

Tsukiji District Community Development Project

Application Guide for Operator

November 2022

Bureau of Urban Development,
Tokyo Metropolitan Government

* The original copy of the Application Guide for Operator and Attachments were prepared in Japanese language, and the English version of them were prepared for reference purpose only. In the event of any inconsistency, the Japanese version shall prevail.

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Section 1 Matters Related to the Project

1 Name of the Project

Tsukiji District Community Development Project (hereinafter “the Project”)

2 Location of the Project

- (1) Location: Areas within Tsukiji 5-chome and Tsukiji 6-chome, Chuo-ku, Tokyo
- (2) Area of Metropolitan Government-owned land for use: 194,679.11 m²¹ (provided in Attachment 1 and Handout 1)

¹ Please refer to Section 4, 2(2) D and Handout 19 for the scope of land subject to lease (hereinafter “scope of lease”).

3 Basic Concept

This is a project to pursue community development leading to the sustainable growth of Japan and Tokyo, leveraging the potential advantages of the centrally located large land area with rich sources of water and greenery as well as historical and cultural resources, promoting effective communication between the city center and waterfront areas through the maximum contributions by the private sector.

4 Project Implementation Policy

The Project will be implemented in line with the approaches (i) to (iii) described below in order to realize the following concept in accordance with the Tsukiji Community Development Policy (March 2019; hereinafter “Community Development Policy”) and the Tokyo Bay eSG Urban Development Strategy 2022 (March 2022).

<CONCEPT>

***“A Hub with Abundant Water and Green for Creating and Promoting
New Culture through Diverse Exchanges with People from Around the
World”***

<Approaches to the Project Implementation>

- (i) Landscape Tokyo to epitomize its waterfront-city characteristics
 - The Operator shall design symbolic and impressive landscapes that represent the characteristics of Tokyo as a Water City, with a view to welcoming people through the routes from waterways.

- (ii) Welcome visitors from around the world with the charm that Tokyo can offer through its rich environment and history unique to the city.
 - The Operator shall create venues to welcome people in many ways by taking advantage of the multiple accessibility via land, the Tokyo Bay, and Sumida River.
 - The Operator shall develop a pleasant district that invites people to explore by making the best use of the waterside areas and enriching greenery, providing enough space where people can enjoy themselves and socialize.
 - The district should be an area where, by creating space with attractive and appealing design, people can discover the charm of Tokyo that embraces both tradition and cutting-edge technology.
- (iii) Offer an open stage for creating new cultures through diverse exchanges.
 - The Operator shall develop highly accommodating venues by introducing features including high-capacity facilities and outdoor gardens accessible to a diversity of people, stimulating interactions and allowing them to proactively promote diverse activities, thereby creating new cultures.

In order to bring the Project in shape, it will be conducted based on the policies (1) to (3), as described below while effectively working on the following four initiatives:

- Realization of zero emissions and use of domestically sourced timber
- Utilization of digital and cutting-edge technology
- Prevention and mitigation of infectious diseases that may emerge in the future embedded in the facilities improvement and management
- Promotion of community development from the perspective of children

With regard to the development process, given that this is a comprehensive participation project, the Operator does not necessarily have to follow the phased development process from phase 0 to 3 as presented in the Community Development Policy so that they can fully exercise their own originality and ingenuity. The Operator shall make efforts to promptly start development and operation of the entire district and shall not delay the process without reasonable cause.

Furthermore, to build momentum for the water transport and enhance convenience, the Operator shall develop a ferry terminal in conjunction with the improvement of the installed disaster prevention pier to be conducted by the Tokyo Metropolitan Government (hereinafter “TMG”) and start using them before the full development.

In addition, the Operator is required to stimulate vibrant commercial activities in the terminal area

before the water transport is ready to be installed.

<Cooperation with Tokyo Bay eSG Urban Development Strategy>

In the Tokyo Bay eSG Urban Development Strategy, TMG designates the Bay Area as a key area that exemplifies the concept of “Sustainable city Tokyo that balances maturity and ongoing growth” and aims to develop the Area as a sustainable next-generation city that responds to the climate crisis, creates a harmonious environment with the sea and greenery, and attracts people and investments from all over the world.

Concerning the development of the Tsukiji district, the Operator shall advance the community development that contributes to the promotion of the Tokyo Bay eSG Urban Development Strategy while working in close cooperation with various functions of the Waterfront Area and neighboring areas, generating a synergy.

(1) Policies on the permanent facilities

A. Policies on the development of urban infrastructure

(A) Policy on transport hub formulation

The Operator shall develop transport hub functions, such as a traffic plaza, by making integrated and effective use of the pier. The Operator shall establish a wide-area transportation hub comprised of infrastructures including water transport, buses, and subway services: for example, a subway line between the Central Tokyo and Waterfront Area that serves as the key transport infrastructure to connect the Project site and the further developing Waterfront Area.

(B) Policy on water transport

The Operator shall leverage and enhance the water transport network, effectively cooperating with other, wide-coverage modes of transport infrastructure such as the subway system. Specifically, the Operator shall utilize the disaster prevention pier, which TMG will install as a key point of operation for the water transport network, which also contribute to revitalizing Tokyo as a whole, and form the water transport network within the local and extensive areas.

Additionally, the Operator shall introduce a water transport network for the local communities for enhanced circulation by developing and managing new piers at, for example, the plots facing the Hama Rikyu Gardens (southwest of Loop Road No. 2). Furthermore, in conjunction with the improvement of the installed disaster prevention pier conducted by TMG, the Operator shall develop a ferry terminal and related facilities ready for use so that they will contribute to building momentum for the water transport and enhancing convenience.

(C) Policy on pedestrian networks

The Operator shall work to tie in with a wide range of surrounding local resources, including the Hama Rikyu Gardens and Tsukiji Outer Market. TMG shall form the pedestrian networks that visitors can enjoy waterside walks by utilizing the maintenance passages of the super levees and seawalls. In the district, the Operator shall develop a traffic system that segregates pedestrians from road vehicles by providing features to ensure pedestrian crossing across the Loop Road No. 2 and effectively utilizing the difference in the height of the ground surface resulting from the super levee development. The Operator shall secure pedestrian-friendly zones while also considering the relationship with the pedestrian networks in the surrounding areas and promote the development of a human-centered community for pedestrians.

(D) Policy on creation of transportation functions for vehicles in the district

The Operator shall develop access routes for vehicles from Shin-Ohashi St., Harumi St., and Loop Road No. 2 to ensure appropriate access from/to the district and vicinity. Also, the Operator shall secure traffic functions within the district, including a grade separation to cross the Loop Road No. 2, that help integrated and effective land utilization across the district. The Operator shall, besides automobiles and bicycles, ensure other possible traffic functions in light of the use of next-generation mobility options and systematically develop parking places and bicycle parking lots while securing the pedestrian flow lines.

B. Policy on land use

- (A) The Operator shall introduce facilities and functions that take advantage of Tsukiji's strengths, including its major role as a center for food culture, its local assets such as Hama Rikyu Gardens and the Sumida River, and its historical and cultural backgrounds in order to hold conferences and events as an international exchange hub and make various efforts to enhance those functions in collaboration with other surrounding local assets.
- (B) The Operator shall use the large tract of land in a prime location in Tokyo effectively and develop the site to be an innovative and international forerunner with diversity to lead Tokyo after the Tokyo 2020 Games.
- (C) The Operator shall introduce and develop features and spaces (including open spaces that integrate indoor and outdoor areas) for creating new opportunities for lively activities, visitor attractions, exchanges, amenities, and value creation, including such venues where people can discover the charm of Tokyo that embraces both tradition and cutting-edge technology, by taking advantage of the vibrant and lively base for food culture that has been long nurtured in Tsukiji, its waterfront environment, spaces

with attractive and appealing design, and so on.

Furthermore, the Operator shall respect the ties with other local players such as the Tsukiji Outer Market, create synergy with neighboring areas and districts, and make the site as vibrant as it is expected of Tsukiji.

- (D) The Operator shall actively work to further enhance the international competitiveness of Tokyo and Japan by introducing various features: large-capacity venues for commerce and interactions that can welcome various people and cultures from around the world, allow active promotion of diverse activities and socialization, and create and promote Tokyo's new culture while serving as a "Stage Open to Tokyoite," as well as features for sustained contributions to innovations, communicating Tokyo's new attractions, and developing an international exchange hub (including necessary management features).
- (E) In order to build momentum for and enhance the convenience of, the water transport networks, the Operator shall develop amenities of water transport, including a ferry terminal, features to create vibrancy, boarding areas for tour buses, and smooth access lines to the waterfront area (hereinafter "Amenities of Water Transport, etc.") and put them into use in conjunction with the improvement of the installed disaster prevention pier to be conducted by TMG.
- (F) The Operator shall work to generate a synergetic effect by cooperating with the waterfront and other neighboring areas.
- (G) The Operator shall contribute to enhancing the district's competence to mitigate the impact of natural disasters.
- (H) While making the best use of waterside areas and flourishing greenery, the Operator shall build pedestrian networks that visitors enjoy walking around and create a comfortable community with securing space for a quality plaza or gathering space that not only boosts social interactions but also serves disaster prevention functions.
- (I) The Operator shall create various spaces with rich greenery across the district, including tree plantation.

C. Policy on landscaping

- (A) The Operator shall form symbolic and dramatic landscapes as well as attractive night views appropriate for being the gateway of Tokyo as a Water City, from the Tokyo Bay and Sumida River. In particular, the Operator shall deploy iconic and impressive designs that are perfect for welcoming people visiting through waterways from the Tokyo Bay areas. Focusing on its role as a gateway from the Sumida River, the Operator shall create a high-value landscape that blends with the waterscape by

applying attractive designs on the buildings and other structural elements facing the water, including the pier area by Kachidoki Bridge.

- (B) The Operator shall create a quality space by securing open space and green areas.
- (C) The Operator shall design a landscape cohesive with the riverside area on the Sumida River and the areas adjacent to the Hama Rikyu Gardens, with special attention also to how the areas appear seen from the Gardens.
- (D) The Operator shall give due considerations to the sight lines toward the Sumida River and Hama Rikyu Gardens and create a space with the super levee as an integral part.
- (E) The Operator shall form landscapes with consideration for the layout that makes people feel comfortable and at ease to enable the whole district to be vibrant and full of interactions.

D. Policy on environmental friendliness

- (A) The Operator shall manage cross-sectoral coordination in the fields such as energy, resource recycling, and coexistence with nature to achieve total optimization across the district with cutting-edge technologies while keeping up on the latest trends in technological innovation.
- (B) The Operator shall achieve zero emissions by using advanced environmental technologies and ensure a stable supply of energy and the energy self-sufficiency at the time of disaster.
- (C) The Operator shall promote greening with consideration for biodiversity, ecosystems, and heat island control measures and figure out a better way to allow the summer breeze reach the hinterland area.
- (D) The Operator shall use timber sourced in Japan, for environmentally aware reasons.

E. Policy on utilization of digital technology

- (A) Drawing on the approach of Sustainable Recovery, the Operator shall promote sustainable community development that fuses nature and convenience by utilizing advanced technology.
- (B) The Operator shall contribute to attaining “Smart Tokyo” where everyone can live and work comfortably through the deployment of advanced technology.

(2) Policy on making a head start on creating vibrant environment

To promote the effects of the community development and increase their value, the Operator is required to create vibrant environment, to the extent that does not hinder the aforementioned development process, before the introduction of the water transport including the development of disaster prevention pier to be implemented by TMG and of the ferry terminal to be operated by the Operator, while considering the relations with the Tsukiji Outer Market and other

neighbors. The development of vibrant environment shall be put in full swing once the development work is complete.

TMG does not designate the area that needs development.

(3) Policy of area management

The Operator shall adequately manage and operate the functions that are introduced in the area, including the open spaces, so that they can facilitate integral effects across the district.

Moreover, the Operator shall take the initiative to establish and operate an area management organization and pursue various activities for area management, in order to foster a vibrant local environment and create coherent townscape and landscape.

In conducting these various activities, the Operator shall make efforts to contribute to the promotion of community development from the perspective of children.

5 Period of the Project

The project period shall be from the date of the conclusion of the Basic Agreement to the expiration date of the contract to set fixed-term land lease right in the development of the permanent facilities.

The lease period will be provided in Section 4, 4.

6 Process of the Project

The process of the Project will be provided from (1) to (6) below.

Definitions of terms concerning the Operator are as follows:

| Definitions of terms concerning Operator | |
|--|--|
| Applicants: | A group of private companies (hereinafter "Group of Private Companies") or a single private company applying for the participation in the Project |
| Prospective Operators: | Group of Private Companies or a single private company shortlisted for the implementation of the Project |
| Operator: | A stock company established by the Prospective Operator that will conclude the Basic Agreement with TMG for the exclusive implementation of the Project, pursuant to the Companies Act |
| Members: | Individual companies consisting of the Group of Private Companies |

(1) Execution of Basic Agreement

A. TMG shall select the Prospective Operator on the basis of an open tender with request for proposals.

B. The Prospective Operator shall establish a special-purpose company that will serve as the Operator (a stock company established for the exclusive implementation of the Project, pursuant to the Companies Act).

- C. TMG shall enter into the Basic Agreement with the Prospective Operator (in case where the Prospective Operator is a Group of Private Companies, all the Members of the group) and the Operator on the implementation of the Project.
- (2) Demolition of existing facilities and development of facilities by TMG
- A. In conjunction with the Project, TMG shall demolish existing buildings in TMG-owned land for use.
 - B. In conjunction with the Project, TMG shall pursue “the Sumida River Super Levee Development Project” and raise the ground level within the river zone. Based on the discussions with the Operator, TMG shall raise the ground level not only within the river zone, but also within TMG-owned land for use as needed.
 - C. In conjunction with the Project, TMG shall develop a disaster prevention pier in the area toward Kachidoki Bridge across the Sumida River aiming to complete in FY 2028.
 - D. In conjunction with the Project, TMG shall undertake “the Tsukiji River Earthquake-resistant Countermeasures Project” and “ensure pedestrian networks from Tsukiji to the seawalls at Takeshiba.”
- (3) Conclusion of land lease contract
- The Operator shall lease TMG-owned land for use from TMG under the conditions provided in Section 4, 4 and 4, 5, following the conclusion of the Basic Agreement with TMG.
- (4) Development, operation, and maintenance of facilities
- A. The Operator shall pursue the design and construction of facilities provided in Section 3, 2(2) as well as the operation of related services at their own responsibility and cost.
 - B. The Operator shall undertake the operation and maintenance of facilities it has developed.
- (5) Implementation of area management
- The Operator shall take the initiative to establish an area management organization and pursue various activities for area management in the entire Tsukiji district.
- (6) Return of the Project site
- At the end of the contract to set fixed-term land lease right, the Operator shall clear the zone with ordinary fixed-term land leasehold right (hereinafter “Fixed Leasehold Zone”) subject to the contract and return it altogether to TMG. Details will be provided in Section 4, 6.

7 Schedule for Infrastructure Development by TMG

The tentative schedule for infrastructure development by TMG is as follows but subject to future changes.

[Schedule for Infrastructure Development]

| (FY) | | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 |
|--|---|-------------------------------|--|--|------------|------|------|------|--------------|--|------|------|------|------|
| Tsukiji District Community Development | | Project Implementation Policy | Application Guide for Operator | Selection of Prospective Operator | | | | | | | | | | |
| Demolition of existing facilities | Within Fixed Leasehold Zone | | Demolition (former Kosei Kaikan, etc.) | Demolition (former Kachidoki multilevel car park, etc.) | | | | | | | | | | |
| | Temporary platform (Sumida River) | | | Oxygen/medical service station ¹ | | | | | | | | | | |
| | Temporary road (Tsukiji River), pedestrian pier (Tsukiji River) | | | | Demolition | | | | | | | | | |
| Loop Road No. 2 | | | Construction (main road) | Construction (finishing work on frontage roads, etc.) | | | | | | | | | | |
| The Sumida River Super Levee Development Project ² | Priority development area | | | Construction (including the development of the disaster prevention pier) | | | | | | Disaster prevention pier goes into service | | | | |
| | | | | | | | | | Construction | | | | | |
| The Tsukiji River Earthquake-resistant Countermeasures Project | | | | | | | | | Construction | | | | | |
| Pedestrian network from Tsukiji to the seawalls at Takeshiba | | | | | | | | | Construction | | | | | |

¹ The station is scheduled to be closed by the end of March 2023. The demolition schedule of operation facilities, etc. is tentative.

² Subject to change depending on the shape of raised ground in the hinterland behind the levee.

The scope of the construction work indicated in the figure (limited to that which pertains to TMG-owned land for use) will be provided in Handout 2.

Section 2 Matters Related to Application and Selection for Prospective Operator

1 Basic approach

- (1) TMG shall invite Prospective Operators wishing to participate in the Project through an open tender.
- (2) The selection of the Prospective Operator is conducted on the “Request For Proposals” basis, and the Applicant whose proposal is deemed to offer the best approach (hereinafter “top Applicant”) shall be chosen as the Prospective Operator.
- (3) The Prospective Operator shall enter into the Basic Agreement with TMG.

2 Schedule for application and selection

The tentative schedule for application and selection is as follows:

| | |
|--|---|
| Announcement of the Application Guide for Operator | Wednesday, November 30, 2022 |
| Submission of the Statement of Intent for Application (Form A) and the Statement of Intent for Receiving Handouts and Written Pledge (Forms B-1,B-2) | From Wednesday, December 7, 2022, to Friday, December 9, 2022 |
| Submission of the Question Form for the Application Guide for Operator (Forms C-1, C-2, or D-1, D-2) | Thursday, January 12, 2023, and Friday, January 13, 2023 |
| Submission of the Prior Confirmation on Required Qualifications (Forms E-1,E-2) | From Wednesday, March 1, 2023, to Friday, March 3, 2023 |
| Announcement of responses to the received questions on the Application Guide for Operator | Around March 2023 |
| Submission of the Application for Dialogue on Proposal Details (Forms F-1,F-2) and the Question Form Prior to Dialogue (Forms G-1,G-2, or H-1,H-2) | Thursday, April 13, 2023, and Friday, April 14, 2023 |
| Dialogue on proposal details | From late May to early June 2023 |
| Submission of proposals (Forms 1 to 37) | Thursday, August 31, 2023 |
| Selection of the Prospective Operator | Around March 2024 |

3 Application process

- (1) Submission of the Statement of Intent for Application
 - A. In submitting questions on the Application Guide for Operator, private companies wishing to make application shall fill in necessary items on the Statement of Intent for Application (Form A), contact TMG in advance, and visit the reception desk with the document before

the end of the submission period indicated in C. An original and a duplicate of the document shall be prepared.

TMG shall swiftly affix a seal of confirmation to the duplicate of the Statement of Intent for Application and return it to the submitter of the document.

- B. Questions from those who have not submitted the Statement of Intent for Application may not be answered.

The submission of the Statement of Intent for Application shall be the requirement for the receipt of Handouts stipulated in (2) and only those who have submitted the document can receive responses to questions on Handouts, among those to the received questions on the Application Guide for Operator in (5). However, the submission is not the requirement for application or does not obligate the submitter to make application.

The names of the private companies that have submitted the Statement of Intent for Application will not be made public.

- C. Prior contact and submission shall be made from Wednesday, December 7, 2022, to Friday, December 9, 2022. Submission shall be made from 9:00 a.m. to 5:00 p.m. (except from 12:00 p.m. to 1:00 p.m.).

(2) Receipt of Handouts

- A. Among those who have submitted the Statement of Intent for Application, those wishing to receive Handouts indicated in References (Appendix 1) can receive Handouts from TMG.

The recipient shall use Handouts solely for considering application for the tender and preparing application documents and shall not provide or disclose them to third parties without the approval of TMG. The recipient shall return the Handouts to TMG after the Project proposal review is completed (or by the date of proposal submission if it has decided not to make application for the tender).

- B. Those wishing to receive Handouts shall fill in necessary items on the Statement of Intent for Receiving Handouts and Written Pledge (Forms B-1,B-2) and visit the reception desk with the document when submitting the Statement of Intent for Application in (1).

In case where those who cooperate with private companies wishing to make application in their consideration wish to receive Handouts, the Statement of Intent for Receiving Handouts and Written Pledge (Form B-2) shall be submitted in joint name with the private companies. If those wishing to receive Handouts like to add member(s) who will cooperate in the consideration after the submission period stipulated in (1), they shall fill out an additional Statement of Intent for Receiving Handouts and Written Pledge (Form B-2), contact TMG in advance, and visit the reception desk to submit the document.

(3) Questions on the Application Guide for Operator

- A. Those with any questions on the Application Guide for Operator shall fill in necessary items on the Question Form for the Application Guide for Operator (Forms C-1, C-2 or D-1, D-2) and send it as an e-mail attachment to the reception desk before the end of the submission period indicated in D.
- B. When planning to make application as a Group of Private Companies, the Group shall submit questions after compiling them from its members.
- C. The submitter shall use Microsoft Excel and save files in Excel format of Office 2016 or previous versions. The submitter shall download and use the forms that will be on the site of the TMG Bureau of Urban Development.
- D. Submission shall be made on Thursday, January 12, 2023, and Friday, January 13, 2023.

(4) Submission of the Prior Confirmation on Required Qualifications

- A. Private companies wishing to make application that wish to make prior confirmation whether they meet “4 Applicants eligibility” shall fill in necessary items on the Prior Confirmation on Required Qualifications (Forms E-1,E-2), attach necessary documents to it, make prior contact, and visit the reception desk with the documents. The documents shall be prepared in two copies.

The scope of prior confirmation shall be the requirements provided in Form E. Regarding “involved in the design or construction management of buildings that are similar in use to each proposed facility and equal or bigger in scale and height (or records of construction and leasing/management of buildings),” the scale can be that assumed under given conditions of the Project site at the time of prior confirmation. In case where submitted contents at the time of prior confirmation are found to be inconsistent with proposal details when they are finalized, written records shall be submitted at the submission of proposals.

When planning to make application as a Group of Private Companies, the submitter shall submit the Prior Confirmation on Required Qualifications after compiling it from the members of the Group.

- B. Prior confirmation on required qualifications shall be the requirement for the participation in dialogue in (6).
- C. Submission shall be made from Wednesday, March 1, 2023, to Friday, March 3, 2023, from 9:00 a.m. to 5:00 p.m. (except from 12:00 p.m. to 1:00 p.m.).
- D. Results of prior confirmation shall be notified to the submitter promptly after the confirmation of required qualifications. In case where the submission has been made as a

Group of Private Companies, the results shall be notified to their representative corporation.

(5) Responses to questions on the Application Guide for Operator

Responses to the received questions will be made accessible on the website of the TMG Bureau of Urban Development from around March 2023.

Responses to questions on Handouts stipulated in (2) shall be sent to the submitter of the Statement of Intent for Receiving Handouts and Written Pledge (Form B). The responses will be released without identifying the names of the companies that put questions.

Any feedback on the Guide or questions irrelevant to the Guide shall not be answered.

(6) Dialogue on proposal details

A. Dialogues will be held as needed, in order to confirm in advance whether proposal details for submission meet the requirements set by TMG.

B. Dialogues will be held individually with each single prospective private company or each prospective Group of Private Companies. Except under unavoidable circumstances, each prospective Applicant shall satisfy all the required qualifications specified in 4(3) before joining dialogue. However, the participation in dialogue is not the requirement for application or does not obligate the participant to make application..

C. Those wishing to hold dialogue with TMG shall fill in necessary items on the Application for Dialogue on Proposal Details (Forms F-1,F-2), compile items they wish to confirm with TMG on the Question Form Prior to Dialogue (Forms G-1, G-2 or H-1,H-2), send them with a duplicate of the Notification on the Results of Prior Confirmation on Required Qualifications as email attachments to the reception desk before the end of the submission period indicated in D.

The prior question form will be distributed to those who have submitted the Statement of Intent for Application as needed.

D. Submission shall be made on Thursday, April 13, 2023, and Friday, April 14, 2023.

E. Dialogues shall be held from late May to early June 2023. The desired date of dialogue shall be determined in the order of the submission of the application for dialogue.

Dialog shall be held once for each prospective Applicant.

F. In case where prospective Applicants wish to use the language other than Japanese in dialogues, they shall comply with the requirements indicated in 7(7) B and conduct prior coordination with TMG over facilities to be used and the preparation of equipment.

G. TMG shall observe confidentiality regarding the contents of dialogues. However, in case where TMG deems it necessary to disseminate the contents of dialogues, TMG will

release them, following the discussions with partners of the dialogues.

(7) Submission of proposals

- A. Applicants shall make prior contact and visit the reception desk with proposals stipulated in Forms (Appendix 4) (hereinafter “proposals”) on Thursday, August 31, 2023. Submission shall be made from 9:00 a.m. to 5:00 p.m. (except from 12:00 p.m. to 1:00 p.m.).
- B. Proposals shall be submitted in 30 copies.
Electronic media (CDs or DVDs) recording the contents of the proposals shall be submitted at the same time.

(8) Changes in the schedule for application and selection

- A. In case of changes in the schedule for application and selection, the changes will be posted on the following website:
https://www.toshiseibi.metro.tokyo.lg.jp/bosai/toshi_saisei/saisei08.html
- B. Depending on the results of the archeological investigation, etc., the application may be cancelled and reapplication conducted.
- C. Applicants cannot ask TMG to bear the burden of increased costs or compensate damages to them arising from the cancellation of the application or changes in the selection schedule due to the reason indicated in B above.

4 Applicants eligibility

(1) Fundamental requirements

An Applicant must be a private company that is competent in planning, engineering, and business management to develop facilities on the TMG-owned land leased after concluding a contract to set fixed-term land lease right and to operate them in a stable manner during the project period of approximately 70 years.

(2) Composition of Applicants

- A. An Applicant shall be a Group of Private Companies or a single private company that has experience of architectural design, construction (building and civil engineering), development, property management, and area management.
- B. A Group of Private Companies must designate a representative company that handles the application process on behalf of the group.
- C. Members of the Applicant cannot be part of another Applicant (neither as a Representative Company nor nonrepresentative member).

- D. Water bus operators cannot be a Member of an Applicant if they intend to use the disaster prevention pier to be developed adjacent to this area or a pier that the Operator may propose to construct.

(3) Required qualifications

For application, an Applicant is required to include Members who satisfy one of the following required qualifications. The business experience/involvement does not have to be related to domestic business. The Applicant is qualified if its Members, or their parent company or consolidated subsidiaries, satisfy the required qualifications.

- A. For those who design buildings or perform construction management, they should satisfy the following requirements:

- (A) Registered as the office of first-class registered architects under the provision of Article 23 of the Act on Architects and Building Engineers (Act No. 202 of 1950).
- (B) In 10 years prior to the submission of the proposal, they have been involved in the design and construction management of buildings that are similar in use to each proposed facility and equal or bigger in scale and height (regarding functions for drawing a large crowd and stimulating interactions, if the use is similar, the year and scale shall be irrelevant).

- B. For those who carry out construction operations, they should satisfy the following requirements:

- (A) Hold a special construction business license for general building works under the provision of Paragraph 1, Article 3 of the Construction Business Act (Act No. 100 of 1949).
- (B) In 10 years prior to the submission of the proposal, they have been involved in the construction of buildings that are similar in use to each proposed facility and equal or bigger in scale and height (regarding functions for drawing a large crowd and stimulating interactions, if the use is similar, the year of construction and scale shall be irrelevant).

- C. For those who carry out civil engineering works (development of infrastructure such as roads and green areas within the district), they should have a special construction business license for general civil engineering works under the provision of Paragraph 1, Article 3 of the Construction Business Act (Act No. 100 of 1949).

- D. For those who carry out real estate development, they should satisfy the following requirements:

- (A) In 10 years prior to the submission of the proposal, they have been involved in a complex development with a total floor size of 10 ha or larger (complex development

refers to a project where business, commercial, accommodation, and residential facilities are developed together).

- (B) They are real estate brokers under the provision of Article 2 of the Real Estate Brokerage Act (Act No. 176 of 1952).
- E. For those who carry out operations, maintenance, and management of each proposed facility, in 10 years prior to the submission of the proposal, they have been involved in leasing or management of buildings that are similar in use to each proposed facility and equal or bigger in scale and height (regarding functions for drawing a large crowd and stimulating interactions, if the use is similar, the year of construction and scale shall be irrelevant).
- F. For those who carry out area management, they are the corporate regular members of the Urban Renewal Coordinator Association of Japan and, in 10 years prior to the submission of the proposal, they have played a role in consolidating the opinions of groups composed of land owners, such as urban redevelopment associations and area management organization, as consultants or real estate developers.

(4) Conditions on Members of an Applicant

An Applicant must not include Members who fall under the following items.

In case where a Member of an Applicant is a foreign corporation, such a corporation must be verified by TMG that it satisfies the requirements in light of equivalent laws and regulations applicable to it regarding the eligibility indicated in C–E below.

- A. Members of an Applicant should not fall under any items specified in Article 167-4 of the Order for Enforcement of the Local Autonomy Act (Cabinet Order No.16 of 1947)
- B. Members of an Applicant should not be suspended under the Guidelines for Suspension of Eligibility for Participating in Tenders by Tokyo Metropolitan Government (23 zai-kei-sou No. 1666 dated November 30, 2011).
- C. Members of an Applicant should not find themselves in financial difficulties in their respective businesses (namely, having a petition filed for commencement of company liquidation, special liquidation, bankruptcy proceedings, reorganization proceedings under Article 17, Paragraph 1 of the Corporate Reorganization Act (Act No. 154 of 2002), or rehabilitation proceedings under Article 21, Paragraph 1 of the Civil Rehabilitation Act (Act No. 225 of 1999), or otherwise dishonoring notes or checks).
- D. Members of an Applicant should not be in arrears with corporate tax, corporate enterprise tax, corporate inhabitant tax, consumption tax, or local consumption tax over the last twelve months.
- E. Members of an Applicant should not be under the control of any organized crime groups

stipulated in Article 2, Item 2 of the Act on Prevention of Unjust Acts by Organized Crime Group Members (Act No. 77 of 1991), their member (including the members of any suborganizations of such organized crime groups), or individuals who have not withdrawn from an organized crime group for 5 years.

- F. Members of an Applicant should not be subject to the exclusion measures under Article 5, Paragraph 1 of the Guidelines for Contract-related Countermeasures against Organized Crime Groups by Tokyo Metropolitan Government (61 *zai-kei-sho* No. 922 dated January 14, 1987).
- G. Members of an Applicant should not belong to or be involved in an organization that has become subject to a disposition under Article 8, Paragraph 2, Item 1 of the Act on the Control of Organizations Which Committed Indiscriminate Mass Murder (Act No. 147 of 1999).
- H. Members of an Applicant should not have capital relations with parties involved in advisory services for the Project (Note 1) (meaning holding more than 25% of the total number of issued shares of the parties or more than 25% of the total amount of contributions thereto) or personnel relations with them (meaning that the representatives or officers of the Members concurrently serve as those of the parties).

(Note 1) Parties involved in advisory services for the Project

- The Japan Research Institute, Limited (Shinagawa Ward, Tokyo)
- Mori Hamada & Matsumoto (Chiyoda Ward, Tokyo)

(5) Reference date for the eligibility assessment

- A. The eligibility shall be assessed at the time of the submission of proposals.
- B. In principle, an Applicant shall be disqualified if it violates (4) during the period from the submission of a proposal to the selection of the Prospective Operator. However, this shall not apply where an Applicant is a Group of Private Companies and Member(s) other than the Representative Company conflict with the restrictions, if the remaining Members excluding the Member(s) meet all the requirements and obtain the approval of TMG within the period specified by it.

5 Matters related to proposal review

(1) Proposal review system

The review of proposals submitted by Applicants shall be conducted by the Tsukiji District Community Development Project Selection Committee (hereinafter “selection committee”) based on the Review Criteria (Appendix 2). TMG shall, with the finalization of review results at the selection committee, select a Prospective Operator and a runner-up.

The selection committee is consisted of the following nine members:

| | |
|-------------|------------------|
| Chairperson | Atsushi Deguchi |
| Member | Noriko Akita |
| Member | Kaori Ito |
| Member | Takashi Ohnogi |
| Member | Mari Kobayashi |
| Member | Noriko Takai |
| Member | Hiroshi Maeda |
| Member | Akinori Morimoto |
| Member | Takashi Yamamoto |

(The members are listed in the order of Japanese syllabary. Titles omitted.)

(2) Review and evaluation methods

- A. Screening and project plan review of proposals shall be conducted in accordance with the Review Criteria (Appendix 2).
- B. An Applicant assessed as inappropriate in the screening and other reviews shall be disqualified.
- C. TMG shall, following the review results of project plans, select the top Applicant and the runner-up.
- D. Applicant interviews may be held as needed after the submission of proposals.

(3) Main review items

Review items are based on the Review Criteria (Appendix 2), and main review items are as follows:

- A. Review of required qualifications
- B. Screening of basic items
- C. Review of project plans
 - (A) Evaluation of facilities, community development plans, and technical aspects
 - a Overall concepts
 - b Formation of a wide-area transportation hub
 - c Revitalization of water transport
 - d Formation of pedestrian networks
 - e Creation of transportation functions for vehicles in the district
 - f Land use
 - g Landscaping
 - h Environmental friendliness

- i Utilization of digital technology
 - j Creating vibrancy before opening of water transport
 - k Area management
 - (B) Evaluation of operations and management
 - a Operational structure
 - b Business plan and operational plan
- D. Review of rent
- E. Overall evaluation

6 Announcement of the summary of review results

The summary of review results (details of the Prospective Operator and the runner-up, outline of the successful proposal, project schedule, etc.) shall be announced on Bureau of Urban Development's website.

7 Other

- (1) An Applicant shall bear the cost necessary for application.
- (2) In principle, no changes in the submitted proposal shall be accepted.
- (3) The submitted Prior Confirmation on Required Qualifications and proposal shall not be returned.
- (4) In case where the Prior Confirmation on Required Qualifications and proposal contain any false statement, the application shall be invalidated, and TMG may take necessary measures against those who made such statement.
- (5) The same Applicant can submit only one proposal, and in case where it submits more than one proposal, all the applications shall be invalidated.
- (6) In submitting a proposal, an Applicant shall not contact the selection committee members, companies or organizations to which they belong, or parties involved in advisory services regarding the Project.
- (7) The language and currency used for the Project shall be Japanese and the currency of Japan, whereas units for use shall be as provided by the Measurement Act (Act No. 51 of 1992). However, in case where an Applicant includes a Member that is a foreign corporation, a

language other than Japanese can be used, provided that the following requirements are met.

- A. An application dossier can be written both in Japanese and English; however, in case of any discrepancy, the Japanese version shall prevail. An Applicant can provide printed materials in foreign languages as documents to supplement materials on eligibility, but in this case, it shall attach an accurate Japanese translation of relevant sections.
 - B. An Applicant can use a language other than Japanese in dialog, interviews, and other spoken exchanges, as long as it hires a Japanese interpreter. However, the Applicant shall bear all the cost for the interpreting service.
- (8) The ownership of a copyright to an application dossier shall belong to each Applicant. TMG, however, reserves the right to use it at no charge for publication and exhibition as deemed necessary by TMG.
- (9) Materials distributed by TMG shall not be used for purposes other than considering application.
- (10) Refer to Handout 3 for questions to and prior consultations with public facility administrators and traffic administrators.

Section 3 Requirements regarding Proposals

1 Site Descriptions

- (1) Location: Areas within Tsukiji 5-chome and Tsukiji 6-chome, Chuo-ku, Tokyo
- (2) Area of TMG-owned land for use: 194,679.11 m²
- (3) Land use classification: Commercial zone
- (4) Designated building coverage ratio (floor area ratio): 80% (500%) (700% for areas on the Harumi St.)
- (5) Districts, Zones, etc.: Fire Prevention Area; Parking Space Development Zone; Special Priority Development Areas for Urban Renaissance in Central Tokyo and Waterfront Area; International Business Exchange Zones (Policy for Improvement, Development and Preservation of City Planning Areas, March 2021); Core Regional Sphere (The Grand Design for Urban Development, September 2017) and Fire-safe Areas (Tokyo Metropolitan Earthquake Preparedness Ordinance [2000 Tokyo Metropolitan Ordinance No.202]); Central Scenic Belts/Special Landscape Creation Districts (Landscape Basic Policy for Waterfront Area, Landscape Basic Policy for the Sumida River, Special Waterscape Creation Districts, Special Landscape Creation Districts for Hama Rikyu Gardens and Kyu Shiba Rikyu Gardens) (Tokyo Landscape Plan [August 2018]); Radio Propagation Obstruction Prevention Areas (Radio Act [Act No. 131 of 1950])
- (6) Height-restricted district: None
- (7) Height limits under the Civil Aeronautics Act: Approx. 210–220 m
A non-public heliport is located close to this district.
Please refer to the URL below for details (conditions for making proposals on facility plans will be provided in Handout 4):
https://www.mlit.go.jp/koku/15_bf_000310.html
- (8) Roads: Metropolitan Road No. 304 (Harumi St.) (32 m wide) on the East side;
Metropolitan Road No. 50 (Shin Ohashi St.) (33 m wide) and
Designated City Route (Chukyo) No.490 (Namiyoke St.) (17 m wide) on the North side
- (9) Plans on rivers nearby:
Sumida River: Designated section for Super Levee Development (Waterway Development Plan for the Sumida River Basin, June 2016)²

Redevelopment of disaster prevention pier (Revised Disaster Prevention Pier Development Plan, January 2016)

Tsukiji River: Waterway Development Plan for the Tsukiji and the Shiodome Rivers (draft released in September 2022, Handout 5)

(10) Plans and development status for transportation in the vicinity to the site:

Loop Road No.2: Scheduled for full service in FY 2022. After that, finishing work on frontage roads is scheduled by FY 2024. Details on Loop Road No. 2 will be provided in Handout 6.

Subway lines in Central Tokyo and Waterfront Area: The Way of the Future City Railway in Tokyo Area (recommendation, Council of Transport Policy of Ministry of Land, Infrastructure, Transport and Tourism, April 2016); The Way of the Future Subway Network in Tokyo Area (recommendation, Council of Transport Policy of Ministry of Land, Infrastructure, Transport and Tourism, July 2021)

Draft Project Plan <Summary> (Project Review Working Group on Future Subway Network in Central Tokyo and Waterfront Area, November 2022)

(11) Plans to be developed:

Urban Expressway Route 10 Harumi Line: the Urban Planning was already approved in July 1993, but the approved Urban Planning will be reviewed. Please refer to the following materials for the direction of the review.

- Measures to Ensure Beltway Functions for Heavy Vehicle Traffic on Inner Circular Route <Summary> (Working Group on Ensuring Traffic Services of Inner Circular Route, July 2021)
- Changes in Urban Expressway Route 1, etc. of Tokyo Urban Planning Roads (Draft) (Tokyo Metropolitan Government and Metropolitan Expressway Co., Ltd, February 2022)

² The approved waterway development plan will be reviewed.

2 Requirements for project plans as well as operation and maintenance

(1) Overall project requirements

- A. Proposal details shall be developed based on the Project Implementation Policy prescribed in Section 1, 4.
- B. All persons, companies, and other entities concerned shall comply with the relevant laws and regulations.
- C. Applicants shall develop a plan in line with the “Future Tokyo: Tokyo’s long-term strategy.”
- D. Applicants shall formulate a plan based on the Community Development Policy.

- E. Applicants shall make proposals while taking account of the planned development of Urban Expressway Route 10 Harumi Line and the subway lines in the Central Tokyo and Waterfront Area. Details on the matters to be noted in making proposals will be provided in Handout 7.
- F. The Operator shall consult with TMG and other organizations related to the Urban Planning as necessary to achieve effective land use through elevated roads and the development of infrastructure and effective land use as provided for in (2).
- G. The Operator shall proactively coordinate the progress of the construction work with the relevant infrastructure project stipulated in Section 4, 2(1).
- H. The Operator shall address other matters necessary for the Project implementation appropriately.

(2) Requirements for TMG owned land use project

Applicants shall make proposals through the implementation of the Project by making maximum use of their originality and ingenuity and pursue the design, construction, operation, and maintenance of the facilities, as well as the operation of related services at their own cost. The following development and operation work from A to D are expected to be carried out by the Operator.

A. Requirements for the establishment and development of the permanent facilities

(A) Formation of a wide-area transportation hub

- a The following requirements are to be met for developing a plaza with functions for a transportation hub and disaster prevention. Note that it is acceptable to conduct the development work in phases depending on the future demand.

Also expectedly, while the ideas for the development of a traffic plaza shall be proposed by the Applicant, the Prospective Operator, once selected, shall consult TMG and other relevant organizations concerning the development details, considering the status of the development of infrastructure in the surrounding areas.

- (a) Ensure smooth and easy access to public transport, including water bus, bus, and subway services. In particular, develop access routes between the new subway stations in Central Tokyo and Waterfront Area and the disaster prevention pier.
- (b) Develop a transportation hub with appropriate functions for an exchange hub that connects a variety of transport modes, including future mobility systems with different sizes and speeds, from conventional vehicles, such as BRT and next-generation mobility, besides automobiles, taxis, and buses (city buses, airport shuttles, and tour buses). In principle, coordination to invite and operate

the system of a transportation hub shall be carried out by the Operator.

- (c) Consider the functions for disaster prevention and disaster response.
- (d) Consider the access to the main roads (Harumi St., Shin Ohashi St., and Loop Road No. 2) in the vicinity of this area.
- (e) Consider the accessibility to the urban expressway Route 10 Harumi Line.
- (f) Ensure safe and smooth access by vehicles.
- (g) Consider the utilization of bicycles and next-generation mobility options.

(B) Revitalization of water transport

- a The following are the requirements to be met for introducing new services of regular water bus and nonregular sightseeing river cruise from/to the disaster prevention pier, in order to establish a key feature of the water transport network that also contributes to revitalization across Tokyo. Note that it is acceptable for water transport to come into service in phases in line with facility plans. As a general rule, the Operator is expected to coordinate to invite and manage the water transport system.
 - (a) Actively cooperate with the administrators of Ryogoku, Asakusa, Nihonbashi, Haneda, and Waterfront Area to leverage and bolster the water transport network.
 - (b) Maximize the use of the disaster prevention pier to be developed by TMG so that the water transport network can serve as a key feature to contribute to the vibrancy creation in the community.
- b Develop the Amenities of Water Transport, etc. to enhance water transport convenience to be ready for use when the development work of the disaster prevention pier is complete (expected to be put in service in FY 2029), and propose a plan for opening a water transport service.
- c Establish a terminal function for the water transport considering the accessibility to the disaster prevention pier, and ensure a waiting area and restrooms are in place.
- d The Operator shall ensure to link the land transport such as tour buses, cars, and taxis with the water transport with a terminal function while taking account of prospective passengers using water transport service.
- e The Operator shall plan a terminal function presuming to utilize as a temporary gathering site in the event of a disaster and set up appropriate signage along the routes from outdoors to a waiting area so that people can easily locate the terminal. Additionally, design the terminal area to be a tourism information center as a starting point of water transport, strolling, etc.

- f The Applicant may propose developing new piers in the areas along the Tsukiji River, provided that they consult with TMG (please refer to Handout 3 for the consultation with TMG).

When proposing the new pier development on the Tsukiji riverside, a water transport network should be introduced to enhance the circulation in local communities by taking advantage of Tsukiji's riverfront locations and connecting with the Hama Rikyu Gardens.

(C) Formation of pedestrian networks

- a The requirements for forming pedestrian networks that allow visitors to enjoy waterside strolling are as follows:
 - (a) Propose and construct passages approximately 4 m wide along the Tsukiji River in TMG-owned land for use that can be used for river maintenance and walkway in consultation with the river administrator, while considering high-quality landscaping (please refer to Handout 3 for the consultation with the river administrator).
 - (b) Develop the passages prescribed in (a) and open spaces with a cohesive design so that they can serve as a waterside oasis for people. Effectively connect the open spaces to riverside areas of the Sumida and Tsukiji Rivers by ensuring a barrier-free environment, with consideration for the level differences of the grounds and accessibility to the “pedestrian network from Tsukiji to the seawalls at Takeshiba” specified in Section 4, 2(1) D.
- b The following are the requirements to be met for creating a quality pedestrian space where people enjoy walking around the district. The pedestrian space should be developed ensuring a barrier-free environment and creating more vibrancy in the whole community as an exchange hub where people gather and socialize.
 - (a) Ensure smooth connections between a traffic plaza that serves as a transportation hub, a pier, and subway stations. Create pedestrian flow lines from Namiyoke St. to the riverfront along the Sumida River, and consider the pedestrian flow lines that connect to the unique neighborhoods in the district, such as the Tsukiji Outer Market.
 - (b) Develop a pedestrian deck crossing Loop Road No. 2. To use the land effectively, consider the location, functions, and width of the deck that allow pedestrians to walk comfortably.

- (c) In principle, develop a traffic system that segregates pedestrians from road vehicles by effectively utilizing the differences in the ground levels resulting from the super levee development on the Sumida River.
- c Propose new mobility options that contribute to the development of communities around Tsukiji district enjoyable for pedestrians.

(D) Creation of transportation functions for vehicles in the district

- a The following are the requirements to be met regarding the roads within the district that are common roads and enhance transportation functions, such as for automobiles, which support integrated and effective land utilization. Matters to be noted regarding the roads within the district will be provided in Handout 8.

Also expectedly, while specific details of the development of the roads in the district shall be proposed by the Applicant, the Prospective Operator, once selected, shall consult with a road administrator, traffic administrator, and other relevant organizations to follow necessary procedures.

- (a) Arrange, in principle, the access for vehicles to Harumi St. and Shin-Ohashi St. as intersections. Arrange the access for vehicles to Loop Road No.2 as lane merger from frontage roads basically. Details on necessary functions as the access for vehicles to Loop Road No. 2 will be provided in Attachment 2. The Applicant may make suggestions concerning the access to Namiyoke St. as needed.
- (b) Connect the roads in the district to the traffic plaza with functions of a transportation hub and disaster prevention prescribed in (A) a.
- (c) Develop access routes that connect areas on both sides of Loop Road No.2 by building grade separation to cross Loop Road No. 2 while paying attention to the surrounding landscapes.
- (d) Incorporate the utilization of bicycles and next-generation mobility options into the proposal.
- b Plan effective connection between the entry and exit ramps of Route 10 Harumi Line scheduled for revision with the roads in the district specified in (D) a.

In principle, the entry and exit ramps of Urban Expressway Route 10 Harumi Line shall be developed by operating entities responsible for the development of Harumi Line. Details on Urban Expressway Route 10 Harumi Line will be provided in Handout 9.

- c Develop roadways in such a way that the roads in the district have easy access to the facilities³ owned by the local administrations adjacent to the Project site. Detailed requirements will be provided in Handout 10.
 - ³ In Chuo Ward, the rebuilding plan of the “Tsukijigawa 1st Parking Lot” and “Tsukiji Outer Market Community Development Support Service/Facility Building A” is under consideration.
- d Appropriately plan and develop public parking lots considering visitors’ needs and convenience (and conduct proper management during the project period while grasping the size of parking lots necessary for the area). The public parking lots shall be placed in locations that offer easy access for pedestrians from the neighboring Outer Market. In making proposals, explanations shall also be provided about the size and layout of the parking lots as well as proper transportation functions for vehicles within the district with respect to distribution/loading/unloading of goods.
- e Appropriately design and develop parking areas for tour buses according to local demand.

Please refer to Attachment 3 for details on the requirements for urban infrastructure described from (A) to (D).

Additionally, refer to The Way of City Planning in view of Automated Society (March 2022, TMG) to consider and propose next-generation mobility options as presented in (A) a (g), (C) c, and (D) a (d).

(E) Land use

- a Introduce functions that lead to creating vibrancy and social interactions, developing the charm of Tsukiji, and promoting a new culture, by taking advantage of Tsukiji’s strengths, including its major role as a center for food culture, its local assets such as the Hama Rikyu Gardens and the Sumida River embankments, and its historical and cultural backgrounds. Take into account the community’s vibrancy and liveliness that has been long nurtured in Tsukiji as a base for food culture. Furthermore, the Operator shall respect the ties with other local players such as the Tsukiji Outer Market, create synergy with neighboring areas and districts, and make the site as vibrant as it is expected of Tsukiji.
- b Introduce features for communicating Tokyo’s new attractions and sharing the excitement and enjoyment with Tokyoites and people within and outside Japan through experiencing Tokyo’s iconic culture dating back to the Edo period and participating in activities including creation of new culture, art, and design, as well as sports and wellness.

- c Effectively use the large tract of land in a prime location in Tokyo. Develop functions with particular emphasis on “features of attracting a large crowd and stimulating interactions” as well as “features served as an international exchange hub with capacities for holding conventions and events” while making the maximum use of indoor and outdoor spaces, and promote those features so as to encourage mutual collaboration, integration, and synergy. Furthermore, establish a management system and engage in the necessary management work that leads to continuous efforts to form a center for creating and promoting new culture by taking advantage of the characteristics and potential of the district.
- d The requirements for developing the functions for holding conferences and events are as follows:
 - (a) Install ballrooms (for banquets, with a capacity of over 1,000 people), main conference rooms, small and medium-sized meeting rooms, and facilities for exhibitions and other events. Establish flexible and functional facilities for a wide range of international conventions and exhibitions by effectively leveraging cutting-edge digital technology and sustainability efforts.
It is acceptable to arrange exhibition facilities to also perform the functions of attracting a large crowd and stimulating interactions.
 - (b) Consider the integrality with high-end hotels and other accommodation facilities, enhancement of post-conference amenities, etc. to create a synergy between functions.
 - (c) Ensure smooth mobility between each function.
 - (d) Define the division of roles for the planned facilities and similar facilities serving as conference/event venues in the neighboring areas.
Please refer to Handout 11 for plans under consideration in the neighboring areas.
- e The requirements for the development of functions for drawing a large crowd and stimulating interactions are as follows:
 - (a) Develop state-of-the-art and large-capacity venues (with a capacity of 10,000 people or more) where Tokyoites and people within and outside Japan can gather and share excitement and enjoyment through culture, art, and sports, enhancing Tokyo’s competitiveness to the world. Additionally, create opportunities to promote diverse exchanges that encourage various people to be proactive in creative activities and take noise and vibration control measures in consideration of the surrounding areas so that the operation of and activities in the venues will not be limited.

- (b) Effectively utilize cutting-edge digital technology including the initiatives described below in m.
- (c) Define the roles between the features for drawing a large crowd and stimulating interactions in the neighboring areas.
- f Promote and enhance the nightlife options to create new opportunities for vibrant atmosphere.
- g Introduce functions (including systems) for continuous contributions to innovations that promote sustained growth of Tokyo and Japan.
- h Introduce the functions that make Tokyo more competitive to other international cities in the world and ones that have a great potential for future market expansion.
- i In conjunction with the development of the disaster prevention pier to be constructed by TMG, develop the Amenities of Water Transport, etc. to be ready for use in FY 2029. Implement the following efforts in addition to the work to utilize riverside areas provided for in (B) b to e and C (A):
 - (a) Ensure continuity with waterside and other surrounding areas, including the Tsukiji Outer Market.
 - (b) Introduce functions for creating a vibrant and comfortable community to build momentum for the water transport network and community development.
- j Emphasize the cooperation with assets in the vicinity as indicated on page 20 of the Community Development Policy.
- k Promote organic relationships with various functions of the Waterfront Area and neighboring areas, including Otemachi, Marunouchi, and Yuraku-cho to create a synergy. Develop a mutually beneficial relationship between Tsukiji and Toyosu.
- l Make efforts to create synergetic effects through cooperation and function distribution with more extensive areas.
- m Effectively promote experience sharing and exchange by exploring hybrid-type opportunities that combine real and virtual experiences, facilitating more inclusive participation and communication.
- n Make sure to avoid including construction plans of condominiums in the proposal to the greatest possible extent. Even in the case of the limited sale of condominiums, the following requirements shall be met.
 - Condominiums shall be limited to those that help enhance Tokyo's global competitiveness and need to be built in an integrated manner with other facilities whose functions are required in the district.
 - Their layout shall not interfere with community development efforts, such as cultural and sports events and activities to create vibrancy in the area.

- Their maximum total floor area including attached structures shall be 3% or smaller of the designated floor area ratio in whole district and kept at the bare minimum required for successful community development.
- Plans to dispose of facilities and return the cleared Project site shall be proposed to enable smooth return at the end of the contract to set fixed-term land lease right.
- o Propose measures, including efforts to raise people’s awareness, that contribute to enhancing the district’s competence to mitigate the impact of natural disasters. Also implement measures to control runoff from heavy rainfall based on TMG’s Basic Policy for Measures Against Heavy Rainfall (revised).
- p The requirements to be met for developing open space and a square are as follows:
 - (a) Design spaces where people feel at home, such as a place for relaxation or lively social interactions, and multifunctional square or other types of gathering space with a great view, depending on its location, while making the best use of the waterside areas and enhancing the greenery.
 - (b) Make a solid plan to develop high-quality space.
 - (c) Take into account cooperation with the surrounding local amenities, pedestrian networks, a transportation hub, and other new functions to be introduced in the Project.
 - (d) Create a cohesive design between buildings and outdoor spaces, for example, by creating open-design areas so that the vibrant activities are not confined in buildings but maintain continuity to outside spaces, such as outdoor squares and pedestrian zones, to make the district an open stage for creating new cultures through diverse exchanges.
 - (e) Secure spaces that serve the function of disaster prevention.
- q Meet the following requirements for creating green landscapes:
 - (a) Create high-quality green landscapes that complement the formation of attractive waterside areas.
 - (b) Develop pedestrian-centric green networks.
- (c) Create three-dimensional green spaces while considering different lines of sight at various heights from within the district and outside.
- (d) Maintain continuity with the greenery of the Hama Rikyu Gardens.
- (e) Plan greenery so that it is effectively leveraged to complement various spaces according to their purposes, such as a space for relaxation and space for strolling while enjoying waterside views.
- r Ensure eco-friendly designs for surrounding areas when developing facility plans.

- s Ensure prevention and mitigation of infectious diseases that may emerge in the future both in facility development and management phases.
- t Pursue community development from the perspective of children with respect to both the building and operation of facilities, such as developing children-friendly playgrounds and spaces and securing their safety and security.

The Applicant shall plan for building locations and other related matters with Urban Expressway Route 10 Harumi Line and the subway lines in the Central Tokyo and Waterfront Area in mind, including the future possibility of access to the expressway and stations to be constructed.

Additionally, new functions to be introduced and the distribution of buildings may divert from the zone illustrations presented in the Community Development Policy.

(F) Landscaping

- a Form attractive landscapes expected of Tsukiji by making the best use of the picturesque resources of historical and cultural interest and waterscape around the district.
- b Design striking iconic landscapes that represent the characteristics of Tokyo as a Water City, with a view to welcoming people through the routes from waterways.
- c Form symbolic and striking landscapes appropriate for being the gateway of Tokyo as a Water City, paying attention to the integrity of skylines throughout the district and relationships with places of interest, such as Kachidoki Bridge.
Furthermore, create a stunning night view by designing arrays of night lights and illuminations in waterfront areas.
- d Ensure that the views from the Hama Rikyu Gardens and the other side of the Sumida River are not blocked by a wide and tall wall of buildings. Consider the space between each building and adjacent areas to form an open and liberating layout and formation of the buildings without causing a claustrophobic impression.
- e Propose ideas for reuse and recycle of steel and other structural members that have been preserved from the former Tsukiji Market site from historical and cultural perspectives. Details will be provided in Handout 12.
- f Considering that this is a large-scale project and has a significant impact on the surrounding landscapes, the Project shall be subject to Article 20 of the Tokyo Metropolitan Landscape Ordinance (2006 Tokyo Metropolitan Ordinance No.136). After execution of the Basic Agreement, the Operator shall conduct prior

consultations with TMG as stipulated in the same Article to elaborate the development plan.

(G) Environmental friendliness

- a Improve energy efficiency through energy management to achieve total optimization for buildings and the district by adopting cutting-edge technologies and equipment. Adopt the latest technologies at every opportunity to upgrade equipment.

Furthermore, make efforts that will lead to a stable supply of energy, including the utilization of large-capacity batteries and heat storage tanks.

- b Achieve net-zero CO₂ emissions in the district by introducing renewables and unutilized energies (and in the case of staged development, achieve net-zero CO₂ emissions in principle when facilities go into service at each stage).

As for the procurement of renewable energy, ensure that the electricity is 100% from renewable energy sources and make efforts so that the purchase encourages the installation of more renewable energy plants in Tokyo and other regions (PPA with operators of other regions) to contribute to boosting the renewable energy generation capacity across the country.

Additionally, make arrangements in the plan so that CO₂ emissions are reduced through the production of building materials as well as the construction work.

- c Make proposals of decarbonization efforts that are also beneficial to other districts, including the following:

- Setting up hydrogen stations for fuel cell vehicles with a view to introducing fuel cell bus services, and developing infrastructure to support the promotion of zero-emission vehicles (ZEVs) such as quick charging stations.

- Facilitating circular economy by considering reduce, reuse, and recycle practices.

- d Promote greening with consideration for biodiversity and ecosystems, and heat island control measures.

- e Figure out better ways to allow the summer breeze to reach the hinterland area, including the design and placement of buildings and other structural elements.

- f Ensure disaster resilience through designing energy self-sufficiency, and introduce a renewable energy sharing system by means of power storage functions.

- g Proactively use domestically sourced timber for architectural structures and exteriors.

(H) Utilization of digital technology

To effectively undertake the community development across the district, always take full advantage of all the benefits of cutting-edge digital technology, considering the possibility

of technological innovation (please also refer to the future vision described in Strategy 3 of the Tokyo Bay eSG Urban Development Strategy 2022), which includes proposing a system to implement these efforts.

B. Requirements for making a head start on creating a vibrant environment

- (A) Implement various efforts that lead to creating a new vibrant, relaxed, and attractive environment.
- (B) Ensure that the initiatives are adapted to the characteristics of the local communities and respect the relationships with other local players, such as Tsukiji Outer Market.

C. Requirements for area management

- (A) The Operator shall take the initiative to establish a necessary area management organization and engage in diverse activities to realize the future vision described in the Community Development Policy including, for example, events to create community vibrancy and activities to enhance the counter-disaster competence, in cooperation with Chuo Ward and landowners and leaseholders in the surrounding areas.

In addition, the Operator shall make the best use of riverside areas by, for example, taking advantage of the special provision for occupancy of facilities used for urban or local redevelopment stipulated in Rules on Permission for Occupancy of River Sites (Vice-Minister of Construction Notice, Ministry of Construction ka-sei-hatsu No. 67 dated August 5, 1999) to create vibrant waterside areas.

- (B) The Operator shall support the learning and growth of children and encourage them to take part in society by such as organizing participatory events for children, etc., based on the purpose of the Tokyo Metropolitan Basic Ordinance on Children (2021 Tokyo Metropolitan Ordinance No. 51).
- (C) The Operator shall report to TMG on a regular basis on the implementation status of the area management.

The reports shall be publicized on the TMG's website as appropriate.

D. Requirements for the operations and management of the Project

The Operator shall establish systems and plans to operate and manage the Project in a stable manner during the project period of approximately 70 years while flexibly adapting to change in society (including plans to dispose of facilities and return the cleared Project site).

3 Relevant Laws and Regulations

The list of relevant laws and regulations is as follows. The Operator shall comply with the relevant laws and regulations.

- Fire Service Act (Act No. 186 of 1948)
- Radio Act (Act No. 131 of 1950)
- Building Standards Act (Act No. 201 of 1950)
- Act on Protection of Cultural Properties (Act No. 214 of 1950)
- Civil Aeronautics Act (Act No. 231 of 1952)
- Wire Telecommunications Act (Act No. 96 of 1953)
- Gas Business Act (Act No. 51 of 1954)
- Water Supply Act (Act No. 177 of 1957)
- Sewerage Act (Act No. 79 of 1958)
- River Act (Act No. 167 of 1964)
- Electricity Business Act (Act No. 170 of 1964)
- City Planning Act (Act No. 100 of 1968)
- Act on Maintenance of Sanitation in Buildings (Act No. 20 of 1970)
- Act on Rationalizing Energy Use (Act No. 49 of 1979)
- Act on the Measures by Large-Scale Retail Stores for Preservation of Living Environment (Act No. 91 of 1998)
- Housing Quality Assurance Act (Act No. 81 of 1999)
- Construction Material Recycling Act (Act No. 104 of 2000)
- Soil Contamination Countermeasures Act (Act No. 53 of 2002)
- Act on Promotion of Smooth Transportation, etc. of Elderly Persons, Disabled Persons, etc. (Act No. 91 of 2006)
- Act on Assurance of Performance of Specified Housing Defect Warranty (Act No. 66 of 2007)
- Rules on Permission for Occupancy of River Sites (Ministry of Construction *ka-sei-hatsu* No. 67 of 1999)
- Tokyo Metropolitan Ordinance on Outdoor Advertising Materials (1949 Tokyo Metropolitan Ordinance No. 100)
- Tokyo Metropolitan Ordinance on Safety Construction (1950 Tokyo Metropolitan Ordinance No. 89)
- Tokyo Metropolitan Parking Place Ordinance (1958 Tokyo Metropolitan Ordinance No. 77)
- Fire Prevention Ordinance (1962 Tokyo Metropolitan Ordinance No. 65)
- Tokyo Metropolitan Ordinance for the Protection of Cultural Properties (1976 Tokyo Metropolitan Ordinance No. 25)
- Tokyo Metropolitan Ordinance on Prevention and Coordination of Conflicts Pertaining to the

- Construction of Mid-High Rise Buildings (1978 Tokyo Metropolitan Ordinance No. 64)
- Tokyo Metropolitan Environmental Impact Assessment Ordinance (1980 Tokyo Metropolitan Ordinance No. 96)
 - Tokyo Metropolitan Welfare Community Development Ordinance (1995 Tokyo Metropolitan Ordinance No. 33)
 - Environment Ordinance to Ensure Tokyo Citizens' Health and Safety (2000 Tokyo Metropolitan Ordinance No. 215)
 - Tokyo Metropolitan Nature Conservation Ordinance (2000 Tokyo Metropolitan Ordinance No. 216)
 - Tokyo Metropolitan Ordinance for Safe and Secure Community Development (2003 Tokyo Metropolitan Ordinance No. 114)
 - Barrier-Free Building Ordinance (2003 Tokyo Metropolitan Ordinance No. 155)
 - Tokyo Metropolitan Landscape Ordinance (2006 Tokyo Metropolitan Ordinance No. 136)
 - Tokyo Metropolitan Basic Ordinance on Children (2021 Tokyo Metropolitan Ordinance No. 51)
 - Chuo Ward Ordinance on the Disposal and Recycling of Waste (November 1999 Chuo Ward Ordinance No. 48)
 - Chuo Ward Basic Ordinance on Community Development (2010 Chuo Ward Ordinance No. 16)
 - Chuo Ward Guidelines on Prior Disclosure of Construction Plans for Mid-High Rise Buildings (54 *chu-ken-ken-hatsu* No. 17 dated March 16, 1979)
 - Chuo Ward Guidelines on Urban Development Projects (60 *chu-ken-ken-hatsu* No. 18 dated May 11, 1985)
 - Other laws, regulations, ordinances, and rules related to the Project

Section 4 Project Implementation Requirements

1 The Operator's scope of services

(1) Establishment of a land lease right on TMG-owned land for use

- A. The Operator shall establish a fixed-term land lease right for TMG-owned land and shall enter into the contract to set the fixed-term land lease right with TMG.
- B. The land lease duration of the contract to set a fixed-term land lease right shall be 70 years of the facility management period, including the operation of the Amenities of Water Transport, etc., plus a period of construction, demolition, and removal.
- C. Rent specified in the contract to set a fixed-term land lease right may be changed every three (3) years following the date of the conclusion of the contract.
- D. In order to create vibrant atmosphere prior to the introduction of the water transport system, the Operator shall seek a lease of land from TMG aside from that prescribed in the item A to the extent that does not hinder the whole development process.
- E. Details will be provided in Contract Conditions (Appendix 3).

(2) Development of facilities

- A. The Operator shall pursue the design, construction and development of facilities based on proposals as well as the operation of related services. The Operator shall fully consult with TMG when preparing design drawings and documents and obtain a confirmation from TMG before completion.

The Operator shall also fully consult with TMG during construction and carry out necessary operations including legal procedures.
- B. When designing and constructing for the development of facilities, the Operator shall carry out related operations that will be necessary, including investigation, discussion on water and sewerage, electricity, gas, and telephone, as well as discussion with relevant authorities, public hearings for neighborhood, and licensing procedures.

If construction work outside TMG-owned land for use becomes necessary, including road improvement, after discussing with relevant authorities, the Operator shall carry out required operations at their own responsibility and cost.
- C. The Operator shall undertake the operation and maintenance of facilities it has developed based on proposals and implement area management in this district.

(3) Return of the Project site

At the end of the contract to set fixed-term land lease right, the Operator shall return the relevant sites to TMG after clearing Fixed Leasehold Zone. Clearing means disposing of aboveground and underground structures and leveling land. However, the specific scope and

details shall be under the provision of 6, and the Operator shall consult with TMG.

2 Requirements for Relevant infrastructure development and obstructions in the ground

(1) Relevant infrastructure development

A. The Sumida River Super Levee Development Project

- (A) In conjunction with the Project, TMG shall pursue “the Sumida River Super Levee Development Project” and raise the ground level along the river zone.

The details of the shapes of an embankment in TMG-owned land for use and its construction work schedules shall be discussed between the Prospective Operator, once selected, and the river administrator. The Prospective Operator may propose to use a retaining wall or architectural structure to support the embankment, provided that the Selected Operator sets the retaining wall in the Fixed Leasehold Zone. As for requirements for design related to earth pressure load of retaining walls, the Selected Operator shall calculate earth pressure and residual water pressure referring to the size of the super levee. In the case where retaining walls or architectural structures are used to support the embankment, note that the retaining walls and other structures shall be removed when the Project site is returned, and necessary measures shall be taken in order not to affect river facilities including the embankment.

Details of the Sumida River Super Levee Development Project will be provided in Attachment 4.

- (B) In consultation with the river administrator, the Applicant shall make a proposal of riverside landscaping with the utilization of the super levee along the Sumida River (including a promenade and maintenance passages) and installation of permitted structures under the River Act to create high-quality spaces, by taking advantage of its beautiful and open waterside location. For review criteria of permitted structures, refer to Handout 13. The Prospective Operator, once selected, shall discuss the construction details with the river administrator (please refer to Handout 3 for the consultation with the river administrator. Please refer to Handout 14 for illustrations of the pedestrian networks at the Sumida River super levee and development reference cases including super levees).
- (C) TMG shall conclude an agreement with the Operator for the Sumida River Super levee Development Project. The costs incurred by the embankment construction in the TMG-owned land for use prescribed in (A) shall be borne by TMG pursuant to the agreement. In the case where retaining walls or architectural structures are used to support the embankment, the costs shall be borne by the Operator. The Operator requires prior consultations with the river administrator before construction work.

- (D) The river administrator shall, in general, own and manage the river administration facilities, and the Operator shall own and manage the permitted structures.

In a case where the Operator occupies the river zone, it shall manage the occupied areas.

- (E) TMG shall develop a riverfront promenade for the Sumida River Super Levee Development Project and secure riverside space for pedestrians.
- (F) The Operator shall make efforts to create vibrancy through events and activities, by utilizing maintenance passages, super levee slopes, and riverfront promenades to enhance the charm and value of the community and of Tokyo.
- (G) The Selected Operator shall proactively cooperate on TMG projects to develop and construct super levees and disaster prevention piers, and shall proactively coordinate the progress of construction work including the creation of flow lines and yards for work vehicles.

B. The Tsukiji River Earthquake-resistant Countermeasures Project

- (A) In conjunction with the Project, TMG shall undertake “the Tsukiji River Earthquake-resistant Countermeasures Project.” Details of the Tsukiji River Earthquake-resistant Countermeasures Project will be provided in Attachment 4.
- (B) TMG shall ensure access to the passages as specified in Section 3, 2 (2) A (C) a (a) and “pedestrian network from Tsukiji to the seawalls at Takeshiba” prescribed in D in implementing “the Tsukiji River Earthquake-resistant Countermeasures Project.”
- (C) The Selected Operator shall proactively cooperate on the Tsukiji River Earthquake-resistant Countermeasures Project undertaken by TMG and shall proactively coordinate the progress of construction work including the creation of flow lines and yards for work vehicles.

C. Access to the river maintenance passages

In conjunction with the development of river maintenance passages (please refer to Attachment 4) and the passages specified in Section 3, 2 (2) A (C) a (a) of the Sumida River, the Operator shall, in consultation with TMG, secure passages in the TMG-owned land for use that are accessible from the roads in the vicinity to their respective river maintenance passages by vehicles considering the passage by pedestrian and emergency vehicles (please refer to Handout 3 for the consultation with TMG and Handout 14 for flow lines of pedestrians and vehicles).

D. Pedestrian network from Tsukiji to the seawalls at Takeshiba

In conjunction with the Project, TMG shall improve the seawalls and coastal protection facilities between Tsukiji and Takeshiba to ensure pedestrian networks that people can

enjoy walking along the river. Details on the pedestrian network from Tsukiji to the seawalls at Takeshiba will be provided in Attachment 5.

E. Urban Expressway Route 10 Harumi Line

The approved Urban Planning for Route 10 Harumi Line will be reviewed. In Tsukiji area, routes are currently under consideration to run through the former Tsukiji Market site, and TMG will look into installing entry and exit ramps to create access to the Waterfront Area as well as Central Tokyo. The plan is to install one exit from Central Tokyo within the district, and other access points (two entrances and exits) connecting onto Shin-Ohashi St. Moreover, the review will include widening Shin-Ohashi St. with the installation of on and off ramps from Urban Expressway Route 10 Harumi Line. Details on Urban Expressway Route 10 Harumi Line will be provided in Handout 9.

F. Subways in Central Tokyo and Waterfront Area

With respect to the subways of Central Tokyo and Waterfront Area, it is stated in The Way of the Future Subway Network in Tokyo Area (recommendation, Council of Transport Policy of Ministry of Land, Infrastructure and Transport, July 2021) that “along with the redesigning of the Waterfront Area, the subway network requires a considerable deliberation by all parties concerned, including the connection with an extended line of the New Joban Line (TX) as indicated in recommendation No. 198.” Based on this recommendation, TMG, with the participation of the national government, has established a “Project Review Working Group on Future Subway Network in Central Tokyo and Waterfront Area” toward the realization of the new subway line, and outlined and announced a project plan including building new subway stations within the district in November this year. Details on subways in Central Tokyo and Waterfront Area will be provided in Handout 15.

(2) Restrictions on land use

A. Considering the future development of urban infrastructure, such as subways in Central Tokyo and Waterfront Area, Route 10 Harumi Line, and widening of Shin-Ohashi St., TMG shall designate zones where construction is restricted (hereinafter “building restriction zone”). Building restriction zones will be provided in Attachment 6. More information about the specific zones, restriction details, land areas, and other conditions will be provided in Handout 16.

The unit superficies right and other rights are expected to be established in the building restriction zones for the development of urban infrastructure.

B. Since a part of the Toei Subway Line No.12 (Oedo Line) zone is used by Tokyo Metropolitan Bureau of Transportation, there are some restrictions on the use of

underground.

In addition, as the development of buildings within 20 m of the Toei Subway Line No.12 (Oedo Line) requires prior consultation, the Operator shall consult with the Toei Subway facilities management officer. More information about the specific zones, restriction details, and other conditions will be provided in Handout 17.

- C. The roads in the area, where the 2nd Tameike Trunk Sewer and Kachidoki Trunk Sewer are buried in the TMG-owned land for use near Tsukiji Bridge on Loop Road No.2, have load restrictions of 25.0 t/m² and restrictions on the use of underground since Tokyo Metropolitan Government Bureau of Sewerage is approved to use a part of the land.

The Operator shall also consult with the sewerage management officer if the 2nd Tameike Trunk Sewer and Kachidoki Trunk Sewer exist within the area affected by underground parts buried by the Operator, for prior consultation is required in such a case. More information about the specific zones, restriction details, and other conditions will be provided in Handout 18.

- D. A part of the area may be excluded from the scope of lease due to the widening of Shin-Ohashi St., as well as the development of facilities related to Urban Expressway Route 10 Harumi Line (e.g., ventilating station), facilities related to subways in Central Tokyo and Waterfront Area (e.g., station building), and other public facilities and infrastructure. Zones that may be excluded from the scope of lease will be provided in Handout 19.

(3) Demolition and removal of existing facilities

The existing facilities are as follows:

A. Structures to be demolished by TMG, etc.

- (A) The buildings, pavement, fences, walls, and other enclosures of the former Tsukiji Kosei Kaikan and Kachidoki Gate parking lot remain in the former Tsukiji Market site. For the structures to be demolished (including the ones currently being demolished) by TMG among the above, please refer to Section 1, 7.
- (B) The piers and other structures remain in the river zones of the Sumida and the Tsukiji Rivers. For details about the demolition work schedule by TMG, please refer to Section 1, 7.
- (C) Structures owned by third parties also remain in TMG-owned land for use. Details of those structures and their demolition work schedule will be provided in Handout 20.

B. Other remaining structures

- (A) The Operator shall maintain some of the remaining structures designated by TMG in TMG-owned land for use during the period of the project at their own cost. Details of the remaining structures subject to the maintenance will be provided in Handout 21.

- (B) In addition to (A), some of structures and objects attached to the land, including retaining walls, temporary enclosures, and trees, are remaining structures that are to be handed over from TMG to the Operator on an as-is basis. Details of such structures and objects will be provided in Handout 22.
- (C) Regarding the remaining structures in building restriction zones that do not fall under either (A) or (B), unless agreed otherwise between TMG and the Operator, the aboveground structures shall be demolished and removed by the Operator, whereas the demolition and removal of underground structures, which are linked with infrastructure construction work, shall be individually discussed among TMG, the Operator, and infrastructure project operators on implementation details, responsible entities, and other matters, once the Prospective Operator is selected. Details of remaining structures will be provided in Handout 23.
- (D) The remaining structures that do not fall under any of (A), (B), or (C) shall be demolished and removed by the Operator before undertaking operations. Details of remaining structures will be provided in Handout 23.

In case where leaving foundation piles in the ground is deemed to be useful and not to pose any problem for the preservation of the living environment, the Operator may leave foundation piles that have no problems found in leaving in the ground during the project period and after the end of the contract to set fixed-term land lease right, based on the conditions specified in “Guidelines for Handling of Existing Underground Structures” (February 2020) by Japan Federation of Construction Contractors, upon consultation with TMG.

C. Demolition and removal costs

- (A) The Operator shall bear all the cost of the demolition and removal of remaining structures specified in B (B).
- (B) In principle, TMG shall bear the cost of the demolition and removal of remaining structures in building restriction zones when the Operator demolishes and removes those structures as a result of consultation specified in B (C). In this case, upon the consultation with the Operator, TMG shall bear the lower of: the amount calculated based on TMG’s standard method of measurement and unit price; and the actual amount. In case where the quantity used by TMG for measurement differs from the one confirmed in the actual construction work, the Operator and TMG shall consult with each other as needed.

The Operator shall make an expense claim before the completion date¹ of the development of facilities specified in Section 3, 2 (2); facilities for creating vibrancy before opening of water transport specified in Section 4, 4 (3) (hereinafter “the Facilities”); and other buildings and structures installed in project zones (hereinafter “the Facilities, etc.”).

- (C) In principle, TMG shall bear the cost of the demolition and removal of remaining structures specified in B (D). In this case, upon the consultation with the Operator, TMG shall bear the lower of: the amount calculated based on TMG’s standard method of measurement and unit price; and the actual amount. In case where the quantity used by TMG for measurement differs from the one confirmed in the actual construction work, the Operator and TMG shall consult with each other as needed.

The deadline for expense claim conforms to (B).

- (D) The cost occurred when further demolition and removal of remaining structures specified in B (C) and (D) becomes necessary after the completion date of all the Facilities, etc. are completed shall be borne by the party that requires the demolition and removal in principle. Details shall be discussed between TMG and the Operator. TMG shall not bear costs other than the cost for the demolition and removal necessary for the completion of the Facilities (including the costs for the reconstruction of the Facilities and the expansion not specified in the development plan).

(4) Soil contamination countermeasures, archeological investigation, etc.

- A. As a general rule, TMG shall investigate the soil contamination of the Project site. Investigation results will be posted on the website of the TMG Bureau of Urban Development when they are ready. If the areas where the Operator undertakes land alteration activities require measures to address soil contamination based on TMG’s investigation results, the Operator shall take soil contamination countermeasures. The Operator shall also develop a countermeasure plan including the removal of contaminated soil upon consultation with TMG and shall enter into an agreement on soil contamination countermeasures before concluding the contract to set a fixed-term land lease right specified in 1 (1). Details will be provided in Contract Conditions (Appendix 3).
- B. In TMG-owned land for use, there are areas already designated based on past investigations as the Area for which Changes in Form or Nature Require Notification stipulated in Article 11, Paragraph 1 of the Soil Contamination Countermeasures Act (Act No. 53 of 2002).

¹ In the case of the phased development when the Facilities, etc. are divided into multiple sites for lease, the completion date of the Facilities, etc. means the date when the Facilities, etc. planned for the respective sites for lease are completed. The same applies hereafter.

Information on such areas is available on the website of the Bureau of Environment, TMG.

- C. As a general rule, the cost for soil contamination countermeasures (including the cost occurred when the Operator carries out additional investigation(s)) shall be borne by TMG, i.e., TMG shall bear the increased amount compared with the cost for disposing healthy soil. In this case, upon the consultation with the Operator, TMG shall bear the lower of: the amount calculated based on TMG's standard method of measurement and unit price; and the actual amount. However, in the cost for soil contamination countermeasures, the part that overlaps with the construction work necessary for the completion of the Facilities shall not be borne by TMG.

TMG shall not bear costs other than the cost for soil contamination countermeasures necessary for the completion of the Facilities (including the costs for the reconstruction of the Facilities and the expansion not specified in the development plan).

In case where the quantity used by TMG for measurement differs from the one confirmed in the actual construction work, the Operator and TMG shall consult with each other as needed.

The Operator shall make an expense claim before the completion date of all the Facilities, etc.

- D. In the areas where the Operator undertakes land alteration activities, the Operator shall undertake countermeasures considering 3R of soils based on the contents of "Sustainable Soil Contamination Countermeasures Guidebook - in consideration of environment, economy and society" (March 2022) by the Bureau of Environment, TMG.
- E. TMG shall conduct a preliminary excavation for an archeological investigation for buried cultural properties, as a general rule. Investigation results will be posted on the website of the TMG Bureau of Urban Development when they are ready. Investigation results of the preliminary excavation conducted before FY 2022 will be provided in Attachment 7.

For the main excavation, the Operator shall be responsible for investigating the areas that require a further examination.

In conducting the main excavations, the Operator shall discuss with the competent departments of cultural properties in TMG and ward office based on the results of the preliminary excavation, report the relevant consultation outcome to TMG, and obtain approval from TMG before undertaking the excavation. (Please refer to H below for details of the consultation with TMG).

- F. In principle, TMG shall bear the cost incurred by the main excavation. In this case, upon the consultation with the Operator, TMG shall bear the lower of the amount calculated based on TMG's standard method of measurement and unit price and the actual amount. However, TMG shall not bear costs other than the cost for investigations and excavations

necessary for the completion of the Facilities (including the costs for the reconstruction of the Facilities and the expansion not specified in the development plan).

In case where the quantity used by TMG for measurement differs from the one confirmed in the actual construction work, the Operator and TMG shall consult with each other as needed.

TMG and the Operator shall conclude an agreement on cost details. Agreement details will be provided in Contract Conditions (Appendix 3).

The Operator shall make an expense claim before the completion date of all the Facilities, etc.

G. Buried cultural properties

A part of TMG-owned land for use lies within the Edo Heritage Site, whereas another part of it lies within the former Tsukiji Market site. Details of this area are available on the Tokyo Metropolitan Board of Education website.

H. Remains of Yokuon-en designated as a historical site by TMG

In the TMG-owned land for use, there is a site where Yokuon-en, a former annex to Matsudaira Sadanobu's residence during the Edo period, used to be, and it is designated as a historic site of Tokyo (Remains of Yokuon-en). The Yokuon-en area will be provided in Attachment 8.

In the historic site, engineering work shall be carried out after applying for and obtaining the permission to change the current state from the competent departments of cultural properties in TMG, in accordance with Article 36 (Application Mutatis Mutandis of Article 14) of the Tokyo Metropolitan Ordinance for the Protection of Cultural Properties (1976 Tokyo Metropolitan Ordinance No. 25).

As requirements for the permission, the conduct of excavation investigation (main excavation), and the preservation of important remains if discovered shall be discussed.

Furthermore, the Tokyo Metropolitan Board of Education may install explanation boards for cultural properties with the consent from owner or possessor, and have owner, possessor in title, or administrator of cultural properties designated by TMG manage the cultural properties based on Article 59 of the Tokyo Metropolitan Ordinance for the Protection of Cultural Properties.

I. In March 1954, tuna and other fish exposed to radiation from the hydrogen bomb test conducted near Bikini Atoll were buried in the TMG-owned land for use.

The area and depth of burying that TMG assumes and the results of previous radioactivity level surveys conducted for the assumed area are as provided in Handout 24. The Operator shall take the following safety measures when excavating soil within the assumed area and with the assumed depth specified in Handout 24.

Costs required for the safety measures shall be borne by TMG in principle. The Operator shall have prior consultation with TMG on work details and cost sharing.

- Safety measures

Radiation dose that workers are exposed to shall be measured on a steady basis, using individual dosimeter. Radiation dose in the soil shall be measured every meter for the depth from -1.0 to -4.0 m, using survey meters.

In case radiation dose above a certain level (4 Bq/cm², equivalent to 1300 cpm) is observed, decontamination shall be performed upon consultation with TMG, based on “Decontamination Guidelines” (May 2013, 2nd Edition (revised in March 2018), Ministry of the Environment).

When taking out excavated soil, the Operator shall ask an analytical institution to analyze nuclide and confirm the safety.

(5) Liquefaction countermeasures

The Operator shall take preventive measures against liquefaction as necessary in the TMG-owned land for use.

(Please refer to the Portal for TMG Liquefaction Countermeasures for Buildings: <https://kenchiku-ekijoka.metro.tokyo.lg.jp/>)

(6) Other

If the Operator undertakes land alteration activities, such as altering ground levels, constructing buildings, and cutting trees down in the vicinity of privately owned lands adjacent to the district, the Operator shall be required to consult with TMG in advance.

3 Other costs borne by the Operator

- (1) When registration of fixed-term land lease right set to the Fixed Leasehold Zone is required, the Operator shall bear costs and expenses required for the registration.
- (2) The Operator shall deposit guarantee to TMG when concluding the contract to set fixed-term land lease right and shall pay TMG the rent during the land lease contract period.
- (3) In case where TMG raises the ground level within TMG-owned land for use in addition to the river zone based on the consultation with the Operator, rent will arise even for the area used by TMG. However, this shall not apply if it is before the conclusion of fixed-term land lease contract.

- (4) The Operator shall bear costs for development, operation and maintenance of facilities as well as other related costs.
- (5) The Operator shall bear costs for occupancy of the river and road zones in this Project.
- (6) The Operator shall bear costs related to the development of retaining walls to support the embankment or the development of buildings.
Among retaining walls and buildings developed based on proposals, the ones within the river zone necessary for river administration shall be owned and managed by TMG. The Operator shall own the ones within the Fixed Leasehold Zone, and shall bear costs for their maintenance and other related costs.
- (7) The Operator shall bear costs for measures against TV interference caused by this Project.
- (8) The Operator shall bear costs for the removal of buildings at the end of the contract to set fixed-term land lease right and shall reserve fund for the removal.
- (9) The Operator shall bear costs for the establishment and management of the area management organization.
- (10) The Operator shall bear other costs required to execute this Project.
- (11) In case where operator of infrastructure, including subways in Central Tokyo and Waterfront Area and Urban Expressway Route 10 Harumi Line, performs construction works within building restriction zones in the Fixed Leasehold Zone, the rent will arise also in the area used by the infrastructure operator.

4 Conditions for Land Lease

(1) Land lease methods and lease term

In principle, the land shall be leased on the basis of the ordinary fixed-term land lease right as stipulated in Article 22 of the Act on Land and Building Leases (Act No. 90 of 1991).

The duration of the land lease shall be 70 years of the facility management period, including the operation of the Amenities of Water Transport, etc., plus a period of construction, demolition, and removal.

A. Division of the Project site

The Operator may divide the project site into multiple lots for lease if needed and set

different lease commencement dates for each lot. In this case, however, the leased sites must be returned together at the same time. The leasehold title shall expire after 70 years from the time when the Amenities of Water Transport, etc., come into service, with an addition of a period for the demolition and removal.

Lease period shall be set so that all construction work, the facility operation, and the demolition and removal complete within the lease period.

The contract to set fixed-term land lease right for each lot shall be concluded only between TMG and the Operator.

(2) Setting the lease term for the establishment and development of facilities

The Operator shall lease the entire scope of lease in the early stages and develop and operate facilities in an effective manner to maximize the value of Tokyo as a whole and shall not delay the process without reasonable causes (e.g., the control of a significant impact on the surrounding environment caused by noise and vibration resulting from construction work, the removal of remaining structures, and the conduct of archeological investigation).

The Applicant shall plan to lease the entire scope of lease (including building restriction zones (excluding zones likely to be excluded from the scope of lease)) by the first half of the 2030s at the latest and shall promptly develop functions for drawing a large crowd and stimulating interactions in particular.

In principle, soil contamination countermeasures, main excavation investigation of buried cultural properties, and the removal of remaining structures and underground obstacles undertaken by the Operator shall not be included in the lease period when construction work has not started. Details shall be consulted with TMG.

A. Handling of development schedules, etc.

The Applicant shall present the respective expected development flow, project schedule, and other related matters, including each lot divided for lease (hereinafter “Development Schedule, etc.”) in the proposal.

Development schedule shall conform to usage and profiting specified in laws and regulations, including site setting specified in the Building Standards Act. The following factors shall also be considered:

- Schedule for infrastructure development specified in Section 1, 7
- The removal of remaining structures specified in 2 (3)
- Soil contamination countermeasures and archeological investigation specified in 2 (4)
- Appropriate consideration of the impact on the surrounding environment resulting from construction work

The Prospective Operator, once selected, shall review the development schedule as

required based on the progress of soil contamination investigation and archeological investigation. The Prospective Operator shall also adjust the development schedule to the related infrastructures specified in Section 1, 7 and 2 (a).

In case where the Operator cannot use part of the building restriction zone or cannot use the building restriction zone for some period as a result of the above mentioned adjustment, the plan, which proposes the entire scope of lease to be leased by the first half of the 2030s, shall be changed.

The Prospective Operator shall consult with TMG to determine the timing of lease commencement and termination and other related matters on the basis of the Development Schedule etc.

In case where it becomes necessary to change the development schedule due to the materialization of plans for Urban Expressway Route 10 Harumi Line and the subway lines in the Central Tokyo and Waterfront Area, the Operator shall conduct necessary adjustment upon the consultation with TMG.

(3) Creating vibrancy before opening of water transport

In order to create a vibrant atmosphere prior to the introduction of the water transport system, the Operator shall seek a lease of land aside from that prescribed in (1) to the extent that does not hinder the whole development process and shall make efforts to start managing it at an early stage of the Project after its necessary development work.

The Applicant shall provide an activity plan, area, and period for promoting vibrancy in the proposal. The implementation area and period shall be set in conformity with the schedule for the overall establishment and development process without causing delays to the development prescribed in (2). The creation of vibrancy in this area shall move into full swing in an effective way once the development work is complete.

When implementing, the Operator shall give due considerations to local community development in Chuo Ward and shall consult with TMG on details.

(4) Rent and deposit for the establishment and development of facilities

A. Rent shall be the amount proposed by the Operator provided that the rent is at or higher than the following standards. The amount of deposit shall be equal to 30 months' rent.

- Standard unit price per month: 4,497 JPY/m²

When dividing the project site into multiple lots for lease, the Operator shall propose the same unit price across those lots for lease, instead of different unit prices for each lot.

B. The revision of rent shall conform to the method specified in Contract Conditions (Appendix 3).

C. Once the Operator returns the cleared Project site in the Fixed Leasehold Zone to TMG, TMG shall return deposit received when setting a fixed-term land lease right if the Operator requests so. However, the deposit does not bear interest.

(5) Rent for creating vibrancy before opening of water transport

As for the rent for creating vibrancy before opening of water transport, TMG shall stipulate conditions for lease including rent, based on proposed details including activity area and period, after checking proposal details with the Prospective Operator once selected.

(6) Transfer of leasehold right and superstructures, etc.

A. In case where the Operator wants to transfer superstructures, etc., to set collateral or to dispose otherwise, and to set a fixed-term sublease right to a fixed-term land lease right or to dispose otherwise, TMG shall approve this only when there is a reasonable cause that contributes to the achievement of the purpose of this Project based on the Basic Agreement and when appropriate management of facilities, etc. is guaranteed.

Approval shall be given in writing in advance.

When transferring facilities, etc., the Operator shall do so by building in principle and shall not divide a fixed-term sublease right.

Transfer of fixed-term leasehold right shall not be approved.

B. Even when the Operator transfers facilities, etc., assignee and the Operator shall make an arrangement in order to continue project operation (including area management activity) for facilities, etc. based on the Operator's proposals.

C. When the Operator transfers facilities, etc., the position of the Operator specified in contracts, including the Basic Agreement and contract to set a fixed-term land lease right, shall not be changed unless agreed otherwise between TMG and the Operator at that time.

D. Details will be provided in Contract Conditions (Appendix 3).

5 Conditions concerning the Contracts

(1) The Prospective Operator shall consult with TMG on the details of the Project and cost-bearing, the results of which will be the basis of the Basic Agreement to be concluded.

(2) The Basic Agreement contains provisions concerning operation system and the establishment of a fixed-term land lease right as well as provisions concerning basic ideas for design, construction, operation and maintenance of facilities, etc. and area management.

(3) Before the conclusion of the Basic Agreement, the Prospective Operator may apply to TMG

for changes in members when the Prospective Operator is a Group of Private Companies and a member other than the representative violates restrictions specified in Section 2, 4 (4) (this applies by replacing “Applicant” with “Prospective Operator”), by removing the member and, if necessary, adding a new member who does not violate the restrictions, as long as the Prospective Operator with the new membership satisfies the required qualifications specified in Section 2, 4 (3) (this applies by replacing “Applicant” with “Prospective Operator”) and maintains the integrity of the proposal. However, a member of the Applicant who was not selected as the Prospective Operator shall not be added as a new member in this case.

- (4) When receiving an application in (3), TMG may approve the change in members after the selection committee reviews it.

When the change is approved, TMG shall announce it in a prompt manner.

- (5) TMG shall make the runner-up the Prospective Operator, and conclude the Basic Agreement upon the consultation with the Prospective Operator if:

- A. Consultation with the initial Prospective Operator on the Basic Agreement fails;
- B. A member of the initial Prospective Operator violates restrictions specified in Section 2, 4 (4) (this applies by replacing “Applicant” with “Prospective Operator”) before the conclusion of the Basic Agreement (except for when the violation falls under (3) and an approval is given by TMG under (4)), or
- C. After the conclusion of the Basic Agreement with the initial Prospective Operator, the Basic Agreement is terminated before the conclusion of a contract on creating vibrancy before opening of water transport.

- (6) After the conclusion of the Basic Agreement, the Operator shall notify and consult with TMG when it becomes necessary to change the initially proposed plan: upon consultation with relevant organizations; as a result of adjustment after materialization of plans for Urban Expressway Route 10 Harumi Line and the subway lines in the Central Tokyo and Waterfront Area specified in 2 (1) E and F; or due to significant changes in socioeconomic environment, etc. TMG shall approve the proposed change when there is a reasonable cause and when it is expected that the integrity of the initial proposal and the superiority of the Operator, including the community development concept, are clearly maintained in the revised proposal (however, it depends on consultation with relevant organizations). Furthermore, the Basic Agreement shall be changed upon consultation among TMG, the Operator, and members of the Operator when required. In this case, if additional cost arises when comparing the initial proposal to the revised proposal, the Operator or members of the Operator shall bear the additional costs.

TMG shall hold a selection committee meeting to review the revised proposal before approving the change unless the change is considered to be minor and shall listen to opinions of the selection committee members.

TMG may terminate the Basic Agreement with the Operator when the revised proposal lacks the integrity of the initial proposal, when the superiority as the Operator is clearly lost, and in other relevant cases. TMG and the Operator shall not claim each other additional costs and costs resulting from damages due to the termination of the Basic Agreement.

TMG shall respond to changes in the socioeconomic environment in a flexible manner, and, in order to maximize the value of Tokyo as a whole in a medium-to-long term, may ask the Operator for consultation on the changes proposed by the Operator. In this case, the Operator shall agree to have consultation in a sincere manner.

- (7) After the conclusion of the Basic Agreement, the Operator shall conclude an agreement on soil contamination countermeasures and archeological investigation, based on results of soil contamination investigation and archeological investigation specified in 2 (4), upon consultation with TMG.

6 Conditions for return of the Project site

The Operator shall, as a rule, clear the leased sites and return them altogether at the end of the land lease contract period (except for remaining structures specified in 2 (3) B (A) and (B) and foundation piles to be left after the land lease contract period has ended based on the provisions in 2 (3) B (D)). Regarding the structures which the Operator developed pursuant to the provisions of Section 3, 2 (2) A (A) to (D), steel and other structural members that have been preserved from the former Tsukiji Market site specified in Section 3, 2 (2) A (F) e, and the retaining walls and other structures to maintain the super levees pursuant to the provision of 2 (1) A, the Operator shall consult with TMG before undertaking the removal of these (the consultation shall be started about 10 years before the end of the fixed-term land lease contract period).

When removing retaining walls to support the structure of super levees, the Operator shall take necessary measures so that existing river facilities are not affected. Any doubts arising with respect to the reinstatement of original conditions shall be discussed between the Operator and TMG in advance.

7 Requirements for permitted structures based on the proposal installed within the river zone

In principle, the Operator shall consult with the river administrator before the termination of the fixed-term land lease contract and remove the permitted structures developed by the Operator within the river zone at its own cost to reinstate the original conditions. However, all or part of the permitted

structures shall be retained provided that the Operator takes necessary measures if deemed appropriate after consultation with the river administrator.

Section 5 Risks in Implementing the Project and Responsibilities

Details of risks in implementing the Project and of responsibilities will be provided in Contract Conditions (Appendix 3) and will eventually be specified in a contract concluded between TMG and the Operator.

1 Risks in Planning, Designing and Constructing Facilities, and Responsibilities

- (1) The Operator shall take on responsibility for damages resulting from the Operator's proposals.
- (2) The Operator shall hold and take on responsibilities for explaining to neighborhood on plan details and construction work.
- (3) The Operator shall take on responsibility for design change, the extension of work, or the increase of construction cost owing to changes in laws and regulations and force majeure.
- (4) Plan and design details proposed by the Operator shall not be changed without the approval of TMG.
- (5) When a change is made to the schedule of infrastructure development conducted by TMG and the demolition schedule of structures that are to be removed by TMG (specified in Section 4, 2 (1) A, B, and D as well as (3) A), TMG shall not bear any additional costs and take on any responsibility for damages that the Operator incurs due to the change.
- (6) TMG shall not bear any additional costs and take on any responsibility for damages that the Operator incurs due to the delay of the development schedule for Urban Expressway Route 10 Harumi Line and subways in Central Tokyo and Waterfront Area specified in Section 4, 2 (1) E and F.
- (7) In case where a soil contamination is found to differ greatly from the conditions provided by TMG based on prior investigations specified in Section 4, 2 (4) A and B, during the countermeasure process of removing contaminated soil, etc., by the Operator, the countermeasure plan for removing contaminated soil, etc. shall be reviewed. TMG and the Operator shall discuss and review the cost sharing and the scheduled completion date of facilities, etc. Even in this case, the lease period in the contract to set fixed-term land lease right shall not be extended. TMG shall not bear any additional costs and take on any responsibility for damages that the Operator incurs except for costs TMG shall bear, based on

the provisions in this guide.

(8) In case where a buried cultural property is found to differ greatly from the conditions provided by TMG based on investigation results of the preliminary excavation specified in Section 4, 2 (4) E, during an archeological investigation conducted by the Operator, TMG and the Operator shall discuss and review the cost sharing and the scheduled completion date of facilities, etc. Even in this case, the lease period in the contract to set fixed-term land lease right shall not be extended. TMG shall not bear any additional costs and take on any responsibility for damages that the Operator incurs except for costs TMG shall bear, based on the provisions in this guide.

(9) In case where an underground obstruction other than remaining structures specified in this application guide is found and poses a significant problem for the Operator's proposals, TMG and the Operator shall discuss and review the cost sharing and the scheduled completion date of facilities, etc.

TMG shall not bear costs other than the cost for the demolition and removal necessary for the completion of the Facilities (including the costs for the reconstruction of the Facilities and the expansion not specified in the development plan). Even in this case, the lease period in the contract to set fixed-term land lease right shall not be extended. TMG shall not bear any additional costs and take on any responsibility for damages that the Operator incurs except for costs TMG shall bear based on the above discussion.

2 Risks in Leasing Land and Responsibilities

(1) The direct tenant of Fixed Leasehold Zone with a fixed-term land lease right shall be the Operator, and the Operator shall take on responsibilities for obligations as a tenant including the payment of the rent to TMG.

(2) As for Fixed Leasehold Zone with a fixed-term land lease right, the Operator shall undertake obligations to clear the leased sites at the end of the land lease contract period.

3 Risks in Operating and Maintaining Facilities and Responsibilities

The Operator shall take on responsibility for the operation and maintenance of facilities, etc. developed in this Project, including repair.

Reception Desk

Land Use Planning Section, Urban Development Policy Division, Bureau of Urban Development,
Tokyo Metropolitan Government

Contact persons: Mitsumoto, Ito

Address: 12F (North side), the TMG Building No. 2, 2-8-1, Nishishinjuku, Shinjuku-ku, Tokyo,
Postal Code 163-8001

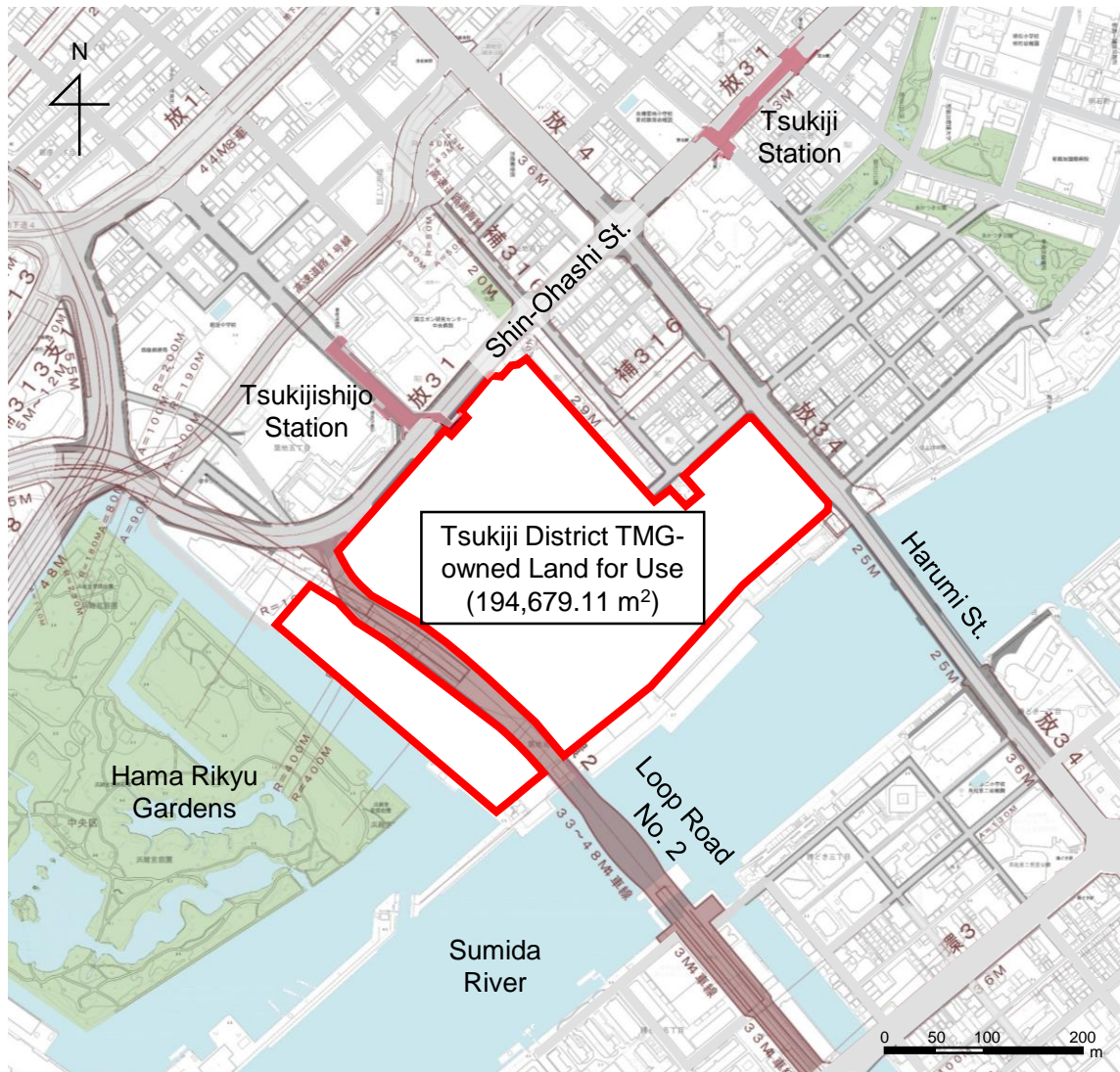
Tel: +81-(0)3-5321-1111 Ext: 30-228

E-mail: S0000175(at)section.metro.tokyo.jp

Bureau of Urban Development Website: <http://www.toshiseibi.metro.tokyo.jp/>

To avoid spam emails, the email address is partially modified. Please replace “(at)” with “@” when sending emails.

Project Site Location



This map is prepared based on the 1:2,500 scale topographic map of Tokyo (3 toshi-ki-ko No. 983) published by TMG with the approval of the Director-General of the Geospatial Information Authority of Japan (Kan-ko No. 269, 2012).
This map is also based on the road network map (Approval Number: 3 toshi-ki-gai-to No. 277, March 3, 2022). Unauthorized reproduction is prohibited.

On Access to Loop Road No. 2

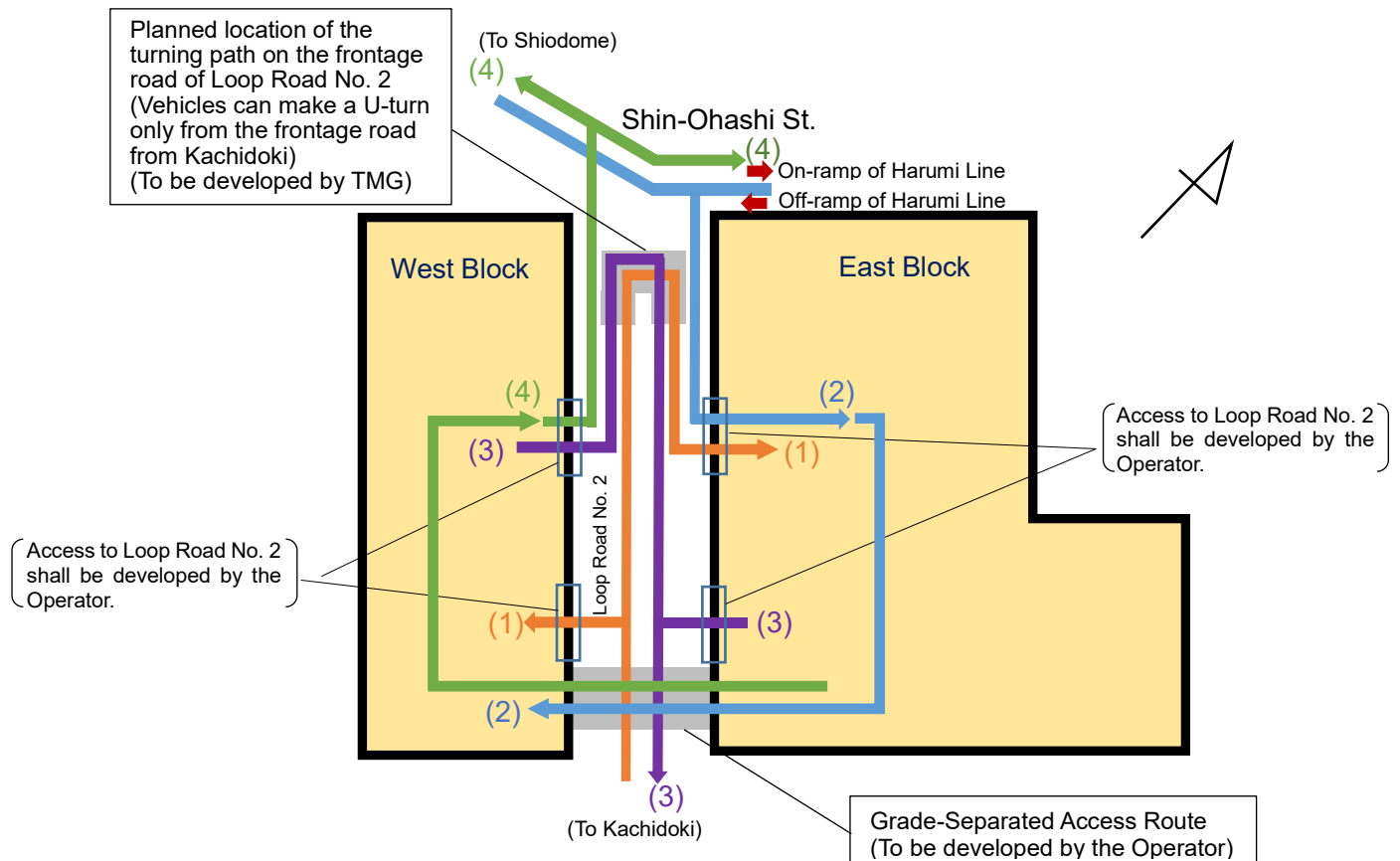
The access between this district and Loop Road No. 2 shall have at least the following four functions. The turning path on the frontage road of Loop Road No. 2 and the grade-separated access route can be used to ensure that the functions are also acceptable.

[Four Functions]

1. Ensuring that vehicles using Loop Road No. 2 from Kachidoki to visit this district have access to the blocks on both east and west sides of the road.
2. Ensuring that vehicles using Shin-Ohashi St. and Loop Road No. 2 from Shiodome and the planned off-ramp of Harumi Line to visit this district have access to the blocks on both east and west sides of the road.
3. Ensuring access from the blocks on both east and west sides of Loop Road No. 2 to Kachidoki through the road.
4. Ensuring access from the blocks on both east and west sides of Loop Road No. 2 to Shiodome and the planned on-ramp of Harumi Line through the road and Shin-Ohashi St.

(Illustration) Example of access to Loop Road No. 2 through the turning path and grade separated access route

*The figure below is an example. Applicants shall consider plans regardless of the figure.

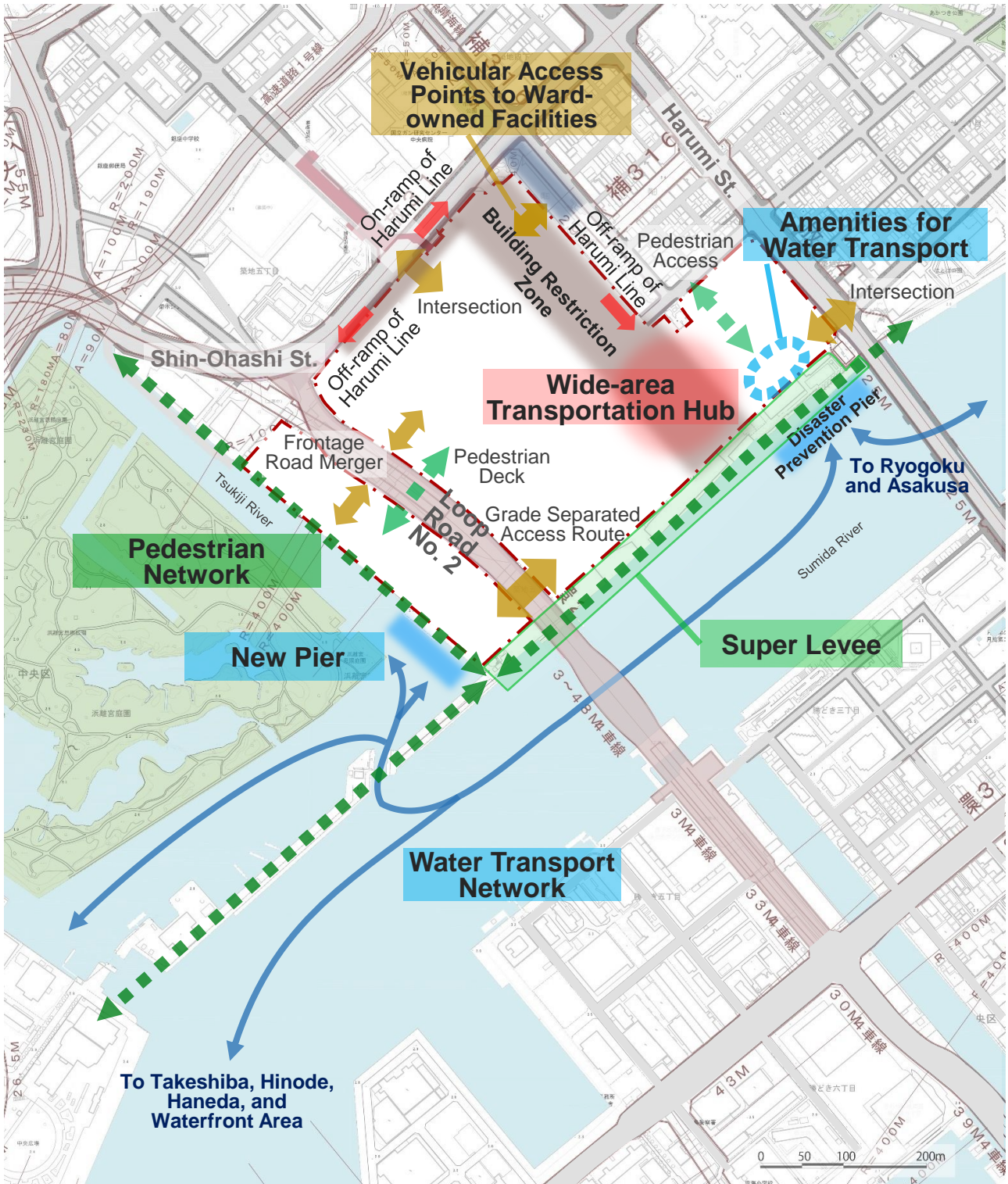


¹ In cases where permission for occupancy for the grade-separated access route and other roads is necessary, the Operator shall comply with relevant laws and regulations, including the Tokyo Metropolitan Standards on Permission for Occupancy.

² The Operator shall bear in mind that occupancy may incur occupancy fees or fixed assets tax.

³ Vehicle access to Loop Road No. 2 shall be, in principle, frontage roads.

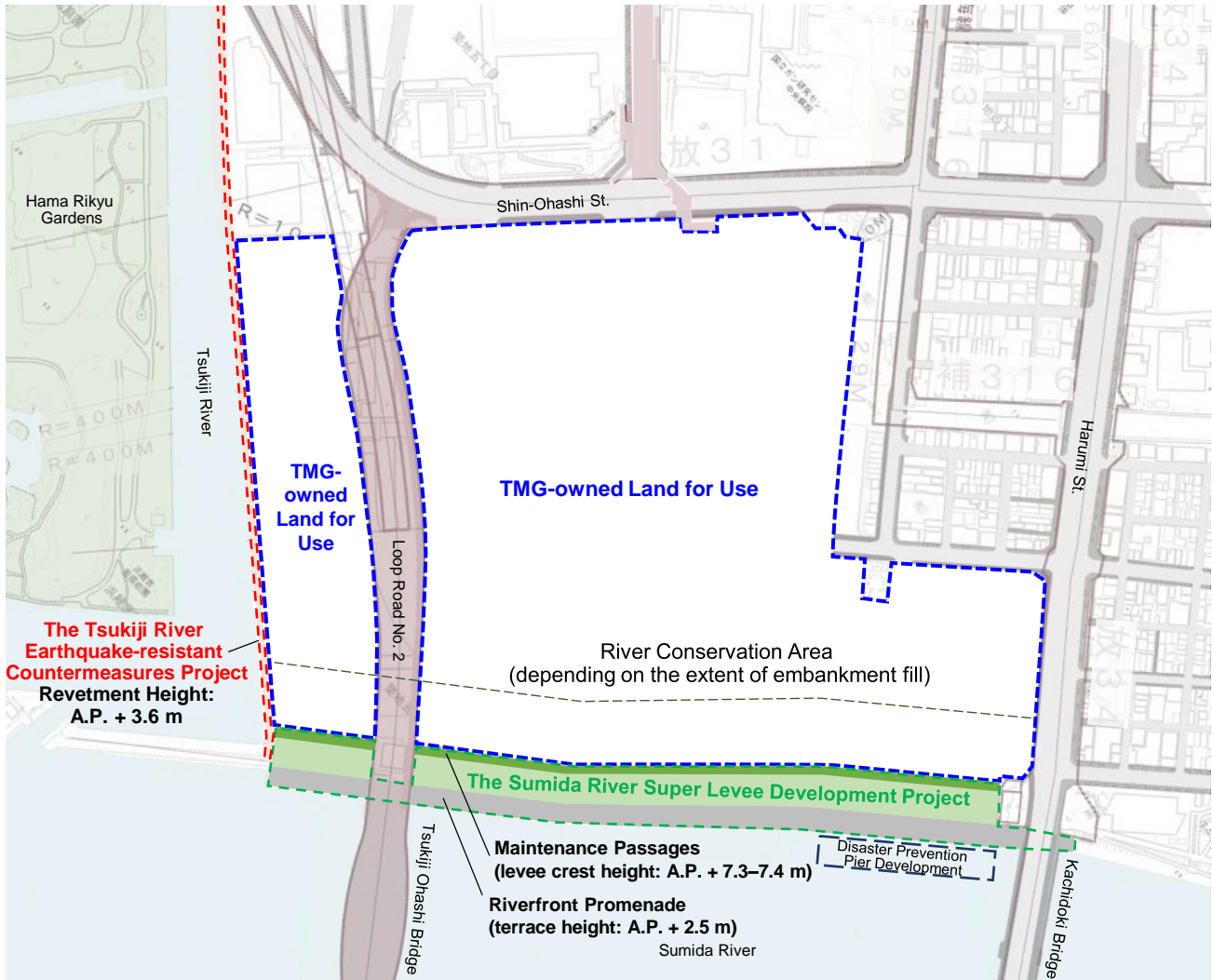
Conceptual Image of Urban Infrastructure Development



This map is prepared based on the 1:2,500 scale topographic map of Tokyo (3 *toshi-ki-ko* No. 983) published by TMG with the approval of the Director-General of the Geospatial Information Authority of Japan (*Kan-ko* No. 269, 2012).
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*The positions and shapes of the features shown above are for illustrative purposes only.

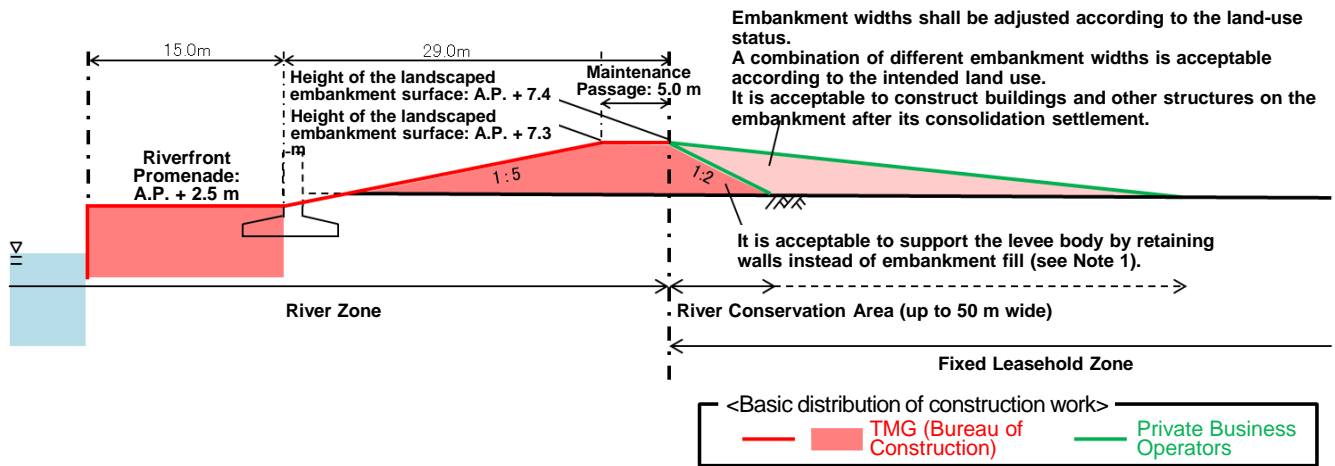
Plan View of the Sumida River Super Levee Development Project and the Tsukiji River Earthquake-resistant Countermeasures Project



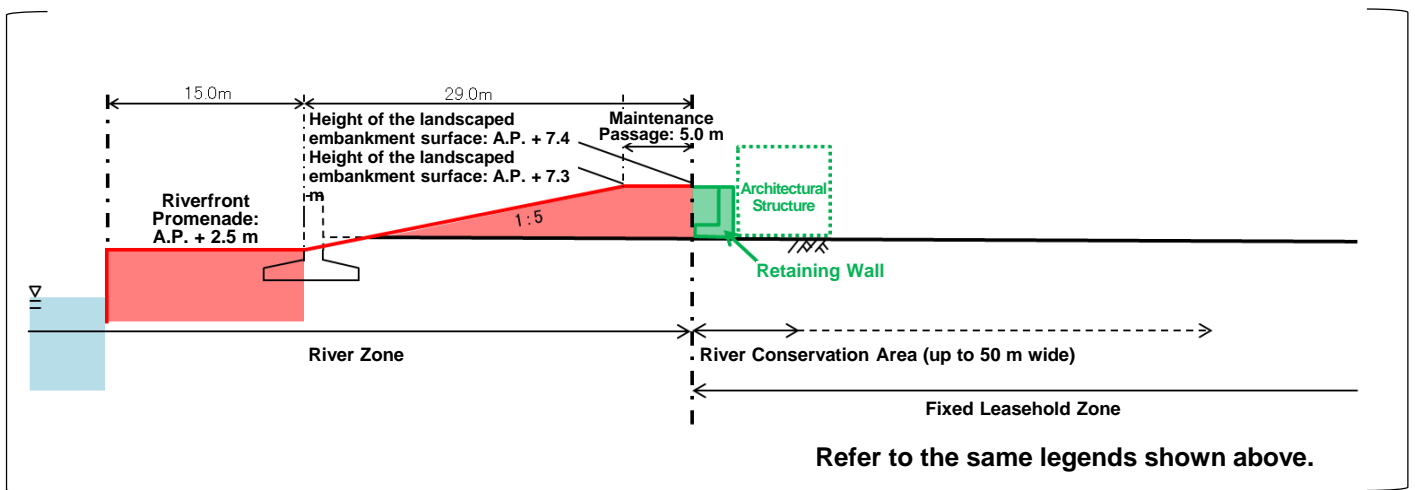
This map is prepared based on the 1:2,500 scale topographic map of Tokyo (3 *toshi-ki-ko* No. 983) published by TMG with the approval of the Director-General of the Geospatial Information Authority of Japan (*Kan-ko* No. 269, 2012).

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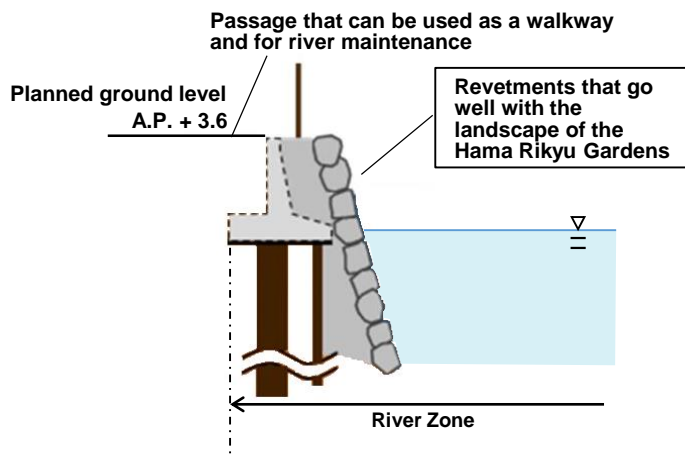
Section View of Sumida River Super Levee (illustration)



Note 1: The case of using retaining walls to support super levee

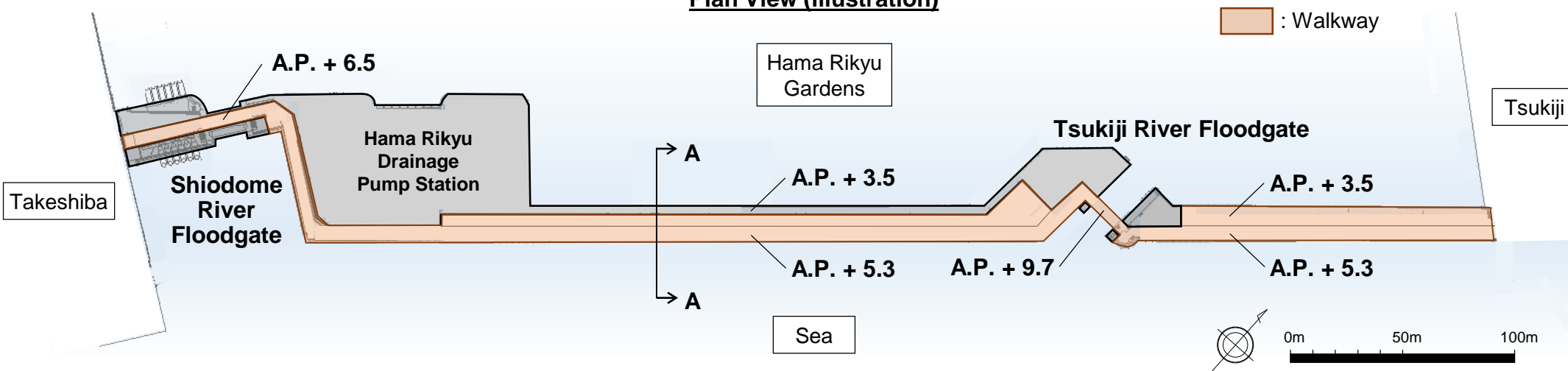


Section View of Tsukiji River Development (illustration)

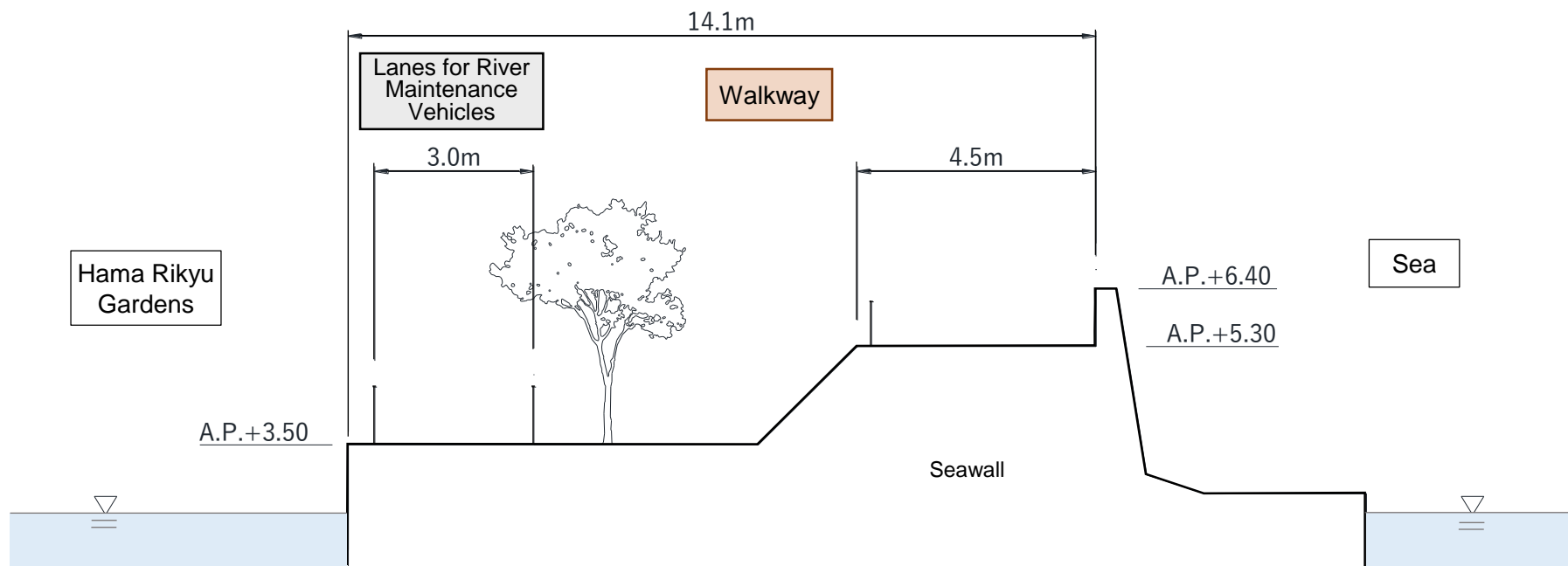


Pedestrian Network from Tsukiji to the Seawalls at Takeshiba

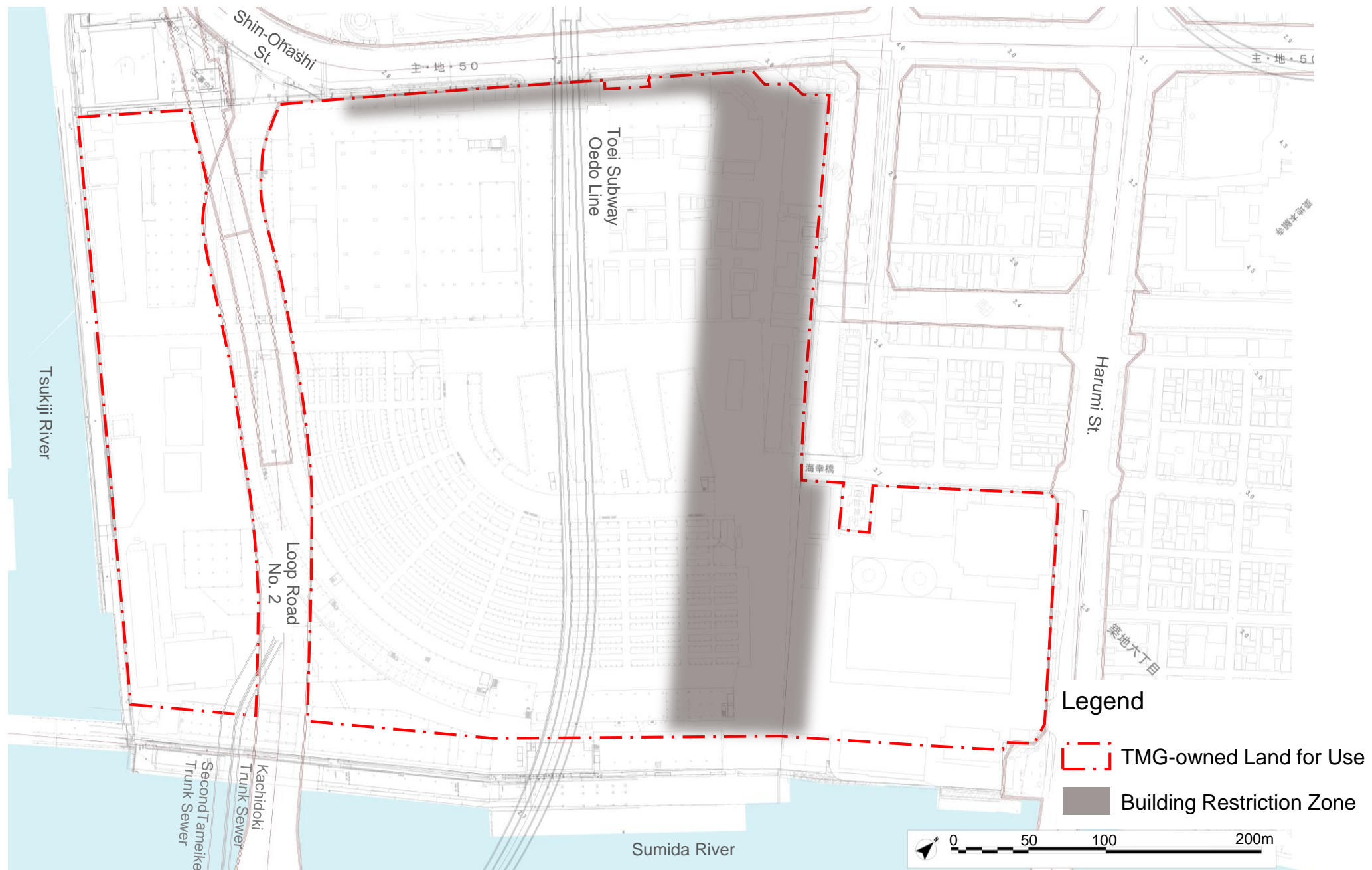
Plan View (illustration)



Standard A-A Cross section View (illustration)



Locations of Building Restriction Zone etc.

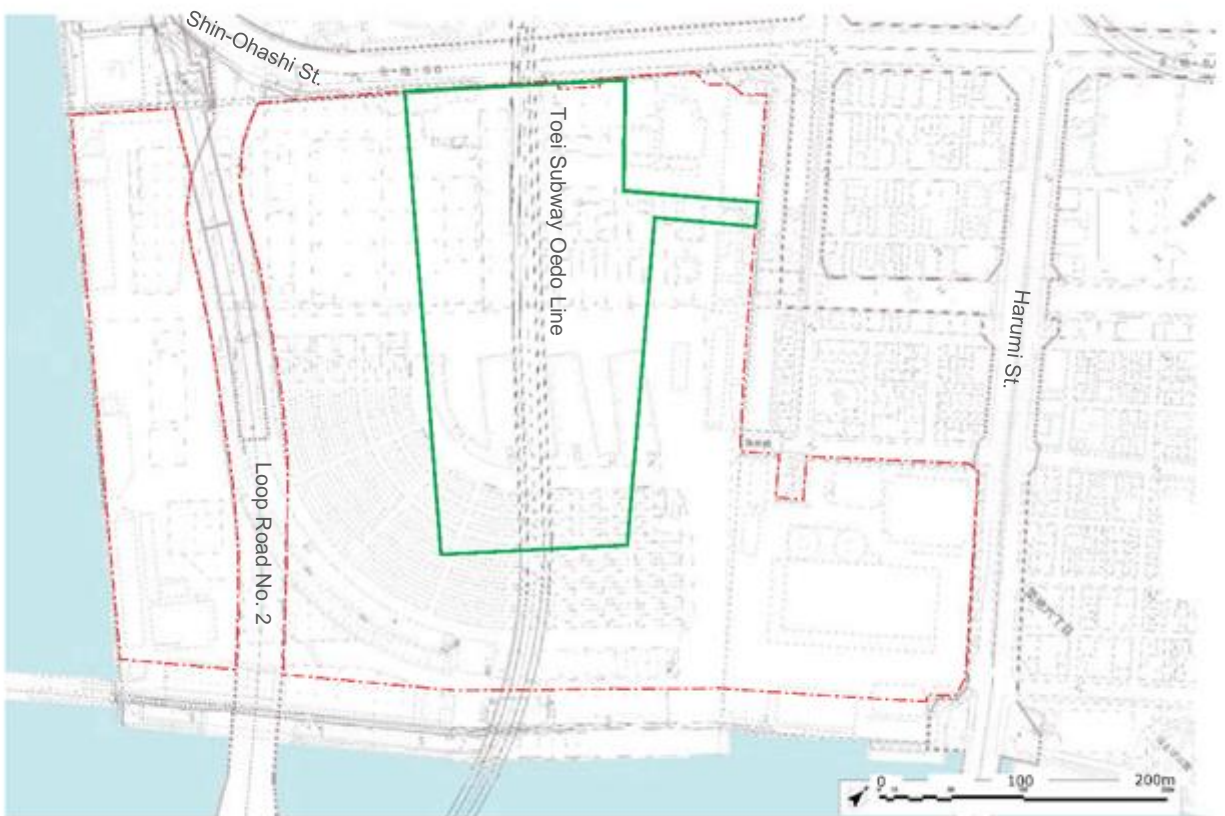


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Results of a Preliminary Excavation for an Archeological Investigation of Buried Cultural Properties

- Report on the Investigation of Buried Cultural Properties in the Former Tsukiji Market Site (March 2021)
- Report on the Investigation of Buried Cultural Properties in the Former Tsukiji Market Site (March 2022(i))
- Report on the Investigation of Buried Cultural Properties in the Former Tsukiji Market Site (March 2022(ii))
- Progress in the Implementation of the First Preliminary Investigation of FY 2022 on Buried Cultural Properties in the Designated Historical Site of Tokyo and within Its Area in the Tsukiji District Community Development
- Progress in the Implementation of the Second Preliminary Investigation of FY 2022 on Buried Cultural Properties in the Designated Historical Site of Tokyo and within Its Area in the Tsukiji District Community Development

Site of the Remains of Yokuon-en (Designated Historical Site of Tokyo)



This map is prepared based on the 1:2,500 scale topographic map of Tokyo (3 *toshi-ki-ko* No. 983) published by TMG with the approval of the Director-General of the Geospatial Information Authority of Japan (*Kan-ko* No. 269, 2012). This map is also based on the road network map (Approval Number: 3 *toshi-ki-gai-to* No. 277, March 3, 2022). Unauthorized reproduction is prohibited.

 : Site of the Remains of Yokuon-en
(Designated Historical Site of Tokyo)