

Urban development undertaken by the private sector and others

Private organizations or “associations” established by landowners and leasehold owners undertake numerous 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.

The Kachidoki 6-chome project was implemented by a private redevelopment company established and financed by landowners and leaseholders.

In the Otemachi district (Chiyoda Ward) and the Minato 2-chome district (Chuo Ward), integrated urban redevelopment projects are being carried out within areas designated for land readjustment projects.

Tama New Town projects

The Tama New Town covers an expansive area of approximately 2,853 ha 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. Now, with a high-standard of urban infrastructure, including roads and parks, completed, the area has matured into an urban complex where over 200,000 people reside, featuring rich greenery and homes and workplaces located in close proximity to each other. With development works by the metropolitan government fully completed in fiscal 2003, community development is now being promoted through the sales of housing land.

However, as over 40 years have passed since housing complexes in the area first welcomed residents, issues such as the aging of these facilities and the residents as well are surfacing. The TMG is supporting the efforts of the local government for renewal of these housing complexes based on the Large-scale Housing Complex Renewal Guidelines for Tama New Town and Other Areas formulated in 2012.



Kachidoki 6-chome District



Otemachi 1-chome district



North Side of Tama Center Station



Tama Center Area

Community Renewal

For the comprehensive promotion of urban development in Tokyo, it is important to also carry out urban renewal that addresses the conditions existing in local communities. Such efforts include the steady advancement of improvement of built-up areas through block rearrangement as well as development that gives due attention to the townscape. The TMG is promoting such “community renewal” efforts.

■ Ordinance to Promote Elegant Neighborhoods in Tokyo

This ordinance provides three systems for creating unique and attractive neighborhoods. These systems are intended to encourage local initiatives and efforts for town development in order to advance community renewal and enhance the charm of Tokyo.

• System for urban development through block rearrangement

The purpose of this system is to create attractive neighborhoods by encouraging joint rebuilding and other improvements in areas that present development challenges, such as densely built-up communities.

These areas are designated as neighborhood renewal districts, and a renewal policy that serves as the guideline for the development of each neighborhood 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 contribution. A city plan is then drawn up according to this policy for a staged implementation of development.

• System for the creation of townscapes

In this system, areas that are particularly important from the perspective of townscapes are designated as priority townscape districts. These include districts where efforts are being made to utilize historic or cultural assets to create attractive landscapes and those scheduled for development projects. The local community will play a central role in this system to draw up a townscape guideline together with professional urban designers, which incorporates local color and characteristics. (10 districts have been designated as of the end of February 2015).



Shibamata Taishakuten district
(priority townscape district)

• 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 appeal of Tokyo. (As of the end of February 2015, 5 groups involved in creating townscapes and 41 groups involved in utilizing open spaces for community activities have been registered.)

■ 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), which stipulates barrier-free requirements depending on the use and size of buildings, 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.



Removing barriers by
installing ramps



Universal access toilet

■ Initiatives for the Renewal 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.

To transform the stations and their surroundings into bustling and vital community centers that are convenient for everyone, improvement of facilities such as concourses and station squares are underway at Higashi-nakano and other stations.



Development of Road Networks

In the heart of the city, the Tokyo Metropolitan Government is leveraging the dynamism of the private sRoads 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 forming the framework of built-up areas, providing space for water supply and sewer pipes and other city infrastructure, acting as firebreaks, and providing greenery in the form of roadside trees.

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 National Capital Region. In order to achieve this goal, the TMG has been developing roads designated under the City Planning Act (city-planned roads) and the three Tokyo Megalopolis loop roads.

Development Policy for City-Planned Roads

Roads totaling some 3,200 km in Tokyo have been designated for development under the City Planning Act, but as of March 31, 2013, only about 60 percent of these roads have been completed. The TMG had formulated the “Development Policy for City-Planned Roads in the Ward Area” jointly with the 23 wards in March 2004, and the “Development Policy for City-Planned Roads in the Tama Area” with the 28 municipalities in April 2006, to set down project plans over a span of about 10 years for the systematic construction of city-planned roads

• Details

(1) Verification of the need for city-planned roads

Examinations as to whether uninitiated roads still need to be developed under Tokyo’s city planning vision were conducted using criteria established under the four basic goals of ① vitality, ② safety, ③ environment and ④ livelihood.

(2) Third 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 in the ward area and 162 sections totaling approximately 135 km in the Tama area were selected as roads that should be developed on a priority basis by fiscal 2015.

(3) Relaxation 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 and came into effect from April 1, 2004, in the ward area and June 1, 2006, in the Tama area.

(4) Proposals for new ways of development

In the ward area, a proposal has been made to study new ways to develop sidewalk space for roads that already have a certain width and generally fulfill functions required of roads,

Proposals made for the Tama area include 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 prefectural jurisdictions for the formation of a new road network that connects Tokyo with the neighboring prefectures.

Current status of city-planned roads (as of March 31, 2014)

Area	Planned road extension km	(Completion ratio) Completed road extensions km	Road extension under construction km	Uninitiated road extension km
Wards	1,766	(64.2%) 1,135	147	482
Tama area	1,430	(59.5%) 852	125	452
Islands	10	(100%) 10	0	0
[Total]	3,207	(62.2%) 1,997	273	936

Urban expressways	226	(86.5%) 196	27	2
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※ Figures for urban expressways are forecasts as of April 1, 2014.

※ Totals in each column may not match due to rounding.

※ Uninitiated road extensions include almost completed road extensions.

■ Promoting Construction of the Three Loop Roads of the National Capital Region

• Tokyo Metropolitan Expressway Central Circular Route

This circular route is approximately 47 km long and links areas within an approximate 8 to 10 km radius from the center of Tokyo. With the section linking the No. 3 Shibuya Route to the Wangan Route completed in March 2015, the Central Circular Route fully opened to traffic.

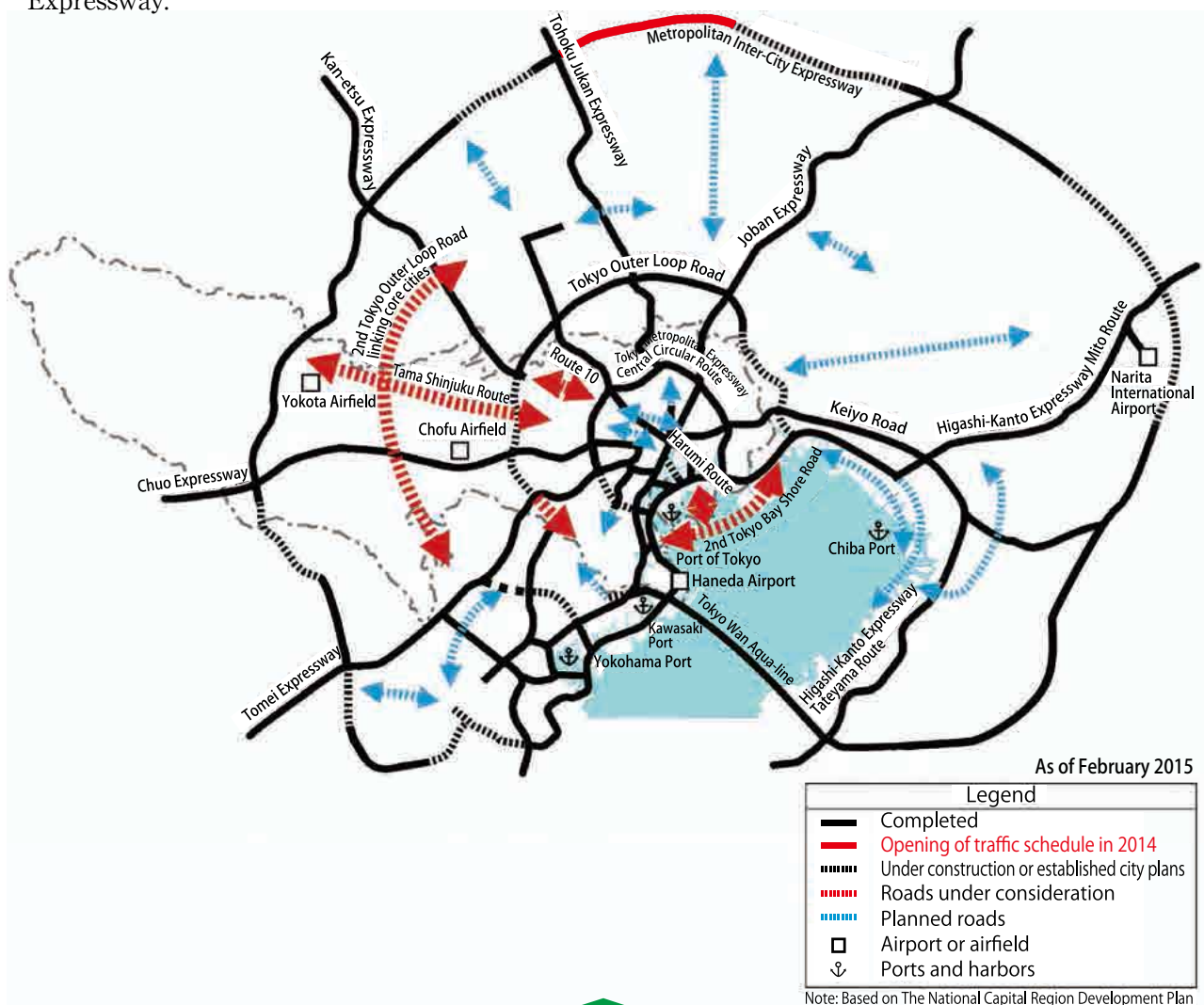
• Tokyo Outer Loop Road (Gaikan)

This route is approximately 85 km long and links areas within an approximate 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 project became ready for implementation in May 2009, with construction started in earnest in September 2012. While continuing to urge the central government and Metropolitan Expressway Public Corporation to realize opening of this section to traffic ahead of schedule in early 2020, the metropolitan government will also pursue studies on community development in areas near the Chuo Junction, Tomei Junction, Ome Kaido Interchange, and Kamishakujii Station with local governments along the route.

Regarding the section between the Tomei Expressway and Wangan Roadway, in addition to requesting that meetings between the central government and relevant agencies be promptly held with the aim of early project implementation, the TMG is urging the central government to conduct the required studies.

• Metropolitan Inter-City Expressway (Ken-o-do)

This route is approximately 300 km long and extends over Tokyo and its four surrounding prefectures at an approximate 40 to 60 km radius from the center of Tokyo. With the opening of the Takaosan Interchange to Sagamihara-Aikawa Interchange section in June 2014, the entire 24.6 km portion of the expressway that runs through Tokyo (Ome Interchange to Sakaigawa, Kanagawa Prefecture), is in service, and the Kan-etsu, Chuo, and Tomei expressways are now linked by the Metropolitan Inter-City Expressway.



Development of Railways and New Transportation Systems

Tokyo's railways and new transport systems are unrivalled in the world in their dense network, precision, and safety. The TMG will continue its efforts to further improve the networks, make it easier to transfer between train lines, provide more barrier-free environments and services, and solve issues with railway crossings.

■ Improvement of Subway Lines

The construction of subway lines has been implemented based on a central government council's report (Council for Transport Policy Report No. 18). In addition, the TMG is working to promote the improvement and integration of subway services, and increase passenger convenience.

■ Tsukuba Express/Nippori-Toneri Liner

The Tsukuba Express (New Joban Line), which links Akihabara and Tsukuba, was developed to ease crowding on JR Joban Line trains, enhance the public transportation network in the northeastern portion of Tokyo, and promote the growth of the areas along the line. 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 northeastern Tokyo and contribute to the development of the areas along the line 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 enhancing the public transportation network in the Tokyo Waterfront Sub-center and contributing to the promotion of development of 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, and between Ariake and Toyosu in March 2006.



Rinkai Line



Yurikamome

■ Tama Monorail

The Tama Monorail was planned to enhance the public transportation network in the Tama area and 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

Basic Policy for Railway Crossing Measures

Approximately 1,070 level railway crossings still remain in Tokyo (as of the end of March 2014), 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 attractiveness as a global city and to promote urban renewal.

In this basic policy, 394 level crossings were selected as priority areas for study and project implementation by FY2025. 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.



Example of large-scale project for two-level crossings

(Keikyū Line near Ring Road No. 8) Resource: Bureau of Construction



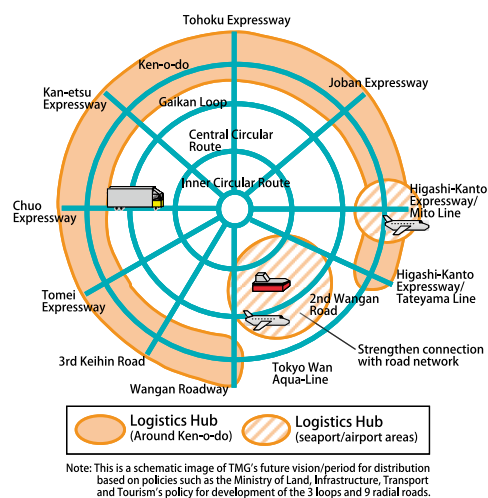
Example of road-widened crossing

Promotion of Logistics and Other Measures

Logistics Measures

Logistics is an important infrastructure supporting industry and daily life. In February 2006, the metropolitan government announced the Comprehensive Vision for Logistics, presenting the basic concepts behind future policies for logistics. Based on this vision, more efficient distribution is promoted to boost international competitiveness and to enhance lifestyles and the environment.

Reforms in the transportation and logistics will be tackled from various perspectives including the construction of a regional logistics network covering land, air, and sea (improving connections between seaport/airport areas and inland areas through the promotion of road developments such as the three loop roads), the updating of the functions of logistics hubs in the ward area (Keihin, Itabashi, Adachi and Kasai centers), the boosting of the logistics functions in the Tama area based on development of the Metropolitan Inter-City Expressway (Ken-o-do), the improvement of loading zones in entertainment/shopping districts, and the guiding of large cargo trucks to expressways.



Development of a Regional Distribution Network of Land, Sea, and Air Transportation

Promotion of Comprehensive Measures for Parking

In January 2007, the TMG released a Comprehensive Manual to Resolve Parking Problems, which 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 is, in cooperation with the municipalities and other organizations, implementing comprehensive measures dealing with parking issues.

Using existing parking lots, 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 Aviation Policies

Tokyo's railways and new transport systems are unrivalled in the world in their dense network, and it would be essential to bolster the airport functions of the National Capital Region for Tokyo to develop as a global city. The TMG is taking many initiatives to address this challenge. These include efforts to further strengthen functionality at Haneda Airport and increase its international flights, and to promote the acceptance of business jets into the region. The TMG is also working to realize civil-military dual-use of Yokota Air Base, and to have Yokota airspace returned to Japan.

Enhancing Functionality of Haneda Airport and Increasing International Flight Services

The TMG had been lobbying the central government to re-expand and introduce regular international flights to Haneda Airport, and had also cooperated in a variety of ways including providing the central government with interest-free loans for construction of a new runway. As a result, Runway D opened for service in October 2010, and regularly scheduled international service commenced. In March 2014, the number of arrival and departure slots at Haneda was increased from 303,000 to 447,000 annually.

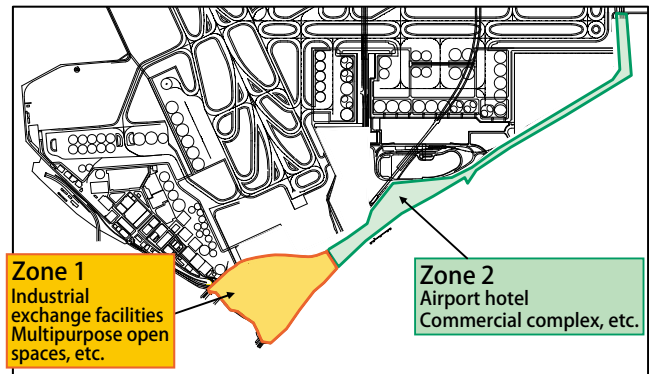
However, it is predicted that capacity at airports in the National Capital Region will again be inadequate in the early 2020s. The TMG will continue to lobby the central government to expand airport capacity and the number of slots for international flights.

In October 2010, a plan was compiled for developing the land left vacant after completion of the Haneda Airport offshore development project and the re-expansion project. In December 2011, Zone 1 of the site was designated by the central government as part of the Comprehensive Special Zone for International Competitiveness Development (Special Zone for Asian Headquarters), with nine wards, including Ota Ward, being designated as National Strategic Special Zones in May 2014.

While coordinating with the relevant parties, the TMG will continue to work to realize use of the vacant land.



Haneda Airport



Development of vacant land at Haneda Airport

Promoting Business Jet Flights into the National Capital Region

As a tool indispensable for international business, the use of business jets is rapidly increasing in the countries of the West and even in the Middle East and Asia.

In light of such circumstances, the TMG is taking actions to make it possible to accommodate more business aviation. In November 2010 the policy for measures to improve the system for accommodating business aviation in the National Capital Region, which includes the development of exclusive CIQ lanes and other facilities at Haneda Airport and the use of Yokota Air Base, was formulated and presented as a proposal to the central government. As part of a project to expand Haneda's International Terminal, use of dedicated arrival/departure gates and CIQ lanes for business jets commenced in September 2014. The TMG will continue to work to bolster the system for accommodating business jets in the National Capital Region.

Reversion of Yokota Airspace

Yokota airspace, currently controlled by the U.S. Armed Forces in Japan, is a vast space that extends over Tokyo and nine other prefectures. In September 2008, part of the airspace was returned to Japan. Still, in order to ensure air traffic that is safer and more efficient, and has less adverse noise impact, full reversion of Yokota airspace, realignment of airspace in the National Capital Region, and unified air traffic control by Japan is indispensable. To this end, the TMG will continue urging the national government to negotiate with the U.S. government for total reversion of the airspace.



Creating a city rich in greenery

Greenery in a city such as parks and green spaces serves a variety of roles: adding comfort and peace to urban life, preserving the urban environment, providing places for recreation, and securing places to evacuate to in the event of disaster. The TMG implements the following efforts with a view to fostering networks of water and greenery in the urban environment.

City-planned Parks and Green Spaces

In Tokyo, among sites totaling some 10,800 ha designated as parks and green spaces under the City Planning Act, 2,300 ha require development. Based on the Development Policy for City-planned Parks and Green Spaces, which was last revised in December 2011, the TMG promotes systematic development of parks and green spaces to create water and greenery networks and to improve Tokyo’s disaster-preparedness.



Tokyo Rinkai Disaster Prevention Park

Comprehensive Policy for Preserving Greenery

With greenery being lost to urbanization, Tokyo and its municipalities jointly formulated the Comprehensive Policy for Preserving Greenery in May 2010 to systematically protect greenery of cliff lines, estate woodlands, and other areas.



Scenic farmland

Based on this policy, initiatives are being taken to preserve greenery, including designating special conservation zones, maintaining and increasing scenic farmland areas under a scheme designating such zones, and promoting the Tokyo greenery preservation project, which is aimed at assisting greenery conservation by citizens’ groups in collaboration with a private fund.

In addition, the TMG encourages the designation of green production districts, with a view to conserving agricultural lands.

Privately-run Parks and Park Usage Development Systems

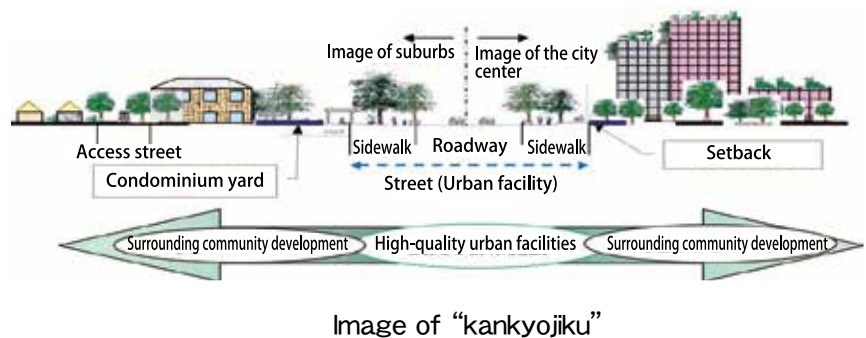
The privately-run park system is Tokyo’s unique scheme for the creation of parks and other green spaces. It utilizes the dynamism of the private sector for the early opening to the public of undeveloped city-planned parks and green spaces to create park spaces that can also be effective as evacuation areas. In addition, the Park Usage Development system was established in 2013 to facilitate both the prompt creation of added vitality in the community and park functionality in the center of Tokyo where there is high potential for development.

Guideline for Greenery Development in Privately Owned Public Spaces

To enhance the value of open spaces created in the process of large-scale urban development, the TMG established the Guideline for Greenery Development in Privately Owned Public Spaces to facilitate the creation of spaces such as greenery networks and safe and comfortable areas.

Creation of Kankyojiku

“Kankyojiku” are networks of urban spaces lush with greenery. These networks are created when the urban facilities that form the infrastructure, including roads, rivers, and parks, and the adjacent communities are developed in an integrated manner to generate broad and substantial greenery, open spaces, and pleasant landscapes.



The TMG is utilizing guidelines on Kankyojiku formulated in 2007 and the Kankyojiku Council established in 2008 to promote the formation of these areas. In addition, the TMG is also working with municipalities to create kankyojiku, learning from areas where the program has already been implemented.

Water Resources and the Effective Use of Water

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 reassurance against problems such as water shortages. TMG initiatives to develop water resources, which began with the construction of the Ogochi Dam on the Tamagawa River completed in 1957, are currently underway at the Yamba Dam.

In addition, to ensure the effective use of our precious water resources, guidance is provided to large building owners and developers to use reclaimed wastewater for purposes such as in toilet flush systems and rainwater, which normally flows into the sewer system, for sprinkling and other purposes.



Prospective image of the completed Yamba Dam

Beautifying the urban landscape

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 is undertaking initiatives for the realization of a beautiful and elegant capital, based on the Tokyo Metropolitan Government Landscape Ordinance and the Tokyo Landscape Plan.

■ Landscape Creation through a Filing System and a system for Prior Consultations

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 properties, 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.

For construction of large-scale buildings and structures that require city planning decisions, a system for prior consultations from the planning stage of the project, before the start of actual application procedures, has been established to encourage plans that give due consideration to the landscape. These include high quality designs around the Imperial Palace and preservation of the scenic landscape of the Diet Building.



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



Hama-rikyu and Shiba-rikyu Gardens special landscape creation district (Hama-rikyu 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, which are, in principle, over 50 years old, those that are of significant importance to Tokyo's landscape are selected by the governor (80 as of the end of February 2015). The government helps to preserve these by providing information boards and other support.

Also, among gardens and architectural structures with historical value, such as cultural properties, 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 of February 2015).



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)