

Section 2 Facility Plans

1 Transport Facilities

(1) Roads

a. Urban Planning Road

Roads are essential urban facilities to support urban activities and life, and in Tokyo, the Urban Planning Roads of about 3,210km have been approved. On the other hand, the completion ratio remains about 64%, and the implementation plan is formulated every about 10 years. The roads to preferentially develop are selected and systematically and efficiently developed.

Regarding the Urban Planning Roads in the Ku-region area in the past, after the City Planning had been approved in 1946 (initial approval), due to changes in social and economic conditions, the review of the entire Urban Planning Roads (re-examination of the Urban Planning Roads) were carried out in 1950, in 1964 (inside Loop 6), in 1966 (outside Loop 6), and in 1981 (the entire Ku-region area).

Regarding the Urban Planning Roads in the Tama region, after the plan in the Hachioji City Planning Area had been approved in 1930, as the plan for each City Planning Area has been individually approved, those plans were not the ones integrated for the entire Tama region. Therefore, the Urban Planning Roads were reviewed in consideration of the entire Tama region in 1961 and 1962. After that, the network of the Urban Planning Roads was examined in 1989 due to changes in social and economic conditions.

In carrying out the development, the implementation plans to select the roads to develop preferentially were formulated, for the Ku-region in FY1981, FY1991 and FY2003, and the Tama region in FY1989, FY1995 and FY2006, and systematically and efficiently carried out. In FY2015, in order to promote more efficient road development, the “Development Policy for City-Planned Roads in Tokyo (Fourth Business Plan)” was formulated in cooperation and collaboration with the 23special cities, 26 cities and 2 towns, integrating the ward and Tama areas. In this policy, the future vision that Tokyo should aim for is the “realization of a ring-shaped megalopolis structure,” “reorganization into an intensive regional structure,” and “realization of a safe and secure city,” and the basic goals of road development to achieve these goals are “vitality,” “disaster prevention,” “lifestyle,” and “environment.” Based on this basic goal, the necessity of city-planned roads that have not yet been started was verified, and 320 sections of 226 km were selected as routes to be developed on a priority basis by 2025. In addition, 9 sections (4.9 km) for which the necessity was not confirmed were designated as “candidate routes for review (sections),” 28 sections (30.4 km) for which the necessity was confirmed but the content of the city planning needs to be reviewed were designated as “routes for review (sections),” and 8 sections for which a new city-planned roads are necessary in order to realize the future urban image that Tokyo is aiming for were designated as “sections for which a new city-planned roads are necessary.” By the end of FY2020, we had completed the procedures for changing the city plans for 12 sections of approximately 5.5 km. In FY2019, TMG, 23special cities, 26 cities and 2 towns worked together to examine the city roads that had not yet been started, excluding priority development routes, and formulated the “Basic Policy on Ideal City-Planned Roads in Tokyo,” while steadily promoting the development of

necessary urban planning roads in accordance with the development policy (fourth business plan). In the basic policy, based on the premise of the verification of the future city road network in the development policy (fourth business plan), the contents of the plan were examined, and approximately 12 km of nearly finished roads and bridges were selected as the routes to be changed. For these routes, the necessary city planning procedures will be carried out after coordinating with the relevant municipalities regarding the zoning and other related plans, based on the future vision of the urban area along the route and the actual conditions of the region.

***Refer to Table 3-10 The current development status of the Urban Planning Roads (page 146)**

b. Urban Expressway

After the war, in order to reduce congestion of automobile traffic and to eliminate passing traffic from local streets in Tokyo, it became necessary to have automobile-only roads that are separated from local streets and do not have flat intersections.

The Tokyo Metropolitan Government started the study in 1951 and based on the recommendation for the construction of the Urban Expressway System by the Committee on Capital Construction in 1953, “Basic Policy for the Tokyo City Planning Urban Expressway” of the Ministry of Construction (at that time) approved in 1957 and the consideration by the Task Force for the Tokyo City Planning Urban Expressway, the Urban Expressway Network of 8 Routes with 2 branch routes, road length approx. 71km was approved as the City Planning for the first time in August 1959. Since then, there have been changes to the plan, such as the addition of new routes, extension of existing routes, and changes to some of the alignments, and as of April 1, 2019, the total number of routes that have been approved for city planning is 19 routes and 3 branch routes, with a total length of approximately 226 km.

Of the routes that have been approved for city planning, those that are already in service are: Route 1, Route 2, No. 2 Branch Route, Route 3, Route 4, No. 4 Branch Route, Route 5, Route 6, Route 7, Route 8, Route 9, Route 12, Bayshore Route, Bayshore Branch Route, Adachi Route, Katsushika Edogawa Route, Oji Route, Central Circular Shinjuku Route, Express Outer Loop Road Katsushika Route, Central Circular Shinagawa Route, part of Outer Loop (between Oizumi-cho 5-chome and Oizumi-cho 1 chome, Nerima City) and part of the Harumi Route (between Harumi 2 chome, Chuo City and Ariake 2 chome, Koto City), for a total of 19 routes and 3 branch routes, extending about 207 km.

In addition, the project is currently underway for one route, the Outer Loop (between Oizumi-cho 4 chome, Nerima City and Unane 3 chome, Setagaya City), which is approximately 16 km long.

***Refer to Table 3-11 The current development status of Urban Expressway (page 146)**

Figure 3-12 Urban Expressway Network (page 53)

Figure 3-13 Expressway Network (page 53)

Figure 3-12 Urban Expressway Network

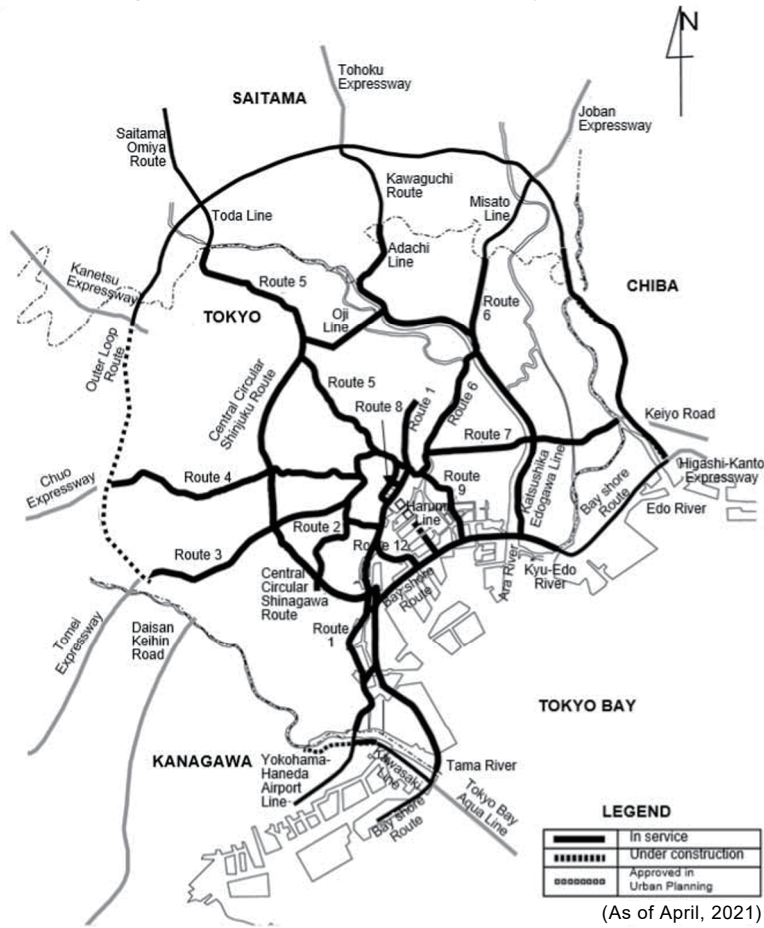
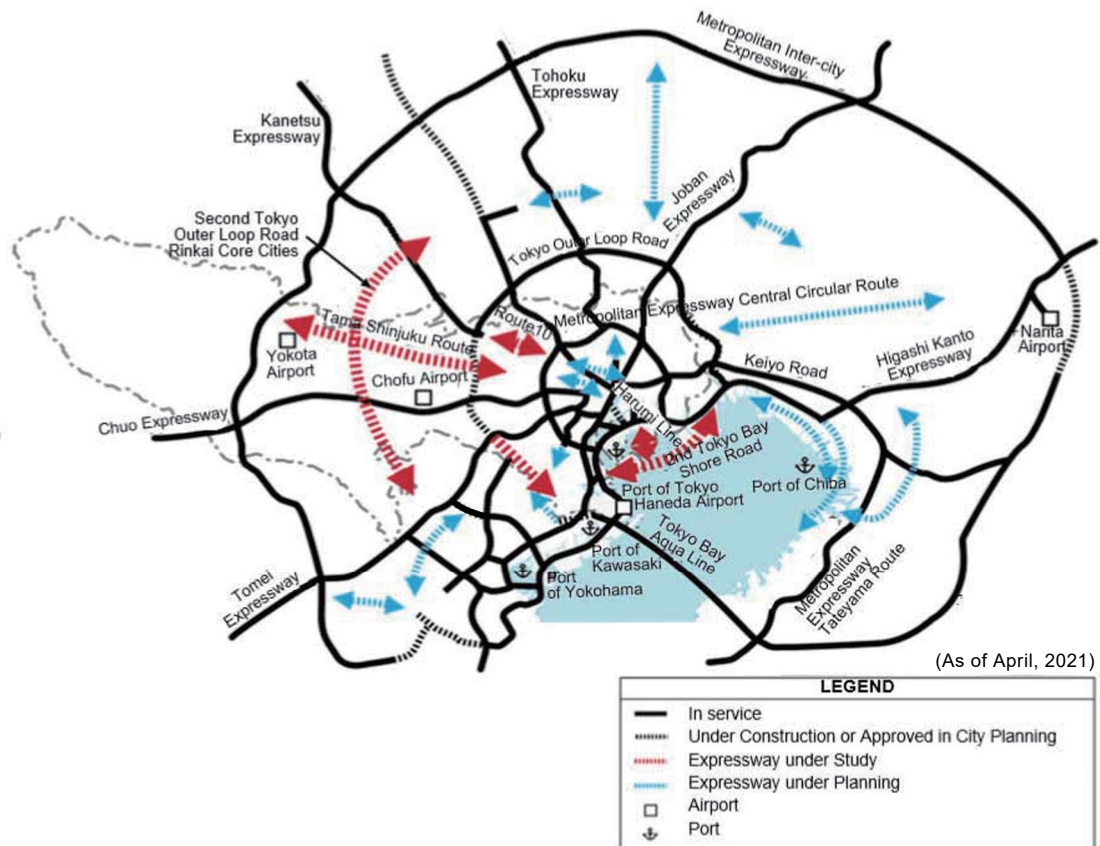


Figure 3-13 Six Expressways Connecting Cities and Three Ring Expressways in the Tokyo Metropolitan Area



(2) Urban Rapid-Transit Railroad

In Tokyo area, there is a great deal of commuting demand due to active urban activities. Especially the railroad lines from peripheral areas to the center of Tokyo are heavily crowded. We have been enhancing the transportation capacity by the construction of subways and the enhancement to quadruple tracks to reduce congestion during commuting hours. As a result, congestion has been reducing year by year, but still not enough, needing further railroad network developments.

As for the railroad network development plan in Tokyo area, we are studying the matters such as the improvement of existing lines, the construction of new lines and the enhancement to quadruple tracks, based on the recommendation No.198 of the “Way of the Future City Railway in Tokyo Area” by the Council for Transport Policy in April 2016 which is the latest development plan. As for the subways, 13 lines (railroad length approx. 361 km) were approved in the City Planning as of April 1, 2021.

Also, we are trying to make road traffic smoother at railroad crossings where a railway and a road are crossing and eliminate railroad crossing accidents, and working on the continuous multi-level crossing project to eliminate a number of crossings by continuously elevating railways for a certain zone, for the purpose of unifying the urban districts divided by railways. We are carrying forward this project based on the outline that MLIT formulated. As of April 1, 2021, regarding 28 zones, railway length approx. 108.0 km in Tokyo, the City Planning has been approved as the continuous multi-level crossing project.

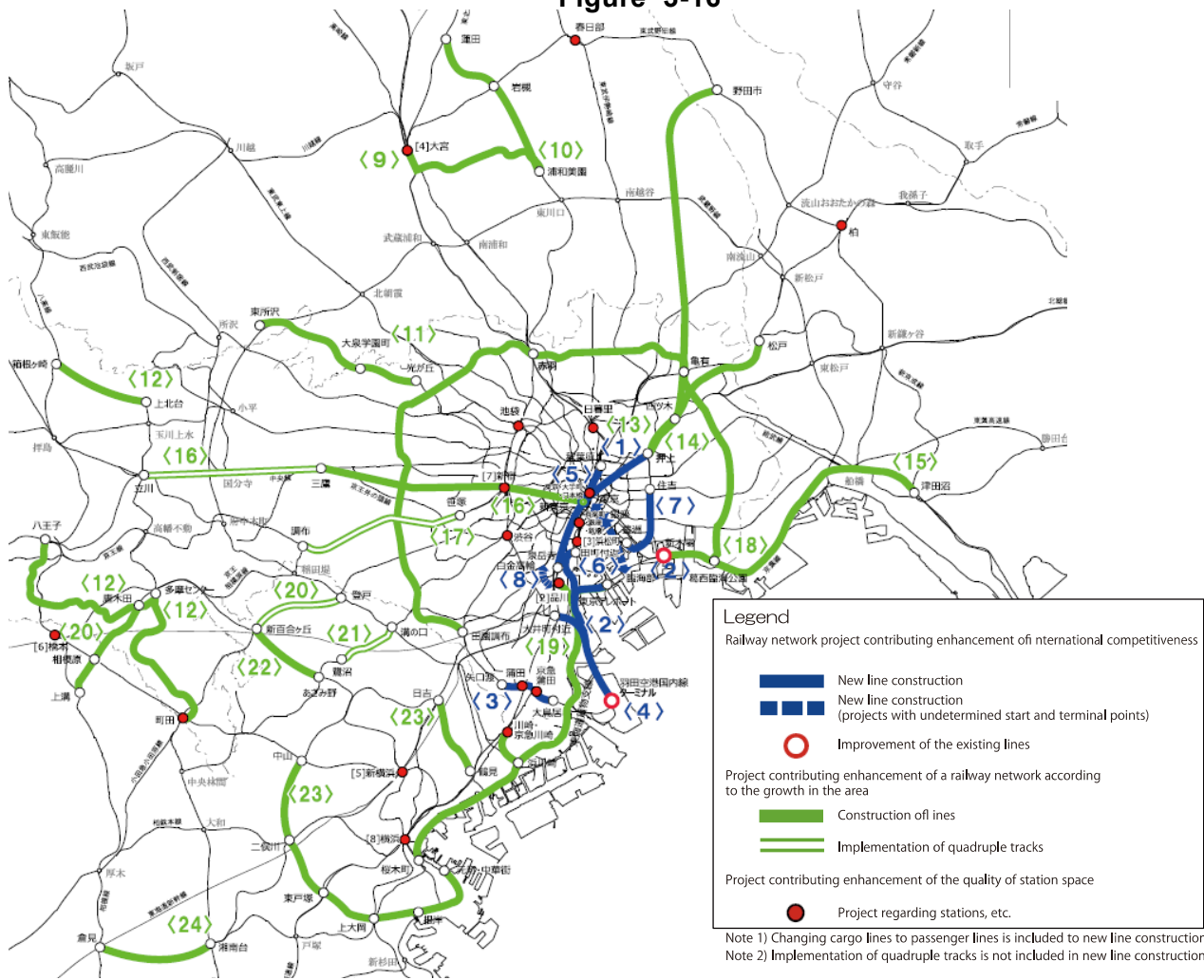
On the other hand, we have been carrying forward the development of a new railway system as well as a new transportation system which has the transportation capacity intermediate between a railway and a bus in order to respond to various urban transportations. Thus far, the Tama Intercity Monorail between Tama Center and Kamikitadai, Tokyo Waterfront Area Rapid Transit (Yurikamome) between Shimbashi and Toyosu, the Nippori-Toneri Liner between Nippori and Minumadai-shinsui-koen, the Joban Line (Tsukuba Express) between Akihabara and Tsukuba, and the Tokyo Waterfront Area Rapid Transit (Rinkai Line) between Shinkiba and Osaki have been opened respectively.

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***Refer to Table 3-15 “Completion Status - City Planning for Subways” (page 147)**

***Refer to Table 3-16 “Status of city planning decisions and completion of continuous grade separation projects of existing railroads etc.” (page 148)**

Figure 3-16



	No.	Railway Route Name
Project contributing enhancement of international	1	Construction of a new directly connected line to the urban central area
	2	Construction of the Haneda Airport Access Line and starting a mutual direct operation between Keiyo Line and Rinkai Line
	3	Construction of the New Airport Line
	4	Construction of a new lead track at Haneda Airport Domestic Terminal Station of the Keiyo Airport Line
	5	Extension of the new Joban Line (the Tsukuba Express)
	6	Formulation of a new subway plan for urban central and waterfront areas, and integrated development of the said plan and the extension of a new Joban Line
	7	Extension (Toyosu - Sumiyoshi) of Tokyo Subway Line 8 (Yurakucho Line)
	8	Formulation of the new subway plan for the urban central area and Shinagawa
Project contributing enhancement of the growth in the area	9	Construction of the new East-West Transportation System Omiya Route
	10	Extension of the Saitama Railway Line
	11	Extension of the Tokyo Subway Line 12 (Oedo Line)
	12	Extension of the Tama Toshi Monorail Line
	13	Extension of the Tokyo Subway Line 8
	14	Extension of the Tokyo Subway Line 11
	15	Construction of a new railway line connecting between the Sobu Line and the Keiyo Line
	16	Extension of the Keiyo Line toward the Chuo Line and quadruple-tracking of the Chuo Line
	17	Quadruple-tracking of the Keio Line
	18	Construction of a new public circular transportation system in the surrounding areas of the Special-ward area.
	19	Combined freight and passenger use of the Tokaido Freight Branch Line and construction of the new Kawasaki Approach Line
	20	Quadruple-tracking of the Odakyu Odawara Line and extension of the Odakyu Tama Line
	21	Quadruple-tracking of the Tokyo Denentoshi Line
	22	Extension of the Yokohama Municipal Subway Line 3
	23	Construction of the new Yokohama Circular Railway
	24	Extension of the Izumino Line

Table 3-17 Railroad and New Transit System Plan

Name Item	① Tama Monorail development Project	② Tokyo Waterfront Area Rapid Transit Rinkai Line (Yurikamome) development Project
Objective	Tama Monorail creates a traffic network useful and comfortable to move for the purpose of the enhancement of public transport network with the direction of north and south in Tama region and the mutual cooperation among nucleus cities.	Tokyo Waterfront Area Rapid Transit Rinkai Line (Yurikamome) is developed to increase the traffic convenience in the waterfront areas as a new means of transport connecting between the Tokyo waterfront area and the urban central area, and supports the development of the waterfront areas, as well as creates the traffic network by extending to Toyosu and connecting with existing lines.
Outlines of Project	<p>(Completed lines)</p> <p>1 Zones Tama Center-Kamikitadai 16.0 km Number of stations: 19</p> <p>2 Number of users Approx. 143,000 per day (Ave in 2018)</p> <p>3 Establishment Tachikawa-Kita - Kamikitadai: Nov. 1998 Tachukawa-Kita - Tama Center: Jan 2000</p> <p>4 System employed Straddled Type Monorail <Extending Zones> Project contributing to enhancement of a railway network according to the growth in the area Kamikitadai - Hakonegasaki Tama Center - Hachioji Tama Center - Machida</p>	<p>(Completed lines)</p> <p>1 Zones Shimbashi-Toyosu Approx. 14.7 km Number of stations: 16</p> <p>2 Number of users Approx. 111,000 per day (Ave in 2019)</p> <p>3 Establishment Shimbashi-Ariake: Nov. 1995 Ariake- Toyosu: Mar. 2006</p> <p>4 System employed Standard Type New Transit System</p>
Project Owner	<p>Infrastructure Portion: Tokyo Metropolitan Gov., Bureau of Construction</p> <p>Infrastructure Outer Portion: Tokyo Tama Intercity Monorail Co., Ltd. (Third Sector)</p>	<p>Infrastructure Portion: Tokyo Metropolitan Gov., Bureau of Construction and Bureau of Port and Harbor</p> <p>Infrastructure Outer Portion: YURIKAMOME Inc. (Third Sector)</p>
Major Milestones	<p>Oct 1981 : Announce Approx. 93 km (lines in conceptual phase)</p> <p>Dec 1982 : Tama Center-Kamikitadai 16km positioned in the Long-Term Plan</p> <p>April 1983 : Adopted as gov. subsidy proj. Tokyo</p> <p>April 1986 : Tama Intercity Monorail Co., Ltd. founded</p> <p>Dec 1987 : License obtained (Act on Rail Tracks)</p> <p>Sep 1989 : Approval in the City Planning (Teamcenter - Kamikitadai)</p> <p>Jun 1990 : Approval for the Construction (Stage1 : Tachikawak-Kita - Kamikitadai)</p> <p>Jul 1990 : Approval for Project under the City Planning Act</p> <p>Dec 1990 : Start of the Construction</p> <p>Sept 1991 : Approval for the Construction (Stage2 : Tachikawa-Kita - Tama Center)</p> <p>Nov 1991 : Start of the Construction</p> <p>Dec 1992 : Tama, Islands Promotion Headquarter approved next lines to develop</p> <p>Jun 1994 : Kamikitadai-Hakonegasaki 7 km Project Extension adopted</p> <p>Nov 1998 : Tachikawa-Kita-Kamikitadai in Service</p> <p>Jan 2000 : Tama Center-Tachikawa-Kita in Service</p> <p>Jan 2000 : Extension of Hakonegasaki, Machida, Hachioji positioned in the Recommendation of Council for Transport Policy No.18</p> <p>April 2018 : Hakonegasaki, Machida, Hachioji positioned in the Recommendation No.189 for Transport Policy</p>	<p>Nov 1986 : Positioned as the planning proj. in the 2nd Long Term Plan</p> <p>April 1988 : YURIKAMOME Inc. founded</p> <p>Nov 1988 : License obtained (Act on Rail Tracks, Railway Business Act)</p> <p>Mar 1989 : Approval for City Planning Stage1 (Takeshiba-Futo - Int'l Exhibition Center)</p> <p>Jul 1990 : Approval for the City Planning Stage2 (Shinbashi - Takeshiba-Futo)</p> <p>Nov 1995 : Shimbashi-Ariake in Service</p> <p>Jul 1996 : Approved that the extension to Toyosu completes by 2005 and Toyosu-Kachidoki is studied after reviewing the situation later in the Basic Policy of the Tokyo Water Front City Development.</p> <p>Feb 1997 : Approved that the extension to Toyosu completes by 2005 in "the Living City Tokyo Concept"</p> <p>Jul 1998 : License obtained (Act on Rail Tracks) Ariake-Toyosu</p> <p>Mar 1999 : Approval in the City Planning (Ariake-Toyosu)</p> <p>Dec 1999 : Start of the Construction</p> <p>Jan 2000 : The Extension to Kachidoki positioned in the Recommendation of Council for Transport Policy No.18</p> <p>Mar 2006 : Ariake-Toyosu in Service</p>

③ Nippori-Toneri Line Development Project	④ New Joban Line (Tsukuba Express) Development Project	⑤ Tokyo Waterfront Area Rapid Transit Rinkai Line Development Project
<p>The Nippori-Toneri Line is developed for the purpose of the elimination of the poor transportation conditions in the north-east area of the Special-ward area and the development in the areas along the Line, as a result of the recommendation of Council for Transport Policy No.7 in Jul 1985.</p>	<p>The New Joban Line is developed for the purpose of the enhancement of the public transportation in the north-east area of the Special-ward area and the promotion of development in the areas along the Line, as well as the response to increasing commuting demand from Chiba and Ibaraki, as a result of the recommendation of Council for Transport Policy No.7 in Jul 1985.</p>	<p>The Tokyo Waterfront Area Rapid Transit Rinkai Line was positioned in “the Third Tokyo Long Term Plan” in Feb 1990, and 12.2km between Shin-Kiba - Osaki was developed to create the railroad network as an urban infrastructure to support the capital region megalopolis</p>
<p>1 Zone Nippori - Minumadai-shinsuikoen Approx. 9.7 km Number of stations: 13</p> <p>2 Number of users: 91,000 per day (Ave in 2019)</p> <p>3 Establishment March 2008</p> <p>4 System employed Standard Type New Transit System</p>	<p>1 Zone Akihabara-Tsukuba Approx. 58.3 km Number of stations: 20</p> <p>2 Number of users: 278,000 per day (Ave in 2019)</p> <p>3 Establishment August 2005</p> <p>4 System employed Railroad (Extending Zones) A railway network project contributing to enhancement of international competitiveness Akihabara - Tokyo (New Tokyo)</p>	<p>1 Zone Shin-Kiba - Osaki Approx. 12.2km Number of stations: 8</p> <p>2 Number of users: 259,000 per day (Ave in 2019)</p> <p>3 Establishment Shin-Kiba – Tokyo Teleport in March 1996 Tokyo Teleport – Osaki in Dec 2002</p> <p>4 System employed Railroad</p>
<p>Infrastructure Portion: TMG., Bureau of Construction Infrastructure Outer Portion: Tokyo Metropolitan Subway Construction Co., Ltd (Third Sector)</p>	<p>Metropolitan Intercity Railway Company (Third Sector)</p>	<p>Tokyo Waterfront Area Rapid Transit, Inc. (Third Sector)</p>
<p>Jul 1985 : The Recommendation of Council for Transport Policy</p> <p>Nov 1986 : Positioned in “the 2nd Tokyo Long Term Plan</p> <p>Apr 1991 : Adopted as gov. subsidy proj.</p> <p>Oct 1992 : Approval for the Proj. owner of the infrastructure outer portion (Tokyo Subway)</p> <p>Dec 1995 : License obtained (Act on Rail Tracks)</p> <p>Aug 1996 : Approval for the City Planning</p> <p>Dec 1997 : Start of the Construction</p> <p>Oct 2007 : Approval to transfer the rail tracks business (from Tokyo Subway to Bureau of Transportation Tokyo Metropolitan Gov.)</p> <p>Mar 2008 : In service</p>	<p>Jul 1985 : The Recommendation of Council for Transport Policy</p> <p>Nov 1986 : Positioned in “the 2nd Tokyo Long Term Plan “</p> <p>Sep 1989 : The Enforcement of “Act on Special Measures for Comprehensive Promotion of Housing Land Development and Railway Development in Metropolitan Area”</p> <p>Mar 1991 : Metropolitan Intercity Railway Company founded</p> <p>Jan 1992 : License obtained for the Type I Railway Business</p> <p>Dec 1993 : Approval for the City Planning, Start of the Construction (Akihabara – Shin-Asakusa)</p> <p>Oct 1994 : Groundbreaking ceremony</p> <p>Approval for the City Planning, Start of the Construction (Shin-Asakusa - Tokenkyo)</p> <p>Apr 2016 : In service</p> <p>Extension of Joban Shinsen (Akihabara – Tokyo (New Tokyo)) positioned in the Recommendation No.198 of Council of Transport Policy</p>	<p>Mar 1991 : Tokyo Waterfront Area Rapid Transit, Inc. founded</p> <p>Nov 1991 : License obtained for the Type I Railway Business (Stage1 project zone)</p> <p>Mar 1992 : Start of the construction (Stage1 project zone)</p> <p>May 1994 : License obtained for Stage 2 project zone</p> <p>Dec 1995 : Approval for the construction obtained</p> <p>Mar 1996 : Shin-Kiba – Tokyo Teleport in service</p> <p>Approval for the Stage 2 project zone in the City Planning</p> <p>Mar 1996 : Stage 2 project zone construction started</p> <p>Mar 2001 : Stage 2 project zone construction started</p> <p>Tokyo Teleport -</p> <p>Dec 2002 : Tennōzu Isle in service</p> <p>Tennōzu Isle – Osaki in service (the entire line in service)</p>

(3) Parking Place Development zones and Parking Lots (Cars, Bicycles)

Parking places for vehicles are necessary to respond to the parking place demand in the urban area and to reduce illegal parking on the road and facilitate road traffic. Therefore, we are developing the City Planning parking spaces based on the City Planning Act, the large-scale building mandatory parking facilities based on the Parking Lot Act and the Tokyo Metropolitan Parking Place Ordinance and the parking lots with notification, as well as designating the parking place development zones.

Also, the Tokyo Metropolitan Parking Place Ordinance was amended in April 2002 and enforced in October 2002, in which the provision requiring parking facilities for disposal of goods for the buildings designed for specific use exceeding a certain size of total floor space was included.

The parking place development zone is the designated area where automobile traffic is extremely congested and it is required to maintain the effectiveness of roads and smooth road traffic, in the commercial areas, the neighboring commercial areas and their peripheral areas. If this area is designated, the parking place development plan in its area may be set up.

In Tokyo, 10 areas from the city center, Shinjuku, Shibuya, Ikebukuro, Ueno, Asakusa, Shinjuku City, Chiyoda City, Ota City, Adachi City and Nakano City in the special cities area of Tokyo, and 3 areas from Machida, Hachioji and Tachikawa in Tama region, total 3,300ha have been designated in the City Planning as of April 1, 2021.

As for the City Planning parking spaces, approx. 18,600 spaces in 55 parking facilities were planned and 16,700 spaces in 48 parking facilities are in service as of April 1, 2020.

As for bicycle parking spaces, its development is necessary to eliminate illegally parking bicycles, and when the municipality develops bicycle parking spaces, it can construct bicycle parking spaces as a subsidized project from the central government after designated as the City Planning facility. In Tokyo, 113,500 spaces in 84 parking facilities were planned and 97,320 spaces in 73 facilities are in service as of April 1, 2021.

(4) Airport (Airfield)

In Tokyo, there are seven airports and airfields of Tokyo International (Haneda), Oshima, Niijima, Kozushima, Miyakejima, Hachiojima and Chofu. The central government controls the Tokyo International Airport (Haneda) as the base airport of the international air transportation network and as the domestic air transportation network based on the Airport Act. The Tokyo Metropolitan Government controls each airport of Oshima, Niijima, Kozushima, Miyakejima and Hachiojima as the airport which has an important role in forming the international and domestic air transportation networks.

Chofu Airport, controlled by the Tokyo Metropolitan Government, is designated as “the Tokyo Chofu Airport” in City Planning.

TOKYO BRT

In Tokyo, we are promoting the development of the BRT public transportation system that connects central Tokyo and the coastal area centering around Loop Road No. 2.

【Background】

The areas which play a role in economic activities such as Kachidoki, Harumi, Toyosu and the Waterfront City, which are located within approx. 6km from the urban central area is expected to be developed as a new representative of Tokyo, such as inviting MICE, the enhancement of international sightseeing functions and development as a valuable residential area in the urban central area.

On the other hand, there are some areas where the access to railways is inconvenient such as depending too much on route buses and autonomous shuttle buses for the transportation means to the urban central area, and insides of stations and sidewalks are crowded in and around some stations during the morning and evening rush hours. Also, as there is a plan to develop about 6,000 residences as the future use of the Olympic village after the 2020 Tokyo Olympic and Paralympic Games, further increase of the demand for public transportation is expected in the future.

We are preparing for the introduction of BRT in order to swiftly and flexibly respond to such demand.



< Vehicle design >

【History】

(1) Selection of Operating Company

We publicly sought the operating company for BRT in July 2015, and then selected Keisei Bus Co., Ltd. as an operating company in September in the same year.

(2) Formulation of Business Plan

We formulated the business plan jointly with Keisei Bus Co., Ltd. in April 2016.

(3) Revision of Business Plan

We revised the business plan in light of the surrounding situation in August 2018.

(4) Determination of Name

We publicly solicited names for the transportation from August to September 2018 and then determined “**TOKYO BRT**” as its name in October in the same year.

(5) Selection of Designs

We publicly invited opinions on the designs in November 2018, and then selected the designs in January 2019.

(6) Establishment of New Company

Keisei Bus Co., Ltd. Established **TOKYO BRT Co., Ltd.** in July 2019 which is responsible for the operation in the future.

(7) Start of Early Operation

In October 2020, a part of the line was put into early operation (to meet the increased demand in the coastal area before the opening of the main line tunnel of Loop Road No. 2).

2 Parks and Green Spaces

(1) Parks and Green Spaces Planning

Greenery such as Park and Green Space is essential to maintain safe and comfortable urban life, such as the function to maintain comfortable environment, the disaster prevention function including the evacuation space, the operation base in time of disaster and the fire spread prevention, and the recreation function as a place of relief for citizens of Tokyo etc.

The 2021 City Planning Area Master Plan calls for the creation of a green city by promoting the development of city planning parks and green spaces, and the conservation of agricultural land and forest land, as well as the creation and conservation of greenery in all areas, together with various measures for disaster prevention and urban renewal.

In the City Planning, we have set up the plan of the City-planned Parks and Green Spaces for the purpose of the acquisition and development of land as an infrastructure, and the designation of the Green Zoning Space to preserve greenery in private land.

The plan of the City Planning Park and Green Space has gone through many transitions since the “Tokyo City Ward Revision Design”, but the prototype of today’s plan of the City Planning Park and Green Space was set up in around 1960, which is the base of the current plan of the City Planning Parks and Green Spaces. Subsequently, large-scale lands such as the returned former military bases, the land after relocation to Tsukuba, and the old factory sites have been approved as the Parks and Green Spaces in the City Planning. Please see **Table 3-18 (page 149)** for the current approval status of the Parks and Green Spaces in the City Planning. The Parks and Green Spaces are classified according to the categories in this table.

As for the Green Zoning Space, as we designate the areas such as “Special Green Conservation Area” to conserve as green spaces by restricting the further development, “Scenic Area” to conserve scenic beauty in urban area, and “Productive Green Zone” to create favorable urban environment with an attempt to coordinate with agriculture, we are working to conserve private green spaces. Please see **Table 3-19 (page 149)** for the current designation status. In addition to this, we are taking steps to do various things such as preserving Open Public Spaces by the Total Design System, rooftop and wall greening, and farm land conservation in preparation for fulfilling green.

a. Development Policy for City Planning Parks and Green Spaces

In 2006, TMG, special cities, cities, and towns jointly formulated the “Development Policy for City Planning Parks and Green Spaces,” which defines priority parks and green spaces and priority development areas to be developed over the next 10 years. After its revision in 2011, the plan was revised in July 2020 to realize a green Tokyo and build a disaster-resistant city, which are the goals of the “Grand Design for Urban Development” (formulated in September 2017) and the “Strategic Vision for Tokyo’s Future” (formulated in December 2019). We have designated 164 priority development areas with a total area of approx. 530 ha for the planning period until 2029, and are pushing ahead with the project.

b. Privately-run Parks and Park Urban Development Systems

The “Privately-run Parks System” is to newly adopt vitality of the private sectors, and promptly develop and open the City-planned Parks and Green Spaces as a park space, as well as to develop the City-planned parks by public project, and was established as the new system of the park

development uniquely in Tokyo in May 2006. Specifically, in the undeveloped City-planned Parks, the preferential treatment such as easing of building regulations is given to the private business projects which the Tokyo Metropolitan Government approves and their condominiums etc. can be constructed on their property. At the same time, the private business operators must develop, manage and open a certain size of land as a park space without cost.

The “Park Urban Development System” was established in December 2013 as the system to use the City-planned Parks and Green Spaces to different purposes under the condition to secure a land larger than the prescribed level as a green space of community facilities in the areas not in service for more than 50 years since the initial City Planning was approved, for the purpose of early development of park functions such as the improvement of disaster prevention level in a community and the creation of green rich urban spaces, in the urban development in cooperation with private urban development.

c. Guidelines for Greenery Development in Privately Owned Public Spaces

In the past, in the green projects for Privately Owned Public Spaces created by various urban development programs, the consultation and coordination were implemented among interest parties after approval of the project, so that it's not good enough in forming the greenery networks among Privately Owned Public Spaces. Therefore, based on the “Guidelines for Greenery Development in Privately Owned Public Spaces” established in May 2007, we provide private developers with “Green Data Map” and the “Guidebook regarding the Guideline for Greenery Development in Privately Owned Public Spaces” in advance, then we consult and coordinate with them from a planning and conceptual stage to make the project high quality with consideration for the creations of greenery networks, comfort, safety and townscape.

d. Creation of Kankyojiku

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

By creating “Kankyojiku”, as the especially expected effects, the contribution to the restoration of beautiful city Tokyo surrounded by water and greenery corrido such as the realization of broad and substantial greenery road networks, and the improvement of environment and attractiveness of the city, are included.

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

e. Comprehensive Policy for Green Conservation

Especially for the challenges with respect to reducing existing green in private land and greening of all urban spaces, the Tokyo Metropolitan Government and the municipalities (except island area) jointly instituted “Comprehensive Policy for Green Conservation” to systematically conserve green in Tokyo in May 2010. In order to further promote the preservation of greenery as the planning period comes to an end, the policy was revised in July 2020, and based on the “Policy for Protecting Existing Greenery” and other policies, the amount of land to be reserved for greenery by FY 2029

was set at approx. 306 ha, and we are working to secure greenery in cooperation with local municipalities.

(2) Urban Landscape

a. Toward Creation of Attractive Urban Landscape

As the interest of citizen of Tokyo in good landscape is growing, affluence and sense of peace, furthermore adding cultural atmosphere, have been required in the future urban development.

In order to utilize various charms of Tokyo in the landscape creation, not only conventionally accumulating individual projects, we need to work on the landscape administration from a comprehensive viewpoint. For this reason, we have been conducting the efforts unique to Tokyo, such as enacting “Tokyo Metropolitan Government Landscape Ordinance” in December 1997, designating the distinctive landscapes and natures which are forming the landscape framework of Tokyo as the “Basic Landscape”, and promote landscape control by utilizing local characteristics, even before the central government enacted the law of the same concept.

The Landscapes Act was enacted in 2004, the system with certain amount of effectiveness to landscape design was established, and the Tokyo Metropolitan Government became “the Landscape administrative body” who is the responsible organization of measures under Landscapes Act. Taking this occasion, as we review our efforts in the past, and are promoting the cooperation with wide range of fields across inside and outside of the Bureau such as the City Planning, the architectural administration and the tourism policy, as well as utilizing Landscape Act, we are to pursue the system to create landscape control effectively.

We completely amended “Tokyo Metropolitan Government Landscape Ordinance” in October 2006, such as adding the provisions relating to the enforcement of the measures. Furthermore, we instituted the “Tokyo Metropolitan Landscape Plan” combining the efforts as Landscape administrative body and the efforts unique to Tokyo in March 2007.

With respect to the areas which have certain extent and landscapes or tourism resources with distinctive characteristics from others, including the “Basic landscapes” which are forming the main landscape structures of entire Tokyo Metropolitan area such as the Sumida River and Kokubunji Terrace, further including the vicinity of the Cultural Property Gardens and the surrounding area of the Waterfront Area, as we position those areas as “Landscape Creating Special Areas” in the notification system under Landscape Act, we will be promoting the landscape creation intensively, by designing landscape and regulating outdoor advertising materials integrally with respect to layout, height, size, color, configuration, design, outdoor facility and greenery.

Figure 3-20 Area Classification in Landscape Planning Area



Area Classification		Scope		Main Sizes Subject to Report (Building etc.)	
Basic Landscape	Waterfront	Water Area: Water areas including off Haneda, off Central Breakwater, off Kasai Rinkai Park Land Area: Land areas up to 50m from a waterfront and off Kasai area reclaimed by the Developed Land Readjustment Project		15m in height or more or total area 3,000 m ² or more	
	Sumida R.	Sumida R. and within 50m from the river sides.		15m in height or more or total area 1,000 m ² or more	
	Kanda R.	Kanda R. and within 30m from the river sides and Nihombashi R.			
	Tamagawa Josui W.S.	Both side within 100m from a center of Tamagawa Josui Water Supply		10m in height or more	
	Kokubunji Terrace	【Low Ground Side】 Within approx. 360m from the cliff	【Terrace Side】 Within approx. 80m from the cliff	10m in height or more or total area 1,000 m ² or more	
	Hilly Area	Within approx. 500m from a foot of hilly areas		10m in height or more	
Landscape Creating Special Areas	Cultural Property Gardens etc.	Within approx. between 100m and 300m from each periphery of Hamarikyū, Kyū Shiba Rikyū Garden, Kiyosumi Garden, Shinjuku Imperial Garden, Koishikawa Botanical Garden, Rikugien, Kyū-Iwasaki-tei Garden, Kyū-Furukawa Garden, Tonogayato Garden		20min in height or more	
	Waterfront	Especially focused area in the Basic Landscape of the Waterfront and Sumida R.		15m in height or more or total area 3,000 m ² or more (15 m in height or more or total area 1,000 m ² or more in the Sumida Basic Landscape area)	
	Ogasawara (Futami Port, Chichijima Surrounding Area)	Futami Port, Chichijima surrounding area		The third floor or more excluding basement or total area 300 m ² or more	
Others	General Areas	Areas other than the Basic Landscapes and the Landscape Creating Special Areas in Tokyo		【Special cities】 60min height or more or total area 30,000 m ² or more	【Municipalities】 45m in height or more or total area 15,000 m ² or more

Other than the notification under Landscapes Act, we have newly established “the Prior Consultation System in regard to the construction of large-scale buildings” as the efforts unique to Tokyo. By this, as we consult business operators with respect to the landscape from the planning and proposal stages, directed to the buildings which various urban development systems such as the Specified Block System and the Comprehensive Design System are applied to. We will try to promote their plans properly to contribute to the creation of a good landscape, such as the creation of urban area with a sense of unity, the conservation and regeneration of historic buildings and the development of public open space and green space.

Also we work on the realization of stately urban landscape, by positioning the most important areas in Tokyo in forming the landscape of Tokyo as the Landscape Guiding Area, and applying the standards specified in each area separately, such as to control the appropriate height of the building planned to build in the area surrounding the buildings symbolizing the capital city of Tokyo, including the Diet Building, the State Guest House, the Meiji memorial Picture Gallery and Tokyo Station Marunouchi Building, to conserve scenery views from the Cultural Property Gardens, and to promote stately landscape surrounding the Imperial palace.

Tokyo Metropolitan Government supports actively the municipalities who have intention to become the Landscape administrative body and itself conduct the landscape administration from a viewpoint that the municipalities closely related to local residents should make efforts to create a good landscape with residents, as well as promoting the realization of the beautiful and stately capital city Tokyo and the creation of the landscape appropriate for its community under the Tokyo Metropolitan Landscape Planning as the Landscape administrative body. In the meantime, it is important for Tokyo to create the landscape as the capital city, and urban areas lie across a boundary line of municipality so that they need to create the landscape integrally. Therefore, with respect to the measures on the wide-area landscape, we will work on the creation of the landscape from a broad-based viewpoint, coordinating and cooperating with the municipalities.

b. Townscape creation by the citizens of Tokyo themselves

We enacted the Ordinance on the Promotion of the Stylish Townscape Creation in Tokyo in March 2003, and established the townscape creation system that the citizen of Tokyo themselves mainly works on the creation of the townscape.

In this system, in promoting the townscape creation, the governor designates particularly important areas as the Key Townscape Area, and the committee (the Townscape Preparatory Committee) set up by the community residents mainly works on the integral creation of townscape, utilizing regional initiative. A townscape designer who assumes the townscape of the area is selected on the request of the committee, and the designer and local residents jointly institute the townscape guidelines which become a standard of the townscape creation in the area. In the Key Townscape Area where the governor approved its guidelines, as the construction business operators will consult the committee concerning the townscape in advance, the voluntary local townscape creation will be guided.

The characteristics of this ordinance are to institutionalize the townscape consultation between the private sector (the local committee) and the private sector (the business operators) so that a unique and attractive townscape can be created in harmony with community.

c. Good landscape creation by the regulation of outdoor advertising materials

The Tokyo Metropolitan Government enacted the Tokyo Metropolitan Ordinance on Outdoor Advertising Materials in 1949, and subsequently, we have been regulating outdoor advertising materials to maintain scenic beauty of community and to prevent dangers to the public, through several amendments on the ordinance.

As for the coordination with the townscape creation, we amended the ordinance and added “the Creation of Good Townscape” in its purpose as a result of the amendment of the Outdoor Advertisement Act and the report of the Tokyo Metropolitan Advertising Materials Committee (“the concept of future advertising material regulations in Tokyo”) in 2005.

Also, in the Tokyo Townscape Plan instituted in March 2007, as we designated the Cultural Property Gardens surrounding areas and waterfront areas as the particularly important areas (the Townscape Creation Special Area) in creating good townscape, we enact the regulations unique to the areas with respect to the landscape control on buildings and displays of outdoor advertising materials.

Furthermore, in order to secure the effectiveness of the regulation of outdoor advertising materials, we amended the Tokyo Metropolitan Ordinance on Outdoor Advertising Materials in April 2007, and have been able to regulate based on that ordinance. We established a new subsidy system to promote removal and modification of advertising materials subject to the regulation, in cooperation with the special cities since fiscal year 2009, and during three years by the end of fiscal year 2011, we removed and modified almost every advertising material subject to the regulation.

As for illegal advertising materials interfering with a good townscape, we enhanced the measures (to publish the violators' names and to create the new provision for a civil fine) by the amendment of the ordinance in 2005, and in order to improve the effectiveness of the control of illegal advertising materials, the approval seals are required to attach on the approved advertising materials since December 2008.

We will effectively enforce the regulation of outdoor advertising materials and actively work on the townscape improvement, in cooperation with the municipalities.

3 Supply and Treatment Facilities

(1) Water Supply Facilities

Following the addition of waterworks services to the City Ward Improvement Design in 1890, the prewar First Water Works Improvement Project and then the postwar Second Water Works Improvement Project (Tama River system) were decided and implemented in order to respond to the increase in water demand. Afterwards, the Murayama and Yamaguchi Dams were completed under the First Project, and then the Ogouchi Dam was completed under the Second Project.

(2) Sewage Facilities

The target areas of sewage services in the Special-ward area in the prewar time were limited to within the old Tokyo City (i.e. approximately the area inside the Yamanote Line and the west half of Koto area). After the adoption of the Tokyo City Sewerage Plan which is the bases of the present sewerage of the Special-ward area in 1950, the target areas were expanded to the entire Special-ward area by the revision of the Plan in 1962 and the addition of new areas in 1963. This was followed by partial changes. However, in order to respond to the increase in sewage discharge along with the urban development in these years, we carried out full-fledged revisions of the Plan for the areas east of Ara River (Kosuge, Kasai and Nakagawa treatment areas) in December 1974 and revision for five treatment areas in the areas west of the Ara River (Shibaura, Sunamachi, Ochiai, Morigasaki and Shingashi treatment areas) in July 1976.

The plans were changed gradually, with revisions in terms of the Odai and Shingashi treatment areas in 1981, the Mikawashima treatment area in 1983 and the Kasai treatment area in 1989, and the addition of the coastal area in 1989 and of the port reclamation center in February 1995 to the Kasai treatment area.

The dissemination project in the Special-ward area steadily progressed and the sewage coverage reached 100% at the end of the fiscal year 1994.

The outline of the current city planning on which decisions have been made is as follows: division of the 57,839 ha of drainage districts into 10 treatment areas, extension of main sewers to approximately 1,123 km, and development of 91 pumping facilities, 15 water reclamation centers, one water treatment centers and two sewage sludge incineration plants. In these regards, the Bureau of Sewerage has obtained approval for and implemented these city planning projects.

Although sewage services had already been in operation in some cities in the Tama area since around 1950, the full-fledged services started with the implementation of river basin sewerage services based on the “Three Tama Areas Comprehensive Drainage Plan (the second)” formulated by TMG in 1968.

The basin sewerage has a major purpose of achieving the water quality environmental standards of so-called public water bodies, including rivers, lakes and marshes, and the sea area, and of realizing a comfortable living environment in those basins, managed by multiple municipalities in the basin. After efficiently collecting and processing sewage from public sewers across administrative areas, it is released to rivers and other places. This basin sewer is composed of main facilities such as the main sewer line, a pumping station and an end treatment plant, and the prefectures are in principle responsible for construction and

maintenance.

The River Basin Sewerage Plan has divided 49,082 ha of 26 cities, three towns and one village into eight sewerage areas (Nogawa, Kitatama I, Kitatama II, the upper Tama River, Minamitama, Asakawa, Akigawa and the right bank of Ara River); city planning decisions have been made on seven water reclamation centers, two pumping facilities, and expansion of main sewers to approximately 232 km (including rainwater).

The sewage improvement projects outside the city planning areas include the specific public sewerage project for environmental protection in parts of Okutama Town and Hinohara Village.

Reference: Table 3-21 Current status of sewerage facilities (page 149)



Shibaura Water Reclamation Center (Photo by Bureau of Sewerage TMG)

(3) Waste Incineration Plants

With lively urban activities, Tokyo generates a huge amount of waste every year, hence how to achieve hygienic and efficient treatment and disposal of such waste is important issues.

As of April 2021, the City Plan has designated 21 waste incineration plants (e.g. Tamagawa Incineration Plant) and 16 waste treatment plants within the Special-ward area.

Reference: Table 3-22 Waste incineration plants in Special-ward area (page 150)

As for Tama and island areas, the Plan has designated 25 waste incineration plants (e.g. Hachioji Municipal Kitano Incineration Plant), 22 waste treatment plants and 12 wastewater treatment facilities.



Nerima Incineration Plant - Clean Authority of Tokyo
Waste disposal of the special wards HP

(4) District Heating and Cooling

The District Heating and Cooling is a system to consolidate the heat source equipment (e.g. boilers and freezing machines) that used to be installed in each building into the District Heating and Cooling Plant, thereby supplying necessary heating media (i.e. steam, hot and cold water) through conveyance pipes to buildings in certain areas and providing air conditioning and hot water thereto. In Tokyo, as of April 1, 2021, the city planning decisions have been made in 71 areas.

4 Rivers and others

In the postwar era, urbanized areas have expanded to the periphery of Tokyo due to population explosion; many places, not to mention lowlands, as a result, have suffered from river overflow and flooding caused by typhoons or torrential rains. In this regard, TMG has carried out various types of river improvement projects in order to protect citizens from such flood disaster.

(1) Rivers

For the purpose of preventing flood disasters by improving rivers that are likely to flood, the city planning decisions have been made on 38 rivers (e.g. Kanda, Shakujii, and Nogawa Rivers), the total length of which is approximately 326 km.

(2) Canals

The plans for canals were decided in 1947; however, there has been a significant trend in the replacement of canals by land traffic thereafter, which resulted in the abolition and reduction of the plans in 1964, leaving only six canals (e.g. Furukawa and Onagigawa Rivers) to this day.

(3) Tidal Sluices

Tidal sluices are intended to protect lowlands in Koto and Kamata from the high tide; city planning decisions have been made on two sea embankments, 27 riverbank embankments and one tide sluice.

In addition, the Bureaus of Construction and Port and Harbor, TMG, have carried out the projects on high-tide measures.

5 Other Urban Facilities

(1) Markets

As of April 1, 2021, for wholesale markets, there are 11 markets, including Ota Market and one meat market in the Special-ward area in operation as the City Planning Facilities. In the Tama area, there are two markets – “Tama New Town Market” and “Tokyo Tama Seika Kunitachi Wholesale Market” (a local wholesale market) – in operation as the City Planning Facilities. However, due to rapid changes in the environment surrounding wholesale markets, in the “10th TMG Wholesale Market Development Plan”, we shall promote to ensure the functionality required for a wholesale market and make efforts responding to the needs of the times.

Also, Tsukiji Market was relocated to the Toyosu area in October 2018.

In addition, with the opening of Toyosu Market, abolition procedures for city planning facilities at Tsukiji Market were completed, in fiscal 2019.

(2) Slaughterhouses

In the Special-ward area, a city planning decision was made on the establishment of the Shibaura Slaughterhouse in Konan 2, Minato-ku. Currently, it is operated as part of the meat market of the Central Wholesale Market, the area of which is about 6.2 ha, decision overlapped with the meat market.

In the island areas, city planning decisions have been made on two slaughterhouses, including Hachijomachi Slaughterhouse.

(3) Crematoria

As of April 1, 2021, in the Special-ward area, there are seven crematoria on which city planning decisions have been made: one TMG operated crematorium (Mizue), one operated partly by an administrative association (Seaside Regional Funeral Hall) and the others by private sectors. Also, there are seven crematoria in the Tama area and ten in the island areas on which city planning decisions have been made.

(4) Collective Housing Facilities

Collective housing facilities are urban facilities set forth in the City Planning Act; a collective housing facility has a group of 50 houses or more in a single housing complex with other facilities such as walkways attached thereto.

This is intended to carry out the development of housing complexes together with that of public facilities (roads, parks, shops, etc.). As of March 31, 2021, there are 36 housing complexes in the Special-ward area and 46 in Tama area, that is, 82 in total (a complex that covers two or more city planning areas is counted as one) and about 70,000 houses are set forth in the City Plans.

(5) Collective Government and Public Office Facilities

Collective government and public office facilities are set forth in the City Planning Act and intended to be constructed systematically together with associated facilities so that the buildings of the national or local government are concentrated in certain urban area corresponding to the functions of those buildings, to improve public convenience and to promote efficiency in public services together with pursuing high-level land use.

In Tokyo, a city planning decision has been made in the Kasumigaseki area (about 103 ha) in 1958 (revised afterwards in 2004).

(6) Distribution Business Parks (Projects for Developing Urban Distribution Centers)

In order to streamline road traffic and improve distribution functions, the Act Concerning the Improvement of Urban Distribution Centers was enforced in July 1966 (and then partially revised in May 1993).

In accordance with the “Basic Policy for Distribution Facility Development” that was adopted in December 1966, TMG decided to develop urban distribution centers in five areas – the south area (two Wards in Keihin), northwest (Itabashi), north (Adachi), east (Kasai), and southwest. As for the south area (about 73.7 ha), northwest (about 31.4 ha), north (about 33.3 ha) and east (about 51.7 ha), TMG has designated them as distribution business zones and made city planning decisions on those distribution business parks, thereby launching projects and providing services.

In 2020, the south area distribution business park underwent city planning changes in order to promote appropriate renewal.

Reference: Table 3-23 Current status of development of urban areas for distribution business (page 148)



South distribution business complex (Provided by Japan Motor Terminal Co., Ltd.)