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Transit-Oriented Development by TOKYU

Tokyu Corporation

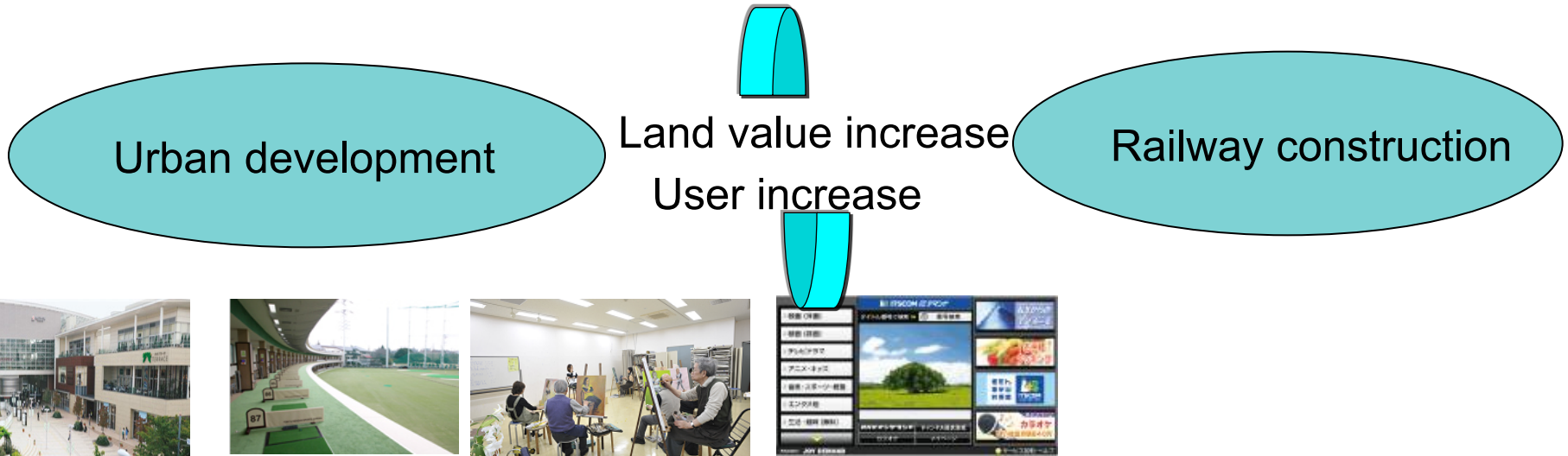
Tokyu's Urban Development Techniques



Before land readjustment



After land readjustment



Commercial facility



Sports facility



Culture center

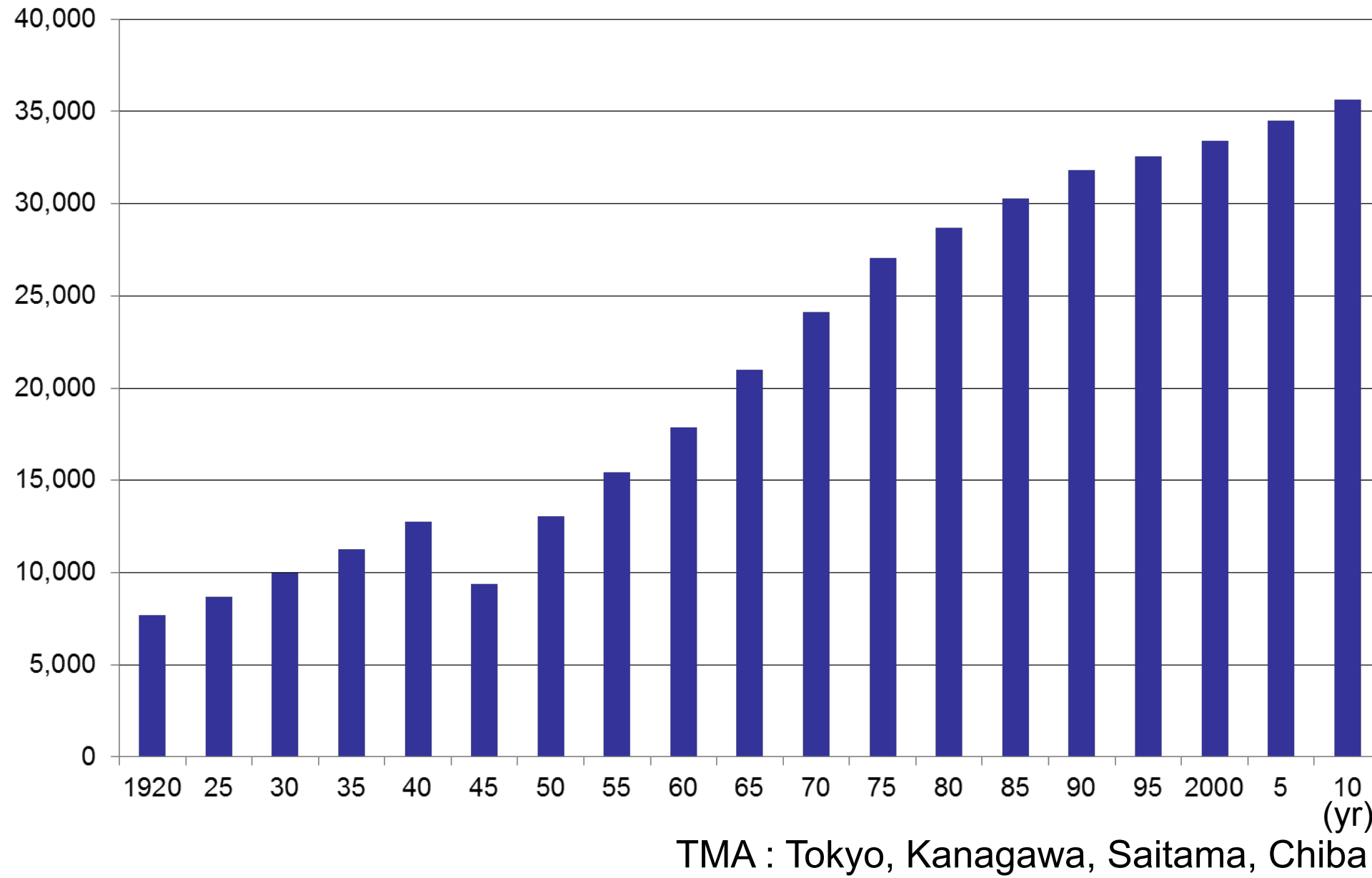


CATV

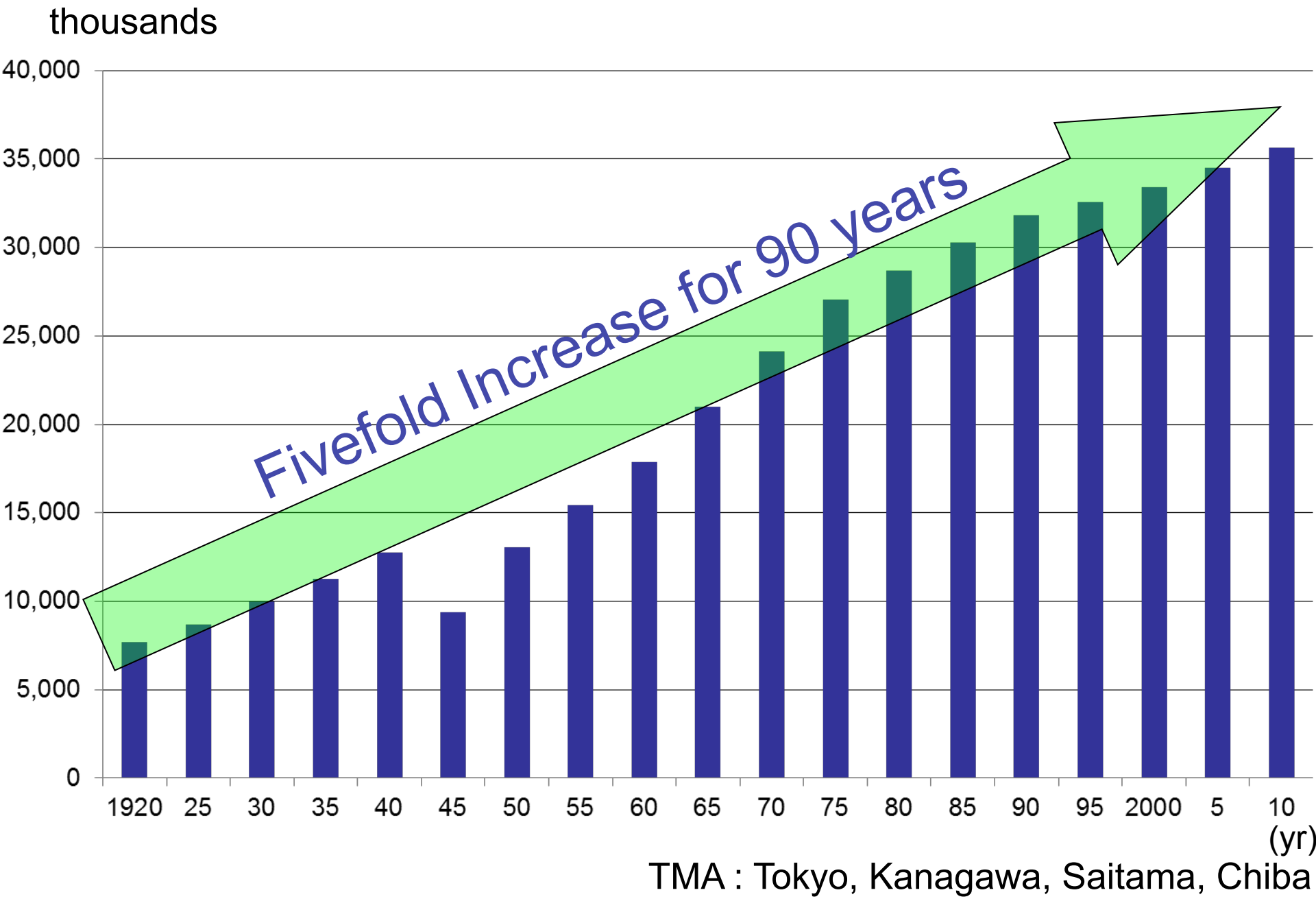
Integrated development of urban development and railway construction

Population growth of the Tokyo Metropolitan Area

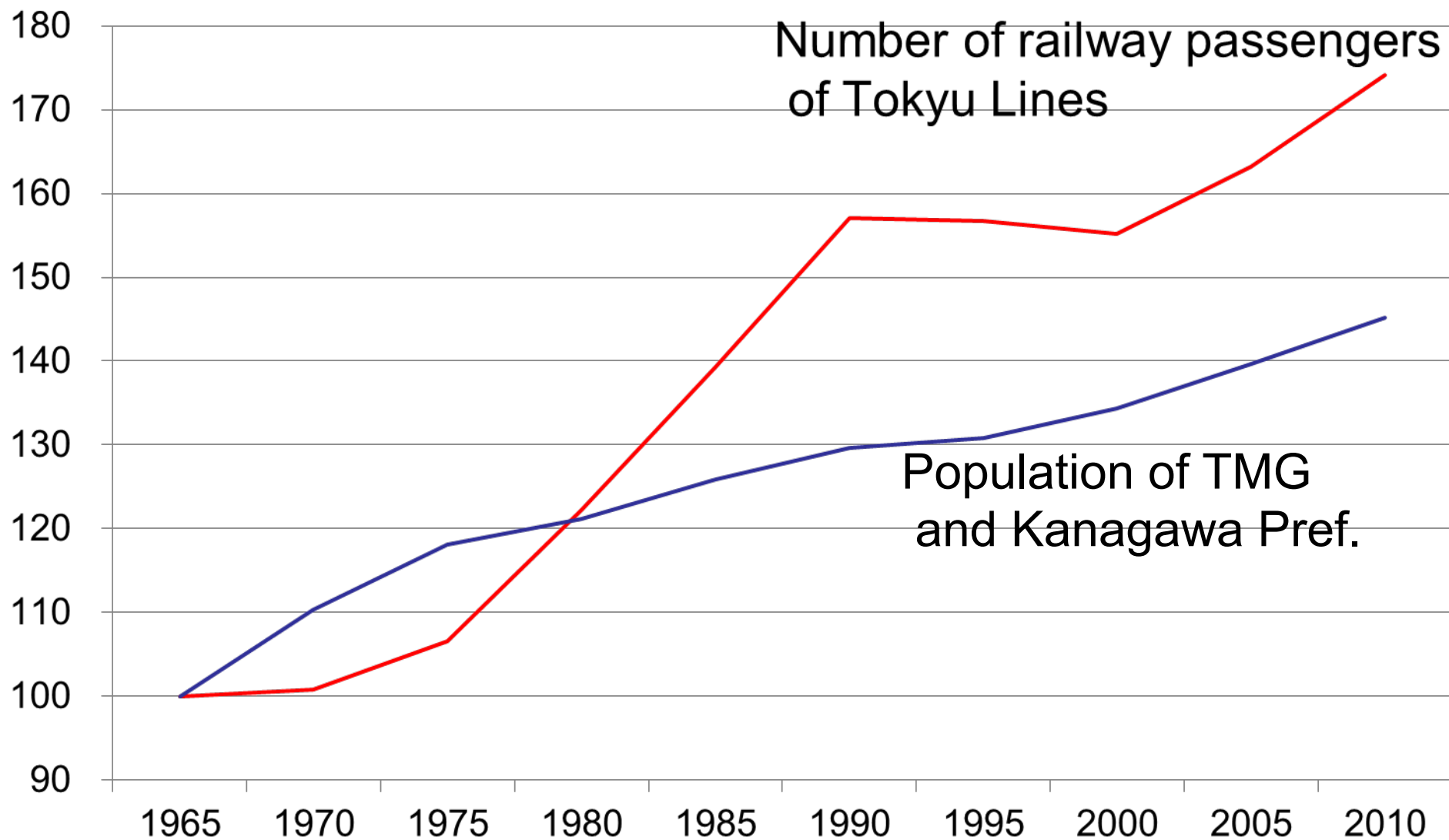
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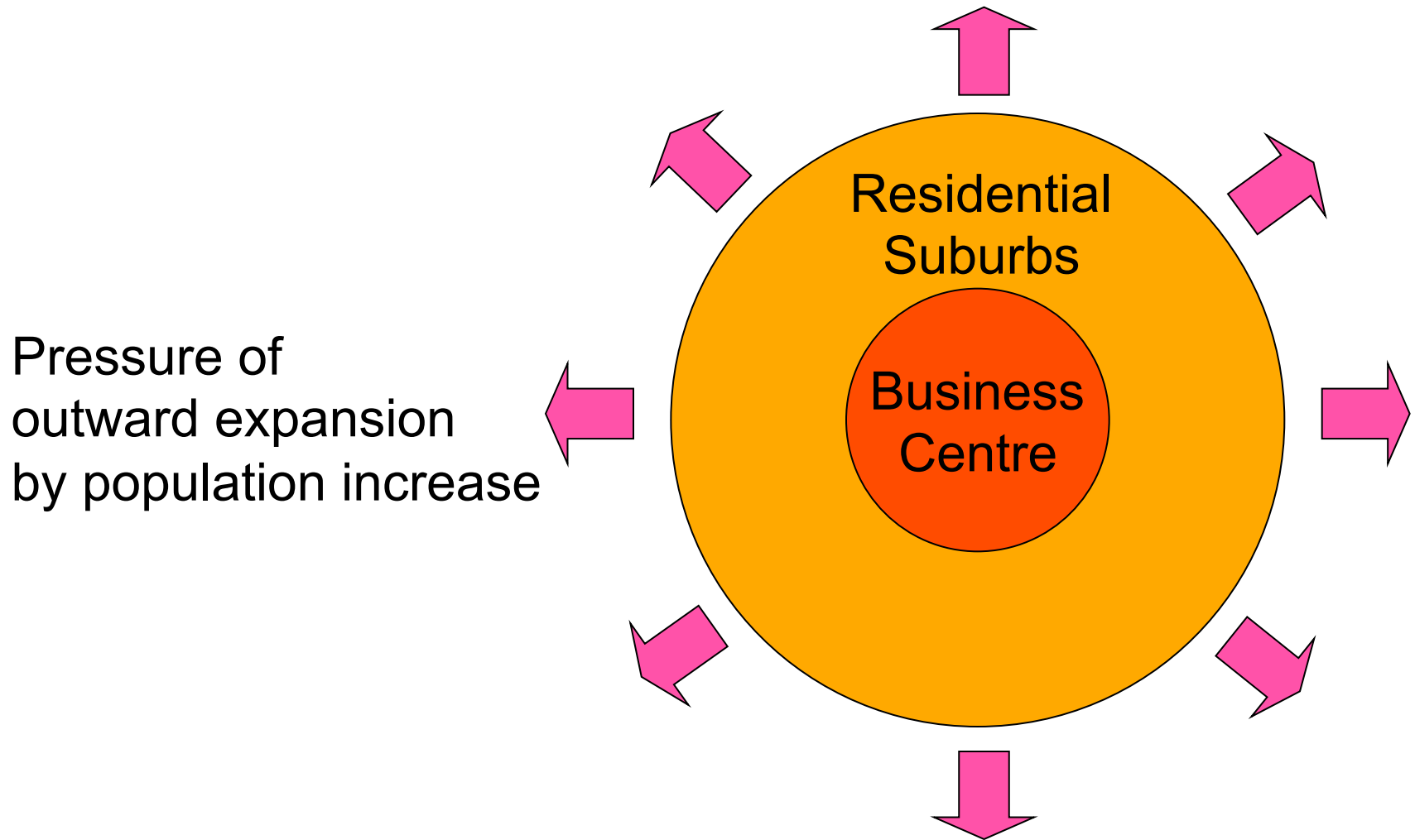
Population growth of the Tokyo Metropolitan Area



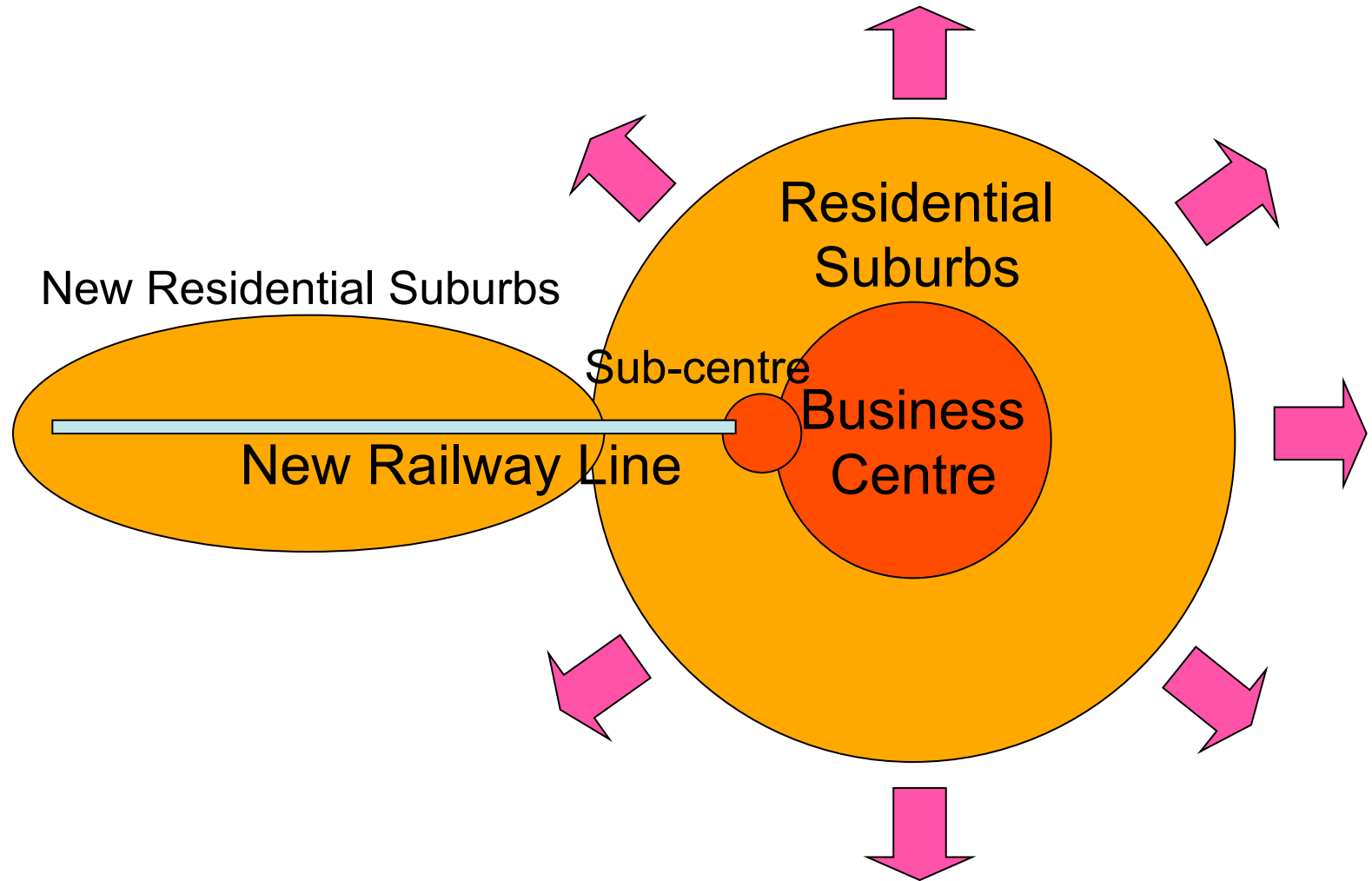
Growth rate of the railway passengers and population



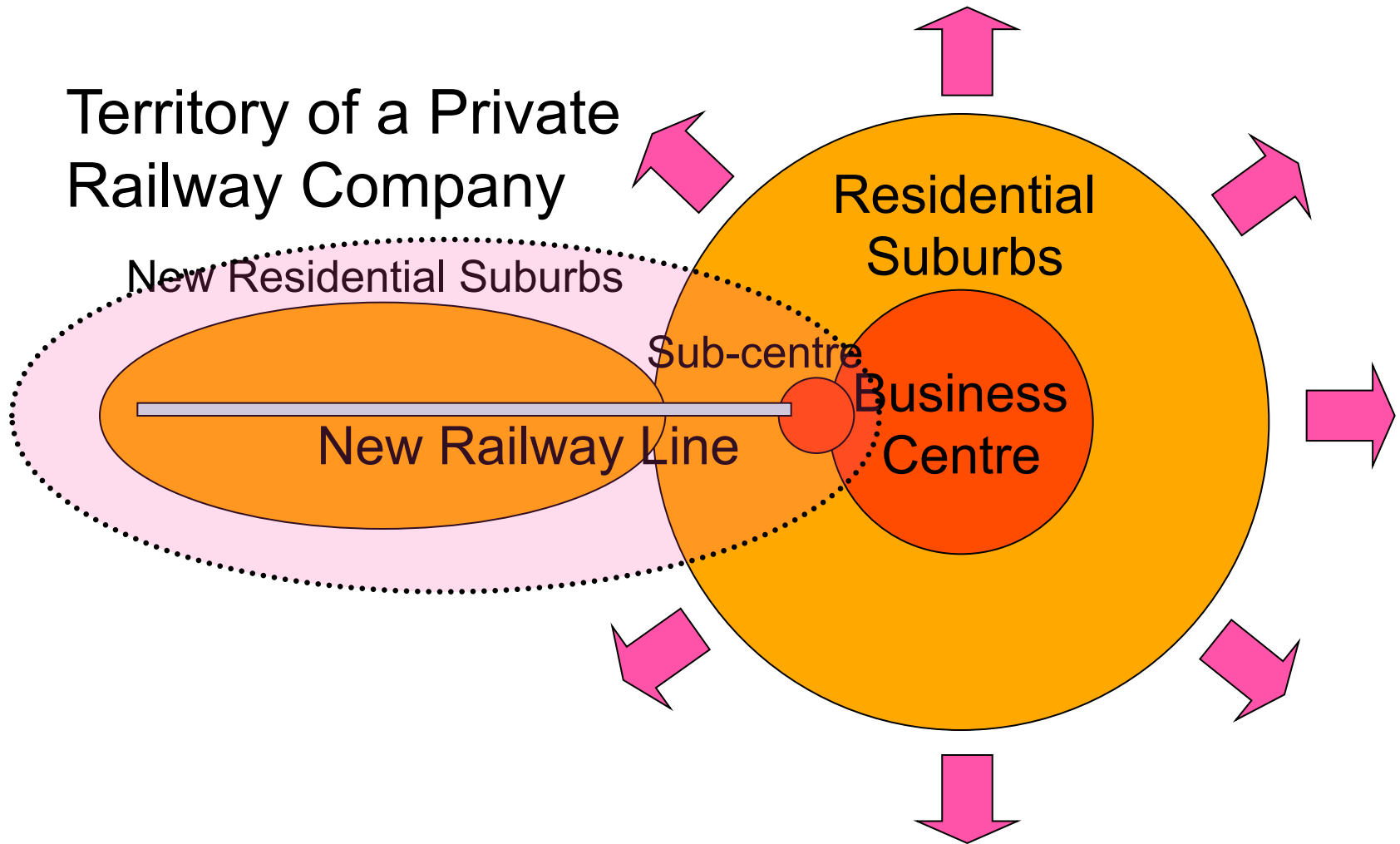
Growth pattern of Tokyo



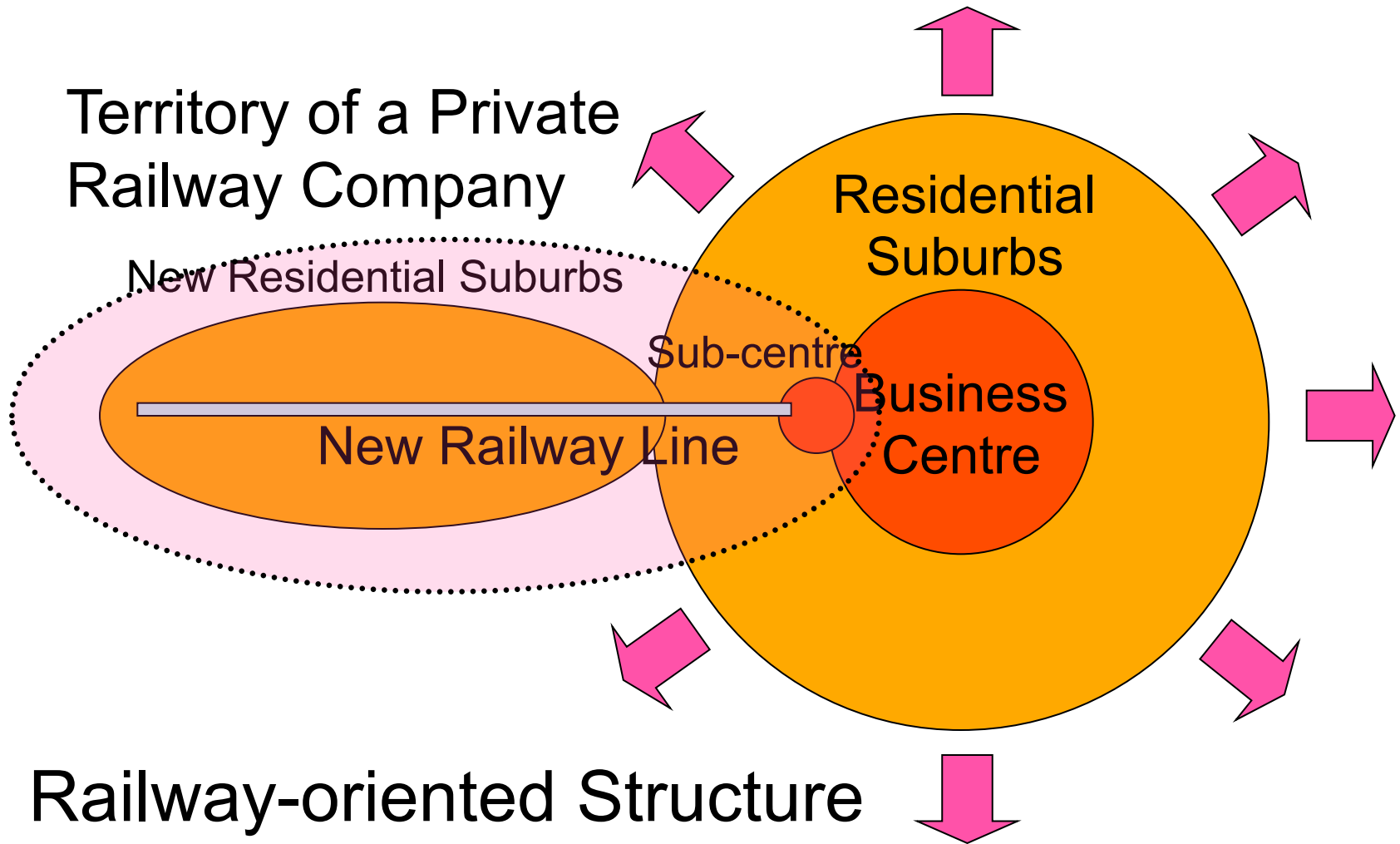
Growth pattern of Tokyo



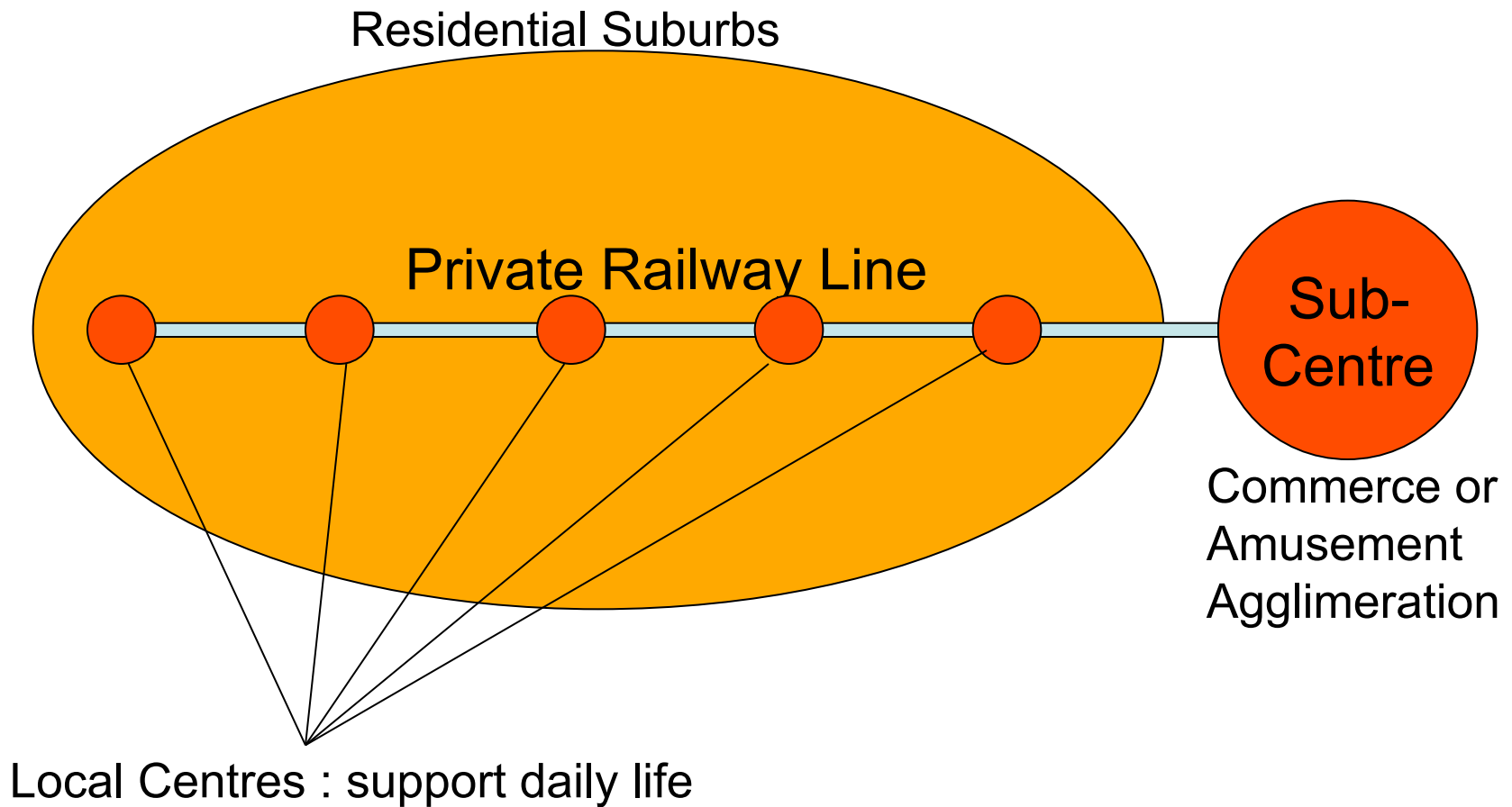
Growth pattern of Tokyo



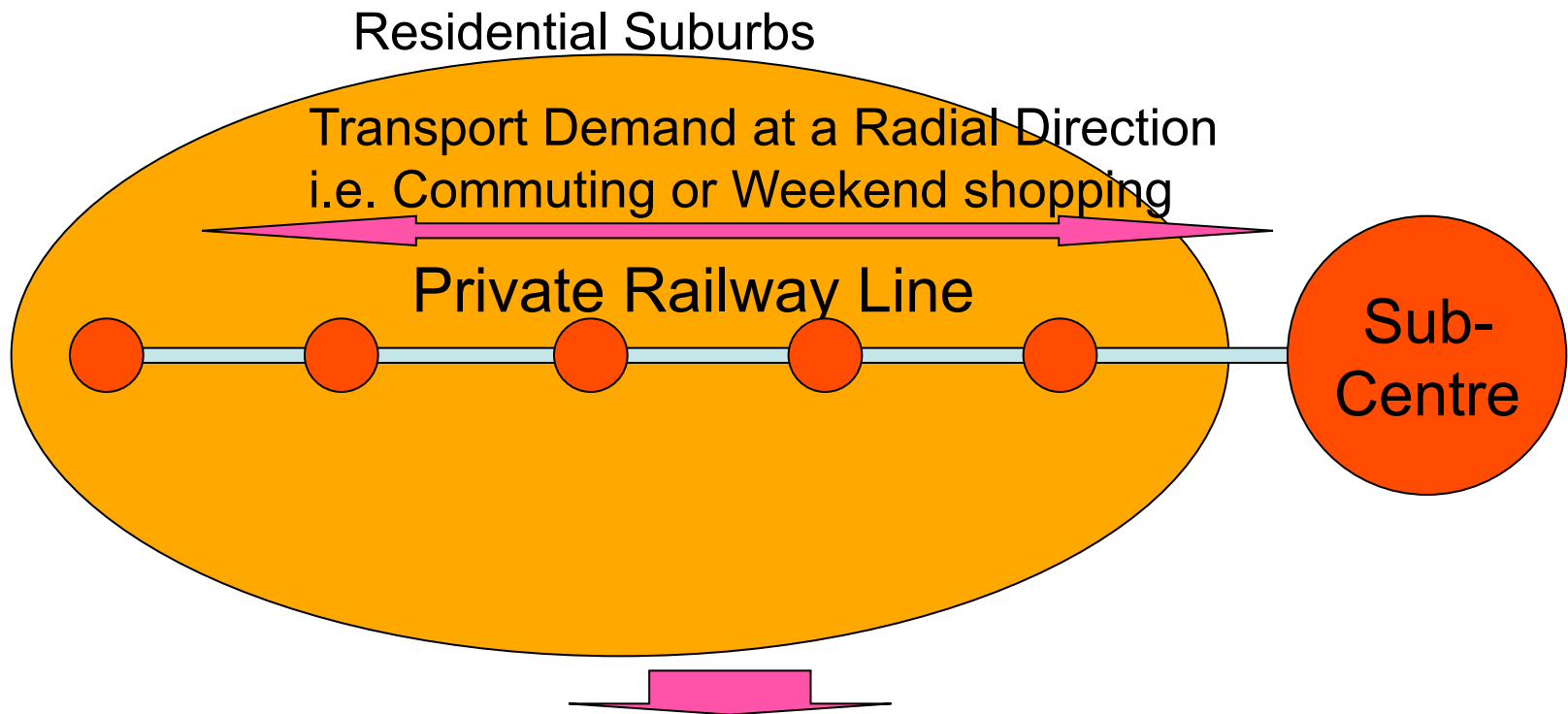
Growth pattern of Tokyo



Structure of a private railway company's territory

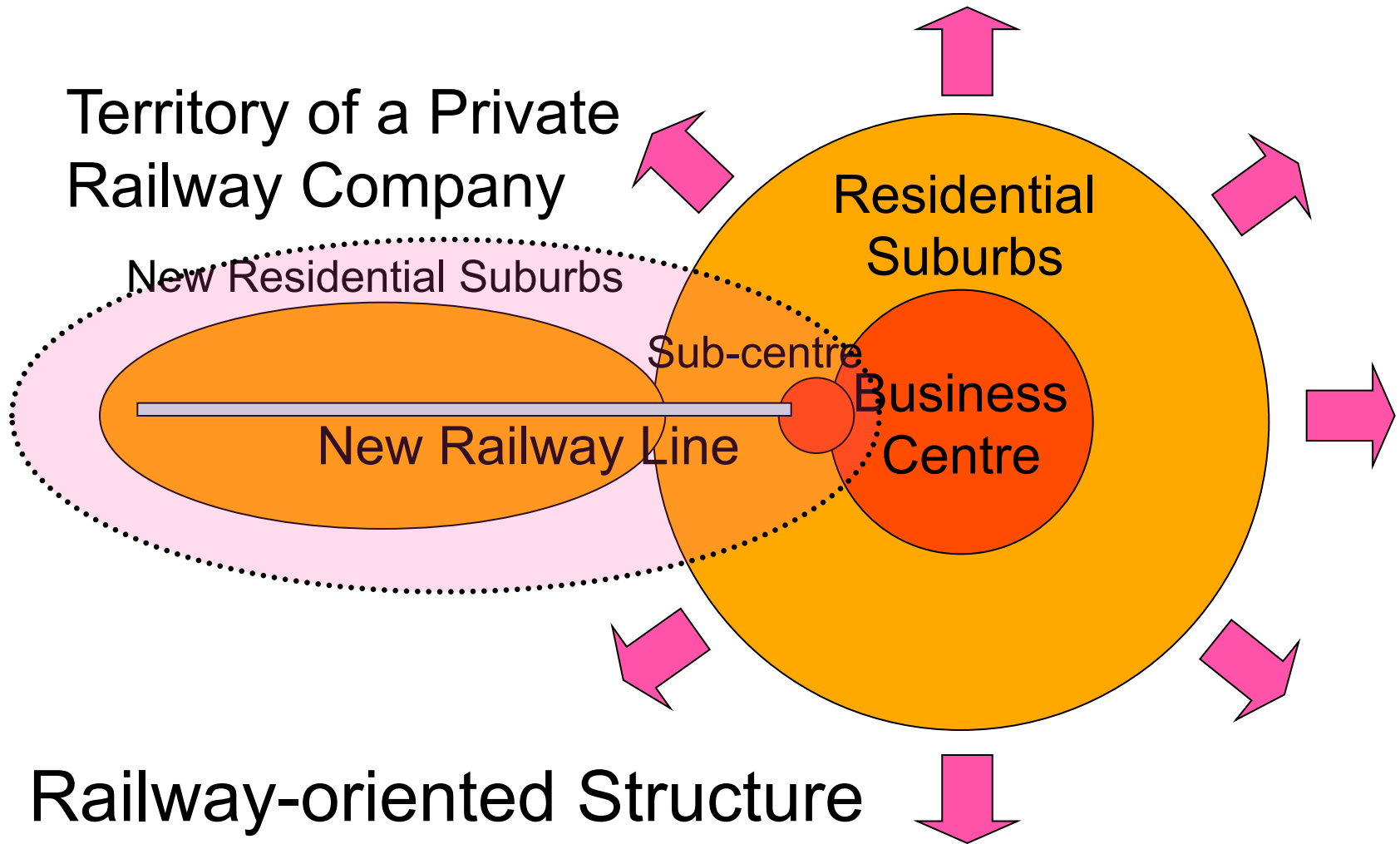


Structure of a private railway company's territory

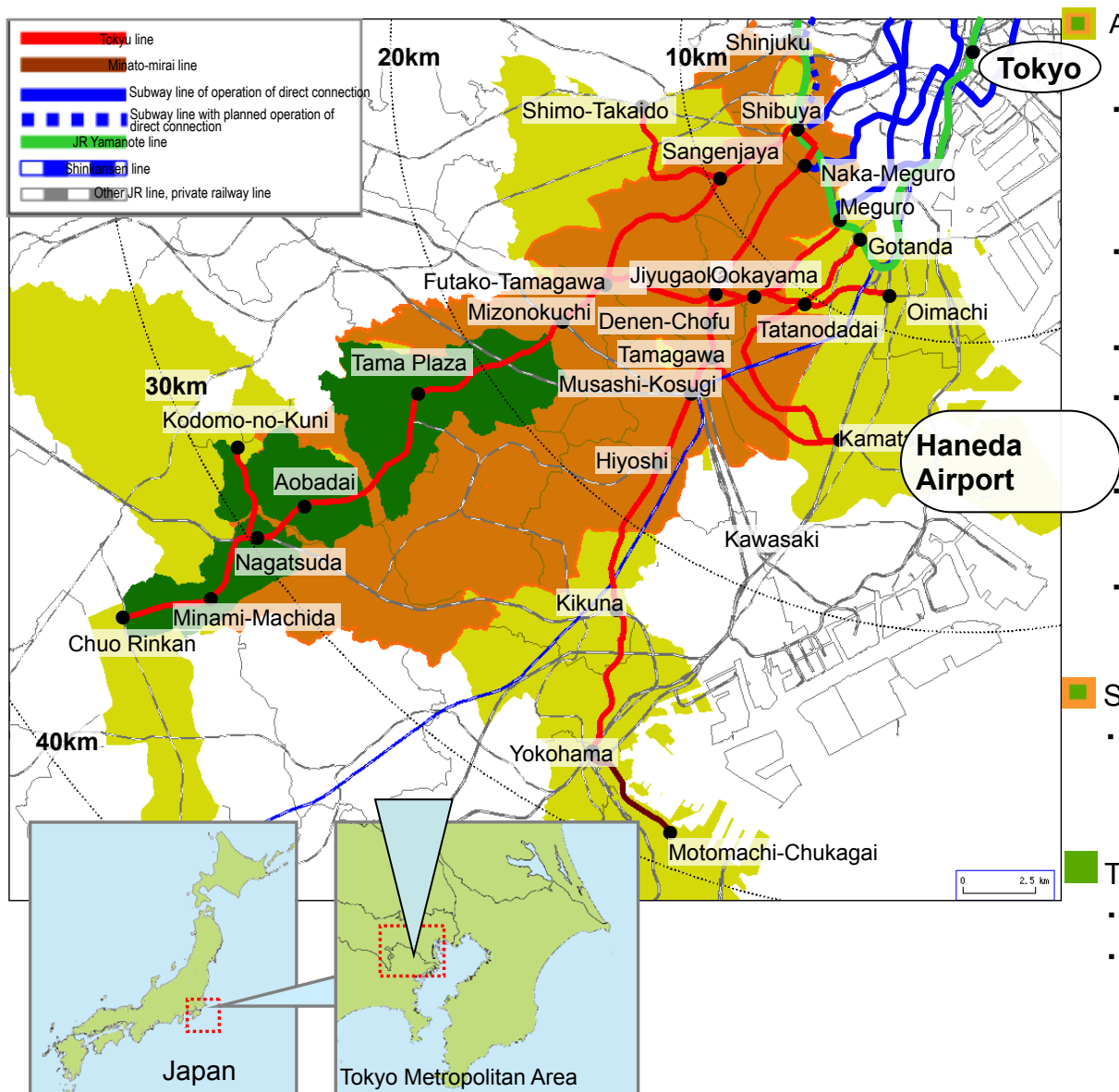


Business Expansion by In-migration into the Territory and
Creation of a Railway-oriented Life Style

Tokyo: mono-centric structure



Areas along Tokyu Lines



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※

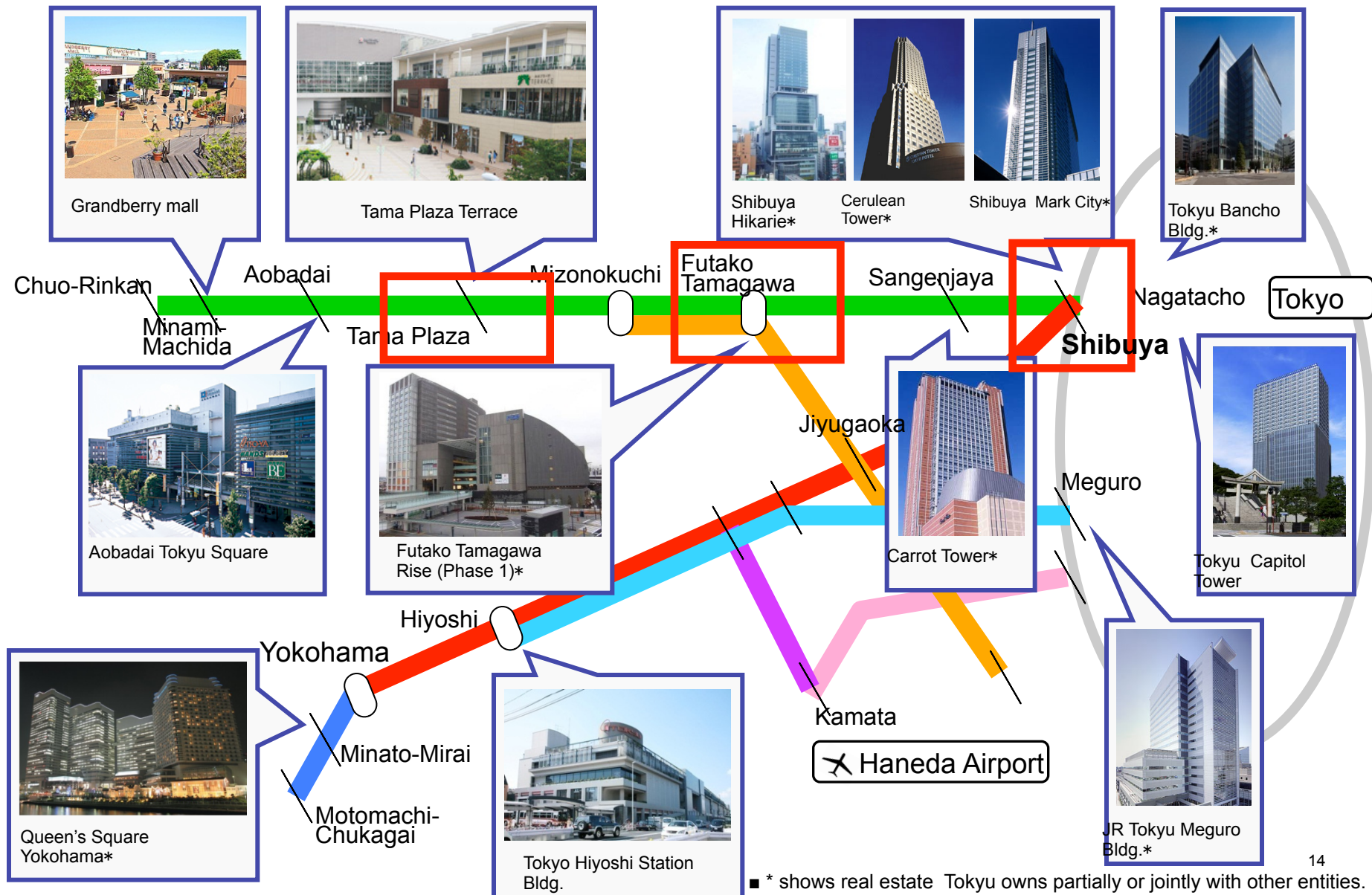
Service coverage area of it's communications Inc.

- Number of households: 1.271 million
(as of March 31, 2012)

Tokyu Tama Denen-toshi

- Area: 50km²
- Population: 600,000 people

Major Development Projects (real estate rental business)



Den-en-chofu in 1932

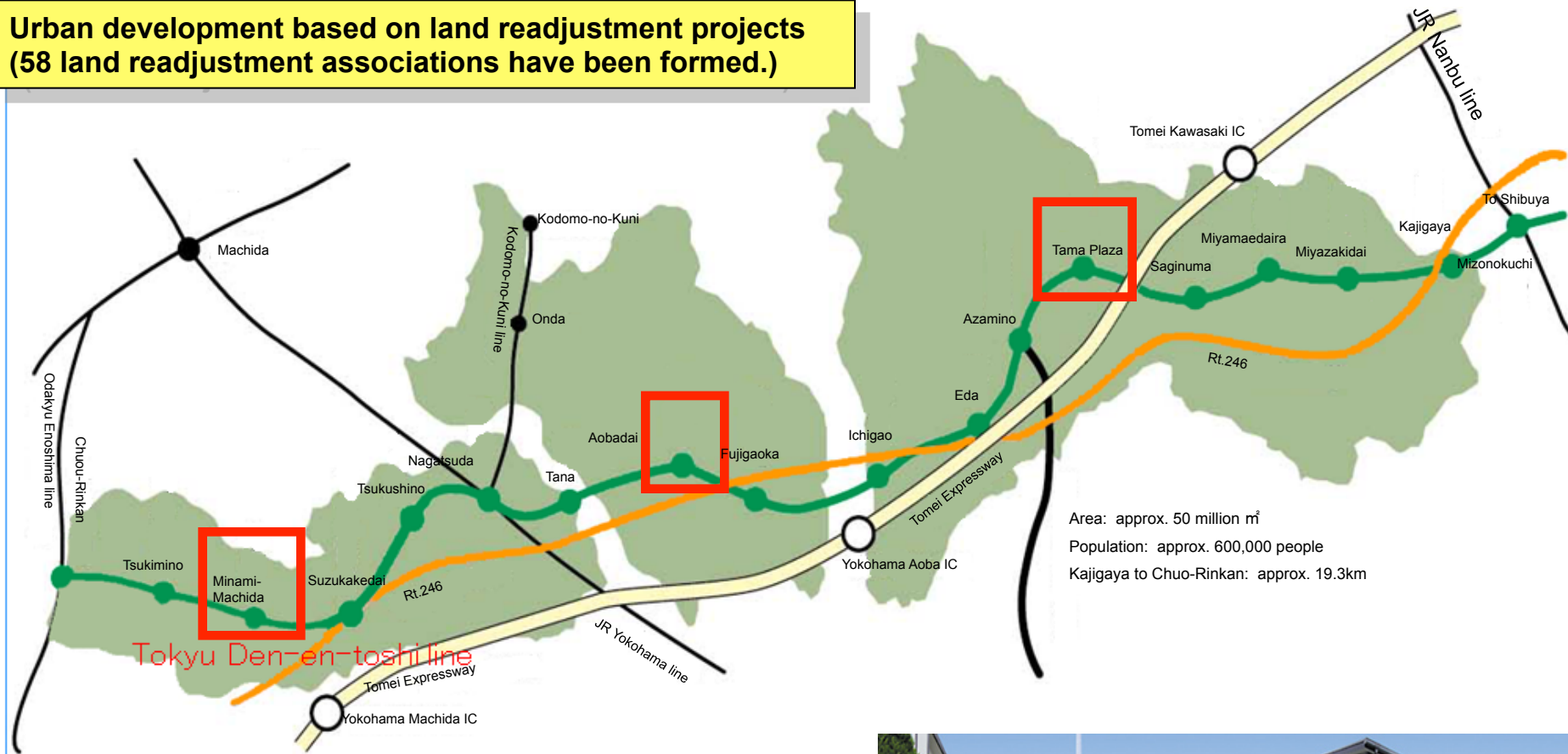


Den-en-chofu station in 1923



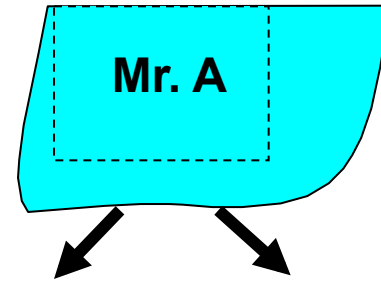
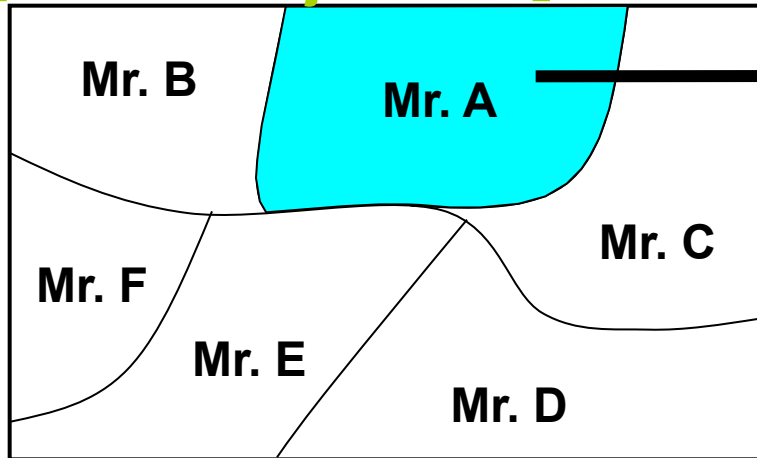
Land readjustment Projects

Urban development based on land readjustment projects
(58 land readjustment associations have been formed.)

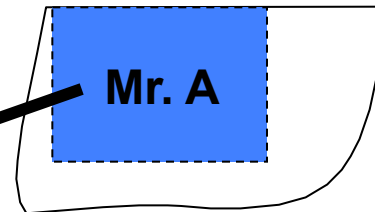


Land readjustment Project

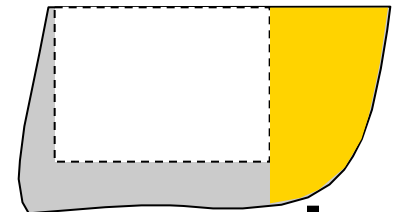
【Before readjustment】



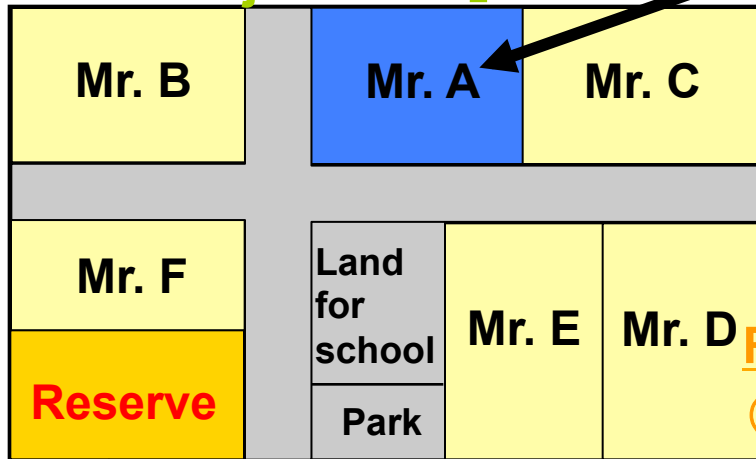
Land replotting



Reduction of site area



【After readjustment】



Public land

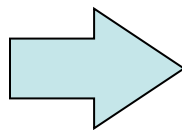
(land for road, park, school)

Reserve

(land to be sold for development work expense)

Land Readjustment Project (aerial photos)

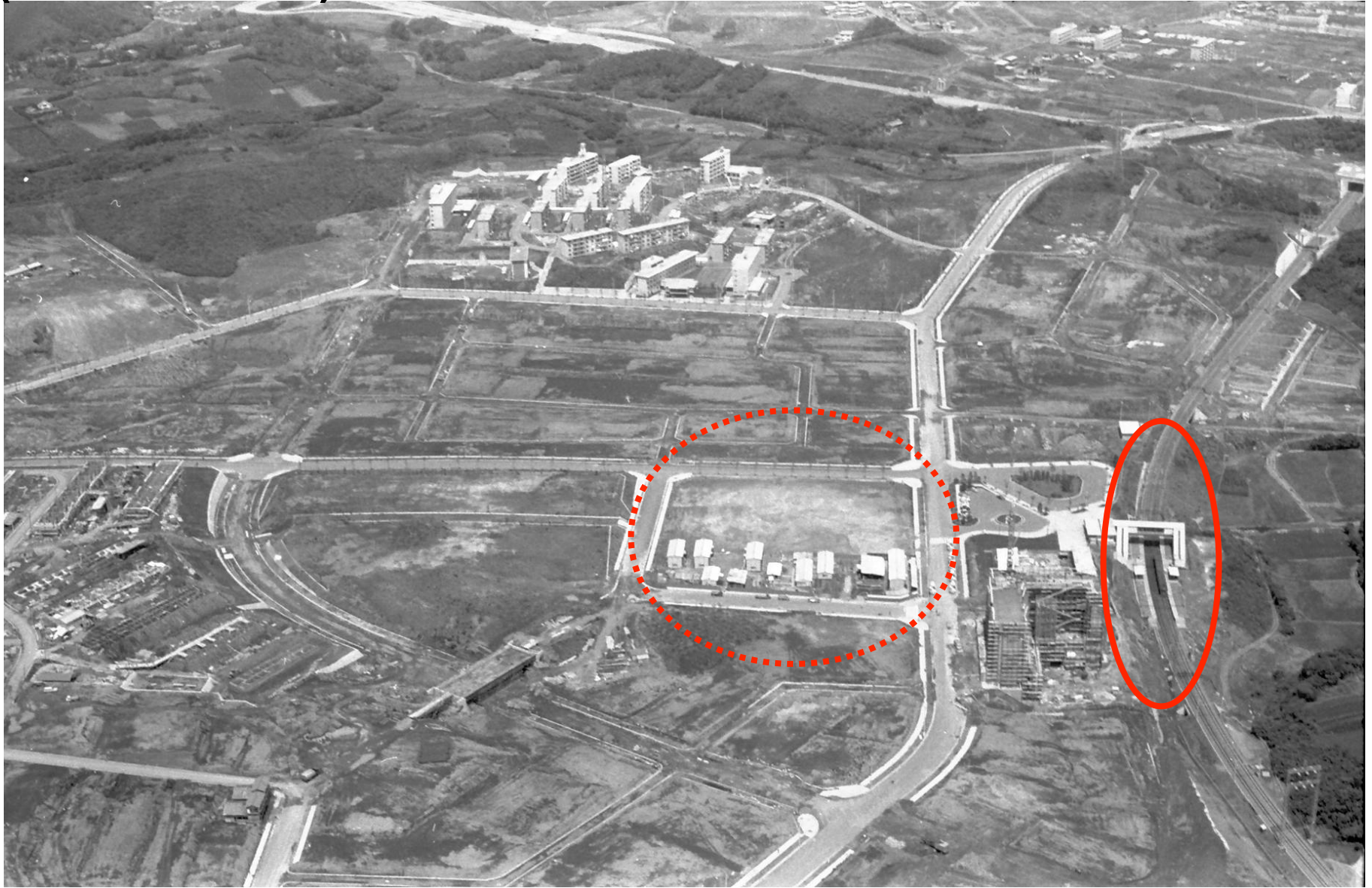
【 Before readjustment 】



【 After readjustment 】



Tama Plaza Station Area before Land readjustment (around 1965)



Tama Garden City

Tama Plaza in 1972



Photo at Opening of Tama Plaza SC (1982)



Tama Garden City

Community bus transport in 1987

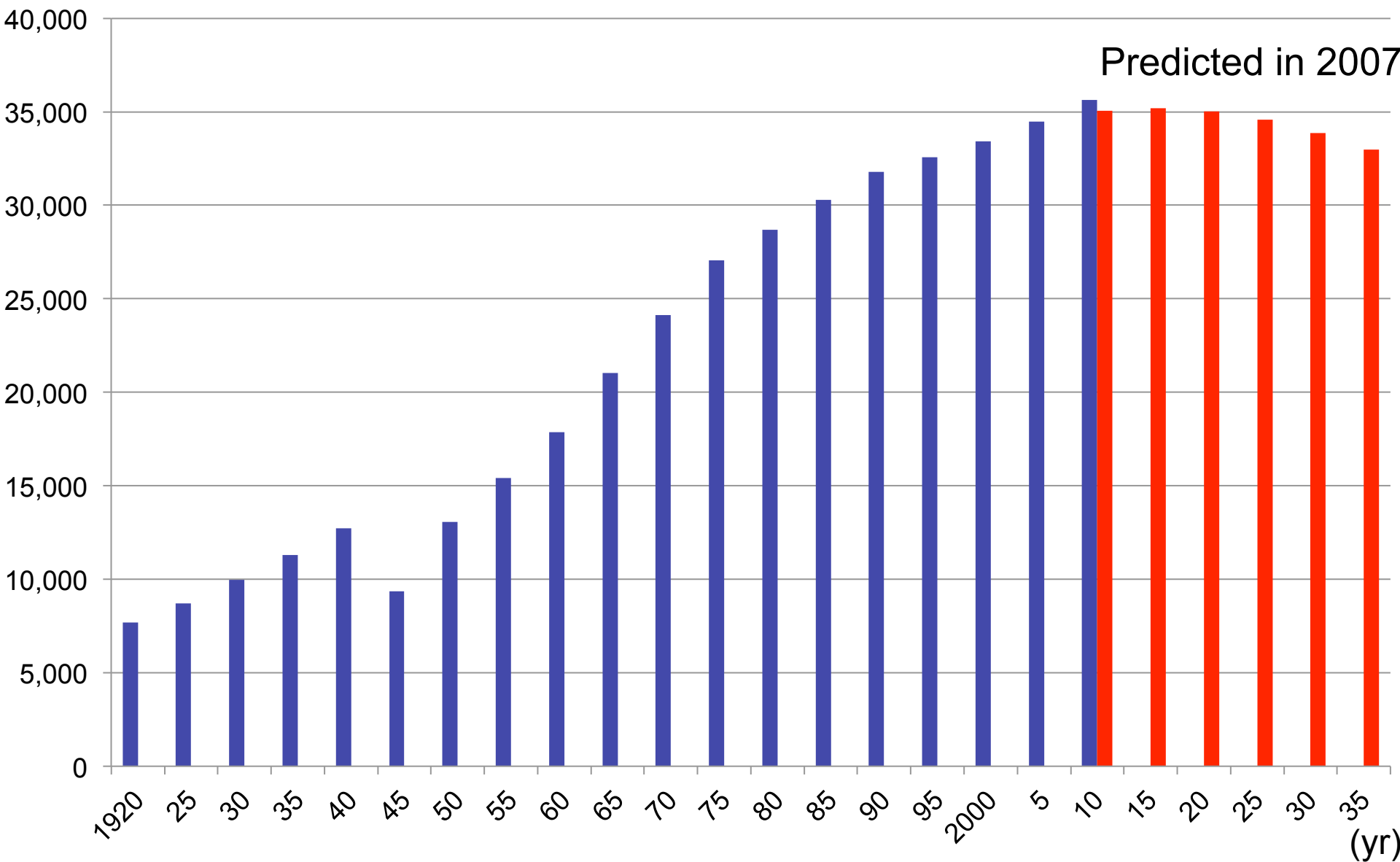






Future prediction of TMA population

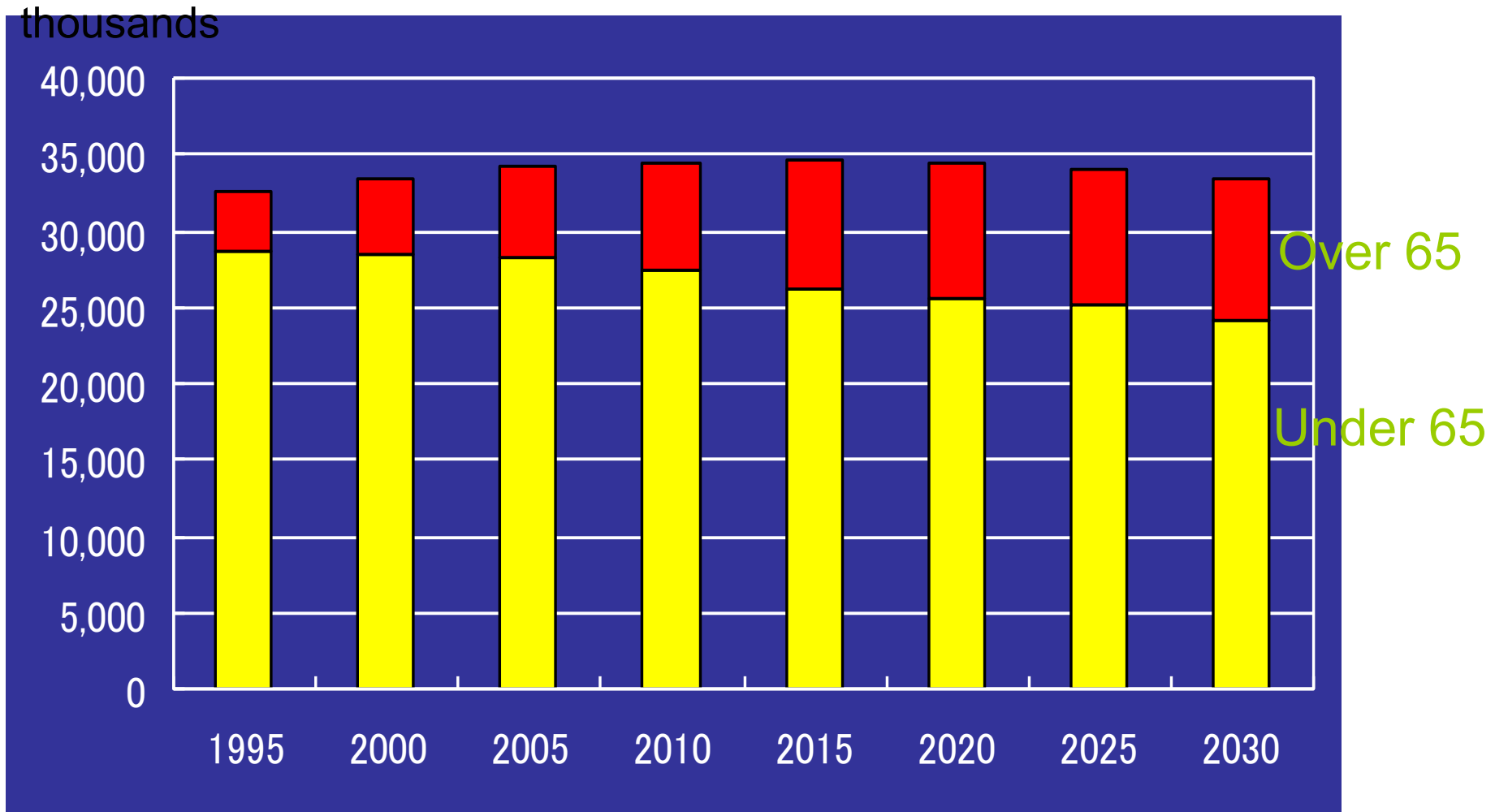
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TMA : Tokyo, Kanagawa, Saitama, Chiba

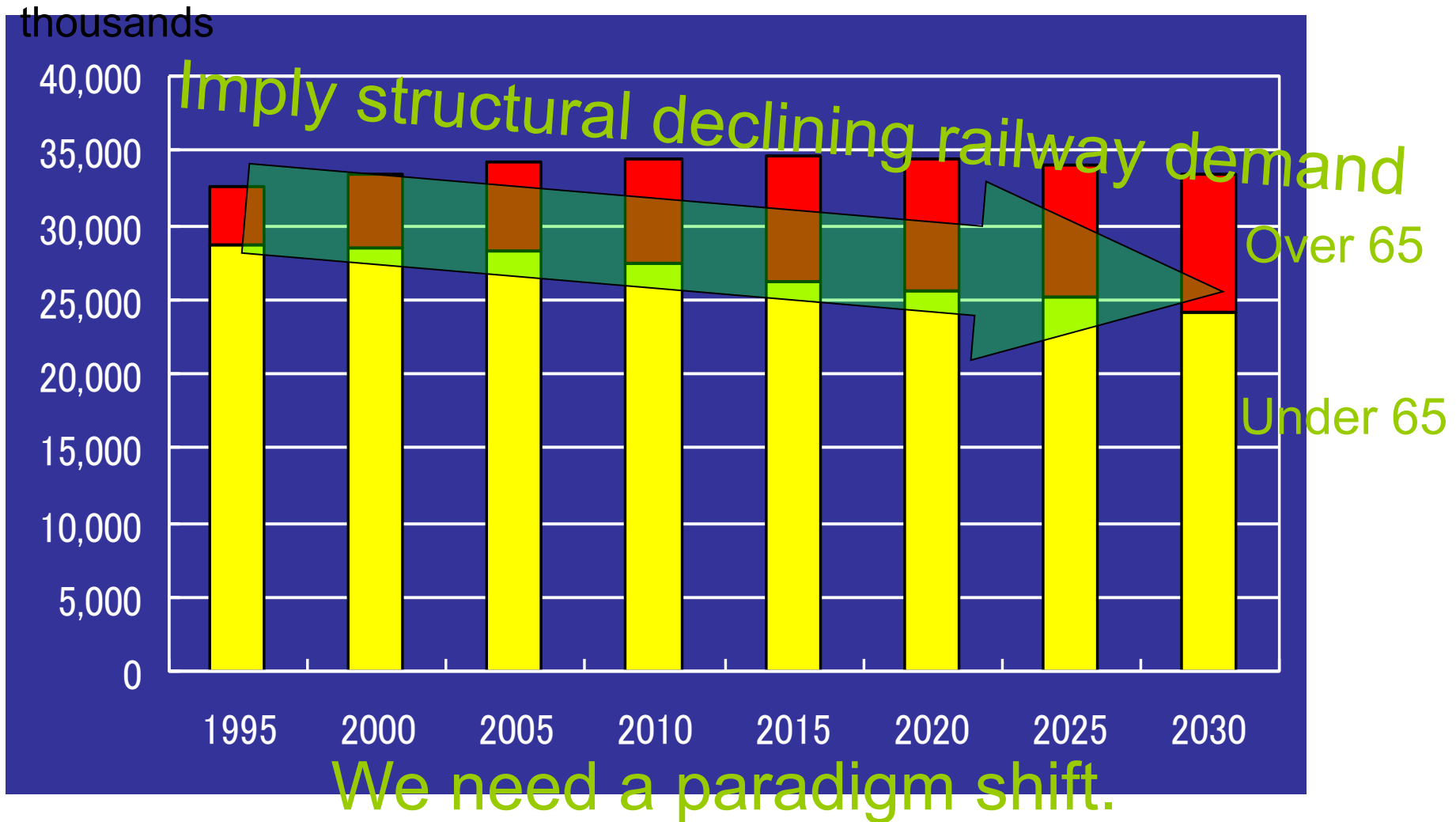
Population prediction of Tokyo Metropolitan Area

- Advent of Matured and Aging Society -



Population prediction of Tokyo Metropolitan Area

- Advent of Matured and Aging Society -



TAMAPLAZA

Tama Plaza Terrace: An Overview

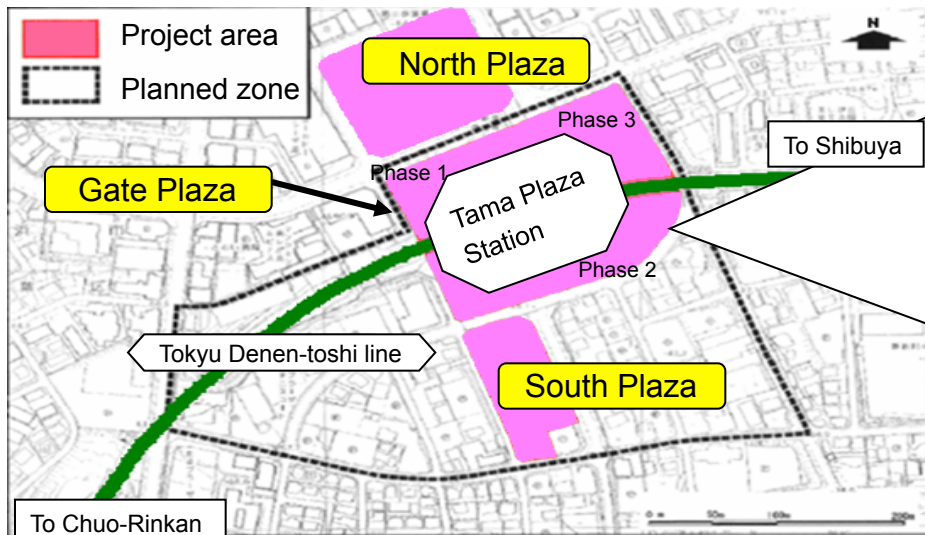


Project concept

Lifestyle community center

~ place to realize community-based living style ~

Project site



Schedule

Groundbreaking: November 2005

Opening: South Plaza in January 2007

Gate Plaza Phase 1 in October 2007

Gate Plaza Phase 2 in October 2009

Gate Plaza Phase 3 (full opening) in October 2010



Site area: approx. 50,400m²

Total floor area: approx. 174,500m²

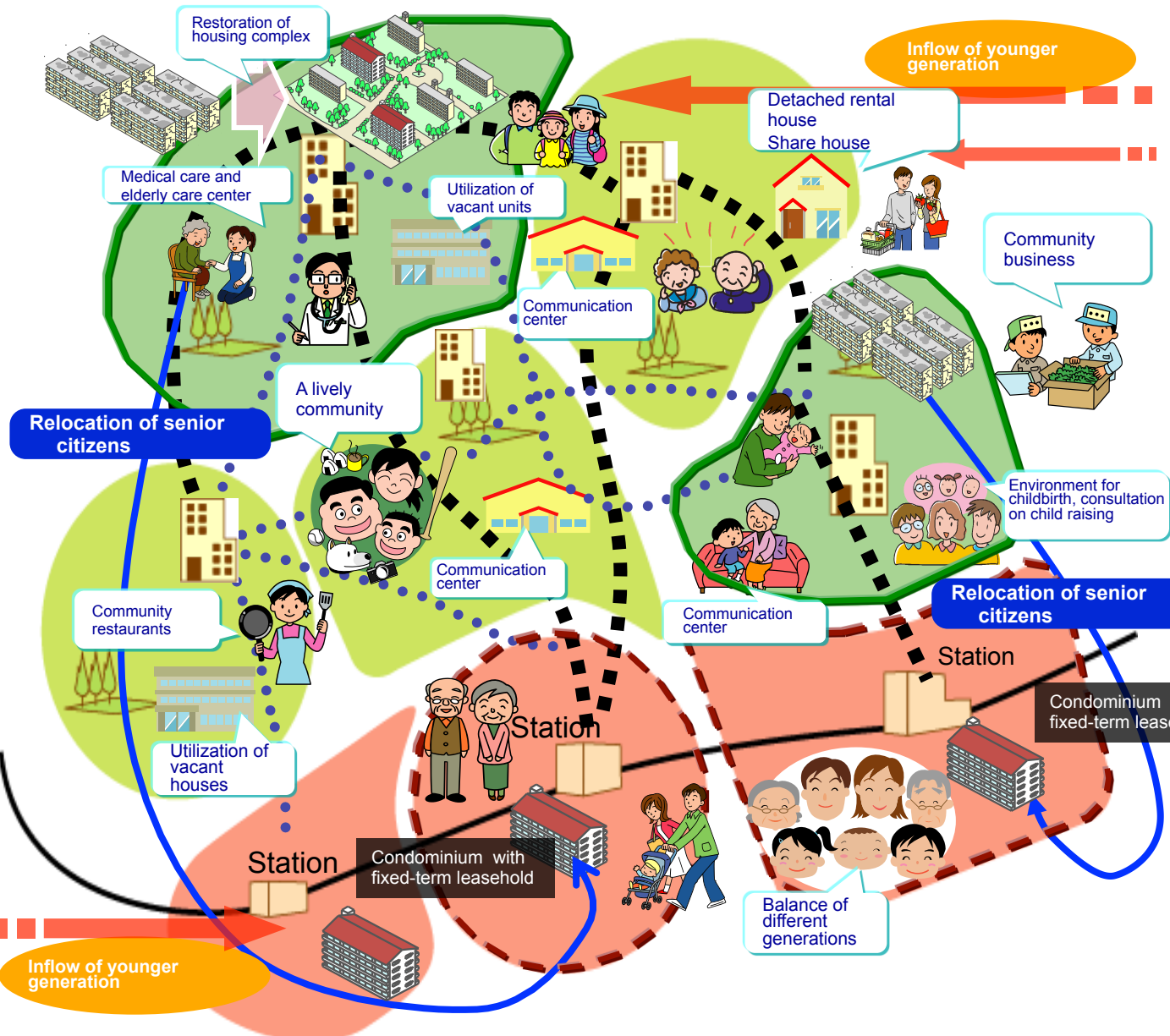
Number of stores: 138 (North Plaza excluded)

Stores and restaurants to assist residents' living as well as sports gyms, culture center, square and community hall, etc. are housed to assist community development.





Image of Next-Generation Community Development



■ Basic concept

- Sustenance and restoration of existing communities
- Place utmost importance on people, living and community and aim at sustainability, circulation and diversity.
- Solve problems of ageing and decline of population through next-generation community development.

■ Key policy

- Create living-related infrastructure network to meet demand of next generations.
- Propose "community living models" in suburban residential areas.
- Create systems of people and community to sustain suburbs.

	Large housing complex that are becoming old
	Area of detached houses
	Areas where commercial facilities and residences are mixed near station
	Community living (base type)

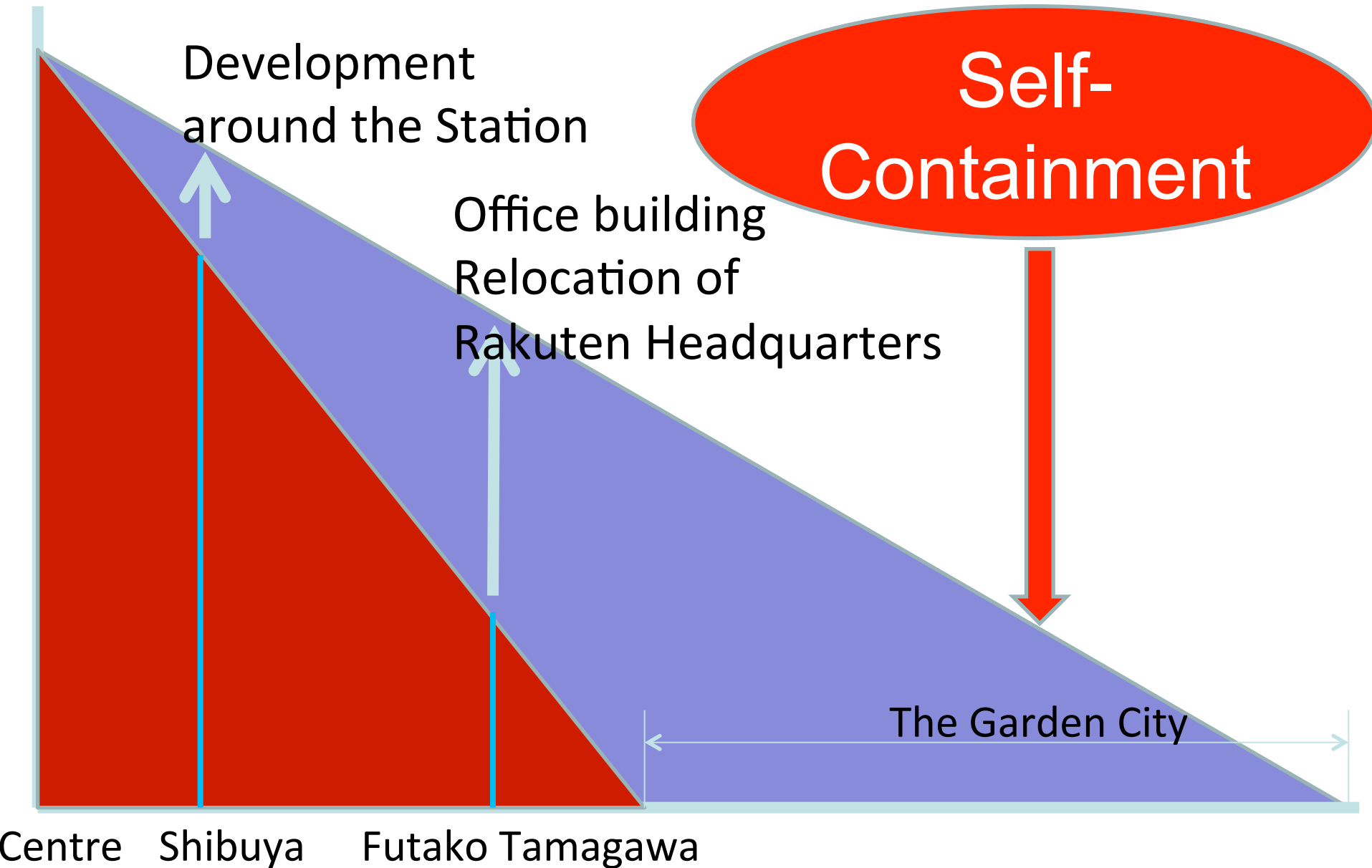
Transportation network	
	Railway
	Key bus routes
	Demand transportation

Communication among various bodies regarding topics of the community development



動画「次世代郊外まちづくり」

Potential of Office Location



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 in-migration.
- Large scale property developments around railway terminals play key role to sustain the model.