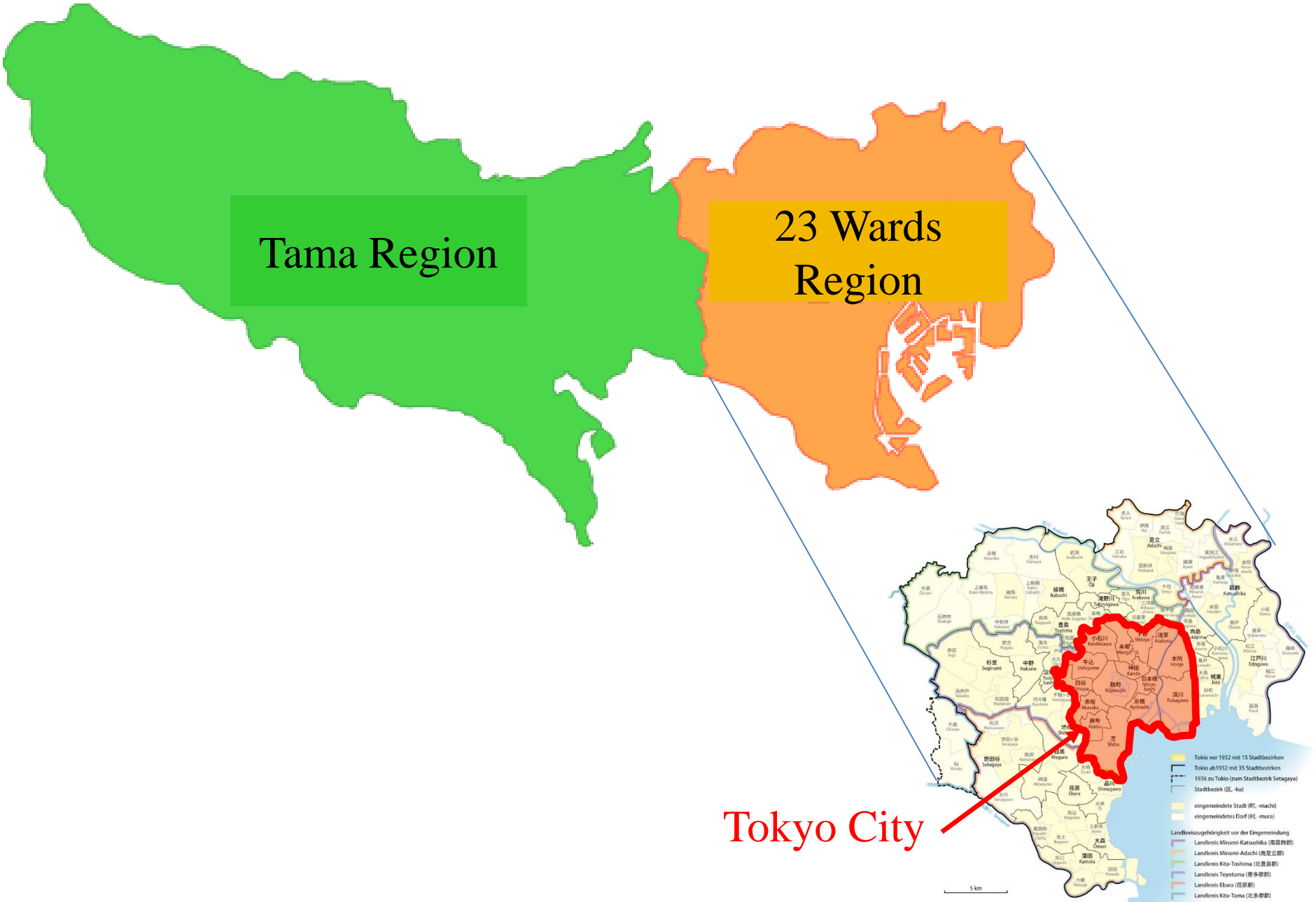


# **Railway terminals and the developments along the lines**

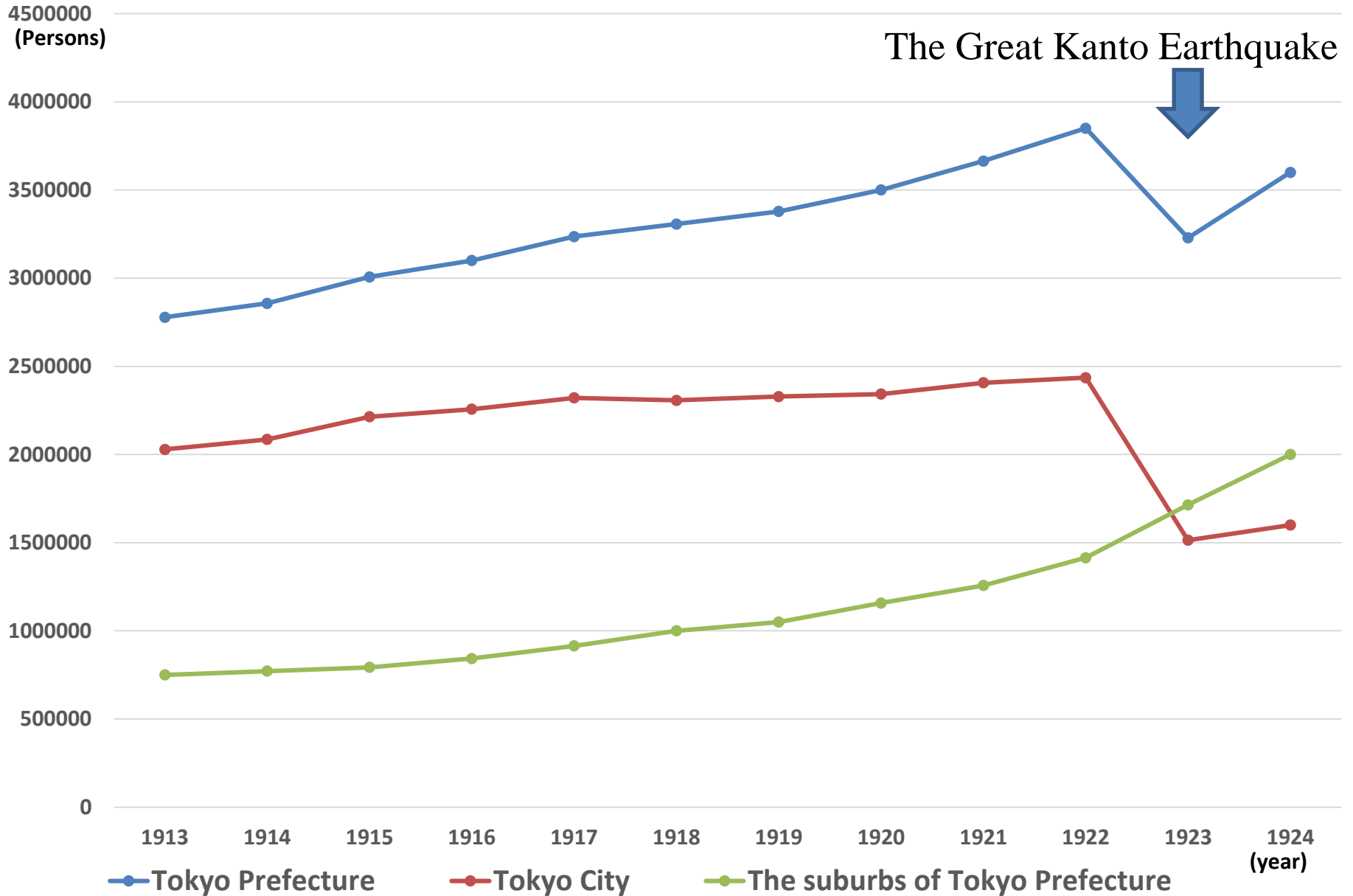
**Tatsuo Arakawa**

**Deputy Director General,  
Urban Renaissance Department,  
Urban Renaissance Agency**

# Tokyo Metropolitan Area



# Population Trends of Tokyo Prefecture (1913-1924)



# The Great Kanto Earthquake (September, 1923)



**Photo: Devastation in Nihonbashi and Kanda, seen from the roof of the Dai-ichi Sogo Building, Kyobashi, near Tokyo Station (September, 1923)**

Source: Osaka Mainichi Newspaper



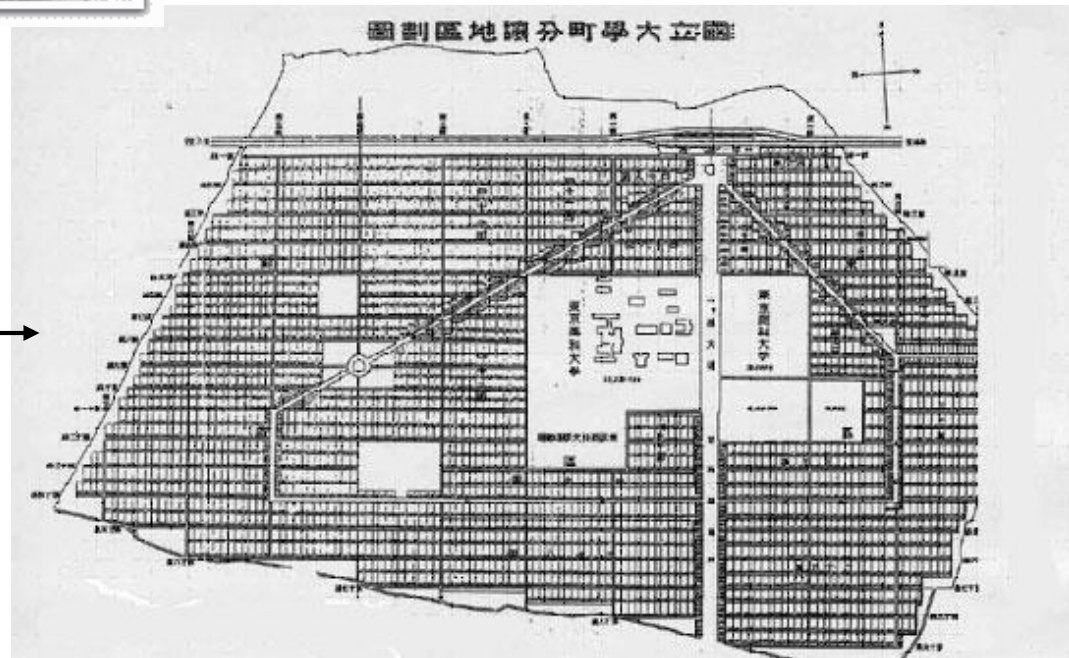


# Kunitachi academic town

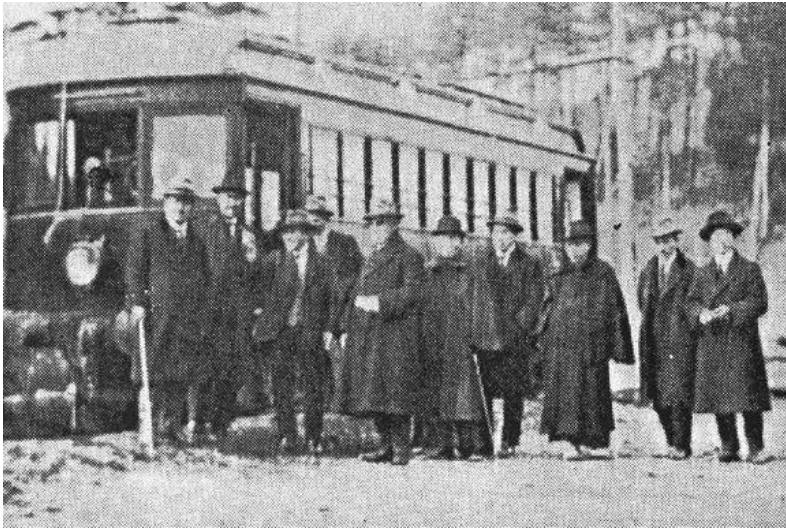


Kunitachi Station (around 1926)

Map of Kunitachi academic town



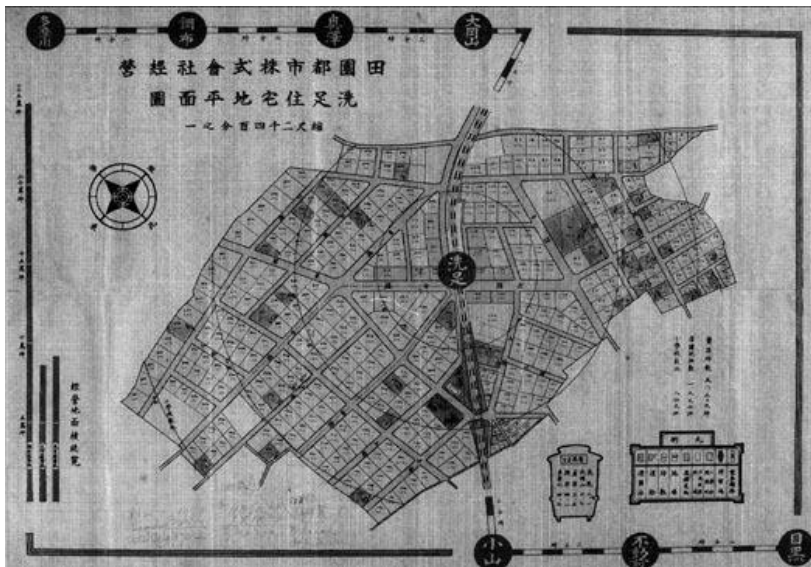
# Garden towns along Meguro-Kamata Line



Meguro-Kamata Line started operation (1923)



Map of Garden Towns along Meguro-Kamata Line

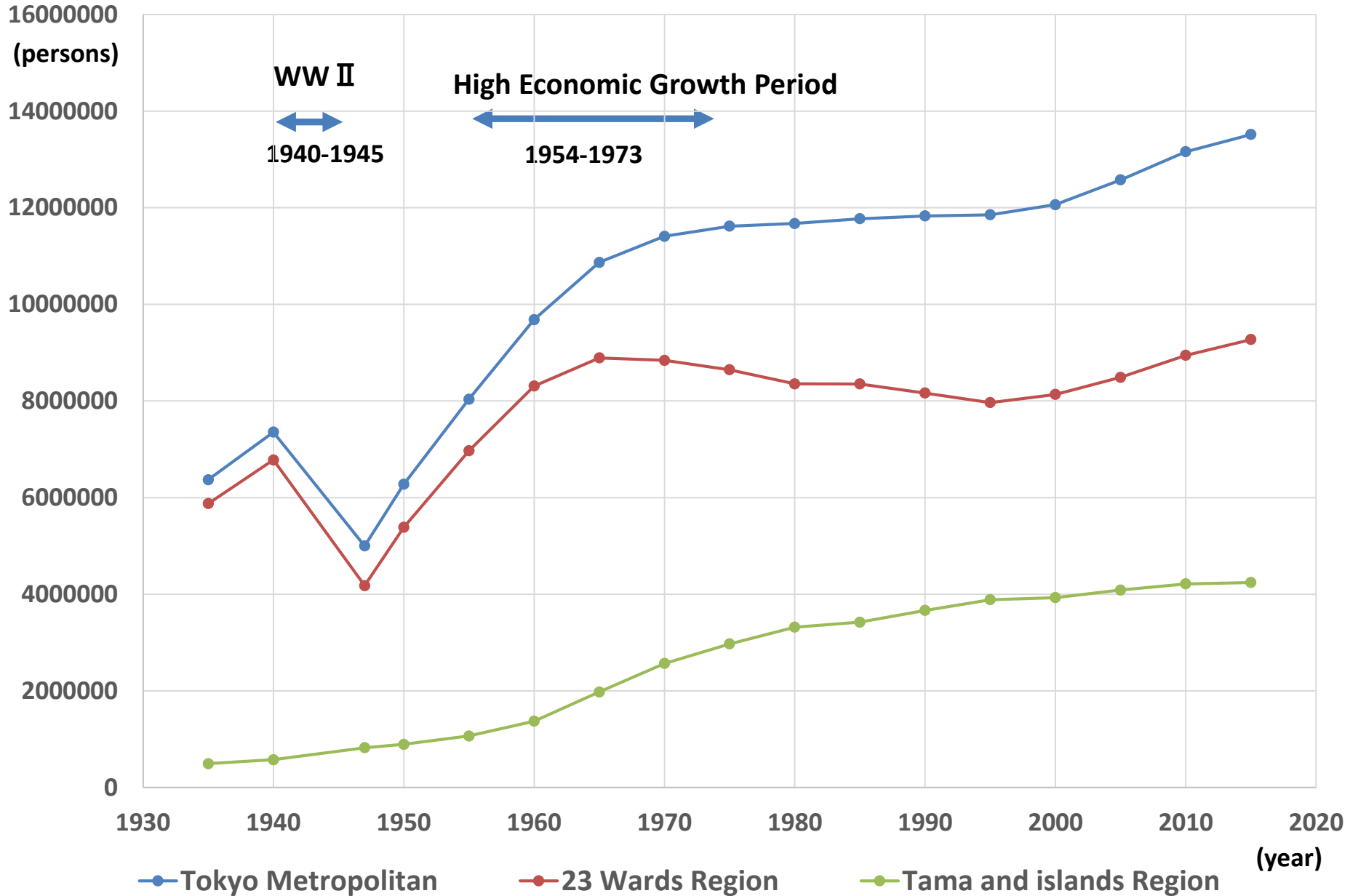


Map of Senzoku residential town



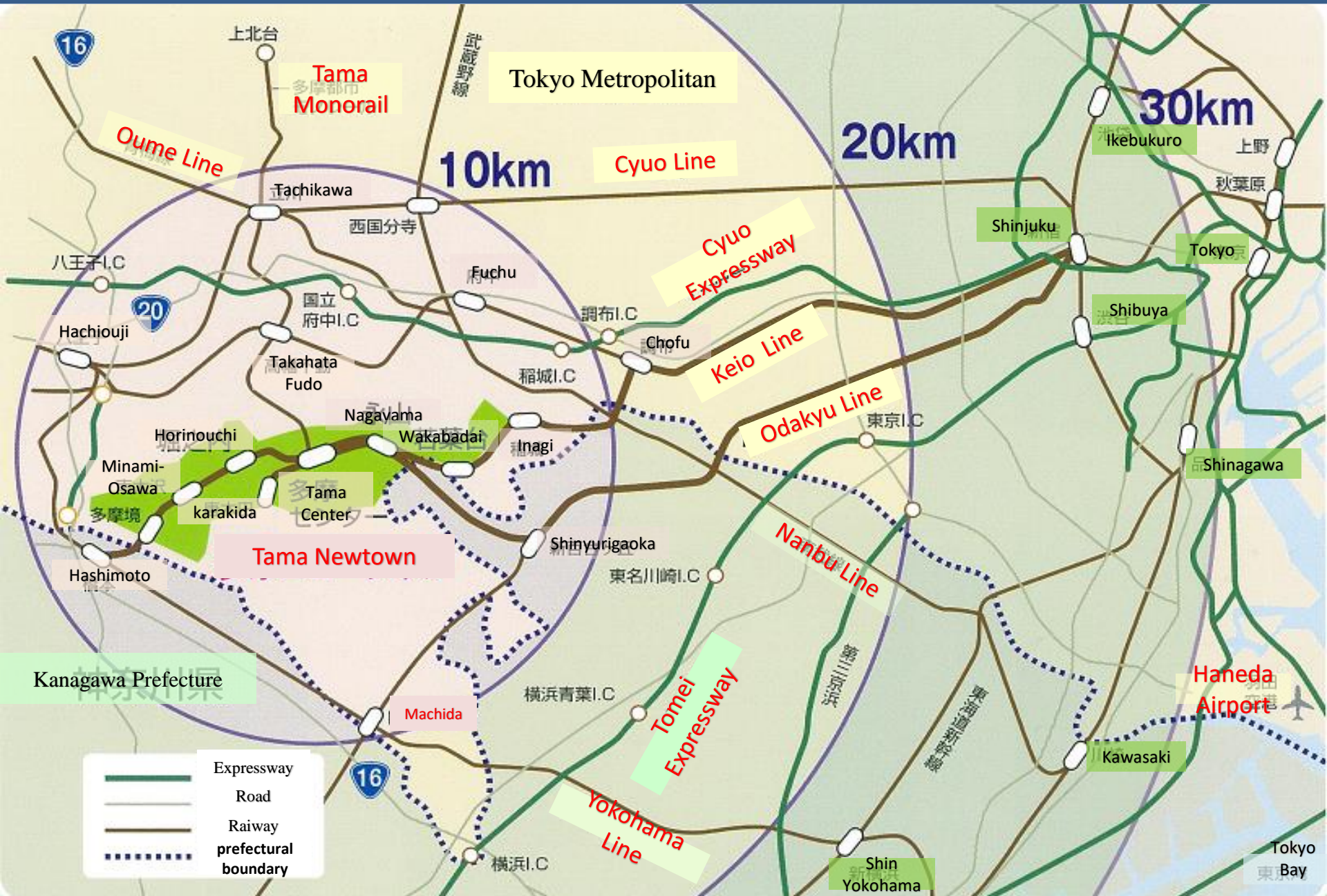
Ookayama Campus, Tokyo Institute of Technology

# Population Trends of Tokyo Metropolitan (1935-2015)





# New town developments in high economic growth period

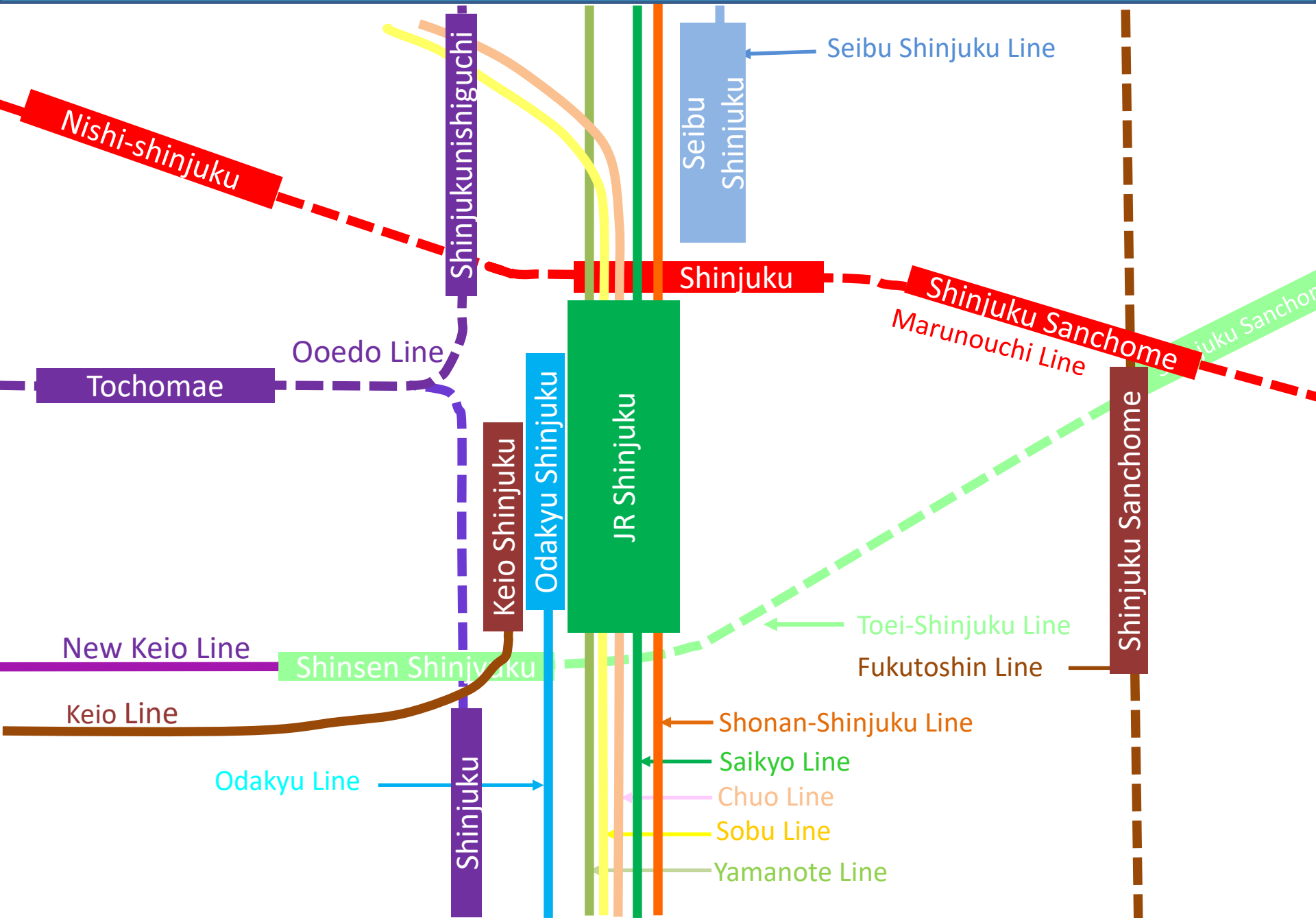




# Map around Shinjuku Station

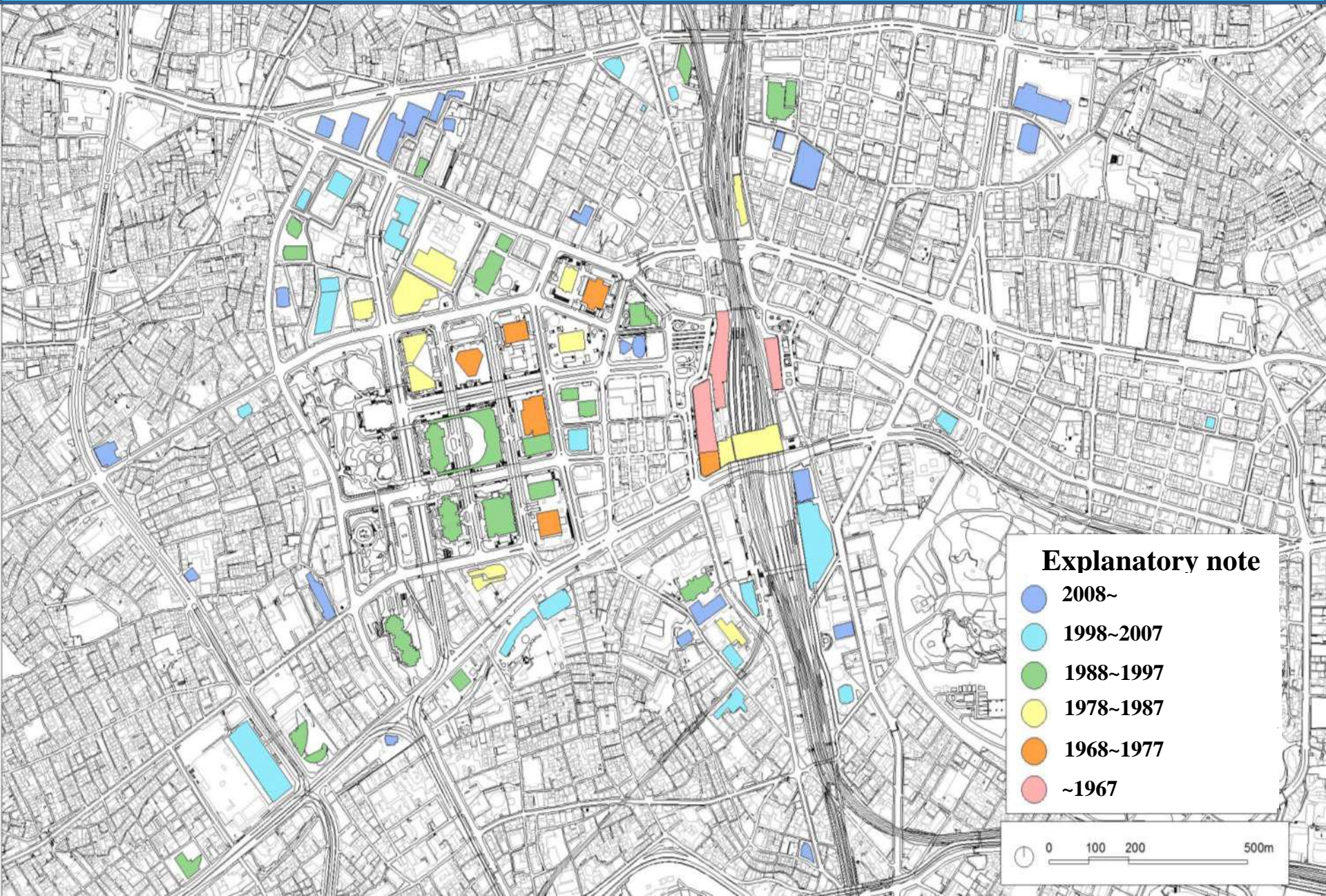


# Location of Shinjuku Stations





# The generation of the buildings around Shinjuku Station





# Main Stakeholders

- Ministry of Land, Infrastructure, Transport and Tourism
- Tokyo Metropolitan Government
- Shinjuku Ward Office
- Shibuya Ward Office
- East Japan Railway Company
- Odakyu Electric Railway Co., Ltd.
- Keio Corporation
- Tokyo Metro Co., Ltd.
- (Bureau of Transportation , Tokyo Metropolitan Government)