

A Thesis for the Degree of Ph.D. in Engineering

Large-scale urban redevelopment in Tokyo's neighborhoods:
Socio-economic change and public contestation in
Musashi-Koyama, Tsukishima, and Shimokitazawa

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Abstract (English)

Tokyo's postwar neighborhoods were shaped by loose zoning and incremental development, resulting in a fine-grained urban fabric containing small-scale commercial amenities. This morphology, supported by local train stations, sustained a remarkably egalitarian distribution of services and employment across neighborhoods. Since the 1980s, however, deregulations of Japan's urban planning has transformed these neighborhoods, culminating in a wave of large-scale redevelopments since the 2000s. Though often justified on the grounds of economic revitalization and disaster preparedness, these redevelopments face growing public opposition for accelerating spatial disparities, revealing key limitations in Japan's planning process. This thesis examines the uneven effects of post-1980 urban transformation, including recent redevelopments, across three mixed-use Tokyo neighborhoods—Musashi-Koyama, Tsukishima, and Shimokitazawa.

Chapter 1 introduces the research background, aim, and relevance, situating Tokyo's urban redevelopment in the context of global trends and national planning reforms.

Chapter 2 outlines key demographic and commercial trends since the 1980s in Tokyo's 23 wards through statistical analysis of census data.

Chapter 3 compares the three case studies through census data and historical mapping to clarify transformations since the 1980s. It shows the decline in commercial amenities, which increasingly became larger and less diverse. The extent of this decline depends on whether recent large-scale redevelopment adapts to the preexisting neighborhood structure (Musashi-Koyama), or whether it erases it (Tsukishima), or preserves it (Shimokitazawa).

Chapter 4 compares the three case studies to examine public engagement in recent redevelopment projects, using ward assembly meeting minutes. Musashi-Koyama authorities dismissed calls for broader public input by residents, Tsukishima authorities limited input to rights-holders, while Shimokitazawa authorities shifted from top-down planning to community-led engagement.

Chapter 5 summarizes and discusses the findings. The observed decline of small-scale commercial amenities is a broader trend in the 23 wards, with large-scale redevelopments accelerating it by concentrating amenities. Growing criticism of these redevelopments reflects public demand for more transparent, participatory planning to counterbalance the negative externalities of market-driven change and restore local authorities' role as neutral arbiters between citizens and developers to preserve quality of life in these neighborhoods.

Keywords: Large-scale redevelopment, flexible planning, commercial amenities, public engagement

Abstract (Japanese)

東京の住居地域では、戦後の柔軟な用途地域制度と漸進的な開発により、独特な都市組織が形成された。鉄道駅を中心に小規模な商業施設が配置された、この都市形態により東京では、多くの住居地域におけるサービスや雇用機会への平等な分配が実現してきた。しかしながら、1980年代以降、日本の都市計画制度の規制緩和によって、こうした住居地域は大きく変容し、2000年代に入ると大規模再開発の波が押し寄せた。これらの再開発は、経済活性化や防災機能の強化を根拠にこれまで正当化されてきたが、実際には空間的不平等を加速させているとの批判も近年高まっており、日本の都市計画制度の改善の必要性が議論されている。本論文では、近年の大規模再開発を含む、1980年代以降の都市変容が、東京における住商混在型の3つの住居地域—武蔵小山、月島、下北沢—に及ぼした影響を明らかにすることを目的とする。

第1章では、研究の背景・目的・意義を示し、東京の都市再開発を国際的潮流および日本の都市計画制度改革との関連性から説明する。

第2章では、国勢調査データの統計分析を通して、1980年代以降の東京23区における主要な人口動態と商業動向を概説する。

第3章では、国勢調査データと過去の住宅地図を分析することで3つの事例を比較し、1980年代以降の都市変容の様子を明らかにする。商業施設の数是对象3地域の全てにおいて減少傾向にあり、それらの規模は拡大し、多様性が失われていることが明らかとなった。商業施設の減少の程度は、大規模再開発が既存の都市構造に適応したか（武蔵小山）、既存の都市構造が消滅したか（月島）、あるいは保存されたか（下北沢）によって異なっていた。

第4章では、区議会議事録を用いて、近年の再開発における住民参加の実態を3事例間で比較する。武蔵小山では周辺住民を含む幅広い意見に対して、当局による拒否的な対応が見られ、月島では地権者のみ事業に関わっていた。一方で下北沢では、地域住民主体の参加型まちづくりへの転換が見られた。

第5章では、調査結果の総括ならびに考察を行う。小規模商業施設の衰退は東京23区全体に見られる傾向であり、大規模再開発に伴う商業施設の集約化がその傾向を加速させてきた。市場主導型の変化がもたらす負の外部性を抑制し、住居地域の生活の質を維持するために、より透明性が高く参加型の計画策定を求める市民からの要望が高まっている。そのため地方自治体は、市民とデベロッパーの間に立つ中立的な仲裁者としての役割を取り戻すことが求められている。

キーワード：大規模再開発、柔軟な都市計画、商業施設、住民参加

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Table of Contents

Abstract (English).....	3
Abstract (Japanese)	5
Acknowledgements	7
List of Acronyms	13
List of Figures.....	15
List of Tables	17
1 Introduction	19
1.1. Research Context	19
Understanding urban redevelopment in the global context	19
Laws, reforms, and characteristics of Japan’s planning system	24
Neighborhood transformation in the context of Tokyo’s urban redevelopment	30
1.2. Aim, relevance, and scope	35
1.3. Methodology.....	36
Overview.....	36
Agglomeration of amenities	37
Understanding public engagement in Japan’s redevelopment process	41
Summary of methodology.....	47
1.4. Selection of case studies	48
Scale and intensity of redevelopment in Tokyo – selection of wards	50
Postwar neighborhood characteristics and geographic boundaries of the case studies	52
2 Overview of key demographic and commercial indicators in Tokyo’s 23 special wards – contextualizing the case studies.....	57
3 Comparative census and historical mapping analysis of Musashi-Koyama, Tsukishima, and Shimokitazawa	63
3.1. Overview	63
3.2. Musashi-Koyama	63
3.3. Tsukishima	67
3.4. Shimokitazawa	70
3.5. Discussion and Conclusion	74

4	Comparative analysis of public engagement in recent redevelopment projects in Musashi-Koyama, Tsukishima, and Shimokitazawa	77
4.1.	Overview	77
4.2.	Musashi-Koyama	77
	Analyzing public opinions of Musashi-Koyama's redevelopment project	80
4.3.	Tsukishima	84
	Analyzing the public opinion of Tsukishima's recent redevelopment project.....	86
4.4.	Shimokitazawa	88
	Analyzing public opinion of Shimokitazawa's recent redevelopment project	92
4.5.	Discussion and conclusion	94
5	Discussion and conclusion	97
5.1.	Morphological and commercial restructuring.....	97
5.2.	Socio-economic transformation and socio-spatial disparities	102
5.3.	Local governance and public engagement	105
5.4.	Synthesis: The problem of scale, governance, and neighborhood outcomes.....	108
5.5.	Limitations and recommendations for future research	112
5.6.	Conclusion	113
6	Data Sources	115
7	References	121
8	Appendices	139
8.1.	Appendix I (Chap. 1): Literature, legal developments, and other major contextual events related to the thesis	140
8.2.	Appendix II (Chap. 1): Classification of amenities by building usage	141
8.3.	Appendix III (Chap. 1): Methodology for measuring intra-ward spatial disparities - The Theil index.....	142
8.4.	Appendix IV (Chap. 1): Population density data for Shinagawa Ward, Chuo Ward, and Setagaya Ward (1980 – 2020) from Tokyo Metropolitan Government census	143
8.5.	Appendix V (Chap. 1): Retail density data for Shinagawa Ward, Chuo Ward and Setagaya Ward (1980 – 2020) from Tokyo Metropolitan Government census.....	169

8.6. Appendix VI (Chap. 4): Summary of case studies' redevelopment projects	193
8.7. Appendix VII (Chap. 4): Summary of public opinions appearing in ward assembly meeting minutes	194
8.8. Appendix VIII (Chap. 4): Raw data of public opinions and responses of case studies' redevelopment projects	196

List of Acronyms

CBD	Central business district
FAR	Floor Area Ratio
MLIT	Ministry of Land, Infrastructure, Transportation, and Tourism
NIMBY	Not-In-My-Back-Yard
SME	Small and Medium Enterprises
TMG	Tokyo Metropolitan Government
TOD	Transit-Oriented Development
UR	Urban Renaissance Agency
URA	Urban Redevelopment Association
URCA	Urban Renewal Coordinator Association
UK	United Kingdom
US	United States
YIMBY	Yes-In-My-Back-Yard

List of Figures

Figure 1: Rights conversion in Urban Redevelopment Project.....	43
Figure 2: Grade Separation Project.	44
Figure 3: Administrative structure and procedure for Urban Redevelopment in Japan.	45
Figure 4: Location of the case study areas in Tokyo's 23-Ward Area.....	49
Figure 5: Mapping building usage of Musashi-Koyama in 1980 and 2023.....	66
Figure 6: Mapping building usage of Tsukishima in 1980 and 2023.....	69
Figure 7: Mapping building usage of Shimokitazawa in 1980 and 2023	72
Figure 8: Musashi-Koyama Station District before redevelopment in 2013	79
Figure 9: Musashi-Koyama Station District after redevelopment in 2022.	80
Figure 10: Aerial view of Musashi-Koyama District in 2013 and 2022.	80
Figure 11: Tsukishima District urban form before the redevelopment project in 2010.....	85
Figure 12: Tsukishima District urban form before the redevelopment project in 2022.....	85
Figure 13: Aerial view of Tsukishima District in 2010 and 2022.....	86
Figure 14: Shimokitazawa redevelopment plan.	89
Figure 15: Shimokitazawa redevelopment district before the redevelopment project in 2009.	90
Figure 16: Shimokitazawa redevelopment district after the redevelopment project in 2022.	91
Figure 17: Aerial view of Shimokitazawa redevelopment district in 2009 and 2022.	91

List of Tables

Table 1: Selected indicators and their variability (1980-2020).....	57
Table 2: Share of population in 11-floor and higher apartment buildings (2000-2020)	59

1 Introduction

1.1. Research Context

Understanding urban redevelopment in the global context

Throughout history, cities have continually evolved their built environments to address demographic pressures, aging infrastructure, spatial constraints, and shifting economic paradigms. From the 19th-century reconstruction of urban centers to modern waterfront and brownfield conversions, these strategies can be collectively referred to under terms such as “urban renewal”, “urban regeneration”, or “urban redevelopment”. While these terms are often used interchangeably, they carry distinct meanings informed by their historical and policy contexts.

Urban renewal typically refers to government-led efforts to revitalize urban areas, historically through slum clearance and heritage preservation (Zheng, Shen and Wang, 2014, p. 272). The term was institutionalized in the United States (US) by the 1954 Housing Act, which rebranded urban redevelopment as “urban renewal”, and quickly became associated with the clearance of “blighted” neighborhoods that displaced working-class and minority communities to make way for new development (Gotham, 2001b, pp. 8–9). In Britain, by the 1970s, urban renewal increasingly emphasized in situ neighborhood rehabilitation and decentralized local schemes, with a growing role for the private sector, but limited resources curtailed their impact and laid the groundwork for subsequent redevelopment and regeneration strategies (Roberts and Sykes, 2000).

Urban regeneration, on the other hand, encompasses more holistic approaches that address the economic, social, and environmental challenges of deprived neighborhoods (Tallon, 2010, p. 5). Rather than focusing narrowly on clearance or physical rebuilding, urban regeneration incorporates neighborhood strategies, community development and empowerment, and long-term improvements delivered through multi-sector partnerships while integrating wider structural drivers with the unique contexts of place (Roberts and Sykes, 2000; Nam and Lee, 2023).

Urban redevelopment, by contrast, is generally linked to site-specific transformations of previously developed land, often involving demolition and subsequent new construction (Han et al., 2020). Providing a historical overview of urban redevelopment in the North American context, Hersh (2017) describes the practice as the reuse and restructuring of underutilized land within communities that leverages existing infrastructure and prioritizes transit-orientation, mixed-use planning, and environmental efficiency as an alternative to continued urban expansion. He differentiates urban redevelopment from suburban development, which historically dominated postwar growth through auto-dependent sprawl into previously undeveloped areas, in order to frame urban redevelopment as a contemporary shift toward compact, sustainable, amenity-rich urban growth strategies (Hersh,

2017). In Gotham's (2001b) similar historical overview, he argues that urban redevelopment is a historically evolving process that is deeply tied to uneven capitalist development, where policies, elites, and public-private partnerships have shaped city space. In contemporary settings, Gotham (2001b) argues that redevelopment is not simply about physical rebuilding but about contested struggles over meaning, power, and purpose.

Early experiments in urban redevelopment most prominently included the transformation of Paris (France) under the authority of Baron (Georges-Eugène) Haussmann between 1853 and 1870. This redevelopment has become emblematic of top-down modernization and large-scale state-directed interventions (Hersh, 2017; da Costa Meyer, 2022), which, under the Imperial regime's backing, were essential for legitimizing Haussmann's contested use of planning law amidst resistance from property owners (Paccoud, 2016). Haussmann's undeniably disruptive interventions were framed as housing and public health improvements, achieved through the demolition of Paris's old streets to create wide boulevards, among other significant redevelopments (Freemark, Bliss and Vale, 2022).

In Vienna (Austria), the Ringstrasse redevelopment equally relied on strong state coordination, initiated by Emperor Franz Joseph in 1857. The redevelopment included the construction of a continuous circular grand boulevard connecting major public monuments and buildings, which replaced Vienna's old defensive infrastructure (City of Vienna, no date), demonstrating how urban form materialized socio-political values of the time (Winkler, 2021). The redevelopment addressed population growth, sanitation, circulation, and imperial control, yet it did little to improve working-class housing or public health overall (Sked, 2006). Together, these cases reveal how early redevelopment efforts were shaped not only by ideals of hygiene and order but also by negotiations over legal authority and social control.

Redevelopment practices have been historically shaped by evolving urban planning ideologies. In the early 20th century, the City Beautiful movement emphasized aesthetic order and monumental design to foster civic pride and social cohesion (Wilson, 1989), while Ebenezer Howard's Garden City model proposed decentralized, self-contained communities that integrated housing and green space to counteract the ills of industrial-era urbanization (Campbell and Fainstein, 1996; Howard, 2007 [1902]). Post-World War II (postwar) planning ushered in modernist paradigms, influenced by Le Corbusier, which promoted rational zoning, infrastructural prioritization, and widespread slum clearance, often through centralized, technocratic interventions (Grebler, 1962; Hseuh-Bruni, 2015). These top-down (urban renewal) strategies, however, provoked backlash by the mid-20th century, with critics such as Jane Jacobs championing community-led, mixed-use development and street-level

vitality over abstract modernist visions whose redevelopments were destroying vibrant communities (Jacobs, 1961).

In contemporary contexts, redevelopment mechanisms across cities globally reveal both convergences and divergences in how planning systems mobilize law, land, and infrastructure to reshape the urban fabric. Since the neoliberal turn of the 1980s, many cities have increasingly prioritized market efficiency, investment attraction, and global competitiveness (Brenner and Theodore, 2002; Hackworth, 2006; Peck, Theodore and Brenner, 2009). Redevelopment approaches in these contexts frequently center on maximizing land value and catering to affluent demographics, often producing significant social externalities, most notably displacement, gentrification, and deepening socio-spatial inequality (Weber, 2002; Harvey, 2012; Mele, 2013; Hourani and Kanna, 2014; Nam and Lee, 2023; Jung, 2024). Regional variations in this global pattern of redevelopment remain salient. In East Asia, for example, developmental states exhibit hybrid neoliberal regimes, combining liberalized planning mechanisms with strong state coordination (Hill and Kim, 2000). These cities benefit from strong state support that enhances their global competitiveness, yet also face challenges in balancing national priorities with local autonomy, often navigating complex negotiations between city and state interests (Khan, Khan and An, 2019). Global patterns of redevelopment diverge considerably, shaped by different institutional logics and governance traditions.

A range of redevelopment mechanisms is used in practice, with each strategy shaped by distinct goals and underlying drivers. Some redevelopment approaches often involve consolidating multiple, usually fragmented, land parcels into a unified site for redevelopment, coordinated by public authorities or undertaken by private actors operating within a statutory framework that enables them to overcome holdouts and reorganize property rights (Home, 2007; Louw, 2008). Such frameworks can take the form of land readjustment, in which owners pool and replot land to share in the uplifted value (e.g., new public spaces and other infrastructures) (Sorensen, 1999, 2000; Hein, 2010; Souza, Ochi and Hosono, 2018), often in suburban settings.

In urban settings, this type of land assembly takes the form of a rights-conversion model, which consolidates existing property rights into proportional entitlements within a new development (der Krabben and Needham, 2008, pp. 661–662). Cities such as Tokyo and Seoul demonstrate the strategic use of institutional and statutory frameworks to coordinate this form of land assembly for property-based redevelopment and urban intensification, thereby transforming small, fragmented urban parcels into high-density, mixed-use environments (Shin, 2009; Cho, 2011; Ha, 2020). While the rights-conversion model primarily facilitates collective redevelopment, the literature also highlights complementary finance and land-value-capture mechanisms that mobilize the economic gains from redevelopment to subsidize public investment. Instruments such as tax-increment

financing popularized in the US (Klemanski, 1990; Winter, 1990), transferable development rights, and the sale of reserved floor space (Hein, 2002, p. 228; Chorus, 2009, pp. 63–65; Been and Infranca, 2012), each illustrate how planning regimes channel redevelopment gains to underwrite infrastructure provision. Consequently, local municipalities often favor these approaches, particularly in station-area redevelopment, where concentrated value gains can be leveraged to finance wider public works improvements. (der Krabben and Needham, 2008).

Transit-linked redevelopment represents another key strategy, aligning infrastructure investment with intensified land use to capture rising land values, promote mixed-use urban districts, and reinforce city competitiveness in the global economy. Often framed within the principles of transit-oriented development (TOD), these schemes integrate higher-density, mixed-use development with pedestrian-friendly design in close proximity to rail, metro, or bus rapid transit stations, thereby reinforcing the viability of public transport and reducing car dependency (Salat and Ollivier, 2017; Thomas and Bertolini, 2020). Integrated planning in contexts such as Hong Kong and Tokyo has enabled land use controls, infrastructure investment, and value-capture mechanisms to be aligned in support of transit-related redevelopment alongside surrounding redevelopment (Suzuki *et al.*, 2015, pp. 71–125). While transit-linked models can deliver significant agglomeration benefits, improved neighborhood accessibility, and more sustainable urban form for cities, they also face persistent challenges. Key challenges include the risk of gentrification and displacement near stations and the need to ensure equitable distribution of accessibility benefits (Thomas and Bertolini, 2020, pp. 75–79; Lutz, Wicki and Kaufmann, 2024). Challenges also include the complexity of coordinating multiple stakeholders across transport and land-use sectors (Renne and Curtis, 2009, pp. 125–137; van Lierop, Maat and El-Geneidy, 2017, p. 56).

Approaches based on community-ownership and incremental upgrading approaches expand the redevelopment repertoire by prioritizing social objectives and embedding local agency, especially in cities where limited state capacity, fiscal constraints, or the prevalence of informal settlements necessitate incremental, community-led forms of redevelopment. In such contexts, redevelopment often takes the form of in-situ upgrading, in which informal settlements are incrementally reorganized and serviced, an approach positioned as an alternative to eviction or demolition (Wang, 2023). In the Global South, typical mechanisms include re-blocking and participatory replotting to improve access and enable provision of basic services, as in the City of Cape Town’s re-blocking approach in South Africa (Fieuw and Mwau, 2016, pp. 186–187). In the Global North, this can look like staged improvements in housing and infrastructure can often be delivered in partnership with local authorities, such as the incremental redevelopment of urban villages in Beijing (Yang and van Oostrum, 2020). A recent policy example is New York City’s *City of Yes for Housing Opportunity*, which seeks to

enable incremental housing additions across neighborhoods and streamline approvals for smaller projects, pursuing ‘a little more housing in every neighborhood’ without large-scale redevelopment (City of New York, 2024). These approaches aim to support incremental growth and the upgrading of housing and infrastructure, including co-production of basic services, while minimising displacement and preserving neighborhood networks.

Analogous principles are evident in Japan’s community-led planning practices or *machizukuri*, where individual actors or neighborhood groups employ participatory planning to improve liveability and (often) pursue small-scale, place-sensitive interventions or conservation through incremental upgrades (Sorensen and Funck, 2007, pp. 271–272; Nakajima and Murayama, 2024). Notwithstanding the benefits, this redevelopment model faces several constraints, including demanding governance requirements and institutional capacity gaps (van Horen, 2004); ongoing policy competition from ‘slum-clearance’ and relocation strategies, which remain favored in many cities (e.g., the preference for rollover upgrading favored over in situ (Smit, 2016)); and increasing exposure to speculative investment and wider urban development pressures. These pressures include emerging urban growth dynamics, which Sorensen and Funck (2007, p. 269) caution, may curtail *machizukuri* community influence over time. In other settings, the rise of private-sector-led ‘new city’ megaprojects across cities in Sub-Saharan Africa similarly exemplify a form of speculative urbanism, often accompanied by the displacement of low-income residents and exclusionary forms of “urban make-overs” (Watson, 2014, pp. 226–229). Together, these examples highlight how participatory and incremental redevelopment can be constrained by competing policy agendas and urban development pressures.

Lastly are event-led redevelopment strategies, where mega-events provide temporal windows for accelerated redevelopment, as seen, for example, in Olympic host cities. What’s notable about this type of redevelopment is the exceptional governance arrangements, including expedited planning powers and time-limited regulatory waivers, which enable rapid infrastructure delivery and place-marketing focused on stadium-anchored districts and transport interchanges (Zembri-Mary and Engrand-Linder, 2023). As Vainer (2015) shows through the example of Rio de Janeiro, mega-events consolidate a regime of ‘flexible urbanism’ in which ad hoc procedures, emergency decrees, and contractual exemptions are normalized as routine instruments of governance. These arrangements not only justify large-scale redevelopment projects but also often institutionalize a ‘city of exception’¹ well beyond the events themselves by invoking a discourse of urban crisis (Vainer, 2015, pp. 101–106).

¹ A ‘city of exception’ is a way of describing urban development where normal planning rules and democratic oversight are partially suspended in specific places or for specific projects, so authorities (often alongside private actors) can fast-track redevelopment.

Taken together, the different redevelopment strategies explored in this chapter illustrate the varied ways in which cities reorganize land, capital, and governance to reshape the urban fabric. This thesis thus treats urban redevelopment as the site-specific restructuring of previously developed land and infrastructure (through demolition, reuse, intensification, and reconfiguration) that reorganizes property rights, land use, and infrastructure to (re)allocate spatial value. This chapter overview highlights a recurring dilemma, which Gotham (2001a) frames as redevelopment's central tensions: reconciling growth with equity, managing global-local dynamics, and negotiating the commodification of urban space. Urban redevelopment thus serves both spatial and economic functions and is not only a technical exercise in land use but a deeply political and ideological process (Gotham, 2001a). Its outcomes depend on institutional arrangements, policy legacies, and visions of urban life. While these dynamics surface in many global cities², Tokyo provides a compelling case study. Its unique planning system and development trajectory, alongside a surge in large-scale redevelopment in recent years, embody these tensions (Fujii, Okata and Sorensen, 2007). To grasp the full implications of redevelopment, it is crucial to examine how national and local planning policies mediate redevelopment trajectories. The next section explores these questions in the Japanese context, focusing on the planning reforms and institutional shifts that have fundamentally shaped Tokyo's redevelopment.

Laws, reforms, and characteristics of Japan's planning system

Japan's contemporary urban planning system has been shaped by over a century of evolving legislative frameworks, shifting governance ideologies, and responses to economic and social transformations. During the Meiji period (1868–1912), the Japanese government actively pursued modernization by importing urban planning methodologies, legal frameworks, and engineering expertise from North America and Europe (Edgington, 2019). Japan's planning framework has been engineering-focused, influenced by its geography and natural hazards, especially in port cities like Tokyo, where technocrats have historically driven top-down decision-making (Iwamoto and Hein, 2021). This trajectory of modernization culminated in the 1919 City Planning Act (*Toshi Keikaku Hō*), the first formal urban planning legislation (Hein, 2013). It established a legal basis for managing land use, development, and infrastructure. While this provided a modern legal foundation, its centralized, technocratic character also laid the groundwork for future conflicts between state-led planning and local neighborhood dynamics.

² Global cities are urban agglomerations with strong strategic advantages that function as key nodes in the global economy (Sassen, 1991).

Following the devastation of World War II, Japan's new constitution (1947) introduced democratic reforms, yet centralized control over urban planning persisted (Muramatsu and Iqbal, 2001; Edgington, 2019). Tokyo's metropolitan planning office, under the leadership of Ishikawa Hideaki, was tasked with Tokyo's War Damage Rehabilitation Plan, which envisioned a more decentralised city (Pernice, 2006, pp. 256–258). The plan aimed to reorganize Tokyo's layout with a ring-and-radial arterial road network, expand public parks and green firebreaks, and carry out large-scale land readjustment that pooled private lots, reserved land for roads and open space, and redistributed the remainder (Sorensen, 2002, pp. 163–165). The plan was only partially realized due to US-imposed austerities, financial constraints, and land disputes of private landownership, which slowed large-scale redevelopment and pushed more piecemeal rebuilding focused on housing (Hein, 2023).

Bureaucrats and engineers dictated much of Japan's postwar redevelopment, particularly with the enactment of the 1954 Land Readjustment Law (*Tochi Kukakuseiri Hō*), which enabled the central government to rapidly reconstitute war-damaged infrastructure and amenities in cities (Ishida, 2006, pp. 35–39; Yanase, 2018, pp. 67–70). Land readjustment was also used most notably in the development of new urban land on the outskirts of cities, including the construction of public housing (Sorensen, 1999). The mechanism reorganized irregularly shaped agricultural land into regularized building plots while simultaneously providing essential urban infrastructure such as roads (Sorensen, 2000, p. 200).

Building on these state-led planning mechanisms, the 1964 Tokyo Olympics acted as a critical catalyst for Japan's postwar urban transformation, situating large-scale redevelopment within a broader framework of national reconstruction. Preparations for the Olympics were a means to repurpose former military sites, including Jingu Gaien, Yoyogi, and Komazawa, into civilian urban spaces and facilities, as well as contributing to the expansion of Tokyo's key transportation network and spatial configuration (Yoshimi, 2019). Languillon-Aussel (2024) further argues that the 1964 Games also functioned as a pivotal moment that consolidated Japan's prewar planning logics within postwar institutions and codified an event-led planning culture that subsequently influenced both Tokyo's spatial ordering and the professional imaginaries that guided planning practice thereafter.

Following Japan's successful postwar recovery, the country entered a period of rapid economic expansion and profound social change during the 1960s, which spurred focused efforts in urban planning to enhance living conditions in its increasingly crowded cities (Ichikawa, 2003). During this period and the resulting environmental crisis, many grassroots social movements emerged as citizens organized to demand better urban living conditions (Sorensen, 2002, p. 204). In response, the 1968 New City Planning Act comprehensively revised the 1919 framework. It decentralized some

powers to local governments, introduced a development permit system, established zoning mechanisms, and, crucially, incorporated public participation into master planning (Ishida, 2006, pp. 39–40).

Concurrently, the Urban Redevelopment Law (*Toshi Saikaihatsu Hō*) was promulgated in 1969, as an adaptation of the Land Readjustment Law, providing a legal framework for the redevelopment of built-up urban districts and institutionalizing mechanisms for locally initiated projects in cities (Sorensen, 2002, pp. 124, 214). The core mechanism of the law is the conversion of land and building rights into proportional floor space ownership in newly constructed developments or rights-conversion (*kenri henkan*), thereby enabling coordinated large-scale redevelopment and financing facilities through surplus units of the redevelopment buildings (Chorus, 2009, pp. 55–56). During the postwar period of rapid economic growth, since these surplus units were intended to generate revenue, redevelopment projects increasingly prioritized commercial facilities, which yielded higher returns per floor area than residential units to more effectively cover construction and infrastructure costs (Onishi, 1994, p. 108). While the law enabled coordinated redevelopment, its benefits were often unevenly distributed. In this high-growth period, inner cities that received little investment became centers of housing shortages, poverty, and other social issues, as public funding and private capital flowed instead into civic centers, suburban new towns, and industrial complexes; and in Tokyo, similar dynamics led to the formation of districts dominated by low-cost wooden tenement housing (Mizuuchi, 2003, pp. 23–24).

In response to these disparities and the limitations of top-down redevelopment, *machizukuri* (community-led planning) emerged from the 1960s as a grassroots form of neighborhood-building and participation, offering an alternative to the top-down, engineering-led approach to planning (Evans, 2002), outside of the legal framework. In the postwar period, *machizukuri* functioned as a loosely defined slogan for local community activity (often used by government-supported organizations) where citizen involvement existed, but meaningful decision-making power largely remained with the state rather than with autonomous local residents (Watanabe, 2006, pp. 128–130). The term has been associated with a diverse spectrum of planning practices, including land readjustment, redevelopment, historical preservation, and small-scale local activities (Sorensen, 2002, p. 308). During the late 1960s and 1970s, *machizukuri* evolved into a more confrontational and independent citizens' movement, as local residents organized to oppose large-scale development projects that threatened their living environments, gradually shifting the relationship between communities and local governments from opposition toward negotiated partnership (Watanabe, 2006, pp. 130–132). This marked an important bottom-up countercurrent to the prevailing planning regime.

Despite the rise of machizukuri, legal reforms continued to gather momentum, and from the 1970s Japan's urban redevelopment began to accelerate markedly. The 1970 revision of the Building Standards Law (*Kenchiku Kijun-hō*) contributed to this trend through the relaxation of height restrictions due to seismic engineering advances, unleashing Japan's first wave of high-rise condominium constructions (Machimura, 2021; Miura, 2021). Community opposition to disruptive high-rise projects prompted a 1980 amendment to the 1968 City Planning Act, which created the District Plan System (*Chiku Keikaku Seido*). This system allowed residents and landowners to shape district-level rules over building scale, land use, and infrastructure (Sorensen, 2002, pp. 264–268; Kishi *et al.*, 2007, pp. 23–24).

Following cycles of deregulation and reactive countermeasures, Japan's planning system trended towards deregulation from the 1980s onwards. Under the Nakasone administration, the so-called 'urban renaissance policy' (*minkan katsuryoku no katsuyō*) in Japan's major cities marked a shift in planning toward neoliberal deregulation, aiming to spur growth through private capital investment (Tsukamoto, 2012; Waley, 2013; Machimura, 2021). This neoliberal turn, which overlapped with the onset of Japan's 1980s asset bubble economy, enabled speculative redevelopment in working-class inner-city districts (Kirmızı, 2019). This was largely driven by the divestment of state-owned land in central Tokyo and in discursive framings of Tokyo as an emergent "global city," which mobilized private capital into underutilized inner-city industrial tracts, accelerating speculative office-tower construction and intensifying the displacement of small manufacturers and residents (Machimura, 2021).

The bursting of the asset bubble in the early 1990s further encouraged public-private partnerships to build high-rises in central Tokyo, taking advantage of plummeting land prices (Machimura, 2017, pp. 10–12). Large redevelopment projects shifted to national and local governments, which rebuilt aging public housing as high-rise apartments and pursued "back to the city" policies to stabilize and repopulate central districts, and after a subsequent financial crisis the government adopted crisis-led deregulation that opened public land to private redevelopment, allowing private investors to participate on state and quasi-public land (Machimura, 2021, pp. 12–13).

Large retail capital began to play a major role in these urban redevelopment projects, often collaborating with local authorities under the political banner of revitalizing declining city centers (Wakasugi, 2023, pp. 48–50). In this context, the deregulation of the Large (Retail) Store Law in 1992 played an important role in the consequent structural changes to the sector, which accelerated the growth of large retailers (Larke, 1992; Davies and Itoh, 2001).

The early 2000s marked another pivotal moment in Japan's planning deregulations with the enactment of the Urban Renaissance Special Measure Law (*Toshisaisei Tokubetsu Sochi Hō*) in 2002

(Fujii, Okata and Sorensen, 2007, pp. 252–253; Kidokoro, Sho and Fukuda, 2023, pp. 5–6). This law established Special Urban Renaissance Districts, which are nationally designated areas that are granted significant exemptions from normal planning rules (Hirayama, 2008, p. 305). Developers operating in these districts were offered streamlined approvals and tax benefits for redevelopment, on top of the floor area ratio (FAR) bonuses offered in exchange for providing public amenities or disaster preparedness (Fujii, Okata and Sorensen, 2007; Hirayama, 2008, pp. 307–313). These measures not only empowered developers to pool plots and transfer rights through conventional rights conversion (Ministry of Land, Infrastructure, Transport and Tourism, no date) but also enabled them to transfer unused FAR across multiple sites within a special regeneration area (Chorus, 2009). These regulatory changes coincided with the financialization of real estate development, as newly built high-rise buildings (especially tower condominiums) were increasingly treated as investment assets rather than as housing intended for long-term use. Instead of being developed to be owned or managed by builders, many residential towers were divided into tradable units and incorporated into investment portfolios, allowing developers and investors to reduce financial risk (Machimura, 2017). This shift encouraged the rapid construction of tower housing driven primarily by asset liquidity and investment returns, rather than by local housing demand or broader urban needs (Machimura, 2021, pp. 13–15).

These legislative and institutional developments led to a rapid increase in large-scale redevelopment projects initially concentrated in Tokyo’s CBD but increasingly spreading into inner-city neighborhoods (Kidokoro, Sho and Fukuda, 2023). Since the 2010s, Tokyo has seen a resurgence in high-rise construction, with many taking place in the special regeneration areas (Machimura, 2017). Most of these redevelopment projects are largely dominated by four major real estate firms with little intervention from the Tokyo Metropolitan Government (TMG) or ward³ authorities (Machimura, 2021). The rapid transformation of Tokyo as a result has intensified debates over citizen engagement and the governance of redevelopment (Sorensen, 2003; Sorensen and Sagaris, 2010; Dimmer, 2017; Miura, 2021). District plans once intended as tools for local empowerment were increasingly used to accommodate developer interests, triggering resident opposition and eroding public trust (Fujii, Okata and Sorensen, 2007; Miura, 2021). Notable sites of conflicts include Miyashita Park, Koenji, and Jingu Gaien (see Cassegard, 2011; Dimmer, 2017; Cayer and Bender, 2019; Andrews, 2020). Many of these projects are framed as necessary for enhancing disaster resilience, bolstering international competitiveness, or, more recently, for preparing for the Tokyo 2020 Olympics. Successive Olympic

³ Wards (*ku*) are a city’s municipal sub-divisions often translated as ‘city’ in English official documents. This thesis uses “wards” as commonly used in English literature and “city” when citing official sources. Tokyo has 23 special wards (*tokubetsu-ku*), distinct from other wards in the country under the 1947 Local Autonomy Law.

cycles⁴, for example, have acted as a recurrent ‘event fix’ that legitimizes and accelerates large-scale redevelopment in Tokyo (Languillon-Aussel, 2018, 2024, pp. 553–554). As large-scale projects begin to encroach on inner-city neighborhoods, this has sparked concerns about the further erosion of democratic oversight and citizen participation in large-scale redevelopment.

Japan’s urban planning system demonstrates a high degree of adaptability, reflecting its capacity to recalibrate in response to shifting socio-economic, political, and environmental conditions. Tokyo, in particular, has repeatedly reinvented itself through these adaptive strategies (i.e., integrating foreign ideas, responding to disasters, and restructuring land use), while maintaining local practices, making it a leading case of Japan’s adaptive planning that offers lessons for other cities in global debates on metropolitan transformation (Hein, 2023). Alongside this adaptability, Japan’s planning framework has also been described as ‘weak planning’ due to its centralized yet loosely enforced controls with limited avenues for meaningful public participation (Sorensen, 2003, 2004, pp. 45–84, 2006, pp. 101–127; Harada and Jørgensen, 2016), with an emphasis on economic objectives and deregulation since the 1980s. Chorus (2009) further highlights that Japan’s unusually flexible system, shaped by negotiable zoning and the widespread use of FAR bonuses, often produces fragmented, developer-driven urban form, undermining long-term coherence and limiting effective public control.

In Tokyo, this flexibility has, in recent decades, enabled rapid densification of its neighborhoods through large-scale projects that take full advantage of the increasingly deregulated planning system (Sorensen, Okata and Fujii, 2010; Machimura, 2017). With both the TMG and developers embracing this deregulated strategy as a means to maintain Tokyo’s international competitiveness⁵ (Sorensen, 2003; see also comments by developers and authorities in Mitsui Fudosan Co. Ltd., 2013; Ministry of Land, Infrastructure, Transport and Tourism [MLIT], 2019; Tokyo Metropolitan Government, 2023b), this has allowed market interests to increasingly dominate planning through extensive real estate operations which local municipal authorities are often powerless to rein in and which radically transform and compromise Tokyo’s traditionally small-scale adaptive neighborhoods (Sorensen, Okata and Fujii, 2010; Machimura, 2017; Almazán and Studioblab, 2021, p. 206). Some pundits on Japanese cities, however, take a positive view of this strategy. The view is that Japan’s planning approach is a solution for developing more affordable neighborhoods by

⁴ Successive Olympic cycles refers to Tokyo’s five Olympic planning episodes across a century. This includes the awarded-but-cancelled 1940 Games, the unsuccessful 1960 bid, the hosted 1964 Games, the unsuccessful 2016 bid, and the 2020 Games (awarded 2013, held in 2021), each entailing multi-year candidacy/preparation phases that institutionalized procedures and carried planning ideas forward.

⁵ Sorensen (2003) contends that property developers in Tokyo framed their lobbying for deregulation around the imperative of global competition with cities such as Shanghai, Hong Kong, and Singapore, while ultimately pursuing predominantly self-interested goals.

enabling economic dynamism and efficient land use without the restrictions of NIMBYism (Not-In-My-Back-Yard) or excess veto power observed in many cities in the West (Durning, 2022; Gray, 2022, pp. 109–125). In English-speaking popular media, proponents of more flexible planning systems and self-proclaimed YIMBYs (Yes-In-My-Back-Yard) cite Tokyo as an ideal model of flexible, market-oriented planning that ensures housing affordability and urban vibrancy (Lee, 2010; Harding, 2016; Britschgi, 2019; Patrick, 2023).

This thesis frames Japanese planning through the notion of ‘flexible planning,’ defined as the adaptability and looseness of the planning system that produces two sides of the same coin. On the one hand, this flexibility has historically supported the vitality of small-scale, mixed-use neighborhoods by allowing landowners to adapt plots under permissive zoning and loose regulation, fostering Tokyo’s distinctive bottom-up emergent urbanism (Almazán and Studiolar, 2021, pp. 164–193). On the other hand, it has enabled large-scale redevelopment projects promoted by the TMG and major developers, reshaping these same neighborhoods through intensification, consolidation, and their attendant externalities and environmental impact. In this sense, ‘flexible planning’ captures both the capacity of Tokyo’s planning system to sustain emergent neighborhood urbanism and its role in facilitating transformative redevelopment, providing the conceptual lens through which this thesis examines Tokyo’s neighborhood transformation. The following section discusses Tokyo’s neighborhoods within the context of urban redevelopment pressures.

Neighborhood transformation in the context of Tokyo’s urban redevelopment

Tokyo’s postwar urban development was historically characterized by a relatively uniform distribution of dense, low-rise neighborhoods interwoven with a fine-grained mix of land uses and commercial amenities⁶ (Bansal, 2022). Almazán and Studiolar (2021, pp. 164–165) describe the contemporary persistence of these neighborhoods as areas that typically reach high population densities of 20,000 inhabitants per km² or more, defined by low-rise buildings of up to three floors and largely concentrated in the western part of Tokyo outside the Yamanote Line⁷. Within this urban fabric, everyday life is anchored by diverse, small-scale retail clusters, such as *shōtengai* (local pedestrian-friendly shopping streets) and *yokochō* (narrow alleyways branching off main thoroughfares), which not only support daily routines and other social purposes but also sustain localized economic ecosystems (Almazán and Studiolar, 2021, pp. 167–168). Commercial offerings include family-run

⁶ Commercial amenities are broadly understood as market-oriented goods and services, as suggested by Glaeser et. al. (2001), are vital to the economic viability and quality of life in urban neighborhoods.

⁷ The Yamanote Line is a major commuter rail line in Tokyo that runs in a loop around the city’s central districts, connecting many of Tokyo’s biggest train stations, such as Tokyo Station, Shinjuku Station, Shibuya Station, Ikebukuro Station, and Ueno Station.

izakayas (pubs), standing soba bars, and a host of independent grocers, specialty shops, and mom-and-pop stores located in close proximity to minor train stations (Imai, 2018, pp. 24–25). This decentralized commercial structure, combined with the relatively even distribution of manufacturing employment, was instrumental in supporting Tokyo’s egalitarian postwar living standards by ensuring that blue-collar employment and everyday amenities remained rooted in the local neighborhood (Bansal, 2021).

The morphology of these urban districts, characterized by narrow streets, compact lot divisions, and mixed-use zoning, has long encouraged the close integration of small-scale commerce within predominantly residential areas. In this context, ground-floor retail embedded in low-rise buildings often accommodates a blend of light industry, services, and food establishments, creating lively and multifunctional urban environments at the scale of everyday life (Almazán and Studioblab, 2021, p. 181). As Patrick and Rohlen (1986) similarly observed, the spatial configuration of Tokyo’s neighborhoods supported commercial survival with minimal overhead, since proprietors often lived near or above their shops and operated with limited staffing. Taken together, this distinctive socio-economic and spatial structure of the postwar period, referred to as the “Tokyo model” by Benjamin Bansal (2022), helped mitigate spatial segregation while allowing small and medium-sized enterprises (SMEs) to thrive within relatively uniform catchment areas embedded in the city fabric.

This model, however, began to shift in the 1980s as Japan underwent profound economic and regulatory transformations. Relative to the preceding urban policy climate, the early 1980s marked a departure in Japan’s urban deregulation as planning rules, under the Nakasone administration, were increasingly loosened as part of a market-oriented “world city” strategy aimed at enhancing international competitiveness rather than primarily incremental regulatory adjustment to manage orderly growth and protect local space (Sorensen, 2003, pp. 525–529). These urban policy priorities translated into upzoning initiatives, expanded development rights, and other pro-development measures, which contributed to competition over inner-city space and further undermined communities’ capacity to sustain everyday neighborhood life in the face of redevelopment pressures (ibid). Among other economic and regulatory changes were shifts in consumer behavior and the liberalization of retail regulations. Rising car ownership and increased residential floor area, particularly in suburban districts, facilitated access to larger stores and contributed to the declining viability of smaller retail outlets (Matsui and Yukimoto, 2004). These shifts coincided with and were exacerbated by the deregulation of the Large-Scale Retail Store Law in 1992. Originally implemented to protect small businesses by restricting the establishment of large retail formats, its liberalization removed a critical regulatory barrier (Kawai and Urata, 2002, p. 41). As Davies and Itoh (2001) have shown, while the rate of decline in small retail remained more gradual than in Western economies

such as the United Kingdom (UK), the legal deregulation nonetheless catalyzed a restructuring of Japan's retail landscape. These regulatory reforms led to the accelerated growth in the number of large-scale retailers, particularly department stores strategically positioned at terminal stations by private railway companies⁸ (Larke, 1992). Flath (1990) provided historical context for these shifts, suggesting that earlier regulatory protections had shielded smaller shops from market pressures. Once removed, the commercial environment tilted sharply in favor of larger actors, contributing to the decline of traditional small-scale retail that once typified Tokyo's neighborhoods.

This commercial restructuring occurred in tandem with other long-term economic shifts, most notably the decline of urban manufacturing. As industry relocated or declined, intra-urban commuting for service-sector employment became the norm. These structural adjustments were both enabled and accelerated by the rise of neoliberal urbanism from the 1980s onward, wherein large-scale, capital-intensive redevelopment emerged as a key driver of economic policy. Unlike the Western model of neoliberalism, East Asian variants, including Tokyo's, retain a strong developmental state, a powerful technocracy, and distinctive urban institutional histories, as previously outlined. Waley (2013) was among the first to outline these differences, while more recent comparative work by Kidokoro, Matsuyuki and Shima (2022) positions Tokyo within a cohort of hybrid developmental-neoliberal cities in Asia.

One analytical lens through which Tokyo's neighborhood transformations and redevelopment processes have been understood is gentrification. Though originally theorized in the context of Western cities, the concept has been significantly expanded to account for Tokyo's distinct dynamics (Waley, 2016). In the Japanese context, gentrification is often defined not by wholesale class displacement but by the piecemeal insertion of new residential and commercial typologies (such as high-rise condominiums) into existing urban fabrics, facilitated by redevelopment-friendly policies and a permissive planning regime. Waley (2016) also notes that the prevalence of substandard building stock in Tokyo has enabled a "scrap-and-build" approach to redevelopment, while the tight alliance between public authorities and private capital has dampened resistance to large-scale projects.

Gentrification in Tokyo thus operates at multiple spatial scales. At the macro level, inner-city wards such as Shibuya have emerged as loci of affluence and redevelopment, increasingly diverging from other parts of the Tokyo area (Kidokoro, Fukuda and Sho, 2022). At the micro-level, what Machimura (2021) terms "gentrification without gentry" describes a form of localized stratification wherein new luxury developments rise as vertical "islands" within older, low-rise neighborhoods.

⁸ This form of transit-oriented development (TOD), known as *ensen kaihatsu*, leverages private railway companies to integrate transit infrastructure with retail, land development, and residential projects along railway corridors and around major stations (Takayama *et al.*, 2020; Liu *et al.*, 2024).

These enclaves are typically located along rail corridors and often feature high-end condominiums with exclusive amenities, creating pockets of affluence amid otherwise modest urban settings. Kidokoro, Sho and Fukuda (2023, p. 7) and Hirayama (2005, p. 9) observe this emerging form of intra-urban spatial stratification, where “vertical gated communities” stand in stark contrast to the surrounding traditional housing stock. Where displacement of residents occurs, it is more often indirect and gradual (Hashimoto, 2021), particularly as rights-conversion mechanisms in redevelopment cushion property and land owners while tenants are priced out post-redevelopment (Lützel, 2008). Despite its visual and social significance, this form of micro-scale gentrification remains underexplored in empirical research.

Although gentrification provides a useful framework for interpreting neighborhood change in Tokyo, key conceptual and methodological limits remain. Some scholars caution that gentrification can be a partial and sometimes misleading analytical lens, as it risks importing assumptions about local actors, mechanisms and outcomes that do not consistently hold in Japanese urban context.⁹ Radović (2010) warns that dominant gentrification frameworks can flatten Tokyo’s complexity by treating neighborhood change as a single, displacement-centered moral storyline, rather than as the interaction of multiple coexisting forms of urban life. Urban redevelopment processes can produce mixed and uneven outcomes, therefore analysis should stay close to place-specific meanings and everyday practices instead of assuming one universal trajectory (Radović, 2010). Kırmızı (2023) similarly argues that while gentrification helps identify profit-driven redevelopment and exclusion, it can reduce neighborhood change to market logics and therefore miss outcomes like participation, historical place identity, and socio-cultural life, especially in Japan’s distinct institutional context. Frameworks to understand urban change should prompt critical reflection on whose culture and whose right to the city are being served (Kırmızı, 2023). Miura (2021) contributes to this critique methodologically by advocating an inductive approach that takes redevelopment struggles and resistance movements as primary empirical entry points, and, on that basis, cautions against assuming that Tokyo can be read as a conventional gentrification case from the outset. Contestation over redevelopment makes visible locally specific stakes, power relations, and perceived harms that can be obscured when neighborhood transformation is inferred primarily from demographic indicators (Miura, 2021). Examining contestation therefore highlights how redevelopment is framed and legitimized. These studies suggest the value of grounding analysis in the local redevelopment

⁹ For example, Lützel (2008) reveals that gentrification analysis can miss neighborhood changes when relying on visible conflict and standard displacement indicators. Hashimoto (2021) highlights how analysis centered on immediate displacement of inhabitants can obscure how timing and mechanism shape who leaves, when, and why.

mechanisms and contestations through which neighborhood change is produced and interpreted in Tokyo.

Taken together, these critiques highlight that, rather than using gentrification as a metric of neighborhood transformation, it is more analytically productive to foreground how this change is distributed across space and how it is experienced at different urban scales. In Tokyo, such change often proceeds through incremental and spatially uneven ways, often without the pronounced class turnover or large-scale displacement that anchors many gentrification frameworks, making it difficult to identify using standard quantitative indicators. Consequently, most prior studies have relied on ward-level data, which tend to highlight aggregate inequalities, such as the socioeconomic divergence between central business districts and outer wards, while failing to capture finer-grained processes of neighborhood change (Jacobs, 2012; Hashimoto, 2021). An exception is the work by Kidokoro, Sho and Fukuda (2023), who offer rare insight into localized redevelopment dynamics and their relationship to spatial inequality.

Since the 1980s, Tokyo's dense, low-rise, mixed-use neighborhoods have been increasingly reshaped by market-led redevelopment, altering both their physical form and underlying socio-economic patterns. Enabled by deregulation and changing consumption, Tokyo's urban redevelopment trajectory has restructured traditional retail and employment, particularly through recent large-scale redevelopment projects, weakening elements of the postwar 'Tokyo model' that supported broad access to everyday amenities and local livelihoods. While often justified through efficiency or disaster resilience, these large-scale projects have also produced intra-neighborhood disparities and more fragmented urban landscapes, including vertical enclaves of affluence within older, lower-income districts. In this thesis, these spatial disparities are understood as the uneven distribution, across and within neighborhoods, of redevelopment intensity, including the social and economic benefits and burdens associated with the consequent urban change. Because these changes can unfold at a micro-scale and remain hard to capture through standard indicators, this research examines the impact of uneven neighborhood change in Tokyo's postwar neighborhoods, combining both socio-economic change and contestation as key empirical entry points to capture the complexity of neighborhood transformation. This thesis focuses particularly on how large-scale redevelopment projects are negotiated, implemented, and experienced. The following section elaborates on the aim and significance of the thesis.

1.2. Aim, relevance, and scope

Based on the preceding research context¹⁰, this thesis investigates the uneven effects of neighborhood transformation since the 1980s, especially recent large-scale redevelopment in Tokyo, focusing on how these changes have reconfigured the distribution and character of local commercial amenities, and how these shifts are shaped by, and in turn provoke forms of public contestation. It builds on the observation that Tokyo's flexible planning system, while internationally lauded for enabling housing supply and market responsiveness, also facilitates forms of spatial restructuring that often intensify micro-scale spatial disparities and further weaken public participation. The research aims to provide an empirically grounded account of how these transformations manifest at the neighborhood micro-level and how local actors engage with, resist, or accommodate the processes and outcomes of redevelopment.

The central aim is twofold. First, it seeks to understand how large-scale redevelopment has transformed the morphology of local neighborhoods and the spatial distribution of commercial amenities. These amenities, particularly independent retail (e.g., cafes, restaurants, and mixed-use shopfronts), are not only functional components of the urban economy but also indicators of neighborhood character, walkability, and community life (Jayne, 2005). Their presence, clustering, or disappearance provides insight into changes to neighborhoods' socioeconomic patterns. Second, the thesis examines how public engagement influences redevelopment outcomes, highlighting the institutional limitations embedded in Japan's planning framework and the procedural ambiguities that characterize the implementation of participatory mechanisms.

These two aims are addressed through a two-step methodological approach. The first step utilizes statistical census data and historical mapping to trace the evolution of commercial amenities in three neighborhoods (Musashi-Koyama, Tsukishima, and Shimokitazawa), each with features that help illuminate the characteristics of urban redevelopment in Japan. The data for the three case studies were collected over the period from 1980 to 2020 at the smallest administrative scale (*chōme*), a standardized unit widely used in Japan due to its granular, policy-relevant boundaries. The second step involved analyzing ward assembly meeting minutes, redevelopment plans, and public documents to assess patterns of public contestation and engagement. Taken together, these approaches allow the research to examine the interplay between physical transformation and public input, and how this interplay varies depending on neighborhood context and redevelopment type.

¹⁰ For a consolidated timeline of key scholarly contributions, relevant legal developments, and major contextual events referenced in this thesis (including items provided for contextual background beyond those discussed in the main text), see Appendix I.

The significance of this thesis lies in three main areas, namely, its theoretical, methodological, and practical contributions. Theoretically, the thesis contributes to urban studies by offering a nuanced analysis of Tokyo's flexible planning regime through the lens of neighborhood-scale transformation and contributes a more detailed characterization of large-scale redevelopments, setting it apart from some previous discussions of a "neoliberal Tokyo" (e.g., Tsukamoto, 2012; Machimura, 2017; Kidokoro, Hsiao and Fukuda, 2021; Kidokoro, Matsuyuki and Shima, 2022, 2022). While much of the existing literature focuses on macro-level disparities between wards, this study emphasizes micro-spatial disparities, where examining shifts in commercial agglomeration aligns with recent research efforts to conceptualize the retail and service landscape as critical to spatial and social equity (Arranz-López, Soria-Lara and Pueyo-Campos, 2019; Kim and Park, 2020).

In terms of methodology, the research demonstrates how employing a longitudinal and cross-sectional approach through census, spatial mapping, and institutional document analysis enables a more comprehensive understanding of the complexities of redevelopment and neighborhood transformation. Practically, the findings offer new insights for urban planners, municipal authorities, and local stakeholders involved in redevelopment processes, not only in Tokyo but in other high-density cities navigating similar tensions between growth, equity, and participation. The case studies selected illustrate that community resistance is not monolithic, but rather shaped by a combination of local histories, spatial configurations, and procedural framings of "consensus." In doing so, the research provides a conceptual basis for rethinking public participation mechanisms in the Japanese context, while contributing to comparative debates on inclusive urban governance of neighborhoods, under neoliberal planning paradigms.

1.3. Methodology

Overview

The methodology addresses the core aim of the thesis, using three case studies to investigate the transformation of Tokyo's neighborhoods since the 1980s. It examines how large-scale redevelopment restructures the neighborhood-level morphology and commercial landscape, and how these spatial changes intersect with patterns of public engagement and contestation. Building on previous discussions, which outlined Japan's flexible planning and Tokyo's post-1980 shift toward capital-intensive redevelopment of its inner-city neighborhoods, this study focuses on the evolution of neighborhood commercial amenities, particularly retail, as both indicators and agents of urban change. Retail density is measured, here, as population per retail establishment (including restaurants), not establishments per land area. Retail density therefore captures per-capita commercial provision and

is directly shaped by population change as well as changes in the number of establishments. The focus on retail agglomerations links directly to theoretical discussions of amenity clustering and spatial inequality, outlined in this section, allowing this research to trace how planning practices manifest in tangible, neighborhood-scale transformations.

The methodology combines spatial and statistical analyses of the three case studies with qualitative analyses of local government documentation to examine both the socio-economic changes in neighborhoods and the dynamics of public engagement in redevelopment processes. This multi-layered and multi-scalar approach provides a framework for analyzing how urban change unfolds at the smallest, administratively defined subdivisions (chome). Accordingly, the following discussions explore two interrelated dimensions: the *'agglomeration of amenities'*, which provides an analytical framework for investigating retail concentration and making inferences about spatial disparities; and *'understanding public engagement in Japan's redevelopment processes'*, offering a critical lens through which to assess the influence of participation on neighborhood redevelopment outcomes.

Agglomeration of amenities

Economic geographers have long studied agglomerations to explain why businesses tend to concentrate in specific areas. Clustering offers firms and industries several benefits, including improved productivity, access to a shared labor pool, and the facilitation of knowledge spillovers (McCann and Oort, 2019). These benefits, known as agglomeration economies, are typically divided into two types: localization economies, which benefit firms within the same industry, and urbanization economies, which stem from the coexistence of diverse industries in larger urban environments (Duranton and Puga, 2004; Hansen and Winther, 2010). While research on agglomerations has historically centered on industrial clusters, i.e., the spatial concentration of manufacturing activity in factories¹¹, there has been growing recognition of amenity agglomerations as essential to urban development (Clark *et al.*, 2002), particularly for improving quality of life (Allen, 2015).

The distribution of amenities and their concentration into clusters has been shown to attract populations, notably those of the creative class (Florida, 2012, p. 186), and to shape the form and livability of higher-density urban spaces (Randall, 2008; Gallent and Wong, 2009). Amenities both respond to and influence population change: as residents increasingly prioritize quality of life, the amenities a city can sustain shift accordingly, and those amenities in turn help attract and retain

¹¹ For an overview and history of the various disciplines' research on industrial clusters is provided by Gordon and McCann (2000, pp. 516–521). There has also been significant research into industrial clusters in East Asia in general and Japan in particular (Sonobe and Otsuka, 2006). Famous case studies are the metals processing and machinery industries in Tokyo's Ota Ward (Whittaker, 1997) as well as Osaka's Higashi-Osaka area (Ueda, 2000).

people (Clark *et al.*, 2002). Amenity clusters (such as retail outlets, restaurants, cultural venues, and public services) function as both markers of urban vitality and indicators of inequality, often highlighting the gaps between wealthy and marginalized communities (Dadashpoor, Rostami and Alizadeh, 2016; Logan *et al.*, 2021; Hosseini *et al.*, 2022; Ashik *et al.*, 2024). In gentrifying areas, these concentrations reflect shifts in consumer culture and neighborhood character, often leading to the displacement of long-established local businesses (Sigler and Wachsmuth, 2016; Zeng *et al.*, 2022).

This thesis places particular emphasis on retail as a key type of commercial amenity, such as shops, restaurants, and cafes, using it as a lens through which to examine the processes of urban transformation in local neighborhoods. Retail functions extend beyond the simple provision of goods to nearby residents; such establishments help to foster vibrant communities by encouraging walkable streets, enhancing public safety through natural surveillance, and contributing to the shaping of neighborhood identities (Jacobs, 1961; Deener, 2007; Zukin *et al.*, 2009; Humphrey *et al.*, 2020). For Jacobs (1961), this everyday street vitality depends on a fine-grained diversity of uses and small enterprises, short blocks, mixed primary functions, and frequent “eyes on the street,” but she also warns that the very success of such districts can become self-undermining as rising rents and speculative pressures displace the smaller, locally rooted businesses that sustain that diversity.

Retail can be used to explain neighborhood change through a production-based perspective, which examines how investment and redevelopment drive change and produce uneven capital flows as previous discussions on gentrification reviewed. Neighborhood change can also be understood through consumption-based point of view, which examines population, demand and culture as drivers of change (e.g., Bridge and Dowling, 2001; Zukin, 2008). Treating retail as one component of the wider amenity environment, Clark *et al.* (2002) describe a reciprocal relationship between amenities and population change: as residents’ quality-of-life preferences become more salient, the city’s amenity mix (which includes venues such as cafes and other consumption-oriented places) shifts, and the resulting amenity environment can in turn help to attract and retain residents. Meltzer and Capperis (2017) find that neighborhood population growth is the strongest predictor of higher retail turnover, and that churn is usually driven by more business openings/entries rather than closures.

At the same time, the spatial distribution of retail reflects the complex interaction of local demand, accessibility, and population density, factors that influence both where retail outlets locate and their tendency to form clusters over time (Maraschin and Krafta, 2013). Research on retail clustering has highlighted the role of agglomeration economies, explaining such concentrations in terms of competition among retailers, reduced distribution costs, consumer travel behavior, and the demand for complementary services (Huang and Levinson, 2011). The concentration of these

businesses not only enhances urban livability and appeal, but can also create conditions favorable to the arrival of innovative, high-productivity firms (Jacobs, 1961).

Retail is thus positioned as a critical component that supports the commercial viability of new urban mixed-use projects, as shifting demographics, shopping routines, and mobility options increasingly influence where retailers launch new storefront locations in urban centers and how those spaces are designed for everyday city living (Gibbs, 2012). This multifaceted relationship illustrates how population density can stimulate economically diverse urban settings, which in turn attract further development and residential growth.

While globalization and gentrification forces often favor uniform retail formats and large-scale stores, small-scale retail clusters continue to play a vital role. These small-scale retail clusters serve as centers of “everyday diversity,” support “corner-shop cosmopolitanism,”¹² offer economically accessible goods and services, and encourage environmentally sustainable urban living (Kasinitz, Zukin and Chen, 2015, p. 196). Preserving these vibrant micro-economies not only protects retail diversity but also the social fabric, adaptability and resilience of neighborhoods, ensuring that urban areas remain attuned to residents’ needs (ibid).

Japan’s retail landscape, especially in Tokyo, offers unique insights into these dynamics. With its myriad of convenience stores, other small retail shops, and one of the largest numbers of restaurants, Japan is often intuitively associated with a very high retail density. Japan had twice the retail density of other developed nations in the 1980s (excluding eating and drinking establishments) (Flath, 1990) and has historically been characterized by a high concentration of small, independent retailers alongside a few large, technologically advanced retail conglomerates (Larke, 1992). Yet, as Flath and Nariu (1996) observed, Japan was no statistical outlier when considering the country’s limited per capita living space, high population density, and relatively low rate of private vehicle ownership, factors that promote greater retail density—the same qualities observed in postwar Tokyo (Bansal, 2022). Nevertheless, retail density in Japan has been in decline since the 1980s (Terasaka, 1998; Matsui and Yukimoto, 2004, p. 49), albeit slower than in other developed nations (Davies and Itoh, 2001; Delage *et al.*, 2020).

To systematically analyze the transformation of Tokyo’s neighborhoods through commercial amenities, residential, employment, and commercial census data from the Tokyo Metropolitan Government and the Portal Site of Official Statistics of Japan (eStat) were collected at both the ward-level and the chome level, spanning the period from 1980 to 2020, with data points taken at decadal

¹² “Corner-shop cosmopolitanism” describes the intercultural interactions and practical skills that small retailers and their diverse customer base develop to communicate and transact across cultural and language differences (see Wessendorf (2014, pp. 68–72)).

intervals. These datasets provide a contextual understanding of demographic and commercial shifts over time, informing the spatial interpretation of redevelopment impacts. To assess spatial variability and understand relative change across neighborhoods, this study employs an entropy-based inequality measure: the Theil index. This index quantifies inequality by comparing actual entropy with its theoretical maximum, producing values that range from 0 (perfect equality) to infinity. The Theil index is especially appropriate for this research due to its ability to decompose inter- and intra-group variability, offering advantages over the Gini coefficient or coefficient of variation when analyzing spatial distributions and local disparities.¹³

Three variables were analyzed using the Theil index to quantify inter- and intra-ward disparities:

1. *Population Density (population/km²)*: Measured decennially from 1980 to 2020, this variable captures residential concentration and land use intensity at the neighborhood level. It reflects the degree to which residents are clustered or dispersed across Tokyo and across each ward of the case studies.

2. *Retail Density (population per retail establishment, including restaurants)*: This indicator, (also tracked every ten years from 1980 to 2020) is used here as population-based indicator, not a land-based indicator. Therefore, changes in retail density are read alongside population trends and not only establishment count, capturing per-capita commercial provision.

3. *Share of population living in 11-floor and higher apartment buildings (% of ward population)*: This metric was examined for 2000, 2010, and 2020, reflecting the growing role of high-rise residential development. It provides a proxy for the concentration of vertical redevelopment between and within each ward.

While advanced spatial analysis techniques, such as spatial autocorrelation (e.g. Moran's I) and accessibility models (e.g. gravity-based metrics) are common methods for assessing patterns of agglomeration and distribution (e.g., Chhetri, Han and Corcoran, 2009; Lee *et al.*, 2018; Aoki, 2022), these methods may overlook the reason and mechanism of localized, longitudinal change. Spatial autocorrelation techniques, while effective at identifying retail concentration in a given year, fall short in distinguishing whether such patterns arise from long-standing urban morphologies, targeted policy interventions, or broader socio-economic transitions unfolding over time. Likewise, accessibility models often rely on assumptions of static urban structures, thereby overlooking the cumulative effects of historical legacies and the accelerated transformations that characterize cities like Tokyo.

To this end, quantitative data alone cannot be viewed in isolation, but requires simultaneous morphological analysis. This thesis uses ZENRIN *Jūtaku Chizu* (Residential Maps) from 1980 and from

¹³ For details on the Theil index and its calculation method, see Appendix II

2023, accessed through the Tokyo Metropolitan Central Library, to map the distribution and transformation of commercial amenities over time. ZENRIN Residential Maps, updated annually via field surveys, provide information including building names, usage, and resident addresses. They provide a spatial resource to determine the function of buildings and track shifts in local amenities at the building level. Building uses were classified into seven broad categories (see Appendix II), facilitating comparative mapping of commercial functions across the study period. The categories relevant to this study's focus on commercial amenities include:

- Mixed-use residential
- Retail, wholesale, and services
- Offices and financial institutions
- Industry and manufacturing

The research's analysis of the case studies combines statistical information from residential and commercial census data with historical mapping to examine local changes in the distribution and morphology of commercial amenities at the chome level. Mapping provides a visual representation of changes in urban morphology, such as the spatial distribution of commercial amenities, which complements the statistical data by cross-verifying findings and showing the physical manifestation of changes in the neighborhood. This enables a more nuanced understanding of how micro-level changes are related to macro-level urban trends. Conversely, while focusing solely on quantitative data may provide detailed measures of the scale and significance of the ongoing transformation, this data is likely to miss the spatial and physical context of changes and how they impact the neighborhoods' structure. To fully understand how these spatial transformations are received, negotiated, or contested by local communities, the analysis now turns to the second dimension of the research, which is the institutional and procedural dynamics of public engagement in Japan's redevelopment planning process.

Understanding public engagement in Japan's redevelopment process

Public engagement has long been recognized as a cornerstone of democratic urban planning, yet its implementation varies significantly across different contexts. In the global planning literature, participation is often framed along a spectrum, ranging from tokenistic consultation to genuine co-production, highlighting the tensions between technocratic governance and inclusive decision-making (Healey, 1997; Arnstein, 2019). While some systems institutionalize deliberation through structured processes, others offer only limited, formalistic avenues for input. Japan's 1968 City Planning Act

outlines basic legal provisions for public participation in the development of a ‘city plan’,¹⁴ typically created in the process of redevelopment. The Act mandates two formal opportunities for resident input: public hearings (*kōchōkai*)—only “when deemed necessary”—and a subsequent two-week public inspection period (*jūran*) prior to final plan approval. However, these mechanisms are limited in both scope and enforcement. A close reading of the law reveals its loose requirements for participatory planning:

“When deemed necessary in compiling city plans, excluding instances provided for in the following paragraph, the prefectures or municipalities are to perform any required measures, such as convening public hearings, in order to reflect the opinions of residents.”

(Japanese Law Translation, 2008)

This vague wording, particularly the qualifier “when deemed necessary,” effectively renders public hearings discretionary. The most concrete requirement is the two-week period during which the draft plan must be made available for public review. The law further stipulates:

“When prefectures or municipalities are deciding on city plans, prior to the decision and pursuant to the provisions of Order of the Ministry of Land, Infrastructure, Transport and Tourism, public notice to that effect is issued, and the proposed city plan must be made available for public inspection for two weeks from the day of public notice.” (ibid)

“When public notice... has been issued, any of the residents or interested persons of the relevant municipalities may submit a written opinion pertaining to the proposed city plan... before the expiration of the period of public inspection.” (ibid)

However, the Act does not provide explicit criteria for how public comments must be incorporated into final decisions. As a result, public participation tends to be formalistic and unevenly implemented across municipalities, depending heavily on local administrative capacity and political will (see example in Harada and Jørgensen (2016)). The grassroots participatory innovations associated with *machizukuri* have not meaningfully influenced this statutory framework, which remains largely technocratic in character.

¹⁴ A “city plan” as defined by the City Planning Act refers to any plan that includes “land use, improvement of urban facilities, and urban development projects for the sake of promoting the sound development and orderly improvement of cities” (e.g., district plan, redevelopment project plan).

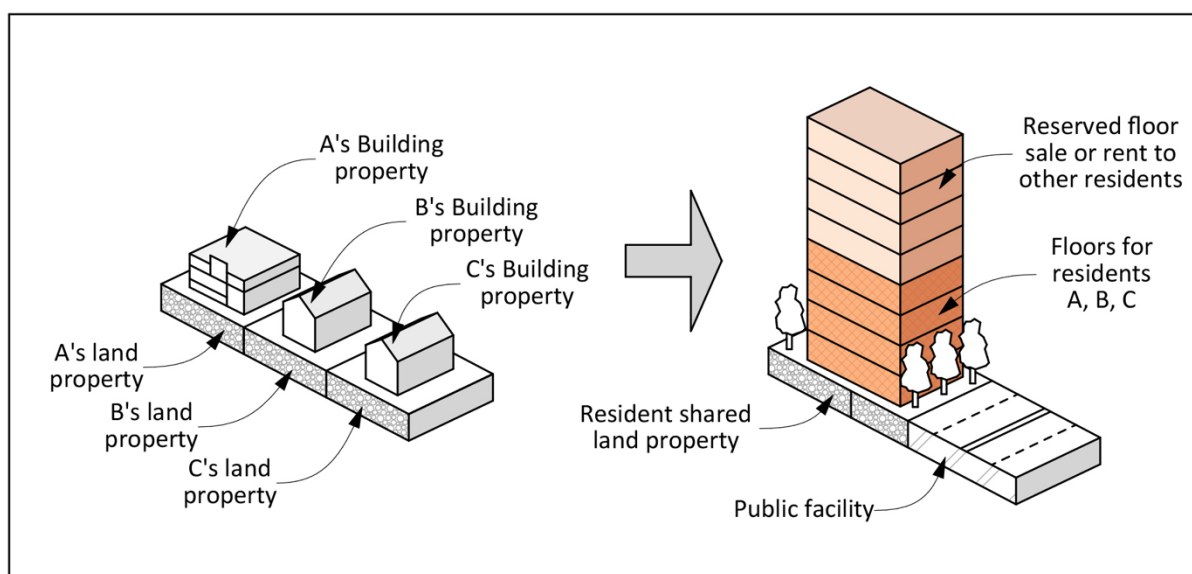


Figure 1: Rights conversion in Urban Redevelopment Project. (Source: Adapted from MLIT (no date))

In parallel to the Act, the 1969 Urban Redevelopment Law (*Toshi Saikaihatsu Hō*)¹⁵ governs formal redevelopment projects, particularly in areas designated for urban revitalization or disaster prevention. The law defines two main types of redevelopment projects, which outline decision-making procedures, restrictions for each category as well as specific executors (*sekōsha*) who can implement these projects. Type 1 projects involve the conversion of land and building ownership rights, with the guarantee that original owners (rights-holders)¹⁶ retain equivalent floor space rights in the new buildings (Figure 1) (Urban Renewal Coordinator Association of Japan International Committee [URCA], 2020; Ministry of Land, Infrastructure, Transport and Tourism, no date). These projects are typically led by an Urban Redevelopment Association or URA (*Shigaichi Saikaihatsu Kumiai*) (TMG, 2022), and require participation from at least five rights-holders in the project area as well as the consent of at least two-thirds of the rights-holders to proceed (Urban Redevelopment Law No. 38 of 1969).

Type 2 projects are implemented by public entities (e.g., local governments, the Urban Renaissance (UR) Agency)¹⁷ and involve full land acquisition. These are usually reserved for high-risk disaster zones or areas with pressing infrastructure needs and do not require the consent of existing landowners, though compensation must be provided (Urban Redevelopment Law No. 38 of 1969).

¹⁵ (*Urban Redevelopment Law No. 38 of 1969*)

¹⁶ Rights holders are defined as individuals or entities possessing legal rights over land and/or buildings within a redevelopment area.

¹⁷ The Urban Renaissance (UR) Agency is a semi-governmental institution that is mainly known for providing large clusters of accessible and affordable public housing in Japan known as *danchi*.

This research focuses on Type 1 projects, as they constitute the majority of redevelopment efforts in Tokyo. The scope includes one notable exception involving transportation planning, which does not fall neatly into either project type. These redevelopment projects, often linked to the grade separation of roads and railways (Figure 2), are part of a postwar reconstruction vision originally conceived in the 1946 Tokyo master plan (Pernice, 2006; TMG, 2015). While not formally categorized under the Urban Redevelopment Law, such redevelopment interventions are legally facilitated by road planning provisions and frequently provoke neighborhood opposition due to their disruptive impact on existing communities.

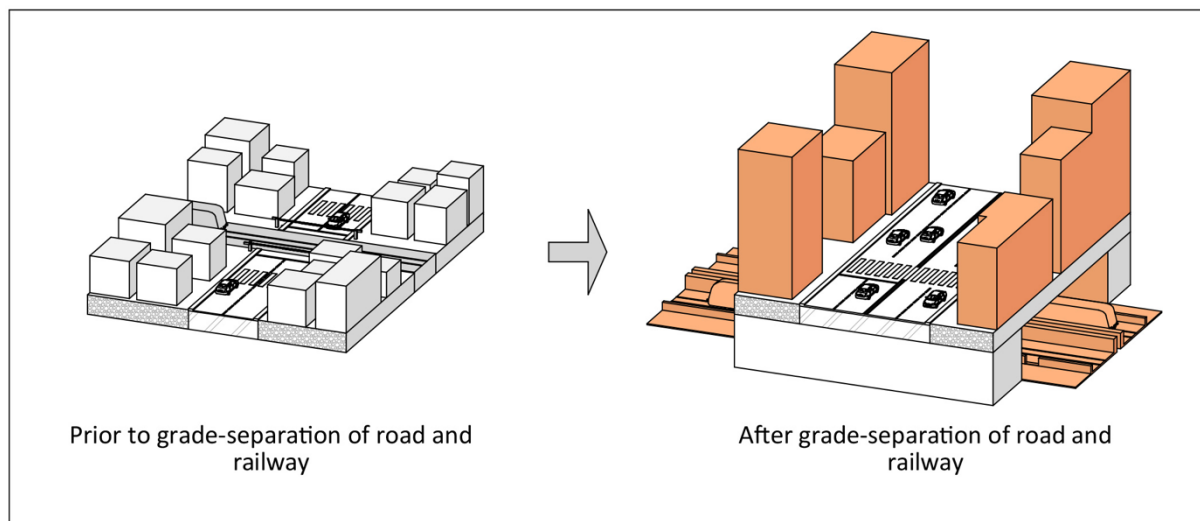


Figure 2: Grade Separation Project. (Source: Adapted from TMG (2015))

The institutional structure for decision-making involves local government assemblies, composed of elected representatives, with governors and mayors as its executive arm, and City Planning Councils (*Toshi Keikaku Shingikai*), which are theoretically composed of independent experts and stakeholders from relevant sectors (MLIT, 2003; Kimura, 2014). Before a redevelopment project is approved, it must undergo deliberation by both the assembly and the Council, whose role is to ensure impartial review and consider a diversity of opinions (Kishi *et al.*, 2007, p. 7). Local assemblies gather in plenary (regular) meetings to make final decisions on matters affecting their jurisdiction, and in standing committee meetings to assess specific issues. For projects involving major transport infrastructure, prefectural authorities are required to consult with the MLIT before granting final approval (Kishi *et al.*, 2007, p. 31). Figure 3 illustrates the structure of this framework.

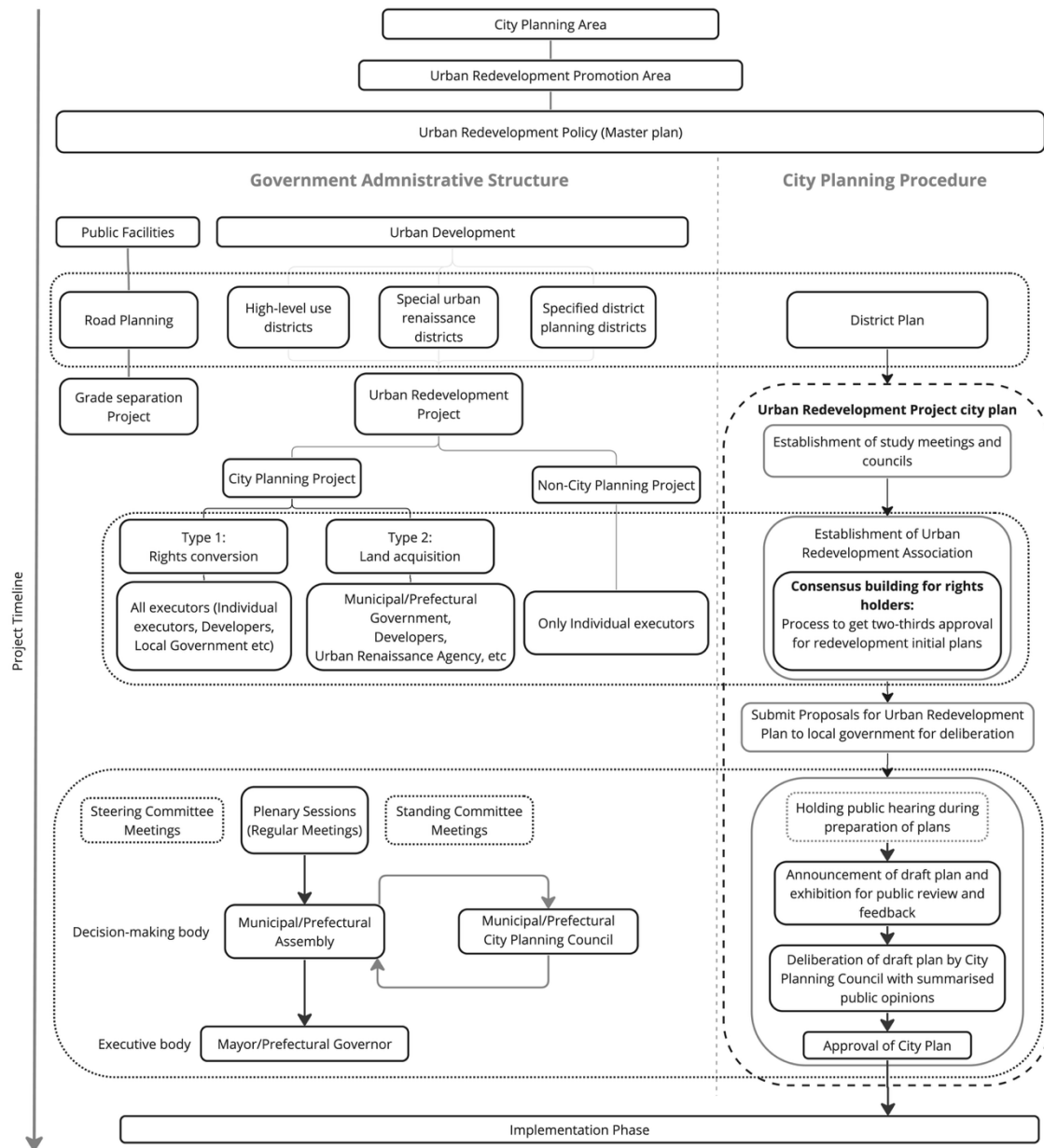


Figure 3: Administrative structure and procedure for Urban Redevelopment in Japan. (Source: created by author based on information from TMG (n.d.), MLIT (2023), and URCA (2020))

In practice, redevelopment decision-making unfolds as a form of consensus-building among three primary actors: rights-holders, local governments, and City Planning Councils. However, as previous scholarship has noted, consensus in the Japanese context often refers narrowly to the procedural consent of rights-holders, primarily landowners and business stakeholders, rather than the broader resident community (Koga *et al.*, 2011; Matsuura and Baba, 2016; Motosu and Maruyama, 2016; Kaneda *et al.*, 2019). The Urban Redevelopment Law also enshrines the principle of protecting rights-holders through consent-based mechanisms; however, it does not extend this protection to

surrounding residents (Sorensen, 2007, p. 91, 2010, p. 295). Consequently, while legal provisions for participation exist under the City Planning Act, their weak formulation contributes to persistent conflicts in redevelopment. More broadly, Japanese planning has often been characterized as “weak planning,” in which formal opportunities for public input are limited and citizen influence over outcomes has historically been constrained (Sorensen, 2002, pp. 45–84, 2003, 2006, pp. 101–127; Harada and Jørgensen, 2016).

As previously mentioned, efforts to compensate for these weaknesses have emerged outside the formal planning framework through *machizukuri*. While *machizukuri* is seen as a pioneering framework for public participation and decentralization, which compensates for the weaknesses of the formal planning system (Satoh, 2019; Nakajima and Murayama, 2024), it has also been critiqued as a benign practice often co-opted by technocratic planning (Evans, 2002; Watanabe, 2006). The effectiveness of *machizukuri* initiatives has been constrained by their limited authority within rigid governmental structures, the demographic challenges posed by an aging and declining population that diminish the capacity for sustained civic engagement, and persistent financial limitations that hinder the long-term viability of community-based activities (Mavrodieva *et al.*, 2019). Moreover, when *machizukuri* programs are implemented primarily through neighborhood associations, their outcomes can be further weakened by uneven representation and by participatory processes that risk formal consultation without substantively incorporating diverse resident perspectives (Hashimoto, 2007). *Machizukuri* appears to have had limited capacity to broaden the interpretation of consensus within redevelopment decision-making.

Nonetheless, there have been some notable moments when organized residents exerted more substantial pressure on the formal planning framework and development practices. These include the movement defending the rights of residents to sunlight, which resulted in the revision of the Building Standards Act of 1976 (Satoh, 2020, pp. 40–41), and the 2005 Land Law (*Keikan Hō*) as a result of a major neighborhood conflict in Kunitachi, Tokyo over building height which consequently affirmed the rights of residents to protect their landscape (Sorensen, 2010, pp. 293–294). Precisely because current redevelopment is increasingly large-scale and potentially disruptive in its local effects, it is crucial to examine how citizens respond, what channels are available to them, and how (or whether) their input is incorporated into consensus-building and decision-making. To analyze public engagement in the redevelopment process of the case studies, this study adopts a more expansive interpretation of “consensus,” aligning with the participatory intent of the City Planning Act.

If formal mechanisms exist for resident engagement, what then are the drivers of public contestation in Tokyo’s recent redevelopment wave? The case studies provide empirical grounding to address this question. The research combines local government and policy document analysis with

visual mapping and field observation to trace the material transformations of each neighborhood over time. A core component involves reviewing ward-level assembly meeting minutes and public records, synthesizing and categorizing public opinion during the consensus-building stages, from project inception through the public inspection phase to final approval. This methodological approach aligns with established studies that utilize assembly minutes to understand local governance dynamics and community engagement (see examples of similar approaches in Kawaura *et al.* (2018); Takamaru *et al.* (2020); Sideris (2021); and Barari and Simko (2023)). By situating the three cases within Tokyo's broader planning framework, the study advances a grounded understanding of how Japan's flexible planning model both enables and constrains public participation and how neighborhood actors influence and contest redevelopment outcomes under these conditions. The following section introduces the selection of three contrasting Tokyo neighborhoods as case studies, each exemplifying different redevelopment trajectories and forms of local response.

Summary of methodology

Together, this methodology provides an integrated framework for examining the spatial and institutional dynamics of neighborhood transformation in Tokyo.

The first step involves a comparative analysis of commercial agglomeration patterns using historical census data and fine-grained chome-level mapping to capture shifts in the distribution and morphology of retail and other commercial amenities over time. This step addresses the thesis's first aim: to examine the uneven transformation of Tokyo's neighborhoods post-1980 and how large-scale redevelopment has affected the commercial landscape of these neighborhoods, contributing to the emergence of micro-spatial disparities.

Step 1: Statistical analysis of the socio-economic census (population and retail) and morphological analysis of historical maps

Scale	Process	Indicators	Primary data source
Tokyo, Ward, and Chome	Statistical analysis of key socio-economic census every decade from 1980 to 2020, using Theil Index to make inferences about spatial disparities	- Population - Retail	- TMG population census and economic census survey reports - Ministry of Internal Affairs and Communication economic census report
Chome	Morphological analysis comparing the spatial transformation of commercial amenities in 1980 and in 2020	Building typology and usage	- ZENRIN Residential Map - Google Maps - Google Earth

The second step builds on this spatial analysis by examining public engagement in the redevelopment process through policy document analysis, ward-level assembly records, and project-specific public records. This allows the research to evaluate how public participation, often

constrained by Japan’s procedural and technocratic planning framework, varies across neighborhoods and influences redevelopment outcomes.

Step 2: Qualitative analysis of the planning process and public opinions of a recent redevelopment project

Scale	Process	Indicators	Primary data source
Ward, Redevelopment project area	Qualitative analysis of the planning process of recent redevelopment project within the case study area	Planning designations/policies	- Ward meeting minutes - Public documentation and reports - Google Earth
Redevelopment project area	Qualitative analysis of public opinions expressed about redevelopment project within the case study area	- Public opinions - Ward responses	- Ward meeting minutes - Public documentation and reports

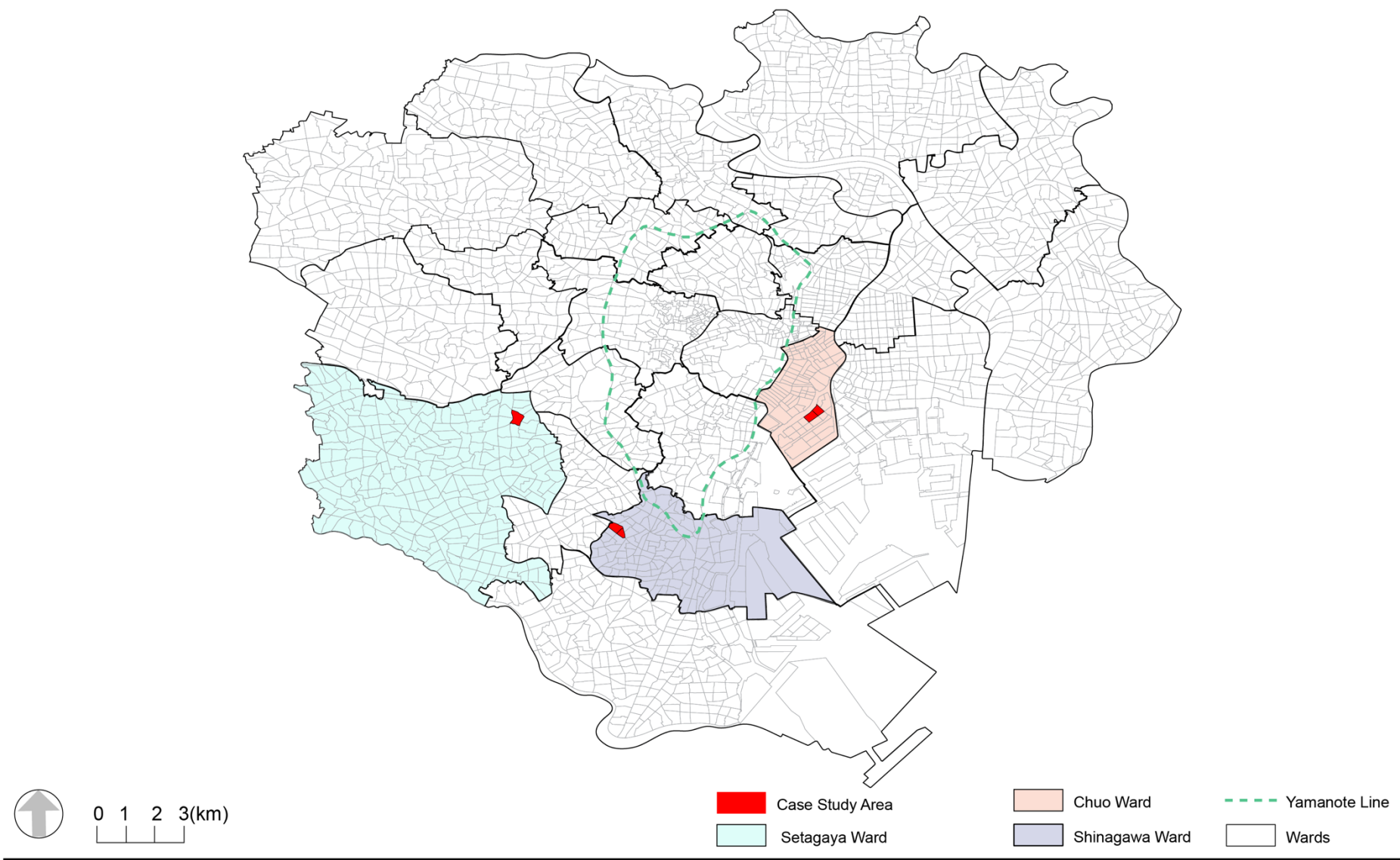
By situating these two dimensions in parallel, the methodology provides a nuanced, empirically grounded understanding of how neighborhood-scale changes reflect broader urban restructuring trends while also illuminating the mechanisms through which local actors contest and attempt to influence neighborhood transformation. The next section introduces the selection criteria and rationale for the three case studies—Tsukishima, Musashi-Koyama, and Shimokitazawa—each of which presents a distinct configuration of commercial change and public contestation within Tokyo’s evolving urban fabric.

1.4. Selection of case studies

The selection of case studies is guided by the spatial and analytical scope of the thesis, which aims to examine uneven inner-city neighborhood transformation, focusing on areas marked by overlapping residential and commercial intensities and by pronounced large-scale redevelopment and civic responses. Three case studies were selected to examine how local authorities process and respond to public contestation over neighborhood transformation in historically dense, low-rise, mixed-use areas facing intense large-scale redevelopment pressures. The thesis therefore prioritizes neighborhoods with strong residential communities and local attachment, rather than office-dominated districts where such ties are weaker. The three Tokyo neighborhoods selected for analysis are Musashi-Koyama, Tsukishima, and Shimokitazawa.

All three cases share a common metropolitan and institutional context (Tokyo) and are located outside of the Yamanote ring,¹⁸ delimiting the traditional CBD (see Figure 4). Musashi-Koyama is an

¹⁸ The Yamanote ring refers to the densely developed area surround Tokyo’s busiest train line—the circular Yamanote Line, which connects the city’s 30 major stations.



Tokyo (23 Wards)

Figure 4: Location of the case study areas in Tokyo's 23-Ward Area (Source: Ministry of Internal Affairs and Communications (2023))

inner-city neighborhood in Shinagawa Ward, located two train stops south of Meguro Station. Tsukishima is a neighborhood in Chuo Ward, situated just across the Sumida River from the CBD and Ginza. Shimokitazawa, located several stops west of Shibuya Station, is a peripheral subcenter in Setagaya Ward, at the outset of what becomes western Tokyo's significant suburban sprawl. These three case studies provide an analytical spectrum to comparatively study how redevelopment interacts with mixed-use neighborhoods and public contestation.

The case study selection followed a multi-scale approach. At the metropolitan scale, wards were first identified based on an inventory of large-scale redevelopment projects in Tokyo's 23 wards, with Shinagawa Ward, Chuo Ward, and Setagaya Ward emerging as focal wards due to the scale and intensity of projects undertaken. At the neighborhood scale, the thesis examined chomes within these wards, sampling from those that combined high population and retail densities from the 1980s and that encompassed prominent commercial agglomerations.

Finally, at the project scale, specific large-scale redevelopment projects were selected within these chomes, guided not only by their recency and data availability but also by the extent of civic responses they provoked. The selection of case studies in this thesis is not intended to represent the full spectrum of redevelopment dynamics across Tokyo. Rather, it is a strategic choice aimed at capturing their diversity and complexity through a small number of contrasting examples. This approach reflects a methodological emphasis on depth over breadth in service of the thesis's central aim: to understand the uneven transformation of inner-city neighborhoods and how redevelopment reshapes urban life at the neighborhood scale. Concentrating on a limited number of cases makes it possible to examine how redevelopment interacts with built form, commercial structure, and public contestation in detail, an understanding that would be difficult to achieve through a broader but less granular survey. The three case studies are therefore best understood as analytically illustrative rather than statistically representative. They provide a framework for interrogating the diverse trajectories of neighborhood change and serve as a foundation for future research that could expand this comparative approach to include additional neighborhoods and redevelopment contexts across Tokyo. Nonetheless, to ensure the findings are meaningful beyond the specific neighborhoods studied, each case study is contextualized within its ward context and compared against citywide trends.

Scale and intensity of redevelopment in Tokyo – selection of wards

Using citywide inventories of officially listed large-scale redevelopment projects in Tokyo, this thesis identified which wards to analyze based on the scale and intensity of redevelopment. The inventories included projects overseen by the metropolitan or national government and did not include those overseen only by wards or private actors. The research focused on two main mechanisms of large-scale redevelopment observed in Tokyo: Rights-conversion projects, particularly as defined legally by

the Urban Redevelopment Law in Japan, and transit-linked redevelopment, particularly grade-separation projects which form part of road planning programmes in Japan. Both types of projects are carried out under the City Planning Act. The TMG's Bureau of Urban Development listed 270 rights-conversion projects as of 2023 (TMG, 2023a) and 105 road planning projects as of 2025 (TMG, 2025a) under its oversight in Tokyo's 23 wards. According to the National Council for the Promotion of Continuous Grade-Separation Projects (2025) and Japan Transportation Planning Association (2022), there were 20 completed and 8 ongoing continuous grade-separation projects in Tokyo's 23 wards.¹⁹ From this data, Shinagawa Ward, Chuo Ward, and Setagaya Ward emerged as three of the most heavily affected wards by large-scale redevelopment.

Shinagawa Ward most clearly illustrates how Tokyo's two principal redevelopment mechanisms interact over time. Between the early 1970s and the mid-1990s, the ward's rail corridors underwent continuous grade-separation projects totaling approximately 7.4 km and eliminating about 42 level crossings. These large-scale interventions have transformed the interface between railway infrastructure and the surrounding urban fabric. More recent phases of redevelopment have focused on road planning projects, such as the ongoing construction of District Street No. 7 in the Kita-Shinagawa area, a 140-meter corridor incorporating a 2,300 m² transport plaza scheduled for completion in 2033. Notably, Shinagawa Ward has also experienced significant redevelopment through rights-conversion projects, with approximately 2.42 million m² of new floor area delivered across 24 projects. These projects tended to be moderate in scale, with a median building height of 24.5 floors and a median floor area ratio (FAR) of about 8.81. Around half of the projects fell within designated redevelopment promotion districts, most of which were approved in the 2000s and 2010s, resulting in a concentrated period of transformation around station areas. Most projects are aligned along the Meguro Line and its surrounding neighborhood centers.

Chuo Ward concentrates Tokyo's most intense rights-conversion projects footprint. It stands out as the most heavily affected by the built volume of redevelopment projects in Tokyo. With a total of 36 projects, Chuo Ward recorded the largest total redeveloped floor area (about 4.5 million m²). Its projects tended to be notably high-rise and dense, with a median of 39 above-ground floors and a median built FAR of about 11.95. 30 out of its 36 projects were implemented between the 2000s to 2020s, about half of which resulted from special regeneration districts, underscoring a concentrated,

¹⁹ These projects fall under the oversight of MLIT and TMG. The National Council for the Promotion of Continuous Grade-Separation projects is national council that coordinates urban planning authorities and railway operators, conducts studies, issues policy recommendations, and supports related institutional frameworks to advance continuous rail grade-separation projects. The Japan Transportation Planning Association (JTPA) is a public-interest association that carries out transportation planning research and studies, disseminates findings, and provides technical and policy advice to governments and operators across urban and regional mobility.

recent wave of tower-led redevelopment. The projects are clustered into two main regions within the ward. The first is the waterfront region of Tsukishima, Kachidoki, Harumi, and Tsukuda, located at the mouth of the Sumida River and Tokyo Bay. The second region is part of the traditional business district area east of Tokyo Station, namely Nihonbashi, Kyobashi, and Yaesu. Notably, Chuo Ward did not feature in the listed grade-separation or road planning initiatives under national oversight, indicating that its redevelopment trajectory has relied predominantly on rights-conversion and private-sector redevelopment in shaping its recent urban transformation.

Setagaya Ward, on the other hand, experienced comparatively light and diffuse rights-conversion redevelopment with about 0.31 million m² in cumulative floor area across 6 projects, with lower heights (median 17.5 floors). However, it emerged as the ward most intensely affected by grade-separation projects and road planning initiatives over the long term. Between the late 1960s and the late 2010s, Setagaya Ward's railway corridors underwent multiple grade-separation projects in successive phases, mainly along the Odakyu Odawara Line (Odakyu Line) and the Keio Line, operated by private railway operators Odakyu Electric Railway and Keio Corporation. Subsequent, large-scale projects, particularly on the Odakyu Line, extended from the 1990s through 2018, which progressively elevated and undergrounded longer stretches of track. Taken together, these phases spanned roughly between 1968 to 2018 and addressed at least 13 km of corridor and about 49 level crossings. Complementing these rail works, Setagaya Ward also featured several road planning projects, including two major ongoing projects in Shimokitazawa and Chitose-Karasuyama, and additional corridors initiated between 2007 and 2023 in the Tamagawa/Kaminoge, Okura/Kamata, and Seijo areas.

The selection of Shinagawa Ward, Chuo Ward, and Setagaya Ward captures the variation in scale and intensity of redevelopment shaping inner-city transformation outside the Yamanote ring. The three wards reflect the areas in Tokyo where the two principal redevelopment mechanisms of the city have been most pronounced. Shinagawa Ward represents an interaction of transit-linked and rights-conversion redevelopment, where major grade-separation projects and subsequent road planning have unfolded alongside significant, station-oriented rights-conversion projects. Chuo Ward demonstrates a contrasting model dominated by intensive, high-density rights-conversion redevelopment, largely driven by the private sector and special regeneration district mechanisms. Setagaya Ward has been experiencing multi-decade grade-separation projects and ongoing road planning initiatives.

Postwar neighborhood characteristics and geographic boundaries of the case studies

At the neighborhood scale, the selection of case study areas was guided by the need to capture the spatial configurations and socio-morphological characteristics that shaped Tokyo's postwar inner-city

neighborhoods. The selection of the case studies was based on a consistent set of parameters derived from ward-level shortlists compiled from the TMG's 1980s census data (see summary raw data in Appendix IV). These parameters included: (i) relatively high population and retail densities, (ii) a location outside the Yamanote Line's core area and in proximity to a small, non-terminal railway station, (iii) the presence of established commercial agglomerations such as shotengai, and (iv) a morphology characterized by fine-grained urban fabrics composed of narrow streets. These characteristics correspond to the kinds of neighborhoods where everyday residential life and local commerce were historically intertwined, and where subsequent redevelopment interventions have had especially transformative consequences. The selection was also informed by subjective and historically grounded considerations, including the cultural or subcultural roles these neighborhoods have played within Tokyo, and set the stage for the subsequent project-scale selection, where civic response becomes a central qualitative criterion. Candidate areas were identified from within Shinagawa Ward, Chuo Ward, and Setagaya Ward.

The thesis then delineated case study boundaries to capture the socio-spatial configurations that most clearly embody Tokyo's postwar inner-city neighborhoods. The case study areas were defined based on chomes, which ensured statistical consistency and comparability over time by aligning neighborhood boundaries with the smallest spatial units available in official census data. In cases where a single chome did not adequately capture the spatial extent of a commercial agglomeration, such as a shotengai, adjacent chomes were aggregated to encompass the entirety of the functional cluster and to account for topographical or infrastructural boundaries, including major roads or rail lines. Although chome units vary in size, aggregating them into comparable case study areas enabled longitudinal assessment while ensuring compatibility with granular statistical datasets. This ensured that neighborhood boundaries reflected both administrative precision and the socio-spatial realities of neighborhoods.

Musashi-Koyama (Koyama 3-chome and Ebara 3-chome)

Within Shinagawa Ward, Musashi-Koyama was identified as a paradigmatic postwar neighborhood center. The neighborhood takes its name from Musashi-Koyama Station and is anchored by the Musashi-Koyama Shopping Street, commonly known as "Palm", one of Tokyo's vibrant and longest covered postwar shotengai, stretching nearly 800 meters. The pedestrian shopping street was officially opened in 1956 and has since remained a key focal point of local urban life. The area in general has retained a strong identity as a pedestrian-oriented local center, with dense clusters of independent restaurants, apparel shops, bars, and electronic stores forming its everyday commercial landscape.

From a quantitative perspective, Musashi-Koyama exemplified the socio-spatial characteristics of postwar neighborhood centers in 1980. Koyama 3-chome recorded a population density of approximately 22,469 people per km² and around 7 residents per retail establishment, while the adjacent Ebara 3-chome had a population density of roughly 29,600 people per km² with 11 residents per retail establishment. These values place both chomes among the most commercially and residentially concentrated areas in Shinagawa at the time. Selecting Koyama 3-chome and Ebara 3-chome as the neighborhood boundary captures the entirety of the Palm shotengai as well as the surrounding residential blocks undergoing redevelopment, allowing the analysis to engage both continuity and change in the neighborhood's commercial fabric.

In recent decades, however, Musashi-Koyama has witnessed both a grade-separation project overseen by Shinagawa Ward with the undergrounding of Musashi-Koyama Station platforms and Meguro Line²⁰ (Shinagawa City, 2007) and a wave of vertical intensification, with new high-rise condominiums emerging around the shopping street, altering the area's commercial and spatial logic. The most recent redevelopments have been two contiguous Type 1 redevelopment projects in front of Musashi-Koyama Station (Koyama 3-chome), which faced minimal visible public opposition.

Tsukishima (Tsukishima 1-chome and Tsukishima 3-chome)

Historically, a working-class neighborhood shaped by a mix of small-scale industry and housing, Tsukishima developed a distinctive alleyway-based urban fabric, now increasingly overshadowed by high-rise residential towers. It is best known today for Monja Street (officially Nishinaka Street), a culinary destination associated with Tokyo's *monjayaki*²¹ cuisine. Despite its cultural visibility, neighborhoods like Tsukishima have faced significant real estate pressures. Given its proximity to the traditional city center and the vulnerability of its infrastructure to earthquakes, fires, and an aging population, complete vertical redevelopment appears inevitable. However, Tsukishima has been the site of notable public opposition to Type 1 redevelopment projects, making it a compelling case through which to interrogate how contestation emerges and unfolds within a high-demand, centrally located context. Population and retail census data from the 1980s underscore Tsukishima's significance as a postwar neighborhood center. Tsukishima 1-chome recorded a population density of approximately 21,131 people per km² and 19 residents per retail establishment, while Tsukishima 3-chome exhibited a population density of roughly 19,082 people per km² with 19 residents per retail establishment. Both chomes were among the highest in both residential and commercial intensities

²⁰ The Meguro Line is a railway line that runs between Meguro (Tokyo) and Hiyoshi (Yokohama) via Den-en-chofu, operated by private railway company, Tokyu Corporation.

²¹ Monjayaki refers to a Japanese pan-fried batter speciality.

in Chuo Ward outside of the traditional CBD. Taken together as the neighborhood boundary of Tsukishima in this research ensured coverage of Nishinaka Street, the area's commercial axis, while capturing the surrounding residential blocks.

Shimokitazawa (Kitazawa 2-chome)

Shimokitazawa is a neighborhood often regarded as a subcultural hub due to its longstanding association with Tokyo's creative industries and youth culture. Its physical form, marked by narrow alleyways, independent spaces such as music venues, thrift stores, and bars, has contributed to its status as one of the city's most distinctive neighborhoods. The area is served by the Keio Inokashira and Odakyu Line and has undergone substantial transformation through a grade-separation infrastructure project, which included the undergrounding of the Odakyu Line and mixed-use redevelopment atop the former rail corridor. This redevelopment has been met with sustained and organized local resistance, including political mobilization and public protests (Miura, 2009, 2021).

The 1980 data illustrate Shimokitazawa's prominence as a dense, mixed-use neighborhood. Kitazawa 2-chome recorded a population density of approximately 19,584 people per km² and a retail density of 5 residents per retail establishment, among the highest in Setagaya Ward. This intensity of residential and commercial activity reflects the neighborhood's role as a local urban center deeply embedded in everyday life. Selecting Kitazawa 2-chome as the neighborhood boundary captures the area's two principal commercial corridors (Shimokitazawa Ichibangai and the Shimokitazawa Station South Entrance Shopping Street) while encompassing the key sites of transit-linked redevelopment and civic contestation that have shaped its contemporary redevelopment trajectory.

Setagaya Ward, where Shimokitazawa is located, has had a long tradition of citizen-led initiatives, with community groups becoming increasingly active in shaping neighborhood life and local spaces since the 1960s (Hayashi, 2010). The ward was an early adopter of machizukuri after Tokyo's legal reforms after the mid-1970s, taking advantage of newly transferred planning authority to pursue participatory planning efforts, often focused on improving the living environment for disaster prevention (Satoh, 2020, pp. 17–47). Early machizukuri leaders included a cohort shaped by the late-1960s university student protests in Tokyo, and citizen activities took both cooperative (e.g., organized councils and proposals leading to ordinances and funded local plans) and oppositional forms (e.g., protests) (ibid). Today, the area, including Shimokitazawa, is increasingly associated with the creative class and as a neighborhood for young people who continue to resist large-scale redevelopment (Miura, 2021; Kidokoro, Fukuda and Sho, 2022). Despite its unique historical activism, Shimokitazawa contributes to the variation in the case studies to highlight diverse redevelopment outcomes in the research.

Summary

This section selects Musashi-Koyama, Tsukishima, and Shimokitazawa as analytically contrasting case studies to examine uneven inner-city neighborhood transformation in Tokyo under a shared metropolitan and institutional setting. All three are located outside the Yamanote ring and combine historically high residential and retail intensities with fine-grained postwar morphologies (narrow streets, established shotengai and commercial corridors), making them settings where Tokyo's postwar neighborhood qualities are especially exposed to redevelopment pressures. Case boundaries are defined using chome units to ensure longitudinal comparability with census datasets, and are aggregated where needed to capture the full functional extent of commercial agglomerations while respecting infrastructural and topographical edges.

The selection proceeds through a multi-scale logic linking metropolitan redevelopment patterns to neighborhood form and to project-level contention. At the ward scale, Shinagawa Ward, Chuo Ward, and Setagaya Ward are identified from citywide inventories as among the most redevelopment-affected wards, reflecting distinct configurations of Tokyo's principal large-scale redevelopment mechanisms: rights-conversion under the Urban Redevelopment Law and transit-linked interventions such as grade separation and associated road planning projects. These wards provide the backdrop for the neighborhood choices: Musashi-Koyama (Koyama 3-chome and Ebara 3-chome) exemplifies a postwar shopping-street center experiencing station-area vertical intensification through rights-conversion redevelopment with limited visible opposition; Tsukishima (Tsukishima 1-chome and 3-chome) represents a centrally proximate, high-demand waterfront neighborhood where tower-led rights-conversion redevelopment is intense and contestation is salient amid disaster vulnerability and infrastructure concerns; and Shimokitazawa (Kitazawa 2-chome) captures a subcultural mixed-use center being reshaped by a major grade-separation project and corridor redevelopment that has generated sustained, organized civic resistance.

Rather than seeking statistical representativeness, the chapter frames the cases as illustrative comparisons chosen for depth: together they provide a controlled basis to analyze how large-scale redevelopment interacts with built form, commercial structure, and the intensity and organization of public response across different local governance mechanisms and spatial positions within the metropolis. Each case is therefore situated in its ward context and read against citywide redevelopment trends to support cautious generalization beyond the specific neighborhoods while preserving the granular, neighborhood-scale focus of the thesis.

2 Overview of key demographic and commercial indicators in Tokyo's 23 special wards – contextualizing the case studies

This section presents an overview of key demographic and commercial trends across Tokyo's 23 special wards between 1980 and 2020, with an emphasis on population and retail density dynamics.²² Table 1 outlines a range of indicators pertaining to the three case study areas examined in this research. By analyzing these indicators, the study positions each area within the context of its respective ward and the broader 23-ward metropolis, thereby shedding light on patterns of urban morphological transformation and spatial disparities. Although the identified trends reflect broad regional trajectories, the findings also demonstrate that census data can obscure the localized consequences of extensive redevelopment initiatives. This highlights the necessity of employing finer-grained analytical approaches to more accurately capture the intricate and evolving nature of Tokyo's urban landscape.

Table 1: Selected indicators and their variability (1980-2020)

	1980	1990	2000	2010	2020
a. Population density (population / km²)					
Tokyo's 23 wards	14,109	13,214	13,090	14,383	15,510
Theil index	0.0326	0.0390	0.0369	0.0308	0.0310
Chuo Ward	8,229	6,704	7,145	12,059	16,570
Theil index	0.3178	0.3794	0.4507	0.4057	0.5301
Tsukishima	19,970	19,427	17,717	22,607	31,477
Shinagawa Ward	16,857	15,188	14,287	15,682	18,498
Theil index	0.3942	0.3420	0.3223	0.3158	0.3122
Musashi-Koyama	24,721	25,825	25,765	27,350	34,605
Setagaya Ward	13,557	13,586	14,031	15,102	16,256

²² Note: A version of this chapter was previously published as Ilunga, J., Bansal, B., & Almazán, J. (2025). The evolution of Tokyo's commercial amenities: A multi-layered spatial analysis of three mixed-use neighborhoods. *Cities*, 163, 106033. <https://doi.org/10.1016/j.cities.2025.106033>. Reproduced here with minor revisions.

Theil index	0.1167	0.1099	0.0862	0.0760	0.0771
Shimokitazawa	19,584	15,363	14,426	14,605	13,942
b. Retail density (population / retail and restaurant establishments)					
Tokyo's 23 wards	27.9	30.2	33.9	42.1	55.7
Theil index	0.175	0.215	0.247	0.231	0.230
Chuo Ward	3.7	3.2	3.4	6.7	12.3
Theil index	1.045	1.595	1.480	1.919	1.664
Tsukishima	18.1	19.4	15.2	23.2	40.9
Shinagawa Ward	28.8	33.7	37.8	43.6	61.3
Theil index	0.335	0.358	0.487	0.526	0.519
Musashi-Koyama	8.4	10.2	12.4	14.3	24.2
Setagaya Ward	52.7	56.0	64.5	82.3	99.5
Theil index	0.313	0.375	0.425	0.499	0.485
Shimokitazawa	5.4	3.9	3.9	5.2	5.5
c. Average size of retail establishment (employees / establishments)					
Tokyo's 23 wards	7.0	8.4	9.2	10.9	13.0
Chuo Ward	13.1	15.1	13.7	15.9	17.6
Tsukishima	4.1	4.7	6.4	7.2	10.9
Shinagawa Ward	5.7	7.9	10.2	15.4	17.3
Musashi-Koyama	4.9	4.9	5.5	6.2	8.4
Setagaya Ward	5.1	6.3	7.4	8.9	9.0
Shimokitazawa	5.0	6.6	7.2	7.4	7.9

Data Sources: Multiple census and statistical reports from the Tokyo Metropolitan Government, spanning 1981 to 2021 (see list of Data Sources for details); Ministry of Internal Affairs and Communications (2024).

Between 1980 and 2020, population density within Tokyo's 23 special wards increased by approximately 10%. Over this four-decade period, the variation in population densities among the individual wards remained remarkably consistent, a trend substantiated by stable Theil index values. This stability reflects Tokyo's postwar urban development model, which, prior to 1980, involved the expansion of standardized low-rise residential neighborhoods, typically accommodating 15,000 to 20,000 residents per square kilometer, into newly urbanized areas beyond the historical city center. Simultaneously, population declines in several central wards contributed to a broad equalization of population densities across the metropolitan core. The data suggest that this spatial unevenness in population distribution has been largely sustained at the scale of the 23-ward area since that time.

Among the three wards examined in this study, Chuo Ward initially exhibited the lowest population density but, by 2020, had surpassed the average density for the entire 23-ward region. Within Chuo, population density has become increasingly stratified, largely due to a proliferation of high-rise residential developments along the waterfront and the persistence of sparsely populated commercial and business districts concentrated in the central parts of the ward. In contrast, population growth in both Shinagawa and Setagaya Wards generally mirrored the overall trend across the 23 wards. In these two wards, intra-ward density disparities diminished over time as previously less-developed peripheral areas experienced urbanization. However, Shinagawa continues to exhibit greater internal density variation compared to Setagaya, a result of its extensive low-density industrial zones near Tokyo Bay, many of which are located on reclaimed land.

Table 2: Share of population in 11-floor and higher apartment buildings (2000-2020)

	2000	2010	2020
Tokyo's 23 wards	10.4%	15.4%	18.4%
Theil index	0.2839	0.2799	0.2842
Chuo Ward	44.1%	61.8%	70.6%
Theil index	0.2344	0.0739	0.0485
Tsukishima	26.4%	36.6%	47.9%
Shinagawa Ward	14.7%	21.6%	27.6%
Theil index	0.9193	0.6363	0.4327
Musashi-Koyama	13.9%	26.4%	45.2%

Setagaya Ward	2.2%	3.9%	4.5%
Theil index	1.9476	1.5648	1.4236
Shimokitazawa	2.0%	5.5%	4.6%

Data Sources: Tokyo Metropolitan Government (2003a, 2013, 2020).

Despite the apparent parity in population density, an important qualitative dimension lies beneath the surface. Table 2 highlights the share of Tokyo’s population residing in high-rise apartment buildings with 11 or more floors—referred to in this thesis as “11-plus buildings”. The proportion of the population living in such vertically-oriented housing increased significantly from 10.4% in 2000 to 18.4% in 2020, although equivalent data for 1980 and 1990 are unavailable. This upward trend reflects a broader vertical intensification across Tokyo’s urban fabric. The Theil index values are relatively stable over time, suggesting that the overall pattern of inter-ward variability in high-rise residence buildings has not markedly intensified between 2000 and 2020.

A similar pattern of vertical equalization is observable within individual wards. The average proportion of residents living in 11-plus buildings has grown at the ward-level, while the variability among smaller administrative units within wards, known as chome, has decreased. This convergence suggests that vertical residential development has been widely and evenly adopted, leading to a leveling of vertical densities. From this perspective, Tokyo’s urban morphology has not only become denser but also more uniform in its vertical dimension—essentially, a more equalized high-rise cityscape.

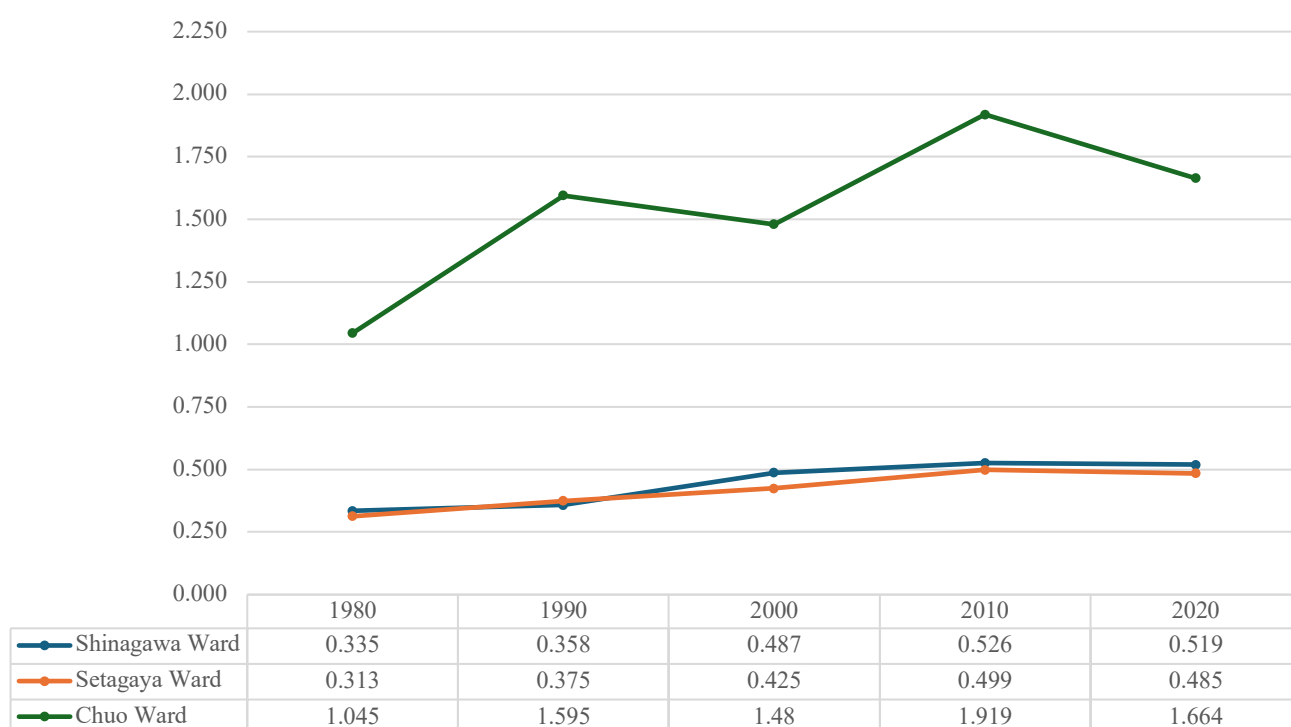
These population density trends provide essential context for understanding shifts in retail density across the city. In this analysis, the term “retail” encompasses shops and restaurants, due to the lack of categorical separation in the commercial census data prior to 2000. In 1980, the retail density in the 23-ward area stood at approximately 27.9, meaning there was roughly one retail establishment per 28 residents. This figure was exceptionally high by international standards and can be attributed to several factors, including limited average dwelling size, low rates of automobile ownership, a cultural preference for small-scale retail, and regulatory constraints on large-format stores. The widespread and relatively uniform distribution of commercial amenities throughout both high-density and low- to mid-rise residential neighborhoods has long been a hallmark of Tokyo’s urban model, as discussed previously.

Since 1980, retail density across Tokyo’s 23 special wards has experienced a consistent decline, a trend that aligns with both the theoretical model proposed by Flath and Nariu (1996), and patterns observed in other advanced economies. By 2020, the number of inhabitants per retail establishment had doubled, reaching 56, effectively halving retail density over the forty-year period. Despite this

overall reduction, stratification of retail density at the inter-ward-level remained minimal, as indicated by stable Theil index values. In essence, wards with initially higher retail densities did not diverge further from the norm, nor did those with lower densities experience disproportionately sharper declines. The structural shifts affecting the retail sector appear to have impacted all wards in a broadly proportional manner.

Throughout the observed period, Chuo Ward consistently exhibited the highest retail density. This can be attributed to its historically low nighttime residential population due to heavy commuter inflows, combined with a high concentration of retail and dining establishments designed primarily to serve office workers who reside elsewhere in the metropolitan area or beyond. Conversely, suburban wards such as Setagaya have consistently maintained lower retail densities, reflecting their predominantly residential character and lower commercial intensity. Between 1980 and 2020, both Shinagawa and Setagaya Wards witnessed a halving of retail density, mirroring the citywide trend. In Chuo Ward, the decline in retail density was even more pronounced, driven primarily by a significant increase in population, the denominator in the metric.

Graph 1: Concentration of retail establishments of the three case study wards (Theil index)



As illustrated in Graph 1, the spatial distribution of retail establishments within the three studied wards—Chuo Ward, Shinagawa Ward, and Setagaya Ward—has become increasingly concentrated between 1980 and 2020. In other words, although the absolute number of retail

establishments has declined, their presence has become more spatially clustered. Among the three, Chuo Ward exhibits the highest Theil index values, indicating the greatest degree of intra-ward retail stratification. This is particularly evident when comparing the retail-poor, high-rise residential developments along the waterfront to the more retail-intensive central commercial districts such as Ginza. Nevertheless, a similar pattern of increasing concentration can also be observed in Shinagawa and Setagaya Wards.

Ward-level analysis suggests that areas in proximity to major train stations have consistently maintained higher levels of retail density. In contrast, residential areas located further from transit hubs have experienced disproportionate declines in retail density. This trend is complicated by the emergence of large-scale residential redevelopments near train stations. While these developments increase local population figures, thereby raising the denominator in station-adjacent chome, the corresponding rise in the number of retail establishments, often confined to mall-like formats, has generally not kept pace. As a result, retail density in these areas continues to decline, even where mixed-use typologies are present.

Taken together, these data offer a broad overview of Tokyo's urban transformation since 1980. Population densities have moderately increased, with little evidence of divergence between wards. A key qualitative shift has been the widespread move into multi-story residential buildings, which have grown taller and more prevalent over time. Within-ward population densities have become more equal in Shinagawa and Setagaya, as intra-ward disparities, particularly between chome, have decreased. However, the opposite trend is observable in Chuo Ward, where high-density, high-rise residential projects, some situated on reclaimed land, have contributed to greater intra-ward spatial inequality. In parallel, retail establishments have become more spatially concentrated across all three wards, even as overall retail density has declined consistently.

These stylized empirical patterns provide a valuable foundation for the comparative analysis of the three case study areas presented in the following section. The forthcoming examination will demonstrate that intra-chome changes are increasingly significant and are best understood through a morphological lens supported by spatial mapping. Finally, it is important to note that the preceding analysis addresses only the quantitative distribution of retail establishments. Future sections will also consider qualitative aspects, including establishment size (in terms of employees and floor space) and customer profiles, to provide a more comprehensive understanding of retail transformation in Tokyo.

3 Comparative census and historical mapping analysis of Musashi-Koyama, Tsukishima, and Shimokitazawa

3.1. Overview

This chapter conducts a comparative analysis of Musashi-Koyama, Tsukishima, and Shimokitazawa using census data and historical mapping to trace patterns of urban transformation from 1980 to 2020.²³ It focuses in particular on shifts in commercial amenities, exploring how changes in population density, building typology, retail density, and employment structure reflect broader morphological and socio-economic trends. While all three neighborhoods experienced some degree of commercial decline and consolidation, marked by fewer, larger, and increasingly homogenous retail offerings, the nature and extent of these changes vary considerably. The chapter identifies three divergent trajectories: Musashi-Koyama exhibits a model of redevelopment that adapts and integrates with aspects of the preexisting structure; Tsukishima shows a more top-down approach that erases much of the traditional built environment; and Shimokitazawa exemplifies a path of relative preservation, where commercial diversity and urban form endure despite mounting redevelopment pressures. Through this comparative lens, the chapter sheds light on how historical context and physical morphology intersect to shape neighborhood-level outcomes.

3.2. Musashi-Koyama

Musashi-Koyama is a neighborhood famous for its pedestrian shotengai called Musashi-Koyama Shopping Street or “Palm,” one of Tokyo’s longest covered streets. Opened in 1956, the shopping arcade hosts various restaurants, bars, clothing, and electronic stores. Koyama 3-chome and Ebara 3-chome were selected for this study (see Figure 5), as they envelop the shotengai, and have seen significant morphological changes between 1980 and 2020.

In 2004, the TMG designated the area around Musashi-Koyama Station as a “Townscape Regeneration District” (*Machinami Saisei Chiku*), leveraging the planned undergrounding of the Tokyo Metro Line to promote redevelopment focused on urban revitalization, disaster resilience, and improved community facilities. In 2019, the TMG expanded this designation to the area along the Palm shotengai with the goal of revitalizing the shotengai, developing more mixed-use urban living with

²³ Note: A version of this chapter was previously published as Ilunga, J., Bansal, B., & Almazán, J. (2025). The evolution of Tokyo’s commercial amenities: A multi-layered spatial analysis of three mixed-use neighborhoods. *Cities*, 163, 106033. <https://doi.org/10.1016/j.cities.2025.106033>. Reproduced here with minor revisions.

integrated commercial functions, developing a transportation (road) network, and improving disaster prevention capability (Shinagawa City, 2025)

Musashi-Koyama has consistently exhibited higher population density than Shinagawa Ward as a whole throughout the observed period. While Shinagawa Ward experienced only modest changes in density, Musashi-Koyama's population density reached 34,605 inhabitants per square kilometer by 2020, almost double the ward's average and significantly above the mean for the entire 23-ward region. This notable increase can be primarily attributed to the construction of taller residential buildings. As discussed earlier, aggregate population density figures can obscure significant internal shifts in spatial distribution. In Musashi-Koyama, the proportion of residents living in 11-plus buildings rose markedly, more than tripling from 13.9% in 2000 to 45.2% in 2020. However, the housing census does not provide precise data on the actual height of these buildings.

Mapping analysis reveals a substantial transformation in the neighborhood's physical residential structure (see Figure 5). In 1980, Musashi-Koyama was dominated by smaller structures, a mix of single-family homes and low-rise apartment blocks. By 2023, the neighborhood had transitioned to a landscape characterized by high-rise condominium towers and larger-scale mixed-use residential developments. This evolution reflects both the broader Tokyo-wide trend of replacing detached housing with multi-story residential complexes incorporating retail amenities and a more fundamental shift in the scale of development, where entire clusters of low-rise buildings are replaced by a single high-rise residential tower. Among the neighborhood's key redevelopment projects, alongside the 2006 undergrounding of Musashi-Koyama Station, two large-scale developments stand out: "Park City Musashi-Koyama Tower, Residence & Mall" (Park City) and "Park Homes Musashi-Koyama" (Park Homes), both illustrated in Figure 5.

Completed in 2020, Park City is a 41-story residential tower containing 624 units, constructed on the site of a former yokocho, a traditional alleyway lined with small-scale eateries, izakayas, and shops. Park Homes, completed in 2008, is a comparable 41-story tower with 505 residential units, replacing single-family dwellings. In addition, three more residential towers, ranging from 39 to 41 floors, are currently planned along the shotengai near Park City as part of the Koyama 3-chome District 1 and 2 redevelopment projects, scheduled for completion by 2030. Collectively, Park City and Park Homes account for a significant portion of Musashi-Koyama's vertical population growth between 2010 and 2020.

These substantial demographic changes have been accompanied by equally notable shifts in the local labor market. In 1980, 46.3% of Musashi-Koyama's resident population was employed in the retail sector. By 2020, this proportion had declined sharply to 20.7%. Manual labor also saw a significant decrease, from 28.8% to 15.0%. In contrast, employment in the services sector surged, with

67.8% of the population engaged in service-related occupations in 2020, surpassing the ward-level average of 62.2%. Most of these service-sector workers are commuters employed outside the neighborhood, facilitated by convenient public transportation. Interestingly, the structure of jobs within Musashi-Koyama has remained relatively stable. In 1980, 63.0% of jobs located in the area (regardless of worker residence) were in retail; by 2020, this proportion had slightly increased to 65.6%. Despite a substantial reduction in the number of retail establishments, retail density, a defining characteristic of Musashi-Koyama, has remained higher than the ward average. In 1980, there were 8.4 inhabitants per retail establishment in the neighborhood, compared to 28.8 at the ward-level. By 2020, while retail density had declined across the board, Musashi-Koyama maintained a comparatively high ratio of 24.2 inhabitants per establishment, versus 61.3 in Shinagawa Ward overall. Notably, Musashi-Koyama experienced the largest absolute decline in retail establishments among all entities in this study, with a 48.8% drop between 1980 and 2020. The most pronounced decrease occurred between 2010 and 2020, coinciding with the demolition of the station-adjacent yokocho to accommodate the Park City development, resulting in the closure of approximately one-third of the area's retail businesses.

The commercial landscape of the neighborhood's traditional retail core has also evolved significantly (see Figure 5). The Palm shotengai, which in 1980 featured a diverse mix of small-scale businesses, including grocers, local eateries, electronics shops, public bathhouses, and tatami retailers, has undergone considerable transformation. By 2023, many of these had been replaced by convenience stores, national retail chains, and supermarkets. The redevelopment of Musashi-Koyama Station also introduced a shopping complex with chain retail outlets. This shift mirrors a broader trend of deindustrialization and commercial reorientation in Tokyo's inner-city neighborhoods, characterized by the replacement of small-scale manufacturing and repair shops with service-oriented enterprises such as software firms and consultancy agencies. While some traditional businesses continue to operate, they increasingly coexist with a new wave of niche establishments, such as specialty coffee shops, international cuisine restaurants, and wellness services like chiropractic clinics and fitness centers. These changes suggest a broader lifestyle shift, reflecting the evolving demographics and preferences of the newer, typically younger and more affluent, residents.

In terms of size, retail establishments in Musashi-Koyama have historically been smaller than those in Shinagawa Ward overall. In 1980, the average retail outlet in the neighborhood employed 4.9 workers, compared to 5.7 at the ward-level. By 2020, both figures had increased, but the disparity widened: establishments in Musashi-Koyama averaged 8.4 employees, while those in Shinagawa Ward averaged 17.3. Despite this increase, the Palm shotengai has retained much of its spatial configuration, even as average establishment sizes have doubled.

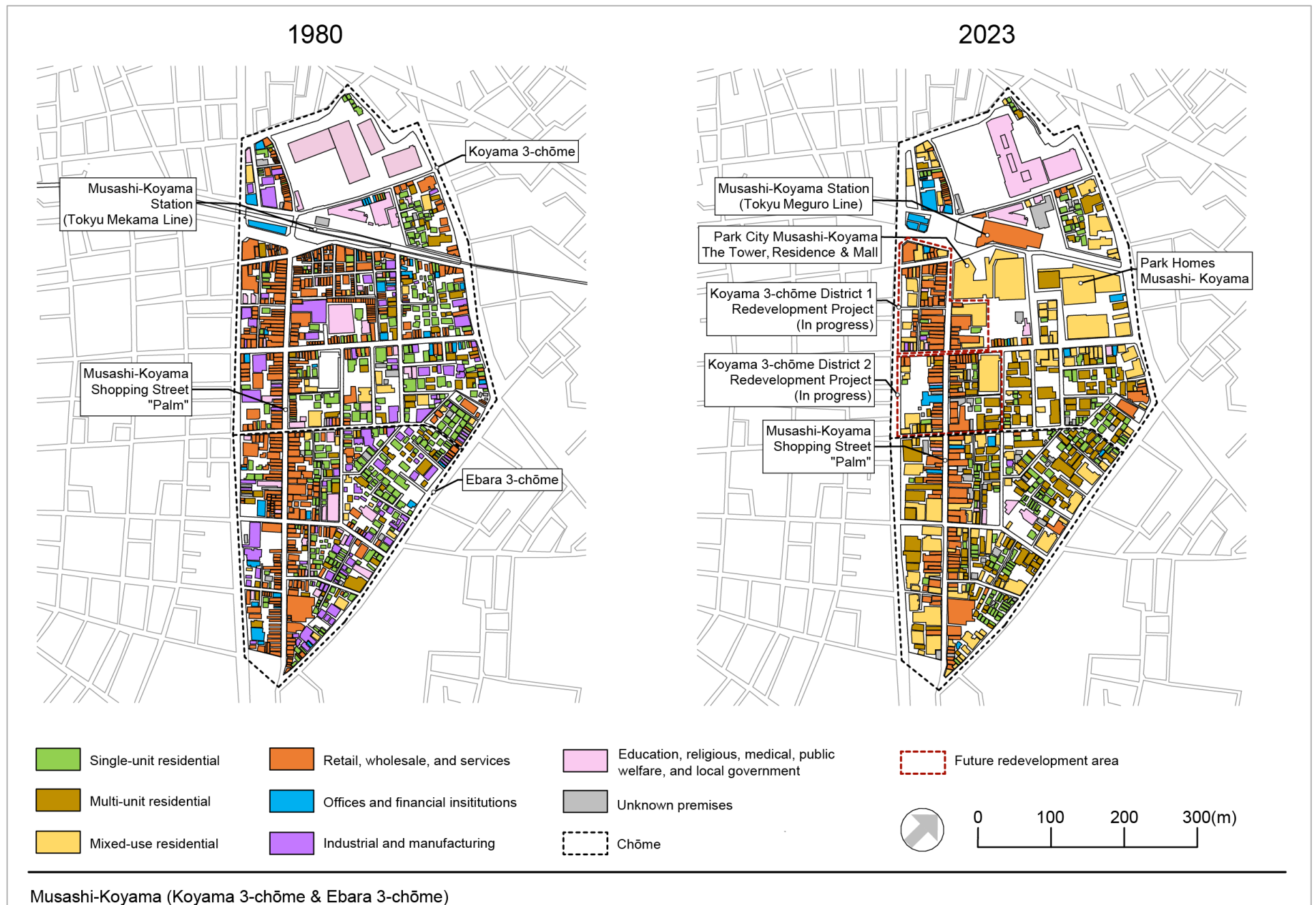


Figure 5: Mapping building usage of Musashi-Koyama in 1980 and 2023 (Sources: Nippon Jūtaku Chizu Shuppan (1980b); Tokyo Metropolitan Government (2016); ZENRIN (2023b))

New mixed-use residential developments frequently incorporate ground-floor retail spaces facing the street, maintaining the continuity and visual rhythm of the traditional shopping street façade.

In summary, Musashi-Koyama has gradually transformed into a more densely populated residential area, with much of the population growth absorbed by high-rise and, more recently, skyscraper apartment buildings. Most new residents are commuters employed in the service sector outside the neighborhood. Although the area has lost nearly half its retail establishments since 1980, it continues to exhibit higher retail density than the ward average and sustains smaller-scale establishments. Increasingly, commercial amenities are concentrated within high-density, mixed-use developments, often at the expense of older, small-scale enterprises. This ongoing transformation has sparked local tensions, as long-standing residents seek to preserve the distinctive low-rise character and historical identity of the Palm shotengai in the face of intensifying urban consolidation pressures.

3.3. Tsukishima

Historically, Tsukishima has been a low-rise, mixed-use neighborhood characterized by a dense network of narrow alleys and traditional wooden structures. The area is well known for its concentration of monjayaki restaurants along what is now Nishinaka Street, formerly called Monjayaki Shopping Street, which forms the commercial spine of the district. Once a hub of small-scale manufacturing, the neighborhood has undergone considerable transformation in recent decades. The case study area combines Tsukishima 1-chome and 3-chome, as they contain the core commercial axis and represent a microcosm of the area's broader urban changes. These chome are currently experiencing extensive redevelopment, marked by the construction of high-rise residential towers that sharply contrast with the previously dominant low-rise, fine-grained built environment.

Both the TMG and Chuo Ward have designated Tsukishima as a high-risk area due to its aging building stock, narrow street layouts, and the financial obstacles that hinder disaster mitigation efforts. In 2002, Tsukishima was incorporated into the central Tokyo and waterfront district designated by the TMG as an “Urban Renaissance Urgent Redevelopment Area” (*Toshi Saisei Kinkyū Seibi Chiiki*) (Cabinet Office - Government of Japan, 2024). That same year, Chuo Ward amended the district plan to relax FAR regulations and building height limits, encouraging high-density residential redevelopment (Chuo City, 2023b). A further amendment in 2019 reinforced this orientation, prioritizing modern, high-rise residential development alongside enhanced disaster resilience (ibid).

Between 1980 and 2020, Tsukishima's population expanded dramatically, growing at a faster pace than Chuo Ward as a whole. Currently, nearly half of the local population (47.9%) resides in 11-plus buildings, a substantial increase from 26.4% in 2000. While this figure remains below Chuo Ward's

2020 average of 70.6%, it nonetheless signals Tsukishima's emergence as a major residential center. This transformation is closely linked to the proliferation of vertical housing typologies.

Mapping the built environment further illustrates this shift (see Figure 6). In 1980, Tsukishima was predominantly composed of two-story, single-family homes, organized in a grid pattern of tightly packed plots and narrow internal alleys. By 2023, entire blocks had been redeveloped into high-rise, mixed-use towers, particularly near Tsukishima Station. Opened in 1988 and further expanded with the introduction of the Oedo Line in 2000, the station became a catalyst for transit-oriented redevelopment. Notable projects include the 32-story I-Mark Tower (2003), the 32-story Sun City Ginza East (2006), the 53-story Capital Gate Palace (2015), and the 32-story Mid Tower Grand (2020). Two additional projects, Tsukishima 3-chome North and South District redevelopment initiatives, will introduce a 58-floor and a 48-floor mixed-use residential tower, respectively. These developments are reshaping the district, contributing to a visible and growing spatial inequality, with towering new structures juxtaposed against older, low-rise wooden buildings. Field observations suggest that many remaining older structures are either vacant or in disrepair, likely awaiting acquisition and redevelopment.

The neighborhood's commercial and retail landscape has evolved in parallel (Figure 6). In 1980, Tsukishima's commercial identity was centered along Monjayaki Shopping Street, populated by a mix of traditional businesses: monjayaki and okonomiyaki eateries, izakayas, grocery stores, printing shops, and small-scale manufacturing operations, including dyeing and textile-related trades. Industrial activity was concentrated in large buildings along the Sumida River. However, by 2023, only approximately half of the original shopping street persisted. Many restaurants formerly housed in low-rise structures have been relocated or reestablished within the commercial podiums of new high-rise towers. While traditional Japanese cuisine remains a fixture, the commercial offering has diversified to include international restaurants, cafes, and bistros.

Meanwhile, traditional small-scale shops have been replaced or transformed into modern formats, including supermarkets, convenience stores, and specialized retail outlets such as wine merchants and artisanal coffee roasters. Many former industrial sites have been repurposed for multi-unit or mixed-use residential development, though some industrial enterprises, particularly equipment suppliers and logistics firms, continue to operate. Additionally, new office spaces within mixed-use developments increasingly accommodate real estate and tech-oriented service firms. In terms of retail metrics, Tsukishima's retail density has declined since 2000, largely due to rapid population growth increasing the denominator. In 1980, there were 18.1 inhabitants per retail establishment; this figure decreased slightly to 15.2 in 2000 but rose sharply to 40.9 by 2020. Over the full period, the absolute number of retail establishments declined by 30.2%. Compared to Chuo Ward,

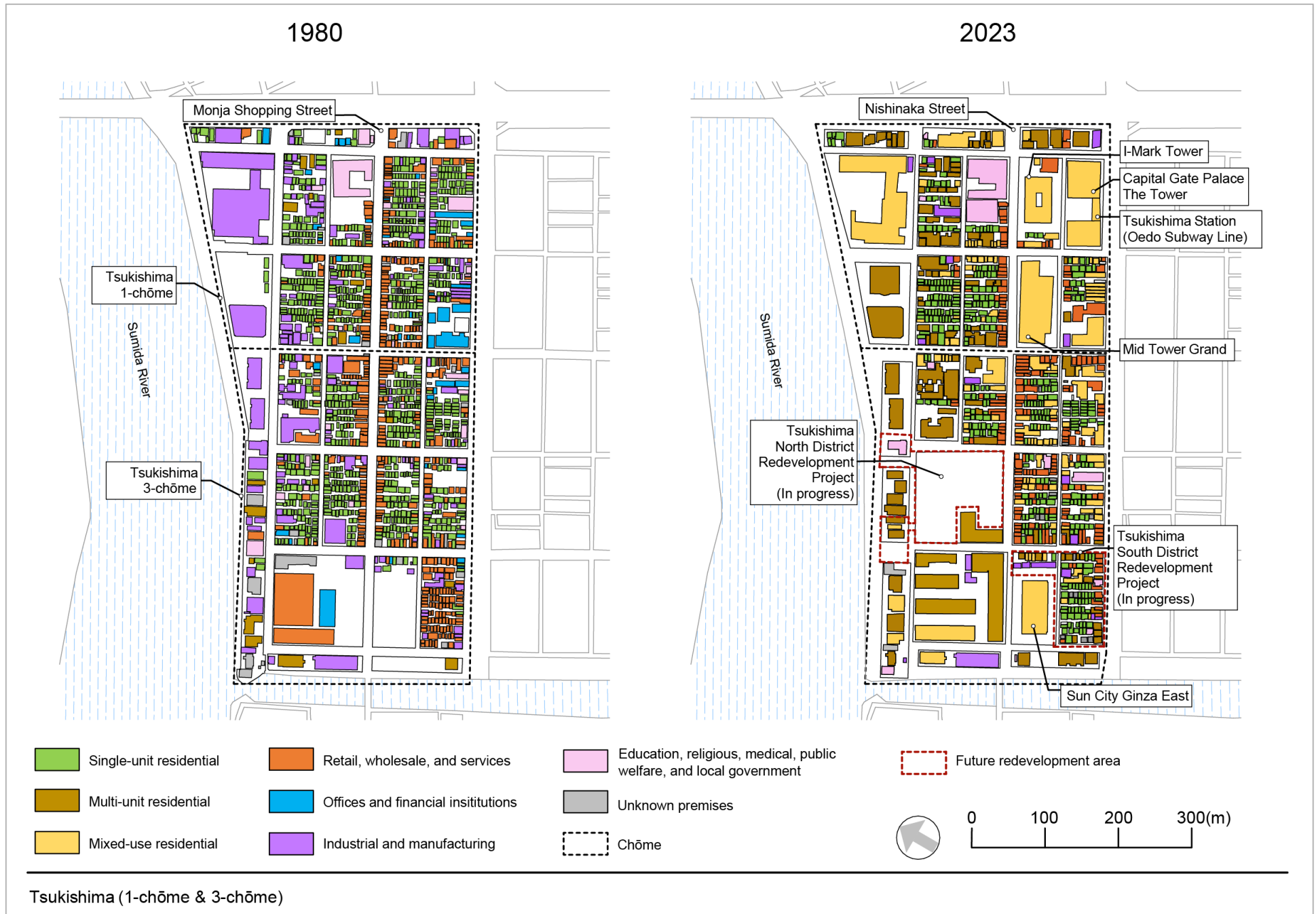


Figure 6: Mapping building usage of Tsukishima in 1980 and 2023 (Sources: Nippon Jūtaku Chizu Shuppan (1980a); Tokyo Metropolitan Government (2016); ZENRIN (2023a))

Tsukishima's retail sector has consistently been smaller in scale, as measured by employees per establishment: 4.1 in 1980 and 10.9 in 2020, compared to the ward's 13.1 and 17.6, respectively.

The neighborhood's labor market has also shifted considerably. In 2020, 64.3% of residents were employed in the service sector, a sharp rise from just 25.2% in 1980. Meanwhile, the share of residents working in retail dropped from 46.3% to 20.7%, and those in manual labor declined from 28.8% to 15.0%. These figures reflect broader economic restructuring and changing employment geographies. Many current residents commute to service-sector jobs outside the area, facilitated by improved transit connectivity. Sectoral employment within Tsukishima itself has also changed: manual labor, which once constituted 31.2% of local employment, dropped to just 4.7% by 2020. Retail employment rose modestly from 43.5% to 48.3%, while service-sector jobs nearly doubled, rising from 25.2% to 46.9%.

Tsukishima's redevelopment trajectory exemplifies a tabula rasa approach to urban renewal, where fine-grained residential plots are merged into large-scale, high-rise complexes. This transformation has led to significant population increases and the introduction of modern infrastructure and amenities. Yet it has also disrupted the neighborhood's traditional mixed-use urban fabric and local identity. While commercial activity persists, it is now concentrated within homogenized mixed-use developments, replacing much of the organic street-level commerce that once defined the area. The stark contrast between the remaining wooden houses and newly completed skyscrapers underscores the deepening spatial and social inequalities that redevelopment has introduced. As Tsukishima continues to evolve, these tensions between urban growth and historical preservation remain central to its future trajectory.

3.4. Shimokitazawa

Shimokitazawa, situated in Tokyo's Setagaya Ward (Setagaya-ku), is a dynamic neighborhood renowned for its eclectic array of independent shops, cafes, and live music venues. Historically a hub for students, artists, and musicians, Shimokitazawa has long been defined by its narrow, winding streets and a strong presence of vintage clothing stores. For this study, Kitazawa 2-chome was selected as the focal area, as it encompasses the neighborhood's principal commercial concentration, including the Shimokitazawa Ichibangai Shopping Street and the Shimokitazawa Station South Entrance Shopping Street. The area also contains Shimokitazawa Station, located at the neighborhood's core where the Keio Inokashira and Odakyu railway lines intersect.

In 2003, Tokyo Metropolitan Government revived a portion of the 1946 War Damage Rehabilitation Plan for Shimokitazawa, proposing the development of Auxiliary Route No. 54, a new

arterial road intended to link Setagaya and Shibuya Wards (Setagaya City, 2022). Setagaya Ward authorities framed the proposal, along with the underground relocation of the Odakyu Line and the creation of a traffic plaza (Setagaya District Route No. 10), as essential infrastructure to improve neighborhood accessibility and enhance disaster resilience through increased green space and integrated public facilities. In 2004, the Ward officially designated the Shimokitazawa Station area as an “Urban Development Promotion District” (*Machizukuri Yūdō Chiku*) (Setagaya City, 2018), and concurrently introduced a district plan encouraging more efficient land use. This plan incentivized larger buildings along the proposed new roads while promoting a cohesive streetscape through fireproof construction mandates and the expansion of road width (Miura, 2009).

Between 1980 and 2020, Shimokitazawa experienced fluctuating levels of population density. In 1980, its density was relatively high at 19,584 inhabitants per km²—well above the Setagaya Ward average of 13,557 inhabitants per km² at the time. However, unlike many other areas of Tokyo, Shimokitazawa experienced a gradual decline in population density over the subsequent four decades, dropping to 13,942 inhabitants per km² by 2020. In contrast, Setagaya Ward as a whole saw steady growth during this period, reaching 16,256 inhabitants per km² by 2020.

Throughout this time, the prevalence of high-rise structures in Shimokitazawa has remained minimal, consistent with broader trends across Setagaya Ward. Although the proportion of residents living in 11-plus buildings more than doubled between 2000 and 2020, it remained very low at 4.6%, nearly identical to the ward average of 4.5%. Thus, Shimokitazawa’s built environment has largely resisted vertical transformation. Nevertheless, the broader Setagaya Ward has witnessed large-scale high-rise developments, such as those in Futako-Tamagawa, suggesting a gradual spatial diffusion of vertical urbanism even into previously low-rise districts.

In 1980, Shimokitazawa’s built form was relatively evenly divided between residential and commercial uses (see Figure 7). The residential sector was dominated by low-rise, single-family homes, consistent with a village-like atmosphere typical of Tokyo’s suburban hinterland. By 2023, however, there has been a marked increase in both apartment buildings and mixed-use developments, indicating a trend toward densification and commercial intensification.

Significant labor market transformations have paralleled these spatial shifts. As of 2020, nearly 70% of Shimokitazawa’s resident labor force was employed in the service sector (69.7%), up from just 41.1% in 1980. In contrast, retail employment among local residents fell from 41.6% to 20.6%, signaling a decline in the proportion of owner-operated retail businesses. In terms of local employment opportunities, retail continues to dominate, though its share decreased from 66.2% in 1980 to 54.7% in 2020. The service sector has grown correspondingly, now accounting for 44.5% of local jobs.

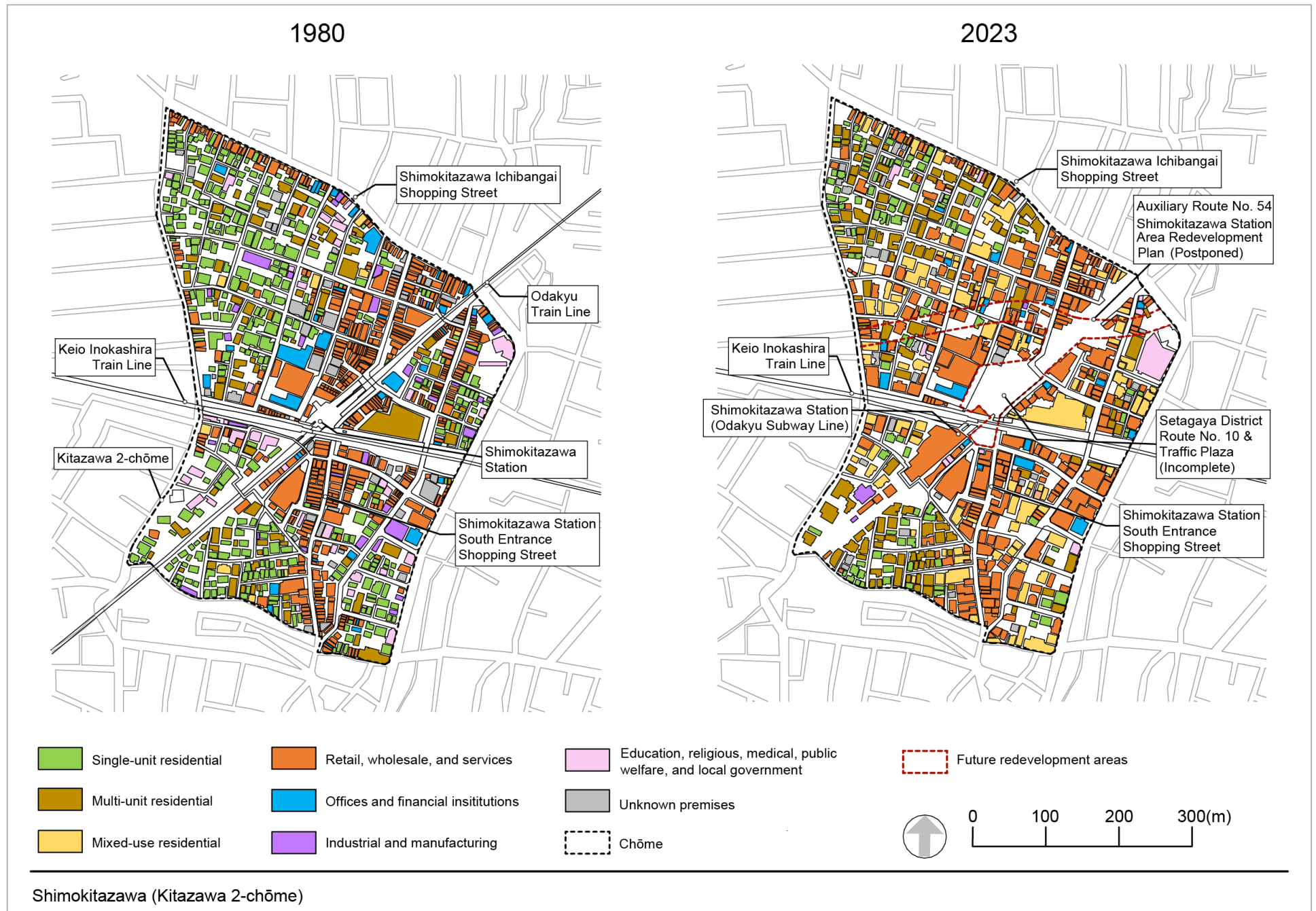


Figure 7: Mapping building usage of Shimokitazawa in 1980 and 2023 (Sources: Nippon Jūtaku Chizu (1981); Tokyo Metropolitan Government (2016); ZENRIN (2023c)

Remarkably, Shimokitazawa's retail density has remained highly stable over the four-decade period. In 1980, there were 5.4 inhabitants per retail establishment; by 2020, this had changed only marginally to 5.5. While a portion of this stability can be attributed to population decline, the relative resilience of retail establishments is also notable. Shimokitazawa recorded the smallest reduction in the number of retail businesses (−29.9%) among the case study areas examined in this research.

Retail establishments in Shimokitazawa have consistently been small in scale, both in terms of workforce and floor area. The average number of employees per establishment grew modestly from 5.0 in 1980 to 7.9 in 2020. While retail venues have become somewhat larger, they remain notably smaller than the Setagaya Ward average, which increased from 5.1 to 9.0 employees per establishment during the same period.

A spatial analysis of the commercial landscape (see Figure 7) reveals further nuances. In 1980, commercial activities were concentrated along the Shimokitazawa Ichibangai Shopping Street to the north, and along the Odakyu Line and the Shimokitazawa Station South Entrance Shopping Street to the southeast. The area was characterized by small, independently run businesses—izakayas, boutique clothing stores, barbershops, public bathhouses, and futon retailers. Educational institutions, clinics, and religious sites were dispersed throughout the neighborhood.

By 2023, the commercial landscape had evolved significantly, shaped in part by the redevelopment of the station-front area and the 2013 undergrounding of the Odakyu Line. Although Setagaya District Route No. 10 remains incomplete due to opposition from local residents, the area has seen considerable commercial expansion. Existing shopping streets have largely been preserved, but the scale of commercial buildings has increased due to consolidation of smaller structures. Commercial activity has also extended into previously residential zones via the construction of mixed-use buildings.

Retail typologies have diversified in tandem with the neighborhood's shifting socio-economic profile. While independent shops remain, the area has seen a growing influx of more commercialized retail, including chain stores and luxury boutiques. There has also been a marked increase in specialized and niche retail outlets such as vintage clothing stores, artisanal coffee roasters, and lifestyle shops. Wellness-oriented businesses—yoga studios, beauty salons, and holistic therapy centers—have proliferated, reflecting changing lifestyle preferences. Co-working spaces and creative studios signal a pivot toward a freelance- and culture-driven economy. Educational services such as language schools and music academies have also emerged, suggesting an increasingly diverse and international demographic. In parallel, Shimokitazawa's dining and entertainment scene has become more cosmopolitan, featuring vegan restaurants, international eateries, craft beer pubs, artisanal

bakeries, and high-end bistros. Cultural venues, including independent theaters, live music clubs, and art galleries, further reinforce the area's identity as a creative and cultural epicenter.

Overall, the neighborhood has experienced a measured transformation: private homes have gradually been consolidated into larger residential buildings, and the prevalence of mixed-use developments has increased. Despite these changes, Shimokitazawa has retained its distinctive character, avoiding the imposition of high-rise towers and favoring a more human-scaled, sensitive approach to redevelopment. While this transformation has brought economic revitalization and enhanced amenities, it has also altered the fine-grained diversity of the original urban fabric. The loss of smaller, varied commercial spaces has reduced some aspects of the neighborhood's traditional fine-grained character, which supported more locally-oriented daily needs.

3.5. Discussion and Conclusion

The three case studies illustrate distinct trajectories of urban transformation within Tokyo's special wards, shaped by contrasting neighborhood structures and redevelopment approaches. Musashi-Koyama and Tsukishima both underwent significant vertical intensification between 1980 and 2020, driven by redevelopment policy shifts and market-led investment. By 2020, Musashi-Koyama's population density had surpassed 34,000 inhabitants per km², with 45.2% of residents living in 11-plus buildings. Tsukishima followed a similar trajectory, with its high-rise population share reaching 47.9%, though still below the Chuo Ward average. In both cases, high-rise towers, typically 30 to over 50 floors, were constructed near transit nodes, replacing low-rise neighborhoods characterized by fine-grained plots, wooden homes, and narrow alleys. However, the spatial consequences differed. Musashi-Koyama's redevelopment, exemplified by projects like Park City and Park Homes, replaced aging fabric while integrating commercial ground-floor uses and maintaining street-level retail continuity. In contrast, Tsukishima's transformation was more erasure-based: entire blocks were consolidated into large towers, traditional alley networks disappeared, and only fragmented traces of the old urban fabric, mostly in the form of shuttered wooden buildings, remain. The sharp morphological divide between preserved structures and large-scale redevelopments is especially pronounced near Tsukishima Station and along the Sumida River.

By contrast, Shimokitazawa presents a case of relative morphological continuity. While its population density decreased from approximately 19,600 to 13,900 inhabitants per km² over the four-decade period, high-rise penetration remained minimal (4.6% in 2020), and the area retained its low-rise, narrow-street morphology. The station's redevelopment and undergrounding of the Odakyu Line facilitated modest densification and commercial intensification, yet the neighborhood's fine-grained

structure persisted, with small plot subdivisions, intimate street fronts, and adaptive reuse of existing buildings. Rather than being overwritten by towers, Shimokitazawa's spatial logic was preserved and selectively intensified through mixed-use mid-rise buildings and incremental consolidation. While building scale has modestly increased, especially around transit-accessible nodes, its street-facing commercial corridors and internal alleyways remain intact, anchoring a spatially legible and historically continuous urban landscape.

Retail and labor transformations further differentiate the neighborhoods. Both Musashi-Koyama and Tsukishima experienced significant reductions in retail establishments, even as retail density remained relatively high compared to their ward averages. In both cases, retail was increasingly integrated into ground floors of new high-rise towers, shifting commercial activity away from traditional street-facing typologies. Musashi-Koyama retained smaller-scale establishments within these redevelopments, reflecting an adaptive reuse of commercial patterns, whereas Tsukishima's commercial restructuring led to larger, less diverse retail formats, with a marked decline in traditional shops and industrial uses. Shimokitazawa, meanwhile, saw the smallest absolute decline in retail establishments and maintained a stable retail density of approximately 5.5 inhabitants per shop from 1980 to 2020. Its commercial fabric remains dominated by small, independently operated stores, supported by a growing presence of lifestyle services, creative industries, and educational facilities. While some consolidation has occurred and chain stores have appeared, the core retail streets and their spatial rhythm persist, reinforcing Shimokitazawa's identity as a culturally distinct and commercially resilient neighborhood.

These case studies collectively reveal the spatially differentiated nature of Tokyo's intra-ward redevelopment. Musashi-Koyama illustrates an adaptive redevelopment model, where large-scale transformation retains elements of the preexisting urban form through integrated commercial uses and street-level continuity. Tsukishima exemplifies an erasure model, where vertical densification replaces historic fabric wholesale, generating stark spatial inequality between residual wooden homes and high-rise towers. Shimokitazawa demonstrates a preservation-oriented model, where development is shaped by incremental change, maintaining fine-grained morphology and commercial diversity. These morphological outcomes are not only the result of spatial structure or market demand but also reflect differing local governance regimes: Tsukishima's transformation was supported by formal designations and zoning relaxations under Chuo Ward and the TMG initiatives; Musashi-Koyama's was shaped by private-sector development with minimal visible opposition; and Shimokitazawa's slower, more negotiated path emerged from sustained community resistance to top-down infrastructure plans. The following chapter examines these local governance frameworks in

greater depth, exploring how institutional priorities and public responses have influenced not only the form and scale of redevelopment but also its social and spatial consequences.

4 Comparative analysis of public engagement in recent redevelopment projects in Musashi-Koyama, Tsukishima, and Shimokitazawa

4.1. Overview

Building on the comparative census and historical mapping of redevelopment outcomes in the previous chapter, this chapter investigates how patterns of public engagement have influenced recent redevelopment outcomes in Musashi-Koyama, Tsukishima, and Shimokitazawa.²⁴ Drawing on ward assembly meeting minutes and official planning documents, it compares how residents and local authorities interacted during the planning and implementation phases of major redevelopment projects.²⁵ The analysis highlights significant variation in the scope, timing, and responsiveness of public involvement across the three sites.

In Musashi-Koyama, public input was largely procedural, with broader community concerns often met with dismissive or minimal responses, reflecting a planning process shaped predominantly by private-sector initiatives. In Tsukishima, participation was narrowly framed around legally recognized rights-holders, limiting engagement to land and property owners and excluding the voices of the wider neighborhood, even amid large-scale morphological changes. In contrast, Shimokitazawa underwent a gradual shift from top-down planning toward more inclusive and legally contested public engagement, characterized by sustained local opposition and appeals that led to procedural revisions and a greater accommodation of community preferences. This chapter examines how these differing local governance frameworks and modes of participation influenced not only the public's ability to shape redevelopment but also the resulting urban form, commercial fabric, and neighborhood character.

4.2. Musashi-Koyama

Following the designation of Musashi-Koyama as a “Townscape Regeneration District” in 2004, Shinagawa Ward submitted a district plan for the Musashi-Koyama Station Area, which was approved by the TMG in June 2005 (Shinagawa City, 2025). The primary objective of this plan was to establish the station area as a symbolic “gateway to Shinagawa Ward,” leveraging the planned undergrounding

²⁴ Note: A version of this chapter was previously published as Ilunga, J., Almazán, J., Shikida, S., & Zuna, E. (2024). Controversies surrounding Japan’s ‘flexible’ urban planning: A comparative analysis of consensus-building and public engagement in Tokyo’s redevelopment projects. *Planning Perspectives*, 39(6), 1331–1357. <https://doi.org/10.1080/02665433.2024.2354388> Reproduced here with minor revisions.

²⁵ A summary of the recent redevelopment projects and key details for each case study is provided in Appendix VI, a summary of public opinions for each project is provided in Appendix VII, and raw data of public opinions and responses extracted from ward assembly meeting minutes for the redevelopment projects can be found in Appendix VIII.

of the Tokyu Meguro Railway Line. The district plan articulated goals to “promote urban living, enhance disaster resilience, and foster a vibrant atmosphere” (Shinagawa City, 2014). In addition, the ward sought to develop an overarching urban vision and accompanying townscape guidelines to inform the aesthetic and functional direction of future redevelopment projects in the vicinity (Shinagawa City, 2007).

By August 2007, a total of 87 rights-holders, in collaboration with major developers Mitsui Fudosan and Asahi Kasei Realty & Residence, formally established a URA to initiate the Musashi-Koyama Palm Station front redevelopment project (Mitsui Fudosan Residential Co., Ltd. and Asahi Kasei Realty & Residence Corp., 2017; Tokyo Metropolitan Government, 2020; Asahi Kasei Real Estate Residence, no date). Beginning in late August 2007, Shinagawa Ward officials began regularly reporting on the URA’s progress to the Shinagawa Ward Assembly’s Construction Committee, which oversees urban planning matters (Shinagawa City Assembly, 2007). In November of the same year, the ward conducted a survey of local residents to support the formulation of the urban vision and townscape guidelines (Shinagawa City, 2010), with the intention of creating a shared vision that could guide redevelopment in line with community expectations. Regular reporting continued, and by February 2011, the plan was being presented to the Ward Assembly’s full-member regular sessions, where concerns were raised, including by the mayor, regarding the implications of large-scale redevelopment (Shinagawa City Assembly, 2011). The URA’s proposal included the consolidation of existing low-rise buildings into a high-rise condominium tower, alongside improvements such as new sidewalks, enhanced road connectivity, disaster prevention infrastructure, and upgraded community facilities (Tokyo Metropolitan Government, 2020).

In October and November 2011, Shinagawa Ward held two Q&A sessions with rights-holders from the local shopping arcade to explain the evolving vision and townscape guidelines, which were being finalized in parallel with the URA’s redevelopment plan (Shinagawa City Assembly, 2012c). Subsequently, in August 2012, the URA, supported by Shinagawa Ward, organized two public information sessions (*kinrin setsumeikai*) targeted at nearby residents to present the project to the broader affected public for the first time (Shinagawa City Assembly, 2012b). These sessions targeted households located within approximately 280 meters of the redevelopment site, including around 6,400 households in the adjacent Meguro Ward (ibid). According to reports from Ward authorities, a total of more than 250 residents attended the sessions (Shinagawa City Assembly, 2012a; 2013). The urban vision for the redevelopment was finalized in December 2011 as the “Musashi-Koyama Station Area Town Development Vision” (*Musashi-Koyama Eki Shūhen Chiiki Machizukuri Bijon*) and the townscape guidelines were finalized in March 2012 as the “Musashi-Koyama Station Area Townscape

Guideline” (*Musashi-Koyama Eki Shūhen Chiiki Machinami Yūdō Shishin*) (Shinagawa City Assembly, 2012b).

A formal two-week public inspection period for the project plan was held from November to December 2012, during which residents were invited to submit written opinions (Shinagawa City Assembly, 2012c). During this period, a group of concerned residents submitted a formal petition to the Ward Assembly, expressing objections to various aspects of the redevelopment plan (ibid).²⁶ The petition was reviewed by the Construction Committee, which, despite some expressions of support from individual members, ultimately voted to reject it. As planned, in February 2013, the Ward Assembly forwarded the final project plan, along with the collected written opinions, to the Shinagawa Ward City Planning Council for review, in consultation with the TMG. The plan was officially approved in March 2013, and construction was completed in December 2019. A visual comparison between 2013 (Figure 8) and 2022 (Figure 9) shows the emergence of two newly constructed high-rise condominiums directly in front of the station, one of which falls within the boundaries of the case study area. The redevelopment replaced the area’s former low-rise structures (Figure 10) with a 41-floor residential tower and a public plaza framed by a commercial podium.

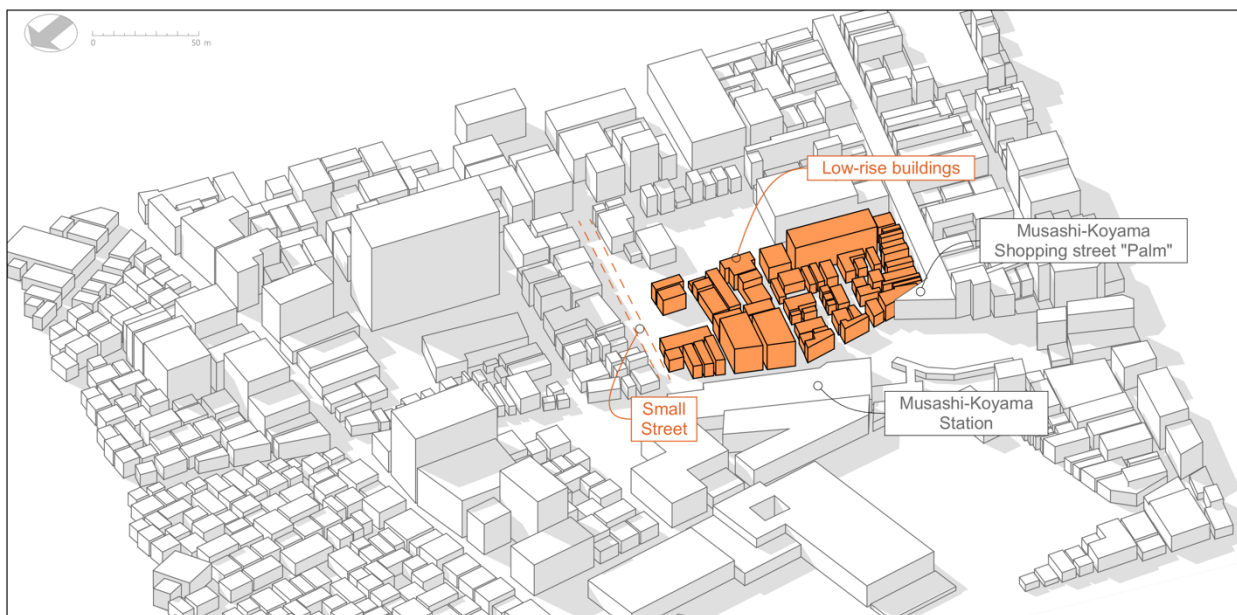


Figure 8: Musashi-Koyama Station District before redevelopment in 2013 (Source: Adapted from Google Earth).

²⁶ Petition No.19 of 2012.

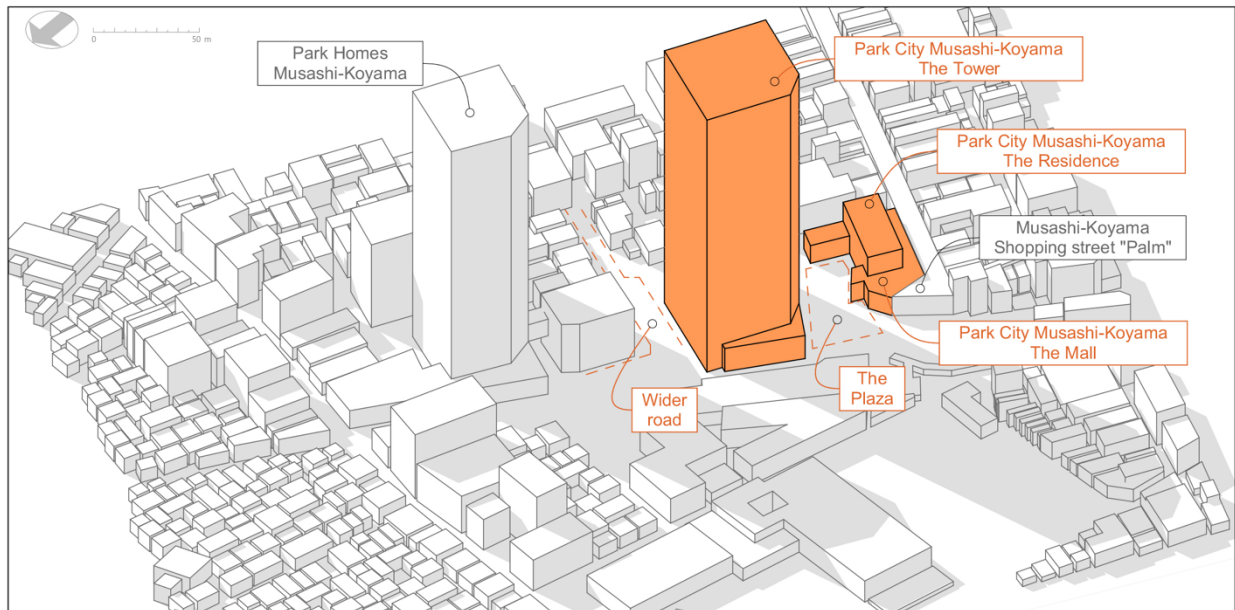


Figure 9: Musashi-Koyama Station District after redevelopment in 2022. (Source: Adapted from Google Earth)



Figure 10: Aerial view of Musashi-Koyama District in 2013 and 2022. (Source: Google Earth)

Analyzing public opinions of Musashi-Koyama's redevelopment project

The Musashi-Koyama case brought to light several areas of concern raised by members of the affected community. As documented in Shinagawa Ward Assembly meeting minutes, both concerned residents and assembly members voiced objections to the proposed redevelopment plan, which can be broadly grouped into three main categories (summarized in Appendix VII).

The first area of contention centered on the formulation and representation of residents' views within the planning process, and whether the vision and townscape guideline that informed the redevelopment project plan genuinely reflected the views of the local community. Meeting records show that while the Ward organized explanatory Q&A sessions specifically for rights-holders within

the shopping arcade and sought broader community input primarily through the 2007 resident survey, assembly members highlighted significant gaps. Several members stressed that the survey was both already outdated by the time the vision (2011) and townscape guideline (2012) were finalized and, therefore, could not be considered a reliable basis for gauging current opinion. One assembly member also noted that only 647 households responded out of 11,000 households in the survey that was conducted, meaning the overwhelming majority may have been unaware that this type of redevelopment was being considered. Another assembly member explicitly pressed the Ward to not only collect opinions but also make transparent how those opinions were incorporated into the redevelopment plan, noting that residents often felt their input was not considered and reflected in the guidelines. Members cited the Ward's own survey findings: residents favored "a town for ordinary people that values human interaction" (44%), while the "sophisticated, urban town" image scored the lowest (5.6%)—questioning how super-high-rises aligned with those preferences. Critics also argued that the consultation process was restricted largely to rights-holders and shop association heads, leaving non-rights-holders and ordinary residents with little opportunity to contribute. Questions were repeatedly raised about who exactly counted as the 'local community', with one member asking "who exactly are the local people?" and "who wants this development plan?". One assembly member observed that the Ward often responded with reference to rights-holders when asked about local residents. Assembly members also pressed for explanatory meetings targeting all residents, not just neighborhood or shop association representatives. Yet the Ward responded that it had no plans to hold another briefing session since materials about the redevelopment were already available via the Shinagawa Ward Public Relations (PR) bulletin and the Ward's website. Critics countered that such channels were insufficient, particularly for elderly residents, with one member observing that public relations was a summarized version that did not sufficiently convey the content to the extent that people can grasp it. The Ward, however, emphasized that the planning documents were developed jointly with the URA of rights-holders, stressing that "100% of landowners" and "over 90% of leaseholders" were participating. From the Ward's perspective, this constituted a legitimate and representative process. Furthermore, officials framed the vision and townscape guidelines as tools to advance broader policy objectives, such as disaster prevention, convenience, and economic revitalization, and to position Musashi-Koyama as a symbolic "western gateway" to Shinagawa. In this framing, prioritizing rights-holders was not a flaw but an appropriate balance between community input and institutional efficiency.

The second category of objections concerned the perceived lack of public awareness surrounding the project. Critics challenged the fairness of the entire participatory process, asserting that general awareness among residents regarding the redevelopment, including its public hearings

and inspection period, remained low. Although two public information sessions were held in 2012 and attended by over 250 people, this number was considered insufficient when compared to the broader population of potentially affected households, particularly in the surrounding areas, including Meguro Ward. One assembly member noted that independent surveys by civic groups found that only a minority of local residents were even aware of the redevelopment, let alone familiar with its contents. Assembly members repeatedly stressed that most residents probably don't know that this project contains a 140-meter high building and that the vision and townscape guidelines were hardly known by most people in the area. The official publicity methods, primarily via the Ward's PR office and its website, were described by assembly members as ineffective and insufficiently accessible to the broader public, particularly for older residents. They also noted that most information sessions were limited to rights-holders, and that the sessions aimed at non-rights-holders were poorly publicized, with some receiving only a week's notice. It was also emphasized that between the URA's formation in 2007 and the first public hearings for the general public in 2012, there had been no formal briefing sessions targeting the wider community. By the time the public hearings took place, the redevelopment plan was already in an advanced stage, and the hearings functioned primarily as a means of informing residents rather than integrating their feedback. The Ward nonetheless maintained that publishing in Shinagawa's PR bulletin and website meant residents were fully aware. Officials also repeatedly foregrounded aging wooden housing, narrow roads, and deteriorated utility lines, stating that the area was densely populated with wooden houses, evacuation could be cut off in a fire, and after the 2011 earthquake local anxiety about very dangerous living conditions rose sharply. The Ward described redevelopment as an effective means to upgrade lifelines, secure evacuation routes, and reduce fire risk, reinforcing the importance of decisive redevelopment from their perspective.

The final category of concern focused on the perception that residents' opinions were not substantively incorporated into the project plan, particularly regarding the building height and anticipated social and environmental impacts. Despite the petition against the plan, the proposed 140-meter towers remained unchanged. Assembly members questioned why the Ward treated this height as non-negotiable, pointing out that this rigidity suggested that the perspectives of rights-holders and developers were being prioritized over those of the wider community. The Ward countered that the proposed height was consistent with aviation regulations and necessary to create public plazas and a landmark building as the "western gateway" of the district. Residents expressed strong fears about the environmental impacts of high-rise construction. Several pointed to problems already caused by an existing 60-meter condominium, noting that elderly people have fallen over due to the wind and warning that a 140-meter tower would spread wind damage to the area. Assembly members pressed

the Ward to conduct on-site wind measurements and publish results rather than rely solely on abstract wind-tunnel simulations. The Ward's explanation that impacts were assessed based on the frequency of wind that makes people feel uncomfortable was criticized as too technical and unconvincing. Concerns about shadows and loss of sunlight were also raised, though the Ward stressed that legal measurements were being carried out and that regulations were satisfied. Ward authorities maintained their support for the high-rise redevelopment, defending the project as a necessary intervention to improve disaster resilience and stimulate the local economy. The question of commercial continuity further fueled opposition. Members pointed to another redevelopment in Shinagawa Ward, where allegedly only two local businesses returned after redevelopment and the shopping street disappeared. They feared the Palm and surrounding shopping streets would suffer similar decline. The Ward responded that redevelopment would avoid large tenants, instead integrating small shops into street-level spaces designed to remain in harmony with the surrounding shopping districts. Officials committed to providing guidance to ensure the arcade would not fall into disuse. Additional criticism arose over whether the cumulative environmental impact of four planned high-rise towers should trigger a more comprehensive assessment. Ward officials maintained that this was not necessary because, in their view, the projects did not meet the legal requirements under the TMG's regulations that would trigger one. Assembly members viewed this as a regulatory loophole that allowed significant cumulative impacts to go unexamined. Despite these criticisms, the Ward continued to defend the project's scale by emphasizing its potential benefits: the plan envisioned new housing units, along with new pedestrian-priority roads, bicycle parking facilities, and public plazas integrated with the station area. Officials argued that this redevelopment would improve accessibility, reduce fire risk through wider roads, and stimulate local economic activity by enhancing the Palm.

Taken together, the redevelopment process at Musashi-Koyama reveals a clear disconnect between the planning efforts of Ward authorities and the affected community's sense of procedural inclusion. The case underscores several deficiencies, most notably, communication gaps, the limited accessibility and timing of public outreach, and the apparent lack of responsiveness to public input. The long delay between the initiation of the project and the first general public hearings indicates that public engagement was not prioritized in the early planning stages. Ultimately, the complete dismissal of resident petitions by the Ward Assembly, despite some expressions of sympathy, illustrates the strength of institutional support behind the redevelopment project and highlights the limitations of the participatory mechanisms employed in this case.

4.3. Tsukishima

The TMG has identified Tsukishima as a high-risk area due to its concentration of aging wooden buildings and narrow alleyways. The combination of an aging population and limited financial resources has hindered efforts to retrofit or replace these structures to improve disaster resilience (Tokyo Metropolitan Government, 2016). In response, Chuo Ward introduced a redevelopment promotion district plan in 1997, aimed at guiding streetscape improvements through regulatory adjustments. This plan included relaxations to existing controls on FAR, wall setbacks, and land use, while establishing a maximum building height of 70 meters (Chuo City, 2023b, 2023a). In 2002, Chuo Ward further revised the regulatory framework by easing restrictions on FAR and building height specifically for residential developments (Chuo City, 2023b).

In March 2002, a group of local rights-holders, along with one of Tsukishima's neighborhood associations (*Tsukishima Ichinobe Nishi Chōkai*), formally requested Chuo Ward's support to initiate redevelopment in the Tsukishima 1-chome district (Tokyo Metropolitan Government, no date). In July of the same year, the Ward held an information session for the group to explain the legal framework surrounding redevelopment. This was followed by a rights-holder hearing in April 2004, during which Chuo Ward authorities sought to confirm the willingness of those involved to proceed with the project (Chuo City Assembly, 2008b). By March 2005, a formal URA had been established, composed of 252 rights-holders along with major developers Mitsui Fudosan and Nomura Real Estate Development (Mitsui Fudosan Co. Ltd., 2012; Haraguchi, 2016). Public disclosure of the project plan did not occur until the two-week inspection period in mid-June 2008, by which point the plan was already concretized.

On the final day of the public inspection period for submitting written opinions, a group of Tsukishima residents lodged a formal petition with the Chuo Ward Assembly (Chuo City Assembly, 2008a).²⁷ The petition challenged the changes introduced in the 2002 district plan, particularly those allowing for the construction of a 187-meter high-rise building (*ibid*). Petitioners argued that the revisions lacked legitimacy, especially in light of the 1997 plan, which had clearly capped building heights at 70 meters (Chuo City Assembly, 2008c). The petition was referred to the Ward Assembly's Environmental Construction Committee, which is responsible for evaluating urban development matters. The committee held two deliberation sessions, in July and September 2008, during which representatives of the petitioners and committee members, including the mayor, debated the concerns surrounding the project (Chuo City Assembly, 2008b; 2008c). Despite these discussions, the Ward Assembly ultimately voted not to adopt the petition. The draft redevelopment plan, along with

²⁷ Petition No.1 of 2008.

the collected written opinions, was subsequently submitted to the City Planning Council in August 2008. The project received formal approval in December of that year. Construction for the project commenced in February 2012 and was completed in October 2015. Figure 11 and Figure 12 document the area's transformation between 2010 and 2022, illustrating the replacement of low- to mid-rise buildings with a high-rise residential tower reaching 187 meters in height across 53 floors, accompanied by an adjacent mid-rise complex (Figure 13).

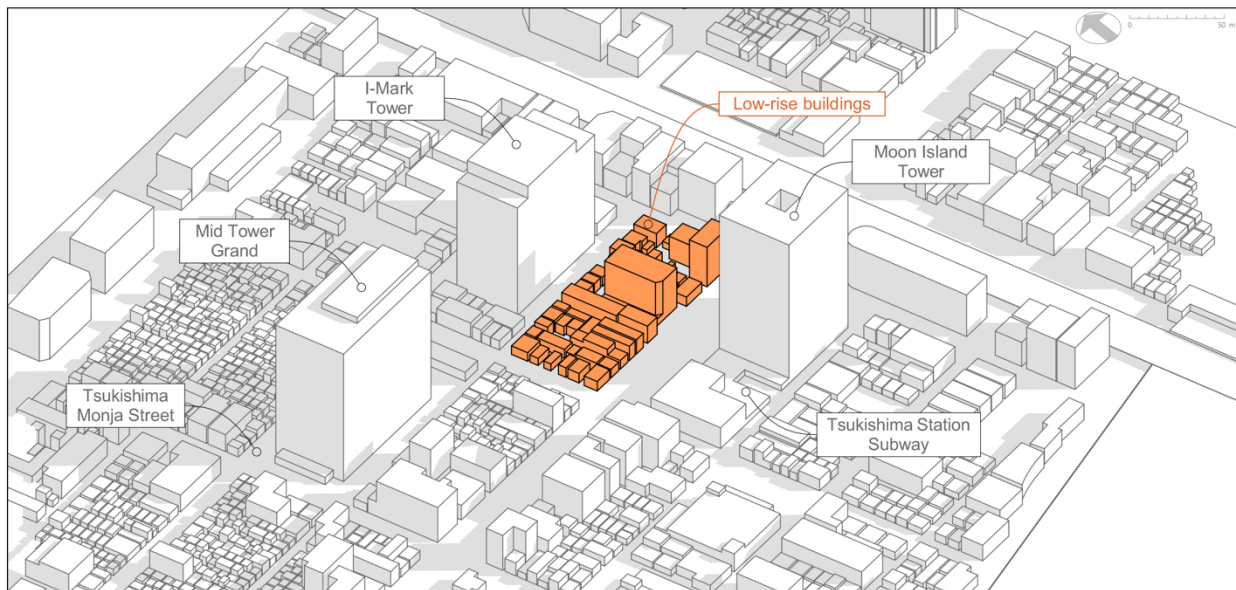


Figure 11: Tsukishima District urban form before the redevelopment project in 2010. (Source: Adapted from Google Earth)

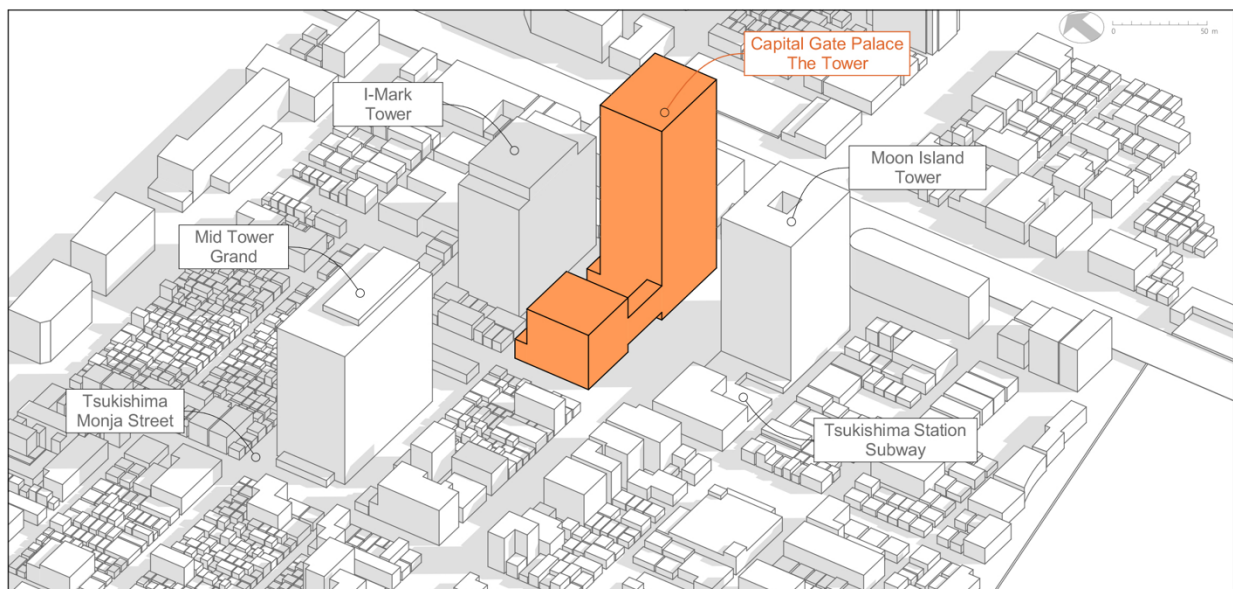


Figure 12: Tsukishima District urban form before the redevelopment project in 2022. (Source: Adapted from Google Earth)



Figure 13: Aerial view of Tsukishima District in 2010 and 2022. (Source: Google Earth)

Analyzing the public opinion of Tsukishima's recent redevelopment project

The meeting minutes from the Chuo Ward Assembly offer insight into the contentious nature of the Tsukishima redevelopment project, particularly in relation to concerns over transparency, inclusivity, and the equitable representation of interests. As reflected in both the minutes and statements from the opposition group and some assembly members, three principal objections emerged in the deliberations (see summary in Appendix VII).

The first objection focused on the lack of transparency and the perceived exclusion of residents, especially non-rights-holders, from the planning process. Some assembly members argued that the absence of public hearings before the two-week inspection eliminated opportunities for direct engagement between the Ward, stakeholders, and affected communities. Many residents who did not hold legal rights to property within the redevelopment area felt sidelined even though they would be impacted socially and environmentally by the redevelopment and advocated for a planning process that was less dominated by the URA and more actively led by the Ward itself. One concerned resident expressed criticism for the inability for residents to question and directly negotiate with Ward officials and the URA due to participatory processes that were too formalized for genuine dialogue. Residents also flagged what they perceived to be basic communication failures, noting that information about participation opportunities was not communicated in time. Proposals from some assembly members for how to address these shortcomings included the public disclosure of the URA's internal meeting minutes to enhance accountability and keep residents informed, extending the standard two-week public inspection period, and establishing a permanent liaison office within the Ward to support community-led planning. However, these proposals were rejected by Ward authorities, who maintained that adequate public participation had already been achieved through the earlier 2002 district plan process. For this specific redevelopment project, they clarified that

engagement had been intentionally restricted to rights-holders, citing the need to expedite planning in consideration of elderly participants and to accelerate disaster preparedness measures. Officials felt that it was unrealistic to seek unanimous community consent and that consensus should be measured against requirements established in the Urban Redevelopment Law, which in this case had over 90% of rights-holders consenting to the project.

The second concern related to the rationale behind the substantial changes to the district plan, particularly the increase in allowable building height. The proposed 187-meter tower significantly exceeded the 70-meter height limit set in the 1997 plan, prompting concern among long-term residents about the project's potential environmental and spatial impact. A number of assembly members pressed the Ward to justify why exceptions were granted, especially since residents saw the height limit rule as a shared community asset. One member expressed that the economic calculations and reasons for the 55-story building have not been fully disclosed. Concerned residents questioned whether the Ward had thoroughly considered the broader implications of such a dramatic increase in building height and whether sufficient environmental assessments had been conducted. Environmental concerns voiced by some residents included the loss of sunlight, wind turbulence, traffic congestion, and an “oppressive” urban form. Some warned that across Tokyo, complaints over scenery, sunlight or wind damage from buildings were increasingly ending up in court. Critics in the assembly also pushed back on the idea that the “public” space created with the towers would be truly public and that these would simply be space for residents. In response, Ward officials pointed to the 2002 Urban Renaissance Special Measure Law and the subsequent revisions to the district plan which legally enabled the new height through revised regulations related to residential development. They further asserted that the amendments were intended to promote urban regeneration, optimize land use, and balance the needs of community stakeholders, citing benefits like disaster-prevention plazas, barrier-free station access, and community facilities. Officials countered that, given local constraints, the public plazas would be contributing to the community as a facility open to the public. Officials also emphasized they would actively mitigate environmental issues, including from a building design perspective (e.g. placing the taller volume of the new redevelopment on the north side to prevent loss of sunlight), requiring wind tunnel testing, and mandating energy-efficient construction.

The third objection targeted the role and impartiality of the City Planning Council in evaluating non-rights-holders’ concerns. Skeptical residents felt that the Council’s deliberations were biased toward redevelopment interests and insufficiently attentive to alternative perspectives. They called for broader representation within the Council, including academics and independent experts to counterbalance the perceived dominance of the URA and developer-aligned actors, as well as a mechanism for incorporating the views of newly arrived residents. Assembly members also

questioned whether the Council’s mediating role was credible if it consistently dismissed written objections and refused to submit meeting minutes to the Assembly. While Ward officials defended the Council’s function as one of conflict mediation, they acknowledged the importance of inclusive representation and expressed a willingness to consider more diverse membership in the future. Officials emphasized the role of the Council as a statutory body tasked with assessing diverse interests rather than serving as a forum for direct resident participation. They acknowledge, however, the need to improve operations in order to receive the opinions of more residents. Some assembly members also defended the current Council saying that broadening Council membership could slow decision-making and dilute the Council’s effectiveness.

Taken together, these objections point to a consensus-building process that was experienced by many concerned residents as exclusionary, opaque, and overly rights-holder-centric. Advocacy groups emphasized the need for stronger community engagement and argued for a more active role for the Ward in overseeing the redevelopment process, rather than deferring so heavily to the URA. The Ward’s continued emphasis on rights-holders, coupled with its dismissal of residents’ procedural and substantive requests, suggests a local governance approach that favored the URA’s agenda over collective community priorities. In practice, this “hands-off” stance during the plan’s formative stages contributed to the widespread perceptions that public concerns were secondary to the priorities of private stakeholders, economic efficiency, population growth targets and disaster resilience.

4.4. Shimokitazawa

As previously noted, the TMG originally proposed an arterial road connecting Setagaya Ward to Shibuya Ward as part of the 1946 “War Damage Rehabilitation Plan” (*Shigeru Ishikawa Master Plan*). Although only partially implemented over the following decades, this long-standing plan resurfaced in 2003 when the Shimokitazawa section was revived to accommodate a new expressway, Auxiliary Route No. 54, slated to traverse the neighborhood (Setagaya City, 2022). Ward authorities justified the project by citing goals such as alleviating traffic congestion, enhancing urban disaster response capabilities near the train station, and improving pedestrian circulation to ensure public safety (Setagaya City, 2022). Authorities sought to design the road in a way that would contribute to improving the commercial environment of Shimokitazawa (Setagaya City Assembly, 2003). Concurrently, the Odakyu Corporation undertook plans to underground a segment of its railway line, aligning with the TMG’s broader Road and Railway Grade Separation Projects (Tokyo Metropolitan Government, 2017). Collectively, the redevelopment plan (summarized in Appendix VI) encompassed the construction of two major roads and a traffic plaza adjacent to Shimokitazawa Station.

The TMG granted official approval for both Auxiliary Route 54 and District Route No. 10 in January 2003 (Figure 14). In November 2004, Odakyu and Setagaya Ward jointly released a district plan for the Shimokitazawa station area (Setagaya City, 2022; Setagaya City Assembly, 2004). This plan permitted increased building heights, which began to displace long-standing residents due to rising property values and redevelopment pressures (Miura, 2021, p. 71). In March 2005, Setagaya Ward published an “Upper-Level Usage Policy” (*Jōbu Riyō Hōshin*) to guide the redevelopment of open spaces made available by the Odakyu Line’s undergrounding (Setagaya City, 2011).

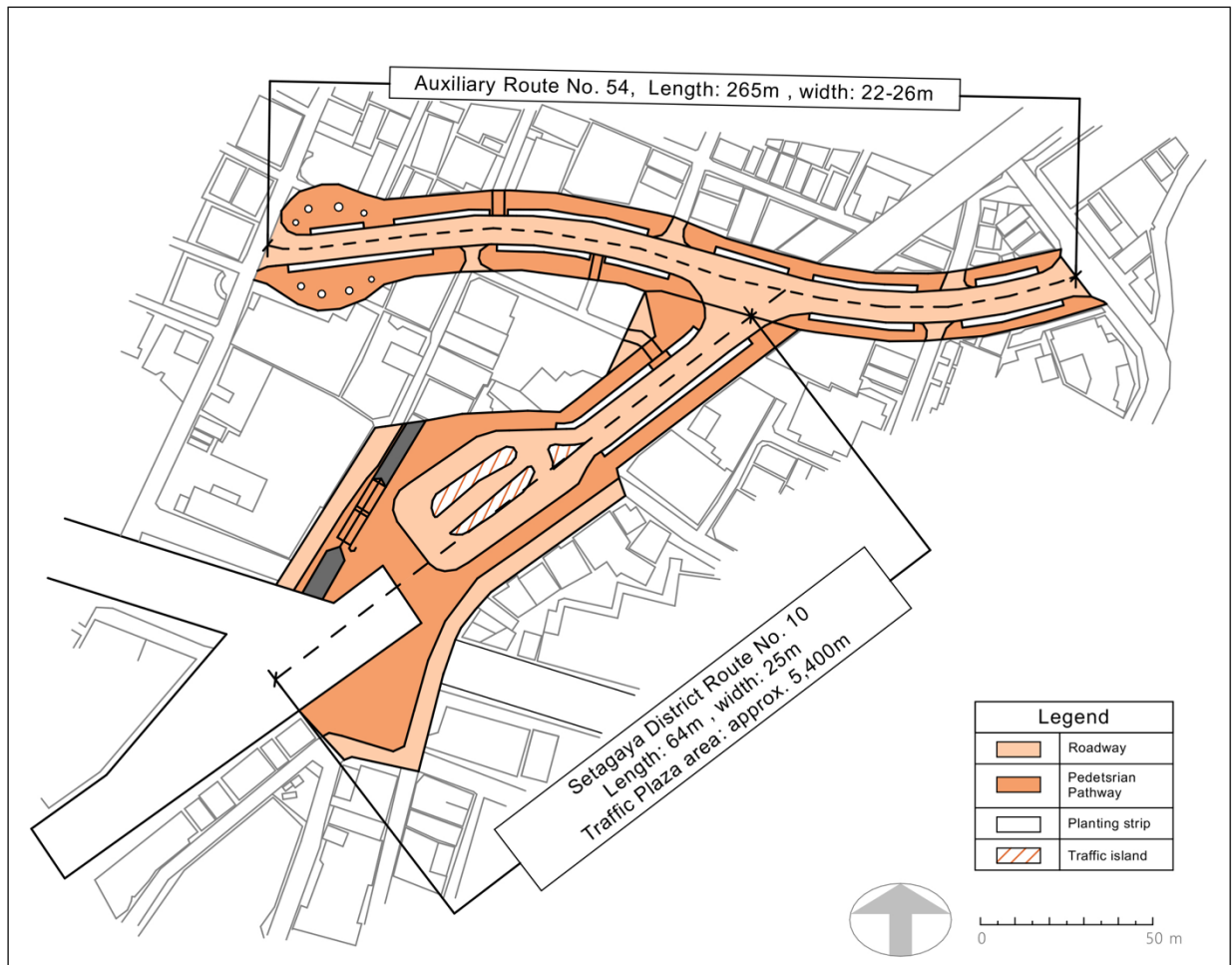


Figure 14: Shimokitazawa redevelopment plan.(Source: Adapted from Setagaya City, 2022)

Media attention surrounding the impending transformation triggered public opposition from local residents and business owners. In response, an activist group named *Save the Shimokitazawa* was formed to halt the construction of Auxiliary Route 54 and advocate for a revision of the District Route No. 10 design in order to preserve the area’s existing urban fabric (Miura, 2021). In 2006, residents filed a lawsuit against the TMG, seeking an injunction to stop the roadwork and challenging the legal validity of the project’s approval. The lawsuit galvanized public resistance, prompting the emergence of additional opposition groups employing varied strategies to halt redevelopment

(Ōtoma, 2018, pp. 10–11). Nevertheless, the TMG officially approved construction of the two roads in October 2006 (The Chunichi Shimbun, 2022).

Until 2011, the Ward maintained a top-down approach, focusing on persuading residents of the project’s inevitability and largely avoiding substantive dialogue with opposition groups. However, a political shift occurred following the 2011 municipal elections, which brought in a new mayor, Nobuto Hosaka, who championed a more participatory and community-oriented planning approach. Amid ongoing litigation, Setagaya Ward and Odakyu began engaging a broader array of stakeholders through public hearings and consultative workshops. Beginning in August 2014, the Ward initiated two forums, Kitazawa Design Conference (*Kitazawa Design Kaigi*) and Kitazawa Design Communication (*Kitazawa Design Tsūshin*), to disseminate project information and facilitate public dialogue (Setagaya City, 2023).

In 2015, the Tokyo District Court judge presiding over the lawsuit recommended a negotiated settlement, citing the protracted legal process, the potential ramifications of a judicial ruling, and the evolving political context within Setagaya Ward (Ōtoma, 2018, pp. 13–14). The case was ultimately resolved in March 2016 through an agreement to develop the land above the underground Odakyu Line as a public space, while ensuring that District Route No. 10 and Auxiliary Route No. 54 would be pedestrian-friendly and reflective of the neighborhood’s character by incorporating resident input. As a result of this compromise, the Shimokita Railway Track Street (*Shimokita Senrogai*), a low-rise retail complex consisting of 24 buildings, was inaugurated in May 2022. The development has been well received by locals and is frequently cited as an embodiment of Shimokitazawa’s signature “labyrinthine” urban style, with its “maze-like indoor environment” (The Chunichi Shimbun, 2022).

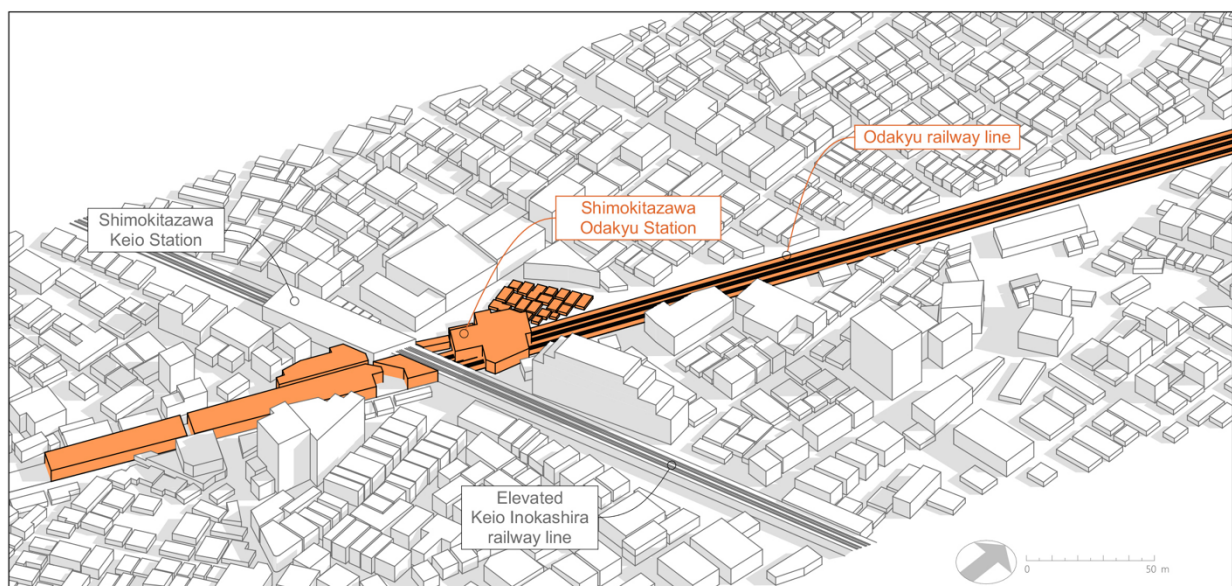


Figure 15: Shimokitazawa redevelopment district before the redevelopment project in 2009. (Source: Adapted from Google Earth).

As illustrated in Figure 15, Figure 16, and Figure 17, the urban transformation remains ongoing as of 2022. Much of the land above the underground railway remains vacant, interspersed with mid- to low-rise commercial structures such as Shimokita Senrogai. The traffic plaza and District Route No. 10 are scheduled for completion in 2025, while the first phase of Auxiliary Route No. 54 is projected for 2028. Among the three case studies examined, Shimokitazawa stands out as the only instance in which citizen opposition appears to have significantly influenced the course of redevelopment. However, this influence was not exercised through conventional planning channels, but rather through legal action and a consequential shift in local political leadership.

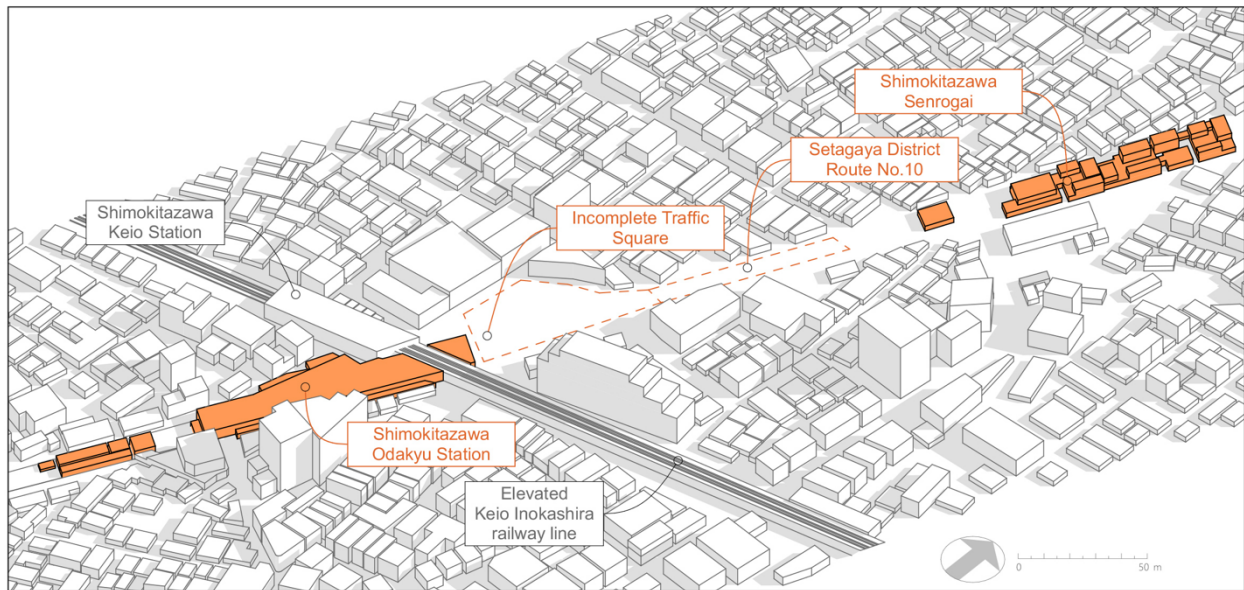


Figure 16: Shimokitazawa redevelopment district after the redevelopment project in 2022. (Source: Adapted from Google Earth)



Figure 17: Aerial view of Shimokitazawa redevelopment district in 2009 and 2022. (Source: Google Earth)

Analyzing public opinion of Shimokitazawa's recent redevelopment project

The redevelopment of Shimokitazawa encountered significant obstacles due to its multi-phase, large-scale nature and the intensity of local resistance. A review of Setagaya Ward Assembly meeting minutes reveals three central areas of concern raised by opposition groups and critical assembly members (see Appendix VII for summary).

The first concern related to the perceived inadequacy and procedural flaws in the planning process. Critics repeatedly argued that it was poor governance to approve the road construction before finalizing the district plan and the accompanying Upper-Level Usage Policy. This sequence of approvals became a focal point of the legal challenge brought against the TMG. Some assembly members warned that prioritizing road construction before deciding on the use of the former Odakyu Line railway land ignored more creative and less destructive alternatives to redevelopment. Critics also accused the Ward of rushing approvals and pre-empting fair debate. The breadth of opposition to Auxiliary Route 54 was also documented in the minutes. Residents and local stakeholders condemned the TMG's decision to proceed with redevelopment in the face of visible opposition from both residents and shopkeepers. Referring to documents from the TMG regarding the approval of the road, some members emphasized that the plan had received over 400 opinions against the road and zero in favor, adding that not a single person submitted an opinion in support of it. Others warned that the width of the road would divide the town and transform a historically walkable downtown area into a car-oriented place; with one assembly member expressing that the consensus among concerned residents was that if the road was built, "Shimokitazawa would be divided and the town would die". In response, Setagaya Ward authorities justified the redevelopment as a means to "enhance urban functionality," "strengthen disaster resilience," and "ensure a barrier-free environment." Officials defended the road as a "priority project" necessary for firebreaks, evacuation routes, and long-term safety. They also noted that the Ward lacked formal jurisdiction to amend plans advanced by the TMG.

The second major concern centered on the exclusionary nature of the planning process. Opposition groups contended that engagement was limited to supporters of the project, primarily members of neighborhood associations and shopping district representatives, while dissenting voices were systematically excluded. Requests to provide broader explanations of the plans to residents were reportedly ignored. When the citizen's group "Save The Shimokitazawa" invited Ward officials to explain the plan at their rally, the Ward declined, even though it continued to explain the plan to other voluntary neighborhood groups. At the assembly, Ward officials defended their refusal to attend as appropriate given their stance of promoting urban development and the approval of the project by the TMG, reiterating that attending a rally positioned against the project would be inappropriate.

Critics saw this as a breach of the fairness expected of a public servant, arguing that it is the duty of the Ward to explain its plans upon request. Some assembly members also highlighted a general lack of awareness about the project among the wider population, raising concerns that such informational asymmetry would hinder fair negotiations, particularly regarding evictions required for construction. One member reported that notices are not reaching many households, even shopping association members, and warned that people who actually use Shimokitazawa as their living base are left in the dark, only discovering the implications of redevelopment when construction really starts, at which point residents start protesting. Another member expressed that Ward officials were trying to narrow the extent of participation even though Shimokitazawa's "nationwide" significance demanded wider and more open deliberation. The Ward responded that they would make an effort to notify residents through notice boards and mailing materials to rights-holders, and later added distributing postcards and materials to more households in the area to broaden participation.

The final concern focused on the mechanisms through which residents' opinions were gathered and incorporated into the plan. Opposition groups called for more equitable and transparent methods of collecting written feedback and stressed the need for additional information sessions and public hearings targeted at the general public. Several assembly members insisted that all residents needed a forum to participate and discuss town planning together, not just association-based or block-based explanatory meetings. Even written feedback raised legitimacy questions, as some members recalled that despite raising more than 400 objections and no support for the road project, the project still advanced with little visible weighting of those opinions, deepening mistrust that feedback mechanisms were perfunctory. One assembly member stated that the ward had distributed forms pre-printed with "I support the plan" and instructions to pick a support rationale, calling this a serious problem of administrative fairness. Ward officials explained that, in response to requests from local representatives who did not know how to write an opinion, they provided 'sample notes' to help residents submit opinions—an explanation critics said still created an unfair submission environment and warranted investigation. Critics expressed that the concerns raised at the public briefing of the district plan were not substantively incorporated. For example, they noted that residents warned that the district plan invited a high-rise neighborhood, that a skyline of taller buildings would negatively affect Shimokitazawa environmentally as well as threaten its shopping district. As a solution, some members also emphasized the potential value of involving independent experts to help develop rigorous methodologies for integrating community input into the planning process. Some urban planning experts had also formulated a request for the Ward to reconsider the draft district plan, praising Shimokitazawa's cultural value but criticizing fundamental flaws in the plan and the insufficient resident involvement. In response, the Ward committed to improve participatory

procedures and continue to hold explanatory meetings. They also acknowledged receipt of the proposal from the independent experts and committed to continue to receive diverse opinions. In response to concerns about the district plan specifically, officials noted that, while commercial zones normally have no height cap, they would proactively introduce certain height restrictions neighborhood-wide, but would still allow construction of mid- to high-rise buildings on large sites adjacent to the new road and traffic plaza, a response residents felt institutionalized rather than addressed their core concerns.

A close reading of Setagaya Ward Assembly minutes reveals an initial consensus-building process that was less open and deliberative and more a legitimacy-seeking exercise with limited openness to general participation. Participation was selective to pre-empt debate with opposition voices and only later broadened after repeated complaints and protests that ordinary residents were left in the dark.

4.5. Discussion and conclusion

This chapter has examined how public engagement shaped the trajectory and outcomes of recent redevelopment projects in Musashi-Koyama, Tsukishima, and Shimokitazawa. While all three neighborhoods experienced major redevelopment interventions, their local governance frameworks and engagement practices diverged significantly, resulting in varying degrees of morphological transformation. (The public opinions of each case study are summarized in Appendix VII).

Musashi-Koyama exemplifies a model where redevelopment was primarily driven by private-sector actors, with formal public engagement largely limited to procedural compliance. While the district plan promoted redevelopment under the guise of improved disaster resilience and livability, the planning process sidelined broader community input. The majority of participatory activities, such as Q&A sessions and information meetings, were either restricted to rights-holders or conducted at a late stage, by which time the plans were largely finalized. Although some attempts were made to formulate a shared townscape vision through surveys and hearings, critics emphasized a lack of clarity on how resident opinions were meaningfully reflected in planning outcomes. The formal rejection of petitions and the absence of procedural flexibility underscore an approach that favored efficiency and developer alignment over inclusive deliberation.

In Tsukishima, the redevelopment process was similarly exclusionary but more explicitly framed through regulatory mechanisms. Here, the approach focused heavily on legal rights-holders, with Chuo Ward facilitating redevelopment through zoning deregulations and expedited planning approvals. Despite organized opposition from residents, particularly regarding the abrupt change in building height regulations and limited engagement mechanisms, the Ward Assembly maintained a

hands-off approach, justifying its stance by citing the need for disaster preparedness and support for an aging rights-holder population. The narrow scope of participation, restricted to a two-week public inspection period and limited Assembly debates, illustrates a top-down, technocratic model in which the process met formal procedural requirements but lacked meaningful public dialogue or inclusion. The strong alignment between URA actors and ward authorities effectively marginalized non-rights-holding residents and stifled opportunities for collaborative planning.

In contrast, Shimokitazawa presents a notable departure from these models, illustrating how sustained local resistance and political change can influence governance trajectories. Initially shaped by the same technocratic logic as the other cases, evidenced by the unilateral approval of major road infrastructure before district-level planning, the project was met with active opposition through lawsuits, grassroots mobilization, and media campaigns. Although the TMG maintained its legal and planning prerogatives, a political shift within Setagaya Ward toward more community-centered leadership opened space for negotiated solutions. The establishment of participatory mechanisms such as the Kitazawa Design Conference and the incorporation of citizen input into revised development plans, including the creation of the Shimokita Railway Track Street, demonstrate a hybrid governance model that blended institutional planning authority with locally contingent, negotiated outcomes. While far from perfect, this case reflects a responsive local governance framework that recalibrated in the face of contestation.

Taken together, these cases show that the formal structure of urban planning alone does not solely determine outcomes; rather, the political will of local authorities, the legal design of participatory frameworks, and the strength of community organization collectively shape the inclusivity and legitimacy of redevelopment processes. Musashi-Koyama and Tsukishima both reflect models where redevelopment proceeded largely according to institutional and developer priorities, with limited accommodation of broader resident interests. Shimokitazawa, while subject to the same structural constraints, achieved a degree of negotiated planning autonomy due to sustained citizen mobilization and political turnover. The comparison thus highlights how local governance regimes mediate the space between formal participation and substantive influence in practice.

5 Discussion and conclusion

This discussion synthesizes evidence from Musashi-Koyama, Tsukishima, and Shimokitazawa to examine how large-scale redevelopment since the 1980s has reshaped Tokyo's urban fabric, particularly in relation to the uneven transformation of small-scale commercial amenities and the influence of public engagement. The three case studies represent distinct trajectories of neighborhood redevelopment: Musashi-Koyama exemplifies an adapted form of redevelopment, where the new high-rise residential tower has sought to integrate with the existing commercial spine, though the growing number of new towers poses a threat to the socio-economic ecosystem; Tsukishima illustrates an erasure model, where large-scale clearance and tower construction have overridden the historic urban form and the neighborhood's traditional commercial ecosystem; and Shimokitazawa demonstrates a preserved trajectory, in which sustained public resistance and incremental planning have mitigated large-scale disruption and retained much of the area's fine-grained morphology and retail diversity. These contrasting cases form the basis for a broader critical analysis of Tokyo's redevelopment regime, raising questions about long-term neighborhood resilience and the institutional capacity for democratic planning. The following discussion is structured around three interlinked themes about Tokyo neighborhoods: (1) spatial and commercial restructuring, (2) socio-economic transformation and socio-spatial disparities, and (3) local governance, public engagement, and the problem of scale.

5.1. Morphological and commercial restructuring

The analysis of this thesis indicates that the physical transformation of Tokyo's neighborhoods is occurring alongside a measurable reconfiguration of their commercial functions. Within Tokyo's 23 wards, the quantitative results show an overall decline in small-scale commercial amenities (mainly retail), in line with model prediction for Japan by Flath and Nairu (1996). The morphological analyses suggest that this decline is not evenly distributed. This unevenness also reflects why ward-level averages can understate neighborhood-scale restructuring, a limitation noted in prior work on Tokyo where micro-scale change often remains difficult to detect using standard aggregate indicators alone (Jacobs, 2012; Hashimoto, 2021). Rather, the patterns observed in the ward-level and neighborhood-level findings are consistent with a spatially concentrated process, in which areas undergoing large-scale redevelopment exhibit sharper shifts in the location and form of retail provision than surrounding areas. In particular, the results align with a tendency for amenities to become more clustered near transit-hubs and redevelopment complexes, while peripheral commercial streets show reduced access and fewer fine-grained amenities relative to their previous role in neighborhood life. Across the case study areas, vertical intensification is spatially concentrated around transit nodes: by

2020, 45.2% of Musashi-Koyama residents and 47.9% of Tsukishima residents lived in 11-plus buildings, and the tallest towers (typically 30 to over 50 floors) cluster closest to stations, replacing pre-existing urban form. Read against Tokyo's postwar neighborhood structure (largely low-rise districts with a fine-grained mix of land uses and even distribution of everyday amenities anchored by shotengai and yokocho) (Almazán and Studiolar, 2021, pp. 164–165; Bansal, 2022), the findings suggest a restructuring of the Tokyo model in which population and commercial amenities become more concentrated around large-scale (often station-adjacent) redevelopment.

One plausible interpretation is that high-rise, transit-focused redevelopment concentrates commercial activity into vertically integrated environments and station-adjacent zones, which can increase convenience in some locations while potentially reducing the distributed, street-based amenity structure that has been associated with postwar neighborhood walkability. This is broadly consistent with transit-oriented intensification logics (Salat and Ollivier, 2017; Thomas and Bertolini, 2020), while also echoing warnings that accessibility gains can be unevenly distributed if station-area uplift concentrates amenities and value (Thomas and Bertolini, 2020; Lutz, Wicki and Kaufmann, 2024). The core issue that the findings seem to raise is not simply whether retail remains in aggregate, but whether the morphology of retail provision, such as small-scale diversity and even access, changes in ways that affect the lived experience of residents. These micro-economies are important for the resilience and adaptability of neighborhoods (Kasinitz, Zukin and Chen, 2015). This matters in Tokyo precisely because small businesses have historically been sustained by fine-grained spatial conditions with compact lots, narrow streets, and shop-house arrangements that lower overhead and embed commerce in daily life (Patrick and Rohlen, 1986; Almazán and Studiolar, 2021).

Musashi-Koyama appears, on the surface, to exemplify a relatively integrated redevelopment trajectory. Between 1980 and 2020, the neighborhood's morphological transformation shows a growing presence of mixed-use redevelopment in which retail functions are incorporated within larger residential buildings, particularly through the replacement of older and smaller buildings along the Palm shotengai. Musashi-Koyama reached 34,000+ inhabitants per km² by 2020, alongside substantial high-rise penetration (with 45.2% of residents living in 11-plus buildings) along the Palm shotengai. Despite this, the shotengai itself remains active and commercial floorspace in the neighborhood has not disappeared entirely. The case study analysis shows that despite a surge in high-rise mixed-use residential buildings, small-scale retail establishments have continued to operate. At the same time, the observed decline in small-scale retail in Musashi-Koyama appears to be associated with specific episodes of demolition and redevelopment, most notably the loss of the yokocho area, suggesting that this intervention may have accelerated change relative to what might have occurred under a more incremental replacement process. This seems less like an explanation for the overall decline,

and more like an indication of where and how decline gets concentrated through specific redevelopment projects. These shifts can be tracked through building heights and retail density analysis, coupled with morphological analysis. This layered perspective suggests that some degree of small-scale diversity has been maintained even as consolidation pressures intensify. However, the findings also suggest that continuity in commercial quantity can coincide with transformation in form. Redevelopment along the shotengai has tended to substitute a dense, heterogeneous cluster of street-level shops with larger retail interiors and more consolidated commercial programming. One reason this ‘form’ shift may recur is that rights-conversion redevelopment commonly relies on surplus floor space, and commercial floor area has often been prioritized because it can generate higher returns to support project financing, as previously discussed (Onishi, 1994, p. 108; Chorus, 2009, pp. 55–56). While the Park City complex is formally “mixed-use,” its interface with the shotengai may not reproduce the same dense, fine-grained network of small alleys that supported the older yokocho environment. In this sense, the redevelopment may preserve commercial presence while still altering how commercial space is accessed and experienced. Rather than directly concluding that the new redevelopment is ‘gated,’ this spatial configuration can also be understood to function as a more inward-oriented enclave compared to the previous urban form in ways that resonate with prior discussions of these high-rise towers (Hirayama, 2005; Kasinitz, Zukin and Chen, 2015, p. 196; Machimura, 2021; Kidokoro, Sho and Fukuda, 2023). Musashi-Koyama’s redevelopment trajectory in terms of morphology and commercial restructuring shows potential for sustaining commercial viability but the social and economic dimensions of this integration remain less clear. The planned construction of two additional high-rise buildings along the shotengai (likely to introduce larger-format retail tenants within their podium²⁸), raise critical questions about whether the current coexistence between traditional retail patterns and accelerated residential growth can be sustained over the longer term.

By contrast, over the study period, Tsukishima’s neighborhood transformation shows a rapid transition toward high-density residential redevelopment. By 2020, 47.9% of residents lived in 11-plus buildings, with the most intense tower clustering near Tsukishima Station and along the Sumida River, where consolidated superblocks replaced low-rise plots and the previous alley network largely disappeared; what remains is a sharp edge between tower districts and fragmented remnants of older wooden buildings. At the same time, quantitative indicators show a more pronounced reduction in retail density, suggesting that retail offerings has not expanded at the same pace as the significant

²⁸ This prospect aligns with historical sectoral restructuring after the deregulation of large retail and the growing role of large retail capital in redevelopment projects, which has tended to favor larger formats and standardized tenancy (Davies and Itoh, 2001; Kawai and Urata, 2002, p. 41; Wakasugi, 2023, pp. 48–50).

population growth. Even if some decline would be expected under broader retail restructuring (especially in an aging neighborhood like Tsukishima), the scale of redevelopment consolidation suggests a mechanism for concentrating commercial amenities into podiums. The observed redevelopment pattern here is therefore closer to replacement than adaptation²⁹: tower podiums and large complexes appear to absorb a growing share of commercial activity while nearby smaller streets show signs of reduced commercial intensity. The qualitative and morphological evidence further suggests that small-scale businesses closely associated with the neighborhood's identity (such as monjayaki restaurants) have faced displacement pressures, and that a portion of replacement activity has taken forms more typical of larger, standardized chain formats as well as non-retail lobby space. These observations are consistent with a shift away from small-scale locally rooted businesses toward more consolidated and larger commercial amenities embedded within mixed-use redevelopments. Similarly to Musashi-Koyama, the new mixed-use redevelopment may not replicate the same street-level experience that characterized the earlier neighborhood fabric. The towers' vertical scale may contribute to a visual and spatial discontinuity in the urban fabric, and their clustering near the station (and along the Sumida River) may concentrate activity into particular hotspots in the neighborhood. As previous research suggests, this may exacerbate intra-chome spatial stratification (Hirayama, 2005; Kidokoro, Sho and Fukuda, 2023). Tsukishima offers a counterexample: here, redevelopment appears less oriented toward coexistence with the existing neighborhood fabric and more toward its eventual erasure through large-scale redevelopment, amid policies and incentives that favor vertical growth and high-density living.

Shimokitazawa, meanwhile, offers a tentative alternative pattern of transformation. The neighborhood's transformation seems to have avoided wholesale verticalization and has instead channeled redevelopment into carefully integrated, low- to mid-rise infill and reuse projects. Over 1980–2020, population density declined from about 19,600 to 13,900 inhabitants per km², while high-rise penetration remained minimal (only 4.6% of residents lived in 11-plus buildings in 2020). Projects such as *Shimokita Senrogai* appear to introduce new retail space without overwhelming the neighborhood's pre-existing, fine-grained morphology. The morphological analysis suggests that Shimokitazawa has maintained much of its walkable community-focused urbanism, through its narrow streets and preservation of its traditional, independent establishments. Shimokitazawa's trajectory may also reflect its historical association with machizukuri practices. Rather than relying on large, clearance-style redevelopment, the neighborhood's change appears to have been mediated through more place-sensitive, smaller-scale interventions and negotiations that are broadly resonant with

²⁹ More broadly, this pattern can be situated within Tokyo's flexible planning environment which has enabled developer-driven, often fragmented outcomes.

machizukuri's emphasis on incremental place-making and local participation. Quantitatively, Shimokitazawa has maintained high retail density, contrasting with broader ward trends. In fact, retail density remained broadly stable at roughly 5.5 inhabitants per retail establishment from 1980 to 2020, alongside the smallest absolute decline in retail establishments among the three cases. Notably, despite some shifts in retail composition and increased commercial activity, the neighborhood continues to support a dense network of small-scale, independent retail in low- to mid-rise buildings. At the same time, the results leave room for more ambivalent interpretations. On the one hand, continued commercial vitality does not necessarily imply stability of community-serving functions. Jacobs' (1961) warning about the self-destruction of diversity is useful here: commercial vitality can attract investment and external demand that gradually displaces the very mix that made the area distinctive. It is plausible that increased visibility and footfall attract external consumers (tourists, visitors, and non-resident patrons) and gradually shift the retail mix toward experience-oriented consumption, despite preserving its pre-existing morphology. While grassroots efforts have preserved its walkable, culturally rich character, a growing dominance of consumption-oriented spaces could undermine the neighborhood's community function.

Across the three cases, the main findings highlight the morphological and commercial effect of large-scale redevelopment on the postwar Tokyo model. Empirically, Musashi-Koyama and Tsukishima both show substantial high-rise penetration by 2020 (45.2% and 47.9% in 11-plus buildings, respectively), but diverge morphologically: Musashi-Koyama retains a more continuous shotengai interface, whereas Tsukishima shows larger block consolidation and more complete alley-network loss; Shimokitazawa, with 4.6% high-rise penetration, exhibits the strongest continuity in fine-grained urban form. The restructuring of neighborhood commerce is driven less by simple loss of retail count than by the reconfiguration (distribution and form) of retail space, where commercial amenities shift from fine-grained, street-embedded patterns toward more concentrated, interiorized, and station-adjacent configurations. Population and retail density reveal patterns of concentration and stratification, with retail increasingly clustered in large-scale residential redevelopments near transit-hubs. In Musashi-Koyama, the findings suggest that while commercial amenities can be preserved in aggregate terms, redevelopment also appears to reconfigure street-level interfaces toward more consolidated and interiorized formats, with continuous frontages than the pre-existing street-based pattern. Tsukishima indicates a more pronounced version of this restructuring, where tower-and-podium redevelopment appears to concentrate commercial activity into station-adjacent nodes and contribute more to intra-neighborhood discontinuities. Shimokitazawa provides a partial counterpoint: where change is accommodated through more incremental, place-sensitive redevelopment. The outcomes seem to be partially influenced by how new redevelopment with its

commercial space is integrated in the street-level, pre-existing neighborhood structure: whether it reinforces even distribution of commercial amenities or concentrates them into large-scale redevelopment hotspots. From a planning perspective, these patterns of redevelopment, confirm that Tokyo's neighborhood change cannot be inferred reliably from a single set of aggregate indicators, and must be read through street-level form and everyday practice (Radović, 2010; Miura, 2021). Without reading quantitative indicators through morphological evidence, neighborhood change can register as commercially 'active' by aggregate metrics while the fine-grained and vibrant conditions of postwar neighborhood life are being eroded.

5.2. Socio-economic transformation and socio-spatial disparities

Following the morphological and commercial effects of Tokyo's neighborhood transformation in the previous section, this section addresses how these spatial changes are accompanied by shifts in socioeconomic composition, focusing on changes in the labor-market restructuring and emerging socio-spatial disparities. In all three case studies, resident employment in retail has declined over the study period, while the availability of local retail employment has grown or remained comparatively stable. In Musashi-Koyama, the share of residents employed in retail fell from 44.7% (1980) to 17.6% (2020), while retail remained the dominant sector for jobs located in the area, increasing slightly from 63.0% to 65.6% of local jobs. In Tsukishima, resident retail employment declined from 46.3% to 20.7%, while retail jobs in the area rose from 43.5% to 48.3%, alongside a sharp rise in service-sector jobs located in the area (from 25.2% to 46.9%) and a collapse of local manual-labor jobs (from 31.2% to 4.7%). In Shimokitazawa, resident retail employment declined from 41.6% to 20.6%, while retail still accounted for a majority of local jobs (from 66.2% to 54.7%) and service-sector jobs expanded to 44.5% of local jobs by 2020. This divergence suggests a bifurcation between where retail labor is supplied (increasingly outside the neighborhood) and where retail work is located (increasingly within the neighborhood, near redevelopment). In practical terms, the results are consistent with a pattern in which redeveloped neighborhoods may rely more on in-commuting workers to staff local retail, while residents are more likely to commute outward for employment.³⁰ Across the three cases, the consistent pattern is that resident retail employment declines faster than the retail job base located locally, indicating a growing separation between neighborhood livelihoods and neighborhood commerce.

³⁰ This pattern is consistent with increased commuting-based labor geographies, although the present data cannot directly observe commuting flows; the point is the growing mismatch between where retail work is concentrated and where retail workers reside.

These findings may indicate a broader socio-spatial reconfiguration in Tokyo's neighborhood economies, in which residential intensification and commercial redevelopment do not necessarily translate into locally embedded labor markets. The findings point toward a redistribution of labor relationships, where residents have reduced ties to local commerce. Conceptually, this can be read as a shift from neighborhood economies organized around embedded production and everyday service provision toward more consumption-oriented amenity environments, where retail responds to external demand and metropolitan flows (Bridge and Dowling, 2001; Clark *et al.*, 2002; Zukin, 2008).

In Musashi-Koyama, the results show a growing separation between resident employment patterns and local retail employment. While retail activity remains present and redevelopment incorporates commercial uses, the decline in resident employment alongside stable/growing local retail jobs suggests that a larger share of retail work may be performed by non-resident labor. Over the same period, manual labor among residents declined from 28.2% to 14.6%, while the service sector became dominant among residents (67.8% in 2020), exceeding the ward-level service share (62.2%). One implication is that the neighborhood may be shifting away from the kind of everyday economic reciprocity historically supported by fine-grained, mixed-use settings, where proximity between home and work could reduce overheads and sustain small-scale businesses (Patrick and Rohlen, 1986). It would be premature to claim a direct loss of cohesion from these patterns alone; however, it is fair to suggest that increased commuting and reliance on external labor may weaken the degree to which local commerce functions as a local amenity embedded in daily resident routines. This matters because neighborhood retail has been theorized not only as service provision but as part of the social infrastructure of everyday life which supports walkability, 'eyes on the street,' and local identity (Jacobs, 1961; Deener, 2007; Zukin *et al.*, 2009). Musashi-Koyama therefore shows residential and retail uses co-located, but residents are less connected to local commerce through employment and everyday participation.

Tsukishima reflects a more pronounced version of this decoupling. The results indicate a transition toward high-density residential redevelopment alongside a changing labor market, including a decline in resident manual-labor employment (manufacturing and industry) and increased out-commuting into other sectors. Resident employment shifted strongly toward services, rising to 64.3% in 2020 (from roughly a quarter in 1980), while retail fell from 46.3% to 20.7% and manual labor from 28.8% to 15.0%. At the same time, the expansion of retail and services within tower-and-podium redevelopments suggests that new local employment opportunities may not correspond closely to the occupations of long-term residents. Jobs located in Tsukishima also restructured: manual-labor jobs declined from 31.2% to 4.7%, while service-sector jobs rose from 25.2% to 46.9% and retail jobs increased slightly (from 43.5% to 48.3%). These patterns may be consistent with an increased

“dormitory” function, where the neighborhood becomes a residential hotspot within a wider metropolitan labor market, while much of its retail and service activity is increasingly staffed by workers commuting in. This is also where socio-spatial disparities become more legible: redevelopment may raise barriers to continuity for certain groups even when total activity increases. Prior research on Tokyo suggests that displacement can be indirect and uneven, often affecting tenants and smaller operators more than rights-holders under redevelopment mechanisms (Lützel, 2008; Hashimoto, 2021). More broadly, this aligns with descriptions of Japan’s ‘weak planning’ environment, where formal participation mechanisms are limited and outcomes are often shaped through technocratic processes. Tokyo’s redevelopment processes prioritize the consent and protection of rights-holders, while offering less protection to surrounding residents, tenants, and other locally embedded actors (Sorensen, 2007, p. 91, 2010, p. 295). In Tsukishima, the observed employment shifts and redevelopment form are therefore compatible with a scenario in which labor and consumption become more externalized, even as the population density intensifies within the neighborhood. While the present findings do not allow definitive claims about class restructuring, they do suggest an increased risk that long-standing forms of locally rooted work (e.g., small trade, craft activity, and independent retail) become harder to sustain as land values, rents, and commercial formats change.

Shimokitazawa presents a more mixed outcome. The results similarly show a decline in resident employment in retail. By 2020, 69.7% of Shimokitazawa residents in the labor force were employed in the service sector (up from 41.1% in 1980), while resident retail employment declined to 20.6% (from 41.6%). However, the neighborhood appears to retain a comparatively robust local economic ecosystem associated with small-scale entrepreneurship, creative industries, and visitor-oriented consumption. Retail remained the largest component of jobs located within Shimokitazawa (54.7% in 2020), though down from 66.2% in 1980, with service-sector jobs accounting for most of the difference (44.5% in 2020). This description aligns with research linking amenity clusters to the attraction of higher-income ‘creative’ populations and external consumption, which can reshape local labor demand and the kinds of businesses that survive (Clark *et al.*, 2002; Florida, 2012, p. 186). This suggests that, despite some externalization of labor, a degree of spatial and economic embeddedness persists, potentially supported by the area’s fine-grained morphology and the continued prevalence of small operators. Retail density in Shimokitazawa remained essentially unchanged with about 5.4 inhabitants per retail establishment in 1980 and 5.5 in 2020. At the same time, the findings leave room for ambivalence. If commercial vitality increasingly depends on external demand (tourism and metropolitan consumption) and on more mobile forms of cultural labor, then the benefits of this economy may be unevenly distributed. Similarly, evidence that population growth predicts retail

turnover suggests that ‘vitality’ may coincide with heightened retail turnover and replacement pressures rather than stable continuity for smaller businesses (Meltzer and Capperis, 2017). It is plausible that some groups (e.g., owner-managers, non-resident entrepreneurs, and higher-income cultural workers) are better positioned to benefit, while lower-income or younger residents face greater precarity in employment and housing. In this sense, Shimokitazawa may demonstrate that fine-grained form and incremental change can help sustain a local economic base, but may not fully insulate the neighborhood from broader metropolitan dynamics of commodification and uneven development as suggested by previous research (Radović, 2010; Kırmızı, 2023).

All three cases demonstrate that large-scale redevelopment may contribute to socio-spatial disparities not only by reshaping the commercial landscape, but by weakening the alignment between local economies and resident livelihoods. This does not mean redevelopment “eliminates” neighborhood labor systems outright; rather, the evidence is consistent with a gradual reorientation from locally embedded employment toward commuting-based labor geographies, even as retail and services concentrate near redevelopment. Empirically, this takes the form of declining resident retail employment in each case alongside retail remaining a major component of jobs located in the neighborhood—rising slightly in Musashi-Koyama and Tsukishima, and remaining dominant in Shimokitazawa even as service-sector jobs expand. From a planning perspective, this supports treating the socioeconomic relationship between labor and place (who works locally, under what conditions, and with what degree of resident participation) as part of redevelopment assessment alongside other quantitative metrics. This is particularly salient in Tokyo, where redevelopment processes are structured around rights-conversion and procedural consent by rights-holders, while the labor and livelihood implications for non-rights-holding groups are less directly addressed in formal decision-making (Sorensen, 2007; Chorus, 2009; Harada and Jørgensen, 2016).

5.3. Local governance and public engagement

Building on the morphological, commercial, and socioeconomic shifts outlined in Sections 5.1 and 5.2, this section discusses how redevelopment outcomes in Tokyo are also shaped by local governance structures, institutional discretion, and public engagement practices. Across Musashi-Koyama, Tsukishima, and Shimokitazawa, the planning documents and ward assembly public records examined in this thesis reveal that formal participation was often organized around the minimum procedural requirements of Japan’s planning system. This procedural pattern is consistent with prior observations that ‘consensus’ in Japanese redevelopment processes often refers narrowly to rights-holder consent rather than broad resident deliberation, which can create a gap between formal legitimacy and substantive democratic participation (Koga et al., 2011; Matsuura and Baba, 2016; Motosu and

Maruyama, 2016; Kaneda et al., 2019). Concretely, this took the form of engagement undertaken primarily through statutory mechanisms, such as information sessions, limited public inspections, and with consultations weighted toward rights-holders, while the influence of non-rights-holders (including renters, workers, and residents without property or land rights) was comparatively constrained. This is consistent with Japan's legal planning processes where consent-based mechanisms primarily protect rights-holders and do not extend similar protections to surrounding residents (Sorensen, 2007, p. 91; Sorensen, 2010, p. 295), and where participation requirements under the City Planning Act have been historically described as weak in implementation (Sorensen, 2003, 2006; Harada and Jørgensen, 2016).

In Musashi-Koyama, the case findings show that public engagement remained largely within established consultation methods and reached the wider affected public relatively late in the project timeline. While information sessions were eventually held for nearby residents, Shinagawa Ward Assembly meeting minutes indicate repeated concerns about low public awareness and uncertainty over how resident input was reflected in the vision and guideline documents informing redevelopment. Most notably, during the formal inspection stage, a resident petition objecting to aspects of the plan was submitted and subsequently rejected by Shinagawa Ward Assembly. Ward authorities repeatedly emphasized high rights-holder participation rates in the redevelopment project as a key legitimacy claim. Calls for broader engagement did not substantially alter this engagement framework, and official responses emphasized the adequacy of established procedures, demonstrating that the channels through which concerns could influence project outcomes were limited and closely tied to formal process rather than open-ended negotiation.

In Tsukishima, the evidence indicates a more pronounced version of this rights-holder-centered governance process, coupled with regulatory changes that materially re-scaled redevelopment outcomes. Chuo Ward Assembly records show that residents contested district plan revisions that enabled substantial height increase relative to earlier height limits (from a 70-meter cap to a 187-meter tower), and a petition was submitted during the formal disclosure period but was not adopted. Chuo Ward responses in the minutes foregrounded implementation speed and disaster-preparedness rationales, and explicitly framed rights-holder consent as the appropriate threshold for consensus. Concerns raised outside the rights-holder framework appear to have had less weight than rationales centered on efficiency and redevelopment benefits as defined within the redevelopment project logic by developers and the Ward. While the specific motivations of actors cannot be conclusively inferred from procedure alone, the observable outcome is a local governance process in which large-scale projects move forward primarily through compliance and rights-holder consent rather than broad-based community deliberation. One reason predetermined trajectories can become

‘locked in’ is that rights-conversion redevelopment ties feasibility to the production of surplus floor space, creating strong incentives to prioritize deliverability and value capture once a project logic is established (Onishi, 1994; Chorus, 2009).

Shimokitazawa presents a contrasting local governance trajectory in which contestation altered the redevelopment process over time. The case evidence shows unusually strong opposition to the major infrastructure-led plan (with records referencing over 400 objections and no written support for the road planning project), alongside criticism that early engagement was selective and not designed for open deliberation. Unlike the other two cases, sustained civic mobilization (combined with legal action and a later political shift in Setagaya Ward leadership) was followed by institutionalization of more structured forums and negotiated compromises that shaped subsequent redevelopment outcomes. This echoes the view that participation and responsiveness are not simply functions of the legal framework, but can be politically produced, and that contestation makes locally specific governance limits visible in ways that aggregate indicators do not (Miura, 2021). The result was not a frictionless consensus, but an engagement pathway that appears to have shaped outcomes more visibly, including the form and integration of subsequent redevelopment.

These findings may indicate that Tokyo’s planning “flexibility” operates as a double-edged condition. On one hand, flexibility can support adaptation and negotiated outcomes under certain civic and political circumstances; on the other hand, it may function less as responsiveness and more as a way to carry out predetermined redevelopment plans with limited accountability, when discretion is exercised within processes that privilege rights-holders. Analogously, broader planning literature also distinguishes between participation as formal compliance and participation as meaningful influence over outcomes (Healey, 1997; Arnstein, 2019). In this sense, the key issue is not whether participation *exists* on paper, but whether participation is designed to share real decision-making power and to include those most affected by redevelopment beyond the category of rights-holders. The critical distinction is between participation as information sessions/consultations and participation that can influence agendas, alternatives, and project scale. Importantly, these cases do not suggest a simple or linear relationship between participation and retail outcomes. Rather, they indicate that participation can shape how redevelopment is framed and negotiated, including whether local knowledge about neighborhood and local commercial ecologies is incorporated into design and phasing (Radović, 2010; Miura, 2021; Kirmizi, 2023)—something visible in Musashi-Koyama’s shop-owner-centered public engagement and in Shimokitazawa’s later participatory design forums, and largely absent from Tsukishima’s rights-holder-centered approach.

5.4. Synthesis: The problem of scale, governance, and neighborhood outcomes

This section synthesizes the findings of Sections 5.1, 5.2, and 5.3 by examining how the scale of redevelopment operates as a key condition linking morphological change, socioeconomic restructuring, and local governance practices. Read together, the three case studies demonstrate that scale shapes not only the intensity of physical and socioeconomic change, but also the adequacy of participation frameworks relative to the scope of redevelopment impacts.

As shown in Section 5.1, large-scale redevelopment in Tokyo restructure mixed-use neighborhoods by concentrating population and (larger) commercial amenities into high-rise buildings, weakening the fine-grained morphology that historically supported evenly distributed everyday smaller-scale retail. Although large-scale redevelopment is not solely responsible for the decline in the number and diversity of small-scale retail, it appears to have contributed by ushering this decline into a new phase, marked by the interiorization of larger retail formats within high-rise towers. Section 5.2 demonstrates that large-scale redevelopment also contributes to the growing separation between neighborhood commerce and resident livelihood, as retail employment increasingly relies on in-commuting labor even where retail activity remains locally concentrated. Section 5.3. shows that local governance and participation remain procedurally narrow and centered on rights-holders, producing a mismatch between the scale of redevelopment impacts and democratic inclusion, with more negotiated outcomes occurring only where sustained contestation influences governance practice. Across the three cases, the extent of these neighborhood changes depends on whether large-scale redevelopment adapts to (Musashi-Koyama), erases (Tsukishima) or preserves (Shimokitazawa) the pre-existing neighborhood structure.

These findings highlight what can be understood as a “problem of scale” that is simultaneously spatial and democratic. Smaller, incremental redevelopment can usually be absorbed within neighborhood fabrics with more limited disruption, whereas block-scale clearance, high-rise megaprojects and large-scale infrastructure projects carry wider implications for a neighborhood’s morphology, commercial ecologies, and socioeconomic relationships discussed in earlier sections. As projects increase in scale, the reliance on minimalist engagement processes may become increasingly misaligned with the scope of effects, because the consequences extend well beyond the project footprint and beyond the rights-holder group. Larger interventions expand the population affected while participation continues to remain narrowly bounded.

The case of Shimokitazawa matters in this regard because it shows that more inclusive public involvement is possible for redevelopment at larger scales. However, the case also illustrates that the conditions required, such as sustained citizen coordination, political leadership, and (at times) legal pressure, may not be easily replicable across Tokyo’s neighborhoods. Even in this case, more

participation may not fully insulate neighborhoods from market pressures. Moreover, machizukuri scholarship also cautions that participation can be unevenly representative, especially where some neighborhood groups act as the primary interface, so ‘more participation’ does not automatically mean ‘more inclusive participation’ (Hashimoto, 2007). Without broader institutional reforms, participatory gains may shape design and process while leaving core distributional dynamics, such as who captures value, who can remain, and whose livelihoods are supported, only partially addressed.

Seen in a longer historical perspective, the local governance patterns identified in all three case studies may also reflect a broader shift in Tokyo’s redevelopment regime. Earlier phases of postwar urban development relied more heavily on public-sector coordination and infrastructural planning, even if implementation was uneven and constrained (Sorensen, 2002; Ishida, 2006; Hein, 2023). By contrast, scholarship on Tokyo’s post-1980s trajectory emphasizes deregulation, negotiable zoning and FAR incentives, and increasingly developer-led large projects, particularly under urban renaissance-era policy frameworks (Sorensen, 2003; Fujii, Okata and Sorensen, 2007; Hirayama, 2008; Chorus, 2009; Machimura, 2021). In this sense, it is fair to suggest that the local governance structure increasingly prioritizes the delivery of large-scale projects and the capture of redevelopment value through private-developers, while neighborhood-level quality-of-life objectives and long-term socio-economic resilience can become secondary considerations within formal procedures.

This thesis contributes by showing that local governance is not only a context condition but can have legible implications for spatial outcomes: where public engagement focuses only on rights-holder consent, redevelopment more readily proceeds at block scale, with downstream effects on morphology, commercial ecologies and socio-economic factors of labor and place identified in Sections 5.1 and 5.2. Understanding redevelopment in its historical trajectory in Tokyo clarifies why the emphasis on ‘speed’ and ‘flexibility’ that is afforded through recent deregulation warrants reassessment. Speed can reduce uncertainty for investors and streamline administrative implementation, but the case study findings suggest it may also narrow the time and institutional space available for meaningful public engagement. This dynamic mirrors what event-led and ‘city of exception’ literatures describe as a tendency for accelerated procedures to become normalized through crisis or competitiveness framings, thereby shifting planning from deliberation toward implementation (Vainer, 2015; Languillon-Aussel, 2018, 2024).

The implication is not that flexibility is inherently detrimental, but that flexibility without procedural safeguards may reproduce democratic deficits, especially as projects scale up. Similarly, narratives that Tokyo’s neighborhoods are ‘always changing’ can risk normalizing redevelopment as inevitable rather than as contested set of choices. The comparative analysis suggests that not all change is equivalent in its effects. Some postwar neighborhoods already functioned as successful

everyday environments in terms of walkability, amenity access, and small-scale economic activity, even while facing vulnerabilities associated with wooden structures and narrow streets. This raises the question of what problems large-scale redevelopment is understood to be solving in each case, and whether interventions are best interpreted as quality-of-life improvements, risk-management strategies, competitiveness agendas, or mechanisms of value creation in high-demand land markets.

From existing literature, amenity agglomerations can function simultaneously as markers of vitality and inequality (Clark *et al.*, 2002; Dadashpoor, Rostami and Alizadeh, 2016; Logan *et al.*, 2021). Local governance choices about where redevelopment concentrates retail and services therefore also become distributional choices, shaping which areas capture accessibility benefits and which experience relative amenity decline. These implications should be read as interpretive rather than as direct causal effects. They nevertheless suggest that a central planning task is to mitigate the disruptive effects of large-scale, concentrated redevelopment, especially where redevelopment proceeds through block-scale clearance or megaproject logics.

One plausible governance response is to make scale-sensitive safeguards routine rather than exceptional: clearer triggers for cumulative impact review where multiple projects cluster, and engagement requirements that expand with anticipated spillovers beyond the project footprint, rather than remaining limited to rights-holder consent and statutory minimums. A related implication is that Tokyo could place greater weight on metropolitan-level, incremental growth strategies rather than relying so heavily on a small number of high-intensity station-area redevelopments, particularly in dense, low-rise, and mixed-use residential areas that have become targets of large-scale redevelopment. Comparative policy debates emphasize distributing growth in smaller increments across neighborhoods as a way to reduce concentrated disruption; a recent example is New York City's "City of Yes for Housing Opportunity," framed around enabling incremental additions of housing and streamlining smaller projects for incremental growth (City of New York, 2024). Read against Tokyo's postwar development pattern, where adaptation was often incremental and widely distributed within permissive zoning, supporting fine-grained mixed-use environments (Almazán and Studiolo, 2021; Bansal, 2022), this suggests that the contemporary reliance on special high-intensity zones and large redevelopment packages is not the only pathway to accommodating growth.

Finally, if planning aims to preserve fine-grained diversity and small local economies under redevelopment pressure, governance may need tools that protect not just the appearance of diversity but the conditions that allow it to survive. Jacobs' (1961) idea of the "self-destruction of diversity" is relevant here: successful neighborhoods can attract investment, raise land values, and gradually price out the very mix that made them lively. One way to potentially preserve this is through District plans, which were introduced precisely to allow residents and landowners to shape local rules over building

scale, land use, and infrastructure in their neighborhoods. Although district plans have been increasingly used to accommodate developer interests rather than to strengthen local control, one implication may be to strengthen procedural safeguards around district plans: more explicit national policy participation requirements (beyond discretionary hearings and two-week inspection periods) and clearer expectations for how public input is incorporated into plan decisions. Substantively, district plans could also be used more consistently as scale-management instruments, retaining permissive mixed-use zoning while introducing tighter limits on height, bulk, or block-scale consolidation in selected areas where fine-grained commercial ecologies and morphology are core neighborhood assets. Because redevelopment in Japan often relies on surplus floor space and commercial returns (Onishi, 1994; Chorus, 2009), these frameworks could be paired with fiscal and land-value capture tools that help maintain viability for small operators and owners rather than only preserving neighborhood character in appearance. More broadly, the redevelopment finance literature suggests that instruments such as tax-increment style mechanisms, transferable development rights, and the sale of reserved floor space illustrate how redevelopment gains can be channeled to underwrite public objectives (Klemanski, 1990; Winter, 1990; Chorus, 2009; Been and Infranca, 2012). Similar logics could support targeted property-tax adjustments within district-plan areas so that small owners are not forced out by rising land values, and could help fund more accessible commercial space or small-unit provisioning where redevelopment proceeds. Finally, the longer historical trajectory of Tokyo's development also suggests the importance of public-sector coordination and the strategic role of public assets (Sorensen, 2002; Ishida, 2006; Hein, 2023). This implies that public land and public buildings can be used more deliberately within these inner-city neighborhoods, retaining some low-rise public facilities or community-serving spaces, to sustain physical and social diversity even as surrounding redevelopment intensifies.

In summary, this section demonstrates that the scale of redevelopment constitutes a critical mediating variable linking morphological transformation, socioeconomic change, and local governance practices in Tokyo. Across the three case studies, larger redevelopment interventions are associated with more extensive morphological reconfiguration, greater separation between neighborhood commercial activity and resident livelihoods, and participation frameworks that remain narrowly focused to rights-holder consent rather than to the full range of affected populations. The analysis further shows that this misalignment is not incidental but structurally related to Tokyo's post-1980s redevelopment regime, in which deregulation, discretionary approvals, and developer-led projects facilitate rapid, high-intensity interventions while constraining the scope and timing of public engagement. While cases such as Shimokitazawa indicate that more inclusive governance is possible at larger scales, the conditions under which this occurs are exceptional and do not fully offset market-

driven pressures. Taken together, the findings suggest that redevelopment outcomes cannot be adequately assessed without explicit attention to scale and its governance implications, and that without scale-sensitive procedural safeguards, large-scale redevelopment is likely to continue producing cumulative spatial and socioeconomic effects that exceed the reach of existing participatory arrangements.

5.5. Limitations and recommendations for future research

While this study offers a detailed comparative analysis of redevelopment outcomes in Musashi-Koyama, Tsukishima, and Shimokitazawa, it does not fully capture the broader diversity of socioeconomic conditions and planning trajectories across Tokyo's 23 wards, particularly in eastern districts such as Arakawa or Sumida, where urban change unfolds under different regulatory, demographic, and historical conditions (Kidokoro et al., 2023). These three neighborhoods were selected for their contrasting redevelopment models, but similar underlying dynamics, such as proximity to transit, zoning flexibility, and varied forms of community engagement, are observable elsewhere. The chome-level analysis of commercial amenities and urban form presented here thus offers a framework for interpreting parallel transformations across Tokyo's heterogeneous urban fabric. Similarly, the case selection is theory-driven rather than statistically representative. Future research could test whether the three redevelopment trajectories identified here (adaptive, erasure, and preservation) hold across a larger sample of station areas and non-station areas, including neighborhoods undergoing change without large URA-led projects.

Second, the analysis is constrained by the availability and granularity of official data. While trends in retail density and employment patterns could be interpreted meaningfully, some limitations in more granular longitudinal data at the chome level (e.g., sales floor area, total floor area per capita, income per capita) restricted deeper exploration of intra-ward retail dynamics and household-level impacts. Likewise, public records reflect only the formal discourse captured by ward assemblies and media coverage, potentially omitting the full extent of behind-the-scenes negotiations. This research was unable to access the entirety of such processes, not only due to the opaque nature of redevelopment planning between wards and URAs, but also because relevant information may be withheld for understandable reasons of privacy and confidentiality. A further limitation concerns counterfactual inference. Because small-scale retail has been in decline more broadly in Japan since the 1980s (Flath and Nariu, 1996) this research cannot fully disentangle what share of observed amenity change is attributable to redevelopment versus wider structural trends (including drivers such as aging property owners, rising land values, and the expansion of other forms of commerce). Future work could address this through matched comparison neighborhoods, pre/post designs around

redevelopment boundaries, or quasi-experimental approaches that compare redeveloped station areas with similar areas that did not undergo large-scale redevelopment over the same period.

Third, the analysis primarily emphasizes spatial and economic indicators and the role of public engagement as recorded in planning and political processes. While qualitative impressions of neighborhood life, gathered through site visits and secondary sources, helped contextualize the findings, a more comprehensive ethnographic approach could have further illuminated how redevelopment is lived and contested on the ground. This analysis is also anchored in resident populations and workplace counts, but it does not directly measure visitor flows, commuter footfall, or time-of-day patterns that can reshape retail mix, especially in areas with strong destination demand such as Shimokitazawa. Future studies could integrate mobility datasets or pedestrian counts to better distinguish neighborhood-serving amenities from metropolitan-serving consumption.

Finally, while the thesis critiques the long-term impacts of deregulated redevelopment, it does not quantitatively evaluate the economic performance of new developments, nor does it assess whether real estate investment or tax revenue gains justify the costs to the neighborhood fabric. These questions, important from a policy perspective, fall outside the scope of this study, which is primarily concerned with morphological effects, commercial restructuring, and local governance.

Despite these constraints, the study offers nuance and critical insights into the evolving dynamics of commercial amenities in Tokyo's neighborhoods, paving the way for a more detailed taxonomy of redevelopments. Future research can build on this thesis's combined approach (linking longitudinal ward/chome indicators to building-level morphological mapping and local governance records) to test causality more directly and extend the framework across additional wards and redevelopment types. Such a framework could guide future research and policy efforts to better navigate the complexities of urban transformation while preserving the distinctiveness that makes Tokyo's neighborhoods globally admired.

5.6. Conclusion

This thesis has examined the uneven effects of post-1980 urban transformation, including large-scale redevelopment, with particular emphasis on the impacts on small-scale commercial amenities and the role of public engagement in shaping redevelopment outcomes. Focusing on the three cases of Musashi-Koyama, Tsukishima, and Shimokitazawa, the research offers a comparative analysis of how census data, historical mapping, and public engagement interact at the neighborhood scale.

Drawing on census data, historical mapping analysis, and local assembly minutes, the study identifies three divergent trajectories of redevelopment: Musashi-Koyama as an adapted fabric under private-sector-led intensification; Tsukishima as an erased landscape shaped by vertical, exclusionary

redevelopment; and Shimokitazawa as a preserved morphology maintained through contested and negotiated planning. These cases reveal how redevelopment is not uniform but contingent on existing urban form, political agency, and public resistance.

Three key findings emerge. First, Tokyo's redevelopment is shaped not by a singular logic of change but by place-specific factors that produce highly uneven outcomes in commercial vibrancy and quality of life. Second, small-scale commercial amenities, crucial to the livability and character of Tokyo's neighborhoods, are larger, fewer, and less diverse. Although large-scale redevelopment is not solely responsible for this trend, small-scale retail are increasingly threatened by the concentration of retail into high-rise towers. Third, formal participation remains limited in practice despite the growing scale of the impact of large-scale redevelopment, with meaningful engagement emerging only through exceptional political and legal interventions, as seen in Shimokitazawa.

These findings challenge prevailing narratives that frame Tokyo's flexible planning system as an ideal model for other cities and an antidote for NIMBYism. Rather, the thesis argues that Tokyo's current redevelopment model, though procedurally efficient, often prioritizes market-led growth over mitigating spatial disparities, eroding the very qualities that historically defined its vibrant urbanism. In doing so, the thesis advocates for a reorientation of planning practice toward scale-sensitive design, more robust public participation, and policy frameworks that recognize incremental growth and the long-term social value of small-scale commercial ecosystems.

By foregrounding neighborhood-scale evidence, this research contributes to broader debates in urban planning about the consequences of large-scale redevelopment in already successful urban contexts and the institutional reforms needed to preserve commercial vibrancy and quality of life in rapidly transforming global cities under neoliberal regimes.

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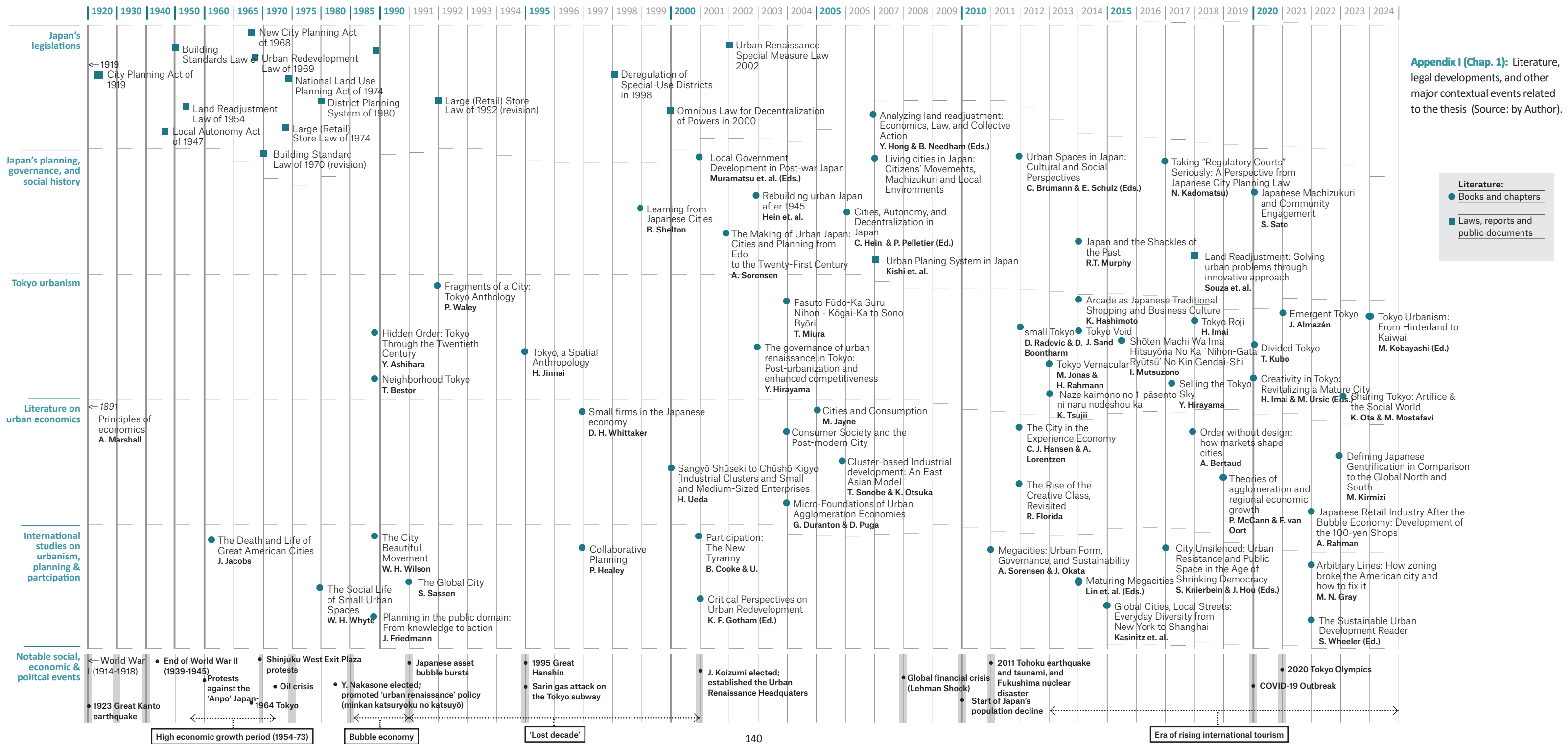
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8 Appendices



8.2. Appendix II (Chap. 1): Classification of amenities by building usage

Category	Building usage	Description
Residential Buildings	Single-unit residential	Private single-unit family home.
	Multi-unit residential	Apartments, company housing, public housing complex, etc.
Commercial Amenities	Mixed-use residential	Residential building with commercial amenities (retail, office or industrial facilities), e.g. townhouse with ground-floor shop or a residential tower with shopping facilities.
	Retail, wholesale, and services	Shops and malls, hospitality and accommodation facilities (e.g. hotels), entertainment facilities (eg. theaters), food service facilities (e.g. restaurants), life-related service facilities (e.g. barber shop/hairsalon), etc.
	Offices and financial institutions	Banks and other financial offices, real estate offices, law company, private investigator offices, IT and communication service offices, etc.
	Industry and manufacturing	Workshops and factories; offices for agriculture, fishing, construction, manufacturing or metal works; repair and cleaning shops; parking (bicycle/car) facilities and garages; water and electricity supply facilities etc.
Non-Commercial Amenities	Education, religious, medical, public welfare or local government	Government buildings, welfare centers, hospitals and other medical centers, community centers, libraries, museums, police stations, fire departments, post office, libraries, elderly centers, etc.
Unknown	Unknown premises	There is no information about the building.

8.3. Appendix III (Chap. 1): Methodology for measuring intra-ward spatial disparities -The Theil index

To evaluate the internal spatial disparities within Tokyo's neighborhoods, this study applies the Theil index at the chome level for each of the three case study wards: Shinagawa Ward, Chuo Ward, and Setagaya Ward, corresponding to Musashi-Koyama, Tsukishima, and Shimokitazawa, respectively. The Theil index serves here as an entropy-based statistical tool for quantifying intra-ward inequality, capturing the degree to which urban attributes such as population density, commercial accessibility (retail density), and vertical redevelopment (share of population living in 11-floor and higher apartment buildings) are unevenly distributed across smaller spatial units.

The Theil index is calculated using the formula:

$$Theil\ Index(\alpha) = \frac{1}{\alpha(\alpha - 1)} \left[\frac{1}{N} \sum_{i=0}^N \frac{y_i}{y} \ln\left(\frac{y_i}{y}\right) \right]$$

Applying the Theil index to chome-level data enables a fine-grained analysis of intra-ward spatial inequality, moving beyond aggregated ward-level averages that might obscure local disparities. For instance, two chomes within the same ward may experience vastly different redevelopment trajectories, with one undergoing vertical intensification and commercial inflow, while the other remains low-rise and underserved. The Theil index helps quantify this internal divergence.

A Theil value of zero denotes perfect equality where every chome has the same population density, retail density, or high-rise share. Larger values signal greater inequality, indicating that some neighborhoods are benefiting disproportionately from planning and investment, while others are excluded or stagnating. By comparing Theil indices across time and across variables within the same ward, this study captures not only the magnitude of spatial disparities but also how different dimensions of neighborhood change (demographic concentration, retail restructuring, and vertical redevelopment) evolve together or diverge.

8.4. Appendix IV (Chap. 1): Population density data for Shinagawa Ward, Chuo Ward, and Setagaya Ward (1980 – 2020) from Tokyo Metropolitan Government census

Data Sources: Multiple census and statistical reports from the Tokyo Metropolitan Government, spanning 1981 to 2021 (see list of Data Sources for details); Ministry of Internal Affairs and Communications (2024).

Shinagawa Ward

Shinagawa Ward															
Ward/Chome			1980			1990			2000			2010			2020
	Population	Area	Population Density	Population	Area	Population Density	Population	Area	Population Density	Population	Area	Population Density	Population	Area	Population Density
Shinagawa Ward	346,247	20.54	16,857.20	344,611	22.69	15,187.80	324,608	22.72	14,287.30	365,302	22.72	16,078.40	422,488	22.84	18,497.70
Kitashinagawa 1-chome	4,683	0.14	33,450.00	3,903	0.16	24,393.80	3064	0.16	19,150.00	3,224	0.16	20,150.00	3,870	0.16	24,187.50
Kitashinagawa 2-chome	3,828	0.13	29,446.20	3,070	0.16	19,187.50	2908	0.16	18,175.00	3,135	0.16	19,593.80	3,410	0.16	21,312.50
Kitashinagawa 3-chome	2,877	0.16	17,981.30	2,791	0.19	14,689.50	2444	0.19	12,863.20	3,398	0.19	17,884.20	4,002	0.19	21,063.20
Kitashinagawa 4-chome	741	0.17	4,358.80	771	0.21	3,671.40	1081	0.21	5,147.60	1,453	0.21	6,919.00	1,737	0.21	8,271.40
Kitashinagawa 5-chome	2,692	0.19	14,168.40	4,119	0.23	17,908.70	4023	0.23	17,491.30	4,702	0.23	20,443.50	7,112	0.23	30,921.70
Kitashinagawa 6-chome	749	0.08	9,362.50	662	0.1	6,620.00	588	0.1	5,880.00	667	0.1	6,670.00	856	0.1	8,560.00
Higashishinagawa 1-chome	4,139	0.18	22,994.40	4,155	0.2	20,775.00	3925	0.2	19,625.00	4,019	0.2	20,095.00	4,731	0.2	23,655.00
Higashishinagawa 2-chome	1,269	0.2	6,345.00	1,056	0.22	4,800.00	1537	0.22	6,986.40	1,500	0.22	6,818.20	1,838	0.22	8,354.50
Higashishinagawa 3-chome	4,029	0.31	12,996.80	6,123	0.35	17,494.30	6198	0.35	17,708.60	10,382	0.35	29,662.90	10,623	0.35	30,351.40
Higashishinagawa 4-chome	886	0.21	4,219.00	1,200	0.23	5,217.40	977	0.23	4,247.80	3,650	0.23	15,869.60	8,287	0.23	36,030.40
Higashishinagawa 5-chome	4	0.39	10.3	-	0.44	-	-	0.44	-	-	0.44	-	1,139	0.44	2,588.60

Minamishinagawa 1-chome	1,629	0.09	18,100.00	1,431	0.1	14,310.00	1354	0.1	13,540.00	1,453	0.1	14,530.00	1,713	0.1	17,130.00
Minamishinagawa 2-chome	2,506	0.11	22,781.80	1,874	0.13	14,415.40	1806	0.13	13,892.30	1,940	0.13	14,923.10	2,351	0.13	18,084.60
Minamishinagawa 3-chome	1,424	0.08	17,800.00	1,265	0.09	14,055.60	1218	0.09	13,533.30	1,676	0.09	18,622.20	2,150	0.09	23,888.90
Minamishinagawa 4-chome	3,886	0.16	24,287.50	3,576	0.19	18,836.80	3218	0.19	16,936.80	3,451	0.19	18,163.20	4,581	0.19	24,110.50
Minamishinagawa 5-chome	5,290	0.17	31,117.60	5,306	0.2	26,530.00	5004	0.2	25,020.00	5,348	0.2	26,740.00	6,250	0.2	31,250.00
Minamishinagawa 6-chome	3,203	0.11	29,118.20	3,164	0.13	24,338.50	3005	0.13	23,115.40	2,935	0.13	22,576.90	3,342	0.13	25,707.70
Nishi-Shinagawa 1-chome	5,080	0.18	28,222.20	4,645	0.22	21,113.60	4027	0.22	18,304.50	4,237	0.22	19,259.10	4,379	0.22	19,904.50
Nishi-Shinagawa 2-chome	4,125	0.12	34,375.00	3,794	0.15	25,293.30	3706	0.15	24,706.70	3,937	0.15	26,246.70	4,289	0.15	28,593.30
Nishi-Shinagawa 3-chome	3,455	0.12	28,791.70	3,072	0.15	20,480.00	2954	0.15	19,693.30	3,005	0.15	20,033.30	3,022	0.15	20,146.70
Hiromachi 1-chome	128	0.14	914.3	155	0.14	1,107.10	85	0.14	607.1	x	0.14	x	57	0.14	407.1
Hiromachi 2-chome	2,587	0.28	9,239.30	2,644	0.29	9,117.20	2013	0.29	6,941.40	1,881	0.29	-	-	0.29	-
Kamiosaki 1-chome	3,266	0.16	20,412.50	2,751	0.2	13,755.00	2589	0.2	12,945.00	2,856	0.2	14,280.00	3,416	0.2	17,080.00
Kamiosaki 2-chome	2,631	0.23	11,439.10	2,245	0.27	8,314.80	2293	0.27	8,492.60	3,516	0.27	13,022.20	4,237	0.27	15,692.60
Kamiosaki 3-chome	2,926	0.16	18,287.50	2,759	0.19	14,521.10	2724	0.19	14,336.80	3,067	0.19	16,142.10	4,926	0.19	25,926.30
Kamiosaki 4-chome	1,545	0.05	30,900.00	1,332	0.05	26,640.00	1102	0.05	22,040.00	1,355	0.05	27,100.00	1,493	0.05	29,860.00
Higashigotanda 1-chome	1,864	0.12	15,533.30	4,682	0.14	12,014.30	1587	0.14	11,335.70	2,500	0.14	17,857.10	2,882	0.14	20,585.70
Higashigotanda 2-chome	2,458	0.15	16,386.70	2,065	0.18	11,472.20	1763	0.18	9,794.40	3,861	0.18	21,450.00	4,993	0.18	27,738.90
Higashigotanda 3-chome	1,717	0.14	12,264.30	1,665	0.16	10,406.30	1628	0.16	10,175.00	1,837	0.16	11,481.30	2,391	0.16	14,943.80
Higashigotanda 4-chome	1,783	0.07	25,471.40	1,480	0.08	18,500.00	1653	0.08	20,662.50	2,128	0.08	26,600.00	2,736	0.08	34,200.00
Higashigotanda 5-chome	2,620	0.24	10,916.70	2,565	0.27	9,500.00	2526	0.27	9,355.60	2,883	0.27	10,677.80	3,710	0.27	13,740.70
Nishigotanda 1-chome	965	0.08	12,062.50	668	0.09	7,422.20	626	0.09	6,955.60	753	0.09	8,366.70	897	0.09	9,966.70
Nishigotanda 2-chome	1,263	0.1	12,630.00	1,635	0.12	13,625.00	1285	0.12	10,708.30	1,649	0.12	13,741.70	2,321	0.12	19,341.70

Nishigotanda chome	3-	2,243	0.18	12,461.10	2,132	0.21	10,152.40	1933	0.21	9,204.80	4,919	0.21	23,423.80	6,619	0.21	31,519.00
Nishigotanda chome	4-	4,425	0.15	29,500.00	4,114	0.17	24,200.00	3817	0.17	22,452.90	4,274	0.17	25,141.20	4,935	0.17	29,029.40
Nishigotanda chome	5-	4,020	0.17	23,647.10	3,928	0.2	19,640.00	4136	0.2	20,680.00	4,672	0.2	23,360.00	5,441	0.2	27,205.00
Nishigotanda chome	6-	2,519	0.1	25,190.00	2,316	0.12	19,300.00	2247	0.12	18,725.00	2,744	0.12	22,866.70	3,550	0.12	29,583.30
Nishigotanda chome	7-	1,126	0.09	12,511.10	864	0.11	7,854.50	759	0.11	6,900.00	928	0.11	8,436.40	1,127	0.11	10,245.50
Nishigotanda chome	8-	1,967	0.08	24,587.50	1,594	0.09	17,711.10	1567	0.09	17,411.10	2,206	0.09	24,511.10	2,960	0.09	32,888.90
Osaki 1-chome		969	0.23	4,213.00	649	0.29	2,237.90	820	0.29	2,827.60	2,335	0.29	8,051.70	2,693	0.29	9,286.20
Osaki 2-chome		1,731	0.12	14,425.00	1,628	0.15	10,853.30	1403	0.15	9,353.30	2,905	0.15	19,366.70	4,193	0.15	27,953.30
Osaki 3-chome		3,115	0.12	25,958.30	3,240	0.15	21,600.00	2856	0.15	19,040.00	3,184	0.15	21,226.70	3,357	0.15	22,380.00
Osaki 4-chome		2,666	0.1	26,660.00	2,505	0.12	20,875.00	2230	0.12	18,583.30	2,238	0.12	18,650.00	2,540	0.12	21,166.70
Osaki 5-chome		656	0.04	16,400.00	1,222	0.05	24,440.00	1967	0.05	39,340.00	2,429	0.05	48,580.00	2,362	0.05	47,240.00
Higashioi 1-chome		2,595	0.28	9,267.90	3,306	0.29	11,400.00	3113	0.29	10,734.50	4,795	0.29	16,534.50	6,257	0.29	21,575.90
Higashioi 2-chome		4,028	0.16	25,175.00	4,021	0.17	23,652.90	3824	0.17	22,494.10	4,114	0.17	24,200.00	4,406	0.17	25,917.60
Higashioi 3-chome		4,833	0.18	26,850.00	4,252	0.19	22,378.90	4139	0.19	21,784.20	4,677	0.19	24,615.80	4,948	0.19	26,042.10
Higashioi 4-chome		1,995	0.1	19,950.00	1,908	0.1	19,080.00	1801	0.1	18,010.00	2,360	0.1	23,600.00	2,631	0.1	26,310.00
Higashioi 5-chome		2,575	0.12	21,458.30	2,438	0.13	18,753.80	2400	0.13	18,461.50	3,040	0.13	23,384.60	4,296	0.13	33,046.20
Higashioi 6-chome		1,852	0.09	20,577.80	1,847	0.09	20,522.20	1708	0.09	18,977.80	1,709	0.09	18,988.90	1,744	0.09	19,377.80
Minamioi 1-chome		2,206	0.12	18,383.30	2,769	0.13	21,300.00	3509	0.13	26,992.30	3,535	0.13	27,192.30	3,775	0.13	29,038.50
Minamioi 2-chome		2,662	0.09	29,577.80	3,048	0.1	30,480.00	2784	0.1	27,840.00	2,738	0.1	27,380.00	4,036	0.1	40,360.00
Minamioi 3-chome		3,060	0.13	23,538.50	3,564	0.13	27,415.40	3775	0.13	29,038.50	5,145	0.13	39,576.90	6,755	0.13	51,961.50
Minamioi 4-chome		2,486	0.13	19,123.10	2,201	0.14	15,721.40	2181	0.14	15,578.60	2,921	0.14	20,864.30	3,683	0.14	26,307.10
Minamioi 5-chome		3,909	0.15	26,060.00	3,967	0.16	24,793.80	4307	0.16	26,918.80	4,605	0.16	28,781.30	5,423	0.16	33,893.80

Minamioi 6-chome	5,431	0.19	28,584.20	4,724	0.2	23,620.00	4138	0.2	20,690.00	4,515	0.2	22,575.00	5,252	0.2	26,260.00
Katsushima 1-chome	2,106	0.25	8,424.00	2,364	0.27	8,755.60	1853	0.29	6,389.70	2,083	0.29	7,182.80	5,721	0.29	19,727.60
Katsushima 2-chome	645	0.39	1,653.80	529	0.42	1,259.50	361	0.42	859.5	241	0.42	-	183	0.42	435.7
Katsushima 3-chome	-	-	-	-	0.14	-	7	0.14	50	x	0.14	x	-	0.14	-
Oi 1-chome	3,497	0.17	20,570.60	3,150	0.19	16,578.90	2782	0.19	14,642.10	3,302	0.19	17,378.90	5,558	0.19	29,252.60
Oi 2-chome	4,054	0.09	45,044.40	3,349	0.1	33,490.00	2858	0.1	28,580.00	2,720	0.1	27,200.00	2,780	0.1	27,800.00
Oi 3-chome	4,205	0.14	30,035.70	3,792	0.15	25,280.00	3220	0.15	21,466.70	5,071	0.15	33,806.70	5,357	0.15	35,713.30
Oi 4-chome	4,168	0.18	23,155.60	3,690	0.2	18,450.00	3595	0.2	17,975.00	4,068	0.2	20,340.00	4,487	0.2	22,435.00
Oi 5-chome	4,034	0.15	26,893.30	3,620	0.17	21,294.10	3570	0.17	21,000.00	4,028	0.17	23,694.10	4,222	0.17	24,835.30
Oi 6-chome	2,740	0.16	17,125.00	2,583	0.17	15,194.10	2491	0.17	14,652.90	2,883	0.17	16,958.80	3,035	0.17	17,852.90
Oi 7-chome	3,374	0.15	22,493.30	3,394	0.16	21,212.50	3365	0.16	21,031.30	3,387	0.16	21,168.80	3,819	0.16	23,868.80
Nishi-oi 1-chome	2,262	0.15	15,080.00	2,633	0.16	16,456.30	2310	0.16	14,437.50	2,699	0.16	16,868.80	2,886	0.16	18,037.50
Nishioi 2-chome	3,843	0.12	32,025.00	3,719	0.13	28,607.70	3460	0.13	26,615.40	3,459	0.13	26,607.70	3,437	0.13	26,438.50
Nishioi 3-chome	2,209	0.09	24,544.40	2,021	0.1	20,210.00	1968	0.1	19,680.00	2,217	0.1	22,170.00	2,321	0.1	23,210.00
Nishioi 4-chome	3,408	0.15	22,720.00	3,255	0.16	20,343.80	3067	0.16	19,168.80	3,379	0.16	21,118.80	3,479	0.16	21,743.80
Nishioi 5-chome	4,629	0.18	25,716.70	4,520	0.2	22,600.00	4056	0.2	20,280.00	4,095	0.2	20,475.00	4,467	0.2	22,335.00
Nishioi 6-chome	2,895	0.12	24,125.00	2,691	0.13	20,700.00	2694	0.13	20,723.10	2,791	0.13	21,469.20	3,381	0.13	26,007.70
Koyamadai 1-chome	5,051	0.17	29,711.80	4,788	0.18	26,600.00	4282	0.18	23,788.90	4,545	0.18	25,250.00	4,850	0.18	26,944.40
Koyamadai 2-chome	2,317	0.13	17,823.10	2,180	0.13	16,769.20	1812	0.13	13,938.50	1,827	0.13	14,053.80	858	0.13	6,600.00
Koyama 1-chome	1,657	0.07	23,671.40	1,653	0.07	23,614.30	1715	0.07	24,500.00	2,003	0.07	28,614.30	2,150	0.07	30,714.30
Koyama 2-chome	3,682	0.1	36,820.00	3,326	0.1	33,260.00	2997	0.1	29,970.00	3,078	0.1	30,780.00	3,163	0.1	31,630.00
Koyama 3-chome	2,921	0.13	22,469.20	3,138	0.14	22,414.30	3080	0.14	22,000.00	3,089	0.14	22,064.30	4,213	0.14	30,092.90

Koyama 4-chome	2,612	0.08	32,650.00	2,310	0.08	28,875.00	2276	0.08	28,450.00	2,633	0.08	32,912.50	2,956	0.08	36,950.00
Koyama 5-chome	3,042	0.11	27,654.50	2,918	0.12	24,316.70	2606	0.12	21,716.70	2,801	0.12	23,341.70	3,070	0.12	25,583.30
Koyama 6-chome	4,126	0.12	34,383.30	3,988	0.13	30,676.90	3538	0.13	27,215.40	3,643	0.13	28,023.10	4,192	0.13	32,246.20
Koyama 7-chome	947	0.09	10,522.20	1,147	0.09	12,744.40	1161	0.09	12,900.00	1,183	0.09	13,144.40	1,342	0.09	14,911.10
Ebara 1-chome	2,992	0.12	24,933.30	2,637	0.12	21,950.00	2393	0.12	19,941.70	2,687	0.12	22,391.70	3,123	0.12	26,025.00
Ebara 2-chome	2,635	0.14	18,821.40	2,408	0.14	17,200.00	2612	0.14	18,657.10	3,126	0.14	22,328.60	3,130	0.14	22,357.10
Ebara 3-chome	1,776	0.06	29,600.00	2,027	0.06	33,783.30	2073	0.06	34,550.00	2,381	0.06	39,683.30	2,708	0.06	45,133.30
Ebara 4-chome	3,267	0.13	25,130.80	3,056	0.13	23,507.70	3256	0.13	25,046.20	3,526	0.13	27,123.10	3,932	0.13	30,246.20
Ebara 5-chome	2,815	0.09	31,277.80	2,429	0.09	26,988.90	2309	0.09	25,655.60	2,326	0.09	25,844.40	2,647	0.09	29,411.10
Ebara 6-chome	3,412	0.01	26,246.20	3,144	0.13	24,184.60	2722	0.13	20,938.50	2,996	0.13	23,046.20	3,862	0.13	29,707.70
Ebara 7-chome	2,786	0.12	23,216.70	2,630	0.12	21,916.70	2515	0.12	20,958.30	2,636	0.12	21,966.70	2,695	0.12	22,458.30
Hiratsuka 1-chome	3,173	0.11	28,845.50	2,881	0.13	22,161.50	2872	0.13	22,092.30	3,118	0.13	23,984.60	3,549	0.13	27,300.00
Hiratsuka 2-chome	3,504	0.11	31,854.50	3,575	0.12	27,500.00	3247	0.13	24,976.90	3,482	0.13	26,784.60	3,658	0.13	28,138.50
Hiratsuka 3-chome	2,393	0.07	34,185.70	2,410	0.08	30,125.00	2357	0.08	29,462.50	2,698	0.08	33,725.00	2,750	0.08	34,375.00
Hatanodai 1-chome	1,561	0.12	13,008.30	1,327	0.13	10,207.70	1096	0.13	8,430.80	1,019	0.13	7,838.50	960	0.13	7,384.60
Hatanodai 2-chome	2,434	0.09	27,044.40	2,615	0.09	29,055.60	2751	0.09	30,566.70	2,825	0.09	31,388.90	3,208	0.09	35,644.40
Hatanodai 3-chome	2,304	0.09	25,600.00	1,989	0.09	22,100.00	1721	0.09	19,122.20	1,640	0.09	18,222.20	1,571	0.09	17,455.60
Hatanodai 4-chome	3,029	0.09	33,655.60	2,858	0.1	28,580.00	2644	0.1	26,440.00	2,543	0.1	25,430.00	2,793	0.1	27,930.00
Hatanodai 5-chome	4,324	0.14	30,885.70	3,984	0.15	26,560.00	3885	0.15	25,900.00	3,751	0.15	25,006.70	4,074	0.15	27,160.00
Hatanodai 6-chome	3,297	0.23	14,334.80	3,153	0.25	12,612.00	3308	0.25	13,232.00	3,538	0.25	14,152.00	3,959	0.25	15,836.00
Nakanobu 1-chome	2,214	0.07	31,628.60	2,201	0.07	31,442.90	2126	0.07	30,371.40	2,137	0.07	30,528.60	2,245	0.07	32,071.40
Nakanobu 2-chome	2,993	0.08	37,412.50	2,738	0.09	30,422.20	2410	0.09	26,777.80	2,391	0.09	26,566.70	2,994	0.09	33,266.70

Nakanobu chome	3-	2,028	0.07	28,971.40	1,662	0.08	20,775.00	1687	0.08	21,087.50	1,664	0.08	20,800.00	1,930	0.08	24,125.00
Nakanobu chome	4-	3,494	0.12	29,116.70	3,031	0.13	23,315.40	2774	0.13	21,338.50	3,014	0.13	23,184.60	3,365	0.13	25,884.60
Nakanobu chome	5-	3,265	0.1	32,650.00	2,852	0.11	25,927.30	2479	0.11	22,536.40	2,556	0.11	23,236.40	3,012	0.11	27,381.80
Nakanobu chome	6-	2,521	0.09	28,011.10	2,315	0.1	23,150.00	2304	0.1	23,040.00	2,893	0.1	28,930.00	3,256	0.1	32,560.00
Nishinakanobe chome	1-	2,194	0.08	27,425.00	2,122	0.09	23,577.80	1984	0.09	22,044.40	2,150	0.09	23,888.90	2,446	0.09	27,177.80
Nishinakanobe chome	2-	3,081	0.1	30,810.00	2,896	0.11	26,327.30	2943	0.11	26,754.50	2,789	0.11	25,354.50	3,121	0.11	28,372.70
Nishinakanobe chome	3-	2,346	0.07	33,514.30	2,178	0.08	27,225.00	2191	0.08	27,387.50	2,080	0.08	26,000.00	2,282	0.08	28,525.00
Higashi-Nakanobe 1-chome		2,004	0.07	28,628.60	1,662	0.08	20,775.00	1679	0.08	20,987.50	1,886	0.08	23,575.00	2,320	0.08	29,000.00
Higashi-Nakanobe 2-chome		1,951	0.06	32,516.70	1,728	0.06	28,800.00	1543	0.06	25,716.70	1,598	0.06	26,633.30	1,746	0.06	29,100.00
Togoshi 1-chome		4,683	0.14	33,450.00	3,744	0.15	24,960.00	3696	0.15	24,640.00	3,871	0.15	25,806.70	4,124	0.15	27,493.30
Togoshi 2-chome		2,639	0.07	37,700.00	2,447	0.08	30,587.50	2249	0.08	28,112.50	2,204	0.08	27,550.00	2,087	0.08	26,087.50
Togoshi 3-chome		2,634	0.06	43,900.00	2,333	0.07	33,328.60	2082	0.07	29,742.90	2,218	0.07	31,685.70	2,540	0.07	36,285.70
Togoshi 4-chome		2,569	0.07	36,700.00	2,186	0.08	27,325.00	2089	0.08	26,112.50	1,984	0.08	24,800.00	2,099	0.08	26,237.50
Togoshi 5-chome		3,172	0.11	28,836.40	2,659	0.12	22,158.30	2547	0.12	21,225.00	3,001	0.12	25,008.30	3,231	0.12	26,925.00
Togoshi 6-chome		3,801	0.12	31,675.00	3,464	0.13	26,646.20	3392	0.13	26,092.30	3,356	0.13	25,815.40	3,662	0.13	28,169.20
Toyomachi chome	1-	3,011	0.1	30,110.00	2,833	0.11	25,754.50	2583	0.11	23,481.80	2,792	0.11	25,381.80	2,959	0.11	26,900.00
Toyomachi chome	2-	3,525	0.16	15,330.00	2,992	0.17	17,600.00	2725	0.17	16,029.40	2,553	0.17	15,017.60	2,797	0.17	16,452.90
Toyomachi chome	3-	1,840	0.07	26,285.70	1,566	0.08	19,575.00	1496	0.08	18,700.00	1,422	0.08	17,775.00	1,399	0.08	17,487.50
Toyomachi chome	4-	3,618	0.1	36,180.00	3,171	0.11	28,827.30	2713	0.11	24,663.60	2,519	0.11	22,900.00	2,609	0.11	23,718.20
Toyomachi chome	5-	2,403	0.06	40,050.00	2,056	0.07	29,371.40	1789	0.07	25,557.10	1,704	0.07	24,342.90	1,739	0.07	24,842.90
Toyomachi chome	6-	4,255	0.12	35,458.30	3,690	0.13	28,384.60	3259	0.13	25,069.20	3,117	0.13	23,976.90	3,234	0.13	24,876.90
Futaba 1-chome		4,423	0.17	26,017.60	4,110	0.18	22,833.30	3436	0.18	19,088.90	3,804	0.18	21,133.30	4,076	0.18	22,644.40

Futaba 2-chome	2,917	0.1	29,170.00	2,420	0.1	24,200.00	2151	0.1	21,510.00	2,088	0.1	20,880.00	2,400	0.1	24,000.00
Futaba 3-chome	3,341	0.09	37,122.20	2,797	0.09	31,077.80	2584	0.09	28,711.10	2,509	0.09	27,877.80	2,507	0.09	27,855.60
Futaba 4-chome	3,744	0.12	31,200.00	3,490	0.13	26,846.20	3190	0.13	24,538.50	2,918	0.13	22,446.20	3,218	0.13	24,753.80
Yashio 1-chome	126	0.48	262.5	116	0.48	241.7	36	0.48	75	-	0.48	-	-	0.48	-
Yashio 2-chome	58	9	7	-	1.28	-	-	1.29	-	-	1.29	-	-	1.3	-
Yashio 3-chome	2	1.7	1.2	375	1.7	220.6	137	1.7	80.6	x	1.7	x	X	1.71	x
Yashio 4-chome	-	0.34	0	-	0.34	-	-	0.34	-	-	0.34	-	-	0.34	-
Yashio 5-chome	1	0.5	2	17,026	0.5	34,052.00	15100	0.5	30,200.00	13,181	0.5	-	X	0.5	x
East Yashio	-	-	-	-	0.24	-	-	0.2	-	-	0.24	-	-	0.24	-
water surface survey areas	-	-	-	7	-	-	24	-	-	x	-	x	-	-	-

Chuo Ward

Chuo Ward															
Ward/Chome	1980			1990			2000			2010			2020		
	Population	Area	Population Density	Population	Area	Population Density	Population	Area	Population Density	Population	Area	Population Density	Population	Area	Population Density
Chuo Ward	82,700	10.05	8,228.90	68,041	10.15	6,703.50	72526	10.15	7,145.40	122,762	10.18	12,059.10	169,179	10.21	16,569.90
Yaesu 2-chome	214	0.09	2,377.80	85	0.09	944.4	57	0.09	633.3	x	0.09	x	27	0.09	300
Kyobashi 1-chome	309	0.08	3,862.50	149	0.08	1,862.50	75	0.08	937.5	310	0.08	-	61	0.08	762.5
Kyobashi 2-chome	413	0.09	4,588.90	196	0.09	2,177.80	150	0.09	1,666.70	x	0.09	x	94	0.09	1,044.40
Kyobashi 3-chome	186	0.06	3,100.00	133	0.06	2,216.70	89	0.06	1,483.30	132	0.06	2,200.00	55	0.06	916.7
Ginza 1-chome	876	0.14	6,257.10	487	0.14	3,478.60	887	0.14	6,335.70	1,515	0.14	10,821.40	1,416	0.14	10,114.30
Ginza 2-chome	644	0.09	7,155.60	395	0.09	4,388.90	277	0.09	3,077.80	626	0.09	6,955.60	566	0.09	6,288.90

Ginza chome	3-	474	0.09	5,266.70	274	0.09	3,044.40	162	0.09	1,800.00	591	0.09	-	254	0.09	2,822.20
Ginza chome	4-	291	0.08	3,637.50	159	0.09	1,766.70	124	0.09	1,377.80	x	0.09	x	152	0.09	1,688.90
Ginza chome	5-	226	0.1	2,260.00	87	0.1	870	46	0.1	460	84	0.1	840	11	0.1	110
Ginza chome	6-	169	0.1	1,690.00	48	0.1	480	43	0.1	430	85	0.1	850	31	0.1	310
Ginza chome	7-	452	0.1	4,520.00	239	0.1	2,390.00	149	0.1	1,490.00	284	0.1	2,840.00	247	0.1	2,470.00
Ginza chome	8-	496	0.16	3,100.00	224	0.16	1,400.00	217	0.16	1,356.30	455	0.16	2,843.80	681	0.16	4,256.30
Shintomi chome	1-	1,201	0.08	15,012.50	722	0.08	9,025.00	641	0.08	8,012.50	1,064	0.08	13,300.00	1,279	0.08	15,987.50
Shintomi chome	2-	614	0.04	15,350.00	429	0.04	10,725.00	309	0.04	7,725.00	660	0.04	16,500.00	948	0.04	23,700.00
Irifune chome	1-	687	0.03	22,900.00	475	0.03	15,833.30	566	0.03	18,866.70	862	0.03	28,733.30	852	0.03	28,400.00
Irifune chome	2-	560	0.02	28,000.00	342	0.02	17,100.00	318	0.02	15,900.00	767	0.02	38,350.00	887	0.02	44,350.00
Irifune chome	3-	685	0.03	22,833.30	383	0.03	12,766.70	305	0.03	10,166.70	641	0.03	21,366.70	748	0.03	24,933.30
Minato chome	1-	939	0.06	15,650.00	712	0.06	11,866.70	646	0.06	10,766.70	875	0.06	14,583.30	1,282	0.06	21,366.70
Minato chome	2-	1,037	0.06	18,683.30	770	0.06	12,833.30	652	0.06	10,866.70	912	0.06	15,200.00	2,675	0.06	44,583.30
Minato chome	3-	1,426	0.07	20,371.40	958	0.07	13,685.70	867	0.07	12,385.70	2,504	0.07	35,771.40	3,086	0.07	44,085.70
Akashicho		2,476	0.24	10,316.70	2,111	0.24	8,795.80	2172	0.25	8,688.00	3,057	0.25	12,228.00	3,543	0.24	14,762.50
Tsukiji chome	1-	300	0.07	4,285.70	182	0.07	2,600.00	119	0.08	1,487.50	752	0.08	9,400.00	942	0.07	13,457.10
Tsukiji chome	2-	1,037	0.07	14,814.30	669	0.07	9,557.10	531	0.07	7,585.70	862	0.07	12,314.30	1,177	0.07	16,814.30
Tsukiji chome	3-	676	0.09	7,511.10	401	0.09	4,455.60	393	0.07	5,614.30	741	0.07	10,585.70	948	0.09	10,533.30
Tsukiji chome	4-	636	0.08	7,950.00	496	0.09	5,511.10	412	0.08	5,150.00	527	0.08	6,587.50	686	0.09	7,622.20
Tsukiji chome	5-	443	0.43	1,030.20	456	0.42	1,085.70	466	0.42	1,109.50	452	0.42	1,076.20	441	0.42	1,050.00
Tsukiji chome	6-	1,690	0.16	10,562.50	1,124	0.16	7,025.00	1131	0.17	6,652.90	1,306	0.17	7,682.40	1,502	0.17	8,835.30

Tsukiji 7-chome	2,232	0.11	20,290.90	1,582	0.11	14,381.80	1730	0.12	14,416.70	2,051	0.12	17,091.70	2,903	0.11	26,390.90
Hamarikyu gardens	14	0.28	50	18	0.28	64.3	3	0.28	10.7	-	0.28	-	-	0.28	-
Hatchobori 1-chome	174	0.03	5,800.00	97	0.03	3,233.30	74	0.03	2,466.70	x	0.03	x	63	0.03	2,100.00
Hatchobori 2-chome	954	0.08	11,925.00	557	0.08	6,962.50	404	0.08	5,050.00	749	0.08	-	1,103	0.08	13,787.50
Hatchobori 3-chome	1,064	0.08	13,300.00	714	0.08	8,925.00	569	0.08	7,112.50	1,147	0.08	14,337.50	1,315	0.08	16,437.50
Hatchobori 4-chome	575	0.07	8,214.30	467	0.06	7,783.30	436	0.06	7,266.70	849	0.06	14,150.00	1,090	0.06	18,166.70
Shinkawa 1-chome	1,859	0.24	7,745.80	1,137	0.24	4,737.50	1507	0.24	6,279.20	2,562	0.24	10,675.00	3,243	0.24	13,512.50
Shinkawa 2-chome	2,026	0.23	8,808.70	1,398	0.23	6,078.30	1919	0.23	8,343.50	4,015	0.23	17,456.50	6,132	0.23	26,660.90
Nihonbashi Honsekicho 1-chome	3	0.03	100	2	0.03	66.7	5	0.03	166.7	-	0.03	-	-	0.03	-
Nihonbashi Honsekicho 2-chome	-	0.02	0	3	0.03	100	6	0.03	200	x	0.03	x	-	0.03	-
Nihonbashi Honsekicho 3-chome	49	0.03	1,633.30	22	0.02	1,100.00	5	0.02	250	x	0.02	x	X	0.02	X
Nihonbashi Honsekicho 4-chome	154	0.05	3,080.00	101	0.05	2,020.00	90	0.05	1,800.00	108	0.05	-	X	0.05	X
Nihonbashi Muromachi 1-chome	336	0.07	4,800.00	160	0.07	2,285.70	136	0.07	1,942.90	307	0.07	-	177	0.07	2,528.60
Nihonbashi Muromachi 2-chome	31	0.04	775	20	0.04	500	6	0.04	150	x	0.04	x	72	0.04	-
Nihonbashi Muromachi 3-chome	61	0.02	3,050.00	31	0.02	1,550.00	13	0.02	650	x	0.02	x	X	0.02	X
Nihonbashi Muromachi 4-chome	220	0.03	7,333.30	90	0.03	3,000.00	69	0.03	2,300.00	x	0.03	x	50	0.03	1,666.70
Nihonbashi Honmachi 1-chome	282	0.05	5,640.00	129	0.05	2,580.00	90	0.05	1,800.00	209	0.05	4,180.00	255	0.05	5,100.00

Nihonbashi Honmachi 2- chome	30	0.04	750	16	0.04	400	11	0.04	275	x	0.04	x	217	0.04	5,425.00
Nihonbashi Honmachi 3- chome	145	0.04	3,625.00	64	0.04	1,600.00	52	0.04	1,300.00	189	0.04	-	246	0.04	6,150.00
Nihonbashi Honmachi 4- chome	379	0.06	6,316.70	248	0.06	4,133.30	213	0.06	3,550.00	379	0.06	6,316.70	583	0.06	9,716.70
Nihonbashi Kobune-cho	410	0.06	6,833.30	233	0.05	4,660.00	219	0.05	4,380.00	598	0.05	11,960.00	1,023	0.05	20,460.00
Nihonbashi KOdenmacho	733	0.07	10,471.40	459	0.08	5,737.50	341	0.08	4,262.50	670	0.08	8,375.00	1,050	0.08	13,125.00
Nihonbashi Odenmacho	223	0.05	4,460.00	200	0.05	4,000.00	130	0.05	2,600.00	1,079	0.05	21,580.00	1,759	0.05	35,180.00
Nihonbashi Horidomecho 1-chome	399	0.05	7,980.00	194	0.05	3,880.00	282	0.05	5,640.00	735	0.05	14,700.00	1,172	0.05	23,440.00
Nihonbashi Horidomecho 2-chome	129	0.04	3,225.00	59	0.04	1,475.00	149	0.04	3,725.00	1,125	0.04	28,125.00	1,741	0.04	43,525.00
Nihonbashi Tomizawa Town	363	0.05	7,260.00	232	0.06	3,866.70	277	0.06	4,616.70	865	0.06	14,416.70	1,570	0.06	26,166.70
Nihonbashi Ningyocho 1- chome	1,098	0.08	13,725.00	706	0.06	11,766.70	613	0.06	10,216.70	1,310	0.06	21,833.30	1,496	0.06	24,933.30
Nihonbashi Ningyocho 2- chome	2,011	0.15	13,406.70	1,429	0.1	14,290.00	1508	0.1	15,080.00	2,406	0.1	24,060.00	2,389	0.1	23,890.00
Nihonbashi Ningyocho 3- chome	578	0.02	28,900.00	376	0.04	9,400.00	310	0.04	7,750.00	787	0.04	19,675.00	1,110	0.04	27,750.00
Nihonbashi Koamicho	356	0.11	3,236.40	188	0.11	1,709.10	199	0.11	1,809.10	825	0.11	7,500.00	1,325	0.11	12,045.50
Nihonbashi Kikakacho 1- chome	1,957	0.1	19,570.00	1,323	0.1	13,230.00	1289	0.1	12,890.00	2,858	0.1	28,580.00	3,717	0.1	37,170.00
Nihonbashi Kikakacho 2- chome	870	0.07	12,428.60	664	0.07	9,485.70	753	0.07	10,757.10	1,114	0.07	15,914.30	1,438	0.07	20,542.90
Nihonbashi Hakozaki Town	1,289	0.27	4,774.10	1,611	0.28	5,753.60	2012	0.28	7,185.70	3,095	0.28	11,053.60	3,758	0.28	13,421.40

Nihonbashi Bakurocho 1-chome	330	0.06	5,500.00	159	0.06	2,650.00	135	0.06	2,250.00	724	0.06	12,066.70	1,406	0.06	23,433.30
Nihonbashi Bakurocho 2-chome	323	0.05	6,460.00	200	0.05	4,000.00	129	0.05	2,580.00	268	0.05	5,360.00	767	0.05	15,340.00
Nihonbashi Yokoyamacho	198	0.04	4,950.00	159	0.04	3,975.00	137	0.04	3,425.00	474	0.04	11,850.00	1,078	0.04	26,950.00
Higashi Nihonbashi 1-chome	55	0.07	7,928.60	305	0.07	4,357.10	266	0.07	3,800.00	862	0.07	12,314.30	1,196	0.07	17,085.70
Higashi Nihonbashi 2-chome	1,062	0.12	8,850.00	719	0.12	5,991.70	807	0.12	6,725.00	1,801	0.12	15,008.30	2,422	0.12	20,183.30
Higashi Nihonbashi 3-chome	448	0.05	8,960.00	265	0.05	5,300.00	305	0.05	6,100.00	1,342	0.05	26,840.00	2,290	0.05	45,800.00
Nihonbashi Hisamatsu Town	345	0.04	8,625.00	289	0.04	7,225.00	220	0.04	5,500.00	521	0.04	13,025.00	663	0.04	16,575.00
Nihonbashi Hamacho 1-chome	714	0.06	11,900.00	564	0.06	9,400.00	540	0.06	9,000.00	1,368	0.06	22,800.00	2,149	0.06	35,816.70
Nihonbashi Hamacho 2-chome	1,985	0.24	8,270.80	1,713	0.24	7,137.50	2047	0.24	8,529.20	3,329	0.24	13,870.80	4,921	0.24	20,504.20
Nihonbashi Hamacho 3-chome	2,014	0.13	15,492.30	1,753	0.13	13,484.60	1911	0.13	14,700.00	3,349	0.13	25,761.50	4,708	0.13	36,215.40
Nihonbashi Nakasu	1,111	0.11	10,100.00	1,358	0.11	12,345.50	1835	0.11	16,681.80	2,332	0.11	21,200.00	2,547	0.11	23,154.50
Yaesu 1-chome	251	0.09	2,788.90	134	0.09	1,488.90	85	0.09	944.4	154	0.09	-	11	0.09	122.2
Nihonbashi 1-chome	138	0.11	1,254.50	63	0.11	572.7	32	0.11	290.9	x	0.11	x	69	0.11	627.3
Nihonbashi 2-chome	310	0.09	3,444.40	157	0.09	1,744.40	91	0.09	1,011.10	x	0.09	x	49	0.09	544.4
Nihonbashi 3-chome	246	0.08	3,075.00	146	0.08	1,825.00	120	0.08	1,500.00	377	0.08	-	190	0.08	2,375.00
Nihonbashi Kayabacho 1-chome	214	0.07	3,057.10	121	0.07	1,728.60	87	0.07	1,242.90	x	0.07	x	49	0.07	700

Nihonbashi Kayabacho 2-chome	654	0.06	10,900.00	396	0.06	6,600.00	287	0.06	4,783.30	490	0.06	-	560	0.06	9,333.30
Nihonbashi Kayabacho 3-chome	472	0.03	15,733.30	263	0.03	8,766.70	174	0.03	5,800.00	522	0.03	17,400.00	683	0.03	22,766.70
Nihonbashi Kabutocho	-	-	-	-	-	-	168	0.12	1,400.00	570	0.12	4,750.00	727	0.12	6,058.30
Nihonbashi Kabutocho 1-chome	15	0.05	300	-	-	-	-	-	-	-	-	-	-	-	-
Nihonbashi Kabutocho 2-chome	97	0.05	1,940.00	-	-	-	-	-	-	-	-	-	-	-	-
Nihonbashi Kabutocho 3-chome	164	0.01	16,400.00	-	-	-	-	-	-	-	-	-	-	-	-
Tsukuda 1-chome	924	0.05	18,480.00	1,519	0.07	21,700.00	2686	0.07	38,371.40	2,623	0.07	37,471.40	2,699	0.07	38,557.10
Tsukuda 2-chome	2,643	0.34	7,773.50	3,297	0.33	9,990.90	7002	0.33	21,218.20	9,148	0.33	27,721.20	10,374	0.33	31,436.40
Tsukuda 3-chome	1,190	0.1	11,900.00	1,107	0.1	11,070.00	852	0.1	8,520.00	1,204	0.1	12,040.00	1,839	0.1	18,390.00
Tsukishima 1-chome	2,747	0.13	21,130.80	2,967	0.13	22,823.10	2630	0.13	20,230.80	3,074	0.13	23,646.20	4,806	0.13	36,969.20
Tsukishima 2-chome	2,062	0.09	22,911.10	1,753	0.09	19,477.80	1538	0.09	17,088.90	2,479	0.09	27,544.40	3,080	0.09	34,222.20
Tsukishima 3-chome	3,244	0.17	19,082.40	2,861	0.17	16,829.40	2685	0.17	15,794.10	3,708	0.17	21,811.80	4,637	0.17	27,276.50
Tsukishima 4-chome	3,677	0.13	28,284.60	3,277	0.13	25,207.70	3172	0.13	24,400.00	3,328	0.13	25,600.00	3,596	0.13	27,661.50
Kachidoki 1-chome	1,380	0.12	11,500.00	1,678	0.12	13,983.30	1225	0.12	10,208.30	2,193	0.12	18,275.00	4,830	0.12	40,250.00
Kachidoki 2-chome	1,803	0.09	20,033.30	1,854	0.09	20,600.00	2084	0.09	23,155.60	2,830	0.09	31,444.40	2,910	0.09	32,333.30
Kachidoki 3-chome	1,428	0.12	11,900.00	1,297	0.12	10,808.30	1757	0.12	14,641.70	2,922	0.12	24,350.00	3,304	0.12	27,533.30
Kachidoki 4-chome	1,434	0.09	15,933.30	1,413	0.09	15,700.00	1224	0.09	13,600.00	1,515	0.09	16,833.30	1,787	0.09	19,855.60
Kachidoki 5-chome	2,314	0.15	15,426.70	2,162	0.15	14,413.30	2025	0.15	13,500.00	3,393	0.15	22,620.00	6,996	0.15	46,640.00
Kachidoki 6-chome	722	0.1	7,220.00	1,008	0.1	10,080.00	829	0.1	8,290.00	6,568	0.1	65,680.00	7,254	0.1	72,540.00

Toyomicho	1,708	0.15	11,386.70	1,995	0.16	12,468.80	1584	0.16	9,900.00	1,637	0.16	10,231.30	1,428	0.16	8,925.00
Harumi 1-chome	1,785	0.3	5,950.00	1,585	0.3	5,283.30	2924	0.3	9,746.70	4,106	0.3	13,686.70	4,035	0.3	13,450.00
Harumi 2-chome	144	0.2	720	682	0.2	3,410.00	538	0.2	2,690.00	493	0.2	2,465.00	7,040	0.22	32,000.00
Harumi 3-chome	1,313	0.14	9,378.60	1,079	0.14	7,707.10	846	0.14	6,042.90	1,457	0.14	-	4,546	0.14	32,471.40
Harumi 4-chome	265	0.12	2,208.30	254	0.12	2,116.70	203	0.12	1,691.70	x	0.12	x	106	0.14	757.1
Harumi 5-chome	-	0.42	0	96	0.42	228.6	-	0.42	-	1,505	0.42	-	1,738	0.42	4,138.10
Water surface survey areas	26	0	0	5	-	-	122	-	-			x	-	-	-

Setagaya Ward

Setagaya Ward															
Ward/Chome			1980			1990			2000			2010			2020
	Population	Area	Population Density	Population	Area	Population Density	Population	Area	Population Density	Population	Area	Population Density	Population	Area	Population Density
Setagaya Ward	797,292	58.81	13,557.10	789,051	58.08	13,585.60	814,901	58.08	14,030.70	877,138	58.08	15,102.20	943,664	58.05	16,256.10
Ikejiri 1-chome	1,604	0.2	8,020.00	1,448	0.21	6,895.20	1762.00	0.21	8,390.50	1,487	0.21	7,081.00	1,584	0.2	7,920.00
Ikejiri 2-chome	4,612	0.19	24,273.70	4,243	0.19	22,331.60	4253	0.19	22,384.20	4,253	0.19	22,384.20	4,728	0.19	24,884.20
Ikejiri 3-chome	5,024	0.22	22,836.40	4,736	0.21	22,552.40	4599	0.21	21,900.00	4,746	0.21	22,600.00	5,039	0.22	22,904.50
Ikejiri 4-chome	6,232	0.27	23,081.50	5,680	0.25	22,720.00	4578	0.25	18,312.00	5,502	0.25	22,008.00	5,670	0.25	22,680.00
Mishuku 1-chome	4,238	0.22	24,929.40	3,965	0.17	23,323.50	4023	0.17	23,664.70	3,947	0.17	23,217.60	4,227	0.17	24,864.70
Mishuku 2-chome	4,369	0.19	22,994.70	4,179	0.2	20,895.00	3902	0.2	19,510.00	3,978	0.2	19,890.00	4,539	0.2	22,695.00
Taishido 1-chome	3,516	0.22	15,981.80	3,281	0.19	17,268.40	2356	0.19	12,400.00	3,177	0.19	16,721.10	3,111	0.19	16,373.70
Taishido 2-chome	4,745	0.19	24,973.70	4,207	0.18	23,372.20	4184	0.18	23,244.40	4,132	0.18	22,955.60	4,470	0.18	24,833.30

Taishido 3-chome	3,743	0.17	22,017.60	3,448	0.17	20,282.40	3274	0.17	19,258.80	3,997	0.17	23,511.80	4,820	0.17	28,352.90
Taishido 4-chome	3,172	0.14	22,657.10	2,967	0.15	19,780.00	2888	0.15	19,253.30	2,886	0.15	19,240.00	2,962	0.15	19,746.70
Taishido 5-chome	3,980	0.15	26,533.30	3,662	0.16	22,887.50	3809	0.16	23,806.30	3,910	0.16	24,437.50	4,164	0.16	26,025.00
Sangenjaya 1-chome	5,156	0.21	24,552.40	5,179	0.21	24,661.90	5006	0.21	23,838.10	5,415	0.21	25,785.70	5,891	0.2	29,455.00
Sangenjaya 2-chome	6,505	0.28	23,232.10	6,342	0.28	22,650.00	6763	0.28	24,153.60	7,741	0.28	27,646.40	8,075	0.28	28,839.30
Wakabayashi 1-chome	4,180	0.17	24,588.20	4,233	0.18	23,516.70	3940	0.18	21,888.90	4,067	0.18	22,594.40	4,650	0.18	25,833.30
Wakabayashi 2-chome	3,382	0.17	19,894.10	3,601	0.17	21,182.40	3470	0.17	20,411.80	3,601	0.17	21,182.40	3,881	0.17	22,829.40
Wakabayashi 3-chome	3,198	0.17	18,811.80	2,871	0.17	16,888.20	3216	0.17	18,917.60	3,359	0.17	19,758.80	3,549	0.17	20,876.50
Wakabayashi 4-chome	4,912	0.2	24,560.00	4,519	0.21	21,519.00	4133	0.21	19,681.00	4,187	0.21	19,938.10	4,513	0.22	20,513.60
Wakabayashi 5-chome	2,927	0.15	19,513.30	3,145	0.16	19,656.30	3267	0.16	20,418.80	3,317	0.16	20,731.30	3,523	0.16	22,018.80
Setagaya 1-chome	5,745	0.29	19,810.30	5,558	0.28	19,850.00	5503	0.28	19,653.60	6,119	0.28	21,853.60	6,384	0.28	22,800.00
Setagaya 2-chome	2,884	0.17	16,964.70	2,871	0.15	19,140.00	3053	0.15	20,353.30	3,479	0.15	23,193.30	3,682	0.15	24,546.70
Setagaya 3-chome	3,748	0.14	26,771.40	3,426	0.13	26,353.80	3277	0.13	25,207.70	3,286	0.13	25,276.90	3,361	0.13	25,853.80
Setagaya 4-chome	2,997	0.2	14,985.00	2,827	0.21	13,461.90	2841	0.21	13,528.60	3,261	0.21	15,528.60	3,429	0.21	16,328.60
Sakura 1-chome	4,980	0.24	20,750.00	4,598	0.24	19,158.30	3924	0.24	16,350.00	3,499	0.24	14,579.20	4,799	0.24	19,995.80
Sakura 2-chome	2,537	0.16	15,856.30	2,515	0.16	15,718.80	2638	0.16	16,487.50	3,212	0.16	20,075.00	3,521	0.16	22,006.30
Sakura 3-chome	3,145	0.23	13,673.90	3,271	0.23	14,221.70	3425	0.23	14,891.30	3,810	0.23	16,565.20	4,396	0.23	19,113.00
Tsurumaki 1-chome	3,666	0.28	13,092.90	3,814	0.28	13,621.40	3578	0.28	12,778.60	4,990	0.28	17,821.40	5,171	0.28	18,467.90
Tsurumaki 2-chome	3,492	0.25	13,968.00	3,383	0.22	15,377.30	3677	0.22	16,713.60	4,298	0.22	19,536.40	4,667	0.22	21,213.60
Tsurumaki 3-chome	2,938	0.21	13,990.50	3,249	0.21	15,471.40	3571	0.21	17,004.80	3,883	0.21	18,490.50	4,386	0.21	20,885.70
Tsurumaki 4-chome	3,760	0.23	16,347.80	4,191	0.22	19,050.00	4050	0.22	18,409.10	4,489	0.22	20,404.50	5,316	0.22	24,163.60

Tsurumaki 5-chome	5,736	0.25	22,944.00	5,767	0.23	25,073.90	5911	0.23	25,700.00	5,823	0.23	25,317.40	5,920	0.23	25,739.10
Miyasaka 1-chome	4,501	0.28	16,075.00	4,270	0.27	15,814.80	4109	0.27	15,218.50	4,041	0.27	14,966.70	4,456	0.21	21,219.00
Miyasaka 2-chome	3,413	0.19	17,963.20	3,396	0.18	18,866.70	3404	0.18	18,911.10	3,020	0.18	16,777.80	3,415	0.17	20,088.20
Miyasaka 3-chome	4,748	0.24	19,783.20	4,637	0.24	19,320.80	4537	0.24	18,904.20	4,317	0.24	17,987.50	3,432	0.17	20,188.20
Sakuragaoka 1-chome	2,242	0.25	8,968.00	2,146	0.25	8,584.00	2161	0.25	8,644.00	2,368	0.25	9,472.00	4,735	0.22	19,668.20
Sakuragaoka 2-chome	3,854	0.2	19,270.00	3,367	0.19	17,721.10	3827	0.19	20,142.10	3,830	0.19	20,157.90	4,327	0.22	17,781.20
Sakuragaoka 3-chome	3,105	0.22	14,113.60	3,123	0.24	13,012.50	3828	0.24	15,950.00	4,089	0.24	17,037.50	4,119	0.27	15,255.60
Sakuragaoka 4-chome	3,066	0.28	10,950.00	3,311	0.3	11,036.70	3726	0.3	12,420.00	4,094	0.3	13,646.70	3,410	0.18	18,944.40
Sakuragaoka 5-chome	3,013	0.25	12,052.00	3,302	0.26	12,700.00	3697	0.26	14,219.20	4,505	0.26	17,326.90	4,740	0.24	19,750.00
Kyodo 1-chome	3,850	0.22	17,500.00	4,044	0.21	19,257.10	4007	0.21	19,081.00	4,098	0.21	19,514.30	2,531	0.25	10,124.00
Kyodo 2-chome	3,627	0.17	21,335.30	3,407	0.17	20,041.20	3291	0.17	19,358.80	2,961	0.17	17,417.60	3,943	0.19	20,752.60
Kyodo 3-chome	3,239	0.18	17,994.40	3,213	0.17	18,900.00	3107	0.17	18,276.50	2,442	0.17	14,364.70	4,536	0.24	18,900.00
Kyodo 4-chome	4,715	0.22	21,431.80	4,152	0.22	18,872.70	4397	0.22	19,986.40	4,267	0.22	19,395.50	4,420	0.3	14,733.30
Kyodo 5-chome	3,568	0.23	15,513.00	3,718	0.22	16,900.00	4065	0.22	18,477.30	4,158	0.22	18,900.00	5,041	0.26	19,388.50
Shimouma 1-chome	5,360	0.24	22,333.30	5,081	0.24	21,170.80	4917	0.24	20,487.50	5,618	0.24	23,408.30	6,360	0.24	26,500.00
Shimouma 2-chome	8,820	0.28	31,500.00	7,614	0.27	28,200.00	6811	0.27	25,225.90	6,298	0.27	23,325.90	5,754	0.27	21,311.10
Shimouma 3-chome	3,789	0.2	18,945.00	3,490	0.19	18,368.40	3661	0.19	19,268.40	3,559	0.19	18,731.60	3,820	0.19	20,105.30
Shimouma 4-chome	2,047	0.2	10,235.00	1,876	0.2	9,380.00	1938	0.2	9,690.00	2,017	0.2	10,085.00	2,191	0.2	10,955.00
Shimouma 5-chome	4,262	0.23	18,530.00	3,877	0.22	17,622.70	3851	0.22	17,504.50	3,990	0.22	18,136.40	3,882	0.21	18,485.70
Shimouma 6-chome	4,953	0.31	15,977.40	4,816	0.3	16,053.30	4962	0.3	16,540.00	5,815	0.3	19,383.30	6,172	0.3	20,573.30
Nozawa 1-chome	2,633	0.17	15,488.20	2,540	0.15	16,933.30	2289	0.15	15,260.00	3,780	0.15	25,200.00	3,818	0.15	25,453.30

Nozawa 2-chome	3,269	0.14	23,350.00	2,971	0.13	22,853.80	2970	0.13	22,846.20	3,003	0.13	23,100.00	3,348	0.13	25,753.80
Nozawa 3-chome	4,202	0.26	16,161.50	4,240	0.26	16,307.70	4316	0.26	16,600.00	5,357	0.26	20,603.80	5,775	0.26	22,211.50
Nozawa 4-chome	2,558	0.13	19,676.90	2,463	0.14	17,592.90	2556	0.14	18,257.10	2,808	0.14	20,057.10	2,951	0.14	21,078.60
Kamiuma 1-chome	4,861	0.17	28,594.10	4,802	0.16	30,012.50	4396	0.16	27,475.00	4,549	0.16	28,431.30	5,003	0.16	31,268.80
Kamiuma 2-chome	4,424	0.17	26,023.50	4,099	0.17	24,111.80	4509	0.17	26,523.50	4,585	0.17	26,970.60	4,937	0.18	27,427.80
Kamiuma 3-chome	2,021	0.09	22,455.60	1,780	0.08	22,250.00	1661	0.08	20,762.50	1,514	0.08	18,925.00	1,926	0.08	24,075.00
Kamiuma 4-chome	4,417	0.21	21,033.30	4,142	0.22	18,827.30	4392	0.22	19,963.60	4,424	0.22	20,109.10	4,852	0.22	22,054.50
Kamiuma 5-chome	4,036	0.24	16,816.70	4,050	0.24	16,875.00	4191	0.24	17,462.50	4,427	0.24	18,445.80	4,881	0.24	20,337.50
Komazawa 1-chome	2,465	0.23	10,717.40	2,371	0.22	10,777.30	3044	0.22	13,836.40	3,167	0.22	14,395.50	3,355	0.22	15,250.00
Komazawa 2-chome	5,433	0.27	20,122.20	4,965	0.27	18,388.90	4855	0.27	17,981.50	4,786	0.27	17,725.90	5,147	0.27	19,063.00
Komazawa 3-chome	2,728	0.13	20,984.60	2,653	0.14	18,950.00	2798	0.14	19,985.70	2,796	0.14	19,971.40	2,978	0.15	19,853.30
Komazawa 4-chome	3,358	0.18	18,655.60	3,247	0.17	19,100.00	3440	0.17	20,235.30	3,660	0.17	21,529.40	3,692	0.17	21,717.60
Komazawa 5-chome	2,166	0.13	16,661.50	2,144	0.13	16,492.30	2100	0.13	16,153.80	2,217	0.13	-	2,255	0.13	17,346.20
Daita 1-chome	4,366	0.22	19,845.50	4,049	0.2	20,245.00	3705	0.2	18,525.00	3,810	0.2	19,050.00	3,995	0.2	19,975.00
Daita 2-chome	3,047	0.2	15,235.00	2,853	0.2	14,265.00	3137	0.2	15,685.00	3,428	0.2	17,140.00	3,652	0.2	18,260.00
Daita 3-chome	4,675	0.27	17,314.80	4,736	0.29	16,331.00	4860	0.29	16,758.60	4,894	0.29	16,875.90	5,498	0.29	18,958.60
Daita 4-chome	3,571	0.29	12,313.80	2,748	0.3	12,493.30	3822	0.3	12,740.00	3,750	0.3	12,500.00	3,936	0.29	13,572.40
Daita 5-chome	3,333	0.19	17,542.10	2,955	0.18	16,416.70	3134	0.18	17,411.10	3,303	0.18	18,350.00	3,289	0.18	18,272.20
Daita 6-chome	3,790	0.2	18,950.00	3,604	0.2	18,020.00	3657	0.2	18,285.00	3,398	0.2	16,990.00	3,463	0.2	17,315.00
Umeoka 1-chome	4,099	0.21	19,519.00	4,055	0.2	20,275.00	4154	0.2	20,770.00	3,984	0.2	19,920.00	4,217	0.21	20,081.00
Umeoka 2-chome	3,022	0.2	10,185.70	2,913	0.2	14,565.00	3049	0.2	15,245.00	3,268	0.2	16,340.00	3,367	0.2	16,835.00

Umeoka 3-chome	1,417	0.13	10,900.00	1,507	0.09	16,744.40	1528	0.09	16,977.80	1,647	0.09	18,300.00	1,511	0.09	16,788.90
Gotokuji 1-chome	4,050	0.2	20,250.00	4,053	0.21	19,300.00	4023	0.21	19,157.10	4,064	0.21	19,352.40	4,219	0.21	20,090.50
Gotokuji 2-chome	2,775	0.21	13,214.30	2,531	0.21	12,052.40	2495	0.21	11,881.00	2,402	0.21	11,438.10	2,423	0.22	11,013.60
Daizawa 1-chome	3,499	0.2	17,495.00	3,188	0.19	16,778.90	3039	0.19	15,994.70	3,037	0.19	15,984.20	3,042	0.19	16,010.50
Daizawa 2-chome	4,581	0.27	16,966.70	3,948	0.27	14,622.20	4119	0.27	15,255.60	4,204	0.27	15,570.40	4,671	0.27	17,300.00
Daizawa 3-chome	1,931	0.16	12,068.80	1,791	0.15	11,940.00	1826	0.15	12,173.30	2,064	0.15	13,760.00	2,201	0.15	14,673.30
Daizawa 4-chome	4,005	0.23	17,413.00	4,041	0.22	18,368.20	4076	0.22	18,527.30	4,085	0.22	18,568.20	4,422	0.22	20,100.00
Daizawa 5-chome	3,137	0.16	19,606.30	2,894	0.16	18,087.50	2854	0.16	17,837.50	2,714	0.16	16,962.50	2,844	0.16	17,775.00
Hanegi 1-chome	2,550	0.16	15,937.50	2,568	0.16	16,050.00	2553	0.16	15,956.30	2,807	0.16	17,543.80	2,923	0.16	18,268.80
Hanegi 2-chome	3,663	0.18	20,350.00	3,673	0.17	21,605.90	3749	0.17	22,052.90	4,011	0.17	23,594.10	4,278	0.17	25,164.70
Ohara 1-chome	5,898	0.25	23,592.00	5,395	0.24	22,479.20	5136	0.24	21,400.00	5,200	0.24	21,666.70	5,479	0.24	22,829.20
Ohara 2-chome	2,820	0.19	14,842.10	2,663	0.18	14,794.40	2580	0.18	14,333.30	2,931	0.18	16,283.30	2,905	0.18	16,138.90
Kitazawa 1-chome	4,898	0.27	18,140.70	4,786	0.26	18,407.70	4877	0.26	18,757.70	5,286	0.26	20,330.80	5,430	0.25	21,720.00
Kitazawa 2-chome	3,721	0.19	19,584.20	2,919	0.19	15,363.20	2741	0.19	14,426.30	2,775	0.19	14,605.30	2,649	0.19	13,942.10
Kitazawa 3-chome	4,007	0.15	26,713.30	3,583	0.16	22,393.80	3278	0.16	20,487.50	3,246	0.16	20,287.50	3,287	0.16	20,543.80
Kitazawa 4-chome	4,208	0.18	23,377.80	3,658	0.18	20,322.20	3528	0.18	19,600.00	3,422	0.18	19,011.10	3,486	0.18	19,366.70
Kitazawa 5-chome	5,566	0.21	26,504.80	4,767	0.2	23,835.00	4325	0.2	21,625.00	4,295	0.2	21,475.00	4,335	0.2	21,675.00
Matsubara 1-chome	6,270	0.28	22,392.90	5,954	0.28	21,264.30	6363	0.28	22,725.00	6,364	0.28	22,728.60	6,480	0.29	22,344.80
Matsubara 2-chome	5,026	0.25	20,104.00	4,598	0.26	17,684.60	4647	0.26	17,873.10	4,931	0.26	18,965.40	5,003	0.26	19,242.30
Matsubara 3-chome	4,801	0.21	22,861.90	4,734	0.22	21,518.20	4851	0.22	22,050.00	5,116	0.22	23,254.50	5,165	0.22	23,477.30
Matsubara 4-chome	2,857	0.18	15,872.20	2,850	0.18	15,833.30	3178	0.18	17,655.60	3,306	0.18	18,366.70	3,573	0.19	18,805.30

Matsubara chome	5-	5,271	0.29	18,175.90	5,414	0.31	17,464.50	5622	0.31	18,135.50	5,738	0.31	18,509.70	5,894	0.31	19,012.90
Matsubara chome	6-	3,509	0.25	14,036.00	3,607	0.25	14,428.00	3595	0.25	14,380.00	4,046	0.25	16,184.00	4,433	0.24	18,470.80
Akatsumi 1-chome		4,730	0.29	16,310.30	4,441	0.28	15,860.70	4458	0.28	15,921.40	4,237	0.28	15,132.10	4,649	0.28	16,603.60
Akatsumi 2-chome		3,274	0.22	14,881.80	3,347	0.21	15,938.10	3642	0.21	17,342.90	3,525	0.21	16,785.70	4,069	0.21	19,376.20
Akatsumi 3-chome		3,343	0.23	14,534.80	3,343	0.22	15,195.50	3486	0.22	15,845.50	3,526	0.22	16,027.30	3,969	0.22	18,040.90
Akatsumi 4-chome		4,065	0.24	16,937.50	3,905	0.21	18,595.20	3873	0.21	18,442.90	4,050	0.21	19,285.70	4,000	0.21	19,047.60
Akatsumi 5-chome		4,443	0.19	23,384.20	4,030	0.18	22,388.90	3993	0.18	22,183.30	3,794	0.18	21,077.80	4,056	0.18	22,533.30
Sakurajosui chome	1-	3,099	0.22	14,086.40	2,863	0.2	14,315.00	3074	0.2	15,370.00	3,043	0.2	15,215.00	3,358	0.2	16,790.00
Sakurajosui chome	2-	2,066	0.17	12,152.90	2,081	0.17	12,241.20	1974	0.17	11,611.80	1,980	0.17	11,647.10	2,007	0.17	11,805.90
Sakurajosui chome	3-	1,786	0.23	7,765.20	1,830	0.24	7,625.00	1724	0.24	7,183.30	1,758	0.24	7,325.00	1,751	0.24	7,295.80
Sakurajosui chome	4-	2,866	0.21	13,647.60	2,604	0.2	13,020.00	2512	0.2	12,560.00	2,571	0.2	12,855.00	4,157	0.2	20,785.00
Sakurajosui chome	5-	3,139	0.21	14,947.60	3,208	0.21	15,276.20	3206	0.21	15,266.70	2,967	0.21	14,128.60	3,164	0.21	15,066.70
Higashi Tamagawa 1-chome		4,317	0.24	17,987.50	4,074	0.24	16,975.00	3988	0.24	16,616.70	4,040	0.24	16,833.30	4,149	0.24	17,287.50
Higashi Tamagawa 2-chome		3,939	0.25	15,756.00	3,792	0.25	15,168.00	3870	0.25	15,480.00	4,126	0.25	16,504.00	4,432	0.24	18,466.70
Okusawa 1-chome		5,404	0.3	18,013.30	5,052	0.3	16,840.00	5036	0.3	16,786.70	5,239	0.3	17,463.30	5,407	0.3	18,023.30
Okusawa 2-chome		4,467	0.25	17,868.00	5,246	0.25	17,040.00	4335	0.25	17,340.00	4,571	0.25	18,284.00	4,655	0.25	18,620.00
Okusawa 3-chome		4,033	0.2	20,165.00	4,049	0.19	21,310.00	4061	0.19	21,373.70	4,039	0.19	21,257.90	4,265	0.19	22,447.40
Okusawa 4-chome		2,266	0.13	17,430.80	2,061	0.12	17,175.00	1968	0.12	16,400.00	2,186	0.12	18,216.70	2,287	0.12	19,058.30
Okusawa 5-chome		4,026	0.22	18,300.00	3,569	0.21	16,995.20	3602	0.21	17,152.40	3,700	0.21	17,619.00	3,656	0.22	16,618.20
Okusawa 6-chome		3,183	0.19	16,752.60	2,742	0.18	15,233.30	3051	0.18	16,950.00	3,269	0.18	18,161.10	3,491	0.18	19,394.40
Okusawa 7-chome		4,223	0.27	15,640.70	3,856	0.28	13,771.40	3729	0.28	13,317.90	3,681	0.28	13,146.40	3,702	0.28	13,221.40

Okusawa 8-chome	2,227	0.15	14,846.70	2,225	0.15	14,833.30	2186	0.15	14,573.30	2,207	0.15	14,713.30	2,255	0.15	15,033.30
Tamagawa Denenchu 1-chome	770	0.17	4,529.40	820	0.18	4,555.60	1122	0.18	6,233.30	1,118	0.18	6,211.10	1,150	0.18	6,388.90
Tamagawa Denenchu 2-chome	927	0.13	7,130.80	947	0.12	7,891.70	1023	0.12	8,525.00	1,155	0.12	9,625.00	1,221	0.13	9,392.30
Tamatsumi 1-chome	2,605	0.41	6,353.70	3,366	0.5	6,732.00	4116	0.5	8,232.00	4,588	0.5	8,783.10	4,776	0.5	9,552.00
Tamatsumi 2-chome	852	0.21	4,057.10	911	0.15	6,073.30	1033	0.15	6,886.70	1,121	0.15	9,176.00	1,207	0.15	8,046.70
Todoroki 1-chome	2,139	0.28	7,639.30	1,946	0.24	8,108.30	1942	0.24	8,091.70	2,560	0.24	10,666.70	2,672	0.24	11,133.30
Todoroki 2-chome	3,636	0.26	13,984.60	3,426	0.24	14,275.00	3718	0.24	15,491.70	3,654	0.24	15,225.00	3,734	0.24	15,558.30
Todoroki 3-chome	2,369	0.2	11,845.00	2,258	0.2	11,290.00	2422	0.2	12,110.00	2,570	0.2	12,850.00	2,604	0.2	13,020.00
Todoroki 4-chome	2,208	0.14	15,771.40	1,963	0.14	14,021.40	2258	0.14	16,128.60	2,320	0.14	16,571.40	2,436	0.14	17,400.00
Todoroki 5-chome	2,950	0.21	14,047.60	2,820	0.22	12,818.20	2874	0.22	13,063.60	3,194	0.22	14,518.20	3,654	0.22	16,609.10
Todoroki 6-chome	3,599	0.25	14,396.00	3,389	0.24	14,120.80	3774	0.24	15,725.00	4,136	0.24	17,233.30	4,753	0.24	19,804.20
Todoroki 7-chome	2,393	0.22	10,877.30	2,741	0.24	11,420.80	3286	0.24	13,691.70	3,800	0.24	15,833.30	4,710	0.24	19,625.00
Todoroki 8-chome	2,061	0.22	9,368.20	2,111	0.2	10,555.00	2572	0.2	12,860.00	3,074	0.2	15,370.00	3,518	0.2	17,590.00
Oyamada 1-chome	1,317	0.13	10,130.80	1,382	0.14	9,871.40	1465	0.14	10,464.30	1,557	0.14	11,121.40	1,752	0.14	12,514.30
Oyamada 2-chome	1,719	0.2	8,595.00	1,728	0.18	9,600.00	1654	0.18	9,188.90	1,858	0.18	10,322.20	1,987	0.18	11,038.90
Oyamada 3-chome	2,947	0.17	17,335.30	2,755	0.18	15,305.60	2967	0.18	16,483.30	2,911	0.18	16,172.20	2,924	0.18	16,244.40
Kaminoge 1-chome	3,391	0.23	14,743.50	3,203	0.21	15,252.40	3493	0.21	16,633.30	3,848	0.21	18,323.80	4,324	0.21	20,590.50
Kaminoge 2-chome	1,765	0.22	8,022.70	1,766	0.25	7,064.00	1997	0.25	7,988.00	2,516	0.25	10,064.00	2,413	0.25	9,652.00
Kaminoge 3-chome	1,665	0.16	10,406.30	1,532	0.16	9,575.00	1506	0.16	9,412.50	2,088	0.16	13,050.00	2,035	0.16	12,718.80
Kaminoge 4-chome	3,784	0.21	18,019.00	3,717	0.21	17,700.00	3808	0.21	18,133.30	3,921	0.21	18,671.40	4,107	0.21	19,557.10
Noge 1-chome	3,031	0.23	13,178.30	2,842	0.24	11,841.70	2471	0.24	10,295.80	2,503	0.24	10,429.20	1,778	0.24	7,408.30

Noge 2-chome	1,783	0.31	5,751.60	1,645	0.29	5,672.40	1982	0.29	6,834.50	2,462	0.29	8,489.70	2,677	0.29	9,231.00
Noge 3-chome	1,000	0.19	5,263.20	1,118	0.18	6,211.10	1321	0.18	7,338.90	1,392	0.18	7,733.30	1,762	0.18	9,788.90
Nakamachi 1-chome	1,908	0.15	12,720.00	1,716	0.16	10,725.00	1820	0.16	11,375.00	1,904	0.16	11,900.00	1,863	0.16	11,643.80
Nakamachi 2-chome	3,018	0.26	11,607.70	2,836	0.26	10,907.00	2799	0.26	10,765.40	3,101	0.26	11,926.90	3,402	0.26	13,084.60
Nakamachi 3-chome	1,917	0.19	10,089.50	2,026	0.19	10,663.20	2349	0.19	12,363.20	2,695	0.19	14,184.20	2,948	0.19	15,515.80
Nakamachi 4-chome	2,453	0.21	11,681.00	2,410	0.2	12,050.00	2409	0.2	12,045.00	2,627	0.2	13,135.00	2,835	0.2	14,175.00
Nakamachi 5-chome	3,879	0.2	19,395.00	3,524	0.19	18,547.40	3088	0.19	16,252.60	2,805	0.19	14,763.20	3,798	0.19	19,989.50
Kamiyoga 1-chome	2,615	0.2	13,075.00	2,621	0.21	12,481.00	2623	0.21	12,490.50	2,888	0.21	13,752.40	2,952	0.21	14,057.10
Kamiyoga 2-chome	1,304	0.22	5,927.30	1,173	0.22	5,331.80	1041	0.22	4,731.80	970	0.22	4,409.10	1,037	0.22	4,713.60
Kamiyoga 3-chome	1,721	0.15	11,473.30	1,990	0.15	13,266.70	2114	0.15	14,093.30	2,352	0.15	15,680.00	2,362	0.15	15,746.70
Kamiyoga 4-chome	4,561	0.22	20,731.80	4,369	0.22	19,859.10	4153	0.22	18,877.30	4,101	0.22	18,640.90	3,301	0.22	15,004.50
Kamiyoga 5-chome	1,988	0.22	9,036.40	2,170	0.21	10,333.30	2180	0.21	10,381.00	2,605	0.21	12,404.80	2,834	0.21	13,495.20
Kamiyoga 6-chome	2,201	0.24	9,170.80	2,697	0.24	11,237.50	2721	0.24	11,337.50	2,686	0.24	11,191.70	2,820	0.23	12,260.90
Yoga 1-chome	1,640	0.25	6,560.00	2,153	0.23	9,360.90	2636	0.23	11,460.90	3,276	0.23	14,243.50	3,845	0.23	16,717.40
Yoga 2-chome	2,663	0.29	9,182.80	3,154	0.3	10,513.30	3534	0.3	11,780.00	4,236	0.3	14,120.00	4,496	0.3	14,986.70
Yoga 3-chome	2,951	0.16	18,443.80	3,223	0.15	21,486.70	3131	0.15	20,873.30	4,047	0.15	26,980.00	4,439	0.16	27,743.80
Yoga 4-chome	3,496	0.22	15,890.90	3,089	0.23	13,430.40	3018	0.23	13,121.70	3,012	0.23	13,095.70	3,029	0.23	13,169.60
Tamagawa 1-chome	1,332	0.3	4,440.00	1,247	0.31	4,022.60	1169	0.31	3,771.00	2,567	0.3	8,556.70	3,367	0.3	11,223.30
Tamagawa 2-chome	2,045	0.18	11,361.10	2,862	0.16	11,637.50	2135	0.16	13,343.80	1,995	0.16	12,468.80	2,159	0.17	12,700.00
Tamagawa 3-chome	2,561	0.27	9,485.20	2,770	0.26	10,653.80	2887	0.26	11,103.80	3,338	0.29	11,510.30	3,557	0.28	12,703.60
Tamagawa 4-chome	3,736	0.18	20,755.60	3,444	0.2	17,220.00	3296	0.2	16,480.00	3,622	0.2	18,110.00	3,606	0.2	18,030.00

Seta 1-chome	1,903	0.28	6,796.40	1,798	0.26	6,915.40	2355	0.26	9,057.70	2,589	0.26	9,957.70	2,881	0.26	11,080.80
Seta 2-chome	2,536	0.21	12,076.20	2,307	0.21	10,985.70	2545	0.21	12,119.00	2,875	0.21	13,690.50	3,327	0.21	15,842.90
Seta 3-chome	1,415	0.13	10,884.60	1,520	0.11	13,818.20	1760	0.11	16,000.00	2,150	0.11	19,545.50	2,407	0.11	21,881.80
Seta 4-chome	2,711	0.28	9,682.10	3,015	0.29	10,396.60	2903	0.29	10,010.30	3,345	0.29	11,534.50	4,007	0.29	13,817.20
Seta 5-chome	2,450	0.25	9,800.00	2,248	0.23	9,773.90	2520	0.23	10,956.50	2,793	0.23	12,143.50	3,010	0.23	13,087.00
Tamagawadai 1-chome	1,528	0.1	15,280.00	1,693	0.12	14,108.30	1592	0.12	13,266.70	1,928	0.12	16,066.70	2,068	0.12	17,233.30
Tamagawadai 2-chome	2,112	0.21	10,057.10	2,880	0.2	14,400.00	3052	0.2	15,260.00	3,726	0.2	18,630.00	4,376	0.2	21,880.00
Komazawa Park	-		-	-	0.34	-	13	0.34	38.2	x	0.34	x	1	0.35	2.9
Shinmachi 1-chome	3,041	0.2	15,205.00	3,020	0.2	15,100.00	2951	0.2	14,755.00	2,953	0.2	14,765.00	3,015	0.2	15,075.00
Shinmachi 2-chome	2,866	0.19	15,084.20	2,940	0.2	14,700.00	3280	0.2	16,400.00	3,391	0.2	16,955.00	3,523	0.2	17,615.00
Shinmachi 3-chome	1,396	0.13	10,738.50	1,624	0.13	12,492.30	1979	0.13	15,223.10	1,937	0.13	14,900.00	2,119	0.13	16,300.00
Sakurashinmachi 1-chome	3,878	0.21	18,466.70	3,668	0.22	16,672.70	3613	0.22	16,422.70	3,354	0.22	15,245.50	3,835	0.22	17,431.80
Sakurashinmachi 2-chome	2,830	0.19	14,894.70	2,692	0.18	14,955.60	2748	0.18	15,266.70	3,044	0.18	16,911.10	3,942	0.18	21,900.00
Fukasawa 1-chome	2,993	0.23	13,013.00	3,042	0.23	13,226.10	3267	0.23	14,204.30	3,267	0.23	14,204.30	3,609	0.23	15,691.30
Fukasawa 2-chome	1,247	0.18	6,927.80	1,209	0.18	6,716.70	1761	0.18	9,783.30	4,157	0.18	23,094.40	4,215	0.18	23,416.70
Fukasawa 3-chome	2,831	0.14	20,221.40	2,566	0.13	19,738.50	2494	0.13	19,184.60	2,542	0.13	19,553.80	2,537	0.13	19,515.40
Fukasawa 4-chome	3,047	0.28	10,882.10	2,843	0.29	9,803.40	3305	0.29	11,396.60	3,467	0.29	11,955.20	3,584	0.29	12,358.60
Fukasawa 5-chome	4,336	0.29	14,951.70	4,343	0.29	14,975.90	3985	0.29	13,741.40	4,079	0.29	14,065.50	4,201	0.29	14,486.20
Fukasawa 6-chome	2,197	0.23	9,552.20	2,145	0.22	9,750.00	2296	0.22	10,436.40	2,483	0.22	11,286.40	2,621	0.22	11,913.60
Fukasawa 7-chome	1,924		8,016.70	2,103	0.23	9,143.50	2207	0.23	9,595.70	2,234	0.23	9,713.00	2,395	0.23	10,413.00
Fukasawa 8-chome	1,377		9,835.70	1,482	0.13	11,400.00	1462	0.13	11,246.20	1,707	0.13	13,130.80	1,738	0.13	13,369.20

Soshigaya 1-chome	3,085	0.17	18,147.10	3,022	0.18	16,788.90	3025	0.18	16,805.60	3,109	0.18	17,272.20	3,260	0.18	18,111.10
Soshigaya 2-chome	3,297	0.14	23,550.00	2,896	0.13	22,276.90	2667	0.13	20,515.40	2,311	0.13	17,776.90	2,021	0.13	15,546.20
Soshigaya 3-chome	3,819	0.3	12,730.00	4,331	0.13	14,436.70	4019	0.3	13,396.70	4,499	0.3	14,996.70	4,780	0.3	15,933.30
Soshigaya 4-chome	3,243	0.22	14,740.90	3,043	0.21	14,490.50	3414	0.21	16,257.10	3,235	0.21	15,404.80	3,600	0.2	18,000.00
Soshiya 5-chome	2,631	0.23	11,439.10	2,605	0.22	11,840.90	2805	0.22	12,750.00	2,679	0.22	12,177.30	3,096	0.22	14,072.70
Soshiya 6-chome	1,902	0.23	8,269.60	1,951	0.22	8,868.20	2379	0.22	10,813.60	3,347	0.22	15,213.60	3,530	0.22	16,045.50
Seijo 1-chome	1,305	0.26	5,019.20	1,413	0.25	5,652.00	1535	0.25	6,140.00	1,745	0.25	6,980.00	2,345	0.25	9,380.00
Seijo 2-chome	3,109	0.27	11,514.80	2,773	0.27	10,270.40	2647	0.27	9,803.70	2,882	0.27	10,674.10	3,054	0.26	11,746.20
Seijo 3-chome	1,897	0.24	7,904.20	1,900	0.23	8,260.90	1749	0.23	7,604.30	2,044	0.23	8,887.00	2,200	0.23	9,565.20
Seijo 4-chome	1,611	0.28	5,753.60	1,696	0.32	5,300.00	1946	0.32	6,081.30	3,334	0.32	10,418.80	3,326	0.32	10,393.80
Seijo 5-chome	1,667	0.22	7,577.30	1,628	0.21	7,752.40	1802	0.21	8,581.00	1,999	0.21	9,519.00	1,968	0.21	9,371.40
Seijo 6-chome	1,553	0.3	5,176.70	1,483	0.29	5,113.80	1506	0.29	5,193.10	1,551	0.29	5,348.30	1,545	0.29	5,327.60
Seijo 7-chome	1,987	0.22	9,031.80	1,998	0.23	8,687.00	2313	0.23	10,056.50	2,531	0.23	11,004.30	2,524	0.23	10,973.90
Seijo 8-chome	2,843	0.22	12,922.70	2,602	0.22	11,827.30	2541	0.22	11,550.00	3,264	0.22	14,836.40	3,890	0.22	17,681.80
Seijo 9-chome	1,737	0.25	6,948.00	2,009	0.24	8,370.80	2375	0.24	9,895.80	2,513	0.24	10,470.80	2,479	0.24	10,329.20
Funabashi 1-chome	4,871	0.26	18,734.60	4,827	0.26	18,565.40	5239	0.26	20,150.00	5,053	0.26	19,434.60	5,590	0.25	22,360.00
Funabashi 2-chome	2,196	0.14	15,685.70	2,247	0.12	18,725.00	1948	0.12	16,233.30	1,967	0.12	16,391.70	2,564	0.12	21,366.70
Funabashi 3-chome	1,953	0.18	10,850.00	1,813	0.17	10,664.70	1945	0.17	11,441.20	3,067	0.17	18,041.20	3,863	0.17	22,723.50
Funabashi 4-chome	2,365	0.22	10,750.00	2,357	0.22	10,713.60	2635	0.22	11,977.30	3,182	0.22	14,463.60	3,293	0.22	14,968.20
Funabashi 5-chome	4,221	0.22	19,186.40	3,851	0.22	17,504.50	3459	0.22	15,722.70	4,331	0.22	19,686.40	5,202	0.21	24,771.40
Funabashi 6-chome	1,911	0.15	12,740.00	3,143	0.14	15,307.10	2069	0.14	14,778.60	2,003	0.14	14,307.10	2,493	0.14	17,807.10

Funabashi 7-chome	4,284	0.18	23,800.00	4,212	0.18	23,400.00	4682	0.18	26,011.10	4,566	0.18	25,366.70	4,708	0.18	26,155.60
Chitosedai 1-chome	2,320	0.16	14,500.00	2,631	0.17	15,476.50	2432	0.17	14,305.90	3,086	0.17	18,152.90	3,588	0.17	21,105.90
Chitosedai 2-chome	3,533	0.25	14,132.00	3,480	0.25	13,920.00	3318	0.25	13,272.00	3,271	0.25	13,084.00	3,534	0.25	14,136.00
Chitosedai 3-chome	861	0.14	6,150.00	1,154	0.14	8,242.90	1656	0.14	11,828.60	2,356	0.14	16,828.60	2,725	0.14	19,464.30
Chitosedai 4-chome	789	0.16	4,931.30	1,075	0.15	7,166.70	1654	0.15	11,026.70	2,478	0.15	16,520.00	2,958	0.15	19,720.00
Chitosedai 5-chome	1,248	0.15	8,320.00	1,338	0.15	8,920.00	1609	0.15	10,726.70	1,956	0.15	13,040.00	2,101	0.15	14,006.70
Chitosedai 6-chome	881	0.14	6,292.90	946	0.14	6,757.10	1100	0.14	7,857.10	4,265	0.14	30,464.30	4,518	0.14	32,271.40
Kitami 1-chome	578	0.25	2,312.00	655	0.28	2,339.30	1424	0.28	5,085.70	1,878	0.28	6,707.10	2,138	0.28	7,635.70
Kitami 2-chome	2,039	0.28	7,282.10	2,205	0.29	7,603.40	1809	0.29	6,237.90	1,683	0.29	5,803.40	1,512	0.3	5,040.00
Kitami 3-chome	625	0.18	3,472.20	858	0.18	4,766.70	1013	0.18	5,627.80	1,132	0.18	6,288.90	1,406	0.18	7,811.10
Kitami 4-chome	1,564	0.27	5,792.60	1,899	0.27	7,033.30	2298	0.27	8,511.10	2,557	0.27	9,470.40	2,674	0.27	9,903.70
Kitami 5-chome	1,050	0.23	4,565.20	1,475	0.23	6,413.00	1755	0.23	7,630.40	1,816	0.23	7,895.70	1,781	0.22	8,095.50
Kitami 6-chome	1,311	0.13	10,084.60	1,497	0.14	10,692.90	1787	0.14	12,764.30	1,875	0.14	13,392.90	1,509	0.14	10,778.60
Kitami 7-chome	2,424	0.3	8,080.00	2,538	0.33	7,690.90	3043	0.33	9,221.20	3,232	0.33	9,793.90	3,377	0.33	10,233.30
Kitami 8-chome	1,317	0.17	7,747.10	1,587	0.17	9,335.30	1880	0.17	11,058.80	2,220	0.17	13,058.80	2,414	0.16	15,087.50
Kitami 9-chome	1,684	0.32	5,262.50	1,916	0.29	6,606.90	2551	0.29	8,796.60	2,883	0.29	9,941.40	2,910	0.3	9,700.00
Unane 1-chome	1,720	0.35	4,914.30	1,838	0.34	5,405.90	1844	0.34	5,423.50	2,103	0.34	6,185.30	2,257	0.34	6,638.20
Unane 2-chome	927	0.37	2,505.40	1,032	0.33	3,127.30	1607	0.33	4,869.70	2,199	0.33	6,663.60	2,464	0.33	7,466.70
Unane 3-chome	682	0.13	5,246.20	783	0.13	6,023.10	903	0.13	6,946.20	1,253	0.13	9,638.50	1,211	0.13	9,315.40
Kamata 1-chome	1,316	0.42	3,133.30	1,168	0.41	2,848.80	1001	0.41	2,441.50	1,010	0.38	2,657.90	1,046	0.38	2,752.60
Kamata 2-chome	1,670	0.26	6,423.10	1,983	0.24	8,262.50	2474	0.24	10,308.30	2,755	0.24	11,479.20	2,808	0.24	11,700.00

Kamata 3-chome	641	0.23	2,787.00	1,072	0.23	4,660.90	1913	0.23	8,317.40	2,558	0.23	11,121.70	2,967	0.22	13,486.40
Kamata 4-chome	800	0.14	5,714.30	1,022	0.15	6,813.30	1023	0.15	6,820.00	1,272	0.15	8,480.00	1,417	0.15	9,446.70
Okamoto 1-chome	2,367	0.25	9,468.00	2,555	0.25	10,220.00	2533	0.25	10,132.00	2,787	0.25	11,148.00	3,181	0.25	12,724.00
Okamoto 2-chome	910	0.26	3,500.00	1,057	0.25	4,228.00	1481	0.25	5,924.00	1,763	0.25	7,052.00	2,302	0.26	8,853.80
Okamoto 3-chome	1,584	0.24	6,600.00	1,922	0.24	8,008.30	2360	0.24	9,833.30	2,657	0.24	11,070.80	3,082	0.24	12,841.70
Okura 1-chome	941	0.21	4,481.00	1,430	0.2	7,150.00	1693	0.2	8,465.00	1,925	0.2	9,625.00	2,170	0.2	10,850.00
Okura 2-chome	910	0.17	5,352.90	1,096	0.15	7,306.70	800	0.15	5,333.30	1,434	0.15	9,560.00	1,541	0.15	10,273.30
Okura 3-chome	3,833	0.12	31,941.70	3,186	0.1	31,860.00	2417	0.1	24,170.00	2,192	0.1	21,920.00	926	0.1	9,260.00
Okura 4-chome	141	0.19	742.1	124	0.2	620	110	0.2	550	141	0.2	705	176	0.2	880
Okura 5-chome	867	0.25	3,468.00	941	0.22	4,277.30	1439	0.22	6,540.90	1,601	0.22	7,277.30	1,834	0.22	8,336.40
Okura 6-chome	563	0.16	3,518.80	790	0.16	4,937.50	746	0.16	4,662.50	921	0.16	5,756.30	1,031	0.16	6,443.80
Kinuta 1-chome	2,661	0.26	10,234.60	3,024	0.27	11,200.00	3430	0.27	12,703.70	3,647	0.27	13,507.40	4,470	0.27	16,555.60
Kinuta 2-chome	2,319	0.15	15,460.00	2,673	0.15	17,820.00	2490	0.15	16,600.00	2,428	0.15	16,186.70	3,759	0.15	25,060.00
Kinuta 3-chome	3,173	0.19	16,700.00	3,402	0.19	17,905.30	3936	0.19	20,715.80	4,197	0.19	22,089.50	4,141	0.19	21,794.70
Kinuta 4-chome	2,636	0.2	13,180.00	3,395	0.19	17,868.40	3657	0.19	19,247.40	4,075	0.19	21,447.40	4,502	0.19	23,694.70
Kinuta 5-chome	1,696	0.17	9,976.50	2,154	0.17	12,670.60	2342	0.17	13,776.50	2,318	0.17	13,635.30	2,541	0.17	14,947.10
Kinuta 6-chome	2,017	0.17	11,864.70	2,185	0.16	13,656.30	2229	0.16	13,931.30	2,378	0.16	14,862.50	2,685	0.16	16,781.30
Kinuta 7-chome	1,277	0.16	7,981.30	1,263	0.15	8,420.00	1385	0.15	9,233.30	1,496	0.15	9,973.30	1,758	0.15	11,720.00
Kinuta 8-chome	2,834	0.2	14,170.00	2,580	0.2	12,900.00	2812	0.2	14,060.00	3,070	0.2	15,350.00	3,228	0.2	16,140.00
Kinuta Park	4	0.54	7.4	-	0.52	-	2	0.52	3.8	-	0.52	-	-	0.52	-
Kamikitazawa 1-chome	2,913	0.25	11,652.00	2,987	0.22	13,577.30	3625	0.22	16,477.30	3,789	0.22	17,222.70	4,498	0.22	20,445.50

Kamikitazawa chome	2-	1,183	0.24	4,929.20	1,103	0.22	5,013.60	1089	0.22	4,950.00	517	0.22	2,350.00	454	0.22	2,063.60
Kamikitazawa chome	3-	2,827	0.19	14,878.90	2,914	0.18	16,188.90	2635	0.18	14,638.90	2,711	0.18	15,061.10	2,741	0.18	15,227.80
Kamikitazawa chome	4-	3,606	0.19	18,978.90	4,080	0.19	21,473.70	4149	0.19	21,836.80	4,466	0.19	23,505.30	4,807	0.18	26,705.60
Kamikitazawa chome	5-	3,721	0.21	17,719.00	4,175	0.25	16,700.00	4272	0.25	17,088.00	4,605	0.25	18,420.00	5,295	0.25	21,180.00
Hachimanyama chome	1-	1,704	0.17	10,023.50	2,131	0.18	11,838.90	2414	0.18	13,411.10	2,673	0.18	14,850.00	2,889	0.18	16,050.00
Hachimanyama chome	2-	1,734	0.21	8,257.10	1,680	0.2	8,400.00	1749	0.2	8,745.00	1,994	0.2	9,970.00	2,099	0.2	10,495.00
Hachimanyama chome	3-	5,246	0.27	19,429.60	4,715	0.28	16,839.30	4616	0.28	16,485.70	4,265	0.28	15,232.10	3,755	0.28	13,410.70
Kamisoshiya chome	1-	3,173	0.21	15,109.50	3,160	0.22	14,363.60	3457	0.22	15,713.60	3,296	0.22	14,981.80	3,419	0.22	15,540.90
Kamisoshiya chome	2-	3,241	0.29	11,175.90	3,196	0.27	11,837.00	3312	0.27	12,266.70	3,842	0.27	14,229.60	3,978	0.27	14,733.30
Kamisoshiya chome	3-	1,640	0.18	9,111.10	1,674	0.16	10,462.50	1238	0.16	7,737.50	1,333	0.16	8,331.30	1,614	0.16	10,087.50
Kamisoshiya chome	4-	1,961	0.24	8,170.80	2,558	0.24	10,658.30	3484	0.24	14,516.70	3,197	0.24	13,320.80	3,261	0.24	13,587.50
Kamisoshiya chome	5-	2,171	0.15	14,473.30	2,288	0.15	15,253.30	2689	0.15	17,926.70	3,446	0.15	22,973.30	3,444	0.15	22,960.00
Kamisoshiya chome	6-	1,500	0.15	10,000.00	1,494	0.16	9,337.50	1324	0.16	8,275.00	2,020	0.16	12,625.00	2,224	0.16	13,900.00
Kamisoshigaya chome	7-	1,791	0.14	12,792.90	1,610	0.14	11,500.00	1614	0.14	11,528.60	1,671	0.14	11,935.70	1,821	0.14	13,007.10
Kasuya 1-chome		1,417	0.25	5,668.00	1,610	0.25	6,440.00	1272	0.25	5,088.00	2,050	0.25	8,200.00	2,825	0.25	11,300.00
Kasuya 2-chome		1,782	0.24	7,425.00	1,966	0.24	8,191.70	2707	0.24	11,279.20	3,668	0.24	15,283.30	5,078	0.24	21,158.30
Kasuya 3-chome		2,915	0.2	14,575.00	2,867	0.21	13,652.40	2870	0.21	13,666.70	2,869	0.21	13,661.90	2,929	0.21	13,947.60
Kasuya 4-chome		2,060	0.13	15,846.20	2,122	0.12	17,683.30	2252	0.12	18,766.70	2,204	0.12	18,366.70	2,527	0.12	21,058.30
Kyuuda 1-chome		1,321	0.18	7,338.90	1,313	0.18	7,294.40	1240	0.18	6,888.90	1,264	0.18	7,022.20	1,203	0.18	6,683.30
Kyuuda 2-chome		1,474	0.13	11,338.50	1,433	0.12	11,941.70	1448	0.12	12,066.70	1,484	0.12	12,366.70	1,277	0.12	10,641.70
Kyuuda 3-chome		2,659	0.21	12,661.90	3,372	0.21	16,057.10	3852	0.21	18,342.90	4,110	0.21	19,571.40	4,302	0.21	20,485.70

Kyuuda 4-chome	2,186	0.22	9,936.40	2,397	0.21	11,414.30	2917	0.21	13,890.50	3,317	0.21	15,795.20	3,776	0.21	17,981.00
Kyuuda 5-chome	602	0.13	4,630.80	1,084	0.13	8,338.50	1879	0.13	14,453.80	2,199	0.13	16,915.40	2,843	0.13	21,869.20
Minamikarasuyama 1-chome	2,578	0.18	14,322.20	2,712	0.17	15,952.90	3449	0.17	20,288.20	3,372	0.17	19,835.30	3,607	0.18	20,038.90
Minamikarasuyama 2-chome	4,295	0.22	19,522.70	4,326	0.2	21,630.00	3663	0.2	18,315.00	4,786	0.2	23,930.00	4,651	0.2	23,255.00
Minamikarasuyama 3-chome	2,612	0.13	20,092.30	2,851	0.13	21,930.80	3555	0.13	27,346.20	3,645	0.13	28,038.50	4,408	0.13	33,907.70
Minamikarasuyama 4-chome	2,793	0.17	16,429.40	3,025	0.16	18,906.30	3169	0.16	19,806.30	3,051	0.16	19,068.80	3,177	0.16	19,856.30
Minamikarasuyama 5-chome	2,627	0.15	17,513.30	2,548	0.15	16,986.70	2452	0.15	16,346.70	2,147	0.15	14,313.30	2,820	0.15	18,800.00
Minamikarasuyama 6-chome	4,447	0.21	21,176.20	4,842	0.22	22,009.10	5145	0.22	23,386.40	5,068	0.22	23,036.40	5,658	0.22	25,718.20
Kitakasuyama 1-chome	3,670	0.3	12,233.30	3,505	0.31	11,306.50	4343	0.31	14,009.70	4,787	0.31	15,441.90	5,196	0.31	16,761.30
Kitakasuyama 2-chome	3,313	0.13	25,484.60	2,946	0.12	24,550.00	2464	0.12	20,533.30	2,024	0.12	16,866.70	2,256	0.12	18,800.00
Kitakasuyama 3-chome	4,048	0.23	17,600.00	3,719	0.22	16,904.50	3631	0.22	16,504.50	3,529	0.22	16,040.90	3,744	0.23	16,278.30
Kitakasuyama 4-chome	1,788	0.2	8,940.00	1,727	0.2	8,635.00	1871	0.2	9,355.00	1,965	0.2	9,825.00	2,022	0.2	10,110.00
Kitakasuyama 5-chome	726	0.19	3,821.10	972	0.18	5,400.00	1062	0.18	5,900.00	1,330	0.18	7,388.90	1,337	0.18	7,427.80
Kitakasuyama 6-chome	2,714	0.23	11,800.00	2,985	0.24	12,437.50	2978	0.24	12,408.30	3,971	0.24	16,545.80	4,020	0.24	16,750.00
Kitakasuyama 7-chome	1,979	0.23	8,604.30	2,149	0.24	8,954.20	2234	0.24	9,308.30	3,320	0.24	13,833.30	3,319	0.24	13,829.20
Kitakasuyama 8-chome	2,157	0.22	9,804.50	2,242	0.21	10,676.20	2682	0.21	12,771.40	2,976	0.21	14,171.40	3,215	0.21	15,309.50
Kitakasuyama 9-chome	1,875	0.22	8,522.70	1,996	0.23	8,678.30	2495	0.23	10,847.80	2,457	0.23	10,682.60	2,768	0.23	12,034.80

8.5. Appendix V (Chap. 1): Retail density data for Shinagawa Ward, Chuo Ward and Setagaya Ward (1980 – 2020) from Tokyo Metropolitan Government census

Data Sources: Multiple census and statistical reports from the Tokyo Metropolitan Government, spanning 1981 to 2021 (see list of Data Sources for details); Ministry of Internal Affairs and Communications (2024).

Shinagawa Ward

Shinagawa Ward																
Ward/Chome	1980		1990		2000				2010				2020			
	Wholesale/Retail (incl restaurants)		Wholesale/Retail (incl restaurants)		Wholesale/Retail		Restaurants & Accommodation Services		Wholesale/Retail		Restaurants & Accommodation Services		Wholesale/Retail		Restaurants & Accommodation Services	
	No. Establishments	No. Employees	No. Establishments	No. Employees	No. Establishments	No. Employees	No. Establishments	No. Employees	No. Establishments	No. Employees	No. Establishments	No. Employees	No. Establishments	No. Employees	No. Establishments	No. Employees
Shinagawa Ward	12,030	68,874	10,217	80,938	5,449	69,152	3,257	19,399	4,679	85,650	2,910	31,089	4,352	97,075	2,544	22,037
Kitashinagawa 1-chome	171	773	145	1,066	84	1,209	68	440	50	674	30	147	61	787	46	212
Kitashinagawa 2-chome	223	878	177	654	83	375	52	181	52	451	33	170	46	458	41	229
Kitashinagawa 3-chome	39	856	42	539	39	679	5	17	31	413	5	36	26	427	4	19
Kitashinagawa 4-chome	16	180	21	1,640	7	76	5	205	13	752	12	498	31	1,669	3	135
Kitashinagawa 5-chome	31	402	34	505	41	482	2	4	38	1,665	7	98	53	6,812	17	216
Kitashinagawa 6-chome	6	163	10	3,076	5	4,727	2	61	2	13	1	2	7	1,172	3	51
Higashishinagawa 1-chome	91	605	73	737	45	745	14	48	47	690	15	156	46	2,494	9	37
Higashishinagawa 2-chome	19	435	15	563	64	3,673	50	1,002	63	7,440	47	1,541	83	4,355	38	889
Higashishinagawa 3-chome	55	1,370	58	1,725	34	1,463	6	33	41	1,663	12	97	47	2,195	16	143
Higashishinagawa 4-chome	9	335	13	788	23	1,688	1	1	42	2,068	29	662	86	4,859	29	474

Higashishinagawa chome	5-	1	8	3	71	-	-	2	15	3	113	-	-	3	48	1	4
Minamishinagawa chome	1-	81	354	56	296	36	237	6	17	36	310	5	12	38	296	4	24
Minamishinagawa chome	2-	148	616	122	798	75	1,392	52	279	61	725	40	320	61	848	41	225
Minamishinagawa chome	3-	64	315	64	406	33	177	20	138	32	314	38	306	30	329	28	208
Minamishinagawa chome	4-	110	443	90	486	45	225	24	48	36	395	21	56	34	503	13	49
Minamishinagawa chome	5-	148	613	109	572	51	304	25	88	39	249	15	81	26	547	13	74
Minamishinagawa chome	6-	66	352	58	306	28	140	18	45	25	244	11	30	24	260	12	42
Nishi-Shinagawa chome	1-	61	254	55	173	33	205	15	59	15	100	12	41	29	2,532	10	48
Nishi-Shinagawa chome	2-	110	331	80	225	42	141	21	55	23	106	12	31	13	43	9	19
Nishi-Shinagawa chome	3-	65	217	51	194	26	123	19	47	19	64	20	68	14	50	15	38
Hiromachi 1-chome		4	37	2	35	3	38	-	-	3	45	1	3	7	43	1	19
Hiromachi 2-chome		17	51	4	38	2	11	2	30	3	17	1	9	1	12	-	-
Kamiosaki 1-chome		29	279	24	464	15	207	4	19	16	187	6	64	9	48	5	75
Kamiosaki 2-chome		418	2,745	385	2,936	70	695	131	1,163	121	1,768	123	1,439	121	1,643	101	2,054
Kamiosaki 3-chome		99	592	89	778	42	468	16	85	52	862	24	229	62	1,122	19	228
Kamiosaki 4-chome		29	198	29	232	14	131	6	34	21	187	7	39	18	405	7	60
Higashigotanda chome	1-	359	2,613	252	2,011	107	1,857	89	861	101	1,010	67	878	105	1,561	87	873
Higashigotanda chome	2-	127	1,008	135	1,332	89	1,090	44	394	95	3,757	44	547	97	2,268	45	592
Higashigotanda chome	3-	57	496	27	182	24	976	12	91	24	1,065	11	84	24	473	12	63
Higashigotanda chome	4-	38	315	27	217	23	273	6	33	17	137	2	7	17	274	8	47
Higashigotanda chome	5-	123	1,216	106	1,208	48	870	16	122	67	795	11	177	57	691	23	233
Nishigotanda 1-chome		342	2,599	236	1,894	115	1,553	186	1,114	83	1,286	125	1,231	90	1,210	123	1,173
Nishigotanda 2-chome		214	2,659	206	3,255	124	4,046	107	1,139	136	3,445	111	1,021	154	3,486	87	810

Nishigotanda 3-chome	98	1,023	61	770	45	549	11	49	51	1,287	5	17	52	1,290	4	13
Nishigotanda 4-chome	104	579	84	465	55	429	16	81	59	781	17	105	46	872	18	96
Nishigotanda 5-chome	121	565	100	562	48	622	46	269	56	723	47	729	58	611	47	420
Nishigotanda 6-chome	72	409	37	320	26	118	9	28	18	273	7	86	19	102	6	42
Nishigotanda 7-chome	405	5,896	367	6,921	237	3,638	40	265	238	3,932	40	496	208	3,375	39	218
Nishigotanda 8-chome	53	694	53	2,399	65	875	11	229	59	1,358	16	214	40	437	9	86
Osaki 1-chome	48	425	79	3,839	64	3,606	53	1,087	124	7,872	76	1,371	129	9,466	66	1,044
Osaki 2-chome	63	304	52	231	28	594	14	73	51	8,966	25	490	78	10,008	29	440
Osaki 3-chome	84	553	64	569	38	424	23	186	30	332	27	275	29	215	20	112
Osaki 4-chome	46	262	36	493	27	589	10	34	13	246	8	75	12	471	7	71
Osaki 5-chome	34	323	30	472	20	651	5	31	29	1,550	5	21	38	1,035	3	15
Higashioi 1-chome	75	295	108	1,316	52	1,061	40	227	42	581	30	288	38	619	28	231
Higashioi 2-chome	24	246	104	533	58	406	31	160	42	1,181	15	91	41	375	14	102
Higashioi 3-chome	172	1,246	82	500	34	163	21	92	22	108	18	150	19	105	14	68
Higashioi 4-chome	117	497	8	115	7	35	1	1	14	107	4	25	12	58	7	81
Higashioi 5-chome	92	423	344	2,053	81	952	149	698	77	1,219	172	1,145	75	1,416	157	945
Higashioi 6-chome	168	969	54	243	15	93	29	73	23	98	22	85	23	101	19	132
Minamioi 1-chome	75	295	44	220	27	428	22	80	25	323	16	78	20	213	16	68
Minamioi 2-chome	24	246	23	460	18	358	6	31	22	269	4	22	11	73	6	87
Minamioi 3-chome	172	1,246	182	1,732	102	1,464	78	403	84	1,024	65	468	74	911	38	454
Minamioi 4-chome	117	497	86	398	68	421	14	28	36	215	19	103	28	171	14	73
Minamioi 5-chome	92	423	84	404	42	333	19	73	27	368	7	52	22	245	7	28
Minamioi 6-chome	168	969	223	2,005	28	140	100	1,236	118	2,730	91	7,380	133	4,643	63	626
Katsushima 1-chome	8	84	34	114	19	666	3	32	40	1,129	4	91	33	978	6	81
Katsushima 2-chome	1	1	4	85	1	2	2	40	1	2	6	68	1	9	7	47

Katsushima 3-chome	-	-	-	-	-	-	-	-	1	5	1	16	1	7	1	13
Oi 1-chome	502	3,628	439	3,447	236	3,725	191	1,004	196	2,907	201	1,421	193	3,714	177	1,870
Oi 2-chome	128	385	82	264	30	117	25	56	12	60	8	16	8	54	9	20
Oi 3-chome	100	391	83	362	45	201	20	65	30	210	12	41	13	78	10	41
Oi 4-chome	113	459	107	542	45	192	26	76	42	236	30	193	33	213	15	103
Oi 5-chome	120	464	73	325	43	180	20	60	33	135	12	49	27	152	7	26
Oi 6-chome	20	69	6	28	5	43	1	2	7	85	2	15	10	62	5	28
Oi 7-chome	25	201	21	314	8	75	3	71	7	42	4	166	7	48	4	86
Nishi-oi 1-chome	16	130	35	348	13	172	3	13	15	208	10	135	16	224	12	160
Nishioi 2-chome	84	276	61	275	29	146	12	31	14	78	10	40	11	73	7	26
Nishioi 3-chome	22	70	14	43	8	28	1	4	6	17	3	8	7	29	1	7
Nishioi 4-chome	102	329	83	253	41	143	14	27	23	87	10	29	17	71	4	8
Nishioi 5-chome	69	204	61	186	30	101	7	11	22	82	8	22	20	94	6	23
Nishioi 6-chome	31	88	35	229	20	117	7	42	17	118	4	56	20	101	5	32
Koyamadai 1-chome	92	284	67	248	28	114	12	29	17	112	6	16	12	62	9	29
Koyamadai 2-chome	10	35	9	42	6	19	-	-	3	14	1	3	2	6	1	3
Koyama 1-chome	6	48	5	18	5	807	1	9	5	541	1	6	3	469	3	121
Koyama 2-chome	100	287	69	200	30	201	12	43	22	185	10	47	17	253	10	58
Koyama 3-chome	393	1,862	360	1,601	160	923	134	593	136	775	164	987	114	999	95	875
Koyama 4-chome	201	702	183	565	60	262	66	163	43	162	44	126	33	150	30	73
Koyama 5-chome	87	337	65	200	33	155	13	21	23	132	12	29	19	103	10	39
Koyama 6-chome	232	937	163	667	82	410	67	208	46	361	42	145	34	306	42	189
Koyama 7-chome	14	43	14	43	10	39	-	-	6	35	3	3	5	19	1	1
Ebara 1-chome	80	455	60	339	34	237	14	39	30	262	10	61	16	161	6	29
Ebara 2-chome	49	319	33	263	27	222	9	40	25	197	8	28	20	183	7	39

Ebara 3-chome	166	873	145	882	88	537	35	225	64	470	18	141	54	358	23	181
Ebara 4-chome	74	397	62	464	41	283	10	110	34	329	13	136	25	298	11	94
Ebara 5-chome	51	147	38	136	11	22	12	41	7	20	7	16	7	30	6	20
Ebara 6-chome	50	175	38	119	27	98	1	4	17	97	1	2	11	54	-	-
Ebara 7-chome	31	126	20	73	13	84	2	6	5	52	1	-	4	23	1	5
Hiratsuka 1-chome	103	447	71	420	55	377	20	199	43	386	22	198	40	319	20	235
Hiratsuka 2-chome	87	538	73	441	46	707	28	182	49	915	24	159	37	737	28	139
Hiratsuka 3-chome	29	81	31	87	16	83	5	10	20	99	5	35	15	76	2	66
Hatanodai 1-chome	23	326	30	294	22	214	10	133	20	186	14	264	18	304	12	151
Hatanodai 2-chome	124	435	113	463	50	285	51	224	35	302	43	231	31	226	35	210
Hatanodai 3-chome	83	257	93	319	24	86	47	133	14	48	31	146	13	62	24	149
Hatanodai 4-chome	78	245	69	251	53	236	18	57	37	224	13	53	31	253	9	42
Hatanodai 5-chome	130	395	106	344	40	161	33	107	20	107	19	59	20	115	21	107
Hatanodai 6-chome	15	79	10	106	14	75	5	73	6	24	4	67	5	31	1	26
Nakanobu 1-chome	41	120	32	94	24	118	5	10	14	53	4	8	9	19	4	20
Nakanobu 2-chome	175	536	157	481	79	287	63	202	36	240	32	86	33	279	35	106
Nakanobu 3-chome	91	331	83	307	54	244	17	84	40	202	20	101	26	172	12	53
Nakanobu 4-chome	95	433	68	296	37	179	14	66	26	179	19	131	22	240	19	136
Nakanobu 5-chome	237	867	213	777	106	540	73	256	74	404	51	320	39	285	29	253
Nakanobu 6-chome	67	184	61	279	29	194	24	68	24	186	5	13	19	116	18	76
Nishinakanobu 1-chome	65	378	51	266	36	194	14	62	22	133	6	11	18	111	6	22
Nishinakanobu 2-chome	52	162	61	236	36	175	18	40	28	187	16	60	27	128	13	57
Nishinakanobu 3-chome	26	90	19	88	11	40	2	6	3	6	2	6	3	28	3	25
Higashi-Nakanobu 1-chome	60	212	53	301	27	171	11	34	19	145	6	23	10	126	7	23
Higashi-Nakanobu 2-chome	98	342	83	317	55	376	16	65	45	208	19	86	40	302	17	93

Togoshi 1-chome	122	392	90	328	52	232	20	64	64	511	26	134	50	467	20	110
Togoshi 2-chome	90	384	73	313	42	183	17	42	28	117	15	47	19	82	14	39
Togoshi 3-chome	55	271	44	320	24	148	16	108	31	171	12	111	25	154	8	64
Togoshi 4-chome	75	188	51	190	35	100	7	15	22	185	6	18	13	149	6	11
Togoshi 5-chome	147	589	135	582	79	424	34	108	42	243	40	177	38	388	22	117
Togoshi 6-chome	140	665	102	489	75	468	25	116	49	837	24	104	34	194	13	112
Yutakacho 1-chome	58	194	46	135	30	94	6	17	19	87	7	16	20	83	7	14
Yutakacho 2-chome	53	131	29	88	16	38	5	14	7	16	4	6	4	38	3	6
Yutakacho 3-chome	31	92	21	78	144	38	4	25	12	46	4	12	4	11	3	20
Yutakacho 4-chome	50	211	39	109	15	52	14	49	12	66	9	25	12	74	8	13
Yutakacho 5-chome	30	127	30	100	23	70	5	11	14	27	3	7	12	38	3	7
Yutakacho 6-chome	116	340	76	281	36	154	22	54	27	176	14	40	24	106	9	22
Futaba 1-chome	197	616	160	523	64	329	44	181	43	212	39	150	32	194	29	163
Futaba 2-chome	72	257	50	167	31	207	20	45	23	111	14	38	20	276	9	38
Futaba 3-chome	117	362	94	291	38	130	20	56	31	89	18	67	16	61	12	31
Futaba 4-chome	96	464	94	378	41	234	15	38	30	195	6	14	30	232	13	28
Yashio 1-chome	-	-	4	18	2	7	1	4	4	22	2	7	2	31	-	-
Yashio 2-chome	4	39	2	23	3	19	-	-	2	9	-	-	-	-	-	-
Yashio 3-chome	1	6	2	16	1	12	6	39	14	377	6	53	7	201	6	32
Yashio 4-chome	-	-	-	-	-	-	-	-	-	-	1	4	-	-	1	2
Yashio 5-chome	-	-	25	245	18	377	5	35	13	216	4	37	16	254	11	77
Higashi Yashio	-	-	-	-	-	-	-	-	1	5	1	7	-	-	-	-

Chuo Ward

	Chuo Ward															
Ward/Chome	1980		1990		2000				2010				2020			
	Wholesale/Retail (incl restaurants)		Wholesale/Retail (incl restaurants)		Wholesale/Retail		Restaurants & Accommodation Services		Wholesale/Retail		Restaurants & Accommodation Services		Wholesale/Retail		Restaurants & Accommodation Services	
	No. Establishments	No. Employees	No. Establishments	No. Employees	No. Establishments	No. Employees	No. Establishments	No. Employees	No. Establishments	No. Employees	No. Establishments	No. Employees	No. Establishments	No. Employees	No. Establishments	No. Employees
Chuo Ward	22,612	297,053	21,052	316,931	14,060	228,293	7,403	66,660	11,156	209,501	5,778	59,281	9,276	194,081	4,497	48,795
Yaesu 2-chome	268	6,839	213	5,004	217	4,098	102	1,380	212	4,644	93	1,553	125	3,139	59	920
Yaesu Underground Mall	200	1,548	115	980	-	-	-	-	-	-	-	-				
Kyobashi 1-chome	308	5,584	236	4,931	199	3,412	55	465	131	3,797	44	361	135	6,178	31	258
Kyobashi 2-chome	447	7,119	354	6,486	247	4,903	92	662	191	4,261	86	700	180	5,455	61	556
Kyobashi 3-chome	256	3,264	207	3,314	149	2,577	50	442	79	789	42	353	96	3,682	54	432
Ginza 1-chome	596	6,096	486	5,415	344	3,169	158	1,928	247	2,881	122	3,120	271	3,371	105	1,155
Ginza 2-chome	446	6,113	393	6,431	264	3,390	139	1,695	240	3,777	139	1,821	199	2,672	100	1,262
Ginza 3-chome	433	7,153	422	7,116	200	3,837	212	2,671	248	3,620	170	3,054	254	3,778	148	1,887
Ginza 4-chome	351	6,900	372	7,217	207	5,126	182	2,215	197	3,480	137	1,399	237	5,335	127	1,100
Ginza 5-chome	734	9,013	676	9,184	355	4,903	342	4,236	315	3,970	189	2,504	297	3,852	208	2,586
Ginza 6-chome	939	12,713	1,076	13,950	314	4,652	680	5,539	264	4,220	430	3,733	259	3,569	287	2,466
Ginza 7-chome	1,136	11,608	1,315	14,400	323	4,947	1,019	6,934	201	3,112	526	4,234	208	2,379	355	2,780
Ginza 8-chome	1,506	13,626	1,587	15,129	261	2,787	1,210	10,687	185	6,876	751	6,748	194	3,184	511	3,820
Shintomi 1-chome	234	1,413	199	2,197	159	1,385	59	724	134	1,435	45	210	143	1,444	46	224
Shintomi 2-chome	89	791	85	792	74	499	31	172	71	1,004	19	89	57	602	17	82
Irifune 1-chome	76	889	63	789	55	425	14	49	37	388	14	60	40	277	13	40

Irifune chome 2-	57	433	43	511	28	490	9	48	33	472	8	37	36	667	6	227
Irifune chome 3-	57	332	68	1,053	53	1,929	14	55	44	1,167	11	49	37	936	13	51
Minato chome 1-	76	819	51	648	71	784	16	50	55	587	14	63	33	379	10	29
Minato chome 2-	81	474	45	268	39	245	2	44	27	188	4	55	18	241	5	13
Minato chome 3-	98	923	81	1,049	61	715	10	28	49	415	15	44	31	326	12	37
Akashicho	36	920	44	1,199	67	1,758	19	474	73	2,508	24	511	73	2,846	24	461
Tsukiji chome 1-	138	2,228	149	3,180	63	1,670	51	505	58	1,479	37	395	47	1,773	28	332
Tsukiji chome 2-	279	1,960	279	2,333	172	1,925	89	694	118	1,344	80	648	110	1,145	87	662
Tsukiji chome 3-	101	1,227	107	1,672	88	1,321	53	594	61	1,067	36	386	54	705	37	386
Tsukiji chome 4-	574	4,368	483	3,933	421	2,733	66	687	281	1,901	74	1,103	193	1,243	65	869
Tsukiji chome 5-	1,499	12,451	1,147	12,916	1,244	10,823	51	371	861	9,478	53	375	41	2,629	14	1,264
Tsukiji chome 6-	344	2,417	276	2,115	295	2,640	57	444	223	2,619	56	407	169	2,098	42	780
Tsukiji chome 7-	178	1,296	149	1,552	125	1,480	40	171	90	694	30	179	45	534	19	84
Hamarikyu gardens	-	-	-	-	2	8	-	-	1	4	-	-	-	-	-	-
Hatchobori 1-chome	127	2,163	114	2,028	91	1,952	38	255	56	1,120	29	241	60	1,535	23	169
Hatchobori 2-chome	312	4,447	210	3,811	170	3,276	64	417	137	3,826	50	439	109	2,231	57	489
Hatchobori 3-chome	266	2,002	250	2,440	190	2,086	56	295	149	1,330	52	361	136	1,598	48	266
Hatchobori 4-chome	261	2,904	184	2,940	153	2,221	24	193	124	1,873	29	285	106	2,483	20	122
Shinkawa 1-chome	243	3,716	248	4,512	218	5,012	62	550	198	4,854	69	649	194	4,502	63	635
Shinkawa 2-chome	262	2,840	269	4,552	201	3,042	52	316	151	3,286	59	530	137	3,652	49	390
Nihonbashi Honsekicho 1-chome	6	608	7	261	2	107	5	70	11	313	5	39	6	231	2	13

Nihonbashi Honsekicho 2- chome	-	-	-	-	-	-	1	4	5	6	1	3	9	17	3	69
Nihonbashi Honsekicho 3- chome	42	726	42	727	21	605	7	71	35	974	7	87	34	757	6	104
Nihonbashi Honsekicho 4- chome	101	1,445	101	1,412	50	1,174	41	197	45	1,127	32	163	40	521	23	133
Nihonbashi Muromachi 1- chome	189	7,360	220	6,354	102	3,741	76	1,335	158	3,540	74	1,047	175	4,008	83	802
Nihonbashi Muromachi 2- chome	98	2,572	101	2,191	48	1,408	15	251	23	4,533	30	991	41	5,258	42	945
Nihonbashi Muromachi 3- chome	92	3,560	74	3,483	43	2,512	22	203	49	2,074	16	221	28	919	23	331
Nihonbashi Muromachi 4- chome	160	2,524	157	2,156	105	1,363	43	373	96	1,950	32	310	87	1,411	31	2,498
Nihonbashi Honmachi 1- chome	201	3,871	180	5,189	120	3,887	44	246	111	3,213	35	191	126	4,001	19	122
Nihonbashi Honmachi 2- chome	79	3,522	103	3,966	81	3,813	16	142	65	3,295	10	115	66	4,173	12	235
Nihonbashi Honmachi 3- chome	197	3,877	182	4,823	146	3,906	23	183	130	3,697	20	180	114	4,690	16	108
Nihonbashi Honmachi 4- chome	372	4,804	327	4,675	234	4,829	49	336	183	3,562	34	259	144	2,706	14	99
Nihonbashi Kobune-cho	298	4,537	298	4,818	228	3,318	54	313	165	2,898	36	220	144	2,702	31	190
Nihonbashi Kodenmachi	369	4,496	428	6,192	352	4,465	70	389	295	3,681	71	536	240	3,758	48	354
Nihonbashi Odenmachi	174	5,079	166	4,994	158	4,501	27	252	142	3,521	33	270	114	2,711	23	468
Nihonbashi Horidomecho 1-chome	219	3,950	198	3,943	184	2,974	40	269	142	2,498	40	348	135	3,405	32	325
Nihonbashi Horidomecho 2-chome	124	3,919	104	3,550	90	2,104	13	71	62	1,704	13	60	67	1,628	10	245

Nihonbashi Tomizawa Town	196	4,988	204	4,883	178	4,047	30	127	124	2,938	23	418	112	2,470	18	117
Nihonbashi Ningyocho 1- chome	325	3,467	277	2,258	155	2,087	118	822	112	1,434	114	875	120	1,478	102	604
Nihonbashi Ningyocho 2- chome	419	3,539	400	3,294	279	2,185	165	1,059	243	2,169	175	1,306	199	1,721	143	1,023
Nihonbashi Ningyocho 3- chome	189	2,023	170	2,299	147	1,792	57	374	127	1,251	69	454	92	1,150	47	415
Nihonbashi Koamicho	173	4,085	152	3,225	146	4,276	26	133	117	3,023	18	160	135	4,123	20	162
Nihonbashi Kikakacho 1- chome	347	3,694	297	3,133	250	2,247	78	431	205	2,166	74	435	191	2,455	60	805
Nihonbashi Kikakacho 2- chome	116	1,400	126	2,208	86	1,126	27	1,651	73	807	32	913	54	783	27	748
Nihonbashi Hakozaki Town	157	1,396	139	7,101	185	11,781	39	412	136	13,016	40	468	119	3,777	35	2,222
Nihonbashi Bakurocho 1- chome	309	4,756	290	4,679	283	3,550	33	373	221	3,297	27	370	140	2,126	21	162
Nihonbashi Bakurocho 2- chome	96	1,332	100	1,347	96	1,358	19	218	66	1,015	15	130	50	933	9	122
Nihonbashi Yokoyamacho	189	3,181	222	3,478	217	2,644	9	92	214	2,064	10	131	149	1,428	11	99
Higashi Nihonbashi 1- chome	62	1,121	116	2,039	111	2,238	10	26	64	1,055	5	19	59	847	6	24
Higashi Nihonbashi 2- chome	314	3,641	340	6,182	282	3,892	37	203	193	2,832	28	165	194	3,017	21	113
Higashi Nihonbashi 3- chome	221	1,862	283	4,891	208	2,971	37	237	151	1,743	38	173	137	1,190	29	161
Nihonbashi Hisamatsu Town	132	1,586	132	2,203	129	1,935	14	68	94	1,399	16	98	77	1,282	13	97

Nihonbashi Hamacho 1-chome	62	1,121	107	2,301	92	1,716	13	77	59	847	12	75	47	1,212	7	53
Nihonbashi Hamacho 2-chome	314	3,641	288	3,728	295	3,822	59	631	188	2,212	65	579	156	1,647	42	330
Nihonbashi Hamacho 3-chome	221	1,862	201	1,860	185	2,288	23	131	106	2,438	20	144	88	2,123	13	88
Nihonbashi Nakasu	29	315	26	333	34	217	1	18	19	205	-	-	15	130	1	10
Yaesu 1-chome	346	5,234	280	4,146	115	2,516	151	1,625	75	2,257	149	1,852	46	2,810	56	717
Nihonbashi 1-chome	214	4,830	156	4,943	91	2,392	43	547	120	3,744	61	884	132	5,546	37	459
Nihonbashi 2-chome	318	10,254	269	9,740	148	5,584	114	1,460	192	4,951	101	1,292	214	8,436	75	863
Nihonbashi 3-chome	341	6,444	306	7,173	185	4,209	99	1,060	149	3,123	97	1,475	144	3,911	62	613
Nihonbashi Kayabacho 1-chome	192	2,381	137	1,540	103	1,406	52	409	71	1,651	46	676	56	1,162	27	519
Nihonbashi Kayabacho 2-chome	284	3,129	222	2,731	164	1,957	61	498	137	1,241	61	606	91	1,388	40	370
Nihonbashi Kayabacho 3-chome	196	1,515	136	1,097	86	800	42	271	56	558	35	243	59	640	30	201
Nihonbashi Kabutocho	-	-	139	1,635	104	1,158	41	323	87	1,006	40	274	84	2,040	30	183
Nihonbashi Kabutocho 1-chome	10	90	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nihonbashi Kabutocho 2-chome	106	1,244	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nihonbashi Kabutocho 3-chome	75	660	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Tsukuda 1-chome	15	61	12	76	17	309	5	46	26	233	8	33	23	133	5	15
Tsukuda 2-chome	73	728	53	259	45	254	10	40	41	1,047	18	134	27	461	22	131
Tsukuda 3-chome	25	126	22	289	12	308	5	15	13	78	3	14	1	3	3	18

Tsukishima 1-chome	146	476	126	668	106	698	52	358	63	584	70	567	41	406	57	449
Tsukishima 2-chome	58	381	58	443	38	622	8	34	27	702	15	262	32	697	12	89
Tsukishima 3-chome	185	887	175	744	98	639	94	533	62	345	97	597	46	300	87	1,361
Tsukishima 4-chome	49	332	41	298	24	200	12	49	25	188	18	114	26	524	15	62
Kachidoki 1-chome	79	230	82	279	31	217	50	267	19	300	40	271	20	353	34	214
Kachidoki 2-chome	62	422	67	528	50	399	18	72	39	289	25	149	23	187	27	236
Kachidoki 3-chome	46	395	57	771	35	499	24	169	33	625	22	110	38	1,524	25	158
Kachidoki 4-chome	31	403	28	206	33	339	9	43	25	216	7	32	12	94	4	25
Kachidoki 5-chome	22	125	21	561	8	109	2	8	14	120	2	5	15	236	3	5
Kachidoki 6-chome	6	217	3	176	-	-	-	-	4	136	2	4	7	35	6	215
Toyomicho	17	502	26	587	16	250	5	20	18	458	10	36	26	500	9	49
Harumi 1-chome	15	95	14	108	72	5,453	35	553	60	7,832	34	774	53	4,462	33	462
Harumi 2-chome	8	157	5	99	-	-	2	216	1	27	1	6	6	37	4	42
Harumi 3-chome	48	550	44	442	27	755	4	165	23	743	3	107	22	858	3	20
Harumi 4-chome	14	86	13	65	8	103	4	91	5	81	6	115	1	100	4	89
Harumi 5-chome	3	18	6	104	2	18	2	10	1	3	-	-	3	10	-	-

Setagaya Ward

Setagaya Ward																
Ward/Chome	1980		1990		2000				2010				2020			
	Wholesale/Retail (incl restaurants)		Wholesale/Retail (incl restaurants)		Wholesale/Retail		Restaurants & Accommodation Services		Wholesale/Retail		Restaurants & Accommodation Services		Wholesale/Retail		Restaurants & Accommodation Services	
	No. Establishments	No. Employees	No. Establishments	No. Employees	No. Establishments	No. Employees	No. Establishments	No. Employees	No. Establishments	No. Employees	No. Establishments	No. Employees	No. Establishments	No. Employees	No. Establishments	No. Employees
Setagaya Ward	15125	76473	14102	88574	8586	65730	4122	27818	6,712	61,094	3,452	29,498	6,191	58,487	3,292	27,201

Ikejiri 1-chome	23	58	31	266	11	55	15	213	5	16	10	135	9	53	13	150
Ikejiri 2-chome	97	332	101	447	64	400	28	96	39	417	19	99	34	238	31	147
Ikejiri 3-chome	127	657	115	860	67	787	53	377	50	714	64	375	50	907	44	332
Ikejiri 4-chome	66	286	49	250	25	111	12	64	15	78	10	72	13	93	11	51
Mishuku 1-chome	81	308	65	272	37	174	18	115	18	130	13	65	19	169	17	131
Mishuku 2-chome	45	213	47	337	30	545	8	22	21	162	6	25	17	179	5	17
Taishido 1-chome	59	456	41	388	18	187	15	129	17	340	13	101	25	411	17	109
Taishido 2-chome	178	964	145	812	91	499	43	227	57	302	35	211	52	373	37	323
Taishido 3-chome	37	173	44	262	27	126	9	32	23	146	8	53	23	96	10	40
Taishido 4-chome	198	1045	193	1517	102	1267	94	801	77	1,068	81	947	84	1,135	82	825
Taishido 5-chome	97	275	69	216	55	426	20	72	37	254	17	102	28	219	15	66
Sangenjaya 1-chome	233	1065	239	1588	134	901	95	653	87	651	63	665	79	512	75	629
Sangenjaya 2-chome	291	1234	289	1291	113	949	124	438	89	771	84	456	93	805	93	530
Wakabayashi 1-chome	51	262	52	292	28	141	12	64	25	283	13	55	27	283	12	60
Wakabayashi 2-chome	45	235	37	170	27	164	6	10	15	79	2	4	15	76	1	2
Wakabayashi 3-chome	61	305	59	299	39	240	15	61	32	204	14	69	30	208	20	107
Wakabayashi 4-chome	149	603	120	523	65	320	35	115	50	267	24	78	40	219	12	35
Wakabayashi 5-chome	84	208	56	256	37	237	16	55	20	108	7	40	15	93	10	64
Setagaya 1-chome	199	707	182	931	102	496	42	149	78	367	36	166	66	277	33	181
Setagaya 2-chome	140	450	99	415	54	293	24	84	38	269	18	67	25	257	5	20
Setagaya 3-chome	92	422	83	359	41	194	16	62	32	152	13	63	24	112	16	64
Setagaya 4-chome	108	407	98	359	50	292	41	171	28	225	43	157	37	267	41	141
Sakura 1-chome	46	137	40	145	20	84	6	11	10	36	4	16	3	28	3	15

Sakura 2-chome	11	49	11	30	7	20	-	-	5	39	3	18	9	38	1	335
Sakura 3-chome	77	507	77	767	41	312	32	281	38	442	21	173	29	268	20	140
Tsurumaki 1-chome	27	269	23	389	20	220	2	7	9	90	3	52	23	205	6	48
Tsurumaki 2-chome	24	80	24	118	11	119	4	14	15	65	8	41	10	44	5	32
Tsurumaki 3-chome	40	228	39	225	24	145	6	20	18	144	8	66	19	138	7	69
Tsurumaki 4-chome	69	329	60	350	31	258	11	23	16	202	13	181	19	184	8	66
Tsurumaki 5-chome	38	160	37	147	16	52	15	71	8	16	12	81	18	72	9	46
Miyasaka 1-chome	49	162	32	195	15	58	13	28	17	88	12	54	12	62	9	30
Miyasaka 2-chome	55	316	45	416	24	221	14	50	20	231	16	91	18	233	16	91
Miyasaka 3-chome	137	553	132	528	72	396	31	127	47	322	29	111	52	524	28	281
Sakuragaoka 1-chome	26	183	18	172	7	144	2	4	9	232	4	22	10	263	3	19
Sakuragaoka 2-chome	148	604	145	694	80	362	38	180	49	305	39	196	37	275	32	131
Sakuragaoka 3-chome	46	166	40	214	26	147	6	28	19	105	9	33	18	126	7	33
Sakuragaoka 4-chome	24	260	25	337	14	276	4	48	15	193	7	72	16	191	3	13
Sakuragaoka 5-chome	30	382	43	715	29	439	5	51	20	84	8	84	27	190	7	73
Kyodo 1-chome	223	955	215	1265	110	639	100	685	71	584	69	629	65	406	70	727
Kyodo 2-chome	215	1200	207	1341	138	973	70	399	81	626	49	413	78	903	46	543
Kyodo 3-chome	33	106	25	133	11	70	14	59	7	57	7	24	9	52	9	35
Kyodo 4-chome	44	264	41	173	26	109	10	29	23	255	13	50	24	220	8	45
Kyodo 5-chome	44	236	31	157	23	576	16	135	18	436	10	56	19	575	8	82
Shimouma 1-chome	109	394	92	349	52	244	11	63	44	199	9	62	37	290	8	46
Shimouma 2-chome	68	294	56	292	34	174	11	79	17	117	6	94	18	99	9	76
Shimouma 3-chome	60	235	48	249	28	124	6	16	24	164	12	55	19	96	8	39
Shimouma 4-chome	20	112	16	89	14	87	3	4	10	41	1	2	9	43	1	3

Shimouma chome	5-	37	155	30	159	18	96	3	8	12	37	1	3	11	23	1	2
Shimouma chome	6-	43	303	37	317	25	311	3	15	19	158	1	9	23	173	1	19
Nozawa chome	1-	29	82	20	63	9	24	3	5	4	21	-	-	5	33	6	57
Nozawa chome	2-	66	266	68	458	35	206	22	158	23	247	12	140	17	182	14	76
Nozawa chome	3-	41	581	31	588	30	750	4	43	34	398	5	24	29	330	3	15
Nozawa chome	4-	61	291	56	361	28	266	12	93	14	154	10	74	16	268	4	44
Kamiuma chome	1-	119	401	93	355	55	292	19	47	35	164	15	172	36	129	13	54
Kamiuma chome	2-	68	287	63	329	32	261	9	41	23	222	4	12	39	403	3	7
Kamiuma chome	3-	40	567	41	365	21	332	5	98	17	296	6	135	18	254	2	18
Kamiuma chome	4-	91	596	77	628	61	478	21	91	46	355	21	115	32	278	17	82
Kamiuma chome	5-	44	219	37	242	32	167	8	51	17	76	8	67	12	35	6	52
Komazawa chome	1-	71	447	61	416	38	427	31	364	33	348	25	319	32	408	25	178
Komazawa chome	2-	116	545	102	556	68	412	31	181	41	299	30	219	35	267	22	178
Komazawa chome	3-	50	211	43	265	30	164	9	54	27	131	10	56	20	88	8	62
Komazawa chome	4-	69	270	61	369	34	298	16	78	29	178	19	101	22	190	12	60
Komazawa chome	5-	39	217	40	337	21	132	15	159	27	180	13	105	28	174	12	260
Daita 1-chome		78	309	68	416	45	404	16	92	30	309	12	108	27	371	14	75
Daita 2-chome		47	130	33	94	20	108	4	14	14	103	3	141	15	128	3	17
Daita 3-chome		35	174	33	204	20	117	1	16	25	134	2	40	22	177	4	59
Daita 4-chome		26	76	23	79	13	60	12	36	9	84	12	36	10	112	12	97
Daita 5-chome		56	241	47	338	22	120	17	79	13	133	14	91	16	389	12	93
Daita 6-chome		37	123	48	207	23	92	13	58	21	90	7	40	19	86	10	45
Umeoka chome	1-	143	561	146	670	77	552	55	524	68	586	49	390	53	578	53	305

Umeoka chome	2-	27	72	19	71	15	51	1	2	9	45	2	30	7	32	2	10
Umeoka chome	3-	6	18	4	7	2	6	-	-	1	1	-	-	2	9	3	21
Gotokuji chome	1-	220	824	195	784	122	530	57	237	88	434	53	354	58	358	42	216
Gotokuji chome	2-	22	83	12	38	10	67	5	20	11	48	5	64	4	10	6	7
Daizawa chome	1-	31	115	22	94	14	268	2	3	10	79	3	11	9	48	3	13
Daizawa chome	2-	121	436	2	473	55	285	34	112	33	201	17	57	37	209	21	75
Daizawa chome	3-	26	347	22	494	10	254	5	36	12	139	7	80	16	304	5	51
Daizawa chome	4-	11	439	101	525	70	468	29	78	50	475	21	106	34	153	12	49
Daizawa chome	5-	82	477	114	813	75	578	43	258	59	1,231	32	231	41	349	40	302
Hanegi 1-chome		40	176	35	185	18	137	4	11	13	126	6	40	13	68	3	7
Hanegi 2-chome		40	118	31	103	23	75	4	12	11	52	3	10	11	28	2	5
Ohara 1-chome		63	237	53	255	28	138	5	15	30	226	8	27	24	205	1	12
Ohara 2-chome		118	576	118	656	72	597	30	103	57	510	28	175	47	394	19	73
Kitazawa chome	1-	125	440	96	379	51	252	44	96	16	113	6	31	24	193	12	52
Kitazawa chome	2-	685	3405	757	5028	395	2459	309	2600	312	2,059	220	1,894	246	1,853	234	1,918
Kitazawa chome	3-	157	535	131	563	69	248	32	112	48	215	37	137	38	187	38	169
Kitazawa chome	4-	28	183	26	123	14	119	6	19	10	114	3	6	12	84	5	15
Kitazawa chome	5-	88	219	69	173	33	151	11	23	19	91	5	16	13	96	7	21
Matsubara chome	1-	113	582	110	578	70	430	47	250	42	251	29	194	30	187	25	201
Matsubara chome	2-	139	569	149	828	68	345	71	513	57	342	57	618	57	518	48	443
Matsubara chome	3-	85	538	85	545	62	512	19	91	49	578	26	158	37	391	20	117
Matsubara chome	4-	13	105	10	156	7	119	3	20	3	111	5	41	4	192	5	29
Matsubara chome	5-	105	618	90	382	60	351	19	111	44	224	17	104	36	245	26	111

Matsubara chome	6-	29	125	26	123	19	108	7	16	14	105	6	20	17	97	7	72
Akatsutsumi chome	1-	20	155	18	87	16	76	5	20	12	31	4	15	9	35	3	33
Akatsutsumi chome	2-	41	195	46	217	37	267	8	29	21	156	8	54	23	110	4	17
Akatsutsumi chome	3-	34	150	34	244	25	172	8	28	16	157	7	21	12	132	6	59
Akatsutsumi chome	4-	126	664	138	788	76	295	49	455	52	317	37	322	37	145	27	246
Akatsutsumi chome	5-	56	217	49	182	30	133	14	94	21	131	6	80	23	148	8	51
Sakurajosui chome	1-	18	49	12	37	10	41	3	176	5	25	3	24	7	39	4	29
Sakurajosui chome	2-	25	128	25	157	12	177	4	6	8	172	4	28	8	124	2	15
Sakurajosui chome	3-	13	74	12	87	8	37	4	36	2	6	3	21	4	14	3	40
Sakurajosui chome	4-	42	145	38	219	16	86	11	63	6	64	5	34	7	64	6	23
Sakurajosui chome	5-	38	140	39	141	26	184	11	58	16	176	8	44	12	181	5	21
Higashi Tamagawa chome	1-	25	68	18	69	9	70	4	14	9	28	4	14	5	14	5	80
Higashi Tamagawa chome	2-	52	255	46	235	36	281	2	2	30	211	-	-	24	143	1	1
Okusawa chome	1-	62	160	40	124	22	79	7	13	13	103	3	4	14	99	4	22
Okusawa chome	2-	48	175	60	264	29	148	17	118	24	171	17	93	25	96	12	61
Okusawa chome	3-	146	534	133	563	87	392	25	98	46	210	21	99	33	189	17	108
Okusawa chome	4-	66	253	51	197	32	166	12	58	14	101	9	52	24	124	9	59
Okusawa chome	5-	84	391	92	711	84	714	34	292	88	604	33	318	80	576	24	157
Okusawa chome	6-	82	302	68	375	63	307	21	107	35	200	25	151	39	212	32	146
Okusawa chome	7-	70	227	61	236	50	264	14	83	36	166	8	41	25	135	7	47
Okusawa chome	8-	41	163	37	144	37	165	9	51	32	191	6	56	31	159	7	38

Tamagawa Denenchofu 1-chome	7	41	4	27	1	6	1	1	2	7	1	1	5	15	1	3
Tamagawa Denenchofu 2-chome	9	172	10	134	16	388	-	-	11	141	2	19	17	303	1	3
Tamazutsumi 1-chome	32	321	19	231	20	165	7	128	21	190	5	68	15	203	5	51
Tamazutsumi 2-chome	13	95	9	126	6	32	1	2	9	46	3	11	7	68	4	18
Todoroki 1-chome	16	187	15	151	7	101	2	54	6	94	3	124	9	80	4	150
Todoroki 2-chome	118	605	94	546	60	442	31	172	40	318	13	77	45	394	18	93
Todoroki 3-chome	85	317	80	422	56	336	21	120	35	269	24	202	27	235	17	144
Todoroki 4-chome	81	351	70	372	48	287	12	50	41	280	14	61	29	177	12	39
Todoroki 5-chome	46	334	35	253	25	241	7	50	22	187	5	36	16	170	4	48
Todoroki 6-chome	27	211	34	255	22	181	7	114	19	106	7	63	16	262	4	45
Todoroki 7-chome	27	337	18	285	17	255	11	167	16	163	9	108	27	268	11	85
Todoroki 8-chome	34	156	26	143	13	88	2	5	7	74	6	43	9	26	3	23
Oyamada 1-chome	7	45	13	73	12	46	1	9	9	51	-	-	9	48	1	1
Oyamada 2-chome	12	108	6	49	9	52	4	103	6	51	4	107	10	154	2	43
Oyamada 3-chome	98	410	105	492	59	314	37	181	47	291	26	162	32	244	26	169
Kaminoge 1-chome	131	766	130	724	75	581	26	109	56	413	20	75	46	427	20	86
Kaminoge 2-chome	22	155	21	156	14	111	3	35	15	194	3	23	13	64	2	22
Kaminoge 3-chome	22	74	18	59	6	21	5	12	3	3	5	29	2	3	3	21
Kaminoge 4-chome	34	137	20	99	16	189	3	19	13	101	4	20	18	165	3	11
Noge 1-chome	25	66	21	72	11	58	4	18	10	39	1	7	6	17	2	11
Noge 2-chome	11	71	11	42	12	79	1	3	9	88	-	-	3	69	-	-
Noge 3-chome	9	45	7	41	6	48	1	4	5	24	-	-	2	10	1	4

Nakamachi chome	1-	13	49	9	52	10	29	-	-	9	33	-	-	3	31	2	4
Nakamachi chome	2-	23	101	15	87	12	119	4	55	17	142	5	55	13	113	5	57
Nakamachi chome	3-	23	93	15	67	7	41	2	108	9	57	5	149	14	57	3	87
Nakamachi chome	4-	47	244	48	311	21	119	9	51	17	73	6	34	18	65	8	53
Nakamachi chome	5-	97	473	79	392	50	260	15	56	29	200	8	27	22	174	8	33
Kamiyoga chome	1-	22	128	16	67	7	62	5	11	7	52	3	24	8	66	3	33
Kamiyoga chome	2-	4	201	6	231	6	177	5	165	7	199	8	176	7	47	9	255
Kamiyoga chome	3-	20	48	20	91	11	80	3	18	12	47	1	2	10	22	1	3
Kamiyoga chome	4-	10	201	8	200	10	71	3	15	3	28	2	6	8	38	6	25
Kamiyoga chome	5-	33	396	24	394	22	216	4	42	13	96	4	105	10	83	5	39
Kamiyoga chome	6-	27	166	25	205	22	152	5	49	20	159	6	120	25	190	5	64
Yoga 1-chome		16	312	17	376	12	121	1	13	10	136	4	29	11	143	5	35
Yoga 2-chome		34	404	64	681	44	600	28	200	31	432	22	286	37	451	24	250
Yoga 3-chome		90	381	82	531	45	238	23	93	37	172	20	110	35	153	13	69
Yoga 4-chome		107	509	117	735	104	2191	56	546	98	1,848	59	585	99	1,724	56	600
Tamagawa chome	1-	27	106	20	95	8	32	7	36	6	35	1	12	19	177	14	226
Tamagawa chome	2-	56	616	64	907	44	538	34	585	223	2,888	47	787	180	1,846	42	918
Tamagawa chome	3-	312	3029	340	3993	260	2730	112	1404	287	2,955	128	1,720	286	2,490	113	1,373
Tamagawa chome	4-	58	223	49	216	32	120	5	12	23	134	2	5	19	83	8	44
Seta 1-chome		8	51	9	86	5	26	5	14	7	56	3	9	10	49	2	7
Seta 2-chome		41	175	28	140	27	226	7	143	13	93	3	73	20	153	8	92
Seta 3-chome		26	182	33	286	25	177	3	48	10	91	3	47	16	129	3	15
Seta 4-chome		115	446	42	204	28	171	9	62	20	130	7	66	16	106	8	79
Seta 5-chome		25	98	21	508	15	216	5	135	12	197	5	143	7	152	5	110

Tamagawadai 1-chome	27	352	34	513	34	370	3	41	22	897	1	13	21	263	2	15
Tamagawadai 2-chome	66	314	57	418	42	684	18	106	37	1,423	9	95	36	525	10	96
Komazawa Park	7	20	11	20	7	50	-	-	3	15	1	6	3	32	1	22
Shinmachi 1-chome	32	172	23	262	8	68	4	24	7	42	3	6	8	76	5	31
Shinmachi 2-chome	61	230	52	263	25	226	12	102	29	446	14	147	33	548	13	135
Shinmachi 3-chome	14	74	14	75	14	98	2	9	15	445	3	16	15	264	3	11
Sakurashinmachi 1-chome	123	666	115	1003	66	408	47	583	53	539	34	1,304	52	2,584	37	516
Sakurashinmachi 2-chome	60	352	69	612	42	468	21	149	38	889	23	260	48	946	25	302
Fukasawa 1-chome	31	138	24	207	19	182	5	19	15	131	5	26	12	96	4	28
Fukasawa 2-chome	12	108	11	122	3	9	5	154	7	22	3	101	12	99	4	77
Fukasawa 3-chome	81	286	69	213	50	158	11	23	24	91	8	29	16	64	10	30
Fukasawa 4-chome	44	291	39	373	26	161	6	23	24	202	1	3	15	157	8	134
Fukasawa 5-chome	102	385	86	393	62	402	23	115	40	337	20	117	32	259	11	69
Fukasawa 6-chome	21	166	22	178	16	633	3	91	12	58	4	43	8	30	6	54
Fukasawa 7-chome	10	26	9	40	4	10	2	13	6	22	5	27	3	12	4	22
Fukasawa 8-chome	8	29	5	57	1	140	-	-	1	30	2	21	1	2	2	11
Soshigaya 1-chome	84	305	99	436	41	261	43	193	33	176	34	200	25	121	25	177
Soshigaya 2-chome	14	70	13	77	11	68	1	2	7	34	-	-	7	71	2	11
Soshigaya 3-chome	143	703	118	617	58	335	37	192	51	416	34	333	48	465	36	314
Soshigaya 4-chome	57	211	53	220	29	182	13	55	18	92	9	35	12	53	6	12
Soshiya 5-chome	26	111	22	114	12	38	5	13	12	43	2	7	8	55	2	6
Soshiya 6-chome	17	47	13	50	10	35	4	34	7	40	3	36	8	81	2	28
Seijo 1-chome	17	153	19	243	6	139	3	11	13	394	9	99	14	384	6	62

Seijo 2-chome	76	625	97	763	46	551	35	266	33	297	29	408	37	344	17	299
Seijo 3-chome	6	45	6	81	6	73	-	-	7	181	-	-	8	195	2	26
Seijo 4-chome	-	-	3	13	1	13	1	3	1	3	-	-	1	1	-	-
Seijo 5-chome	15	73	14	58	8	23	5	34	5	15	6	50	13	41	4	43
Seijo 6-chome	180	1290	180	1508	100	949	38	351	91	1,165	47	657	93	1,172	53	603
Seijo 7-chome	22	81	15	51	10	36	2	8	7	24	1	3	8	30	-	-
Seijo 8-chome	7	55	8	47	11	107	3	25	7	56	2	22	11	106	5	56
Seijo 9-chome	7	182	7	24	6	33	3	58	6	16	2	84	6	12	2	57
Funabashi 1-chome	221	885	206	961	83	419	81	510	78	592	79	546	58	340	51	439
Funabashi 2-chome	16	65	12	109	13	99	1	4	6	23	4	47	4	14	3	25
Funabashi 3-chome	13	46	10	34	5	14	6	11	6	55	3	9	2	5	3	16
Funabashi 4-chome	5	56	9	195	12	194	2	65	8	77	2	67	8	80	5	123
Funabashi 5-chome	52	262	44	263	22	402	10	29	20	227	8	23	11	234	8	20
Funabashi 6-chome	28	238	38	287	24	300	12	39	20	281	10	38	16	223	5	58
Funabashi 7-chome	10	156	13	202	6	116	2	88	6	115	3	113	5	80	4	91
Chitosedai 1-chome	18	67	15	105	11	107	1	5	7	55	2	8	8	129	3	30
Chitosedai 2-chome	25	121	17	117	12	120	1	4	16	228	1	28	18	353	2	31
Chitosedai 3-chome	24	209	30	334	27	252	7	45	18	262	1	4	19	132	4	30
Chitosedai 4-chome	9	122	12	231	7	201	-	-	8	131	2	13	8	137	1	4
Chitosedai 5-chome	19	114	23	185	13	93	5	28	12	94	3	19	12	106	4	15
Chitosedai 6-chome	7	23	10	65	9	40	-	-	5	109	-	-	6	119	2	30
Kitami 1-chome	10	34	6	30	3	16	-	-	6	356	1	10	8	28	1	8
Kitami 2-chome	7	24	10	52	6	32	-	-	8	49	-	-	5	29	-	-
Kitami 3-chome	13	100	18	126	14	92	-	-	12	97	1	5	10	108	2	17
Kitami 4-chome	15	39	13	35	6	17	1	3	6	24	4	20	9	25	3	15

Kitami 5-chome	27	137	28	162	17	130	9	86	16	87	9	72	16	100	4	104
Kitami 6-chome	8	20	10	35	7	50	7	40	5	11	3	20	6	11	2	26
Kitami 7-chome	32	147	35	262	22	1667	3	10	18	129	2	14	13	150	5	98
Kitami 8-chome	71	319	63	307	38	214	9	54	38	424	6	55	29	419	3	39
Kitami 9-chome	33	135	42	210	28	247	15	178	22	141	19	204	19	137	19	182
Unane 1-chome	20	63	23	118	15	87	7	19	9	83	3	8	7	75	6	24
Unane 2-chome	3	24	3	5	5	28	-	-	5	6	2	16	7	23	3	11
Unane 3-chome	7	85	6	57	9	55	-	-	6	30	1	10	5	26	3	13
Kamata 1-chome	10	25	7	23	4	11	2	5	3	8	2	5	8	16	1	1
Kamata 2-chome	30	160	26	85	13	60	3	7	11	59	4	8	11	36	2	3
Kamata 3-chome	16	126	18	197	15	124	1	28	8	66	5	55	14	139	3	48
Kamata 4-chome	20	120	23	170	13	133	3	66	13	74	5	101	13	87	2	42
Okamoto 1-chome	17	82	13	72	8	155	2	5	3	17	1	8	5	36	4	23
Okamoto 2-chome	5	30	4	30	2	21	-	-	3	26	2	7	2	17	4	16
Okamoto 3-chome	7	55	6	23	7	33	-	-	5	44	-	-	6	11	1	3
Okura 1-chome	48	573	49	501	37	527	3	24	37	581	5	25	28	483	2	13
Okura 2-chome	12	36	8	29	4	26	1	3	6	33	2	23	6	71	2	22
Okura 3-chome	-	-	-	-	-	-	1	1	-	-	-	-	-	-	-	-
Okura 4-chome	2	27	2	49	1	80	-	-	-	-	2	14	-	-	3	24
Okura 5-chome	5	11	5	11	5	36	-	-	3	24	-	-	3	27	-	-
Okura 6-chome	12	67	6	33	8	85	-	-	6	82	-	-	8	84	-	-
Kinuta 1-chome	21	208	21	197	27	345	3	143	31	470	4	53	26	427	2	12
Kinuta 2-chome	18	207	10	167	14	145	2	19	16	134	3	41	16	284	1	2
Kinuta 3-chome	63	442	57	425	29	216	24	177	22	187	17	198	17	149	15	123
Kinuta 4-chome	23	106	15	62	14	102	1	5	16	100	4	15	10	53	4	13
Kinuta 5-chome	52	201	49	217	15	38	13	72	13	62	14	33	15	90	7	13
Kinuta 6-chome	63	348	55	277	33	109	14	128	32	155	11	74	23	206	13	79
Kinuta 7-chome	5	21	3	16	3	22	1	3	3	11	2	2	5	32	-	-

Kinuta 8-chome	72	242	69	259	40	292	18	145	31	251	16	101	23	174	13	66
Kinuta Park	3	22	4	37	3	27	2	25	-	-	1	8	-	-	2	24
Kamikitazawa 1-chome	14	43	11	58	6	46	-	-	7	43	-	-	8	22	1	15
Kamikitazawa 2-chome	1	8	2	16	1	12	2	27	1	7	2	10	-	-	1	69
Kamikitazawa 3-chome	36	123	42	163	21	87	21	73	16	72	9	31	12	81	11	33
Kamikitazawa 4-chome	112	527	118	569	73	462	42	197	57	458	32	166	45	505	24	111
Kamikitazawa 5-chome	44	563	40	493	20	560	9	34	17	301	5	46	18	256	5	35
Hachimanyama 1-chome	7	64	7	71	9	129	-	-	13	107	-	-	11	76	3	18
Hachimanyama 2-chome	10	85	14	211	14	237	1	38	9	104	5	59	9	100	4	51
Hachimanyama 3-chome	52	160	51	186	43	214	16	188	32	221	17	238	26	206	11	148
Kamisoshiya 1-chome	11	66	13	65	5	81	-	-	7	45	3	28	6	12	2	6
Kamisoshiya 2-chome	40	168	29	298	20	185	3	6	9	35	2	12	8	29	3	13
Kamisoshiya 3-chome	19	89	13	78	7	36	-	-	5	29	-	-	2	6	-	-
Kamisoshiya 4-chome	8	115	4	105	5	150	2	2	6	114	3	14	6	216	1	8
Kamisoshiya 5-chome	44	113	34	134	30	242	13	59	14	159	5	62	11	102	3	50
Kamisoshiya 6-chome	10	33	6	18	5	26	-	-	-	-	-	-	5	12	-	-
Kamisoshigaya 7-chome	24	70	18	54	14	47	2	9	11	33	-	-	7	16	1	11
Kasuya 1-chome	40	282	35	386	17	219	3	8	15	120	3	11	14	204	4	53
Kasuya 2-chome	2	8	1	1	-	-	1	1	-	-	1	5	-	-	3	44
Kasuya 3-chome	36	193	34	229	18	144	1	1	14	89	2	36	17	126	-	-
Kasuya 4-chome	52	214	63	251	39	184	22	78	23	70	9	50	24	111	10	39
Kyuuda 1-chome	3	15	5	99	1	5	2	18	1	7	2	9	1	1	2	13
Kyuuda 2-chome	6	17	5	19	3	8	1	3	2	11	-	-	4	22	-	-
Kyuuda 3-chome	32	194	38	435	31	249	9	73	15	167	4	57	20	167	7	44

Kyuuda 4-chome	8	48	8	65	11	148	2	9	4	59	5	78	4	45	1	2
Kyuuda 5-chome	1	1	4	92	2	4	-	-	5	41	2	21	5	25	2	21
Minamikarasuya ma 1-chome	21	58	22	69	13	224	3	14	9	108	3	12	6	38	5	59
Minamikarasuya ma 2-chome	5	80	8	135	4	79	2	54	3	168	3	57	10	259	6	30
Minamikarasuya ma 3-chome	68	278	67	254	39	152	26	86	22	112	16	75	19	92	12	55
Minamikarasuya ma 4-chome	138	620	109	767	67	389	38	338	54	388	34	311	52	412	23	180
Minamikarasuya ma 5-chome	160	881	179	1120	105	983	66	442	70	773	48	326	60	684	52	315
Minamikarasuya ma 6-chome	197	899	211	1239	121	734	99	684	88	545	75	519	83	722	78	557
Kitakasuyama 1- chome	28	243	23	199	21	148	3	14	16	102	1	132	15	73	3	154
Kitakasuyama 2- chome	9	22	8	18	6	17	1	4	5	18	4	44	4	16	3	40
Kitakasuyama 3- chome	25	139	23	130	18	134	2	8	10	104	2	5	11	146	-	-
Kitakasuyama 4- chome	31	223	21	145	11	63	2	6	7	35	1	3	6	22	2	15
Kitakasuyama 5- chome	4	66	6	55	6	64	1	1	3	43	-	-	5	63	1	2
Kitakasuyama 6- chome	16	37	14	71	11	42	1	43	12	98	1	10	8	51	2	54
Kitakasuyama 7- chome	18	163	17	197	13	142	5	16	10	296	7	29	11	262	6	19
Kitakasuyama 8- chome	26	167	21	145	10	102	3	8	9	102	3	6	14	105	3	26
Kitakasuyama 9- chome	6	22	12	40	11	106	4	12	7	147	2	9	7	133	3	8

8.6. Appendix VI (Chap. 4): Summary of case studies' redevelopment projects

	Musashi-Koyama	Tsukishima	Shimokitazawa	
Name	Musashi-Koyama Palm Station front area	Tsukishima 1-chōme 3, 4, 5 District	City Planning Auxiliary Route No. 54 (Shimokitazawa Phase 1)	Setagaya District Route No.10 (Shimokitazawa Station front traffic square)
Project Type	Type 1 Urban Redevelopment Project	Type 1 Urban Redevelopment Project	Grade Separation Project	
Location	Koyama 3-chōme, Shinagawa-ku	Tsukishima 1-chōme, Chuo-ku	Kitazawa 2-chōme district, Setagaya-ku	
District Area	Approx. 0.9 ha	Approx. 1.0 ha	Approx. 1.48 ha	
Building Height	142 m	187 m		
Project Cost	Approx. ¥ 46.7 billion	Approx. ¥ 37 billion	¥ 138.91 billion	¥ 14.176 billion yen
Contents of plans	Residential, retail, and local community support facilities, etc.	Residential, commercial, public facilities, etc.	New road	~ 5 400 m ² traffic square
Project Approval	2013	2008	2006	2006
Project Completion	2019	2015	Scheduled for 2028	Scheduled for 2025
Total No. of Meeting Minutes (Period)	11 meeting minutes (2007-2013)	26 meeting minutes (2003-2008)	54 meeting minutes (2003-2006)	

8.7. Appendix VII (Chap. 4): Summary of public opinions appearing in ward assembly meeting minutes

Shinagawa Ward (Musashi-Koyama)	Chuo Ward (Tsukishima)	Setagaya Ward (Shimokitazawa)
1. Concerns about the master plan's formulation criteria and process. - Inadequate survey of residents for master plan - Need for clarity on how resident input was used - Calls for the ward to hold sessions explaining the master plan to residents.	1. Lack of transparency and resident involvement in planning - Insufficient public hearings limiting Ward-resident interactions - Calls for less URA dominance and more Ward-led initiatives - Request for extended public inspection periods and dedicated community planning contact - Exclusion of non-rights-holders from decision-making	1. Criticism of poor planning and widespread opposition - Approval of road plans by TMG before finalizing related policies seen as poor practice - Questions raised about procedural regularity of project approval - Criticism of speed of plans despite significant disapproval - Criticism of Ward's lack of authority to revise TMG-promoted plan
2. Lack of awareness of redevelopment project - Poorly-publicized public hearings with low attendance - Limited briefing during planning stage - Inadequate information sharing beyond the Ward's channels	2. Criticism of changes to the district plan - Questions on the legitimacy of altering 1997 district plan's height limit - Concerns about the new height's impact on the urban environment - Doubts about the Ward's long-term outlook of effects of redevelopments	2. Calls for inclusion in planning process - Accused Ward and TMG of only engaging those in favour of project - General lack of awareness among residents about project
3. Residents' opinions overlooked in project planning	3. Criticism of City Planning Council's impartiality - Perception that Council disregards opposing views on redevelopment	3. Push to rethink integration of residents' opinions in plan - Calls for written opinions to be fairly collected

- Objections to project's height and social/environmental impact - Perception that rights-holders and developers' views prioritized - Ward authorities backed high-rise redevelopment for disaster preparedness and economic revitalization	- Calls to diversify the Council - Suggestions to allow new residents to join the Council	- Calls to consult experts to explore variety of methodologies to incorporate residents' opinions
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8.8. Appendix VIII (Chap. 4): Raw data of public opinions and responses of case studies' redevelopment projects

The meeting minutes were translated using automated translation tools and subsequently reviewed for accuracy. Identifying information relating to individuals or specific parties have been anonymized.

1 Musashi-Koyama Palm Station Front Redevelopment Project

Meeting Type

○: Construction Committee

●: Regular meeting

No.	Year and Month	Meeting Type	General question (a)	Administrative response (b)
1	H19- 8	○	Regarding the Musashi-Koyama Palm Station area, you mentioned that there are two landowners. However, in your opening remarks, you mentioned that the momentum from the rights holders has been growing, which has led to the formation of a redevelopment preparatory association. Could you please tell us what specific momentum is being expressed by the rights holders that is growing?	Regarding the momentum in Musashi-Koyama, this area is lined with small restaurants, and there are issues such as the fact that they shake quite a bit in an earthquake, or that they are dangerous in the event of a fire. On the other hand, it is difficult to rebuild, so landowners have been gathering since last winter, and as they have held study sessions on things like joint ownership, the momentum has been building up.
2	H20- 9	○	That's 647 households out of 11,000. I don't know if this is a good number, but However, the overwhelming majority of residents are aware that this type of town development is being promoted. Some may have been aware of it when they looked at the questionnaire, but some did not respond, and I think there are various reasons for this, but the overwhelming majority are unaware that this type of town development is currently being considered. I wonder if a basic policy will be created in the form of a draft, and when such a thing is released, how will residents be responded to? I think that will be the policy, but could you tell me a little about the flow of that?	At this stage, we are currently conducting internal review based on the results of last year's survey, and will now create a draft basic development policy. As for the final formulation of the basic development policy next year, we have not yet decided on a specific schedule or method, but we would like to listen to the opinions of residents as much as possible and discuss the matter through methods such as holding public comments and explanatory meetings, etc.
3	H20- 9	○	I just want to ask one thing about the Musashi-Koyama Station Area Development Project. Overall, for example, there is the landscape plan that I mentioned earlier, and the landscape plan will be something for the future, but there will inevitably be a certain degree of interlocking, or rather, as we look ahead to a vision for five or ten years from now, various plans will inevitably emerge. I think that among the various plans, there needs to be some interlocking, so I would like to know what the ward's thinking is on this matter.	Of course, we think it is necessary to link them together and ensure consistency. (Omitted) How much of a rule we should use in this area is a topic that needs to be considered urgently in the future. I think that this is an important issue to consider. For now, I hope you will understand that this is my answer.

4	H23- 2	●	Regarding the redevelopment, I think that in the end, it doesn't matter if the apartments don't sell, and they won't report to the assembly. This means that the results of the public works carried out using public funds cannot be reported. On the other hand, if it's okay to sell them to a major real estate company, doesn't that mean the purpose of the redevelopment is to create apartments to sell to real estate companies? The redevelopment system is said to sell the apartments and use the money to fund the construction project, so if you say that's irrelevant, doesn't that mean that the purpose of the redevelopment itself is to create apartments to hand over to major real estate companies? I would like to ask this.	First, with regard to redevelopment, as I have answered before, we are providing support for public facilities and public open spaces, and we are not supporting condominium companies, so I would appreciate your understanding.
5	H24- 8	○		Next, please look at the right side of the document. Here, the positioning of the higher-level plans is summarized. First, the "Musashi-Koyama Station Area Town Plan" that was formulated in December 2011. The "Development Vision" aims to improve the safety of areas densely populated with old stores through joint use and intensive utilization, and to create a face that is appropriate for the western gateway to the ward, the central core of the Ebara district, and the entrance to the historic shopping district. It also prioritizes revitalization of the shopping district and aims to develop the area into a symbolic entrance to the bustling axis. It has been done.
6	H24- 8	○		Next, the "Guidelines for Guiding Streetscapes in the Area Surrounding Musashi-Koyama Station", which was formulated in March 2012, utilizes urban redevelopment project methods to promote the joint use and intensive utilization of land, thereby designating the area as a place that will ensure a space for people to stay that will be a symbol of the area, create a hub in front of the station with a variety of urban functions, and guide the formation of a new skyline at the top.
7	H24- 8	○		The area I will explain this time is a plaza in front of the station. Roads that contribute to the development of plazas and automobile networks It is expected that they will play a role in road maintenance.
8	H24- 8	○		First, regarding the spatial composition on the left side of the document, a 6-meter-wide pedestrian priority road will be constructed on the station side of the district, and an 8-meter-wide partition road will be constructed on the northeast side. Plans call for the creation of open space above the sidewalk along the road that runs through the facility. In addition, a pedestrian walkway that will continue the existing route of daily life at the district boundary on the southeast side is

				planned, as well as a public bicycle parking area on the north side of the facility and a plaza that will be integrated with the station plaza on the northwest side. Furthermore, on the Palm Shopping Street side, plans are in place to create a streetscape that ensures continuity with the shopping street.
9	H24- 8	○	Also, looking at this diagram, it seems like the shopping district will really go all the way around the station, and if the shopping district goes up to the third floor, it seems like there's a good chance that it could end up being right here. And also, looking at this diagram, there's also the green diagonal line next door, the Musashi-Koyama Station Street District (under planning), and as it's written in the guidance guide, there will be a lot of development going on in the future. I think there are already a lot of places that are holding study sessions, so I wanted to ask you about the impact that you think the Palm Shopping District itself will have. The area in front of the station will be fine, but on the other hand, I think the area near the exit will be a big negative. What do you think about that kind of thing?	Next, regarding the thinking behind the Palm Shopping District, we do not believe that this development will cause the shopping district to fall into disuse. In addition, we are not planning to add large, box-shaped stores to coincide with this development, but rather to add things like a street-level shopping district, so we believe that this plan will also create a sense of mobility for the Palm Shopping District, with this as the starting point. We also intend to continue to provide guidance to businesses so that development plans do not cause the Palm Shopping District to fall into disuse.
10	H24- 8	○	Also, the economy is currently in a very bad state, the recession has been going on for a long time, and consumer spending is sluggish. In this situation, this kind of plan seems like a plan from the high economic growth period. I would also like to hear about the ward's thinking regarding the economy of this area, with the aim of attracting more and more people here.	Regarding the economic impact of this base development, we believe that by developing the base, we can utilize the potential of the area and attract more people, which will lead to the development of the area and ultimately Shinagawa Ward. We believe that this will lead to further development, so we believe that developing this area will have a significant economic ripple effect. Furthermore, the ward believes that by utilizing this potential, we will be able to fully sell out the homes and other facilities built here.
11	H24- 8	○	In terms of how these points are being considered, have there been any explanatory meetings held for local residents about this plan, all the stores in the Palm Shopping District, not just the Palm Shopping District, but for all the store owners in the area, or for the local community? Is it possible that the explanatory meetings are limited to store presidents, store association presidents, or town association presidents? I would like to know whether the local residents and store owners, or at least the store owners, are aware of this plan.	First of all, regarding the information sharing with neighbors through explanatory meetings about this plan, up until now, the local residents have been discussing how to develop the town, what to do with the land they own, and so on, and now that the outline has been finalized, an explanatory meeting will be held for the surrounding residents, so if possible, it would be best to include this information during the meeting. However, even so, I have heard that the preparatory association has been providing information in a timely and appropriate manner to the head of the local shopping district and other such parties as they have been working on the plan.
12	H24- 8	○	Also, when I was reading the minutes of the previous meeting, it said that we would hold a public comment session. The Construction Committee held a meeting on August 22nd last year to discuss the Musashi-Koyama Area Urban Development Vision. When the proposal was reported, various questions were asked about the consensus	Another point is regarding public comments. When formulating the urban development vision for the area around Musashi-Kosugi Station, we felt that it was necessary to explain the plan more carefully to the local residents rather than through public comments. As a result, rather than a one-sided approach through public comments, we

			of the area, and it was written that such a plan would be compiled by collecting a certain amount of opinions from the ward residents through public comments, but I was wondering whether these public comments were made, and what was going on with informing the local residents and listening to their opinions. Please also let us know any public comments.	held explanatory meetings in the local area and also explained the vision at meetings of local town council presidents and other such venues.
13	H24- 8	○	So, the answer here was that public comments would be collected before moving forward, but it seems that no public comments were collected. So, I would like to know if there were any explanatory meetings for the local community, aimed at the general public, held on the basis of the urban development vision for the area around Musashi-Koyama Station. I think that even people living in the area probably don't know that this 140-meter high will be built in Musashi-Koyama. And, the fact that such a plan exists... However, the vision and the guidance guidelines are hardly known by most people in the area, and I wonder how much the business owners in the shopping district know about them. I would like to hear your thoughts on this.	The information session was held for the general public, in other words, for everyone who lives in the area. In addition, we have posted a comprehensive version of this plan on our website and other media so that anyone can see it, and we have also publicized the vision and guiding guidelines in the Shinagawa Ward newsletter, although only an outline due to space constraints. So it is not the case that people are completely unaware of it, and we believe that we are doing our best to spread the information as much as possible.
14	H24- 8	○	No matter how I think about it, I think that there will be buildings in Musashi-Koyama that are 142 meters high, which is the limit of the aviation law, one after another. Not just one building, but this building itself is too expensive, but I really wonder if this kind of urban development, where we build not just one building but one after another, is really the right thing to do. Furthermore, considering the current economic situation, a bill to increase the consumption tax was recently passed, and it is estimated that GDP will continue to decline further from now on. In this situation, I am very worried about what will happen to the town in the future if we continue to pour huge amounts of tax money into plans that are reminiscent of the high-growth period and move forward with this type of town development.	I explained the reason at that time, but regarding the recent economic situation, in the analysis of the commercial accumulation in Musashi-Koyama, we analyzed the sales amount for three years from 2002, 2002, 2004, and 2007. The figures have dropped slightly, but it is still prominent as a commercial accumulation base. In that sense, we are now creating a new master plan for each district, and for Musashi-Koyama, we have set out a policy to develop it into a central core of the ward with a complex base that supports the daily lives of the ward residents as a more familiar living area and a wide-area base for the Ebara district. While formulating the master plan based on such analysis, we are also creating the town development vision that I will introduce today at the same time, so the ward is proceeding with town development in cooperation with the perspective of large-scale town development and the details of the Musashi-Koyama area that were explained today.
15	H24- 8	○	And then, there is the question of what this will mean for the Palm Shopping District as a whole, and I think it will have a serious impact on neighboring shopping districts, such as Nakanobu, Ebara-cho, and my hometown of Hatanodai. Finally, I would like to hear what the ward thinks about the overall impact on the surrounding area, and the impact on urban development that comes from the economic situation.	Therefore, I have explained the overall plan and the direction of the region. As the section chief in charge of the master plan said earlier, the ward's overall urban development, and each region, and each district, are at a different level of maturity, so discussions have been carried out on each of them, and we have a sense of schedule to bring all of this together and properly explain to everyone the public comments on the overall plan and the master plan in the fall of this year. Naturally, the opinions of the local

				people will likely come up in the policies for each district, and we are thinking of making sure to incorporate them in the urban development this time, so We would appreciate your understanding in this matter.
16	H24- 8	○	Urban development is something that the local residents all work on. However, the situation is that even among the rights holders here, 75% are in favor, not just 25%, so I would like to conclude by requesting that this plan be made widely known to local residents, the shopping district, and neighboring residents, that their opinions be carefully listened to, and that it be moved forward as town development that benefits the local residents.	
17	H24- 9	●	The first point is that 140-meter apartment buildings are not suitable for Musashi-Koyama, and neither shopkeepers nor residents want them. When asked why they are so high-rise, the redevelopment association responded, "We created them in accordance with Shinagawa Ward's guidance guidelines." In other words, we cannot build a super high-rise building in front of Musashi-Koyama Station. It is none other than Shinagawa Ward that is directing the construction of the high-rise apartment complexes. Before the war, Musashi-Koyama Shopping Street was one of the five major shopping streets in Yamanote, and it was so lively that it was counted among them. After overcoming hardships during and after the war, the arcade and parking lot were completed in 1956, and the area took on its current appearance. In 1975, the ward presented a basic plan for redevelopment, but concerns arose that "won't the key tenants be businesses that meet the local demand? Rather, will the local businesses end up being pushed into a corner?" and the plan was cancelled. Today, Musashi-Koyama is seeing an increase in the number of stores available for rent, while unique shops, mainly those opened by young people, are opening up. Isn't it important to build a town that takes history into account and adds new appeal? In a survey of local residents' opinions conducted by the ward, the top choice was "a town for ordinary people that values human interaction" at 44%, while 5.6% chose "a sophisticated, urban town." %, the lowest. Why are they inviting super high-rise buildings to Musashi-Koyama? Is this guidance a plan that shops, customers and residents want? I don't think so. What do you think?	First, the guidelines for guiding the streetscape in the area around Musashi-Koyama Station indicate the direction for guiding the formation of the streetscape based on the Musashi-Koyama Station Area Urban Development Vision, which was formulated in December 2011. The vision was formulated based on the opinions received in a survey conducted in 2007 and in an explanation given to the neighborhood association and shopping district last year, and we believe that the vision has the support of the local community.
18	H24- 9	●	The second point is the issue of wind damage. Wind damage from the 19-story, 60-meter-tall Park Homes building is causing serious damage to residents. At the briefing session, participants specifically pointed out that	Next, regarding wind damage, when formulating development plans, we have been conducting wind tunnel experiments to predict changes in the wind environment before and after the construction of the

			elderly people have fallen over due to the wind from the building, and while no solution has yet been presented, the construction of a new 140-meter-tall apartment building will spread wind damage to the area. Why does Shinagawa Ward not acknowledge that wind damage is actually occurring? Why doesn't it investigate wind speeds and frequency of occurrence, make the results public, and present countermeasures? I would like to ask.	planned buildings, and when measures are necessary, we take measures such as planting windbreak trees. In addition, at the neighborhood briefing sessions held by the redevelopment preparatory association, we explain the survey results regarding changes in the wind environment and measures, and the ward is also providing the necessary guidance.
19	H24- 9	●	The third point is the impact of the commercial tenants of the new building on nearby shops. The ward has said that it is important to coexist with the new building and that the shopping district needs to make an effort, but the tenants of the new building have been very strict. Won't this just lead to businesses opening with little capital, and ultimately draining the shopping district that draws in customers from surrounding stores? I would like to hear Shinagawa Ward's outlook. Also, how do you think the continuation of business for the restaurants currently operating in the redevelopment area will be handled? How many stores are currently operating in the Palm Station area? And how will the redevelopment association be responsible for securing temporary stores or alternatives necessary for business continuity, and for business compensation such as moving expenses? Please explain in detail.	Next, regarding the impact of the redevelopment on the shopping district, according to the development plan drawn up by the Musashi-Koyama Palm Station Area Redevelopment Preparatory Association, commercial facilities that take into consideration the continuity with the neighboring shopping district will be built in the lower floors of the building. The stores will be placed in areas with a view to creating a lively streetscape, and the types of businesses they introduce will be in harmony with the surrounding shopping districts. The ward also intends to provide guidance and guidance so that the neighboring shopping districts can be revitalized together.
20	H24- 9	●	Just look at the results of the redevelopment project. In the Oimachi West District Redevelopment Project, which was completed in September this year, I have heard that only two businesses are able to return to the completed development buildings and continue their business. There is no trace of the original shopping street that formed the entrance to the Ipponbashi Shopping Street. The shopping street has disappeared, and only the development buildings remain; it is the destruction of the town itself. This plan for urban development with super-high rises must be withdrawn and resident participation must be guaranteed. I strongly urge that we shift to urban development that makes the most of the good things about Musashi-Koyama. What do you think?	Next, there are approximately 100 stores in the area scheduled for redevelopment in front of Palm Station, and compensation for business operations, etc. will be decided through discussions between each right holder and the redevelopment association, based on the Urban Development Act and compensation standards to be established in the future.
21	H24- 9	●	After all, isn't the initiative to induce super-tall buildings just a plan to maximize the reserved floor space acquired by developers?	Next, regarding the urban development plan, the area around Musashi-Koyama Station has become more convenient due to improvements in urban infrastructure, such as the undergrounding of the Tokyu Meguro Line and the mutual use with the subway. However, there are issues such as making the area a more lively shopping district and improving disaster prevention measures, as the area is densely populated with wooden buildings. In order to solve these issues, we have held a number of study sessions on

				urban development centered on local rights holders, and the ward has also supported these efforts by listening to the opinions of local residents and putting together a vision and streetscape guidelines. Therefore, the ward has no intention of withdrawing these plans.
22	H24- 9	●	Also, regarding the issue of development, did you get the support of the local community? Did you listen to the opinions of the local people? Who exactly are the local people? I would like to have a clear answer as to who wants this development plan. Also, whose opinions should Shinagawa ward listen to when it comes to urban development? It seems that the opinions of landowners and developers are being fully listened to, so I would like to see the ward take the same stance of listening to the opinions of local residents and Shinagawa ward residents and reflecting them in urban development. I also think that a system should be created. What do you think?	I have said that when proceeding with redevelopment such as urban development, the opinions of local residents are heard. In particular, with regard to redevelopment projects, study sessions have been held mainly by local rights holders who own a certain amount of land or by those who own the land. In the relevant area, 100% of the landowners are participating in the preparatory association. Over 90% of the leaseholders are also participating, so it appears that urban development plans are being carried out at the initiative of local residents. In particular, in redevelopment projects, it is true that constructing tall buildings will naturally cast shade on areas in the distance and have an impact, so we explain the contents of individual plans to such people and listen to their opinions. These methods, techniques and mechanisms have been carried out based on certain rules up until now, and although there was an opinion that such a mechanism should be created, we have already been proceeding in a certain manner according to those rules. Therefore, I would appreciate your cooperation.
23	H24- 9	●	You said "residents," but your answer was all about landowners. You said that you are following certain rules, but I don't think you should change the current rules. If this is not the case, it will not just be local residents and landowners. In that sense, the voices of the local community must be fully listened to. I believe that the survey of local residents' opinions was not reflected at all. They are not reflected in the guidelines. I would like to know, first of all, what basis is there for the idea that the opinions of the residents have been taken into account in this situation, and it is extremely insufficient for the business operators to merely explain the contents of the guidance guidelines. I urge Shinagawa Ward itself to take responsibility and hold an explanatory meeting on these guidelines and from the perspective of urban development, where the ward can first fully listen to the voices of the residents and then revise the guidelines. I would like you to adopt this kind of attitude. What do you think?	I mentioned the local community. As I mentioned earlier, when this vision was formulated, we naturally explained it to the land owners of the development, in December 2011, and to the local town associations and shopping districts from September to October 2011, and in each discussion, opinions were expressed that they hoped for the plan to be realized soon, and that the continuation of the arcade would be a great thing for the local area. As for the ward, we have formulated this vision while taking these opinions into consideration, and we have no intention of changing this vision.
				Next, regarding the main opinions expressed at the briefing session, the association responded that it will explain to the landlords and then to the tenants. In addition, in response to the opinion that it is okay to give the same evaluation after the completion of

24	H24- 9	○		the redevelopment building in the area where the wind is strong after the completion of the preceding project, the association responded that the evaluation does not show the strength of the wind, but the frequency of wind that makes people feel uncomfortable, and that the wind does not blow with the same strength, but the frequency of discomfort is the same. In addition, the evaluation of the area in front of the station shows that there is still a similar wind, and that the evaluation will be the same after completion. In response to the opinion about the shadow at ground level, the association responded that legal measurements are being carried out, and that the shadow changes at ground level, but does not necessarily extend, and that regulations such as laws are being met. Finally, in terms of urban development, in response to the question of why a 142-meter high-rise building is needed, the answer is that it is necessary to have a large plaza facing the station square, and to arrange shops along the plaza and the paved open space, and to create a landmark building that will be the central core of the Ebara district as the western gateway. We have responded that we have planned it as such.
25	H24- 9	○		Next, on the right side of the document, we plan to develop a new district trunk road on the east side of the newly added B block to form a looped road network that will increase accessibility to the district, as part of the formation of a new road network that will coexist with cars and mainly pedestrians. In addition, we plan to develop a plaza that will be a base for activities and exchanges in conjunction with the station plaza , and a pedestrian space that will increase mobility within the district. We are planning to continue doing so.
26	H24- 9	○		Sorry, please have a look at the back. Finally, regarding the concept of floor area ratio and building height, what was previously the same concept throughout the entire area has been changed to a new maximum floor area ratio that allows for site integration, urban infrastructure development, and various contributions to the community in accordance with the characteristics of the block. Also, in the large-scale site integration promotion zone, building height restrictions have been set to create highly symbolic buildings that represent the hub of the area as the "central core of the Ebara district and the western gateway to Shinagawa Ward" and contribute to the formation of the top of the new skyline.
			I'd like to ask a question about bicycles. Regarding setting up this bicycle zone, there are a lot of abandoned bicycles around here,	I have a question regarding the construction of bicycle parking lots. As part of the development plans for District

27	H24- 9	○	and many people use their bicycles to go to Palm Shopping Street, so it seems that there are various issues, and I would like to hear how you deal with this.	B, which we are adding this time, we are planning to provide parking for shoppers and other people who will use the shopping district, so we would like to provide bicycle parking and other facilities there as part of the development. Regarding bicycle zones, we are now going to set up 4 meters of public open space, but we are particularly looking forward to the development of bicycle zones. I'm not thinking about saying that.
28	H24- 9	○	I attended the first day of this briefing, and one of the issues raised by many people was the wind problem. The wind from a 60-meter, 19-story building is very troublesome for the people of Musashi-Koyama, and many people said that the wind in the new building will be the same or even worse, and they asked what to do about it. The explanation was based on the results of a computer simulation, and was based on the frequency at which people feel uncomfortable, so no one was convinced. I think this shows that people are already suffering from wind damage, but what is the ward's thinking about this? I think it is necessary to take a more thorough approach to this wind damage, such as conducting wind tunnel experiments to measure the damage and installing anemometers, so I would like to hear your thoughts on this.	I have two questions. The first is about the wind environment. However, I have heard that the analysis will be based on simulations that have a proven track record. As for wind, of course, the assessment has revealed that the wind environment will change, so I have heard from the business operator that they will take measures to prevent the wind from becoming as strong as possible by installing windbreaks and arranging buildings in a way that avoids the wind becoming too strong, and the ward is also providing guidance in this regard. Regarding the installation of anemometers, etc., We have been conducting simulations, so we will first take measures based on the results of those. I have heard that if the wind is still strong, they will consider taking measures.
29	H24- 9	○	Regarding the wind, that was the answer given at the briefing session, but I was not convinced. The wind was about the same strength as that, and that is what was explained to us when the 60m apartment building was built. When the roads are closed, elderly people will not be able to walk, and children will not be able to ride bicycles, so opinions were raised about whether the operators are aware of the reality of the situation, but the fact that the situation is so severe now, and that there are many apartment buildings of the same level in the area, may lead to even greater difficulties, and I think this was the most common opinion expressed by everyone. Therefore, I think that simply repeating the same answers in the same way as now will not be satisfactory, so I would like the ward to instruct the operators to clearly state the situation, take measures, and make sure that things are done in this way, as I think this is the most worrying thing for the local residents, so I would like you to do so.	First of all, regarding the wind environment, we have been instructing the preparatory association and others to prevent wind damage and to create a wind environment that is not too different from the natural environment. We at the ward would like to continue working on this issue.
30	H24- 9	○	During the briefing session, many people asked why a 140-meter-tall building was chosen, and it was repeatedly said that it was in line with the Shinagawa Ward's guidelines, and that it was the ward's guidelines. In that sense, I think that Shinagawa Ward is guiding the construction of these 140-meter-tall apartment buildings, and in that sense, the cityscape guidelines, the vision for the area	I have a question about the urban development vision for the area around Musashi-Koyama Station and the streetscape guidance guidelines. As was mentioned in the general questions, this was formulated by conducting surveys and listening to the opinions of people in the shopping district and neighborhood associations, so the ward does not intend to explain this again.

			around Musashi-Koyama Station, Well, I think that an explanatory meeting should be held for local residents about this, even now, and as this is something that will affect future town development, I would definitely like to see this happen.What do you think?	However, for individual projects, it is natural that there will be higher-level plans. So, there are things like that in it. I think it is important to make this information widely known, and the ward's policies and visions are published on the website so that ward residents can see them, so I hope that they will take a look at these and confirm the content. We are.
31	H24- 9	○	The fact that so many people, 250 people, came to this briefing reflects their interest in what is going to happen with the town's development. In that sense, 140-meter-class buildings will be built one after another, and 45-meter, 60-meter, and in-between buildings are probably not possible at the moment because 60 meters is the limit. This will greatly change the town of Musashi-Koyama. There are many people who really love Musashi-Koyama and want to continue living here, and who were born, raised and have lived here all their lives. So, I think it is necessary for Shinagawa Ward to explain to such people, not only to the top town council presidents and store council presidents, but also to the people who live there, the vision and guidance guidelines that Shinagawa Ward has put out to explain what kind of shape and town it wants to make Musashi-Koyama. I would like you to do this.	It will be the same as before, but we will conduct sufficient questionnaire surveys at the formulation stage. We have been proceeding with this while taking into consideration various factors, and if we were to build an individual building, such as a 140-metre building, it would naturally become an urban redevelopment project. In such cases, although this is optional, we naturally hold neighborhood information sessions at the planning stage, and I believe that we will be explaining to you about what will happen to the town development of Musashi-Koyama during this process .
32	H24- 9	○	They say they took a survey, I think it was in 2007, and in it, Councilman X always says that the residents here don't want this kind of town, and that the survey shows that, but I don't think that the current vision and guidance guidelines were created based on the results of a survey. I don't think that taking a survey means that they have listened to the opinions of the residents, or that they have explained things to the residents. If they did take a survey, as the ward says, they should reassess the results and create this vision and guidance guidelines, and I think they should do so as a way of returning the favor to the survey, so I would like them to do so.	In regards to the explanation of the urban development vision and guiding guidelines, we have published them on our website and created an environment where everyone can view them, so we are providing a sufficient explanation there.Also, to repeat, when the projects take shape, we will of course provide explanations for each business unit, including the higher-level plans, so we believe that we are providing a sufficient explanation in that way.
33	H24- 9	○	Another issue is the wind, which I mentioned earlier. I understand that guidance has been given, but the result of that guidance is the data showing that there are many uncomfortable places where the wind is stronger than 60 meters, so I would like to ask that consideration be given to ways in which this can be further alleviated.	Regarding wind, we intend to continue providing guidance to preparatory associations and others in a way that ensures that there is little change in the wind environment.
34	H24- 9	○	When explaining this business plan, it was not in the form of an explanation of the vision or guiding guidelines. In response to the question of why the tall buildings were built, it was simply said that it was due to Shinagawa Ward's guiding guidelines, so simply posting it on the website does not explain the ward, so I would like the ward to	I'm talking about explaining town development to residents. Each area is at a different level of maturity, and various ideas have been put forward through study sessions on urban development within the community. In the Musashi-Koyama area, we are currently working on a master plan for urban development, and within this plan we

			once again get involved with the residents, listen to their opinions, and hold explanatory meetings. Since this is going to change this town so much, I would like them to do it in this way.	are clearly positioning the district-specific policies. This will not only apply to Musashi-Koyama, but will also be part of the overall master plan, and we will be inviting public comments and informing the local community about this in the future. Furthermore, as the section chief in charge said, we will also be posting the vision that has been put forward so far on our website. So now it's in a state where everyone can see it.
35	H24- 9	○		However, it should not be misunderstood that this 140-meter building is a part of the so-called streetscape policy, and the ward government is considering how each local right holder thinks about their town. We are not restricting heights above that limit. It is true that in Minami-Shinagawa 3-chome, for example, a ceiling of 13 meters has been set in the district plan. This was also an initiative of the local residents, and the ward has supported it. In other districts, including Musashi-Koyama, the basic 140 meters is roughly the aviation limit, and they have been operating based on that. However, on the other hand, as a ward, although there are restrictions under the Aviation Act, we have presented them as guidelines while also being mindful of the surrounding streetscape. Conversely, the construction of buildings up to 140 meters has been the result of various initiatives by local residents and rights holders, and has been discussed with the ward, and based on that, a certain direction has been established in terms of contributing to the community and developing open space , so the local residents are fully aware of this. I believe that we have received this feedback.
36	H24- 9	○		However, if a concrete building is to be built in the area in front of Palm Station, there will be a substantial impact on the surrounding area, such as the impact of the sun's rays and the current wind environment, so there will be legal restrictions. Of course, it is an obligation for those who have the right to do so. As for the wind environment, this has not yet been codified into law, and it is purely a statistical matter. There have been several reports by people who have conducted various studies, and evaluations have been made based on these statistical methods, looking at the current situation and what it will be like in the future. However, if multiple facilities are built side by side, the wind environment will change. Therefore, we are in a situation where we need to proceed while verifying each situation, and we are doing our best to ensure that this is handled properly by the union. We are thinking of providing guidance in this regard.

37	H24-11	○	The Musashi-Koyama Station Area Urban Development Vision led to the creation of streetscape guidelines, which in turn led to the development of the current 142-meter high-rise apartment building. However, these guidelines are hardly known to the local community. The reality is that the local community was very surprised by the sudden development of this 142-meter tall building. I attended the explanatory meeting for the plan, and there were so many people that it was almost too crowded for everyone to get in, so I think that in that sense, the local community is very interested in the plan. During the explanation, the developer responded by saying that it was in accordance with the ward's streetscape guidelines, in response to the question of why such guidelines were created in the first place.	First, regarding the first point, why did we create the urban development vision and streetscape guidance guidelines? Originally, with the completion of the continuous elevated intersection and the development of the station plaza, some of the potential for the area around Musashi-Koyama Station has been increased, and there are concerns that if things are left as they are, it will lead to disorderly urban development. In light of this, the ward and local residents were concerned about how to go about developing the area around Musashi-Koyama Station as a regional attraction hub suitable for the Ebara area, and they have been creating the urban development vision and streetscape guidance guidelines.
38	H24-11	○	In that sense, what I would like to ask about this townscape guidance guideline is how it was created, and whether it was created solely by the ward. I understand that the town council president and the shopping district were informed of this, but However, I believe that ideally, a council should be set up within the community, and local residents should discuss what should be done with the town, and something like this should be developed over a long period of time. However, I would like to ask why the ward has ended up creating these streetscape guidance guidelines in this way (omitted).	As for the process of formulating the plan, I will repeat what I have said before, but it is not that we did not listen to any opinions at all; rather, we conducted repeated surveys of residents and held hearings with shopping districts, and the plan has been created in accordance with the opinions expressed through these surveys.
39	H24-11	○	When I was reading the minutes of the town development vision meeting, the ward responded that they had no intention of deciding on the opinion of just one neighborhood association president. However, even though they said so, the only time an explanation was actually given and there was a question and answer session was at this neighborhood association president meeting. Ladies and gentlemen, I believe the main wish of this petition is for the opinions of the townspeople to be heard and for these to be reflected in the plan. In that regard, I believe that there should be explanatory meetings on the town development vision and streetscape guidelines targeted at all residents of the town, and a forum for listening to opinions. I believe that this is what should be done, but I would like to know whether there have been any explanatory meetings targeted at all residents regarding either the town development vision or the streetscape guidelines, and if not, why not ?	First of all, regarding the town development vision and streetscape guidance guidelines, the target area is 56 hectares, The area covered is wide, including the kindergarten and the former site of Hiratsuka Elementary School, so we did not hold an explanatory meeting for everyone there. However, we supplemented it by conducting a questionnaire survey to find out the residents' opinions, and based on that survey, we are formulating the town development vision and streetscape guidance guidelines.
40	H24-11	○	Also, I understand that if we leave things as they are, they will lead to chaos, so these guidelines are being created, but I would like to know what you mean by chaos.	The disorder that I mentioned earlier refers to the various redevelopment plans and urban development plans that have been put forward recently, and in the midst of these plans, the problem of dense wood density, which is an issue in the area, will be resolved, weak road infrastructure will be improved,

				and plazas facing stations will be developed. However, if such urban development methods are not used, then generally, apartment buildings will be built in clusters, and effective vacant lots and road development will not progress, and this is what I was saying earlier about disorderly urban development. That was my answer.
41	H24-11	○	I understand that a questionnaire survey was conducted, but local residents feel that the results of the survey are not being put to good use as a guide to guiding cityscapes, and the X-X Party has also pointed this out, but I don't think there were any voices calling for super-high rise apartment buildings. I think the survey results showed that the majority of people wanted a town where ordinary people could interact with each other, a town with an ordinary feel. "A town for ordinary people that values human interaction" was the most common response from local residents in the survey conducted by the ward, with only 5.6% saying that they wanted a "sophisticated urban town." %, which is the lowest ranking, so which one should we go for this time? Local residents say that the image of the town is more of a "sophisticated urban town" rather than a "down-to-earth town that values human interaction." What do you think about the voices that suggest the survey results are not being used?	First, in response to your question about whether the survey results are not being put to good use, we also feel that in the survey many people described it as a "people's town." In that sense, we do not think that this sense of a people's town will be lost as a result of carrying out redevelopment projects. In the Palm Station area, where development plans are currently underway, plans are underway to create a town that makes use of the mobility of Musashi-Koyama's shopping street by preserving the shopping street on the lower floors and the arcade, which is the symbol of Musashi-Koyama, and to develop a plaza where people can interact, so we do not think that this sense of a people's town will be lost as a result of redevelopment. Also, in the survey, there were many responses such as "I want to continue living here because it is so convenient," and "There is a high demand for housing," so we do not think that this sense of a people's town will be lost as a result of redevelopment. There are also opinions that the popularity of the shopping district and other such things should be preserved for the younger generation. In light of this, we have created a town development vision and streetscape guidance guidelines to consider how to proceed with town development and what form it can take . This is what happened.
42	H24-11	○	Another thing is that the streetscape guidance guidelines state that it is important to create a landscape that will be a landmark of the Ebara district, "befitting the western entrance." As part of this idea of a landmark, it has become clear from the recent briefing session that four 140-meter-class high-rise apartment buildings will be built, but would the four buildings collectively be called a landmark? Please tell us about that as well.	Regarding the concept of landmarks in the Streetscape Guidance Guidelines, the area around Musashi-Koyama Station has long been developed as the center of the Ebara district. In order to further develop this area, we would like to promote landmark urban development, centering on Musashi-Koyama Station, in that area. The four buildings are presented in the Streetscape Guidance Guidelines as a tentative image. Details will be worked out in future plans, but we would like them to be the pinnacle of the skyline of the town , gently connected to the general urban area. This is the kind of thinking that we are expressing.
43	H24-11	○	This petition requests that the ward take responsibility for providing thorough public relations, providing multiple explanations, and holding public hearings to the residents around Musashi-Koyama regarding the contents of the town development vision and	As I explained earlier, we have already made the information known to residents and others through the ward's public relations materials and on the ward's website, so we have no plans to hold another briefing session.

			streetscape guidance guidelines. I believe that even going forward, there should be explanatory meetings aimed at all residents in the area regarding this town development vision and guidance guidelines, and a forum where their opinions can be heard. What are your thoughts on this?	
44	H24-11	○	Why don't you hold an information session? Doesn't the ward have any desire to let the local community know about its vision for urban development?	We have a medium called Shinagawa Public Relations to inform the residents of the ward, so we will use that to inform everyone, and if you would like to see the full text, you can view it on our website, and we will also inform you of such things through our public relations, so please check there. The fact is that the information has been made known to residents.
45	H24-11	○	I think that Shinagawa ward has taken the trouble to create this kind of town, and that the ward has created the town development vision and streetscape guidance guidelines with that desire. The ward has created this plan with that desire and with the desire to make it a good town, so I asked you earlier if the ward would like more people to know about it. Don't you want more people to know about it?	We want people to know about it, so we've published it in the Shinagawa Public Relations magazine and also made it available on our website.
46	H24-11	○	I am very happy to hear that you clearly want people to know about this. If you want people to know about this, public relations and websites are not enough. I think the reality is that most people are not aware of this. We want people to know about it, but what are your thoughts as a ward in terms of how many people in the community know about it, despite our public relations efforts and website ?	We believe that by publishing this information in Shinagawa Public Relations, which has previously provided various announcements from Shinagawa Ward, we are able to ensure that everyone is fully aware of the information.
47	H24-11	○	I think that this understanding is a little bit of a misunderstanding of the reality. I think that most people who came to the briefing session recently probably don't know that there is such a streetscape guidance guideline. I would like you to ask someone if they know about this streetscape guidance guideline, or to take a copy of it. If the ward really wants people in the Musashi-Koyama area to know about this streetscape guidance guideline, I would like them to go into the community and explain it to them. Moreover, I think that there are very few elderly people who can look at the website, and only a few people can see it. Public relations is a summary version, and of course it is impossible to include the entire 10-page guideline, and I don't think public relations can convey the content to the extent that people can grasp it. In that sense, if the ward really wants everyone in the Musashi-Koyama area to know about this town development vision and streetscape guidance guideline, I would like to ask you again to hold a briefing session.	As before, the information will be published in the Shinagawa Newsletter. In addition, the town development vision and streetscape guidance guidelines for the Musashi-Koyama area have been included in the town development master plan, and we are currently accepting public comments, so we believe that we will be able to hear your opinions there as well.
			This is only a small part of the master plan for town development. So, the local people are really interested in this, and many people	Regarding town development, as the Director of the Urban Development Division just mentioned, we have been formulating this

48	H24-11	○	came to the briefing session over two days. In that sense, I think that there are many people who live in Musashi-Koyama who really love their town, who are comfortable to live in, who have a wonderful shopping district, and who want to continue living there. I think that a good town will be created when people want to continue living there and participate in the town development of the town they love. In that sense, Shinagawa Ward has created a town plan for the kind of town it wants to be, and based on that, contractors are building the town and high-rise apartments. I think that this is the right way to proceed, and I think that this is what is being questioned in the town development of Musashi-Koyama. I would like to hold a briefing session and explain the contents of this streetscape guidance guideline and town development vision to the local people many times to help them understand, and proceed with the attitude of promoting town development together with the local people.	plan based on surveys, discussions with various communities, and listening to the opinions of town council presidents and others. As for the ward, as we move forward with urban development, we have laid out policies for each district, including the master plan I mentioned earlier. As you said, I think it is important to work with the ward residents on these policies and seek their understanding as we move forward, but rather than holding explanatory meetings, the ward has formulated proposals after carefully listening to the opinions of the local community, so we would like to take every opportunity to publicize the ward's master plan and the ideas behind urban development in the region.
49	H24-11	○	For example, in urban development of densely populated wooden buildings, local councils are formed, and in a format where everyone can participate, various plans are proposed for the kind of town they want to develop, and then the town is developed while everyone gives their opinions. I think that this kind of careful approach is really necessary here in Musashi-Koyama. Right. In that sense, we definitely need to conduct a survey, because the local people feel that the survey is not being put to good use. We should not just take a survey and leave it at that. We would also like to ask again whether, as it is written here, the head of the neighborhood association, the shopping district, the association members, and each and every one of these people who are also business owners, are really included. We would like to strongly request that you continue to hold explanatory meetings, so that we can move forward with town development together with the people who live in the town, who love the town of Musashi-Koyama, and who want to continue living there, rather than making decisions based on the voices of only a few people.	
50	H24-11	○	I would like to ask a different question. A 142-meter apartment building is being constructed, and I heard that if there was only one building it would not be subject to assessment. How many buildings will be subject to assessment? Also, with four buildings in total it would be a fairly large development. If all four buildings were constructed together I would assume they would definitely be subject to assessment, but if they are constructed one by one, each one will not be subject to assessment, but when they are all completed it will be a large development of four buildings. I would like to	First, the approach to assessment. Regarding the construction of new high-rise buildings in urban redevelopment projects such as this one, the height must be over 100 meters and the total floor area must be over 100,000 square meters. Anything that exceeds both of these criteria will be subject to assessment. This time, the assessment will be carried out solely on the site of each planned building, so just because there are four buildings does not mean that all four will be subject to assessment.

			know how the assessment will be considered in such cases.	
51	H24-11	○	Since assessment is not something that the ward decides, I think that the system is such that the ward cannot decide what to do, but even if each one is not subject to assessment, this building is 59,000 square meters. So, I think that even something of this size should be subject to assessment, but when these four are combined, it will definitely be subject to assessment, so is it possible to ask for such a thing? I think that this development will place a huge burden on the environment itself, so I would like to hear your thoughts on this.	First of all, the subject of the assessment is probably about wind, shade, and other environmental measures for the surrounding area. Naturally, redevelopment projects are subject to assessments on these issues. Even if there are no such issues, we will proceed with the project after thoroughly checking the reduction of the environmental impact and traffic volume. However, although we have mentioned four buildings, currently, the details of the buildings have been decided to a certain extent only for the Palm Station area. As for the other areas, what kind of buildings will be built will be decided in the future as the building plans are decided, and ultimately, we think that all of them will be considered as part of the redevelopment project, or as the building is constructed. As a ward, we would like to instruct the project to be carried out after thoroughly examining the impact of environmental measures, not only on the redevelopment area itself, but also on the surrounding environment.
52	H24-11	○	Another thing is that the number of housing units is 640. I'm not sure if all four buildings will be the same type of apartment building, but even if we do a simple calculation, I think that about 2,500 apartments will be built, but I would like to ask whether there is a demand for these apartments in this area, in relation to the demand for development. Also, this time there are four 140-meter-class buildings, but the streetscape guidance guidelines also show that 45-meter and 60-meter buildings will be built one after another as a suitable new skyline, so I would like to know how you think about the demand here.	Regarding the demand for housing around Musashi-Koyama Station, we believe that there is of course sufficient demand, and based on that, there are currently various developers and companies in the area in front of the Palm Station. Consultant companies and similar entities are involved. I have heard that such entities are carefully predicting demand while promoting urban development, so of course there is demand. As for the surrounding areas, I believe there is sufficient demand if we can utilize the potential around Musashi-Koyama Station.
53	H24-11	○	You also mentioned that there is sufficient demand, but I would like to know on what basis you say that there is sufficient demand. I have also been consulted in the Ebara area about vacant apartments, and people who had originally taken out loans to build the apartments, but were unable to fill the vacant rooms, causing their plans to go awry and they were having difficulty repaying the loans. I would like to know if you have based your claim that there is sufficient demand on the basis of factors such as the vacancy status of apartments in such areas, and if so, what is your basis for saying that there is sufficient demand?	Regarding demand, we are of course taking into account vacancy rates and other factors, but we are thinking of building 640 houses in the Palm Station area. Of course, the developers, who are experts, are the ones who are making the plans while making demand forecasts, etc. Based on that, we are saying that there is sufficient demand.
54	H24-11	○	Are developers also looking into vacant apartments in the area? Right now, it sounds like the demand is being left up to the apartment developers, so they'll just create it that way, but I'd like to hear how the ward is understanding this, and whether they're going to proceed with development after understanding it, whether the ward has a grasp of the basis for demand, and whether	As for the forecast of demand as a ward, of course, developers and research companies will be conducting interviews and other such activities to find out what the current demand is. We have been proceeding while taking into consideration these factors. We believe that redevelopment projects and condominium developments will not occur in areas where there is no demand, so we have determined

			they're aware of the situation in the area, such as vacant apartments.	that in the area in front of Palm Station, taking into consideration the location and other factors, it is fully possible to build 640 homes.
55	H24-11	○	The construction of these apartment buildings will have a negative impact on the vacancy of apartments in the area, and the fact that there are currently 25,000 vacant apartments in the ward has always been an issue within the ward, but in this situation, thousands of units are being built in Musashi-Koyama, thousands in Osaki, and I have been asking whether the ward is properly grasping the actual situation of supply and demand and proceeding with development in this way, so I would like to hear your reasons for this as well. I don't think it can be explained by saying that developers are building them because they are profitable, and therefore there is demand, so that is one thing I would like to hear again.	I would like to add a little bit about the demand for the building in front of the Palm Shopping District. The government's stance on urban development is to support local urban development. The landowners in each area, including consultants, have expressed their desire to carry out urban development in this way, and as a result, the building in front of the Palm Shopping District has been built. As for demand, redevelopment projects will basically be carried out based on the idea of whether or not they can pay off construction costs, including project expenses. At the stage of obtaining business approval, such agreements must be properly formed. It has become the basis that this is taken as the basis for the proposal. As a result, the proposal was made on the assumption that this many housing units could be supplied and that it would also be viable as a business, and the ward has been in a position to support this, responding to consultations on urban planning methods for the plan and the like, which has led to the current town development vision. Therefore, it is not the case that the ward is guiding this and drawing up a plan to supply 640 housing units, but rather that such a proposal has been made by local residents, people who know the local situation, together with experts, and the ward's stance is to provide solid support for it, so it is up to the ward to decide whether there is demand or not. We believe that this is not something that should be judged based on this.
56	H24-11	○	Another thing that bothered me when I was looking at the cityscape guidance guidelines was that in addition to the four 140-meter-class super-high-rise buildings, The plan is for multiple high-rise buildings, each of which will be 45 meters high, to form a new skyline befitting the western gateway to Shinagawa Ward and the central core of the Ebara district. However, we hear a lot of voices from the local community that super-high rises are not suitable for Musashi-Koyama, so I would like to hear your rationale for why you think that a group of four 140-meter-class super-high rise buildings and a group of 60-meter-class high-	There was also another issue about high-rise buildings. The height of 140 meters or so is basically the height limit set by the Aviation Act, and it varies by region, but in the Oimachi area it is 100 meters, and in Musashi-Koyama or Osaki it is 140 meters, but it is true that some municipalities have set a maximum height limit. There are municipalities that set a limit of 60 meters in the designation of height districts, but Shinagawa Ward has been thinking that it will not set such a limit as long as the requirements of the law are met. However, that being said, such heights can only be achieved if there is roads and other infrastructure, and this plan is based on that. So, regarding this foundation, a member of the committee asked a question earlier. As I have said, we have conducted surveys on traffic volume and the like, and we aim to make thorough preparations to realize our plan. Therefore, I believe that the proposal for four buildings will be made after careful consideration of the appropriateness and

			rise buildings can be said to form a new skyline befitting the central core of the Ebara district.	feasibility of the plan as local residents move forward with this type of urban development in the future. On the other hand, if we do not have a big basic idea, As Director Hatsu also stated in his response, urban order is the most important thing, so the ward has been moving forward with this order while determining the environmental axis and other such axes, including the characteristics of the Musashi-Koyama area. These are the town development vision and streetscape guidance guidelines, and they have been decided in that way, so the ward is in a position to provide guidance on whether each future development project is in line with these, and we would like to do so in that context. We are.
57	H24-11	○	I wonder if it is really a good idea to proceed with development based on whether a company can make a profit. If you build such a tall building, there is no way it can't make a profit. I am the opposite. I think that they are inducing development that will allow companies to make profits. They say that the ward does not decide demand, but I wonder if that is okay. After all, what kind of demand is there, what kind of conditions the local people are living in, what kind of impact the construction of the building will have on the town, if there are people whose lives will be destroyed by the construction of the building, then I think that such development should not be carried out, and I am pointing out that it may lead to such things, but I think that the ward should also have a firm grasp of such things. If the company can pay and the apartment meets the requirements, the Aviation Act is a law, so it is a minimum that must be followed, so as long as it is followed, it is okay to build tall buildings and continue to develop as much as you want, but I think that such development will lead to uncontrolled development.	
58	H24-11	○	So, does that mean that the people of the town want this kind of town development? I don't think so. I think that this kind of development is moving forward more and more because the voices of the town are not being listened to, so I strongly request that an explanatory meeting be held to clearly outline the townscape guidelines, in a way that can gain the consent of the local people, just as the local people want.	
59	H24-	○	There were various opinions from the XX Party, but I think that we all have an attachment to the towns we lived in as children, and to towns that change rapidly with the times. So, I think that the residents of Musashi-Koyama, and all the towns in Shinagawa Ward, want to protect their	As for the Palm Station area, as the committee member mentioned, it is an area with a high concentration of wooden houses, so we want to improve it as soon as possible to improve disaster prevention. What form of town development should we take in this situation? One conclusion reached in this process was to utilize a business method

	11		current towns. However, as time passed, various developments took place and the town became what it is today. People still love the town as it is now. So, taking into consideration the earthquake that occurred on March 11th and other events, and thinking about the town as a whole, we are creating something new, and I believe that once it is completed, the people who live there will love it. What are your thoughts on this matter as a ward?	known as an urban redevelopment project to consolidate and consolidate the sites, and based on this, to develop infrastructure and create things like plazas, and to develop the town in a way that makes use of the vitality of the Palm shopping district. The landowners have been discussing this for some time, and have finally come to a conclusion in the form of an urban plan. Therefore, we believe that redevelopment projects are one method for resolving such local issues, and we would like to proceed with town development while taking into account the issues facing the area and the feelings of the landowners. I am thinking about it.
60	H24-11	○	This newly developed town, do you think the residents of that ward will be able to love it, or not ?	We want to develop a town that is loved by local residents and that can grow sustainably together with them, and this is what we have been working towards up until now.
61	H24-11	○	I think that there are various problems with the construction of tall buildings, such as wind damage. The members of the XX Party have said such things, but I have heard that there are ways of building and designing buildings that can reduce wind damage. Are you aware of such things? Also, please tell us whether such things can be adopted.	Regarding wind damage, as the committee member pointed out, we are aware that there are various ways to improve the shape of buildings, such as rounding the corners or installing eaves to prevent the wind that hits the building from flowing downwards, and of course, with regard to the building being planned this time, we have instructed in such ways to minimize wind damage as much as possible, and this is what has led to the current plan. Thank you.
62	H24-11	○	I think it would be wonderful if as many people as possible could live in the Palm Shopping District. I also think that Musashi-Koyama has good things and nice things. In that sense, I think it is very important to preserve these things everywhere by carrying out new development. Please let me know if there are any plans to do so.	Regarding the Musashi-Koyama Palm Station area, The site is also the entrance to the Palm Shopping District, so naturally one of Musashi-Koyama's distinctive features is the arcade shopping district that it has cultivated up until now. This was planned in order to preserve that, and also to aim for town development that can develop together with the flow of people in the Palm Shopping District. Normally, in redevelopment, vacant land is provided on the shopping district side, but out of consideration for the continuity of the shopping district, not much vacant land is provided and the buildings are arranged. We are currently planning the placement of these facilities.
63	H24-11	○	There was a gas leak in this area in the past due to deterioration of gas pipes, and the water and gas pipes are also aging in this area, so it is no longer possible for each individual to deal with the problem, just like with homes, according to the opinion. In that sense, there seems to be a desire for the whole community to do something about it. So, the fire risk, I know about this, but really, trees The houses are densely packed together, and as the previous committee member said, if a fire breaks out, the area will instantly turn into a sea of flames.	First of all, regarding the gas pipes and water pipes in the Palm Station area, most of the roads in the area are private, and of course, because they are private, the gas pipes and drainage pipes are basically owned by the people who use them. In that situation, I think it would be very difficult for each owner and user to pay for the repairs.

			It seemed that he was always feeling this sense of crisis.	
64	H24-11	○	Another issue was that the evacuation site was set up at Koyamadai High School, and people were concerned that evacuating from this area to there would be extremely difficult, firstly because if a fire broke out the roads could be cut off, and also because there are many protruding signs, there is a risk that they could fall in the event of an earthquake, and obviously the roads are very narrow, making evacuation extremely difficult. I think this kind of thing applies, Hello, I would like to ask you again what your understanding as a ward is. Masu.	Regarding evacuation routes, of course, people living from the Palm Station area towards Hiratsukabashi have to go through the area to get to the evacuation shelter. However, if a fire or other incident occurs, they will not be able to evacuate. In order to resolve this issue, an urban redevelopment project was adopted in discussions among landowners as an effective means of dealing with the supply pipes mentioned earlier and securing evacuation routes. As a ward, we are also working to determine urban plans in the form of a redevelopment project in order to resolve these issues in the area.
65	H24-11	○	This person has lived here for a long time, and is deeply attached to the area, and wants to continue living here forever. In order to continue living here, of course, we need to develop a safe and secure town, and in that sense, when the idea of redevelopment arose, he was convinced that this would be a town and area where he could live, and that it would be safe for the people around him, and that, as you just said in your answer, it would be good, and that it would be a town that could be preserved for the future, as it would be sufficiently secured as an evacuation route.	
66	H24-11	○	And there is another concern. As this person said, I think it would be best to rebuild the whole area, but I am worried about what would happen if this plan were to fail. If this plan doesn't come to fruition, it will be impossible to develop this area forever. I have heard that they are currently working on this with that in mind. This is partly because they are landowners, but I really feel that they are moving forward with this plan with the hope that by moving forward with this plan, they can provide the surrounding people with safety and security in the event of an earthquake. I imagine that there are various opinions not only from the landowners but also from the surrounding area, but I would like you to briefly tell us the opinions of the landowners, especially regarding disaster prevention, and the opinions of the surrounding residents.	First of all, regarding the opinions of landowners regarding disaster prevention, we have heard opinions about how we should proceed with urban development in areas densely populated with wooden houses in the wake of the Great East Japan Earthquake, and we have also heard that it is very dangerous to live there. Similarly, the surrounding residents have also told us that their areas are densely populated with wooden houses, so we are moving forward with this project plan while listening to their concerns about the dangers and what it would be like to evacuate.
67	H24-11	○	I would also like to touch on the contents of the petition. In the answer given earlier, it was mentioned that the information would be sent via the Shinagawa Public Relations website. As other committee members have also mentioned, the Shinagawa Public Relations website is not distributed to every household, so this is not the whole story. As for the website, there are people who can view it and people who can't, so I feel that this is not everything. So, leaving aside the question of what to do further, in that sense, I would like the ward to continue to make efforts to let as many people as possible know about it, not	

			just in this case. I think this is especially important when it comes to matters related to rights or when there are major changes, so I would like you to continue to make efforts in this area. I feel that the explanatory meeting is a good place to fill that gap. However, I think there are various stages, such as how much more can be done and how far it can be done, so I would like you to make appropriate decisions and proceed with this.	
68	H24-11	○	The third item on the petition is a review of the redevelopment plan, but I think it would be difficult to reconsider the plan given the heightened awareness of disaster prevention among landowners and surrounding residents, especially since 3/11, and I believe that we are moving forward along the lines of agreement that have been reached. In that sense, I would like to see the plan move forward with the goal of creating a town that is truly easy and safe for the local people to live in, so I would appreciate your cooperation.	
69	H24-11	○	I've heard this before, but Shinagawa Ward has been helping out with various aspects of urban development and redevelopment, and as a result, the town has become safe in terms of disaster prevention and beautiful in terms of scenery. At the time, there were always voices of opposition to every redevelopment project. Later, the people who opposed the redevelopment project became very cooperative after it was completed. I also heard that he became the chairman of the local neighborhood association. We have been watching for a long time, and Shinagawa Ward has been supporting urban development, I heard that they have responded carefully while listening to the voices of the townspeople, and yet there are situations like that. So, while they have been carrying out such redevelopment projects up until now, they have been carrying out the new Musashi-Koyama Station area with the same care as before. Please let me know if this is the case.	Redevelopment is being carried out in the same way in every area. Therefore, we have been providing detailed explanations, and in the area around Musashi-Koyama Station, where a district plan has been established, we have been holding explanatory meetings from the planning stage, and because of the procedures for the Tokyo City Ordinance for Promoting the Creation of Stylish Streetscapes, we have been holding more explanatory meetings than usual within the area and moving forward.
70	H24-11	○	So, the same thing happened around Musashi-Koyama Station. I think it's okay to understand that Shinagawa Ward has been helping out with this and that we are working together to move things forward. The petition asks for the redevelopment to be reviewed, and although they say that they are not opposed to it in the spirit of the petition, it ends up being written as "review it, we are opposed to it," so I feel that it's difficult to go this way. What we are worried about is that Shinagawa Ward is helping out properly and has ended up creating a good town, which is what we have seen so far, so I hope that they will go through a proper process here as well and make it a safe,	

			secure, and beautiful town. Then, the topic turns to various topics related to the local community. However, as the committee member said earlier, it will become a new town, and people will create a community there. Where I live, generations have been in the area for many years, and as they change to new environments in each era, they form bonds and create a town community . I want to create a system that will connect these things. I would appreciate it if you could do so.	
71	H24-11	○	I just want to ask you one thing. In this document, you say that you are not against all development, but you also held explanatory meetings and tried to gain the understanding of the people there. So, although I am not opposed to it, I would like to go into more detail and ask each person a few questions. Everyone has their own position, and there are people who run shops and live in the area. I myself go shopping there and am one of those who love Musashi-Koyama, but I don't think the briefing session can go any further than this. Aside from the public relations and website that you mentioned earlier, I think it will come down to people individually calling the city hall and asking questions such as, is it okay ? For example, I was thinking, "What about neighborhood associations and town associations?" Since you are speaking publicly, I think it would be good for those who cannot see the public relations materials or website to come to an agreement within the neighborhood association or town council, discuss with the people in the neighborhood, and work together to create a plan, although it is not a consultation meeting. In terms of taking the lead in this, I would like to hear what Shinagawa Ward thinks about this. So, what are your thoughts on that?	We have been publishing information in the Shinagawa Public Relations and on the Shinagawa Ward website. We are trying to raise awareness through these means, and we have also been explaining the streetscape guidance guidelines in the same way in development plans and other projects. Therefore, we would like to continue to provide explanations in redevelopment projects, etc., just as we have done in the past.
72	H24-11	○	I understand that the ward has feelings about this and is making an effort to convey them, but the people who receive it may not understand it, so I would like to spread it to the neighborhood associations that are closer to you and have them talk about it there. If you say it's from the ward, I think it may seem like a very condescending attitude. I think that the neighborhood associations, the residents' associations, not on behalf of the ward, but the people in the neighborhood should work together and create something together, as Mr. XX mentioned earlier, because I thought that it is necessary to create a good town, a town that we love, so I talked about it a little. Please explain that again.	I may be repeating some of what I said earlier, but I believe that the most important thing is for us to share our various urban development visions and urban development with the local community, and so we have been using various methods to explain this up until now. However, we will also give careful consideration to proposals such as those introduced by the committee members, and intend to do everything we can.
			Currently, each committee member has expressed a desire to have the local	Basically, we announce this in our public relations efforts. However, if there is any talk

73	H24-11	○	community know about the town development vision and streetscape guidance guidelines. So, it is necessary to make an effort to raise awareness, and various opinions were expressed that it is necessary for everyone to work together to build the town. In that sense, if local residents ask for an explanation, not about specific development details, but about the town development vision and streetscape guidance guidelines that the ward has created, I would like the ward to respond. What are your thoughts on this?	about revisiting the matter in places like the Palm Shopping Arcade, we would like to provide an explanation about it.
74	H24-11	○	What I asked was that, because the matter has already been discussed with people involved in the shopping district and the neighborhood association president, I would like the ward to respond when people who live in the area, the residents, would like an explanation from the ward.	In the process of formulating the plan, we have conducted hearings with neighborhood associations, local community associations, shopping districts, etc., and as a result, if there are any parties that want to hear more, we have provided explanations to them. That is how we think about it.
75	H24-11	○	What I am asking is not about the representatives who have been there up until now, but about the fact that when there is a request from ordinary local residents for an information session to be held, I would like you to respond.	I'm sorry, but as for the general public, the information is posted in Shinagawa Public Relations or on our website, so I would like you to take a look at those.
76	H24-11	○	I would like to adopt this petition. In the explanation given by the developer, the streetscape guidance guidelines were presented as a banner, and the ward said that this is what they wanted, and they explained the 140-meter-tall apartment building. However, it is natural that the streetscape guidance guidelines that are the basis of this should be explained to the local community, and the section chief responded that the ward would like to make them known, but when local residents asked for information, he said he could not respond, and was sticking to PR and the website. I would like the ward to change this attitude and hold an explanatory meeting for the residents of the ward. I would like the ward to adopt this here, and I would like the ward to do so, so I am advocating for its adoption.	
77	H25- 6	○	The first point is about urban development. Recently, when the Shinagawa Ward Urban Development Master Plan was being created, I have heard several reports from some of the development areas that the urban development vision was reflected in the master plan. I would like to hear about the positioning of this urban development vision, and how the relationship with residents and the assembly are decided. Please tell me the process. That is my first point.	Now, regarding the positioning of the vision for the redevelopment town development that we are working on, first of all, for the town development of Shinagawa Ward, there is a higher-level plan called the Town Development Master Plan, and as a policy for each district, we have created a vision for each district, such as Musashi-Koyama or Gotanda, in a complementary manner. Naturally, we intend to report this town development vision to the assembly and other organizations at the mid-term and final stages. Regarding the residents' briefing sessions, etc., the person in charge will hold them in a timely manner. I think that the document was created while providing appropriate explanations, etc.

				Thank you.
78	H25- 6	○	Regarding the town development vision mentioned in the previous paragraph, the assembly will only receive a report on the interim report. The assembly will only be able to express its opinions through the report.	Regarding the Diet, I will report to you in the form of a report. We believe that we have been moving forward while receiving opinions and feedback.
79	H25- 6	○	Also, I understand that there was an explanatory meeting for residents, but could you tell us about the participation of residents in the process of creating the vision?	Although it is an explanatory meeting, we are thinking that it will vary depending on the item. Naturally, if it is something that is initiated by the local community, we think that we should proceed with formulating the vision while listening carefully to their opinions, so there are some things that we have not taken the general approach of holding an explanatory meeting. However, in such cases, we have formulated the town development vision while listening to local opinions, and we will continue to listen to opinions in a timely and appropriate manner in the future. We would like to proceed with formulating such standards.
80	H25- 7	○	Also, going back to the very root of the issue, why are we raising the floor area ratio from 400% to 500% and up to 700%?	Next, the idea of 700% volume is to create large blocks by consolidating the land , and provide public spaces such as plazas and roads. We have raised the rating to 700%.
81	H25- 7	○	Also, the new height limit will be 145 meters in Area B and 45 meters in Area I-3, which means there are new height limits that did not exist before. Please explain why this is happening.	Next, regarding the concept of height, it is the opposite of the volume mentioned earlier, but in order to evaluate such public contributions, a certain building height has become necessary. For District B, it is 145 meters, and for District I-3, it is 45 meters, which was previously set in the development policy based on the Ordinance for Promoting the Creation of Stylish Streetscapes. However, this has now become clear for the first time. This is the idea of the height that has been achieved.
82	H25- 7	○	In addition, the 700% deregulation of floor area ratio is an extremely high level, but why is it necessary to deregulate to this extent? As was mentioned earlier, securing public plazas was also an issue, but for whom is this deregulation being carried out? Is it really in the interest of the residents? Also, is it in line with the wishes of the residents? From this standpoint, why has there been such a large deregulation of floor area ratios and height restrictions been raised to such a high level? This is something that has never happened before, but I wonder whether it is really acceptable to permit something this tall, 145 metres, which is the bare minimum height permitted by aviation law, from the start. Many local residents have raised doubts about whether such a tall building is really necessary. Please tell us why you are relaxing the regulations to this extent, and for whom it is being done.	Regarding the issue of relaxation, I will repeat my answer, but the relaxation is being done as a certain evaluation of the creation of public spaces such as plaza-like open spaces and roads, and we have no intention of relaxing the current floor area standards without such things. Also, we are thinking of relaxing the standards after evaluating the issue of the region, such as the elimination of areas densely populated with wooden houses.
			I wonder if it meets the wishes of the ward residents...I live in this area, so I have been	It is the will of the ward residents, but as was said earlier, there is talk that the town's

83	H25- 7	○	raising the issue and pointing out various problems, but I would particularly like you to answer the part about the local area, because I believe that what the ward residents want, having listened to their voices locally, is not advancement. Meanwhile, in a public opinion poll conducted in 2012, community development through redevelopment was ranked 15th out of 15 questions, the lowest. Community development through redevelopment is what 6% of people want. Also, in a survey of local residents' opinions conducted in this area covering an area of 5.6 hectares, 5.6% of respondents said they wanted a sophisticated, urban town. This was also the lowest ranking. There was a local survey asking what kind of height restrictions people wanted, and I took this survey as part of the information disclosure process, but it appears that the survey has been left unreported. However, ward-wide opinion polls, local demands, and a survey of the XX Party all show that there are many voices calling for height restrictions to be set. In this context, I believe that the redevelopment and high-rise construction that the ward is currently trying to push forward in front of Musashi-Koyama Station is far removed from what the residents want. So, there is a huge gap with the survey conducted by the ward, and I would like to see any alternative information, or information that says, no, it's not like this, no, the residents have changed, be presented. But what do you think?	everyday atmosphere will be lost as a result of redevelopment. I don't think that will be lost as a result of redevelopment. Yes. In that sense, the plan for District B is to create a commercial space in the lower levels that will allow for the development of both the Palm Shopping District and other areas. I think that we will proceed in that way, and this project has been moving forward while holding explanatory meetings and the like, and we have been proceeding with sufficient explanations in the city plan, and at the stage of creating the master plan, we have decided on the plan while taking into account public comments, and as a ward, I think that it is important to develop the area around Musashi-Koyama Station by making use of its potential.
84	H25- 7	○	I understand that you are currently discussing this with the local community, but I would like to know what kind of local people you are referring to.	Regarding the definition of local people, basically As we believe that the first and foremost priority is the rights holders, a council has been set up locally and we are holding discussions with the council members within the 56-hectare target area. As a result of these discussions, we have decided on a streetscape revitalization policy, and we have been holding explanatory meetings and listening to opinions as we move forward with the project plan.
85	H25- 7	○	I have asked many times, but the amount of tax money being invested is not clear at all. I would like you to tell me if you know it. I still don't know how much tax money will be invested in either Area A or Area B.	Regarding the introduction of the tax, currently, in the B district, We are making various preparations for the establishment of the association. In the meantime, we will determine a business plan for the establishment of the association, which will increase the total business cost. The actual amount of subsidy to be invested in the total business will be decided , so at this stage, we do not know how much the tax will be. It has not been decided yet whether this will happen.
			If we are going to use tax money to build tall buildings and create parks, I believe that the	There was also talk about creating parks through the introduction of the tax, but first of

86	H25- 7	○	voices of the local community are against high-rise construction. If that's the case, then why not use the tax money to build a park? That's what the local people are saying, simply. There are voices saying that it would be a problem if tax money was used to make the buildings bigger and bigger, and the area became undesirable for the locals, so the local people say that there are plenty of other ways to secure open space. What do you think ?	all, the local rights holders will come together and discuss what to do with the town, and then we will carry out the redevelopment project based on the discussions that have been going on for a long time. In order to make the town they live in safe, they will utilize their rights using methods such as urban redevelopment projects. In addition, we do not just utilize these rights, but we also believe that the urban redevelopment project is made possible by creating public roads, squares, and other such things.
87	H25- 7	○	Also, how is the ward really responding to the voices of the residents that were expressed in the survey I showed you earlier, which was actually conducted by the ward? You say that you listened to the opinions of the local people, but it was only two landowners. I have listened to a lot of local voices. You can't go against the landowners, I'm sure you've heard that before, but there are many people who rent land and stores in the area who are really worried about what will happen to them in the future. I think the words "you can't go against the landowners" really express it. There are two landowners. What does the ward really think about the fact that this town is going to change drastically because of the wishes of these people? They don't just say "local", So, how do you perceive the local residents? What do you think about the wishes of the ward residents? I don't think you've written anything about that here, so I'd like to ask you again.	First of all, it is good to be able to do something about vacant land, but in terms of the voices of the ward residents, I mentioned earlier that there were two people in District B, but of course we will be reaching out to the land leaseholders above them, as well as the tenants currently operating stores and other businesses in the area, as well as those who are renting space and doing business in the area, in order to set up a union, and we will be reaching out to those people and discussing how we should proceed in concrete terms. However, we are currently proceeding with these kinds of matters while listening to opinions, so it is by no means the redevelopment of Area B was carried out based solely on the opinions of two people, so I would like you to understand this.
88	H25- 7	○	In addition, after the Great East Japan Earthquake of March 11, experts began to whisper that super-high rise buildings are not safe at all, as various earthquakes were discovered. Now, at a stage where research must be expedited, there are concerns that a series of seismic movements in the Nankai and Tonankai troughs could lead to a huge earthquake, but research is not progressing. However, the government said that it is safe under the current standards, so there is a big question as to whether Shinagawa ward should go ahead with the development of a super high-rise building. What are your thoughts on this? I think that the responsibility is great in that this is a development in front of the station that is being guided by the Tokyo Metropolitan Government and Shinagawa ward. What do you think?	As for the safety and security of our residents, as this is an urban redevelopment project, we will of course be building high-rise buildings. However, we are instructing our staff to always design safely, taking into consideration risks as much as possible, and by doing so, we will be able to build safer buildings by adopting earthquake-proof structures and vibration-control structures more than normal buildings, so we have no plans at the moment to stop building skyscrapers.
89	H25- 7	○	The words "seismic isolation structure" and "seismic control structure" were used recently when the area in front of the station was being developed, and they said that it would be fine, but we are by no means at that stage. I don't think it's an issue that can be resolved with just two words. We are taking on huge risks, and I have serious doubts about whether the government,	

			which is in a position to provide guidance, should really be able to move forward at this stage .	
90	H25- 7	○	I would like to confirm again that not only here, but various redevelopments are underway throughout Tokyo. For example, Meguro, Ebisu, Shibuya, and so on, are in a sense rivals of Musashi-Koyama in terms of commerce within Tokyo. If we consider disaster prevention, fireproofing, earthquake resistance, and commercial revitalization, the commercial center of Shinagawa Ward is currently Musashi-Koyama, Togoshi Ginza, and Ebaracho Shopping Street. So I think that proceeding with redevelopment in Musashi-Koyama to rival other areas such as Meguro and Ebisu is in the overall interest of Shinagawa Ward. I would like to hear the answer from Shinagawa Ward once again.	As the committee member said, there are various types of Redevelopment is underway. In light of this, the mayor's plan for Musashi-Koyama and Shinagawa Ward aims to foster the sustainable prosperity of the Palm Shopping District, which will continue to develop the area as the western gateway and the central core of Ebara. I believe that urban development is playing a major role in this regard .
91	H25- 7	○	We will continue to do so, but for example, Shinagawa Ward has redeveloped various areas up until now. I believe it was near Osaki Station, and also around the west exit of Osaki Station in the past. First, I would like to ask whether there were any opinions from the residents of the areas where development has been completed, such as they wished it had not been done, or that the redevelopment itself is against the interests of the residents.	Shinagawa ward has been carrying out redevelopment projects in various hubs, including Osaki and Oimachi. As a result, it has been good to see the creation of plazas and open spaces, and widening of roads. In addition, the Oi-Nishi district, which was recently completed, has been praised for the fact that an area previously densely populated with wooden houses has been transformed into a beautiful block. Especially when it comes to redevelopment that has destroyed the town. We have not heard anything about this.
92	H25- 7	○	When I was the chairman, I think it was Osaki Think Park, I'm sorry if I'm wrong, but the redevelopment of the former Meidensha site was completed, and I had a chance to speak to the local residents about it. It was very well received. There was a person who said the opposite opinion. They made the building earthquake-proof, fireproof, and the revitalization of the business was amazing. In the end, I don't know how many ward residents work there, but the business performance of the people who joined the company will probably improve, and as a result, they will pay more ward taxes. So, from that comprehensive perspective, I think that although it is true that there are various opinions about redevelopment, rather than that, it should be more about creating value for the future, and in that process, the town will be earthquake-proof, it will become beautiful, commerce will be revitalized, and taxes will come in, and ultimately, I think that it will be a positive thing for Shinagawa. So, after listening to the opinions earlier, I heard	As the committee member pointed out, Shinagawa Ward has formulated urban development policies in the past. And there are symptoms such as deterioration and dysfunction. In that sense, urban development must be carried out within a certain span. With regard to the current urban development master plan, we are looking ahead 20 years and considering what the future of Shinagawa ward should be, and especially with regard to the geographical advantage of Musashi-Koyama, it is on the border between Shinagawa ward and Meguro and is close to Meguro Station, so I think it has great potential in the broader area. With that in mind, Shinagawa ward has not decided on an upper limit for building height. If we have legal authority, we would like to respond based on that. However, since we have a vision for the ward that includes the overall urban landscape, we believe that such decisions must be made within a certain development policy. So, isn't this urban development being promoted by the government instead? Instead, local residents have been thinking about various issues in the area's urban development, such as the current densely populated areas and improving disaster prevention capabilities. The ward has been supporting these efforts by providing

			a lot of things being said, but I would like to have a more rational counterargument to such things. In fact, there are many successful examples of redevelopment, so I think Shinagawa ward should make that more clear and work to seek understanding. What do you think ?	guidance and advice, and as a result of the urban development work carried out so far, as you asked in your question earlier, we have not heard any complaints that it would have been better not to have carried out the urban development work. In particular, in the redevelopment of the west exit of Osaki, the vacant land that was created by the development has been positioned as an evacuation site, and the Tokyo Metropolitan Government has also positioned it as a wide-area evacuation base, so the town has been properly renovated in this context. As such, the ward's position remains unchanged that it will continue to firmly accept and support the momentum for such urban development in the region, and within that context, we intend to discuss and work together with the local residents on the revitalization of various areas and the continued development of commerce. And we would like to continue taking such measures in the future.
93	H25- 7	○	If you do not follow up properly, various things may be written, so I would like to ask you to listen carefully to the opinions of the residents and reach a local consensus before moving forward.	
94	H25- 7	○	As for commercial buildings, as the ○○ committee member also asked, In addition, Koyama is on the border between Meguro and Shinagawa wards, and within it are Gakugei University, Musashi-Koyama, Meguro, Osaki, and Shinagawa, which are quite a number of commercial areas. By carrying out this urban development in this area, we will be able to increase the potential of the master plan, and since it is a commercial area, I believe it will also revitalize commerce and the land. I believe that this development will be most significant from the administrative standpoint, both in terms of commerce and revitalization of the land, so I would like to hear your determination or thoughts on this matter.	Musashi-Koyama has had many shopping streets, including the Palm Shopping Street. By carrying out redevelopment projects in these areas, we hope to attract more customers and revitalize the shopping streets. In such a situation, it is natural that by building housing, the number of residents, or customers with purchasing power, will increase. In addition, instead of simply building an apartment building, it is also important to put in a certain amount of commercial facilities on the lower floors. We would like to consider introducing commercial stores that can revitalize the shopping district together with the new shopping district, not just large-scale stores, but individual stores, etc. Therefore, we are not simply redeveloping the area, but taking into account the characteristics of the area, and in Musashi-Koyama , we are creating a town that can continue to develop the shopping district in the future. We would like to move forward with this project.
95	H25- 7	○	In that sense, up until now, Musashi-Koyama has simply been home to Shinagawa's Togoshi Ginza, Oi Sunpia, and Shinagawa's shopping districts since the end of the war, but I would like to consider the potential and significance of Musashi-Koyama in Shinagawa as a commercial area within the wider Tokyo metropolitan area, and work closely with local residents, commercial areas, and residential areas to move forward with urban	

			development, so I would like to ask you to do so.	
96	H25- 7	○	First of all, the Tokyo Metropolitan Government's policy changed between fiscal 2009 and fiscal 2012. So, I think there must have been various conditions, but who is in charge of preparing the conditions in page 24 of document 3? Is it decided by Tokyo Metropolitan Government? Or did Shinagawa Ward respond to Tokyo Metropolitan Government's requests and prepare these conditions? The first thing I want to know is who is taking the lead.	First, regarding the concept of conditions on page 24 of Document 3, basically, as the ward and the local residents in the area were discussing the matter, the proposal was submitted to the Tokyo Metropolitan Government, and after some adjustments, the outcome of the plan was decided. Therefore, although the Tokyo Metropolitan Government has the authority to decide on the district plan, we believe that the original plan is a certain outcome of the collaboration between the local residents and the ward.
97	H25- 7	○	Also, since there are two landowners, I think the intentions of the landowners can be considered with a high degree of certainty. So, I think that negotiations with those people, or rather, discussions with various rights holders will be held in the town planning council and so on from now on, but I think that the opinions of those who own the land have very strong authority. My second question is what kind of intentions those people have.	As for the future of Area B, the redevelopment project will ultimately be carried out by the redevelopment association, the local landowners, so the project will be carried out by forming an association made up of the two individuals and the rights holders. Naturally, we intend to proceed with the project while taking into account the wishes of the rights holders. At the same time, as an administrative body, we will naturally be creating public open spaces and other such things, so we intend to provide strong guidance as an administrative body.
98	H25- 7	○	The third point is about shopping streets. They are not exactly the same. Of course, developed areas are different. They are developed, so the situation of the shopping street is bound to change. When that happens, the old, long-established stores disappear. Naturally, some stores that were once popular with local residents will disappear. Some store owners will take this opportunity to quit when the redevelopment takes place, and there will be various situations. Some will look elsewhere. If this happens, I think the characteristics of the area will change unless the shopping district sets new goals. So, I really want to continue this business even after the redevelopment of this area. I want them to be very careful about creating conditions for those who want to live here, and I want to look at the whole shopping district and decide what kind of shopping district and streetscape they want to create. Even though Shinagawa Ward says it will listen to opinions, it is difficult to decide what kind of shopping district and streetscape they want to create, as there are only 86 leasehold properties. I think it's hard to see what you want to say. How do you think about this and how do you proceed? Could you please tell us whether you are planning to proceed with this or not?	Finally, regarding the shape of the shopping district, of course, the regional characteristics of this area, as I have mentioned many times, the area has an existing shopping district and many businesses currently operating. Therefore, we would like to consider future urban development taking these things into consideration, and concrete measures such as how to bring in stores and the commercial layout will be decided in the future, but naturally, as a ward we would like to provide guidance to ensure that the shopping district does not fall into disuse.
99	H25- 7		As for the relationship with the shopping district, I think the association is thinking about various things, but there are also some people who are not very confident. In these times, I wonder if they can really maintain	With regards to the continuity of the shopping district, naturally there is a department within our organization that is in charge of this, so we will work closely with them, and there are also local shopping districts, so we would like to

		○	sales by moving to a new location and a new area. This makes me feel quite uneasy. I think this is something that should be decided between the people in charge, so I would like you to cooperate closely with them and aim to create a new streetscape, or a shopping street, without losing the characteristics of the area. I would like your response to this.	decide what to do about the commercial store tenants in cooperation with those as well.
100	H25- 7	○	Also, you said earlier that you had not heard any complaints about the town being destroyed after the redevelopment, but with redevelopment, as is the case in Osaki, the original residents and those who rent the property have no choice but to leave. Also, the landowners have no choice but to leave if they do not agree with the establishment of the association. In that sense, a lot of people leave the area. I use the expression "driven out," but I think that in the overwhelming majority of cases, the people who have been there for a long time really do leave, and new people who will use the area move in. In that sense, the previous neighborhood associations are broken down, and people who used to have friendly relationships with their neighbors are scattered and fragmented. This kind of problem is not limited to Shinagawa Ward, but is occurring in redevelopment areas as well. I think that the reason I have not heard such stories is because there is no willingness to listen, but what do you think about that? I have heard many voices saying that communication is broken down, and that people want to stay but cannot. In particular, shops have been rebuilt since the period of reconstruction. I think that in the vast majority of cases, people end up not being able to return, so I would like to hear your thoughts on this.	People say that if redevelopment is carried out, there will be no going back, but the redevelopment system is of course protected by law by the previous rights holders, and so they want to stay. Naturally, we will consider measures to allow those rights to remain intact, and this is something we have been considering up until now. Therefore, if the tenants or subtenants wish to retain their rights in that way, we will take their wishes into consideration and consider how we can reconstruct the property as part of the redevelopment project. However, please note that the asset value will naturally change from before to after. The amount of the change will vary, and the rights will be converted accordingly. For example, if you ask for a store to be opened in the same floor space as it is now, there may be cases where this is not possible, or where you will need to provide additional funds of your own. However, they are not being told to suddenly leave the area; rather, compensation is provided through discussions, and through these means some people are able to agree to be moved out of the area, while others will remain within the area. Regarding the current situation, if we are to continue business, we will of course provide compensation and operate from a temporary store. We are instructing the preparatory association to consider how the rights holders will continue their business and to proceed with the redevelopment while giving sufficient consideration to such matters. It is not a project in which everyone has to leave just because the redevelopment is carried out, so we ask for your understanding. I would like to have it.
101	H25- 7	○	Also, regarding the state of the town after redevelopment, I think there are various opinions, and people have found themselves in various situations, so I don't want it to be expressed simply. I would like you to express it in the correct way.	
102	H25- 7	○	As this is a redevelopment project, there are probably various issues for each location, but I have attended several information sessions here, particularly in District B, and compared to the recent situation in Osaki, the structure of the landowners is different, so as was stated in the answer earlier, first of all, the landowners at the current stage before construction begins - to be more specific,	First, regarding the response of the right holders in Area B, there are people in this area who have various rights, such as tenants and subtenants, so we will respond to them in a detailed manner. We are instructing the preparatory association to do so, and the preparatory association is also visiting each house individually and responding in this way, while they are working on creating plans for

			there is a leasehold right, but this may be sub-leased, or there may be a further step beyond that, and there may be a contract in place. I think that this will be a particularly difficult area to develop, so I would like you to provide proper guidance in this regard. If there is any thought behind this, I would like to hear your response.	the future establishment of the association and the subsequent right conversion, etc., and so we intend to continue to instruct the preparatory association to respond in a detailed manner in this regard.
103	H25- 7	○	Another point is that, in the future, when redevelopment takes place, issues of quantity and quality will inevitably come up, and as this has come up in the past with various other cases, this is Meguro Ward, and surprisingly many of the committee members were born and raised in this area, so I feel like we are having very good discussions, but anyway, from the Meguro Ward side, there are often issues with bicycle parking, motorbikes, and issues with the flow of people, and these issues are coming into play right at the border, so redevelopment should take these into consideration, and to put it more simply, as I mentioned earlier, first of all, what will the area be like in 20 to 30 years? In terms of its location, it is along the Tokyu Line, so it is a very good area, and as a geographical feature, it is a path from a residential area to the city, so in short, I think it is an area that should have its quality improved. However, along with that, there is the shopping street. As you all know, this shopping street arcade was the first arcade in Japan, so it needs to be kept vibrant. Well, I imagine that there will be some difficulties in this regard, but this is just one example, so whether it's good or bad, I would like Shinagawa Ward to provide guidance on both quality and quantity, especially quality, with an eye towards the future, two or three decades into the future, or even further into the future. Do you have any thoughts on this?	Regarding future town development, as the committee member said, it is not enough to simply build a town, so I think that our mission is to build a town that can develop sustainably in the future. In this context, we believe that the role of this redevelopment project is significant, and so with an eye to the future, we would like to continue with town development that will lead to the revitalization of the shopping district and the local area .
104	H25- 7	○	This is a redevelopment project next to a station, so it has to be done with the local residents and the shopping district. Whenever a redevelopment project takes place, it has to involve the association of the old shopping district that has been there for a long time, and then there's the fact that a new, I'm not sure how to put it, core element will be included or not, which will make a big difference. And there's another point, which is that I understand that you are of course working on this with the ward and the electric railway. However, including the electric railway, this will be how Tokyo is developed as a whole, so I would like you to explain the process including that aspect as well, and if there are any ideas or policies for what Shinagawa will do going forward, I would like	Please take a look at page 25 of Document 4. This time, the area has been determined in the district plan as the Musashi-Koyama Station East District. Of course, within this area, there are rights holders and the electric railway and other businesses. In this context, as I have been saying, various town development policies have been established based on the Tokyo Metropolitan Government's Ordinance for Promoting the Creation of Stylish Streetscapes. In determining this, local rights holders gathered and a council was established. This included people from the shopping district, and of course Tokyu Corporation and the ward were also involved in the council, and this is how town development has progressed up to this point. Therefore, we will continue to look to the future in future town development, and while participating in such local councils, we would like to guide the town so that the ward can develop in

			to hear them.	various ways in a sustainable manner. In addition, when carrying out redevelopment, etc., we have been consulting with the local shopping district, as there are multiple shopping districts, and we have been proceeding with this while proceeding, and we intend to continue doing so. We are.
105	H25- 7	○	I think that in the redevelopment of Shinagawa Ward as a whole, this area in particular is one where problems with wind damage have arisen due to high-rise apartment buildings, so if you go to the city center now, there are a lot of theories about such things. It seems that the issue has been resolved in a very advanced way. However, in the case of Musashi-Koyama, similar problems have arisen in the past, so I would like the administration to take this into consideration and handle the matter with care. If you have any comments on this, please let me know.	For example, for the future redevelopment project in Area B, we are proceeding with plans that take into consideration the wind environment and its impact on the surrounding area from the planning stage, and we intend to continue to thoroughly examine changes in the wind environment as we move forward with the project, and take the necessary measures.
106	H25- 7	○	Musashi-Koyama is adjacent to Meguro Ward, and if you go further along Route 26, it is directly connected to Gakugei University in Meguro Ward, so most of the people in that area, around Meguro Honcho, go shopping in Musashi-Koyama. I don't think that's the case, but as Musashi-Koyama develops in the future, I think that Gakugei University in the neighboring Meguro Ward, Jiyugaoka, and the area around Meguro Station will all become more competitive, and as a result, they will all develop together, which is the most desirable thing in the future. I would like to know what the government's thoughts are on this.	Along the Meguro Line, there are various stations, and we believe that each station has its own regional characteristics. In this context, Musashi-Koyama Station is an express stop and is the core of the Ebara area. We are thinking that by developing the town to make use of the shopping district and town vitality that the local people have cultivated up until now, it will lead to further revitalization of the area along the railway line. However, as far as Shinagawa Ward is concerned, Musashi-Koyama Station is positioned as the western gateway to the area. We will continue to develop the town into one that is worthy of this. This is something I would like to continue.
107	H25- 7	○	You have just answered this question, but Shinagawa Ward and Meguro Ward are different wards, but could you tell us again what kind of competitiveness will be created in that sense, and what kind of development will occur as the two places grow together?	The area between Shinagawa and Meguro wards is the boundary between the two wards. Naturally, by revitalizing the town, it will become more convenient for people who live in Meguro ward and those who use Musashi-Koyama Station to do their daily shopping and other such things, so we believe that this development, town planning, and town development that we are promoting will lead to the revitalization of not only Shinagawa ward, but also the surrounding areas.
108	H25- 7	○	Listening to your explanation so far, I would like to ask again for reference what kind of opinions of the people in the district, or what opinions and directions are there regarding the revision that is being attempted. For example, regarding District B, I understand that a construction association is currently being established and preparations are underway to address the aging of the town and how to renew it. However, I would like to confirm one thing in more detail about what the members of this association and the local community are thinking about in order to	First of all, regarding Area B, it is based on the wishes of the local people. However, as a rough guide, the current membership rate of the preparatory association is 92%, meaning that there are a total of 88 landowners and leaseholders, and 81 of them are in favor of the plan. As for the rest of them, I have heard from the secretariat that they are watching the progress of the project, or rather the business plan, and have not joined because they are particularly opposed, or because they are clearly opposed.

			revitalize the town and make it a worthy town, as you have just stated so enthusiastically in your answers .	
109	H25- 7	○	I would also like you to explain in more detail how this so-called revitalization will benefit the local area and the residents of the ward.	As for the benefits of redeveloping this area, first of all, it will create greenery and open spaces, which are lacking in front of the station. As I mentioned earlier, the premise is that approximately 20% of the area that currently has none will have open spaces. In addition, road construction, which is a fragile urban infrastructure, will also be carried out, which will improve public transportation in the surrounding area. Also, prior to the project being carried out and urban planning is being carried out, a project briefing session will be held. In particular, when I looked at the materials from the explanatory meeting held by the preparatory association, I saw that this redevelopment project is being carried out with the aim of revitalizing the shopping district and eliminating the dense wood environment, so I think the project is progressing in line with the ward's intentions. That's what I'm thinking.
110	H25- 7	○	This was also mentioned in the answers to questions from other committee members earlier, so I would like to see more specific measures for revitalization, such as widening roads and increasing greenery. I understand that this is very important, but I would like to see the town renovated and the deterioration of the area renovated. It's a so-called renewal and rebirth, and it's redevelopment, so I think it's a very important project to make it better than before, so I think it should be done, or it should be done as a renewal project, but as other committee members and committee members have said, we need to explain the specific vision in a more understandable way to the residents of the ward, otherwise, even if we are trying to do good things, they may not understand, and if we go in this direction, it may be difficult to clear up the problem of the aging of the town. The changes that I just heard about were also proposed by the local people and the ward, so if that's the case, I think it would be better to explain in more detail how the local people and the ward are thinking of developing this town, not just by saying it will be revitalized. If you are prepared to do that, that was one thing I would like to ask about.	First of all, in terms of the vision for town development, the master plan also states that the site will be jointly used and that the site will become a symbol of the area through advanced use. By creating such things, we will be able to create spaces for people to stay, such as the plazas and roads that we have been talking about. This project is aimed at that goal, and to be more specific, for example, the plaza will be something that has never been done before, and will be of a certain size, so the vacant lot will be 500 square meters, and if you include the covered area, an open space of about 1,000 square meters will be created. This time, by arranging the stores in a way that makes use of the existing arcade, we will create a shopping street with mobility. In addition, by developing bicycle parking lots that are open to the public, we will also take measures to deal with bicycle parking in the area, and this is also part of the project. We will do things like that. In addition, as a form of contribution to the local community, a childcare support facility will also be reopened. We are considering incorporating it into the development. We would like to think about how we can contribute to the local community, as well as how we can set up a stockpile warehouse in the event of a disaster, and provide support for those who are unable to return home. That is what I am thinking.
			We will be moving forward with this project, which also includes contributing to the local community, and we will be discussing this in more detail as we hold explanatory meetings	

111	H25- 7	○	with residents in the future to help them understand it, but I am sure you will keep this in mind as we try to help them understand the idea of this redevelopment, which is to revitalize the town and renew the aging parts.If the area remains dilapidated, no matter how much we want to revitalize it, it will be impossible, so I would like to ask for everyone's understanding of this.	
112	H25- 7	○	High-rise buildings are not what the residents of the ward want. However, it is already clear that the profits will flow to the general contractors. The area is being deprived of sunlight and the building is causing wind damage, and the problem has not yet been resolved. Many people are saying that it is wrong to justify destroying the environment. Furthermore, with new long-term, long-period earthquake motion since March 11 calling into question the safety of super-high-rise buildings, we believe that Tokyo and Shinagawa Ward should stop taking the lead in promoting high-rise buildings, and therefore we are opposed to the plan.	
113	H25- 9	○	This petition is about the development in front of Musashi-Koyama Station. However, the Musashi-Koyama Environmental Association also submitted a petition to the 4th regular session last year, requesting that the ward conduct thorough public relations, explanatory meetings, and public hearings regarding town development, but unfortunately it was not adopted. Since then, the members of the Association have been carefully visiting political parties to explain the Association, hoping that the members of the assembly would also know about it. This association is not an opposition group to development, but is seeking a place where the administration and residents can communicate about town development. I believe that this is a fundamental request for democracy, so I would like to ask for thorough deliberation in the time that remains, and I will now move on to the content. Thank you very much.	
114	H25- 9	○	First of all, we have just received an explanation from the ward side using a single sheet of paper, which explains the petition, and it states that, from the perspective of local urban development, it is problematic that individual development in each area is proceeding despite the lack of awareness among local residents. We have now been told that this has been done chronologically in terms of individual visions, guiding guidelines, and issues regarding development districts in each area, but my first question is how the ward plans to inform the people in the local area and whether they believe that sufficient information is being provided.	First, in regards to the point about sufficient explanations along with awareness, we have been holding explanatory meetings based on development plans up until now. For each specific development plan, the planned height is 200 meters, so in this case, explanatory meetings have been held within an area of approximately 300 meters. In addition, explanatory meetings for proposed urban plans have been published in Shinagawa Public Relations and other publications, and the contents of the urban plan have been explained while inviting the general public to attend explanatory meetings, and this has allowed us to proceed with the project up until now. We have provided sufficient explanations in these settings, and we believe

				that we have been able to fully inform the public.
115	H25- 9	○	Also, who are you thinking about providing explanations to? According to the explanation we have just received from the ward, the overwhelming majority of the explanations are to the board of directors of the town association federation, shopping district associations, and shopping district promotion associations. So, the key point is to ensure fairness between the party trying to carry out the project and the people in the surrounding area who are thinking about various local urban development projects. How do you think about the level of explanation and fairness? I would like to ask about these two points first.	Regarding the target group, as I said in my previous answer, when the plans are well organized, they are made available in the Shinagawa Public Relations or on the Shinagawa Ward website, and are made public. The specific development plans are not being advanced by the ward and the rights holders alone. Once the plans are solidified to a certain extent, we hold explanatory meetings for the neighborhood or explanatory meetings about the urban planning proposals, and we will continue to do so in the future. We would like to proceed in this manner.
116	H25- 9	○	I would like to ask you in more detail. The development of the area in front of Musashi-Koyama Station has been proposed for many years, and many proposals have been proposed and then disappeared, but it has come to this day. The ward is doing the work of the ward's residents with tax money. I previously obtained information about the development area meetings through information disclosure, and the section chief, section chief, and staff have attended the meetings many times. How often have they attended? I think there is a big difference between the ward's passion for those who are trying to proceed with the development project and the fact that the situation has become clear and those who have doubts that the local environment will be destroyed and that their safe and secure town will be threatened have asked for an explanation and their opinions to be answered. So I would like to know what the situation is regarding attendance at meetings for those who are trying to proceed with the project.	First, regarding attendance at local meetings, etc., of course, where redevelopment associations and administrative associations have been established, general meetings or extraordinary general meetings are held several times a year, and I, the section chief, and the section chief in charge attend these meetings. In addition, in the streetscape revitalization district and the Musashi-Koyama Station East district, block leader meetings are held once a month, and the section chief and the person in charge attend these meetings, and we also go to Musashi-Koyama for meetings and other matters related to the necessary discussions and adjustments to proceed with the project.
117	H25- 9	○	One more thing, just from the materials you provided today, which ones were there for people who are not in the area where the project is being carried out, for the surrounding residents? Which ones were there for people who were actually able to attend those meetings? Could you please pick out those and tell me about them? Please give me some advice.	Regarding your question about the open explanatory meeting, I think that even within the 2H area, it will probably be limited, so if you want a completely open explanation, please refer to the back of this document, item 5, in front of Musashi-Koyama Palm Station, on November 29th. This is an explanation of the urban planning proposal, so there is no limit to who can attend. Next, item 6, for the Musashi-Koyama Station Street area, is also scheduled to be held in the future, and we are planning to hold an explanatory meeting on the urban planning proposal in October of this year, so it is an explanatory meeting that anyone who is a ward resident, or even a Tokyo resident, or even a citizen of Japan, can attend. However, we also want local residents to know about it. In addition, I think that there will be an impact on the surrounding area when a development plan is implemented. In order

				to fully inform the public of such impacts, we will hold explanatory meetings to inform the public of the impacts, using 2H as the building plan height as a standard, although this is optional for the developer. This is what we do.
118	H25- 9	○	The section chief and the special general meeting, the section chief and the staff are not only once a month, but they are quite frequent according to the information disclosure I obtained before. That means that tax money is being put into it. That aspect, and what you just explained, the 2H height, is only for those who are really affected around the building. The 2H height is actually once for each project, right? It was done twice, but once with the same content each time. Right now, the only time that anyone can openly participate in this town development is when the government is involved, and that was before the urban planning decision was made for the Musashi-Koyama Station area. The 140-meter building on Musashi-Koyama Station Street will be built in October, right? Even though each building has a huge impact on the area, the business operator and the government only meet once. I think it is outrageous that this is enough to understand it.	I can't say that there has been a difference in thinking, but we have had to provide clear explanations of specific projects, and we have had to consider the matter from an earlier stage, not just the urban planning stage. We have been advising business operators and holding explanatory meetings, although it is within the scope of the 2H plan, and have been proceeding with the development project up until now. In addition, when creating a development plan, naturally a higher-level plan is also necessary, so when formulating such a plan, and in this case also when determining the major policy for the ward's urban development in the form of an urban planning master plan, we have been proceeding by taking into account the results so far and following the procedures.
119	H25- 9	○	Also, I don't really understand it even when I read the public relations materials. Visions, policy proposals, and documents are not clear. So in that sense, I want them to explain the contents in a way that is easy to understand, and hold explanatory meetings. I want opinions to be heard. I really think that as a resident of the ward, and as a resident living there, it is a responsible act to take part in town development. Rather than being uninterested, I think the administration should trust more those who are interested in town development and listen to their opinions. I wonder what they will do about that and this unfairness. What do you think?	In this situation, I believe we have been able to fully inform and explain the situation, and many people have come to our office with questions if they have any concerns. We are instructing our staff to respond appropriately to these issues, and we believe that we have been responding to them up until now. In that sense, we do not have any plans to hold a briefing session to provide further explanation.
120	H25- 9	○	The people who submitted the petition today say that the current situation is not enough. They want to be listened to more and that the details be explained first. This is truly a given, and they are saying that they want more to be heard and their opinions to be heard. I think that the answer you just gave is a refusal to do so, and there is also a sense of unfairness. What do you think about this? Saying that things are fine the way they are now is not democracy, so that is my first point.	First, regarding your request to listen to opinions, our department understands that there are various opinions regarding development, and we are proceeding with the development accordingly. We have not approached the issue with the attitude of closing the door or closing the window and not listening to those who are opposed, and we intend to continue to do so in the future. In this context, rather than holding a briefing session, we would like to provide necessary explanations if you call us at the window.
			Also, the higher-level plan, the Shinagawa Ward Urban Development Master Plan, was just mentioned, and as it is written in the materials today, there was a one-month public comment period. But he studied public comments very hard. He gave his opinions. He gave a lot of opinions. But these	With regard to the urban development master plan, as we have been informed, I believe you understand that with regard to

121	H25- 9	○	opinions were just listened to and ended up not being heard. He actually attended the meeting to decide on the master plan, and participated in it in between his busy work schedule. After that, the decisive moment came when the draft master plan was published in the public relations magazine, with the announcement that it had been decided. The contents were published, but there were not a single opposing opinion written in it. There were many issues about town development and road problems, some in favor, some against, and various other opinions, and a letter of protest was written asking whether this was the right way to publicize the plan, but the public relations magazine only wrote opinions in favor, with not a single opposing opinion written, among the majority of opinions, both against and in favor. I don't think it's possible to say that this is okay because the public relations magazine is properly informing the public. In that sense, I would like to strongly say that this is not the right public relations magazine, that it is insufficient, but how do you view the current situation in which the opinions of the ward residents are not being fully reflected?	public relations, it is difficult to include everything within the limited space available. As you know, there were 18 opinions regarding the redevelopment of the area around Musashi-Koyama Station at the time of formulating the master plan, including opinions that called for many famous brand stores to open there, as well as a variety of other opinions, such as holding explanatory meetings run by the ward and businesses to respond to the hopes, questions, and concerns of residents, as was mentioned in today's discussion. In light of this, the ward intends to provide thorough explanations and strive to understand the opinions of residents while adhering to urban planning procedures as we move forward with the project.
122	H25- 9	○	Also, in Chapter 6 of the Master Plan, it is written that the residents should be given a thorough explanation. In Chapter 6 of the Master Plan, titled "Towards the realization of the plan," it is written that resident participation in urban development is the subject of this statement, but Article 18-2 of the City Planning Law states that "When municipalities intend to establish basic guidelines, they shall take the necessary measures to reflect the opinions of residents, such as holding public hearings," and yet, even though the Master Plan includes such provisions, I feel that sufficient opinions are not being reflected. What are your thoughts on this?	There was also talk about reflecting the opinions of residents in the formulation of the master plan, and in this regard, public comments were conducted and the plan was formulated while reflecting the opinions of residents.
123	H25- 9	○	Also, in terms of listening to local opinions, the document provided by the ward states at the top of the page that a survey of local residents was conducted in 2007, which I believe is probably the only proper survey ever conducted. I would like to go back to this and make use of the results of the survey that the ward spent money on in urban development, and I would like to emphasize this point in particular. I believe that the results of this survey are understood by the ward. However, as I have said many times recently, the wishes of the local people are very clearly reflected in the section on the image of the town development. Please listen. "In terms of the future image, while many people want a down-to-earth town, few want a more urban one, and we can see a desire to preserve the good things of the present," is a comment written by the ward.	Up until now, we have created a city development vision and a streetscape guidance guideline, and have been proceeding with concrete city development based on the master plan. It was ranked highly in a survey of local residents' opinions, and there was talk of it being a town with a down-to-earth feel. We do not think that this development will cause the town to be lost as a down-to-earth feel. With this development, we want to incorporate the good things about Musashi-Koyama, such as the layout of a shopping street along a route on the lower floors, into the development as it is, without destroying the town, and without interrupting the flow of the shopping street, which is a characteristic of Musashi-Koyama. Therefore, we do not think that the town with a down-to-earth feel will be lost as a result of the development.

			"We also found that for the development of the town, there is a higher desire to improve the local vitality, such as by attracting young people's energy, than there is an desire to attract external vitality, such as creating vitality through visitors." The two points are that people want a down-to-earth town, and that they want to attract young people's energy and make it a vibrant town. But what is even easier to understand is the image of the town that people want in the future. The top choice was "a down-to-earth town that values human interaction," at 44%. The lowest was "a sophisticated urban town" at 5.6%. How do you take this?	In addition, in terms of incorporating young vitality, By building houses in these areas, we hope to attract more families, and this redevelopment project will have that effect as well. Therefore, we do not believe that we are proceeding with urban development while completely ignoring the survey results.
124	H25- 9	○	What I always think about these things is that the more large-scale redevelopment you do, the more problems like this will come up. I think that's because there are so many people involved. For example, to take an extreme example, I think that people who just happen to be in Musashi-Koyama are naturally interested in how the town development will turn out. So in that sense, it's certain that people outside of Shinagawa Ward, and even more so, people throughout Tokyo, are interested in this town development. There is that possibility. That is true, but in reality, in our nation of Japan, I understand that this is the case when various redevelopment projects are carried out, but it is physically impossible. It is also physically impossible to make everyone understand the details and ask those who are even slightly interested to come to an explanatory meeting. That is why Shinagawa Ward has its own ordinance for 2H measures. If we don't separate things like this, we will have to endlessly explain things to everyone. Of course, I understand that this is necessary, but when we calmly consider the taxes, human resources, and manpower that the government has, I think that there is a need to narrow the scope of explanations given to local residents to a certain extent, but I would like to hear Shinagawa Ward's thinking at this point. Please let me. Thank you.	As the committee member pointed out, I believe that development projects have a large impact on the surrounding area. In addition, the effects that come with them will have an impact on the entire ward, and in some cases, on Tokyo, so I think it is necessary to provide as detailed an explanation as possible. However, I also think that it is important to provide a thorough explanation to the neighbors who will be most affected by the redevelopment project in the near future. In this situation, the area is twice the height of the construction plan, so In Musashi-Koyama, we targeted about 6,000 people and notified them of the information session by posting flyers individually. We have been taking a similar approach to development up until now, and we intend to continue doing so in the same way, first explaining the development project to the people living in the area, and then to the people in the surrounding area as we move forward with the project.
125	H25- 9	○	Leaving aside the fact that explanations and PR are endless, let's move on to the main topic, especially since this is a major redevelopment project in Musashi-Koyama. However, as I have said repeatedly, Shinagawa Ward has limited manpower and the way it allocates tax money, and it is not possible to explain this to the 360,000 residents of Shinagawa Ward, even if it is an extreme example. That is why we think that imposing certain conditions and holding intensive information sessions, especially for local residents, is reasonably reasonable to a certain extent, and we would like to ask that	

			this be dealt with adequately .	
126	H25- 9	○	Also, we often hear about explanations, but in today's country governed by law, to put it bluntly, explanations should only be given to the landowners and those with rights. If those people agree, the building can be built. That's how it is in today's country governed by law, and that's the way it has to be. But that's too cold, and because it will have a major impact, we will need to explain to people twice the height, I believe 6,000 people this time, so do you have any ideas on how to make them understand the efforts that Shinagawa Ward is making?	As for Shinagawa Ward's efforts and explanations to residents, as I have said many times before, we will provide thorough explanations, and these explanations will also be given to neighboring residents. Up until now, explanatory meetings within the 2H scope have been held voluntarily and not based on the law, and if a business operator says they don't want to do it, they cannot be forced to do so. However, we have provided strict guidance in holding explanatory meetings, and have done so in the past. We believe that we have been able to explain these things with pride, including in the assembly, and have been able to proceed with this. We don't have any specific proposals, but we would like to approach the issue with this attitude. That's what I think.
127	H25- 9	○	In your answer, you said that there is no need for businesses to do this in the first place, given the various legal systems in place today. I would like you to emphasize that. In other words, without the ordinances and guidelines that Shinagawa Ward has, there is a very high possibility that the construction will be carried out after the relevant parties have been informed, to put it in extreme terms. However, Shinagawa Ward has created various mechanisms in the meantime, introduced the 2H guidelines, and this time 6,000 people were informed. I think that is why these petitions and requests are submitted, but I think the government should promote this point more.	
128	H25- 9	○	That being said, I think that there will naturally be individual consultations. I think that it is necessary to listen carefully to what is happening and how the plan is progressing, even though the scope of what Shinagawa Ward can do is limited, and to receive individual consultations and take care of such matters one by one. What do you think?	We have held voluntary information sessions and information sessions on city planning based on the law up until now, but we have received inquiries about individual questions at the counter or by phone. We have instructed our staff to be able to provide clear and easy-to-understand explanations, and we have staff who can respond appropriately , so we will continue to respond to such matters sincerely. We would like to continue to do so.
129	H25- 9	○	To sum up, I think it is very important for Shinagawa Ward to respond to each specific consultation. Because there are people with various opinions. But generally speaking, this construction itself is However, we are currently a country governed by the rule of law, and this is considered construction under Japanese city law. However, even so, because this involves such a large-scale redevelopment, I believe that Shinagawa Ward should maintain an attitude of taking individual opinions into account to the greatest extent possible, and this is how it should be. Please respond with regard to the future direction of Shinagawa Ward.	The first step in redeveloping Shinagawa Ward is to secure land ownership. I think that redevelopment is one method that will be born from the idea of what the landowners and rights holders think about their town. However, I think that the impact on not only the landowners but also the surrounding area will be large, so I would like to proceed with the redevelopment project while receiving explanations and opinions on such matters so that we can advance the development of a better Shinagawa Ward .
			Now, in the words of the section chief, there	As for Musashi-Koyama, I believe it is the

130	H25- 9	○	were hopeful expressions in what he wanted to do. Since redevelopment involves the area and the surrounding areas, it goes without saying that it requires a certain level of determination and sufficient understanding from the surrounding areas. So, I would like you to deal with this issue with a firm and definitive statement that you will do it, rather than just saying, "This is what we would like to do," or "We want to do it." What do you think?	western gateway to the ward and a town that should play a central role in the Ebara area. Therefore, I would like to develop the town in a way that leads to the development of such things.
131	H25- 9	○	I understand your feelings when you receive this petition. However, if you look at the process of formulating the plan, I think that the projects have been developed in a very cumulative way. First of all, in 2007, they conducted questionnaire surveys and interviews, and based on that, they finally created a master plan, and then they held explanatory meetings for each district on what to do with the city. It didn't come out of nowhere, but it was a clear process of what to do with Shinagawa Ward, how to view the city development in Shinagawa Ward, and not only this part, but also in the master plan, it became quite clear last year that we should go in this direction in various areas. It is politically led, and the mayor, Hamano, thinks about how to develop the city, and it is being carried out in a way that the person elected from among the residents will take the lead. I feel that they are taking proper questionnaires and doing things based on that. The residents certainly have something to say, However, I don't think this kind of urban development is being done with the intention of making things worse. I think it's being done with the idea of making Shinagawa better, but I would like to ask you about the basics first: what do you want to do with the area around Musashi-Koyama Station, what problems do you want to solve, and how do you analyze them and proceed with them?	First of all, regarding the ward's approach to urban development in Musashi-Koyama, one major impetus for the area in front of the station was the continuous grade separation project for the Tokyu Meguro Line, and the resulting redevelopment of the station square. In addition, the Tokyu Store will be opening in the surrounding area, and the station building will be improved, so in essence, how should we develop the town as a local shopping district? Also, the area has a high concentration of wooden houses, so how can we actually resolve that? As we consider these things, and as I mentioned earlier, the area around Musashi-Koyama Station is the western gateway to the ward and the central core of the Ebara district, so how can we guide urban development appropriate to that and how can we actually proceed with the expansion? We have been proceeding while considering such things. I think that these things are reflected in the actual development of the Musashi-Koyama Palm Station area and the efforts to decide on the urban plan for the adjacent Station Street area. Urban development is possible because we can construct buildings here in a short period of time. It is not a matter of how to realize the future vision shown in the Shinagawa Ward Urban Development Master Plan, and I believe that a redevelopment project can only be carried out if the wishes of the local people and other such factors coincide with the vision. Therefore, I believe that the direction of urban development will proceed in a direction that is in line with the wishes of the local people, especially the landowners. That is what I am thinking.
132	H25- 9	○	I think that's where it all starts. There's a central axis, and then there are various projects that branch off into branches and leaves, but you can't develop a town by just looking at one part of it, just the branches and leaves. I think we need to always tell the residents that, looking at the whole picture, this is where we are now. At the explanatory meetings here, we have the board of directors of the town association and the shopping district, which is a given. This is a shopping district, so I think it's only natural	

			that we should ask what the people in the shopping district think, what vision they have for doing business and revitalizing this town .	
133	H25- 9	○	However, I think that what is still missing is that when I think about where to hear the opinions of the residents, I think that the role of the neighborhood association is very important. So, rather than just holding neighborhood meetings, I think that the residents should also speak to the neighborhood association properly, and discussions about what to do with this area should start from there. In that process, I think it would be wonderful if the residents of neighboring neighborhood associations could gather together and create a movement in the community to think a little more about the issue. So, I think that there needs to be a little more PR, but I think that it would be good to have some kind of mechanism to gather the residents and create a place to share opinions as a way of proceeding. We gathered the neighborhood association presidents and talked about it, but it's difficult to convey what we talked about to the residents. I think that would be quite a difficult task. But I think that's the most important thing, so I think that we need to make improvements there, think of a mechanism, hold various discussions in the town, and if the opinions come out here, then we can have a deeper exchange of opinions. I think that may be the case, but what do you think about that way of thinking?	First of all, regarding the neighborhood associations and shopping districts, although this is not included in the materials, whenever there is an opportunity or whenever an explanatory meeting is held, we will properly and individually inform the local neighborhood association and shopping district association presidents that we will hold such explanatory meetings. We have been proceeding with the project while making advance notice of the project, and as for the shopping district, the development is not only taking place in front of the station, but also in other shopping districts that continue further ahead to the shopping district of Square Ebara, so we have been told that we would like to consider town development for the entire shopping district. In response to such requests, we would like to continue to hold various individual consultations from the perspective of how we can proceed with future town development together with the local shopping district, and how we can realize the master plan drawn up by the ward.
134	H25- 9	○	Finally, I have a request. Usually, when something happens, the town council presidents are gathered together to report on it. I think the ward reports on a variety of things. But after that, it seems like it's often left up to the town council to decide how to proceed. That's Of course, each neighborhood association has its own way of doing things. However, in this situation, if you want to make it widely known and have a wide range of people know about it, I think it would be good to make good use of this in the context of a cooperative system. So, it's not enough to just talk to the neighborhood association president and end it there, but next, you need to make it widely known to the residents, gather their opinions and bring them to the next board meeting, otherwise I don't think it will spread. That's the kind of question. Then, even if it's just a little, it says here that 70% of people didn't know at all, and that a survey was taken but many people didn't know about it. It must be difficult. Even if 70% don't know, 30% know, which I interpret as being on the better side of knowing. However, I think there are some ways to make it more widely known, so I would like to ask you to think about it and end here.	

135	H25- 9	○	As we just said, the ward is trying to make the city better than it is now, and I think that's basically natural, but it would be a problem if it ended up getting worse. That's why I want the ward to listen to and take into account all of our concerns in advance. So, in that sense, I don't mean to exclude those who are trying to make the town better. I think it's important to always try your best, be creative, and be open to what others have to offer, and if there's something that needs improvement, then we have to do it.	
136	H25- 9	○	I would like to introduce one thing. The reason why Musashi-Koyama is so sensitive to urban development is that the 60-meter station has already been built in Koyama 3-chome, and as you have probably heard many times, it is precisely because of the problems there that the local people are so sensitive to development in front of the station. After the 19th Floor, 60-meter station was built, some people filled out a questionnaire I gave them and sent it to me by mail, and although there are many answers, I would like to introduce just one. "It's about the area around the 19th floor. The wind damage is incredible. The wind blows through the buildings so strongly that I won't go down that road unless it's necessary. It was obvious that this would happen if they suddenly built such a tall building, so I don't understand at all why such a building was needed, and it makes me sad to see companies simply prioritizing profits. A stylish cityscape is surely not about high-rise buildings. It's strange that such things are still being built in a country that is prone to earthquakes. I feel very sorry for the people who live nearby, and at the same time, I'm honestly glad that I don't live right next to it. You can't expect a prosperous town to be developed in a place where buildings are built without consideration for the surrounding area," are just a few of the letters we received. I think that what has been submitted this time is that if developments proceed one after the other, rather than one project at a time, each individual business may be responsible, but the petition is written with concern about what will happen when developments are carried out one after the other. In that sense, I think the ward's responsibility and coordination are really being questioned. I am worried because this is insufficient. And even if assessments are not carried out for each project, I think the ward's responsibility in terms of protecting the environment and what will happen to the city as a whole is insufficient, and improvements are required. The fact that this is the core of the petition means that no one can change. Unless Shinagawa Ward changes, this place will not change. I think this petition	First of all, it is our way of thinking about environmental changes. We do not judge the wind environment and such things within the scope of only one project. Of course, if there are subsequent impacts, we will evaluate the wind environment, shade, and such things, including previous plans, and the plan will be established. As for where to get such things, the 2H theory At the Meikai, we believe we have given a thorough explanation when we receive such questions. Therefore, it is not a matter of proceeding with the development alone and thinking that only our area is good, but also including the surrounding development. However, until a concrete plan is decided, such as the height of the building and what kind of structure will be built, we cannot know the impact of wind conditions or shadows. However, once we understand the situation, we will proceed with the redevelopment project while thoroughly checking the surrounding environment, including the preceding development, and we intend to continue to proceed with it .

			is filled with that wish, but one last thing.	
137	H25- 9	○	You just said that you can't say that there are no plans in place, not just one by one, but also in terms of the future. There will be more and more developments in the future. There are already many developments in this area, but to what extent can the ward take responsibility? Given the current system, it seems that the ward cannot take responsibility. Under the current system. But if the people who live in the area are willing to think together, think of better ways, and make suggestions, I don't think I would reject them. In that sense, I would like to express my desire to improve the current shortcomings, and I will end by saying that.	
138	H25- 9	○	I think there is no limit to the amount of public relations and explanations that can be given to such cases. This is a redevelopment project that involves a large number of people. Above all, as I said earlier, if we think rationally about how we use manpower and tax money, this is something that is being addressed within the 2H measures that Shinagawa Ward currently has, so I would like to ask you to please go ahead with it .	
139	H25- 9	○	However, we would like to ask that the opinions of as many people as possible be listened to, and that an atmosphere be created in which as many people as possible can cooperate with this development.	
140	H25- 9	○	As we listen to your discussions, we have received materials and a certain explanation has been given, and as other committee members have said, we understand from these materials that there is a wealth of information that has been accumulated. It is important that there are various opinions, but to what extent and in what way can we listen to those opinions? This was also stated in the response that they would make every effort to address this issue, so in conclusion, while we take the feelings of these people into full consideration, and as certain explanations and measures have been provided, we would like to reject this petition.	
141	H25- 9	○	I believe that the development plan for the area around Musashi-Koyama Station is a plan to make the town better from now on, and taking into account various factors such as the possibility of an earthquake directly beneath the capital, I am one of those who strongly hope for this, but in this respect, I think it is almost impossible for the administration and the residents to reach an agreement. However, I truly feel that the people of this area, the people who live in Musashi-Koyama, are truly worried about their future, and in that sense, this petition states that they are requesting the establishment of a forum where discussions can take place, and I believe that the	

			petition's text expresses a strong desire for a thorough explanation of all three of the reasons for the petition.	
142	H25- 9	○	This petition is a very basic request, asking for the establishment of a forum for communication and discussion with the government. I believe that the process is particularly important in urban planning and town development. We need to disclose information with a high level of quality and quantity, and the rules should be clear and understandable to everyone. We also need a system that can maintain objectivity. I believe that this is something that is still lacking.	
143	H25- 9	○	I also believe that substantial participation by residents is essential. In that sense, I believe that Shinagawa Ward still has a lot of room for improvement, so I believe that this petition, which calls for the development of Shinagawa Ward that respects democracy, is a natural request, and I therefore advocate for its adoption.	
144	H25- 9	○	We have received various opinions from you earlier, and we understand your feelings very well. We are very grateful to hear that you also want to think about your local area. However, we feel that what the government has done up until now has been the best it can be. We wonder if they can do more than this.	
145	H25- 9	○	However, I think improvements are necessary. Urban development is a big issue, so it is quite difficult for the government alone to move the discussion forward. In that sense, I would like to see supporters, or people who can voice their opinions, and I would like not only the government but also the residents to think about how to develop this area. I understand that sentiment. But instead of asking for it to be done through petitions, residents can do as much as they want. They can also speak to the neighborhood association. We have our own groups, so we can develop them to the point where they can propose a vision to Shinagawa Ward. I think that it's not impossible for residents to have a discussion on an equal footing.	
146	H25- 10	●	The biggest problem that became clear during the review process was the way in which the redevelopment was being carried out. From the perspective of most residents, no information was provided, no opportunity was given for them to voice their opinions, and no consent was required, and the Tokyo Metropolitan Government and Shinagawa Ward were steadily proceeding with the redevelopment project, with the construction of 140-meter-class high-rise apartment buildings one after another in front of Musashi-Koyama Station.	
			The first point is that not everyone is aware of the plan. The Musashi-Koyama	

147	H25-10	●	Environmental Association conducted a survey of awareness in front of the station. Of 105 people, 27 were aware of the plan to build a 140-meter-class high-rise apartment building in front of Musashi-Koyama Station, while 78 were unaware. The petitioners argue that the current situation, with only 30% of residents having low awareness, is unhealthy for the urban development process. In the survey, they asked, "Why doesn't the ward publicize the plan?" One commenter said, "He taught me well."	
148	H25-10	●	Why are local residents unaware of this development plan? Because the ward does not inform them. Tokyo Metropolitan Government and Shinagawa Ward held an explanatory meeting at Square Ebara on October 17th. However, the announcement of this explanatory meeting was only published once in the Shinagawa Public Relations one week ago. The contents were only written about 1) changes to the Musashi-Koyama Station East District District Plan (decided by Tokyo Metropolitan Government), 2) the decision on the Musashi-Koyama Station Street District Type 1 Urban Redevelopment Project (decided by Shinagawa Ward), the public viewing of the plan, the submission of opinions, and an explanatory meeting. There was no mention of the construction of the development area, or the height or scale of the buildings. Who would realize that this is a plan to build a 140-meter-class high-rise apartment building in front of the station? Even if they did realize, how many people would be able to attend just one explanatory meeting held on a weekday at 7pm?	
149	H25-10	●	I attended the meeting, and the only people I noticed were the landowners who were promoting the project and their supporters. However, among the participants, "What will happen to trains and buses with the rapid population increase?" "In the event of a disaster, Opinions were expressed such as, "Is it okay to have so many skyscrapers, with 140 meters in front of the station and 100 meters along the shopping street? Please reconsider," and "Rather than just having a one-time meeting, I would like a place to answer residents' questions," but the meeting was merely a formality for deciding on the city plan. It's only natural that it won't work.	
150	H25-10	●	The second point is that the higher-level plans, urban development vision, and guiding guidelines that form the basis of development do not represent the consensus of local residents. Prior to the review, the director explained the progress of urban development in Musashi-Koyama, and it became clear that	

			the Musashi-Koyama Station Area Urban Development Vision and Streetscape Guidance Guidelines were decided based on explanations given to a very limited number of people. The only people involved were the chairman of the Ebara First District Union Neighborhood Association Standing Board and people involved with the six shopping districts around the station. Local residents, including the petitioners, were only informed of the city development vision and streetscape guidance guidelines through the Shinagawa Public Relations and the Shinagawa Ward website. They were not given any explanation of the plan, and had no opportunity to express their opinions or requests. No, I didn't.	
151	H25-10	•	Of note is a survey of local residents' opinions on the living environment and urban development around Musashi-Koyama Station conducted by the ward in 2007. The results of the survey, which covered 56 hectares and 2,000 residents, were compiled, but were not made public, and the residents' opinions were ignored. The information I obtained through information disclosure is important. The most popular image of the town they would like to see in the future was a down-to-earth town that values human interaction, chosen by 44%, while a sophisticated, urban town came in last with 5.6%, showing that high-rise towns are not supported. The results of this survey should be used in urban development. If redevelopment projects are carried out one after another according to higher-level plans that do not reflect the opinions of the residents, Musashi-Koyama will be transformed into a town filled with 140-meter and 100-meter buildings.	
152	H25-10	•	The third point is that the opinions of local residents were not reflected in the formulation of the urban development master plan. Decided in February 2013, when formulating the Shinagawa Ward Urban Development Master Plan There were also public comments. The Think Tank submitted a variety of opinions, including doubts, reconsiderations, and opposition, on issues such as population concentration due to development, congestion at stations, infrastructure development such as schools and daycare centers, the 140-meter high rise, environmental impacts such as wind damage, sunlight, scenery, and heat islands, and the overall environmental burden of the region when individual developments are combined. A total of 287 opinions were solicited for the Town Development Master Plan, but the plan was finalized without any changes .	
			The ward's vision of urban development through collaboration between residents,	

153	H25-10	●	businesses, and the government is sprinkled with words such as resident participation in urban development, local consensus building, cooperation, understanding, and collaboration, but this is nothing more than pie in the sky.	
154	H25-10	●	The Musashi-Koyama Environmental Society is a group of people who love the land and history of Musashi-Koyama, symbolized by the bustling area around Musashi-Koyama Station, the shopping district, and Rinshinomori Park, and who wish for a better living environment and community. They are engaged in town development activities in the hope of passing on a Musashi-Koyama that will be loved for a long time by children and future generations.	
155	H25-10	●	The main players in urban development are the residents of the ward. What is needed is urban development that listens to the demands of the residents and is built through democratic methods, with the residents' participation. Only when residents with various opinions share information and exchange opinions can they become a livable town.	

2 Tsukishima 1-chome 3, 4, 5 district Redevelopment Project

Meeting Type

○ : Environmental Construction Committee

● : Regular meeting

□ : Special Committee on Budget

■ : Settlement Special Committee

▽ : Special Committee on Tsukiji Market and Other Urban Development Measures

No.	Year and Month	Meeting Type	General question (a)	Administrative response (b)
1	H20-3	●	The construction of skyscrapers increases the resident or working population in an area all at once, and creates new environmental burdens such as reduced sunlight and wind damage, overcrowding in schools, and the generation and concentration of cars in surrounding areas, as well as disaster prevention problems. The construction of these tower-type buildings is characterized by the fact that it involves the modification and abolition of ward roads, and the buildings become larger as the project area expands. There are growing calls for this type of urban development to be reconsidered and changed. Please tell us if these voices have reached the ward mayor.	Currently, four redevelopment plans are being considered by local residents in the Tsukishima area. The aim of the redevelopment plans is to improve the area, including improving disaster prevention. In both cases, plans call for high-rise construction to reduce the impact on the surrounding areas and ensure ample open space, while for the Kachidoki 4-chome and 5-chome plans, some of the ward roads are being considered for remodeling or abolishing. We understand that there are various opinions regarding these redevelopment plans, but we believe that by having thorough discussions, mainly with local

				residents, we can achieve mutual understanding. The ward will also actively participate in discussions, take into account local opinions, and work toward a comprehensive plan. We will continue to work on urban development from this perspective.
2	H20-3	●	Even if we take the latest energy-saving measures, I believe that development centered on skyscrapers, which will increase CO2 emissions from the current level, should be regulated. What are your thoughts on this?	Redevelopment etc. leads to taller buildings and increased floor space, but on the other hand, it has the advantage that existing buildings are replaced with high-performance buildings that emit less CO2 through the introduction of the latest energy-saving equipment and efforts in district heating and cooling. Furthermore, as these latest technologies become more widespread when existing buildings are renovated, it will have a positive effect on the entire ward. We believe that this will lead to reduced CO2 emissions.
3	H20-3	●	I believe that the majority of people preparing for this redevelopment association are local landowners. At the same time, there are also corporate landowners who have acquired land through corporate purchases. Given the structure, I think that this time, they will probably have to be the central planner in many ways. But that aside, in my opinion, it is ultimately up to each landowner to decide what to do with their land. However, as I said at the beginning, that area has undergone such a historical process, and in a place that has maintained the most typical Tsukishima townscape for decades, problems will arise in a different form. I have doubts about whether this kind of urban development is a good way to go, as it can create conflicts between residents. In that respect, I think it is extremely important to reach an agreement with people other than the surrounding landowners on the north side, but from what you have said so far, it seems that you have not completely obtained their consent. However, you are saying that you will definitely proceed with it as a city plan. Why did you decide to take that approach? What will happen to your relationship with the surrounding area?	Basically, this plan is centered on the local residents who have the rights to the area. It is a plan that we have in mind. Certainly, businesses are involved, but while the businesses are also participating as rights holders, the residents are very conscious of proceeding with the plan themselves. In this situation, when creating our own plan, we naturally need to gain the consent and understanding of the neighbors, and we are conscious of continuing the discussions with this in mind, but as it is not yet clear how much can be planned, it is difficult to answer the questions we receive from the local residents, so as we continue the discussions, the ward would like to proceed with this plan while looking at the situation in the area.
4	H20-3	●	However, what is clear is that I think a thorough agreement is necessary. Even with the agreement of the landowners, 10% of them have not yet agreed. Frankly speaking, I don't think that 90% of the surrounding people have agreed. I think many people don't even know about the plan itself. As for the neighboring I-Mark Tower, it's an immediate issue, so I think there is a lot of interest. However, I don't think that the people who are actually planning this in this area, and those who are further north, are aware of the impact it will have. Even if they are in the neighborhood association, many residents are unaware. What I want to say is that in terms of the procedure for urban redevelopment projects, in terms of how much resident agreement is	I believe it is necessary to hold discussions with local residents and obtain their understanding and cooperation. However, I think that the legal meaning of needing the consent of local residents is slightly different. However, I believe that it is necessary to clearly communicate the contents of the plan, hold thorough discussions, and reflect what should be reflected in the plan.

			obtained and the agreement of those who will be affected, the key point is the preparatory stage. Once the preparatory stage is over and procedures are started, it will automatically proceed. Such voices will not be heard anywhere. Since we are still in the preparatory stage, I think that we should have thorough discussions and reach an agreement with the various areas in the surrounding area and to the north, and that is what we should do. What do you think?	
5	H20-3	●	Also, regarding the redevelopment of Tsukishima 1-chome in Document 6 and the housing master plan in Document 7, I am not talking about Document 6 alone, but Document 7 is also related, and I asked about it in general terms at the previous committee meeting, but when such large-scale redevelopment is carried out, there are various exemptions to the rules. We are currently relaxing restrictions and deregulation, but in the first place, the large-scale development that will continue to emerge in the future, including Tsukishima 1-chome, is subject to the Tsukishima Rules, so why can't we carry out such development with height restrictions in place? I understand that it is a matter of cost, but could you please explain briefly why this is not possible?	Is it possible to do this within the rules of Chuo Ward? Some members of the committee said that it would be a cost issue, but it is true that there are problems like that. Thank you. However, on the other hand, it is difficult to address regional issues that are difficult to address individually. The idea behind the development is to work together as a whole to take advantage of certain development benefits, so it is possible that large building plans are being specifically planned in this way within this overall, comprehensive urban development. Thank you.
6	H20-7	○	Regarding the first point, the issue of resident participation in town development, we have been pointing this out for some time in the committee. In fact, the resident participation in the town development council, which is said to have played a central role, is not functioning adequately in terms of its quality and level. I think that the content of the town planning council is formalized due to problems such as the formal management, the inability of the constituent members and observers to express their opinions or ask questions, etc. I think that resident participation in the form of town planning is fundamental to any town planning, and in that respect, when looking at the system from the perspective of how to actually create town planning with resident participation, I think that the current level is insufficient, as pointed out in the petition. In that sense, the first purpose of the petition is that the ward residents and residents participate in town planning, and that the discussion of town planning in which real resident participation has been won is carried out widely and openly, and a consensus is reached on the specific form of town planning that suits the characteristics of each area through the participation of residents. I think that this way of doing things should be the basis of town planning in Chuo Ward, so to speak. In that respect, I understand that the first purpose of this petition is to request improvement, and I think that we should actively work to improve it.	
			The second purpose is to request a review of the plan. I am not denying the redevelopment project or the development project itself. On the premise that there is no objection to the development	

7	H20- 7	○	being carried out in accordance with the characteristics of the area, I understand that the second purpose is that the redevelopment project in the area has so many influences and a large impact on the surrounding environment, so I would like to see thorough discussions with the residents involved, including a review of the plan. In this regard, of course, there are landowners in the development project, and the exercise of landowner rights is legitimate. However, I believe that urban development is not just a matter for landowners, and that urban planning and the ward's urban development policy are frameworks in which landowner rights are exercised under various rules. In that respect, I understand that it is important to have sincere, serious, and candid discussions between landowners and the surrounding residents who will be affected, even from the perspective of the purpose of urban development with the participation of residents, as mentioned in the first point. It is my understanding that there is room for further discussion on this point as well.	
8	H20- 7	○	I was also present at the public meeting, which was held on July 1st in the Tsukishima Special Branch Office, based on the public notice and public inspection of the city plan draft. To be frank, I was born and raised in Tsukishima. As someone whose main activity as a council member is in Tsukishima, I felt very disappointed. The landowners, some of whom have lived in the area for three generations, nearly 100 years, expressed their desire to build a town that is strong against earthquakes. At the same time, new residents live in the area next to the landowners. There was a really fierce clash of opinions between the old and new residents. I felt very disappointed when I heard it with my own eyes. I honestly wondered if it was really okay to develop a town that puts residents in such a fierce conflict with each other. I got the impression that more thorough discussions between the two parties should have been held thoroughly. During the exchange, there was an opinion from the landowners that they had tried to set up an opportunity for discussion, but one side did not respond due to various circumstances. On the other hand, as stated in the petition, from the perspective of the new residents, the door to discussion was actually only opened once. There was also an argument that practical discussions were hardly held at all. There was also sharp disagreement between the two sides about whether talks were progressing or finalized.	
9	H20- 7	○	This project is a redevelopment project in front of the station, which could be said to be the face of the Tsukishima district, and currently plans are underway to build a 55-storey super high-rise apartment building. As a central ward with many buildings due for renewal, we feel that redevelopment and high-rise construction are unavoidable in this ward, but there are many	

			aspects of the specific plan that stand out when compared to similar examples not only within the ward but also across the country, and we believe that the numerous concerns voiced by nearby residents are well justified. In particular, there are many unclear points regarding the following three points, which are closely related to the ward's Regional Development Division, and therefore they meet the reasons for introducing them. I think so.	
10	H20- 7	○	First, the basis for treating it as an exception to the existing Townscape Induced District Plan and the Tsukishima Rule. In many ways, this is an exceptional plan compared to existing large-scale redevelopment projects, and the floor area ratio is 1,000%. The redevelopment plan is to build a 55-story building with 750 units for 110 landowners. However, the economic calculations and reasons that led to this have not been fully disclosed, and there is no evidence that it could be an exception. The reasons are generally considered unclear and insufficient.	
11	H20- 7	○	Secondly, the project area is one hectare, including the exclave across the ward road. The project area includes the exclave across the ward road, and the plan would not have been possible without including this exclave. We believe that considering such an exclave as part of the same area could set a bad precedent in the future.	
12	H20- 7	○	Thirdly, the project will place a heavy burden on the environment, scenery and nearby residents. The neighboring houses are located about 20 meters away, and there are concerns that a high-rise building with a high building coverage ratio will have a negative impact on wind damage, sunlight and scenery. In the Tsukishima Station area, the protruding height of 190 meters will create an oppressive feeling and may cause an imbalance in the scenery. Furthermore, nearby residents have few opportunities to express their opinions or participate in the project, and we believe that they have no choice but to rely on petitions to the ward assembly and this committee.	
13	H20- 7	○	Of course, redevelopment has its merits in terms of disaster prevention and regional renewal, and I believe that as the city center, this ward must make efforts toward that goal, but there is no point in carrying out this plan unless it has a future. Keeping in mind the height restrictions of the Ginza Rules, which are highly regarded nationwide in the ward's urban development, the large public open spaces of River City, which is synonymous with high-rise apartment complexes, and the low building-to-land ratio, I would like each committee member to consider whether the plan's ultra-high-rise buildings, ultra-high building-to-land ratio, and ultra-high floor-area ratio plan will bring about a public benefit worthy of acceptance.	

14	H20- 7	○	The second point is about changing the rules for the development of Tsukishima 1-3, 4, and 5 and deciding on the plan. At the Environment and Construction Committee meeting in May, it was said that they wanted to decide on the plan as early as July, so frankly, I was surprised. Regarding this point, it is true that within the preparatory association of landowners, various detailed measures have been worked out, refined, and exchanged opinions to come to a conclusion, but the surrounding residents have not been able to participate in the planning issues at all, and even at the explanatory meeting, various questions and doubts were raised, and although various reasons were given, the situation is that the residents have not been able to be fully answered at all .	
15	H20- 7	○	The first point is that the Tsukishima rule will be abolished, and a new city planning law will be established, and buildings will be built that are not regulated by the rules. This is the biggest problem, but from the beginning of the briefing, the basis for this, why So, I asked whether it was necessary to build a 55-story apartment building with a floor area ratio of 1,000% and 750 units, but this is a matter of private rights, property rights and privacy, and they said they couldn't say anything, so there was no consistent explanation. In any case, this is necessary, and the bigger it is, the less necessary explanation is given. The Tsukishima rule belongs to Chuo Ward, and it is a large shared asset for the surrounding residents. If they are going to remove it, I think there should be a reasonable explanation about it.	
16	H20- 7	○	I have been touring all the buildings in Tokyo that were designed with a comprehensive design after 2002 and 2003, as well as the redeveloped buildings. I have also taken photos. I have also measured the dimensions with a tape measure. There is nowhere in Tokyo, or even in Chuo Ward, where houses are built on either side of a narrow street in a block, facing a skyscraper. There are many buildings crowded together. However, the Tsukishima area has been zoned in such a way that it must be an environment that effectively mixes housing with the bustle of the surrounding area. Therefore, there is only a distance of about 20 meters between the newly built I-Mark Tower and the area where this development is planned.	
17	H20- 7	○	There are many issues, including wind damage and lack of sunlight, but these have not been explained at all as issues related to this plan. Even if the construction is carried out, there will be direct damage. There are many lawsuits in various places in Tokyo, including lawsuits to stop construction work. Recently, the trend is that the voices of residents are not heard in court when it comes to simple matters such as the scenery, sunlight, or wind from buildings. Therefore, we believe that it is necessary to raise our voices and tell residents not to go ahead with the plan, because there are differences in the location of the building and the environment, but we should	

			listen to the actual damage caused by these things, even if it is about the property value, and explain that there are problems and that we need to take measures .	
18	H20- 7	○	With that in mind, considering issues such as asset values and agreements, isn't it a bit hasty to step on the gas and make a decision now, even going so far as to change the urban plan, as this is something that will be done with an eye to the next 50 or 100 years into the future?	
19	H20- 7	○	The redevelopment plan for Tsukishima 1-3, 4, and 5 districts has been reported to our committee before, but the residents themselves are cooperating to redevelop the densely-populated urban areas and blocks of wooden buildings that are common in the Tsukishima district. I understand that this is something that has been considered over a long period of time, with the aim of carrying out redevelopment projects based on the law and creating a town that is safe and secure against disasters and that people can continue to live in. I believe that the ward has supported various redevelopment projects led by residents, not just in this area, but in other areas as well, so I would like to ask a question to reaffirm my understanding of this .	
20	H20- 7	○	I am *** from Tsukishima 1-chome. The representative has already spoken about most of it, but there are two main points. One is the way the ward is proceeding with its policy. I don't like to get too involved in these matters, but when I see how things are done, I honestly can't keep quiet. I don't think that putting the residents in this mindset will encourage unnecessary conflict among them, but it has ended up doing so. I would like everyone to think seriously again about how the administration is proceeding.	
21	H20- 7	○	My name is **** from i-Mark Tower. We acknowledge the necessity of redevelopment. We agree with the basic idea that we need to do something about the current housing situation, about each and every house. As for what the problem is, as was mentioned earlier, the Tsukishima rule is treated as an exception, and as Councilman Tanaka mentioned earlier, the basis for treating it as an exception is unclear. Also, there are certainly residents of Tsukishima who have lived here for over 100 years. We understand that the opinions of such residents should be respected. However, we have been in Tsukishima for five years. We would like everyone to understand that we are residents too. We feel that our opinions are not being respected, and we have doubts about the democratic system, or the way things are being carried out.	
22	H20- 7	○	My name is **** from Tsukishima 1-8-1. In a word, when I heard about the plan, I thought that since it was in Chuo Ward, it might be built. However, after asking around, I found out that there was a so-called Tsukishima rule, and that they were going to destroy it and build it in the special zone, and that's what everyone is saying.	

			So, please follow the rules, that's the only thing I can say. Thank you.	
23	H20- 7	○	My name is ** from i-Mark Tower. I have only one thing to say. I would like to hold a discussion between the neighboring residents and the landowners. To that end, I would like to ask the ward office for their cooperation.	
24	H20- 7	○	For example, the information session on July 1st is something that I always thought would be listed in the ward's announcements when there is an environmental construction committee, so I checked every issue. But it wasn't listed anywhere. So I thought it had been postponed, but then I found out on the Internet that the ward had announced it. If you look at the website, you can see that the dates are set up and that the information will be available for public inspection. I didn't receive any communication about such an important matter. If I hadn't happened to have the Internet open, I might not have been able to attend the information session. Therefore, I think it is necessary to take care to make information widely known to everyone .	
25	H20- 7	○	For this reason, we would like to ask for your cooperation in matters related to the management of the neighborhood association and town development, and we have conveyed this to Tamura, the section chief of the Urban Development Department. Even if we can't do everything at once, we should try to improve things little by little and build an open and communicative relationship. This is why we must stop the chaotic situation we had the other day on July 1st, where opinions were heard from both sides, whether for or against, and decisions were made according to rules that didn't allow questions to be asked without listening to opinions. This is why I strongly feel that we must stop this kind of behavior, because it will lead to strange relationships developing between members of the small neighborhood association.	
26	H20- 7	○	So, I would like to ask the directors again, but as I have just heard about what I knew, the committee members also asked the petitioners whether the directors, or rather the ward, had really explained things sufficiently to the residents. So, listening to only this story, I feel that there is a slight discrepancy between what I thought and what I knew, and whether that was really the case, so since there is no opportunity for the directors to speak, I would like them to answer the first question I asked earlier.	
27	H20- 7	○	Currently, a district plan has been introduced in the Tsukishima area, which sets rules for rebuilding, and it is understood that this is a mechanism for effectively carrying out individual rebuilding by relaxing the housing floor area ratio and road lane restrictions, but on the other hand, many buildings have been constructed through redevelopment and comprehensive design, such as Kachidoki Tokyo Towers and Tsukishima Tower. This plan is also a large-scale plan with a floor area ratio of 1,000% and a height of 190	In such a situation, however, these high-rise buildings will be reopened. As for development, it can take a considerable amount of time before plans are drawn up. On the other hand, with regard to the replacement of low-rise buildings, the framework and standards based on the national uniform law known as the Building Standards Act have not allowed for smooth reconstruction, and so it has been felt that Tsukishima needs to create

			meters, and the construction of such a large-scale building suggests that there is a certain idea behind urban development, but naturally, this idea should not have been unilaterally decided by the ward, and I believe it was decided based on discussions with residents. Please let me confirm this point as well.	its own rules. With the idea of dealing with such cases and individual developments on an individual basis, in 1997, Tsukishima's current district plan, a streetscape-oriented district plan, was introduced to the entire Tsukishima district, and the idea was to tackle town development by dealing with each and every individual reconstruction. We are currently summarizing the information below.
28	H20- 7	○	Redevelopment is a way to solve regional issues that cannot be dealt with individually, I also recognize that it is an effective means of making houses earthquake-resistant and fireproof, but if the redevelopment is planned with the participation of residents, I think it will be very difficult to reach a consensus for that. This has been discussed earlier, but I think it will be. In this context, the current plan was initiated by the residents, redevelopment was considered, and support was requested from the ward, but I would like to ask what the ward's thinking is regarding redevelopment with the participation of residents .	As the committee member pointed out, we recognize that this type of redevelopment is an effective way to address regional issues that are difficult to address individually, and to improve regional disaster prevention capabilities. At the same time, we are also aware of the difficulties in proceeding with this type of redevelopment. In situations where residents are actively involved in this type of redevelopment, such as the redevelopment of Tsukishima Tower in Tsukishima, the redevelopment in front of Kachidoki Station, the redevelopment of Nihonbashi Hamacho, and the redevelopment of Nihonbashi Ningyocho, the ward has been providing support up until now , and we are currently working on the redevelopment of Tsukishima 1-3-4 . We would like to provide active support to the 5th district as well. That is what I am thinking.
29	H20- 7	○	Furthermore, depending on the plan, there may be an impact on the surrounding residents, so I think it is very important to take this into consideration. I would like to ask about guidance in this regard, and what kind of guidance was given regarding this current plan.	When such developments are carried out, it is certain that they will have an impact on the surrounding area. In this context, we are currently providing guidance, as it is natural that planning ingenuity is required regarding the impact on the environment, such as shade and wind, on the surrounding area. For example, in the current plan, Block A, which is a large block, is planned to have a high-rise building on its northern side. In order to keep the building height low, for example, there was a plan and consideration to build the building to the full extent of the site, but there are areas where the impact on the western side is large, and there is also the current building layout plan, so I believe that a certain amount of ingenuity and consideration has been given to the plan. As the plan becomes more concrete in the future, However, the ward will continue to actively provide guidance on wind and shade measures and other environmental considerations . I think so.
			It has been planned and worked out over a very long period of time, and as I mentioned at the	

30	H20- 7	○	beginning, some of the landowners are elderly, and as the development has taken so long, they have said things like, will they be able to live there in their lifetime? I think it would be good if the plan could be pushed forward as quickly as possible. I would like to confirm with the explanation from the ward side that the plan takes into consideration the surrounding area, and I will end my question here.	
31	H20- 7	○	And since this was a briefing session that the ward held responsibly, I would like the minutes to be properly organized and prepared and submitted. I think the minutes submitted by the petitioner today are very well organized and easy to read, so I would like you to organize them in the same way and submit them to this committee as materials. Thank you.	The first point is regarding the minutes of the meeting held on July 1st. We would like to prepare these immediately and move forward with submitting them.
32	H20- 7	○	I also re-read the document submitted to the Environment and Construction Committee on April 21st. In it, Samaritan Hospital is given a special status. The schedule is also written because the hospital cannot be closed, but as was mentioned earlier, as far as I can see, there is no explanation at all about whether the hospital's floor space will be expanded to include more medical departments, or how many beds there will be. Since the explanation was that the hospital is being positioned as a core hospital, I would like to ask the committee to obtain documents on the plans of Samaritan Hospital, including what medical departments will be improved and the number of beds to be increased, and to submit these to the committee.	The second point is about the issue of increasing the number of beds and medical departments at Samaritan Hospital. Since this is a matter for the other party, I would like to consult with the chairman and vice-chairman on how to prepare and respond to the situation. Thank you.
33	H20- 7	○	The one thing I really want to ask is to be told once again clearly why the Tsukishima rule was broken in this plan. That's my first point.	Firstly, regarding the reason why we broke the Tsukishima rules, we do not believe that we broke the Tsukishima rules. As for the current situation, as for the streetscape-guided district plan, as I answered in response to the question from the previous committee member, we are going to proceed with town development by effectively combining individual rebuilding and high-rise construction in the Tsukishima area based on the concept of Tsukishima town development. Based on this concept, as a practical response, we are going to introduce individual rebuilding, which has not progressed well, as a rule unique to the area, since it has not progressed within the uniform framework of the Building Standards Act. However, in such an environment, development is possible, and the Tsukishima District Plan currently stipulates the handling of development, such as comprehensive design. Regarding these, when they were first introduced in 1997, there was no current height restriction of 70 meters, and if comprehensive design was used, there was a certain amount of no restriction on height, and buildings could be built above the height of the current Tsukishima rules.

				However, due to the unique nature of the comprehensive design, there is a systemic idea that taller buildings can be built by setting the walls back significantly, and situations have been seen in the area where tall buildings have been set back significantly from the road, so we decided to impose certain restrictions on these buildings as well. Furthermore, this comprehensive design system also has a relationship with the systemic mechanism that allows such plans to be made without going through urban planning procedures, as is the case with the plans for districts 3, 4, and 5 we are discussing today, and this has led to the current review. Based on this idea, for districts 3, 4, and 5, we have reorganized the urban planning ideas within the context of stacking and assembling high-rise plans in the blocks facing the main road, so we have in no way broken any rules, and we would appreciate your understanding. I think so.
34	H20- 7	○	The second point is that the town planning council was held on June 3rd. The Tsukuda District and Tsukishima District Joint Town Planning Council was held, and at that place, what kind of opinions were expressed about this plan? It is said that construction will start in fiscal year 2010, but it cannot be expedited. There are opinions that the redevelopment project is not appropriate. In the process of proceeding with the urban planning procedure, the construction plan must be prepared and the agreement must be reached with the rights holders of the planned area. Please understand that the construction period is not something that the ward decides. Secondly, will the street between the high-rise apartment building and the third building be left as it is? The answer is that the ward road is planned to remain as it is. These are the only two points that have been raised in the town planning council regarding this matter. Opinions like yours are not being reflected in the town planning council. Since there are opinions like these, it is a serious problem that only these points have been discussed, even though this is a discussion that should be fully discussed in the town planning council. I think that the town planning council has not fully taken into account the voices of the residents in this regard. What do you think? This is my second question.	Also, at the town planning council meeting on June 3rd, we received two opinions regarding this plan. Among them, no opposing opinions were expressed at the town planning council meeting, but the ward side does not ask people to express their opinions in advance when it comes to opinions to be received at the town planning council meeting. In this situation, the ward is not in a position to clearly explain the reason why no opposing opinions were expressed. However, overall, regarding the nature of the town planning council, which we have received so far, and questions that have been asked at past committees, etc., we are thinking about creating a system that can reflect the opinions of as many people as possible.
35	H20- 7	○	My third question is, the petitioners here also say that they approve of the redevelopment itself, and that they want to proceed through discussion. As Mr. Tanabe mentioned in his question, they said that holding the City Planning Council in July is too early, so I would like to know if the ward will hold a forum for residents to	And then, there is the question of whether or not we need to have a discussion. However, we, the ward, are not opposed to discussions. We believe that discussions are necessary. We have heard from the preparatory association that they recognize the need for discussions. However, in the discussions so far, we have heard that there were many questions that could not be answered at this point in time, and unless

			discuss the matter between now and the City Planning Council.	these questions are answered clearly, it is difficult to move forward. Unfortunately, this is how things have progressed up to now, so we would naturally like to help in any way we can as a ward, provided that we are able to discuss these issues from the perspective of what is possible .
36	H20- 7	○	I'll end here because of time constraints, but I think a 190-meter building is too tall when the height limit is 70 meters. I think it's necessary for residents to discuss the height of the building among themselves, so I would like to see this discussed again in the residents' discussions. I would like to see a forum for residents to discuss the issue.	
37	H20- 7	○	As for the town planning council, I think the issue was how it should be. I think there is a lot to reflect on as to why this opinion was not expressed, so I would like to think about how to create a town planning council that can reflect a variety of opinions in the future, and I would like to see this happen.	
38	H20- 9	○	It has taken 10 years so far, and the procedures that will follow will take time, so it will take about 6 years in total. This is a reminder of how long it takes to develop a town. I mentioned examples from other areas last time, so it took a very long time, and I think the efforts and hardships of the local rights holders are extraordinary. I'm sure everyone is hoping for the project to be completed as soon as possible, but in this situation, a petition has been submitted, and at the last committee meeting we heard the petitioners' opinions and received their materials, but I think that we need to confirm the intentions of the local rights holders when reviewing the petition. So, I'm sure you've heard the voices of the local rights holders regarding town development, since this petition has been submitted, but I'd like to know what those voices are actually like.	According to local rights holders, this area is an area with an elderly population. There are a lot of dilapidated buildings, and there have been fires in the past that have claimed the lives of some people. There are also currently vacant houses, and people are expressing concern on a daily basis about fires and crime prevention. In addition, in recent years, there have been major earthquakes in the country, and we are hearing concerns about these earthquakes . However, on the other hand, there are a lot of elderly people in this area. It is true that in these circumstances, it is extremely difficult for people to rebuild their homes on their own, and in this situation, residents are cooperating to improve the local environment through redevelopment and to create a town where people can continue to live in peace as soon as possible. I am aware of this.
39	H20- 9	○	According to the petition, the petitioner is concerned that the redevelopment project will result in a 190-meter-tall skyscraper being built in front of the apartment building where the petitioner lives. It is true that it is a little hard to imagine a 190-meter-tall building in front of the apartment building. However, there are many areas where there are considerable concerns about the building itself, so I would like to ask why the plan was made to make it 190 metres high.	Regarding the 190-meter-tall building, in order to realize this redevelopment project, the project structure must be based on the Urban Redevelopment Law and the City Planning Law. However, in order to realize this project, it is inevitable that there will be a need for a certain amount of facility volume. In this situation, if the plan is to build the necessary facility volume to fill the entire site, there will be a significant impact on rights, and it is becoming apparent to some extent during the review that there will be a particularly significant impact on high-rise buildings on the west side . In this context, the current plan is to split this building into two. The current layout plan is to divide the site

				into two parts, keeping the south side low and consolidating the facility volume on the north side to make it taller. This is a plan, and by planning such things, we can see that efforts have been made to minimize the impact on the neighborhood to a certain extent. In this situation, we recognize that the current plan, which calls for a high-rise building on the north side, was unavoidable. Thank you.
40	H20- 9	○	I think that the impact of the building filling the entire site and the height will be resolved by building on the site, and people will feel uncomfortable about the height. I think it is very difficult, but nevertheless, the number of vacant lots is increasing, and I think that it is necessary to complete the project as soon as possible while the landowners are still healthy, and how to utilize the land. On the other hand, I think that the public nature is also important. So, I would like to ask about the contribution of the redevelopment to the community. There are several contribution measures considered in this plan, but I would like to know what you think about the public nature and public interest of this redevelopment in urban development as an administrative body.	First of all, I think it would be one thing to continue the functions of medical institutions at their current locations while updating them. Also, as I answered earlier, there is a large elderly population, and the reconstruction of wooden houses has not progressed. In this situation, I think it would be possible to improve the disaster prevention capabilities of the region by working together to build earthquake-resistant and fire-resistant buildings. In addition, the current plan includes the establishment of a regional disaster prevention warehouse that can accommodate approximately 1,200 people, and we also believe that barrier-free measures such as installing elevators that can be used by an unspecified number of people and are directly connected to the station would also be contributions. I believe that all of these are things that the local people would like to see, but I also think that such efforts to work together to make contributions that are difficult to implement individually are also contributions. In addition, the central part of this plan There is a 1,200m2 plaza in the area, and it will be equipped with a stove and other things so that it can function as a disaster prevention plaza in the event of a disaster. We are currently considering things like installing manholes for temporary toilets, and we have also heard that they are considering cooperation measures with hospitals in the area so that they can provide medical care in the event of a disaster, which is a soft aspect of the plan. Therefore, I understand that this plan involves a mix of hard and soft aspects, and various plans and contribution measures are being considered. Thank you.
41	H20- 9	○	I have just asked a few questions about the redevelopment plan for Tsukishima 1-chome 3-4-5 district, following on from the questions I asked at the previous committee meeting, and I have once again felt the difficulty of town development and the importance of residents working together to tackle it. First of all, it will take time. However, taking into consideration the roughly 10 years of urban development	

			considerations by local rights holders, the circumstances of the area, such as a high aging rate and the lack of progress in individual renewal, the public nature and public interest of this urban development, and the fact that a certain degree of consideration has been given to the surrounding area in the planning, I believe that, although there will be various opinions, this construction plan is unavoidable.	
42	H20- 9	○	Of course, in order to make a better plan, it is important to listen to many opinions. Earlier, it was explained that the plan will proceed smoothly and that it will take two years before construction begins, but I think that it is still possible to use this time to hold discussions with the neighborhood in order to make a better plan. To that end, I think that a concrete plan is necessary, and I understand that in making the plan concrete, the conditions for this must be included in the city plan. It will be extremely important to hold discussions while showing the local community a concrete plan. I would like to ask the ward and preparatory association to proactively create such a forum.	
43	H20- 9	○	For these reasons, the Tsukishima Town Planning Committee has submitted a petition requesting a reconsideration of the Tsukishima 1-chome urban redevelopment project plan. However, I would like to see the plan not stopped, but rather improved as it is fleshed out. To that end, as I said earlier, I would like the local landowners, the preparatory association, and the government to get involved and come up with a good plan within the next two years. I sincerely hope that concrete action will now be taken.	
44	H20- 9	○	There have been various comments made, but our party believes that the construction of super-high rise tower apartment buildings in various parts of Chuo Ward on the pretext of intensive land use is placing a huge burden on the surrounding areas, as is clear from what has already been built. For this reason, we believe that this method of urban development needs to be fundamentally reconsidered, and we have expressed our opinion at every opportunity.	
45	H20- 9	○	I would like to continue with my question. The petitioner is here today, but he is not opposed to the redevelopment of the planned site. As he has repeatedly explained, the area will be greatly affected by the tower apartment project. The biggest wish of this petition is for the residents' voices to be heard. The petitioners and local residents are frustrated as to why Chuo Ward is not responding to these voices proactively. It is absolutely unacceptable to leave this conflict unresolved in urban development, and to abandon the ward administration's responsibility by saying that the decision will be left to the Urban Planning Council. Hasn't the ward's response so far been completely insufficient? I think the ward should be responding proactively even now, but I would like to hear your views. I will ask this to the Director of the Urban	Next, in response to the question of whether or not we should continue with the project until the end while leaving the conflict unresolved, at this stage, there are opinions from local residents that they would like the urban plan to move forward as soon as possible. On the other hand, it is true that a petition has been filed. We have been providing various explanations to those who have filed the petition, but there are some matters that can be explained at the present stage, and some that can only be explained in the future. Therefore, we will explain what can be explained at the present stage, and when it comes to things that can be explained in the future, such as construction methods, noise, and vibrations, there are some things that

			Development Department. I would like to hear your answer.	cannot be explained until the contractor and construction method are decided. We believe that such things should be explained whenever necessary, and people's understanding should be deepened.
46	H20- 9	○	Another question is, did you actually go to each and every landowner's house and ask them what they thought about this development? Could you tell me about that? Isn't that something you heard from the preparatory association? Did you properly listen to the voices of the local people? Please tell me about that.	First, regarding the question of whether the ward has directly listened to the voices of landowners regarding this development, study sessions have been held in this area since 1998, and ward officials have met with residents individually to find out what they think, and have listened to them directly. We have also attended meetings as observers where residents gather to discuss various matters, and have directly listened to the voices of local residents. The landowners I am referring to here are those in the current preparatory association area, as I have answered, and we are working in this manner, and we have taken the same approach with regard to the part of Block 3, which is currently outside the area, and as a result, it has been removed from the planning area. There is a history like this.
47	H20- 9	○	And the other point is about Public Square No. 2. I think that 1,200 square meters cannot be recognized as a public square. This city planning proposal cannot be recognized as a public square, so I think that the city planning proposal itself is invalid. If we go with this size, for example, In the case of Itabashi Ward, if we calculate the number of buildings and dwelling units and the corresponding green space for 750 units, we would need 1,670 square meters. Can a 1,200 square meter space be considered a public space? If the space is only used as a place for the evacuees from the subway and the people of 750 units to take refuge in the event of a disaster, it will not be a public space; it will simply be a space for residents and cannot be considered a public space. If that were to happen, I would consider the city plan proposal itself to be invalid. What do you think ?	Next, you mentioned that the 1,200 square meter plaza cannot be seen as a public space. We have just heard about the example of Itabashi Ward, but if we look at the situation around the proposed site and the surrounding area, there are about six such plaza-like spaces in the area, in the form of children's playgrounds or block parks. The average area per person within these spaces is roughly about 0.1 square meters. In this situation, it is difficult to secure a large open space or plaza. Given the difficulty of maintaining the area in good condition, we believe that positioning this plaza as a Type 2 facility and developing it as a space that can be used by the public will make a certain contribution and will have a high level of public utility. In addition, 750 households will be evacuated. However, we have revised the guidelines so that residents of these high-rise apartment buildings will basically be self-sufficient in the event of a disaster, spending a certain period of time in the facility, within the apartment, and we are also taking measures such as setting up emergency storage facilities within the apartment complex. Therefore, rather than targeting the residents of this plan, the idea is to develop this plaza as a place where people in the surrounding area can gather, utilize its functions in the event of a disaster, and think about how to live during the chaos of a disaster, so we believe that it does have a public aspect to it.

				That is why.
48	H20- 9	○	So, regarding this case, on August 27th, an explanation meeting for the proposed city plan was held in the large conference room on the 8th floor of this ward office. This was held as an explanation meeting based on Article 17 of the City Planning Law. Many people who were interested attended this explanation meeting, and after the explanation, as mentioned at the beginning, there were comments and opinions that this was a one-sided explanation meeting at a time when a petition had been submitted and was being deliberated, and that this was invalid. In response to this, Tamura, head of the city planning division, said that he also recognized the importance of the petition. This was an explanation meeting based on Article 17 of the City Planning Law. However, this does not mean that the city plan will be decided. Based on the deliberations of the assembly, the future procedures are being organized. This is based solely on my notes from when I was an observer, but that is what he answered. Here, further opinions were raised by the participants. Explanation based on Article 16 The meeting was held on July 1st at the Tsukishima Community Center. Many people attended and the venue was packed, but how will they respond to the opinions expressed at the explanatory meeting based on Article 16? In response to such questions, the ward explained its thinking on the spot. So, there are various opinions on redevelopment. According to the system, it is decided by the City Planning Council, and the ward's stance was that, although there are various opinions, the decision will be made at the City Planning Council. I could see it.	Regarding the question of whether the plan is invalid, we have explained that the plan is valid and established based on various standards. Therefore, since the procedures for Article 16 have been completed and preparations for Article 17 have been made, we have explained Article 17. For this reason, we do not consider it to be invalid .
49	H20- 9	○	I believe that the city plan proposal of August 27th is invalid. This is because the city plan proposal and the original city plan proposal were submitted without properly answering the questions posed at the Environmental Construction Committee meeting, and are completely identical. We asked the ward to explain the plan properly at the Environment and Construction Committee and to hold a proper discussion with the residents. The ward has presented the same plan without any opportunity to do so. Can they do this without any changes to Articles 16 and 17? Isn't it true that the city planning meeting should be held after some consideration? Isn't it that no consideration has been given at all? In other words, isn't it being held ignoring the Environment and Construction Committee and the voices of the residents? I would like you to explain this point. There is probably no discussion or listening to the voices of the residents at all. The ward has asked the Environment and Construction Committee so much to listen to the	Regarding your question about whether the explanatory meeting on Article 17 held on August 27 was invalid, as I said earlier, on the one hand, there are people who are eager to receive the city planning proposal as soon as possible. On the other hand, a petition has been submitted. In this situation, I believe that the approach that we can take as an administrative body is to take actions firmly based on the law. In that respect, since we have completed the procedures under Article 16 based on the City Planning Act and have made preparations for Article 17 based on Article 16, we have carried out the procedures based on the law. On the other hand, we have not had any discussions. We held an explanatory meeting on July 1st. We received a considerable amount of opinions at that time as well. Since then, we have received various opinions in the form of written opinions from local residents

			voices of the residents, but has it not taken any action at all? And yet, on August 27th, an explanation meeting for the plan was automatically held, isn't it? I would like to ask you about this .	during the public inspection period. We are planning to organize these opinions and present them at the City Planning Council.
50	H20- 9	○	Another thing is that the reason why they say that they have not listened to the voices of the local people is because not all the landowners are in favor of the plan. They have listened to the voices of the landowners, but there are still some who live in traditional tenement houses. There are many people who say they want to live in that place. Although it is said that everyone is waiting and not making their voices heard this time, I have actually heard them. People who live in the area that is actually included in the plan are saying, "I want to live in the place as it is. There's no way a fire will ever happen. It's been three generations and there's never been a fire." There are voices like that. I think there are quite a few landowners who are saying that. This petition is saying that the voices of each and every one of them should be heard. So I think that the voices of the local people are not being heard at all, so I would like you to pay attention to that.	At present, over 90% of the residents have agreed to the redevelopment of the area, but the remaining residents have not yet given their consent. I believe there are some people who feel this way, but as we continue discussions, the ward is providing support, aiming ultimately to reach 100% agreement. Conversely, I would like you to understand the fact that over 90% of people have high hopes for this redevelopment project.
51	H20- 9	●	This committee was entrusted with the task at the second regular session of 2008, with the purpose of examining the establishment of mechanisms for advance information disclosure and resident participation in urban development policies, and also, given that the redevelopment plan will have a significant impact on the surrounding environment, requesting that the plan be reconsidered to take into consideration not only landowners but also local residents.	
52	H20- 9	●	The directors were also asked about the process behind the formulation of the redevelopment plan and how they responded to residents, and were requested to submit the minutes of the explanatory meeting held on July 1st.	
53	H20- 9	●	Therefore, since the commission was entrusted to this committee, we have been conducting a careful and detailed investigation. The committee asked about the time required for the redevelopment project, sought the opinions of local property holders, sought consideration of special height restrictions in specific areas, and sought plans to contribute to the local community.	
54	H20- 9	●	In addition, because redevelopment projects take a very long time and require a certain degree of consideration for the local community, it was stated that the plan should be moved forward while actively engaging in discussions between the ward, preparatory association, and the local community, and therefore it was suggested that the review of this petition should be terminated and a vote should be taken to reject it.	
			The purpose of the petition is to say that the residents of Tsukishima 1-chome 3, 4, and 5, which are close to the urban redevelopment block, have established the Tsukishima Urban Planning Association with the aim of participating	

55	H20- 9	●	in and discussing urban planning for the entire Tsukishima area. Furthermore, as local residents, they are saying that they don't want to see anything happening in their town. They expressed their concerns about today's urban development, saying that they are frustrated by the system and flow of deregulation and the exercise of public authority in planning decisions, while nothing is being communicated, they cannot say anything, and it is unclear what will happen to the city of Tsukishima. They would like to petition for a review and reconsideration of fair and trustworthy urban development administration, based on sufficient advance disclosure of information, explanations and discussions, from the perspective of equality for all residents .	
56	H20- 9	●	The reasons for the petition are: 1) the rules for urban development in Chuo Ward, which were just decided, will be changed too easily; 2) the Urban Development Department, which is in charge of urban development, is placing too much importance on the wishes of those planning the redevelopment, and the voices of the surrounding residents are being ignored. 3) Housing Master The basic goal of the plan is to support community development activities by local residents, but currently, residents living near the redevelopment site are hindered by the system and operation. Fourth, various redevelopment plans are currently being prepared for Tsukishima, and although residents have a right to know how Tsukishima will change, the ward and preparatory association do not explain at the planning stage, and when the plans are announced, the voices of neighboring residents are not reflected, causing neighboring disputes and rifts in the local community. Fifth, the current City Planning Act takes into consideration the wishes of landowners in the redevelopment area, but there is no provision for the consent of neighboring residents, so the ward administration has not actively disclosed information to neighboring residents or created opportunities for them to reflect their opinions. Sixth, the current state of the town development council, in terms of operation, composition, and information disclosure, is not a place to reflect the voices of residents. Despite opinions being expressed in the assembly, it has not been reformed. Seventh, there is no prior consultation with neighboring residents regarding the public nature and contribution to the community of the redevelopment area projects, and there is little sympathy that would justify the injection of subsidies. 8. I would like the ward mayor, ward assembly members, and other related parties to take a walk around the town and look closely at the site. I would like them to hold hearings with the neighboring residents, just as the ward holds with the landowners, and then decide whether or not to proceed with the redevelopment plan. This frankly points out the various problems with the	

			town planning of Chuo Ward today, and the mountain of problems that need to be considered and solved.	
57	H20- 9	●	The briefing session showed the high level of interest in the redevelopment plan in the local area, and all the seats were filled. The session lasted only two hours and eighteen minutes, from 6:30 p.m. to 8:48 p.m. The opening explanation by the section chief in charge, which included slides, was fifty minutes long, and there was a question and answer session with the participants. The briefing lasted just 88 minutes. There were a series of statements from various positions, with some very harsh exchanges. The briefing took place the day after the petition submitted by the Tsukishima Town Planning Association was referred to the Environment and Construction Committee for deliberation on June 30th, and it was reaffirmed that the planned redevelopment project is in a difficult situation.	
58	H20- 9	●	Next, on August 27th, Chuo Ward hosted an explanatory meeting on the proposed city plan based on Article 17 of the City Planning Law in the large conference room on the eighth floor of the ward office. The two-week public inspection period is already halfway through, and the deadline for submitting written comments is set for September 1st, so it is surprising that the explanatory meeting on the proposed city plan was held just five days before that. Moreover, the public inspection and comment submission period is from August 19th to September 1st, but the ward's announcement was only published on August 15th. Isn't this kind of scheduling a sign of how perfunctory the ward's response is, and how unproactive it is in listening to the opinions of those involved?	
59	H20- 9	●	There is a big problem with the ward's attitude towards the city development efforts at this briefing session. That is, in the rush to get the City Planning Council to make a decision, the explanation to residents as stipulated in the City Planning Act has become entirely perfunctory. Even when various doubts and questions are raised, the directors, who are experts, state their thoughts as if they are speaking out loud, answering all the questions on the spot, saying that they have answered today's opinions, so they will not be reported to the council, and that the minutes of the briefing session will not be submitted to the council. I believe that this attitude is by no means the kind of administrative response required by law. This attitude is not in keeping with the intent of the law.	
60	H20- 9	●	Our party's Councilman XX introduced the purpose of the petition as, 1) a proposal for the way town development should be carried out, and 2) a proposal to reconsider the redevelopment plan. He went on to say that, regarding point 1, the town development council's function as a means of resident participation is insufficient and has become a formality. Town development that guarantees	

			resident participation must be the basis. Active improvements are needed. Regarding point 2, he has no objection to redevelopment that takes into account the characteristics of the area. Town development requires frank discussions not only with landowners but also with the surrounding residents. The explanation meeting on the original plan held by the ward on July 1st was very disappointing. There was fierce conflict between landowners and nearby residents. Such conflicts should not be allowed to remain. There should be sufficient discussion between the two parties. He said that thorough discussions should be held with the people who have become residents in accordance with the ward's guidance on housing construction.	
61	H20- 9	●	Question 1: At the beginning of the explanation meeting for the proposed urban plan held on August 27th, in response to a question that read, "A one-sided explanation meeting when a petition has been submitted and is under deliberation is invalid," the section chief in charge replied, "We recognize the importance of the petition. This is an explanation meeting based on Article 17 of the City Planning Law. It does not mean that the city plan has been decided. We will organize future procedures based on the council's deliberations." In response to a question from a participant, "How will you respond to the opinions expressed at the explanation meeting based on Article 16?", the ward replied, "We explained the ward's thinking on the spot," and "There are various opinions on redevelopment, and according to the system, it is decided by the City Planning Council." This was the ward's stance that the matter would be settled at the City Planning Council. In response to questions such as, "If there is a dispute over the sky exposure ratio, we would like you to clearly show your decision," and "We would like you to respond in writing," the section chief in charge promised to consider it, saying, "The council's response is acceptable, but we would like to consider how we can respond to your request." The department manager in charge also promised to consider how the matter could be presented. "Is the promise to the questioner kept?" Mr. Tanabe asked, and requested that the detailed minutes of the August 27th briefing be submitted to the committee in order to gain a deeper understanding of the issue.	
62	H20- 9	●	Question 2: The petitioner is not opposed to the redevelopment of the proposed site. We would like the voices of the residents of the area who will be greatly affected by the tower apartment plan to be heard. We are frustrated that Chuo Ward has not responded proactively. It is absolutely unacceptable to leave this conflict unresolved in urban development, and to abandon the ward administration's responsibility by saying that it is up to the Urban Planning Council to decide. Hasn't the ward's response so far been completely inadequate? Shouldn't the	

			ward be responding proactively even now? The deputy ward mayor in charge of urban development should respond proactively himself, rather than leaving it to the department heads and section chiefs. How has he responded? As the person with the highest authority in the ward administration, what does the ward mayor think about this situation, and how do you think it should be resolved?	
63	H20- 9	●	In response to the above general questions, the department head in charge responded to the request for documents from the Environmental Construction Committee by saying, "We would like to prepare and submit the minutes of the August 27th briefing session immediately." In response to requests for additional explanations from the briefing session, he promised to fulfill his responsibility to explain to the local community, saying, "Since we have made a promise to the local community, we believe that we must respond first." Furthermore, Mayor Yada said, "Regarding the redevelopment of the area, the local community and the surrounding areas are in agreement, so I would like you to continue the discussions actively. "If we agree, the truth will naturally emerge. My motto is that if we thoroughly discuss something, the truth will emerge. I will continue to maintain this attitude in the future," he said in response. I think the mayor's response is a positive one that breaks the deadlock, stating that differences of opinion about town development should be resolved by finding the truth and common ground through thorough discussion.	
64	H20- 9	●	However, Chairman oo's management of the committee completely ignored the actual progress of the committee and the issues being discussed, and instead forced through a pre-prepared scenario.	
65	H20- 9	●	Chairman XX ignored the reasonable arguments and proposals of Committee Member XX and said, "As the chairman, I have thoroughly discussed the issue," and, "The duties of the chairman are to open and close the committee, organize the agenda, and maintain order." The minority voted in favor of continuing the review, and the committee would not continue. The decision was made, and the petition was rejected, with only a minority of votes in favor. In this way, Chairman XX's attitude is not one of sincerely deepening discussion on the serious urban development issues in Chuo Ward that are raised in the petition. Furthermore, we would like to strongly point out that the committee's management, which led to the petition being rejected without waiting for the submission of materials essential to the petition's deliberation, claiming that sufficient deliberation had been completed, has left an indelible stain on the history of the Chuo Ward Assembly.	
66	H20- 9	●	Does the chairman, who forced the vote amid the unprecedented jeers, shouts, and confusion in the history of the Chuo Ward Assembly, have any	

			remorse now? Does the committee member who teamed up with the chairman and called for the vote have any remorse now? I would like to strongly point out that this is something that must not be repeated in the running of the committee in the future.	
67	H20- 9	●	On September 17th, the population of Chuo Ward exceeded 110,000. It is astonishing how quickly the population has increased by 10,000 in just two years and five months since the long-awaited recovery of population to 100,000 on April 4, 2006. Behind this is the fact that a succession of apartment building constructions have been carried out as part of redevelopment projects, which I believe is the main factor behind the population increase. In particular, Chuo Ward, which faces Tokyo Bay and is a waterfront area, has taken advantage of its location, and the appearance of skyscrapers has become commonplace, especially in large-scale development projects, resulting in a rapid population increase. I believe this suggests that the recent trend of people returning to the city center has made Chuo Ward in the city center the most comfortable living environment, and that it is a town that has the potential to fully fulfill its multifaceted urban functions amid the trend of centralization.	
68	H20- 9	●	Furthermore, we aim to have a daytime population of one million, and we will uncover new attractions for Chuo Ward as a tourist and commercial city, creating a bright and lively city. I understand and appreciate to a certain extent the ward's policy of striving to create a safe and secure city, including by improving disaster prevention capabilities. However, from the perspective of a resident, I would like to ask three questions related to urban development in Chuo Ward.	
69	H20- 9	●	The action plan should clearly state that Chuo Ward will shift from large-scale development centered on skyscrapers to sustainable urban development in order to combat global warming. Please respond.	While large-scale redevelopment projects have brought about improvements in disaster prevention and created a lively atmosphere, they have also led to increased energy consumption due to increased floor space and high-rise buildings. For this reason, the ward requires buildings with a project area of 100 square meters or more to submit an environmental plan, and in particular, for large-scale redevelopment projects, the ward is instructing them to implement environmentally friendly development, such as introducing the latest energy-saving equipment and promoting greenery, aiming to create a sustainable town linked to measures against global warming . That is the time.
			The face of Tsukishima is about to change due to redevelopment. I am not opposed to redevelopment to create a disaster- and crime-resistant town, or to the construction of apartment buildings in cases where rebuilding is difficult, but I am concerned about the overall	

70	H20- 9	●	look of the town. From the perspective of design, I think there must be a way of building that is appropriate for each neighborhood. In the old townscapes of Europe, whether it be Bruges or London, except for the central office and shopping districts, the neighborhoods inhabited by people have inherited a long history and tradition, and were built with consideration for the living and residential environment. In this ward too, I would like to see orderly urban development considered so that redevelopment does not lead to chaotic development. It is the duty and responsibility of those of us living today to think not only about the short-term prioritization of the economy, but also to think about what the neighborhood will look like in 30 or 50 years' time, and to take care to pass on the old and good things to future generations .	
71	H20- 9	●	The ward operates a town planning council, whose stated purpose is to promote disaster-resistant town development through repeated exchanges of opinions between the ward and local residents regarding town development concepts and plans that make use of the ward's regional characteristics. I believe that this council is essential in promoting town development that is in line with the characteristics of each district. It is not easy to gather the opinions of all residents, but since subcommittees of the town planning council have been set up in each district, I believe that these subcommittees will be effective as a place to hear more opinions than previous town planning councils. It is possible to actively introduce these subcommittees in areas undergoing redevelopment. What do you think?	Our ward is promoting consultation-based urban development based on local discussions. The town development council, which is at the center of this, is a forum where local representatives such as neighborhood associations and business and industry representatives exchange information and opinions with the ward. In order to promote good urban development that makes the most of the characteristics of each area, the ward has been divided into 12 districts and these have been established. Under this council, sub-committees and sub-committees can be established when specific consideration is required for issues in specific regions or fields. For this reason, we believe that by clarifying the division of roles between the council and sub-committees, etc. and having the council handle wide-area issues and sub-committees handle issues in specific regions or fields, it will be possible to reflect the opinions and wishes of more people in urban development. The ward will continue to improve the operation of the urban development council and sub-committees in order to receive the opinions and wishes of more ward residents. We will continue to promote urban development that incorporates these wishes.
72	H20- 9	●	Up until now, it seems that much of the city planning has been left to the government, but now we are moving towards a time when city planning is led by residents. I have heard that there is something called the Harumi Design Council in the Harumi area. It was created in response to voices from within the town, and I can imagine that many people have made efforts behind the scenes.	
73	H20- 9	●	In our Chuo ward, when a new project or redevelopment project is undertaken, I hope that the ward mayor will personally walk around the town to confirm whether the plan is truly	

			desirable for the living environment and whether the project will be better for the residents before giving the go-ahead.	
74	H20- 9	●	Currently, urban redevelopment projects are underway in the Tsukishima area of Chuo Ward, particularly around Tsukishima Station and Kachidoki Station, with the construction of high-rise apartment buildings one after another. Large-scale plans are also planned for the Kyobashi and Harumi areas in the future, with the main objectives of the redevelopment projects being to make efficient use of land and to eliminate densely populated wooden urban areas, which are considered to be dangerous from a disaster prevention perspective. Based on the lessons learned from the Great Hanshin-Awaji Earthquake, the law concerning the promotion of the development of disaster prevention blocks in densely populated urban areas came into force in 1997, and related laws have also been revised, making this a major guideline for urban development on a national level.	
75	H20- 9	●	However, as these redevelopment projects proceed, local residents are concerned about a lack of public facilities such as daycare centers and community centers, and environmental deterioration such as wind damage and sun damage is becoming apparent in the areas surrounding the development. Furthermore, many residents are facing drastic changes to their lives, as redevelopment will no longer allow them to live or do business as they have done in the past, and it is predicted that some areas will lose the continuity of their shopping districts. Some of these residents are skeptical of the redevelopment projects, and some have clearly expressed their opposition.	
76	H20- 9	●	When carrying out urban renewal projects in this ward, especially large-scale urban redevelopment projects, how do you perceive and think about the merits and demerits of the ward residents, and the voices for and against the projects? Also, comparative verification of the merits and demerits of these plans Please explain how this is being done and what specific measures are being taken to address the disadvantages and objections raised.	Urban redevelopment projects are an effective way of addressing local issues, such as improving disaster prevention capabilities across a broad area, which cannot be achieved through individual plans, and are an effective method of improving the urban environment. In addition, they are extremely meaningful in terms of updating local functions, such as developing plazas and green spaces, improving convenience, and revitalizing the area, while allowing residents to continue their lives and activities in the area. We recognize that there are many desirable aspects for the area, such as the shorter time it takes to renew the area compared to rebuilding each building individually. On the other hand, as buildings become larger, they are more susceptible to wind damage and sunlight obstruction. We understand that there are various opinions regarding the project, as it will have a significant impact on the surrounding area. For this reason, we recognize that it is extremely important to

				gain the understanding and cooperation of local residents throughout the process, from planning to completion of the project, and the ward is actively instructing the business operator not only to carry out development in accordance with the relevant laws and standards, but also to be creative in the layout of buildings, etc., to reduce the impact on the surrounding environment. In addition, we are asking the business operator to take detailed measures to build understanding among local residents, such as providing opportunities for explanations to local residents by the business operator, according to the progress of the project . We are currently providing guidance.
77	H20-9	●	In several redevelopment projects currently being planned, we have heard many voices from neighboring residents and landowners that the ward is proactively providing information to landowners and businesses who are in favor of high-rise housing, but that it is intentionally hiding information about the plan from residents who are not in agreement with the ward's ideas, rather than confirming their intentions. It is natural that a new, large-scale plan will generate voices of support and opposition, and both are ward residents, so at the very least, the provision of progress information and its analysis should be done equally. In addition, when a plan is progressing, there are many meetings such as study sessions, explanatory meetings, town development promotion committees, town development study sessions, explanatory meetings based on laws and regulations, and we have heard many opinions that it is unclear what the position of each meeting is for ordinary ward residents, how important it is, whether they can participate, when and where it is decided to be held, and whether the schedule is made public. In light of the various current situations raised by these ward residents, we would like to ask the following. What kind of local residents do we consider to be residents in the case of large-scale redevelopment projects? Please clearly indicate how far you define the local residents. Also, please tell us what specific criteria you use to determine who will be involved in voluntary rule-making and activity support. Furthermore, what results have been achieved through the voluntary creation of rules by local residents? Have ward officials attended preparatory associations for the redevelopment project, study sessions, and other forums for promoting the plan, and have they attended meetings of cautious or opposing residents? However, are there any imbalances in time or frequency? If you have any, please also provide them.	We recognize that residents are the main players in urban development, and that the scope of urban development is wide and diverse. Urban development is carried out in a planned manner following a certain process, and since the scope of the target residents and the content of their activities vary depending on the progress of the plan, we believe that appropriate responses are necessary. For example, in the planning stage of redevelopment, the process proceeds in stages, with study sessions by landowners, councils and preparatory association activities by residents in the area, and then explanatory meetings for surrounding residents. For this reason, the ward makes comprehensive judgments from the perspective of achieving administrative goals based on the activities and efforts of residents, and also works to participate in and support activities so as not to undermine fairness in each area. Examples of such ward efforts include the introduction of wide-area district plans such as the Ginza Rules, and redevelopment projects such as Harumi Triton Square, Tsukishima, and Tornare Hamacho, all of which were realized as a result of active support for resident-led urban development. The ward will continue to actively and flexibly support resident-led urban development activities, and will continue to promote resident-led rule-making and urban development in Tsukiji and the Tokyo Station area.

78	H20- 9	●	We believe that this project has a very high possibility of becoming a benchmark for future redevelopment projects in the ward. A 55-story, 190-meter high high-rise residential building is planned in front of Tsukishima Station. I also believe that intensive land use is essential and that a certain degree of high-rise construction should be promoted in principle. However, the proposed site is too small even for an ordinary person to build a 55-story building, and the fact that there are blocks that will result in an exclave makes it difficult to understand. Even when comparing data with skyscrapers inside and outside the ward, one has to say that the building's height, as well as its floor-to-area ratio and floor-area ratio, are far too high for the site area. Furthermore, in response to questions from nearby residents about why the building's height and volume are so high, ward officials have repeatedly replied that they are legal and therefore unavoidable in order to realize the plan, which seems to rub the surrounding residents the wrong way. As a skyscraper, it is the tallest in the ward, Tokyo, and even the country. Please answer with specific reasons whether or not you think that the building coverage ratio and floor area ratio, and the minimum open space area will have no problems with the impact on the surrounding residential environment, the scenery in front of Tsukishima Station, disaster prevention and safety, and rapid population growth. If there are any problems, please also tell us what specific measures you will take. Please let us know what you intend to do.	This project is an urban redevelopment project based on the law, with the cooperation of residents themselves, with the aim of solving local issues such as improving disaster prevention that cannot be fully addressed by individual reconstruction. The urban planning proposals for this project, such as floor area ratio, building coverage ratio, and public open space, have been appropriately set based on the operational standards of the district plan that stipulates the redevelopment promotion district, which has been applied to many urban redevelopment projects, including The Tokyo Towers and the Harumi 3-chome West District. On the other hand, in response to the changes in the environment around the construction site, the plan considers the streetscape by keeping the height of the low-rise part of the building to blend in with the surrounding urban area, and plans to plant trees and install awnings in places necessary for wind protection, as well as making ingenious efforts in the placement and height of the buildings to reduce the impact of sunlight on the high-rise apartment building on the west side. As the plan for this project takes shape, the ward will continue to actively guide the redevelopment preparatory association, which will be the developer, to further reduce the impact on the surrounding environment.
79	H20- 9	●	Therefore, I think it is necessary to have a system to objectively evaluate what kind of public contribution and effectiveness was achieved as a result of these subsidies, after you have shown us the number of cases and the amount of money that the ward has invested in these redevelopment subsidy systems on an annual basis in recent years. What are your thoughts on this? Currently, of course, confirmation is being made as to whether or not the legal requirements for application are met, but I think that the ward should establish its own evaluation system based on the Chuo Ward Basic Plan to measure the degree of public contribution. Please let me know your thoughts on this.	The subsidy for urban redevelopment projects in this ward covers part of the costs of demolition work, construction work, etc. Last year, five districts received 7,421,176,000 yen, and in 2006, four districts received 7,421,176,000 yen. The amount for the ward is 6,078,222,000 yen. This amount was calculated based on the national guidelines for subsidies for urban redevelopment projects. Furthermore, these projects strive to solve issues specific to the region by developing community-related facilities such as meeting facilities, medical institutions, and childcare support facilities that are lacking in the area, as well as connecting the area to train stations. Therefore, construction plans are drawn up based on the locational conditions of the construction site and the issues facing the region, and it is difficult to evaluate the contribution to the region based on uniform standards, and we believe it is important to make a comprehensive judgment on the necessity and appropriateness of each project.
			As a central urban ward, redevelopment projects need to be carried out in a planned manner, as	

80	H20- 9	●	the local government is responsible for the future. However, I also believe that some of these historic streetscapes should be proactively restored and preserved, and used for culture and tourism as a common asset for the ward's residents. For example, I think that a facility like the Tsukishima Nagaya Preservation Museum, which uses existing houses, should be planned, contributing to the promotion of tourism in Tsukishima and the preservation of its history. What do you think? People do not only find value in what is rational or new. Hmm. Please tell us your thoughts on preserving valuable townscapes.	Furthermore, the Tsukishima district has introduced a streetscape-guided district planning system that allows for individual rebuilding while preserving alley space, and is promoting urban development that preserves Tsukishima's unique streetscape and allows people to continue living there. We will continue to make effective use of various urban planning systems and strive to preserve the precious historical buildings and streetscapes that remain in the ward.
81	H20- 9	●	I have asked the above questions about the ideal form of urban development centered on redevelopment. I believe that redevelopment itself is a way to create a new and attractive city. I believe that this is very necessary for the sake of Chuo Ward and that it should be carried out in a planned and continuous manner. However, I believe that clarifying the process for deciding on these plans and establishing a system to take into consideration the wishes of neighboring residents is more important than moving forward with the plans themselves. By creating clear rules that are easy for anyone to understand, unnecessary confusion can be prevented and the time it takes to realize the plans can be shortened. The current response seems to be alienating residents who disagree with the ward's thinking, causing them to feel distrust, and causing both sides to waste time and effort.	
82	H20- 9	●	Redevelopment projects tend to be projects that are generally approved but opposed on a case-by-case basis. However, this is precisely why it is important for the government to adopt a "slow and steady wins the race" mentality and create an independent and clear framework and rules that go beyond the laws and regulations related to urban renewal projects. I strongly request that a smooth system be put in place as soon as possible, suitable for Chuo Ward, which has both the atmosphere of a downtown area and the face of a cutting-edge cultural and commercial city. With this, I will close my first question. I will ask another question depending on your answer.	
83	H20- 9	●	I have received answers from each of you, but as for the response, the ward always gives examples such as detailed guidance and flexible response, but these expressions leave a lot of ambiguity and I feel that they are the source of confusion, which is why I am asking this question. This time too, we have received an answer that they will respond to the voices of the community in a detailed and flexible manner, but I feel that there is a lack of concreteness in that answer, and therefore I believe that a system is necessary. Therefore, I would like to ask the mayor once again for his opinion on what exactly a flexible and detailed response entails . Furthermore, it is extremely difficult to	There is nothing more important than a detailed and flexible response. I'm not sure if you understand this well, but Chuo Ward has 172 or 173 neighborhood associations and local community associations. I've been saying this for a while, but Chuo Ward is really rich in individuality. It's only 10 square kilometers, but it's like a diamond cut, and each area, Tsukishima has its own Harumi feel, Mototsukuda has its own Mototsukuda feel, Kachidoki has its own Ginza feel, Kabutocho has its own Kabutocho feel, the area around Nihonbashi has its own Nihonbashi feel, Hamacho has its own Hamacho feel, Ningyocho has its own

			uniformly evaluate the public contribution of redevelopment projects. That was your opinion, but of course it is impossible for one redevelopment project to solve everything, so we are not expecting something uniform like that, but rather setting goals that are necessary for the area. Unless the residents of the ward and surrounding areas are made aware of how well the project has achieved its goals, I believe that we, the administration itself, will be unable to evaluate whether the development project is something that can be evaluated for the future. Looking both inside and outside the ward, we can see that not all redevelopment projects are necessarily successful, so I would like to say that it is extremely dangerous to move on to the next project and the next one without clearly determining the evaluation. Having said that, I would like to ask for your opinion again.	Ningyocho feel, and it's really uniform, but it's not a simple city, even though we say it's a uniform system. Because it's like a diamond cut, it's a small but shining city, and I think there is no other city where we have to respond to each and every one of them in a detailed and flexible way. That's what I think. I believe that areas cannot be simply categorized as rural, residential, or commercial, so we must always respond in a detailed and flexible manner when it comes to urban development.
84	H20- 9	●	Finally, in regards to historical preservation, you mentioned in your last example that Tsukishima has been designated a streetscape-enhancing area. However, despite the introduction of streetscape-enhancing areas, there has been a flurry of large-scale redevelopment, and the townscape has not necessarily been preserved. I would like to hear your thoughts on this again as the mayor.	That's what I mean, but also culture. Tsukishima district is a streetscape-oriented district, a so-called alley. It's a wonderful place, but have you ever lived there? I think it would be better to think about what to do with the town from the perspective of the people who lived there. I currently live in a rundown house, and it's really tough. The rats have their own rattle-clacking sports day, and when it rains, the noise of the rattle makes it impossible to sleep, but even so, there are no moves to redevelop or refurbish the area, and I'm not particularly expecting anything like that, but when we're told to preserve it, the people who live there are the right people, so that's what we do now. From the perspective of those people, we've introduced a streetscape-guided district plan to show them that there are other methods, and in this way, we're presenting a method that shows them how to do it from the perspective of disaster prevention or if they want a better living environment, and it's up to the people who live there to decide whether to do it or not. Since I became the ward mayor, I have consistently taken the stance of resident-led, resident-led town development. So, what is a resident? Then, the landowners, the residents, those who are renting temporary accommodation, and the surrounding residents should take the lead and be the protagonists in the discussions, and through really in-depth discussion, the truth will emerge. We have been following through on this.
			You said that the characteristics of a region are not simple, and that Chuo Ward has a very complex history and useful multifaceted nature.	

85	H20- 9	●	However, I don't think that this means that it cannot be done. It is precisely because of the useful multifaceted nature of the area that I believe that a talented person like Mayor Yada can create wonderful plans and foundations that respond to each of these aspects, so I am asking you to do this. If the reason given is that it is complicated, then I think the conclusion will be that no one can do it, that there is nothing that can be done, so I would like to continue to propose whether there is any way to think about this point in the future.	
86	H20- 9	●	Regarding the old houses, you said that you have never lived there either, and as I have never lived there, I do not intend to go into detail about it, but if people who live in old houses want to live in new houses, it is natural that new houses should be prepared, but as I said, I mentioned preserving them from the perspective that they have cultural value, so if that is the case, then, as I mentioned earlier, are people living in Takayama Gassho-style houses easier to live in modern times? The answer is no, but people are making that choice, and the government and residents are cooperating to support such choices, so I think that there are people living in Tsukishima who are experiencing some inconvenience, but I would like to conclude my question by saying that the measures I have just mentioned are not necessarily consistent with this.	
87	H20- 10	■	This is a matter of the future, but there are a lot of high-rise apartment buildings being built at the moment. So when our children's generation takes charge of the ward administration, we will be discussing the burden they will have to bear in 60 years' time, when we will have to demolish the many high-rise apartment buildings built in Chuo Ward. Do you have any estimates or ideas on how much it will cost at that point? Is your stance that this is still a long way off, and that it will be up to the children to think about it? What are your thoughts on this? Well, I haven't been able to look into it that much myself, so if you know, I'd appreciate it if you could let me know.	There are many planned in Chuo Ward, and currently, there are 45 buildings. In this situation, what kind of situation will arise when high-rise apartment buildings are demolished? Are there any calculations for that? There is talk of 100-year houses, so we do not have any concrete calculations on how much it will cost to demolish them in 60 to 100 years. However, in terms of redevelopment, etc., the current system provides a certain amount of support for the demolition of existing buildings, and the idea of providing subsidies to advance such projects has been institutionalized, and redevelopment is being carried out based on this. Naturally, I think it is possible that such systems will become more specific in the future, and that various considerations will be given to the content, etc. In this context, I think that so-called public support could be considered in this way, but since it is basically a matter of personal assets, there is a certain degree of personal responsibility for the demolition of such buildings. In this context, the issue for the future is how to involve the public sector. I am aware that this is the case.
88		■	I said this yesterday, but the most important thing in resident-led urban development is communication. Yesterday I mentioned risk communication, but in the same way, I think	

	H20-10		mutual communication is very important. I would like to ask whether this is being done.	
89	H20-10	■	First, regarding the public relations of the town planning council, the only information on events is on the neighborhood association's bulletin boards and bulletin boards, but I would like to see events widely publicized in the ward newsletter and on the ward's website. Is this the direction you are heading in? Please tell me about the information on events.	First of all, regarding the information regarding the event, we will be sending you information in writing. Regarding the use of the website and other resources mentioned by the committee member, we would like to proceed after examining the content and other aspects of the website.
90	H20-10	■	The second point about public relations is something I mentioned at the Special Budget Committee, but currently there is no publicity being given to the general public regarding the contents of the meetings and the topics discussed. If they were discussions about urban development, then it would not be enough for only the participants to know about them. I think that the contents of the discussions at the urban development council should be made known to all residents in the relevant areas, and pamphlets or something like that should be distributed. Well, what do you think about that?	Regarding the town planning council, first of all, the town planning council itself is a meeting that is open to the public, and observers can participate. At such town planning councils, I think it was at the last town planning council, but we have received requests for minutes, so in the future, we would like to consider publishing the minutes after organizing the contents, consulting with the council and listening to their opinions, including using the website.
91	H20-10	■	Next, regarding the composition of the committee, as I have mentioned many times before, it is difficult to get academic experts to participate as committee members, so I would like to ask if there is any way to get academic experts to join the committee, and if there is any way to go a step further in this regard. And the residents were also happy with the format of having an academic expert act as the moderator of the meeting. I think it would be easier to get involved, so I would like to know what you think about bringing in people with academic experience. I have heard many times that you are working on this. Thank you very much for your cooperation.	Next, regarding the hiring of an academically experienced member of the Urban Planning Council. Currently, the position of chairperson, or rather the chairman of the Urban Planning Council, is vacant. This is because it is not desirable for someone to serve as both the chairman of the Urban Planning Council and the chairman of the Urban Planning Council, and so the position is vacant. The ward is currently searching for a suitable person to fill the position. However, the period of commitment will be long, and it will be very difficult to find someone who understands the local situation, but we will continue to make adjustments and continue to search for a suitable person.
92	H20-10	■	Although it's not exactly a minutes-of-meetings document, I think it's very important to have all relevant residents informed in writing of what is being discussed in the urban development council, so I would like you to continue to work on this.	
93	H20-10	■	First, regarding the City Planning Council, the minutes are also made public, but I think that to view them one must go to the ward office. Is it possible to upload them to the website like the minutes of the ward assembly? I asked you about this the other day, and you said that you were considering it, so I would like to know if there has been any progress since then.	This is about the disclosure of the minutes of the City Planning Council. As the committee member just mentioned, basically, you can come to the ward office and view the contents of the minutes, but we are currently considering sorting out the relationship with websites, etc., and we are currently looking into the status of processing such minutes in the councils of the 23 wards and each ward. We will continue to consider how we can create a system that allows everyone to view the minutes, including the contents of the meeting, and how we can respond, and will provide an answer in some form. We would like to continue releasing these products.

94	H20-10	■	Regarding the city planning draft explanatory meeting, the information about the meeting is only available on the local community and neighborhood association notice boards and bulletin boards, and the information about the city planning draft explanatory meeting is only available in a very small area, so I would like to know if there is a way to publicize this information more widely, on the same level as the city planning draft explanatory meeting. I think it would be good to at least inform the assembly members. What do you think?	Next, I would like to talk about the public relations for the explanation of the city plan proposal. The explanatory meeting for Article 16 is targeted at the residents of the area. As for Article 17, it is currently posted on the website, but it is targeted at Chuo Ward residents. In such cases, we will publicize the information in a way that is appropriate for each area. We respond to the content of the information by posting it on local bulletin boards, circulating information, or even using our website. I think it's difficult to make everything the same, but we want to reach as many people as possible. We will continue to make efforts to make this information widely known.
95	H20-10	■	Regarding the city planning proposal explanation meeting, this is a concrete example, but Articles 16 and 17 are often mentioned. However, the contents of Article 16 are brought to Article 17 without any changes. Is that okay? Is it okay to do it like that? Is it okay to get opinions from Articles 16 to 17, and if opinions that came up in the original draft are reviewed, can they be changed? Is it okay to automatically hold an original draft briefing for Article 16, and then present the plan at the city planning briefing for Article 17? Please let me know your thoughts on this.	Next, I would like to talk about the transition from the original proposal to the proposal. For example, if an opinion is issued on Article 16, will Article 17 automatically be the same as it is? If there are any changes required to the proposal on Article 16, the ward will make the decision, and in some cases, Article 16 and Article 17 may be the same.
96	H20-10	■	I am especially grateful that you are considering the minutes of the City Planning Council. The metropolitan government's website is, of course, up, and it is very helpful to be able to easily see the relevant information for Chuo Ward. In a similar vein, I'm sure that residents are very interested in how the City Planning Council is doing in the town where they live. I imagine it must be a great pain for them to take time off work to come and see it during the ward's opening hours. I would be grateful if you could make it possible to view the minutes at a glance on the Internet, so I would appreciate your consideration.	
97	H20-10	■	I believe that all meetings should be open to the public. The process is important. I think that by making the process by which things are decided clear, residents can understand. Even if the content does not suit them, they can understand if it was decided in a certain way for a certain reason. However, if they are suddenly told after the meeting that it has been decided in a certain way, and it is not in their interest, they will find it difficult to accept. I think this is the same for everyone. In order to prevent this from happening, I would like to ask that all meetings be held in the direction of being open to the public, so I would appreciate your consideration. I think the process by which things are decided is important. This will affect whether or not decisions are accepted, so I hope that the Chuo Ward administration will also take the initiative in	

			clarifying this process. I hope you will enjoy it. Thank you very much.	
98	H20-10	■	Secondly, some kind of conflict is actually starting to arise among the residents over this matter. Could you please tell us how you analyze the reasons for the conflict between the preparatory association and the surrounding residents? From what I hear, the surrounding residents are still not convinced. In this situation, what kind of measures can be taken to prevent rifts from arising among the residents of the area, including the residents themselves, regarding the redevelopment of Tsukishima 1-3, 1-4, and 1-5? If you have any thoughts on this, please let me know.	What are the reasons, circumstances, and analysis? There are a variety of opinions about this type of development, and not just this one. Currently, 90% of the people in this area are working on this way of developing the town with their own hands. However, there are also people who have different ideas about this approach. Naturally, I think it is necessary to deepen mutual understanding through discussion. Regarding redevelopment, the content that can be discussed is determined by the stage of progress. There are many things that are uncertain, and it is very difficult to have a discussion unless all of these are made clear from the very beginning, and I think that this situation was seen in some parts of this case. How will we solve these issues in the future? Naturally, as a ward, we would like the local preparatory association to actively participate in discussions with the neighbors, but as of now, when it comes to whether each person is in a position to discuss things face to face, I feel that it may be very difficult, and so the ward would like to consider making adjustments while listening to each person's story. At that time, we will naturally be talking to the representatives, and at present, we think that the local neighborhood associations in the neighborhood are representatives of the local community, and we also think that the management association of neighboring apartment buildings, for example, is an organization that represents the apartment buildings, so we would like to deepen understanding in the entire community by talking to such representatives and organizations . I would like to continue doing this.
99	H20-10	■	I'll jump ahead a bit to the Tsukishima-related topic, but I would like to ask if there is any way to develop the area on a smaller scale while preserving the townscape. If you have any thoughts on this, please let me know. This would mean a joint rebuild on a smaller scale, rather than a large-scale redevelopment project. If you have any thoughts on this, please let me know.	Also, it is a small-scale development while protecting the townscape. The district plan for Tsukishima was introduced in 1997, and at that time, about 20 houses separated by an alley were certified as one complex, and this method is positioned in the Building Standards Act. We have proposed a system to utilize this to proceed with the individual reconstruction of three-story houses facing small alleys, but in reality, it is not being used very much. In order to do this, the consent of all 20 houses facing the alley is required on paper, and this consent must be signed with a registered seal. In the stories I have heard, there are many cases where it is difficult to get the consent of neighbors when it comes to stamping the registered

				seal. We have introduced and proposed such a system and mechanism in the local area, but in the end, I think that the current situation is that it is not being used very much. However, the ward does not reject this as a method of urban development. We have no intention of doing so, so if the local people are aiming for such an endeavor , we will naturally assist them as a ward. We hope that you will be able to do so.
100	H20-10	■	I think that in the context of the conflict, as you say, that is the analysis. On the one hand, they can't release it until it's decided, and on the other hand, if it's released, it's already decided, so those who are opposed are suddenly shown this and are surprised. It is sometimes difficult to agree with it. I think that the town planning council is the solution for now, but if the council had informed residents of the two situations at an earlier stage and allowed them to voice their opinions on it, and if there had been an alignment of ideas at an earlier stage, I think there would have been less conflict. I think that if the functions of the town planning council had been more open, conflict would not have arisen.	
101	H20-10	■	However, we have now reached a point where a conflict may arise, so I think we need to take some kind of measure to prevent that from happening. To that end, we need to have active discussions, but since the residents' emotions are already quite high, it may be difficult to meet face to face. If that happens, I would like the ward to intervene and help reconcile the views of both parties.	
102	H20-10	■	Rather than resolving disputes through court proceedings, there is also the option of holding a third-party meeting, such as a mediation meeting, to resolve the issue, and I thought it would be good to have that approach, so I mentioned it.	
103	H20-10	■	This is from the perspective of a smaller scale development that would suit Tsukishima while preserving the townscape, and although it may be difficult in a place where 20 official seals are required, I feel that a joint reconstruction project based on this idea would suit Tsukishima. Is it possible to realize a small scale reconstruction in some form, based on the idea of a modern version of a tenement house? This is something I would like to research further, so I would like to ask you about it again later.	
104	H20-10	■	As I said at the beginning, if we build only tall things, building high-rise apartment buildings will put a strain on the environment, and in the future, about 100 years from now, we will have to think about how to replace them, so if they are small-scale, I think it would be easier to rebuild them on a smaller scale. Also, Tsukishima's landscape is made up of low-rise buildings called tenements, so I think it is not an appropriate environment for suddenly building tall things, and	

			I would like to think together about what small-scale development should be like. It is available.	
105	H20-10	■	In this ward, there are still many areas, including Harumi, that absolutely must be redeveloped. I would like to hear your thoughts on this economic downturn and the future direction of redevelopment in the ward .	We take this situation very seriously, but in any case, regarding the redevelopment currently underway, we would like to ask the other party to carry out the redevelopment project steadily and steadily. However, in this low-growth environment, we will continue to move forward with redevelopment in areas where there are specific issues that make redevelopment necessary. However, we are not of the opinion that we should redevelop areas that do not have specific issues and simply seek high-rise buildings. Therefore, we will continue to carefully consider the overall trend and proceed with development with the aim of sustainable urban regeneration in mind. I am currently thinking about going there.
106	H20-10	■	Regarding the current petition for the redevelopment of Tsukishima 1-chome, I recognize that it has truly been the long-cherished wish of the local residents .	
107	H20-10	■	However, we decided to create a safe town that would not burn or be burned, and after making such difficult decisions, we discussed the matter with the people of the ward, and because there were no landowners there, they listened to our requests as well as those of the businesses, and we have come to this day. In the midst of all this, I have had deputy ward mayors come as lecturers since my days as a member of the Junior Chamber of Commerce, and have heard many stories about town development in Tsukishima and Chuo Ward, and I have come to the conclusion that town development in Chuo Ward, and especially Tsukishima, is about creating safe and secure areas to live in, while retaining the atmosphere of a downtown area that suits each of the low, middle, and high floors. I believe that my thoughts on making Tsukishima a town where everyone can live has not changed. That is to say, the redevelopment of the block centered on Samaritan Hospital, which was petitioned for but rejected this time, was the long-cherished wish of the residents who made the difficult decision to develop the I-Mark Tower and other high-rise apartment buildings. Let's create a town where we can one day live in peace, and continue to live together with many other people, and I believe that we are now moving forward with the project with over 90% approval.	The area you just mentioned that is being considered for local redevelopment is, as the committee member just said, where local residents are trying to address the issues that arise in that area. To be honest, it is difficult to deal with them individually, but in that situation, everyone is trying to work together to do something. They are working to create a safe and secure town, a town where people can continue to live. As a ward, we want to actively support the ideas of local residents, and we have been cooperating with each district in various ways with the redevelopment so far.
108		■	And I have been talking about the economic downturn for a while now. However, the longer redevelopment is delayed, the worse the economy will be, leading to higher prices, which will affect the construction costs of	However, this redevelopment project will require some time before construction can begin in a concrete form, as procedures must be followed. In that sense, the ward will actively support the project to proceed as quickly as possible in the way that local residents desire, given the current environment. On the other hand, we believe that it is also necessary to place importance on discussions with local

	H20-10		condominiums. There may also be cases where desirable buildings cannot be built, or are difficult to build. In this situation, I believe that a speedy response is necessary, and I would like to hear your thoughts on this.	residents, as a certain amount of time is needed. As concrete plans will be drawn up after urban planning procedures have been completed, local residents will be tasked with creating detailed construction plans, and in this context, we will create a forum for discussion. Additionally, in the case of Chuo Ward, there is an urban development council, within which mechanisms such as subcommittees and divisions can be established, so we will actively utilize these to hold discussions, while also ensuring that the entire project proceeds smoothly and without undue stress , and we will approach this redevelopment project with this mindset in mind. We would like to continue working on this issue.
109	H20-10	■	Even back then, there were often voices of opposition saying that the tenement houses should not be demolished and that the tenement culture should not be erased. However, when you come from elsewhere, you may think that the tenement houses are lovely, with their trees and ornaments, but of course there are many restrictions on tenement houses, and to a certain extent, the homes of the townspeople and ordinary people are built with only a sheet of plywood between them. You can hear people talking, and if there is an argument, you can hear the couple next door arguing, or children crying. That's it.	
110	H20-10	■	There are requests that new residents who have moved into areas affected by redevelopment should join the neighborhood association, and that some form of bylaw should be created to allow this. However, since neighborhood association activities originated from the neighborhood association system, it is difficult to create an environment where people can help each other. That's right. There is no special benefit to joining a neighborhood association, but rather, I think that the main weight of the neighborhood association's activities is that the members who join participate in the activities themselves. Rather than asking what you want from the neighborhood association, I think that a very big issue is what you can do for the neighborhood association .	
111	H20-10	■	Regarding the issue of redevelopment of the Tsukishima 1-chome area, we clearly stated our stance in the opinion section of the previous bill. We are not against redevelopment itself, but we think that the problem lies in the method of town development. The ward mayor also believes that discussion is necessary. He said so during the	When proceeding with redevelopment, we recognize that it is extremely important to hold sufficient discussions with the neighbors, and we are currently working on such initiatives. However, as to at what stage these discussions will take place, the scale of the redevelopment is large, but specifically, with the participation of the people in the area, how will their rights be reflected in the buildings one by one? We recognize that redevelopment is something that is put together based on the idea of what kind of facilities will be created so that the people who currently live there can

			petition review, too, that the truth will emerge if we thoroughly discuss the issue. However, I think it would be meaningless to hold discussions with local residents after the plan has been decided. In that regard, I would like to hear an answer about the ward's stance.	continue to live and work. In this context, when it comes to holding discussions with the neighbors, it is natural that it is difficult to hold discussions about what we should do at a stage when nothing has been decided. As a ward, we will proceed with such things gradually and in stages within the framework of the redevelopment project, and at the appropriate time, we will hold discussions with the neighbors and talk to those in the area who are actively promoting redevelopment, and we hope that we can come up with a better design plan and redevelopment based on such discussions with the neighbors . In that sense, it's a discussion.
112	H20-10	■	You mentioned that there have been opportunities for appropriate discussion in the past regarding the plans for Tsukishima 1-chome, but the reality is that these have not happened and so requests have been submitted to the ward assembly in the form of petitions like that. So, although they say that discussions have been held, I think that they have not been sufficient, and this has resulted in a situation that has created great conflict within the community. In that sense, you mentioned that they have been discussing things with great difficulty for a long time, and that they have been coming up with ideas for Minato 2-chome, including individual land use, but... I believe that what is needed is steady effort to decide what to do with this town, involving not only landowners but also the people of the town and the neighboring areas. There had been enough of that discussion at Tsukishima 1-chome. I would like to ask you again to answer whether this means that the measures have been implemented, or whether you now believe that there were still some shortcomings.	As you have directly called on me, I will answer your question. First of all, regarding the discussions, to put it in very ordinary terms, it is at the initial stage when nothing has been decided. Discussions with neighbors are actually quite difficult, and in a situation where no agreement has been reached and people around are saying that they are bored, it is difficult to hold discussions. There is an aspect to this that discussions will not take place unless there is a certain degree of clarity about what kind of form the plan can take, and unless there is a clear idea of what we are thinking, then it is necessary to combine and balance these aspects. To be frank about the case of the Tsukishima district this time, the people who bought the condominiums, that is, the people who are currently opposed to the redevelopment, said things like, "I invested this much, but you guys will make a lot of money from the redevelopment," in the first discussion. In that case, the redevelopment side, in reality, has not yet decided on the floor area ratio or the urban plan, so they are unable to answer questions about how much they will make, and I think there is a situation in which we must consider the nature of the discussions, including such aspects. So, there were some parts where insults were hurled at each other, but as for the nature of the discussion, We believe that this is something that we must consider after all.
113	H20-10	■	Also, in terms of revitalizing the local shopping district, I would like to ask you one thing. There are various redevelopments going on at the moment, but the sunken area in Tsukishima 1-chome is a bit strange in a sense, and I feel that it is a bit different in terms of the continuity of the Nishinaka shopping district. The fact that there is a plaza there may make it a disaster prevention base, but I would like you to incorporate redevelopment that emphasizes the townscape. The reason why it is important to have stores on	As for the revitalization and redevelopment of local shopping streets, the continuity of the townscape and shopping streets is essential, and we want people who run businesses and own shops in the area to be able to continue their businesses in the event of redevelopment. In doing so, we need to take great care to protect the shopping streets. It will be necessary to have such a facility. I think it is necessary to devise ways to create such facilities. Also, as

			the first floor with an emphasis on the townscape is because people are watching. In terms of safety and security, if a child is being chased by someone, and they happen to look outside and see something like that, they go out. If you call out to them, "Are you OK because your bike fell over?" I think it is important to have such a shopping district on the first floor, but in terms of future trends, there are many large-scale redevelopments with parking lots on the first floor, so I would like to know how you are considering this.	the committee member just pointed out, people will gather in such a way and business will continue there, and I think that this is also important from the perspective of crime prevention. Of course, when it comes to large-scale development, we are currently instructing buildings facing shopping districts to proactively plan for stores and the like on the first floor, and I would like to continue to develop the town from this perspective.
114	H20-10	■	So, I would like to ask a question about information disclosure and the nature of meetings, particularly in relation to town development. I think it is very important to make public the processes involved in town development, such as town development councils, city plan draft explanation meetings, city plan proposal explanation meetings, and local study sessions. I believe that one of the reasons for the situation in which the residents and the residents' association around Tsukishima 1-3, 1-4, and 1-5 are unable to agree on anything and there are conflicts is that these processes have not been properly disclosed. From that perspective, in response to the question from Committee Member Oguri, Deputy Mayor Yoshida spoke You answered that you would consider how the discussions would be conducted, but I think it is important to clarify the process. Regarding the process or form of town development that Deputy Mayor Yoshida is thinking about, and the form of discussions on town development, what kind of form would be necessary to be able to proceed without any problems? Or, if you have any more in-depth thoughts on this, I'd appreciate it if you could let me know.	Regarding the issue of how discussions should be conducted in urban development, I would like to be frank about this point. In fact, I think that there is a certain implicit etiquette in the discussions themselves. In that sense, I mentioned some examples earlier this morning, but basically, development issues are occurring in such areas, and we are specifically considering the development issues. However, when we discuss each development project, for example, it may sound strange, but if we talk about things that directly involve pocket money, it will hardly be a discussion. I think that it is necessary to organize such points and have a proper discussion. In such a case, I think it is necessary to set up a way of discussion that starts with simple discussion among residents in a sense, and allows for step-by-step discussions where they can raise issues such as, "If we consider this here, will this problem occur?". We are trying various ways to do this, too, but if a council member who has the opportunity to speak in the assembly speaks at an explanatory meeting with residents at the first explanatory meeting, the discussion will not hold. That is because the level is different. In that sense, even if we say that we want to make it public or allow everyone to speak, we need to establish certain rules, implicit rules, in the discussion, and think about how it should be. It is fine to make everything public. It is fine to have a discussion in such an environment. However, we need to distinguish between the discussion that residents will have in reality and the discussion that will be held in this assembly, otherwise it will not be a discussion. Regarding the issue of Tsukishima 1-chome 3, 4, and 5 districts, In various explanatory meetings, when we hold meetings where what the residents want to hear and what the teachers want to talk about are combined, no matter how many hours we spend, there is no discussion. I think that we have no choice

				but to organize such aspects and hold discussions. In that regard, we must start from the early stages, from the early stages, and create a foundation for accumulating discussions. In this regard, I think that we, the teachers, who are in a leadership position in the area, must cooperate. Only after accumulating such things can the discussions be open in a sense, and the discussions be carried out to the residents' satisfaction. In this regard, I would like to have everyone cooperate in a sense as we work together to discuss the matter. I think that by accumulating such things, we can achieve complete openness and a clear process. I feel that way.
115	H20-10	■	Also, in regards to Tsukishima 1-3, 4, and 5, there is a conflict between the preparatory association and the surrounding residents, and in response to the question about civil engineering and construction costs, you said that you would like to create an opportunity for discussion, but when I thought about how to actually create such a discussion, the Urban Planning Council would create subcommittees and divisions. These have the function of making adjustments, so if possible, I think it would be one way to create subcommittees and divisions like this, and as we create future development plans, I think it would be one way to create subcommittees and divisions that can bring together the surrounding residents, the preparatory association, third-party ward residents, and scholars to make adjustments. What are your thoughts on this?	The area of the town planning council is quite large, so of course the methodology of utilizing these subcommittees or subcommittees for individual issues within that area is I think it is possible. In fact, other town planning councils have set up forums for such discussions, where local residents have had the opportunity to discuss various issues, so I think it is possible to use them in this way. However, I think that the content of the discussions there will, of course, have a large impact on this type of use. If it is something related to individual rights, even if a subordinate organization of the town planning council is set up, it may not be easy to bring it up for discussion. Or, if it is something like building adjacent to other buildings, the meaning may change a little. Regarding these issues, I would like to continue to think about how to use these meetings appropriately and respond to them in the future.
116	H20-10	■	First of all, in the deputy mayor's response, it seems that the implicit manners of discussion are conveyed, but there are also some parts that are difficult to convey. Is this the foundation for such residents? It may be necessary to create a stage for that, but at a certain stage, We will hold public discussions and it may be a good tacit etiquette to work on the original proposal, but I think it is important to have public discussions at an early stage. Also, I am not for or against development, but I am listening to the voices of the residents and speaking on their behalf, so I do not want to get involved in this way just because a ward council member said something at an early stage. From what I saw, I was trying to convey the voices of people who had not been able to speak up easily, so I hope you will understand that.	At that time, I would like you to understand this point, but discussions should be held from the very beginning, that is, from the situation where we are considering urban development here, and discussions should be held as a process. However, when nothing has been decided, the fact that we are considering it is actually a sign that people around us are saying, "You guys have too much time, that's not going to come together." In reality, if something concrete does not come out, the discussion will not actually take place. The first important point is that we need to continue accumulating this, and although you say it is sudden, the reality is that discussions will not actually take place unless a concrete picture comes out and we say that this is what we are thinking. And this is the second point, which is a major point of discussion. It is an important issue, but whether redevelopment is to be carried out or not,

				if a decision is not made to an appropriate extent, resident participation will not continue. After three or four years of discussion and a certain degree of debate, when a conclusion has been reached, a decision must be made. However, if we say that we must not make a decision because there is 10% or 5% opposition, the discussion will not continue. Resident participation will not continue. No matter how many times we go and talk, in the end it will not be decided. Including these points, I am saying that we need to consider the actual circumstances and the basic mechanisms for resident participation in totality, and establish a certain degree of etiquette . I hope you will understand this point. I want to hug you.
117	H20-10	■	In this situation, I think that we need to move away from the old way of things, which is based on unspoken manners, and look for a new way of town development. I touched on this a little when I was talking about civil engineering and construction costs, but I wonder if it would be possible to create an institution that could provide third-party guidance to residents who want to think about town development. I asked the question because I felt that the Urban Development Corporation could take on this role, and it was said that such a system is already functioning in the repair of apartment buildings, so I think that it would be possible to create a new system. I think it would be good to have some kind of neutral organization that can mediate the opinions of those considering development and the surrounding residents. I feel that the current way of development is that the government places a lot of weight on one developer. If that's the case, I think the surrounding residents are being left behind. Then, before we know it, with tacit consent, the plan is moving forward, and the surrounding residents are left behind, and when the lid is opened, the plan is already complete. They hear it suddenly, and it's hard to accept, so conflicts are arising everywhere. I would like to put an end to such conflicts in Tsukishima 1-chome and the Minato area. To that end, I think that the ward should break away from this tacit manner to a certain extent. What do you think, Deputy Mayor? At this point, based on my limited knowledge, I wonder whether the ward really needs to get that involved, and whether it would be possible to get a third-party organization to do it; what are your thoughts on this?	There are some who say that the ward should not be involved in this and should just stand by and watch, but I believe that when it comes to town development, the ward should basically take some responsibility and that both those who are opposed and those who are in favor should take responsibility. It may be strange to say that the ward should listen to the discussions of these people, but I think that the ward should listen to the discussions of these people. In reality, as the committee members are aware, our ward experienced very serious land speculation and land purchases from the 1980s to the beginning of the Heisei era. To be honest, there is basically no trust in such private businesses within the ward, and I think that the attitude of the ward going directly to the town and listening to the people's opinions, including such things, is itself part of town development. The committee member pointed out that this should be entrusted to a third-party organization, but even if we entrust it to a third-party organization, if a conclusion is reached after entrusting it to a third-party organization, a discussion will arise about what the ward was doing at that time. I think that this is quite difficult. I believe that the final responsibility, the responsibility for town development, lies with the ward. Therefore, I think that the ward should go directly to the town and listen to the people's opinions .
118	H20-10	■	In urban development, it seems that the ward is quite supportive of the direction of development, which has left some residents in the surrounding area wondering what to do about it, so I am not saying that the ward should back away, but rather that both sides should be equally involved. I mentioned that a third-party organization would be a neutral organization close to the ward. I	

			thought that one way to go about this would be to create a sector that thinks about urban development and presents appropriate methods, and have that organization do it neutrally. I will study this again and make another proposal.	
119	H20-10	■	Seventh, the Kachidoki 6-chome District Urban Redevelopment Project, which is a huge apartment building project by Sumitomo Corporation, received subsidies of approximately 3.7 billion yen in 2007, with a total of approximately 7 billion yen. This is an inappropriate investment of tax money into a single company. We should stop prioritizing large-scale apartment development in urban development and shift to urban development that is consistent with the capacity of the ward's social infrastructure, such as daycare centers.	
120	H20-10	■	Eighth, we must shift away from urban planning that prioritizes large-scale development, such as the construction of super-high-rise tower buildings and apartment buildings, which rapidly increase floor area, place a huge environmental burden on surrounding areas, and increase CO2 emissions, toward sustainable urban development that places a central focus on measures to combat global warming.	
121	H20-10	■	First, about open ward administration and management. Various meetings and councils are held in the ward, and it is important that these meetings are held in public, that notices of the meetings are widely notified to the ward residents, and that the minutes of the meetings are promptly and widely publicized to related parties and the ward residents. During the meeting process, it is desirable to reflect the voices of many ward residents and reach a conclusion by soliciting comments from participants who observe the meetings and holding public comments. What is now required is to manage the administration through two-way communication, where the administration and the ward residents face each other and think together to solve problems, rather than one-way communication from the administration to the ward residents.	
122	H20-10	■	For example, in urban development, there have been cases where an explanation meeting for the draft urban plan was suddenly held without the residents being informed of the progress, resulting in conflict between the surrounding residents and the preparatory association. I would like to ask that the process leading to consensus building based on sufficient information exchange from an early stage of urban planning be valued. We must make resident-led urban development a reality.	
				Based on the Urban Renewal Special Measures Law, Urban Renewal Urgent Development Areas are designated by government ordinance as areas that should be developed as bases for urban renewal and should be developed urgently and with priority through urban development

123	H20-11	●	Seventy percent of Chuo Ward has been designated as an area requiring priority urban regeneration, and redevelopment is underway under this designation. How do you evaluate the current situation?	projects. In this ward, redevelopment projects have been carried out in three areas utilizing the Urban Renewal Special Districts. These projects are large-scale developments, and although they will lead to increased energy consumption due to increased floor area and wind damage due to high-rise buildings, we believe that they will contribute greatly to solving local issues and creating a lively atmosphere in the area. For example, in the Nihonbashi Muromachi East area, disaster prevention functions will be strengthened and bicycle and motorcycle parking spaces will be provided, in the Ginza 4-chome 6 area, international tourist facilities will be developed and childcare support facilities will be enhanced, and in the Kyobashi 2-chome 16 area, many public and local contributions are planned, such as making the station building barrier-free and building a community exchange facility. In the future, when utilizing the Urban Renewal Special Districts, we will continue to consider environmental considerations and contribute to urban renewal, and we will continue to make these projects excellent projects. We will provide guidance to businesses to do so.
124	H20-11	●	Secondly, at the Chuo Ward Urban Planning Council held on the 17th, Regarding the redevelopment plan for the 3rd, 4th and 5th districts, our party committee members opposed it, explaining the reasons, but an additional opinion was attached and the plan was submitted to the ward mayor with a majority in favor. The additional opinion states that as the plan review takes shape, efforts will be made to improve the main aspects of the plan, such as the height and total floor area. It is being called for, for example, to reconsider the 190-meter height of the tower apartment building. Please tell us how the ward is responding.	This project is the result of many years of consideration and efforts towards urban development with the cooperation of local residents. The current construction plan is the result of these activities and has been approved by the Tokyo Metropolitan Government. This was formulated to determine the outline of the building, which is necessary for the city's planning decision, and we understand that detailed consideration will be given to the project as it progresses. During the consideration, we will strive to enhance the construction plan with consideration for the local environment and contribution to the local community. In addition, in order to obtain project approval, we will continue to make requests to the preparatory association in order to create better construction and business plans that take into account the will of the ward assembly and the opinions of local residents. I will strive to provide guidance.
125	H20-11	●	Fifth, our party proposes that the designation of Chuo Ward as an urgent urban regeneration development area be revoked, as deregulation and special development zones are destroying the residential environment. We also believe that Chuo Ward should take responsibility for urban development and promote urban development	The ward has introduced townscape-inducing district plans and functional renewal-type intensive use districts, and is promoting urban development based on regulation and guidance. However, in order to improve overall disaster prevention, we believe that utilizing the urban planning system for urban regeneration special districts and inducing private sector vitality will be an effective urban development

			that balances jobs and housing through regulations and guidance with an eye to the future. Resident consultation is essential for this. I propose that we make every effort to reach an agreement among the landowners, even if it takes time. What are your thoughts on this?	method in some districts. We also believe that in promoting urban development, it is important to build consensus among local rights holders and residents. For this reason, the ward is working to build consensus in line with the progress of urban development, and will implement efforts to build understanding among local residents according to the progress of the project, such as providing opportunities for business operators to explain their plans to residents in the surrounding area. We are currently providing guidance in this regard.
126	H20-11	●	When it comes to issues of town development and urban planning in Tokyo, the abolition of ward roads is taking place here and there because such plans are coming from within the industry and companies. I think that this pattern of bringing it to Tokyo and forcing it onto the ward is becoming more common. Therefore, if we do not make our position clear both at home and abroad that we are opposed to the abolition of ward roads in principle, then ward roads will be exploited by large corporations, and I think that this will continue to happen in Chuo Ward, so I would like you to take a firm stance and deal with the situation.	
127	H20-11	●	Next, in order to run a democratic ward administration, it is very important to have a two-way exchange of opinions between the residents and the administrative side. I believe that rather than simply having the government provide information in a one-way manner, we must value the voices of the residents and the town, and engage in a two-way exchange of opinions. For example, there was a new initiative to promote proper management of condominiums, which was reported at the Environment and Construction Committee in November. The initiative has been launched with the two objectives of forming a good stock of condominiums and nurturing and promoting the community, with the possibility of establishing an ordinance in mind. I highly commend the ward assembly for not just reporting on decisions, but for reporting on initiatives at an early stage. However, because this is a topic that is deeply connected to the local area, encouraging apartment residents to participate in local events and participate in neighborhood associations and local disaster prevention organizations, I would have liked to see the initiative explained at the currently held town planning council and an attitude of creating policies by listening to a wide range of local opinions. In the town development of each region, after the administration has fulfilled its accountability to the residents, it is necessary to exchange opinions with them more. I am convinced that exchanging opinions in a public	

			forum, not under the table, but on the table, will lead to the realization of better redevelopment. We are listening to the voices of residents and the local community in the Tsukiji Market area, where people are eagerly awaiting the realization of redevelopment in the redevelopment area and the current site, but I have some doubts about whether there is enough two-way exchange of opinions with the residents under the current ward administration. Let me ask again. In order to run a ward administration democratically, rather than a one-way top-down system, do you think it is necessary to have a two-way exchange of opinions with the ward residents, on the table, not under the table? I believe this should be done, but I would like to hear your thoughts on this.	
128	H20-11	●	First, I believe that the dates of urban development council meetings should be widely announced through the ward newsletter and on the ward website. What do you think?	The City Planning Council was established in 1987 in each district as a forum for the exchange of information and opinions on local town development between the representatives of the local town associations, business associations, and wards, together with academic experts. Currently, twelve districts have been set up in the City Planning Council. Up until now, many opinions have been exchanged in the City Planning Council on urban planning concepts, development plans, and other matters. However, more than twenty years have passed since the council was established, and more detailed consideration is required. Therefore, we are working to operate the council flexibly in order to conduct more specific consideration, such as by setting up subcommittees and subcommittees, and by setting up design councils in the Ginza and Harumi districts together with local residents. In light of this situation, the ward is currently considering further improvements to the operation of the City Planning Council, and is working hard to select academic experts in districts where there are none. In the process, we would like to organize methods for publicizing meetings and publicizing the contents of meetings, as well as consider ways to grasp the opinions and intentions of as many ward residents as possible.
129	H20-11	●	Secondly, I believe that the contents discussed at the urban development council should be publicized to the residents of the area. What do you think?	
130	H20-11	●	Third, I think that academic experts should be included as committee members, and that the moderator of proceedings should be an academic expert from a neutral position, not the Director of the Urban Development Department. What do you think? I am not saying that the current Director of the Urban Development Department's proceedings are not neutral. No.	
131	H20-11	●	Fourth, the issues surrounding the redevelopment of Tsukishima 1-chome 3, 4, and 5 districts and Minato 2-chome east district, for which a petition and request were submitted, have not been adequately discussed in the town planning council. I believe that a system should be created where the voices of local residents can be collected and discussed. But what do you think?	
132	H20-11	●	Fifth, at the City Planning Council meeting held on November 17th, the Tsukishima 1-chome District 3, 4, and 5 urban plan and the Minato 2-chome East district urban plan were both passed with accompanying resolutions. In order to ensure that the contents of these supplementary resolutions are properly adhered to, I believe it is necessary to set up a subcommittee in the urban development council for the relevant area to serve as a forum for continued discussion. What are your thoughts on this?	The City Planning Council was established as a forum for the ward and local residents to exchange opinions on regional urban development concepts and development plans. Furthermore, under the Council, divisions will be established as forums for the exchange of opinions on issues in specific regions, and subcommittees on issues in specific fields. Therefore, we believe it is inappropriate for the City Planning Council to mediate matters

				related to individual rights and interests, such as the supplementary opinions given by the City Planning Council. For this reason, we will continue to hold discussions and mediate with local residents on these issues on an individual basis. We will also aim to achieve better urban development by providing guidance to those planning to carry out projects . We will continue to do so.
133	H20-11	•	Nerima Ward, which has the first comprehensive urban development ordinance among the 23 wards, opened the Nerima Ward Urban Development Center in April 2006 after a ward residents' collaboration study group. I recently visited the center, and it currently supports resident-led urban development activities, and in cases involving large-scale building plans, a team of advisors consisting of an urban planner, an architect, and a lawyer sorts out the issues and problems in discussions between business operators and surrounding residents in a neutral position, and provides advice on preventing conflicts and contributing to harmonious urban development in the area. Since its opening in 2006, the center has received four or five inquiries, and has actually handled two cases, with apartment buildings being built as planned in both cases, and one of them is said to have led to a movement to draft a district plan led by residents. In this way, we would like to see ongoing support for study groups on urban development held by volunteer residents, and we would like to see the establishment of an urban development center staffed with counselors who can act as a third party to mediate between residents in the event of disputes between them over urban development. What are your thoughts on this?	In this ward, the basic idea is that the ward is responsible for town development. We are promoting urban development with this goal in mind. For this reason, the section chiefs of the relevant departments attend the urban development councils established in each district as a forum for discussing urban development, and in the urban development of each district, relevant staff members also visit the towns numerous times. This allows us to strive to understand the wishes of residents and local issues through direct conversation with them, which in turn enables us to respond in a fair and neutral manner and to plan and improve policies. Therefore, going forward, the ward will continue to support local urban development activities, etc., by being directly and actively involved, without leaving urban development to third parties .
134	H20-11	•	Finally, under Article 16 of the City Planning Act, if opinions are submitted at the draft city plan stage, we request that the proposed city plan be prepared to reflect those opinions. If an opinion is submitted to a city planning draft, will the city planning draft be reconsidered based on that opinion? If the opinion is not adopted, I think that an explanation should be given at the subsequent city planning explanatory meeting as to what opinions were submitted at the city planning draft stage and why they were not adopted. What do you think?	The ward believes that the method of reflecting resident opinions when formulating urban plans should be done appropriately in accordance with rules based on the City Planning Act. Pursuant to Article 16, as a measure to be taken when preparing a proposed urban plan, the ordinance prescribes the method of submitting opinions, etc., for the purpose of soliciting residents' opinions and reflecting the opinions submitted in the plan as necessary. Furthermore, pursuant to the provisions of Article 19, paragraph 2 of the same law, summaries of submitted opinions are submitted to the Urban Planning Council. The ward recognizes these provisions as provisions for reflecting residents' opinions in urban plans, and proceeds with procedures based on these provisions for urban plans decided by the ward. Furthermore, summaries of residents' opinions are submitted to the Urban Planning Council along with the ward's thoughts on the

				opinions, and these are reviewed. Going forward, we will continue to respect residents' opinions under rules based on the law. We will strive to reflect your voices in urban planning.
135	H20-11	•	The mayor spoke about the democratic management style and transparent management of the ward at the beginning. He also said that he would provide detailed information. However, when I spoke to people in the 3rd, 4th, and 5th districts of Tsukishima 1-chome and the Minato Higashi district, I found that while a lot of information is being provided to those promoting the development, it seems that the surrounding residents are not receiving equal information. I believe that the proposal for the supplementary resolution to the opinion paper was to listen to the voices of the surrounding residents, carefully consider factors such as wind damage and sunlight as construction progresses, and then proceed with the development plan smoothly. Supplementary resolutions should not be opinions that are attached for the benefit of one side of individual conflicts. Supplementary opinions were attached with the local community in mind, so I think it is necessary to ensure that these supplementary opinions are properly respected. How can we protect these supplementary opinions? This is not to say that I want individual conflicts to be resolved, or that I want the disputes to be resolved, but when a building is built, everyone in the surrounding area will think about it together, and a discussion will be created that this building will be beneficial to the entire ward, so let's build it, and create something good. Therefore, I think that there needs to be some way to guarantee the supplementary resolution in this regard. I am not saying this in order to resolve individual conflicts, so I do think that further consideration by the Urban Planning Council to guarantee the supplementary resolution is necessary. What are your thoughts on this? Please let me know.	Then, there are the supplementary opinions, which are the supplementary opinions added by the City Planning Council. As this is an additional opinion, it is only natural that it should be respected, and in that sense, I personally view this as a very important additional opinion .
136	H20-11	•	Please clearly answer once again how the ward has received this additional opinion, and furthermore, whether or not it has made efforts to avoid the contents of the additional opinion in advance, taking into account your previous response to me. Furthermore, what specific approach will the ward take to the landowners and surrounding residents in the future? Please let us know the deadline, process, content, etc.	Urban redevelopment projects are carried out within the framework of the Urban Redevelopment Law and various other city planning standards. The urban redevelopment project for Tsukishima 1-3, 1-4, and 1-5 districts has been constructed within these frameworks and constraints, and we believe that the building scale, such as the floor area ratio and building coverage ratio, in the urban planning proposal has been set appropriately. The construction plan for this project has been considered over a long period of time since its inception in fiscal 2002, including consideration of the surrounding area, and more detailed consideration will be given as the project progresses. We understand that the supplementary opinions expressed at the recent Urban Planning Council were

				requests to consider the local environment in the planning process within the broad framework of the urban plan and to enhance the construction plan to contribute to the community. As for the ward, we will endeavor to instruct the preparatory association to make better construction and business plans, taking into account the intentions of the ward assembly and the opinions of local residents, in order to obtain approval for the project in the future. Regarding your question about how the ward will specifically approach landowners and surrounding residents, the ward will, mainly the local neighborhood associations and residents' associations, We will take an appropriate approach in order to coordinate.
137	H20-11	•	Furthermore, regarding urban planning, the response was that the supplementary opinions were intended to encourage contributions to the local community and consideration for them within the broad framework. Generally speaking, such additional opinions should not be attached. Up until now, there have been many cases where such opinions have not been attached, so I would like to know once again what you think about the fact that such opinions have been attached.	Regarding the supplementary resolution of the City Planning Council, there have been several such resolutions in the past, and this is not the first time that such a supplementary resolution has been made for the Tsukishima 1-chome 3, 4, and 5 districts in question; there have been several such supplementary resolutions made by the City Planning Council in the past. We have responded appropriately each time, and we are filled with the desire to create a better town. As I stated in my answer earlier, of course, this is a supplementary resolution from an important council such as the City Planning Council, so we will respect it, listen to the opinions of all parties, and respond appropriately.
138	H20-11	•	In response to my question about how they would specifically approach the surrounding residents, they replied that they would approach the local neighborhood associations and community associations. The local neighborhood associations and community associations are great organizations that contribute greatly to the community, but they do not seek to meet the needs of all ward residents. Well, currently, the number of members of neighborhood associations and local community associations is not increasing, and this is a big problem, and it is also a big problem that new residents are not joining neighborhood associations. Given this reality, I think that we need newer methods and ways to absorb local opinions that do not rely on traditional methods. I would like to hear your opinion on this point once again.	
139	H20-11	•	Of course, there have been supplementary comments on urban planning up until now, but in this case, I have to say that even though many people had pointed out to me in general questions that there might be problems, these comments were added anyway. If they were added knowingly from the beginning, that's a bit strange. If they were added by chance or were	I don't really understand the City Planning Council's supplementary opinion, but does that mean that we gave them some guidance and made them put it on? I don't think that's the case. I think that this opinion was voluntarily put forward by the City Planning Council. Therefore, we as the administration will take it seriously.

			new opinions, then it's fine to deal with them as they come up, but I've been pointing out the dangers for a long time, and I have to say that if you just say, "Oh, it happened after all," despite the fact that there are voices saying that the situation is not good, then I have to say that your response is poor. Please let me know your views on this point once again.	
140	H21-2	▽	Also, this is about redevelopment of apartment buildings, including condominiums, or redevelopment of houses and stores. I would like to express my respect to the authorities who have overcome many very difficult problems in Chuo Ward, including the effectiveness and economic efficiency of land use in terms of expanding floor space. However, from now on, it will not only be about land use from the perspective of economically efficient use of floor space, but also about providing incentives and improving quality. For example, I think it is possible to provide guidance to contractors on the establishment of mandatory senior housing or private senior housing that is closely connected to the community, and at the same time provide incentives to architectural engineers in redevelopment projects as Chuo Ward and as a central ward. How will you view this as a major policy in the future? For elderly people, people with housing difficulties, and people with disabilities, there may be cases where they are single households or two elderly households, so what is important in the future is the direction, including judgment on the area. The question is how the Chuo Ward administration will provide guidance on providing such qualitative aspects in development projects.	
141	H21-2	▽	In relation to Document 4, the global economic downturn that began last year has had a major impact on Japan, and the vacancy rate for office space rentals in particular has been declining. However, in some places, rents have risen significantly. Looking at newspaper reports, there are some reports that rents have remained stable in some areas on the Marunouchi side, and that there is a reasonable track record, but overall, in the current major economic downturn, it is very difficult to sell offices and the like. Indicators are showing that rental businesses will become more difficult, and there are many redevelopment projects in this ward, but will these projects really be viable? How do you perceive the impact of the economic situation? I would like to hear your views on the current situation in this regard.	We believe that the current economic downturn will have a significant impact on redevelopment projects, but we believe that the impact will be small in our ward, which is located in the city center. However, of course, when it comes to redevelopment projects, we will assess the economic situation and carry out detailed studies to ensure that the project is viable, so we will consider the economic situation when carrying out such projects and then actually get to work on the construction. We will need to assess the situation at some point, but we believe that the impact will be small in our ward, which is located in the city center.
142	H21-2	▽	Also, the redevelopment issue has disappeared, but I was told that it will not have much of an impact on the ward. I am very grateful for that, but on the other hand, I have been asked many times about it. I think that when high-rise buildings are built, the issue of wind damage is inevitable. As the first spring winds begin to blow, the already strong winds will blow even more when the buildings are sandwiched between high-rise buildings. We must take measures to	When constructing a high-rise building, including for redevelopment, we provide guidance from the planning stage on how to minimize the impact on the surrounding environment. Furthermore, even after completion, we will continue to measure the impact after completion for about a year and provide guidance so that such measures can be taken, but the actual wind that blows is also

			prevent this. However, in reality, if trees are planted and allowed to grow for a certain number of years, they will serve as a roof to a certain extent, but in reality, only very thin, medium-sized trees are standing, so I would like to know what measures have been considered so far in regard to this issue.	unpredictable. If the impact of the wind becomes clear even after the building is completed, we would like to provide guidance to the business operators and owners so that they can make improvements.
143	H21-2	▽	To be honest, I would really like to ask for a property that is truly impressive. From what I have seen in the city center, it may be a very modest one, but it has something like a small canopy on the 3rd or 4th floor, I have seen several properties where large, sturdy trees have been planted from the start and various other creative ideas have been put into place. Some have also drilled holes in the middle to allow even the slightest bit of air to pass through, and we have heard stories of elderly people falling over, so we need to continue to take measures against wind damage. I fully understand that this is a difficult situation, but I would like to ask for further investigation and research. Thank you very much.	
144	H21-2	▽	Next, as part of the redevelopment project in fiscal 2008, the urban planning for the urban redevelopment project, etc. for area No. 12, Tsukishima 1-chome, areas 3, 4, and 5 was decided on December 17, 2008, with accompanying opinions attached to the decision. How are these opinions currently being reflected?	Regarding the additional opinions received from the Council, Regarding the preparatory association, the ward is of course providing guidance on its contents, and as of now, the preparatory association has decided on the outline of the specific city plan, so we are currently proceeding with the consideration of specific plans for facilities, etc. Nothing has been solidified in a solid form yet, so we will continue to respond while watching the situation .
145	H21-2	▽	Finally, regarding the redevelopment project, I was aware that the addition of additional opinions was extremely significant. Regarding the height, I had hoped that by adding this opinion, we could make some progress. In this situation, please tell us whether the height will be reconsidered and whether redevelopment will take place.	Regarding the current status of the review, as far as implementing the project goes, my understanding is that the local preparatory association is currently moving forward with overall planning, including the business plan.
146	H21-6	●	Chuo Ward has aligned itself with the Tokyo Metropolitan Government's urban regeneration policy of building large arterial roads and skyscrapers in large numbers, concentrating skyscrapers and other buildings through large-scale development, and increasing greenhouse gas emissions. In a survey of residents conducted by the party's ward assembly group, there were voices saying, "They are too focused on redevelopment, making it difficult for people to live here. I would like them to put more effort into creating a more relaxed town." However, the Chuo Ward Environmental Action Plan does not mention any review of this type of town development. In order to move toward a low-carbon society, it is urgent to make a full-scale shift to sustainable town development through urban growth management. Our party's ward assembly group has repeatedly proposed this. Please answer again, Mayor, for your views.	In order to achieve the goal set in the Chuo Ward Environmental Action Plan of reducing carbon dioxide emissions by 25% by 2020 compared to 2000, it is essential to work with the national and Tokyo Metropolitan governments to promote policies and to obtain the cooperation of residents and businesses. Regarding development projects, the Chuo Ward Urban Development Project Guidelines require the submission of environmental plans and provide guidance on environmental measures such as the introduction of energy-saving equipment and the promotion of greenery. Going forward, we will continue to aim for sustainable urban development by actively promoting global warming countermeasures to achieve the goals of the action plan.

147	H21- 6	○	Regarding Bill No. 35, the City Planning Council was held on January 14th of this year, right? Is that correct? So, there are additional opinions attached to the 3rd, 4th, and 5th districts of Tsukishima 1-chome. I would like to know whether the review based on these additional opinions is currently being carried out and how it is progressing.	Regarding the progress of this project, the city plan was approved in December of last year, and since then, the preparatory association has been conducting hearings and other activities to further examine the project. The contents of the project will be further examined in the future. In the midst of this, we received additional opinions last year, and we will provide appropriate guidance to the preparatory association regarding the contents of these opinions and hold explanatory meetings. We would like to make arrangements to hold the event.
148	H21- 6	○	As for Bill No. 35, the City Planning Council was held on November 14th. The city plan was decided in December. There is a lot of homework being done here. I will give my opinion on this bill later, but there have been many comments, and the content is that it should be fundamentally reviewed. In that respect, what do you think about the ward's stance? The supplementary opinions were all in favor except for the Japanese Communist Party committee members, but what stance do you want to take? The association will be created soon, so concrete consideration will begin, but I would like to know what the ward's stance is.	The ward has also accepted the additional opinions of the council, so we will take measures such as wind protection and greening into consideration. We have also been told to make such improvements to the plan, including ways to improve convenience for local residents, and while the business operator and the preparatory association will be the ones to further consider the project, we would like to provide appropriate guidance to the preparatory association on such matters. In this context, we would like to provide opportunities for explanations to local residents .
149	H21- 6	○	The previous committee member mentioned that the supplementary resolution would be observed. I am concerned about the formation of an agreement with the surrounding residents, and how that is progressing, between the preparatory association and the surrounding residents. It was said that there would be sufficient discussions with those people, but it has been quite a while since last fall, so I would like to know what kind of discussions were actually held and how the surrounding residents were convinced. This is my first point.	First, regarding discussions with the surrounding residents, as I answered earlier, the preparatory association is currently conducting hearings and other activities after the city plan was decided in order to deepen internal consideration, and is in the process of deepening its consideration from now on. There have been no major changes since the city plan was decided. In this context, as for talks with the surrounding residents, we would like to proceed in the future while making adjustments as soon as the preparatory association is ready to prepare materials, etc.
150	H21- 6	○	Secondly, it seems that this ordinance allows for a height of 190 metres, but could you please explain the reason for 190 metres?	Also, it will be possible to build it at a height of 190 meters. However, following the decision on the city plan made in December of last year, The ordinance has been enacted to regulate the height of buildings, but the preparatory association will carry out detailed consideration of the building plans and then make plans within that framework, so it is not yet clear what the actual height of the buildings that will be built will be. The height limit has just been determined. In addition, the fact that the height will be possible is a result of the various standards that must be met . It is also within the city plan. These are the criteria we have established.
151	H21- 6	○	Thirdly, Tsukishima has a rule on the height of buildings to begin with. What was the purpose of this rule and why was it decided to break it and build a building 190 meters tall? Please let me know again just to clarify.	
			One of the things that the surrounding residents are very worried about is wind damage. As we mentioned a little earlier, I think that wind	Regarding wind damage, I think it is necessary to take into consideration the surrounding environment. We have been

152	H21- 6	○	damage is something that we really need to think about. If you build tall buildings, wind damage is bound to happen, and people will actually get injured as a result. Wind damage really needs to be evaluated. Could you please explain more specifically how the ward plans to tackle this wind damage, and if you have any ideas on the matter?	taking measures to address this issue, such as planting trees and installing awnings, but as we move forward and deepen our planning for the preparatory association's projects, the ward would also like to provide further consideration and guidance regarding wind-related issues.
153	H21- 6	○	First, I believe there was a height limit on Tsukishima, and the new height of 190 metres breaks that limit. Could you please explain why the height limit on Tsukishima was created in the first place?	The height restrictions in Tsukishima are due to the height limits set out in the district plan, which is a broadly designated area, and this will be the concept of height in the Tsukishima area. However, as we have explained in detail at the urban planning stage, the development in Tsukishima will be a good balance between individual rebuilding using the district plan and height development that includes area development. This is the kind of town development that has been carried out up until now. In this situation, the height limit when using comprehensive design is There are restrictions in the district plan, I believe that urban development will continue to take advantage of these things. As for the height limit, the district plan I mentioned earlier states that the height of the Tsukishima district is the general height limit. Thank you.
154	H21- 6	○	Tsukishima has a rule for the height of the building in the comprehensive design. This time, the rule is 190 meters, so the ward is going to approve a completely different height as an ordinance. This is a rational way of thinking, but it is quite difficult to understand. If that is the case, I just cannot understand why the comprehensive design set the height so low, and why it is 190 meters this time. Is that the rule in the comprehensive design, and anything else is okay?	Tsukishima has rules for general rebuilding and a district plan, and the idea of height is included in this. The reason is that while it is desirable to have individual rebuilds proceed smoothly, the Building Standards Act, which is a uniform law across the country, does not necessarily make it difficult to rebuild in a way that suits the local situation, and so Tsukishima introduced this district plan in 1997. Regarding the contents, for example, about alleys, originally, Under the Building Standards Act, buildings can only be built up to two stories, but this rule has been introduced as a relaxed system that allows buildings to be built up to three stories high with fire-resistant steel frames. However, when introducing this system, if the plan is within a certain scope, it will be necessary to allow reconstruction based on a different approach without applying the rules for individual reconstruction. Therefore, the comprehensive design system you just mentioned has been stipulated as a separate height. The background to the establishment of the comprehensive design system in the district plan is as follows: The reason is that the comprehensive design system is positioned as a separate method from urban planning in terms of permission under the Building Standards

				Act, so the framework for such things is to position it within the rules for district planning. On the other hand, for things like this redevelopment, where the content can be deliberated separately as part of urban planning, a separate rule will be established to enable such planning within the district. When establishing these rules, we first confirmed the direction in basic discussions with local residents, and this is how it has been implemented up until now. For this reason, the redevelopment project is being carried out as an individual project. This project is being deliberated by the City Planning Council as an individual plan, so we have decided to establish new rules in the city plan that are different from the rules in the district plan that apply to individual rebuilding in the past, and to position these rules in the relevant laws and regulations of the Building Standards Act, we have decided to add them as district planning ordinances. This is what we will be doing.
155	H21- 6	○	It is difficult to understand why the height of the building is more than double that, 190 meters, compared to 60 or 70 meters. Tsukishima is a town where such tall buildings do not suit people. I think that originally, 60 or 70 meters was considered. But now that the town is turning into one where 190 meters are being built one after another, doesn't that make it seem like the ward's stance is unclear? At the second regular meeting last time, the mayor's thoughts were expressed in a plenary session that said that we don't need taller buildings. For that reason, there are some things that are very different from what the ward has established. The height is also decided, and when you consider the personality of the ward, it is not consistent. I cannot understand the rational reason why a place that said it would be 60 or 70 meters has decided that 190 meters is acceptable. In this regard, the height has been set at 190 meters, which is more than double the height of 60 or 70 meters. Isn't the ward's thinking to basically keep it at 60 or 70 meters? What do you think?	When the Tsukishima district plan was introduced in 1997, the height restrictions in the district plan did not apply to the comprehensive design that you just mentioned, and so no height standards were set for the comprehensive design itself . However, after the introduction of the district plan in 1997, several plans were made based on comprehensive design, and each comprehensive design has its own standards, so the height based on those standards is permitted. By doing so, we started to operate within the district, but as expected, there were plans for fairly large structures. Furthermore, these plans were not referred to the City Planning Council, and rebuilding was carried out within the scope of the Building Standards Act, in other words, they were approved, and so we had local residents tell us that it was necessary to incorporate a certain approach to the comprehensive design itself into the district plan, and after discussing the matter with the local people, we decided to set the height limit for such structures at 70 meters or 60 meters . We understand that the local community accepts plans for buildings of a certain size within a certain degree of surface area. However, of course, this does not mean that everything is acceptable. On the other hand, for these redevelopment plans, there are forums for explaining the opinions of local residents, for receiving opinions, or for deliberations at councils, etc., and for each individual plan, the opinions of local

				residents are reflected in certain plan contents, or plans can be prepared while opinions are received at councils, etc., so for these plans, the height will be determined within the standards set out in each planning method. So, as the committee member just said, we do not believe that the residents have approached the ward with requests to restrict the height of all of Tsukishima to 60 or 70 meters, or to stop large-scale development. Rather, the local people believe that wherever necessary, the necessary rules should be established in accordance with those rules . That is how we understand it.
156	H21- 6	○	Is it correct that no discussions have been held with the surrounding area yet? In that case, have the people in the area said anything? Please tell me how the ward is currently grasping the thoughts of the people in the area.	As for whether explanations have been given to the surrounding residents yet, nothing concrete has been done yet. However, it seems that greetings have been made to them separately, but as I said earlier, the contents of the plan have not changed significantly since it was in the urban planning stage. We have not yet reached the stage where we can speak to the other party if they request it, so we would like to make appropriate adjustments and provide guidance, including on the timing, taking into account such points.
157	H21- 6	○	I understand that this is one of the measures that will be taken, namely, planting trees. What I want to say is, as was also discussed in the Special Budget Committee, that a proper evaluation should be carried out of the extent of wind damage that has actually occurred since the building was constructed. I think it is necessary to continue to do so. Does the ward have any plans to evaluate the facility after it is built? If the evaluation reveals that the wind speed is extremely high, then the planting of trees was insufficient, and measures must be taken to prevent accidents caused by wind damage. I would like to know whether the ward plans to evaluate the facility after it is built. That is what I wanted to say specifically.	Regarding wind damage, I explained earlier that we would deal with it by planting trees. Regarding the question of whether it is appropriate to evaluate something after it has been constructed, the ward will also be considering whether when a large-scale building like this is built, the evaluation after it is constructed will match the verification submitted to the Urban Planning Council, and we have been instructing the business operator regarding measurements, etc., including how to respond in the future. Taking this into consideration, we would like to continue to respond appropriately in the future.
158	H21- 6	○	So, let me confirm: after the development at Tsukishima 1-chome 3, 4, and 5 is completed, will you provide guidance on properly measuring wind damage, regardless of whether there is any wind damage or not?	For this urban redevelopment project, we will also provide proper guidance on measurements over a one-year period.
159	H21- 6	○	Regarding the formation of an agreement with the surrounding residents, you said that you had spoken to them, but how are the surrounding residents doing now? Is the ward aware of this and what your thoughts are?	Since then, we have not yet received any direct opinions from the surrounding residents to the ward, so I don't think that aspect has changed since the Urban Planning Council stage. However, we will continue to provide guidance to the preparatory association while making appropriate adjustments regarding such matters. That's what I think.
				Regarding the basic discussions regarding Tsukishima 1-chome 3, 4, and 5 districts, I

160	H21- 6	○	Regarding the point of "appropriately," I think communication is important. In that case, who does the ward envision as the surrounding residents, and at what stage will they be able to hold a forum for discussion? Since this has been such a contentious issue, I think it is very important to reach a consensus on this matter, so I would like to hear the ward's thoughts on this matter once again, as I think it is the most important thing.	believe that the most important thing is the management association that stands on the neighboring land. However, in the future, When it comes to explaining the construction work or the building itself, naturally there will be a wide-ranging impact of the construction work, so in such cases, I understand that there will be an explanation covering an even wider area. Also, as I mentioned earlier, there have been some comments from the surrounding area. Regarding your question, we have not received any such opinions since November of last year. The situation is that they have not arrived yet.
161	H21- 6	○	So, I think it's really important to reach a consensus on this matter. Furthermore, I believe it is safe to confirm that the ward's stance is that the preparatory association will conduct hearings etc. to understand intentions, and once something is created, they will explain the situation to the management association and other surrounding management associations at that stage.	As I have explained since last year, we would like to continue discussions with the management association on the north side regarding this project. As I have been saying in my previous answers, I would like to implement this at an appropriate time in the future. Thank you.
162	H21- 6	○	this urban plan at the Urban Planning Council meeting held on November 17th of last year . The reasons for this were: (1) the administration's efforts to reach a consensus with local residents on the methods of proceeding with urban development were insufficient, and a petition calling for discussion and consensus with local residents was cut short midway through deliberations in the Environment and Construction Committee and the general assembly, and a vote was forced through and rejected; (2) no clear reason was given as to why a gigantic tower apartment building 190 meters tall, 55 stories high, and with 750 residential units was necessary, when the redevelopment preparatory association for the site to be redeveloped only had 105 members; and (3) the burden on the surrounding environment from the construction of the tower apartment building, including shade, wind damage, and increased vehicle traffic , was insufficient, with only 10% of the area being greened, and measures to reduce CO2 emissions were insufficient. (4) The second most important urban development goal for the planned area is to continue and renew the functions of the Central Samaritan Hospital and strengthen its role as a regional medical institution. The city plan was pushed through without clarifying the details of the strengthening of the hospital's role as a regional medical institution, such as whether it would offer more medical departments or how many beds it would have. (5) The supplementary opinions adopted by the City Planning Council with the support of all but our party members included	

			measures against wind damage, greening, improving the convenience of local residents, forming a good community, and adjusting opinions in the region, and also called for improvements to the main parts of the plan, such as height and total floor area. In effect, they called for a complete review of the plan. I cannot agree to the amendment of this ordinance to set the maximum building height at 190 meters without any changes or reviews to a plan with such supplementary opinions.	
163	H21-10	■	As I listened to the discussion, my question changed slightly, but Deputy Mayor Yoshida said something very important. When building large-scale developments, the people who enter are young. As time passes and these people grow older, and elderly people start living there, and especially when the number of elderly people living alone or with dementia increases in large-scale apartment complexes and developments, how to support these people becomes a major issue, and is becoming an issue even now, so I think it is very important to consider what to do with large-scale developments . Whether it be Tsukishima 1-chome, Kachidoki 5-chome, or Minato 2-chome, I'm not particularly opposed to this, but I would like to see a more balanced development. It's not enough to simply build a nursery school to contribute to the community; in time the people who use it will become elderly, so I think that measures that take into account what happens when they age should be incorporated into the development. In reality, the situation will continue to get more serious, so I would really like to see some thought put into the development I mentioned earlier, as there will still be more buildings built in this area in the future. I may seem like I'm opposed to this, but I am expressing my desire to see better redevelopment, and I would like to know how you plan to incorporate measures to deal with the aging of residents into large-scale development . I'd like to hear from Deputy Mayor Yoshida. I am sorry again, but I am doing my best.	The residents face various real-life problems. For example, as a practical issue, including income issues and family structure issues, various changes occur in daily life that are difficult to control within a rigid building. It is something that we, as a development local government, need to consider how to follow up on these issues. We believe that to a certain extent we have been able to deal with economic conditions through something like a community fund, but in reality, there are issues such as not only economic fluctuations, but also changes in family structure and aging, and I think that in a sense we have not been taking into consideration these issues to a certain extent. As I mentioned earlier, these issues are beginning to emerge in the real world, whether it be the River City issue or the Triton issue. We have been giving this sort of thinking a fundamental way, that is, we need to think about the current situation within large-scale developments such as River City and Triton, and how we can improve that area. If the improved areas are established within the housing complex, we believe that we need to create areas that can provide a certain degree of basic services not only to the housing complex itself, but also to the surrounding areas, and so we would like to keep these things in mind when considering future developments as well.
164	H21-10	■	So, are you determined to be more proactive in incorporating some sort of approach to dealing with the aging population in areas such as Tsukishima 1-chome, Kachidoki 5-chome, and the east district of Minato 2-chome, where it is known that new buildings will be built in the future?	As I said to the previous committee member, this is a fundamental issue that I am concerned about, so even if I am not asked about my resolve, I am thinking of going ahead with it. We are.
165	H21-10	■	I would like to move on to the next point. When the City Planning Council met on November 17th of last year, they issued a supplementary opinion. So, additional opinions were attached to both the Minato 2-chome East district and Tsukishima 1-chome areas, but has the ward taken any steps to respect these additional opinions?	Regarding Tsukishima 1-chome, there have been requests for the development to specifically contribute to medical care in the region, and for the area to make greater public contributions, so we are currently discussing these points in detail.
			With the recent large-scale redevelopment	In the case of redevelopment projects, local residents work together to carry out

166	H21-10	■	projects, there are naturally people in the neighborhood who oppose them. Naturally, those who oppose them or have opinions may be angry because they feel that their rights are being violated, but there are also cases where what they say is very reasonable and makes sense. I have heard these kinds of opinions from people many times and I am very concerned about them. For example, if a Type 1 urban redevelopment project is carried out, and you make a proposal to the preparatory association, they will tell you that nothing has been finalized yet and that you should consult with the ward. I have heard this story many times, and when you go to the ward, the ward will say, "No, it's still in the preparatory association stage, so please make your proposal to the preparatory association." It is true that it is in the preparatory stage, and it is very difficult to make public or hold discussions when it is not yet finalized, but when you are passed around, people get very angry, and I think that it is something that shakes the credibility of the plan itself, not to mention the content of the plan. Therefore, we expect to see many more such incidents in the future. As this is currently happening, I would like the ward to have a dedicated contact point or person in charge for this type of development, although I believe there are people in charge now, and I would like to see a system created whereby all of this can be managed centrally. Of course, it's fine if you can't answer some questions, but I think it would be best to follow up by making sure to let us know as soon as you receive information, or even if there is nothing, to get back in touch in a month, otherwise it could lead to unnecessary misunderstandings and increased distrust, so I would like to make this a request. But what do you think?	projects based on the law, such as improving disaster prevention measures that cannot be achieved through individual plans, or to address local issues. As a ward, we naturally instruct neighbors to give step-by-step explanations about such projects, including explanations of the planning stage and construction. However, when carrying out urban development or something like that, we start by asking the local people how they should study it. This will gradually move to a council, a preparatory association, or an association, and in the meantime, the ward is in a position to support such urban development, so in that regard, we would like to have the Regional Development Division act as a single point of contact and deal with local residents .
167	H21-10	■	To be more specific, I believe that in many cases reports are given to the ward assembly's environment and construction committee and the like before the matter is brought up to the urban planning council, but I personally think that along with that report, an opportunity should definitely be created to explain the matter to local residents, ideally immediately after the ward assembly meeting. As I mentioned earlier, if things aren't progressing, then we should just move forward. It doesn't matter if you don't have to, so in any case. However, I think it is very inappropriate to answer that you don't know, so I would appreciate it if you could take action on that point. I would like to do so.	
				I think there are various opinions about urban development in Chuo Ward. As for

168	H21-10	■	I think that in the future, the demand for not only childcare but also this type of nursing care will surely increase, so how do you plan to deal with this?	how long it should continue, human beings have been living on this earth for a long time, Creation is eternal, and as long as humanity exists, I believe that town development will continue in each region. Town development should be tailored to the region, inherit history and traditions, and accurately respond to the needs of the times. To achieve this, it is essential that the local people, businesses, people who work there, and the government get involved, and create a community in the region - you've used the word community quite a bit - and we need to incorporate the needs of nursing care and childcare. And what's more, the environment is very important now. The government is also saying that it will reduce CO2 emissions by 25%, so we must create a town that takes the environment into great consideration. In other words, a town where people who live there can be welcomed with joy is our wish and the responsibility of the government. In that sense, the most basic thing is to hear your opinions. I think the most important thing is to have people put forward specific issues like, "I want this," "I want that," and what about infrastructure, and then we respond to those issues accurately. I would like to continue to promote urban development in an environment where we can continue to discuss things freely. I am filled with this desire to do my best.
169	H21-10	■	I think that the urban development of continuing to build these high-rise apartment buildings in Chuo Ward is going in the wrong direction. I believe that there are certainly ways to renew the town with lower-rise, low-rise apartment buildings, 7-8 stories high, so I would like to discuss this again at the 4th regular meeting. You also mentioned that you would like the voices of the town to be heard, so if that is the case, I would like you to create an urban development council that can hear the voices of the town more and more, so that the voices of the residents can be heard there. I would also like to ask for reforms to the urban development council.	
170	H21-10	■	Sixth, we must shift away from urban planning that prioritizes large-scale development, such as the construction of skyscrapers and tower apartment buildings, which have huge buildings that worsen the surrounding living environment and dramatically increase CO2 emissions compared to pre-development due to the rapid increase in floor area, thereby placing a huge burden on the environment. Instead, we must shift to sustainable urban development through urban growth management that focuses on measures to combat global warming.	
			Plans to build super-high rise apartment buildings, which will create towns with 500 to 1,000 homes in one go, are underway in various	

171	H21-10	■	parts of Chuo Ward, and I believe it is time to reexamine the development of super-high rise apartment buildings. In fiscal 2008, the ward began efforts to evaluate the impact of high rise apartment buildings on health and child rearing, including by conducting a survey on the living environment and health for raising children. This information must be used to help create better living environments in future high rise apartment construction. Similarly, issues have been raised about the issue of community monitoring and in-home nursing care in high rise apartment buildings. It is true that there are many areas in Chuo Ward that require renewal due to deterioration and disaster prevention. If redevelopment with super high rise apartment buildings is chosen, then the child rearing support facilities that arise at the same time must be improved. It is necessary to implement a scheme that also considers the development of sufficient infrastructure to meet the demand for facilities, schools, nursing care facilities, etc. As a new method, I would like you to consider creating a new system that will renew the town while protecting the streetscape by rebuilding it at a low rise while responding to the needs for nursing care facilities, group homes for the elderly and disabled, and high-quality rental housing for senior housing.	
172	H22- 2	●		Currently, this ward is experiencing robust economic activity as the center of the capital, Tokyo. In response to these changes, redevelopment and redevelopment projects are being actively carried out in the area. These projects play a major role in creating attractive towns by creating a lively atmosphere and improving disaster prevention capabilities. However, they also bring various challenges to the local community. The most important thing in resolving these challenges is for the administration, local residents, and businesses to hold sufficient discussions and promote projects based on mutual trust and understanding. In order to clarify this stance legally and to promote development that is more favorable to the local community from the perspective of the residents, the ward will enact its own "Basic Town Development Ordinance" this March. Under this ordinance, developers will be required to take measures that contribute to the community, such as environmental measures, disaster prevention measures, and creating a good local landscape, as well as child-rearing support, elderly welfare measures, support for local activities through the development of plazas, and the development of car and bicycle parking areas. We will continue to seek active contributions to this end.

173	H22- 3	●	Although the term "urban development" is used in a wide range of fields, including not only the construction of buildings but also welfare, health, medical care, and local communication. In addition, when considering the future vision of the ward, I think it is important to approach urban development taking into account the current situation in which over 86% of all residential types live in apartment buildings. For example, in order to ensure safety, road widening, the construction and renovation of parks, making buildings fireproof, and community development that can withstand natural disasters such as earthquakes and fires, holding discussions with residents in and around buildings is a good opportunity for local residents to reach a common understanding, and is one activity that allows various local information to be shared and promotes mutual understanding in the community. Currently, many apartment building constructions, including redevelopment projects, are planned in the ward. Until now, direct membership of each apartment building into the neighborhood association has been discussed at the time of construction. However, I feel that it is necessary to aim for a new community development by first establishing a neighborhood association and an autonomous disaster prevention organization within the apartment building itself, including mutual interaction among residents, and then by establishing a system where residents can join the neighborhood association, reducing the burden on the neighborhood association and ensuring the independence of the apartment building itself. After that, by participating in the town development council, it will be possible to participate after collecting the opinions of the apartment building residents, but I have been asking about this for some time. In response to the question about the new community participation method for apartment building residents and their participation in the town development council, the answer so far has been that it is a management ingenuity. I think it will be effective as a place to collect various opinions, so please let me know the ward's thoughts on this.	We believe that by getting more people to participate in the city planning council hosted by the ward, we will be able to reflect many opinions and intentions in the city planning, and that discussions will deepen mutual understanding among the members. Therefore, we are currently proposing the establishment of a subcommittee under the Kachidoki-Toyosu District City Planning Council, with the participation of representatives from newly constructed condominiums, to discuss issues in the district. We will aim to establish this subcommittee as soon as possible, and will consider expanding to other districts based on the results of this initiative.
174	H22- 3	●	Please tell us about the ward's unique efforts to provide friendly nursing care and welfare services that are easy for the elderly to use, so that the ward can live in a town where people can feel safe and secure, and about future initiatives. Furthermore, with regard to nursing care insurance services and residential facilities, the fourth nursing care insurance business plan, in particular, indicates that one small-scale special nursing home for the elderly with a capacity of 29 people or less will be established in each daily living area by fiscal 2011, including the attraction of private businesses, and that further establishments will be made thereafter. The basic town development ordinance, which I will ask about later, also reflects the development plan	There is a large number of people on the waiting list to enter special nursing homes for the elderly, and it is predicted that the number of elderly people who have difficulty receiving care at home will continue to increase in the future. In the new fiscal year, we will formulate a basic plan for a small-scale special nursing home with short stay facilities on the site of Jushi Square, and will also consider establishing one in the redevelopment of Tsukishima 1-chome. We will continue to work closely with related departments, seize opportunities for redevelopment, and work quickly to promote the establishment of elderly care facilities. We will continue to

			and includes the establishment of special nursing homes for the elderly and nursing care facilities for the elderly. The establishment of health facilities and other such contributions to the community are something we are excited about, but considering that there are 249 people on the waiting list as of February 1st, I feel that the ward needs to take a balanced approach, similar to that of the Chuo Ward Childcare Support Headquarters, and also to take a swift approach across the entire ward. What are your thoughts on this, including whether you should bring the plan forward?	position elderly care policies as one of our top priorities, view this issue from a wide range of perspectives, and work to promote policies with the entire city government in mind.
175	H22- 3	●	In the past, the ward has been implementing appropriate measures for development of a certain scale, mainly through the Urban Development Department. Based on the Urban Development Project Guidelines, we have guided contributions to the local community and have achieved great results in urban development unique to Chuo Ward, a good urban center, including increasing the permanent population, which was the biggest administrative issue, improving earthquake resistance rates to make the area safe and secure, and creating squares and green spaces that help to eliminate the high density that is a disadvantage of being in the city center. One of the characteristics of this ward is that, although not all of it, it places as little burden as possible on the many ward residents who are landowners of small residential lots and are part of the redevelopment business, in other words, we understand that high-rise buildings, which secure reserved floor space as much as possible and raise project costs, are one method of urban development. As a result, it is an undeniable fact that we have successfully guaranteed that many residents who want to continue living in Chuo Ward can continue to live happily, with high-rise buildings being built by making effective use of limited land, causing significant impacts on sunlight and wind damage in the surrounding areas, and the formation of local communities. (Omitted) In response to changes in social conditions, the number of housing complexes and public open spaces have increased. In order to improve disaster prevention and the environment, the guidelines for urban development projects have been revised. Please show us the requests and results of the guidance so far. Also, please explain what kind of content is set out in the ordinance that requires developers to take social responsibility. How do you intend to realize this, both in the planning stages and after the building is completed? Please tell us your thoughts on each of them.	In accordance with the Urban Development Project Guidance Guidelines, this ward has been providing guidance on planning considerations and ingenuity, such as the establishment of housing, environmental measures, and disaster prevention measures. Since the guidelines were enacted in May 2008, 47,941 houses have been completed by the end of last year. As for environmental and disaster prevention measures, since the guidelines were revised in July 2007, 156 energy-saving equipment has been installed, 96 rooftop greening and heat island mitigation measures have been introduced, and 49 disaster prevention storage warehouses have been installed. In addition, large-scale development projects have also realized the development of green spaces, supermarkets, and nursery schools. We believe that the enactment of the ordinance will make these efforts more feasible. Therefore, as a method of realizing the development of public facilities and other things stipulated in this ordinance, we will fully consult with the ward office and residents on the contents of the plan during the planning stage of the development project, and will reflect the contents of those discussions in the plan to realize it. Naturally, development projects that violate this ordinance will not be able to obtain city planning decisions or permission for building plans. Furthermore, even after the building is completed, if any conditions are found that differ from those envisaged in the initial plan, such as wind conditions, the ward will request a report from the developer, conduct an investigation, and have the necessary improvement measures taken in order to achieve the goal.
			Furthermore, this ordinance requires developers to develop public and community facilities as a contribution to the local community when planning development projects. In order to	Next, I would like to talk about the development policy, including the layout plan for public facilities. We believe that public facilities should be developed based

176	H22- 3	●	ensure that the facilities developed through these development projects are effectively utilized by the ward residents, I believe it is necessary for the ward to put together a development policy, including a layout plan. What are your thoughts on this?	on the local situation and the needs of the ward residents. Regarding facility development by contractors, Article 5 stipulates the responsibilities of developers, and Article 7 stipulates that development plans should reflect the development of public facilities suited to the characteristics of the region. Therefore, in order to effectively realize the development of these public facilities, we will consider the administrative goals set out in the basic plan and the development status of public facilities within the ward before the ordinance comes into effect, and will work to adjust appropriate layout plans for these facilities and put together a concept for development. Based on this concept, we will realize the development of appropriate public facilities by properly enforcing the ordinance.
177	H22- 3	□	Also, I think it would be a waste to focus on just this one topic, and the question I just mentioned will come up later, but when I became a ward council member, the redevelopment of River City was just starting, and then large-scale development began in Harumi. I think it ended up in the form of River City and Harumi, but what was the thinking behind the initial redevelopment of River City? Including the upcoming development of Kachidoki 5-chome, Harumi 3-chome and 2-chome, I think there are some parts where the way of thinking has changed slightly from the beginning. On the other hand, if things don't change in various ways, I think there won't be much progress. In that context, what is the current way of thinking about urban development, including large-scale redevelopment? There are many discussions about large-scale redevelopment, but I will talk simply. I asked a question about civil engineering and construction costs the other day about wind damage, and although it may be strange to say that it is a building that does not blow wind, there is an NEC building in Minato Ward. I think that this building was designed with the idea of effectively diverting the wind in the middle so that it does not blow too much around, but I think there are some parts where the contractors who build such things need to do, and are they talking about such things to the contractors? There is also the issue of green coverage rate, but I think there is a limit to simply planting trees to block the wind. So I would like to know if you have ever considered what to do with the building itself.	As I have said before, the town development in this ward is based on the principle of being able to continue living and working in the area, and we have been working on this through repeated discussions with residents, while also working to resolve local issues. These basic principles have not changed to this day. However, as times change, I believe that when it comes to building new buildings, it is now necessary to carefully consider environmental and disaster prevention aspects when making plans. We intend to continue to address these issues in the future, while keeping in mind the basic principles of town development to date, and by providing appropriate guidance to business operators in a form that is in line with the times and meets their needs. Also, what kind of guidance has been given so far regarding plans regarding wind issues? As for how we have been doing so, from the planning stage, we have naturally been providing guidance on consideration of the environment, and consideration has been given to the wind environment through the shape of the building, the installation of awnings, and the planting of trees, as I mentioned earlier. The NEC building, which I mentioned earlier, is an effective building shape, I think. As we have been providing such guidance up until now, we have been making repeated efforts in the shape and layout of the building, and we would like to continue providing such guidance in the future.
			Also, there have been a lot of talks recently, including about nursery schools, about not having enough nursery schools, not having enough children's centers, and so on. It has been said before that Koto Ward is the ward with the largest population increase, but It seems that	Regarding the development of public facilities in Chuo Ward, we will now be establishing a basic town development ordinance. Of course, in terms of discussions with the ward residents and

178	H22- 3	□	Chuo Ward had the highest population growth rate. However, Koto Ward saw the largest population increase, but there was a period when Koto Ward was suppressing the construction of condominiums. It has been said that there are not enough public facilities, schools, daycare centers, and kindergartens, but Chuo Ward must develop solid public facilities to prevent this from happening. It is not about what is lacking, but rather that we need to be proactive. What do you think about this? I think you already have a grasp of the population trends, so I would like to know how you plan to build facilities in these areas, and how you plan to build facilities in a way that does not cause shortages.	consideration in planning, we would like to ask business operators to also consider the development of public facilities or facilities for the public interest that take into account the circumstances of the area, and from now on we would like to provide guidance on town development based on this basic ordinance. (Omitted) Naturally, the development of public facilities is determined while making future predictions. On that basis, in implementing this ordinance, first, based on the basic plan established within the ward, the relevant departments will work together to thoroughly identify areas within the ward where there are no public facilities, for example, and then clearly organize how public facilities should be developed and what requests should be made of developers to realize this. Then, we will work on implementing this ordinance.
179	H22- 3	□	A windless building happens to be in Chuo Ward, and the headquarters of a construction company is there, so on the other hand, I think it would be good if they could research how to make good use of the wind in such places and the building itself so that the wind doesn't blow. I think the research institute is also nearby, so a windless building would be a groundbreaking building. I would like them to research this, including asking each other for help. The reason I say this is because they said they would investigate about three places, but even if they do things like putting on decks, the wind still blows quite a lot when a large building is built. Combined with that, the wind blows quite strongly on the big streets. I think everyone knows that, but in that situation, we need to respond properly when such a building is built, before it changes the local environment as well. It should be obvious. So I would like them to do what they can in advance.	
180	H22- 3	□	The main problems are, first, that while constructing super-high-rise tower buildings, the ward is promoting large-scale redevelopment projects that will include amending and abolishing ward roads for certain businesses and relaxing regulations under the pretext of contributing to the community, and is planning to inject 4.36 billion yen in subsidies into urban redevelopment projects. This type of urban development that prioritizes large-scale development is spreading a situation that runs counter to global warming countermeasures by increasing CO2 emissions, and is also causing problems such as an increase in the number of children on waiting lists for nursery schools due to the rapid population growth. We must shift to sustainable urban development. There is also the serious problem of illegal buildings being left unattended in Kayabacho, which involves the ward's executives.	

181	H22- 3	□	Secondly, we are trying to enact a Chuo Ward Basic Town Planning Ordinance that will encourage the cooperation of residents in large-scale development projects, mainly focusing on high-rise buildings, as a responsibility of the residents. Our party's ward assembly group is working to enact a Chuo Ward Basic Town Planning Ordinance that will guarantee the residents' right to participate in town planning from the early stages. I suggested it.	
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3 Shimokitazawa Station Area Redevelopment Project

Meeting Type

○: Standing Committee on Urban Development

●: Regular meeting

□: Special Committee on Budget

■ : Settlement Special Committee

No.	Year and Month	Meeting Type	General question (a)	Administrative response (b)
1	H15- 3	□	Also, what are your thoughts on the redevelopment plans for the area between Auxiliary Route 54 and District Road 10, the area that forms a triangle with the Inokashira Line? If we leave it alone, it will become an urban plan for skyscrapers and high-rise buildings. Wide roads will be built, and there will be evictions to make way for the wide roads, so I would like to know what the urban development plans are for that area.	In the case of Shimokitazawa, the floor area ratio is 500, not 1,000 or 1,200 as in the city center, so I think it would be possible to build things like the current seven or eight floors.
2	H15- 3	□	If we're not careful, there will be conditions for high-rise buildings, even super-high-rise buildings, because plans have been made to build a 26-meter-wide road there. The townspeople are against building it, so the Shimokitazawa shopping district came up with a plan to put the Sansen road underground, with the cooperation of the architects. One point is whether such plans were thoroughly considered.	There was talk about passing underground, but the ward's thinking is that urban planning roads have functions such as transportation, disaster prevention, and urban development. Noh, this is a major role, is my basic idea. (Regarding the underground passage) I have not investigated it.
3	H15- 3	□	According to the authorities, for now, private parking lots, hourly parking lots, are more or less sufficient for cars, but when Shimokitazawa Station is developed, it is likely to become an even more popular spot for young people than it already is, and when you think about the future, twenty or thirty years from now, it will be necessary to have parking lots. So, you should definitely start thinking about it now. Here's one thing.	This is the ward's current thinking, but going forward, I would like to provide necessary parking spaces to the owners of buildings that generate parking demand, based on the current laws and regulations. Furthermore, we need to respond to the demand for parking spaces over the next 20 or 30 years, and I think it is essential to ascertain future trends in parking demand and provide appropriate restrictions and guidance for the installation of parking spaces, including the addition of parking spaces to buildings when rebuilding buildings.

				In addition, the basic idea is that Shimokitazawa is a commercial area. Regarding the area around the station, we would like to work on pedestrian-oriented urban development, as stated in the basic policy, with the aim of regulating and guiding the installation of parking lots, as well as traffic regulations and securing cargo handling areas, as well as other things . It is available.
4	H15- 3	□	The other issue is the park issue that I just mentioned. Even New York, famous for Manhattan, has more than 300 parks, both large and small, in that big city. So it's not strange at all for there to be parks in the city. So, if we designate a disaster prevention town development, we can receive subsidies from both the national and metropolitan governments and make upfront investments. Using this method, we were able to buy about seven parks in Ohara, but I wonder if we can use some method to create such spots in the town of Kitazawa. Of course, there are various concerns, such as young people gathering there and hanging out and doing something, or homeless people coming, but there is a shrine next to Kabukicho in Shinjuku, and the park there is not very crowded. There is shade, so I think it is very good. I think it can be done if we give it some thought, but do you have any thoughts on developing this park?	Regarding the current situation in the area around Shimokitazawa Station, in regards to your question about parks etc, currently there is a shortage of space in urban areas for disaster prevention, relaxation and greenery. For this reason, we have decided to create the town planning system around the station. As for the Chestnut Development Plan, which I did not mention earlier, we are considering securing wide sidewalks on Auxiliary Route 54, which the ward will be in charge of, and Setagaya District Street Route 10, which is the station square, and using these for pedestrian-oriented urban development. In this context, we would like to consider greening the large space and creating such spaces for relaxation. Furthermore, as proposed in the proposed development plan, we are considering the development of pocket parks that can also serve as loading and unloading areas at key locations in the area. We hope that these pocket parks will become what the committee member mentioned, and they will not only be a place for pedestrians to gather and socialize around Shimokitazawa, but also a place for people to relax, as there are residential areas in the hinterland. We would like to consider arranging greenery and benches so that the pocket parks can also function as a place of relaxation for those who live in the area. Next, we will continue to consider the development of facilities such as the station plaza, which we touched on briefly earlier. We will consider this with the local community in mind, and we will create a friendly environment that takes into consideration greenery, etc., with the aim of ensuring a park function that is a place of relaxation and comfort not only for visitors to the town, but also for the elderly and other people living in the area. We will continue to do our best in this regard.
5	H15- 5	○	You say you will do various preparatory work to create a basic town development plan, and in the text you mention resident participation, but normally when doing this kind of thing, you create a town development council and widely invite the participation of residents in order to create a basic town development plan, isn't that the format that Setagaya Ward has followed up	Local residents are also interested in the issue. As a ward, we want to think about it together, so we have been holding many meetings with neighborhood associations and shopping arcades to exchange opinions. We also receive opinions from each individual, and exchange opinions at our offices.

			until now? Why aren't you doing something like that in Shimokitazawa?	In that sense, we now have a general branch office in Shimokitazawa, so we would like to have people there who can participate by reading our "Urban Development News" and providing us with their opinions. That is what I am thinking.
6	H15- 5	○	Setagaya Ward created a city planning ordinance and created a system where the city planning council can propose basic city planning plans, so I think that's how they've created citizen participation. Kyodo has also done something like that to a certain extent, and although there are various problems, other places have taken that approach. However, I think it's unacceptable that just because there is a branch office now, it's all going to be led by the administration. And then, in other words, it's fine because we hear from shopping districts and neighborhood associations, etc. But that's not enough, which is why they decided to create city planning ordinances and call for widespread resident participation, isn't that right?	This time, as the deputy governor just said, we have created a development plan. Regarding this, as a responsibility of Setagaya Ward, one of the goals is to inform everyone in the area about the development plan for each household, even though it may seem like a smaller version, and to receive further opinions. Now, you mentioned the ordinance, but as the ward has said several times, there is a town planning council in the area, which has been researching various aspects of town planning since 1984 and making recommendations to the ward. Just like the council puts out, in 2008 it produced a grand design, in 2000 it produced a design concept map, and in the previous year it also produced a recommendation to the ward mayor as an outcome. The ward has accepted these just like the recommendations made by the council. Based on this, and since this is a proposal from the local community, the ward is responding to this, and as the deputy mayor said, going forward, we are planning not only to develop urban planning facilities around the station, but also to develop an area of 20 hectares within the district, and we will be formulating a town development plan based on the ordinance. To achieve this, we will of course take into account the proposals from the discussion group, and we have been exchanging opinions with local residents for many years, and we have a local general branch office. We have also recently appointed a deputy mayor to the town development division, which receives inquiries and consultations on a daily basis, so the ward's intention is to use this information to formulate future plans. That is the policy.
7	H15- 5	○	So, if you look at the construction schedule diagram for Route 54 in Shimokitazawa, If this is directly linked to the Ring 7, or to the future Route 26, then Shimokitazawa, which has been a walkable town that relies on the railroad until now, and has been a town where you can enjoy walking, could very well be transformed into a town where you can drive. The people of the town have been talking about the concept of a walkable town, and the shopping district in general has been talking about it too. So, unless we properly involve the residents in these matters and have proper discussions, including on the concept, I think it will be a big problem in the future. So I would like to request that you do it in this way.	

8	H15- 7	○	You have just explained this briefly, but among the questions, and I was also present at the meeting, there were many opinions that stated that if Route 54 was built, Shimokitazawa would be divided and the town would die, and something had to be done.	
9	H15- 9	●	For example, Shimokitazawa has developed into a bustling, walkable downtown area thanks to the convenience of public transportation, with the Inokashira Line and Odakyu Line intersecting there. It is important to take advantage of this advantage. The 26-meter-wide Auxiliary Route 54, which will divide and draw together the town, should not be built. For example, the construction of Auxiliary Routes 216, 217, 128, and 52 will completely change the surrounding environment by running through quiet residential and educational districts. If we truly want to protect the environment of Setagaya, we must be careful about extending and expanding these roads.	
10	H15- 12	●	First, I would like to hear about the greenway plans and urban development plans on the former site of the conventional railway line in the Shimokitazawa section of the Odakyu Line. The Shimokitazawa section refers to the section east of Umegaoka to Yoyogi-Uehara Station. Except for the underground station Seijo Gakuenmae Station, the project is being carried out on an elevated track, and unlike the Kitami Station to Umegaoka Station section, where the Tokyo District Court ruled that the project approval was illegal, the city planning decision for the continuous grade separation project in the Shimokitazawa section was made on January 31st of this year to put the Odakyu Line underground on two tracks and two levels. At the same time, changes to or decisions were made in the city planning for Auxiliary Route 54, Block Road 10, and Auxiliary Route 26, and plans for station squares in Setagaya Daita, Shimokitazawa, and Higashi-Kitazawa were also made clear. However, strangely enough, no plans for the use of the old railway line site were presented at either the draft briefing or the urban planning proposal briefing, and to this day, neither the Tokyo Metropolitan Government nor the ward have presented any plans for the use of the old railway line site. I have asked this question in the assembly several times, but the answer from the ward official was that they would consider it in the future. It was a spotty mess.	
11	H15- 12	●	Furthermore, I believe that the construction project for Auxiliary Route 54, which will deliberately destroy Shimokitazawa, one of the most charming alleyways in the country that can be enjoyed on foot, is a disaster in itself. The construction of Auxiliary Route 54 in the Kitazawa area, which could only be realized by purchasing commercial facilities and private homes at a huge budget, I think this is a typical	With regard to Auxiliary Route 54, we are currently proceeding with the project as it is necessary for connectivity in relation to the development of the station area in conjunction with the completion of the Odakyu Line joint intersection project, it will also be the cornerstone of attractive urban development with good pedestrian mobility, and it is necessary that it be developed as a

			example of a ward city planning road that should be abolished. In the interim report of the Setagaya City Development Policy and Regional Development Policy Proposal Review Committee, a proposal was made by a ward resident who participated in the meeting to reconsider the city planning road in the Kitazawa area. I would like Setagaya City to clarify what kind of consideration it has given to this road, including a cost-benefit assessment.	priority from the perspective of improving regional disaster prevention.
12	H16- 3	●	According to documents from the Tokyo Metropolitan Planning Council in 2002, Auxiliary Route 54, which diagonally divides the north exit shopping district of Shimokitazawa, received 419 opinions against the road and zero in favor. Residents do not recognize the necessity of the road. Many are worried that it will divide the town, attract cars, induce high-rise buildings, and destroy the charm of Shimokitazawa.	
13	H16- 3	●	The creation of a district plan for urban development around Shimokitazawa Station is underway. However, this plan is premised on the construction of Auxiliary Route 54, which the residents oppose. I am against forcing a road plan that the residents oppose onto them. Residents are also very interested in how the land will be used for the railway, and what will happen to the station building and bicycle parking area. Urban development should be advanced with the participation of many residents. The town development consultation meeting should be developed into a town development council, so that more residents' voices can be used in urban development. The ward should work to create a town development council. I would like to hear your views.	In the Shimokitazawa area, it has been almost 20 years since 1984, when an independent local residents' town development group was formed, consisting of about 50 people from the four local neighborhood associations and four shopping districts. The Shimokitazawa Urban Development Discussion Group has been active since then. In particular, in 2008 and 2000, the Discussion Group compiled the results of its many years of activities and presented them to the ward mayor in the form of a Grand Design for Shimokitazawa Urban Development. The group made town development recommendations and, with the understanding of the local residents, has been carrying out town development activities. Therefore, with regard to the council you asked about, it has traditionally operated independently as a local discussion group, so if such a movement occurs in the future, we will work with the ward to We would like to accept it even if it is a problem.
14	H16- 3	●	However, Setagaya Ward is trying to build the Auxiliary Route 54, which nobody wants, in conjunction with the Odakyu Line project. This road plan, which will be 22 to 26 meters wide, has received extremely poor reviews. No one, including the Shimokitazawa shopping district and neighborhood associations, is actively promoting it. This is because everyone is well aware that if this road is built, Shimokitazawa will no longer be Shimokitazawa. As proof of this, when the city plan change was decided, 419 people submitted opinions in opposition to the road, and not a single person submitted an opinion in support of it. The Auxiliary Route 54 in the Shimokitazawa area was built during the US occupation of the city in 1946. Although the planned line was drawn, the	The proposed development policy for city-planned roads in the wards has been evaluated once again in light of the four basic goals of vitality, safety, environment, and life, and the necessity of all city-planned roads in the wards has been verified. As a result, in this proposed development policy, five routes have been selected in the wards as sections subject to urban planning review. In Setagaya Ward, a section of Route 52 in Seijo has been selected as the section for review. At this stage, as a result of evaluation, we have determined that other routes aside from the sections subject to review, including Auxiliary Route 54 in the Shimokitazawa area, are necessary routes for the future urban development of Tokyo.

			planned road has been left abandoned for 58 years. Not only will it require the evacuation of residential and commercial areas that do not have an existing road, but it will also destroy the north entrance, which is the center of Shimokitazawa and has the most charm as a town that is unique to Shimokitazawa. When considering the development of Shimokitazawa, the option of not building the area should have been discussed, but the government insisted on building the area, and even after the review of the ward city planning roads, I would like to know why it was removed.	
15	H16- 3	●	Up until now, the administration has only discussed the city planning road Auxiliary Route 54 on the assumption that it would pass. Moreover, they made the decision to change Auxiliary Route 54 while the review of the ward city planning roads was underway, and explained to residents that because the decision to change had been made, the road was no longer subject to the review, and they tried to rush ahead with the project approval. This response can only be described as unreasonable.	
16	H16- 3	●	In addition, the citizens' group "Save The Shimokitazawa" requested that a ward official attend a rally they are hosting and asked for an explanation of their plans, the ward official refused to attend. It appears that they have issued a written response stating that they will not attend a rally held by a group aiming to abolish Route 54, but refusing to even attend an explanation just because their views differ from those of the ward is a violation of the fairness of a public servant. I believe that they should change their approach, and I would like to hear your thoughts on this.	Regarding the request to attend the civic group meeting you mentioned, As I mentioned earlier, the request to attend was made suddenly during a question and answer session at the explanatory meeting on the draft district urban development plan for the area around Shimokitazawa Station, held on January 27th. Afterwards, I spoke with the representatives of the groups about the purpose and objectives of the meeting and the details. However, the details of the meeting made it clear that they were calling for the cancellation and review of the city plan, which had already been revised in January of last year in accordance with the procedures of the City Planning Act. Based on these discussions, it was decided that we should move forward with a meeting that would be satisfactory to both sides. I decided not to attend because no conclusion was reached.
17	H16- 3	●	First of all, when it comes to the development of Shimokitazawa, why has the ward relied solely on the City Planning Council, which is merely a voluntary organization, and has not even created a City Planning Council that would have guaranteed a certain degree of resident participation under the ward ordinance? I would like this to be made clear as well.	As I mentioned in my previous response, the Shimokitazawa City Planning Council has been actively engaged in activities in the Shimokitazawa area for a long time, for the past 20 years or so, and has currently held over 100 meetings over that time. The ward highly values the council's track record of activities and the trust it has earned in the community, and views the council's activities as being similar to those of the district urban development council. Therefore, regarding the council you asked about, Since it was originally a discussion group, it has been active for some time, so if there is

				any movement in the future for the group itself to become active in the city planning council, the ward would be happy to accept it. I'm thinking about it.
18	H16- 3	□	As you can see from the visual aspect, if you change the roads, the town will become more advanced. And if there is redevelopment, it will naturally become a large building, based on the flow of money. I wonder if this is a good thing or not. Shimokitazawa is a very distinctive town. And it's supported all over the country. If we were to destroy it, I don't think Setagaya will become a town that everyone wants to visit. So, as you say you are a ward mayor who is willing to listen, I fully request that you reconsider this matter, and I will continue to listen to you, so I would appreciate your cooperation.	
19	H16- 3	□	The ward has explained that it will comprehensively promote urban development around Shimokitazawa Station, which is a regional living hub, in line with the coalition project. However, since the Tokyo Metropolitan Government has recently sought opinions from the public on the proposed urban planning road development policy, some people have expressed the opinion that the plan should be canceled or changed. I would like to ask again: How is this auxiliary Route 54 evaluated in the current urban planning road development policy?	There were a variety of opinions regarding the proposed development policy, but as a ward, we recognize that Auxiliary Route 54 around Shimokitazawa Station is a road that requires development as a priority in order to promote the creation of a safe and secure city.
20	H16- 3	□	The answer clearly states that the road is a priority road. So, this is a project to develop roads in all of Tokyo, when you look at Tokyo as a whole, and how to make the city of Tokyo a wonderful place, and how to influence the city of Setagaya on Tokyo. It is not a project to develop roads in the overall context, but a project to develop roads that only look at a part of Tokyo. As we move forward with this project with this in mind, the rights holders and local residents on the road plan line have expressed their concerns, as they are unable to plan for their future lives. However, there are also situations where opinions that only incite anxiety are being expressed in response to these concerns, so what should we do here? It is necessary for the government to respond in a way that gives people hope, rather than inciting anxiety. Taking into account the voices and progress of the local community, I think it is necessary to proceed responsibly and firmly, without being left to a coalition project.	
21	H16- 3	□	However, I want everyone to understand well that, as I just mentioned, the town development council has presented various draft plans and has been moving forward because they want this plan to go ahead, and they want town development to be carried out. If there was a desire from the local people to stop it, they would have raised the issue a long	As I mentioned earlier, the ward is taking advantage of the Odakyu Line continuous grade separation project to further enhance the charm of the entire town. We believe it is important to develop this area further, aiming to create a safe, livable and vibrant town that makes the most of Shimokitazawa's characteristics and local resources.

			time ago. However, they did not raise the issue, and the reason we have come this far and have come up with a solid town development plan is because there was a desire from the local people. Setagaya Ward is planning to build a new town based on the proposals of the local town development council. Last year, a draft district urban development plan was prepared for the area around Kitazawa Station, and a local information session on the plan was held at the Town Hall on January 27th of this year. I have heard that in the future further opinions will be solicited individually from local residents and rights holders, and then the plan will be developed into a draft district urban development plan. So I would like to ask you, what are the key points of the draft district urban development plan? What will happen in the future?	Therefore, the main points of the draft urban development plan for this area are as follows: We will promote the development of an integrated town by eliminating the divisions that have arisen with the construction of the railway. As a commercial area, we will create an attractive shopping district with a row of stores on the lower floors and a pedestrian-oriented shopping area. By developing the infrastructure to support daily life, we will promote the development of a safe and secure town by considering disaster prevention measures such as evacuation routes and disaster activity bases, and promoting barrier-free access. Most importantly, we will promote town development through mutual cooperation and collaboration between residents, government, businesses, and others, and we believe that this is the basic policy for town development in this area.
22	H16- 3	□	These points did not suddenly emerge, but were formed over many years through the formation of the town planning council and the creation of booklets on Kitazawa town planning, and were properly communicated to local residents that this is how things would be done. This was not only done in the Kitazawa area, but also in the neighboring Ohara and Daizawa areas, and as a result, the four points were created based on the opinions of local residents. There have been various issues raised about mobility and road issues, but rather than stirring up anxiety, we are working to actually As for the road section, it will be built with pedestrians in mind, and although there is a 26-meter section, the majority of that 26 meters will be sidewalks. This city planning draft clearly states that we will proceed with the development of this town with a pedestrian-centered approach, so we will be confident in that and steadily move forward with the development of this town.	
23	H16- 3	□	Once this special budget committee is over, we will finally see such a movement, and we are aiming to formulate the plan in April. However, up until now, the ward, prefecture, and national governments have joined forces and this trend has been seen in various areas, so I would like to ask that you take the opinions of local people into consideration. Towns are created by people, and towns cannot be built by hard structures, so rather than destroying the town with hard structures, you work hard from the perspective of building the town with people. With that, I would like to move on to my next question.	
24	H16- 3	○	Apparently they will explain the draft plan to the neighborhood associations, but when asked by a residents' group to come and explain, they have refused, even issuing a written response saying that it is not possible because they are promoting the review of	As you may already know, the urban planning for Route 54 was decided in January of last year after deliberations at the Tokyo Metropolitan Government's Urban Planning Council and other bodies. In regards to the request to participate, it was

			Route 54. Is this kind of thing allowed? They are about to decide on the plan, but they are not even going to explain it to groups that have requested it. However, they are going to explain it to voluntary groups, such as the Town Planning Council and the neighborhood associations. Why is this?	determined that this was a rally aimed at opposing or reviewing the urban planning for Auxiliary Route 54. As a ward, from the standpoint of promoting urban development, we decided that it would be inappropriate to participate in a rally opposing Route 54, and so we declined the request to participate.
25	H16- 3	o	In Shimokitazawa, public opinion was once divided over whether the Odakyu Line should be elevated or underground. The government had tried to push for an elevated line for a time, but in the end it was decided to go underground. So, rather than being for or against, or what the current urban plans are, the ward should provide a proper explanation in its own way. Whether you are for or against, isn't it natural that they would do this upon request? In other words, it's not as if people who are opposed are asking the ward to express their opposition. What will the ward do? The ward is saying that it is reviewing the city plan as a whole, but it just says that it has already been decided and that it will go ahead with it. I have questions about that, and I would like an explanation from the ward. But what does it mean to reject it when it is simply stated that way?	I have also spoken with members of the citizens' group, and when I asked them what their purpose was, they said that their purpose was to stop or freeze the construction of Route 54. Currently, the city development plan is in the planning stages, so it has been announced as a draft, and they have been holding explanatory meetings and individually coming to the Town Hall to talk about it, but as it is still in the process, we are open to hearing from people outside the area as well.
26	H16- 3	o	In other cases, the ward will go out if requested. In the past, the ward has gone out to explain issues related to urban development or city planning, organized by ward assembly members. If a request is made, it is natural that the organization will go out to explain in response to the request, since it is not doing anything illegal.	This time, both I and the deputy mayor received requests by phone from the representatives of the organizations, and originally, when they came or we went to them, I think we would have heard about what kind of group they were, what their members were, what kind of organization they were, and their purpose. However, it was more of a request to come because a venue had been set up, so we didn't know what kind of organization they were, what their purpose was, what their members were, and whether anyone from within the area was there. The people I spoke to were from Shibuya and outside the area. So, since we are currently hearing mainly from people involved in the business, which could be called restricting rights within the area, if they could give us a clear explanation of the members and their purpose, we would be able to respond more appropriately. I think there might have been a way around it.
			You just mentioned that it's within this area, but I think it's probably people who use Shimokitazawa Station and people who come here daily to shop, so I don't really know the exact distance. I think even more people will come. And you mentioned that it's not just the officers of the neighborhood associations and shopping district associations, but their members, but in reality, even if there is an explanatory meeting for the neighborhood associations, the members of the neighborhood associations -- I think that most	There are various issues regarding publicity, but I missed one, so I am now considering a plan to notify the neighborhood associations of this matter through notice boards in the neighborhood associations that are related to this matter. We are. Also, regarding this urban development plan, people from various areas will be involved in some sense, right? We talked about making it widely known, but as this has always been a plan for urban development within the area, we will

27	H16- 3	o	detached houses pay about 2,000 yen a year for membership -- are involved, but the notice of the explanatory meeting for the neighborhood associations is not reaching those people through notices or other means. This is the situation in my area, and I think it's the same in other areas too. So, the people who actually use Shimokitazawa as their living base are left in the dark about the plans, and the plan goes ahead without them being able to voice their opinions, and then one day they find out when the construction really starts, and then the residents start protesting -- this may not be something that would lead to an opposition movement, but this is happening all over the place now. My only request is that these things be made known to the residents as widely as possible. I would like to be able to do this, and also to the neighborhood associations and shopping district associations. A shopping district association is made up of store members, but in the case of neighborhood associations, a very wide range of people are members. I really feel like the ward should be able to ask for this to be included in the notice board, or something like that. What do you think about that? Is that so?	distribute it to everyone in the area, even though it is still in the draft stage. We are thinking of sending it by mail to other right holders. We would also like to place this newsletter at our branch offices, so we appreciate your understanding.
28	H16- 3	o	When deciding on future plans for Shimokitazawa, we need to listen to a wide range of opinions, since it is positioned as a regional hub. Moreover, this town is probably the most well-known in Setagaya - there is Seijo as a residential area, but Shimokitazawa is well-known nationwide as a town. I think what to do with this town is a big issue, including how to promote Setagaya in the future. They are trying to narrow the scope of the discussion. This approach has been taken in a way that only members of the discussion group are allowed in. There is also the problem of not explaining the plan to those who are opposed, as I mentioned earlier. If we continue in this way, the construction of the Odakyu Line will actually be completed in fiscal 2013. The overall urban development will not be completed until the Odakyu Line is undergrounded, so we need to proceed carefully, listening to various opinions as we think of this as something that will happen ten years from now. You are only planning to build Route 54 in this part of town, so Well, there are various discussions about whether to continue the project or not. So, I think it's not good to make such a hasty decision. As for the policy of the ward, I think it's fine for Shimokitazawa to move forward in a small area . So, is that what you think? What do you think?	

29	H16- 3	○	I would like to ask Mr. XX later about what he just said, but the problem is that in Shimokitazawa, the Odakyu Line will be underground, but without any discussion about the newest land use that can be done, which is the use above the ground, the No. 54 route is being put forward first, which makes me feel very suspicious. After all, this should start with a thorough discussion about how to use the site, including how to manage traffic, and then we should think about what to do with the whole town. Without doing that, just making all the decisions and putting everything into the process, I think that if we go about it like this, it will really cause a lot of confusion in the future. Let me say this.	
30	H16- 4	○	In particular, the fact that it is now underground has led to little discussion of how to utilize the space above it, or how to utilize the former railway site, and the Urban Development Council has only come up with a sort of urban development plan that is an extension of that. When you read the new plan, there is talk of what is below the embankment of the Keio Line, but nothing about the Odakyu Line above ground. This clearly shows that it was done in a very hasty manner, and when I look at it, I feel that it is being built in a very hasty manner now, and that we should take the time to redo it again. Otherwise, Also, there are some important points that are not included in the proposed urban development plan.	
31	H16- 4	○	Moreover, is the town development plan created under the authority of the ordinance? There are no particular penalties. I think the most important thing about this city development plan is the agreement of the ward residents. I think it is very problematic that this plan has not been agreed upon, and that it is now being put into effect in a state where there is division. Moreover, they only held a briefing session on the draft plan. Normally, they should have held a briefing session when the plan was released, but they didn't. In this situation, the situation is as it is now. In particular, regarding the issue of Auxiliary Route 54, the residents of the ward are participating in the review of the city development and improvement policy. I feel that doing so in this current situation would be hasty.	This district development plan is the culmination of the passionate wishes of the local merchants since 1984. We believe that this has been arrived at after thoroughly going through the procedures, and so we would like to move forward with creating rules for statutory district planning this year.
32	H16- 5	○	Earlier, the Sakuragaoka town development plan, which could be called a draft, was introduced or reported, and looking at it, I think it was proposed after various discussions among the residents. It is quite rough around the edges, and I imagine there were many discussions, but it seems that the Shimokitazawa town development plan was proposed and decided very smoothly in a way that the draft and the plan are not very different. This is probably because the town	With regard to the Shimokitazawa Station Surrounding Area Urban Development Plan, as explained by the committee member, it is a system that was launched in 1984 by two neighborhood associations, four shopping district associations, and approximately 50 people in the area, and this is also stated in the ordinance. Since then, it has been treated the same as the urban development council, which is how it has been formulated today.

			development council was seen as a window for residents, and the plan was decided through discussions with them, but it seems that the surrounding residents were not allowed to participate in the discussions voluntarily at all. What are your thoughts on this?	
33	H16- 5	○	I think it is very problematic to treat it the same as the town planning council. The way the town planning council is run is to decide the participating areas in the surrounding area. There are various problems with the way the areas are decided, but they are made known to the people, and I think it is absolutely necessary to operate in a way that invites free participation from everyone. If they don't do that and instead certify it as equal, it means they have been certified arbitrarily, but they have not operated in that way .	There were several questions. One was that it was formulated by some members of the Shimokitazawa District Council, and there were other issues. Regarding the question of whether this is the right format, Setagaya Ward's urban development has been progressing to this day with a very long tradition. Not only the council, but the Town Planning Ordinance was enacted in 1995, and Article 11 of that ordinance also allows for proposals from local residents and local town planning councils, so this was formulated in a format that does not pose any problems under the ordinance. Thank you.
34	H16- 5	○	Regarding Route 54, there was a review of the ward urban planning roads last year. However, because the urban planning had already been decided recently, it was not even included in the review. I think this is because they decided that Route 54 was already fixed from the beginning, and that there would be no proper discussion about what was on the ground, and that's how it was decided. There are so many counterarguments to this opinion, what is the point? It is not clearly written whether people are coming to see it. Don't you think this is extremely unfair? How do you feel about it?	Then, regarding the second point, there are many objections, but this is mainly about No. 54, which is about urban planning decisions. However, as this is a major issue that falls within the district area, the purpose of this is to carefully summarize the ward's views.
35	H16- 5	○	However, you can't say that the town planning council is equal to the council, and at least when it comes to the way decisions are made, that is, even if you ask to be allowed to observe, they have a tendency to refuse, which is strange, and the Urban Development Corporation is running it as the secretariat. They've also dispatched experts there. They've been doing everything in a closed manner. Normally, town planning councils, as was the case in Kyodo, should at least ask for the participation of citizens and hold discussions in a way that they can participate. So, is it just Shimokitazawa that's unique? In most other places, they're doing it through councils.	I believe that various opinions have been presented to us in the assembly regarding Shimokitazawa and No. 54. However, since today I am reporting on the relationship between the urban development promotion districts, I will listen to each of your opinions, but the ward's views on this matter have been expressed in the past, and the deputy mayor of Kitazawa has also stated them just now, so I would appreciate your understanding, although I am very sorry.
36	H16- 6	●		In particular, we will obtain approval for the station square and the auxiliary No. 54 route, which are urban planning facilities, at an early stage and will prioritize their development in conjunction with coalition projects. In terms of preparations, we will work to improve safety and security, pedestrian-oriented, barrier-free access, and fire prevention performance. Specifically, we will strengthen access to the station, increase the convenience of transfers between trains, buses, taxis, etc.,

				and promote the development of plazas and wide sidewalks that many people can use to ensure pedestrian mobility to the shopping district and strengthen disaster prevention functions around the area .
37	H16- 6	●	The question is why the ward or metropolitan government does not decide on a plan for using the upper part of the building in advance after consulting with the residents of the ward or metropolitan government and then decide on the acquisition.	
38	H16- 6	●	The coalition project is a town development project, and it is the administration that has said that disaster prevention is important for Shimokitazawa. While giving priority to the development of New Urban Planning Road Auxiliary Route 54, which is opposed by both the shopping district and the residents, they have abandoned plans to use the vast land above, which would also be useful for disaster prevention, and have left it to Odakyu Electric Railway. I believe this is an abandonment of urban planning and town development itself. The project should be frozen, and a fundamental review of the surrounding town development and urban planning, including the public use of the land above, should be carried out. I would like to hear your thoughts.	Regarding the use of the land above the railways, the station surrounding area development plan drawn up by Setagaya Ward in April 2003 provides some images of the development of the station plazas at three stations: Higashi-Kitazawa Station, Shimokitazawa Station and Setagaya-Daita Station; however, we will continue to hold discussions with the Tokyo Metropolitan Government and Odakyu Electric Railway, the land owner, to work out the details.
39	H16- 6	●	At the briefing, landowners raised questions about why they must sell the land that will become Odakyu Electric Railway's property without indicating how it will be used for public purposes, and whether they will be able to return to their original location once the subway is completed. These are natural questions. As long as the public use plan has not been finalized, even if they are temporarily evicted for construction work, they should have the right to return to their original location. At the briefing, the only answer given was that they are asking for a purchase. If temporary eviction is possible rather than a purchase, it is accountability to clearly state that. I would like you to explain how this is interpreted legally.	Next, you pointed out whether it would be possible for landowners to temporarily evacuate due to the project, but in the section of the project that will be constructed using the cut and cover method, it will take a long time for the underground structures to be completed and the land to be backfilled, and even if it is made underground, we need to ensure the integrity of the railway site, so we believe that it is not realistic to evacuate landowners temporarily and then rebuild above the railway once it is completed. (Someone calls out, "It's the law.") It's not that it's not possible under the law, but Odakyu Electric Railway, the operator of the quadruple track project, has said that it will acquire the land for the project through purchase, and based on the recognition that it is not realistic as I mentioned earlier , we are considering That is what we have.
40	H16- 6	●	As for the section above the Odakyu Line, it is clear that it is particularly wide. It will be 30 meters wide and 22 meters wide, and will continue for 2.2 kilometers. Without a clear plan for this, how can it be considered town development, urban planning, or town development for Shimokitazawa? Therefore, the project should be frozen until this is shown. If this is not done, we will not know what kind of project it will be, and this is the issue, so I would like a clear answer.	Regarding the use of the upper part of the railway, under the Construction and Transport Agreement and other agreements, except in cases where the railway operator itself needs it, it can give priority to transferring the land to the relevant local governments for a fee. This naturally involves money, and naturally a decision on its use must be made after various plans have been made. Therefore, we would like to decide on the use of the upper part of the railway in the future, taking into consideration the wishes of Odakyu, the Tokyo Metropolitan Government, and local

				residents.
41	H16- 6	●	Also, whether it is realistic to evict someone is something that the person being evicted must decide for themselves, and they are legally free to do so. Unless they can show this, it will not be a fair eviction negotiation. I would like you to answer again what you think about this.	Regarding the issue of temporary evictions, as I stated earlier, this is a long-term construction project, and we believe that it is not realistic to evacuate for that period and then have people return.
42	H16- 6	●	Regarding the issue of eviction, the value of the land will change depending on what happens to the upper part. It could become a vacant lot and become a very prime location. So, it's fine if there are people who want to come back. Also, depending on the use of the upper part, There may be cases where people have to be asked to move out. I believe that doing such things properly is part of urban planning and city development.	
43	H16- 9	■	Now, speaking of something unique, something unique to Shimokitazawa, as a council member who is always hoping for the unique development of Shimokitazawa, I think it is important to cherish the bustling local character and pedestrian circulation of Shimokitazawa. What rules are necessary for the future district plan formulation that also takes into account the streetscape, and what kind of district plan should be a precedent that makes use of Shimokitazawa's uniqueness and distinctiveness? I strongly hope that a district plan that is suitable for the Shimokitazawa area will be formulated, so I would like to ask you to answer what kind of rules will be created, what are the characteristics, and what are the benefits of the streetscape-oriented district plan that you mentioned in your answer.	The Building Standards Act is a rule common throughout the country, and depending on the circumstances of a town, issues such as streetscapes with buildings of different heights and narrow roads that make it difficult to secure safe pedestrian and shopping spaces can arise. We believe that the area around Shimokitazawa Station has similar issues. A streetscape-guided district plan has the characteristic of being able to utilize these district characteristics through the synergistic effect of restrictive rules and mitigating rules. In the Shimokitazawa area, for example, we believe that it will ensure comfortable shopping spaces at major circulation axes, create a good streetscape landscape with uniform skylines and walls of buildings, and improve the situation where the roads are narrow and the land cannot be used effectively, thereby revitalizing the entire town.
44	H16- 9	■	What we really feared is now coming to fruition as a plan, but in the end, if the current floor area ratio is used to the full extent by widening the road, the plan will result in a high-rise town of around 17 stories. I have one question about this. It says that the maximum floor area ratio is the currently designated floor area ratio, but it also says that the rules for the roadside will be relaxed, and that the floor area ratio restrictions will be relaxed depending on the width of the road in front. Does this mean that there will be a relaxation of more than 500%? What do you think?	We are currently working to obtain business approval for the roadside use. When the roadside is completed, the roadside will be able to be used to a large extent, and there are some areas where the designated volume is 500%, so it will not exceed that.
45	H16- 9	■	Basically, I think we can think of this plan as being to make the most of the 500% floor area ratio. That's why, initially, you said you wanted to keep it lower. But in the end, 17 stories is more than 50 meters, right? That's the kind of height we're thinking of for the townscape.	Rather than the height or volume, we need to think about how to develop the area around Shimokitazawa Station. We don't want to do redevelopment to make it 500% or do land readjustment. The ward's current thinking is that if there is enough road width around the station and along the railway

				line, we can achieve 500%. However, we are not going to build super-high-rise buildings or anything like that, but rather we will set rules to regulate the height and streetscape, and then we will work on developing a certain level of infrastructure by considering what to do with other narrow roads such as secondary roads. This is not a road project by the ward, but rather a method of widening the roads by specifying wall lines in a streetscape guidance style, with the cooperation of the local community.
46	H16- 9	■	However, if they develop a road up to 26 meters wide on Route 54 and widen Route 10 in front of the station, it's inevitable that people will be evicted, so wouldn't that amount of development be required in the mid-to-high rise areas, the red and gray-purple areas, as a kind of areal development? Aren't there any plans to restrict this even more?	There are no examples of this type of district plan in the ward yet. This will be the first example. Even in Shimokitazawa, a bustling hub, the effective land use rate is extremely low at 160% overall. It is difficult to install foundations of six or eight meters in these areas, so even if the current height of four meters is extended to four meters by specifying the wall line, the current Building Standards Act restrictions for uniform building plans mean that the rate will only be 240%. We need to adjust the skyline in accordance with the characteristics of the area and secure pedestrian space in the town, so where should this be positioned in the future? Of course, the plaza that you just mentioned, which is the face of the station, and Route 54 are both city plans, so in reality, this is an area where height can be achieved even without such a system. Therefore, if we limit the maximum height here, That is the idea.
47	H16- 9	■	If we go with this, in short, by combining wide roads, station squares, and streetscape guidance district plans, it will become a de facto surface development. After all, you are all merchants, so if you think about profitability, this system will lead to highly advanced utilization of the surrounding town of Shimokitazawa through continuous Odakyu Line intersections, and it was a lie to say that we would not do that.	Regarding the area around Shimokitazawa Station, a major issue is to promote area-wide development by taking advantage of coalition projects and other initiatives. Currently, even in areas with a very high floor area ratio of 500%, This area has very low potential, with a 100% potential. I believe there is a strong need to revitalize this area. Therefore, there are currently no height restrictions. I think there is a big regulatory element to this.
48	H16- 9	■	Either way, if they do something like this, Shimokitazawa's identity, or the town's character, will be lost. We really need to put more restrictions on this.	
49	H16- 9	■	Also, this is a very limited distribution in this area. Although it is limited to those who own land and buildings, the people in the surrounding residential areas are also very interested in Shimokitazawa's town development, so I think that it is necessary to hold explanatory meetings or other proper explanations on a fairly wide scale about these plans. Are there any plans for this?	Based on this proposal, which is just a rough draft, we have attached postcards to give you an opportunity to give us your opinions. We will also place these at the counters. Therefore, we will not only distribute postcards to a limited area, but also distribute postcards to more than 5,000 households in the Kitazawa area, which has 1,600 households, as I just mentioned, and place them at the counters. We will make

				every effort to disseminate information and compile the postcards.
50	H16-12	●	Shimokitazawa's Route 54 is also an unstarted route that was decided upon in the city plan in 1946, and it divides the shopping district, contradicting the development policy's goal of creating a safe, attractive space where people can live and walk. If a large road is built through it, a large number of cars will flow in, which will induce the town to become high-rise, and Shimokitazawa will lose its charm. A draft outline of the district plan has been presented, but it is outrageous to turn Shimokitazawa into a town lined with 17-story, 60-meter-tall skyscrapers. Shimokitazawa's urban development is reconsidering Route 54 and making it car-free. We need to consider creating a town that is enjoyable to walk around and that limits high-rise construction. What is the ward's opinion on this?	Regarding the development of the Shimokitazawa Auxiliary Route 54, the Regional Development Policy In the mid-term review, this route was positioned as the axis of the regional transportation network. We believe that this route is extremely important due to the need to strengthen the road network, firebreaks, evacuation routes, and transportation hub functions. We have positioned this route as a priority project . Regarding the development of Shimokitazawa, the district town plan was drawn up in May of this year. The development plan positions Auxiliary Route 54 and the station square as a new hub for circulation, contributing to the creation of a walkable town by providing wide sidewalks and spaces for people to gather. Furthermore, the draft district plan outline mentioned by the council member presents the idea of actively restricting the height of buildings in commercial areas, where there are currently no height restrictions, in order to curb disorderly streetscapes, with the roads along Auxiliary Route 54 being designed to create a new face for Shimokitazawa. In the future, we will take into account the opinions of local residents and others, while taking advantage of the current appeal of Shimokitazawa , and put together specific improvements and restrictions. We would like to do so.
51	H17- 3	●	Recently, I have heard that various media outlets have exaggerated and over-interpreted the Auxiliary Route 54 project in various ways. I believe there are various opinions on the formulation of the district plan for the area around Shimokitazawa Station, as well as the approval of the Auxiliary Route 54, the District Route 10, and the station square. However, it is an undeniable fact that these projects have been planned there for over 30 years. These projects have been carried out in that reality. They have not suddenly appeared like a ghost. It is true that there have been many twists and turns to get to this point. However, the silent majority genuinely want to realize urban development as soon as possible, live in Shimokitazawa, where no planned lines have been drawn administratively, and develop the town. All of these projects should be carried out in line with the progress of the local continuous grade separation project. This is an important project that must be	We have been aiming to obtain approval for this route in the spring of 2005. We began land surveying work in July of last year, and are currently proceeding with work such as determining boundaries. We have also been explaining the project to and consulting with many property rights holders individually. The surveying work is taking much longer than initially expected. We would like to determine the schedule for obtaining approval for the project as we monitor the progress of this work. In any case, the project for the auxiliary 54th route and the station square Therefore, we intend to not fall behind in our coalition projects and to move forward proactively towards obtaining business approval.

			realized at all costs. I have requested that the opinions of local residents be respected and that the goal be achieved promptly and carefully without rushing, and that even greater efforts be made. What is the current status? I would like to ask for an answer. Moreover, this concludes my questions from the podium.	
52	H17- 3	●	In Shimokitazawa's urban development, we demand a review of Route 54, an auxiliary urban planning road that divides the town and draws in cars. The 60-meter height restriction in the district plan currently under consideration should be revised to be more strict. We demand that a forum be created in which all residents can participate, rather than hastily deciding on the plan. If we can change the way we pour tax money into wasteful large-scale development, we can realize the demands of the ward residents.	
53	H17- 3	●	Also, in order to protect the charm of Shimokitazawa, the draft set height limits of 22 meters and 16 meters within the district, but for the plots along Auxiliary Route 54, District Road 10, and Chazawa Street that are 500 square meters and 2,000 square meters, respectively, there are easing measures of 45 meters, 60 meters, and 31 meters. Why is it necessary to take easing measures? Also, there was talk in the roundtable that subsidies would be available for plots of 500 square meters and 2,000 square meters, but is this actually the case? I don't think there is a need for easing measures, so I would like to hear your thoughts on these two points.	Regarding your question about land use, this is a commercial area, and there are currently no height restrictions. Therefore, for larger sites, it is possible to build buildings 100 meters tall. In this situation, we believe it may be necessary to place some restrictions on building height, and so we are considering a basic line of 22 meters and 16 meters, as the committee member just pointed out. Within this, for sites that have been built on a large amount of land, we are proposing to allow a certain degree of height by making effective use of the land or by creating green space or other open space in the surrounding area, and to limit building height depending on the size of the site. We are able to do so.
54	H17- 3	●	The charm of Shimokitazawa is that it is full of three- and four-story buildings. So, with those few buildings, it is an attractive town with a lot of mobility. In order to protect such a town, tall buildings are not necessary, and there are serious problems in terms of disaster prevention. Also, a vast area will be built on the site of the Odakyu Line, so ideally, we should first consider the problem of the site. We should think about what we can do about town development and then think about the overall picture. I think that we will have a thorough discussion about whether Route 54 is really necessary, and that we will find that it is not necessary. Therefore, I think that what is most important is not to build Route 54, and to carefully consider the town development plan for Shimokitazawa on that basis.	We would like to take this coalition project as an opportunity to move forward with comprehensive urban development while listening to a variety of opinions.
			I also attended the briefing session on the draft of the district plan for the area around the station. Many people asked questions, and I got the impression that the time for the briefing itself was insufficient. Some opinions expressed included that the flow of people in the Ichibangai shopping district would be blocked by Route 54, and that if a 60-meter	You mentioned a 60-meter building, but in terms of height, our plan for Shimokitazawa's urban development will be to retain the current townscape while limiting the height of buildings throughout the town to mid-rise. However, on sites adjacent to new urban facilities such as Auxiliary Route 54 and the station plaza, we will allow the construction

55	H17- 3	●	high-rise building were built in front of the station, Ichibangai, located on the north side, would be in the shade, and that the shopping district would become deserted, which was a problem. In addition, while it is good to strictly regulate the height of buildings in the surrounding areas, it is strange that only 60 meters is permitted in front of the station. Also, even though the Kyoto Protocol has come into force, building a city of high-rise buildings is a burden on the environment, and it is going against the times. Such opinions were voiced one after another. I also believe that Route 54 will divide the town of Shimokitazawa, and that other parties As has been said before, I think that Route 54 should be reconsidered. Also, the district plan calls for a height limit of 60 meters, saying that it is the face of the area in front of the station. I don't think high-rise buildings are appropriate for Shimokitazawa . I think that height restrictions should be made stricter. But what do you think?	of mid- to high-rise buildings, provided that space that contributes to urban development is secured. We would like to create a townscape with a strong presence, such as improving accessibility and enhancing pedestrian space. Normally, there are no restrictions on the height of buildings in commercial areas, but because it is anticipated that in the future there will be disorderly, intensive use of land will occur , we are proposing to proactively introduce certain height restrictions as a preventative measure .
56	H17- 3	●	I think the idea of actively restricting building height to prevent chaotic urban development is a very good one. However, if we allow 60 meters, a 60 meter building will be built. So, I think this should be reconsidered.	
57	H17- 3	●	The ward has always said that it has been making plans while listening to the opinions of the town planning council, but many people in the area do not know the details of the plan, or have only recently found out. What is needed now is a place where all residents can participate and discuss town planning together. In particular, the people of the town can fully exchange opinions on issues such as what to do with the face of the station. Moreover, the council is not an organization that anyone can join. Shouldn't the ward provide such a place for discussion that anyone can participate in? The ward will not make hasty decisions on the plan, but will hold a forum for discussion in which anyone can participate. I believe we should create such a system. What do you think?	Up until now, we have mainly been holding discussion meetings. However, As we present the outline of the district plan, we have held four opinion exchange meetings with all the people in this area, divided into blocks, since the beginning of this year. In this way, we have received various opinions from the people in the area and those who have rights there. As we have heard a variety of opinions in this way, we will continue to hold explanatory meetings and other events for the entire area regarding this draft plan. In the future, when creating the draft, we will take into account Article 16 and Article 17 of the City Planning Act. There will be opportunities to hear various opinions, such as through article inspections, so We would like to come up with a better proposal while we wait.
58	H17- 3	●	Such procedures and explanatory meetings alone will not reflect the voices of residents. I would like to end my questions by asking for a proper forum for discussion. to.	
59	H17- 3	○	This is a picture from page three of "Kitazawa Urban Development": The height is divided into two areas, and the height is restricted to 22 meters for the entire area of ㊶, but the height is relaxed to 60 meters and 45 meters for sites over 2,000 square meters and 500 square meters. Well, if	Regarding the height, many opinions were received when the outline was being drawn up, and there were concerns that the height of the Town Hall would be the standard, but that it would end up being a forest of buildings about 17 stories tall, or 60 meters tall. In fact, unless a certain amount of land

			we can't build a wide road, we won't be able to build something this expensive in the first place, so I don't think this is much different from the original proposal, but what do you think?	is available, it is physically impossible to build. Currently, there are three locations that are 2,000 square meters, and the Town Hall is 2,400 square meters. Part of it will be taken up by Route 54, so it will be just over 2,000 square meters. Then there is the Fujiwa Mansion where the Honda Theater is located. And then there is the area around Patio Koshimizu, which is 2,000 square meters, so these three are currently 2,000 square meters. Therefore, with the development of a certain amount of urban infrastructure, and considering the aspect that land use has been greatly hindered because the volume is less than 40%, I think it is a reasonable idea to open up a certain portion of the land to the public.
60	H17- 3	o	To put it another way, as I said earlier, I believe you are thinking of Route 54 as a form of redevelopment that will lead to the development of a wider area. If that is the case, then it is natural that there will be a movement towards redevelopment that concentrates land on areas of over 500 square meters, or even over 2,000 square meters, and I am sure you are of course anticipating this as well.	Currently, the land in Shimokitazawa is divided into many small lots, In many buildings, the situation is very inconvenient. The public space created by the joint ownership and cooperation of buildings that can be managed together will become a valuable resource. Therefore , if there is any joint movement among landowners, the ward will support it. Naturally, we are thinking about providing support.
61	H17- 5	o	We held an explanatory meeting on the draft of the Shimokitazawa district plan, but since then, various discussions have been taking place in Shimokitazawa. There are general voices saying that the buildings are too tall under the current district plan, and that large-scale redevelopment is not a good idea. So the number is rising. Taking that into account, are there plans to hold another explanatory meeting or something like that?	The briefing session was held in March, and since then, in addition to roundtable discussions, we have also held briefings for each block, as we have done in the past. However, now we are going to have what we might call district plans for each route that will guide streetscapes, and as there will be regulations and relaxations, we will also hold briefings for each route, and we would like to hold the kind of briefing session that the committee member just mentioned.
62	H17- 5	o	I have maintained that Shimokitazawa's urban development should be discussed in a council under the town development ordinance. There were voices within the discussion group itself that it should transition to a council, but the ward has in fact prevented this from happening. The discussion group does not allow local residents to freely participate or observe. And yet, the ward responded in the ward assembly that it would treat the discussion group in the same way as a council, and it regards it as an organization that represents the opinions of the Shimokitazawa community, and it is this discussion group that the ward has held repeated consultations with when formulating the ward ordinance's town development plan and statutory district plan. (Omitted) Regarding the minutes of the first to fifty-third meetings, when and for what reason Who is responsible for the destruction? We would like to know your location.	The minutes of the discussion meetings are to be kept for five years according to the ward's document preservation standards. However, we have been preserving the minutes from the 54th meeting onwards in fiscal 1998, as we believe they are necessary for current urban development policies. The minutes are preserved appropriately, based on the ward's document preservation standards. We believe that the decision to make the minutes public is left to the discretion of the discussion meeting, which is an independent urban development activity group.

63	H17- 5	o	On September 6th, the Setagaya Ward Urban Planning Council reported on the Shimokitazawa Station Area Plan, which was compiled by twenty urban planning experts, including city planner Takashi Minohara. However, we have submitted a request to the ward mayor. The request is dated July 4th. This request positively evaluates the current cultural value of Shimokitazawa and highly praises the urban structure that supports it, but we have also determined that the draft plan not only contains fundamental problems in light of modern urban development thinking, but also that it cannot be said that discussions involving residents have been exhausted, and we request that the draft plan be reconsidered .	In March of this year, the ward summarized the results of urban development efforts in the Shimokitazawa area and announced them as a draft district plan and held an explanatory meeting. Currently, as we continue to work on formulating the draft district plan, we are receiving a variety of opinions. On July 4th of this year, we received a request from the experts you mentioned, requesting that we reconsider the draft plan, and we understand that this opinion is based on the insight of the people who participated in that request.
64	H17- 5	o	1. Regarding the fact that it is highly evaluated in terms of modern urban planning for the current Shimokitazawa area, 2. Regarding the fact that the auxiliary 54th route and the station square are Concerning the criticism that this will destroy the perspective and scale, (omitted) I would like you to give a specific answer.	The Shimokitazawa area is a transportation hub where the Odakyu Line and the Inokashira Line intersect. Located at the crossroads of the Shimokitazawa area, it has flourished as the commercial center of Shimokitazawa since ancient times, and the culture of Shimokitazawa, represented by its attractive shopping streets and theaters, has developed in harmony with the residential area. However, there is a lack of urban infrastructure such as roads, and issues such as pedestrian safety, creating comfortable shopping spaces, rational land use, and improving disaster prevention are all facing challenges. The town development in this area is based on the urban development policy, and aims to maintain the current attractiveness of the town. We aim to inherit this strength and, along with the continuation of the Odakyu Line project and the development of urban planned roads, add new appeal as a wide-area living hub through the district planning system, which regulates and guides the reconstruction of buildings. In the future, the roads along the Auxiliary Route 54 and the station square will be equipped with wide sidewalks, and it is expected that the establishment of open plazas and through passages that will contribute to the new urban development stipulated in the district plan will lead to a new and lively townscape, while at the same time preserving the intimate townscape of Shimokitazawa as a whole. We are.
65	H17- 5	o	Regarding third point, the criticism that explanation and consensus building were insufficient, and fourth point, that a city planning council should be organized in accordance with the City Planning Ordinance and the district plan should be reconsidered, I would like you to give a specific response.	Regarding the proposal to organize an urban development council, the ward recognizes the Shimokitazawa Urban Development Council as a representative local organization that has provided valuable suggestions and opinions to date, and as such is equivalent to an urban development council organization.

66	H17-10	■	The ward has been saying a lot up until now that Route 54 is necessary for disaster prevention. But if we don't build Route 54, will Shimokitazawa really be able to become a disaster-resistant town? The ward has been saying a lot up until now that Route 54 is necessary for disaster prevention. But if we don't build Route 54, will Shimokitazawa really be able to become a disaster-resistant town? Our party has been advocating the use of earthquake-proofing for buildings to reduce damage from earthquakes. I have been advocating the importance of promoting the construction of towns where buildings do not collapse. Even if a large road is constructed, a town cannot be called safe if houses collapse. If houses do not collapse, the safety of the town will be greatly improved even without a large road. There is talk of evacuation routes and fire engines, but Setagaya Ward has been promoting restorative urban development with disaster prevention district plans, such as Kitazawa 3-chome, and has actually seen results. If we are to increase the safety of the town using the same amount of tax money, wouldn't it be more effective to focus on supporting earthquake resistance of buildings rather than building one large road? This is the ward's view. I'd like to hear the answer.	Auxiliary Route 54 runs from east to west through Setagaya Ward and is a very important route in the road network that contributes to smooth traffic flow. In addition, from a disaster prevention perspective, they play an important role in preventing the spread of fire, evacuation, rescue, firefighting, and reconstruction activities, and we believe they are an essential component in improving disaster prevention capabilities in the Shimokitazawa area. Regarding the earthquake-proofing of buildings, as pointed out by the committee member, the ward recognizes that it is an important element of disaster prevention and that it needs to be promoted in conjunction with other measures.
67	H17-10	■	In terms of disaster prevention in the ward so far, I think that in preparing for earthquakes, an unusual amount of effort has been concentrated on roads, such as firebreaks. By proactively promoting earthquake resistance, I think there are many ways to create a town that is resistant to disasters without building large roads. There is a lot of opposition to other methods that do not rely on roads, and roads destroy towns in the first place. I would like to say that a reconsideration is necessary.	Regarding the development of the area around Shimokitazawa Station, I understand that it is not simply a matter of developing the station plaza and roads, but rather that it is a comprehensive development that aims to ensure urban disaster prevention functions around Shimokitazawa Station and to further develop the commercial environment around the station, so I would appreciate your cooperation.
68	H17-10	■	Originally, a consultant was involved in the discussions about the station square, and at that time they proposed that 300 to 1,900 square meters would be fine. However, after that, it was suddenly changed to 5,300 square meters. This was because of arguments such as that subsidies would not be given if the area did not access the city planning road, and in a sense, it seems that the people of the town were persuaded.	There is no such fact.
69	H17-12	●	The use of tax money to build large roads that residents oppose is also a waste of money. Many people oppose Shimokitazawa's large road auxiliary route 54, saying that it will ruin the charm of Shimokitazawa and that they don't want a town lined with high-rise buildings. Just the first phase of the route and the station traffic plaza will require the purchase of 13,700 square meters of land and the eviction of residents. The price of the land alone will cost at least 10 billion yen, and a	

			huge amount of tax money will be required for relocation compensation, business compensation, road construction costs, etc. Investing tax money in large-scale developments and large roads that residents oppose is a waste of money for the government and should be stopped. I would like to hear the ward's opinion.	
70	H18- 3	●	Secondly, regarding the use of the former site of the upper floors of the Odakyu Line Shimokitazawa Station building, a report was made in the ward's basic policy a year ago. What is the current situation since the basic policy was formulated? Regarding the use of the site, I think that the opinions of many people, including local residents, should be incorporated through various methods such as public comments and PI. Please tell us the current status of the policy for the use of the site.	For many years, Shimokitazawa has been developing its urban development plans and district plans by listening to the passion, requests, and opinions of local residents through urban development discussion meetings and other forums.
71	H18- 3	●	There is a growing demand for a review of Shimokitazawa's large-scale road plan, Route 54. The Shimokitazawa Merchants' Council, which is calling for a review of Route 54, has submitted a petition to the ward with signatures from over 500 stores. This accounts for one-third of the stores in Shimokitazawa. A citizens' group called the Shimokitazawa Forum has distributed about 3,000 questionnaires to residents and stores around the station. The survey gathered 1,200 responses. Sixty percent of respondents said they did not need a major road, Route 54, while 13.5% said it was necessary. The majority also expressed their opposition to allowing the construction of large buildings. Sixty-three percent felt that the government's explanations were insufficient, and 76% said that more thorough discussion, including alternative proposals, was needed. The ward says it will approve the construction of Route 54 within the fiscal year, We should not apply for business licenses in a hasty manner. What are your thoughts on this ? In addition, various counterproposals have been announced for the Shimokitazawa urban development plan. The Shimokitazawa urban development plan should be reworked by creating an open forum for discussion. What are your thoughts on this?	Regarding the auxiliary route 54 in the Shimokitazawa area, the designated procedures have been followed. As a result, the city plan was revised in January 2003. Since then, we have held a current status survey briefing session, followed by a site survey briefing session. Currently, we are carefully and swiftly proceeding with the necessary work towards obtaining business approval, such as surveying, while providing individual explanations and consultations to the many rights holders involved in the road project, including the station plaza. Therefore, we are currently in discussions with the Tokyo Metropolitan Government, which has the authority to approve city planning projects, with the aim of obtaining business approval within this fiscal year, in line with the initial schedule. In any case, the Odakyu Line continuous grade separation project We will aim to start the project as soon as possible so that we can proceed with the necessary road construction without any delays. Next, you asked about the need to have thorough discussions and come up with a plan. Regarding the town development of Shimokitazawa, the ward has provided information through the Town Development Newsletter and website, while listening to the opinions of many people, including the local Shimokitazawa Town Development Forum, neighborhood associations, and shopping district associations, and has proactively held numerous opinion exchange meetings and information sessions in order to solve the various issues facing the town. This is what happened.

72	H18- 3	●	The total number of affiliated stores in the four Shimokitazawa shopping districts was 761 as of June 2005. In this situation, over 500 Shimokitazawa merchants have organized themselves to appeal for a review of the city plan for Route 54, and have requested a meeting with the ward mayor. About 100 of these businesses are affiliated with the shopping districts. Although we have requested to meet with the ward mayor on multiple dates since the end of last year, the ward mayor's office has responded by saying that this issue is being handled organizationally, that the City Planning Division of the Kitazawa General Branch Office is the contact point, and that meetings with the ward mayor are not possible. When the representative visited the mayor's office on January 18th, the head of the office gave the absurd answer that he would not be able to meet with the mayor because he would be busy with the New Year holidays from November to February . However, on the other hand, on January 25th, the mayor met with executives of four shopping districts and two neighborhood associations in Shimokitazawa, with the Kitazawa General Branch Manager also in attendance, to request the early approval of the Route 54 project . If you are a yes-man for the ward's policy, we will meet with you, but if you are not, we will completely exclude you. Such behavior is unacceptable. I would like to question the ward mayor and related officials about their response. You should meet with the representative of the assembly. You should meet directly and listen to the opinions of the ward residents. Please let me know if you plan to meet with them or not.	First, I would like to talk about the ward's response to the request made by business owners on the 18th. The ward clearly informed the representatives of the business association in advance that the ward mayor would be absent on the day, and that the head of the ward mayor's office would be accepting the request on his behalf. The representatives knew this when they visited, but did not submit the request, saying they wanted to hand it over directly to the ward mayor at the scene. The representatives then mailed it to the ward mayor's home, and the ward has accepted it. Next, I received a question about whether the mayor plans to meet with the governor. I will answer that question. In Setagaya Ward, which has a population on par with that of a prefecture, it is extremely difficult for the mayor to meet directly with the 840,000 residents. There are various opportunities for the mayor to hear the opinions of the residents directly, such as town meetings, opinion exchange meetings between the mayor and residents, and opinion exchange meetings with various organizations. In addition, under the mayor's supervision, when it comes to policies regarding important projects, he has instructed the relevant departments, or conversely, when he confirms the direction through discussions with the relevant departments, he has put in place a system for sharing various policy information, such as case-by-case responses. The town development in Shimokitazawa is under our jurisdiction. We have received instructions from the ward mayor to handle this at the Kitazawa General Branch Office. We are.
73	H18- 3	●	The day before yesterday, in a question from a representative of another party, there was a question about the evaluation of the results of a city development survey on Shimokitazawa conducted by experts participating in the Shimokitazawa Forum, but the mayor did not give a proper answer to this question. Regarding Auxiliary Route 54, 13.5% think it is necessary, 60% don't think it is necessary, roundabouts for buses and cars, 25% think it is necessary, 49% don't think it is necessary, 12% think the government has provided sufficient explanations about the plan, 63% say it is not sufficient, 8% don't think so and 76% think it is necessary. Please tell us how you evaluate the results of this survey. In addition to the results of this survey, there are also voices of opposition from over 500 Shimokitazawa merchants. The request made by the four shopping districts and two neighborhood associations on January 25th has	I have heard that a group of experts conducted a survey of residents, businesses, etc. in the Shimokitazawa area. However, I have not heard any details about the content or results of the survey. I would like to refrain from commenting on each case individually. Next, I would like to respond to the opinion that we should take another look at Route 54. Regarding the urban development of Shimokitazawa, the ward has been providing information through the town development newsletter and website, while listening to the opinions of many people in the local Shimokitazawa Town Development Forum, neighborhood associations, and shopping district associations. Currently, we are proceeding with discussions with the Tokyo Metropolitan Government toward obtaining business approval, according to the original schedule.

			been criticized in the town as being the result of the reckless action of executives alone, without any resolution from the board of directors or the opinion of union members or neighborhood association members being heard. Also, with the Supreme Court ruling in mind, the urban planning for the Shimokitazawa area should at least hear the opinions of a wider range of residents in the surrounding area. In such a situation, the ward mayor should stop and hear the opinions of surrounding residents, merchants and experts, rather than rushing ahead with the Route 54 project, which does not have consent, but rather how has the ward mayor responded? I would like to know what you think about this.	In any case, the Odakyu Line continuous grade separation project We aim to start the project as soon as possible so that we can proceed with the necessary road construction without any delays.
74	H18- 3	●	At this regular session, the issue of negotiations with private groups regarding the construction of the Shimokitazawa Auxiliary Route 54 was repeatedly brought up by multiple parties. When I asked for their opinion on the questionnaire survey conducted by a private group among local residents and shops, I was told that the relevant authorities did not have an accurate grasp of the survey results. I was honestly speechless when I heard the relevant authorities say that they were not even aware of the contents of the survey, which had already been widely circulated. If they really had no knowledge of the survey results, this is a clear and obvious case of administrative negligence. Furthermore, if they are aware of the survey results but are trying to suppress them, I am astonished at the lack of listening ears of the ward administration. Listening ears can only be achieved if one is willing to listen to dissenting opinions, and it would be laughable if they were ears that could be closed or opened as needed. I do not intend to say that the survey results are absolutely correct. No. However, if the results of the survey are unacceptable, the ward should proactively conduct its own investigation and then consider whether the residents' opinions are correct. I think it's best to refute this head-on.	
75	H18- 3	□	The mayor himself has clearly stated his basic stance on the development of Shimokitazawa's Auxiliary Route 54, calling it one of the most important routes. Since the beginning of this year, representatives of the local Shimokitazawa Four Chambers of Commerce and neighborhood associations have met with the mayor and submitted a request for the promotion of the route directly to the Vice Governor of Tokyo. The Shimokitazawa Urban Development Council has also been making requests to the same effect. That's right. Local people are taking action on their own like this. I have a strong desire for you to understand	We have been working carefully and promptly on the application for business approval, beginning with land survey work, and providing individual explanations and consultations to the many rights holders involved in the road project. We are now nearing the end of the land survey. We are currently in discussions and coordination with the Tokyo Metropolitan Government regarding the application for business approval. In any case, we take into consideration the feelings of the many people who have lived here for many years, love this town, and have worked in various ways to make it a

			and proceed with the project. This is not a town development plan that just came out of nowhere. It is a town development promotion plan that reflects the strong desires of local people who have been making requests for many years. I have asked you about this again and again, but what is the current state of affairs of the ward regarding the application for approval of the Auxiliary Route 54, which is strongly requested by the local community? I would like to hear about the situation.	better town, and we would like to continue to work hard towards obtaining business approval within this fiscal year.
76	H18- 3	□	To jump ahead a bit, when Tokyo was building its outer ring road, Governor Ishihara and then Minister of Land, Infrastructure, Transport and Tourism Ogi decided to use public involvement, a Western-style method, and set up a PI Council, where they held discussions for around two years. It may not just be a matter of spending time. However, if Setagaya has been a pioneer in establishing an urban development council, I would like to go a step further and propose something like PI to Shimokitazawa. Mayor, if you have any thoughts on this, please let me know.	The ward would like to continue to promote the development of the area around the station in accordance with the schedule that has been announced so far, without any delays in relation to the consecutive projects. In the meantime, the PI method has been used for the outer circular line, but I think it would be difficult to introduce the PI method to the urban development of Shimokitazawa. In any case, there are many issues that remain to be addressed in the future for the development of Shimokitazawa, such as the design of the station building, the toilets in front of the station, and the state of the station square. In this context, we would like to actively consider methods of involving many residents, such as workshops, while taking into account the points you have proposed. That's what I think.
77	H18- 3	□	However, the Director of Urban Development said that he did not know about this at the time. You say that Setagaya Ward was not aware of this, but if we take such systems into consideration, it would not have been necessary to have Auxiliary Route 54, and the members of the Urban Development Council, for example, were not aware of this. If they had known about this, wouldn't it have been possible to achieve both the Odakyu Line continuous grade separation project and the urban development of Shimokitazawa without the need for Auxiliary Route 54?	The city planning for Auxiliary Route 54 was already decided in 1946. There have been changes since then, but the local Shimokitazawa Urban Development Council has been seriously working on how to advance the development of Shimokitazawa. The fact remains that the city planning for Route 54 had already been decided.
78	H18- 9	●	The Setagaya City Planning Ordinance states that residents have the right and responsibility to participate in city planning that concerns them, and the basic principle is that residents should participate and make proposals. However, the city has not created a forum for residents to discuss the matter in the city planning council and has not considered counterproposals. The ward has ignored the opinions of many committee members who called for the plan to be deliberated, and has not considered the counterproposal that residents' groups have created through repeated surveys and meetings. A lawsuit has also been filed by residents seeking to halt the approval of the road project. The ward's stance of ignoring the voices of residents is a departure from the principles of the city	With regard to urban development around Shimokitazawa Station, for over 20 years since 1984, we have received various proposals from local residents, held explanatory meetings and opinion exchange meetings at various milestones, and made efforts to reflect the opinions we received. After deliberations not only in the city council but also in the Urban Planning Council and other organizations, we have arrived at the proposed district plan that we have today. The premise of this district plan is the Auxiliary Route 54 and the World As for Block 10, also known as the traffic plaza, it takes about three minutes. In 2013, a total of approximately 1,500 ward residents attended the draft explanation

			planning ordinance. The ward should return to its original aim of resident-participatory urban development .	meeting and approximately 1,000 attended the proposal explanation meeting. After going through the procedures required by law, the plan was approved by the Setagaya Ward and Tokyo Metropolitan Government Urban Planning Councils and was publicly announced in January 2003. Regarding the newly decided Auxiliary Route 54, etc., each group has been reviewing and revising it for about two years. The ward mayor himself has met with you personally on occasions, and the relevant department has met with you directly, providing numerous opportunities to exchange opinions, including with groups that have presented alternative proposals such as the Supplementary Route 54 and the suspension of construction, as well as counterproposals such as the suspension of construction and the roundtable, and requests to withdraw the project application from the metropolitan government. Given that decisions have already been made on the Supplementary Route 54 and other roads, we have determined that it would be extremely difficult in reality to hold a roundtable where those calling for the next stage and those calling for a review or suspension of the plan could gather together, and have communicated this to that effect. Based on Article 17 of the City Planning Law, we are currently seeking opinions from a wide range of people. We will consider the opinions received during the public viewing period and plan to hold a consultation at the City Planning Council on October 18th. We are doing it.
79	H18- 9	●	The ward is currently collecting written opinions, but Setagaya Ward itself is distributing written opinion sheets printed with the words "I support the plan." The sheets also include a document instructing people to choose one of three reasons for their support and to "write that they support the plan on the sheet." This is a serious problem that shows the lack of fairness in the administration.	As for the ward, since we reported the plan to the City Planning Council on July 26th and to the assembly on July 28th, we have received requests from local groups, including the Shimokitazawa Town Development Forum, and have been explaining the district plan in response to those requests . We are.
80	H18- 9	●	Citizen participation is the biggest theme in local government. To achieve this, we must understand that there are structures to which general theory does not simply apply. To overcome this, I think it is necessary to create local rules. I believe that it is necessary to present multiple proposals at an early stage for future urban development. In fact, for school renovations, instead of presenting one proposal from the beginning, we have adopted a method of presenting several proposals and widely soliciting opinions. In urban development, for example, the function will naturally change depending on the proposal that prioritizes urban development that is friendly to the elderly and people with	We have heard talk of multiple proposals, and it is natural that in the early stages of an issue, discussion and consideration will be based on many ideas. However, the more important and specialized the issue, the more common it is for government or private companies to compare multiple proposals internally in an organized manner, and then narrow down the best one to present to the public. I understand that, particularly in cases of long-term efforts, the proposals will be refined during the process. In any case, urban development is a fundamental issue for the ward

			disabilities, the proposal that prioritizes industrial development, and the proposal that prioritizes disaster prevention. Of course, combinations are possible. There should be a way to collect opinions from many local residents at an early stage about what kind of town they want to create, and then select the best proposal. This is the last question in this section, but I would like to ask the ward's opinion on future urban development.	administration. Furthermore, in response to changes in the local community, we will make our utmost efforts to address this issue from the perspective of self-governance, administrative autonomy, and responsibility, while continuing to receive opinions from the assembly.
81	H18- 9	●	I obtained the application for approval through information disclosure. I was shocked when I read it. The numbers don't match. The station square, or Block 10, is 5,300 square meters and 60 meters long according to the city planning decision. However, the application for approval states 5,400 square meters, or 64 meters. It is off by even 100 square meters. A splendid building would be built if it was 100 square meters. The amount would be several hundred million yen, given the location. As for the figure of 5,300 square meters, the local shopping district people said that it was not necessary to have such a large area, but the ward officials explained that it was because they would not receive subsidies unless it was 5,300 square meters . Also, the planned site is above a railway line. The actual length of the 60 meters is 6 Is it acceptable that the height was only 14 meters? Please tell us what was the cause of this sloppy response. Article 61 of the City Planning Law states that the content of the project must conform to city planning as a condition for approval. The city planning decision and the application for approval are not in conformity, so this is illegal. I think the application should be withdrawn and redone. What are your thoughts on this? I think so.	First, we received a comment about the discrepancy in numbers regarding the urban planning decision for the station square and the application for approval. Generally, when urban planning decisions are made for urban planning roads, the area is shown on a 1:2500 scale floor plan, the length is indicated in 10-metre increments, and the size of traffic plazas is indicated before making the urban planning decision. On the other hand, at the time of applying for business approval, detailed current status surveys are carried out, and therefore the length is shown in meters and the size of the traffic plaza in 100 square meters. Therefore, the length and area are calculated according to the progress of the project, which is why the difference appears. Secondly, is it illegal for the urban planning decision and the approval application to not conform? The talk was that it should not be revised or that it should be withdrawn. The Tokyo Metropolitan Government is currently reviewing the application. However, as a ward, we have applied for business approval based on the city planning decision, so we believe it is legal. I have no intention of retracting this.
82	H18- 9	●	When I read the project application, I found that although Route 54 is a road plan, it only talks about town development, not about automobile traffic. If it is about access between Chazawa-dori and the station, there should be no need for a project from Route 10, which is built under the Odakyu Line, to the circle area near Shiga Clinic on the north side. This project is a first-phase construction, but it will not be connected to Auxiliary Route 26, nor to Ring Road 7. Projects such as Auxiliary Route 54, in terms of construction time division and start procedures, are not based on the necessity of a transportation network, but rather, in terms of their location and shape, their main purpose is to make intensive use of the town, and they deviate from the original purpose of the road. This is what is called "taking other people's business into consideration." It is illegal. I would like to hear your opinion.	Next, you asked whether, judging from the construction phase of Route 54, the purpose is not to create a transportation network, but to make efficient use of the town. Auxiliary Route 54 and Setagaya District Road Route 10 are deemed to be roads that need to be developed in order to improve the city planning road network, the transportation hub function around Shimokitazawa Station, and the disaster prevention capabilities of the area. We are considering this, and our aim is not to make intensive use of the town .

83	H18- 9	●	The auxiliary road No. 54, which is 26 meters wide at its widest, is as wide as the circular road No. 7. The previous city plan called for an overpass, so there was a side road, and the side road was also included in the city plan. The ward has explained that this is the case. However, why should the side road be left as it is when it is no longer needed? Moreover, the 40-meter diameter circle portion has also been left as it is . So the standard width of Auxiliary Route 54 is only 15 meters? It should be restored to 15 meters. I would like to know the reason why it is not being restored. I would like you to explain what purpose the 40-meter diameter circular section of Auxiliary Route 54 was created for during the old urban planning process. This type of circle is quite rare as an urban plan for the landing point of an overpass. I would like to know why this special shape of circle was introduced in the old urban plan in the first place.	Next, we were asked what the purpose of the 40-metre diameter circular section of Auxiliary Route 54 was . There are no documents from the time when the urban plan was decided in 1966, so the exact reason is unknown, but it is surmised that at the time when it was planned for Auxiliary Route 54 to cross the Odakyu Odawara Line, i.e. Urban Rapid Transit Line No. 9, in an elevated format, it was built to ensure passage between the elevated section and the side roads that were planned to be constructed on both sides of the elevated section. Next, you pointed out why we kept the 26 meter and circle portion. When the city plan was revised in January 2003, the characteristics of Shimokitazawa were taken into consideration and the width was changed to 26 meters and the circular section was changed from elevated to flat ground in order to ensure a comfortable, easy-to-walk pedestrian space. In addition to developing these spaces as comfortable walking spaces, we hope to create roads that will greatly contribute to the area by improving pedestrian mobility, providing greenery that is lacking in the area, developing them as symbolic spaces for the town, and providing cargo handling spaces. Yes.
84	H18- 9	●	The ward emphasizes that Route 54 is necessary for disaster prevention. Furthermore, in terms of both disaster prevention and the nature of the town, the utilization of the vast former Odakyu Line site is a key element of Shimokitazawa's urban planning and will have a major impact on the nature of the town. Regarding the site, the Construction and Transport Agreement stipulates that the primary right of use belongs to the public sector. Despite this, there has been no discussion whatsoever about a city plan for the public sector to fully utilize the former Odakyu Line site. Please tell us the reason.	First, you asked whether the utilization of the former Odakyu Line site was an important element in Shimokitazawa's urban planning, and whether basic discussion about it was not held at all. The construction of the Odakyu Line underground was approved by the national government on March 23, 2004 as a continuous grade separation project implemented by the Tokyo Metropolitan Government, and is currently underway. Regarding the area above the Odakyu Line, we have received opinions and requests from local residents, and have incorporated these ideas into the development plan for urban development around the station, which was drawn up in April 2003. After that, the ward compiled a policy on the use of the upper floors. This was presented at the special committee meeting in February 2005, and all the ward council members We have already made this information known to our customers.
85	H18- 9	●	The district plan proposal has been open to the public since September 15th, as per Article 17 of the law, but I would like you to explain why no official explanatory meetings or public hearings have been held prior to this. In addition, the Tokyo Metropolitan Government has simultaneously announced and publicly reviewed changes to use and relaxation of floor	The first point concerns the reason why no explanatory meetings or public hearings were held prior to the public announcement and public inspection of the proposed district plan as stipulated in Article 17 of the City Planning Act . Prior to this public notice, an explanatory meeting was held on May 26th in

			area ratios, but the ward has not publicized this at all. Why is this?	accordance with Article 16 of the law, and public opinions were heard. Furthermore, explanatory meetings and opinion exchanges have been held at various milestones up to now in an effort to publicize the contents of the district plan. Specifically, we have published the Town Development Newsletter, and in September 2004, we launched a website on which we post detailed information about the district plan and have put in place a system that allows anyone to view it at any time. Accordingly, in order to thoroughly publicize the proposed district plan, we have held explanatory meetings and public hearings. We have decided not to hold the event.
86	H18- 9	•	In addition, Tokyo Metropolitan Government did not hold any public hearings or explanatory meetings before the public announcement and public inspection of proposed changes to the use district and floor area ratio in accordance with Article 17 of the city planning law. The ward did not act on their behalf. Why is this the case? I would like you to answer this question by comparing it with the way explanatory meetings are held when a change is made to a normal use district.	Next, I would like to answer your question as to whether it is against the intent of the law to simultaneously determine changes in use and floor area ratio and a district plan, and also what kind of explanation will be given regarding use and floor area ratio, and what kind of decision is being attempted. Zoning is a system for dividing land according to its intended use and for promoting rational land use. Meanwhile, district planning is a system for creating a good urban environment in response to problems in urban development at the district level that cannot be fully addressed by conventional urban planning alone. Therefore, establishing both systems at the same time does not go against the intent of the City Planning Act. The changes to the use zone and floor area ratio were explained at the explanatory meeting for the draft district plan, and were also publicized through the distribution of the Town Development Newsletter. We believe that this will progress.
87	H18- 9	•	By the way, there was an interesting report on district plans in the 2004 Annual Report of the Japan Society of Local Government Studies. In a paper by Sekine Hisao of the Tokorozawa City Urban Planning Division titled "Formulation of District Plans and Citizen Participation/Consensus Building," the paper cites the "1996 District Plan Administration Study Group Report," in which, in response to a question about the level of consensus required at the administrative stage before the draft is made public and made available for public inspection, all of the local governments surveyed answered that at least 80% or more approval is required. One-third of the responses stated that 100% agreement is required. Please tell us what figures Setagaya Ward is aiming for in terms of landowner agreement when it comes to district plans.	Next, what is the approval rate of local voters when drafting the district plan? You asked about the situation in other cities, such as Raika, etc., but up until now, as a ward, we have taken into consideration suggestions and opinions from local residents and held explanatory meetings and such on a block-by-block basis at various stages in formulating the original draft. The draft district plan will be prepared based on the approval rate. I would say that it is not a system, or rather, it is not a system. The district plan proposal currently under review is based on the opinions we received after the original proposal was explained, and we are now accepting public notices, public inspections, and written opinions. Thank you.

88	H18- 9	●	Now, in this situation, an incident occurred when they were forcing their way forward with Article 17. It was discovered that an employee of the First Base Development Division had prepared documents inviting supportive opinions and documents for sending supportive opinions regarding the public notice and public inspection of the district plan, and distributed them to officials of local town and neighborhood associations. In response to a representative question from another party the day before yesterday, Director Yasumizu acknowledged this. This is serious. It has been discovered that public authority has intervened in the formal legal procedure, so I think that appropriate measures will be taken, but I would like to ask what will be done. I would like you to clarify what kind of investigation has been conducted on this matter, who conducted it and how, the scale of the investigation, and what has been learned so far. Also, what responsibility will they take for this incident? I would like to know if this will be possible. I would like to ask whether the ward did something similar during the public notice and public inspection under Article 16 of the law, which took place from May to June, and also whether this has been done commonly in the past. I believe that an investigative committee should be established. What are your thoughts on this? has created a situation in which the submission of opinions to the public notice and public inspection process is unfair . I think this should be corrected, please let me know.	The third question is about whether it is unfair for the ward to distribute forms for expressing support to local residents. In regards to this, the ward reported the district plan to the assembly and the Urban Planning Council last July, and since then, in response to requests from local groups, including the Shimokitazawa Town Development Forum, we have been reporting on the progress so far and exchanging opinions on the district plan. At that time, we received a request to show how to write a statement of opinion, and we have just received that report. As a ward, whether at the counter or over the phone, we carefully answer questions about where and how to submit the letter of opinion, and how to write the letter of opinion. I believe that my explanation this time was an extension of that.
89	H18- 9	●	Moreover, the fact that the overwhelming majority of the 2,200 landowners did not even submit a statement of opinion is proof that the contents of the district plan are hardly understood. If it was officials from the local shopping district, neighborhood association, and urban development council who asked for a template to be made at the time of the 17-Article Inspection, because they didn't understand the plan, does n't it mean that these people don't actually understand the district planning issue at all ?	
90	H18- 9	■	Understood. So, whether it's 15 meters or 26 meters, the width of the roadway will be the same. What changes? If so, then naturally, if the sidewalk width is 15 meters, it will be 3 meters on each side, and if it is 26 meters, it will be 8.5 meters on each side. Therefore, it is a fact that the sidewalks will be nearly three times as wide, and some of those opposed to the project say that Shimokitazawa is a pedestrian-centered, easy-to-get-around town, so don't destroy that, but I find it	With regards to the utilization of sidewalks, firstly, in addition to developing them as comfortable walking spaces, taking into consideration the characteristics of Shimokitazawa, as mentioned earlier, we would like to develop them in a way that will greatly contribute to the local area by improving pedestrian mobility, improving disaster prevention capabilities in the area, preserving greenery, developing them as symbolic spaces for the town, and installing loading and unloading facilities.

			extremely puzzling that they can't appreciate the 8.5-meter sidewalks. I believe that the construction of Auxiliary Route 54, which will ensure sufficient sidewalks, will undoubtedly make a major contribution to the development of Shimokitazawa, in terms of disaster prevention, crime prevention, and industrial promotion . So I would like to ask, is this 8.5 meters on one side, 10 meters on both sides? How do you think the seven-meter-wide sidewalks in Shimokitazawa will be used? Please answer whether this will be utilized for community development.	Specifically, the 8.5 meter sidewalk is designed to accommodate the lack of space in the area. We will be creating tree-lined areas to ensure there is plenty of greenery, bicycle lanes to accommodate the large number of bicycles, and luggage handling spaces. In addition, there is a bulging circle area, and we would like to consider developing this into a symbolic space that will contribute to the development of the area around Shimokitazawa Station, and also something that can be used in the event of an earthquake or other disaster, taking into account local requests.
91	H18- 9	■	What has been bothering me about recent urban development projects is that, unfortunately, there are a lot of conflicts between the ward and residents, or between residents themselves. In particular, there was the development project for the north exit plaza at Umeoka Station last year, and as I mentioned earlier, there have been some cases in the area around Shimokitazawa Station where there have been some cases that could be perceived as excessive campaigning. I cannot help but question the fact that there are cases where such cases have escalated to the point where they have gone to court. So, who is urban development for? For whom? Returning to the basics of why we are doing this, I believe that it is fundamental and fundamental that the people living in the area take the initiative in this endeavor. Budget approvals in the assembly, or things based on ordinances, or what we might call decision-making principles, or things that have been decided by agreement, must be respected and adhered to. So, I would like to ask, what are the basic principles of urban development that the ward is promoting? I would like to hear your thoughts from the perspective of reconfirmation, especially in light of the urban development around Shimokitazawa Station.	In 1982, the ward enacted the Setagaya City Planning Ordinance, which is based on the basic principle of the right and responsibility of the ward residents to participate in city planning, and has been promoting citizen-led city planning in various districts. In 1985, the city development policy was formulated as a comprehensive policy for city and town planning, and in 1995, the regional development policy was established, stipulating that district city planning should be carried out in cooperation with the ward residents and businesses. Regarding the city planning of Shimokitazawa, based on the initiative and proposals of residents, the ward clarified the basic policy of safe and secure city planning, pedestrian-centered city planning, and city planning that unites the community. Since 1984, the ward has been engaged in activities such as continuous exchange of opinions, including Shimokitazawa City Planning Forum, which has been held more than 120 times to date, and is currently coming to fruition as a district plan proposal. The submission of opinions on the proposed district plan ended on the 29th of last month. We are currently in the process of compiling a statement of opinion. The ward plans to submit the matter to the City Planning Council on October 18th. In any case, the ward will continue to work on the various urban development projects in Shimokitazawa without falling behind on the progress of the continuous grade separation project, etc. We intend to work towards making this a reality in order to resolve this issue.
92	H18- 9	■	Recently, the ward has been collecting opinions on the proposed district plan. I have heard some problematic comments, such as that there was some kind of administrative intervention, that it was inducement, that it should be invalidated, etc., but we cannot allow urban development to be delayed, so I would like to take this opportunity to reaffirm that you could please tell me the facts regarding the	In response to requests from local neighborhood associations and shopping districts, the ward visited nine groups in early September, where we had the opportunity to exchange opinions about the progress made so far and the proposed district plan. We brought and distributed the Town Development Newsletter, which contained the proposed district plan, for the

			process of compiling opinions on the district plan proposal.	participants. We exchanged opinions. Apart from that, the representatives said they did not know how to write a statement of opinion. We received a request in advance from the representative to let us know what they didn't know and to give us something that would be helpful, so we gave the representative some sample notes on how to write an opinion letter, etc. When making inquiries at the counter or over the phone, the ward always tries to provide detailed explanations to those who are unfamiliar with the matter, and we believe that responding to the representative 's request this time was part of that effort. We are.
93	H18- 9	■	Judging from your response just now, it seems that you are responding to the concerns of local people who don't know how to write an opinion letter and would like to be taught how to use it as reference, so in a sense I think it is only natural to provide an explanation and respond to that, and I believe this was an extension of that. What is more puzzling is that various groups are allowing unspecified numbers of people to access the site. They have them submit the opposite format, and then they reply with a single click and send it all to the ward. I have also heard of so-called proxy businesses that are acting on behalf of the local government. I wonder if this is really the case. I personally have some doubts about these proxy businesses. I would like to ask everyone to calmly evaluate the situation and work confidently and vigorously to realize urban development in the Shimokitazawa Station area as soon as possible. Now, let's move on to the next question.	
94	H18- 9	■	However, this time, the application for permission was submitted at the end of July, and I am also a member of the Tokyo Metropolitan Planning Council, and there are various pros and cons. There is also a history of pros and cons being proposed regarding the Shimokitazawa issue, such as the use of the PI method. However, the ward mayor also said that the Auxiliary Route 54 must be developed as soon as possible, and I am not completely unsympathetic to this, but as for the method of using this method, first of all, there are pros and cons, and as far as I know, it seems that the business license application was submitted to the Tokyo Metropolitan Government without providing any information to those people. Regarding this, if you have any questions about the business license application for the Auxiliary Route 54 in Shimokitazawa, given the pros and cons, please answer.	Regarding the application for business approval for the Shimokitazawa Auxiliary Route 54 and other projects, the city plan was decided in January 2003. Since then, we have conducted surveys of the current situation and the site, held explanatory meetings for local residents, and have been working towards the actual application for approval. After that, there were some issues with the rights involved, which took a little time, so we submitted the application for approval at the end of July. The development of Auxiliary Route 54 and other roads will improve the region's transportation hub function and disaster prevention capabilities. In addition, it is positioned as a city-planned road that needs to be developed as soon as possible from a truly wide-area perspective, such as forming a network as a city-planned road and securing an evacuation route to a wide-area evacuation site. It is also a route

				that should be developed with the highest priority in the ward's road development policy, which was created based on the opinions of ward residents. We are. Given this situation, the ward is taking immediate action. From the perspective of advancing the development of the facility, we would like to ask for your continued support in the future. We would like to proceed with this with your cooperation.
95	H18- 9	■	I believe that if business permission is granted, information sessions will probably be held for local residents in the future, but before that, what I'm hearing in your response just now is that when applying for business permission when there are both pros and cons, I believe that the ward should provide some information to those people, and that's what I was asking about, so I would like an answer on that point.	Even before applying for approval, we had individual discussions with various groups. However, there were some points that were being insisted upon, including a review of the existence of the city planning road itself, and we found ourselves in a situation where we could not reach an agreement on this point. In this context, we have submitted an application for approval, which is a form of administrative consultation between the Tokyo Metropolitan Government and us. I think that the power will come out when approval is actually granted. After that, we will have to actually discuss land acquisition, compensation, etc. with local residents. Furthermore, there are plans to widen the sidewalk to 8.5 meters, so we would like to continue discussions with local residents regarding the methods of construction to make such a sidewalk a contribution to the local community. Thank you.
96	H18- 9	■	Needless to say, there will be many pros and cons when it comes to developing in this environment. In this environment, I think that a careful urban development method is for the ward to properly provide information to residents and local people. As one way of doing this, I have proposed the use of a public investment (PI) method, but since Setagaya Ward has decided on this policy for Shimokitazawa, I think it will be difficult to gain the understanding of those who are opposed. However, if we use various methods, we can understand I think there are some parts of the business plan that need to be reviewed. Including these things, we need to be careful and treat the residents with respect. I would like to request that you do so.	
97	H18- 9	■	Although the 54th Route and the district plan have been discussed for a long time in the town planning council, the consensus of the ward residents has not yet been reached at the decision stage, and there is much debate. I believe that in order to reach a consensus, the town planning council, which has been discussing the matter for many years, should be the one to discuss the matter. I have said that the Chestnut Council should set up a	

			roundtable for open discussion between the ward and the local residents who have been informed of the plan for about two years and have been raising objections. Many other council members have made similar comments. However, the ward has made no effort to reach such a consensus and is now moving the district plan forward to the procedure under Article 17 of the City Planning Law, which is the final stage of gathering opinions before a decision is made. I would like to state first that this is a major setback for Setagaya Ward's urban development administration, which has been a pioneer in guaranteeing resident participation in urban development and has attracted attention from all over the country.	
98	H18-11	○	When approving a business, how many people have given their consent, or rather, how many have given their consent to the business, and how many have not? What is the number that the ward is counting?	Since 2003, we have been conducting surveys of the current situation and land use. At that stage, we explained the project to the owner when confirming the boundaries of the roads, and we also had them present to confirm the boundaries. At that stage, the owner was generally in agreement. I believe that this is in keeping with their wishes.
99	H18-11	○	What percentage or how many does Setagaya Ward mean by "roughly"?	Regarding the public-private boundary, almost everyone is present, gives their consent, and then signs a seal confirming the boundary.
100	H18-11	○	Approximately how many landowners are there here?	As of now, as far as we know, there are about 80 owners in the area of Auxiliary Route 54, and about 40 owners in the area of Route 10. There are some overlapping owners. So, the total number is roughly 120 people.
101	H18-11	○	So you've obtained consent from those 120 people, not just for the surveying, but also for other matters?	At that stage we have already discussed the matter with them regarding business cooperation, and we believe that they understand the situation.