



Peripheral Area of Tamachi Station West Exit/Fudanotsuji Crossing
Guideline for Community Development

February 2013
Minato City



***The community, from Edo to Tokyo, continues creating a future
where comfortable and active living blends in with bustling streets,
bringing splendid harmony***

Greetings,

The peripheral area of Tamachi Station West Exit/Fudanotsuji Crossing (hereinafter referred to as “the District”) used to be an area with a place called “Fudanotsuji” where there was a place to post a notice board called “kosatsuba,” and functioned as the main entrance of Edo City. In this area, there was also a kurayashiki (warehouse-residence) of Satsuma domain where Takamori Saigo and Kaishu Katsu had an interview for negotiating the bloodless surrender of Edo Castle.

As time goes by after the Edo Period, the District and its surrounding areas have experienced various changes in the community; firstly, a number of educational and academic institutions were built, factories which supported the living of the residents were built afterwards, and now the community has become a business-oriented area. In the meantime, we have a great cityscape with rich greenery on the hilltop of Takanawa, as well as a bustling shopping street full of vitality.

The District, along with the peripheral area of Tamachi Station East Exit, is designated as a national “Area to be Emergently Developed for Specified City Reproduction,” and expected to form a new hub district where a variety of functions are integrated in order to strengthen Tokyo’s global competitiveness.

Taking this opportunity to promote future reconstruction in Minato City, we have prepared the “Peripheral area of Tamachi Station West/Fudanotsuji Crossing Guideline for Community Development” as a manual in order to solve problems and to develop a comfortable and attractive community. This Guideline addresses our future image of the district as “*The community, from Edo to Tokyo, continues creating a future where comfortable and active living blends in with bustling streets, bringing splendid harmony,*” and sets the objectives and measures for the community development.

We will promote the community development to achieve barrier-free public transportation systems as well as to consider carefully the disaster prevention and the environmental issues.

We will evaluate and implement specific issues in order to realize our future image shown in this Guideline. We appreciate your further support and cooperation to ensure that this Guideline will be carried out by residents and business operators.

February 2013
Masaaki Takei
Minato City Mayor

Masaaki Takei

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1. The Purpose of this Guideline

■ Background and purpose

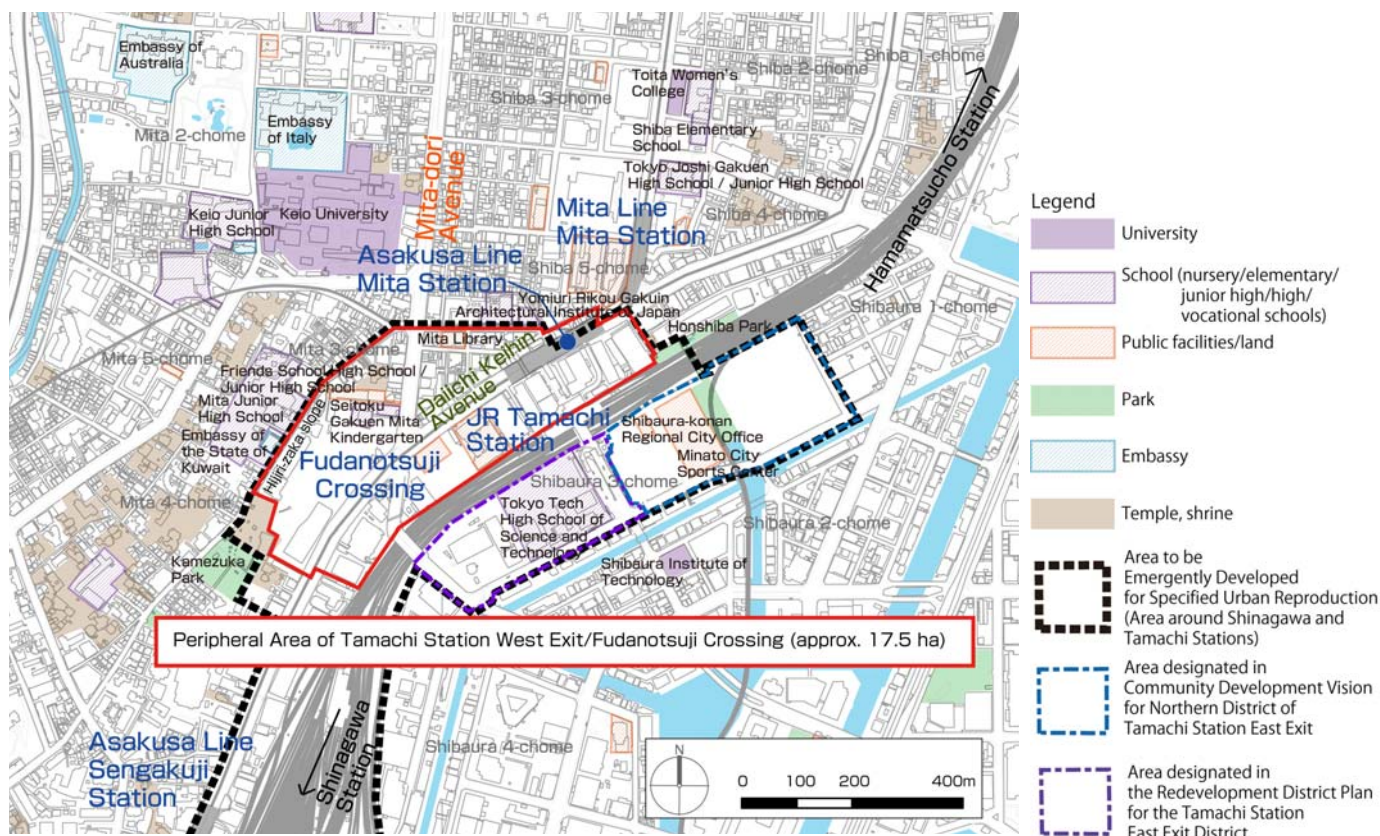
The peripheral area of Tamachi Station West Exit and Fudanotsuji Crossing (See the map below, hereinafter referred to as “the District”) covers a space of approximately 17.5 hectares, including two core components for community development, Tamachi Station West Exit, which is an important public transportation node, and Fudanotsuji Crossing where arterial roads intersect.

The area around Tamachi Station is positioned as a Priority City/Residential Environment Improvement Area based on the “Peripheral Area of Shinagawa and Tamachi Stations Guideline for Community Development” prepared by the Tokyo Metropolitan Government in November 2007, and therefore the area is expected to become a new hub that gathers various functions to strengthen Tokyo’s international competitiveness as part of the Tokyo South Gate that connects Tokyo and other parts of Japan as well as abroad. The area was designated as an “Area to be emergently developed for Specified Urban Reproduction” established by the national government in January 2012, thus the District has become a part of it.

The area around Tamachi Station where scholastic and academic institutions, including universities, and cultural facilities such as Mita library are located, is also a site for concentration of business functions. The area is also a living neighborhood that creates a verdant cityscape in good condition, including a terrace in Takanawa, as well as consists of lively streets combining the bustle of shopping avenues and other facilities with the work–residential functions that are similar to old towns. The Redevelopment District Plan has been established for the southern part of the area around Tamachi Station East Exit adjacent to the District, and the Community Development Vision for the northern part of the area in October 2007, in order to develop new business and commerce functions, coordinated public functions and center hospitals of perinatal and regional pediatric care as well as move forward with a plan to create verdant open spaces.

There is a large area of little-used or unused land and structures that should be renewed on the western side of Fudanotsuji Crossing within the District, but any specific direction of community development has not been determined. In addition to make the entire district around Tamachi Station more attractive in community development, it is crucial to resolve issues of the District, including restricted walking and open spaces, as well as to respond to needs of diversifying lives, strengthen disaster prevention functions while giving consideration to the landscape and environment.

To this end, we must promote the renewal of functions of the existing urban areas in a well-planned manner while seeing the momentum of development of the area around Fudanotsuji Crossing and future rebuilding projects, etc., taking place in the area around Tamachi Station West Exit as a valuable opportunity as well as making effective use of the existing land within the District. In doing so, we must push forward with community development in coordination with the area around Tamachi Station East Exit.



Thus, Minato City has developed the “Peripheral Area of Tamachi Station West Exit/Fudanotsuji Crossing Guideline for Community Crossing” that enables residents, business operators, and administration to share the future vision of the community, define the objectives when working towards community development in a well-planned manner, and determine the detailed direction of the community as an area included in the “Peripheral Area of Shinagawa and Tamachi Stations Guideline for Community Development”.

■ The Role of this Guideline

This Guideline plays the role as set forth below.

- To provide an indication of the future vision for the District that should be shared by residents, business operators, and administration.
- To provide an indication of the items to be realized in the process of the improvement of basic infrastructures and other structures.
- To be used as a foundation in seeking cooperation from residents, business operators, and administration, etc., for community development.

In order to realize community development based on this Guideline, it is necessary for residents, business operators, and the administration to assume the major roles below while collaborating or cooperating with each other.

[Roles of residents, business operators, and administration to realize community development]



Prior to the formulation of this Guideline, we conducted local resident questionnaires and hearing surveys of related parties in order to reflect the numerous opinions we received regarding community development into this Guideline.

2. Positioning of the District

■ Positioning in related development plans

The followings are priority/relevant plans relating to community development of the District.

【National Government】

- Designation of the “Area to be Emergently Developed for Specified Urban Reproduction” (January 2012)
<Peripheral Area of Shinagawa and Tamachi Stations>
 Creating an attractive complex urban area by improving public spaces, including safe and pleasant station facilities, through the systematic shift of land use such as development of diversified urban functions, including business, commerce, residence, education and culture in large areas of little-used or unused land around Tamachi Station, reorganization of the existing city blocks and renewal of functions
- Designation of the Comprehensive Zone for International Strategies, “Special Zone for Asian Headquarters” (December 2011)
 Attracting business management/R&D departments of European multinational corporations and Asian growth companies to Tokyo

【Tokyo Metropolitan Government】

- Comprehensive Urban Reproduction and Improvement Project: Peripheral Area of Shinagawa and Tamachi Stations Guideline for Community Development (November 2007)
 Promoting community development of the Peripheral Area of Shinagawa and Tamachi Stations (approx. 630 ha), which is positioned as a Priority City/Residential Environment Improvement Area to realize an environmental model city and city that attracts a succession of visitors as well as for the Tokyo South Gate
- Tokyo’s Vision for City Planning (revised) (July 2009)
 Promoting the systematic shift of land use, including development projects that combine business, commerce and culture functions in a large area of little-used or unused land, the reorganization of exiting city blocks, and renewal of functions in Tamachi and Shibaura areas, realizing an attractive complex urban area such as a waterfront residential neighborhood that utilizes canals crisscrossing the areas
- Tokyo Earthquake–Resilience Renovation Promotion Plan (March 2012)
 Aiming to prevent a road block due to a building collapse in the event of an earthquake disaster with the goal of converting all structures along Emergency Transportation Roads into an earthquake–resilient model by the end of fiscal 2015
 * Daiichi Keihin Avenue was designated as a Specified Emergency Transportation Road on June 28, 2011

【Minato City】

- Minato City Master Plan for Community Development (April 2007)
<Peripheral Area of Shiba/Mita>
 Maintaining better streets around embassies as well as creating a community in which business and commerce functions are combined with a lively living function with old town–like work–residential streets
<Peripheral Area of Takanawa>
 Creating the community that combines the verdant living environment with a faint of historic atmosphere and a function as a southern gateway
- Minato City Basic Concept of Traffic Barrier–Free (April 2007)
<Peripheral Area of Tamachi and Shirokane–takanawa Stations>
 Creating barrier–free spaces focusing on traffic nodes, public facilities and other structures and providing user–friendly slopes on the terrace, etc.
- Minato City Scenery Plan (August 2009)
<Special Cityscape Formation Area Surrounding Mita–dori Avenue>
 Developing a symbolic avenue with a full view of Tokyo’s landmark, Tokyo Tower
- Minato City Comprehensive Plan of Greenery and Water (March 2011)
<Shiba Area>
 Creating the verdant community with a dignified and bustling atmosphere that encourages residents to stay living in the area
<Takanawa Area>
 Creating a people–and–Earth–friendly community through the conservation and nurturing of lush greenery and water, including large trees and springs

■ Positioning in the Minato City Master Plan for Community Development

[Positioning of the District (Excerpt from the Minato City Master Plan for Community Development)]



— — — — — District boundary (zoning in Minato City Community Development Plan)

[Policies for development of the whole area]

Peripheral Area of Shiba / Mita

- Promoting the improvement of bases around stations
- Promoting the improvement of commerce, business and urban-type residential environments through the effective use of roadside areas
- Promoting the improvement of commerce, business and urban-type residential environments through the reorganization of blocks and effective use of land
- Promoting the improvement of commerce, business and urban-type residential environments through the effective use of land, etc. with consideration for enhancement of disaster prevention functions
- Promoting the conservation and improvement of residential environments by taking advantage of the existence of embassies and universities, etc.

Peripheral Area of Takanawa

- Promoting the improvement of urban-type residential environments through the effective use of roadside areas
- Promoting the conservation and improvement of residential environments while protecting the environment according to regional characteristics

Peripheral Area of Shibaura-konan

- Promoting the improvement of commerce, business and urban-type residential environments by taking advantage of block infrastructures
- Promoting the improvement of commerce, business and urban-type residential environments by guiding or encouraging the shift of land use
- Promoting the improvement of urban-type residential environments while utilizing the waterside location by guiding or encouraging the shift of land use
- Improving public facilities utilizing the city-owned land

[Other key policies for community development]

■ Development of the community with pleasant roads and traffic systems

- Encouraging the creation of roadside cityscape in line with the improvement of Sub Route #7
- Arterial roads
- Subsidiary main roads
- Creation of pleasant walking spaces
- Creation of barrier-free spaces around stations, etc.
- Creation of a dignified routes and spaces

■ Development of the community that keeps balance between urban activities and residence according to regional characteristics

- Community development that takes into account the environment through the shift of use of a large area of land, etc.

■ Development of the community with consideration for the environment, such as greenery, water, and air

- Axis of water
- Axis of green
- Green base

■ Other

- Park, green area and other facilities
- Educational, research, medical facilities, etc.
- Well-planned urban area for business, commerce and residential functions, etc.

3. History of the Community

● Entrance to the City of Edo

At Fudanotsuji, that had the Kousatsuba (official bulletin board) in the Edo Period, a gate called Shibaguchimon was constructed at a fork toward Ikura and Shiba on Tokaido that led to the City of Edo in 1616, serving as a main entrance to the city. Daiichi Keihin Avenue, Mita-dori Avenue and Hijiri-zaka Slope at present were constructed in the Edo Period so that they would become central to the District.

● Daimyo mansions and temple towns

In Mita District where a settlement had been formed before the Edo Period, the number of Daimyo mansions increased along with the expansion of the Edo Castle after the Tokugawa family entered the metropolitan area and streets were lined with tradesmen's houses. In the early Edo Period, temples and shrines were relocated to Mita 4-chome and other areas, and those areas have been flourishing as a leading temple town since then. One of the famous events that occurred in the District was the announcement of a blood-free surrender of the Edo Castle by Takamori Saigo and Kaishu Katsu at a Satsuma Domain's city storehouse in Shiba 5-chome in 1868.

● Changing from a Samurai town to a community gathering students and modern industrial businesses

As Keio University relocated from Shinsen-za to the former suburban residence of the Bizen Shimabara Domain in 1871, the atmosphere of the Samurai town of the District drastically changed due to a flow of a lot of students. After that, national-owned factories, schools and retail stores gradually increased, contributing to the development of a more vigorous community.

The District also saw the development of modern industry in its early stage and the area around Shiba gathers a number of headquarter buildings of leading manufacturers as well as technologically-sophisticated small-and-medium-sized factories and their offices, which are Tokyo's pride.

● Opening of a station and acceleration of urbanization

Tokyo's first tram started to operate between Shimbashi and Shinagawa along the Daiichi Keihin Avenue in 1903, and its station was constructed in the District as well. The service also became available between Fudanotsuji Crossing and Sakurada (Mita-dori Avenue) in 1912.

Tamachi Station was installed between Shinagawa and Karasumori (Shimbashi) Stations of the former Japan National Railways in 1909 when the service was started to be provided.

After the late Meiji Period, tobacco monopoly bureau, confectionary companies, electric appliance/machine factories, etc., were located in the area around Tamachi Station West Exit. In the late Meiji Period, landfill work was started in the area covering from Tamachi Station East Exit to Shibaura, resulting in the evolution of a heavy industrial area.

● From the period of rapid economic growth to the present

During the period of rapid economic growth, the tram was discontinued in 1967 and the Asakusa and Mita Lines were opened in 1968 and 1973, respectively.

Since around 1965 to 1974, the District was transformed from a factory zone to an area led by business functions, including Morinaga Plaza Building (designated as a Specific Block in the Urban Plan) on the southern side of Daiichi Keihin Avenue.

After the Heisei Period began, present-day Tamachi Station West Exit was created through the improvement of the station square and pedestrian deck that crosses Daiichi Keihin Avenue along with the redevelopment of the area in front of Tamachi Station West Exit (urban plan designated as a District of Intensive Land Use / Urban Area Redevelopment Projects in 1988).



▲ "Map of Tokyo-shi 15 wards with block number" produced in 1907



▲ Perspective of the completion image of the area in front of Tamachi Station West Exit (from "1991 MINATO TOKYO Community Development Picture Book")

4. Characteristics of the Community

● Highly accessible public transportation and roads

Tamachi Station is close to the Tokyo metropolitan area and adjacent to Shinagawa and Hamamatsucho Stations which serve as Tokyo's southern gateway, and is one of the stations that provides good access to Haneda Airport. Since Mita Station, where two subway lines are available, is also located there, the District provides highly accessible transportation networks.

In addition, arterial roads that function as a skeleton of Tokyo, including Daiichi Keihin Avenue and Mita-dori Avenue, run through the District and Fudanotsuji Crossing, and in particular serve as an important traffic node that connects districts within the city.

● Diversified land use

The area around Tamachi Station gathers many corporate headquarter buildings and other structures, helping Tokyo play a role in business functions as an international city.

In addition, there is a bustling atmosphere brought by commerce functions, including shopping avenues on Keio-naka-dori Street and other facilities in the northern part of the District.

With regard to living function, there is a relaxing residential neighborhood created along Hijiri-zaka Slope leading to Takanawa as well as streets combining business and residential functions with an old town-like ambience in the northern part of the District.

The District is also characterized by an educational area that gathers a lot of academic institutions. There is Seitoku Gakuen Mita/Kindergarten Teacher Training College, Seitoku University in the District as well as Keio University, Shibaura Institute of Technology, Campus Innovation Center Tokyo of Tokyo Institute of Technology, Friends School, Architectural Institute of Japan Building, and other institutions in the area around the District.

● Ample public facilities

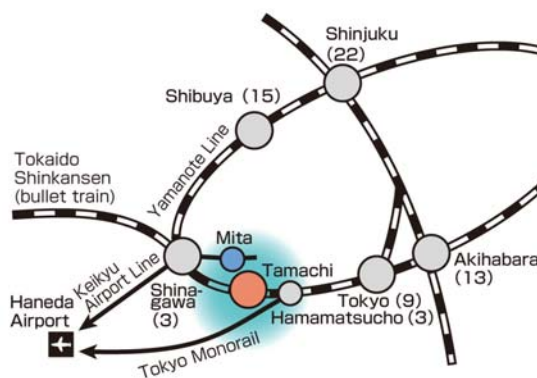
There are many public facilities, including Mita Library and nursery schools, around Tamachi Station West Exit and Sports Center and Shibaura-Konan Regional City Office around East Exit.

● Great view of Tokyo Tower

The part from Fudanotsuji Crossing to Akabanebashi Crossing on Mita-dori Avenue is the only spot from which people can enjoy a full view of Tokyo Tower, representing Minato City's symbolic landscape. There is the unity among the buildings along the avenue due to the almost same position and height of their walls. Relatively wide sidewalks are spaces that are fun to walk along because of underground power lines and pavement that take into account the landscape.

● Slope green

A lot of leafy areas have been conserved in parks, temples, shrines and other locations in the western part of the District. Especially, the slope green located on the border between the terrace and lowland has become central to the greenery in Minato City, serving various functions, such as conservation of natural habitat, provision of a great view of the uninterrupted green landscape, and spring water recharge.



▲ Public transportation network around the District
(The numbers in brackets signify the time required to get to major stations from Tamachi Station (in min.))



▲ Daiichi Keihin Avenue and its roadside areas around Tamachi Station West Exit



▲ View of Tokyo Tower from Mita-dori Avenue



▲ Slope green in the western part of Fudanotsuji Crossing

5. Issues Faced by the Community

① Land use

● Aging structures and little-used or unused land

● Indistinct characteristics of the community

- There are a lot of public facilities/land in the District, but function renewal or rebuilding of some aging facilities and old school sites is required.
- Since many private buildings within the District were constructed around 1965 to 1974, the number of structures that should be rebuilt is growing. In addition, there is little-used or unused land such as old school sites. Function renewal and rebuilding should be conducted so that the District will become eligible for a part of the Tokyo South Gate.
- Since the community's unique characteristics do not leave much of an impression at present, a new future vision utilizing our regional resources must be established and shared.
- The District is currently experiencing the shortage of facilities that make people's lives convenient, including stores providing daily necessities, etc.



▲ Little-used or unused land in the western part of Fudanotsuji Crossing



▲ A crosswalk in front of West Exit crowded by pedestrians and taxis waiting on Daiichi Keihin Avenue



▲ A sidewalk along Daiichi Keihin Avenue where illegally-parked bicycles obstruct walking space



▲ Pedestrian bridge at Fudanotsuji Crossing



▲ Hijiri-zaka Slope with long and steep slope

② Transportation functions

● Lack of station square function

● Restricted walking space and difference in height

● Many illegally-parked bicycles, etc.

【Area around Tamachi Station West Exit】

- It is desirable to install bus stops and a standby area for taxis in the station square, but such facilities protrude to Daiichi Keihin Avenue at present, compromising the function of the arterial road.
- Since crosswalks on Daiichi Keihin Avenue are used by 70,000 people a day^{*1}, the deck that connects the northern and southern sides of the road should be improved for convenience and safety concerns.
- The stairs and escalators leading to ticket gates of Tamachi Station get seriously jammed sometimes. Therefore, spaces that decentralize pedestrians must be secured in preparation for an increase in the working population in the future.
- There are differences in height at each tier of the deck, underground floor and basement as well as complex pathways on such tiers, requiring to make them barrier-free.
- It is difficult for visitors to grasp the community's structures and pathways for transferring to another line.
- Pedestrians are concentrated on the sidewalks along Daiichi Keihin Avenue during morning and evening commuting hours, causing an insufficient walking space for local residents.
- Previously, 700 bicycles a day were illegally parked^{*2}, reducing the width of walking spaces. Although the number of illegally-parked bicycles decreased to 130 units^{*3} through the installation of temporal parking spaces for bicycles, etc., and no-parking zones were designated in May 2012, permanent countermeasures must be taken.

*1, *2 and *3 are results of Minato City's surveys conducted in November 2008, October 2011 and October 2012, respectively.

【Area around Fudanotsuji Crossing】

- The staircase of the pedestrian bridge at Fudanotsuji Crossing is installed on the sidewalks. This reduces the width of the sidewalks and makes it difficult to install elevators to create a barrier-free pedestrian bridge.
- At the long and relatively steep Hijiri-zaka Slope, smooth barrier-free traffic lines to stations and other facilities are required.
- As Fudanotsuji Crossing is an important traffic node toward Shibaura, it is necessary to secure a barrier-free pedestrian traffic line toward Fudanotsuji-hashi Bridge.

③ Disaster/crime prevention functions

- Maintenance and improvement of disaster prevention bases for public land
- Lack of space for temporary stay and places for travelers having difficulty returning home
- Strengthening of functions that deter crimes

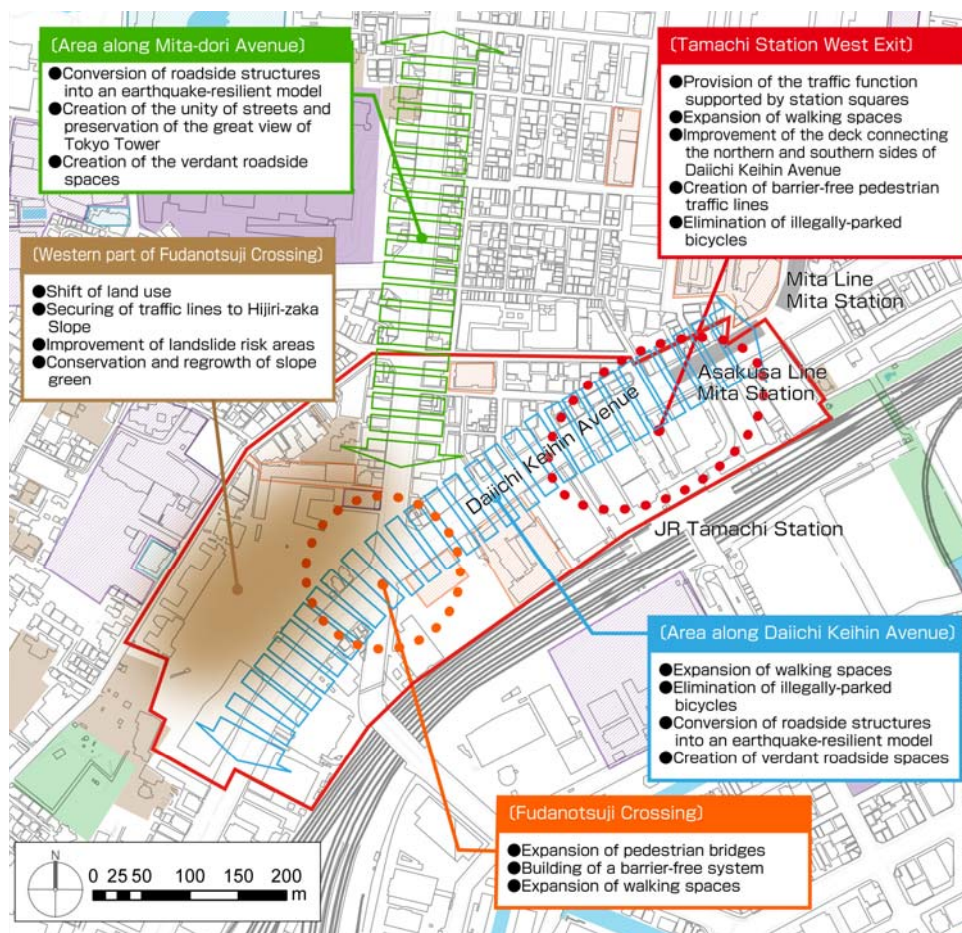
- Since Daiichi Keihin Avenue and Mita-dori Avenue, will serve a function of the Emergency Transportation Road in the event of a disaster, we have to address the urgent task of the conversion of roadside structures into an earthquake-resilient model.
- It is necessary to maintain or redevelop regional disaster prevention functions that were previously assumed by former Nankai Elementary School and former Shibahama Junior High School.
- There is the need to widen walking spaces and secure places for temporary stay as well as for travelers having difficulty returning home around stations in order to relieve congestion and confusion in the event of a disaster, which were seen at the time of the Great East Japan Earthquake.
- As the District faces key arterial roads such as Daiichi Keihin Avenue, includes Tamachi and Mita Stations and is used by a number of people, a key issue is to secure places for those who would have difficulty returning home.
- There is the need to improve an area in the western part of Fudanotsuji Crossing designated as a landslide risk area by the Tokyo Metropolitan Government.
- Crimes have been committed in busy places and we need to carry out community development that enables us to change the situation.

④ Landscape, environment, and local community

- Conservation of landscape resources
- Lack of green and open spaces

- There is the need to create spaces along Mita-dori Avenue with consideration for a regional symbol, the superb view of Tokyo Tower.
- Although street trees have been planted along the arterial roads, they do not leave much of an impression due to poor coordination with plants in adjacent areas, creating streets with a lack of fresh atmosphere. The green space ratio of the District is only about 10%, which is half of that of the entire Minato City (20.51%)*4, requiring aggressive tree planting.
- *4 is a result of Minato City's survey conducted in August 2006.
- It is necessary to conserve the slope green in the western part of Fudanotsuji Crossing.
- There are not enough open spaces that can be used for events and other occasions that lead to revitalization of the local community.

[District issues]



6. Future Vision of the Community

■ Future Vision

The community, from Edo to Tokyo, continues creating a future
where comfortable and active living blends in with bustling streets,
bringing splendid harmony

The District that includes Tamachi and Mita Stations as well as a key transportation junction, Fudanotsuji Crossing, is expected to create a new hub that gathers various functions, including residence, business, commerce, education, and culture and strengthen Tokyo's international competitiveness as part of the Tokyo South Gate.

During the shift from Edo to Tokyo, the District has transformed into an area where a lot of educational and academic institutions are located since the relocation of Keio University in 1871, into an area where factories are located and into an area centering on business functions.

To develop the community, we must continue to create a living space that enhances the amenity by renewing business facilities and constructing urban-type residences and commercial buildings as well as facilities that make people's lives convenient. It is also important to ensure safe and secure environments that prevent disasters and crimes.

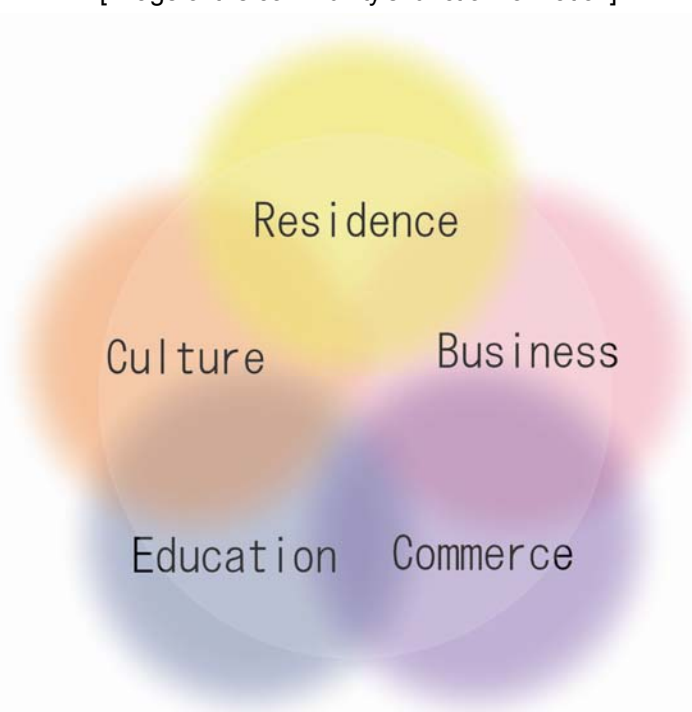
In addition, there is the need to develop new open spaces as well as active and bustling spots while utilizing the regional cityscape and green spaces.

Furthermore, it is expected that the collaboration among a number of educational/academic institutions as well as cultural facilities located around the District, business functions of leading manufacturers' headquarters and technologically-sophisticated small-and-medium-sized companies will realize business cooperation, business-academia cooperation, and industrial development, as well as create hubs that generate new values. For the creation of such hubs, it is indispensable to enhance the appeal of the District in an integrated manner by strengthening coordination with the area around Tamachi Station East Exit.

To this end, we should renew and enhance urban functions including residence, business, commerce, education, and culture, and then organically align them. This will enable local residents, workers, students, and visitors from other parts of Japan and abroad to safely stay in the District with comfort as well as to carry out vigorous communication and activities.

For this reason, we have established the future vision to become this kind of attractive community.

[Image of the community's function formation]



■ Objectives of community development

We have established four objectives of community development that compose our community future vision.

(1) A community that assumes the role in creating new hubs <Renewal of the existing urban areas>

We will create a hub that gathers business functions as a core area of the District as well as strengthen the nature of a living neighborhood that combines residence, education and commerce. To this end, the existing urban areas must be renewed through the utilization of little-used or unused land, rebuilding of aging structures, and other initiatives.



(2) A community that is fun to walk through <Development of barrier-free traffic lines>

We will strive to create a bustling and barrier-free community that is fun to walk through by installing walking spaces, including pedestrian bridges and decks, as well as parking spaces for bicycles, etc., focusing on two traffic nodes, Tamachi Station West Exit and Fudanotsuji Crossing, while taking the opportunity of new development or rebuilding of structures.



(3) A community that is safe and secure <Improvement of disaster and crime prevention >

We will facilitate the enhancement of disaster prevention functions and deterring of crimes to match the characteristics of the community; facing a key arterial road, being located in front of stations, and having business functions and living spaces lying next to each other.



(4) A community that takes advantage of regional resources <Utilization of resources with consideration for landscape and environment, revitalization of the local community>

We will secure green areas and open spaces, which are currently insufficient, through new development projects and other measures while utilizing historical regional resources with consideration for the landscape and environment as well as revitalize the local community while utilizing cultural regional resources.



7. Urban Development Policies

(1) Policy for land use

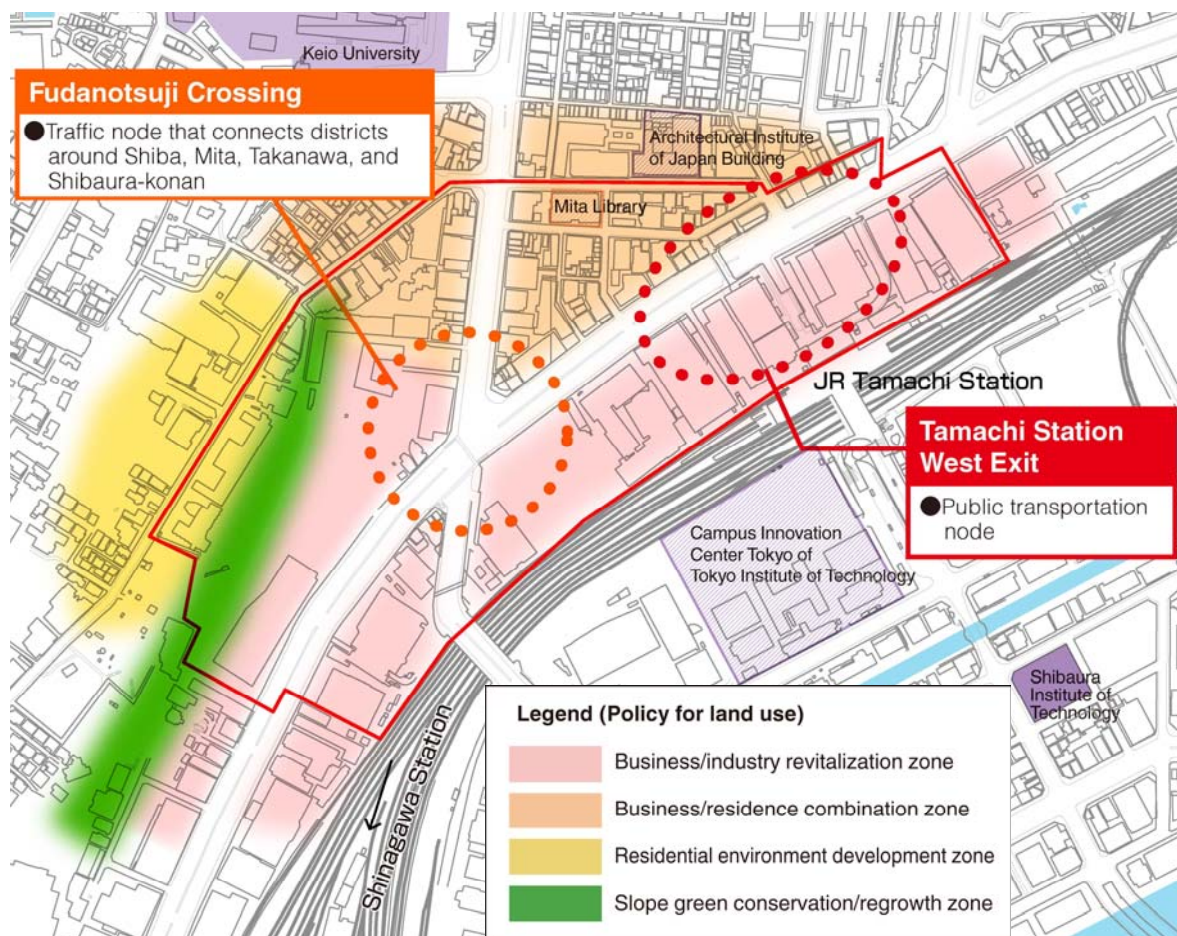
With regard to policies for redevelopment of the whole District, the area has been divided into two zones in the Minato City Master Plan for Community Development, “Promoting the improvement of commerce, business and urban-type residential environments through the effective use of roadside areas,” and “Promoting the conservation and improvement of residential environments while protecting the environment according to regional characteristics.”

Large manufacturers’ headquarter buildings as well as many companies, including technologically-sophisticated small-and medium-sized factories and their offices, which are Tokyo’s pride, are located in and around the District. In addition, there is Shibaura Institute of Technology and Campus Innovation Center Tokyo of Tokyo Institute of Technology around Tamachi Station East Exit, universities and other academic institutions, including Keio University and Architectural Institute of Japan Building, in the northern part of the District, and cultural facilities such as Mita Library in the District, meaning that the District stakes out on an advantageous location that is appropriate for business cooperation and business-academia cooperation. The District also is expected to become a hub for industrial development in Minato City as a whole with this feature.

Furthermore, we must take advantage of valuable opportunities, including the rising momentum of development in the area around Fudanotsuji Crossing and future rebuilding of structures, etc., taken place in the area around Tamachi Station West Exit in the future in order to create new hubs that generate new value while utilizing the existing resources of the community.

To this end, we have established detailed policies for land use as follows in line with the connection with the area around Shinagawa Station that forms the “Area to be Emergently Developed for Specified Urban Reproduction” and the “Special Zone for Asian Headquarters” as part of the Tokyo South Gate, which connects Tokyo and other places in Japan and abroad, with the District as well as the continuity with waterfront areas along Tokyo Bay including the area around Tamachi Station East Exit based on the policy described in “Minato City Master Plan for Community Development.”

[Policy for land use]



Policy for redevelopment of the whole District: Promoting the improvement of commerce, business and urban-type residential environments through the effective use of roadside areas

“Business/industry revitalization zone”

This is a zone centered on business functions utilizing superior transportation convenience. This zone is expected to create new value through collaboration with educational and academic institutions located in the vicinity as well as become a hub for industrial development. In addition, it includes urban-type residence as well as commerce, public and other facilities that make people’s lives more convenient and bring a bustling atmosphere.

“Business/residence combination zone”

This is a zone that combines various functions, including residence, business and commerce. This zone is expected to combine facilities that make people’s lives more convenient and community communication function while utilizing the current bustling atmosphere as a contact point with vicinities in particular.

Policy for redevelopment of the whole District: Promoting the conservation and improvement of residential environments while protecting the environment according to regional characteristics

“Residential environment development zone”

This is a zone expected to conserve and develop a better living environment.

“Slope green conservation/regrowth zone”

This is a zone expected to conserve and enhance the quality of slope green, which is central to the regional green space.

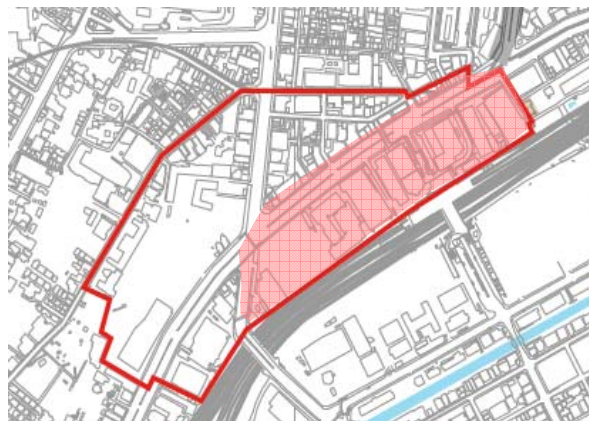
(2) Policy for infrastructure development

We have reviewed the direction of infrastructure development in terms of improvement of traffic functions and creation of barrier-free spaces in order to create a community that is fun to walk through. The District has been divided into three areas in order to promote the function renewal in the existing urban areas in a well-planned manner while considering the rising momentum of development in the area around Fudanotsuji Crossing and future rebuilding, etc., taken place in the area around Tamachi Station West Exit as valuable opportunities.

1. Area around Tamachi Station West Exit (southern part of Daiichi Keihin Avenue)

【Development as a gateway of the community】

Spaces in front of the station are representative gathering places for people, serving as a gateway. Although the deck and station square at West Exit have been improved through the redevelopment of the western part in front of the station, walking spaces are still insufficient due to the lack of coordination with adjacent blocks and it is also hard for visitors to smoothly follow traffic lines. For these reasons, we must create spaces in front of the station with barrier-free lines in mind that are easy to walk around by developing a station square that can be integrated with future development of peripheral areas.



【Securing of traffic square functions】

The station traffic square on the aboveground floor needs to be expanded and improved so that bus stops and standby area for taxis can be installed in there. At the same time, we need to evaluate the installation of traffic square functions in multiple areas around West Exit according to the situation of structure rebuilding around the station.

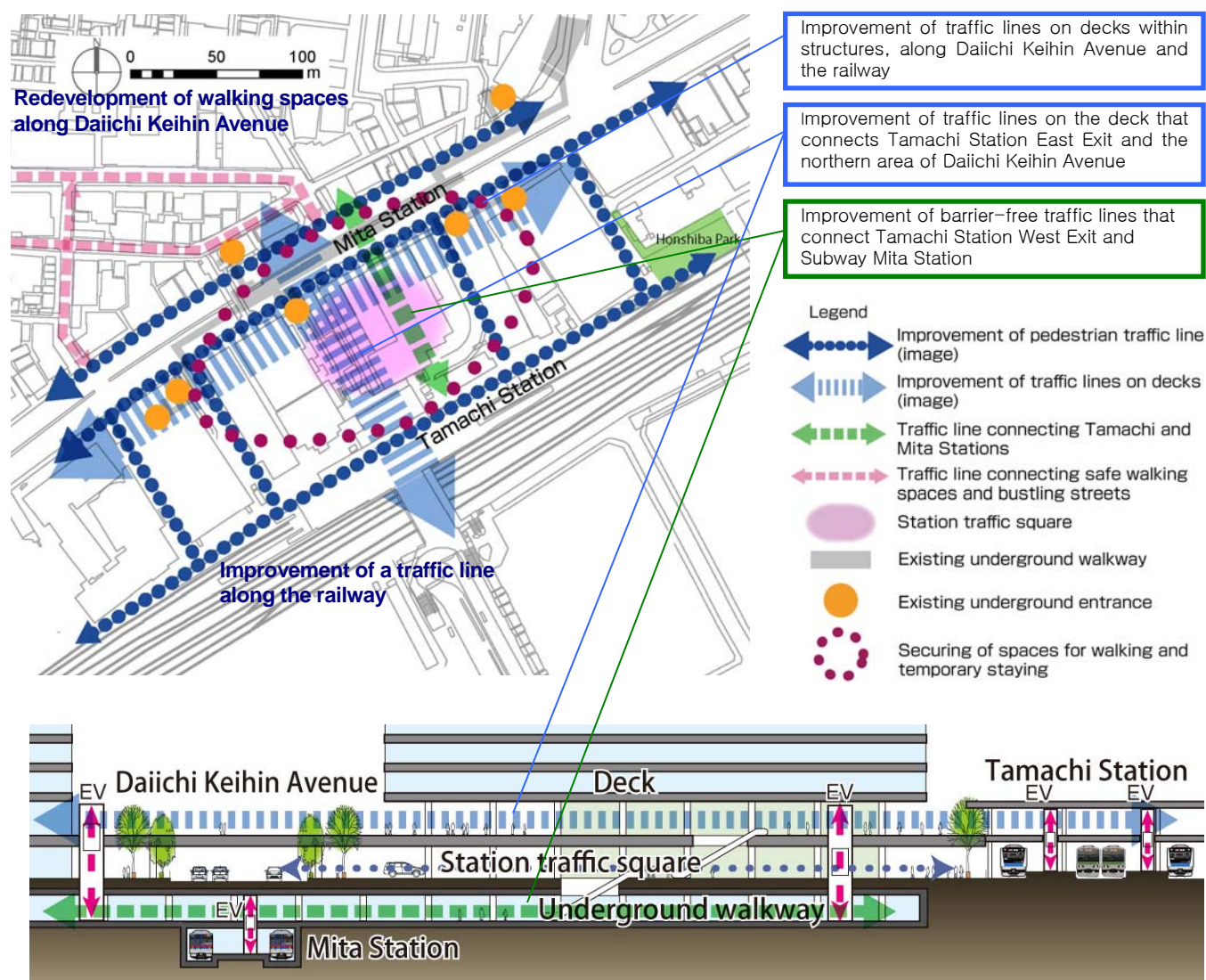
Moving forward, we will consider measures to eliminate traffic congestion in areas in front of the station in an integrated manner according to rebuilding of structures in the vicinities while responding to traffic regulations for crossings in front of the station and conflicting road patterns, etc.

【Improvement of pedestrian networks】

We will facilitate decentralization of pedestrians by developing networks with three tiers consisting of the deck, above-ground floor and basement through redevelopment that can be integrated with development of the vicinities since many pedestrian traffic lines are crossed at West Exit.

In respect to the deck, we will strengthen coordination between East and West Exits by expanding and improving traffic lines for crossing Daiichi Keihin Avenue from Tamachi Station East Exit toward the northern part of the road through widening of the existing decks, including the access way that connects East and West Exits and installation of new decks. In addition, we will determine to extend traffic lines on the deck along Daiichi Keihin Avenue to Fudanotsuji Crossing. When improving Tamachi Station, coordination with pedestrian networks will be further enhanced.

[Image of redevelopment of pedestrian networks, etc., around Tamachi Station West Exit]



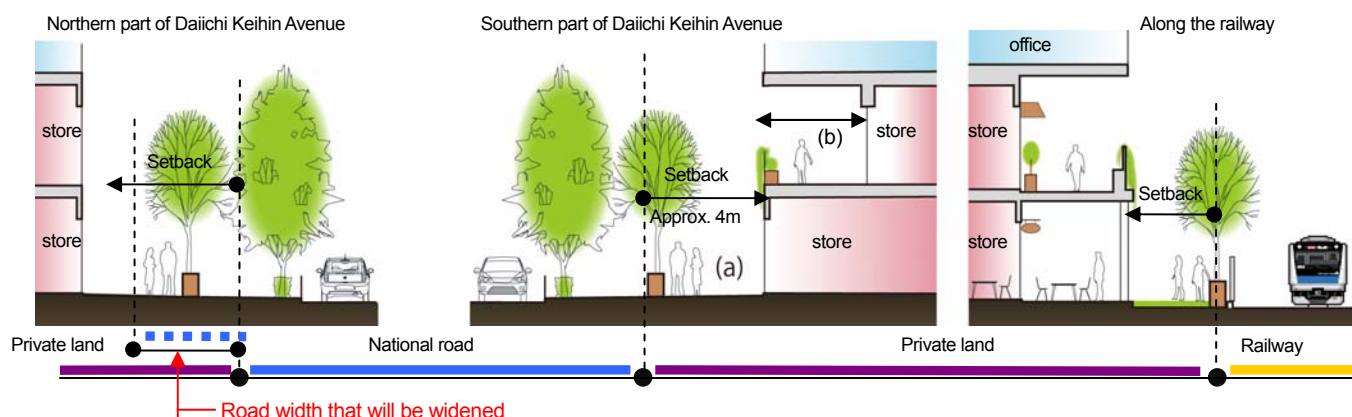
【Development of uninterrupted walking spaces】

Walking spaces along Daiichi Keihin Avenue will be widened and gaps between each space will be eliminated by moving structure walls backward away from the road.

In addition, we will facilitate decentralization of pedestrians to a traffic line within the site along the railway and the northern sidewalk in order to relieve pedestrian concentration on the southern sidewalk. All sites will be connected by sidewalks, open spaces in the form of a sidewalk, decks, and other structures without any space between them and the road width ((a) + (b) in the image below) will be secured with the current and future pedestrian traffic volume in mind. To this end, we need to secure approximately 4 meters of effective road width ((a) in the image below) of walking space on the southern side of Daiichi Keihin Avenue within the private land. In respect to decks, we will meet the requirement for the width and gradient that takes into account the creation of barrier-free spaces.

We also plan to induce shops that attract people, including restaurants, stores that sell groceries and daily necessities, and facilities that make people's lives more convenient, including medical, child-support, and elderly-support facilities, on lower floors, to generate the bustling atmosphere.

[Image of redevelopment of pedestrian networks along Daiichi Keihin Avenue]



▲ Widening of Daiichi Keihin Avenue



▲ Improvement of open space in the form of a sidewalk



▲ Improvement of decks

[Installation of parking spaces for bicycles, etc.]

Illegally parked bicycles, etc., not only disfigure the community landscape and reduce walking spaces, resulting in preventing safe passage of pedestrians and causing accidents, but also obstruct emergency operations by police, ambulance crews, and fire-fighters, etc.

We have many illegally parked bicycles in front of Tamachi Station West Exit and Mita Station, which raises the urgent need for the installation of parking spaces for bicycles, etc.

In redeveloping, we must install the parking space in multiple areas to decentralize bicycles to restrict the ride into Tamachi Station West Exit and Mita Station where many pedestrians are gathering.

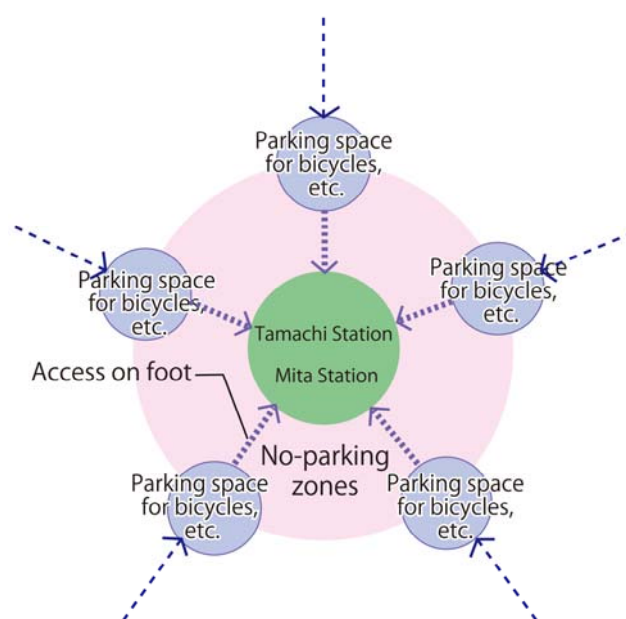
As immediate measures, we have installed temporary parking spaces for bicycles, etc., using the city-owned land in May 2012. Also, we have designated no-parking zones and will remove illegally parked bicycles immediately.

As permanent measures, we plan to install appropriate-sized parking spaces for bicycles, etc., in multiple areas in addition to the temporary parking spaces in order to enhance convenience. Prior to doing so, we will discuss an effective improvement of the facilities after examining the usage situation of the temporary parking and other factors.

With regard to bicycles, etc., belonging to visitors to stores and other facilities, we will give guidance to install such facilities with a parking space.

We will also push forward improvement of space for bicycle travel to create a safe traffic system in which pedestrians, bicycles and cars, etc., can coexist.

[Image of installation of parking spaces for bicycles, etc., in multiple areas]



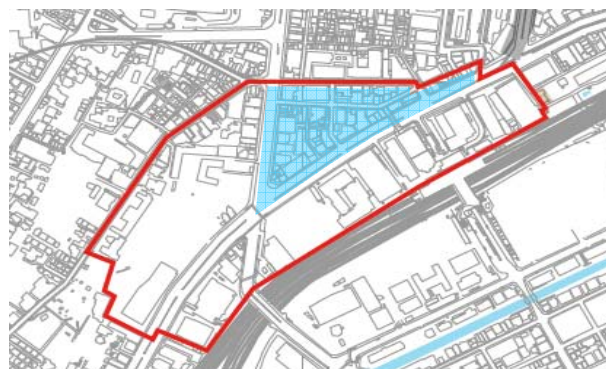
2. Area around Tamachi Station West Exit (northern part of Daiichi Keihin Avenue)

【Improvement and expansion of walking spaces and strengthening of disaster prevention function】

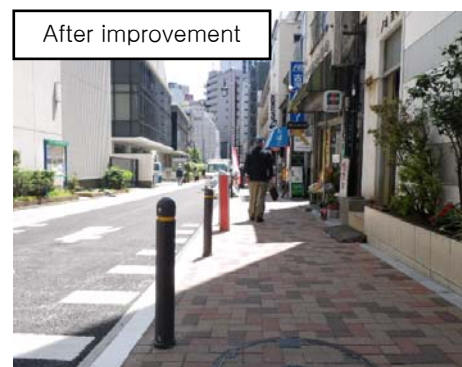
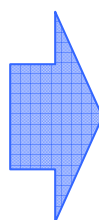
We have been working to lay power lines underground to create safe walking spaces as well as strengthen disaster prevention function in the area around Mita Library on the northern side of Daiichi Keihin Avenue.

Moving forward, we will enhance traffic lines to the station, maintain and nurture the current bustling environment and strengthening of disaster prevention functions through improving safety during evacuation attempts in line with the renewal of roadside structures.

In addition, widening of the area along on the northern side of Daiichi Keihin Avenue is planned in the Urban Plan. In this context, we plan to promote the block reorganization so that the backland can be integrated in terms of improvement of disaster prevention functions of the District.



【Side walk improvement that enhances safety】



3. Area around Fudanotsuji Crossing

【Creation of barrier-free pedestrian traffic lines】

In view of convenience, safety and heavy car traffic, we need to secure traffic lines that allow pedestrians and bicycles coming from every direction to be used smoothly by installing crosswalks and pedestrian bridges.

As for pedestrian bridges, we plan to increase their width, install elevators and secure spaces at the foot of them with consideration for the landscape while seeing development projects conducted by the private sector as an opportunity. In addition, we will strive to secure barrier-free and uninterrupted traffic lines that lead to Tamachi Station West Exit and to the top of Hijiri-zaka Slope.



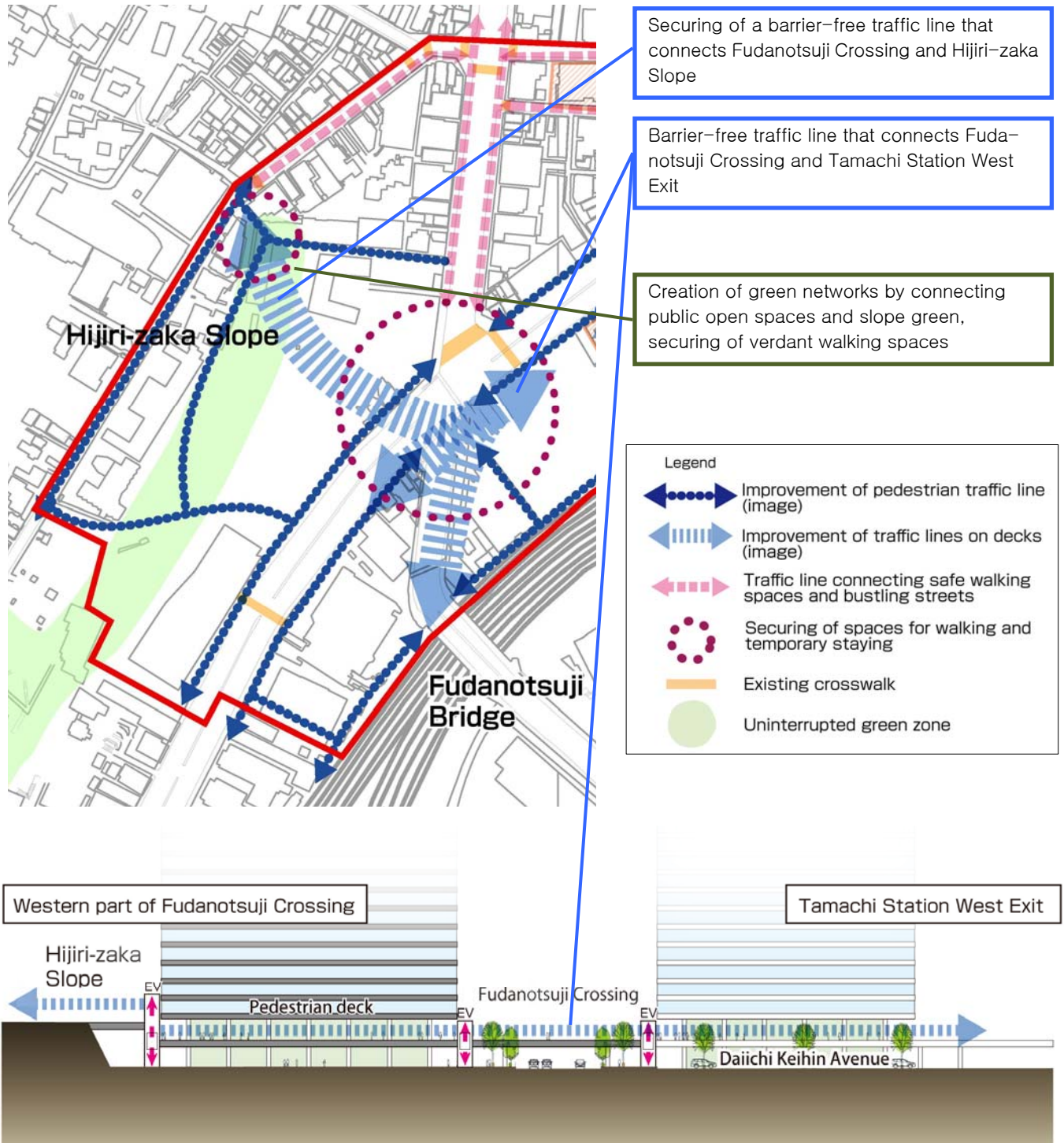
【Formation of pedestrian networks】

Along the roadside area of Daiichi Keihin Avenue that connects the District and Shinagawa Station Takanawa Exit and the street along Hijiri-zaka Slope that leads to the direction of Takanawadai Station, a number of historical resources from the Edo Period have been preserved. This area is blessed with landscape resources, for example, people can enjoy the full view of Tokyo Tower from its foot to the top from Fudanotsuji Crossing. We will promote the creation of pedestrian networks so that it is fun to walk around while utilizing these resources.

【Securing of communication spaces open to the community】

We will create green networks by connecting greeneries in public open spaces and the slope green adjacent to the District as well as places for communication and recreation open to the community, including open spaces that are integrated with verdant walking spaces.

[Image of redevelopment of pedestrian networks, etc., around Fudanotsuji Crossing]



(3) Policy for disaster prevention

There is a further call for development of a community that has resistance to disasters and plays its full part in preventing them since the Great East Japan Earthquake. Responding to it, we have established “Minato City Basic Ordinance on Disaster Prevention Measures” with the basic ideal of enhancement of disaster prevention functions through “self-help,” “mutual assistance,” and “public assistance” in October, 2011. We will endeavor to create a safe and secure environment in light of disaster prevention measures based on this ordinance.

【Earthquake countermeasures】

We will promote the conversion of structures into an earthquake-resilient model by rebuilding and other means.

For Daiichi Keihin Avenue, in particular, which has been designated as a Specified Emergency Transportation Road by the Tokyo Metropolitan Government in June, 2011, we have established a system to promote such conversion of roadside structures at an early stage. Minato City will take proactive promotion measures in cooperation with the Tokyo Metropolitan Government.

Since it is necessary to reduce damages within buildings as well, we will promote measures to prevent building components from falling and heavy goods, including copy machines, from starting or tipping by fixing them in place.

Also, we plan to promote the installation of equipment that prevents people from being trapped in an elevator in the event of an earthquake.

Furthermore, we will take measures for long-period earthquake ground motion that may have impact on tall structures in cooperation with the national government and Tokyo Metropolitan Government.

We plan to provide information about the risk of liquefaction and countermeasure for it to mitigate damages caused by a disaster.

Also, we will push forward measures to avoid infrastructure disruption in collaboration with providers of essential utilities such as water, sewerage, electricity and gas.

【Countermeasures for urban flooding】

In the District, there are areas where the flood height will be 1–2 meters in the event of heavy rain, which are included in the “Minato City Flood Hazard Map 2009.” For this reason, we must guide or encourage the installation of flood prevention functions, including facilities for retention/infiltration of rain water, flood protection boards, mound-up (raising the height of a doorway) and raise walls around dry areas and to mitigate damages caused by urban flooding due to localized torrential downpour by securing evacuation routes from the basement and installing electrical equipment on higher floors in the utilization of the city-owned land and development projects conducted by the private sector.

【Maintenance of cliffs】

The cliff area in the western part of Fudanotsuji Crossing has been designated as a landslide risk zone by the Tokyo Metropolitan Government, thus requiring measures to prevent the area from collapsing in the event of heavy rain, etc. To this end, we need to enhance safety through redevelopment, including moderating of slopes and installation of retaining walls, in line with development conducted by the private sector.

【Securing of evacuation spaces/routes】

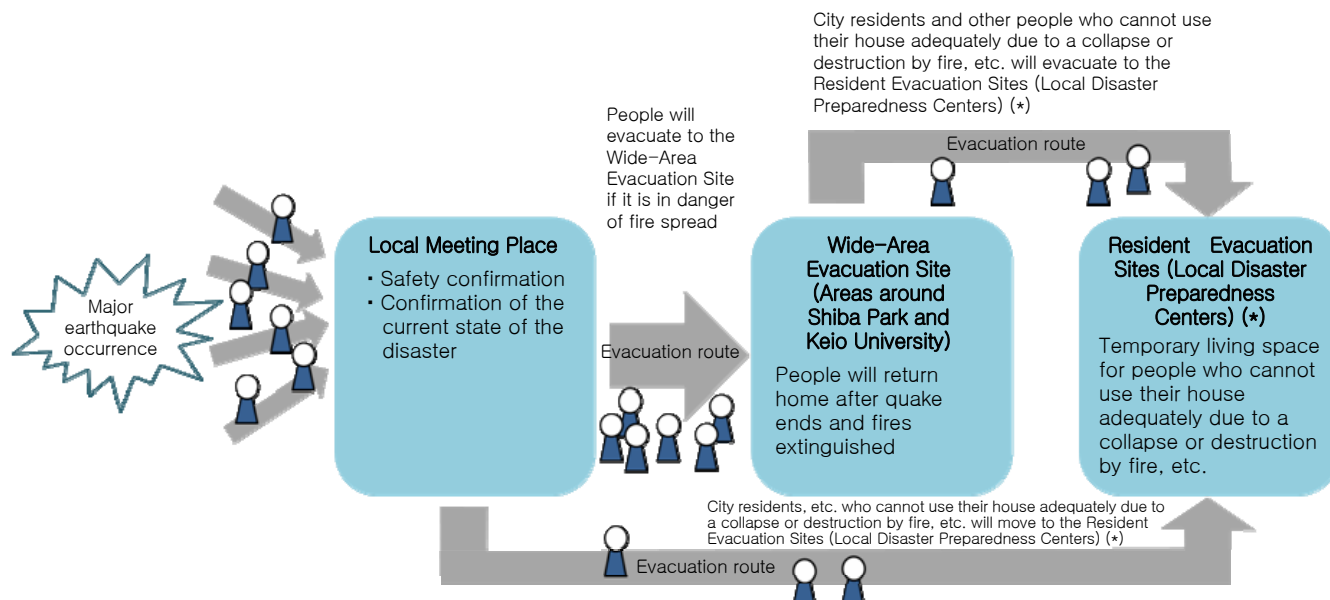
In order to realize safe and quick evacuation to the Local Meeting Place for local residents, areas around Shiba Park and Keio University that serve as the Wide-Area Evacuation Site, the Resident Evacuation Sites (Local Disaster Preparedness Centers) or the Welfare Evacuation Sites*, safe evacuation routes should be secured in advance. To this end, we need to push forward widening of walking spaces and securing of spaces at the foot of pedestrian bridges. Also, we will continue to work on laying power lines underground to secure safe walking spaces.

* The names “Local Meeting Place,” “Resident Evacuation Sites,” and “Welfare Evacuation Sites” are to be finalized after the Minato City Community Disaster Prevention Plan is determined in the Minato City Disaster Prevention Meeting to be held in March, 2013.

In addition, there is the need to secure spaces for temporary staying for people to help safe evacuation attempts because the area, mainly in front of stations would be crowded by a great number of pedestrians. To resolve this issue, we will give guidance to secure outdoor open spaces in the utilization of the city-owned land and development projects conducted by the private sector and determine measures to improve safety, for example, securing of routes for evacuation attempts from densely built-up areas around the vicinities.

Although flood damages in the District caused by tsunami have not been not predicted by the Tokyo Metropolitan Government or in simulations conducted by Minato City, we will encourage creating a system for evacuation in the event of a tsunami as well in the utilization of the city-owned land and development projects conducted by the private sector.

[Image of evacuation attempt in the event of a disaster]



* Specific people given preference over other people who need an assistant at home in the event of a disaster and people who have difficulty temporarily living in the Resident Evacuation Sites (Local Disaster Preparedness Centers) will evacuate to the Welfare Evacuation Center.

【Securing of spaces for the community’s disaster-prevention activities and storage of disaster stockpiles】

In the District, there is no large space that serves as a gathering place for town associations and neighborhood associations in the event of disaster. Because we have been receiving many requests for securing community bases to conduct resident safety confirmation, initial fire fighting and rescue activities, we will discuss ways to secure spaces that can be used as a gathering place immediately after a disaster occurrence and for emergency drills carried out by town associations and neighborhood associations.

In addition, we must examine ways to secure storage of disaster stockpiles, such as materials and equipment required for initial fire fighting and rescue activities as well as water and blankets, etc.

【Development of systems for accepting travelers having difficulty returning home】

The areas in and around the District gather a lot of workers and students, meaning that in the event of a disaster, people who try to return home will be concentrated in Tamachi and Mita Stations as well as many others including Daiichi Keihin Avenue. To avoid these, it is crucial to limit simultaneous departure for home by workers, etc., as well as secure places for travelers having difficulty returning home to stay temporarily.

To this end, we will secure various facilities, including open spaces that guide travelers having difficulty returning home, places for such people to stay temporarily, storage of disaster stockpiles, and manhole emergency toilets, etc., while gaining the cooperation not only from public facilities but also the private sector in their development projects. In addition, we plan to develop a viable collaboration system in the event of a disaster with an eye to the utilization of Urban Reproduction Security Plan System by, for example, encouraging companies to store supplies such as drinking water and emergency food for travelers having difficulty returning home.

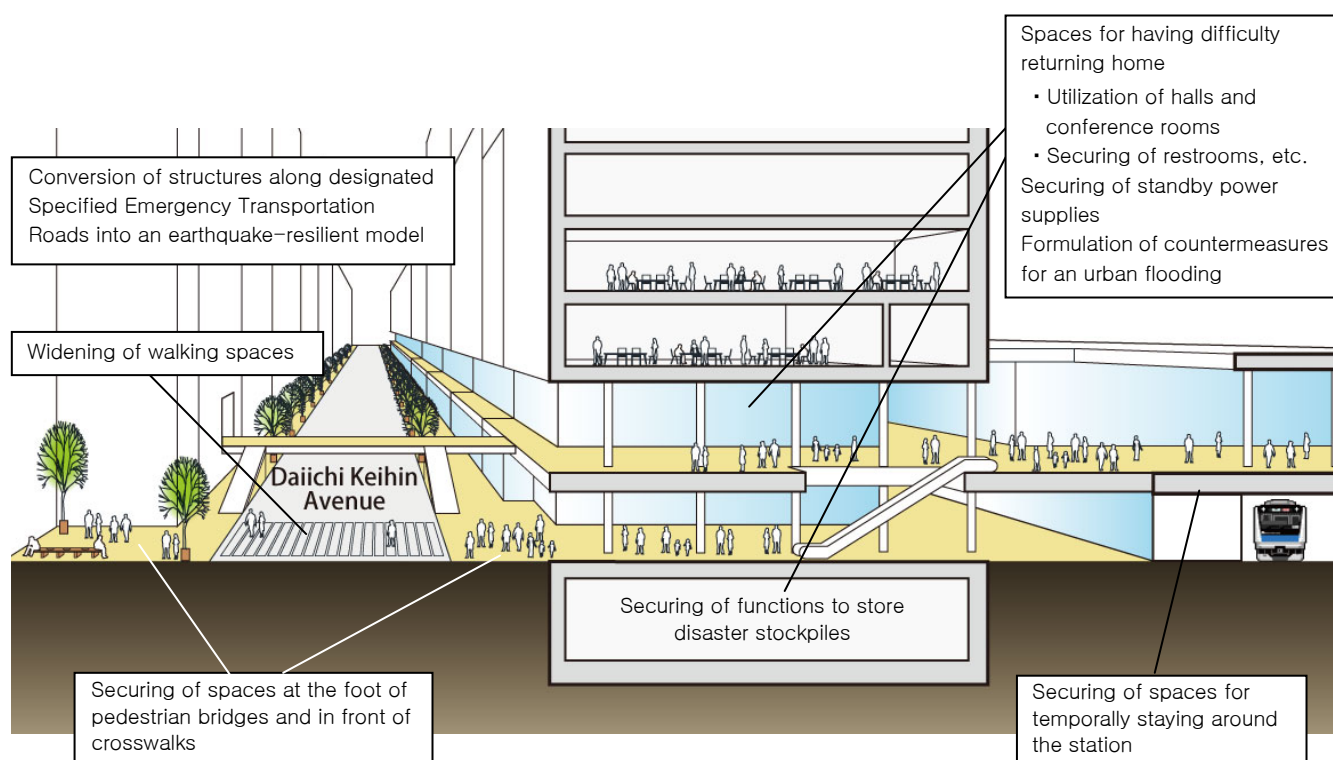
【Securing of standby power supplies and adoption of stand-alone/distributed energy systems】

For the District that gathers many headquarter functions, there is the need to introduce construction plans and energy systems in order to respond to companies' business continuity plan in the event of a disaster from the perspective of strengthening of Tokyo's international competitiveness.

For this reason, we will guide or encourage securing an emergency power system, a cogeneration system as well as renewable energy-fueled smart energy networks that respond to urban flooding and other disasters to prepare disaster-resilient energy backup functions.

In addition, we will promote the shift to the use of renewable energy and securing of an emergency power system at complex housings as well.

[Image of redevelopment relating to disaster prevention]



(4) Policy for crime prevention

To create a safe community where people can live free from anxiety, it is also important to address issues relating to crime prevention.

In order to promote development of a crime-free community, not only structures but also outdoor spaces, including parks and squares, are critical elements to be considered. Furthermore, it is important not only to improve the environment but also to raise awareness of crime prevention through revitalization of the local community.

【Strengthening of crime prevention functions of structures】

We will strengthen crime prevention function by enhancing structures' crime prevention capability and offering good visibility of each area in order not to create spaces that are vulnerable in terms of crime prevention.

To prevent trespassing, the use of locks with high crime prevention capability and crime prevention film will be promoted. In addition, we will drive forward the management by using a building manager or security camera as well as installing a door with an automatic locking system at staircase landings to increase security at building's common use spaces.

Also, we will provide advice on the layout of buildings, in which blind spots are not generated, as well as offer good visibility while protecting people's privacy when installing a wall or fence.

【Development of crime prevention-conscious environments】

We will further promote community development that gives the indication of local residents at any time of night or day to enhance crime prevention functions of the whole community.

Introduction of urban-type residence and facilities that make people's lives convenient will be encouraged in development projects conducted by the private sector to form urban areas that combine diversified applications.

Furthermore, installation of security cameras on streets and security lightings in dark places will be promoted.

We will facilitate the elimination of blind spots through development of squares and other facilities as well as appropriate management of planted trees with consideration for good visibility and brightness at night.

【Promotion of crime prevention activities with collaboration between the community and administration】

We will promote educational activities that encourage residents to be aware of crime prevention, and effectively deter crimes by facilitating crime prevention activities through collaboration with residents, companies, and administrations while improving the community's solidarity and revitalizing the local community.

In addition, the environment that triggers no crime will be developed by maintaining and enhancing the landscape through the regional beautification activities.



▲ Installation of security cameras



▲ Installation of security lightings



▲ Street with good visibility



▲ Local environment beautification activity

(5) Policy for landscape and greening

We will promote the creation of a dignified urban landscape that is suitable to become part of the Tokyo South Gate as a key traffic junction since the Edo Period and facilitate green planting to push forward community development in harmony with greenery at temples and shrines as well as the historical landscape.

【Creation of landscape with consideration for cityscape】

We will establish specific rules for the design such as the height and layout of lower floors of structures according to traffic lines developed on decks. Transparent glass will be used for areas along open spaces in the form of a sidewalk and stores, etc., on decks to draw pedestrians into such structures while eliminating gaps between structures. In addition, the landscape will be created with consideration for the appearance viewed by people at the side of the railway so that it will be appropriate to be Tokyo's gateway.

Based on the “Minato City Scenery Plan,” we will guide to adopt the design of structures that take into account mitigation of an oppressive feeling through the installation of open spaces as well as distant and near views of the landscape when structures are renewed. In respect to the area around Mita-dori Avenue designated as a Special Cityscape Formation Area in particular, we will create the landscape by taking advantage of the great view of Tokyo Tower.

In addition, lush greenery at temples and shrines remained along Hijiri-zaka Slope and historical resources such as Tokaido's historic sites dotted along Daiichi Keihin Avenue will be utilized for community development.

【Promotion of greenery】

In accordance with “Minato City Ordinance for Preservation of Greenery,” we will encourage the greening on private land to form networks in coordination with other greeneries such as roadside trees.

When developing open spaces, etc., with a certain size of area, verdant areas and leafy shade will be generated with high trees.

Furthermore, we will aggressively promote wall and roof greening that improves the atmosphere through the greening of the whole area in places with the lack of open spaces.

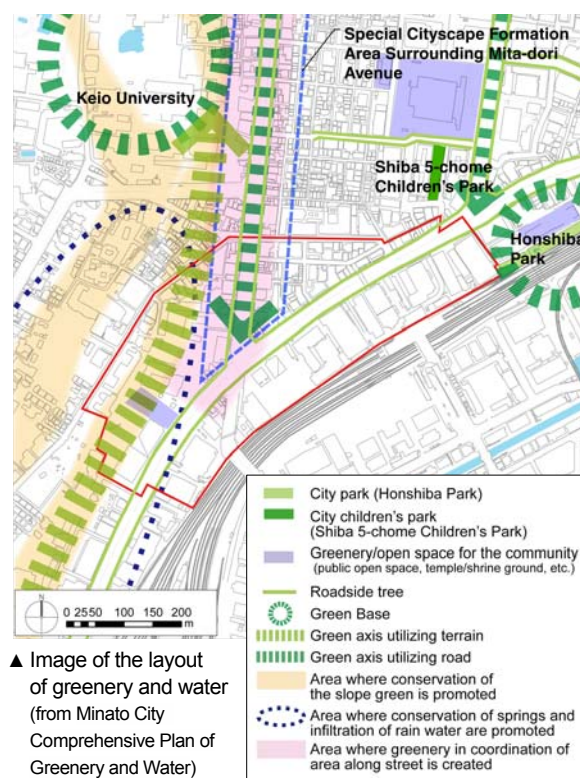
【Conservation and regrowth of slope green】

The slope green located at the western side of Fudanotsuji Crossing serves as a green axis. For the land use of this area, conservation and regrowth of greenery will be promoted with safety in mind. In doing so, we will connect the area with the existing public open spaces and other slope greens so that an integral landscape of the slope green will be created as well as the conservation and integration of natural habitats of animals can be facilitated.

With regard to the layout of structures, we will create the landscape using the slope green as a regional resource by giving consideration to the appearance of the slope viewed from the side of lowlands and arterial roads.



▲ Structures using glass



▲ Image of the layout of greenery and water (from Minato City Comprehensive Plan of Greenery and Water)



▲ Conservation and regrowth of slope green

(6) Policy for environment

As an environment-conscious community development, the effective use of energy and resources will be pursued and countermeasures for the heat-island effect, which causes environmental problem to urban areas, will be taken.

【Realization of low carbon society】

In order to reduce energy use and artificial exhaust heat, we will facilitate the installation of highly-insulated buildings, introduction of energy-saving systems such as highly-efficient equipment, use of renewable energy utilizing a solar or wind power system, and streamlined operations of equipment, etc., at times of the renewal of structures and facilities.

In addition, we will endeavor to realize a low carbon society by aggressively promoting advanced initiatives in which disaster-resilient independent/distributed smart energy networks are effectively operated in the entire area.

We will promote the use of timber certified by the “System for Minato Model Certification of Carbon Dioxide Fixation” for structures to contribute to carbon dioxide fixation in urban areas and national forest reform initiative.

Pursuant to the “Minato City System for Promotion of Low Carboned Private Structures”, we will encourage reduction in CO₂ emission in newly-constructed buildings for business purposes as well.

【Effective use of resources】

We will facilitate the appropriate use of resources through “eco-material measures” in which blended cement, recycled steels/aggregates, and other materials are utilized.

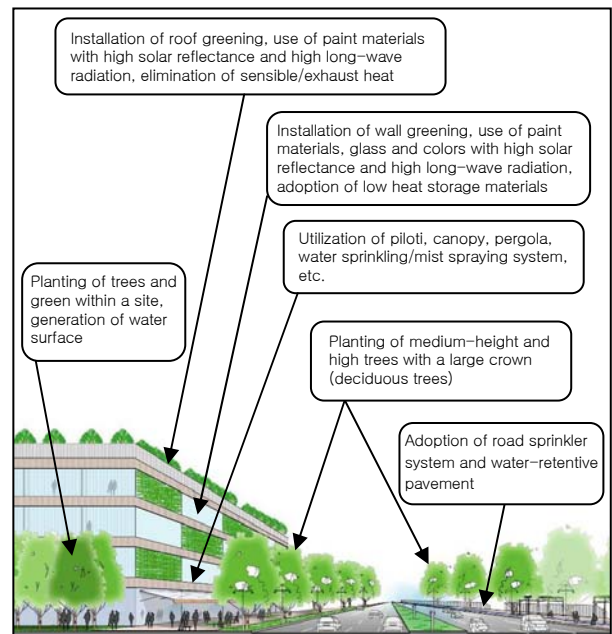
Moreover, we will develop sound water circulation systems through the reuse of rain water by installing storage tanks, the use of general service water, and other means.

【Countermeasures for the heat-island effect】

We will secure paths of wind from Tokyo Bay going inland and from canals in the vicinity by devising the shape and layout of structures as a measure against the heat-island effect.

We will also facilitate the planting of medium-height and high trees as well as roof and wall greening within sites and for roof spaces where greening is impossible, the use of paint materials with high solar reflectance and high long-wave radiation will be promoted.

Furthermore, we will guide or encourage formulating plans for large scale development projects that take into account the peripheral wind environment pursuant to “Tokyo Metropolitan Environmental Impact Assessment Ordinance” and “Implementation Guideline for Investigation Relating to the Environmental Effect in Minato City,” which has been established by the city independently.



▲ Various measures for development of refreshing urban spaces(from the Peripheral Area of Shinagawa and Tamachi Stations Guideline for Community Development)



▲ Use of timber certified in the “System for Minato Model Certification of Carbon Dioxide Fixation”



▲ Example of countermeasures for the heat-island effect (mist spraying)

(7) Policy for local community

Gathering residents, workers, students and visitors from the other parts of Japan and abroad, the District will be energized through active communication and the local community development.

Thus, we will facilitate the creation of communication spaces for the community as well as region-wide community development to continue to be an attractive community.

【Creation of communication spaces for the community】

We will install spaces for relaxing and communication in the utilization of the city-owned land and development projects conducted by the private sector as well as improve the environment that creates new cultures and fosters the local community by drawing on the existing public facilities, including Mita Library.

We will form a bustling environment in collaboration with related business operators by lining up all structures that face open spaces in the form of a sidewalk or decks.

We will also create spaces that improve urban lives through improvement of various facilities from pocket parks to large squares and green areas, according to the scale of projects. For the utilization of squares, etc., the bustling atmosphere of the community will be enhanced by using the "Development Group Registration System" based on "The Tokyo Municipal Ordinance on Promoting the Creating of an Attractive and Exceptional City" and other systems.

【Promotion of local community activities】

To facilitate community development while allowing diversified people to smoothly work on their activities, we will create opportunities to forge connection between local residents and businesses, as well as for business cooperation and business-academic cooperation.

In addition, we will develop spaces for holding such events as festivals that create a joyous mood to allow people of all generations from children to elderly to communicate with each other as well as gather many visitors.

We will also support various community activities led by members of the community, including town associations, neighborhood associations, and merchants' association, as well as community development initiatives by community development organizations based on the "Minato City Community Development Ordinance."

One of the ideas for sustainable development of the community is to promote community development activities by building area management organizations, in which residents and business operators work together. If this is the case, we will provide necessary support.



▲ Spaces for relaxing and communication



▲ Construction of squares



▲ Communication between children and business of the community (potato digging on roof of a building)



▲ Regional festival
(Mita Nouryou (enjoying the cool of the evening) Carnival)

8. Images of Urban Development

■ Images of urban development of the entire District

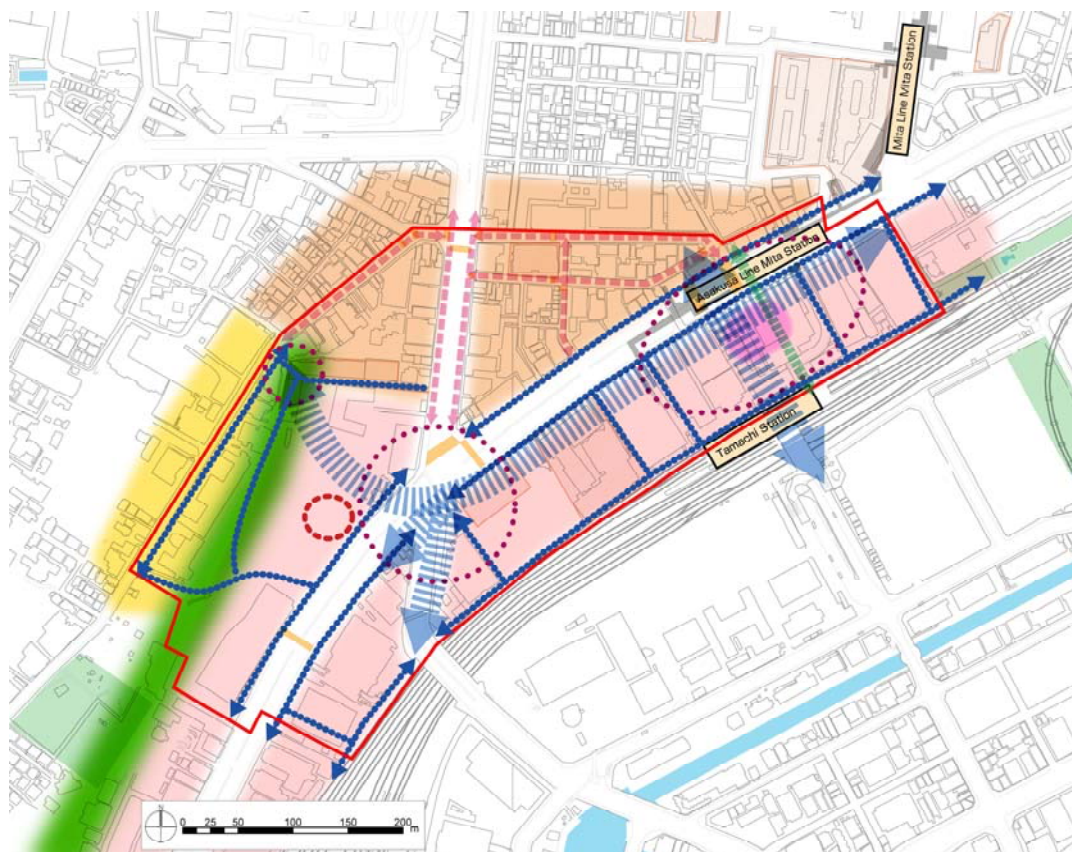
In the District, we plan to create a safe, convenient, and attractive complex urban area that combines residence, business, commerce, education and culture functions and then a hub qualified as part of the Tokyo South Gate through community development in coordination with the area around Tamachi Station East Exit to strengthen functions and complement each other.

For the area around Tamachi Station West Exit, we will expand and improve traffic functions, including roadside walking spaces, and create an attractive and integral urban landscape in harmony with street trees and greenery within sites to form cityscape that takes in account a universal design as well. In addition, we will develop streets that support people's lives and create the bustling atmosphere through the installation of urban-type residence, stores and facilities that make lives convenient along with business facilities. Furthermore, parking spaces for bicycles, etc., will be installed also when required in order to handle bicycles used by shoppers and workers from peripheral areas.

In addition to the above, safe and convenient walking spaces will be secured in residential neighborhoods and school zones at the back of Fudanotsuji Crossing and development of a barrier-free community will be promoted. Also local disaster preparedness centers will be secured by using open spaces, etc., and communication spaces for the community will be developed by creating opportunities for residents and workers to have contact with nature and greenery in public open spaces and slope green.

The figure below shows the image of redevelopment of the whole District based on the future vision and redevelopment policies described above.

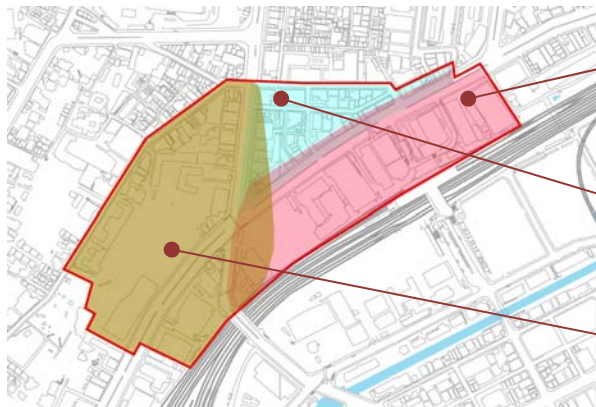
[Image of redevelopment of the whole District]



Legend		
■ Policy for land use		
	Business/industry revitalization zone	
	Business/residence combination zone	
	Residential environment development zone	
	Slope green conservation/regrowth zone	
■ Existing land use		
	Public facilities/land	
	Park	
■ Policy for infrastructure development		
	Improvement of pedestrian traffic lines (image)	
	Improvement of traffic lines on decks (image)	
	Traffic line connecting Tamachi and Mita Stations	
	Traffic line connecting safe walking spaces and bustling streets	
	Existing underground walkway	
	Existing crosswalk	
	Securing of spaces for walking and temporary staying	
	Station traffic square	
■ Policy for disaster prevention		
	Improvement of the community's local disaster preparedness centers	

■ Images of Urban Development by Area

The following indicates characteristics of each area and the direction of community development to resolve issues.



<Area 1: Area around Tamachi Station West Exit (southern part of Daiichi Keihin Avenue)>

Creating a hub for urban revitalization mainly led by business functions

<Area 2: Area around Tamachi Station West Exit (northern part of Daiichi Keihin Avenue)>

Creating living space that is fun to walk through in while taking advantage of the current bustling atmosphere

<Area 3: Area around Fudanotsuji Crossing>

Creating the community's communication hub mainly led by business functions, while at the same time, combining residence, commerce, and education

<Area 1: Area around Tamachi Station West Exit (southern part of Daiichi Keihin Avenue)>

- Creating the bustling environment brought by business functions and other commercial facilities
- Preparing environments for business cooperation, business-academia cooperation, and industrial development
- Improving a traffic square function in line with the development of surrounding areas
- Decentralizing and improving pedestrian traffic lines through the development of a deck connecting Tamachi Station West Exit and Fudanotsuji Crossing and uninterrupted open spaces in the form of a sidewalk
- Strengthening the coordination between East and West Exits for securing a pedestrian traffic line through development of a deck connecting Tamachi Station East Exit and the northern part of Daiichi Keihin Avenue
- Widening or adding walking/open spaces
- Resolving the issue of illegally-parked bicycles by installing parking spaces for bicycles, etc.



<Area 2: Area around Tamachi Station West Exit (northern part of Daiichi Keihin Avenue)>

- Securing and maintaining an uninterrupted bustling environment
- Improving traffic lines to stations
- Widening Daiichi Keihin Avenue
- Reorganization of blocks through sharing of private land and other measures
- Securing safe and comfortable walking spaces by laying power lines underground and other measures
- Resolving the issue of illegally-parked bicycles by installing parking spaces for bicycles, etc.
- Improving safety in terms of evacuation, etc., in built-up parts on the northern side of the area



<Area 3: Area around Fudanotsuji Crossing>

- Developing pedestrian networks and decks that connect functions of surrounding areas, including Tamachi Station West Exit, and those within the area with consideration for landscape and ease of navigation
- Securing spaces at the foot of pedestrian bridges
- Improving the community's disaster-prevention base function (E.g. locations where resident organizations conduct disaster prevention-related activities)
- Improving the condition of cliffs and creating safe slope green with consideration for the openness of them to local residents and visitors
- Developing parks and squares that serve as a bustling space and place for communication at representative parts of the area and those with a mixture of traffic lines



9. Community Development Efforts

■ For successful community development

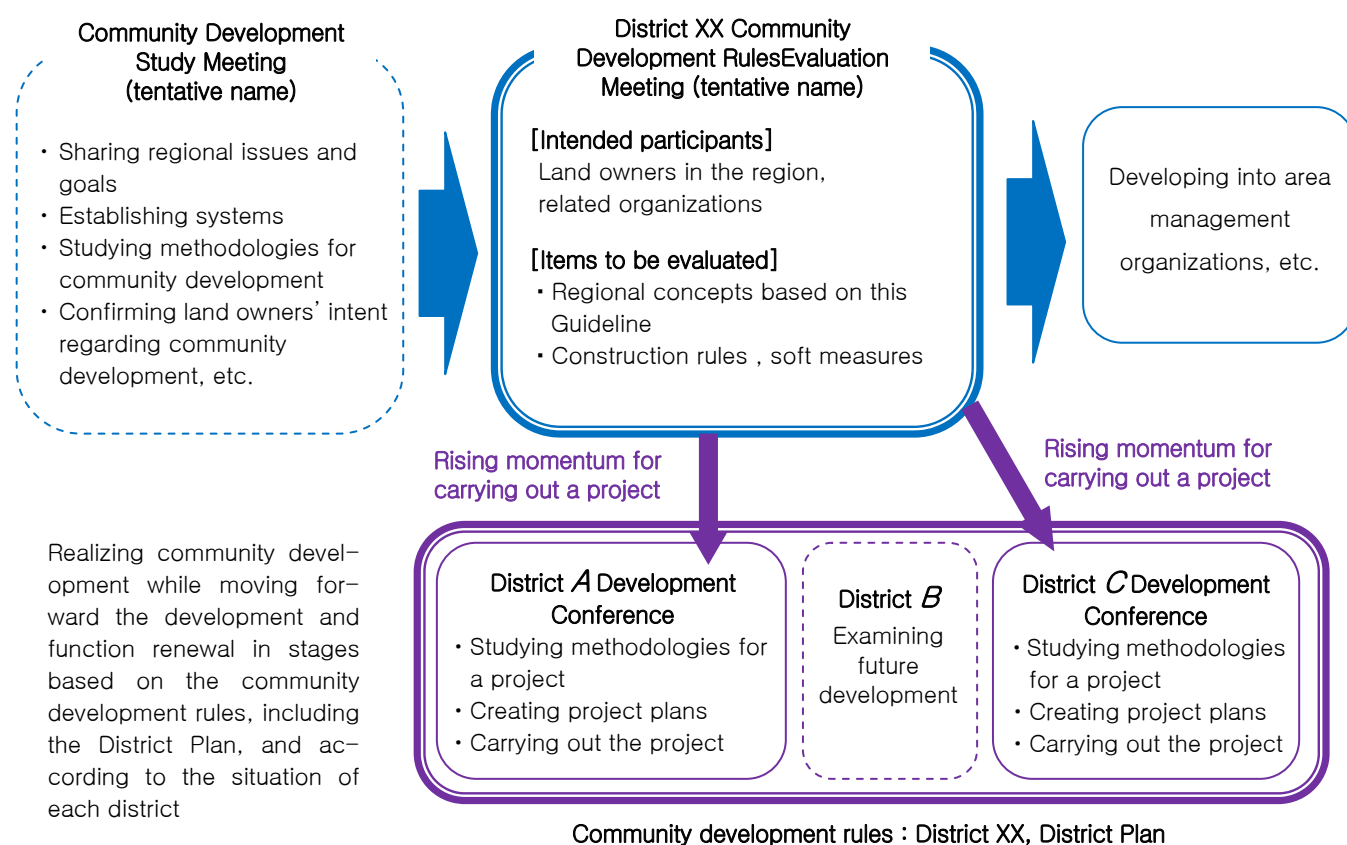
To realize our community's future vision and development described in this Guideline, it is necessary for residents, business operators, and administration to assume their respective roles and evaluate community development based on this Guideline.

We are also able to benefit from the establishment of integral rules in line with the momentum of community development in surrounding areas prior to the implementation of the development, including renewal of structure functions. Once such rules, including the District Plan, are established, community development will be promoted under the cooperation of residents, business operators, and administration according to the rules.

- **Public facilities:** Administrations are responsible for enhancing the function of public facilities according to the progress of community development and the demand of residents, etc.
- **Infrastructures:** Business operators, etc., and administration will improve infrastructures while assuming their respective responsibilities. A concrete division of roles and incentives given according to roles will be determined in the course of establishing rules or carrying out improvement.
- **Development by the private sector:** This will be carried out in an integrated manner by establishing rules for community development, including the District Plan

To promote community development in an integrated manner, it is necessary to share and discuss the image of community development by holding related meetings as an opportunity for discussion and arrangements according to issues to be examined. The following shows the image of community development organizations.

[Image of community development organizations]



* The names of community development organizations are tentative.

Management of the community led by the area management organizations, etc., will lead to continuous community development.

■ How to carry out community development

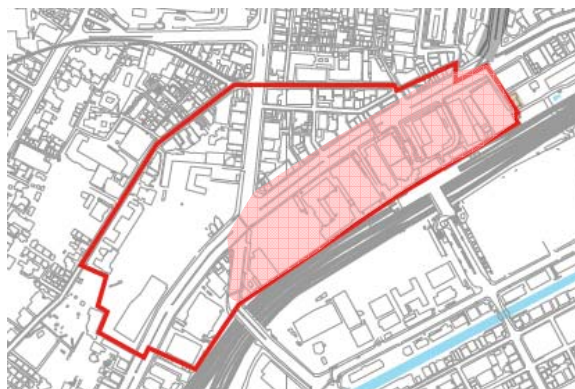
To realize community development based on this Guideline, we have to examine the development by area with the regional characteristics and issues in mind.

The following indicates how to carry out community development by area.

<Area 1: Area around Tamachi Station West Exit (southern part of Daiichi Keihin Avenue)>

This area is characterized by sites, which are regular in shape with considerable size.

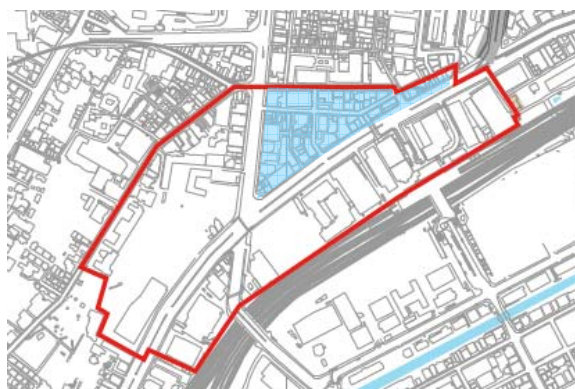
Because of that, whether renewing individual structures or more than one structure all at once, we should establish policies for development of decks, open spaces in the form of sidewalks, and other structures in the District Plan, etc., in order to develop barrier-free walking spaces. Improvement of traffic square function in particular requires the coordination with development projects carried out around the square. In respect to the renewal of structures, specific rules for the design such as the height and layout of lower floors of structures should be formulated according to traffic lines developed on decks. Also, the bustling atmosphere can be created through the installation of commerce facilities on decks and the aboveground floors along with enhancement of business function. By working out District Development Plan for each plan after clarifying zones and mapping out policies for the community development in the District Plan, it will enable us to realize the community development based on this Guideline even when carrying out step-by-step development.



<Area 2: Area around Tamachi Station West Exit (northern part of Daiichi Keihin Avenue)>

This area is characterized by a familiar, friendly and uninterrupted bustling environment.

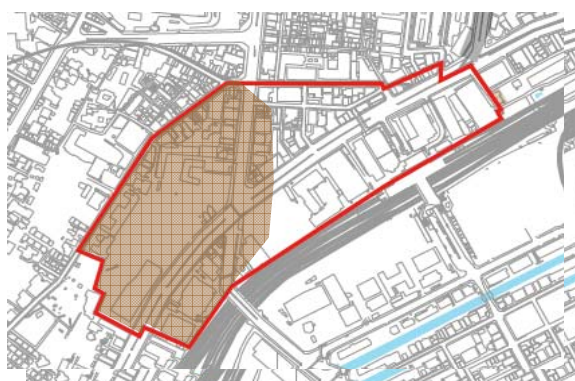
One of methods to maintain and nurture such an environment is to establish the “Rules for community development in a region” based on the “Minato City Community Development Ordinance” and other rules in the District Plan to ensure the uninterrupted commerce streets. It is also possible to renew the area in stages while creating a bustling environment through the block reorganization by utilizing the “Reorganization of Blocks and Development System” based on the “The Tokyo Municipal Ordinance on Promoting the Creating of an Attractive and Exceptional City” to be designated as a Cityscape Regeneration District. There is also the need to improve traffic lines that connect with stations and develop safe and pleasant walking spaces.



<Area 3: Area around Fudanotsuji Crossing>

In the western part of Fudanotsuji Crossing included in this area, there stretches out a vast amount of little-used or unused land, which requires a land-use shift. When doing so, it is necessary to construct decks, open spaces in the form of a sidewalk, elevators and other structures through coordination with the area around Tamachi Station West Exit to build barrier-free pedestrian traffic lines, improve the disaster prevention function, create safe slope green, and provide communication spaces for the community.

In respect of Fudanotsuji Crossing, there is the need to develop smooth traffic lines that connect to Shinagawa and Shibaura areas.



■ Methodology for community development

The followings are methodology, etc., for community development.

<Methodology for urban plans, including the District Plan>

In this methodology, the local community and Minato City collaboratively define the direction of and rules for community development as an urban plan. In the District Plan, policies for zones and community development are determined as basic plans to be carried out. Based on these policies, details regarding specific improvement of structures, etc., are defined in the District Development Plan. This Plan can be applied to all or part of the zones according to the situation of the district and can include necessary details such as structures' lowest/highest height, the limit of plot ratio, restrictions on position of walls, and other conditions.

Since the area around Shinagawa and Tamachi Stations including the District has been designated as an Area to be Emergently Developed for Specified Urban Reproduction, preferential measures for the District, the Special Urban Renaissance District, can be utilized to facilitate the development that contributes to the Urban Reproduction through business operators' creativity.

<Minato City Community Development Ordinance>

Minato City Community Development Ordinance is a system that supports the initiative, in which people who work on community development set up community development organizations that establish the "Vision of community development in a region" and "Rules for community development in a region" to be shared with the local community and then make suggestions as well as formulate the District Plan.

Based on the Ordinance, Minato City will dispatch experts and subsidize activity expenses in various phases during community development.

Also, Regional City Offices always provide consultation regarding community development.

<Reorganization of Blocks and Development System> based on The Tokyo Municipal Ordinance on Promoting the Creating of an Attractive and Exceptional City >

The goal of this system is to create attractive streets by integrating divided sites, etc., to promote community development such as joint rebuilding in districts that face various issue related to community development. By establishing the District Plan for Establishing Zones for Redevelopment and Other Initiatives, etc., after receiving designation of the Cityscape Regeneration District, specific details of such rebuilding, etc., will be determined based on the community development rules and relaxation of regulations (plot ratio, setback-line limit, etc.).

Reference

Sequence of Events for the Development of this Guideline

Prior to establishing this Guideline, which was considered by the Guideline Commission and composed of the relevant divisions of Minato City, we received many opinions and suggestions through questionnaires and at public meetings from the local town associations, neighborhood associations, chairpersons of merchants' association and private residents, and had a lively discussion for drawing them up.

■ Guideline Commission for Establishing Concepts of Community Development for the Peripheral area of Tamachi Station West Exit/Fudanotsuji Crossing

◎ Guideline Commission Meetings held so far

Date of meeting	Discussion Topics
1 st meeting: September 2011	○ Concepts of Peripheral Area of Tamachi Station West Exit/Fudanotsuji Crossing Community Development ○ The questionnaire to local stakeholders in Peripheral Area of Tamachi Station West Exit/Fudanotsuji Crossing
2 nd meeting: March 2012	○ Concepts of Peripheral Area of Tamachi Station West Exit/Fudanotsuji Crossing Community Development (under review)
3 rd meeting: May 2012	○ Concepts of Peripheral Area of Tamachi Station West Exit/Fudanotsuji Crossing Community Development (under review)
4 th meeting: June 2012	○ Concepts of Peripheral Area of Tamachi Station West Exit/Fudanotsuji Crossing Community Development (under review)
5 th meeting: July 2012	○ Concepts of Peripheral Area of Tamachi Station West Exit/Fudanotsuji Crossing Community Development (under review)
6 th meeting: December 2012	○ Proposed Concepts of Peripheral Area of Tamachi Station West Exit/Fudanotsuji Crossing Community Development

◎ Members

<Chairman> Director General of City Development Support Department

<Vice-chairman> Director General of Local Project

<Member> Shiba Regional City Office Director of Collaboration Project

Shiba Regional City Office Director of Community Development Support

Takanawa Regional City Office Director of Community Development Support

City Development Support Department Director of Urban Planning

City Development Support Department Director of Urban Development Guidance

City Development Support Department Director of Public Works Planning and Transportation

Planning and Management Department Director of Planning

Planning and Management Department Director of Land Utilization

■ Questionnaire survey

◎ Outline

Period: June 2011

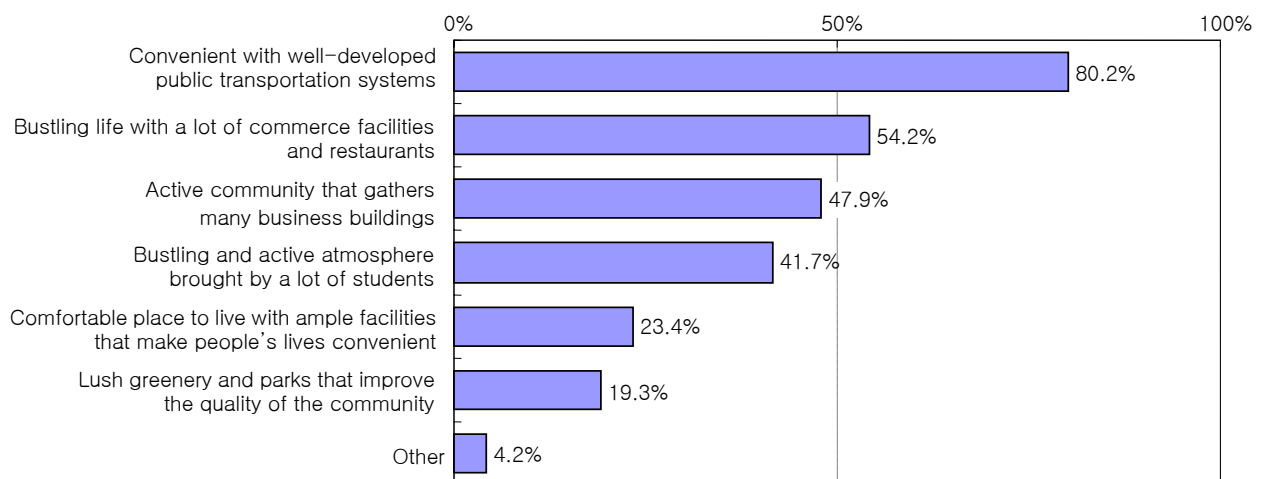
Respondent: 500 people (425 residents, 75 land owners)

Number of responses: 192 (collection rate: 38.4%)

◎ Results

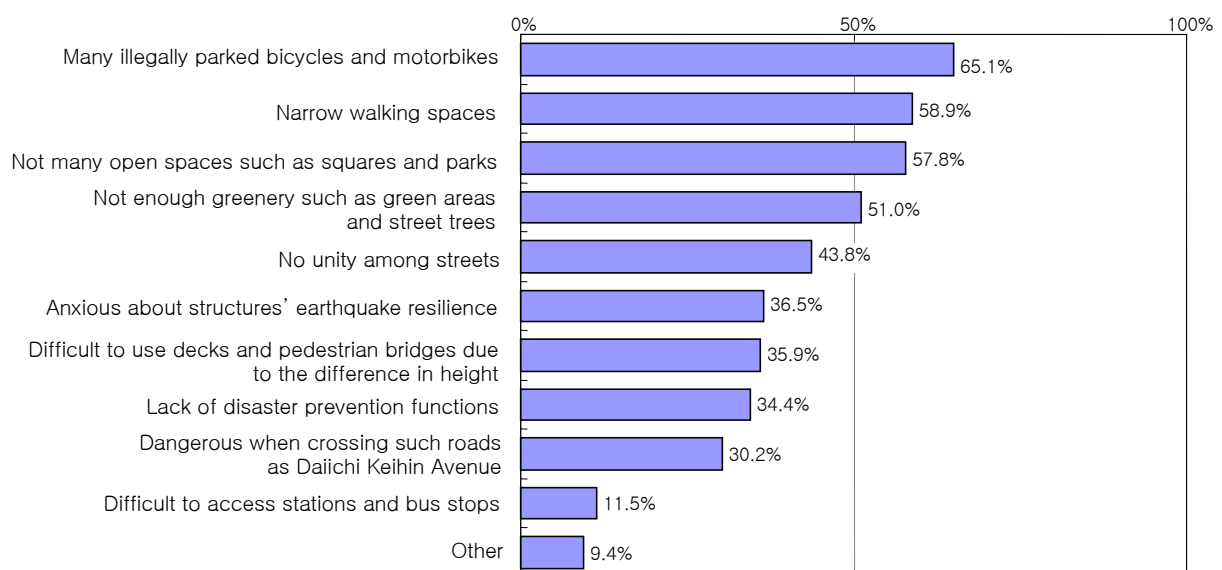
○ Community's attractiveness

- The most common answer was “Convenient with well-developed public transportation systems,” and 80% of respondents see that as an attractiveness of the District.
- Around half of respondents think “Bustling life with a lot of commerce facilities and restaurants” and “Active community that gathers many business buildings” as an attractiveness of the District.
- Just over 20% of respondents answered “Comfortable place to live with ample facilities that make people’s lives convenient” and we received opinions demanding supermarkets that provide daily necessities.
- “Great view of Tokyo Tower” and “Wide sidewalks along Mita-dori Avenue,” etc., were included in “Other”.



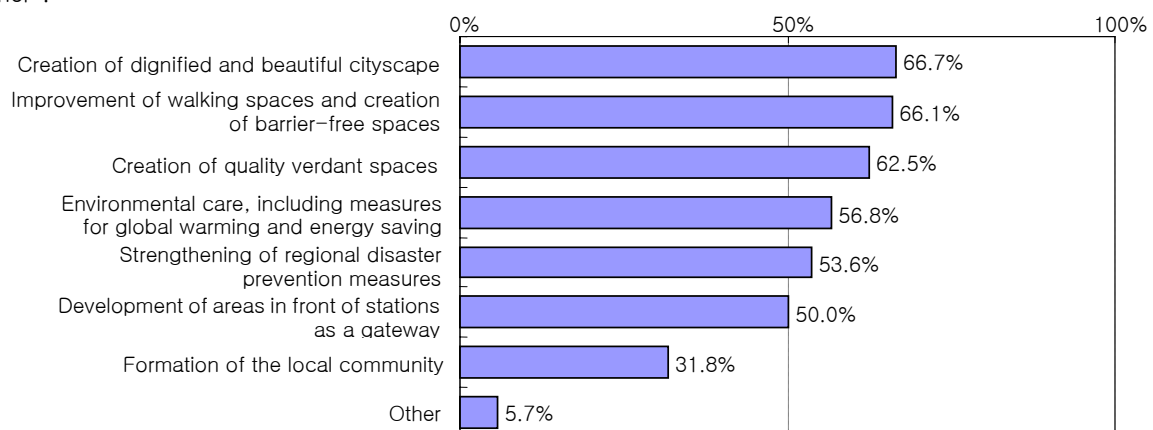
○ Community Issues

- Common answers were “Many illegally parked bicycles and motorbikes,” “Narrow walking spaces,” “Not many open spaces such as squares and parks,” and “Not enough greenery such as green areas and street trees,” in that order and each opinion is seen as an issue of the District by more than half of respondents.
- In terms of disaster prevention function, about 35% of respondents answered “Anxious about structures’ earthquake resilience” and “Lack of disaster prevention functions.” There were opinions, “Billboard ads on streets will obstruct an evacuation attempt in the event of a disaster,” “Anxious about a fire if a disaster occurs on Keio-naka-dori Street” in “Other”.
- Although just over 10% of respondents answered “Difficult to access to stations and bus stops,” there is an opinion, saying “I am often asked directions,” indicating that it is hard for visitors to understand the community structure.



○ Themes that should be prioritized

- The most common answer was “Creation of dignified and beautiful cityscape” (66%), followed by “Improvement of walking spaces and creation of barrier-free spaces,” “Creation of quality verdant spaces,” “Environmental care, including measures for global warming and energy saving,” “Strengthening of regional disaster-prevention measures,” and “Development of areas in front of stations as a gateway” and all the opinions are considered as themes that should be prioritized by more than half respondents.
- “Development of an international activity base utilizing its traffic convenience,” and “Community development while drawing on the existence of many educational institutions, including universities and schools” were included in “Other”.



■ Public meeting

① Public meetings attended by the representatives from town associations, neighborhood associations, and merchants' association (i.e. 12 bodies within the District)

◎ Meetings held so far

Date of meeting	Discussion Topics
1 st meeting: June 2011	○ Concepts of Peripheral Area of Tamachi Station West Exit/Fudanotsuji Crossing Community Development
2 nd meeting: October 2011	○ The questionnaire to local stakeholders in Peripheral Area of Tamachi Station West Exit/Fudanotsuji Crossing ○ Concepts of Peripheral Area of Tamachi Station West Exit/Fudanotsuji Crossing Community Development
3 rd meeting: January 2012	○ Concepts of Peripheral Area of Tamachi Station West Exit/Fudanotsuji Crossing Community Development

◎ Common opinions

- Measures for illegally-parked bicycles should be pushed forward.
- The landscape of Mita-dori Avenue (superb view of Tokyo Tower) should be preserved.
- There is the need of policies for community development that involve administrations and residents instead of letting business operators handle it.
- Communication spaces for the community are necessary.
- It is crucial to improve disaster prevention facilities. There is the need to take measures for travelers having difficulty returning home in the event of a disaster.
- The pedestrian bridge should be improved.

② Public meetings attended by local residents (64 participants in total)

◎ Meetings held so far

Date of meeting	Discussion Topics
1 st meeting: April 2012	○ Concepts of Peripheral Area of Tamachi Station West Exit/Fudanotsuji Crossing Community Development (under review)
2 nd meeting: June 2012	○ Concepts of Peripheral Area of Tamachi Station West Exit/Fudanotsuji Crossing Community Development (under review)

◎ Common opinions

- It is a waste to leave little-used or unused land as it is.
- Descriptions regarding commerce should be increased.
- Widening of the sidewalk on the northern side of Daiichi Keihin Avenue and Hijiri-zaka Slope should be pushed forward.
- Local contribution should be made, for example, creation of spaces such as parks, which support local activities, and conservation of biotopes in a development project.
- Slope green should be improved.
- A barrier-free traffic line connecting Tamachi Station West Exit and Hijiri-zaka Slope should be developed.
- Community development focusing on stations must be moved forward in coordination with development of Tamachi Station East Exit to complement each other.

■ Information session for Minato City resident (69 participants in total)

◎ Session held so far

Date of meeting	Discussion Topics
November 2012	○ Concepts of Peripheral Area of Tamachi Station West Exit/Fudanotsuji Crossing Community Development (draft)

◎ Common opinions

- Redevelopment of Fudanotsuji Crossing should be moved forward promptly.
- With regard to a barrier-free traffic line that connects Tamachi Station West Exit and Hijiri-zaka Slope, measures to extend it to the top of Hijiri-zaka Slope should be examined.
- The sidewalk on the northern side of Daiichi Keihin Avenue should be widened in collaboration with the national government.
- Including implementation of measures for illegally-parked bicycles, a bicycle-friendly community should be developed.
- Measures for restrooms in the event of disaster, for example, installation of manhole emergency toilets, should be formulated.
- Minato City should be involved with public open spaces so that the local residents can use them.
- Quick decisions should be made in order to facilitate specific development by area.
- Consistency with the concept of the Special Zone for Asian Headquarters should be ensured.

Glossary

Terms and expressions		Meaning	
A	Area management	Initiatives by residents and business operators to maintain and enhance a better environment and the value of the community.	P.24, 27
	Artificial exhaust heat	Exhausted to outdoors from air-conditioning facilities installed in a building or house, or heat generated from burning fuels for running cars. Artificial exhaust heat is one of the causes of the heat island effect.	P.23
C	Cogeneration system	An energy provision system that generates and supplies electricity and heat from a heat source. The heat energy is used to meet heating demands for air-conditioning or hot-water supply to improve general heat efficiency.	P.20
	Comprehensive Zone for International Strategy	A general policy package schema for regulatory special measures, or tax, fiscal, or financial preferential actions to facilitate development of industries or functions which act as engines of Japanese economic growth.	P.3
D	Door with automatic locking system	A door that is automatically locked when being closed, helping prevent crimes as much as possible. It is also called “auto-lock.”	P.21
E	Emergency transportation road	A road for evacuation during earthquakes, emergency firefighting efforts, transportation of emergency supplies, and recovery and reconstruction activities; it interconnects national highways, general roads, and loops with a disaster management base.	P.3, 8
G	Green space ratio	The ratio of land covered by greenery (forest, grassland, or roof greening) within a certain area.	P.8
H	Hazard Map	A map that indicates the degree of hazard of disasters arising out of natural phenomenon, including flood, inland waters, tidal waves, tsunami, landslides, and volcano eruption, etc. This helps reduce damages caused by a disaster since it allows people to check evacuation routes/sites not only at the time of disaster but also in peacetime.	P.18
	Heat island	A phenomenon during which the temperature in urban areas rises higher than suburban areas, caused by reduction in green spaces or water surface, an increase in grounds covered by asphalt or concrete, or in artificial exhaust heat from cars or buildings, and insufficient ventilation due to densely built-up buildings. It is also suggested that in addition to an increase on days which the temperature rises above 30℃, or hot nights when the temperature does not fall below 25℃ outdoors, a localized torrential downpour has a possible relation therewith, and this may lead to health hazards, such as an increase in heat-stroke.	P.23
I	Implementation Guidelines for Investigation Relating to the Environmental Effect in Minato City	A system designed for ensuring appropriate preservation and creation of urban living spaces when implementing a project, subject to prior investigation regarding the impact of the project on the environment and for collecting residents’ opinions on the project before proceeding with the new construction of buildings with a total area of 50,000 square meters or more located in the City, and development in connection therewith.	P.23
K	Kosatsuba	A place where wooden plates with Hatto (ordinances) and Okite (rules) formulated by the Shogunate and manors written on them were posted to draw people’s attention to such regulations.	P.5
L	Localized torrential downpour	A localized, sudden, and unpredictable downpour, which recently occurs in urban areas quite often, and which requires additional urgent measures, to prevent flood damage to underground spaces from occurring. Also known as a “guerrilla downpour.”	P.18
	Liquefaction	This is a phenomenon, triggered by ground tremors, of unconsolidated alluvium composed of sand material that temporarily becomes liquid, and thus loses its stability as pore-water pressure rises and points of concentration between particles are pushed apart. This generates a phenomenon in which structures sink or are destroyed, or underground drain tubes float.	P.18
	Long-period earthquake ground motion	A ground motion with long-lasting shockwaves and slow waves that continue for a very long time. This is considered to cause a substantial impact on skyscrapers or base isolated buildings.	P.18

M	Manhole emergency toilet	A temporary toilet with a system in which the waste material is flushed directly to sewerage. Usually this remains a manhole, but when the flush toilet cannot be used in the event of a disaster, the manhole is removed, and a temporary toilet will be installed thereon.	P.19
	Minato City Basic Ordinance on Disaster Prevention Measures	An ordinance which sets out the basic principles of disaster prevention and basic items that Minato City residents, business operators, and the Minato City should work on in order to comprehensively promote disaster prevention by the Minato City.	P.18
	Minato City Community Development Ordinance	This ordinance stipulates basic items regarding community development with a goal of contributing to the maintenance and creation of a people-friendly and good quality urban space and living environment.	P.24, 28, 29
	Minato City Ordinance for Preservation of Greenery	An ordinance, in relation to preservation and creation of greenery in Minato City, for creating an environment in which the residents can enjoy benefits from verdant greenery and live a comfortable life, establish basic points related to urban development.	P.22
	Minato City Scenery Plan	A general plan regarding landscape creation that defines the basic direction of the city's related activities and specific measures utilizing systems based on the Landscapes Act.	P.22
	Minato City System for Promotion of Low Carboned Private Structures	A system to guide or encourage newly-constructed buildings in Minato City for business purposes to assume environmental responsibility of a level higher than that of Tokyo, to reduce carbon dioxide emissions within the City.	P.23
P	Public open space	An open space that is installed in the premises of apartments or buildings based on the Comprehensive Design System or the District Plan, and open to the community to pass through or use freely.	P.17, 22, 25
	Renewable energy	Energy used from a natural phenomenon, such as heat from sunlight, wind power, heat from underground water or sewage.	P.20, 23
S	Smart energy network	A network system that connects a cogeneration system and an energy system composed of renewable energy throughout urban areas, and realizes optimum demand and supply of heat and electricity using Information and Communication Technology, to save energy and reduce CO2 emissions.	P.20, 23
	Solar power system	One of the power generation methods by natural energy, in this case, the power generated by sunlight.	P.23
	Specified Urban Renaissance District	An urban planning system that allows the formulation of plans with high degree of freedom once regulations on intended purposes and floor area ratio, etc. base on the existing zones are exempted from the application for zones requiring advanced use in a rational and sound manner to contribute to the city's reproduction included in the Area to be Emergently Developed for Urban Reproduction.	P.29
	Special Cityscape Formation Area	A priority area in which attractive landscapes in especially important areas for the promotion of tourism, such as monumental gardens designated as a cultural property, their vicinities, and waterfront areas as well as areas that create characteristic streets along major roads in Minato City will be created. In this system, Basic policies for the landscape creation and the direction of priority activities based on the basic policy are established by area.	P.3, 22
	Specified Emergency Transportation Road	A specific road included in the Emergency Transportation Road, which is designated by the Tokyo Metropolitan Governor as a road with roadside structures that need to be converted into an earthquake-resilient model.	P3, 18, 20
	System for Minato Model Certification of Carbon Dioxide Fixation	A system to facilitate the use of domestic timber for public facilities and private buildings within Minato City to increase carbon dioxide fixation (carbon dioxide fixation: as trees grow by absorbing carbon dioxide, which causes global warming, through the use of trees that have been processed as timber for structures or furniture, the carbon dioxide absorbed into trees during the growth can be fixed without being sent out to the air) quantity within the Minato City, and increase the carbon dioxide absorption quantity pursuant to facilitation of forest reform by cooperating municipalities, for the purpose of reinforcing global warming countermeasures.	P.23

T	Travelers having difficulty returning home	People who stay in the District for work, study, shopping, or other activities and would have difficulty returning home on foot by the following morning after breakdown of the transportation system occurs due to a major earthquake. There is the need to take measures to avoid confusion caused by simultaneous departure for home by such people.	P.8, 19
	The Tokyo Municipal Ordinance on Promoting the Creating of an Attractive and Exceptional City	This is composed of three systems: the Reorganization of Blocks and Development System, the Street Landscape Development System, and the Development Group Registration System, all of which are designed to improve the attractiveness of Tokyo.	P.24, 28, 29
U	Universal design	A design which aims to provide a product, building, or environment that can be equally and freely used by anyone. It should also be safe and easy to use with instructions and information that is easily understood.	P.25
	Urban flooding	Flood damage specific to major cities, caused by floods where, upon a localized torrential downpour, asphalt prevents the ground from absorbing water, and thus overflows into drainage tubes or rainwater tubes. Recently urban floods occur often, and require urgent measures to prevent flood damage to underground spaces from occurring.	P.18
	Urban Reproduction Security Plan System	A system regarding the Urban Reproduction Security Plan formulated by the Urban Reproduction Emergency Development Conference and agreement for the Urban Reproduction Security Facilities for ensuring safety of people who stay in the Area to be Emergently Developed for Urban Reproduction in the event of a major earthquake.	P.19

The map is drawn on a scale of 1/2,500 (road network) after obtaining approval from the Governor of Tokyo.

The planned lines are transferred from the planning map of Urban Planning Roads.

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Tree of Minato City



Dogwood

Cornaceae

Introduced species,
native to North America

Broad leaf and deciduous trees

Flowers of Minato City

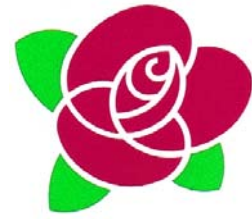


Hydrangea

Saxifragaceae

Native to Japan
(the southern Kanto area)

Broad leaf and deciduous trees
1.5–2.0m



Rose

Rosaceae

Native to Japan,
China, and Europe

Evergreen and deciduous trees
with shrub vines



The Minato City logo was made official on July 30, 1949. The former wards of Shiba, Azabu, and Akasaka were merged to form Minato City, and the logo was designed using the initial hiragana in the name Minato, i.e., “み” (mi).

Publication issue number 25244 – 5011

Peripheral Area of Tamachi Station West Exit/Fudanotsuji Crossing Guideline for Community Development

Issued on: February 2013

Issued by: Minato City

Edited by: Urban Planning Section, City Development Support Department, Minato City

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