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[Rail integrated communities in Tokyo](#)

John Calimente

Abstract

Tokyo's railway station areas are models of transit-oriented design. To differentiate them from transit-oriented developments (TOD), the term rail integrated community (RIC) has been created to describe these high density, safe, mixed-use, pedestrian-friendly developments around railway stations that act as community hubs, served by frequent, all-day, rail rapid transit and are accessed primarily on foot, by bicycle, or by public transit. Japanese private railways

have been instrumental in creating these RICs. Though they receive little financial support from the government, private railways in Japan achieve profitability by diversifying into real estate, retail, and numerous other businesses. Tokyu Corporation is used as the case study to exemplify how government policy and socioeconomic context contributed to the successful private railway model. Ten indicators, such as ridership, population density and mode share are used to analyze two stations created by Tokyu to demonstrate how this model is manifested in Tokyu's rail integrated communities.

Keywords

Tokyo, Urban Rail, Transit-Oriented Development, TOD, Private Railways, Tokyu, Rail Integrated Communities, RIC

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