



NISSAKU TIMES

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Knowing about Sakurajosui



Photo by Kumano



Photo by Kumano

This is a text about Sakurajosui. How much do you know about Sakurajosui? And did you know that Sakurajosui is now facing a serious Co2 problem?

The area of nature and parks in Sakurajosui is only 2.0 square meters per capita, compared to the Tokyo average of 4.2 square meters per capita. This has an impact on the increase of Co2. One of the issues facing Setagaya Ward is the high percentage of households and businesses and other sectors in the FY2018

greenhouse gas emissions and energy consumption by sector, according to the data in the Regional Promotion Plan for the Measures to Cope with Global Warming. Therefore, it is necessary for ward residents, businesses, and the ward to collaborate on measures to reduce the small amount of plants and Co2 emissions. As a countermeasure, there are examples of tree planting at community events. In

particular, by focusing tree planting along roads, people can make the most of the limited space available. Another example is to change the means of transportation.

Since Sakurajosui is located near the 8th Ring Road and has

lot of traffic, changing the means of transportation from cars to public transportation will reduce the overall traffic volume and CO2 emissions.

By Kawai Masaki, Kawabe Kotone,

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KAMIKITAZAWA's good points and bad points

Kamikitazawa Station is about 15 minutes by Keio Line from Shinjuku, and it is easy to access commercial areas and downtown office areas. There are many parks, and it has become a place for people to relax. There is a shopping street around Kamikitazawa Station, and shops spread from north to south along the street that intersects with the railroad tracks. There are a row of cherry blossom trees around the station, and it's very nice when the spring cherry blossoms bloom.

But Kamikitazawa doesn't have only good things. There is a narrow road in Kamikitazawa.

There are many elderly people in Kamikitazawa, and there are kindergartens and small children in the shopping street. So if the road is narrow, there is a risk of an accident. In addition, the average age of residents is also getting higher, and shops in the shopping street close early. As a result, the vitality of the city is gradually decreasing. The challenge is to restore the vitality of the city and attract more young people to this city.

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Goodbye Shimotakaido Ekimae Market



Photo by Takamori

The Shimotakaido Ekimae Market, which has long supported the lives of residents living around Shimotakaido Station, will close in March 2024. The Shimotakaido Ekimae Market was originally a postwar black market, and was established as a regular market in 1956. It is now called the symbol of Shimotakaido. Many of the buildings from the time of its creation remain within the market, so you can feel the retro atmosphere of the Showa era. One of the attractions of this store is that the narrow aisles allow customers to be close to the store, allowing them to shop while conversing with the store owner. The reasons behind the market's closure are the elevation of the area between Sasazuka Station and Sengawa Station as part of the redevelopment project, and the expansion of the road from Koshu Kaido to Nihon Odori. Since Shimotakaido Station is located between these two stations, it is

natural that Shimotakaido Station will also be elevated. Additionally, the roads around Shimotakaido Station are so narrow that it is difficult for a single vehicle to pass through them. In order to improve this situation, the market building will be demolished to make way for a relatively large road connected to Koshu Kaido. As a result, stores within the market will either open new stores elsewhere or close their stores, but very few stores will remain in Shimotakaido. Shimotakaido Ekimae Market has customers from other areas so if the market closes, the number of people visiting Shimotakaido will decrease, so it is necessary to create something new to replace the market.

By
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Muraki Seiji,
Rokuta Haru, Hashimoto Chika



Photo by Takamori

Hachimanyama, a livable city



Photo by Koike

Hachimanyama is a town in Setagaya Ward, Tokyo. Hachimanyama can be reached in 15 to 20 minutes by train to central stations such as Shinjuku Station and Shibuya Station, so it's very easy to access. here is a shopping street called Hachimanyama

Shofuku Shopping Street around Hachimanyama Station, and it is easy to shop. There is also a problem with such Hachimanyama. There is a road with a lot of traffic called Koshu Kaido around Hachimanyama.

Koshu Kaido often runs buses and freight cars that load and unload luggage from Shinjuku, so it is crowded at any time in the morning, noon and evening. The noise caused by it has become a problem. In order to solve this noise, the biggest challenge is to

alleviate the congestion on Koshu Kaido.

By
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Hashimoto Chika,
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Unauthorized bicycle parking



Photo by Hatano

The area around Chitose Karasuyama Station is lined with an abundance of restaurants and supermarkets. It is a prosperous area with many pedestrians and a pleasant environment for students and housewives. However, there is another issue behind this. That is that the sidewalks are being squeezed by unauthorized bicycle parking. Store patrons who come by

bicycle park their bicycles on the sidewalk right in front of them. And this leads to the danger of injuries when bicycles fall over, or collisions and falls between pedestrians. Why does this happen? It is because of the paucity of free bicycle parking spaces around Chitose Karasuyama Station. There are a few paid ones in the vicinity, but none that are



Photo by Hatano

available for free. Considering the distance, fees, etc., people park their bicycles in front of stores with a sense of "just a little bit". This is the cause of unauthorized bicycle parking. To solve this problem, an environment that facilitates the use of toll bicycle parking should be created, such as by offering discounts on bicycle parking fees when shopping. As a long-term

measure, it would also be effective to redevelop the area in front of the station and review land use.

By *Ashida Makoto
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About KYOUDO Tower

A concept for the development and improvement of town development along the Odakyu Line

There are four good things about Kyodo

The first is access to the metropolitan area. It is easy to use as it has good access to the metropolitan area. The second is the Store. Since there are many students here, there are many stores with good value for money. There is also a shopping street. Yo It is easy for everyone from children to the elderly to live there

The third one is nature. If you move a little away from the station, you can feel the tranquility of nature. The fourth is the library. There is a library under Kyodo

Station.

Due to these four factors, Kyodo is a well balanced town that is easy to live in.

There are two bad things about Kyodo.

The first is that it's crowded. The second thing is that there are no entertainment facilities

The first way to improve rush hour commuting is to increase the number of stops for buses and trains.

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However, in order to increase the number of bus and train stops, there must be benefits to the size

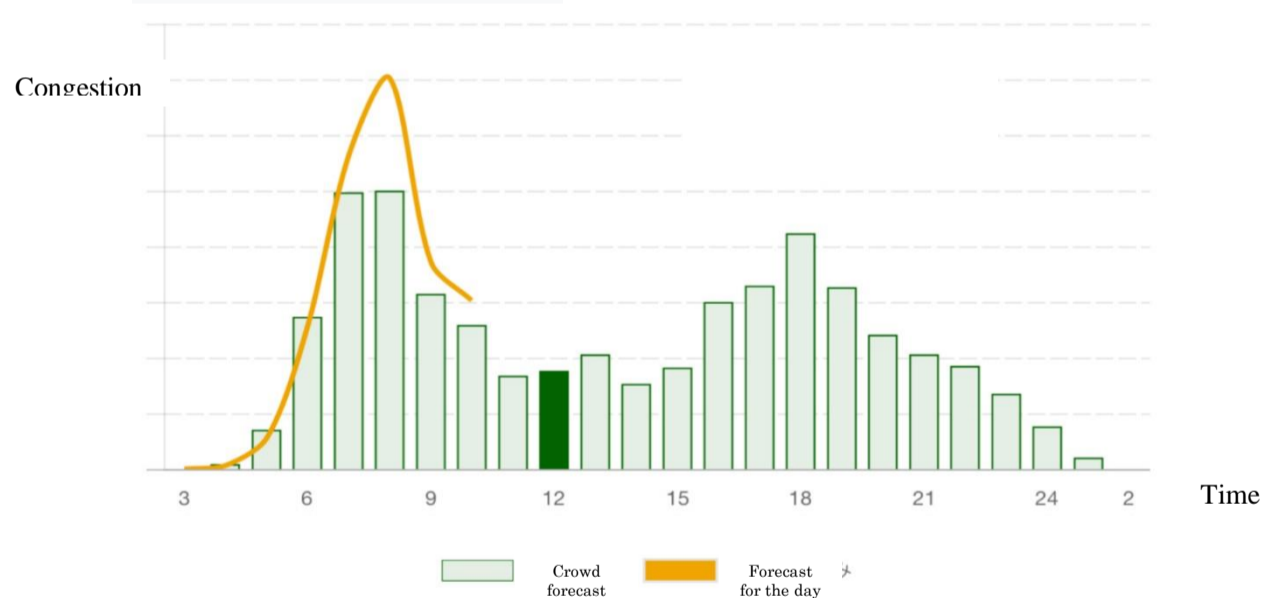
of the town and the transportation system. It is necessary to make the city richer and generate more profits. Therefore, you should create a facility that can attract customers and generate sales. Therefore, we should build Kyodo Tower, a large building with the concept of being enjoyed by various generations, mainly young people, and use it as a source of revenue and development for the city. The reason for the large building is that Shibuya, a city for young people, has large buildings and commercial facilities such as the

109 and Shibuya Scramble Square, so by building a facility with the same appeal, Kyodo will be able to create a vibrant neighborhood. Because it becomes. This solves two problems. This will allow Kyodo to evolve into a town that is livable, comfortable, and enjoyable for a wide range of generations. Based

on the above, Kyodo Tower should be constructed.

By *Ui Ooe, Kanai Yuuki, Kanamaru Yuto, Kaneko Yuta, Hashimoto Chika*

Expected congestion at Kyodo
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