

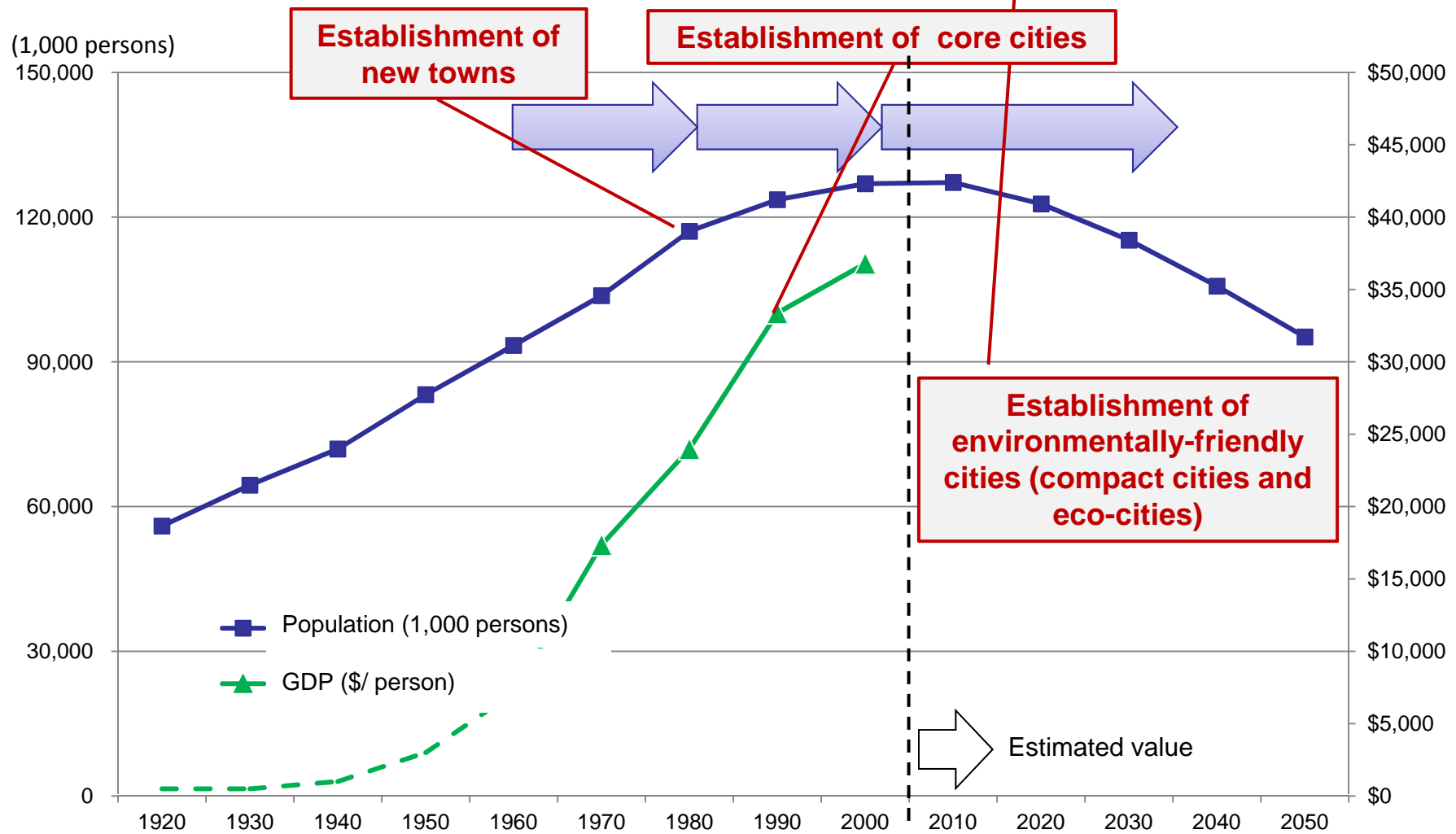
- I. Progress of Urbanization in Japan**
- II. Regional Growth Management in Metropolitan Areas**
- III. Controlling Development and Response to Challenges**

# I. Progress of Urbanization in Japan

# I-1. Progress of Urbanization in Japan

## A. Background And Prospects of Urban Development in Japan

- Urban development in Japan progressed by establishing new towns during the period of rapid economic growth and establishing hubs during the period of stable economic growth.
- With the coming depopulating society, environmentally-friendly compact cities and eco-cities must be realized.

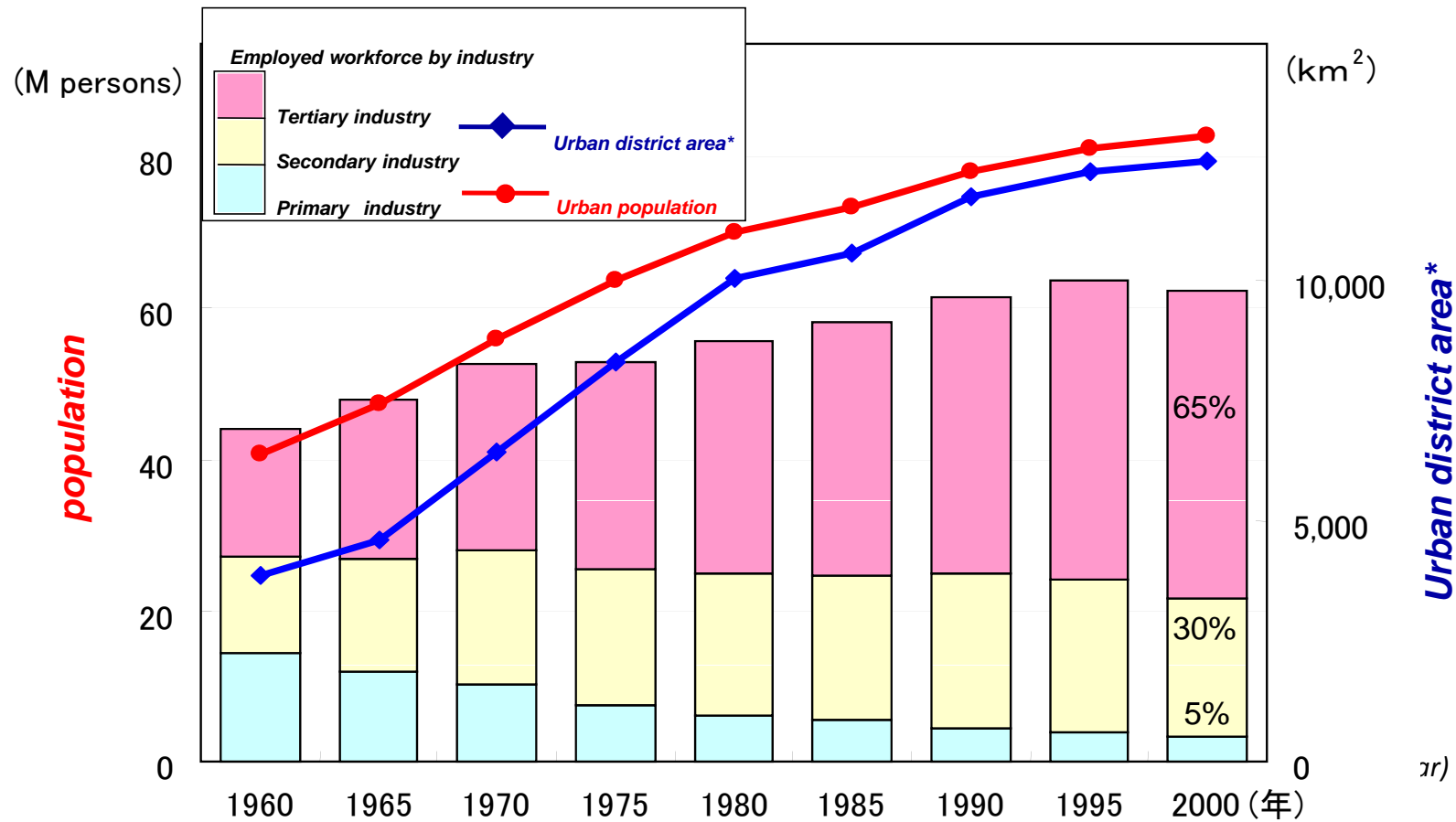


(Source): Population of each year as of October 1 (medium estimated value) from the *Population census* from the Statistics Bureau of the Ministry of Internal Affairs and Communication and the *Population Projection* from the National Institute of Population and Social Security Research (estimated in December 2006) and the GDP per person is from data from the World Bank (real equivalent value)

# I-1. Progress of Urbanization in Japan

## B. Transitions in Industrial Structures and Urban Growth in Japan

Industries improved and urbanization progressed during the rapid economic growth period (1960 to 1970)



Source: Census

\* Urban district area refers to the area of density inhabited district (DID)  
Population concentrated areas

# H1. Progress of Urbanization in Japan

## C. Traffic Congestions and Crowded Trains during Rapid Economic Growth Period

During the high growth economic period, roads and railways became severely congested due to the increase in population and vehicle ownership and to the concentration of the population to urban areas

【Showa-dori Avenue prior to expressways (latter half of 1960s)】



Reference material: Visual Taito City History

【Crowded trains during the rapid economic growth period】



Source: “Easy to Understand Urban Transportation (1988)” Society for the Study of Urban Transportation

## **II. Regional Growth Management in Metropolitan Areas**

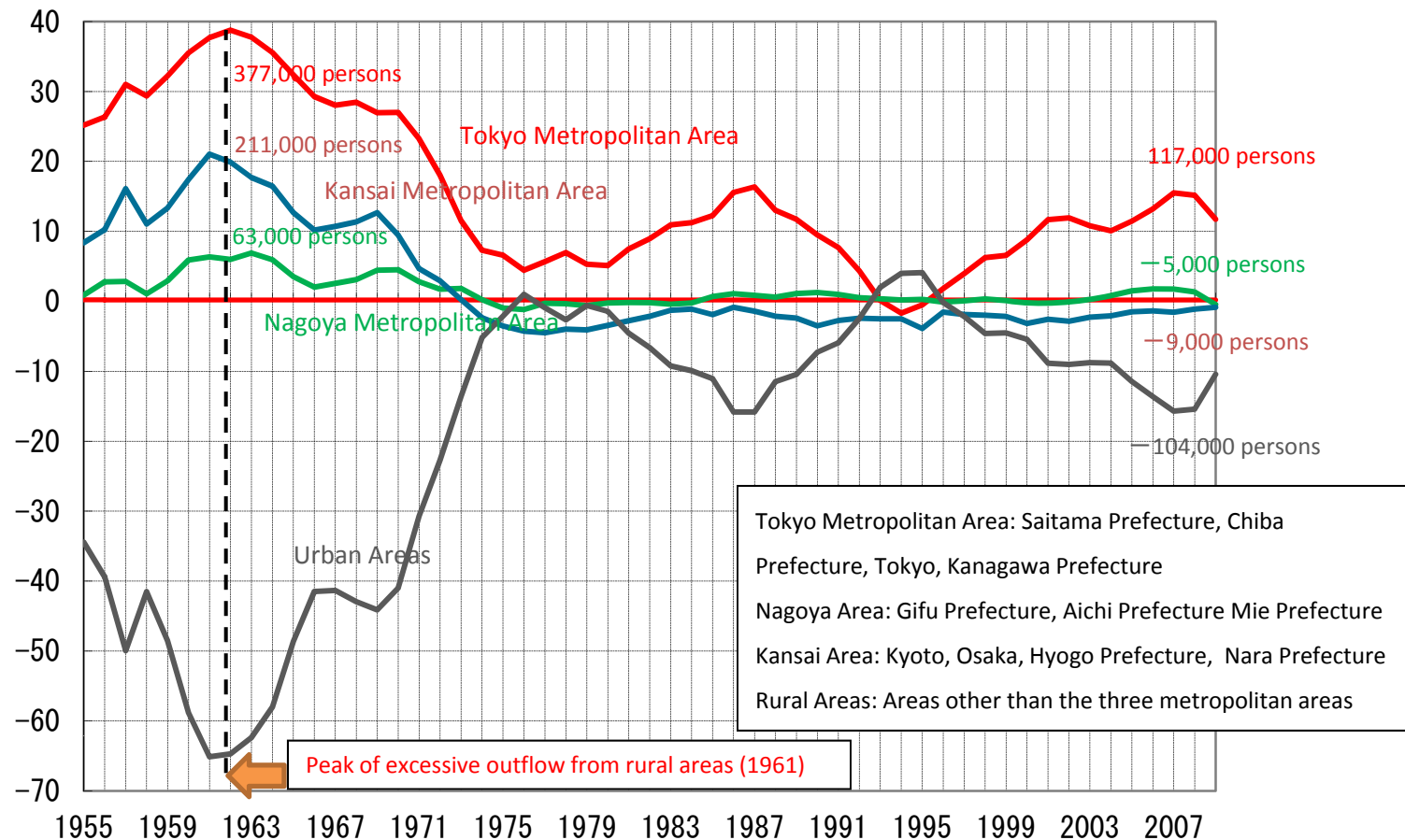
# I. Regional Growth Management in Metropolitan Areas

## A. Population Flux into Metropolitan Areas

Substantial population flux into three metropolitan areas expanded all three cities during the rapid economic growth period

Transitions in population movements in the three metropolitan and rural areas (excess of inflow)

(Excess of inflow: 10,000 persons)



Tokyo Metropolitan Area: Saitama Prefecture, Chiba Prefecture, Tokyo, Kanagawa Prefecture  
 Nagoya Area: Gifu Prefecture, Aichi Prefecture, Mie Prefecture  
 Kansai Area: Kyoto, Osaka, Hyogo Prefecture, Nara Prefecture  
 Rural Areas: Areas other than the three metropolitan areas

Source: Ministry of Internal Affairs and Communications *Report on Internal Migration in Japan* created by National and Regional Planning Bureau of Ministry of Land, Infrastructure, Transport and Tourism

## II. Regional Growth Management in Metropolitan Areas B: Metropolitan Development Plan

Established areas and zones where development controls were introduced



**Suburban Development Zones**  
As a means of urban expansion from a regional perspective, areas and zones for urban development were planned with the introduction of development controls

Illustration of the Metropolitan Policy Area in the Secondary Metropolitan Basic Plan (1968)



## II. Regional Growth Management in Metropolitan Areas

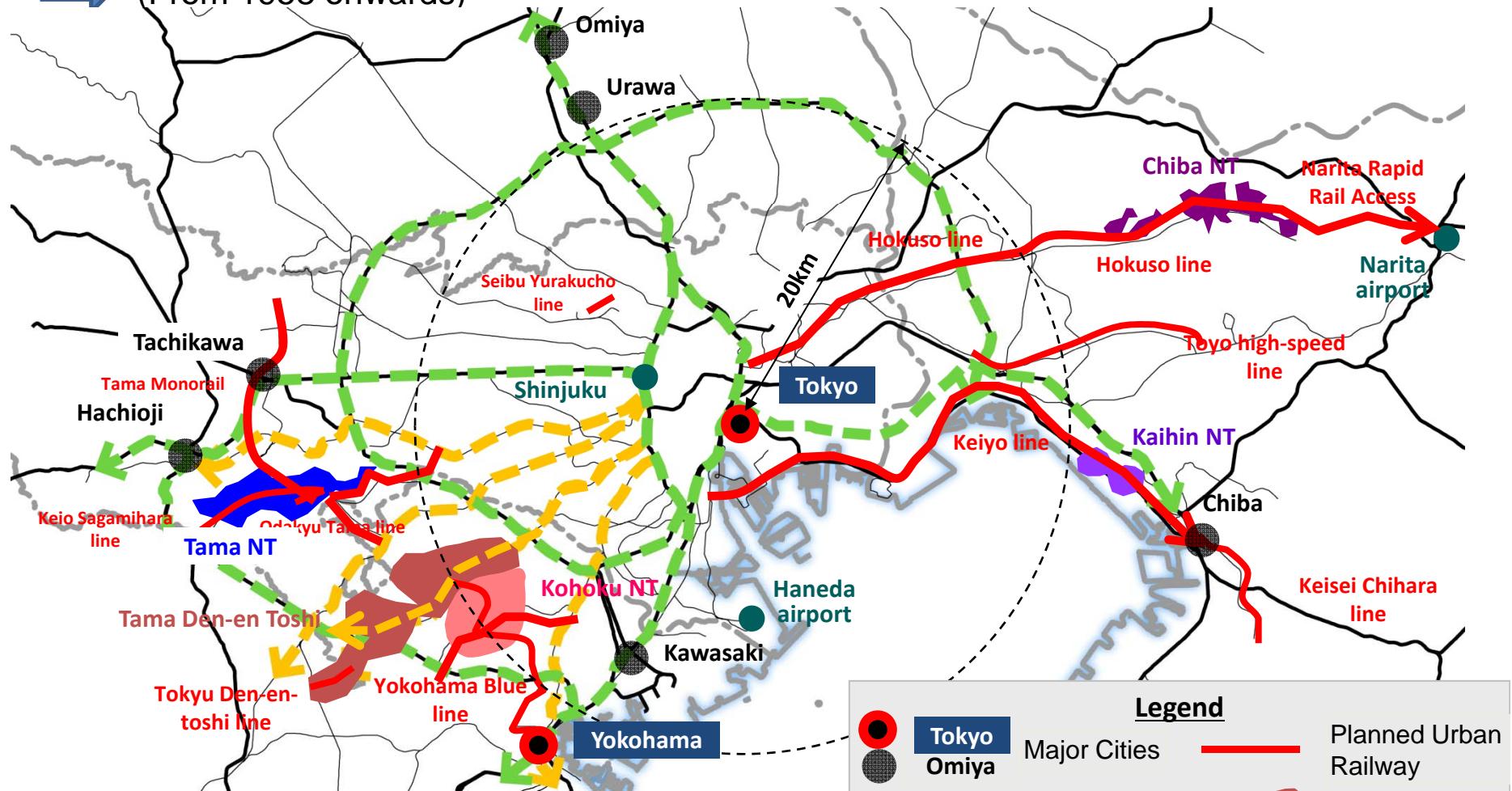
### C. Regional Metropolitan Development Plan

Regional development plan for the Tokyo metropolitan area for large city development and for controlling urban sprawl

An integrated and regional plan for the development of urban railways and new towns



(From 1958 onwards)



The main plan for the development of urban railways and new towns in the Tokyo metropolitan area

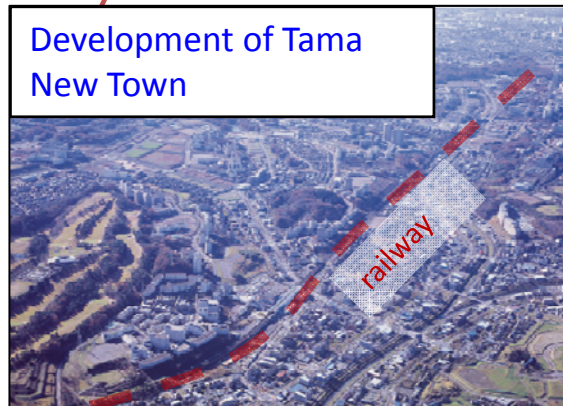
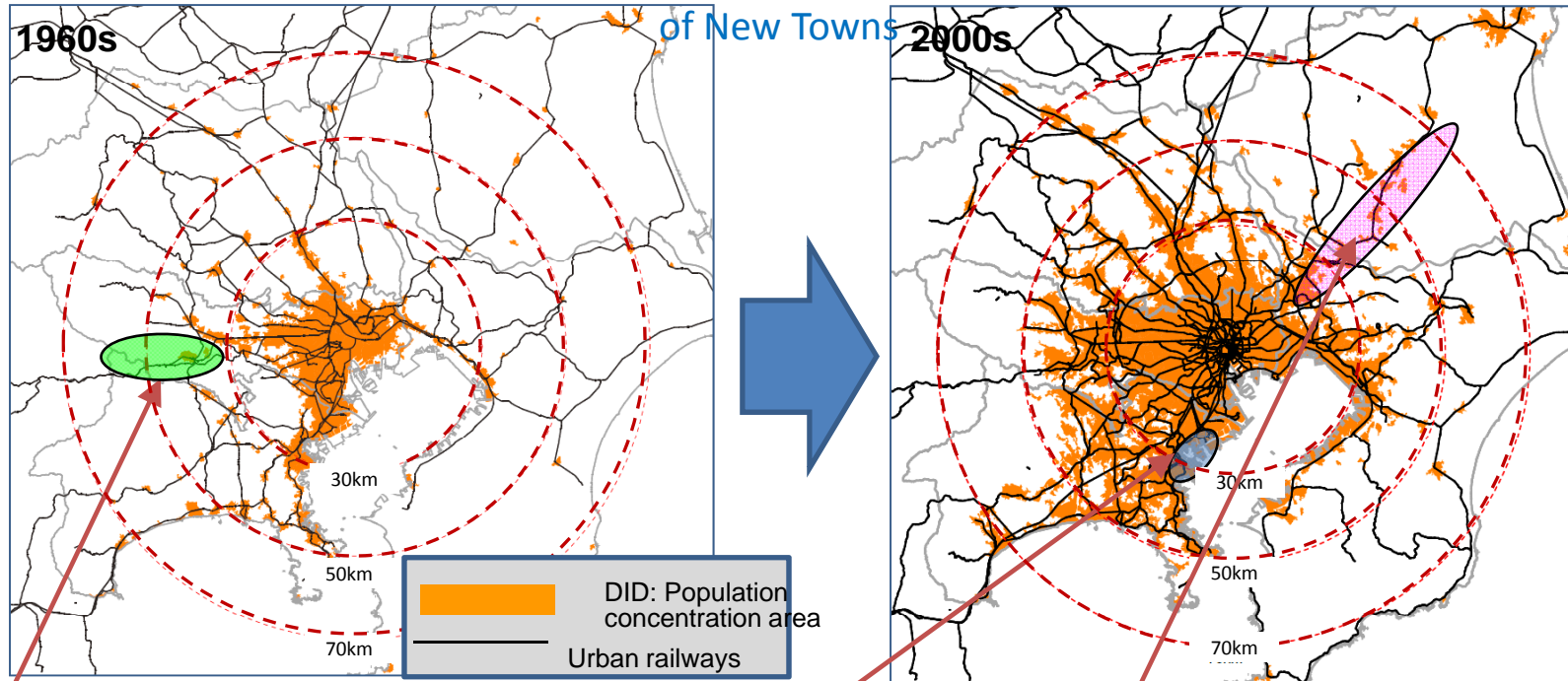


## II. Regional Growth Management in Metropolitan Areas

### D. Transit Oriented Development (TOD)

We have pursued transit oriented development by integrating urban development with the development of urban railways

Expansion of the Tokyo metropolitan area and the development of New Towns





## II. Regional Growth Management in Metropolitan Areas

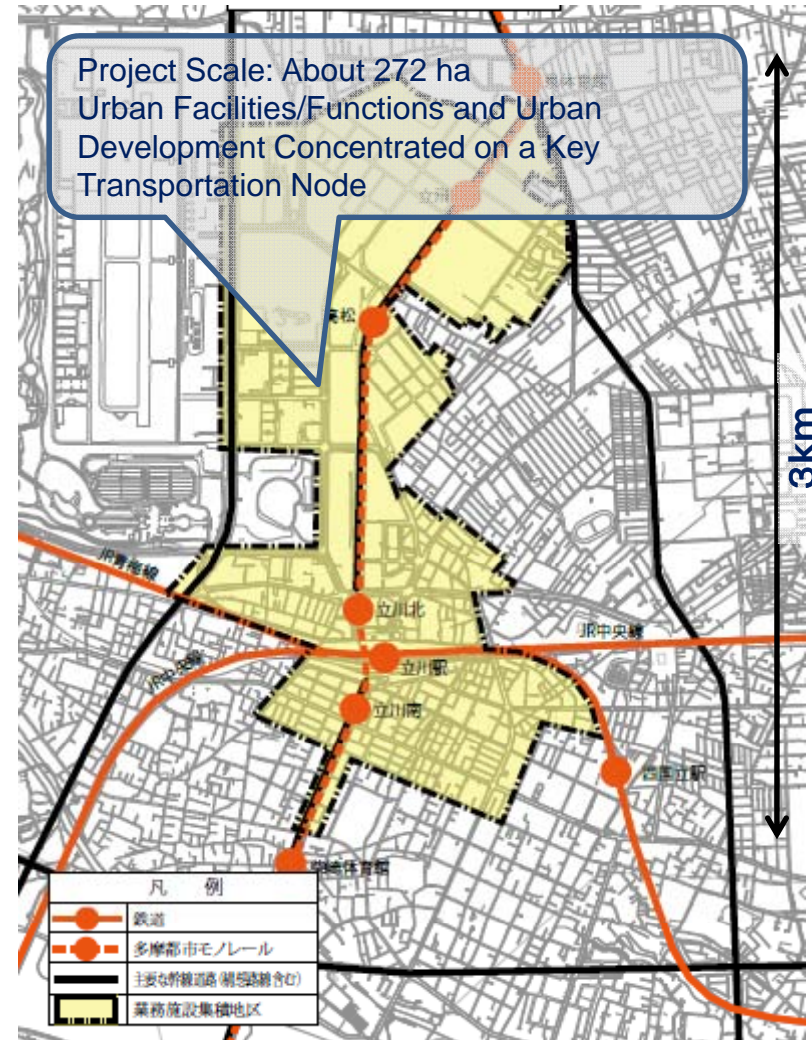
### E. Core Business City Development

#### Basic concept of the Tachikawa Core Business City (Tachikawa City, Tokyo)

Planned concentration of commerce and business combined with various urban facilities such as culture, research and disaster prevention facilities in a integrated urban development that links the central business district (of Tachikawa City) with new towns via public transportation



Development of Concentrated Facilities Integrated with Urban Transportation



### **III. Controlling Development and Response to Challenges**

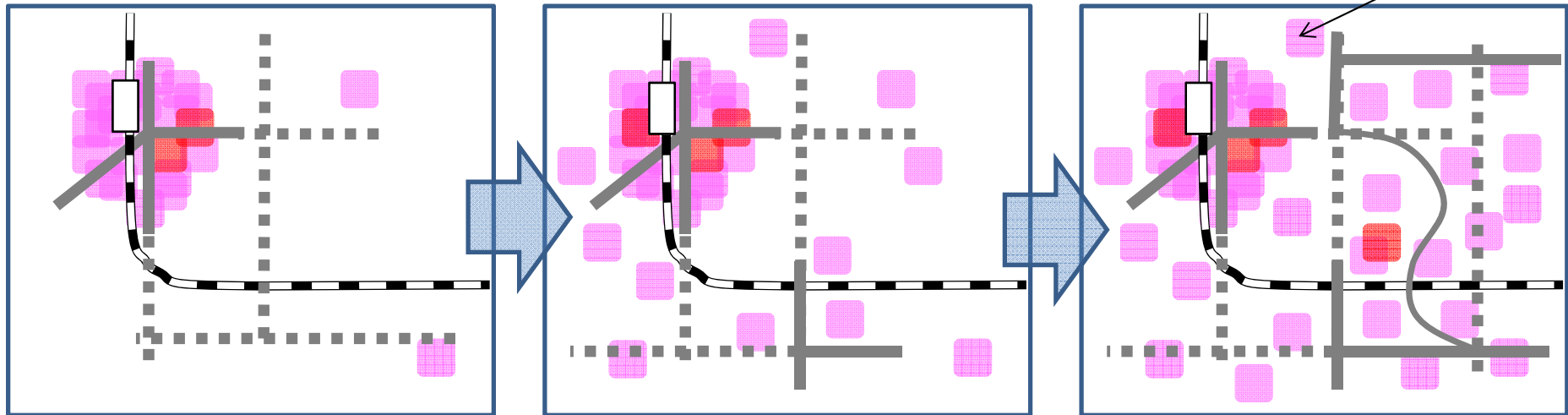


# III. Controlling Development and Response to Challenges

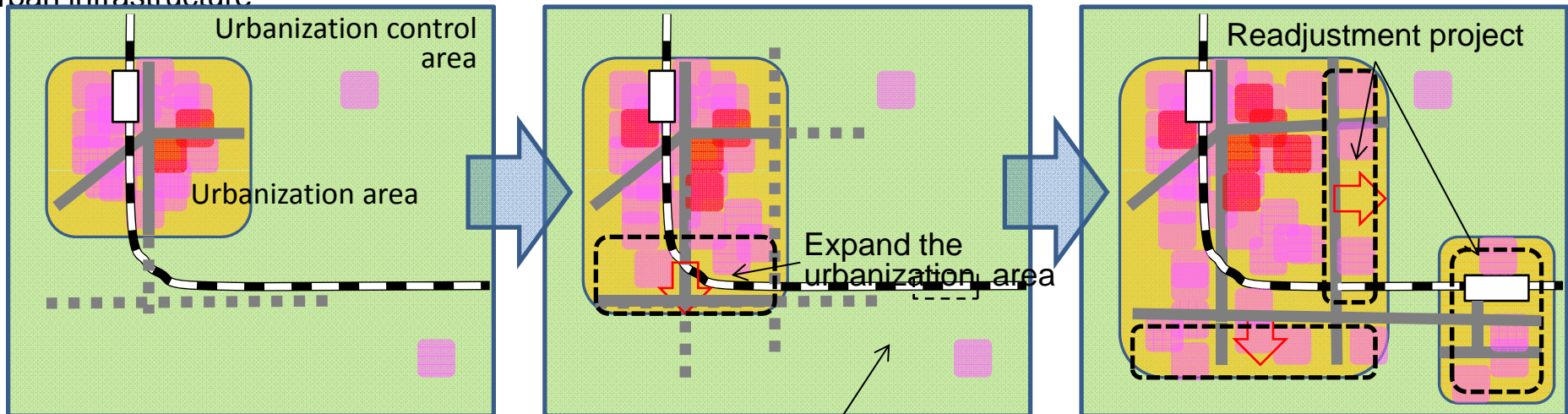
## A-1. How to Control Urban Expansion

Without the area classification scheme, urban sprawl

Development can be done freely



With the area classification scheme, urban expansion and sprawl can be controlled along with the development of urban infrastructure



Development not allowed

# III. Controlling Development and Response to Challenges

## A-2 Urban Planning System: Area Classification

● Zoning ●

### Area Classification Scheme (1968)

Use area classification in development permission system



### City Planning Area

As an integrated city, zones need to be comprehensively implemented, developed, and maintained

### Urbanization Areas

Zones which are already urbanized as well as zones which should be systematically urbanized with high priority within the ten years  
Regulates the zoning (land use), building use, density, design style and etc.

### Urbanization Control Area

The zones where urbanization should be controlled in principle  
Public investment is not made for the urban infrastructure in principle

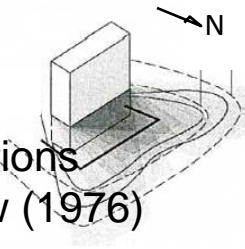
# III. Controlling Development and Response to Challenges

## B-1 Conflicts in Use of Urban Land

1970s -

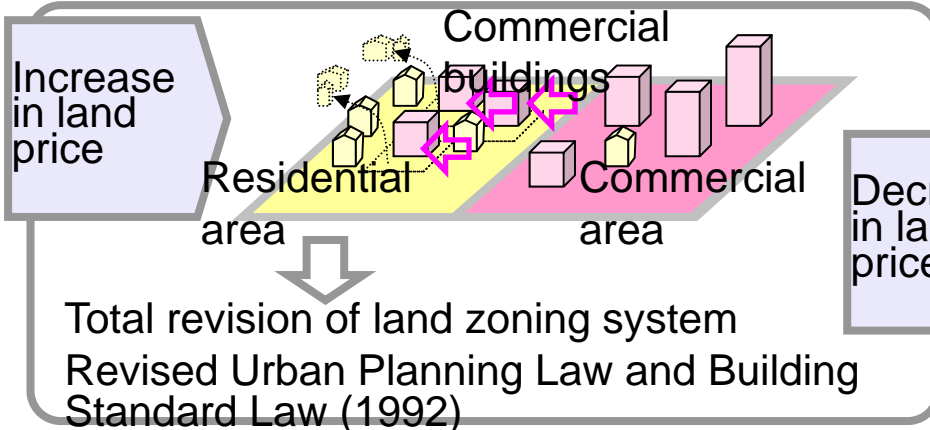
Abolish absolute height limits (31m or 20m) and total application of capacity ratio limits (Density regulations due to capacity ratio)  
More skyscrapers

More disputes on sunshine



Introduced sun shadow regulations  
Revised Building Standard Law (1976)

1990s -



2000s -

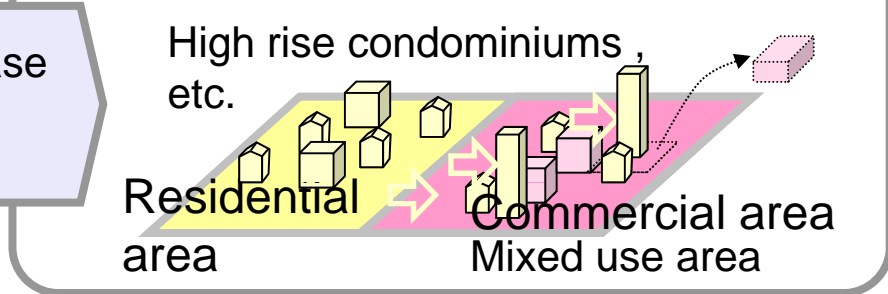
Abolish the Law on the Adjustment of Business Activities of Large Scale Retail Stores (so-called Large-Scale Retail Store Law)

Increase of large scale shopping centers in the suburbs



In principle prohibited the building of large scale stores over 10,000m<sup>2</sup> in commercial, neighborhood commercial, and quasi industrial areas.

Revised the Urban Planning Law and Building Standard Law (2006)



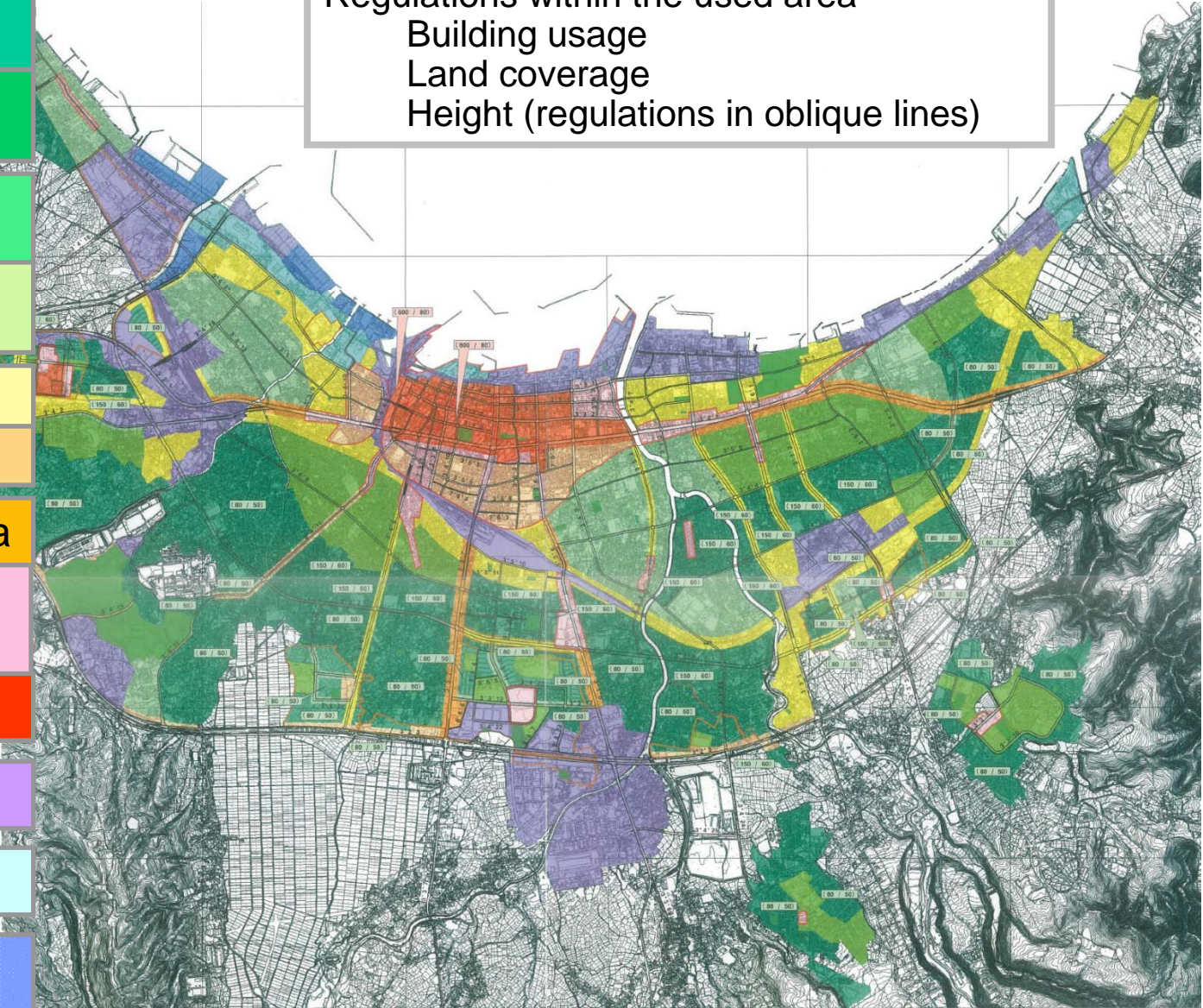


# III. Controlling Development and Response to Challenges

## B-2 Urban Planning System and Use Areas

Dedicated low rise residential area	Type 1
	Type 2
Dedicated mid-rise residential area	Type 1
	Type 2
Residential area	Type 1
	Type 2
Quasi-residential area	
Neighborhood commercial area	
Commercial area	
Quasi-industrial area	
Industrial area	
Dedicated industrial area	

Regulations within the used area  
 Building usage  
 Land coverage  
 Height (regulations in oblique lines)





### III. Controlling Development and Response to Challenges

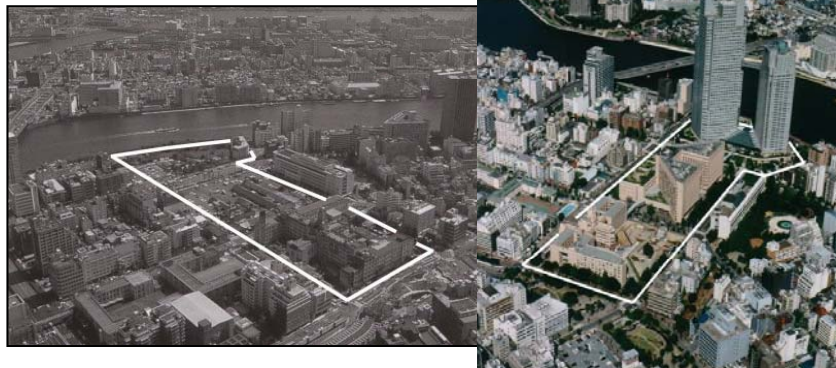
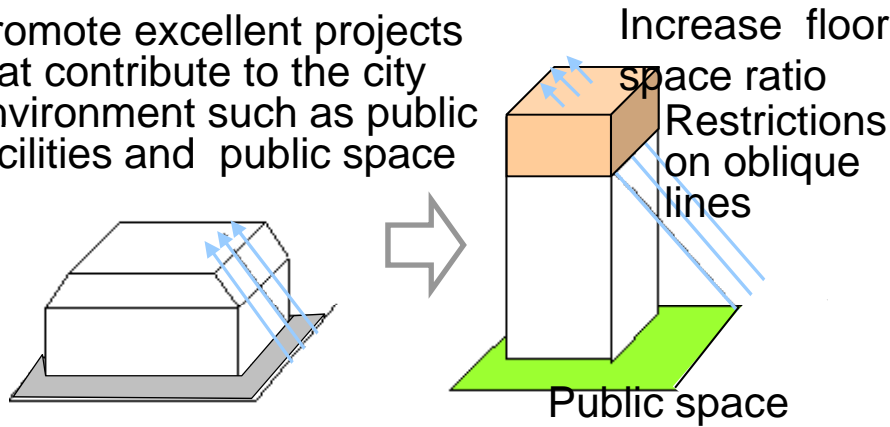
#### C-1 Incentive to Advanced Usage of Land

##### 1985s

Revision of regulations on utilization of private vitalization

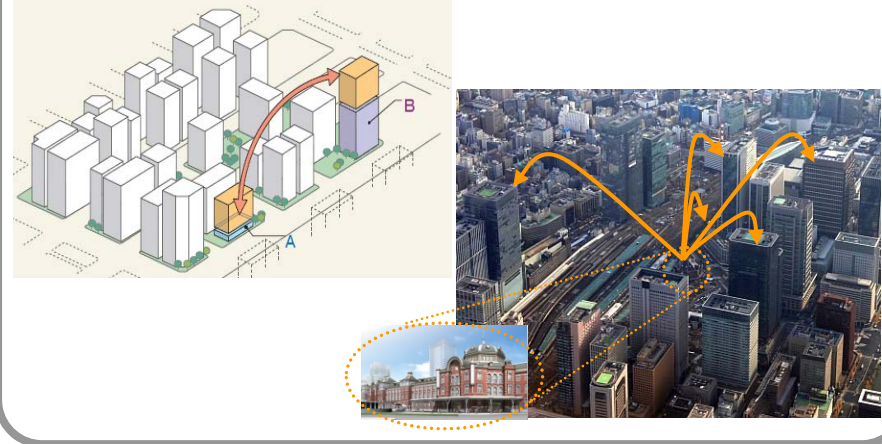
##### Basic Ideas

Promote excellent projects that contribute to the city environment such as public facilities and public space



##### 2000s -

Zoning of exceptional floor space ratio  
Revised Urban Planning Law and Building Standard Law



##### 2002 s -

Special Measures Concerning Urban Renaissance

Urgent areas for urban renewal: designate as cabinet ordinance

Special area in urban renewal: Abolish regulations on land use within the zone and make it possible to build highly liberal buildings by introducing regulations suited to that zone

### III. Controlling Development and Response to Challenges

#### C-2 Reinforce International Competitiveness in Cities

~Status Quo and Issues~

Survey results show that Tokyo is highly evaluated in the number of universities and corporations that come within the global top 500 as well as the punctuality of public transportation, however, the access to an international airport and the tax load in the business environment is inadequate compared to other Asian cities.

⇒ We must **strongly promote private urban development projects** and must **reinforce the international competitiveness in cities**.

#### ◆ Index on Global Predominance in Tokyo

Number of Top 500 Universities		Number of Top 500 Global Companies		Punctual Public Transportation	
Tokyo	1 <sup>st</sup>	Tokyo	1 <sup>st</sup>	Tokyo	1 <sup>st</sup>
London	2 <sup>nd</sup>	Paris	2 <sup>nd</sup>	Singapore	6 <sup>th</sup>
Paris	2 <sup>nd</sup>	London	3 <sup>rd</sup>	Hong Kong	7 <sup>th</sup>
Hong Kong	5 <sup>th</sup>	Beijing	4 <sup>th</sup>	Shanghai	14 <sup>th</sup>
Seoul	5 <sup>th</sup>	Seoul	6 <sup>th</sup>	Seoul	17 <sup>th</sup>
Beijing	7 <sup>th</sup>	Hong Kong	10 <sup>th</sup>	Beijing	23 <sup>rd</sup>
Singapore	11 <sup>th</sup>	Shanghai	14 <sup>th</sup>		
Shanghai	11 <sup>th</sup>	Singapore	17 <sup>th</sup>		

【PwC】

【PwC】

【Mori Memorial Foundation】

Share of the number of top 500 universities in the world in each city

The number of top 500 global headquarters in each city

Punctuality of public transportation in the city

#### ◆ Index of Tokyo in Lower Standings

Access to International Airport		Tax Load	
Hong Kong	10 <sup>th</sup>	Dubai	1 <sup>st</sup>
Singapore	15 <sup>th</sup>	Singapore	2 <sup>nd</sup>
Beijing	25 <sup>th</sup>	Hong Kong	3 <sup>rd</sup>
Shanghai	27 <sup>th</sup>	Seoul	4 <sup>th</sup>
Tokyo	31 <sup>th</sup>	Tokyo	15 <sup>th</sup>
Seoul	32 <sup>nd</sup>	Beijing	19 <sup>th</sup>
		Shanghai	19 <sup>th</sup>

【Mori Memorial Foundation】

【PwC】

The distance and time from the city center to the international airport

Total amount of compulsory surcharge of tax, etc.

Total Ranking of Cities in the World 2009 Mori Memorial Foundation  
Cities of Opportunity 2009 PRICE WATER HOUSE COOPERS

#### New Growth Strategies (Cabinet Decision in June 2010)

It is vital to concentrate investments in the required infrastructures, the growth foothold, focused on airports, ports, and roads in the metropolitan areas where outstanding investment results can be seen. To become a more attractive city, aim at becoming the hub of interactions between people and goods in Asia and in the world by strategically organizing the city base.

### III. Controlling Development and Response to Challenges

#### C-3 Urban Renaissance System

Headquarters for Urban Renaissance (Director General: Minister of Ministry of Internal Affairs and Communications)

