

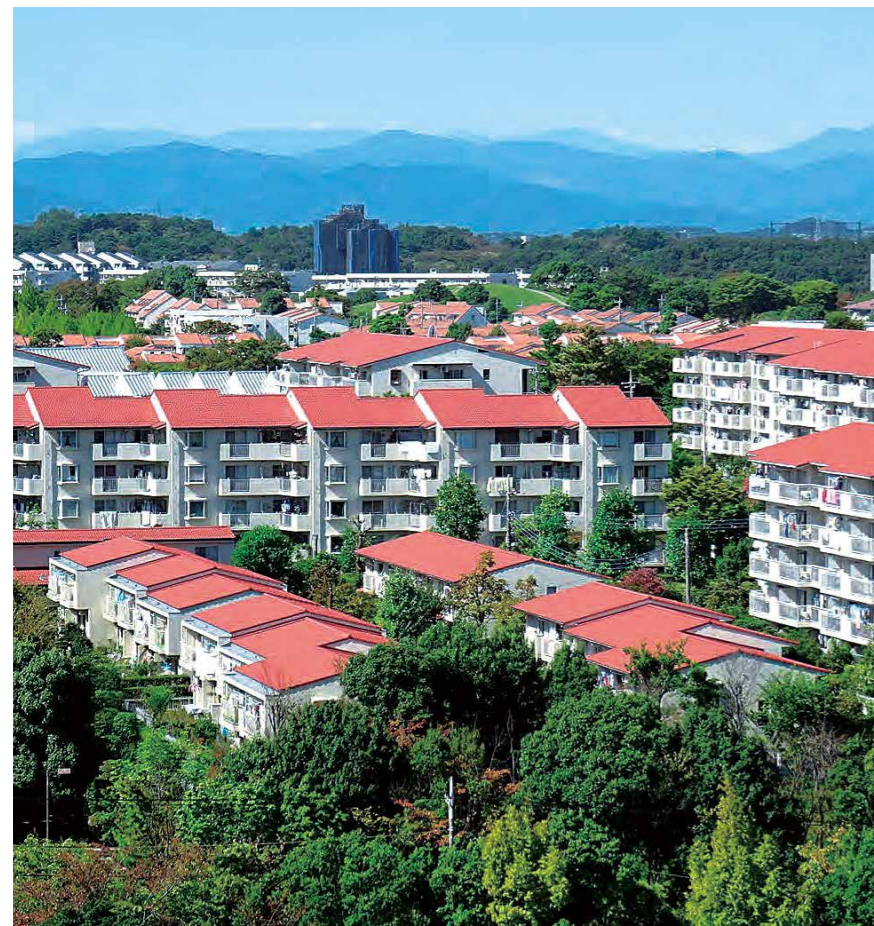
# Construction of Tama New Town

From the early 1960s, unplanned urban sprawl progressing at a speed surpassing that of the construction of roads, sewers and other infrastructure was a major issue for city planning.

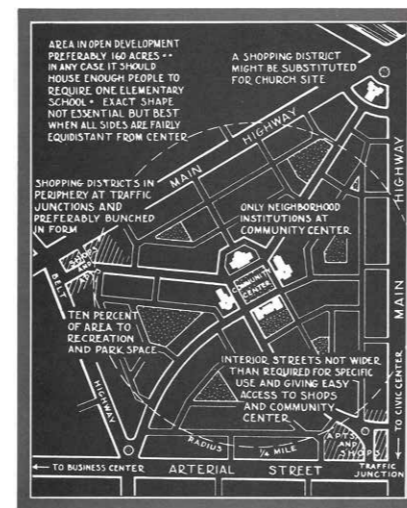
In order to respond to this urban sprawl and the lack of residential land in the National Capital Region due to the population increase, the basic policy for construction of Tama New Town was determined in 1964. The planned district was about 14 kilometers from east to west, and 2 to 3 kilometers

from north to south, with an area of 3,016 hectares, and the planned population was 300,000.

It started accepting residents in 1971, and today it is a composite center of the Tama Area, with not just residences, but also business, commercial, educational, cultural, and other facilities, and a population of around 220,000.



**Tama New Town was developed based on Clarence A. Perry's neighborhood unit theory**  
Source: Wikimedia Commons.



**The principle of the neighborhood unit**  
Source: A concept drawing released in 1924, taken from "The Neighborhood Unit" by Clarence A. Perry, Kajima Institute Publishing.

**General structure of Tama New Town (from 1969)**  
The planned development of Tama New Town was based on the neighborhood unit theory. This theory proposes the formation of neighborhood units demarcated by arterial roads, with schools, community centers, parks, and other facilities located within the area. Tama New Town was divided into 21 neighborhood units, which were based on the unit of middle school districts. By separating pedestrian and vehicular traffic, unnecessary through-traffic was removed from living areas. Each neighborhood unit had elementary and middle schools, parks, and a center with commercial and other facilities. These neighborhood units were also combined to form districts, and a district center was located in the center (near a railway station).  
Source: "Tama New Town Plan." Urban Renaissance Agency website.



**Location of Tama New Town**  
Tama New Town is located in the Tama hills in southwest Tokyo. It spreads across the four cities of Hachioji, Machida, Tama and Inagi. Linking Tama New Town to the city center are the Keio Sagami-hara Line and Odakyu Tama Line. It takes about 30 minutes from Tama Center to Shinjuku. A good public transit network in the north-south direction of the Tama area has been built with the Tama Intercity Monorail linking Kamikitadai and Tama Center stations.  
Source: Bureau of Urban Development, Tokyo Metropolitan Government.



**Late 60s to early 70s** The area was mostly forests and fields.  
Source: *Tokyo koho (bunkazai kankei) sono 2* (Tokyo PR paper (Cultural assets) Part 2), Minamitama New Town Development Office document. From the collection of Tama City Cultural Foundation.



**Circa 1969** Site preparation work underway  
Source: *17 juku no zosei koji* (Site preparation of residential unit 17), Minamitama New Town Development Office document. From the collection of Tama City Cultural Foundation.



**Circa 1971** Construction of housing developments in progress  
Source: *Suwa/Nagayama danchi no ima, mukashi* (Suwa/Nagayama housing development today and yesterday), documents donated by the Urban Renaissance Agency. From the collection of the Tama City Cultural Foundation.



**1970** The Tokyo Metropolitan Government introduces the Tama New Town development project at Japan's first housing industry exhibition.  
Source: *Dai 1-kai GL show kaikaishiki no yosunado* (First Good Living Show Opening Ceremony, etc.), Minamitama New Town Development Office document. From the collection of Tama City Cultural Foundation.



**Circa 1979** Tama Center Station  
Source: Minamitama New Town Development Office document. From the collection of Tama City Cultural Foundation.



**2003** Tama Center Station  
Source: Documents donated by the Urban Renaissance Agency. From the collection of the Tama City Cultural Foundation.



**Green route along a brook and Tama New Town housing**  
Rich nature still remains in Tama New Town, and with the development of large roads as well, it has an environment that is comfortable for families. Notably, in the Nagaike district that spreads out over the southern side of the Keio line between Keio-horinouchi Station and Minami-osawa Station, a quiet residential area has been formed around Nagaike Park and a green route along a brook that flow from there.