Institutional & Regulatory Framework

To Implement TOD

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TODs: TOKYO’s Recipe

- TOD as National Policy
- TOD as Regional Development Strategy
- TOD as Urban Regeneration
TOD as National Policy

Refer. : P144 & 146 in 150 Projects

Designation of “Business Core Cities”

Located at the cross points of Railways

Relocation of National Agencies or Laboratories

Moved to the Business Core Cities
4th Metropolitan Plan (1986-2000)

Unipolar Concentration ⇒ Multipolar Structure
by designating “Business Core Cities”
Example: Urban Renaissance Agency (UR) moved to Yokohama.
TOD as Regional Development Strategy

Refer. : P156 & 180 in 150 Projects

Land Use Control related with Railway Line

Urban Development by LR along Railway
Simultaneous Development of Railway & Region

Magnet Development at the Terminal Areas
Example-1

Koshigaya City

30km from Tokyo

Pop.
330,000 (Now)
50,000 (1960)
Example-1: Land Use Control & Railway

Urbanization Promotion Area  Urbanization Control Area
Example-3: Tsukuba Express

Legend
- JR Line
- Private Company Line

Example-2: Tokyu Garden City Line

TOKYO
Akihabara
Shibuya
Tsukuba NT
Tokyo Bay
Example-2: TOD = LR Projects along Railway

Railway: Tokyu Garden City Line (TOKYO)
- 31.5km, 27 stations
- 1984 Open (1966 Partially Open)

LR Projects (1959~)
- 51 LR Projects by Cooperative including Railway Co.
- 3,160ha
LR Projects along Tokyu Garden City Line

LR by Cooperative

including Railway Co.

Railway Line

Kohoku NT
LR by UR

Cooperative
Public Body
Individual
Control Area

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Vision: Municipality

Railway: Private Railway Company

LR: Cooperative of Landowners

Key Player is Railway Company.

- Buying some land in the project area
- Being the member of Cooperative
- Supporting the technical aspect and funding
- Getting the reserve land & Developing it
LR by Cooperative: PPP Joint Development

Before Land Readjustment Project

After Land Readjustment Project

Capture the Profit by Reserve Land

Construction Cost
Compensation Cost
Office Work Cost
Example-3: Simultaneous Development

Railway: Tsukuba Express
58.3km, 20 stations
2005 Open

LR Projects
18 LR projects by mostly Public Body
3,264ha

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Special Act for Integrated Development between Railroad and Residential Land

Acquisition of land by request, by LR Implementation body (Public Body: UR or Municipality)

Replotting to the Railroad planned

New Towns with the Railway
Example-4 : Magnet Development

Railway Company planed & managed

- Department Stores around Terminal Stations
- Amusement Parks, Universities etc. at the opposite direction
TOD as Urban Regeneration

Refer. : P5-8 in City View TOKYO & p98 in 150 Projects

Coordinated Development

Railway Station Renewal
Not Only Function but also Quality

Station Plaza Revitalization
From Cars to Pedestrians

Redevelopment of Private Buildings
About 50 Years passed
Urban Regeneration Projects in Tokyo

東京 都市再生プロジェクト

Shibuya: p103 of "150 Projects"
Implementation of TOD Projects

Settle the Table by Municipality

Participation of Related Members

Chairperson: Professor on City Planning
Architects & Transportation Engineers
Railway Companies
Developers (Public Sector or Private Companies)
Prefectural Office
Municipality Office
Local Communities or NPOs
Observer or Adviser: Central Gov. Office

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Secrets of TOKYO’s Recipe

P144 in 150 Projects

Vision Making

Municipality Level & Reginal Level

Person Tip Survey etc.

Land Use Control

Coordination

Infrastructure Management

Urban Development

Capture the Increasing Value by LR including Railway Co.
Supplementary Note

On JLR Project

(Japanese Land Readjustment : Kukaku Seiri)
Planning of Implementation Area (Land Use, Public Facilities etc.)
Readjustment on the Land Rights (Evaluation, Replotting, Registration)
Construction Works by Self-Finance system (Selling Reserve Land)
LR project     Cooperative Development to provide new lots

Cooperative of Landowners can implement the LR project.
LR project  Urban Improvement providing new roads, parks etc.

Public body can implement the LR as the City Planning Project.
Key Words to understand JLR Project

Realization of District Level Plan

JLR is the process to make & realize the District Plan.

Participation (Public Private Partnership)

JLR is basically Cooperative work of landowners.

BSP Principle (Self-Finance)

Beneficiaries should pay the cost of the Project.

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Increasing Land Use Value by Development

Before Land Readjustment

- Increase in Land Use Value
  - Improvement of Living Environment
  - Enhancement of Efficient Utilization of Building Lots

After Land Readjustment

Profit from the Project

Building Lot

Public Land (road, park, etc.)

Project Area

Building Lot

Public Land (road, park, etc.)

Project Area
Transfer to Thailand

Sharing the Basic Knowledge
- 1979  1st Taiwan Conference
- 2002  11th Osaka Conference

Technology Transfer
- 1987  JICA ODA has started
- now   Experts, Pilot Study etc.

Searching his Own Way
- 1993  Start of TLR Law Study
- 2004  TLR Law enacted

Now
- 2011  12 Projects approved

Refer. : P182 in 150 Projects
YALA LR Project in Thailand
(54ha, 101 landowners, 2007-2012)
UN-Habitat is developing a new approach for improving urban development. Participatory and Inclusive Land Readjustment (PILaR), adapts the traditional tool of land readjustment to developing country contexts by placing an emphasis on it being participatory in process and inclusive in its outcome. PILaR will improve development outcomes in urban areas via:

- Improved land management and planning processes that promote the optimal use of land;
- Improved infrastructure and public space provision leading to better environmental management mechanisms;
- Adopting a participatory urban development process that recognises multiple communities and preserves and values local dynamics, engendering community ‘buy-in’;
- Improved institutional capacity for community engagement;
- Increasing the land value sharing options to help finance infrastructure and services;
- Providing options for the sharing of the burdens and benefits of development and thus improve public capacity to deliver infrastructure;
- Optimizing vertical and horizontal developments to increase the supply of affordable serviced land, and
- Use of financing options and vertical development to promote connectivity and mixed use with an emphasis on pro-poor strategies, such as social housing, to create inclusive and sustainable towns and cities for the future.

Transfer to South America

Colombia: City of Medellin

Brazil: Curitiba