Tomei Expressway, the city plan was revised in April 2007 from an elevated expressway to a deep subterranean expressway. In May 2009, the development plan was finalized and

the project activated, and surveys and land acquisitions have commenced. While continuing to lobby the central government to promote development, the metropolitan government will also pursue studies on community development and such in the vicinity of the interchange with the cooperation of local governments along the route. Studies of the area south of the Tomei Expressway will also be made together with the central government.

### ONational Capital Region Central Loop Road ( "Ken-o-do" )

This route is approximately 300 km long and extends over Tokyo and its four surrounding prefectures at an approximately 40-60 km radius from the center of Tokyo. Construction is now underway at points throughout the road to complete the road by around 2016. In the Tokyo area, the section between the Akiruno Interchange and the Hachioji Junction opened in June 2007, and the section between Hachioji Junction and Hachioji-minami Interchange is scheduled to open in fiscal 2011.



Expressway Network

## Promotion of measures for railway crossings

### ■ Basic policy for railway crossings

Approximately 1,200 level railway crossings still remain in Tokyo, causing traffic congestion and many other problems. The Basic Policy for Railway Crossing Measures was formulated in June 2004 with the aim to enhance Tokyo's attractions as a global city and to revitalize the city.

In the basic policy, 394 level crossings were selected as priority areas for study and project implementation by fiscal 2025. Among these priority areas, 20 sections were then selected to be examined for construction of two-level crossings by elevating or lowering the tracks, and 83 sections were selected to be examined for other measures such as two-level crossings using road elevation or tunneling, provision of pedestrian overpasses or underpasses, shorter bell warnings of train approach, and road-widening across the tracks.

The early implementation of measures for railway crossings is presently being pursued based on this basic policy.



Project example of continuous two-level crossings  
(Odakyu Odawara Line in Komae City) Bureau of Construction



Example of road-widened crossing



## Development of railways and new transportation systems

### ■ Tsukuba Express (New Joban Line)/Nippori-Toneri Liner

The Tsukuba Express (New Joban Line) was planned as a railway line linking Akihabara and Tsukuba. The whole line opened in August 2005. The Nippori-Toneri Liner was planned as a new transportation system to resolve the inconvenience of poor public transport in the area and other matters by linking Nippori and Minumadai-shinsuikoen. It opened in March 2008.



Tsukuba Express  
(New Joban Line)



Nippori-Toneri Liner

### ■ Rinkai Line/Yurikamome

The Rinkai Line and New Transit Yurikamome were planned with aims that include contributing to the promotion of development of the Tokyo Waterfront Sub-center and the areas along the lines. Full operation of the Rinkai Line began in December 2002, with mutual use of the operation facilities with the JR Saikyo Line. The Yurikamome began operations between Shimbashi and Ariake in November 1995. Shiodome Station was opened in November 2002 and operations between Ariake and Toyosu began in March 2006.



Rinkai Line (train on the right)



Yurikamome

### ■ Tama Monorail

The Tama Monorail was planned as a new public transportation system to bolster convenience in the Tama area through the development of a new transportation network linking existing east and west bound railways and to strengthen mutual cooperation between core cities. The section between Tachikawa-kita and Kamikitadai, and the section between Tachikawa-kita and Tama Center opened in November 1998 and January 2000, respectively.



Tama Monorail

### ■ Initiatives for the revitalization of stations and communities

Railway stations and their surrounding areas are community centers that support residents' lives and business activities, but many issues still remain such as the delay in developing barrier-free facilities, division of the community by the station, and the lack of space in front of the station. With the graying of society, it would be important to transform the stations and their surroundings into bustling and vital community centers that are convenient for everyone.

At the Higashi-nakano Station, for example, facilities such as the station square, free walkways, and station building are being constructed in line with developments to widen Ring Road No. 6.



Higashi-nakano Station: Development of  
the station and its surroundings

## Promotion of aviation policies

It would be essential to bolster the airport functions of the Tokyo Megalopolis Region for Tokyo to develop as a global city. The TMG is taking many initiatives to address this challenge. These include a project to further strengthen functionality at Haneda Airport and increase its international flights, and encouraging the acceptance of business jets into the Tokyo Megalopolis Region. The TMG is also working to realize civil-military dual-use at Yokota Air Base to supplement airport functions in the megalopolis. In addition, efforts are underway to have Yokota airspace, currently controlled by the U.S. armed forces, returned to Japan.

### ■ Enhancing functionality of Haneda Airport and increasing international flight services

Constrained conditions for commercial flights in the Tokyo Megalopolis prompted the TMG to lobby the national government to re-expand and internationalize Haneda Airport. To promote this project, the TMG cooperated in a variety of ways including providing the central government with interest-free loans from fiscal 2004 for the construction of a new runway, a measure going beyond the conventional responsibility of local government. These efforts bore fruit in October 2010 with the opening of a new runway and international air terminal. This turned Haneda into a full-fledged international airport servicing flights to major international cities. Regular flights are provided to Seoul and Taipei in the afternoon and to Paris, San Francisco, Singapore and other destinations late at night and early in the morning.

However, in the near future, it is expected that, among others, airports in the Tokyo Megalopolis will again be unable to meet air transportation demands. To adequately address rising demands, airport capacity and the number of daytime take-off and landing slots for international flights will have to be further expanded. The TMG will continue to lobby the central government to implement necessary measures at an early stage and in a systematic manner.

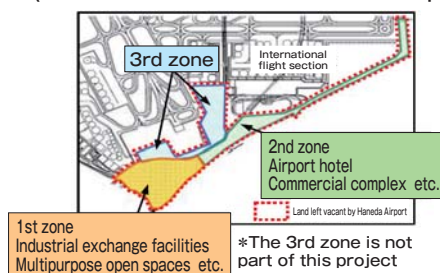


Runway D at Haneda Airport  
(photographed November 2010)

The Haneda Airport Relocation Issue Council (Ministry of Land, Infrastructure, Transport and Tourism, Tokyo Metropolitan Government, Ota Ward, Shinagawa Ward) has been studying how to use land left vacant after completion of the Haneda Airport offshore development project and the re-expansion project.

In October 2010, the plan for developing the site was compiled, indicating specific courses of action on how this land should be used. Based on this plan, cooperation between the relevant parties will be strengthened for early usage of the land.

### (Use of vacant land at Haneda Airport)



### ■ Promoting business jet flights into the Tokyo Megalopolis Area

As an indispensable business tool, the use of business jets is rapidly increasing in the countries of the West and even in the Middle East and Asia. However, at both Narita and Haneda airports in the Tokyo Megalopolis area, where needs for such services are high, the system for receiving business jets such as facilities and exclusive arrival and departure slots is inadequate and difficult to use. This situation is also a contributing factor to "Japan passing."

As such, in order to also improve international competitiveness, in November 2010 the TMG formulated the policy for measures to improve the system for accommodating business aviation in the Tokyo Megalopolis area." This includes measures to develop exclusive facilities at Haneda Airport and the use of Yokota airbase.

Going forward, the TMG will work duly and cooperatively with related organizations to realize a system that makes the acceptance of business jets possible.

### (Business jets)



### ■ Return of Yokota airspace

Yokota airspace is a vast space that extends over Tokyo and eight other prefectures (Kanagawa, Saitama, Gunma, Tochigi, Shizuoka, Nagano, Yamanashi and Niigata). This not only makes unnatural flight plans inevitable by restricting flight routes, but also leads to aerial congestion.

In order to ensure practical air traffic that is safe, efficient, and has little adverse noise impact, the TMG is currently urging the national government to negotiate with the U.S. government for total return of the airspace.

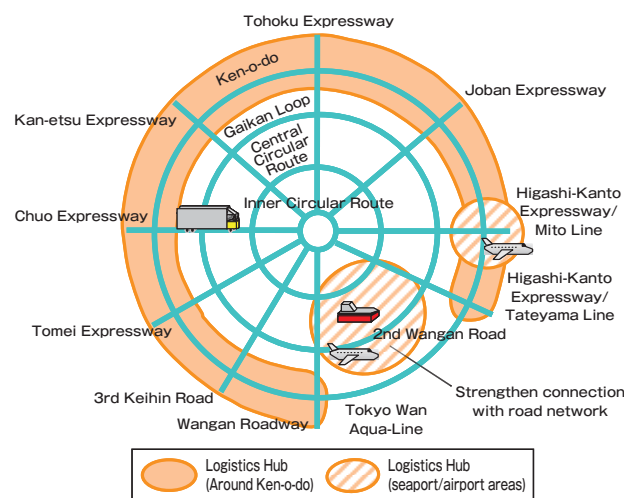
As set forth in the U.S.-Japan Roadmap for Realignment Implementation, finalized in May 2006 between the Japanese and U.S. governments, partial return of the airspace was implemented in September 2008. This has brought about economic effects of approximately 9.8 billion yen, including the reduction of flight hours, and also a reduction of carbon dioxide emissions equivalent to the annual emissions of about 15,000 households. The TMG will continue its efforts to achieve complete return of this airspace.

## Promotion of logistics and other measures

### Logistics measures

Transportation of goods is an important infrastructure for industries and livelihood. In February 2006, the metropolitan government announced the Comprehensive Vision for Transportation of Goods, presenting the basic concepts behind future policies for logistics. Based on this vision, more efficient distribution has been sought to boost international competitiveness and to enhance lifestyles and the environment.

A wide-area logistics network covering the land, air, and sea will be built up by improving connections between seaport/airport areas and inland areas through the promotion of road developments such as the three loop roads. Initiatives will also be taken to update the functions of distribution hubs in the ward area (Keihin, Itabashi, Adachi and Kasai centers) and to boost distribution functions in the Tama area based on development of the National Capital Region Central Loop Road (Ken-o-do). Reforms in the transportation and distribution of goods will be tackled from various perspectives including the improvement of loading zones in entertainment/shopping districts and the guiding of large cargo trucks to expressways.



Development of Wide-Area Distribution Network of Land, Sea, and Air Transportation

### Operation Hyper-smooth

As a measure that would be immediately effective against traffic jams, the relevant bureaus of the TMG are working together to promote "Operation Hyper-smooth." By using existing roads, this aims to alleviate traffic congestion by facilitating smoother traffic and distributing traffic demand.

The Bureau of Urban Development is striving to resolve lines formed by taxis waiting for passengers and to expand the number of cooperative coin-operated parking facilities providing space for loading and unloading trucks.



Coin-operated parking lot providing space for truck loading/unloading

### Promotion of comprehensive measures for parking

In January 2007, the TMG released a Comprehensive Manual to Resolve Parking Problems that compiled the basic concepts to deal comprehensively with parking issues and included case studies of measures taken for parking. Based on this manual, the metropolitan government will, in cooperation with the municipalities and other organizations, work actively to implement comprehensive measures dealing with parking issues with the aim to create a safe and comfortable traffic environment.



Parking lot for motorcycles situated under an elevated road



# Building a Safe and Secure City

## Improvement of close-set wooden housing districts

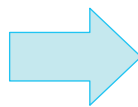
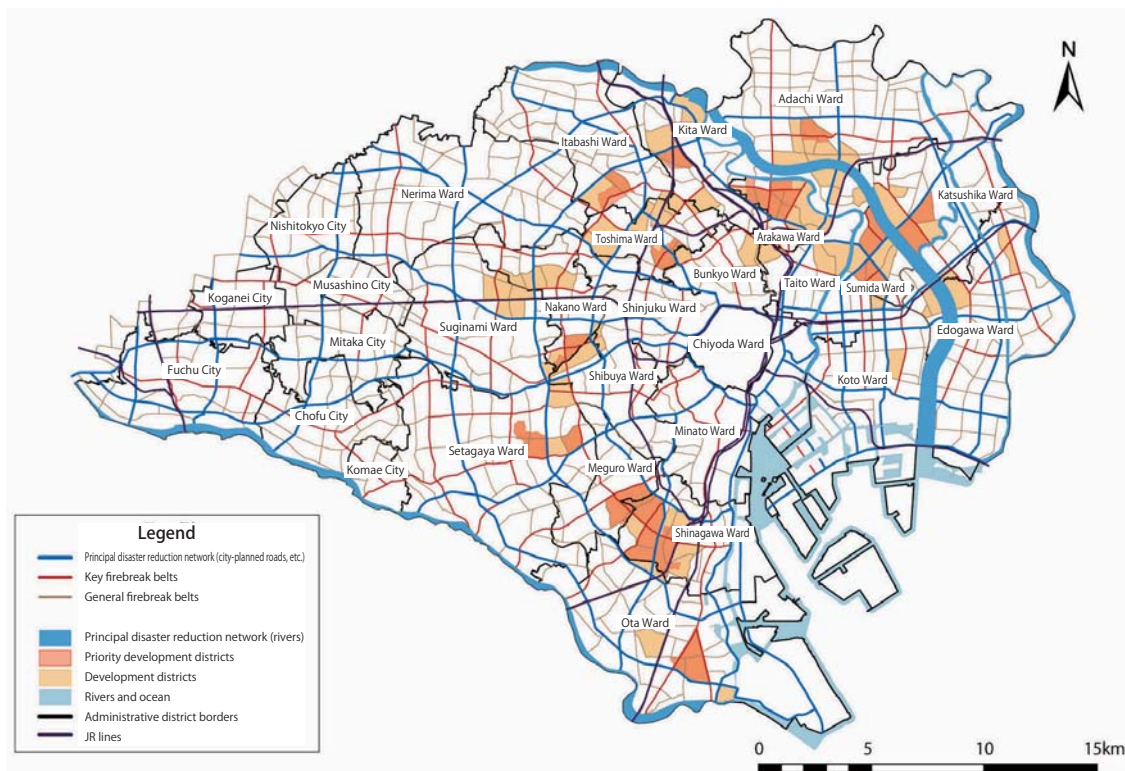
### Promotional Plan for a Disaster-Prepared City

The Promotional Plan for a Disaster-Prepared City establishes policies and plans to create firebreak belts to prevent urban fires from spreading, improve areas at risk of disasters such as districts with closely packed wooden houses, and other ways to prevent disasters and widespread damages from earthquakes.

In the plan, areas with close-set wooden houses that are likely to suffer major damage in the event of an earthquake have been designated “development districts” (28 districts covering about 7,000 ha). Among

these districts, those urgently requiring greater disaster resistance are designated “priority development districts” (11 districts, approximately 2,400 ha).

In these districts, development of roads, parks, and other basic infrastructure, as well as reconstruction of old wooden houses into shared residences or fire/quake-resistant homes are underway based on the regulations and guidelines of projects to develop areas with close-set wooden houses and plans to develop disaster-resistant blocks



Example of a project to rebuild old wooden houses into fire-resistant shared residential buildings in close-set wooden housing districts

### Integrated development of roadside areas

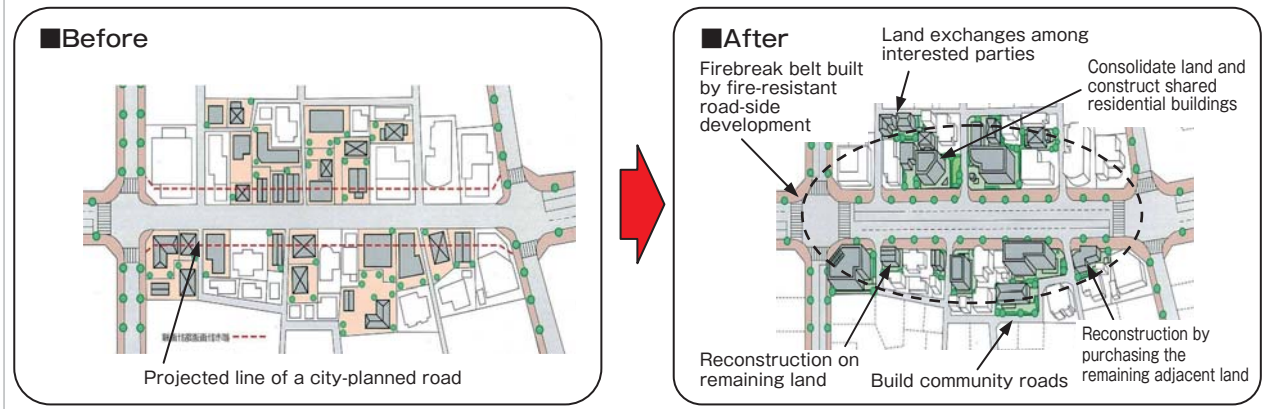
The integrated development of roadside areas and city-planned roads is a method in which the TMG and the wards cooperate to encourage private-sector involvement while also reflecting the requests of the local residents in order to promote the efficient use of roadside land.

It can be expected that such roadside developments in close-set wooden housing districts will lead to rapid improvement of the environment in these districts by triggering initiatives to create communities that do not easily burn or collapse; such efforts would include the rebuilding of wooden houses situated further off the roads into shared

residences. The Higashi Ikebukuro district of Toshima Ward and the Kanegafuchi district of Sumida Ward, and the Jujo district of Kita Ward and Meguro Honcho district of Meguro Ward are currently undergoing integrated development as priority development districts designated under the Promotional Plan for a Disaster-Prepared City; these districts acquired the central government’s approval for developing city-planned roads in 2005 and 2009, respectively.

The TMG and the wards are working to build communities with the local residents in these districts. Such efforts include the completion of the first shared-residential building in the Higashi Ikebukuro district.

## Image of Integrated Development

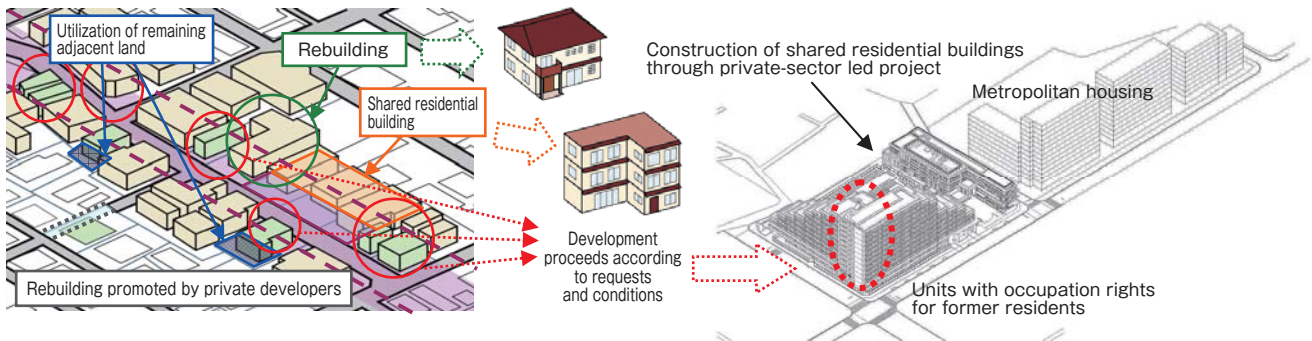


### Redevelopment of close-set wooden housing districts using metropolitan-housing land

Up to now, the redevelopment of close-set wooden housing districts centered on efforts by the wards, cities, and other public bodies. Development projects through initiatives taken by private companies and resident associations were not making progress due to issues such as project feasibility arising from prior investment needed for land acquisition and other problems. Because of this, in the Ikejiri 2-chome district,

private sector projects that give due consideration to matters such as the condition of residents forced to move due to road development work are underway on land made available by the construction of metropolitan housing; community development is enhancing the disaster-resistance of the neighborhood; and further efforts are being made to improve the situation of closely-packed wooden houses.

### Development Image



## Urban redevelopment projects for disaster reduction

Based on the Basic Concepts for Koto Area Redevelopment formulated in 1969, the TMG has been developing the Kameido, Ojima and Komatsugawa (Kame-dai-sho) district into a center of disaster resistance. This project aims to create disaster-resistant communities by building up evacuation areas and routes and also to improve the area's residential environment and housing supply.



In the Kame-dai-sho district a park was created for use as an evacuation area to accommodate about 200,000 people in the event of a disaster (photographed January 2011).

## Building safety

### ■ Promoting seismic resistance of buildings

Amid the pressing urgency to prepare for an earthquake directly hitting the capital, the TMG has formulated the TMG Plan for Earthquake-Resistant Renovations and is cooperating with the municipalities to encourage seismic hazard inspections and seismic retrofitting of buildings with the objective of protecting the lives and properties of the citizens and turning Tokyo into a highly disaster-resistant city.

Based on this plan, along with working to inform building owners about the necessity of seismic resistance, the TMG provides technical assistance to owners so that they will take the initiative in enhancing their building's resistance to earthquakes. This includes the establishment of a consultation system; provision of information on seismic retrofitting methods and selection; registration and introduction of offices fulfilling conditions necessary to conduct seismic evaluations; and opening a portal site for central provision of information on earthquake resistance. The TMG also subsidizes the costs of seismic inspections and retrofitting of wooden framed houses in closely-packed housing districts, condominiums, and buildings along emergency transportation roads due to their highly public nature.

In particular, emergency transportation roads are the lifelines for evacuation and rescue and relief activities, as well as the arteries for recovery and reconstruction, in the event of a disaster. To maintain the functions of these roads by preventing buildings from collapsing and blocking them is an urgent and crucial issue facing Tokyo. To this end, the TMG has been visiting owners of roadside buildings to encourage seismic retrofitting and also working to bolster subsidy systems, but since there

are no punishments for failure to implement seismic tests and retrofitting, this has not been progressing at a quick enough pace. Therefore, in addition to measures taken up to now, the TMG will introduce its own new regulations and systems to encourage such actions.

Along with making it obligatory for owners of roadside buildings along especially important emergency transportation routes to conduct seismic testing of their buildings, specific advice will be given based on the test results, systems to subsidize seismic resistance tests and retrofitting costs will be bolstered, and information concerning seismic testing engineers and seismic retrofitting methods will be provided. These and other practical initiatives will be taken to build an environment that would make it easier for building owners to take action.

### ■ Post-disaster emergency building assessment

In the immediate aftermath of a major earthquake, damaged buildings will be inspected to prevent secondary disaster from aftershocks. The buildings will be classified as "Dangerous," "Caution Necessary," or "Safe," and accordingly affixed with a sticker to warn residents and passers-by. Following the Niigata Chuetsu-oki Earthquake of July 2007, assessment activities were conducted by personnel from the metropolitan government, wards, and cities.

In preparation for large-scale assessment activities, the TMG is registering architects from the private sector as volunteer assessors. In addition, such systems are being developed in cooperation with municipalities of Tokyo as well as with other prefectures and construction-related organizations.



Earthquake damaged wooden houses



Emergency risk assessment of a building after the Niigata Chuetsu-oki Earthquake of July 2007



Stickers indicating building risk classification

## Promotion of comprehensive flood control measures

In September 2005, intensive rainfall surpassing 100 mm per hour centering in the Suginami and Nakano wards resulted in the flooding of about 6,000 houses. To deal with such frequent intensive rainfalls, the TMG established the Basic Policy for Measures against Heavy Rainfall in August 2007. This defines the targets that should be achieved within the next 10 years and the specific areas where measures will be promoted, and indicates the direction of both structural and non-structural measures.

Based on this basic policy, in September 2008, the TMG Guidelines for Flood Control in Underground Spaces was formulated with the aim of preventing or reducing flood damage in underground spaces including underground shopping malls and basements. River basin-specific heavy rainfall plans, outlining specific measures and implementation schedules, were announced for the Kandagawa, Shibuyagawa, and Furukawa rivers in May 2009 and for the Shakujiigawa, Megurogawa, Nomigawa,

Nogawa, and Shirakogawa rivers in November 2009.

In addition, reflecting the increase of localized downpours in recent years, in November 2010, measures to be implemented immediately and intensively were compiled primarily for regions at high risk of flooding.

Comprehensive flood control measures will continue to be promoted to make Tokyo a city that is safe and secure for its residents.



Shakujiigawa River flooding the road (July 5, 2010; Kita Ward; Photograph courtesy of the Tokyo Fire Department)



# Creating a Comfortable Urban Environment

## Greenery network

### ■ Comprehensive Policy for Preserving Greenery

The role of greenery in cities is becoming increasingly important. However, while urban parks are on the increase, there is an even larger decrease of greenery of cliff lines, estate woodlands, and other traditional greenery on private land. To address this issue, Tokyo and its municipalities jointly formulated the Comprehensive Policy for Preserving Greenery in May 2010, to systematically preserve greenery on private land as a part of community development.

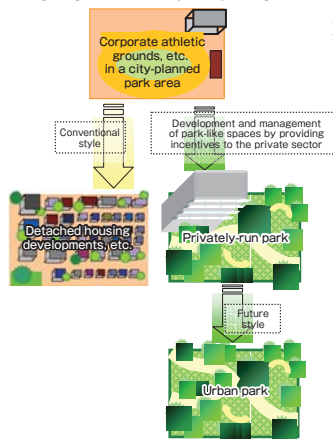
This policy outlines the greenery to be preserved by Tokyo and its municipalities and the community projects that will also be implemented to create green spaces over a 10-year period, as well as new measures that will be taken.

### ■ Privately-run parks

The privately-run park system is Tokyo's new, unique scheme for park creation. It utilizes the dynamism of the private sector for the early development and management of undeveloped city-planned parks on corporate athletic grounds and other areas to create park spaces that can also be effective as evacuation areas.

The Governor will approve plans by private enterprises based on the Tokyo Metropolitan Government Private Park Project Implementation Guideline. The companies receiving approval will be provided incentives such as relaxation of building regulations to enable construction of condominiums and other buildings, and in return will develop and manage a fixed portion or more of their property as a park space open to the public. In October 2009, the first private park opened in Hagiyaama, Higashimurayama City.

[Image of Privately-run parks]



### ■ Guideline for greenery development in open public spaces

Open public spaces and other areas created through urban development schemes are valuable spaces contributing to a comfortable urban environment. But non-continuity with the greenery of the adjoining development sites and other cases where improvements are desirable have been noted. To address such issues, the Guideline for Greenery Development in Open Public Spaces has been applied since July 2007 to boost the value of such spaces through efforts that include the creation of greenery networks in open public spaces.

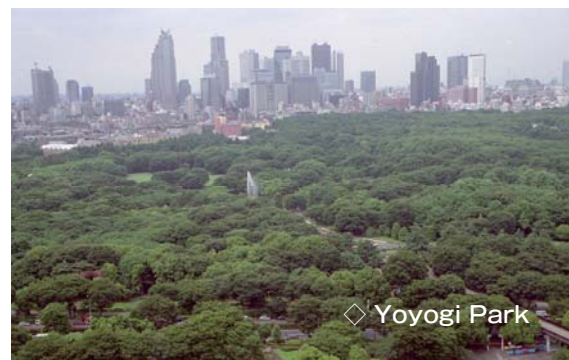
### ■ Plans for parks and green spaces

Parks and green spaces are urban facilities indispensable for the creation of a comfortable urban environment. They are also important as spaces where citizens can enjoy nature and engage in recreational activities.

In Tokyo, about 2,400 sites totaling some 10,700 hectares are currently designated as city-planned parks and green spaces.

In order to promote systematic and efficient development of such parks and green spaces, the Development Policy for City-planned Parks and Green Spaces was drawn up in March 2006 setting forth projects planned for up to 2015.

[Urban parks are core areas of greenery]



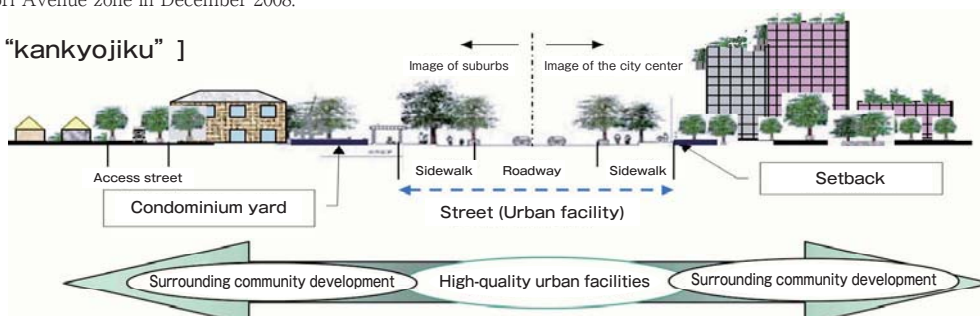
### ■ Creation of Kankyojiku

"Kankyojiku," or networks of urban spaces lush with greenery, are created through integration of the greenery of roads, rivers, and parks with the greenery generated by development of adjacent communities. This generates green spaces with a depth and range that cannot be achieved by urban facilities alone.

While continuing to conduct studies on the Kankyojiku promotion plans for four zones designated as Kankyojiku Promotion Zones, including the Fuchu-Tokorozawa Road, other areas that will contribute to the formation of such broad green spaces in Tokyo because of the community's well-formed plans for urban development will also be newly designated as promotion zones by the TMG.

A Kankyojiku promotion plan was formulated for the Ring Road No.2 and Harumi Dori Avenue zone in December 2008.

[Image of "kankyojiku"]



## Water resources and effective use

### Water resources

The TMG is working with the central government and other authorities to develop water resources in order to provide urban activities and residents with greater assurance against problems such as water shortages. Beginning with the construction of the Ogochi Dam on the Tamagawa River completed in 1957, TMG initiatives to develop water resources are currently underway at the Tonegawa and Arakawa rivers and other river systems that include the Yamba dam and other dams.

### Effective use of water (utilizing used water and rainwater)

To ensure the effective use of our precious water resources, guidance is provided to large building owners and developers to recycle used water in systems such as toilet flush systems, and to recover rainwater, which normally flows into the sewerage system, for sprinkling.



Prospective image of the completed Yamba Dam

## Beautifying the urban landscape

### TMG initiatives

To create an aesthetically pleasing urban landscape, it is important to define the future vision of Tokyo's landscape as a whole, and to effectively carry out policies for the landscape by correlating various measures.

The TMG had been undertaking initiatives on policies for the landscape based on the Tokyo Metropolitan Government Landscape Ordinance enacted in December 1997. With the subsequent enactment of the Landscape Law and consideration of proposals made by the Tokyo Landscape Advisory Council, this ordinance was revised in October 2006. Initiatives have been taken to create excellent urban landscapes in line with the March 2007 formulation of the Tokyo Landscape Plan in which concrete measures to be taken for the realization of a beautiful and elegant Tokyo are described.

### Landscape creation through a filing system

Characteristic natural environments and expansive topography, which give structure to the landscape from the broad perspective of the metropolis as a whole, are designated as "central scenic belts." Districts such as the surroundings of gardens designated as cultural treasures, which need to be given special priority for the advancement of pleasant landscape creation, are classified as "special landscape creation districts." By determining the landscape criteria that must be considered for each district, landscape creation is encouraged through a system for filing for developments.

In collaboration with various urban development systems, a system for prior consultations on landscape matters from the planning stage of the project—before the start of procedures to determine city plans—has been established to strongly encourage plans that give due consideration to the landscape. These include inducing high quality design around the Imperial Palace and preserving the view of the Diet Building.



Central scenic belt of the waterfront area (Odaiba Seaside Park area)



Central scenic belt of the Kokubunji cliff line (Fuchu City)



Hamarikyu and Shibaikyu Gardens special landscape creation district (Hamarikyu Gardens)

## ■ Selection of historic architectural structures

Tokyo is promoting the creation of elegant and attractive landscapes by selecting and conserving historically significant structures that convey Tokyo's history and culture.

Among historically valuable architectural structures including buildings and civil engineering structures, which are, in principle, over 50 years old, those that are of significant importance to Tokyo's landscape are selected by the governor after obtaining the consent of the owners. The government helps to preserve these by providing information boards and other support (84 as of end fiscal 2010).

Also, among gardens and architectural structures with historical value, such as cultural treasures, those with especially high impact on their surroundings in the creation of a good landscape are designated by the governor as "historic landmarks especially important for the landscape" (29 as of end fiscal 2010).



TMG-designated architectural structure of historic value  
Former residence of Count Ogasawara (Shinjuku Ward)

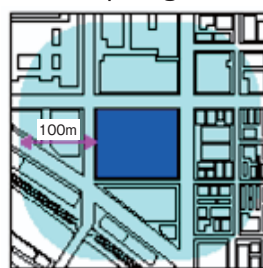


Historic landmarks especially important for the landscape  
Garden of the former residence of the Iwasaki family (Taito Ward)

## ■ Guidelines for preservation of historic landscapes

In order to promote the creation of historic landscapes in areas around TMG-designated architectural structures of historic value and historic landmarks especially important for the landscape, guidelines for preservation of historic landscapes in accordance with the Landscape Ordinance have been formulated to request the due consideration of developers carrying out construction projects near such buildings.

### Area requiring due consideration by developers



- TMG-designated architectural structures of historic value and historic landmarks especially important for the landscape
- Area within a 100m radius of the site

## ■ Regulations on outdoor advertising

The TMG aims to create an attractive cityscape by having outdoor signs harmonize with the buildings and surrounding landscape.

The Landscape Plan formulated in 2007 designates districts that are creating particularly attractive cityscapes as special landscape creation districts. Along with providing guidance on the color of building exteriors and the distance from adjacent buildings in these districts, standards unique to the TMG are in effect for outdoor ad boards. These include the prohibition of rooftop advertising and regulations on the color of ads on walls.

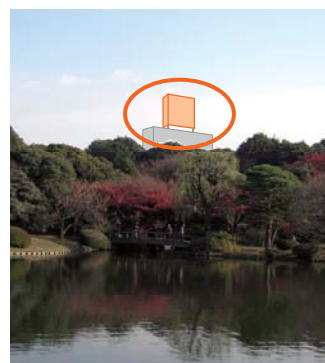


Image of removal of rooftop advertising  
(Source: 2011 Action Program for "Tokyo's Big Change: The 10-Year Plan")

## ■ Illegal advertising

Due to increased public concern about the urban landscape, a campaign to remove abandoned signboards, stickers, posters, and other advertising material placed on utility poles and other roadside facilities has been implemented annually since fiscal 1997 through the cooperation of road management authorities, the police, and the residents of Tokyo.

Cooperative efforts to remove illegal signs along the course of the Tokyo Marathon before the holding of the marathon have also been conducted since 2007.



Campaign to remove illegal advertising



## Recycling of resources

### ■ Recycling in construction

The recycling of construction byproducts including surplus soil, mud, and concrete waste generated from public works in Tokyo is one of the important challenges facing the city in promoting urban development that is oriented toward the recirculation of resources.

The Tokyo Metropolitan Construction Recycling Promotion Plan has been formulated to comprehensively and systematically promote measures to deal with construction byproducts. The Tokyo Metropolitan Center for Recycling of Construction Surplus Soil refines surplus soil for use as materials for backfill and other ways. This aims to promote the reuse of excess soil generated from construction in an effort to curb the use of pit sand. In addition, efforts are taken to recycle concrete waste

and other construction materials in accordance with the Construction Waste Recycling Law.



The Tokyo Metropolitan Center for Recycling of Construction Surplus Soil

## Utilization of new information technologies

### ■ Tokyo Ubiquitous Technology Project

Since fiscal 2005, the TMG has been engaged in field tests for the Tokyo Ubiquitous Technology Project. This project aims to use cutting-edge ubiquitous ID technology to enhance the attractions and vigor of the city through promotion of tourism and commerce, and to create a city that incorporates universal design to ensure that everyone, even first-time visitors, can enjoy exploring the city.

In fiscal 2005, the experiment was held at Ueno Park centering on Ueno Zoo. As it received favorable reviews, all parts of the zoo now offer the animal information service throughout the year.

Field tests have been conducted in Ginza, one of Japan's busiest shopping areas, since fiscal 2006. In fiscal 2008, a ubiquitous environment was established in the Shinjuku area, centering on the observation decks of the Tokyo Metropolitan Government Building, and starting from fiscal 2009, the TMG ubiquitous guide service has been provided year-round. In the Hama-rikyu Gardens as well, guide services using this technology to provide audio and visual explanation of interesting spots began in fiscal 2009. In Ginza, tests on the provision of multilingual town information to people visiting Ginza were conducted in 2010, as a continuation of the test conducted the previous year, for further review of its commercial feasibility. At the same time, the TMG actively works to spread information on such efforts both domestically and internationally in order to promote Japan's highly-advanced information and communication technology.

Ministry of Land, Infrastructure, Transport and Tourism. At the Tokyo Metropolitan Government Office building, visitors to the observation decks were able to rent UC terminals there so that they could immediately use them to receive information on the landmarks seen from the deck and other information. In collaboration with a travel agency, UC terminals providing multilingual information on sightseeing spots along the course of open-bus tours were loaned to tour participants. This would allow overseas visitors as well to fully appreciate the sights of Tokyo.



### <Overview of the Tokyo Ubiquitous Technology Project field test>

The "ubiquitous space and place information system" used in the tests places IC tags, wireless markers, infrared markers, and other devices throughout the town. A dedicated mobile information terminal called the ubiquitous communicator (UC) reads the location code number (ucode) from the devices.

In the fiscal 2010 test, with the cooperation of hotels, local organizations, and others in the Ginza area, hotel patrons and people visiting the area were lent UC terminals. By carrying the terminals around with them, the terminals would automatically read the ucodes to provide them with services such as audio and visual information on shops and sightseeing spots, the history of Ginza, and guidance maps to facilities in Ginza. In addition, a field test was implemented on how this technology could support the mobility of people with visual impairments as part of the Model Program for Mobility Support in the Ginza District, which was one facet of the mobility support model program conducted by the

### <Future Activities>

Field tests will continue to be conducted with the participation of private-sector businesses and while working to improve the device, system, and contents, studies on operating systems will be conducted to ensure the continuous provision of information. In addition, taking the opportunities provided through urban revitalization projects, the TMG will advance initiatives to build a ubiquitous computing society by encouraging developers and related parties to engage in urban development that makes full use of ubiquitous technology.

\*View the latest information at the Tokyo Ubiquitous Technology Project website:

Tokyo Ubiquitous Technology Project  
[http://www.tokyo-ubinavi.jp/index\\_en.html](http://www.tokyo-ubinavi.jp/index_en.html)



東京コピキタス計画

# Promoting Better Living Conditions

## Longer-lasting, high-quality houses to benefit society as a whole

### ■ Prevalence of long-life houses

The average life span of a Japanese house is an extremely short 30 years. As environmental issues grow increasingly serious, there is an urgent need to reduce environmental load in the realm of housing as well. Society must be shifted from the practice of repeated jerry building and demolition to building well-constructed houses, and their energy-efficiency and other performances must also be improved.

With this in mind, the TMG is striving to promote the prevalence of “long-life, environment-friendly housing.” This adds environmentally-friendly conditions to the basic conditions that need to be fulfilled for certification as long-life housing under the national system.

The TMG is also undertaking accreditation services for long-life housing based on the law to promote the prevalence of long-life housing.

### ■ Promoting housing renovations

Appropriate renovation and other maintenance become necessary as the house grows older in order to ensure that the dweller can live there safely and comfortably for a long time. The TMG has set up a consultation desk on housing renovation to prevent issues from arising. The metropolitan government is also striving to disseminate rules of conduct (Reform 10) among businesses offering housing renovation services and is preparing a guidebook for consumers that will serve as guidelines in implementing renovations. These initiatives aim to build an environment where the residents of Tokyo can undertake housing renovations with no fears.

### ■ Promoting comprehensive measures for condominiums

The number of condominiums in Tokyo is steadily rising and now exceeds 1.5 million units. It is estimated that from now on there will be a sharp increase in the number of old condominiums, and there are concerns that if these buildings become decrepit due to negligence, without proper maintenance, management, refurbishment, or rebuilding, the city’s vitality and charm will be damaged. The TMG is comprehensively implementing measures for condominiums to support the resident associations and unit owners who are the main parties responsible for condominium maintenance, management, and reconstruction.



Guidebook and information booklets on condominium maintenance/management and rebuilding

## Environment-friendly housing

### ■ Using a guidebook to popularize energy-efficient homes

The TMG has prepared a Guidebook on Energy-Efficient Home Renovations in order to educate the public and popularize this movement. The guidebook contains good examples of energy-efficient renovations and information on energy-efficient technologies and effects that will be useful in considering such renovations.

### ■ Programs to promote energy-saving measures in existing houses

The TMG will strive to promote energy-efficient renovations by sending experts to households living in wooden houses to check and see how well the house is insulated, compile the results into a report, and hold seminars that outline how appropriate investigation and renovations should be made.

## Providing safe housing for an aging society with fewer children

### ■ Initiatives to supply housing appropriate for families with children

As part of measures addressing the declining birthrate, the TMG has prepared a Guidebook for Children-Friendly Housing in order to educate the public and popularize this movement. This guidebook encourages the development of a quality housing environment perfect for child-rearing and the building of housing where families can have and raise children with a sense of reassurance.

In addition, a model project to supply 300 high quality private housing for rent in a three-year period from fiscal 2010 is underway. These homes will come equipped with fall prevention and other safety features and adjoining day care centers. This project aims to encourage the supply of high-quality rental housing in the private sector market for families with small children.

### ■ Promoting policies for housing for the elderly

With the rapid rise in the nation's aging population, the Bureau, in cooperation with welfare facilities, is striving to provide housing where the elderly can live with a sense of reassurance. In order to implement comprehensive and systematic housing policies, such as increasing the supply of housing for senior citizens, providing information to facilitate their move to such residences, and ensuring the quality of services, the TMG formulated the Plan to Ensure Stable Housing for the Elderly in September 2010.

#### (1) Measures for public housing

Efforts are being made to ensure stability of housing for the elderly. These include measures such as supplying Silver Peer housing, which has the function of watching over the elderly, and the adoption of a point system or preferential lottery system for senior citizens applying for residency in metropolitan housing so that they can continue to live in familiar communities with a sense of security.

#### (2) Boosting the supply of quality rental housing for the elderly

With the objective of securing a stable supply of safe dwellings, the TMG is working to boost the supply of quality rental housing for the elderly, which are barrier-free and provide services such as emergency call systems.

#### (3) Registration system for rental housing for the elderly

Information on rental housing for the elderly is provided through two systems, a national system and a Tokyo system, for registration of rental housing for senior citizens and access to this data.

### ■ TMG measures for municipal housing supply

The municipalities play a crucial role in the promotion of local housing policy because they are the central players in welfare policies and community development policies. For this reason, the TMG is encouraging the municipalities to take their own initiatives and is also cooperating in the promotion of local housing policies by bolstering collaboration with the municipalities through discussion platforms and other opportunities and also providing them with technical and financial assistance concerning housing provision.



Quality rental housing for the elderly

## Ensuring peace of mind in housing transactions

### ■ Licensing of real estate firms and provision of guidance

Those who intend to engage in the business of real estate transactions must obtain a license from the Minister for Land, Infrastructure, Transport and Tourism or from the governor of the relevant prefecture. The TMG grants licenses for real estate transactions and issues certificates for real-estate agents in accordance with the Building Lots and Buildings Transaction Act.

Disputes over real estate transactions take a wide variety of forms, and the number of consultations on such troubles is increasing. In this concern, for guidance and oversight of realtors, the TMG conducts activities such as cautioning realtors and conducting on-site office inspections based on consultations from Tokyo residents.

In accordance with the Building Lots and Buildings Transaction Business Act, administrative dispositions such as business suspension or license revocation are rendered against realtors who are especially pernicious.

### ■ Ordinance for Preventing Disputes over Rental Housing

The TMG enacted the Ordinance for Preventing Disputes over Rental Housing in October 2004.

This ordinance requires realty companies to give prospective tenants an explanation and a written document containing basic principles concerning repairs made during the lease period and restoration of the property to its original state upon termination of the contract, as well as special provisions, if any, and their contents, prior to their signing of the lease contract.

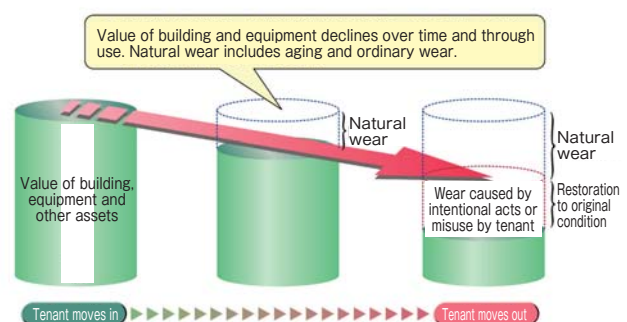
The TMG is also working to educate the public by publishing the Guidelines for Preventing Rental Housing Disputes, which provides an

easy-to-understand explanation of basic principles concerning repairs during occupancy and restoration of property to the original state upon termination of the contract.

### ■ Filing under the Act on Assurance of Performance of Specified Housing Defect Warranty

When transferring the ownership of newly constructed housing, the realtor is obliged to secure sufficient funds to pay for claims against defects. Those holding licenses issued by the Governor of Tokyo are required to file statements on such conditions with the TMG. The TMG checks and confirms the accuracy of statements filed.

#### Change in value of rental property





## Supply of metropolitan housing

In Tokyo, there are about 260,000 metropolitan housing units covering a total land area of about 1,900 hectares, which serve as a safety net for low-income citizens. Metropolitan housing and land are also the shared valuable assets of the metropolitan residents.

### Metropolitan housing rebuilding

The reconstruction of aging metropolitan housing blocks is important for renewal purposes, but also vital in terms of disaster reduction, fire resistance efforts, effective land use, improvement of the living environment, and community revitalization. The TMG carries out the planned rebuilding of metropolitan housing on an annual basis.

When undertaking a rebuilding project, the metropolitan government works to reduce environmental load by recycling waste construction materials and installing solar generators.



Before rebuilding



After rebuilding

### Promotion of barrier-free facilities

From the perspective of effective utilization of existing metropolitan housing stock, the TMG is moving ahead with its large-scale renovation project, the Super Reform Project, which retrofits the interior and introduces barrier-free features such as elevators, and a project to improve housing facilities by, among others, installing elevators, replacing door knobs with lever handles that make door opening/closing easier.



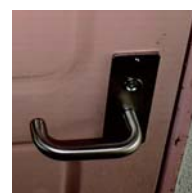
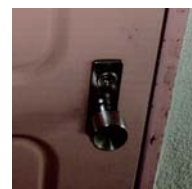
Before “Super Reform” renovation



After “Super Reform” renovation



Installation of elevators and ramp



Before and after installation of door lever handle

### Promotion of proper management of metropolitan housing

Metropolitan housing is public housing that is rented out at low fees to low-income residents who are truly hard pressed for accommodations.

The TMG is working to increase the role of metropolitan housing as a safety net by introducing a point system, which gives priority to families having a higher need for housing, as well as a priority system, which gives the elderly, mentally and/or physically disabled persons, single parent families, and large families higher odds of being selected when lots are drawn.

In addition, the metropolitan government works to ensure that management of metropolitan housing is fair and efficient. While introduc-

ing a system in which the rent is determined according to the tenant's income and the size and location of the apartment, active efforts are also taken to request tenants who continue to live on the premises although their income is significantly higher than the income standards or who are in arrears with their rent, to vacate the premises.

# Proper Building and Development Guidance

## Building certification and approval

### ■ Building certification

Building owners are required to have their construction plans checked in advance to ensure that they conform to the Building Standards Law and other construction-related laws and regulations. Also, from June 2007, prospective buildings falling under certain conditions such as height have become required to be evaluated for structural acceptability.

If the plans conform to building codes, the owner receives a certificate to commence construction. When construction is completed, a final inspection is carried out.

After confirmation that the building conforms to building laws and regulations, the owner receives a certificate indicating that the building has passed the final inspection. Buildings with a height of three stories or more are required to undergo an intermediate inspection.



Procedures for building confirmation and inspection

Final inspection being carried out at a large building

### ■ Special building permission

The Building Standards Law stipulates the usage of buildings that can be constructed, and in principle, restricts construction to only those buildings that will be used for such purposes.

However, if the building satisfies certain conditions, exceptions can be made for its construction. In principle, consent must be obtained from the Building Examination Committee before such permission is granted.

Systems also exist to relax building restrictions such as certification of building complexes as one construction project based on the provisions of Article 86 of the Building Standards Law.

### ■ Crackdown on building violations

Building violations are uncovered by patrols conducted by building inspectors and reports from government and other public offices. In order to increase correction of building violations, early detection and rectification through on-site inspections are vital.

In October every year, the TMG conducts a mass patrol to identify and correct building violations, and to also raise public awareness to prevent such offenses.

## Preventing and settling disputes

### ■ Preventing and settling building disputes

To prevent or quickly settle disputes between building owners and neighboring residents over construction of medium to high-rise buildings, notices of construction plans must be posted and consultation, mediation services, and conciliation through the Tokyo Metropolitan Committee for Conciliation of Building Disputes are provided for construction disputes in accordance with the relevant ordinance.

### ■ Settling disputes over construction work contracts

To resolve disputes between parties concerned with the construction work contract, the Tokyo Metropolitan Examination Committee for Disputes over Construction Works offers mediation, conciliation, and arbitration services.

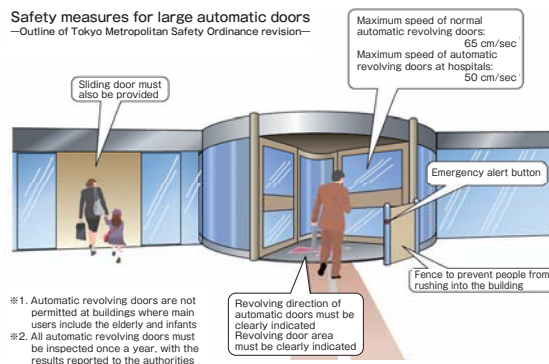
### ■ Tokyo Metropolitan Building Examination Committee

The Tokyo Metropolitan Building Examination Committee was established to fulfill functions such as consenting to building construction permits, and rendering judgment on requests for review, a system where owners or other parties can petition for a redress of grievances concerning building certification and other matters.

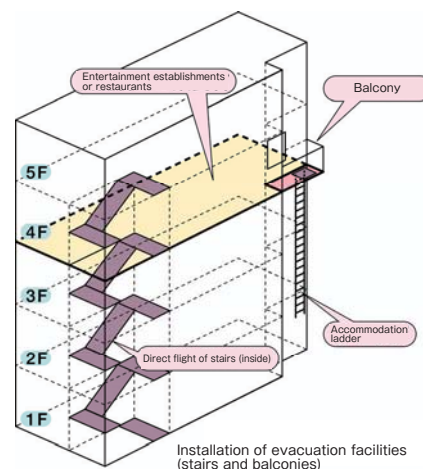
## Building safety ordinance

Buildings in Tokyo must conform to the Building Standard Law and the Tokyo Metropolitan Building Safety Ordinance. While the Building Standards Law stipulates minimum conditions such as standards for building sites and structures, the Building Safety Ordinance imposes additional regulations necessary to meet the special needs of this megacity. It prescribes matters in detail such as regulations concerning building safety and fire prevention.

By dictating the high quality of building constructions in Tokyo, the ordinance helps to protect the lives, health, and property of the residents, and maintain a safe and secure city.



Outline of revision to ordinance regarding automatic revolving doors (revised in 2004)



Article 7-2, Paragraph (2), Item (ii); Floors excluding basement (diagram) Tokyo Metropolitan Building Safety Ordinance.

Evacuation facilities must be installed in small-scale buildings with entertainment establishments and restaurants (revised in 2002)

## Contractors licensing

### Construction work contractors

Persons intending to operate a construction company must obtain permission from the Minister for Land, Infrastructure, Transport and Tourism or the governor of a prefecture (except for contractors dealing solely in minor construction work). In accordance with the Construction Industry Law, the TMG grants permission to building contractors, examines their operation conditions, receives statements from them regarding their ability to secure sufficient funds as prescribed by the Act on Assurance of Performance of Specified Housing Defect Warranty and provides directions and supervision to contractors violating laws and regulations.

### Registered architects

In accordance with the Registered Architect Law, the TMG's responsibilities include registration, direction, and oversight of second-class and wooden-building architects and architects' offices, administrative work concerning the certified architect test, and accepting applications for structural engineer certification.



Contractors visiting the Construction Industry Section, Tokyo Metropolitan Government

## Permission for development and housing land development

### Permission for development projects

In accordance with the City Planning Law, those who intend to start development projects that would involve changes of the sites' characteristics are required to obtain permission. Projects subject to this are developments of 500 m<sup>2</sup> or more within urbanization promotion areas, and all developments regardless of size within urbanization control areas. This would, in principle, restrict building construction. Also, the developments of 0.3 hectares or more in city planning areas that are not divided into either an urbanization promotion area or control area, and one hectare or more in sites outside city planning areas are subject to control.

### Tokyo Metropolitan Development Examination Council

In accordance with Article 50, Paragraph 1 of the City Planning Law,

the Tokyo Metropolitan Development Examination Council makes decisions on petitions for redress of grievances concerning development project permission or other administrative dispositions.

### Permission for housing land development

In accordance with the Act on the Regulation of Housing Land Development, urban areas with a high probability for occurrence of disasters due to housing land development are designated as Areas Regulated for Housing Land Development, and regulations are imposed. Persons intending to carry out housing land development within these areas must receive permission for construction that follows the technical standards stipulated by law. In addition, owners of such residential lots are required to preserve the integrity of their land.



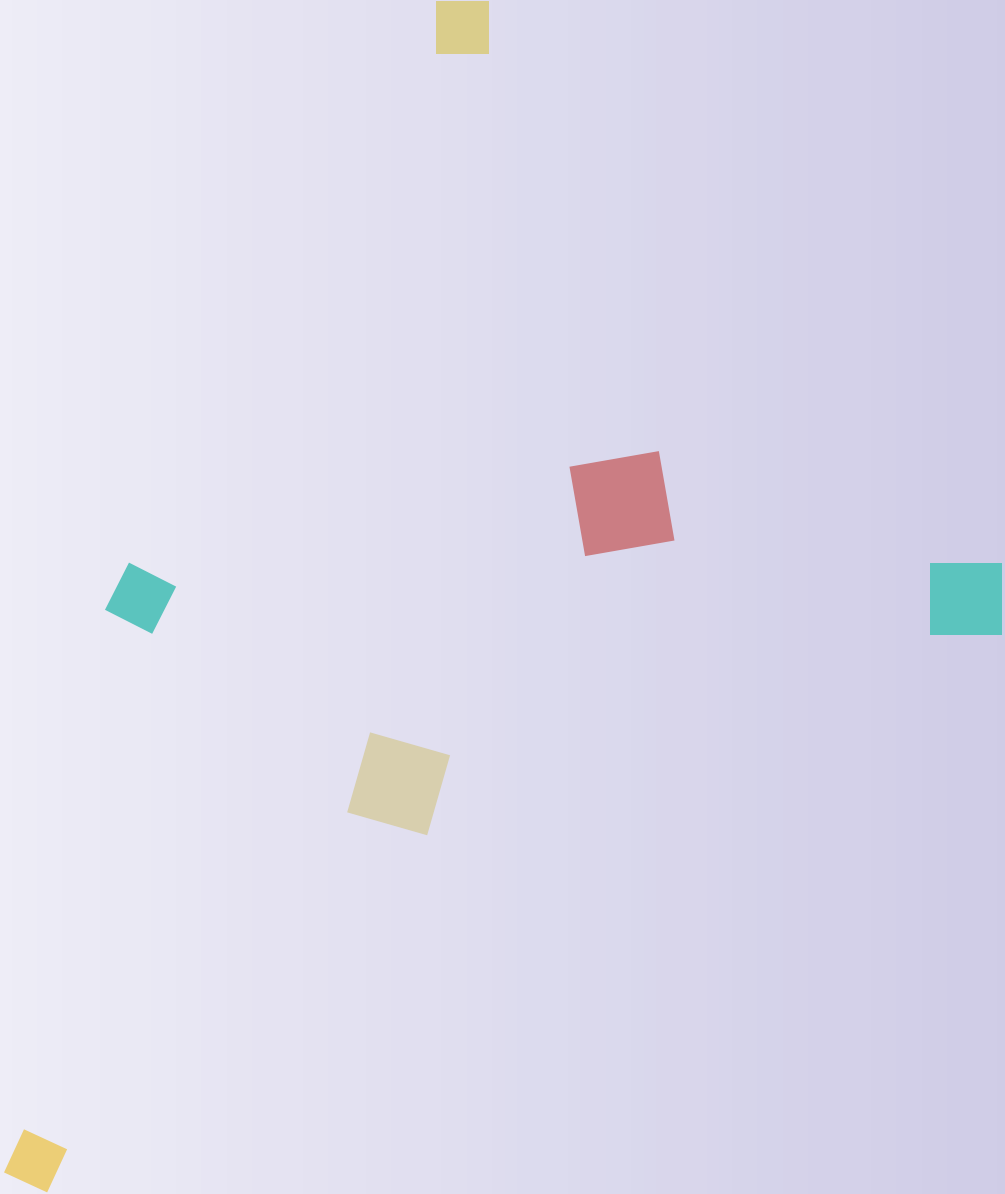
# Organization of the Bureau of Urban Development

## ■ Headquarters

Name of division	Name of section	Main tasks
General Affairs Division	General Affairs Section / Personnel Section / Planning and Accounting Section / Technical Management Section	Planning and managing implementation of the bureau's affairs and projects; personnel affairs; publicity and listening to citizens' opinions; bureau's budgets; contracts; technical management affairs
Urban Development Policy Division	Regional Coordination Section / Urban Planning Section / Land Use Planning Section / Development Planning Section / Greenery and Cityscape Section	Planning and coordinating urban development policies, land usage, community development, park greenery; managing the City Planning Council, and creating the cityscape
Housing Policy Promotion Division	Housing Policy Section / Private Housing Section / Condominium Policy Section / Realty Section	Drafting and planning housing policies; promoting the supply of good quality private housing; supporting the maintenance, management, reconstruction, and seismic retrofitting of condominiums; promoting proper real estate transactions
Urban Infrastructure Division	Coordination Section / Transportation Planning Section / Road Planning Section	Planning and coordinating the development of urban infrastructure facilities such as roads and railways
Urban Development Projects Division	Management Section / Planning Section / Private Development Section / Disaster Management Section / Land Readjustment Section / Urban Redevelopment Section / Tama New Town Project Office	Planning, coordination guidance and subsidies for urban development projects; implementing development projects of the Tokyo Metropolitan Government; promoting disaster-prepared urban development
Urban Building Division	Coordination Section / Building Planning Section / Building Control Section / Construction Industry Section	Building Examination Committee; building safety and earthquake-resistance; confirmation and approval of buildings; licensing of building contractors
Metropolitan Housing Management Division	Management and Planning Section / Guidance and Maintenance Section / Property Utilization Section / Housing Development Section / Facilities Improvement Section	Planning and administering, constructing and maintaining, and tenant management of metropolitan housing projects

## ■ Offices

Name of Office	Name of section	Main Task
Tama Building Control Office	Management Section / Development Control Section No.1 / Development Control Section No.2 / Building Control Section No.1 / Building Control Section No. 2 / Building Control Section No. 3	Confirmation and approval of buildings in Tama area; regulation of development and building lots; permits for outdoor advertisements
1st Land Readjustment Office	Management Section / Indemnification Section / Land Exchange Section / Construction Works Section	Land readjustment projects (west of Mizue Station, east of Shinozaki Station, Harumi 4-chome and 5-chome, Toyosu, and North Ariake districts)
2nd Land Readjustment Office	Management Section / Indemnification Section / Land Exchange Section / Construction Works Section	Land readjustment projects (Akihabara, Rokucho, Shiodome, Tabata, North Hanahata districts); Integrated roadside development (Kanegafuchi and Jujo districts)
Urban Redevelopment Office	Management Section / Project Section / Construction Works Section / Ohashi District Development Section	Urban area redevelopment projects (Shirahige-nishi, Kame-Dai-Sho, Kita-shinjuku, Ring Road 2, Ohashi districts); integrated roadside development (Higashi-ikebukuro district, Doshida-Takamatsu districts)
Tama New Town Development Office		Implementation of Tama New Town project
Tobu Housing Construction Office	Management Section / Negotiation Section / Development Section / Housing Improvement Section / Construction Section / Facilities Section	Metropolitan housing construction project, large-scale reform project (wards and island areas excluding Setagaya, Nakano, Suginami and Nerima)
Seibu Housing Construction Office	Management Section / Planning Section / Construction Section	Metropolitan housing construction project (Setagaya, Nakano, Suginami, Nerima, and Tama areas)

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Edited and Published by the Bureau of Urban Development  
Tokyo Metropolitan Government  
Tokyo, Japan, in 2011