

Sharing Japan's Experience in TOD

Urban Renaissance Agency
UMEZU Takehiro
梅津 武弘



Photo of the Minato Mirai Station Area in Yokohama

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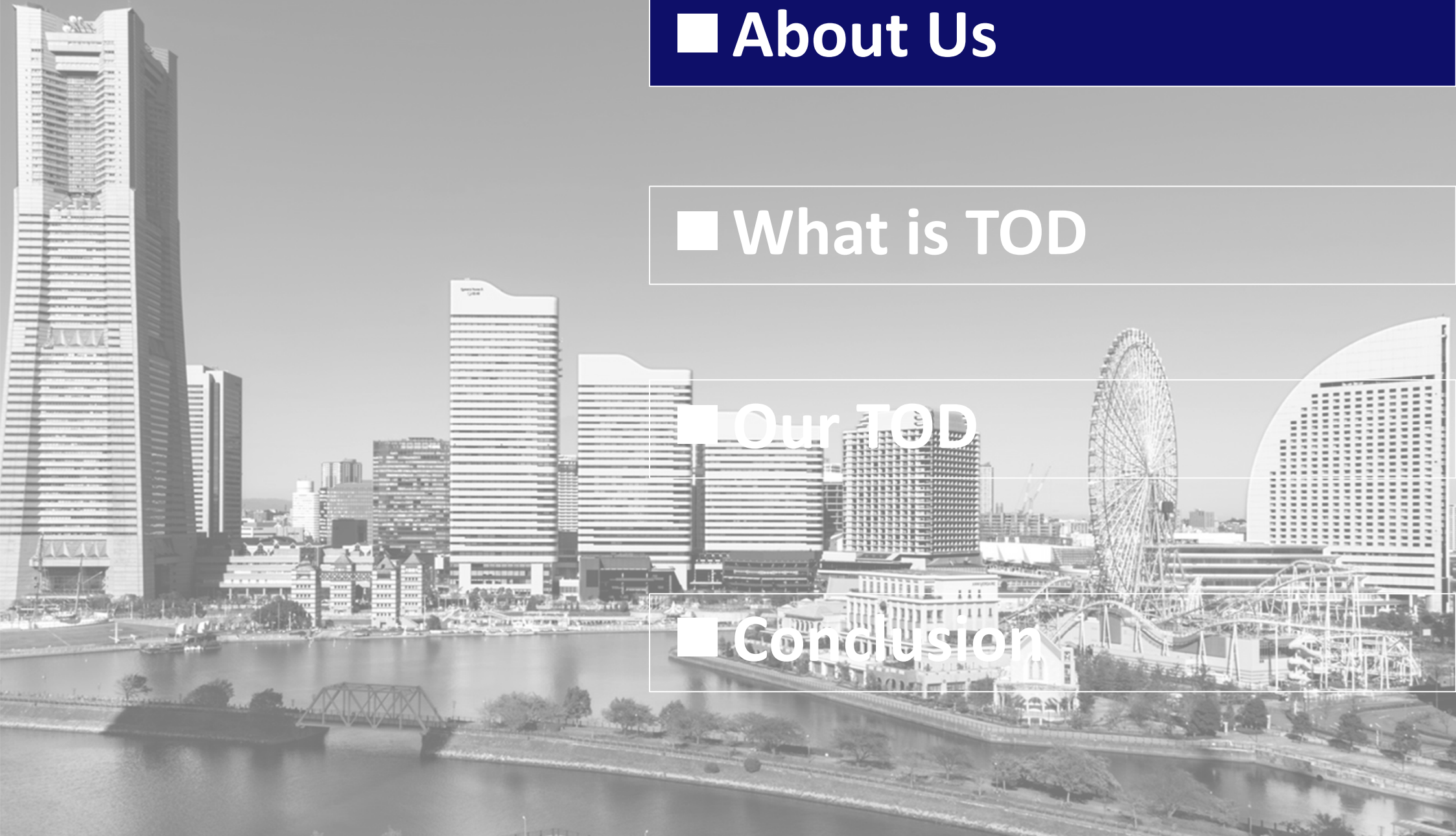
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The Outline of UR

- The Urban Renaissance Agency (UR) is a **public organization under the Ministry of Land, Infrastructure, Transport, and Tourism.**
- It was established in **1955** as the Japan Housing Corporation (JHC), our predecessor. We have been addressing housing and urban issues for over **70 years.**
- Our offices are located in Yokohama (Headquarters), Tokyo, Nagoya, Osaka, Fukuoka, Fukushima, Sydney, Bangkok, and **Jakarta.**



Our members at UR Jakarta

Our Missions and Achievements

1) Urban Regeneration

265
Projects
Completed



Transit-Oriented Development at Osaka Station(Osaka)

2) Rental Housing for the Community

700K
rental
units



Akabanedai Danchi(Tokyo)

3) Disaster Reconstruction

26
affected
cities we
engaged*



Earthquake Recovery Project(Iwate)

4) Global Affairs

18
MOUs
with
global
partners



Left: MOU with MRTJ, Right: MOU with MITI

Our Activities in Jakarta

On September 30, 2025, the Japan-Indonesia Joint Coordination Meeting for Pedestrian Deck Development in **Dukuh Atas District** was held in Jakarta.



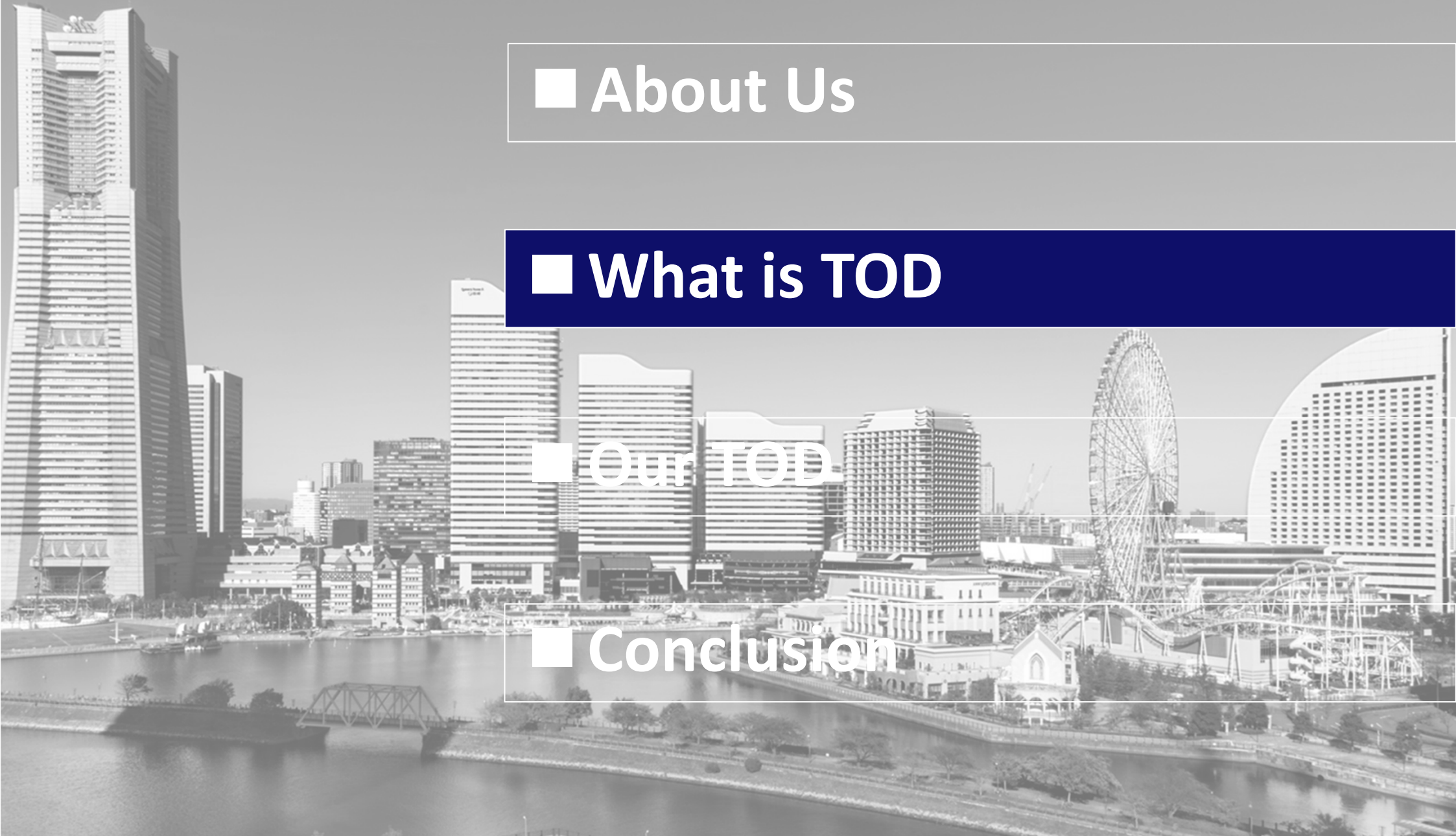
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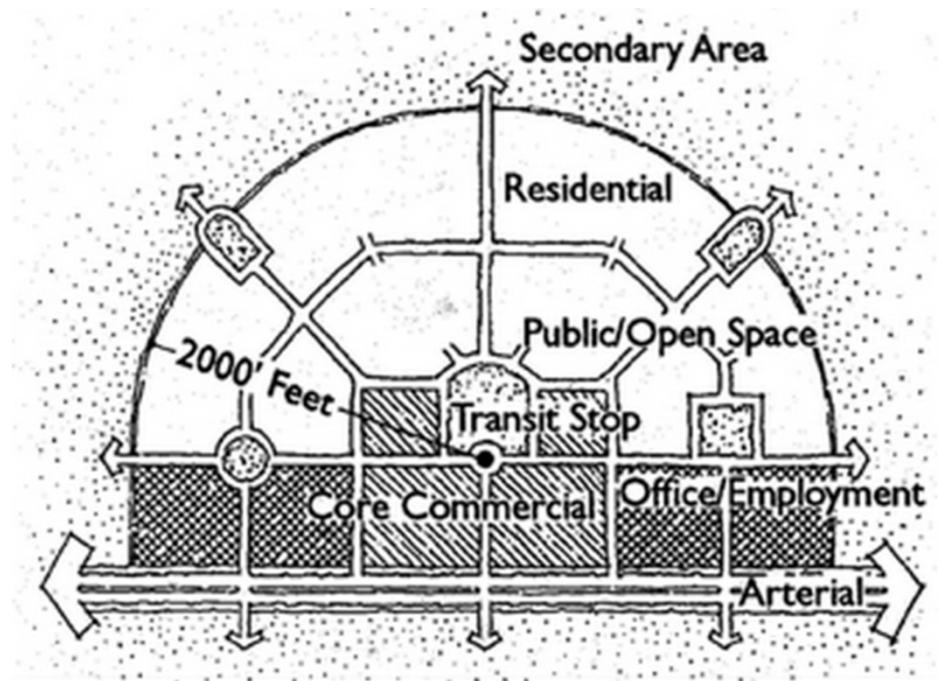
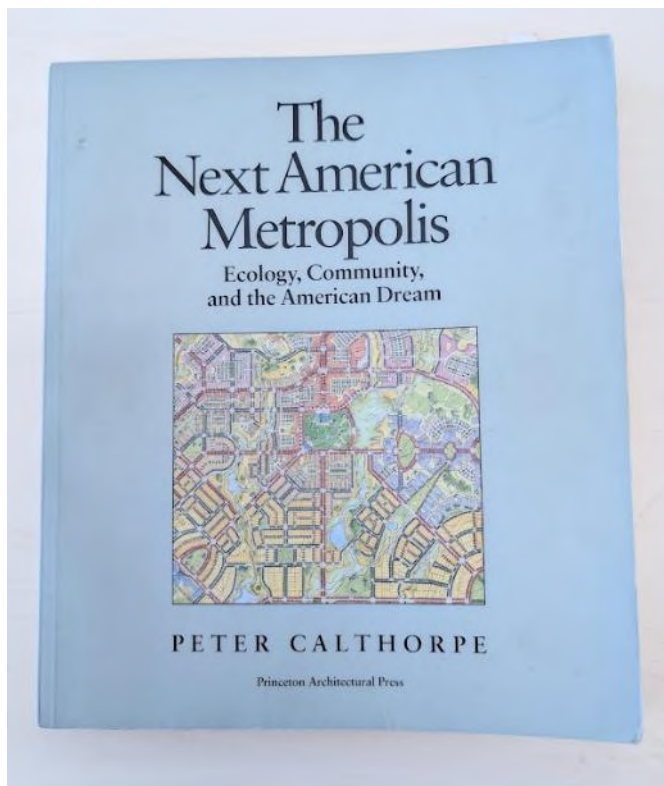
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The Concept of TOD

- In the early 1990s, **Peter Calthorpe**, an architect and urban planner, advocated the concept of transit-oriented development (TOD) in response to increasingly car-dependent societies.



Source : "The Next American Metropolis" , Peter Calthorpe, 1993

The Beginning of TOD in Japan

- In the early 20th century, **Hankyu Railway pioneered the TOD model in Japan**. Furthermore, Hankyu opened a department store at Umeda Station, integrating transit, retail, and office functions.
- Since then, Tokyu Railway and other railway companies have played leading roles in advancing TOD in Japan.



Former Hankyu Department Store (1929)
Source : Hankyu Railway



Tamagawadai Residential Area(Denenchofu) (1932)
Source : Tokyu Group

Our Perspective for TOD

We are often asked,

*“What is the difference between **Transit-Oriented Development (TOD)** and **Station-Front Development**?”*

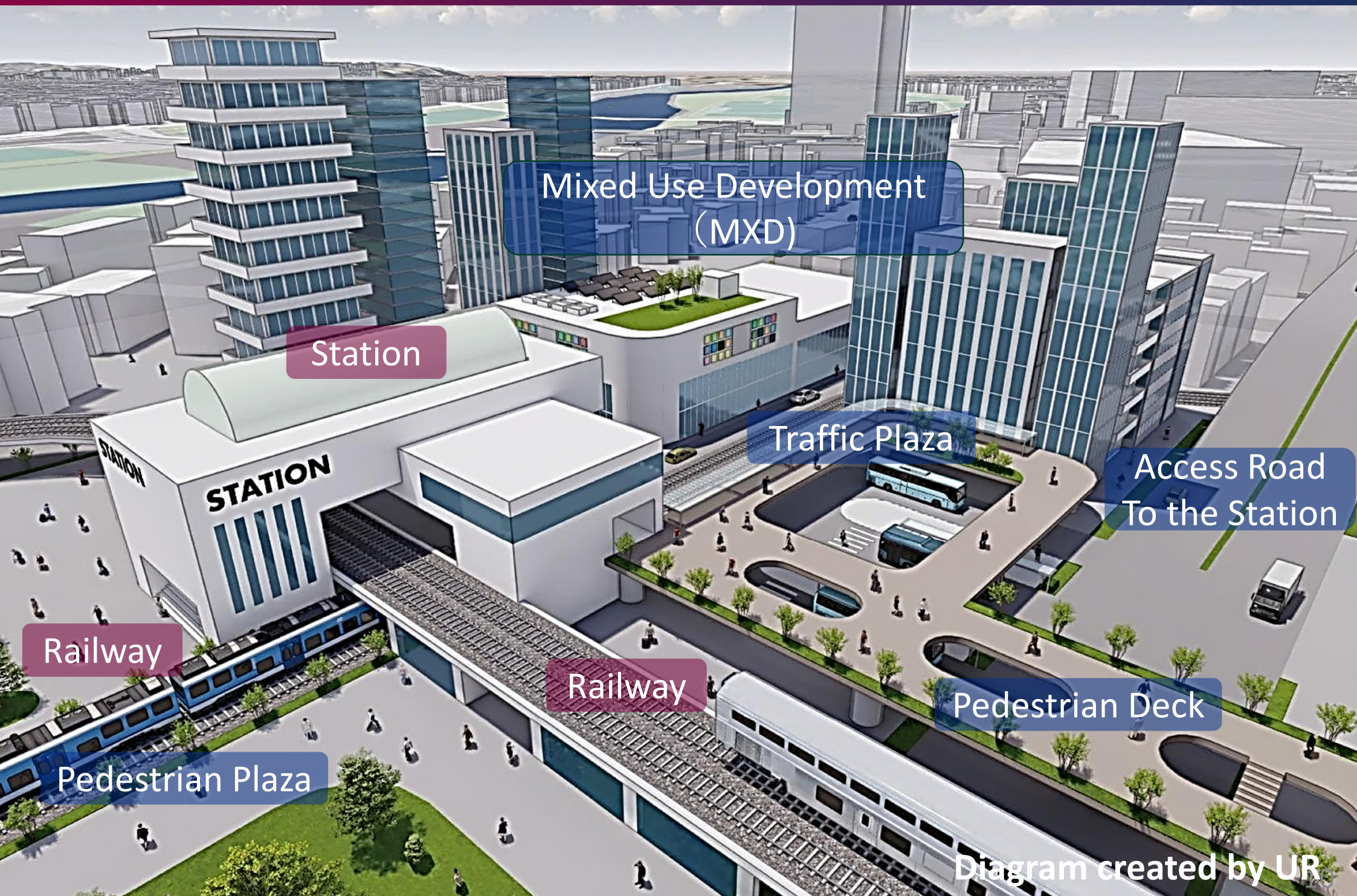


Based on our experience,

- ***TOD is development that enhances transit use, resulting in the transformation of the station areas into community cores.***
- ***Our image is as follows:***

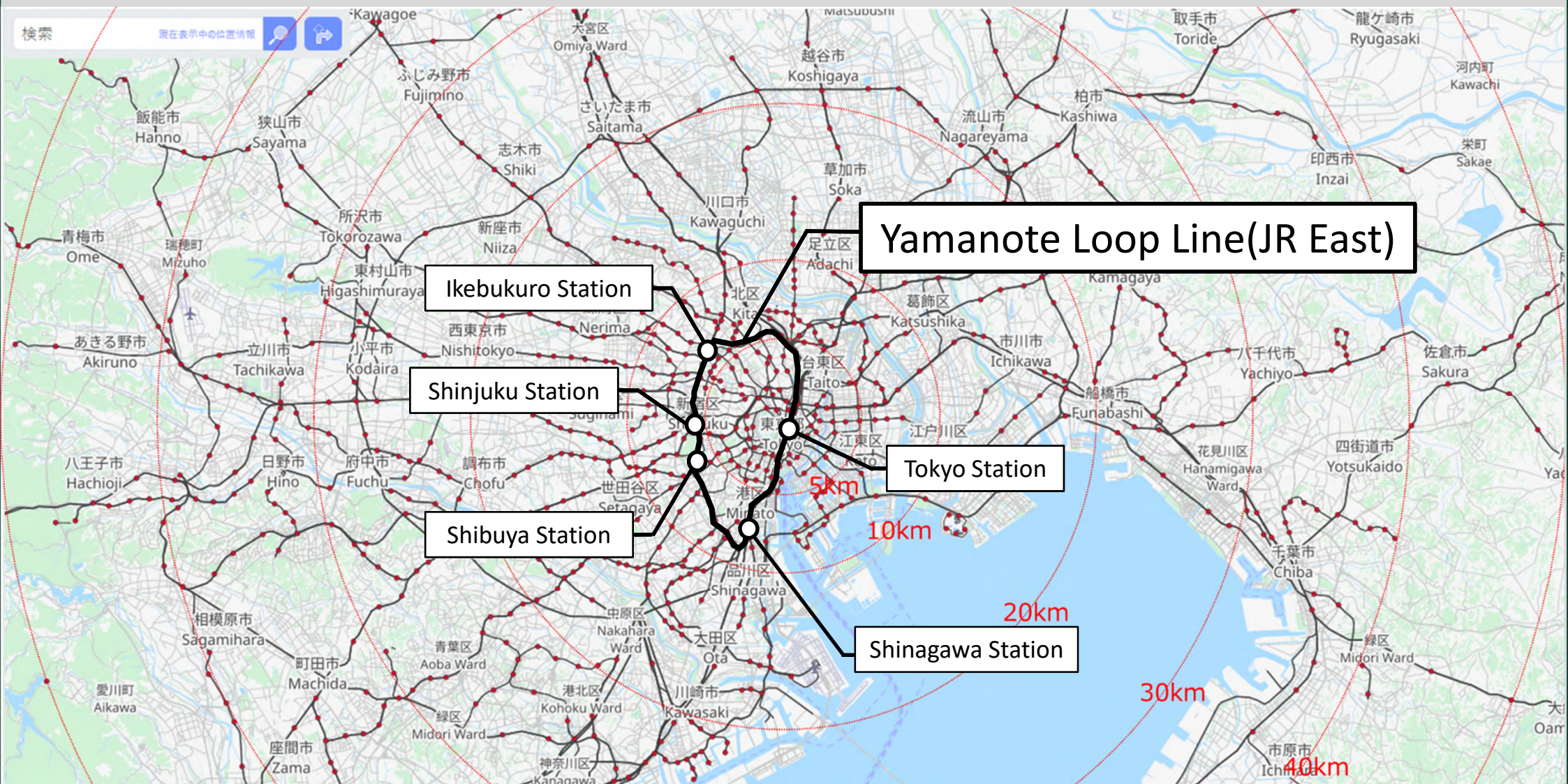


Our Vision for Better TOD



Tokyo Transit Map

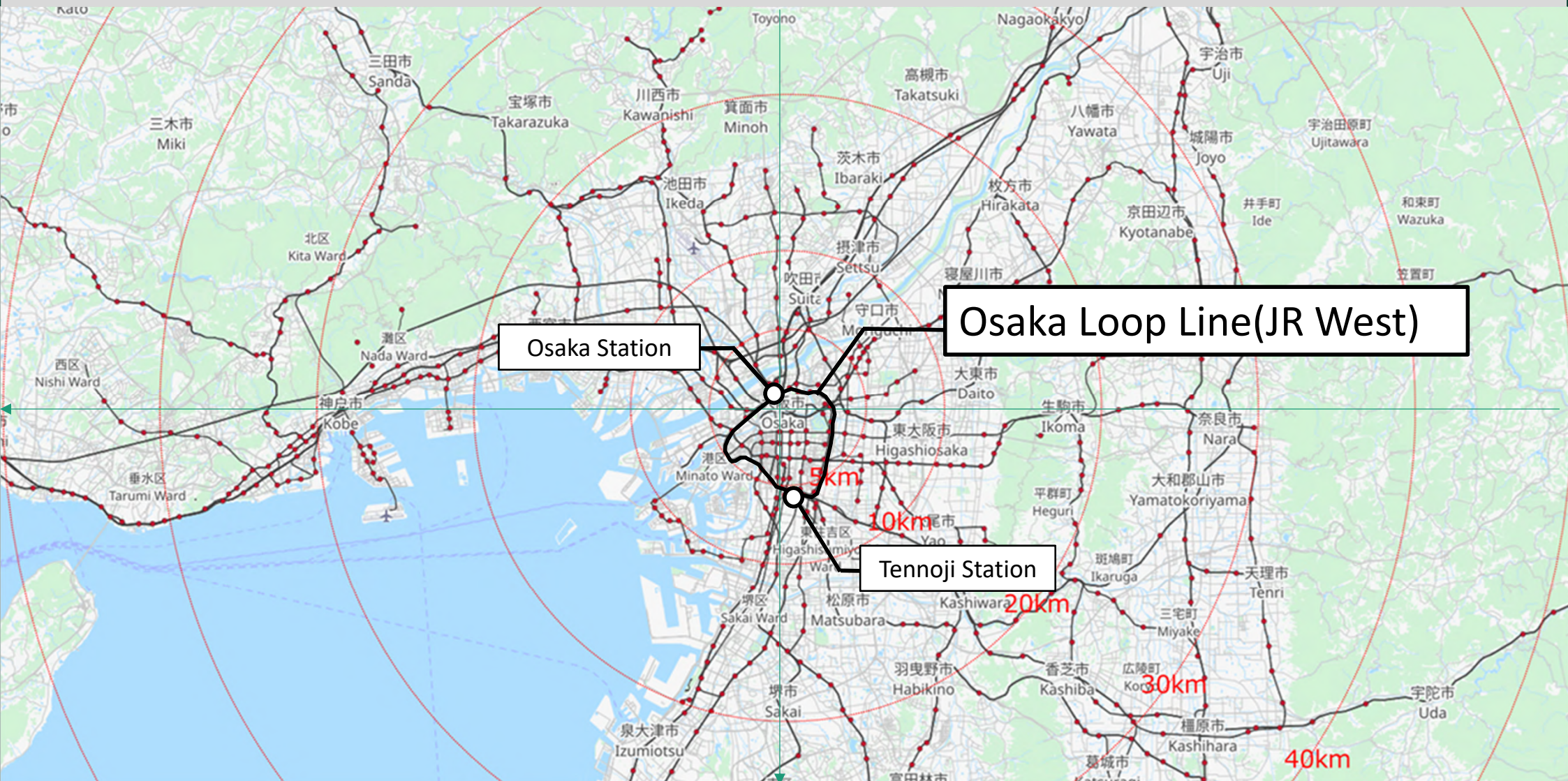
Legend: ○ Terminal Station



Source: Map Data from OpenStreetMap

Osaka Transit Map

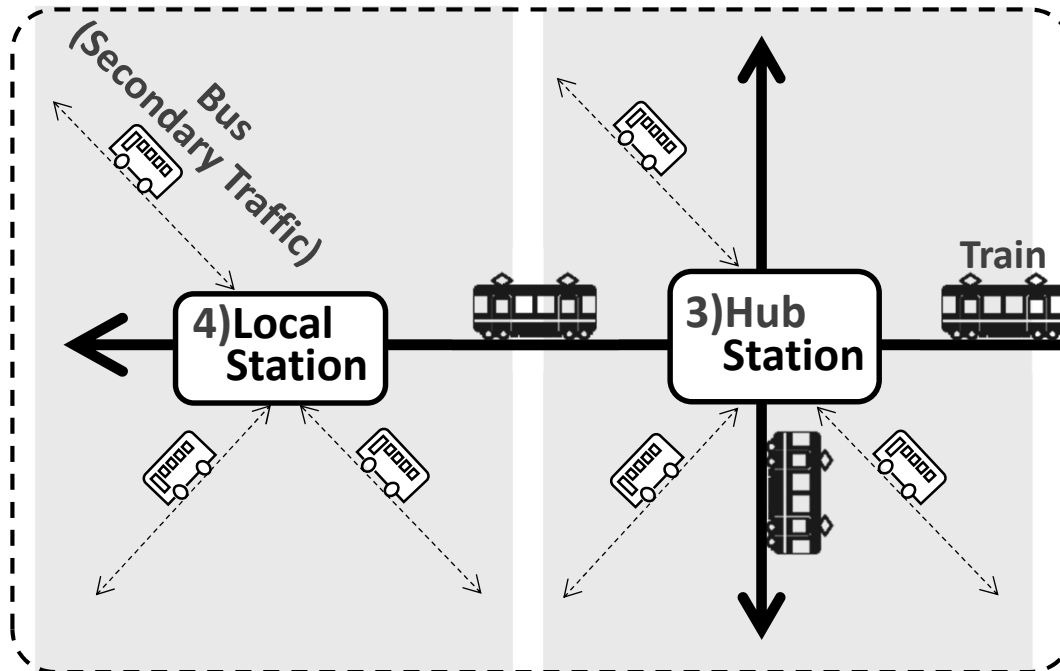
Legend: ○ Terminal Station



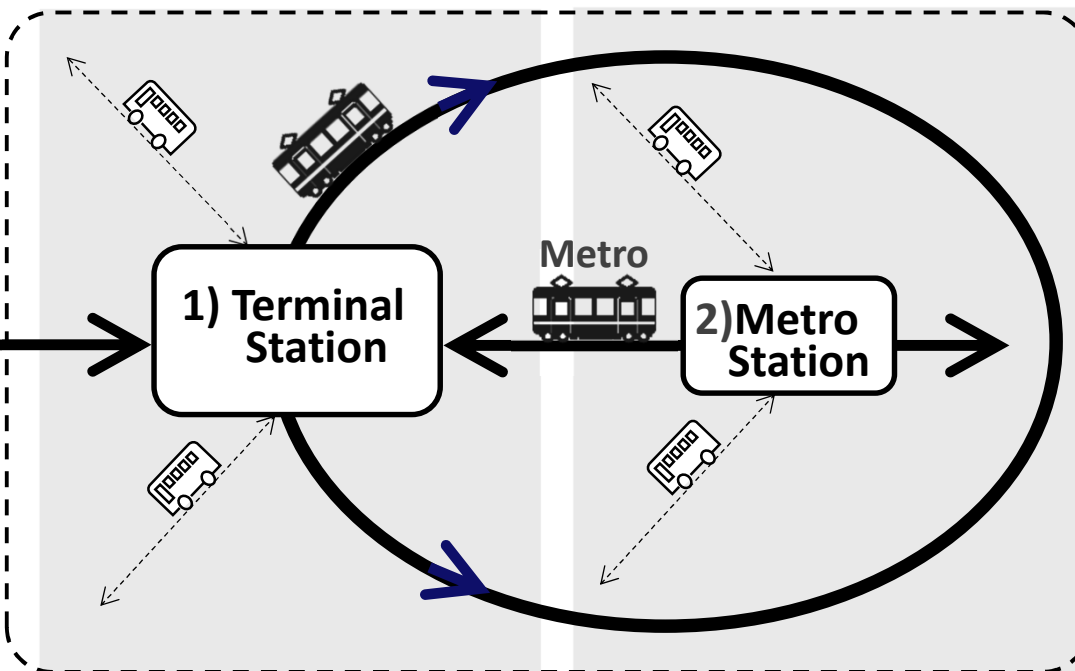
Source: Map Data from OpenStreetMap

Four Types of TOD Locations* and Our Projects

Suburb



City Center



Sayamashi Station (Saitama)



Nagareyama Otakanomori Station (Chiba)



Shinagawa Station Area (Tokyo)



Toranomom Hills Station (Tokyo)

*The diagram is based on the transit systems in Tokyo and Osaka.

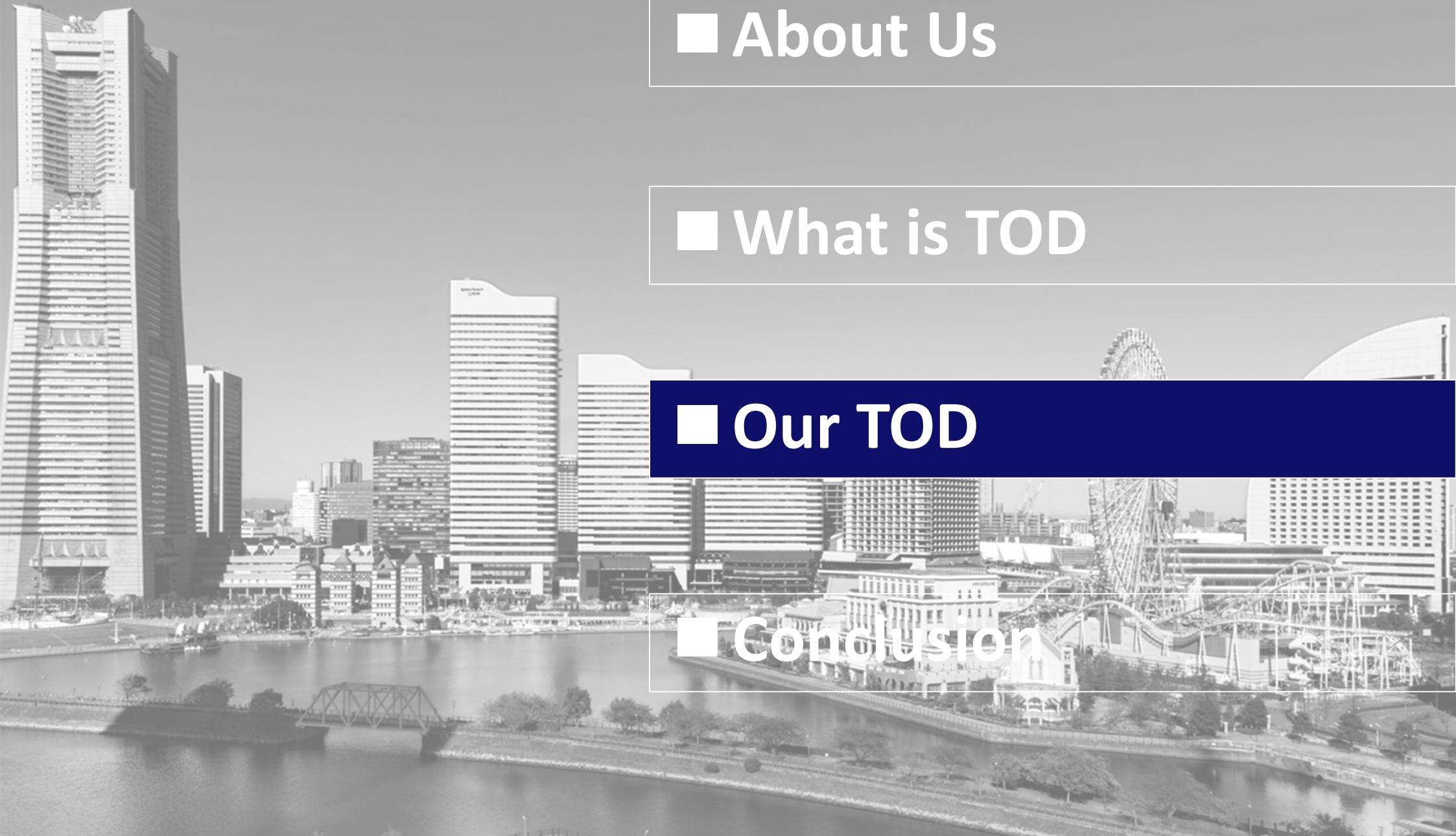
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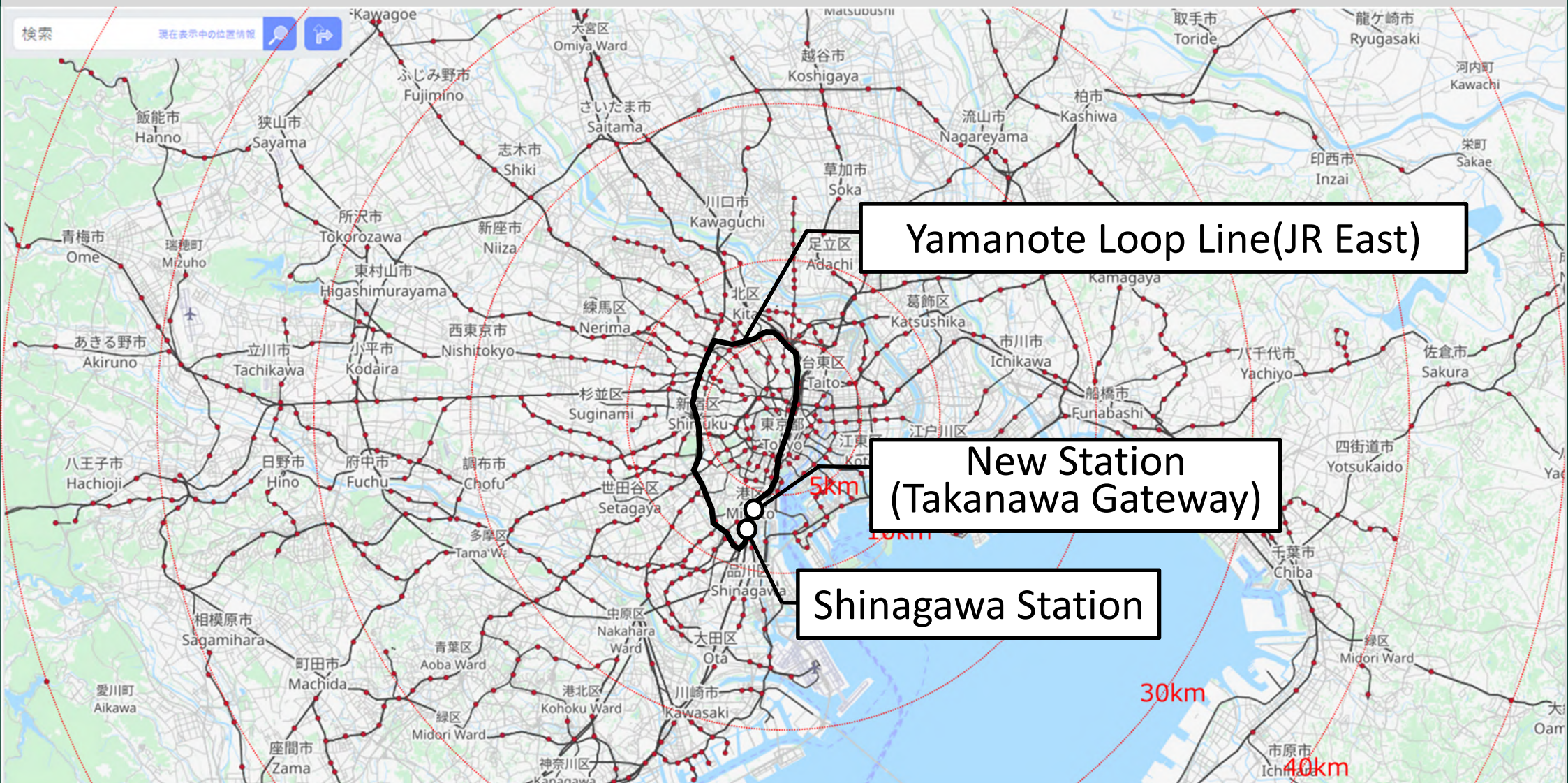
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Shinagawa Station Area



Yamanote Loop Line(JR East)

New Station
(Takanawa Gateway)

Shinagawa Station

Source: Map Data from OpenStreetMap

Development: Before and After



After Development



Source: JR East Press Release

MXD and New Station



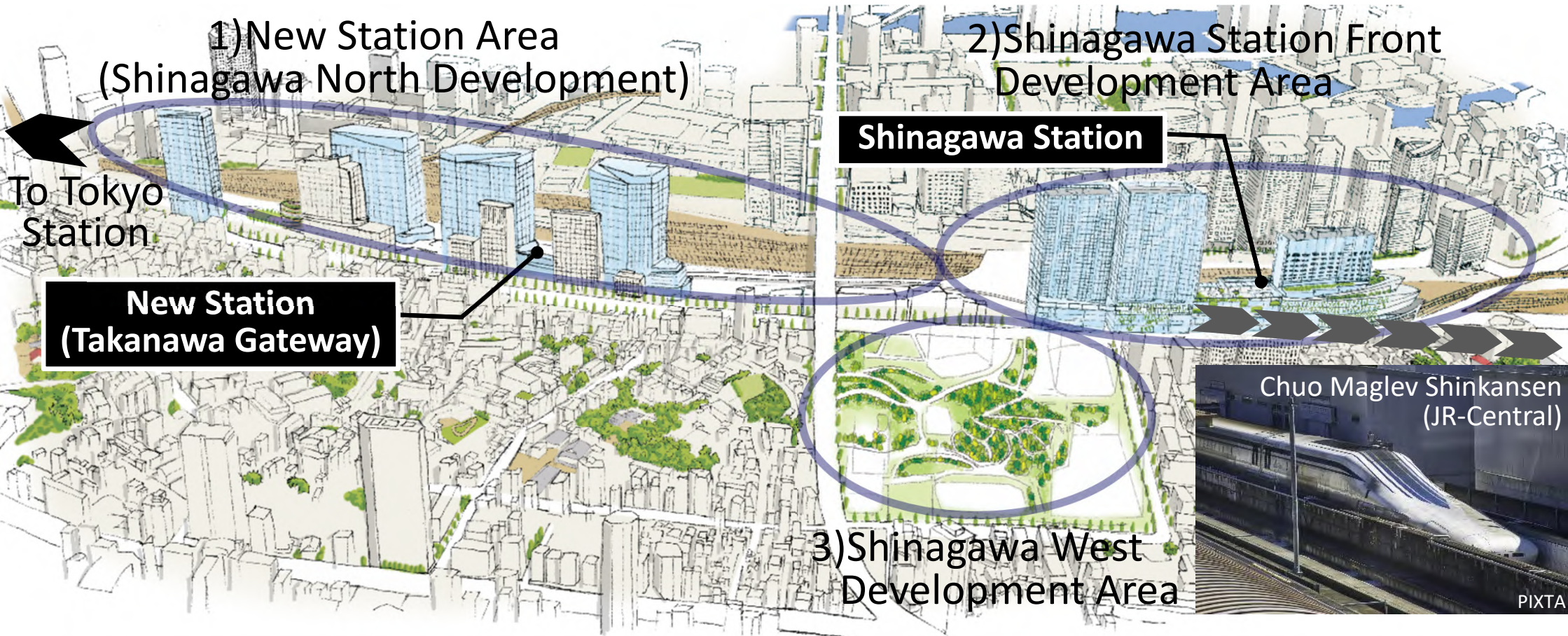
Image provided by PIXTA

New Station and Road



Image provided by PATA

Shinagawa Station Area Comprises Three TODs



We have been engaged in the above developments in collaboration with the following organizations.

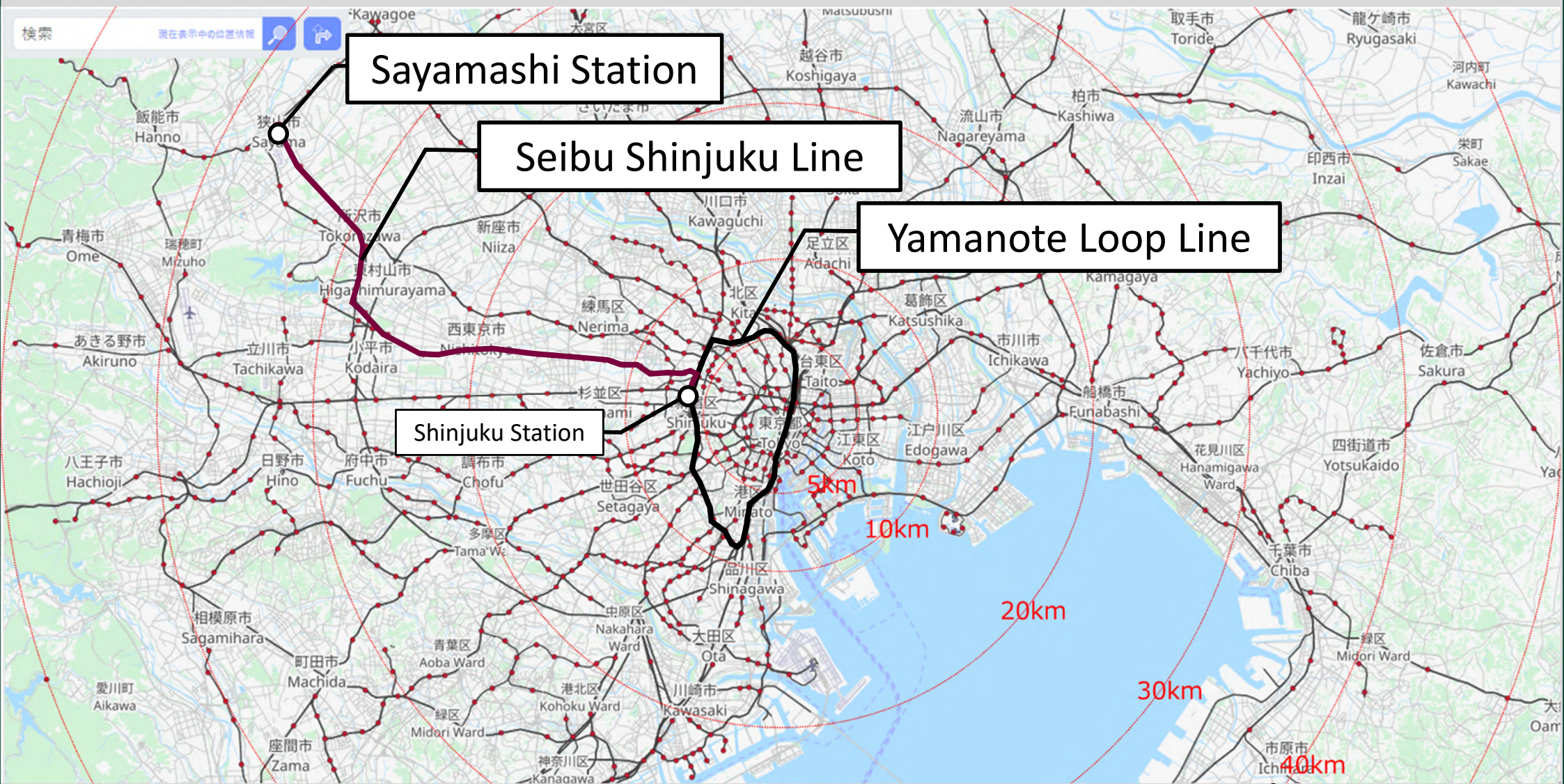
Railway Operators

- JR-EAST (East Japan Railway Company)
- JR-Central (Central Japan Railway Company)
- Keikyu Corporation

Administrative Bodies

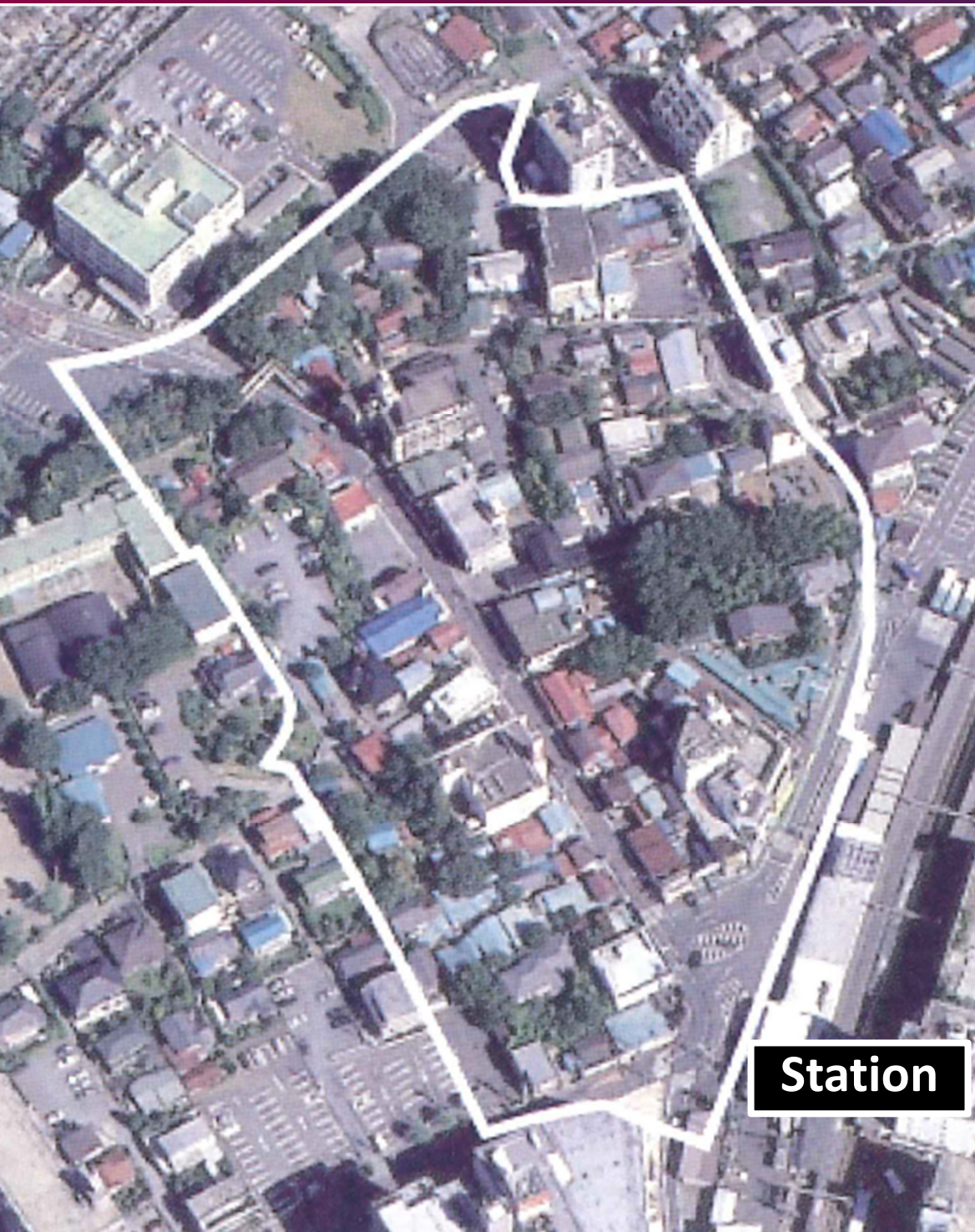
- Ministry of Land, Infrastructure, Transport and Tourism
- Tokyo Metropolitan Government
- Minato Ward Government

Sayamashi Station Area



Source: Map Data from OpenStreetMap

Before Development at the Station



After Development



Station

2) New Development Zone

- City of Sayama
- Area: 4.5ha
- Detached Houses, Park

1) Urban Renewal Zone

- UR
- Area: 2.9ha
- Traffic Plaza, Pedestrian Deck, Community Center, Retail, Apartment Building

After Development (1: Urban Renewal Zone)



After Development (1: Urban Renewal Zone)



After Development (1: Urban Renewal Zone)

Retail

Community Center

Station

Traffic Plaza

After Development (2: New Development Zone)

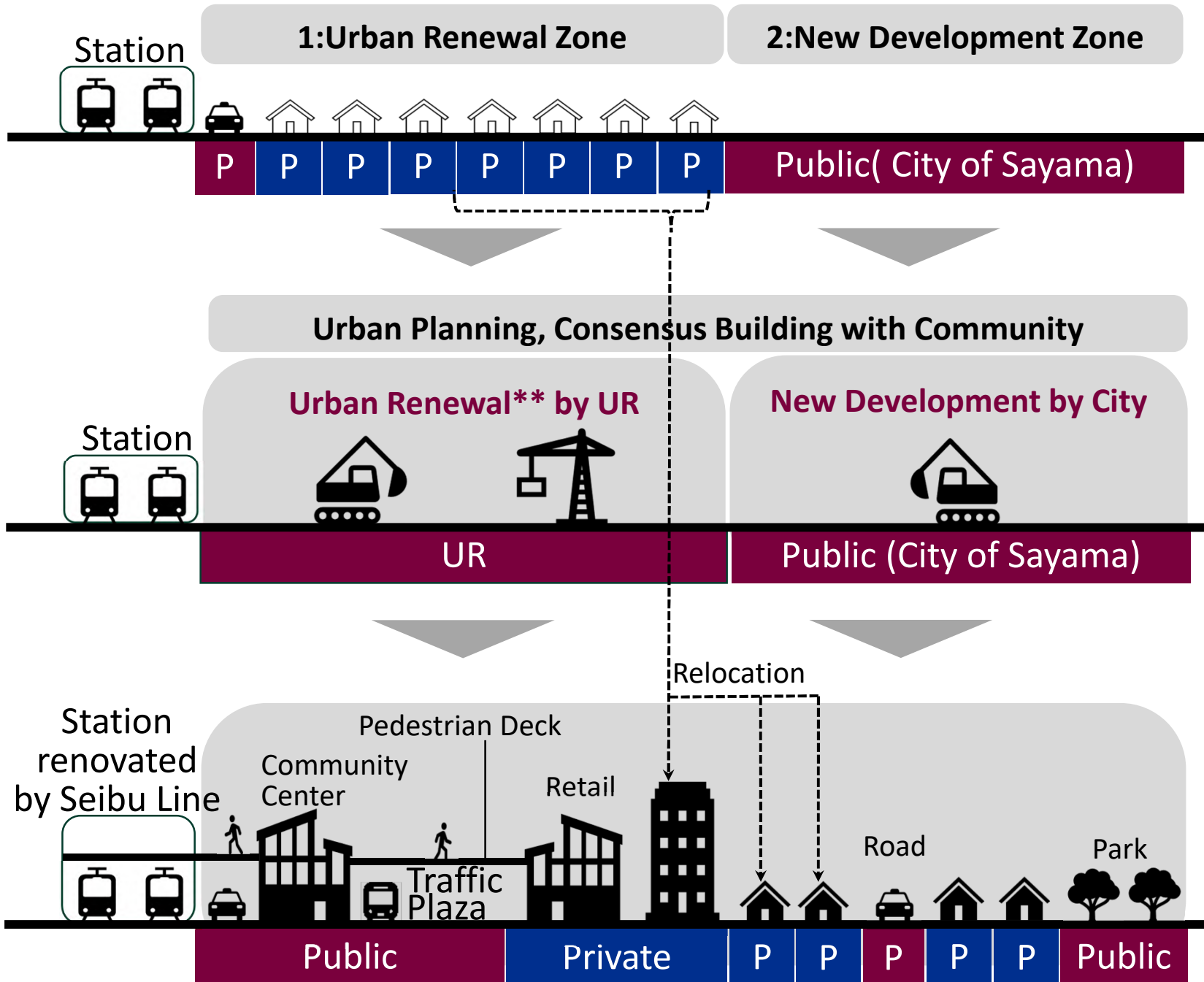


The Process Diagram*

Legend

Public

Private



*The diagram is simplified to clarify the actual flows.**Based on the Urban Renewal Act.

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Takeaways

- Plaza, Deck and MXD
- TOD in the suburbs is as crucial as TOD in the city center for improving quality of life.
- “Transit-Oriented Amenity”.
- Collaboration for realizing TOD
(Shinagawa, Sayama and Dukuh Atas)
- Other examples in Japan



TODs Across Japan

Minato Mirai Station



Kanazawa Station



Image provided by PIXTA

Hiroshima Station



Kokura Station



Image provided by PIXTA

TODs under Construction

Sannomiya Station



Shibuya Station



Shinjuku Station



Source: Odakyu Railway Company

Thank you for your attention.

Today's slides are available on our website.



We look forward to seeing you in Japan.



EXPO
2027
YOKOHAMA JAPAN

