Transit-Oriented Development by TOKYU

Tokyu Corporation
Masafumi Ota
Tokyu’s Urban Development Techniques

Before land readjustment

After land readjustment

Urban development

Land value increase

User increase

Railway construction

Commercial facility
Sports facility
Culture center
CATV

Integrated development of urban development and railway construction
Revenue proportion of the transport business

Tokyo Metro

JR East

Tobu

Odakyu

Seibu

Keio

Tokyu
London: poly-centric structure based on the “Garden City” concept

- Satellite town
- Self-containment
- Railway Line
- Green Belt
- Decentralisation
- Business Centre
- Residential Suburbs
- Conurbation
Difference of background of the Green Belt

London/UK

Tokyo/Japan
Population growth of the Tokyo Metropolitan Area (TMA: Tokyo, Kanagawa, Saitama, Chiba) over 90 years.
Growth of Tokyo: The “Garden City” Development

Pressure of outward expansion by population increase
Growth of Tokyo: The “Garden City” Development

New Residential Suburbs

New Railway Line

Residential Suburbs

Business Centre

Sub-centre
Growth of Tokyo: The “Garden City” Development

 Territory of a Private Railway Company “Ensen Area”

 New Residential Suburbs

 New Railway Line

 Sub-centre

 Residential Suburbs

 Business Centre

 Railway-oriented Structure

 SHIBUYA
Structure of a private railway company’s territory “Ensen”

- Residential Suburbs
- Private Railway Line
- Local Centres: support daily life
- Sub-Centre
  - Commerce or Amusement Agglomeration

SHIBUYA
Structure of a private railway company’s territory “Ensen”

Residential Suburbs

Transport Demand at a Radial Direction i.e. Commuting or Weekend shopping

Private Railway Line

SHIBUYA

Sub-Centre

Business Expansion by In-migration into the Territory and Creation of a Railway-oriented Life Style
Tokyo: mono-centric structure

Territory of a Private Railway Company “Ensen Area”

New Residential Suburbs

New Railway Line

Residential Suburbs

Sub-centre

Business Centre

Railway-oriented Structure
Areas along Tokyu Lines

(defined as 17 cities and wards where Tokyu lines run)

- Area: 490Km²
  (approx. 1/3 of London)
  (approx. eightfold of Manhattan)
- Population: 5.06 million (as of March 31, 2011)
  (approx. 2/3 of London)
- Population density: 10.324 persons/Km²
- Number of households: 2.49 million
  (as of March 31, 2011)
- Taxable income per person:
  1.5 times as much as national average
- Consumer spending: 8.0591 trillion JPY※

Service coverage area of it’s communications Inc.
- Number of households: 1.271 million
  (as of March 31, 2012)

Tokyu Tama Denen-toshi
- Area: 50km²
- Population: 600,000 people
Den-en-chofu in 1932
Den-en-chofu station in 1923
58 development corporations
3,213 ha
Land readjustment Project

**Before readjustment**

Mr. B --> Mr. A --> Mr. C

Mr. F

Mr. E

Mr. D

**After readjustment**

Mr. B

Mr. A

Mr. C

Mr. F

Reserve

Mr. E

Mr. D

**Public land**

(land for road, park, school)

**Reserve**

(land to be sold for development work expense)

Land replotting

Reduction of site area
Land Readjustment Project (aerial photos)

【 Before readjustment 】

【 After readjustment 】
Tama Plaza Station Area before Land readjustment (around 1965)
Tama Garden City
Tama Plaza in 1972
Tama Garden City
Community bus transport in 1987
Shibuya – Urban Sightseeing Base
Strength of Shibuya: Terminal Hub

- Japan's #2 terminal hub, where eight train lines link (~3 mil. daily passengers)
- Huge city in the southwestern part of Tokyo backed by prime residential areas served by Tokyu’s train lines and others

Excellent access from Haneda Airport and Narita Airport as well as from main parts of Tokyo
History of Shibuya

- 1885 Shibuya station of the Japan National Railway
- 1907 Tamagawa railway
- 1926 Toyoko line railway
- 1933 Inokashira line railway
- 1934 Tokyu Toyoko department store
- 1938 Ginza Line railway
- 1964 NHK broadcast centre
- 1973 PARCO shopping building
- 1977 Shin-Tamagawa (De-En-Toshi) line railway
- 1978 Tokyu-Hands shopping building
- 1979 Tokyu-109 shopping building
- 1980s shopping buildings like Prime, Loft, One-Oh-Nine
- 1990s shopping buildings like Tower Records, Q-Front
- 2000 Shibuya Mark City : hotel, office and commerce
- 2001 Cerulean Tower : hotel and office
- 2012 Shibuya Hikarie : office, commerce, theatre, etc.
Shibuya in 1960: a sub-centre terminal
The New Year Count-down
Shibuya – before the development in 2012
Future Course of Shibuya Station Area and Its South Area
Shibuya Newly Reborn with Further Development

*City Planning proposal has been submitted for Sakuragaoka Area

提供：渋谷駅前エリアマネジメント協議会
現時点でのイメージであり、今後の検討により変更となります。
Futako Tamagawa is where you can find work and living style of next generation different from central Tokyo. Surrounded by open landscape, the living environment where living, work and leisure space are in close proximity although not far from central Tokyo promotes human communication and generation of creative ideas. It is uniquely attractive for creative industry that provides new values to the society through intellectual creation. Futako Tamagawa in 10 years from now will be a creative city that triggers future growth of Japan and the world.

Creative city Futako Tamagawa

Phase I office
Total floor area: approx. 30,000㎡

Phase II office
Total floor area approx. 87,000㎡
(to be completed in FY2015)

New work and living style in environment where workplace and living are in close proximity

Catalyst BA
Open innovation space where people engaged in creative work gather

※ Perspective image of Futako Tamagawa Park (temporary name) is produced by the redevelopment association based on an image produced by Setagaya ward.

※ Produced by Futako Tamagawa Park (temporary name) in its basic plan formulated by Setagaya Ward.

Tokyu’s Future Vision of Futako Tamagawa
The Christmas light-up event at Jiyugaoka
Growth rate of the railway passengers and population

Number of railway passengers of Tokyu Lines

Population of TMG and Kanagawa Pref.
To sum up

- The TOD structure of Tokyo was progressed by an initiative of private railways.
- The business was underpinned by the trend of rapid economic growth and population immigration.
- Large scale property developments around railway terminals play key role to sustain the model.