Section 3  Development and Redevelopment of Urban Areas

1 Urban Redevelopment Policy

The Urban Redevelopment Policy is a master plan that comprehensively systematizes measures for urban redevelopment on a long-term basis, thereby aiming to ensure fair guidance and planned promotion of redevelopment.

The revised Urban Renewal Act of 1980 has designated urban areas that require planned redevelopment (Category 1 Urban Areas) and those that should promote integrated and comprehensive redevelopment and have shown the momentum and activities for redevelopment as redevelopment promotion districts (Category 2 Areas or Quasi-Category 2 Areas), and areas that fall short of redevelopment promotion districts but are desirable to be developed and expected of development effects as redevelopment guidance districts.

The policy for urban redevelopment has been repeatedly revised since its formulation in November 1986, the status as of April 1, 2013 is shown in Table 3-18 (page 153).

2 Urban Redevelopment Projects

In existing urban areas, there are, in spite of their urban central locations, many areas that lack infrastructure such as roads, those that are with low land use efficiency and poor urban environment due to their fragmented land use, and those that carry disaster risks due to high concentration of old wooden houses.

As for urban redevelopment, the term “redevelopment” may be used in so broad a sense as to cover a case where a landowner promotes construction of fireproof or high-rise buildings by consolidating or converting land use voluntarily in a personal or corporate capacity. In this regard, various methods are utilized.

It is, however, difficult to promote redevelopment if depending only on voluntary construction activities in areas where relationships of rights are subdivided or where effective land use cannot be pursued only by private funding. This is not only undesirable for the area but also harmful to the sound urban development.

It is the Urban Redevelopment Project under the Urban Renewal Act that carries out redevelopment in accordance with certain rules of law by setting forth the development of public facilities (e.g. roads) and communalization of buildings as a uniform project while restricting individual building reconstructions.

By developing public facilities (e.g. roads) and sharing land use, the Urban Redevelopment Project is implemented utilizing the schemes for relaxation of the floor area ratio that allows improvements to the urban environment, (e.g. designation of high-level use districts) for funding for costs required for communalization of lands and buildings (e.g. support), and for preferential tax treatment.

By creating floors that exceed those possessed by the original right holders by means of high-level land use, the costs of urban development projects are to be covered by subsidies as well as funds obtained by selling those floors (including a piece of land corresponding to the floor).

(1) Relationship between City Plans and Projects

Urban redevelopment projects can be implemented within high-level use districts, special urban renaissance districts or specified district planning districts.

Urban redevelopment projects are divided into two types: Categories 1 and 2.

There are cases where an execution area and other details are set forth as an urban redevelopment project in a city plan; however, there can be cases where the project is carried out within the execution area and where the project is not set forth in a city plan. Category 2 projects are required to be set forth as Category 2 Urban Redevelopment Projects in the City Plan and allowed to be executed only within said areas while Category 1
projects may be executed without being set forth as Category 1 Urban Redevelopment Projects in the Plan.

The relationship between city plans and projects are shown in Figure 3-7 (page 71).

(2) Requirements for the Urban Redevelopment Project Areas Designated in City Plans

In setting forth urban redevelopment projects in the City Plan, Category 1 Urban Redevelopment Project areas must fall under all the requirements (a) to (d), and Category 2 Urban Redevelopment Project areas must be 0.5 ha or more, and fall under all the requirements (a) to (d) and any one of (e), (f) or (g).

(a) The project is to be carried out within high-level use districts, special urban renaissance districts or specified district planning areas.

(b) The ratio of fireproof buildings except old, low-rise, under-used and small-size ones is about one third or less to all the buildings.

(c) The land use status is unsound due to matters such as lack of public facilities (e.g. roads) and fragmentation of land use.

(d) Ensuring of high-level land use will contribute to improvement of urban functions.

(e) The district is a populated urban area that is dangerous in case of disasters or have faulty environment.

(f) The area is in need of urgent development of important public facilities (station squares, disaster-prevention parks, roads, etc.)

(g) The area is an urban Disaster Recovery Promotion Area
(3) Types of Urban Redevelopment Projects

The difference between Category 1 Urban Redevelopment Projects and Category 2 Urban Redevelopment Projects are as follows.

a. Category 1 Urban Redevelopment Projects

Category 1 Urban Redevelopment Projects are executed by the method called right conversion. The right conversion is a method of equivalent exchange between rights (original assets) such as the ownership, lease right and rented house right of land and building prior to the project execution and a right to land and building after the project execution (resultant assets = entitled floors).

Among building floors that are constructed by the project (including pieces of land corresponding to the floors), floors that exceed entitled floors are called reserved floors that are sold to obtain the funds to cover the costs of launching a project.

In addition, those who do not prefer the right conversion may make a request to that effect, thereby obtaining compensation from the project executor to move out to another place.

b. Category 2 Urban Redevelopment Projects

Category 2 Urban Redevelopment Projects are executed by the method that project executors purchase land and buildings within the project areas. Only local governments, redevelopment companies or the Urban Renaissance Agency are entitled to become executors.

If the right holders intend to live or run business within the area, floors equivalent to
his/her original assets will be guaranteed by making an advance request for obtaining floors of a building to be constructed within the area.

**Figure 3-8 System of right conversion (in case of Category 1)**

(4) **Executors of Urban Redevelopment Projects**

In the following are the executors of urban redevelopment projects; the relationship between executors, and types and areas of projects to be executed is shown in Figure 3-7 (page 71).

a. Individual executor

   A landowner, or a land lease right holder or a group of them, within the project area may become an executor or executors by preparing the constitution and the project plan, obtaining unanimous consent of right holders within the area and permission for execution from the prefectural governor.

   Those other than right holders within the area may also become executors by obtaining unanimous consent of right holders within the area.

b. Urban Redevelopment Association

   If the founders composed of at least five landowners or land lease right holders within the project area have prepared the articles of incorporation and the project plan, and obtained consent of at least a two-thirds majority of landowners and land lease right holders within said area, and if the right area of consenters constitutes at least two-thirds of the total right area, then they may become executors by obtaining the authorization from the prefectural governor and establishing a partnership.

c. Redevelopment companies

   If business corporations and limited liability companies that share a two-thirds of the parcel area within the project area and hold more than half of voting rights have prepared the articles of incorporation and the project plan and obtained consent of a two-thirds majority of landowners and land lease right holders within said area, and if the right area of consenters constitutes two thirds or more of the total right area, then they may become executors by obtaining the authorization from the prefectural governor.

d. Local governments

   TMG and municipalities may become executors by obtaining the project approval from the Minister of the Ministry of Land, Infrastructure, Transport and Tourism (MLIT) and the prefectural governor, respectively.

e. Urban Renaissance Agency, etc.
The Urban Renaissance Agency and the Tokyo Metropolitan Housing Supply Corporation may become executors by obtaining the project approval from the Minister of MLIT.

f. Others

There are members participating in the Urban Redevelopment Association and specified architects who carry out the project in cooperation with the above executors through the provision of funding or technology to them.

(5) Implementation Status of Urban Redevelopment Projects

Urban redevelopment projects are carried out in 199 areas in Tokyo: they are completed in 155 areas, ongoing in 34 and in preparation for launching the projects in 10 as of the end of 2012.

A breakdown of ongoing projects by executor in 34 areas is as follows: individual executors in three areas, partnerships in 26, TMG in three, a city in one and the Urban Renaissance Agency in one.

Reference: Table 3-19 Progress status of urban redevelopment projects in Tokyo (page 154)

3 Land Readjustment Projects

(1) Outline of Land Readjustment Projects

Land readjustment projects are plane-oriented development projects to change the form or nature of land in order to improve public facilities (roads, parks, etc.) and to promote housing land use on land within city planning areas, in accordance with the Land Readjustment Act. Projects in this category are utilized as a typical method for urban development, which enables comprehensive development of public facilities and housing land, and town development corresponding to many purposes depending on local characteristics.

The executors of land readjustment projects are as follows: individuals, land readjustment associations, land readjustment companies, prefectures and municipalities (local governments), the Minister of MLIT, the Urban Renaissance Agency and regional public housing corporations. Land readjustment projects by local governments, the Minister of MLIT, the Urban Renaissance Agency and regional public housing corporations shall be executed within the areas set forth in city plans in terms of the land readjustment projects because these projects are to be executed as city planning projects. On the other hand, land readjustment projects by individuals, and land readjustment associations and companies may be executed without city planning decisions except in cases where these projects are governmentally subsidized.

In land readjustment projects, locations and areas of each housing lot are to be changed and relocated (i.e. replotted) in order to newly develop or expand public facilities such as roads and parks, and in this regard, the reploting plan will be designated, in principle, in a way that corresponds to the original location, area, environment and usage situation of the original housing lots (i.e. the principle of correspondence).
Also, parts of individual building lots within the area may be reduced and consolidated as a contribution (land reduction) to creating land that is necessary for developing public facilities and reserved land that is to be sold to cover the project costs. The land reduction ratio differs depending on project purposes, local characteristics (e.g. levels of public facility development before and after the execution of projects) and promotion of the use of each building lot.

After completion of relocation or construction of a building, the original registration are changed (i.e. new address and area) and in principle all the rights are transferred to the new land.

In this regard, since land readjustment projects are closely related to area alteration, and to rights and lives of relevant people, the Land Readjustment Act therefore provides that the project plan and the land replotting plan, except in the case of individual executors, be subject to public inspection for the period of two weeks in the process of their formulation, and that stakeholders may submit their written opinions.

**Figure 3-9 An illustration of land readjustment**

(2) Implementation Status of Land Readjustment Projects

Land readjustment projects in Tokyo have been utilized in order to respond to various purposes in many areas as a method of comprehensive town development, from recoveries from the Great Kanto earthquake and the Second World War to development of urban hub areas that form the cores of housing supply and regional development corresponding to the postwar rapid concentration of population into urban areas.

As of the end of 2012, land readjustment projects have been completed in 593 areas (approximately 21,312 ha) and ongoing in 23 areas (approx. 520 ha) in the ward area and in 36 areas (approx. 1,055 ha) in the Tama area.
TMG has acted as an executor in nine of the 23 areas in the ward area.

In addition, TMG made city planning decisions on about 9,000 ha in the nine peripheral wards (Ota, Setagaya, Nakano, Suginami, Itabashi, Nerima, Adachi, Katsushika and Edogawa) as the “area where land readjustment projects should be executed,” along with the abolishment of the former scheme of green space in the late 1960s. Many of them, however, remained untouched; there emerged a problem that urbanization proceeded without being followed by development of roads and parks.

Thus, TMG formulated “the Guidelines for Urban Development in Areas Where Land Readjustment Projects Should Be Executed in the Peripheral Wards” in 2002, in which changes were made to the district-planning-based development in terms of areas where the level of development meets certain standards.

In the Tama area, there is currently no project area executed by TMG; projects in 21 out of 36 areas where projects are ongoing are all executed by municipalities, and those in 16 areas are outsourcing businesses to the Tokyo Urban Planning and Development Corporation.

Reference: Table 3-20 Current status of TMG’s land readjustment projects

4 Specified Blocks

Under the system of specified blocks, (a block in which a project of certain size to be planned) will be designated as designated as a district or zone for promoting improvement of urban functions, and preservation and formation of excellent urban spaces.

Within specified blocks, city planning decisions can be made by setting new restrictions that are suitable to the given districts and obtaining the consent of stakeholders without reference to the general building regulations such as the building coverage, FAR and setback restrictions.
When deciding on specified blocks, therefore, it is necessary to give sufficient consideration to neighborhood situations, and ensuring of public facility development and effective open space from a perspective of city planning. As of April 1, 2013, 60 areas have been set forth as specified blocks in city plans in Tokyo.

In addition, based on implementation standards, TMG has ensured the promotion of urban greening by roof greening as well as that of living in central Tokyo and town development utilizing historic buildings.

Reference: Table 3-21 List of specified blocks (page 156)

5 Special Urban Renaissance Districts

The Act on Special Measures Concerning Urban Reconstruction was enforced in June 2002, which has enabled designation of the Urban Renaissance Urgent Redevelopment Areas and formulation of district improvement policies for each urgent redevelopment area in order to guide urban development utilizing funding and knowhow from private sectors.

The Act on Special Measures Concerning Urban Reconstruction established the category of the Special Urban Renaissance Districts that is highly flexible and free from restrictions of conventional city planning (e.g. use districts) within urgent redevelopment areas. Also, under this Act, those who intend to execute urban redevelopment projects within urgent redevelopment areas are enabled to propose city plans (e.g. Special Urban Renaissance Districts) to those who have decision-making power in city planning and the decision makers are required, within six months, to give notice of whether or not to make city planning decisions.

In Tokyo, seven Urban Renaissance Urgent Redevelopment Areas (about 2,400 ha) were designated in July 2002 while the Tokyo Waterfront Area and the roadside area of Circular Road 4 Shinjuku Tomihisa district were partially expanded in July 2003. Moreover, in December 2005, the area around Shibuya Station (about 139 ha) was additionally designated; there are eight urban renaissance urgent redevelopment areas (about 2,500 ha) in Tokyo. The Act on Special Measures Concerning Urban Reconstruction was revised in 2011, thereby establishing the system of Specified Urban Renaissance Urgent Redevelopment Area for the purpose of reinforcement of international competitiveness. This is followed by the designation of four Specified Urban Renaissance Urgent Redevelopment Areas (about 2,500 ha) due to the designation of areas around Shinagawa and Tamachi Stations, and the expansion of areas around Hibiya and Hamamatsucho Stations. In total, seven Urban Renaissance Urgent Redevelopment Areas (about 2,800 ha) including those Specified Urban Renaissance Urgent Redevelopment Areas have been designated.

Within the (Specified) Urban Renaissance Urgent Redevelopment Areas, TMG promotes urban redevelopment towards further reinforcement of Tokyo’s international competitiveness by making efforts such as introduction of advanced business support functions to strengthen international business functions, improvement of disaster response capacity, securing of independent distributed energy, and environmental load reduction through the high-quality development plans utilizing proposals raised by private sectors.
<table>
<thead>
<tr>
<th>Area name</th>
<th>Designation date</th>
<th>Address</th>
<th>Area</th>
<th>Maximum FAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Osaki Station West exit E-East</td>
<td>Jan 20, 2004</td>
<td>Osaki 2 and 3 chome, Shinagawa Ward</td>
<td>About 2.4 ha</td>
<td>750%</td>
</tr>
<tr>
<td>Osaki Station West exit A</td>
<td>Mar 11, 2005</td>
<td>Osaki 2 chome, Shinagawa Ward</td>
<td>About 1.8 ha</td>
<td>650%</td>
</tr>
<tr>
<td>Marunouchi 1 chome 1</td>
<td>Jun 15, 2005</td>
<td>Marunouchi 1 chome, Chiyoda Ward; Yaesu 1 chome, Chuo Ward</td>
<td>About 1.2 ha</td>
<td>1,300%</td>
</tr>
<tr>
<td>Otemachi</td>
<td>Block A</td>
<td>Zone A</td>
<td>About 1.5 ha</td>
<td>1,590%</td>
</tr>
<tr>
<td></td>
<td>Block B-1</td>
<td>About 1.9 ha</td>
<td>1,710%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Block B-2</td>
<td>About 1.4 ha</td>
<td>1,650%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Block B-3</td>
<td>About 2.4 ha</td>
<td>1,570%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Block B-4</td>
<td>About 2.1 ha</td>
<td>1,470%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Zone C</td>
<td>Block A</td>
<td>About 3.1 ha</td>
<td>1,470%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Zone D</td>
<td>About 3.8 ha</td>
<td>1,510%</td>
</tr>
<tr>
<td>NishiShinjuku 1 chome 7</td>
<td>Mar 10, 2006</td>
<td>Nishishinjuku 1 chome, Shinjuku Ward</td>
<td>About 0.9 ha</td>
<td>1,370%</td>
</tr>
<tr>
<td>Marunouchi 2 chome 1</td>
<td>Aug 22, 2006</td>
<td>Marunouchi 2 chome, Chiyoda Ward</td>
<td>About 1.7 ha</td>
<td>1,530%</td>
</tr>
<tr>
<td>Awajicho chome West 2</td>
<td>North Area</td>
<td>Apr 6, 2007</td>
<td>Kanda Awajicho 2 chome, Chiyoda Ward</td>
<td>About 2.0 ha</td>
</tr>
<tr>
<td></td>
<td>South Area</td>
<td></td>
<td>About 0.2 ha</td>
<td>550%</td>
</tr>
<tr>
<td>Otemachi 1 chome 6</td>
<td>Aug 22, 2007</td>
<td>Otemachi 1 chome, Chiyoda Ward</td>
<td>About 1.5 ha</td>
<td>1,600%</td>
</tr>
<tr>
<td>Nihombashi Muromachi East</td>
<td>Aug 22, 2007</td>
<td>Nihombashi Muromachi 1 and 2 chome, Chuo Ward</td>
<td>About 1.8 ha</td>
<td>1,300%</td>
</tr>
<tr>
<td>First Kitashinagawa 5 chome</td>
<td>Area A1</td>
<td>Aug 22, 2007</td>
<td>Kitashinagawa 5 chome, Shinagawa Ward</td>
<td>About 0.9 ha</td>
</tr>
<tr>
<td></td>
<td>Area A2</td>
<td>About 0.2 ha</td>
<td>410%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Area B</td>
<td>About 0.3 ha</td>
<td>400%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Area C2</td>
<td>About 0.7 ha</td>
<td>710%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Area D</td>
<td>About 0.2 ha</td>
<td>400%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Area E</td>
<td>About 0.8 ha</td>
<td>960%</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Zone C</td>
<td>About 0.5 ha</td>
<td>400%</td>
</tr>
<tr>
<td>Ginza 4 chome 6</td>
<td>Mar 7, 2008</td>
<td>Ginza 4 chome, Chuo Ward</td>
<td>About 0.9 ha</td>
<td>1,300%</td>
</tr>
<tr>
<td>Shibuya 2 chome 21</td>
<td>Mar 7, 2008</td>
<td>Shibuya 2 chome, Shibuya Ward</td>
<td>About 1.1 ha</td>
<td>1,370%</td>
</tr>
<tr>
<td>Kanda Surugadai 3 chome 9</td>
<td>Area A</td>
<td>Jun 20, 2008</td>
<td>Kanda Surugadai 3 chome, Chiyoda Ward</td>
<td>About 0.7 ha</td>
</tr>
<tr>
<td></td>
<td>Area B</td>
<td>About 0.3 ha</td>
<td>400%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Area C</td>
<td>About 1.15 ha</td>
<td>550%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Area D</td>
<td>About 0.7 ha</td>
<td>1,230%</td>
<td></td>
</tr>
<tr>
<td>Kyobashi 2 chome 7</td>
<td>Mar 6, 2009</td>
<td>Marunouchi 2 chome, Chiyoda Ward</td>
<td>About 1.1 ha</td>
<td>1,630%</td>
</tr>
<tr>
<td>Kyobashi 2 chome 3</td>
<td>Jun 22, 2009</td>
<td>Kyobashi 2 chome, Chuo Ward</td>
<td>About 1.0 ha</td>
<td>1,330%</td>
</tr>
<tr>
<td>Ginza 4 chome 12</td>
<td>Jun 22, 2009</td>
<td>Ginza 4 chome, Chuo Ward</td>
<td>About 1.0 ha</td>
<td>1,220%</td>
</tr>
<tr>
<td>Kanda Surugadai 4 chome 6</td>
<td>Mar 5, 2010</td>
<td>Kanda Surugadai 4 chome, Chiyoda Ward</td>
<td>About 1.3 ha</td>
<td>970%</td>
</tr>
<tr>
<td>Kyobashi 3 chome 1</td>
<td>Mar 5, 2010</td>
<td>Kyobashi 3 chome, Chuo Ward</td>
<td>About 1.3 ha</td>
<td>1,290%</td>
</tr>
<tr>
<td>Marunouchi 1 chome 1-12</td>
<td>Aug 19, 2010</td>
<td>Marunouchi 1 chome, Chiyoda Ward; Yaesu 1 chome, Chuo Ward</td>
<td>About 1.3 ha</td>
<td>1,400%</td>
</tr>
<tr>
<td>Ginza 6 chome 10</td>
<td>Dec 19, 2011</td>
<td>Ginza 6 chome, Chuo Ward</td>
<td>About 1.4 ha</td>
<td>1,360%</td>
</tr>
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<td>NIHombashi 2 chome</td>
<td>Block A</td>
<td>Dec 19, 2011</td>
<td>NIHombashi 2 chome, Chuo Ward</td>
<td>About 0.6 ha</td>
</tr>
<tr>
<td></td>
<td>Block B</td>
<td>About 1.5 ha</td>
<td>960%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Block C</td>
<td>About 0.6 ha</td>
<td>1,990%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Block D</td>
<td>About 0.05 ha</td>
<td>400%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Block E</td>
<td>About 1.9 ha</td>
<td>1,400%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Block F</td>
<td>About 0.3 ha</td>
<td>1,400%</td>
<td></td>
</tr>
<tr>
<td>Otemachi 1 chome 1</td>
<td>Jun 11, 2012</td>
<td>Otemachi 1 chome, Chiyoda Ward</td>
<td>About 2.4 ha</td>
<td>1,400%</td>
</tr>
<tr>
<td>Hamamatsucho 2 chome 4</td>
<td>Mar 4, 2013</td>
<td>Hamamatsucho 2 chome, Minato Ward</td>
<td>About 3.2 ha</td>
<td>1,120%</td>
</tr>
<tr>
<td>Shibuya Station</td>
<td>Station Block</td>
<td>Jun 17, 2013</td>
<td>Shibuya 2 chome and Dogenzaka 1 and 2 chome, Shibuya Ward</td>
<td>About 4.3 ha</td>
</tr>
<tr>
<td></td>
<td>Dogenzaka Block</td>
<td>About 0.6 ha</td>
<td>1,400%</td>
<td></td>
</tr>
<tr>
<td>Shibuya 3 chome 21</td>
<td>Jun 17, 2013</td>
<td>Shibuya 2 and 3 chome, Shibuya Ward</td>
<td>About 1.0 ha</td>
<td>1,350%</td>
</tr>
</tbody>
</table>
6 Comprehensive Development Projects for Residential Urban Areas

Comprehensive Development Projects for Residential Urban Areas are intended to carry out comprehensive development of housing and public facilities in existing urban areas in large cities in order to ensure the creation of comfortable dwelling environment, development of urban functions, formation of beautiful urban sceneries, and improvement of populated urban districts. They are based on the Outline of Comprehensive Subsidies for Infrastructure Development; developers such as local governments, the Urban Renaissance Agency or regional public housing corporations carry out development of housing, public spaces, roads, parks by receiving subsidies in accordance with development plans for residential urban areas that are formulated by local governments or others.

There are three types of Projects: Growth Pole Development (improvement of old factory sites in which growth pole development focusing on housing can be expected and of urban residential areas centering on aged housing complexes in which reconstruction is expected), Populated Urban Residential Area Improvement (improvement of populated urban residential areas where there are challenges in terms of disaster prevention and dwelling environment) and Downtown Living Redevelopment (improvement of central urban areas in local cities that need to regain their residential functions). The former two are currently executed in Tokyo.

The Growth Pole Development type projects have been executed in six wards, eight cities and 20 districts as of April 2013.

Reference: Table 3-23 List of project areas for comprehensive development (growth pole development) of residential urban areas (page 157)

As for the projects of populated urban residential area improvement, wooden house concentrated area development projects (TMG-subsidized projects) have been executed in the development areas stipulated in the Disaster-Resistant City Promotion Plan, in tandem with the implementation thereof (see page 118).

【Requirements of Growth Pole Development Type Projects】
<Requirements for improvement zones>
- Areas with at least one prioritized improvement zone
- Improvement zone of about 5 ha or more (about 2 ha or more for a prioritized supply zone)
- In principle, areas with housing density of 30 houses/ha or more
<Requirements of prioritized improvement zones>
- Prioritized improvement zone of about 1 ha or more (prioritized supply zone of about 0.5 ha or more)
- Built-up areas, prioritized supply zones, prefectural capitals, central urban areas that meet certain conditions, etc. in the three major metropolitan areas.
- Including areas in which Growth Pole Development projects, basically with the total area of 1 ha or more and at least 20% of the prioritized improvement zone, are to be executed.

【Requirements of Populated Urban Residential Area Improvement Type Projects】
<Requirements for improvement zones>
- The same as Growth Pole Development Type Projects
<Requirements for prioritized improvement zones>
Prioritized improvement zone of about 1 ha or more (prioritized supply zone of about 0.5 ha or more)
- The converted number of aged houses within the zone is 50 or more (25 or more for supply zones)
- The ratio of housing density to aged houses is more than a certain level.

7 Comprehensive Design System

Under the provision of Article 59-2 of the Building Standards Act, the comprehensive design system is intended to ensure communalization and enlargement of construction sites by relaxing restrictions on the road setback line, adjacent setback line or floor area ratio, and to improve the urban environment by promoting effective and reasonable land use and securing public open spaces as concerns construction plans with the site area of at least 500 m² and which with a certain size of open space (at least 15% by ratio).

The construction plans under the comprehensive design system provide guidelines to achieve basic goals: (1) improvement of the urban environment, (2) formation of good building and housing stocks, (3) supplementation of public facility functions, (4) reinforcement of urban disaster prevention functions, (5) promotion of welfare town development, and (6) promotion of living in central Tokyo.

Other than the general comprehensive design, there are the urban housing comprehensive design and the downtown living comprehensive design for the purpose of housing supply, the residential complex reconstruction guiding comprehensive design aiming at reconstruction of residential complexes, and the business and commercial development comprehensive design aiming at development of such facilities.

The achievements of the system from 1976 to the end of March 2013 are shown in Table 3-24 Achievements of the comprehensive design system (page 158).

8 Cadastral Survey Projects

(1) Outline of Cadastral Survey Projects

This project is one of the basic surveys on the national land under the National Land Survey Act (enforced in June 1, 1951), which is that to prepare the map (cadastral map) and book (cadastral book) based on the results of the surveys on the location, parcel number, land category and boundary by parcel of land, the confirmation of the land owner recorded in the registry under the Real Property Registration Act, and the boundary and area measurements.

For example, in execution of development activities such as road construction and expansion, and farm and residential land readjustment, developers are to conduct investigation for verification of the land owners, categories, areas and boundaries that is required for the purpose of preliminary survey. These basic documents will be required for any land-related procedures in various situations.

By land-related documents, it is commonly assumed to mean cadastral maps and registries in the registry offices. Many of the cadastral maps were, however, made at the time of land-tax reform in the Meiji Era, which do not necessarily contain accurate location information due to flaws in surveying technology and institutional settings at the time.

The difference between the results of cadastral surveys and the conventional cadastral maps and registries is that each boundary point is measured using the latest surveying technology (e.g. GPS) based on the triangulation points. Being accurately measured and plotted as coordinates on the World Geodetic System, land boundaries can technically be recovered even if the geographical shape of the given site is lost due to flood, landslide, earthquake and the like.

In addition to the surveys, the presence of landowners are crucial in order to seek their confirmation of land boundaries; the results are to be certified by the Minister of MLIT or the governor of Tokyo after the 20-day public inspection. Also, as for certified results, their copies
are sent to the registry office with jurisdiction over the area to rewrite cadastral maps and registries; they are expected to be conducive to urban-plan related projects, public and private development projects, and the establishment of the computer-utilized Geographical Information System (GIS).

Although the projects are based on the rewrite of cadastral maps by parcel-by-parcel surveys, the mainstream in TMG is to conduct preliminary block-by-block surveys.

(2) Implementation Status of Cadastral Survey Projects

The cadastral survey projects in Tokyo have been implemented for the purpose of executing the Land Improvement Projects in the Tama and island areas since FY 1954. Following the Great Hanshin-Awaji Earthquake in January 1995 that raised public awareness of earthquake disaster countermeasures, TMG started surveys in the ward area in FY 1996. Basically the surveys have been conducted mainly by municipalities.

At the end of FY 2012, the progress of the cadastral survey in the entire Tokyo was about 21% in area, remaining below 50% of national average; by region, 5.7% in the ward area, 9.0% in Tama area, and 85.9% in the island area.

At the beginning of FY 2013, the survey projects have been launched in 21 wards, 13 cities, five towns and seven villages among 23 wards, 26 cities, five towns and eight villages, and completed in two towns and six villages, are ongoing in 21 wards, 11 cities, three towns and a village, and suspended in two cities. Among survey projects not yet launched in two wards, 13 cities and a village, projects in a ward and two cities are planned to be launched from FY 2014.

In order to promote the progress of cadastral surveys that have been delayed, TMG is working on public relations using the website and pamphlets, and providing the guidance to municipalities that have not started the surveys.

Reference: Table 3-25 Current status of cadastral surveys in Tokyo (page 159)
9 New Housing and Urban Development Project (Tama New Town)

(1) Background of the Project
In December 1965, following the enactment and promulgation of the New Housing and Urban Development Act in July 1963 that led to develop the concept of Tama New Town, Tama New Town was designated in the city plan as a new housing and urban development project with an execution area that covers Hachioji, Machida, Tama and Inagi Cities (about 2,962 ha according to the original calculation) in order to prevent overdevelopment of the area and mitigate housing shortage.

Afterwards, the town development has been promoted by securing green open spaces, improving the quality and increasing the size of housing, and promoting independence of the region, through the incorporation of new ideas of town development and modification of the plan in response to the needs of the times.

(2) Basic Concept of Planning
In terms of Tama New Town, TMG has decided to carry out a comprehensive town development project for harmonization of work and life, not only by developing residential urban areas with good dwelling environment that is in harmony with the nature of Tama, but also by working on attracting and enhancing business and commercial functions and educational cultural facilities.

Setting the plan’s population target at about 0.3 million, we have planned housing construction so that cities can grow in a stable manner, along with the improvements to infrastructures such as roads, and water supply and sewage systems.
Tama New Town area is divided into 21 blocks called “residential quarters” using highways as boundaries. A unit of residential quarter basically corresponds to a secondary school zone (about 100 ha, 10-12 thousand people), which constitutes daily living areas to form good communities. A district will be formed by grouping several units of these residential quarters, in which community centers and parks will be constructed.

(3) Project Implementation Plans

In the project, infrastructure development such as housing land development was carried out by the new housing and urban development project, land adjustment project and other related public facility development projects, followed by the promotion of construction of houses and public facilities including schools, kindergartens, clinics and shops.

As for the new housing and urban development project, TMG, the Urban Renaissance Agency and regional public housing corporations executed and completed it at the end of FY 2005.

Also, the land adjustment project was executed by TMG, the Urban Renaissance Agency, Inagi City and associations, while other related public facility development projects were executed by TMG.

(4) Future Town Development

There are new factors of the times such as aging society with fewer children and changing of lifestyles. In the future, the town development as a complex hub utilizing the excellent city environment where people get together and the redevelopment of early residential complexes in which residents began to live around 1965 will be undertaken mainly by local cities with the cooperation of TMG and the Urban Renaissance Agency.
Figure 3-11 Structure of Tama New Town Development

- New housing and urban development project
  - Development of residential land, parks and green spaces, public sewerage, water supply, etc.
- Land readjustment project
  - (Development of residential land, streets, etc.)
- Related public facility development project
  - Development of roads and river basin sewerage, river improvement
- Related public facility development project
  - Construction of primary and secondary schools, incineration plants, crematoria, etc.
- Other development projects
  - Construction of medical, commercial and government facilities, railroads, etc.
- House construction
  - Houses built by Tokyo Metropolitan government
  - Houses built by Urban Renaissance Agency
  - Houses built by Tokyo Metropolitan Housing Supply Corp.
  - Private housing
  - Others
Table 3-26  Land use plans (sites designated for new housing and urban development projects)

<table>
<thead>
<tr>
<th>Category</th>
<th>Area (ha)</th>
<th>Rate (%)</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>Housing site</td>
<td>757.0</td>
<td>34.1</td>
<td>Collective housing site, sale in lots site</td>
</tr>
<tr>
<td>Commercial and business facilities</td>
<td>102.2</td>
<td>4.6</td>
<td>Urban, regional and neighborhood community centers</td>
</tr>
<tr>
<td>Education facilities</td>
<td>202.1</td>
<td>9.1</td>
<td>Kindergarten; primary, secondary and high schools</td>
</tr>
<tr>
<td>Other public facilities</td>
<td>283.6</td>
<td>12.8</td>
<td>Public and children's halls, hospitals, railways, visitors centers</td>
</tr>
<tr>
<td>Specified service facility site</td>
<td>17.6</td>
<td>0.8</td>
<td>Specified service facilities (e.g. offices)</td>
</tr>
<tr>
<td>Subtotal</td>
<td>1,362.5</td>
<td>61.4</td>
<td></td>
</tr>
<tr>
<td>Roads</td>
<td>388.4</td>
<td>17.5</td>
<td>Pedestrian roads, sectional roads, highways</td>
</tr>
<tr>
<td>Parks, green spaces</td>
<td>460.7</td>
<td>20.8</td>
<td>Children's playgrounds, neighborhood parks, community parks, green spaces</td>
</tr>
<tr>
<td>Other public facility site</td>
<td>5.7</td>
<td>0.3</td>
<td>Rivers, waterways</td>
</tr>
<tr>
<td>Subtotal</td>
<td>854.8</td>
<td>38.6</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>2,217.3</td>
<td>100.0</td>
<td></td>
</tr>
</tbody>
</table>
Figure 3-35  Tama Newtown basic plan map (as of October 2001)
10 Development of Disaster Resistant Blocks Projects

Development of Disaster Resistant Blocks Projects are those that are to improve disaster prevention blocks that contribute to ensuring specified disaster prevention functions in concentrated urban areas with potential disaster risks by basically communalizing decrepit buildings and their premises, by means of improving buildings with excellent disaster prevention functions and their premises and disaster prevention public facilities.

The project was established as a statutory project that uses the strong and flexible project method to further promote improvement of concentrated urban areas under the revised Act on Promotion of Improvement of Disaster Control Districts in Populated Urban Districts (hereinafter referred to as “Populated Urban Districts Act”) of June 2003.

This project basically communalizes buildings and their premises within execution zones; original rights to said buildings and premises are to be converted to rights to disaster prevention facility buildings to be built within said execution zones and their premises under the provision of the right conversion plan. The right to the land that falls under certain requirements, such as the cases where the original land size is large, may be converted to the right to the land in areas for private use based on the request from the owner of said land.

In Tokyo, a project association for the first time received authorization for establishment in the Itabashi 3-chome area in March 2007 and for the right conversion plan in January 2008, and then completed the project in October 2010. Also, the authorization for the right conversion plan was given in terms of the Sekibara 1-chome Chuo area in November 2010, the Kyojima 3-chome area in February 2011, and the Ebara station front area in September 2013. The projects in the Sekibara 1-chome Chuo and Kyojima 3-chome areas are to be completed in FY 2013.

(1) Requirements of execution zones
   a. Zones that are located within areas of specified disaster prevention block improvement zone plans or disaster prevention block improvement zone plans (limited to the cases where matters to be decided in the former zones have been decided and regulated by Ordinances).
   b. The total floor area of fireproof or semi-fireproof buildings (except fireproof buildings that do not meet the new quake-resistance standards) within said area is about one third or less than that of all the buildings within the given zone.
   c. The total number or area of buildings that do not meet the restrictions (e.g. connecting roads within said area, building coverage, minimum site area and locations of walls) is at least one-half of the total number or area of all the buildings.
   d. Land use situation is unhealthy such as due to shortage of public facilities including roads, and land use subdivision.
   e. Developing said area as a disaster prevention block is expected to contribute to ensuring effective specified disaster prevention functions in concentrated urban areas.

(2) Executors
   Requirements for executors are the same as those for urban redevelopment projects
   a. Individual executors
   b. Disaster prevention block improvement project associations
   c. Business companies
   d. Local governments
   e. Urban Renaissance Agency or Regional public housing corporations
### 11 Outline of Main Urban Development Planning Projects

The outlines of main urban development planning projects are shown in Tables 3-27 and 3-28.

#### Table 3-27 Outline of main urban development planning projects (ward area)

<table>
<thead>
<tr>
<th>Item</th>
<th>Name</th>
<th>Areas subject to plans</th>
<th>Concept and contents of plans</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>①</td>
<td>New Tokyo Waterfront Subcenter Development Plan</td>
<td>Ariake 1 to 3 chome, Koto Ward; Omi 1 and part of Omi 2 chome, Koto Ward; Daiba, Minato Ward; Higashiyashio, Shinagawa Ward</td>
</tr>
<tr>
<td></td>
<td>②</td>
<td>Toyosu-Harumi Development Plan</td>
<td>Part of Toyosu 5 chome, and Toyosu 6 chome, Koto Ward; Harumi 1 to 5 chome, Chuo Ward</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>① Total area subject to development: 442 ha</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>② Population framework</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>・Working population: about 90,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>・Resident population: about 47,000 (incl. the population in blocks subject to the system of town development proposal by Tokyo citizens)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Process of Development</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Proceeding with staged development, basically by dividing the development plan into 10-year segments.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>I Until FY 1995 (towns to start up)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>II Until FY 2005 (transport access to be enhanced)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>III Until FY 2015 (urban infrastructure improvement to be completed)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>IV From FY 2016 (until towns in all districts to be completed)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Ensuring the improvement of traffic access (e.g. extension of Circular Road 2) while carrying out urban infrastructure improvement and revision of district plans (redevelopment promotion districts) according to the development status.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Notes (e.g. development methods)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>District plans (redevelopment promotion districts)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>・District plans (redevelopment promotion districts)</td>
</tr>
</tbody>
</table>
### 3. Subcenter Development Projects
(ex. New Tokyo Waterfront Subcenter)

**Six subcenters:** Shinjuku, Shibuya, Ikebukuro, Ueno-Asakusa, Kinshicho-Kameido, and Osaki Higashishimbashi 1 and 2 chome, Hamamatsucho 1 chome and Kaigan 1 chome, Minato Ward

The subcenter development has been carried out based on the Subcenter Development Plan that was formulated in September 1997. Subcenters are positioned as a hub base for the center core that forms the circular megalopolis structure in the revised Tokyo Urban Development Vision (formulated in July 2009), which take the central role in Tokyo as the capital by supporting the function of international business center and the urban culture, sharing functions and in cooperation with new bases such as central Tokyo, Shinagawa and Akihabara.

Each subcenter aims to demonstrate their charms as communication spaces utilizing their terminal functions by enhancing the accumulation of urban functions as a characteristic base (e.g. a fashionable town transmitting information on life in the town or a place for various casual exchanges) and by developing pedestrian networks around stations.

Based on the Subcenter Development Plan formulated in September 1997, systematically promoting the improvement of the Subcenters utilizing urban development schemes and in cooperation with the local ward governments.

- Land readjustment projects
- District plans (redevelopment promotion districts)

### 4. Shiodome Development Plan

Shiodome area is located in central Tokyo area and an important transport hub connecting between central Tokyo and the Waterfront area. Thus, formation of multi-functioned urban spaces (e.g. business, commerce, culture and housing) is to be aimed for through the promotion of development of urban infrastructures integrated with surrounding areas and that of improvement of urban functions and high-level land use by means of large-scale land use conversion.

In this area, TMG made city planning decisions on land readjustment projects and district plans (redevelopment promotion districts) in August 1992, thereby proceeding with the land readjustment project (areas subject to the project: about 31 ha). The large-scale development work within a building lot in the east-side block of JR line completed in FY 2007.

Promoting town development based on district plans (redevelopment promotion districts) etc.
<table>
<thead>
<tr>
<th>5</th>
<th>Otemachi-Marunouchi-Yurakucho District (about 120 ha)</th>
</tr>
</thead>
</table>

As for the Otemachi-Marunouchi-Yurakucho district, the Tokyo New Urban Development Vision presents a future vision in which a leafy, relaxed and stately cityscape will be formed utilizing history and culture while the functions of the international business center will be accumulated.

In those districts, TMG, Chiyoda Ward, East JR Company, and the Otemachi Marunouchi Yurakucho District Redevelopment Project Council established the “Advisory Committee on Otemachi-Marunouchi-Yurakucho District Development” for the purpose of town development based on public-private cooperation, and formulated the “Guidelines for the Redevelopment of the Otemachi-Marunouchi-Yurakucho district” in March 2000 and revised it in November 2012. In order for that district to achieve desirable development, the Guidelines sets out a policy with three pillars – the district’s “future visions,” and “rules” and “methods” – for the realization of the vision.

Ensuring the consistency with the Guidelines, the Project has completed the reconstruction plan for individual buildings such as the Shin-Marunouchi Bldg., restoration of the Tokyo Station Marunouchi Station Building, and development of public open spaces including Gyoko-dori Ave. that connects the Tokyo Station Marunouchi exit and the Imperial Palace.

In the vicinity of the Tokyo Station Marunouchi exit, the Project will create a stately look of Tokyo by promoting redevelopment of Marunouchi Station's front square considering an integrated landscape creation in accordance with the “Total Design Guidelines” formulated in October 2004.

Also, in Otemachi district, the Project has carried out continuous and staged reconstruction utilizing the sites of state government office complexes in Otemachi, and will promote the improvement of urban functions that are conducive to bolstering the international competitiveness, strengthen the disaster prevention capability that allows the continuation of business, and improve infrastructures such as city planning roads.

Appropriately guiding individual reconstruction plans and taking a leading role in urban regeneration in accordance with upper level plans such as guidelines.

For the Tokyo Station Marunouchi exit, concreting the Plan towards the implementation of the total design by follow-up meetings.

<table>
<thead>
<tr>
<th>6</th>
<th>Toyosu 1 to 3 Chome District Development Plan</th>
</tr>
</thead>
</table>

As for central Tokyo including the Otemachi-Marunouchi-Yurakucho district, the Tokyo New Urban Development Vision presents a future vision in which a leafy, relaxed and stately cityscape will be formed utilizing history and culture while the functions of the international business center will be accumulated.

In Toyosu 1 to 3 chome areas, conversion of land use is expected due to the large-scale relocation of shipyards and the extension of Yurikamome Line. Thus, the Town Development Policy for Toyosu 1 to 3 Chome Area was formulated in October 2001, which guides the town development activities while utilizing private sector ideas and vitality.

This district is located along the axis between central Tokyo and the New Tokyo Waterfront Subcenter, which enjoys the abundance of water resources. Making use of those characteristics, the Project will develop the next generation of industrial and business bases, recreation functions utilizing the site of the shipyard, and high quality residential areas.

**Development Framework**

1. **Total area subject to development: 60 ha**

2. **Population framework**
   - Working population: about 33,000
   - Resident population: about 22,000

**Process of Development**

- Promoting development based on the Town Development Policy for Toyosu 1 to 3 Chome Area and the policies for the formulation of district plans (redevelopment promotion districts) in stages.
- Promoting development that takes account of townscape designs by giving a sense of unity to the townscape design while producing spaces that visitors can enjoy.

- Exceptional floor area ratio districts
- Special urban renaissance district
- Specified block
- District plans
- Integrated design system, etc.

- District plans (redevelopment promotion districts)
- Land readjustment projects
- Comprehensive support project for urban residential development

Since the Yurikamome Line’s extension to Toyosu and the town opening ceremony held in 1994, the town development has been promoted based on the Toyosu 1 to 3 Chome Area Town Development Policies and the district plans. The development period is expected to be about 20 years.
Areas around Shinagawa Station (about 630 ha)

Minato and Shinagawa Wards

Future redevelopment is expected in the areas around Shinagawa and Tamachi Stations that are dotted with rail yards of East JR Company and large-scale private and public facilities, with the locational potential of which is growing thanks to the opening of Shinagawa Station on the Tokaido Shinkansen Line and to easy access to Haneda Airport that is expected to be fully internationalized.

On the other hand, in addition to the absence of integrated environmental and landscape policies, the areas have a challenge in the east-west separation of infrastructures due to the railway facilities.

Considering the locational characters and the challenges required to be addressed for urban development of the areas, and in light of the designation of the Priority Development Areas for Urban Living Environment Development by the Minister of MLIT in August 2004, TMG formulated the Basic Plan for the Improvement of Urban Living Environment in the Areas Surrounding Shinagawa in September 2006 and the Urban Development Guidelines for the Area Around Shinagawa and Tamachi Stations in November 2007.

The Guidelines respond to the circumstances of the time that requires us to tackle environmental issues at the global level, setting out three future visions of (1) developing an environmental model city, (2) creating a city that attracts many visitors, and (3) forming the Tokyo South Gate from the perspective of "environmental considerations in any field, at any stage," and present the policy on moderate guidance for the city development in the entire district and the future direction thereof towards the realization of those visions.

Based on the Guidelines, and through cooperation between wards, the State and stakeholders, the Project will promote advanced city development by giving proper guidance on environmentally-friendly urban development that is to be carried out through various efforts and on the development of infrastructures suitable as the national and international gateway.

Guiding good development by utilizing urban development systems and forming good urban landscape and environment.

Proceeding with the consideration of further details of urban infrastructure development and their methods in coordination with stakeholders, based on the directions set forth in the Guidelines.

Reorganizing and improving the surrounding urban areas in an integrated manner, together with the Station improvement project with public-private cooperation, based on the development policy for Special Urban Renaissance Urgent Development Areas and the Policy on Infrastructure Development in Shinagawa Station Central Area.

- Land readjustment projects
- Railway improvement projects
- National road project under the direct ministerial jurisdiction
- Special urban renaissance districts
- Urban redevelopment projects

Shibuya Station poses difficulty to users in finding how to change trains due to its complicated structure that was formed through its repeated extension and reconstruction since the Taisho era. It has also many problems in terms of safety and convenience such as the Station square crowded with pedestrians and buses. Moreover, other problems include the valley-shaped area around the Station and the fragmentation of towns by railways and highways. In order to resolve these problems, the plan promotes drastic improvement of safety and convenience of Shibuya Station and its surroundings by reorganizing and improving the Station square and its surrounding urban areas in an integrated manner together with railway improvement, and town development towards strengthening the international competitiveness by introducing cultural, exchange and information-transmission functions, advanced business functions such as creative content industries, and industrial development functions based on the regional development policy for Special Urban Renaissance Urgent Development Areas.

September 2007: Formulation of the 2007 Town Development Guidelines for Shibuya Station Central Area

June 2008: Opening of the Tokyo Metro Fukutoshin Line; formulation of the Policy on Infrastructure Development in Shibuya Station Block

June 2009: City planning decisions on projects for roads, traffic square, land readjustment, etc.

March 2011: Formulation of the 2010 Town Development Guidelines for Shibuya Station Central Area

October 2012: Formulation of the Policy on Infrastructure Development in Shibuya Station Central Area

March 2013: Underground installation of the Tokyo Toyoko Line; start of its mutual direct operation with the Fukutoshin Line

June 2013: City planning decisions on the special urban renaissance districts (Shibuya Station area, Shibuya 3 chome 21 area)
### Table 3-28  Outline of major city development projects (Tama and island areas)

<table>
<thead>
<tr>
<th>Name Item</th>
<th>Areas subject to plans</th>
<th>Concept and contents of plans</th>
<th>Future plan, etc.</th>
</tr>
</thead>
</table>
| ⑨ Basic plan for Base Development in Tama                                | ・Core cities (Hachioji, Tachikawa, Tama New Town, Ome, Machida) and their closely related areas
  ・Living bases in Tama area                                               | Aiming to realize the vital and fascinating Tama area by promoting improvement of core cities and living bases – hubs in Tama – based on the Basic Plan for Base Development in Tama.
  In “A Vision for Tokyo 2000 (December 2000),” core cities were presented as bases that aim to realize the Circular Megalopolis Structure, have the nature of regional hubs in the Tokyo region and serve as pivots for cooperation and exchange. Mutual linkage among core cities will form an urban axis of core city linkages – a band of core cities in a circumferential direction.
  Core cities that used to undertake business functions of central Tokyo are to enhance their own attractiveness by promoting the accumulation of various functions utilizing the existing ones while mutually complementing each other’s urban functions.
  In Tokyo, core cities refer to Hachioji, Tachikawa, Tama New Town, Ome and Machida; the idea of districts and their development is inherited from the traditional “cores” of Tama.
  A living base is one that has a concentration of business, welfare, cultural and educational functions for city life and provides a wide range of services within walking distances around railway stations in the urban living structure. The Tokyo Master Plan for City Planning Areas specifies the locations of those areas.
  Promoting living base improvement according to local characteristics, together with the improvement of core cities. |
| ⑩ Town development at the site of the former Nissan Murayama Plant       | Enoki 1 chome, Musashimurayama City; Kamisunacho 6 chome, Tachikawa City; etc.          | Promoting systematic use of the site of former Nissan Murayama Plant in a way that advances the independence of Tama area and contributing to the maintenance and enhancement of local vitality based on the Town Development Policy prepared by the Council for the use of the Site of Former Nissan Murayama Plant.|
|                                                                          |                                                                                        | • Total area subject to development: about 140 ha                                           | Promoting the improvement of core cities and living bases in cooperation with the local cities based on the Basic Plan for Base Development in Tama (August 2009). |
|                                                                          |                                                                                        | • October 1999 Nissan Motor Co., Ltd. announced the Nissan Revival Plan                    | Carrying the results to the detailed city plans and projects based on the Town Development Policy. |
|                                                                          |                                                                                        | • August 2001 A Council was set up by TMG, Tachikawa and Musashi-Murayama Cities, and Nissan Motor Co., Ltd. |
|                                                                          |                                                                                        | • November 2001 The Council published the Mid Term Report                                  | • District plan decision in September 2003: about 15.1 ha                          |
|                                                                          |                                                                                        | • March 2002 Shinnyo-en obtained the land (the number of Council members increased to five) | • District plan revision in August 2004: about 43.1 ha                             |
|                                                                          |                                                                                        | • March 2003 The Town Development Policy published                                         | • District plan revision in March 2006: about 43.1 ha                              |
|                                                                          |                                                                                        | Visions of the Site Use                                                                      | • November 2006: opening of a large-scale commercial facility                     |
|                                                                          |                                                                                        | ① Realization of the eco-town utilizing the nature of Sayama Hills and Tamagawa River      | • April 2007: opening of a factory of WARABEYA NICHIO CO.,LTD.                     |
|                                                                          |                                                                                        | ② Creation of urban spaces full of festivity and vitality                                   | • June 2013: Nissan Motor Co,Ltd. withdrew from the Council due to the completion of land disposition |
|                                                                          |                                                                                        | ③ Creation of high quality living spaces with amenities                                     | • Surface maintenance such as urban redevelopment projects and land readjustment projects
  • Traffic infrastructure development projects (city planning roads, grade separations, etc.) |
|                                                                          |                                                                                        | • Promoting development based on appropriate city planning and project methods (e.g. district plans) considering the development of surrounding urban areas. | Notes (e.g. development methods)                                                                 |

**Concept and contents of plans**

- Aiming to realize the vital and fascinating Tama area by promoting improvement of core cities and living bases – hubs in Tama – based on the Basic Plan for Base Development in Tama.

**Future plan, etc.**

- Promoting the improvement of core cities and living bases in cooperation with the local cities based on the Basic Plan for Base Development in Tama (August 2009).

**Notes (e.g. development methods)**

- Surface maintenance such as urban redevelopment projects and land readjustment projects
- Traffic infrastructure development projects (city planning roads, grade separations, etc.)
Ogasawara city’s development that deserves a World Natural Heritage site

The whole areas of Chichijima and Hahajima Islands in Ogasawara Village

The Ogasawara Islands lie in the Pacific Ocean, about 1,000 km south off the coast of Tokyo, and have many endemic and rare species in an ecological sense, which can be called a treasure house of nature. The Japanese government, TMG and Ogasawara Village will conserve and inherit the natural environment of Ogasawara as the common heritage of human beings, which was registered as a World Natural Heritage site in June 2011.

As for Chichijima and Hahajima Islands of the Ogasawara Islands, there are core plans such as the Ogasawara Islands Promotion and Development Plan that are based on the Act on Special Measures Concerning Promotion and Development of the Ogasawara Islands; however, there have been no instances of designation of use districts, detailed land use plans based on area or block units, and policies on guiding regulations for town development. In this regard, their formulation is awaited.

Thus, in May 2007, TMG formulated the Ogasawara Regional Development Guidelines as the basic guidelines for TMG and the Village to carry out the town development in Ogasawara.

Also, TMG formulated the Guidelines for Public Facility Development Considering Landscape in Ogasawara in June 2008, and then revised the Tokyo Landscape Plan in July, thereby designating the areas around Chichijima Futami Port as the Special Area for Landscape Formation and starting the operations.

Based on the abovementioned Guidelines, and in cooperation with the Village and other relevant bodies, TMG will support and guide landscape measures and the Village’s efforts on town development, and consider the development of landscape that is suitable to the region, and the city plan and land use policy.
③ The Subcenter Development Project (The Shinjuku Subcenter Development)

④ The Shiodome Area Development
⑥ The Land Utilization Plan Chart for Toyosu 1 to 3-chome Area

The Land Utilization Plan Chart

Legend
- Industrial and Business Area
- Dock Surrounding Area
- Housing Area
- Bustrling Spot
- Water and Greenery Area
- Shinagawa Network
- Symbolic Road
- Park
- Marine Park etc.
- Marine and Water Bus Sta.
- Land for Public Use (Elementary School)
- Bicycle Parking
- Other Public Facility

Indicating the scope

⑦ Shinagawa Sta. Surrounding Area (As of November, 2013)
Development Plan for Shibuya Sta. Surrounding Area (As of June 17, 2013)
Core Area Development Basic Plan for Tama region

Example of Core City, Living Town Development Project

Core City “Hachioji”

- Urban Development in Asahi-cho and Myojin-cho
- Takao Sightseeing Urban Development

- JR Chuo Line Musashi-Koganei Sta. and Kokubunji Sta. Surrounding Areas
- Kokubunji Sta. North Entrance Area Type 1 Urban Redevelopment Project
- Musashi-Koganei Sta. South Entrance Type 1 Urban Redevelopment Project

Seibu Ikebukuro Line Hibarigaoka Sta. Surrounding Area

- Updating the Functions in North Sta.
"Urban Development Policy" for the Site of the Former Nissan Motor Murayama Plant

- City’s Core Land District
- Readjustment Projects Areas
- Commercial Facility
- Commercial Facility (Nissan Carest)
- Public Facility (Hospital)
- Residence/Other Facilities
- Green-Rich Cultural and Sports Facilities etc.
- Woody Park, Temple and Attached Building
- Green-Rich Cultural and Sports Facilities etc.
- Woody Park, Temple and Attached Building
- Administrative Border
- Seibu-Hajjima Line
- Musashi-Sunagawa Sta.
Current Status and Issues at the Futami Harbor Surrounding Area

- Lack of Streetscape with Ogasawara-ness Mix of Construction Related Facilities
- Spoiling View due to the construction related buildings located in the Harbor Area
- Low-Rise Housing Area
- Land Utilization etc. Spoiling the View from the Ocean
- State-Owned land in a City
- Lack of Streetscape with Ogasawara-ness Mix of Construction Related Facilities
- Good Living Environment
- Metropolitan Road and Roadside Improvement
- Metropolitan Road and Roadside Improvement (ongoing)
- Good Living Environment
- Government Office Quarter
- State-Owned land in a City
- Land Utilization etc. Spoiling the View from the Ocean
- Low-Rise Housing Area
- Village-Managed Ground
- Spoiling View due to the construction related buildings located in the Harbor Area
- Lack of Streetscape with Ogasawara-ness Mix of Construction Related Facilities
- Good Living Environment
- Metropolitan Road and Roadside Improvement
- Good Living Environment
- Government Office Quarter

Future Image of the Futami Harbor Surrounding Area

- Good Low-Rise and Medium-Rise Housing Area
- Consideration of the View from the Ocean
- Land for Industrial Facility
- Land for Fishing Facility
- Land for Public Facility
- Open Space
- Land Specifically for Warehouse
- High-Rise Housing Area
- Construction Related Facilities transfer Project
- View Improvement in Harbor Area by Lower-Rise Housing
- Recreation Area
- View Improvement in Harbor Area by Lower-Rise Housing
- Improvement of Harbor Facilities
- Fishing related Area
- Construction Related Facilities transfer Project
- Ogasawara Elementary School, Junior High School
- Utilization of State-Owned Land
- Okamiyama Park
- Mixed Commercial, Lodging, Housing Urban Area
- Improvement of the View from the Ocean
- Ogasawara Visitor Center
- Area of Townscape by Reforming Metropolitan Road
- Creation of Townscape by Reforming Metropolitan Road
- Metropolitan Road and Roadside Improvement
- Metropolitan Road and Roadside Improvement
Current Status and Issues at the Oki Harbor Surrounding Area

Future Image of the Oki Harbor Surrounding Area
Development and Improvement of Otemachi District

Otemachi District, located at the center of Tokyo, has been playing a pivotal role for Japan’s economic development as a leading international business center in Japan where many head offices in multiple industries such as finance, telecommunication, newspaper media and so on are located.

However, recently those buildings are getting older and there is a fear of delay in responding to the globalization and the advanced information technology. Furthermore, the location for these industries is limited and the buildings are not easy to be rebuilt because it’s difficult to interrupt their operations.

To overcome such issues and create attractive urban space, as well as to revitalize Otemachi District as the strategic base for the global businesses, the Tokyo Metropolitan Government, Chiyoda Ward and the local landowners established “the Committee for the Promotion of Otemachi Urban Development” in March 2003 and have been studying these issues, and decided the Urban Development Policy by the Chain Urban Renaissance Project (*) in March 2004 to reconstruct buildings continuously.

The project has progressed steadily under this policy. As the first phase, the buildings of Nihon Keizai Shimbun, JA and Japan Business Federation were completed in April 2009, and as the second phase, the buildings of Development Bank of Japan and Japan Finance Corporation were completed in October 2012 respectively, and new landmarks of Otemachi were born. And now, the project of the third phase has been progressed, utilizing the two companies’ former sites, to the completion of the building in 2016.

In addition, as the extension of Land Readjustment Project Area in the City Planning was approved for future activities in December 2012 and it continues to the fourth phase of the Chain Urban Renaissance Project, we will promote the update of the urban functions for further enhancement of international competitiveness in this area and the enhancement of the disaster prevention which enables continuous operations.

* The Chain Urban Renaissance Project means the new urban development initiatives to reconstruct buildings progressively and continuously, utilizing the former Otemachi Joint Government Buildings, and develop concurrently the infrastructure such as the Urban Planning Road.
12 Base Site Use Plans

The U.S. force bases in Tokyo which have been returned to Japan since 1970 are 13 sites approx. 1,213ha. As many of these former US force bases are located in urban areas and valuable urban spaces left in Tokyo, we must effectively and appropriately utilize these spaces. Because most of former US bases are state-owned properties, in order that the Tokyo Metropolitan Government and local municipalities utilize these former base sites, we have to institute the land utilization plan in cooperation with the central government and local municipalities, and wait to obtain the disposed lands after the decision of disposal policy by the central government. Five major sites returned pursuant to “the Reduction and Consolidation Plan of Facilities and Areas in the Kanto Plains” (commonly known by the Kanto Plan) out of the former US sites are Camp Asaka, Yamato Air Force Facilities, Kanto Village Residential Area and Chofu Airport, Fuchu Air Force Facilities and Tachikawa Airport, and their utilization plan “the Outline of Disposal” has been already approved after going through the Central National Property Council (an advisory body of Minister of Finance). Subsequently, with some exceptions, after going through the National Property Kanto Local Council (an advisory body of the Director of the Kanto Finance Bureau of the Ministry of Finance), they were sold to the project owner respectively and the developments are being progressed.

In each former base site of Tachikawa Airport, Kanto Village Residential Area and Chofu Airport, and Fuchu Air Force Facilities, “the Reserve Land” is still partially left out. But, taking note of the recommendation of the Fiscal System Council, “the Future handling of the Reserve Land of the major returned properties” in June 2003, we instituted the utilization plan with the local municipalities in June 2008. From now on, we will work on toward the implementation.

<table>
<thead>
<tr>
<th>Facility Name (Returned Date)</th>
<th>Location</th>
<th>Area(ha)</th>
<th>Status of Utilization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Camp Asaka Jun 20 1973</td>
<td>Nerima_Ward (Asaka_City, Wako_City, Niiza_City in Saitama)</td>
<td>35.2ha (317.7ha)</td>
<td>Elementary, Junior High &amp; High School, Welfare Facility, Park, School for the Disabled etc., Legal Research and Training Institute, Others</td>
</tr>
<tr>
<td>Yamato Air Force Facilities Jun 30 1973</td>
<td>Tachikawa_City, Higashiyamato_City</td>
<td>34.4ha</td>
<td>High School, Residence, Commercial Facility, Water Facility, Electric Car Maintenance Base, Park, Police Training Facility, Institution for Severely-Retarded Children, Others</td>
</tr>
<tr>
<td>Kanto Village Residential Area and Chofu Airport Dec 10 1974</td>
<td>Mitaka_City, Fuchu_City, Chofu_City</td>
<td>203.7ha</td>
<td>School for the Disabled etc., Social Welfare Facility, Commuter Airport, Tokyo University of Foreign Studies, National Police Academy, Park, Sports Facility, Others</td>
</tr>
<tr>
<td>Fuchu Air Force Facilities Jun 30 1975</td>
<td>Fuchu_City</td>
<td>59.2ha</td>
<td>Junior High School, Park, Culture Hall, Funeral Hall, Social Educational Facility, Japan Air Self-Defense Force Fuchu base</td>
</tr>
<tr>
<td>Tachikawa Airport Nov 30 1977</td>
<td>Tachikawa_City, Akishima_City, Kokubunji_City, Kunitachi_City</td>
<td>573.3ha</td>
<td>National Park, Wide-Area Disaster Prevention Base, Sports Ground, Land for Redevelopment, Monorail Rail Yard (Tachikawa area), Electric Power Substation, Others</td>
</tr>
</tbody>
</table>

Table 3-29 Outline of Major Large Size Returned Base Sites