Shibuya Redevelopment Project: Overview and Planning Process

Tatsuo Arakawa
Deputy Director General,
Urban Renaissance Department,
Urban Renaissance Agency
Figure: Shibuya Terminal Vicinity

Source: Generated by JICE based on the following materials:
Map Data: Current and Historical Maps (1896-1909), Saitama University
Elevation Data: Fundamental Geospatial Data (2008), Geospatial Information Authority of Japan
Shibuya River Flood Prevention

Photo: The Shibuya River
Left: In fine weather / Right: During torrential rainfall
Source: Image generated by JICE
Tokyo Metro Ginza Line and Tokyo Department Store
Tokyo Metro Ginza Line Bridge Supports on Meiji Street and Open Square in front of Shibuya Station’s East Exit
Toyoko Department Store
(later Tokyu Department Store East Building, now demolished)
Aerial View of Shibuya Station Vicinity (September 1947)

Shibuya Terminal

Shibuya Freight Station
2-D Plan and Cross-section View of National Route 246 near Shibuya Station

The area that was added to the road in city planning

Current width 38m

Pedestrian walkway

Existing railway bridge supports

Present cross section

Plan 50m

6m road widening

Atugi

Route 246

A

A'

Meiji Street

Nihonbashi → Roppongi →
## Project Structure
for Shibuya Station Town District Infrastructure Development

### Structure of the Project

<table>
<thead>
<tr>
<th>Classification</th>
<th>Main contents</th>
<th>Main stakeholders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reconstruction of railway facilities</td>
<td>Relocation of Saikyo Line platform</td>
<td>Ministry of Land, Infrastructure, Transport and Tourism</td>
</tr>
<tr>
<td></td>
<td>Rebuilding of Ginza Line platform in island style</td>
<td>Tokyo Metropolitan Government</td>
</tr>
<tr>
<td></td>
<td>Expansion of transfer concourse</td>
<td>Shibuya Ward Office</td>
</tr>
<tr>
<td>Reconstruction of infrastructure (except Railway)</td>
<td>Expansion of station squares</td>
<td>East Japan Railway Company</td>
</tr>
<tr>
<td></td>
<td>Construction of underground square</td>
<td>Tokyo Subway Co.</td>
</tr>
<tr>
<td>Redevelopment of terminal buildings</td>
<td>Expansion of Route 246</td>
<td>Tokyu Corporation</td>
</tr>
<tr>
<td></td>
<td>Construction of symbolic escalator spaces</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Construction of passages and squares in the station buildings</td>
<td></td>
</tr>
</tbody>
</table>
Joint Operation by Tokyu Toyoko Line and Tokyo Metro Fukutoshin Line
Shibuya Station Development Plan

Taking Toyoko Line underground, servicing mutual direct operation w/Fukutoshin Line

Streamlined connection and congestion relief by:
1. Island platform for Ginza Line and JR Yamanote Line
2. Larger transfer concourse

Aligning JR Saikyo Line parallel to JR Yamanote Line
Shibuya Station Town District Infrastructure Development Policy
Left: Aerial View (current layout) / Right: Aerial View (image of future development)
Cross-Section of Underground Layout at Shibuya Station East Exit

Miyamasu-zaka

▽ GL ± 0.0m

Tokyu-Denentoshi Line
Tokyo Metro Hanzomon Line  ▽ GL − 25.0m

Shibuya River

open space

Shibuya Police Station

Rainwater storage reservoir
Shibuya Station Development Plan

Before project implementation

- Former overground Tokyu Toyoko Line site
- Site of Shibuya River at station square

Site exchange as part of the Land Readjustment Project

After project implementation

- Reorganization of private land in Shibuya Station Town District.
  Development profit allotted to public facility development.

Project execution areas

- Private land

Diagram notes:
- Red: Project execution areas
- Pink: Private land
Shibuya Station Development Plan

Taking Toyoko Line underground, servicing mutual direct operation w/Fukutoshin Line

Streamlined connection and congestion relief by:
1. Island platform for Ginza Line and JR Yamanote Line
2. Larger transfer concourse

Aligning JR Saikyo Line parallel to JR Yamanote Line
Overview of Consensus-building Process

Shibuya Station Town District

Year | Events
--- | ---
2003 | Guide Plan 21 for Shibuya Station Area Development formulated
2005 | Urgent Development Area for Urban Regeneration designated
2008 | Infrastructure Development Policy formulated
2009 | Urban Plan for Land Readjustment Project decided (Shibuya Station Town District)
2010 | Land Readjustment Project approved (Shibuya Station Town District)
2012 | Three railway companies decided urban plan for joint building project
2013 | Urban plans decided for South Town District and Dogenzaka Town District
2014 | Three railway companies started construction on joint building project (Shibuya Station Town District)
2015 | Establishment of Land Readjustment Association (South Town District) and Redevelopment Association (Dogenzaka Town District) approved
2016 | Land Readjustment Project commenced (South Town District)

Shibuya Station Central District

Comments

- Metro Fukutoshin Line opened
- Tokyu Toyoko Line and Metro Fukutoshin Line started joint operation
Project Plan Formulation Process for Shibuya Station Town District Infrastructure Development

**Phase I**
Examining rearrangement of public facilities and residential sites

**Phase II**
Examining positions and functions of public facilities

**Phase III**
Examining urban plan draft for land readjustment project

**Phase IV**
Beginning procedures to make urban planning decisions for land readjustment project

- MLIT
  - Tokyo Metropolitan Government
  - Shibuya Ward

- Coordination

- Tokyo Corporation
  - JR East
  - Tokyo Metro

- Road, river, sewage, and traffic authorities

- MLIT
  - Tokyo Metropolitan Government
  - Shibuya Ward

- Coordination

- Tokyo Corporation
  - JR East
  - Tokyo Metro

- MLIT
  - Tokyo Metropolitan Government
  - Shibuya Ward

- Coordination

- Tokyo Corporation
  - JR East
  - Tokyo Metro

- Tokyo Metropolitan Government
  - Shibuya Ward

- Released to the public

- Local residents
  - Companies
Lessons from Shibuya Redevelopment Project

• **Lesson 1**: Divide each complex challenge into elements.

• **Lesson 2**: Minimize the number of stakeholders.

• **Lesson 3**: Set out a grand vision and explain its economic rationale.

• **Lesson 4**: Ensure that central or local government drives the project or takes the initiative.