

Urban Development in Tokyo

**Evolving into an “Environmentally-advanced”
City that offers appeal and vitality to emerge
as the world’s role model**



Regional Coordination Section

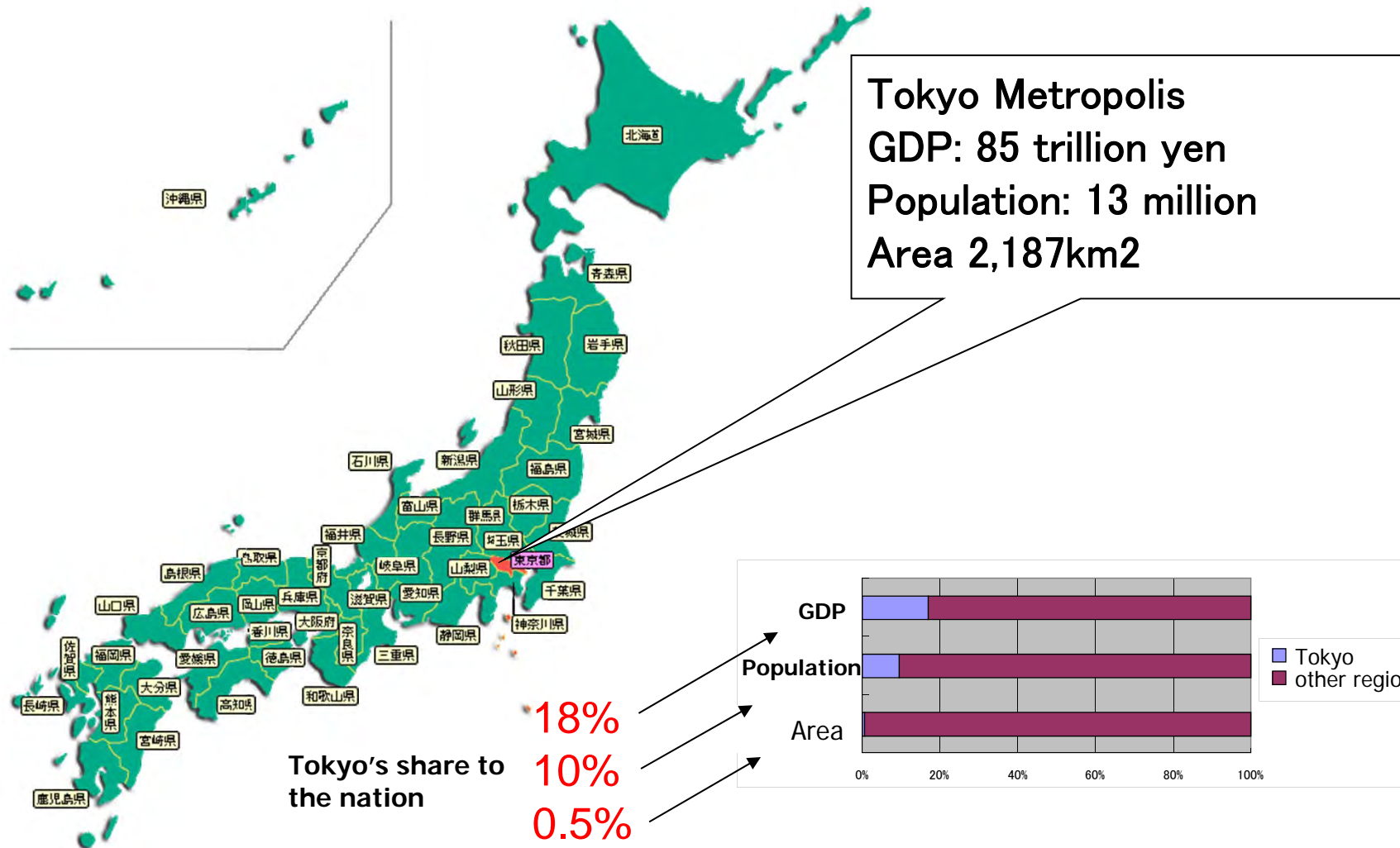
TOKYO METROPOLITAN GOVERNMENT 1



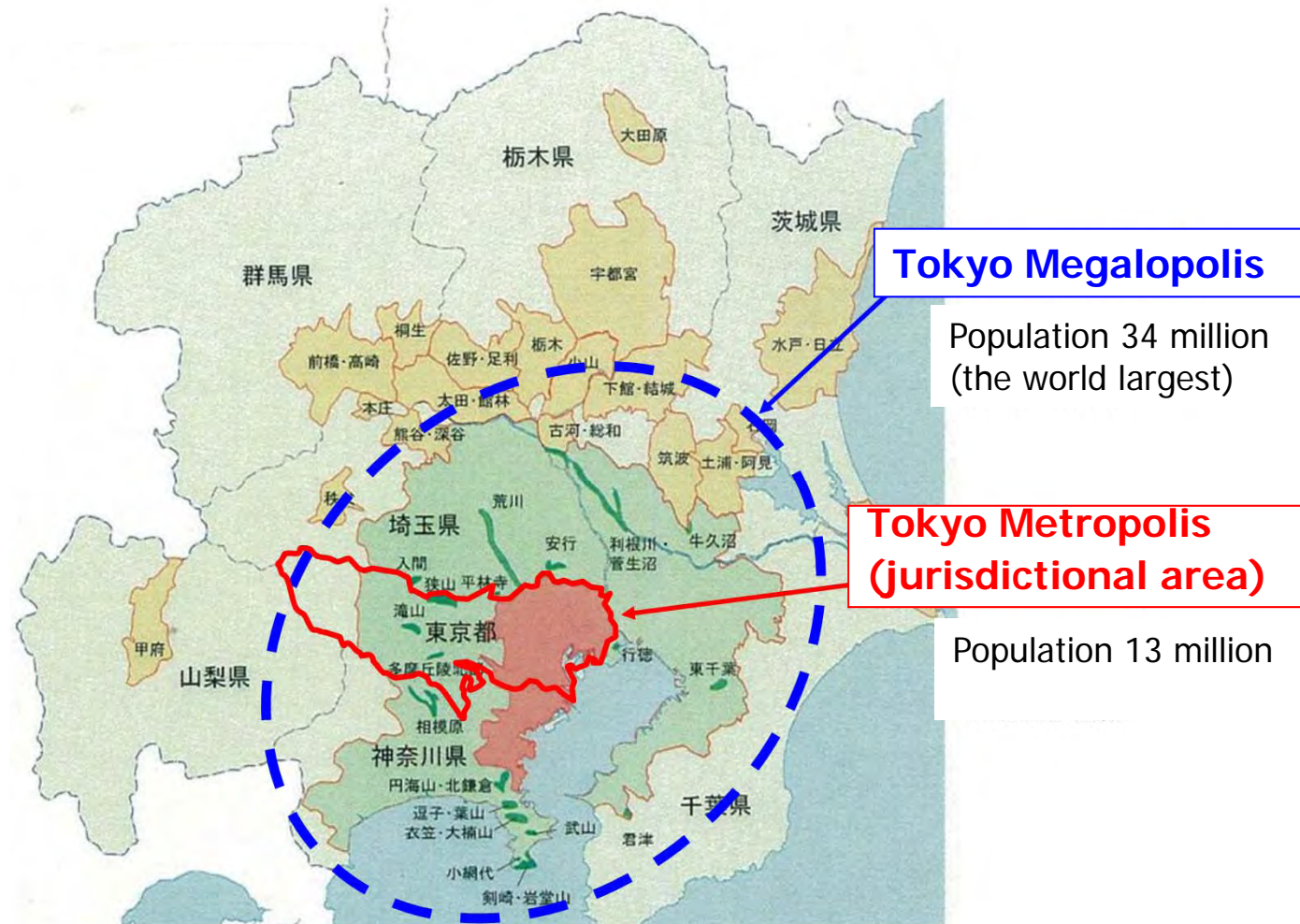
Contents

- Outline of Tokyo
- Urban Development in Tokyo
 - The Urban Development Vision for Tokyo

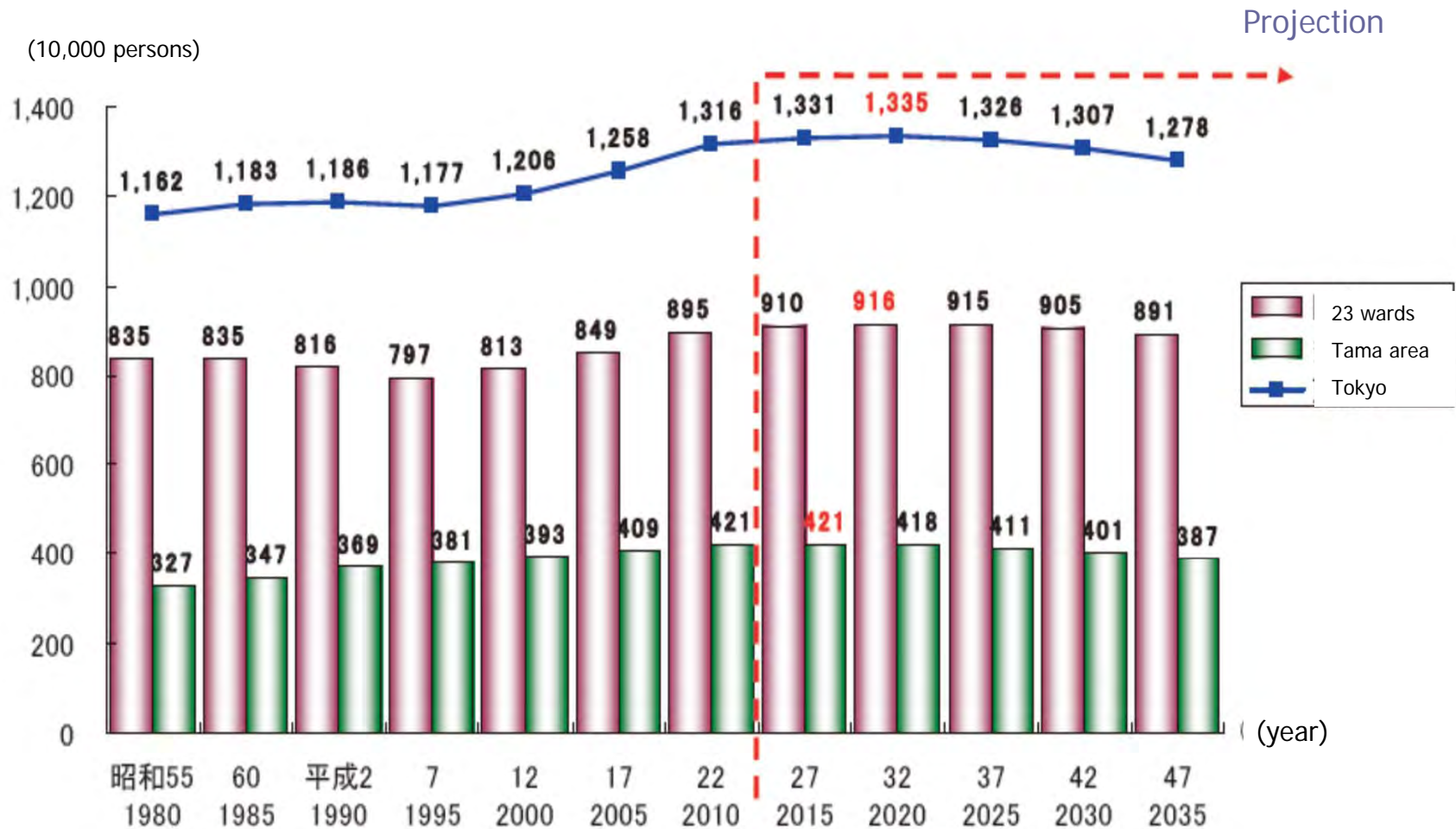
Location of Tokyo



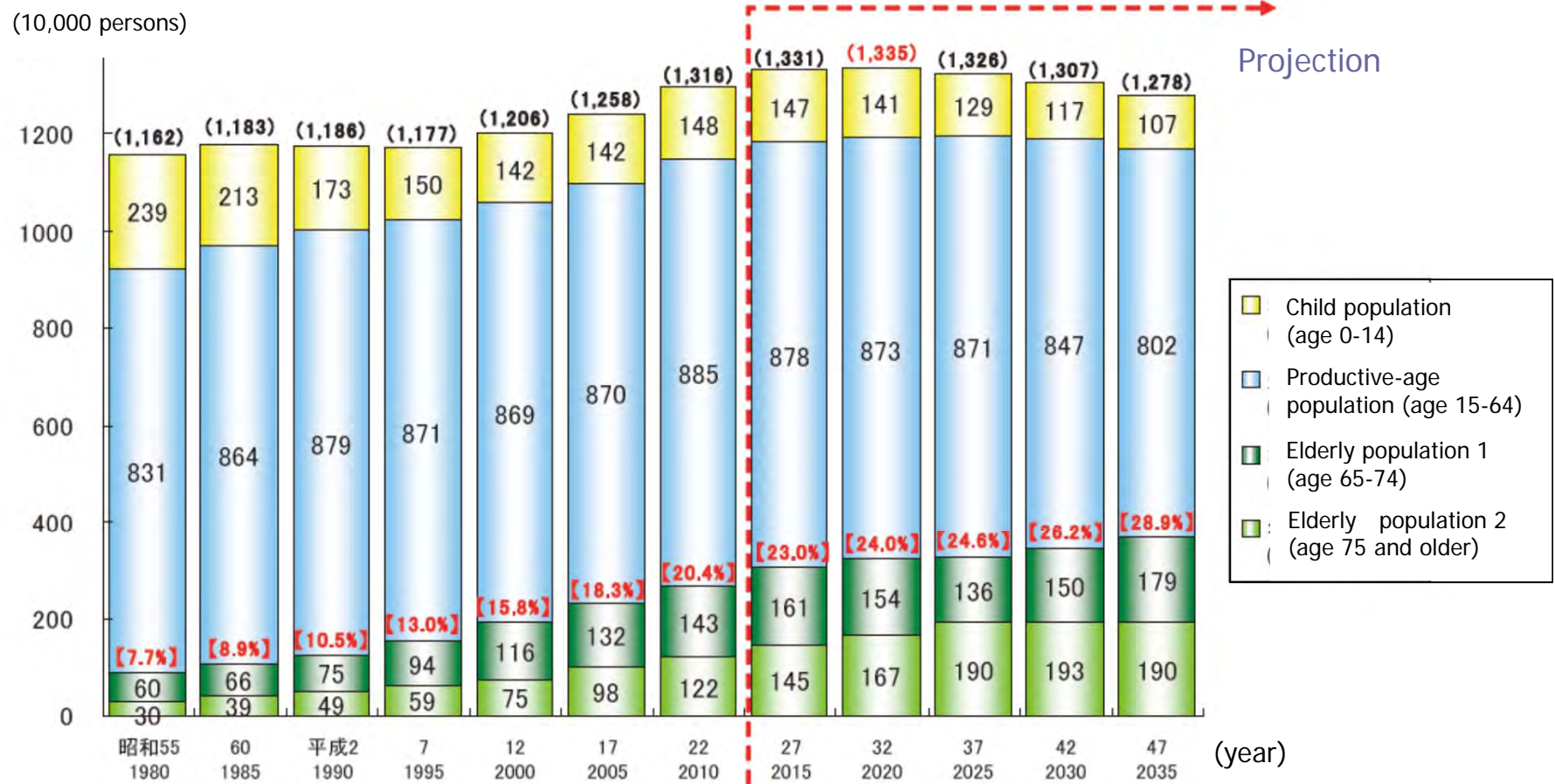
Tokyo Megalopolis



The population of Tokyo will start to decrease in 2020



Unprecedented speed into an aged society





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Situations surrounding today's Tokyo

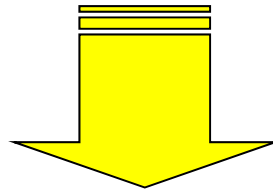
- Intensifying interurban competition, diminishing international competitiveness
- Worsening global environmental problems, i.e. global warming
- Enhancing consciences toward nearby greenery and landscape
- Urgent preparedness against a future earthquake
- Aging large-scale housing complexes



Basic Philosophy and Goals

TMG revised Urban Development Vision in July 2009 in response properly and swiftly to emerging needs of residents and issues of the era.

Emphasis on **Environment**, **Greenery** and **Landscape** in addition to reinforcing international competitiveness and securing public safety



**Evolving into an “Environmentally-advanced”
City that offers appeal and vitality to emerge as
the world’s role model**

Basic Philosophy and Goals





Basic Strategy

- To realize Basic Philosophy and Goals, TMG demonstrates basic strategies concentrating on infrastructure development.

Basic strategy 1: Reinforcing wide-area transport infrastructures

Basic strategy 2: Forming hubs for boosting economic vitality

Basic strategy 3: Converting Tokyo into low-carbon city

Basic strategy 4: Creating Water and Greenery network

Basic strategy 5: Creating beautiful urban space

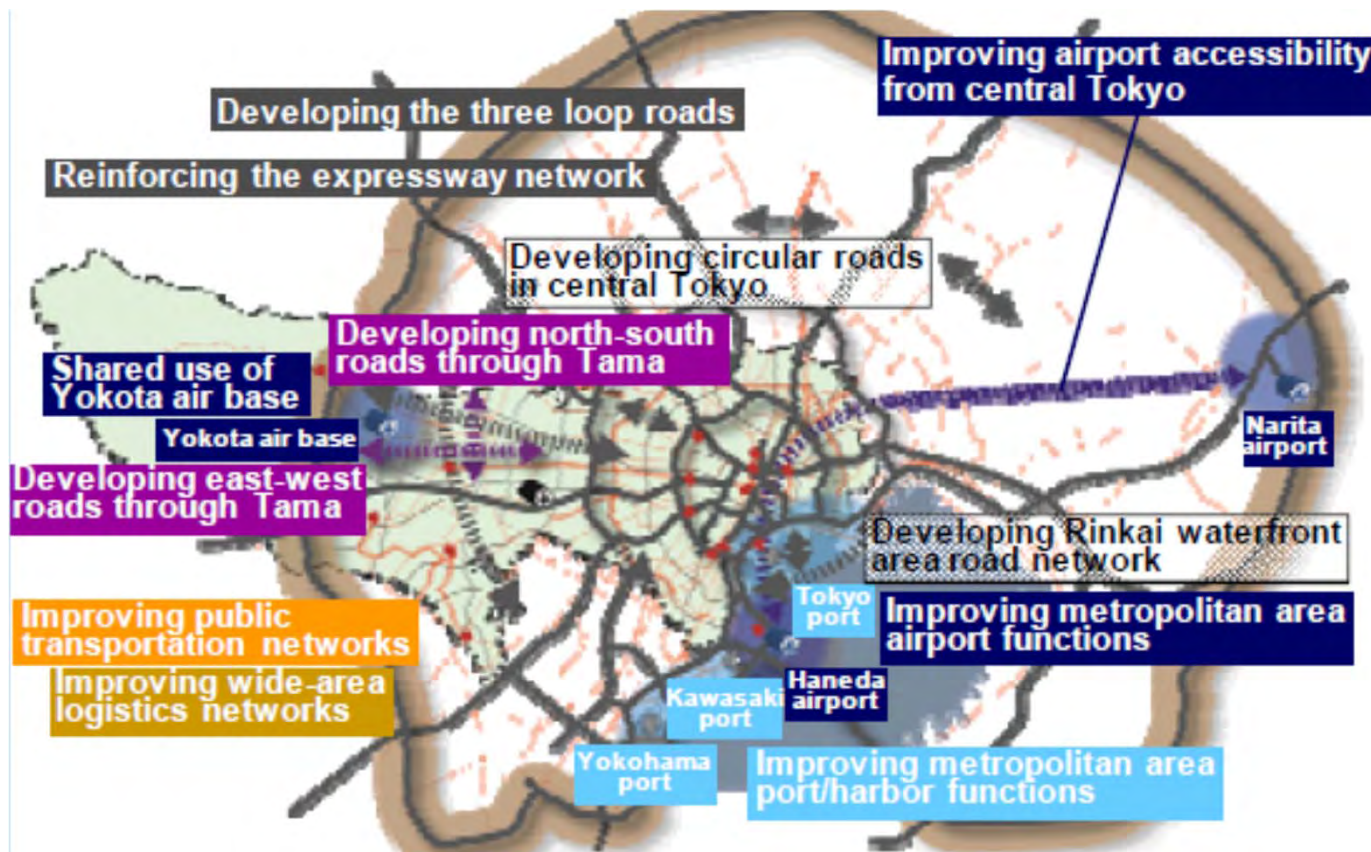
Basic strategy 6: Creating a higher residential standard

Basic strategy 7: Creating a disaster-resistant city

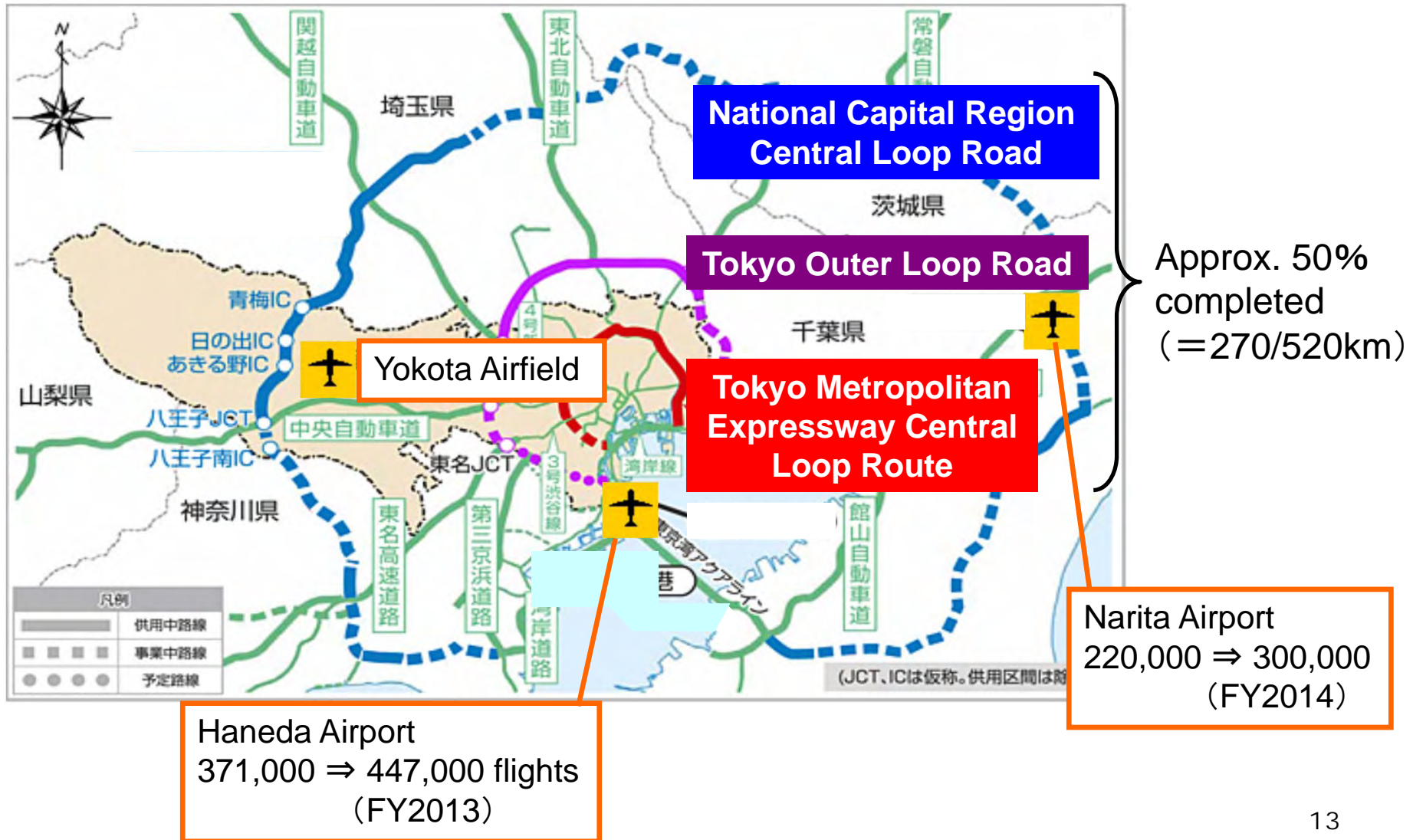
Basic strategy 1

Reinforcing wide-area transport infrastructures

Reinforcing wide-area transport infrastructures as the foundation for enabling integral delivery of metropolitan functions and maintaining / improving international competitiveness



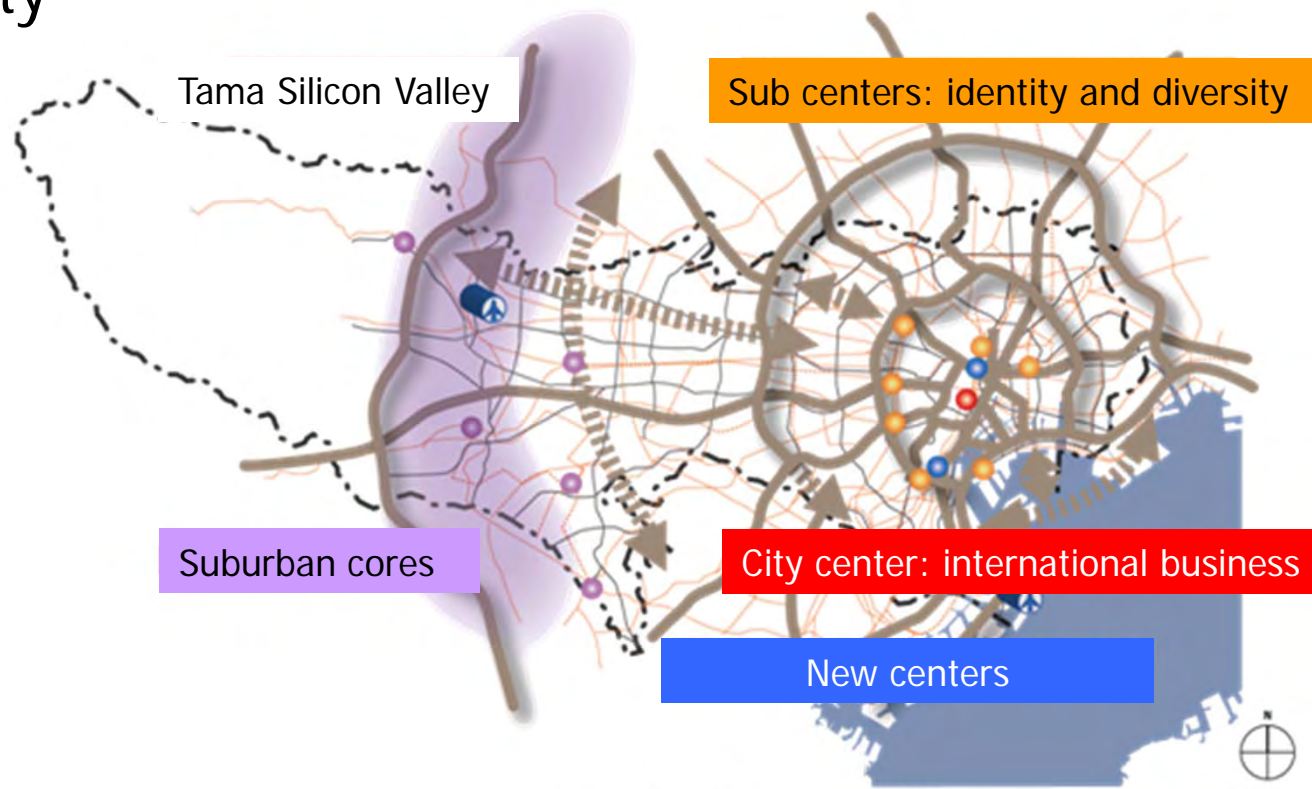
Building a regional land, sea, and air transportation network



Basic strategy 2

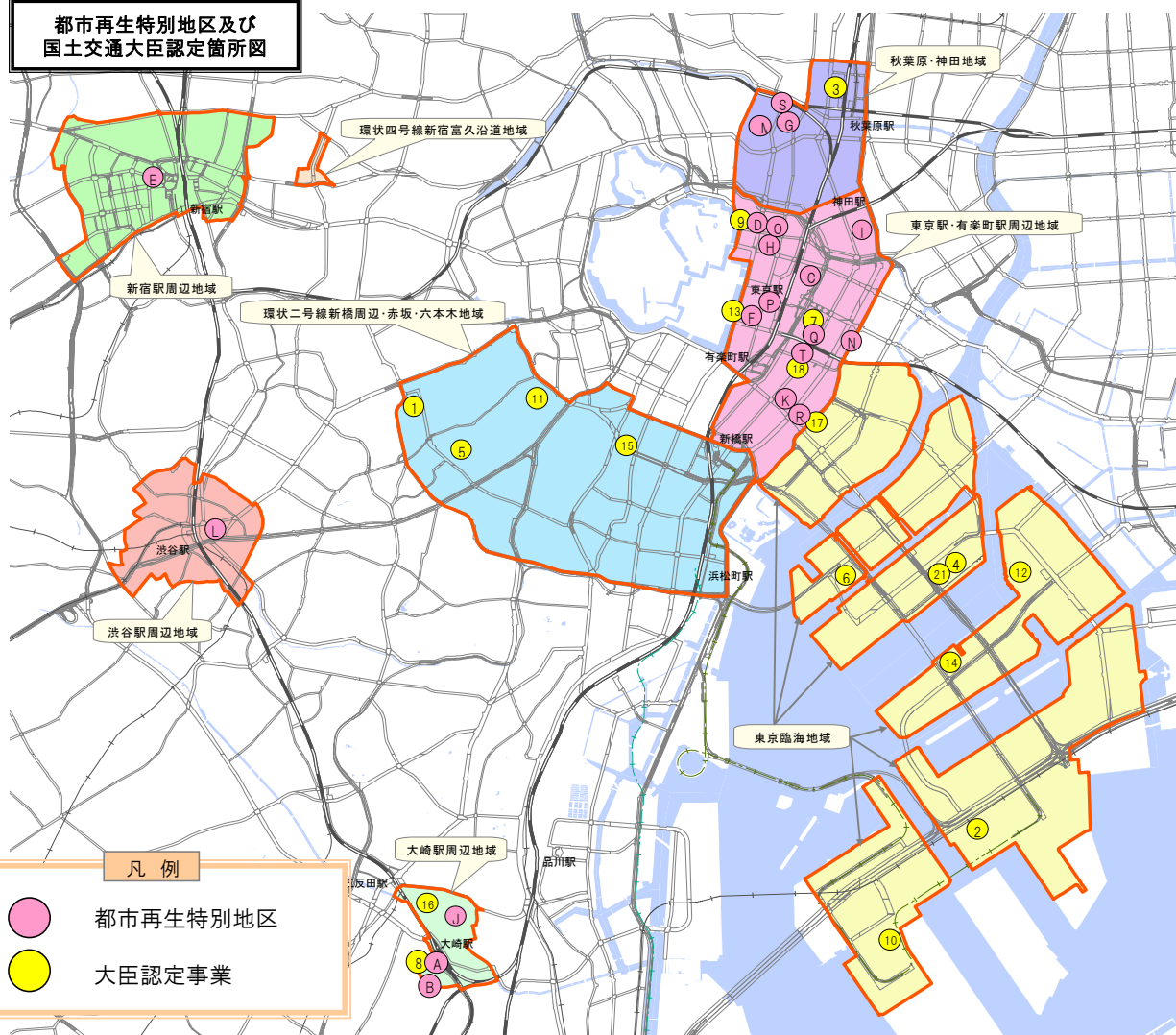
Forming hubs for boosting economic vitality

Concentrating international business functions and other distinctive functions with many appeals at urban hubs in city centers and sub centers, in order to boost Tokyo's economic vitality



Urban renaissance Project

都市再生特別地区及び
国土交通大臣認定箇所図



(平成23年4月現在)

緊急整備地域名	番号	名称	備考
東京駅・有楽町駅 周辺地域 (約320ha)	(C)	丸の内1-1地区	H17.6.15 告示
	(D)	大手町地区	H18.1.23 告示
	(E)	丸の内2-1地区	H18.8.22 告示
	(F)	大手町1-6地区	H19.8.22 告示
	(I)	日本橋室町東地区	H19.8.22 告示
	(K)	銀座四丁目6地区	H20.3.7 告示
	(N)	京橋二丁目16地区	H20.6.20 告示
	(O)	大手町地区Bゾーン	H21.3.6 告示
	(P)	丸の内二丁目7地区	H21.3.6 告示
	(Q)	京橋二丁目3地区	H21.6.22 告示
	(R)	銀座四丁目12地区	H21.6.22 告示
	(T)	京橋三丁目1地区	H22.3.5 告示
	(7)	東京駅八重洲口開発事業	H16.12.10 認定
	(8)	大手町地区 第一次再開発事業	H17.11.18 認定
	(13)	三菱商事・古河ビル・丸の内 八重洲ビル建替計画	H18.11.20 認定
(17)	銀座四丁目12地区	H22.2.24 認定	
(18)	京橋三丁目1地区	H22.7.12 認定	
環状二号线新橋周辺 ・赤坂・六本木地域 (約590ha)	(1)	南青山一丁目団地 建替プロジェクト	H15.1.30 認定
	(5)	東京ミッドタウンプロジェクト	H16.5.14 認定
	(11)	赤坂五丁目TBS開発計画	H18.3.23 認定
	(15)	加賀アーク本郷地区 第一種市街地再開発事業	H21.10.21 認定
秋葉原・神田地域 (約160ha)	(6)	淡路町二丁目西部地区	H19.4.6 告示
	(M)	神田駿河台三丁目9地区	H20.6.20 告示
	(S)	神田駿河台四丁目6地区	H22.3.5 告示
東京臨海地域 (約1,010ha)	(3)	UDXビル計画	H15.10.24 認定
	(2)	臨海副都心有明南 LM2-3区画開発事業	H15.10.24 認定
	(4)	晴海二丁目地区 都市再生事業	H16.2.27 認定
	(6)	勝どき六丁目地区第一種 市街地再開発事業	H16.12.10 認定
	(10)	フジテレビ臨海副都心 スタジオ計画	H18.3.23 認定
	(12)	豊洲二丁目4-1街区・6街区 商業施設建設事業	H18.6.19 認定
	(14)	有明南プロジェクト	H21.3.16 認定
新宿駅周辺地域 (約220ha)	(21)	(仮称)晴海二丁目第2-4街 区計画	H23.3.28 認定
	(E)	西新宿一丁目7地区	H18.3.10 告示
大崎駅周辺地域 (約60ha)	(A)	大崎駅西口E東地区	H16.1.20 告示
	(B)	大崎駅西口A地区	H17.3.11 告示
	(7)	北品川五丁目第1地区	H19.8.22 告示
	(8)	大崎西口開発 (仮称)東五反田地区(B地 区)開発計画	H17.3.11 認定
渋谷駅周辺地域 (約139ha)	(16)	(仮称)東五反田地区(B地 区)開発計画	H22.2.24 認定
	(L)	渋谷二丁目21地区	H20.3.7 告示

(19)H22.8認定)

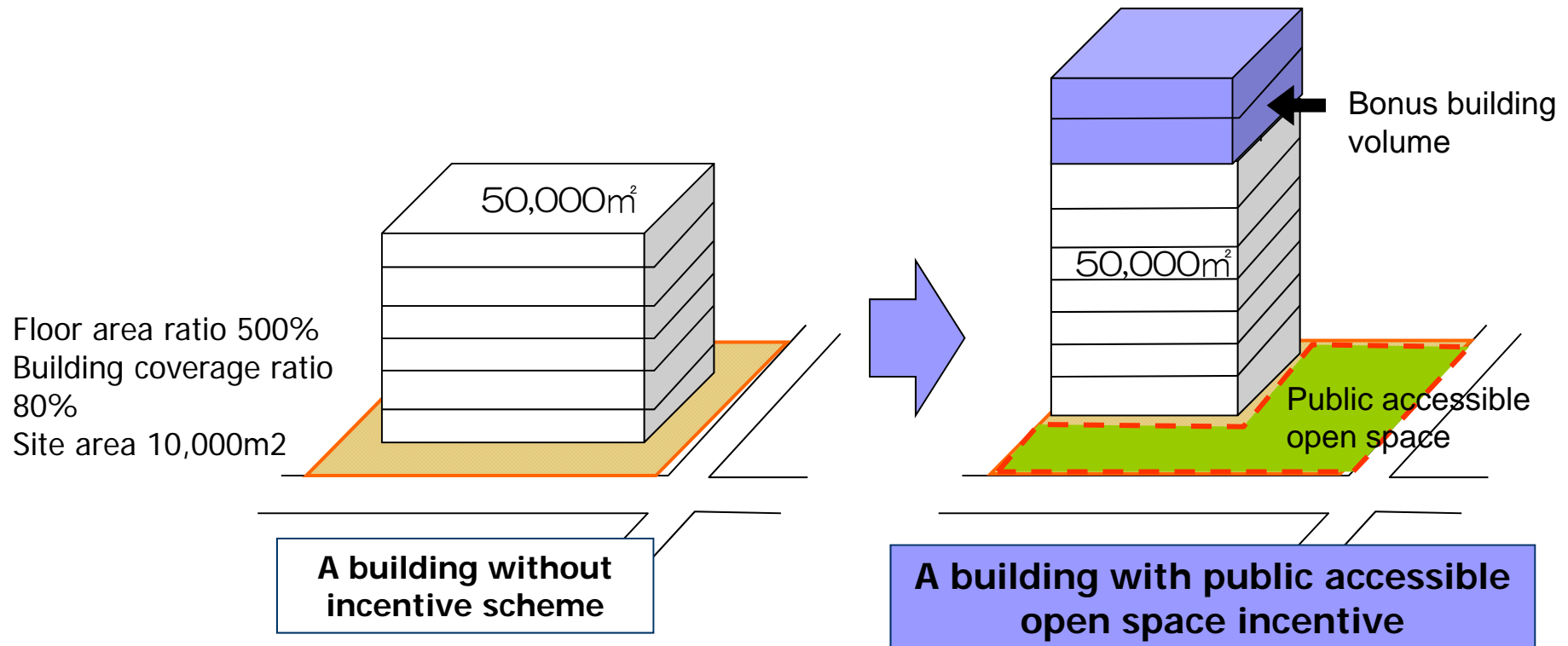
(20)H22.10認定)

Designation of urban renaissance district : 20 projects

Minister authorization : 21 projects

Various urban development schemes

Schemes that intend to give incentives to a buildings plan, which contributes to creating good-quality urban environment, regarding building volume

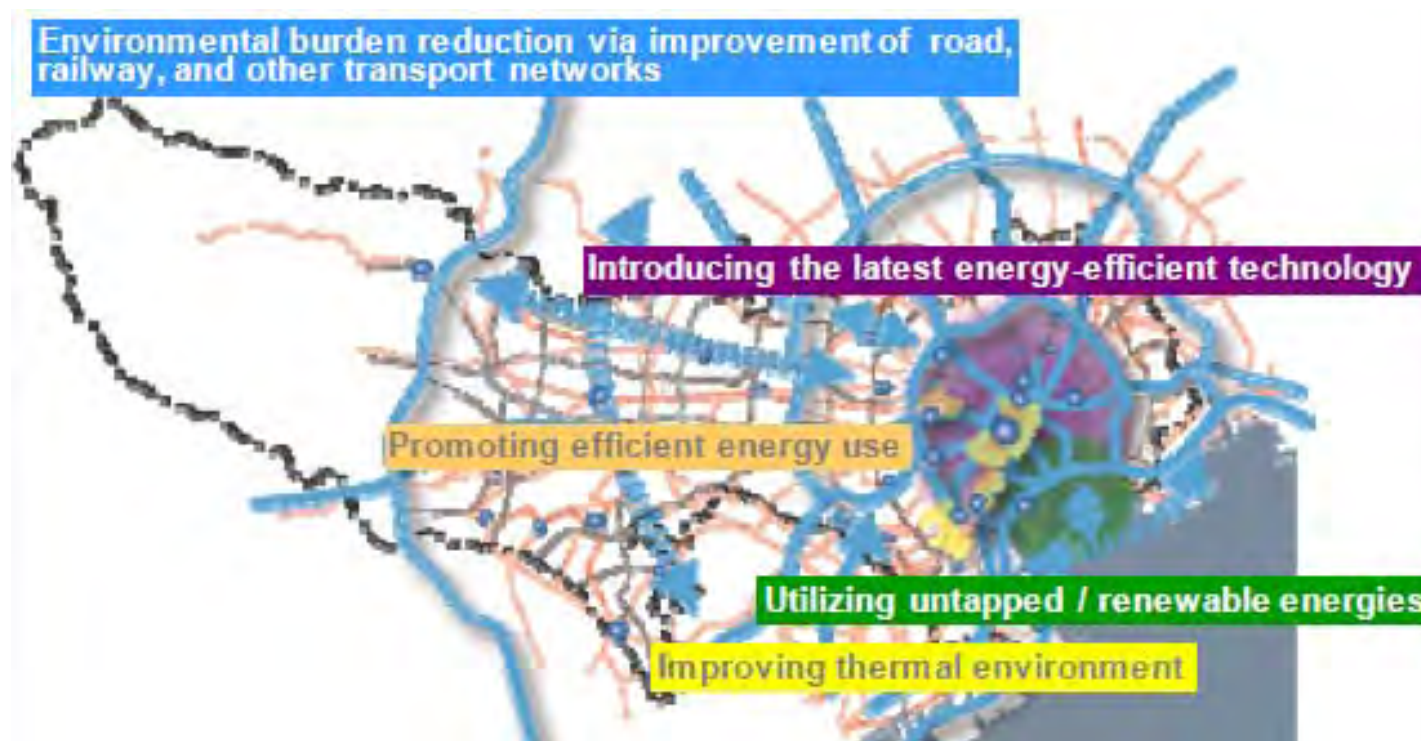


Public accessible open space in private domain: open space inside building site that open to the public all the time and that are usable for pedestrians to walk through

Basic strategy 3

Converting Tokyo into low-carbon city

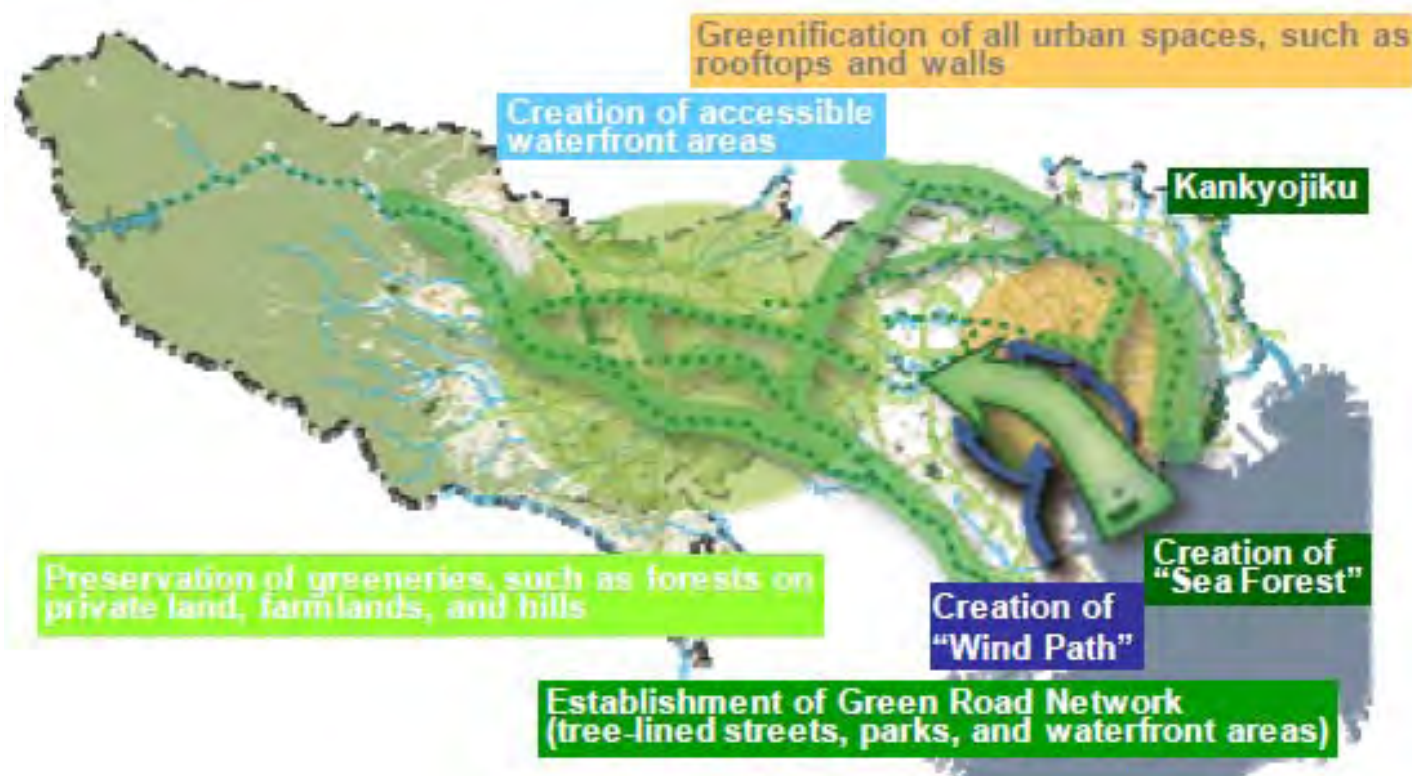
Reducing environmental strains to coincide urban development projects, and completing trunk motorways such as the three loop roads as the city's transport backbones, in order to reduce CO2 emissions and promote the development of low-carbon city



Basic strategy 4

Creating Water and Greenery network

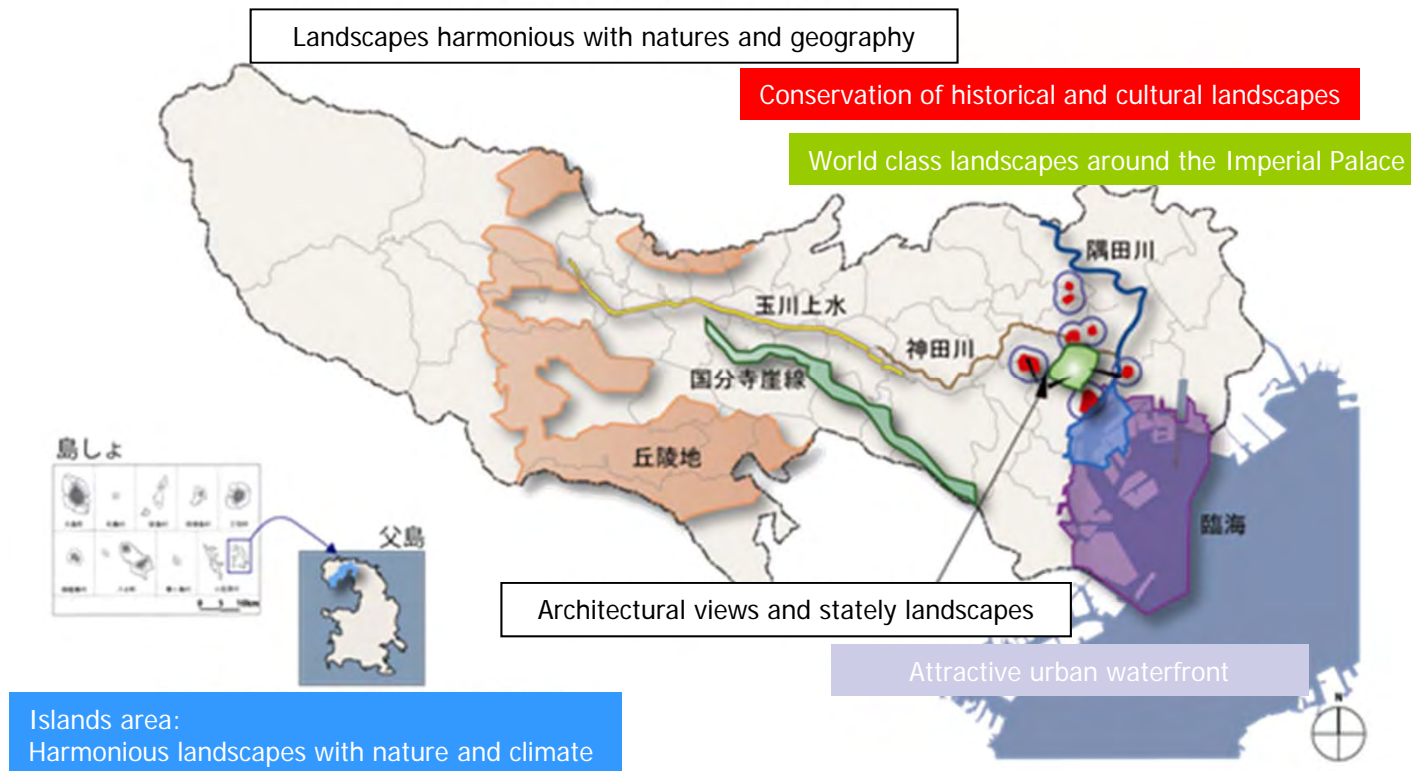
Preserving valuable greeneries in city areas, creating accessible waterfront space, and enriching greenery along trunk motorways in order to create a network of water and greenery



Basic strategy 5

Creating beautiful urban space

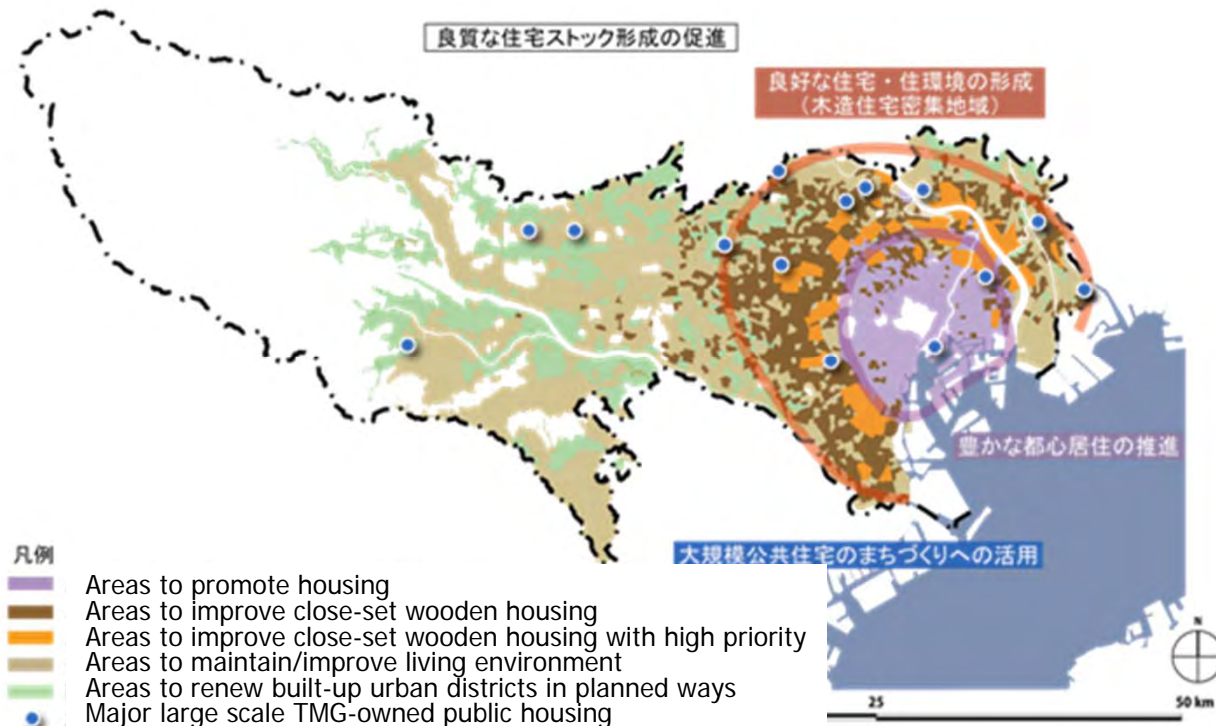
Establishing world class landscape around the Imperial Palace, and preserving other historical and cultural landscapes, in order to create beautiful urban space in the capital Tokyo



Basic strategy 6

Creating a higher residential standard

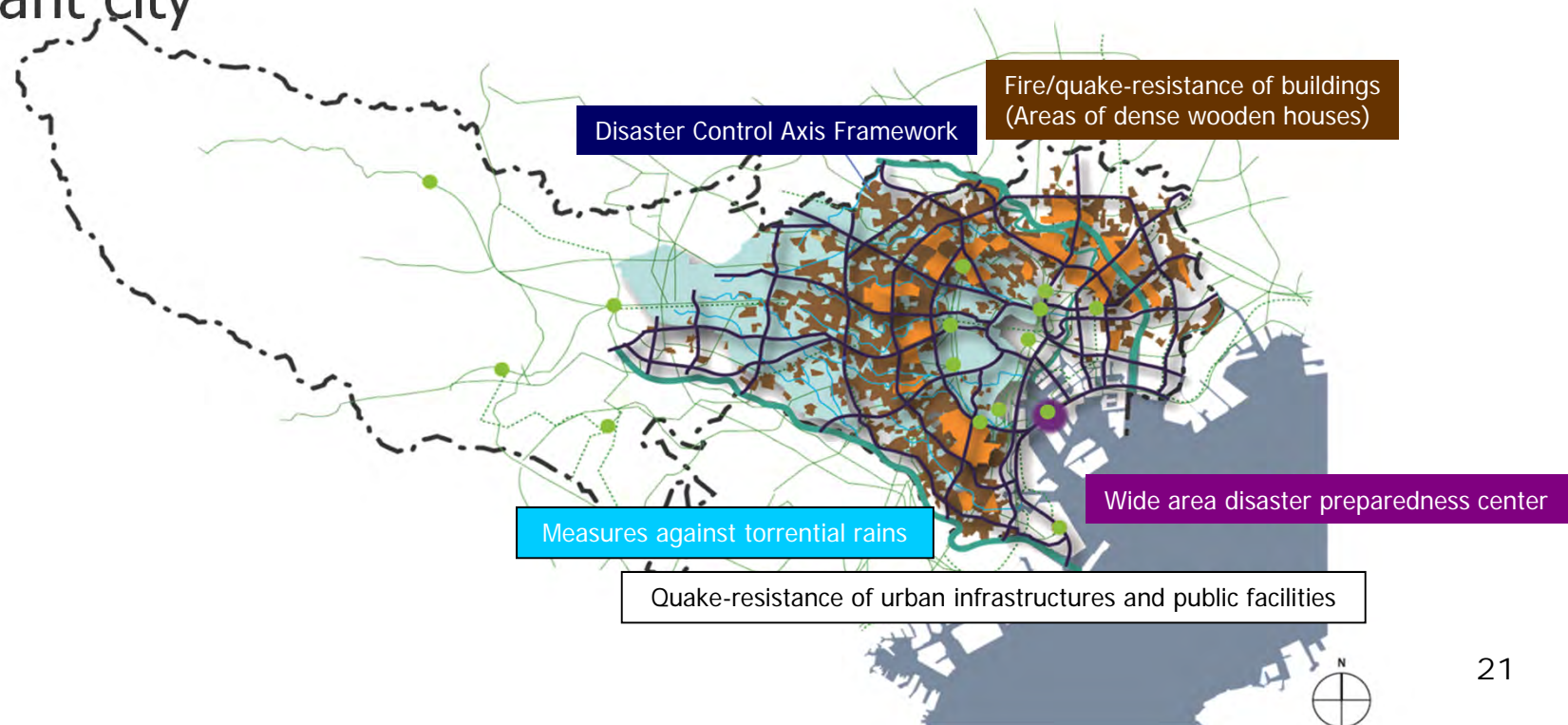
Promoting urban living to establish a residential environment with work/living proximity, and establishing high quality and environmentally friendly residential stock in order to raise the residential standard



Basic strategy 7

Creating a disaster-resistant city

Resolving areas with heavy concentration of wooden residential homes, improving firebreak belts (e.g. Disaster Control Axis Framework), and upgrading quake-resistance of urban infrastructures/public facilities, in order to actualize a disaster-resistant city





Urban Development based policy inducement

Urban structure that Tokyo aspires to be

○ Urban structure of Tokyo

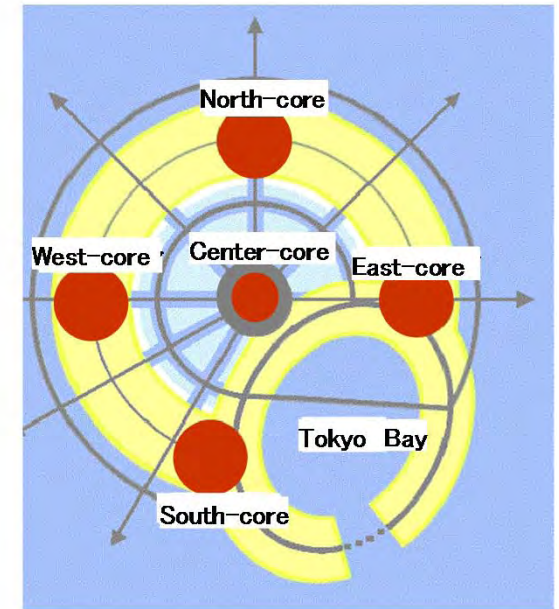
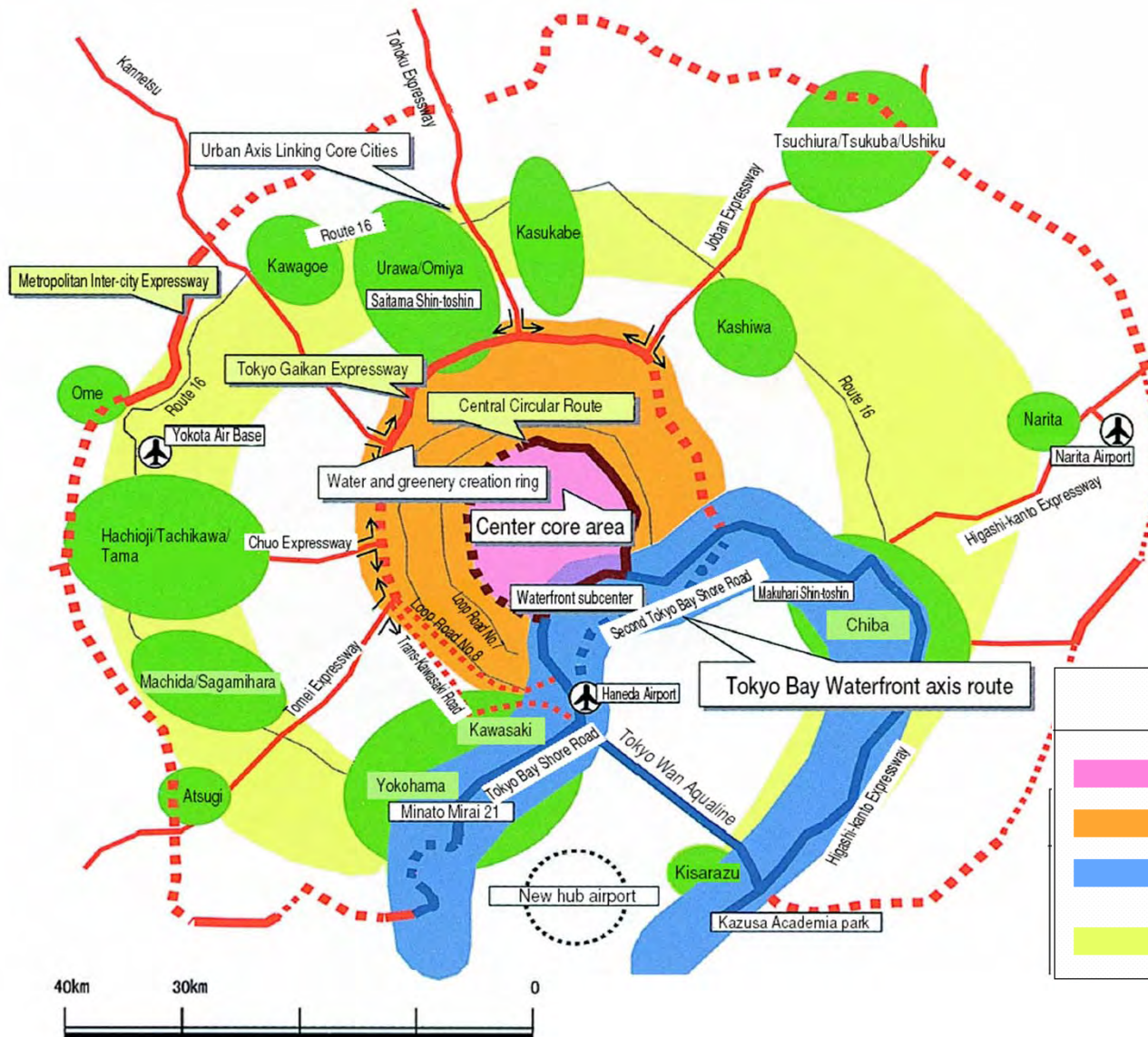
- Tokyo metropolitan district
Formulation of The Circular Megalopolis Structure
- Local district
Realignment for the development of compact city hubs

○ Local characteristics Zone

- Five zones based on the underling framework of the Circular Megalopolis Structure
- Five zone's Strategies

Urban development that reflects local characteristics

“The Circular Megalopolis Structure”



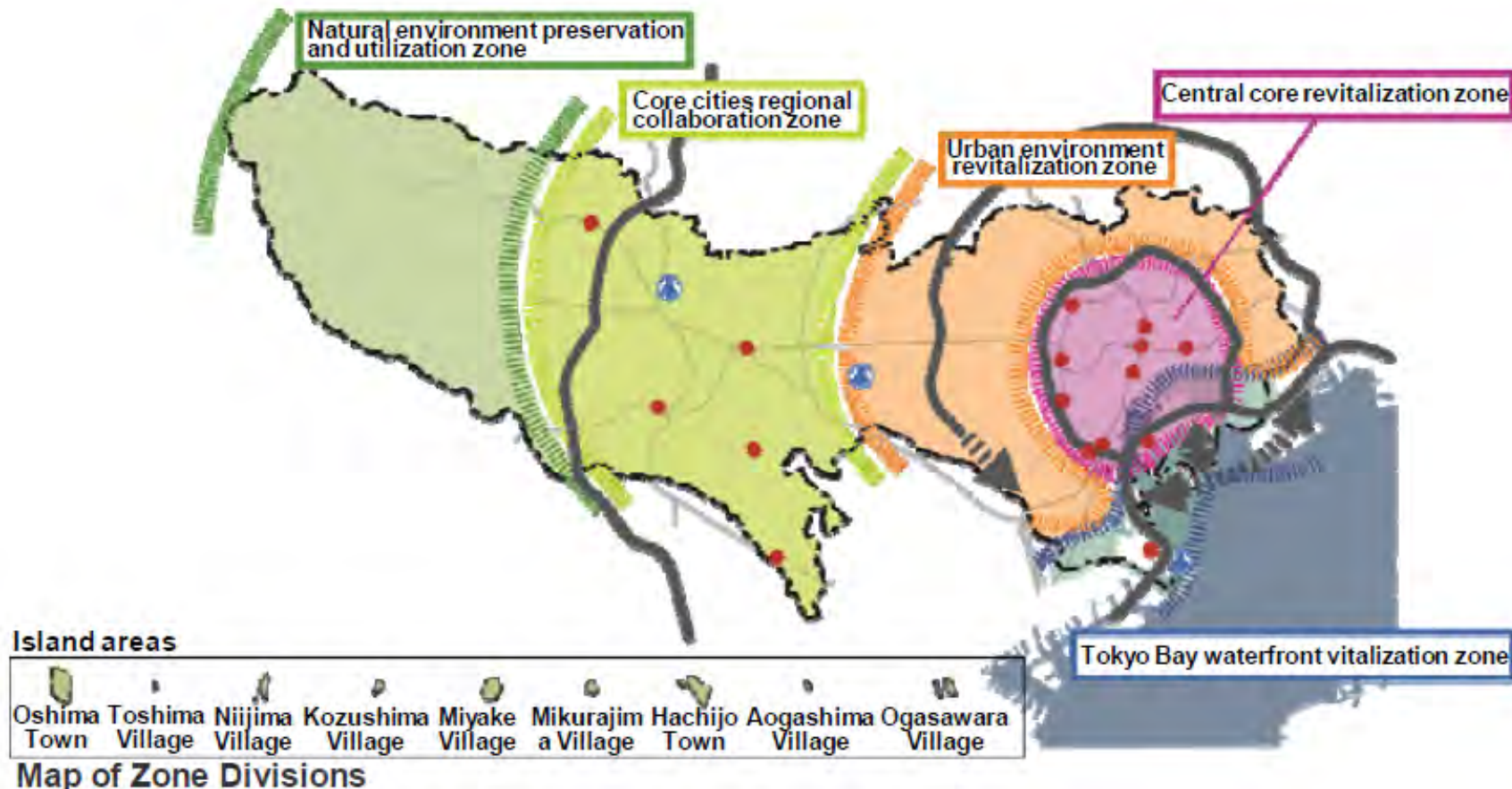
Scheme of the structure

Legend

- Center core area
- Water and greenery creation ring
- Tokyo Bay Waterfront axis route
- Urban Axis Linking Cities

Urban development that reflects local characteristics

Five zones based on the underlining framework of the Circular Megalopolis Structure



Central Core Revitalization Zone

- Introducing advanced environmental technologies (e.g. high performance insulation for buildings and energy saving technologies) and promoting greenification of the city center, to coincide with the upgrading of urban functions



Solar power generation (2-1 Marunouchi precinct)



Example of greenification in the special Urban Renaissance district (3-9 Kanda Surugadai precinct)

- Developing the central loop route of the Shuto Expressway to divert and distribute traffic away from the city center for alleviating congestion



Ohhashi JCT

- Promoting the development of urban space with a historical and cultural touch, e.g. the preservation of historical landscape in coordination with community development



Development of distinguished landscape outside the Marunouchi Exit of Tokyo Station

- Forming composite city areas with vitality and concentration of residential and many other functions



6 Kachidoki precinct

Tokyo Bay Waterfront Vitalization Zone

- Reinforcing the airport function by re-expanding and internationalization of Haneda Airport, and improving airport access



Re-expansion and internationalization of Haneda Airport
 (Photo courtesy of Haneda Airport Runway D Extension JV)

- Developing transport infrastructures and logistics facilities to shape a wide-area transport / logistic network



Toyosu-Ohashi Bridge on arterial ring route No. 2

- Developing accessible waterfront areas to turn Tokyo into an appealing "Waterfront Capital"



Accessible waterfront area for Tokyo citizens (Toyosu 2 / 3-chome precinct)

- Promoting the development of greeneries and parklands (e.g. "Umi-no Mori (sea forest)") and establishing the "Kaze-no Michi (breezeway)" to bring in sea breezes in order to alleviate the Heat Island Phenomenon



Image of "Breezeway"

Urban Environment Revitalization Zone

○ Introducing greenification to coincide river / road development, and preserving / utilizing existing greeneries and vacant lands to form a "GreenRoad Network"

○ Preventing excessive land subdivisions and introducing greeneries along motorways to encourage the establishment of positive residential environment with ample greenery and space

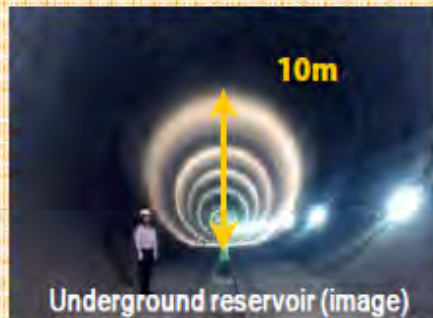


Positive landscape with a sense of tranquility and affluence (Itabashi Ward)

○ Promote comprehensive measures against heavy rain, through river and drainage/sewer improvements, as well as basin runoff prevention measures.



Intake facility
Development of Shirakogawa underground reservoir



Underground reservoir (image)

○ Developing Tokyo outer loop road to alleviate traffic congestion in central Tokyo, reducing environmental strain and promoting smooth traffic



Gaikan Expressway Oizumi Junction
Source: MLIT

○ Introducing effective projects, regulations and incentives (e.g. integrated community development along a specific road) to reinforce fire readiness of particularly hazard-prone areas with heavy concentration of wooden residential homes, while also promoting quake-resistance improvement of building structures to improve communities' capacity for disaster prevention



Ensuring the safety of neighboring residential communities
Forming firebreak belts (image)

Core Cities Regional Collaboration Zone

- Developing urban infrastructures (e.g. Ken-o-do Highway, north-south roads through Tama) and enhancing a wide-area transport foundation based on the shared civic use of the Yokota Air Base, in order to create community centers with vitality in the Tama region



Ken-o-do Highway Hachioji Junction

- Linking trees lining trunk motorways, parklands, farmlands and river systems to establish the framework of water and greenery



Creating expanded green space integrated with roads (Fuchu Tokorozawa Route)

- Developing R&D sites and promoting wide-area coordination along circular routes such as Ken-o-do Highway in order to create Tama Silicone Valley as one of Asia's major industrial centers



Industrial overall support base (Akishima City)

- Strategically promoting greenery, e.g. developing parklands / greeneries under urban planning, and deliberating greenery development / preservation measures in line with local characteristics



Rich greenery of Yashikirin forest in a residential compound (Higashikurume City)

Natural Environment Preservation and Utilization Zone

○ Linking existing recreational bases, and developing appealing tourism routes, in order to establish recreational zones across Tokyo

○ Preserving natural forests remaining in mountainous areas, and creating forests of evergreen-deciduous combination through plant conversion in order to revive forest lands



Akikawa Gorge

○ Preserving precious wilderness and landscape of island regions including Ogasawara Islands, while developing, maintaining and upgrading their city facilities such as airport, port facilities, trunk motorways and waterways



Futami Port in Chichijima, Ogasawara Island



Underground installation of electricity cables (Ogasawara)

The Ogasawara island chain in the Pacific south of Tokyo becomes Japan's fourth natural heritage site according to the decision by the U.N. Educational, Scientific and Cultural Organization's World Heritage Committee in June 2011.





TOKYO ● 2020
CANDIDATE CITY

ขอบคุณ Terima kasih 谢谢
Thank you for listening