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.

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

* Urban district area refers to the area of density inhabited district (DID) Population concentrated areas.
I-1. 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)】

【Crowded trains during the rapid economic growth period】

Reference material: Visual Taito City History

II. Regional Growth Management in 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)

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
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.
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.

- Development of Tama New Town
- Development of the Minato Mirai 21 area in Yokohama
- Development along Tsukuba Express Line
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 an integrated urban development that links the central business district (of Tachikawa City) with new towns via public 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

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

Introduction sun shadow regulations
Revised Building Standard Law (1976)

1990s -
Increase in land price
Commercial buildings
Residential area

Total revision of land zoning system

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 10,000m2 in commercial, neighborhood commercial, and quasi industrial areas.

High rise condominiums, etc.
Residential area
Commercial area
Mixed use area
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

2002s -
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
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

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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

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

Total amount of compulsory surcharge of tax, etc.

**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

Basic Policy for Urban Renaissance

Urban Renaissance focused on private activities

Urgent urban renaissance areas (area policies)  
(Designated by cabinet ordinance: 63 areas at 7,783 ha)

- Special plans for urban renaissance  
  (57 areas excluded from regulations)
- Proposals for urban plans
- Prompt approval of urban renaissance businesses

Urban Renaissance Plan

- Assigned cities, towns, and villages: Established in 947 cities, towns, and villages and 2,243 areas. Currently it is being enforced in 553 cities, towns, and villages and 857 areas

- Financially support town planning with subsidies
- Use grants for improving social infrastructure
- Budget for 2013: 0.9 trillion yen

Private urban renaissance plans

- (Certified 63 plans)
- Special tax treatment
- Financial support

Private urban renaissance business plans

- (Certified 31 plans)
- Financial support

Regenerate all cities in Japan by linking with established public facilities and private measures

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