

Integrated Realignment of Shinjuku Station Facilities to Create Shinjuku Grand Terminal

By taking the opportunity presented by the decision to rebuild the station building, which was in need of renewal, to realign facilities such as the station, station squares, and station building in an integrated manner, and construct a new pedestrian walkway above the rail tracks, the project is transforming the station into Shinjuku Grand Terminal, and also promoting the renewal of functions in the Shinjuku Station area to create a high-quality hub for international exchange using the entire area.



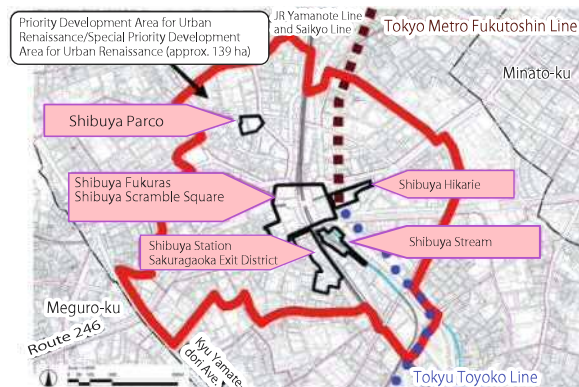
Artist's rendition of the renovated Shinjuku Grand Terminal

Development of the Area Around Shibuya Station

In the Shibuya Station area, developments such as the relocation of the Tokyu Toyoko Line underground and commencement of through-services with the Tokyo Metro Fukutoshin Line in March 2013 have provided the opportunity to begin integrated redevelopment of the surrounding area that combines upgrading the functionality of station facilities and realigning urban infrastructure.

The TMG will continue to work in cooperation with the central government, Shibuya-ku, railway companies, and private developers, offering appropriate guidance to private-sector development projects in the area around Shibuya Station. By integrating reorganization and development of urban facilities with that of the surrounding area, including improvements to railways alongside the redevelopment of station plazas and the creation or realignment of pedestrian walkways, the TMG will greatly improve the safety and convenience of Shibuya Station and the surrounding area.

In addition, the TMG will promote urban planning aimed at strengthening global competitiveness by adopting projects that enhance Shibuya's functionality as an international center to promote culture and exchange, as well as supporting advanced business functions and the growth of sectors such as the content industry.



Shibuya Station Area Priority Development Area for Urban Renaissance/Special Priority Development Area for Urban Renaissance



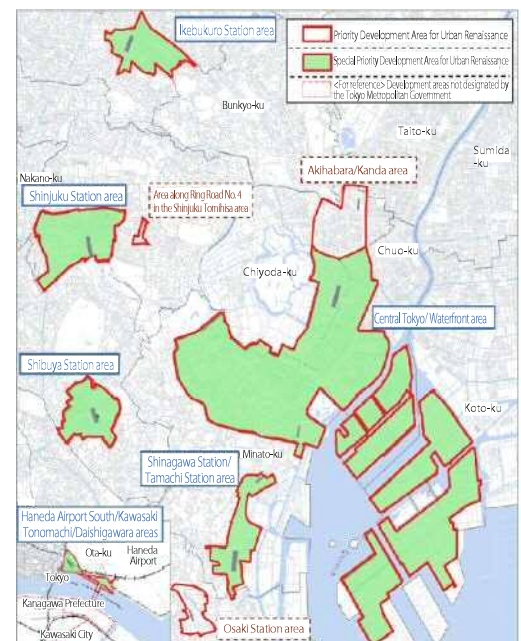
Artist's rendition of the Shibuya Station area

Urban Renaissance Projects

The TMG is implementing urban development to establish charm and vitality befitting an international city.

Through high-quality private sector development projects carried out in Priority Development Areas for Urban Renaissance based on the Act on Special Measures Concerning Urban Renaissance, urban development—including initiatives to boost international business functions, reduce environmental impact, create urban greenery, and form an elegant cityscape—is promoted to strengthen international competitiveness.

Also utilizing the Special Priority Development Area for Urban Renaissance system established under the revised 2011 Act on Special Measures Concerning Urban Renaissance, the TMG will continue to advance urban renewal with the aim to further build up international competitiveness through quality private-sector projects.



Special Priority Development Areas for Urban Renaissance/Priority Development Areas for Urban Renaissance

Use of Metropolitan and Central Government-Owned Land

To promote the urban renewal of Tokyo, the TMG is undertaking projects that use metropolitan government-owned land and effectively utilize the vitality and resources of private firms. For example, land created through the rebuilding of metropolitan housing developments can be utilized in development projects that are tailored to the characteristics of each area, encourage people to live in central Tokyo, improve districts with close-set wooden houses, and deal with the graying of society.

The Bureau is also advancing “urban renewal upgrade projects” that effectively utilize plots of metropolitan government-owned land.

The TMG will also work with the central government and local municipalities to establish high-quality urban spaces on land owned by the central government.

Urban Renewal Upgrade Projects

Urban Renewal Upgrade Projects aim to create a Tokyo that is vibrant and attractive. Under a TMG-wide initiative, the program advances urban development by establishing concepts tailored to the characteristics of an area and bringing in investment and expertise from the private sector for the integrated development of several plots of metropolitan government-owned land, while also bringing about development of the surrounding area.

Developers selected through public tenders have concluded basic agreements with the TMG, and are now engaged in construction.

In the Shibuya district, the project at the former site of the Tokyo Metropolitan Miyashita-cho apartment complex was completed and a commercial and residential complex was opened in April 2017. In the Takeshiba district, work is underway with the aim of completion in 2020.

Takeshiba District

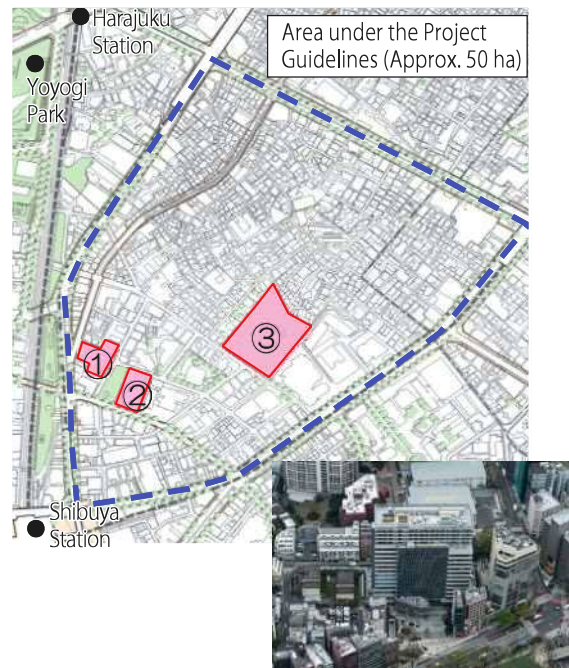
- (1) Metropolitan government-owned land used:
Approx. 1.5 hectares
Former sites of
① Tokyo Metropolitan Archives,
② Tokyo Metropolitan Inspection Institute of Weights and Measures, and
③ Tokyo Metropolitan Industrial Trade Center
- (2) <Concept>
To establish a dynamic center for business and commerce that provides an environment rich in greenery, the ocean, and culture

Shibuya District

- (1) Metropolitan government-owned land used:
Approx. 2.6 hectares
Former sites of
① Miyashita-cho apartment complex,
② Tokyo Metropolitan Children’s Hall, and
③ Tokyo Metropolitan Aoyama Hospital
- (2) <Project goal>
To create a flow of people linking the Shibuya, Aoyama, and Harajuku areas, and form a center setting trends for lifestyle and culture, the fashion industry and other fields



Conceptual drawing of the Takeshiba District project (Final plans subject to change dependent upon future negotiations.)



① Aerial photo of the project at the former site of the Miyashita-cho apartment complex

Urban Development Utilizing Metropolitan Land

Private-sector projects utilizing metropolitan government-owned land have been implemented in such districts as Minami-Aoyama 1-chome, Konan 4-chome, Kachidoki 1-chome, and Higashimurayama City Honcho. And, we will continue advancing urban development that utilizes private-sector resources in the following areas.



Kamimeguro 1-Chome District

Kamimeguro 1-Chome District Project

The project was made possible through the joint development of metropolitan government-owned land and adjacent ward-owned land. The TMG and the local ward invited proposals from developers, centered on the concept of “creating a beautiful community that connects Nakameguro and Daikanyama.” A developer for the project was selected in September 2015. The university campus constructed through this project opened in April 2019.



Conceptual drawing of the project
(Final plans subject to change dependent upon future negotiations.)

Kita-Aoyama 3-Chome District Urban Development Project

This project combines rebuilding of metropolitan housing blocks into a high-rise building and employing the vitality of the private sector in the use of the land created by rebuilding. Integrated urban development with the area along Aoyama-dori Avenue is being advanced in stages to create a center that sets the latest trends in culture and fashion.



Conceptual drawing of the project
(Final plans subject to change dependent upon future negotiations.)

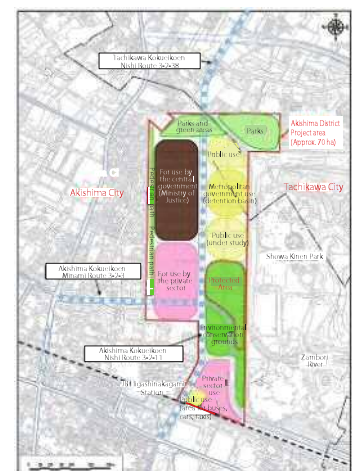
Shiodome West District Metropolitan Government-Owned Land Utilization Project

Based on the concept of “working with the attractive space built by the community to form an area with sustainable vitality,” development is being advanced through a private sector project selected by public tender for proposals for initiatives that along with contributing to the creation of sustainable vibrancy in Shiodome West district, also raise the value of the community.

Akishima District (Former Site of the Tachikawa Air Base)

This district is approximately 70 hectares of central government-owned land and consists of a portion of land (the former site of Tachikawa Air Base) reverted to Japan from the United States in 1977. While promoting the development of the International Justice Center (tentative name) and the introduction of business and commercial functions, the greenery of the area’s iconic Showa Kinen Park will be used to create a high-quality urban space that is environmentally friendly.

The city plans, including land readjustment projects, were decided in March 2012. Land readjustment projects are being carried out by the Urban Renaissance Agency (UR), an independent administration corporation. In order to ensure the smooth progress of the projects, the TMG is working with the central government, city, and others to provide technical support.



Akishima District Land Utilization Plan for the Former Site of Tachikawa Air Base

Urban Development Undertaken by the Tokyo Metropolitan Government

Land readjustment and urban redevelopment projects implement comprehensive urban development in an integrated manner such as building roads, parks, and plazas, as well as developing residential land and supplying quality urban housing.

The TMG takes the initiative in implementing projects that are highly public in nature or those that are difficult for the private sector to execute, such as the creation of new transportation networks.

Land readjustment and urban redevelopment projects are also carried out by other entities, including municipalities, individuals, associations, organizations, and public corporations.

The TMG is also using urban development projects as opportunities to remove utility poles on streets.

Land Readjustment Projects

Land readjustment projects by the TMG are underway in central Tokyo, the surrounding special-ward area, and waterfront area, in order to enhance the urban functions of built-up areas and create a highly-convenient city.

Land Readjustment Projects to Develop Large Vacated Sites

Integrated development of the urban infrastructure has been continuing in the Shiodome district and the surrounding areas, centering around the former site of a Japan National Railways freight terminal, to advance mixed-use development with business, commercial, cultural, and residential facilities (project period: FY1994 through FY2021).



Shiodome area (before)



Shiodome area (after), rezoning order announced October 2015

Land Readjustment Projects in Redevelopment of Built-Up Areas

In the Mizue Station West, Shinozaki Station East, Rokucho, and Hanahata North districts, the TMG is working to develop a quality living environment in the areas along the Toei Shinjuku Line and the Tsukuba Express Line. In the Mizue Station West district, utility poles have been removed on some access street.



Rokucho district

Land Readjustment Projects in Tokyo's Waterfront Area

In the Harumi 4-chome and 5-chome districts, as well as the Toyosu district and the Ariake-kita district, regional arterial roads linking central Tokyo to the Tokyo Waterfront City area are being constructed and mixed-use development combining business, commercial, cultural, and residential facilities is underway.



Waterfront area (Harumi 4 & 5-chome, Toyosu district, Ariake-kita District)

■ Urban Redevelopment Projects Undertaken by the Metropolitan Government

Two urban redevelopment projects of the TMG are currently underway: the Urban Facilities Redevelopment Project, which develops essential urban facilities such as city-planned roads and promotes intensive use of the land in surrounding areas, is being implemented in the Sengakuji Station district, and the Urban Redevelopment Project Related to Disaster Reduction, currently implemented in the Kameido/Ojima/Komatsugawa district, aims to create disaster-resistant communities by developing evacuation areas and routes, and also improving the residential environment.

To promote the steady progress of these projects, the vitality of the private sector is employed through such programs as the designated builder system.

Urban Facilities Redevelopment Project <Sengakuji Station District>

Sengakuji Station serves as a regional transportation hub, linking the Keikyu Line, which provides access to Haneda Airport, and the Toei Asakusa Line, which provides access to the city center and Haneda Airport. With increased demand for access to Haneda Airport, the station's importance is growing. Additionally, with development progressing in the area around the station, the number of people who use Sengakuji Station is expected to grow further.

Taking into consideration the need to improve station facilities in order to respond to such an increase in station users and to ensure user safety and convenience, including passengers transferring between train lines, the TMG is working to develop the station and other urban infrastructure in an integrated manner through an urban redevelopment project.

To ensure station improvements are firmly carried out in conjunction with the planned development of the area around JR Takanawa Gateway Station in 2024, project plans and "plans for redistribution of rights" were finalized in fiscal 2018 and fiscal 2019 respectively.

In fiscal 2020, the designated builder will be decided, and the project will be advanced to start construction of the redeveloped building.



Sengakuji Station District Development Area

Urban Redevelopment Projects Related to Disaster Reduction <Kameido, Ojima, and Komatsugawa District>

One of the largest redevelopment projects in Japan is underway in the vast area (approx. 98.6 hectares) of the Kameido/Ojima/Komatsugawa district, which straddles Koto-ku and Edogawa-ku. The district is situated on relatively soft soil, has a high population concentration, and has been vulnerable to disaster. Therefore, with the aim to build a disaster-resistant community, the development of a disaster-reduction base has been promoted under the Basic Plan for Redevelopment of the Koto District established in 1969, in order to develop evacuation areas and evacuation routes, as well as to improve the living environment and provide a stable supply of housing (project period: FY1979 through FY2021).



Kameido/Ojima/Komatsugawa Development Area

■ Urban Development Undertaken by the Private Sector and Others

Landowners and leaseholders, as individuals or associations (“private sector and others”), undertake numerous land readjustment and urban redevelopment projects in many districts in Tokyo.

The TMG is responsible for approving the project and land rezoning plans and so on, and offers necessary supervision, guidance and financial support for the smooth implementation of these 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.

■ Land Readjustment Projects Undertaken by the Private Sector and Others

As of the end of December 2019, land readjustment projects by the private sector and others were underway in 49 districts (including projects undertaken by municipalities.)

In the special ward area, new urban development that utilizes large vacant parcels of land in the area around Shinagawa North district (Minato-ku) and vacant land formerly part of Haneda Airport (Ota-ku) is underway. An integrated urban redevelopment project is also being carried out within an area designated for land readjustment projects in the Nakano 2-chome district (Nakano-ku).

In the Shibuya Station District (Shibuya-ku), land readjustment projects are also providing an opportunity for renewal and reorganization of station facilities as well as reorganization of urban infrastructure and the area itself.

In the Tama area, in the Minamiyama Tobu district (Inagi City), work on dangerous escarpments, major roadways, and removal of utility poles along such roadways is underway for improved safety of residents, while at the same time a rich green urban area is being created.



Shibuya Station district



Minamiyama Tobu district

■ Urban Redevelopment Projects Undertaken by the Private Sector and Others

As of the end of December 2019, urban redevelopment projects by the private sector and others were underway in 35 districts, and in a further 22 districts, city plans have been decided and projects are due to start.

During fiscal 2019, in the special ward area, projects completed include redevelopment in the Dogenzaka 1-chome Station Square (Shibuya-ku) and Kandaneibeicho (Chiyoda-ku) districts. Taking the opportunity presented by realignment of urban infrastructure, redevelopment of the Dogenzaka 1-chome Station Square district aimed to enhance the attractive commercial, office, and cultural and exchange functions of the area, while also forming an international center for the next generation to promote an advanced lifestyle and culture. In the Kandaneibeicho district, located 200 meters from Akihabara Station, a major transportation hub, the project resolved issues in an area with narrow roads and densely-packed old wooden structures to create an area that blends office, housing, and commercial functions. It also created facilities such as a public square that attracts a flow of people from the station area and a square equipped with disaster management functions.

With Takashimaya Nihombashi, designated as an Important Cultural Property, at its center, the Nihombashi 2-chome district (Chuo-ku) project was also completed. The project produced a streetfront that highlights both the history and culture of the district, as well as a temporary evacuation area for people who may become stranded following a major earthquake or disaster by installing a large translucent roof over a pedestrian-only road, among other facilities.



Dogenzaka 1-chome Station Square district

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. Now, with the completion of a high-standard of urban infrastructure, including roads and parks, the area has matured into a multifunctional city 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 TMG fully completed in fiscal 2003, community development is now being promoted through the sales of housing land.

However, as more than 45 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. Therefore, in response to these issues, the TMG is working in close cooperation with local municipalities and other relevant parties toward renewal of Tama New Town, including formulating the Renewal Guidelines for Tama New Town Area in February 2018.



North side of Tama Center Station



Tama Center area

Development of the Olympic and Paralympic Village (Post-Games Community Development)

In April 2016, the TMG started work on the Type 1 Urban Redevelopment Project in the West Harumi 5-chome district, and is now building the Athletes' Village for the Olympic and Paralympic Games Tokyo 2020 and developing the area to be a legacy of the Games.

The construction of buildings, including accommodations for athletes during the Games which will be converted to residences after the Games, is now underway, with the TMG using the designated builder system to make use of the funds and expertise of private sector developers.

To make this district a legacy of the Games, the TMG is leveraging the area's seaside location and proximity to the city center to develop a community where various residents, including families with children, senior citizens, and foreign nationals, can interact and lead fulfilling lives.

In addition, to realize a community that will serve as a model for a city leading the world in environmental policies, a hydrogen station and hydrogen pipeline will be built to supply vehicles such as fuel cell buses with hydrogen and, via the pipeline, supply the district as well.



©Designated Builders for the Type 1 Urban Redevelopment Project in the West Harumi 5-chome District

Artist's rendition of the Olympic and Paralympic Village after the Tokyo 2020 Games (At the time of project completion)

Overview of the Type 1 Urban Redevelopment Project in the West Harumi 5-chome district

- Area: about 18 hectares
- Plan overview

[Overview of buildings]

- *Development undertaken by designated builders (entities that carry out the construction of buildings)
- No. of buildings: 24 • No. of units: approx. 5,650

[Overview of public infrastructure]

- Major road (Auxiliary Route 314)
Length: approx. 210m
- Access streets (4 routes)
Length: approx. 1,570m

[Project period]

FY2016 through FY2024

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 townscape guidelines together with professional urban designers, which incorporates local color and characteristics. (As of the end of March 2018, 11 districts have been designated.)



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 December 1, 2019, five groups involved in creating townscapes and 77 groups involved in utilizing open spaces for community activities have been registered.)



Examples of urban development for
utilizing open spaces for community
activities by local groups

Promotion of Barrier-Free Urban Design

Making Buildings Barrier-Free

The TMG is promoting the development of barrier-free structures 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 to ensure that buildings are more accessible to all people including the elderly, persons with disabilities, and those with infants.

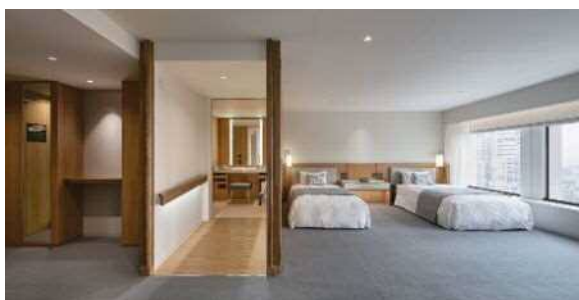


Removing barriers by installing ramps



Universal access toilet

With an eye to the Tokyo 2020 Games and developments such as the continued super-aging of the population that lies ahead, Tokyo's barrier-free ordinance was revised in March 2019 to create a more accessible environment at hotels and other lodging facilities for all, including people with disabilities and senior citizens. The revised ordinance establishes minimum standards for specifications such as the removal of steps and entrance width of "ordinary guest rooms," rooms for non-wheelchair users as stipulated by the Act to Promote Smooth Mobility for Senior Citizens, the Disabled, etc., (Barrier-Free Act).



Barrier-free guest room



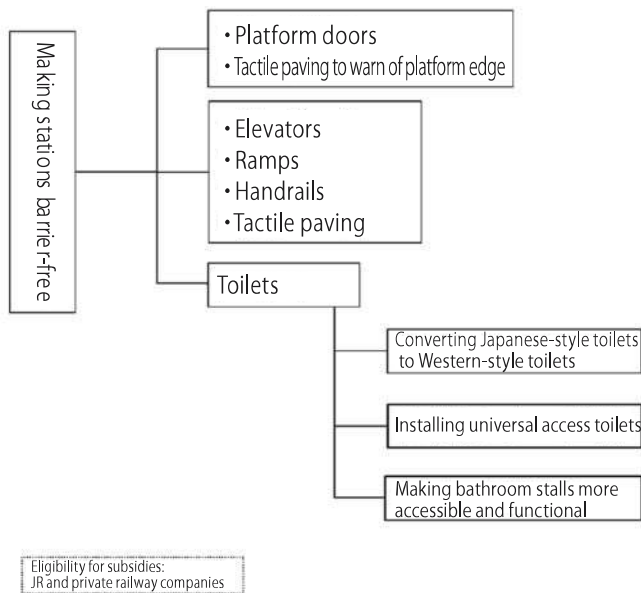
Barrier-free bathroom



Logo mark to promote awareness of initiatives to make hotels barrier-free (Adopted in October 2018)

■ Making Railway Stations Barrier-Free

To advance barrier-free urban development so that everyone can get around the city with peace of mind, the TMG is working to make railway stations barrier-free through subsidies to municipalities and railway operators.



Elevator (Tokyu Shibuya Station)



Platform door (Keio Shinjuku Station)

Overview of the Approach to Prioritization of Construction Related to Making Railway Stations Barrier-Free

In addition to existing initiatives, to further barrier-free improvements at railway stations, the TMG compiled the Approach to Prioritization of Construction Related to Making Railway Stations Barrier-Free in September 2019. Based on this approach, the TMG will expand and enhance subsidies for projects which promote the overall barrier-free environment at railway stations (for JR and private railway companies) to accelerate barrier-free initiatives.

Elevator

- Continuation of initiative
 - Subsidy for securing one route
- New initiative
 - Subsidy for additional routes to ground level and connection routes to other railways, etc.

Platform door

- Continuation of initiative
 - Subsidy for stations used by 100,000 or more
- New initiative
 - Subsidy for stations used by fewer than 100,000
 - ※ Railway operators that receive subsidies draw up and release construction plans based on the approach to prioritization of construction.

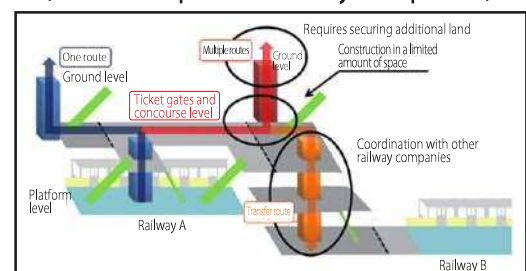
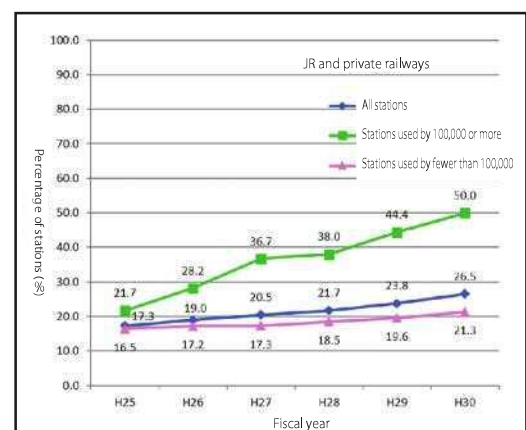


Image of Barrier-Free Routes at Stations

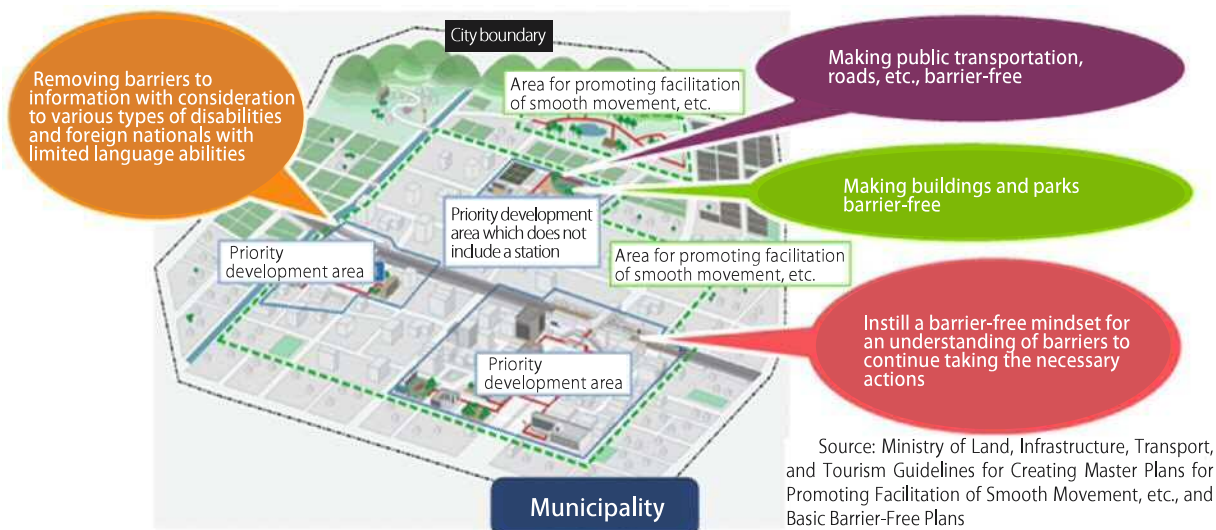


Platform Door Installation Ratio (JR and Private Railway Companies)

■ Area and Integrated Barrier-Free Improvements in Local Communities

To realize communities in various areas of Tokyo municipalities where everyone, regardless of age or disability, can live comfortably and with peace of mind, the TMG is providing technical and financial support for the creation of Basic Barrier-Free Plans and Master Plans for Promoting Facilitation of Smooth Movement, etc., implemented by the municipalities.

<Image of a Basic Barrier-Free Plan and Master Plan for Promoting Facilitation of Smooth Movement, etc. >



■ Building Child and Elderly Care Facilities

Focusing on the advent of a graying society, in order to advance the development of facilities caring for children and the elderly, the TMG is increasing the floor area ratio for construction of large scale developments that apply various urban development schemes, if they incorporate such facilities. Of such developments, for large-scale development projects above a certain size, the TMG is promoting the establishment of childcare facilities that take into account the needs of the community, by having developers consult with local municipalities to confirm the need for childcare and other services as a condition for urban development.

■ 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 advancing the development of barrier-free facilities.

To transform the stations and their surroundings into bustling and vital community centers that are convenient for everyone, construction of facilities such as concourses and barrier-free facilities are underway at Shinjuku and other stations.

■ Facilitating Easier Use of Land of Unknown Ownership

In June 2019, the Act on Special Measures to Facilitate Easier Use of Land of Unknown Ownership went into effect as a means to make it easier to use land of unknown ownership and Projects to Improve the Welfare of Local Communities were established.

This Act now makes it possible to construct facilities using land of unknown ownership that meets certain criteria for a maximum of ten years to improve the welfare and convenience of residents in the local community and others by receiving approval from the prefectural governor.

Anyone, including private companies, NPOs, and local neighborhood associations, can initiate a Project to Improve the Welfare of Local Communities.