Chapter 2. Promoting Urban Renaissance

[City-making by the vitality of the private sector]
To break bottlenecks about private urban development projects and promote the projects, we take special measures for city planning and financial support based on the Special Measures Act for Urban Renaissance, and develop new methods for infrastructures such as roads, parks, sewerage that lead to private urban development investment.

81. Outline based on The Special Measures Act for Urban Renaissance

Establishing Fundamental Principle (The Cabinet decision (Urban Renaissance Headquarters makes out the draft))

Designing the Prompt Development Area for Urban Renaissance (The Cabinet order (Urban Renaissance Headquarters makes out the draft))

Establishing Regional Development Plan for each Area (The Headquarters)

Local governments may propose the draft
The Headquarters shall listen to opinions of local governments concerned, and respect them.
This also applies to the Regional Development Plan.

Flow of city planning
Application for the Private Urban Renaissance Project Plan
(The private developer)

Approval on the plan
(The Minister of Land, Infrastructure and Transport)

Notification and publication of the approval
(Non-interest loan, Investment, Guarantee
(The Organization for Prompting Urban Development)

Start the project (The private developer)

Decision on the city planning
(Prefectural government)

Approval on the project
(Prefectural governor)

Note: It was decided at the round table discussion that at the inception of parallel runway use flights should be restricted to 200,000, with further increases to be made in consultation with local residents.

82. Major Metropolitan Airports

Chubu International Airport
Runway (3500m)
Planned opening 2005
Prepared for 130,000 takeoffs and landings annually

Kansai International Airport (Project 2)
Parallel runway (4000m)
Annual flight capability (takeoffs and landings)
From about 160,000 to about 230,000
(Project 1) (Project 2 when finished)

Narita Airport
Parallel runway (2500m)
Annual flight capability (takeoffs and landings)
About 135,000 - 220,000

Haneda Airport (Expansion project)
New runway (2500m)
Annual flight capability (takeoffs and landings)
About 275,000 - 407,000
83. (Strengthening the capabilities of international ports)

- Improving access to major traffic arteries
- Port distribution information platform
- 24-hour operation, including administration
- One-stop service
- Quality container terminal
- Improved turnover rate
- Nonstop shipping

84. (Countermeasures against bottleneck)

<table>
<thead>
<tr>
<th>Projects for constructing continuous multi-level crossing on the JR Chuo Line</th>
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<tbody>
<tr>
<td><strong>Effects of this project</strong></td>
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<tr>
<td>Current state: There are frequent congestion, traffic accidents and division of two areas along the line at many crossings on the JR Chuo line. Many of the crossings are bottleneck crossings where total disruption of flow amounted to more than 40 minutes per hour in peak-time.</td>
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<tr>
<td>After construction: 18 crossings will be eliminated (17 crossings are bottleneck crossings).</td>
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<td>Example of effects Koganei-road crossing</td>
</tr>
<tr>
<td>• Total shut-down (maximum) = 53 minutes per hour 0 minutes (No shut-down)</td>
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<tr>
<td>• Traffic back-up (maximum) = 300m 0m</td>
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<tr>
<td>• Realization of united town through free traffic.</td>
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<tr>
<td><strong>Outline of the project</strong></td>
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<tr>
<td>Location: JR Chuo Line (Mitaka-Tachikawa)</td>
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<td>Length: 13.1 km</td>
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<td>Total cost: ¥172 billion</td>
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<tr>
<td>Completion date: FY2006 (Mitaka-Kokubunji) FY2008 (Kokubunji-Tachikawa)</td>
</tr>
</tbody>
</table>

(Re-constructing disaster-resistant cities that are safe to live in)

- Creating bases for massive disaster
- Improving urban disaster prevention

We create a network among disaster prevention bases and disaster prevention bases in coastal area for massive disaster. We promote flood control measures in urban areas which are vulnerable to flood, reservation of open spaces and green-covering.

84. (Outline of Super embankments)

<table>
<thead>
<tr>
<th>Before improvement</th>
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<tbody>
<tr>
<td>Back slope of levee</td>
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<tr>
<td>River Zone</td>
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<tr>
<td>High-standard levee special zone 30th</td>
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</tbody>
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<table>
<thead>
<tr>
<th>After improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Making good use of back slope of levee</td>
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<tr>
<td>River zone</td>
</tr>
</tbody>
</table>
Improving congested built-up areas suffering from poor disaster prevention

We immediately resolve congested built-up areas with wooden buildings suffering from disaster prevention and residential environment by improvement projects.

85. (The distribution of congested built-up areas with wooden buildings in Tokyo)

[Constructing better urban environments]

□ Rebuilding a frame work as zero waste cities in the metropolitan areas

In the metropolitan areas, restricting occurrence of waste, reusing wastes as resources, and reutilizatin of wastes should be promoted, and a cycle of resource circulation should be formed, which leads to rebuilding a frame work as a zero waste society.

□ Restoring urban enviromental infrastructure

At already urbanized areas in major metropolitan cities, we construct water and greenery networks, restore ecosystems, relieve heat island and increase places to make contact with nature.

[Realizing a convenient and comfortable urban living]

We will insure convenient mobility through city traffic system projects and improvements in public bus services in addition to improving the conecting points of traffic and create cities which allow the location of work and residence to be close to each other.

86. (Non-step community bus) 87. (Non-contact type IC card reader)