

# Tsukiji District Community Development Project

## Project Implementation Policy

March 2022

Bureau of Urban Development, Tokyo Metropolitan  
Government

# Tsukiji District Community Development Project

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\* Further details are provided in the application guide for Operator.

### <Definitions of terms concerning Operator>

Applicants:	A group of private companies (hereinafter “Group of Private Companies”) or a single private company applying for the participation in this project
Prospective Operators:	Group of Private Companies or a single private company shortlisted for the implementation of the project
Operator:	The Prospective Operator that has concluded a basic agreement with the Tokyo Metropolitan Government for the exclusive implementation of

the project (if a Prospective Operator establishes a stock company pursuant to the Companies Act, such a stock company is included).

Members:

Individual companies consisting of the Group of Private Companies

\* The original copy of the Implementation Policy was prepared in Japanese language, and this English version was prepared for reference purpose only. In the event of any inconsistency, the Japanese version shall prevail.

## Section 1 Project Details

### 1. Name of the Project

Tsukiji District Community Development Project (hereinafter “the Project”)

### 2. Basic Concept

This is a project to pursue community development leading to the sustainable growth of Japan and Tokyo, leveraging the potential advantages of the centrally located large land area with rich sources of water and greenery as well as historical and cultural resources, promoting effective communication between the city center and waterfront areas through the maximum contributions by the private sector.

## Section 2 Project Implementation Policy

### 1. Site Descriptions

- (1) Location: Areas within Tsukiji 5-chome and Tsukiji 6-chome, Chuo-ku, Tokyo
- (2) Zone with ordinary fixed-term land leasehold right (hereinafter “Fixed Leasehold Zone”)  
Project site area: Approx. 19 ha<sup>1</sup> (see Appendix 1)  
<sup>1</sup> The area is measured based on the map scale. Note that the project site is subject to future changes depending on the development work of the public facilities and infrastructure.
- (3) Land use classification: Commercial zone
- (4) Designated building coverage ratio (floor area ratio): 80% (500%) (700% for areas on the Harumi St.)
- (5) Districts, Zones, etc.: Fire Prevention Area; Parking Space Development Zone; Special Priority Development Areas for Urban Renaissance in Central Tokyo and Waterfront Area; International Business Exchange Zones (Policy for Improvement, Development and Preservation of City Planning Areas, March 2021); Core Regional Sphere (The Grand Design for Urban Development, September 2017) and Fire-safe Areas (Tokyo Metropolitan Earthquake Preparedness Ordinance [2000 Tokyo Metropolitan Ordinance No.202]); Central Scenic Belts/Special Landscape Creation Districts (Landscape Basic Policy for Waterfront Area, Landscape Basic Policy for the Sumida River, Special Waterscape Creation Districts, Special Landscape Creation Districts for Hama Rikyu Gardens and Kyu Shiba Rikyu Gardens) (Tokyo Landscape Plan [August 2018]); Radio Propagation Obstruction Prevention Areas (Radio Act [Act No. 131 of 1950])
- (6) Height-restricted district: None
- (7) Height limits under the Civil Aeronautics Act: Approx. 210–220 m  
A non-public heliport is located close to this district.  
For more information, refer to the following link:  
[https://www.mlit.go.jp/koku/15\\_bf\\_000310.html](https://www.mlit.go.jp/koku/15_bf_000310.html)
- (8) Roads: Metropolitan Road No. 304 (Harumi St.) (32 m wide) on the East side; Metropolitan Road No. 50 (Shin Ohashi St.) (33 m wide) and Designated City Route (Chukyo) No.490 (Namiyoke St.) (17 m wide) on the North side
- (9) Plans on rivers nearby:

Sumida River: Designated section for Super Levee Development (Waterway Development Plan for the Sumida River Basin, June 2016),  
Redevelopment of disaster prevention pier (Revised Disaster Prevention Pier Development Plan, January 2016)

(10) Plans and development status for transportation in the vicinity to the site:

Loop Road No.2: Scheduled for full service in FY 2022

Subway lines in Central Tokyo and Waterfront Area: The Way of the Future City Railway in Tokyo Area (recommendation, Council of Transport Policy of Ministry of Land, Infrastructure, Transport and Tourism, April 2016); The Way of the Future Subway Network in Tokyo Area (recommendation, Council of Transport Policy of Ministry of Land, Infrastructure, Transport and Tourism, July 2021)

(11) Plans to be developed:

Tsukiji River: Waterway Development Plan for the Tsukiji and the Shiodome Rivers (to be developed)

Urban Expressway Route 10 Harumi Line: the Urban Planning already approved in July 1993<sup>2</sup>

Measures to Ensure Beltway Functions for Heavy Vehicle Traffic on Inner Circular Route <summary> (Ministry of Land, Infrastructure, Transport and Tourism Working Group on Ensuring Traffic Services of Inner Circular Route, July 2021)

<sup>2</sup> The approved Urban Planning will be reviewed.

## 2. Project Implementation Policy

The Project will be implemented in line with the approaches (i) to (iii) described below in order to realize the following concept in accordance with the Tsukiji Community Development Policy (March 2019; hereinafter “Community Development Policy”) and the Tokyo Bay eSG Urban Development Strategy (March 2022).

< CONCEPT >

***“A Hub with Abundant Water and Green for Creating and Promoting New Culture through Diverse Exchanges with People from Around the World”***

<Approaches to the Project Implementation>

(i) Landscape Tokyo to epitomize its waterfront-city characteristics.

- The Operator shall design symbolic and impressive landscapes that represent the characteristics of Tokyo as a Water City, with a view to welcoming people through the routes from waterways.
- (ii) Welcome visitors from around the world with the charm that Tokyo can offer through its rich environment and history unique to the city.
- The Operator shall create venues to welcome people in many ways by taking advantage of the multiple accessibility via land, the Tokyo Bay, and Sumida River.
  - The Operator shall develop a pleasant district that invites people to explore by making the best use of the waterside areas and enriching greenery, providing enough space where people can enjoy themselves and socialize.
  - The district should be an area where, by creating space with attractive and appealing design, people can discover the charm of Tokyo that embraces both tradition and cutting-edge technology.
- (iii) Offer an open stage for creating new cultures through diverse exchanges.
- The Operator shall develop highly accommodating venues by introducing features including high-capacity facilities and outdoor gardens accessible to a diversity of people, stimulating interactions and allowing them to proactively promote diverse activities, thereby creating new cultures.

In order to bring the Project in shape, it will be conducted on the basis of the policies (1) to (3), as described below, while effectively working on the following three initiatives:

- Realization of zero emissions and use of domestically sourced timber
- Utilization of digital and cutting-edge technology
- Prevention and mitigation of infectious diseases that may emerge in the future embedded in the facilities improvement and management

With regard to the development process, given that this is a comprehensive participation project, the Operator does not necessarily have to follow the phased development process from phase 0 to 3 as presented in the Community Development Policy so that they can fully exercise their own originality and ingenuity. The Operator shall make efforts to promptly start development and operation of the entire district and shall not delay the process without reasonable cause.

Furthermore, to build momentum for the water transport and enhance convenience, the Operator shall develop a ferry terminal in conjunction with the improvement of the installed disaster prevention pier to be conducted by the Tokyo Metropolitan Government (hereinafter “TMG”) and start using them before the full development.

In addition, the Operator is required to stimulate vibrant commercial activities in the terminal area before the water transport is ready to be installed.

<Cooperation with Tokyo Bay eSG Urban Development Strategy>

In the Tokyo Bay eSG Urban Development Strategy, TMG designates the Bay Area as a key area that exemplifies the concept of “Sustainable city Tokyo that balances maturity and ongoing growth” and aims to develop the Area as a sustainable next-generation city that responds to the climate crisis, creates a harmonious environment with the sea and greenery, and attracts people and investments from all over the world.

Concerning the development of the Tsukiji district, the Operator shall advance the community development that contributes to the promotion of the Tokyo Bay eSG Urban Development Strategy while working in close cooperation with various functions of the Waterfront Area and neighboring areas, generating a synergy.

(1) Policies on the permanent facilities

A. Policies on the development of urban infrastructure

(A) Policy on transport hub formulation

The Operator shall develop transport hub functions, such as a traffic plaza, by making integrated and effective use of the pier. The Operator shall establish a wide-area transportation hub comprised of infrastructures including water transport, buses, and subway services: for example, a subway line between the Central Tokyo and Waterfront Area that serves as the key transport infrastructure to connect the Project site and the further developing Waterfront Area.

(B) Policy on water transport

The Operator shall leverage and enhance the water transport network, effectively cooperating with other, wide-coverage modes of transport infrastructure such as the subway system. Specifically, the Operator shall utilize the disaster prevention pier, which TMG will install as a key point of operation for the water transport network, which also contribute to revitalizing Tokyo as a whole, and form the water transport



network within the local and extensive areas. Additionally, the Operator shall introduce a water transport network for the local communities for enhanced circulation by developing and managing new piers at, for example, the plots facing the Hama Rikyu Gardens (southwest of Loop Road No. 2) Furthermore, the Operator shall develop a ferry terminal and related facilities ready for use in conjunction with the improvement of the installed disaster prevention pier conducted by TMG so that they contribute to building momentum for the water transport and enhancing convenience.

(C) Policy on pedestrian networks

The Operator shall work to tie in with a wide range of surrounding local resources, including the Hama Rikyu Gardens and Tsukiji Outer Market. TMG shall form the pedestrian networks that visitors can enjoy waterside walks by utilizing the maintenance passages of the super levees and seawalls. In the district, the Operator shall develop a traffic system that segregates pedestrians from road vehicles by providing features to ensure pedestrian crossing across the Loop Road No. 2 and effectively utilizing the difference in the height of the ground surface resulting from the super levee development. The Operator shall secure pedestrian-friendly zones while also considering the relationship with the pedestrian networks in the surrounding areas and promote the development of a human-centered community for pedestrians.

(D) Policy for ensuring transportation functions including the vehicles within the district

The Operator shall develop access routes for vehicles from Shin-Ohashi St., Harumi St., and Loop Road No. 2 to ensure appropriate access from/to the district and vicinity. Also, the Operator shall secure traffic functions within the district, including a grade separation to cross the Loop Road No. 2, that help integrated and effective land utilization across the district. The Operator shall, besides automobiles and bicycles, ensure other possible traffic functions in light of the use of next-generation mobility options and systematically develop parking places and bicycle parking lots while securing the pedestrian flow lines.

B. Policy on land use

- (A) The Operator shall introduce facilities and functions that take advantage of Tsukiji's strengths, including its major role as a center for food culture, its local assets such as Hama Rikyu Gardens and the Sumida River, and its historical and cultural backgrounds in order to hold conferences and events as an international exchange hub and make

various efforts to enhance those functions in collaboration with other surrounding local assets.

- (B) The Operator shall use the large tract of land in a prime location in Tokyo effectively and develop the site to be an innovative and international forerunner with diversity to lead Tokyo after the Tokyo 2020 Games.
- (C) The Operator shall introduce and develop features and spaces (including open spaces that integrate indoor and outdoor areas) for creating new opportunities for lively activities, visitor attractions, exchanges, amenities, and value creation, including such venues where people can discover the charm of Tokyo that embraces both tradition and cutting-edge technology, by taking advantage of the vibrant and lively base for food culture that has been long nurtured in Tsukiji, its waterfront environment, spaces with attractive and appealing design, and so on. Furthermore, the Operator shall respect the ties with other local players such as the Tsukiji Outer Market, create synergy with neighboring areas and districts, and make the site as vibrant as it is expected of Tsukiji.
- (D) The Operator shall actively work to further enhance the international competitiveness of Tokyo and Japan by introducing various features: large-capacity venues for commerce and interactions that can welcome various people and cultures from around the world, allow active promotion of diverse activities and socialization, and create and promote Tokyo's new culture while serving as a "Stage Open to Tokyoite," as well as features for sustained contributions to innovations, communicating Tokyo's new attractions, and developing an international exchange hub (including necessary management features).
- (E) In order to build momentum for and enhance the convenience of, the water transport networks, the Operator shall develop amenities of water transport, including a ferry terminal, features to create vibrancy, boarding areas for tour buses, and smooth access lines to the waterfront area (hereinafter "Amenities of Water Transport, etc.") and put them into use in conjunction with the improvement of the installed disaster prevention pier to be conducted by TMG.
- (F) The Operator shall work to generate a synergetic effect by cooperating with the waterfront and other neighboring areas.
- (G) The Operator shall contribute to enhancing the district's competence to mitigate the impact of natural disasters.

- (H) While making the best use of waterside areas and flourishing greenery, the Operator shall build pedestrian networks that visitors enjoy walking around and create a comfortable community with securing space for a quality plaza or gathering space that not only boosts social interactions but also serves disaster prevention functions.
  - (I) The Operator shall create various spaces with rich greenery across the district, including tree plantation.
- C. Policy on landscaping
- (A) The Operator shall form symbolic and dramatic landscapes as well as attractive night views appropriate for being the gateway of Tokyo as a Water City, from the Tokyo Bay and Sumida River. In particular, the Operator shall deploy iconic and impressive designs that are perfect for welcoming people visiting through waterways from the Tokyo Bay areas. Focusing on its role as a gateway from the Sumida River, the Operator shall create a high-value landscape that blends with the waterscape by applying attractive designs on the buildings and other structural elements facing the water, including the pier area by Kachidoki Bridge.
  - (B) The Operator shall create a quality space by securing open space and green areas.
  - (C) The Operator shall design a landscape cohesive with the riverside area on the Sumida River and the areas adjacent to the Hama Rikyu Gardens, with special attention also to how the areas appear seen from the Gardens.
  - (D) The Operator shall give due considerations to the sight lines toward the Sumida River and Hama Rikyu Gardens and create a space with the super levee as an integral part.
  - (E) The Operator shall form landscapes with consideration for the layout that makes people feel comfortable and at ease to enable the whole district to be vibrant and full of interactions.
- D. Policy on environmental friendliness
- (A) The Operator shall manage cross-sectoral coordination in the fields such as energy, resource recycling, and coexistence with nature to achieve total optimization across the district with cutting-edge technologies while keeping up on the latest trends in technological innovation.
  - (B) The Operator shall achieve zero emissions by using advanced environmental technologies and ensure the energy self-sufficiency at the time of disaster.

(C) The Operator shall promote greening with consideration for biodiversity, ecosystems, and heat island control measures and figure out a better way to allow the summer breeze reach the hinterland area.

(D) The Operator shall use timber sourced in Japan, for environmentally aware reasons.

E. Policy on utilization of digital technology

(A) Drawing on the approach of Sustainable Recovery, the Operator shall promote sustainable community development that fuses nature and convenience by utilizing advanced technology.

(B) The Operator shall contribute to attaining “Smart Tokyo” where everyone can live and work comfortably through the deployment of advanced technology.

(2) Policy on making a head start on creating vibrant environment

To promote the effects of the community development and increase their value, the Operator is required to create vibrant environment, to the extent that does not hinder the aforementioned development process, before the introduction of the water transport including the development of disaster prevention pier to be implemented by TMG and of the ferry terminal to be operated by the Operator, while considering the relations with the Tsukiji Outer Market and other neighbors. The development of vibrant environment shall be put in full swing once the development work is complete.

TMG does not designate the area that needs development.

(3) Policy of area management

The Operator shall adequately manage and operate the functions that are introduced in the area, including the open spaces, so that they can facilitate integral effects across the district.

Moreover, the Operator shall take the initiative to establish and operate an area management organization and pursue various activities for area management, in order to foster a vibrant local environment and create coherent townscape and landscape.

## Section 3 Project Implementation Requirements

Presently, the Project is to be undertaken based on the following implementation requirements. The details will be provided in the application guide, etc. These requirements are subject to future changes depending on the results of the archeological investigation.

### 1. Requirements on project implementation

#### (1) Overall project requirements

- A. Proposal details shall be developed based on the Project Implementation Policy prescribed in Section 2-2.
- B. All persons, companies, and other entities concerned shall comply with the relevant laws and regulations.
- C. Applicants shall develop a plan in line with the “Future Tokyo: Tokyo’s long-term strategy.”
- D. Applicants shall formulate a plan based on the Community Development Policy.
- E. The Operator shall consult with TMG and other organizations related to the Urban Planning as necessary to achieve the development of infrastructure and effective land use as provided for in (2).
- F. The Operator shall proactively coordinate the progress of the construction work with the relevant infrastructure project stipulated in (3).
- G. The Operator shall address other matters necessary for the Project implementation appropriately.

#### (2) Requirements for Metropolitan Government-owned land use project

Applicants shall make proposals through the implementation of the Project by making maximum use of their originality and ingenuity and pursue the design, construction, operation, and maintenance of the facilities, as well as the operation of related services at their own cost.

The following development and operation work from A to E are expected to be carried out by the Operator.

- A. Requirements for the establishment and development of the permanent facilities
  - (A) Formation of a wide-area transportation hub
    - a The following requirements are to be met for developing a plaza with functions for a transportation hub and disaster prevention. Note that it is acceptable to conduct the development work in phases depending on the future demand. Also expectedly, while the ideas for the development of a traffic plaza shall be proposed by the Applicant, the

Prospective Operator, once selected, shall consult TMG and other relevant organizations concerning the development details, considering the status of the development of infrastructure in the surrounding areas.

- (a) Ensure smooth and easy access to public transport, including water bus, bus, and subway services. In particular, develop access routes between the new subway stations in Central Tokyo and Waterfront Area and the disaster prevention pier.
- (b) Develop a transportation hub with appropriate functions for an exchange hub that connects a variety of transport modes, including future mobility systems with different sizes and speeds, from conventional vehicles, such as BRT and next-generation mobility, besides automobiles, taxis, and buses (city buses, airport shuttles, and tour buses). In principle, coordination to invite and operate the system of a transportation hub shall be carried out by the Operator.
- (c) Consider the functions for disaster prevention and disaster response.
- (d) Consider the access to the main roads (Harumi St., Shin Ohashi St., and Loop Road No. 2) in the vicinity of this area.
- (e) Consider the accessibility to the urban expressway Route 10 Harumi Line.
- (f) Ensure safe and smooth access by vehicles.
- (g) Consider the utilization of bicycles and next-generation mobility options.

(B) Revitalization of water transport

- a The following are the requirements to be met for introducing new services of regular water bus and nonregular sightseeing river cruise from/to the disaster prevention pier, in order to establish a key feature of the water transport network that also contributes to revitalization across Tokyo. Note that it is acceptable for water transport to come into service in phases in line with facility plans. As a general rule, the Operator is expected to coordinate to invite and manage the water transport system.
  - (a) Actively cooperate with the administrators of Ryogoku, Asakusa, Nihonbashi, Haneda, and Waterfront Area to leverage and bolster the water transport network.
  - (b) Maximize the use of the disaster prevention pier to be developed by TMG so that the water transport network can serve as a key feature to contribute to the vibrancy creation in the community.
- b Develop the Amenities of Water Transport, etc. to enhance water transport convenience to be ready for use when the development work of the disaster prevention pier is complete (expected to be put in service in FY 2029), and propose a plan for opening a water transport service.

- c Establish a terminal function for the water transport considering the accessibility to the disaster prevention pier, and ensure a waiting area and restrooms are in place.
- d The Operator shall ensure to link the land transport such as tour buses, cars, and taxis with the water transport with a terminal function while taking account of prospective passengers using water transport service.
- e The Operator shall plan a terminal function presuming to utilize as a temporary gathering site in the event of a disaster and set up appropriate signage along the routes from outdoors to a waiting area so that people can easily locate the terminal. Additionally, design the terminal area to be a tourism information center as a starting point of water transport, strolling, etc.
- f The Applicant may propose developing new piers in the areas along the Tsukiji River, provided that they consult with TMG. When proposing the new pier development on the Tsukiji riverside, a water transport network should be introduced to enhance the circulation in local communities by taking advantage of Tsukiji's riverfront locations and connecting with the Hama Rikyu Gardens.

(C) Formation of pedestrian networks

- a The requirements for forming pedestrian networks that allow visitors to enjoy waterside strolling are as follows:
  - (a) Propose and construct passages approximately 4 m wide along the Tsukiji River in the Fixed Leasehold Zone that can be used for river maintenance and walkway in consultation with the river administrator, while considering high-quality landscaping.
  - (b) Develop the passages prescribed in (a) and open spaces with a cohesive design so that they can serve as a waterside oasis for people. Effectively connect the open spaces to riverside areas of the Sumida and Tsukiji Rivers by ensuring a barrier-free environment, with consideration for the level differences of the grounds and accessibility to the “pedestrian network from Tsukiji to the seawalls at Takeshiba” specified in (3) D.
- b The following are the requirements to be met for creating a quality pedestrian space where people enjoy walking around the district. The pedestrian space should be developed ensuring a barrier-free environment and creating more vibrancy in the whole community as an exchange hub where people gather and socialize.
  - (a) Ensure smooth connections between a traffic plaza that serves as a transportation hub, a pier, and subway stations. Create pedestrian flow lines from Namiyoke St. to the riverfront along the Sumida River, and consider the

pedestrian flow lines that connect to the unique neighborhoods in the district, such as the Tsukiji Outer Market.

- (b) Develop a pedestrian deck crossing Loop Road No. 2. To use the land effectively, consider the location, functions, and width of the deck that allow pedestrians to walk comfortably.
  - (c) In principle, develop a traffic system that segregates pedestrians from road vehicles by effectively utilizing the differences in the ground levels resulting from the super levee development on the Sumida River.
- c Propose new mobility options that contribute to the development of communities around Tsukiji district enjoyable for pedestrians.

(D) Creation of transportation functions for vehicles in the district

- a The following are the requirements to be met regarding the roads within the district that are common roads and enhance transportation functions, such as for automobiles, which support integrated and effective land utilization. Also expectedly, while specific details of the development of the roads in the district shall be proposed by the Applicant, the Prospective Operator, once selected, shall consult with a road administrator, traffic administrator, and other relevant organizations to follow necessary procedures.
  - (a) Arrange, in principle, the access for vehicles to Harumi St. and Shin-Ohashi St. as intersections. Arrange the access for vehicles to Loop Road No.2 as lane merger from frontage roads basically. The Applicant may make suggestions concerning the access to Namiyoke St. as needed.
  - (b) Connect the roads in the district to the traffic plaza with functions of a transportation hub and disaster prevention prescribed in (A) a.
  - (c) Develop access routes that connect areas on both sides of Loop Road No.2 by building grade separation to cross Loop Road No. 2 while paying attention to the surrounding landscapes.
  - (d) Incorporate the utilization of bicycles and next-generation mobility options into the proposal.
- b Plan effective connection between the entry and exit ramps of Route 10 Harumi Line scheduled for revision with the roads in the district specified in (D) a. In principle, the entry and exit ramps of Route 10 Harumi Line shall be developed by operating entities responsible for the development of Harumi Line. Details on further requirements will be provided in the application guide, etc.



- c Develop roadways in such a way that the roads in the district have easy access to the facilities<sup>3</sup> owned by the local administrations adjacent to the Project site. Details on further requirements will be provided in the application guide, etc.

<sup>3</sup>In Chuo Ward, the rebuilding plan of the “Tsukijigawa 1st Parking Lot” and “Tsukiji Outer Market Community Development Support Service/Facility Building A” is under consideration.

- d Appropriately plan and develop public parking lots considering visitors’ needs and convenience. The public parking lots shall be placed in locations that offer easy access for pedestrians from the neighboring Outer Market.
- e Appropriately design and develop parking areas for tour buses according to local demand.

Please refer to Appendix 2 for the requirements for urban infrastructure described from (A) to (D).

Additionally, refer to The Way of City Planning in view of Automated Society (March 2022, TMG) to consider and propose next-generation mobility options as presented in (A) a (g), (C) c, and (D) a (d).

(E) Land use

- a Introduce functions that lead to creating vibrancy and social interactions, developing the charm of Tsukiji, and promoting a new culture, by taking advantage of Tsukiji’s strengths, including its major role as a center for food culture, its local assets such as the Hama Rikyu Gardens and the Sumida River embankments, and its historical and cultural backgrounds. Take into account the community’s vibrancy and liveliness that has been long nurtured in Tsukiji as a base for food culture. Furthermore, the Operator shall respect the ties with other local players such as the Tsukiji Outer Market, create synergy with neighboring areas and districts, and make the site as vibrant as it is expected of Tsukiji.
- b Introduce features for communicating Tokyo’s new attractions and sharing the excitement and enjoyment with Tokyoites and people within and outside Japan through experiencing Tokyo’s iconic culture dating back to the Edo period and participating in activities including creation of new culture, art, and design, as well as sports and wellness.
- c Effectively use the large tract of land in a prime location in Tokyo. Develop functions with particular emphasis on “features of attracting a large crowd and stimulating interactions” as well as “features served as an international exchange hub with capacities for holding conventions and events” while making the maximum use of

indoor and outdoor spaces, and promote those features so as to encourage mutual collaboration, integration, and synergy. Furthermore, establish a management system and engage in the necessary management work that leads to continuous efforts to form a center for creating and promoting new culture by taking advantage of the characteristics and potential of the district.

- d The requirements for developing the functions for holding conferences and events are as follows:
  - (a) Install ballrooms (for banquets, with a capacity of over 1,000 people), main conference rooms, small and medium-sized meeting rooms, and facilities for exhibitions and other events. Establish flexible and functional facilities for a wide range of international conventions and exhibitions by effectively leveraging cutting-edge digital technology and sustainability efforts. It is acceptable to arrange exhibition facilities to also perform the functions of attracting a large crowd and stimulating interactions.
  - (b) Consider the integrality with high-end hotels and other accommodation facilities, enhancement of post-conference amenities, etc. to create a synergy between functions.
  - (c) Ensure smooth mobility between each function.
  - (d) Define the division of roles for the planned facilities and similar facilities serving as conference/event venues in the neighboring areas.
- e The requirements for the development of functions for drawing a large crowd and stimulating interactions are as follows:
  - (a) Develop state-of-the-art and large-capacity venues (with a capacity of 10,000 people or more) where Tokyoites and people within and outside Japan can gather and share excitement and enjoyment through culture, art, and sports, enhancing Tokyo's competitiveness to the world. Additionally, create opportunities to promote diverse exchanges that encourage various people to be proactive in creative activities.
  - (b) Effectively utilize cutting-edge digital technology including the initiatives described below in m.
  - (c) Define the roles between the features for drawing a large crowd and stimulating interactions in the neighboring areas.
- f Promote and enhance the nightlife options to create new opportunities for vibrant atmosphere.
- g Introduce functions (including systems) for continuous contributions to innovations that promote sustained growth of Tokyo and Japan.

- h Introduce the functions that make Tokyo more competitive to other international cities in the world and ones that have a great potential for future market expansion.
- i In conjunction with the development of the disaster prevention pier to be constructed by TMG, develop the Amenities of Water Transport, etc. to be ready for use in FY 2029. Implement the following efforts in addition to the work to utilize riverside areas provided for in (B) b to e and C (A):
  - (a) Ensure continuity with waterside and other surrounding areas, including the Tsukiji Outer Market.
  - (b) Introduce functions for creating a vibrant and comfortable community to build momentum for the water transport network and community development.
- j Emphasize the cooperation with assets in the vicinity as indicated on page 20 of the Community Development Policy.
- k Promote organic relationships with various functions of the Waterfront Area and neighboring areas, including Otemachi, Marunouchi, and Yuraku-cho to create a synergy. Develop a mutually beneficial relationship between Tsukiji and Toyosu.
- l Make efforts to create synergetic effects through cooperation and function distribution with more extensive areas.
- m Effectively promote experience sharing and exchange by exploring hybrid-type opportunities that combine real and virtual experiences, facilitating more inclusive participation and communication.
- n Make sure not to include construction plans of condo complex, etc. in the proposal.
- o Propose measures, including efforts to raise people's awareness, that contribute to enhancing the district's competence to mitigate the impact of natural disasters.
- p The requirements to be met for developing open space and a square are as follows:
  - (a) Design spaces where people feel at home, such as a place for relaxation or lively social interactions, and multifunctional square or other types of gathering space with a great view, depending on its location, while making the best use of the waterside areas and enhancing the greenery.
  - (b) Make a solid plan to develop high-quality space.
  - (c) Take into account cooperation with the surrounding local amenities, pedestrian networks, a transportation hub, and other new functions to be introduced in the Project.
  - (d) Create a cohesive design between buildings and outdoor spaces, for example, by creating open-design areas so that the vibrant activities are not confined in buildings but maintain continuity to outside spaces, such as outdoor squares and

pedestrian zones, to make the district an open stage for creating new cultures through diverse exchanges.

- (e) Secure spaces that serve the function of disaster prevention.
- q Meet the following requirements for creating green landscapes:
  - (a) Create high-quality green landscapes that complement the formation of attractive waterside areas.
  - (b) Develop pedestrian-centric green networks.
  - (c) Create green spaces by planting different types of trees, considering different lines of sight at various heights from within the district and outside.
  - (d) Maintain continuity with the greenery of the Hama Rikyu Gardens.
  - (e) Plan greenery so that it is effectively leveraged to complement various spaces according to their purposes, such as a space for relaxation and space for strolling while enjoying waterside views.
- r Ensure eco-friendly designs for surrounding areas when developing facility plans.
- s Ensure prevention and mitigation of infectious diseases that may emerge in the future both in facility development and management phases.

The Applicant shall plan for building locations and other related matters with the subway lines in the Central Tokyo and Waterfront Area in mind, including the future possibility of access to stations to be constructed.

Additionally, new functions to be introduced and the distribution of buildings may divert from the zone illustrations presented in the Community Development Policy.

(F) Landscaping

- a Form attractive landscapes expected of Tsukiji by making the best use of the picturesque resources of historical and cultural interest and waterscape around the district.
- b Design striking iconic landscapes that represent the characteristics of Tokyo as a Water City, with a view to welcoming people through the routes from waterways.
- c Form symbolic and striking landscapes appropriate for being the gateway of Tokyo as a Water City, paying attention to the integrity of skylines throughout the district and relationships with places of interest, such as Kachidoki Bridge. Furthermore, create a stunning night view by designing arrays of night lights and illuminations in waterfront areas.
- d Ensure that the views from the Hama Rikyu Gardens and the other side of the Sumida River are not blocked by a wide and tall wall of buildings. Consider the space between

each building and adjacent areas to form an open and liberating layout and formation of the buildings without causing a claustrophobic impression.

- e Details will be provided in the application guide, etc. concerning the reuse and recycle of steel and other structural members that have been preserved from the former Tsukiji Market site.
- f Considering that this is a large-scale project and has a significant impact on the surrounding landscapes, the Project shall be subject to Article 20 of the Tokyo Metropolitan Landscape Ordinance (2006 Tokyo Metropolitan Ordinance No.136). After execution of the Basic Agreement, the Operator shall conduct prior consultations with TMG as stipulated in the same Article to elaborate the development plan.

(G) Environmental friendliness

- a Improve energy efficiency through energy management to achieve total optimization for buildings and the district by adopting cutting-edge technologies and equipment. Adopt the latest technologies at every opportunity to upgrade equipment.
- b Introduce renewable and unutilized energies to achieve net-zero CO2 emissions. As for the procurement of renewable energy, ensure that the electricity is 100% from renewable energy sources and make efforts so that the purchase encourages the installation of more renewable energy plants in Tokyo and other regions (PPA with operators of other regions) to contribute to boosting the renewable energy generation capacity across the country. Additionally, make arrangements in the plan so that CO2 emissions are reduced through the production of building materials as well as the construction work.
- c Make proposals of decarbonization efforts that are also beneficial to other districts, including the following:
  - Setting up hydrogen stations for fuel cell vehicles with a view to introducing fuel cell bus services, and developing infrastructure to support the promotion of zero-emission vehicles (ZEVs) such as quick charging stations.
  - Facilitating circular economy by considering reduce, reuse, and recycle practices.
- d Promote greening with consideration for biodiversity, ecosystems, and heat island control measures.
- e Figure out better ways to allow the summer breeze to reach the hinterland area, including the design and placement of buildings and other structural elements.
- f Ensure disaster resilience through designing energy self-sufficiency, and introduce a renewable energy sharing system by means of power storage functions.
- g Proactively use domestically sourced timber for architectural structures and exteriors.

(H) Utilization of digital technology

To effectively undertake the community development across the district, always take full advantage of all the benefits of cutting-edge digital technology, considering the possibility of technological innovation, which includes proposing a system to implement these efforts.

B. Requirements for making a head start on creating a vibrant environment

(A) Implement various efforts that lead to creating a new vibrant, relaxed, and attractive environment.

(B) Ensure that the initiatives are adapted to the characteristics of the local communities and respect the relationships with other local players, such as Tsukiji Outer Market.

C. Requirements for area management

(A) The Operator shall take the initiative to establish a necessary area management organization and engage in diverse activities to realize the future vision described in the Community Development Policy including, for example, events to create community vibrancy and activities to enhance the counter-disaster competence, in cooperation with Chuo Ward and landowners and leaseholders in the surrounding areas. In addition, the Operator shall make the best use of riverside areas by, for example, taking advantage of the special provision for occupancy of facilities used for urban or local redevelopment stipulated in Rules on Permission for Occupancy of River Sites (Vice-Minister of Construction Notice, Ministry of Construction *ka-sei-hatsu* No. 67 dated August 5, 1999) to create vibrant waterside areas.

(B) The Operator shall report to TMG on a regular basis on the implementation status of the area management. The reports shall be publicized on the TMG's website as appropriate.

D. Return of the Project site

The Operator shall, as a rule, clear the leased sites and return them altogether at the end of the land lease contract period. Regarding the structures which the Operator developed pursuant to the provisions of A (A) to (D) and the retaining walls and other structures to maintain the super levees pursuant to the provision of (3) A, the Operator shall consult TMG before undertaking the removal of these. Any doubts arising with respect to the reinstatement of original conditions shall be discussed between the Operator and TMG in advance.

E. Permitted structures based on the proposal installed within the river zone

In principle, the Operator shall consult with the river administrator before the termination of the fixed-term land lease contract and remove the permitted structures developed by the Operator within the river zone at its own cost to reinstate the original conditions. However, all or part of the permitted structures shall be retained provided that the Operator takes necessary measures if deemed appropriate after consultation with the river administrator.

(3) Relevant infrastructure development

A. The Sumida River Super Levee Development Project

- (A) In conjunction with the Project, TMG shall pursue “the Sumida River Super Levee Development Project” and raise the ground level along the river zone. The details of the shapes of an embankment in the Fixed Leasehold Zone and its construction work schedules shall be discussed between the Prospective Operator, once selected, and the river administrator. The Prospective Operator may propose to use a retaining wall or architectural structure to support the embankment. The Operator shall develop facilities and buildings taking into consideration the structure of the super levee (See Appendices 3-1 and 3-2).
- (B) In consultation with the river administrator, the Applicant shall make a proposal of riverside landscaping with the utilization of the super levee along the Sumida River (including a promenade and maintenance passages) and installation of permitted structures under the River Act to create high-quality spaces, by taking advantage of its beautiful and open waterside location. The Prospective Operator, once selected, shall discuss the construction details with the river administrator.
- (C) TMG shall conclude an agreement with the Operator for the Sumida River Super levee Development Project. The costs incurred by the embankment construction in the Fixed Leasehold Zone prescribed in (A) shall be borne by TMG pursuant to the agreement. In the case where retaining walls or architectural structures are used to support the embankment, the costs shall be borne by the Operator. The Operator requires prior consultations with the river administrator before construction work.
- (D) The river administrator shall, in general, own and manage the river administration facilities, and the Operator shall own and manage the permitted structures. In a case where the Operator occupies the river zone, it shall manage the occupied areas.
- (E) TMG shall develop a riverfront promenade for the Sumida River Super Levee Development Project and secure riverside space for pedestrians.
- (F) In conjunction with the Project, TMG shall develop a disaster prevention pier in the area toward Kachidoki Bridge across the Sumida River aiming to complete in FY 2028.

- (G) The project schedule and other related matters for the super levee, riverfront promenade, and disaster prevention pier will be provided in the application guide, etc.
  - (H) The Operator shall make efforts to create vibrancy through events and activities, by utilizing maintenance passages, super levee slopes, and riverfront promenades to enhance the charm and value of the community and of Tokyo.
- B. The Tsukiji River Earthquake-resistant Countermeasures Project
- (A) In conjunction with the Project, TMG shall undertake “the Tsukiji River Earthquake-resistant Countermeasures Project.”
  - (B) TMG shall ensure access to the passages as specified in (2) A (C) a (a) and “pedestrian network from Tsukiji to the seawalls at Takeshiba” prescribed in D in implementing “the Tsukiji River Earthquake-resistant Countermeasures Project.”
  - (C) The schedule and other matters related to the Tsukiji River project will be provided in the application guide, etc.
- C. Access to the river maintenance passages
- Along with the development of river maintenance passages of the Sumida and Tsukiji Rivers, the Operator shall, in consultation with TMG, secure passages in the Fixed Leasehold Zone that are accessible from the roads in the vicinity to the rivers considering the passage by pedestrian and emergency vehicles.
- D. Pedestrian network from Tsukiji to the seawalls at Takeshiba
- In conjunction with the Project, TMG shall improve the seawalls and coastal protection facilities between Tsukiji and Takeshiba to ensure pedestrian networks that people can enjoy walking along the river (see Appendix 4). The details of the development plan, project schedule, and other related matters will be provided in the application guide, etc.
- E. Urban Expressway Route 10 Harumi Line
- The approved Urban Planning for Route 10 Harumi Line will be reviewed. In Tsukiji area, routes are currently under consideration to run through the former Tsukiji Market site, and TMG will look into installing entry and exit ramps to create access to the Waterfront Area as well as Central Tokyo. The plan is to install one exit from Central Tokyo within the district, and other access points (two entrances and exits) connecting onto Shin-Ohashi St. Also, the review will include widening Shin-Ohashi St. with the installation of on and off ramps from Harumi Line. Details will be provided in the application guide, etc.
- F. Subways in Central Tokyo and Waterfront Area
- With respect to the subways of Central Tokyo and Waterfront Area, it is stated in The Way of the Future Subway Network in Tokyo Area (recommendation, Council of Transport Policy of Ministry of Land, Infrastructure and Transport, July 2021) that



“along with the redesigning of the Waterfront Area, the subway network requires a considerable deliberation by all parties concerned, including the connection with an extended line of the New Joban Line (TX) as indicated in recommendation No. 198.” Based on this recommendation, TMG, with the participation of the national government, has established a “Project Review Working Group on Future Subway Network in Central Tokyo and Waterfront Area” toward the realization of the new subway line and proceed with further consideration to formulate a project plan including building new subway stations within the district. Details will be provided in the application guide, etc.

**(4) Restrictions on land use**

- A. Considering the future development of urban infrastructure, such as subways in Central Tokyo and Waterfront Area, Route 10 Harumi Line, and widening of Shin-Ohashi St., TMG shall designate approximate areas where construction is restricted (building restriction zone) as detailed in the attached Appendix 5. More information about the specific zones, restriction details, land areas, and other conditions will be provided in the application guide, etc.
- B. As the development of buildings within 20 meters of the Toei Subway Line No.12 (Oedo Line) requires prior consultation, the Operator shall consult with the Toei Subway facilities management officer (see Appendix 5). More information about the specific zones, restriction details, and other conditions will be provided in the application guide, etc.
- C. Since the roads in the area where the 2nd Tameike Trunk Sewer and Kachidoki Trunk Sewer are buried in the Fixed Leasehold Zone close to Tsukiji Bridge on Loop Road No.2 have load restrictions, the Operator shall require to consult with the sewerage management officer (see Appendix 5). More information about the specific zones, restriction details, and other conditions will be provided in the application guide, etc.
- D. Information on other details concerning the restrictions related to the land use will be provided in the application guide, etc.

**(5) Demolition and removal of existing facilities**

The existing facilities are as follows:

- A. Buildings, piers, etc.
- (A) The buildings, pavement, fences, walls, and other enclosures of the former Tsukiji Kosei Kaikan and Kachidoki Gate parking lot remain in the former Tsukiji Market site. The details about the demolition work schedule (including ongoing work) by TMG and information on the existing structures will be provided in the application guide, etc.

(B) The piers and other structures remain in the river zones of the Sumida and the Tsukiji Rivers. Details about the demolition work schedule by TMG will be provided in the application guide, etc.

B. Underground structures etc.

The underground structures, foundations, piles, and buried objects (underground pipes and common utility ducts and so on) remain under the former Tsukiji Market site. The details about the demolition work schedule (including ongoing work) by TMG and information on the existing structures will be provided in the application guide, etc.

C. Demolition and removal costs

The Operator may demolish and remove the remaining structures upon consultation with TMG. In principle, TMG shall bear the cost of the demolition and removal of these structures. Details will be provided in the application guide, etc.

(6) Soil contamination countermeasures and archeological investigation

A. As a general rule, TMG shall investigate the soil contamination of the Project site.

Investigation results will be posted on the website of the TMG Bureau of Urban Development when they are ready. If the areas where the Operator undertakes land alteration activities require measures to address soil contamination based on TMG's investigation results, TMG shall, in principle, bear the cost incurred by these measures. More details will be provided in the application guide, etc.

B. In the Fixed Leasehold Zone, there are areas already designated based on past investigations as the Area for which Changes in Form or Nature Require Notification stipulated in Article 11, Paragraph 1 of the Soil Contamination Countermeasures Act (Act No. 53 of 2002). Information on such areas is available on the website of the Bureau of Environment, TMG.

C. TMG shall conduct a preliminary excavation for an archeological investigation for buried cultural properties. The results will be provided in the application guide, etc. For the main excavation, the Operator shall be responsible for investigating the areas that require a further examination. In conducting the main excavations, the Operator shall discuss with the competent departments of cultural properties in TMG and ward office based on the results of the preliminary excavation, report the consultation outcome to TMG, and obtain approval from TMG before undertaking the excavation. TMG shall bear the cost incurred by the main excavation in principle. More details will be provided in the application guide, etc.

D. In the Fixed Leasehold Zone, there is a site where Yokuon-en, a former annex to Matsudaira Sadanobu's residence during the Edo period, used to be, and it is designated as a historic site of Tokyo (Remains of Yokuon-en). Furthermore, part of the Fixed

Leasehold Zone lies within the Edo Heritage Site. Details of this area are available on the Tokyo Metropolitan Board of Education website.

(7) Liquefaction countermeasures

The Operator shall take preventive measures against liquefaction as necessary in the Fixed Leasehold Zone.

(Please refer to the Portal for TMG Liquefaction Countermeasures for Buildings: <https://kenchiku-ekijoka.metro.tokyo.lg.jp/>)

(8) Other

If the Operator undertakes land alteration activities, such as altering ground levels, constructing buildings, and cutting trees down in the vicinity of privately owned lands adjacent to the district, the Operator shall be required to consult with TMG in advance.

## 2. Land Lease to the Operator

(1) Lease term for the establishment and development of facilities

In principle, the land shall be leased on the basis of the ordinary fixed-term land lease right as stipulated in Article 22 of the Act on Land and Building Leases (Act No. 90 of 1991).

The duration of the land lease shall be 70 years of the facility management period, including the operation of the Amenities of Water Transport, etc., plus a period of construction, demolition, and removal.

The Operator may divide the project site into multiple lots for sublease if needed and set different lease commencement dates for each lot. In this case, the leasehold title shall expire after 70 years from the time when the Amenities of Water Transport, etc., come into service, with an addition of a period for the demolition and removal. The leased sites must be returned to the landowner together at the same time.

(2) Setting the lease term for the establishment and development of facilities

The Operator shall develop and operate facilities across the district in an effective manner to maximize the value of Tokyo as a whole and shall not delay the process without reasonable causes. Particularly, the Operator shall develop features for drawing a large crowd and stimulating interactions in the early stages of the Project.

The Applicant shall present the respective expected development flow, project schedule, and other related matters, including each lot divided for sublease (hereinafter “Development Schedule, etc.”) in the proposal.

After being selected, the Prospective Operator shall coordinate the Development Schedule etc. with consideration for the relevant infrastructure development as provided in 1 (3).

The Prospective Operator shall consult with TMG to determine the timing of lease commencement and termination and other related matters on the basis of the Development Schedule etc.

(3) **Creating vibrancy before opening of water transport**

In order to create a vibrant atmosphere prior to the introduction of the water transport system, the Operator shall seek a lease of land aside from that prescribed in (1) to the extent that does not hinder the whole development process and shall make efforts to start managing it at an early stage of the Project after its necessary development work.

The Applicant shall provide an activity plan, area, and period for promoting vibrancy in the proposal. The implementation area and period shall be set in conformity with the schedule for the overall establishment and development process without causing delays to the development prescribed in (2). The creation of vibrancy in this area shall move into full swing in an effective way once the development work is complete.

The Operator shall require a detailed discussion with TMG before implementing the development work.

### **3. Project Methods**

(1) **Execution of Basic Agreement**

A. TMG shall select the Prospective Operator on the basis of an open tender with request for proposals.

B. The Prospective Operator shall enter into the Basic Agreement with TMG for the purpose of implementing the Project.

(2) **Conclusion of fixed-term land lease contract**

TMG shall establish an ordinary fixed-term land lease right pursuant to Article 22 of the Act on Land and Building Leases intended for the Operator on the basis of the Basic Agreement, and the Operator shall conclude the land lease contract with a fixed-term land lease right.

(3) **Conclusion of contracts relevant to the creation of vibrancy prior to the opening of water transport**

TMG shall lease lands to the Operator in relation to the early development of vibrant environment etc.

#### 4. Conditions concerning the Contracts

Provisional conditions for the Basic Agreement and ordinary fixed-term land lease contract in relation to the Project are as follows:

TMG and the Prospective Operator shall discuss the details of the Project, leasehold, and cost-bearing, the results of which will be the basis of the Basic Agreement to be concluded. Subsequently, TMG shall execute contracts with the Prospective Operator concerning the ordinary fixed-term land lease and the land lease in relation to the early development of vibrancy.

Note that the Basic Agreement shall include details regarding the establishment of the ordinary fixed-term land leasehold right, the development of facilities, and the transfer of the leasehold right and superstructures, etc. Drafts of the Basic Agreement and contract to set an ordinary fixed-term land lease right will be issued concurrently with the announcement of the application guide.

#### 5. Call for Applications and Selection Process for Prospective Operator

##### (1) Basic approach

- A. This is an open tender for a Group of Private Companies or a single private company wishing to participate in the Project.
- B. This is conducted on the “Request For Proposals” basis, and the Applicant whose proposal is deemed to offer the best approach shall be chosen as the Prospective Operator.

##### (2) Open bid schedule

The tentative schedule for the application process is as follows:

Submission of question form	Wednesday, April 27,2022 to Thursday, April 28, 2022
Release of responses to the received question forms	Mid-June 2022
Release of the application guide	Fall 2022
Application/Review of proposals	Summer 2023
Announcement of results	By the end of FY 2023

##### (3) Applicants eligibility

A. Fundamental requirements

An Applicant must be a private company that is competent in planning, engineering, and business management to develop facilities on the TMG-owned land leased as a Fixed Leasehold Zone and operates them in a stable manner during the Project period of approximately 70 years.

B. Composition of Applicants

(A) An Applicant shall be a Group of Private Companies or a single private company that has experience of architectural design, construction (civil engineering and building), property management, and area management.

(B) A Group of Private Companies must designate a representative company that handles the application process on behalf of the group.

(C) Members of the Applicant cannot be part of another Applicant (neither as a Representative Company nor nonrepresentative member).

(D) Water bus operators cannot be a Member of an Applicant if they intend to use the disaster prevention pier to be developed adjacent to this area or a pier that the Operator may propose to construct.

C. Required qualifications

There will be requirements concerning qualifications in terms of architectural design, construction, property management, and area management. Further details will be provided in the application guide etc.

D. Conditions on Members

(A) Members of an Applicant should not fall under any items specified in Article 167-4 of the Order for Enforcement of the Local Autonomy Act (Cabinet Order No.16 of 1947)

(B) Members of an Applicant should not be suspended under the Guidelines for Suspension of Eligibility for Participating in Tenders by Tokyo Metropolitan Government (23 *zai-kei-sou* No. 1666 dated November 30, 2011).

(C) Members of an Applicant should not find themselves in financial difficulties in their respective businesses (namely, having a petition filed for commencement of company liquidation, special liquidation, bankruptcy proceedings, reorganization proceedings under Article 17, Paragraph 1 of the Corporate Reorganization Act (Act No. 154 of 2002), or rehabilitation proceedings under Article 21, Paragraph 1 of the Civil Rehabilitation Act (Act No. 225 of 1999), or otherwise dishonoring notes or checks).

(D) Members of an Applicant should not be in arrears with corporate tax, corporate enterprise tax, corporate inhabitant tax, consumption tax, or local consumption tax over the last twelve months.

- (E) Members of an Applicant should not be under the control of any organized crime groups stipulated in Article 2, Item 2 of the Act on Prevention of Unjust Acts by Organized Crime Group Members (Act No. 77 of 1991), their member (including the members of any suborganizations of such organized crime groups), or individuals who have not withdrawn from an organized crime group for 5 years.

Where a Member of an Applicant is a foreign corporation, such a corporation must be verified by TMG that it satisfies the requirements in light of equivalent laws and regulations applicable to it. Further details will be provided in the application guide etc.

- E. Reference date for the eligibility assessment

It is provisionally considered that the eligibility for participation shall be based on the Applicant's status at the submission of proposals. Further details will be provided in the application guide etc.

- (4) Important points for selecting an Operator

Based on the project policy and project implementation requirements, TMG places high value on the following points from A to L in selecting an Operator.

- A. Overall

In order to realize the project concept, whether the proposal is intended to highlight the character and cultural appeal of Tsukiji, effectively use the large tract of land in a prime location in Tokyo, and create venues to welcome people in many ways by taking advantage of the multiple transportation options

- B. Formation of a wide-area transportation hub

- (A) Whether the proposal is designed to ensure smooth and easy access to public transport, such as the subway lines to Central Tokyo and Waterfront Area and water transport terminal and provide the functions appropriate for an exchange hub

- (B) Whether the proposal gives comprehensive consideration that includes accessibility to the main roads in the vicinity to the district and urban expressway Route 10 Harumi Line, utilization of bicycles and next-generation mobility options, and functions for disaster response

- C. Revitalization of water transport

- (A) Whether the proposal takes the viewpoint of forming a water transport network that contributes to the revitalization across Tokyo where it concerns the launch of a regular water bus services and non-regular sightseeing river cruise services with the use of the new disaster prevention pier

- (B) Whether it is proposed that water transport terminal is planned with high convenience capabilities by effectively connecting between the disaster prevention pier and land transport and also having the functions useful in the event of a natural disaster

D. Formation of pedestrian networks

Whether it is proposed to create a pleasant space for pedestrians to walk around and ensure smooth and walkable pedestrian networks that connect to neighboring areas and districts by introducing various mobility options and integrating with buildings to create unity in the pedestrian networks from the viewpoint of creating more vibrancy across the community

E. Creation of transportation functions for vehicles in the district

(A) Whether it is appropriately proposed to ensure a transportation system for automobiles etc. within the district from the viewpoint of helping integrated and effective land use across the district

(B) Whether it is proposed that a new traffic plaza and Route 10 Harumi Line effectively connect to the existing main roads to ensure smooth and safe traffic operations in the district and surrounding areas

F. Land use

(A) Whether it is proposed to enhance the international competitiveness of Tokyo and Japan by creating and promoting a new culture expected of Tsukiji through innovative ideas and challenges, while making the most of the local assets and other resources

(B) Whether the Applicant introduces new features that encourage mutual collaboration and integration, and a synergetic effect, considering the public interest

(C) Whether the proposal leads to creating a synergetic effect by promoting organic relationships with various functions of neighboring areas

(D) Whether the features for holding conferences and events enhance appropriate functions as an international exchange hub that is expected of Tsukiji.

(E) Whether the proposed features for drawing a large crowd and stimulating interactions lead to enhancing Tokyo's attractiveness to the world

(F) Whether it is proposed that amenities to increase water transport convenience to be developed in conjunction with the disaster prevention pier improvement conducted by TMG contribute to building momentum for water transport and community development

(G) Whether it is proposed that open spaces and plazas adequately create quality spaces by utilizing waterside areas, cooperating with surrounding local assets, and facilitating integrated use of indoor and outdoor areas

(H) Whether it is proposed to sufficiently create fresh and lush green areas by planting different types of trees across the district while ensuring a cohesive landscape with surrounding greenery such as Hama Rikyu Gardens

(I) Whether the proposal contributes to the prevention and mitigation of infectious diseases that may emerge in the future embedded in the facilities' improvement and management



G. Landscaping

- (A) Whether the landscapes are designed to be striking and iconic scenery that represent the characteristics of Tokyo as a Water City, with a view to welcoming people through the routes from waterways
- (B) Whether the landscapes are of symbolic and dramatic designs that reflect Tsukiji's characteristics and promote appropriate scenery for being the gateway of Tokyo as a Water City
- (C) Whether the landscapes are created by making the best use of the waterside areas with due considerations of the sight lines toward the Sumida River and Hama Rikyu Gardens as well as how the areas are seen from the Gardens.
- (D) Whether the Applicant proposes to form pleasant landscapes while creating a quality open space and greenery throughout the district.
- (E) Whether it is proposed to create landscapes with attention to the layout that makes people feel comfortable and at ease to promote a vibrant atmosphere and enhance social interactions in the district

H. Environmental friendliness

Whether the proposal contributes to the achievement of zero emissions within the district and the realization of the most advanced and sustainable city that will be a model of a state-of-the-art city around the world, considering the environment through advanced technologies

I. Utilization of digital technology

- (A) Whether all the benefits of cutting-edge digital technology are fully and effectively used for the community development across the Tsukiji district
- (B) Whether the proposal contributes to improving the QOL (Quality of Life) of Tokyoites by drawing out Tokyo's potential and creating new values through the effective use of digital technology

J. Creating vibrancy before opening of water transport

Whether it is proposed to create a vibrant environment before introducing the water transport system and allow a smooth and effective transition to fully developed vibrancy once the development work is complete

K. System to adequately implement the Project

Whether an appropriate system is established to achieve a successful implementation of the Project

L. Area management

- (A) Whether the proposal allows the Operator to adequately manage and operate the functions to be introduced in the district, including the waterside and open spaces, so that these can be operated effectively in an integral manner without disruptions across the district

(B) Whether the proposal includes efforts to further enhance the charm and attraction of Tsukiji and Tokyo, such as events to create a new vibrant, relaxing, and attractive environment

(5) Matters related to proposal review

A. Proposal review system

The proposal review shall be conducted by a selection committee established with external specialists.

B. Review and evaluation methods

In principle, the selection committee shall review and evaluate the proposals on the basis of the submitted documents. The proposals will be examined and evaluated comprehensively, including both the construction and the management phases.

C. Basic idea of items for review

The proposals will be reviewed comprehensively, evaluating the details of the TMG-owned Land Use Project, project management system, and financial aspects such as the project financing plan, as well as the leasehold rent payable by the Operator to TMG.

(6) Announcement of review results

The review results shall be announced with a brief overview on the TMG website.

(7) Copyrights

The copyrights of the proposal documents received by TMG shall belong to the entities that have created such documents. TMG, however, reserves the right to use the proposal documents at no charge for publication, exhibition, or any other purposes as deemed necessary by TMG.

## Section 4 Submission of Inquiries

### 1. Submission of question form

- (1) Applicants with any questions regarding the Policy should fill out the Appendices 1-1 and 1-2 forms and send them as e-mail attachments to the address indicated under “3 Contact Details” before the end of the submission period. Inquires over the telephone or FAX shall not be answered. The inquiries shall be accepted only from private companies that consider applying for the Project
- (2) Inquires must be organized by member companies of the Applicant separately.
- (3) Period for submission  
From Wednesday, 27 April, 2022 to Thursday, April 28, 2022

### 2. Responses to the Question Forms

- (1) TMG plans to make the responses to the received Question Forms accessible on the TMG website from mid-June 2022. The responses will be released without identifying the name of companies. Any feedback on the Policy or questions irrelevant to the Policy shall not be answered.
- (2) Those who have submitted the Question Form may be interviewed as necessary to verify the details.

### 3. Contact Details

Land Use Planning Section, Urban Development Policy Division, Bureau of Urban Development, Tokyo Metropolitan Government

Contact persons: Mitsumoto, Ito

Address: 12F (North side), the TMG Building No. 2, 2-8-1, Nishishinjuku, Shinjuku-ku, Tokyo

Tel: +81-(0)3-5321-1111 Ext: 30-228

E-mail: S0000175(at)section.metro.tokyo.jp

Bureau of Urban Development Website: <http://www.toshiseibi.metro.tokyo.jp/>

To avoid spam emails, the email address is partially modified. Please replace “(at)” with “@” when sending emails.

Appendix 1-1

Date: MM/DD/YYYY

Tsukiji District Community Development Project  
Question Form regarding Project Implementation Policy

We hereby submit our questions regarding the Tsukiji District Community Development Project as per the attachment.

Company	Trade name or Company name Address Title and name of representative person
---------	--

<Contact Person>

Department	
Name	
Address	
Tel	
E-mail	

Number of Questions	
---------------------	--

- 1 The form should be created using Microsoft Excel and saved in the Excel 2016 or earlier version format.
- 2 You can add lines if you need more space.
- 3 Period for submission  
From Wednesday, April 27, 2022 to Thursday, April 28, 2022

\*The question form must be prepared in Japanese.

## Appendix 1-2

### Question Form

(i) No.	(ii) Question Title	(iii) Page	(iv) Line	(v) Item	(vi) Question

<Form Guide>

(1) General points

- The form should be prepared using Microsoft Excel and saved in the Excel 2016 or earlier version formats.
- Add rows to the tables according to the number of questions. Do not add and/or move columns or merge cells.
- Questions should be listed on one Excel spreadsheet.

(2) Section guidelines

(i) No.

- Enter a serial number (in single-byte Arabic numerals) for each question.

(ii) Question Title

- Give a concise question title.

(iii) Page

- Enter the page number (in single-byte Arabic numerals) where the part corresponding to the question begins.

(iv) Line

- Enter the line number (in single-byte Arabic numerals) where the part in question begins.
- Line numbers are counted from the top of each page, excluding the blank lines.

(v) Item

- Enter the item number which includes the part in question in the manner as indicated below:

E.g. 1\_(1)\_A

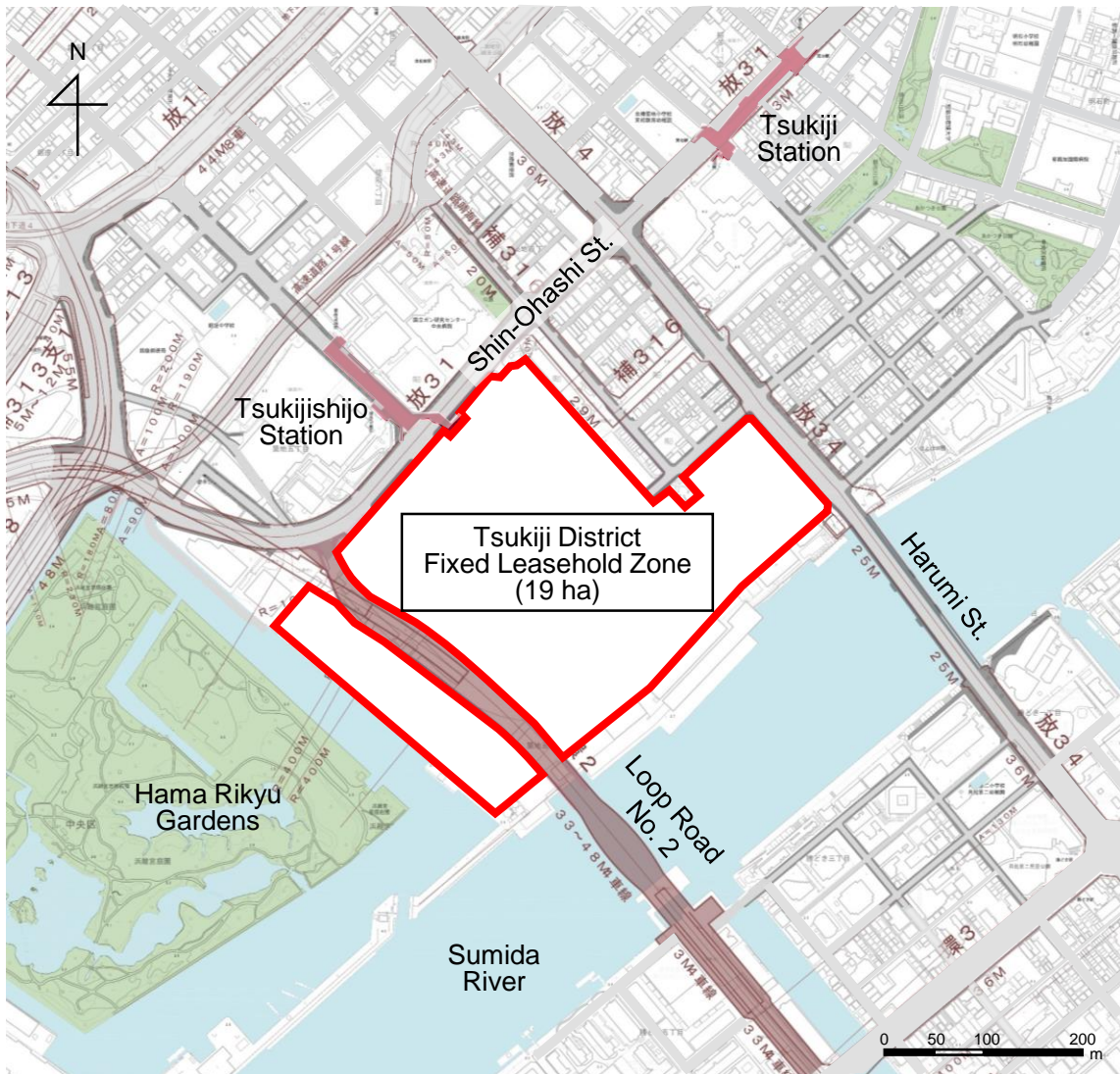
- \* Item numbers should be written from higher orders to the lower until the order that includes the part in question.
- \* Enter “\_” (underscore in single-byte) between the orders.
- \* Enter both item number and subheading for the lowest level of the numbering.

(vi) Questions

- Write one question in a single cell.
- Describe questions concisely.
- Make sure that each question is complete (do not make omissions by means of cross-referencing to other questions).
- If multiple questions come under the same part, each question must address different points and be described in different cells (in this case, ensure to fill in (i)–(vi) for each question without omissions).
- If a question applies to more than one part, state the question only once and indicate the part that appears first.
- If a certain type of question applies to multiple parts across the Project Implementation Policy, indicate the relevant part that appears first.

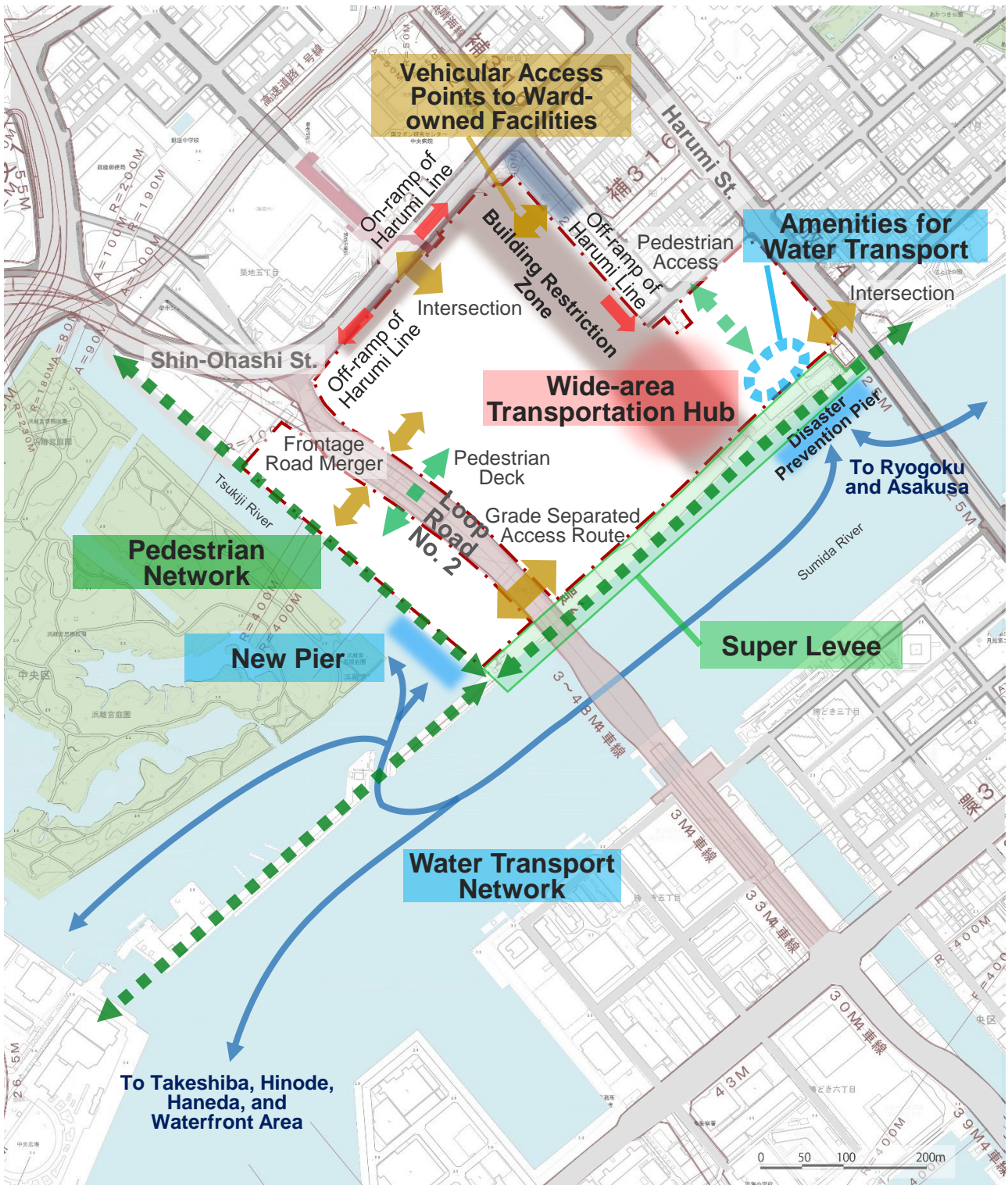
\*The question form must be prepared in Japanese.

Project Site Location



This map is prepared based on the 1:2,500 scale topographic map of Tokyo (3 toshi-ki-ko No. 983) published by TMG with the approval of the Director-General of the Geospatial Information Authority of Japan (Kan-ko No. 269, 2012).  
This map is also based on the road network map (Approval Number: 3 toshi-ki-gai-to No. 277, March 3, 2022). Unauthorized reproduction is prohibited.

Conceptual Image of  
Urban Infrastructure Development

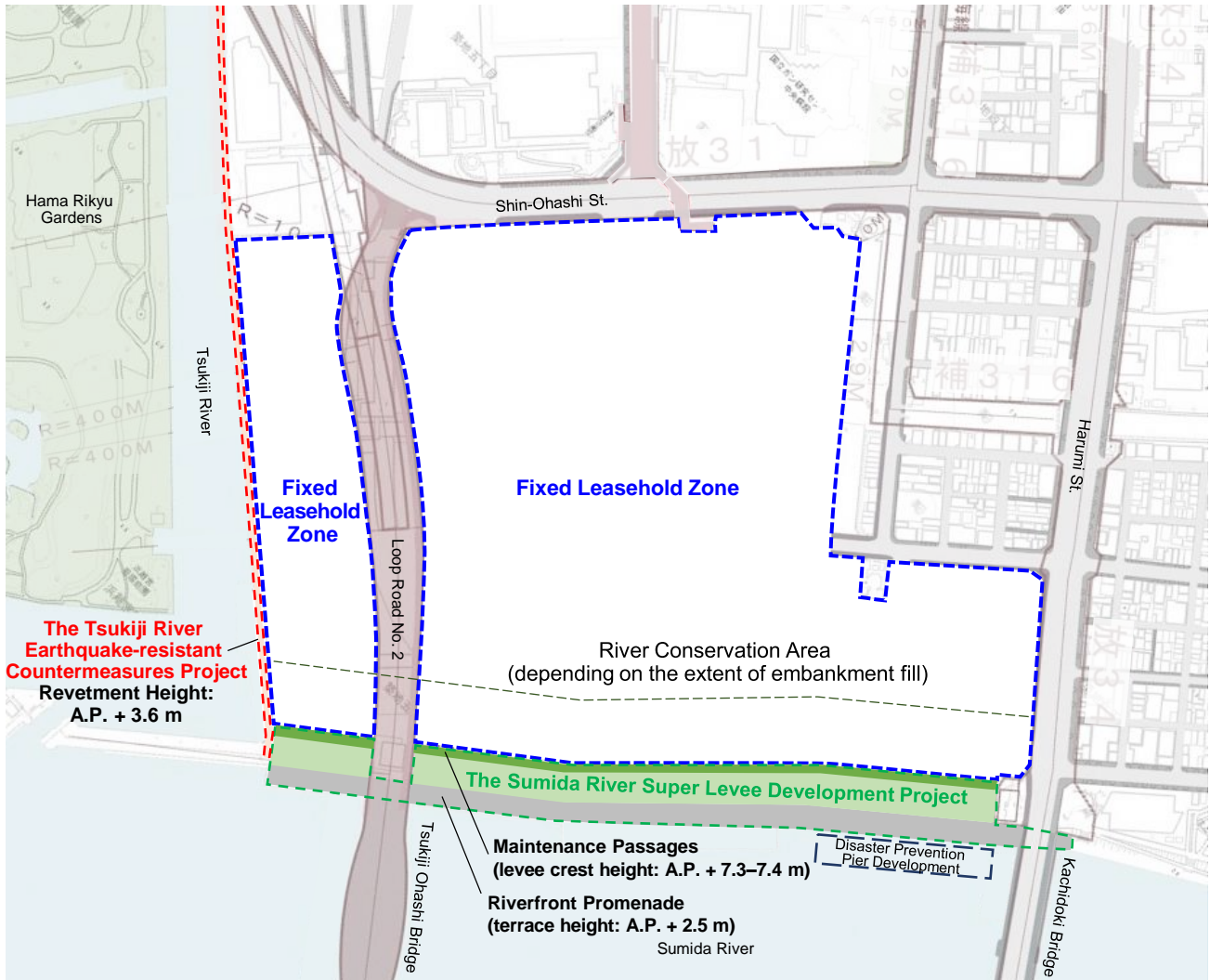


This map is prepared based on the 1:2,500 scale topographic map of Tokyo (3 *toshi-ki-ko* No. 983) published by TMG with the approval of the Director-General of the Geospatial Information Authority of Japan (*Kan-ko* No. 269, 2012).

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\*The positions and shapes of the features shown above are for illustrative purposes only.

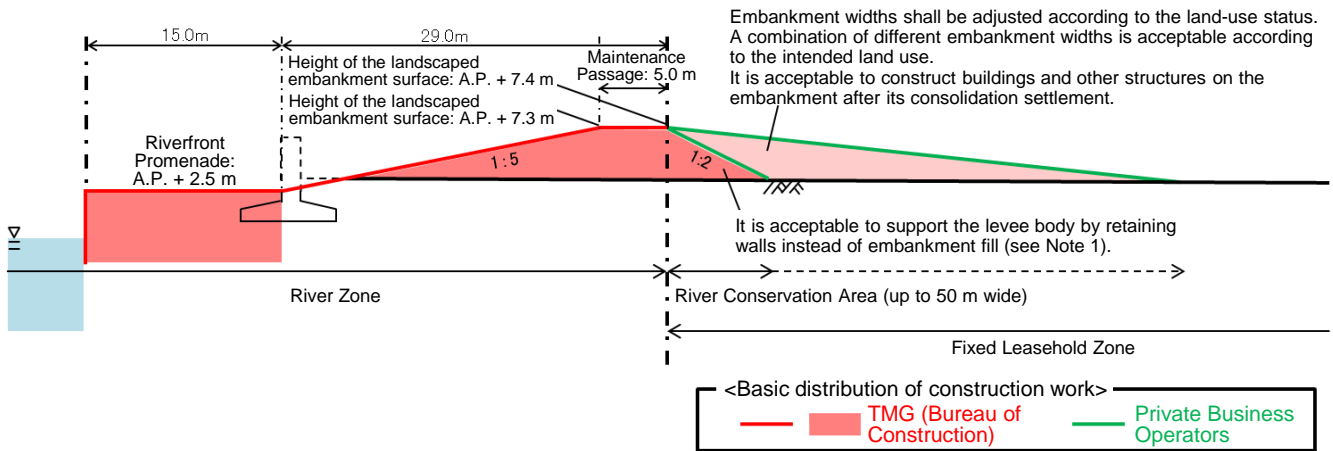
Plan View of the Sumida River Super Levee Development Project and the Tsukiji River Earthquake-resistant Countermeasures Project



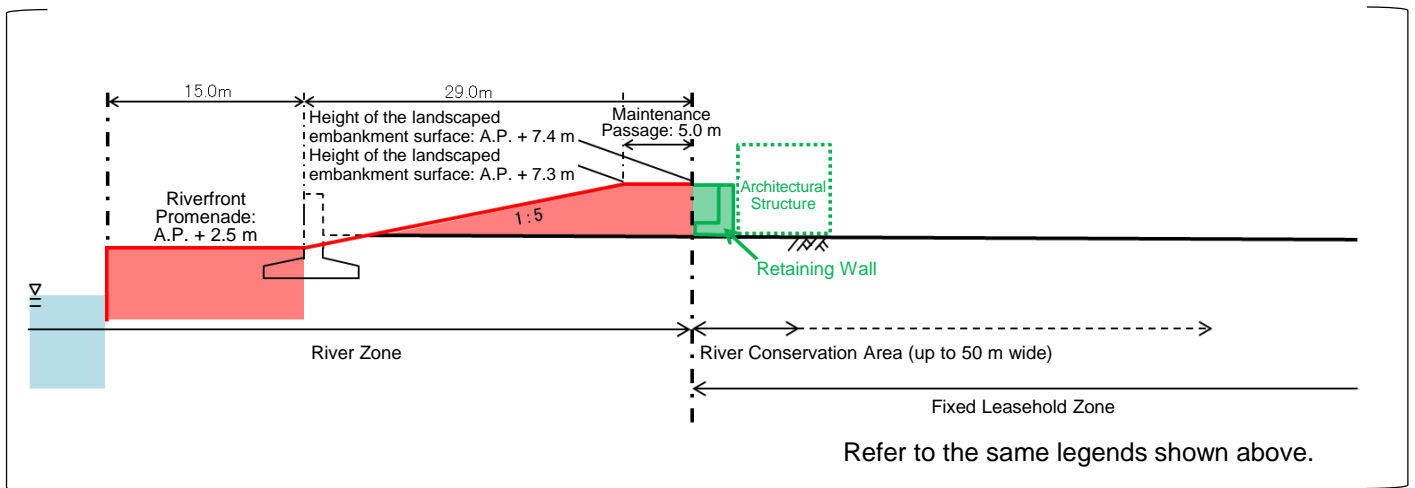
This map is prepared based on the 1:2,500 scale topographic map of Tokyo (3 *toshi-ki-ko* No. 983) published by TMG with the approval of the Director-General of the Geospatial Information Authority of Japan (*Kan-ko* No. 269, 2012). This map is also based on the road network map (Approval Number: 3 *toshi-ki-gai-to* No. 277, March 3, 2022). Unauthorized reproduction is prohibited.



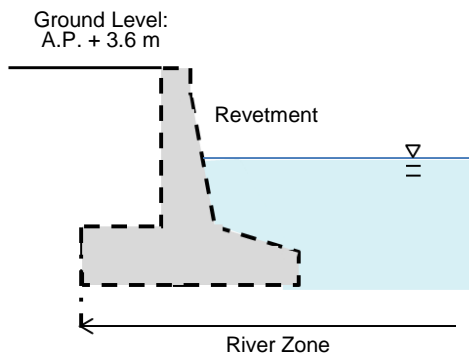
### Section View of Sumida River Super Levee (illustration)



Note 1: The case of using retaining walls to support super levee



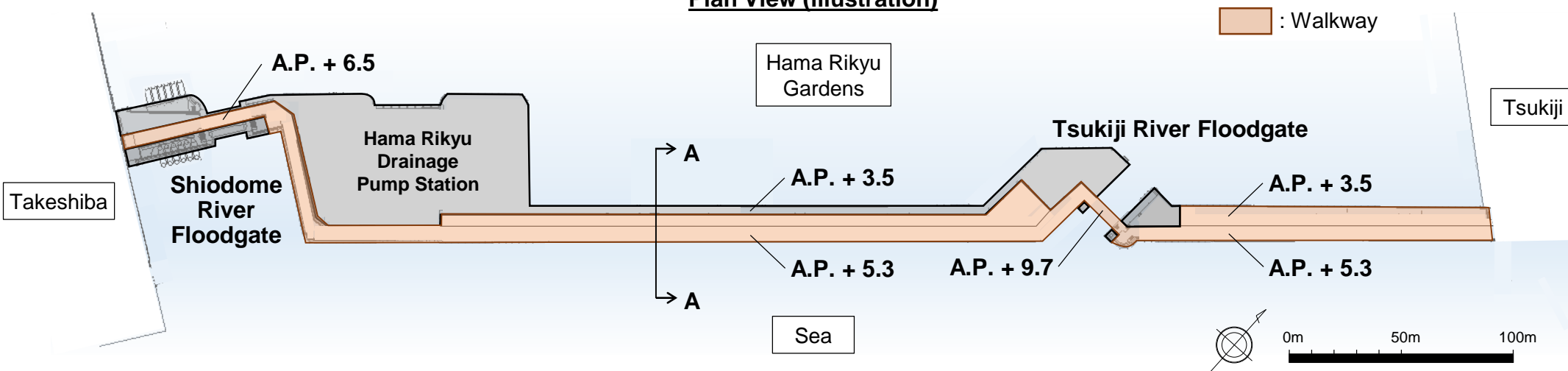
Information: Cross section view of the present embankment of the Tsukiji River (illustration)



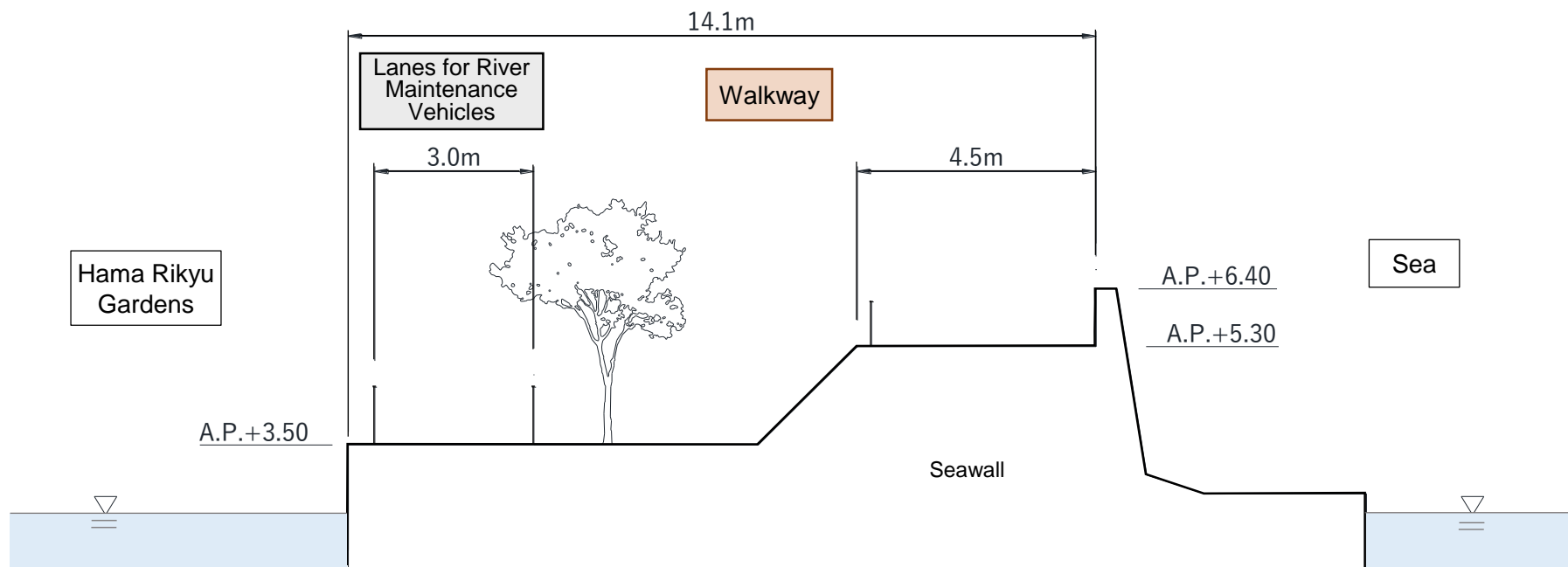
\* The earthquake-resistant countermeasures are to be taken for the revetments. The cross section after the implementation of the earthquake-resistant countermeasures will be provided in the application guide etc.

Pedestrian Network from Tsukiji to the Seawalls at Takeshiba

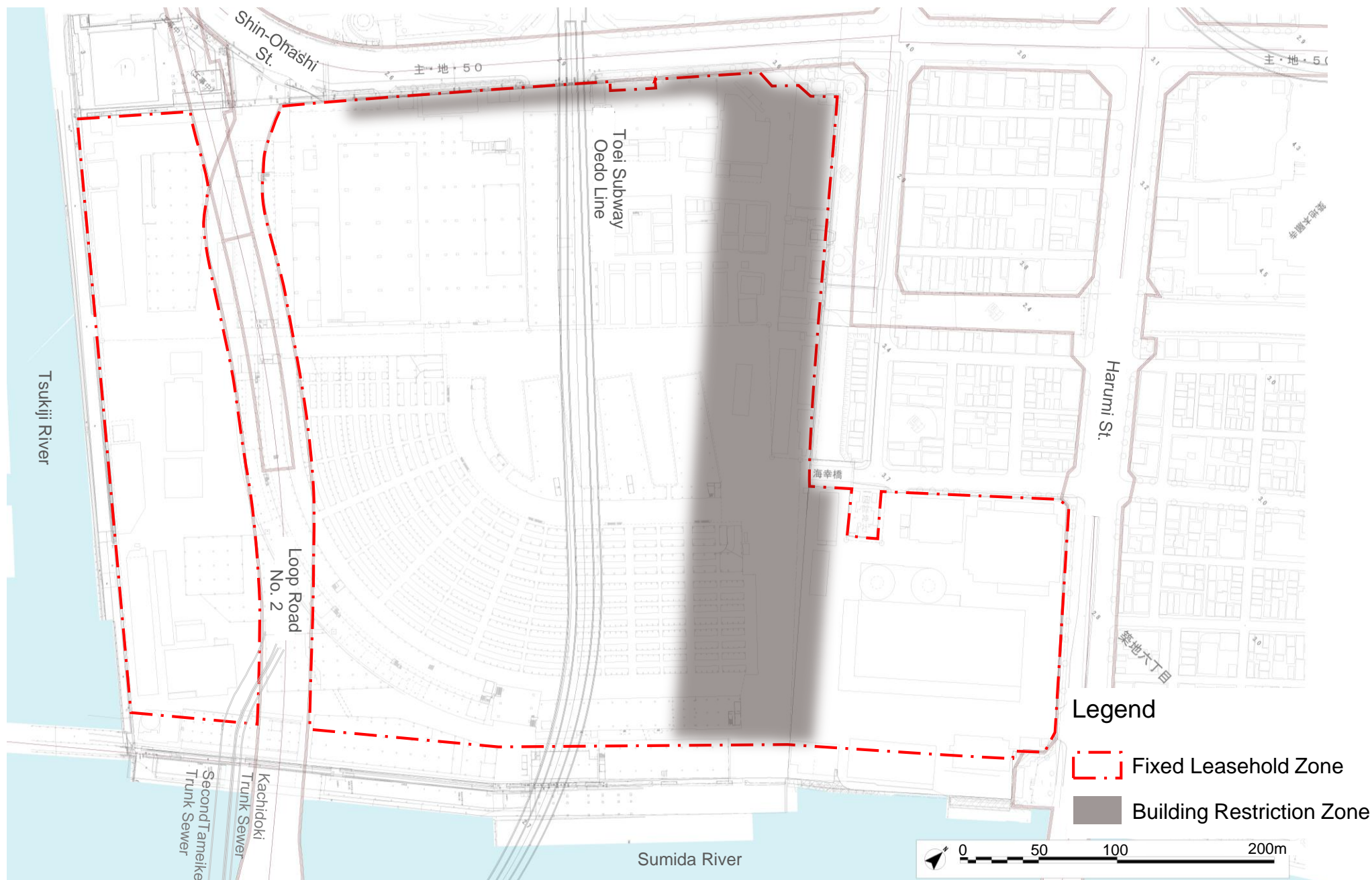
**Plan View (illustration)**



**Standard A-A Cross section View (illustration)**



Locations of Building Restriction Zone etc.



This map is prepared based on the 1:2,500 scale topographic map of Tokyo (3 *toshi-ki-ko* No. 983) published by TMG with the approval of the Director-General of the Geospatial Information Authority of Japan (*Kan-ko* No. 269, 2012). This map is also based on the road network map (Approval Number: 3 *toshi-ki-gai-to* No. 277, March 3, 2022). Unauthorized reproduction is prohibited.