

A Study of the Town revitalization of the public-private partnerships and suggestion of local area transportation planning

— In the Ariake-kita project, the New Tokyo waterfront subcenter —

Mitsunori Ashino*

The purpose of this study is to research the Area-Management in the Ariake-kita project, New Tokyo waterfront subcenter which the Urban Renaissance Agency supports, a case of town revitalization of the public-private partnerships by the land effective use business that the Urban Renaissance Agency executes, and suggestion of local area transportation planning. 1) This business is large land-use change from an industrial site into a residential site, etc. Through this study, we can support the inducing private-development after the land readjustment and the advanced city-planning which leads the Resilient and Sustainable society in and around the site. This study is composed the whole of Chapter 6, and the outline of each chapter is as follows.

1. The outline of the Ariake-kita project

This chapter describes the project position and summary. The project position is distance in a straight line from Tokyo Station, and is about 5 km. This project is located at the Ariake-kita in the southwest part of Koto Ward, Tokyo (Fig.1).

This area belongs to which is divided into 4 areas (the Ariake-minami, the Aomi, the Daiba and the Ariake-kita) (Table.1& Fig.2) .



Table.1 Area composition of the rainbow town

Area Name	square [ha]	component rate
Ariake-kita	141	31.9%
Ariake-minami	107	24.2%
Aomi	117	26.5%
Daiba	77	17.4%
area aggregate	442	100%

Fig.1 Location of the Ariake-kita project in New Tokyo waterfront subcenter*

*Source: "The Denshi-Kokudo in Japan" (It is writer processing with a drawing panel.)

*Urban Renaissance Agency
ashino-m@ur-net.go.jp

These areas' square is as shown in table.1 by the Waterfront subcenter city planning promotion plan, in 1997. In this plan, the New Tokyo waterfront subcenter is named the "rainbow town." And the Ariake area is divided into 4 divisions (Fig.3). These divisions are decided by district planning and guideline for Town Management, and are surrounded by mainroad. And also Development is performed per such division.

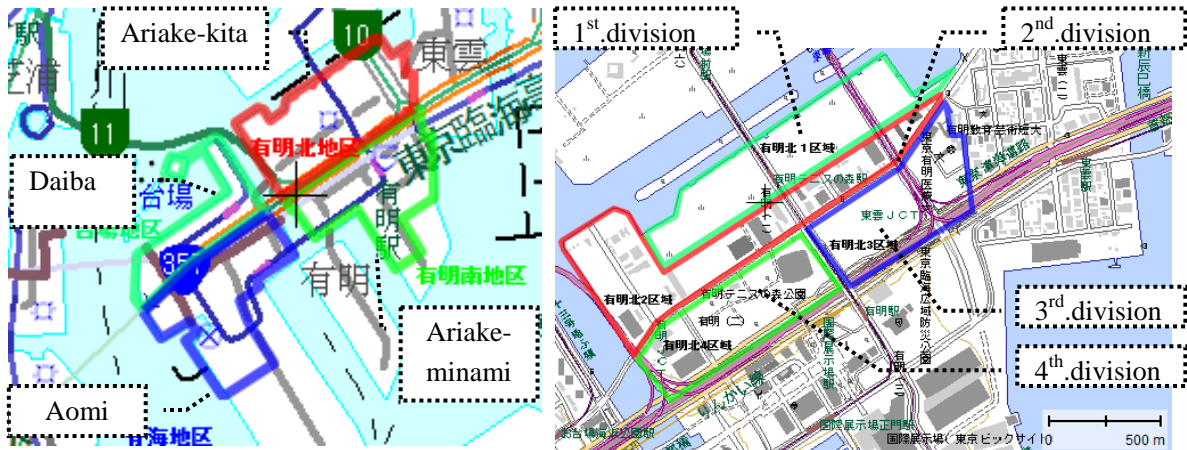


Fig.2 Constitution of the rainbow town* Fig.3 Location of 4 divisions in the Ariake-kita project*

*Source: "The Denshi-Kokudo in Japan"(It is writer processing with a drawing panel.)

2. The political circumstances of the Ariake-kita project

This chapter investigates the policy in the New Tokyo waterfront subcenter. This policy that the Tokyo Municipal Government determined the New Tokyo waterfront subcenter as the 7th New Tokyo subcenter, started in 1986. Whereafter the Tokyo Municipal Government started to develop the land readjustment at 2nd, 3rd and 4th divisions in the Ariake area from 1999, and also started to develop the reclamation for an old timber yard at the 1st division from 2000.

Table.2 Explaining the background to the Ariake-kita project

No.	Years	Events of the Ariake-kita projects
1	1986	Positioned as The second long-term plan for The Tokyo metropolitan
2	1999	Positioned as The fifth Capital Region basic plan
3	1999	Started to develop the land readjustment (the 2nd, 3rd and 4th divisions)
4	2000	Started to develop the reclamation for an old timber yard (the 1st division)
5	2002	Designation of the Tokyo Bay waterfront activation Special Zones
6	2006	Positioned as The plan of the Tokyo metropolitan for ten years later
7	2009	Positioned as The urban planning vision of Tokyo metropolitan (renewal version)

In addition the government designated the zone including the Tokyo Metropolitan waterfront subcenter as the Tokyo Bay waterfront activation Special Zones, based on the Act on Special Measures concerning Urban Regeneration in 2002. In this plan, a total of 1,010 ha, such as the waterfront subcenter, Tsukiji, Harumi, and Toyosu etc, were positioned. The Ariake-Kita area is the maximum area in the New Tokyo waterfront subcenter, and is located at the center in the Tokyo Bay waterfront activation Special Zone. Since it is such, it is in the tendency for political area to expand the Ariake-Kita area as a center, and it is presumed that the Ariake -Kita area is gaining and increasing importance politically. Also for promotion of the city planning, the Area-Management by landowners is playing a very important role.

3. Organization for the Area-Management

This chapter describes that the landowners in the Ariake-kita area established three parties for the Area-management concerned with the Ariake project from 1987 (Table.3). The first party is the landowners' party that is named "Yokusurukai" established in 1987, in order to support the project of the Tokyo Metropolitan Government. The second party is "the Consociation concerned with Development" is constituted by the landowners and government established in 1993. The third party is "the Town Planning Association" is constituted by the landowners and government established in 2002. In addition the Urban Renaissance Agency became a landowner in 1999, is participating in three parties for assisting to promote the Resilient and Sustainable society from 1999.

Table.3 Summary of the Area-management organizations in the Ariake-kita project

Name of the organization	Years of establishment	Members (number)	President	Vice- President
Yokusurukai	1987	Landowners (24)	Landowner	Two-Landowners
The Consociation concerned with Development	1993	Landowners etc (24)	President of Yokusurukai	Vice- President of Yokusurukai and a Tokyo metropolitan government official
The Town Planning Association	2002	Landowners etc (12)	Vice-President of Yokusurukai	A Tokyo metropolitan government official and an Urban Renaissance Agency official

4. The role of the Organization for the Area-Management

This chapter describes the Area-management for the government and landowners collaboration town planning. Especially the Town Planning Association which applied to the Area-Management had proposed the guideline concerned with town planning. So this Association has the roll to examine whether it conforms to town planning or a guideline. For example, if one company wants to begin a legal city planning procedure in the Ariake-kita area, this company has to agree with this Association before this procedure (Fig.4).

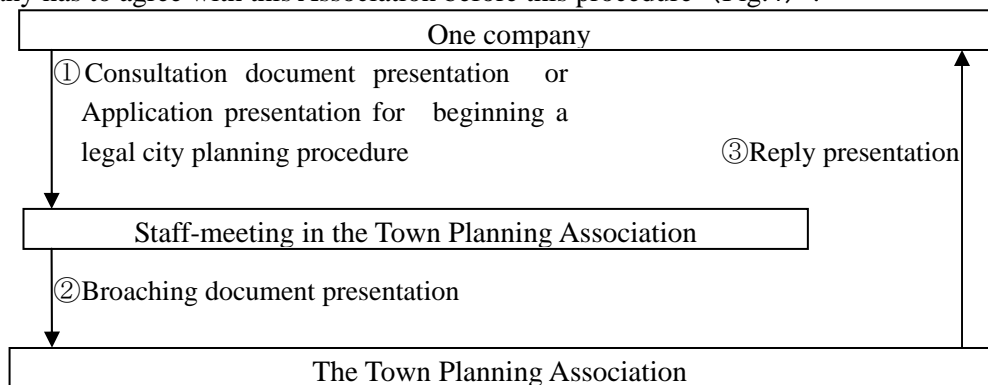


Fig.4 The process of agreement with the Town Planning Association, concerned with beginning a legal city planning procedure by one company in the Ariake-kita area.

5. The effect and the problem of the Urban Renaissance Agency in the Ariake-kita project

This chapter describes the effect of the Urban Renaissance Agency in the Ariake-kita project. The first effect is to guide a visionary private-development after the land readjustment. The second effect is promoting progressive town planning of low-carbon city and the Resilient and Sustainable society. However, the private-development has a problem that the traffic system which can live safe and safely against many passage traffic in this New Tokyo metropolitan subcenter. So it is necessary to suggest this guideline about the local area transportation planning for this problem. For example, this solution method is designed logistics system that is to reduce, change, and divide the physical distribution in the private-development area and around the site (Table.4) 2).

Table.4 Suggestion of the new traffic system about the local area transportation planning

	Reduction	Changing	Division
Two or more blocks	○Number-of-times of reduction of delivery by the maintenance of a trans-shipment base, the cooperative delivery system and the vicarious delivery system, etc.	○New distribution systems, such as the combining of delivery. ○New delivery way of construction which connects between buildings underground.	○Division of the truck and private car, such as maintenance of the truck reserved route, the truck stopping-and-parking institution on the street, and the truck road network.
block	○Number-of-times of restrictions of delivery and delivery time regulation. ○Reduction of the parking time by route arrangement.	○New style of the transportation by a cart.. ○New style of the subcontract of delivery inside a hall.	○Division of the goods logistics and human network in the block, such as installation of the elevator for cargo work, the new transport machine and the night delivery.

6. Conclusion

This chapter describes the conclusion and suggestion for a further study in the present study. Thus, I think that the measure of the continuous and eager public-private partnerships of the Area-Management in the Ariake-kita project is important. And the further study is to suggest guideline for the local area transportation planning in the private-development area and around the site.

Keywords: *Public-private partnerships, Local area transportation plan, Area-management*

Reference:

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