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Development of Leads to Social Inclusion Why do Similar Projects Have Different Outcomes? A Perspective on Local Government Actors

Abstract

This study aimed to investigate the factors that contribute to social inclusion through urban redevelopment projects in metropolitan areas. Existing research argues that Japan's urban development system promotes redevelopment projects that prioritize corporate interests, while neglecting the interests of residents. Nevertheless, most redevelopment projects in Japan are led by local governments and their incentives are not limited to attracting corporate investment. Therefore, through case study analysis, this study examines how the involvement of local actors (bureaucrats) in redevelopment projects affects the degree of social inclusion. The hypothesis is that bureaucrat-led redevelopment, which is managed and led by the local administration with the master plan of the city, is likely to lead to social inclusion. The significance of this study is to expand the literature on the impact of gentrification policies on social inclusion by examining the case of Japan and providing suggestions for policymakers seeking sustainable urban development.

Keywords:

social inclusion; local government actors; bureaucrats

Introduction

This study examined how government involvement in urban redevelopment can lead to social inclusion. Most countries that have experienced a change in major industries from primary to secondary have experienced urbanization to maximize the benefits of agglomeration. Overagglomeration then induces the development of urban problems, such as low

educational quality and high crime rates in urban centers, leading to the suburbanization of the middle class, expanding their living areas to the suburbs, and concentrating development (Mieszkowski & Mills (1993)). This leads to underdeveloped, low-use land in urban centers, where land demand is high (i.e., land values are high). The process of making low-use land available for various uses to

promote urban growth is called redevelopment. In this sense, redevelopment is a natural result of the private sector's pursuit of profit in the marketplace.

On the other hand, suburbanization also creates social problems, as unequal access to the housing market divides high-income and well-educated areas from low-income and low-educated ones (Arundel and Hostenbach (2019)). In cities such as London, Amsterdam, and New York, this geographic divide has been remedied by government-led gentrification (state-led gentrification), which aims to create a social mix by encouraging the redevelopment and sale of public housing for owner-occupied housing. Government-led gentrification under the slogan of "social mix" aimed at solving public problems with the assumption that the new influx of "middle class" people would benevolently intervene in neighborhood affairs. However, gentrification is more likely to occur when development gains are greater (Goetz (2011) Hostenbach, (2017)). As a result, it is also noted that the increase in expensive services for new residents creates social exclusion, the opposite of social mixing, where the existing poor are displaced (August (2014); Ha (2004); Uitermark et al. (2007), and Walks and Maaranen (2023)). Recently, in an effort to eliminate social exclusion in such gentrification and urban development, inclusionary housing and zoning, which provide housing for those who cannot afford housing in the market, has been practiced in the United Kingdom, the United States, Australia, Canada, other developed countries, and India (Mishra & Mohanty (2017)).

In addition, there is an argument that "social inclusion," ensuring migrants' rights to settle in cities, to purchase real estate, and to access health care, and making their needs for these rights reflective of and accessible to them, leads to sustainable urban development (Mcgranahan et al. (2016) and Taneja et al. (2022)) and Mirzoev et al. (2022)).

Given the aforementioned challenges, this study seeks to determine the conditions under which redevelopment promotes inclusive urban environments rather than exacerbating social exclusion by investigating bureaucrats' roles in planning and executing these projects.

Literature review

This study sought to clarify how local actors' involvement in urban redevelopment affects social inclusion. Therefore, in the following section, we review studies on the relationship between urban (re)development and social inclusion as well as studies on urban (re)development governance and social inclusion.

Urban Redevelopment and Social Inclusion

Previous studies have shown that ensuring high-quality public spaces (especially public spaces that support community activities), promoting citizen participation (Trillo (2017); Chaskin and Joseph (2010)), and improving transportation networks (Özkazanç and Özdemir Sönmez (2017); Zuk et al. (2018)) are believed to promote social inclusion in urban development.

Governance and Social Inclusion in Urban Redevelopment

Urban redevelopment for social inclusion involves three main actors: the public sector, private sector, and residents and communities. The role of each has been discussed in previous governance studies.

The private sector collaborates with the public sector for social inclusion in urban development (Mistarihi et al. (2013; Ye et al. (2021)). Second, residents and the informal sector in urban development for social inclusion are said to exert pressure on the government to counter social exclusion and negotiate for social inclusion (McGranahan et al. (2016)). This role is compatible with the idea of local democracy (Pratchett (2004); Forman-Rabinovici & Beerl

(2024)), is the dominant approach in normative debate, and its importance has been empirically supported. However, a study by Wargent (2020) on neighborhood planning in the United Kingdom also pointed out that resident- and community-driven urban development makes consensus-building difficult.

Finally, in urban development, for social inclusion (local), public institutions should coordinate to eliminate social exclusion (McGranahan et al. (2016)). Empirically, it has been noted that the government acts as a policymaker and facilitator in urban redevelopment projects to promote citizen participation and facilitate consensus building in redevelopment (Ye et al. (2021)).

Perspectives of this study

In the last part of this chapter, the author summarizes the perspectives of this thesis. According to previous studies, it is important for the public sector, private sector, and residents/communities to work toward social inclusion in urban redevelopment (McGranahan et al. (2016)). However, these studies have not analyzed the impact of redevelopment on the degree of social inclusion, but have only discussed the desirability of social inclusion in urban development and described how the three parties work together in the process of implementing urban development. Therefore, this study attempted to measure the degree of social inclusion and clarify how the governance of urban redevelopment is related.

Method

This case study attempts to identify how government involvement in urban redevelopment affects social inclusion by analyzing redevelopment in three cities located in the suburbs of the Tokyo Metropolitan area in Japan. Because of the difficulty of measuring the governance of redevelopment and the degree of social inclusion, a qualitative approach, rather than a quantitative

approach that is easy to generalize, is used to describe and compare redevelopment and the resulting changes in cities, taking into account the unique circumstances of the cases, to find generalities, and to provide a basis for verification using a quantitative approach.

First, the author operationalized the dependent variable: the degree of social inclusion. Measuring the degree of social inclusion is difficult in two respects: first, its definition is broad; and second, it must be measured from multiple perspectives. However, this study did not aim to solve this difficulty or create a general social inclusion indicator. The author then measured the degree of social inclusion by selecting some things pointed out in previous studies that are considered important in social inclusion.

The first indicator of social inclusion was whether public spaces were created through redevelopment projects. According to Trillo (2017), public spaces are important spaces with which citizens can communicate. Furthermore, because public spaces cannot function as a basis for consensus building if citizens do not have equal access to them, the second indicator measures the accessibility of public spaces to citizens. The third indicator measures citizens' accessibility to medical facilities (McGranahan et al. (2016)). As the fourth indicator, we measured the degree of development of the urban transportation network (Özkazanç and Özdemir Sönmez (2017)). Finally, as the fifth indicator, we measure the degree of geographic segregation.

Case selection

As case studies, this study deals with redevelopment in three cities (Mito, Utsunomiya, and Takasaki) located on the outskirts of the Tokyo Metropolitan area in Japan. Japan experienced significant economic growth and real estate bubbles between 1960 and 1990. However, since the bursting of the real estate bubble, economic growth has slowed. The center of the Tokyo

Metropolitan area is a logistics and commercial center with significant redevelopment, and the population continues to grow socially. In addition, there are "bedtowns" where many people live and work because of the public transportation network that originates in Tokyo. As in Tokyo, many redevelopment projects have been conducted in these areas, and the population continues to grow. Bedtowns are not clearly categorized, but as shown in Figure 1, many people choose the Tokyo Prefecture as their place of work. Generally, three prefectures within the Tokyo metropolitan area are classified as such areas: Kanagawa, Chiba, and Saitama prefectures.

On the other hand, there are three other prefectures in the Tokyo Metropolitan area (Kanto region in Japanese): Ibaraki, Tochigi, and Gunma. These three prefectures are expected to shrink in the future owing to redevelopment in the central cities of the metropolitan area and population decline, although the impact of the slowdown in economic growth is not yet pronounced. Redevelopment of central areas in these cities will be the subject of this study. The three cities are Mito in Ibaraki Prefecture, Utsunomiya in Tochigi Prefecture, and Takasaki in Gunma Prefecture. Schenkel (2013) organized approaches to urban renewal strategies in shrinking cities in Switzerland, but no study has attempted to link this to outcome stages, such as social inclusion. In the following, the author describe the previous (as of 2000) conditions for these three cities.

Mito City

Mito is the capital of Ibaraki Prefecture and is considered a core city¹. The population is distributed around Mito Station with a few commuters from outside the prefecture. To date, seven redevelopment projects totaling 11.49 ha have been completed in Mito.

¹Cities with a population of 200,000 or more. Partial delegation of prefectural government affairs.

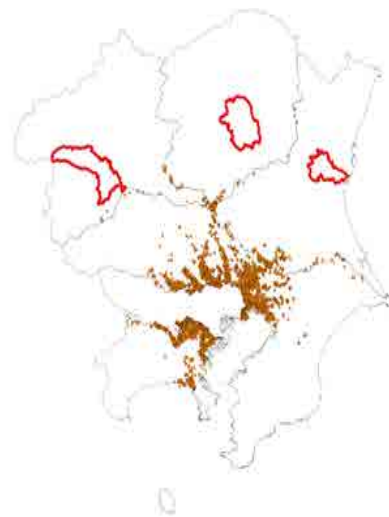


Figure 1. Districts where 30% or more work outside the prefecture (2010)

Source: Author

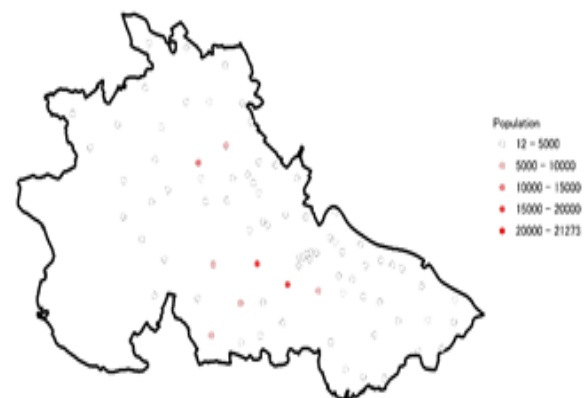


Figure 2. Population Distribution in Mito City (2000)

Source: Author

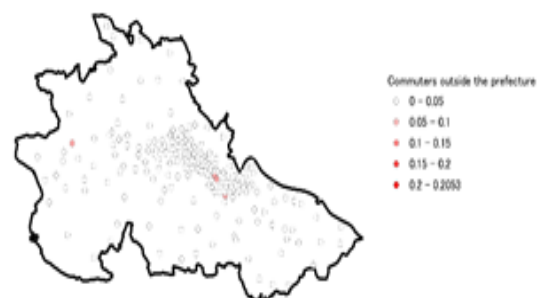


Figure 3. Percentage of out-of-prefecture commuters in Mito (2000)

Source: Author

Utsunomiya City

Utsunomiya City is the capital of the Tochigi Prefecture and is considered a core city. The



Figure 4. Urban Redevelopment Sites in Mito and

Source: Author

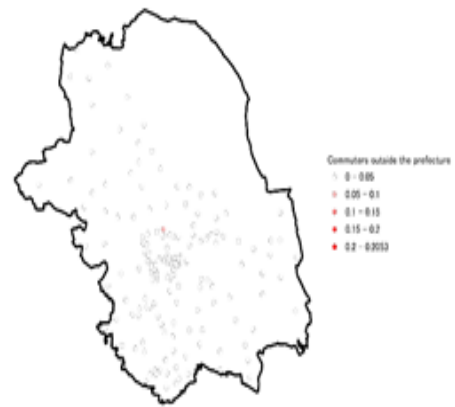


Figure 6. Percentage of out-of-prefecture commuters in Utsunomiya City (2000)

Source: Author



Figure 5. Population Distribution in Utsunomiya City (2000)

Source: Author

population is distributed around Utsunomiya Station, with few commuters from outside the prefecture as of 2000. Utsunomiya has completed eight redevelopment projects totaling 4.64 ha.

Takasaki City

Takasaki City is also considered to be a core city. The population is distributed around Takasaki Station, with few commuters from outside the prefecture, as of 2000. To date, eight redevelopment projects totaling 4.4 ha have been completed in Takasaki City. The following figure shows the current area of Takasaki City. In 2000, the plotted area was Takasaki City, which merged with the surrounding area in 2005, thereby quadrupling its area.



Figure 7. Urban Redevelopment Sites in Utsunomiya City

Source: Author

In the following chapters, the author will describe redevelopment and the degree of social inclusion in the Tokyo Metropolitan area (Kanto region), using Mito, Utsunomiya, and Takasaki, which as of 2000 were not "bedroom towns" of Tokyo, but were the central cities of the region. This study examines whether differences in the role of bureaucrats in redevelopment are related to differences in the degree of social inclusion in certain aspects.

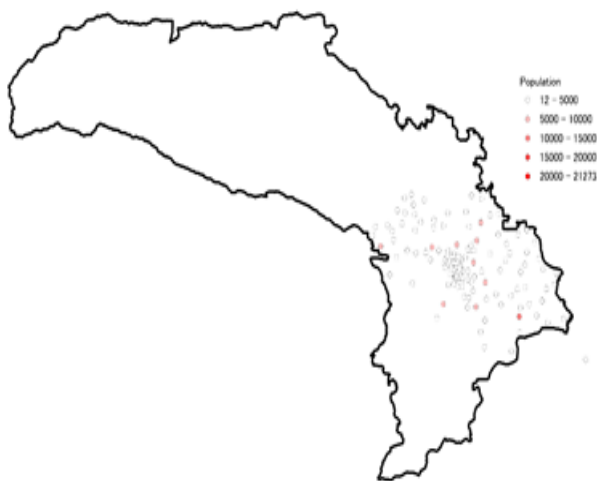


Figure 8. Population Distribution in Takasaki City (2000)

Source: Author

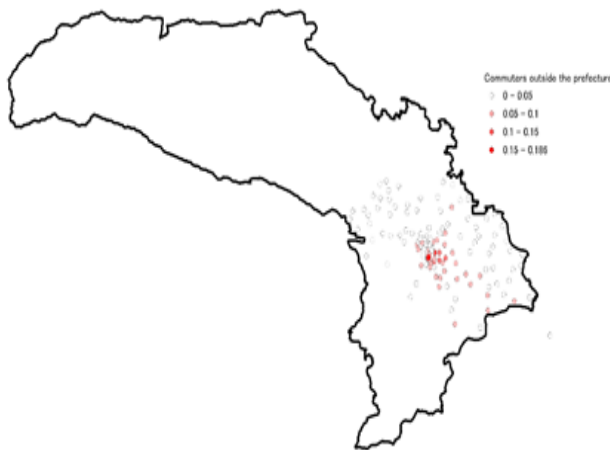


Figure 9. Percentage of out-of-prefecture commuters in Takasaki City (2000)

Source: Author



Figure 10. Urban Redevelopment Sites in Takasaki City

Source: Author

Governance of Redevelopment

The three main actors involved in redevelopment are local bureaucrats, local communities (rightful owners of the land on which redevelopment takes place and the surrounding residents), and private actors. This study explores the relationship between urban development and social inclusion in shrinking cities by describing the process of redevelopment and degree of social inclusion in Mito, Utsunomiya, and Takasaki. However, as a guideline, the author first hypothesized the intentions of the three parties regarding their redevelopment plans.

Actor① Private Sector

Redevelopment is essentially an attempt to construct a large building on a piece of land that has high use value but is underutilized, in order to take full advantage of the land. For example, the private sector can buy land lined with one-story houses and build ten-story commercial buildings or condominiums, thereby earning profits that exceed the cost. Thus, if the private sector redevelops, it will build buildings as tall as possible, attracting commercial establishments or housing construction. However, in a shrinking city, the incentives for the private sector are lower. This is one possible reason why redevelopment in the Tokyo Metropolis is more common in the "bedroom communities" of Tokyo and its environs.

Actor② Local Community

Local communities are the primary actors in redevelopment. However, residents affected by redevelopment can be categorized as rightful owners and neighborhood residents. Right holders will either obtain renewed housing based on their land rights or sell their land rights depending on the negotiations. Right-holders, therefore, desire redevelopment commensurate with the value of the land they originally owned. On the other hand, residents of the surrounding area will benefit from or be harmed by environmental changes

that result from redevelopment. For example, the construction of commercial and entertainment facilities can change the living environment by making it more convenient and increasing the flow of people, whereas buildings that are too tall can create shadows.

From the above perspective, in a redevelopment plan, the desirable form of development is discussed among right-holders, right-holders, and surrounding residents.

Actor^③ Local Administration

The purpose of redevelopment in Japan is to promote rational and healthy high-level use of land and renew urban functions in urban areas where urban functions have deteriorated owing to fragmented land use, dense concentration of dilapidated wooden buildings, and a lack of adequate public facilities. However, the actual situation differs between metropolitan centers, such as Tokyo and Osaka, and suburban urban centers. As noted above, economic incentives are smaller in suburban cities than in metropolitan cities. The pursuit of profit by the private sector, often criticized in Japan, may not apply to suburban cities. Instead, the objectives of redevelopment are likely to reflect the intentions of residents, local communities, and neighborhoods. Therefore, a possible role for the government is to set the objectives of redevelopment and coordinate them in the local community.

Establishing the objectives of redevelopment is also important in redevelopment, which is primarily a public-private partnership. In general, if the private sector pursues the benefits to be gained from redevelopment when undertaken as a public project and the local community pursues economic development and improved convenience in their own neighborhoods, then the government's role in urban development for social inclusion is to ensure equal access to resources and services (social inclusion) for the neighborhood and local residents. Furthermore, as mentioned

earlier, coordination in the private sector and local communities (among right holders and between right holders and neighborhood residents) does not go smoothly, so playing a coordinating role in this regard is also considered to lead to social inclusion.

Case 1 Mito City

Private Sector

The private sector plays a significant role in implementing redevelopment in Mito in two ways. First, in one case, private actors (enforcers and tenants) were the same as in the local community (landowners) (Appendix A-4). In this case, there is no need for coordination between the local community and enforcer in implementing the redevelopment project. The second role is to indicate the willingness to open stores in a redevelopment project (Appendices A-1, A-3, and A-6). As noted in Chapter 2, redevelopment in a shrinking city does not offer much economic incentive. In this context, the presence of a private sector willing to utilize the increased floor space that redevelopment creates and provides finance is important for the implementation of redevelopment.

Local Community

Second, local community involvement has two characteristics. First, there was a lack of landowner participation. In some projects, study groups were voluntarily formed at the planning stage (Appendices A-1, A-5, and A-6), and local communities were involved in the conceptual stage of redevelopment planning, but in other projects, no such study groups were organized. Second, neighborhood residents lack participation. In the case of redevelopment in Mito, it does not appear that residents other than those in the private sector and landowners were involved in planning in the study group and coordination stages.

Local Administration

Finally, the involvement of local governments is characterized by two points. First, the city's master plan was the basis of its redevelopment plan. As discussed later, in Utsunomiya and Takasaki, redevelopment only occurred in the area around the central station. In contrast, Mito's master plan designated the east and west of the city as living centers for residents, and redevelopment is being conducted in these two areas. Next, local administrations act as leaders rather than coordinators in the local community.

Social Inclusion

The degree of social inclusion was visualized by illustrating Indicators 2 through 5. Regarding the first indicator, public spaces were created in three of the six cases of redevelopment in Mito (Appendices A-1, A-2, and A-3).

Next, the author measured the citizens' access to public spaces. In this study, public spaces are defined as places where citizens gather and collaborate, and one such place is the civic center. Civic centers in Mito City support lifelong learning and local community activities, serve as bases for disaster prevention activities, and provide window services. Mito City prepares one civic center per elementary school district.



Figure 11. Mito Civic Center

Source: Author

Next, we measured the accessibility of medical facilities to citizens. Figure 12 shows that there

appears to be a bit of a blank spot in the western part of the city.



Figure 12. Locations of medical institutions, including Mito and surrounding areas

Source: Author

The level of development of the urban transportation network is shown in the following figure. Mito City has railroad lines running east-west and bus lines running north-south around those stations. Public transportation networks with bus lines have developed in what appear to be vacant medical care areas.

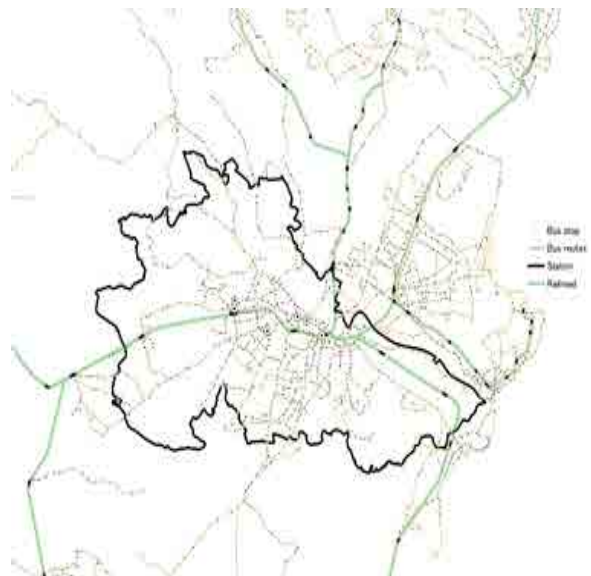


Figure 13. Mito City Transportation Network

Source: Author

Finally, the fifth indicator measures the degree of geographic segregation. The degree of geographic segregation is difficult to measure; however, in this study, it was measured by the percentage of out-of-prefecture commuters. In 2000, the percentage of out-of-prefecture commuters was low; by 2020, the percentage of out-of-prefecture commuters was still low. As far as this indicator shows, there is no significant disparity between the residents attracted by redevelopment and those living nearby.



Figure 14. Percentage of Mito City residents who commute out of the prefecture (2020)

Source: Author

Case 2 Utsunomiya City

Private Sector

In the redevelopment project in Utsunomiya City, the private sector played a role in indicating its willingness to open stores (Appendices B-1, B-3, B-4, B-5, and B-7). In one case, the private sector was involved in the planning conception stage to facilitate implementation (Appendix B-7).

Local Community

Second, the involvement of the local community is characterized by the following two points: First, landowners are actively involved and play a leading role in many cases (Appendices B-1, B-5, and B-6). Second, neighborhood residents had a high level of participation. In several redevelopment projects in Utsunomiya City, preparatory organizations that are not solely composed of rights holders have been organized at the study and coordination stages (Appendices B-1 and B-2).

Local administration

Local governments have two main characteristics. First, the government played only a supportive role in the redevelopment of Utsunomiya. While some redevelopment projects are based on the plans established by Utsunomiya City (Appendices B-3, B-6, and B-7), the local community's preparatory organizations also played a central role in the planning stages of these projects. Second, it played a coordinating role in the local community by providing support (Appendix B-3).

Social Inclusion

The degree of social inclusion was described in the same way as in Mito City. First, regarding the first indicator, the redevelopment in Utsunomiya City created public space² in 1 out of 7 cases (Appendix B-4).

Next, the accessibility of public spaces to citizens is measured. Civic centers in Utsunomiya City support lifelong learning and local community activities, lend books, and provide window services. The locations of the civic centers are shown in Figure 15.



Figure 15. Utsunomiya Civic Center

Source: Author

² While the creation of parking lots and roads are also considered public facilities, for the purposes of this study, public spaces are places where citizens gather and collaborate.

Next, the measured the accessibility of medical facilities to citizens. Figure 16 shows that there appears to be a blank spot in the northern part of the city.

Next, the degree of development of the urban transportation network was illustrated. Utsunomiya City has a railroad that runs across from north to south; however, the stations are clustered in the south. Bus lines extend around these stations; however, a public transportation



Figure 16. Location of medical institutions, including areas surrounding Utsunomiya City

Source: Author

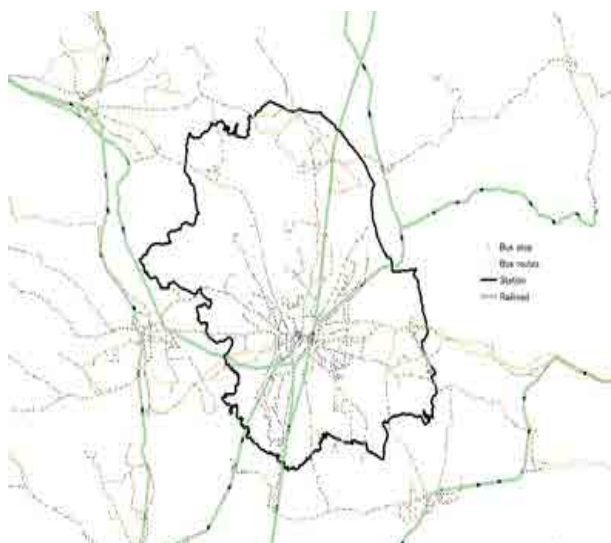


Figure 17. Utsunomiya City Transportation Network

Source: Author

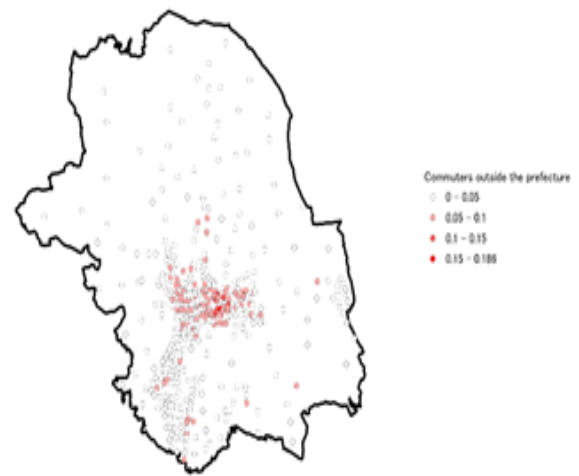


Figure 18. Percentage of out-of-prefecture commuters in Utsunomiya City (2020)

Source: Author

network of bus lines has been developed in what appear to be vacant areas for medical care.

Finally, the fifth indicator measures the degree of geographic segregation. In 2000, the percentage of out-of-prefecture commuters across cities was low. However, as of 2020, the percentage of out-of-prefecture commuters was higher in the Utsunomiya Station area, and as far as can be seen from this indicator, there may be a disparity between residents attracted by redevelopment and those living nearby.

Case 3 Takasaki City

Private Sector

In the redevelopment project in Takasaki, as in the other two cities, the private sector played a role in signaling the intention to open new stores (Appendices C-4, C-6, and C-7).

Local Community

Second, the involvement of the local community is characterized by two points. First, in almost all redevelopment projects, study groups were formed during the planning conception stage. In addition, there was little participation by neighborhood residents during the planning conception stage.

Local bureaucracy

Local governments have two main characteristics. First, Takasaki City's redevelopment was undertaken simultaneously with a land readjustment project, indicating that it played a leading role in redevelopment. However, Takasaki City's redevelopment took place shortly after economic growth began to slow down in the form of an adjustment in urban development during the period of economic growth. More recently, redevelopment has been undertaken with the primary purpose of supplying more housing, and fewer public facilities have been constructed in previous redevelopment efforts. In many cases, it plays a leading role in coordination between schemes (Appendices C-2, C-5, C-8, C-9, and C-10).

Social Inclusion

The degree of social inclusion is described in the same manner as in previous sections. Regarding the first indicator, no public space was created in the ten cases of redevelopment in Takasaki City.

Next, the accessibility of public spaces to citizens is measured. Civic centers in Takasaki City sell bus coupons, lend books, and provide window services. The layout of the civic centers is shown in Figure 19.



Figure 19. Takasaki City Civic Center

Source: Author



Figure 20. Locations of medical institutions, including those in the surrounding areas of Takasaki City

Source: Author

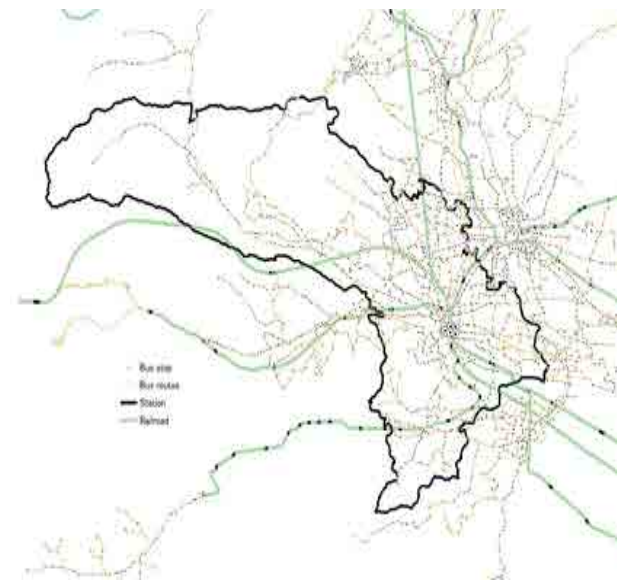


Figure 21. Takasaki City Transportation Network

Source: Author

Next, we measured the accessibility of medical facilities to citizens. Figure 20 shows what appears to be a blank area in the western part of the city. This area was merged in 2005.

The degree of development of an urban transportation network is illustrated in the following figure. In Takasaki City, railroads are connected to the east, west, south, and north, centered on the Takasaki Station; however, the

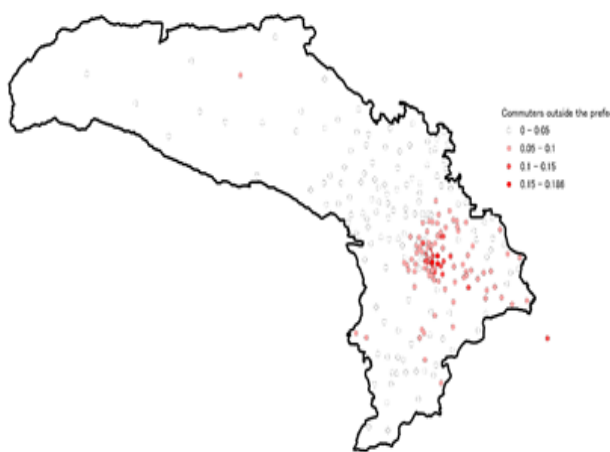


Figure 22. Percentage of out-of-prefecture commuters in Takasaki City (2020)

stations are clustered to the east. Bus routes extend around these stations, and a public transportation network of bus routes has been developed in what appear to be vacant medical care areas.

Finally, the fifth indicator measures the degree of geographic segregation. The degree of geographic segregation is difficult to measure; however, in this study, it was measured by the percentage of out-of-prefecture commuters. In 2000, the percentage of out-of-prefecture commuters was higher in the Takasaki Station area, and will remain the same in 2020. However, most redevelopments in Takasaki took place before 2000, and as can be seen from this indicator, there may be a disparity between

residents attracted by redevelopment and those living nearby.

Results and Discussion

The findings were organized based on the description of the case. Common to all cities is the role of the private sector, which provides funds for redevelopment, although development gains are relatively small. On the other hand, regarding the relationship between the local community and local administration in Mito City, the author found that local administration led the redevelopment process in line with Mito's master plan. In Utsunomiya City, the author discovered a bureaucracy that supported redevelopment in line with the local community's pressure and demand for redevelopment. In Takasaki City, the author saw a combination of two urban development approaches leading to redevelopment and support in response to the demands of the local community. In terms of degree of social inclusion, Mito appears to have achieved a higher degree of social inclusion than the other two cities.

Redevelopment in a shrinking city requires actors to play a role in assisting the local community in its implementation. Sometimes, this role is played by developers or financial institutions but most often by the local government. This study examined the effectiveness of this process in terms of realizing social inclusion.

Table 1.
Governance of Redevelopment

Municipality	Private Sector	Local Community	Public Sector
Mito	Funding	Passive	Leading with master plan
Utsunomiya	Funding	Leading	Passive
Takasaki	Funding	Proactive	Leading

Source: Author

Table 2.
Degree of social inclusion

Municipality	Public space in Redevelopment	Access to Public Space	Access to Medical Facilities	Public Transport Network	Geographic Separation
Mito	O	High	High	See figure 13	Mix
Utsunomiya	O	Medium	Some underserved areas	See figure 17	Separated
Takasaki	X	Low	Some underserved areas	See figure 21	Separated

Source: Author

While urban redevelopment should certainly prioritize the interests of land rights holders from the perspective of social inclusion, redevelopment with public support by those whose land holdings are more valuable is likely to create "disparities by place of residence. Therefore, public agencies are likely to play a role in leading to redevelopment to serve the public interest. In other words, in urban development oriented toward social inclusion, a vision such as a comprehensive plan and bureaucrats who share it is necessary to facilitate redevelopment.

Conclusion

Redevelopment is not the only method of urban development. However, the involvement of bureaucrats in redevelopment may represent the attitude of the local government administration toward urban development. This study found that the degree of social inclusion is higher in Mito, where redevelopment plans are managed and led in association with the master plan of the city, than in other cities. This indicates that being municipality-led or resident-led may be insufficient.

However, the results of this study had several limitations. First, it was difficult to identify the impact of redevelopment. Although this study used the similarities between the three cities for comparison, each city had its own historical idiosyncrasies. Furthermore, it is difficult to determine the number of years it would take for redevelopment to have an impact. Second, it was difficult to measure social inclusion. Social inclusion is a conceptualized and familiar term, but it is difficult to operationalize. Although this study used several indicators to measure the degree of social inclusion, it is not a comprehensive index. Furthermore, what the author was able to analyze in this study was not a causal relationship between the impact of redevelopment involvement and the degree of social inclusion.

Although residents are the main actors in Urban Development, if a master plan that

considers the entire community is not prepared and managed by bureaucracy, it may result in inequality by place of residence, reflecting the wishes of residents living on more advantageous land. However, achieving social inclusion is not a problem that should be addressed by the city alone but may require broader-based management. In such cases, the leading role of the city may result in the concentration of resources in certain economically advantageous cities, achieving social inclusion within the city but excluding those living outside the city. Different jurisdictions across governments in urban development intersect their respective agendas (Pacione (2014); Ramond (2022)). This issue should be discussed after considering how social inclusion can be defined, and is a topic for future research.

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All geographical information was downloaded from the National Land Numerical Information Download Service of the Ministry of Land, Infrastructure, Transport, and Tourism (<https://nlftp.mlit.go.jp/ksj/>) and processed by the author.

Appendices

A. Urban redevelopment in Mito city

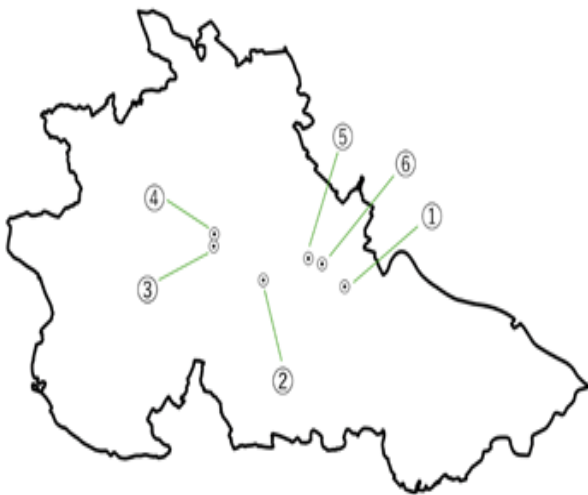


Figure A1. Redevelopment in Mito

Source: Author

A-1. Mito Station North Exit

This redevelopment plan was initiated by Mito City, which implemented a "Mito Station Remodeling Plan" and conducted a study for this purpose. The Mito City administration then created a proposal to implement redevelopment at the northern exit and held a briefing session for the local community. In response, the rightful owners of the land in question established a study group, and after 14 study sessions, a redevelopment project was implemented.

Originally, the area was home to aging wooden residences and business facilities, which posed disaster prevention and landscape problems. The redevelopment plan was to construct a 10-story commercial building and expand the plaza in front of the station to solve these problems and provide a place for citizens to relax.

The most difficult part of the implementation of the redevelopment project was the placement of stores in the commercial building and the management discussion of the plaza. The understanding and cooperation of right-holders and the opening of core stores played a decisive role in resolving these issues.

A-2. Mikawa 2-chome

This redevelopment plan was created based on requests from the community. Originally, this area consisted of a row of dilapidated residences and small commercial facilities, while larger apartment complexes were built in the surrounding area. As individual residences and commercial facilities expressed their desire to rebuild, it was decided that a seven-story residential/commercial building would be constructed, and a park/open space would be created for the purpose of sustainable growth and enhanced disaster preparedness.

The most difficult aspect of implementing the redevelopment project was dealing with the landowners. In addition, the decision-making of the constructors played a decisive role in resolving these issues.

A-3. Akatsuka Station North Exit

This redevelopment plan was created when Mito City envisioned an improvement plan to transform a large vacant lot that had been left vacant after the relocation of a factory into an urban center. (It is said that the redevelopment plan was created because negotiations for a land readjustment project did not go well.)

Originally, this area was an industrial area; however, buildings and roads deteriorated. As a result of being positioned as a living base in the west in Mito City's comprehensive plan, a 14-story residential, public utility (volunteer), and commercial complex was constructed to improve public facilities, revitalize shopping areas, strengthen disaster prevention, and supply quality housing.

The most difficult part of the redevelopment project was preparing a rights conversion plan, dealing with landowners, and attracting merchants.

A-4. Akatsuka Station North Exit East

This redevelopment plan was created as a result of Mito City's conception of a development plan to transform the area into an urban hub.

(Discussions were held many times between Mito City and the landowners.)

Originally, this area was a bustling shopping district, but it declined and the buildings were deteriorating. As a result of being positioned as a Western living hub in Mito City's comprehensive plan, two seven-story residential buildings and a multistory parking garage were constructed to improve public facilities, revitalize the shopping area, strengthen disaster prevention, and supply quality housing.

The most difficult part of implementing the redevelopment project was dealing with the landowners. The implementation of redevelopment in the surrounding area and the fact that landowners were enforcers played a decisive role in resolving these issues.

A-5. Daiku-cho 1-chome

The redevelopment plan was initiated by the local community, which organized a study group to revitalize the district.

Originally, this area was a commercial area, but due to competition from large suburban stores, it lost its liveliness and vacant lots became conspicuous. Therefore, Mito City designated this area as one of its central city centers, and a 10-story hotel, a 7-story office building, and 15-story residential building were constructed to improve public facilities, revitalize the shopping district, strengthen disaster prevention, and supply high-quality housing.

The most difficult part of the redevelopment project implementation was project delays due to earthquakes. Understanding and cooperation between the specific business agency system and financial institutions played a decisive role in resolving these issues.

A-6 Izumi-cho 1-chome Minami

This redevelopment plan was conceived by Mito City, which opened an art museum with the aim of becoming a "cultural city. The

redevelopment study was conducted by a group organized by the local community.

Originally, this was a commercial area, but it was held back by competition from large suburban stores. As a result of being positioned as a wide-area center, along with the art museum in Mito City's central city revitalization plan, a 10-story commercial facility and multistory parking garage were constructed to improve public facilities, revitalize the shopping district, and strengthen disaster prevention.

The most difficult part of implementing the redevelopment project was dealing with landowners and finding owners for newly created floors. In addition, the opening of core storefronts and investment in major capital played a decisive role in resolving these issues.

B. Urban redevelopment in Utsunomiya city

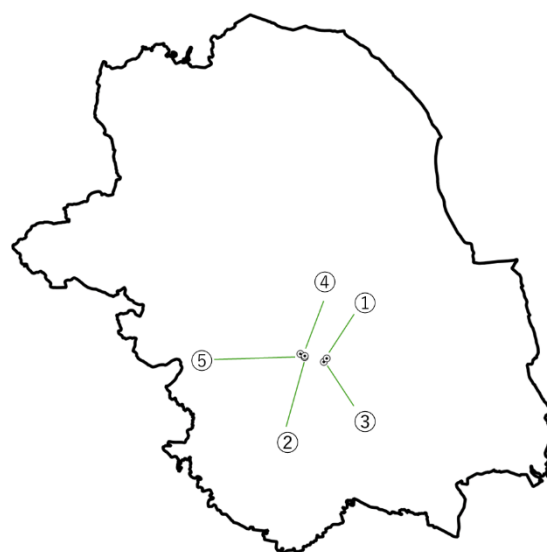


Figure A-2 Redevelopment in Utsunomiya City

Source: Author

B-1 Utsunomiya Station West Exit 1st

This redevelopment project was initiated by the City of Utsunomiya with the "Utsunomiya Station West Exit Square Area Development Plan, and a study was conducted for this purpose. The

local community formed the study group and the local community and government worked together to promote the project.

Originally, the area was dilapidated shopping and residential. The redevelopment plan required construction of a one-story commercial building to achieve higher land use. Within the building, a health center was placed as a public utility facility.

The most difficult part of implementing the redevelopment project was coordinating rights holders and persuading their opponents. In addition, early detection of developers plays a decisive role in resolving these issues.

B-2 Utsunomiya Aioi

This redevelopment was triggered by rights holders who saw the area's decline as a problem, found key tenants, and formed a study group.

The district had originally been a commercial center but had declined, and housing had deteriorated. Therefore, a 10-story commercial building was constructed to modernize the shopping district and strengthen its disaster resistance.

The most difficult part of implementing the redevelopment project was coordinating rights holders and acquiring the land to which the owners had been transferred. The presence of a leader trusted by other rights holders also plays a decisive role in resolving these issues.

B-3 Utsunomiya Station West Exit No. 4A

This redevelopment project began when the local community organized a study group, triggered by the positioning of the Utsunomiya Station as an urban function cluster zone.

Originally, this area was home to aging commercial and entertainment facilities. The redevelopment of Utsunomiya Station West Exit District 4, including the redevelopment of this area, was divided into four districts to integrate urban functions, and a 14-story hotel was constructed in this area to improve lodging.

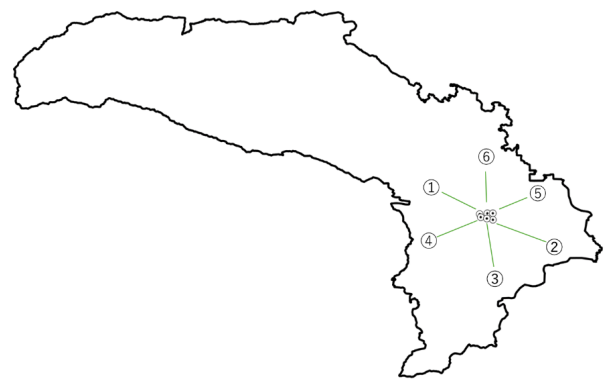


Figure A -3 Redevelopment in Takasaki City

Source: Author

The most difficult part of the implementation of the redevelopment project was the bankruptcy of the bank from which the loan originated, and the discrepancy in the interpretation of the law with government agencies. What played a decisive role in resolving these issues was the strong support provided by the Utsunomiya city section in charge and the presence of a master lessee who showed a strong desire to open a store from the initial stage.

B-4 Utsunomiya Babadori Chuo

The redevelopment was initiated when a study group was organized by the local community.

The area originally had large commercial facilities and dilapidated residences. In addition, the urban planning master plan of Utsunomiya City called for the enhancement and reinforcement of urban functions such as commerce and business. Therefore, an eight-story complex of stores and public facilities (children's center and civic plaza) was constructed to revitalize the shopping district and strengthen its disaster-prevention capabilities.

The most difficult part of implementing the redevelopment project was coordinating rights holders. The early identification of owners of newly created floors was also decisive in resolving these issues.

B-5 Utsunomiya Babadori West

This redevelopment project began when the local community organized a study group following the bankruptcy of a large commercial facility in the area. It was also important for Utsunomiya to enhance urban functions in this district, which had long been a bustling center in the city. Therefore, a 24-story retail/residential complex building was constructed to revitalize shopping districts, strengthen disaster prevention, and improve public facilities.

The most difficult aspects of implementing the redevelopment project were coordinating among right holders, coordinating with neighbors, and finding owners of the newly created floors. The early detection of the owners of newly created floors played a decisive role in resolving these issues.

B-6 Utsunomiya Station West Exit No.4B

This redevelopment was performed in conjunction with the B-3.

Originally, this area consisted of dilapidated buildings and flat parking lots; subsequently, a 14-story hotel and an 18-story residential building were constructed in this area to improve lodging and residential functions.

The most difficult challenges in implementing the redevelopment project were coordinating among right holders and finding owners for the newly created floors as well as the rising cost of construction. Additionally, the leadership of the local community plays a decisive role in resolving these issues.

B-7 Utsunomiya Station West Exit No.4C

The redevelopment was performed in conjunction with B-3 and B-6.

Originally, the area was an agricultural warehouse, and a 23-story residential building was constructed to improve residential functions.

The most difficult part of the implementation of the redevelopment project was coordination

among right-holders. The developer's participation from the initial stage also played a decisive role in resolving these issues.

C. Urban redevelopment in Takasaki city

C-1 Chubu Meitengai

This redevelopment plan was initiated based on the Takasaki City Urban Center Redevelopment District Redevelopment Master Plan, which designates the area as the target district for redevelopment.

Originally, this area had aging wood-frame residential and commercial buildings, which posed a problem for disaster prevention and the decline of shopping districts. The redevelopment plan aimed to construct a four-story residential and commercial building to address these problems.

The most difficult part of implementing the redevelopment project was persuading opponents and adjusting their opinions. Additionally, the smooth conversion of rights plays a decisive role in resolving these issues.

C-2 Takasaki Station East Exit 1st

This redevelopment was triggered by the start of a land readjustment project in front of the station following the opening of the Shinkansen bullet train.

This area was originally an industrial area, but factories began relocating to the suburbs. With the opening of the Shinkansen bullet train, commercial demand is expected to increase; therefore, an eight-story modern commercial building was constructed to take advantage of its location.

The most difficult part of implementing the redevelopment project was coordinating the land readjustment and redevelopment project systems.

C-3 Takasaki Station East Exit 2nd

Similar to C-2, this redevelopment was triggered by the start of a land readjustment project in front of the station, following the opening of the Shinkansen bullet train.

This area was also an industrial area lined with non-fireproof business facilities; therefore, a modern 14-story business building was constructed.

The most difficult part of implementing the redevelopment project was coordinating the opinions of the rightholders. In addition, an appropriate financial plan plays a decisive role in resolving these issues.

C-4 Takasaki Station West Exit 1st

This redevelopment was triggered by the start of the land readjustment project.

The district was originally lined with low-rise residential buildings that had deteriorated rapidly; therefore, a 13-story hotel and office building were constructed to enhance disaster preparedness.

The most difficult part of the redevelopment project implementation was the negotiation of building relocation and inter-institutional coordination between the land readjustment and redevelopment projects. In addition, securing funds by finding owners for newly created floors plays a decisive role in resolving these issues.

C-5 Takasaki Station West Exit 2nd

Similar to C-4, this redevelopment was triggered at the start of the land readjustment project.

This district was originally located in an ageing shopping district. A 12-story hotel, commercial building and a 7-story residential building were constructed to modernize the shopping district and strengthen its disaster resistance.

The most difficult part of the implementation of the redevelopment project was coordination among right-holders, difficult financial planning, and tenant recruitment. The most decisive factor in resolving these issues was the merger of the redevelopment and land readjustment projects.

C-6 Takasaki City Castle Site

This redevelopment project was realized through the establishment of a local community development study group and discussions on redevelopment triggered by the start of the land readjustment project.

This area was located near the residence (castle) of the Edo Period lord and was a shopping district with a dense concentration of old, low-rise residences. Therefore, a 14-story commercial and residential building was constructed to provide quality housing and modernize the shopping area.

The most difficult part of implementing the redevelopment project was coordinating rights holders. The early identification of owners of newly created floors also played a decisive role in resolving these issues.

C-7 Takasaki Station East Exit 3rd

This redevelopment was triggered by the start of the land readjustment project.

This district was originally an industrial area that declined as a result of factories relocating to the suburbs and was lined with dilapidated buildings. Therefore, a 15-story residential building and 10-story office building were constructed to secure a permanent population.

The acquisition of all newly created floors by the original rightful owners played a decisive role in smooth implementation of the redevelopment project.

C-8 Takasaki Station East Exit 4th

This redevelopment was triggered by the start of the land readjustment project.

This district was originally an industrial area lined with dilapidated auto body shops and offices, and although the demand for land was high, it was not well utilized. Therefore, an eight-story automobile company office and nine-story parking lot were constructed to enhance disaster resistance and supply business facilities.

The most difficult part of implementing the redevelopment project was coordinating with

neighboring districts. The implementation of the land readjustment project played a decisive role in resolving these issues.

C-9 Takasaki Station Nishiguchi Asahimachi Nishi

This redevelopment project was realized through the establishment of a local community development study group and discussions on redevelopment following the start of a land readjustment project in the area.

The district was originally a row of small old houses. Therefore, a 13-story residential building was constructed to provide high-quality housing.

The most difficult part of the implementation of the redevelopment project was coordination among right-holders. The implementation of the

land readjustment project played a decisive role in resolving these issues.

C-10 Takasaki Station West Exit North No.1

This area originally had a flat parking lot, but sales by parking lot operators were considered. Local merchants fearing a decline in customer traffic appealed to the City of Takasaki for the continuation of parking lots, and a redevelopment plan was initiated.

The most difficult part of implementing the redevelopment project was to proceed simultaneously with the rezoning. Additionally, the prefecture's cooperation played a decisive role in resolving these issues.

Table A -1 Details of each redevelopment project

Prefecture	Municipality	Name	Address	Applied Year	End year	Contractor	Area(ha)	Built House	Community member (people)	Community Association	Establishment of local councils
Ibaraki	Mito	Mito Station North Exit	① in Figure A1	1988	1993	Local Gov	2,12		60	?	○
Ibaraki	Mito	Mikawa 2-chome	② in Figure A1	1991	1993	Individual	0,97	46	11		×⊖
Ibaraki	Mito	Akatsuka Station North Exit	③ in Figure A1	1993	2000	Local Gov	2,64		118		×
Ibaraki	Mito	Akatsuka Station North Exit East	④ in Figure A1	1997	2003	Individual	1,1	42	38		×
Ibaraki	Mito	Daiiku-cho 1-chome	⑤ in Figure A1	1999	2013	Association	1,5	100	30	24	○
Ibaraki	Mito	Izumi-cho 1-chome South	⑥ in Figure A1	2001	2006	Association	1,73		34	7	○
Ibaraki	Mito	Izumi-cho 2-chome North		2009	2022	Association	1,43				
Ibaraki	Mito	Mito Ekimae San-no-Maru		2016		Association	1	184			
Tochigi	Utsunomiya	Utsunomiya Station West Exit 1st	① in Figure A2	1986	1990	Association	1,7		39	137	○
Tochigi	Utsunomiya	Utsunomiya Station West Exit No.3		1991	-	Individual	0,17				
Tochigi	Utsunomiya	Utsunomiya Aioi	② in Figure A2	1992	1997	Association	0,54		9	22	○
Tochigi	Utsunomiya	Utsunomiya Station West Exit No.4C	③ in Figure A2	1996	2000	Association	0,4	168	13	6	○
Tochigi	Utsunomiya	Utsunomiya Station West Exit No. 4A	③ in Figure A2	2002	2005	Association	0,21		31	11	○
Tochigi	Utsunomiya	Utsunomiya Babadori Chuo	④ in Figure A2	2002	2007	Association	0,66		32	20	○
Tochigi	Utsunomiya	Utsunomiya Babadori West	⑤ in Figure A2	2006	2010	Association	0,43	165	9	6	○
Tochigi	Utsunomiya	Utsunomiya Station West Exit No.4B	③ in Figure A2	2007	2011	Association	0,3	86	15	8	○
Tochigi	Utsunomiya	Utsunomiya Ore		2013	2019	Association	0,4	237			
Tochigi	Utsunomiya	Utsunomiya Station West Exit South		2021		Association	0,2	101			
Gunma	Takasaki	Chubu Meitengai	① in Figure A3	1978	1980	Individual	0,14	7	11		
Gunma	Takasaki	Takasaki Station East Exit 1st	② in Figure A3	1981	1984	Individual	0,25	0	2		
Gunma	Takasaki	Takasaki Station West Exit 1st	③ in Figure A3	1985	1990	Association	0,9	8	5	5	○
Gunma	Takasaki	Takasaki Station West Exit 2nd	③ in Figure A3	1987	1991	Association	0,55		24	20	○
Gunma	Takasaki	Takasaki Station East Exit 2nd	② in Figure A3	1987	1989	Individual	0,35		5	5	○
Gunma	Takasaki	Takasaki City Castle Site	④ in Figure A3	1989	1993	Individual	0,24	95	16	16	○
Gunma	Takasaki	Takasaki Station East Exit 3rd	⑤ in Figure A3	1991	1994	Individual	0,52	150	3	3	○
Gunma	Takasaki	Takasaki Station East Exit 4th	⑤ in Figure A3	1994	1996	Individual	0,56		3	3	○
Gunma	Takasaki	Asahimachi Nishi	⑥ in Figure A3	1995	1997	Individual	0,23	81	4	4	○
Gunma	Takasaki	Takasaki Station West Exit North No.1	⑥ in Figure A3	1998	2001	Individual	0,66		2	2	○
Gunma	Takasaki	Takasaki Station East Exit 9th		2017		Individual	0,44	222			
Gunma	Takasaki	Sakae-cho		2020		Individual	1,6	232			

Source: Author