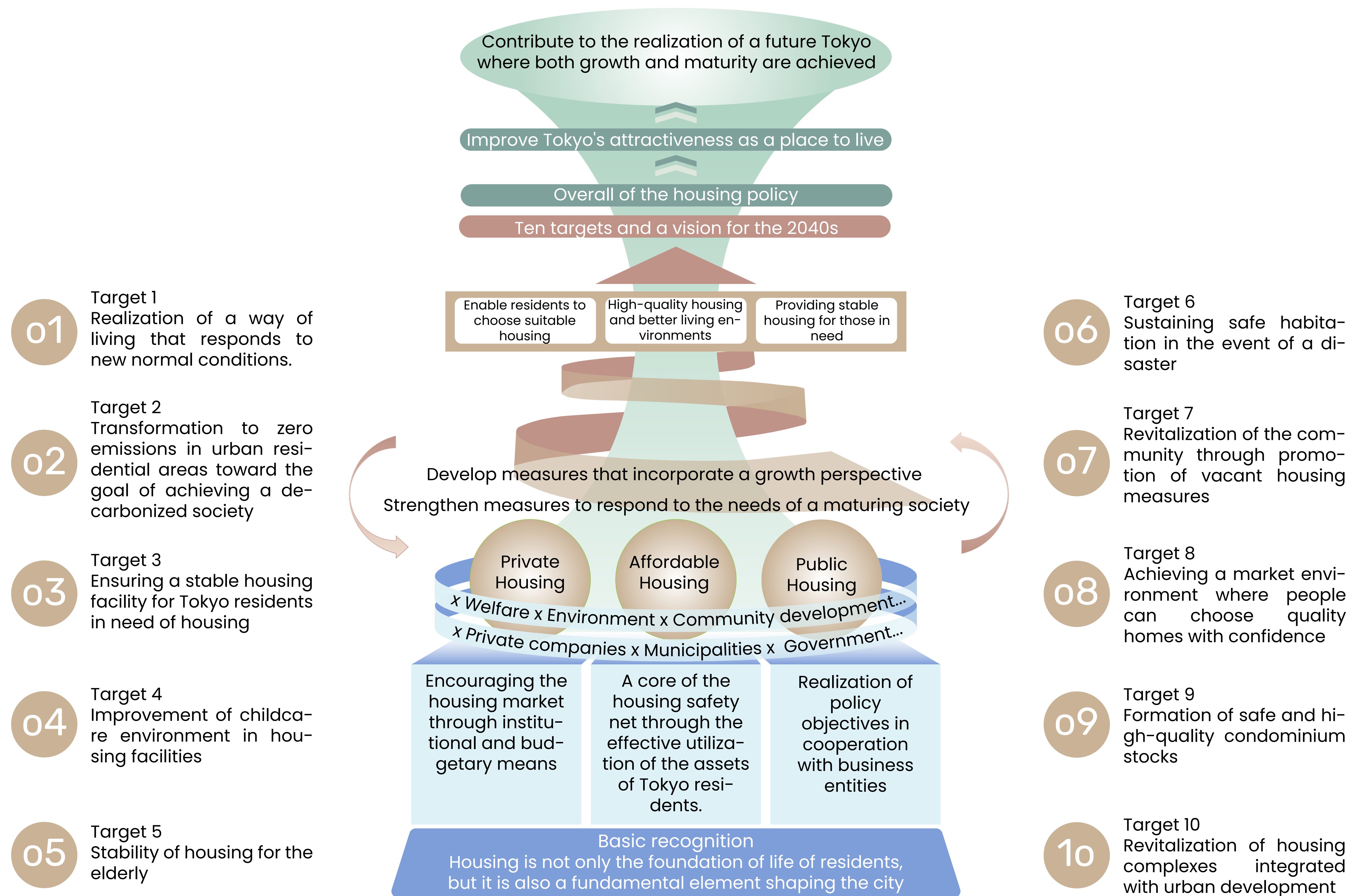


TOKYO. Master Plan for Housing 2021 – 2030



The Tokyo Metropolitan Government's Housing Master Plan 2021–2030 constitutes the comprehensive strategy that will guide the city's housing policy over a ten-year period, from 2021 to 2030. Its fundamental objective is to achieve a Tokyo that maintains an appropriate balance between urban maturity and sustainable growth, while ensuring a safe and comfortable living environment for all its residents. The plan is based on the recognition that housing is not only an essential foundation of people's lives, but also a key element in shaping the city's social, economic, and spatial structure.

The proposed housing policy is organized around four essential pillars. First, it seeks to enhance Tokyo's attractiveness as a place to live by improving residential and urban conditions. Second, it incorporates a growth-oriented vision through measures aimed at decarbonizing the housing sector and promoting digital technologies and digital transformation (DX). Third, it strengthens responses to a maturing society, which involves improving the housing safety net and renewing the existing housing stock. Finally, the plan develops specific policies tailored to the characteristics of each type of housing, including private housing, publicly rented housing, and housing provided directly by the Tokyo Metropolitan Government.

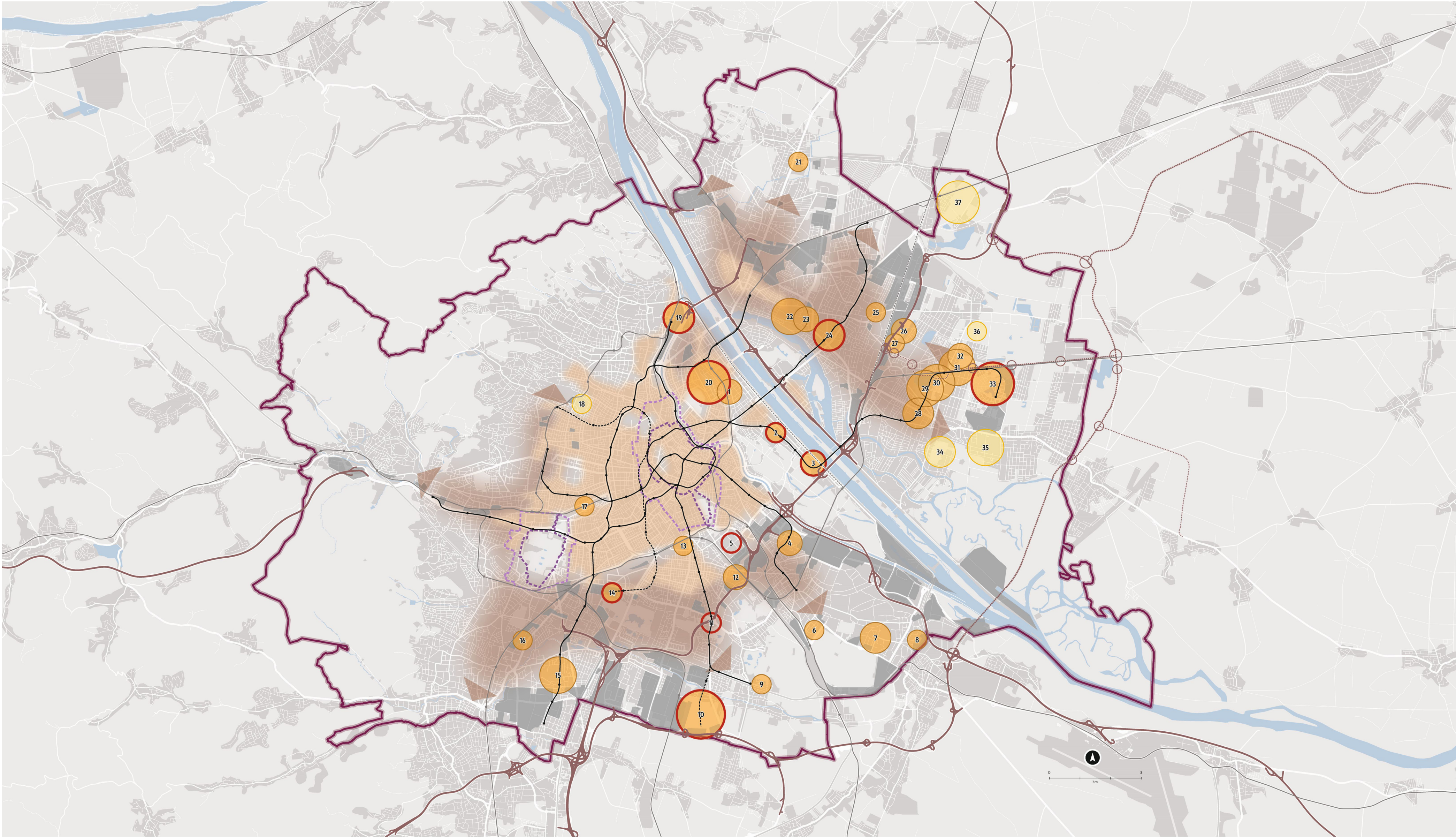
The plan establishes general objectives such as improving the city's overall habitability, ensuring sufficient housing infrastructure for all residents, and guaranteeing safe, resilient, and sustainable residential environments. Through the new housing policy, measures are proposed both to address the needs of an aging society and to integrate a growth perspective based on environmental sustainability and technological innovation.

Furthermore, the plan frames its actions within a long-term vision with targets extending toward the 2040s, encompassing areas such as social welfare, environmental

sustainability, community development, industrial activity, disaster-risk reduction, and consumer protection. To achieve these aims, it calls for active collaboration among private companies, non-profit organizations, municipalities, the national government, and other institutional stakeholders, promoting coordinated and multisectoral action. Specific measures by housing type include strengthening the housing market through institutional and budgetary reforms, promoting the efficient use of housing as an asset for residents, and continuously improving the housing stock. In the case of publicly rented housing and housing provided by the Tokyo Metropolitan Government, the plan emphasizes their role as the core of the housing safety net, ensuring availability for households facing the greatest difficulties. Across all categories, the plan promotes the creation of an accessible and transparent housing market that enables residents to select the most suitable housing for their needs, as well as the consolidation of high-quality residential environments.

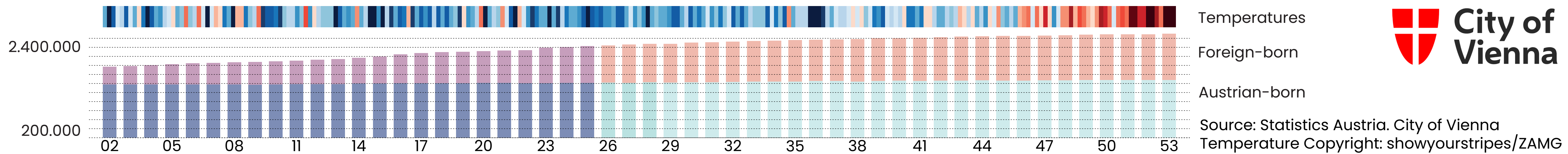
The Master Plan responds to significant transformations affecting Tokyo's housing environment. Among these are declining birthrates, an aging population, the deterioration of existing housing, shifts in values and lifestyles resulting from the Covid-19 pandemic, and the growing impact of climate change. Faced with these dynamics, the plan underscores the urgency of improving housing energy efficiency and reducing CO2 emissions, incorporating sustainability as a structural axis of housing policy.

Finally, the Housing Master Plan is formulated in accordance with the Tokyo Metropolitan Government's Basic Ordinance on Housing and the Basic Housing Act, which establish the principles for its comprehensive and systematic development. Taken together, this planning instrument aims to build a more sustainable, inclusive, resilient, and attractive Tokyo, capable of meeting the needs of a diverse population in a context of profound social, demographic, and environmental change.



Vienna Urban Development Plan
Urban expansion areas: ● Priority urban expansion areas ● Additional potential areas for living and working ○ Priority zone for new office and city functions
Objectives for the Existing City: ■ Existing areas with a focus on preservation and targeted further development ■ World Heritage ■ Commercial/Industrial Zones
Mobility and Infrastructure Systems: — Existing and planned metro lines — Rail Network – Passenger Transport — Road and motorway network — Water

VIENNA. Strategies for Sustainable Urban Development



How will we live tomorrow?

Vienna is widely recognised as one of the world’s most liveable and most beautiful cities, attracting a growing population that requires more housing, infrastructure, and public services. This growth, combined with rising urban heat and other environmental challenges, pushes the city to take action to maintain a high quality of life for all residents.

Vienna has long prioritised sustainability. The protection of green spaces dates back more than a century, including the forest and meadow belt, the Donau-Auen National Park, and parts of the Vienna Woods UNESCO Biosphere Reserve. The city has consistently invested in public transport and today operates one of the world’s most extensive tram networks. Cycling is increasingly replacing car use. Vienna also promotes a circular approach to waste: recyclable materials are separated, while what cannot be reused is converted into district heating through waste incineration. Since Vienna shifted from a shrinking to a growing city, its expansion has been carefully guided by urban development plans, first adopted in 1984.

Growth is channelled inward rather than outward, and any necessary extension of the city is planned along high-capacity public transport corridors.

To face future challenges, Vienna developed the Smart City Framework Strategy, first adopted in 2014 and updated several times since. Its latest version, the Vienna Smart Climate City Strategy (2022), sets more ambitious goals while maintaining the core aim: ensuring a high quality of life while conserving resources through technological and social innovation. The strategy defines objectives across quality of life, resource efficiency, and innovation, with the overarching target of achieving climate neutrality by 2040.

Vienna’s expansion areas serve as real-world laboratories where innovative solutions—such as cooling measures and sponge city principles—are tested, refined, and later implemented citywide. While the future cannot be fully predicted, Vienna is committed to shaping it with ambition, learning, and optimism, demonstrating what its residents can achieve together.

Andreas Trisko, Head of the “Urban Development Areas for Liveable Housing” Programme in the Executive Group for Construction and Technology



Urban Development
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Green and Open Spaces
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Planning for a Social and Just City
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Planning for the Energy Transition
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Copenhagen is widely recognised as one of the world’s most liveable and forward-thinking cities, attracting a growing population and increasing international attention, but this was not always the case.

Thirty years ago, the city was losing residents, neighbourhoods were worn down, and the economy was struggling. Families moved to the suburbs, unemployment rates were high, and the municipal budget was close to collapse. The Copenhagen we know today emerged because the city made bold, long-term decisions and committed to shifting its trajectory.

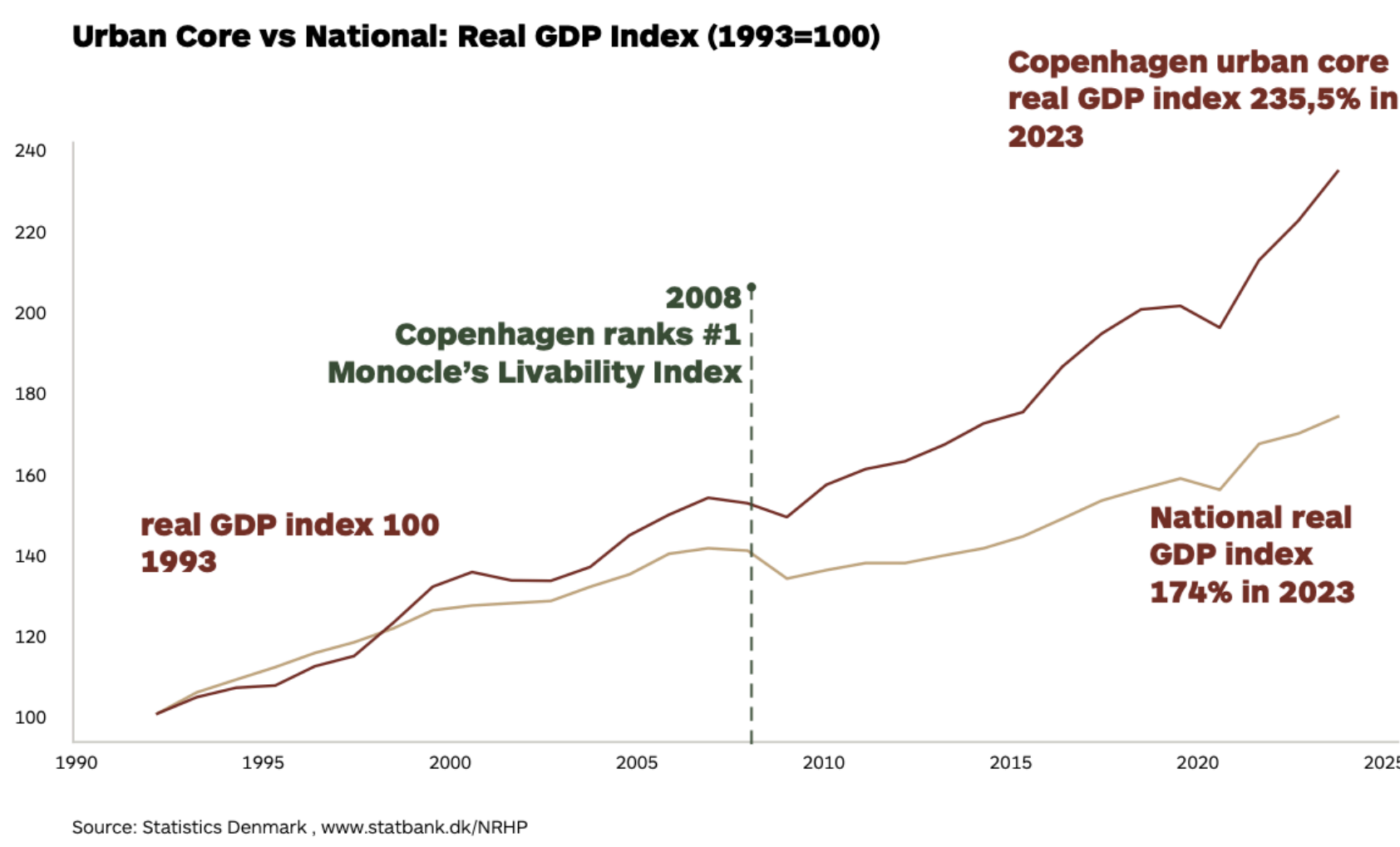
Copenhagen rebuilt itself with a focus on liveability, social equity, and environmental ambition by treating land, capital, and infrastructure as interconnected tools rather than separate silos. But Copenhagen knows it cannot rely solely on past achievements with the challenges that lie ahead. Like many European cities, it is experiencing a decrease in housing affordability and an increase in climate pressures.

To meet the next generation of challenges, Copenhagen has set a new direction through the Climate Plan 2035, which aims for climate positivity within city boundaries and a 50% reduction in consumption-based emissions (compared to 2019). The plan prioritizes green electricity, sustainable heating, energy-efficient buildings, and emission-free mobility while recognising that all actors, citizens, businesses, and municipalities, need to work together.

To support that, a new Architectural Agenda is being developed. It focuses on repairing and transforming rather than rebuilding, embracing circular construction, expanding urban nature, strengthening holistic spatial planning, protecting local culture and heritage, supporting diverse housing types, prioritizing care and beauty, and calls for stronger, binding coordination.

The future of Copenhagen’s success depends on using the foundations built over the past three decades as the infrastructure for a new phase of shared responsibility and innovation.

Swimming in the Harbour. Copyright: Cobe



COPENHAGEN

BUILDING A RESILIENT, SUSTAINABLE AND DESIRABLE CITY



Harbour Revitalization
Copyright Cobe



Building with Circularity



Nature in Cities



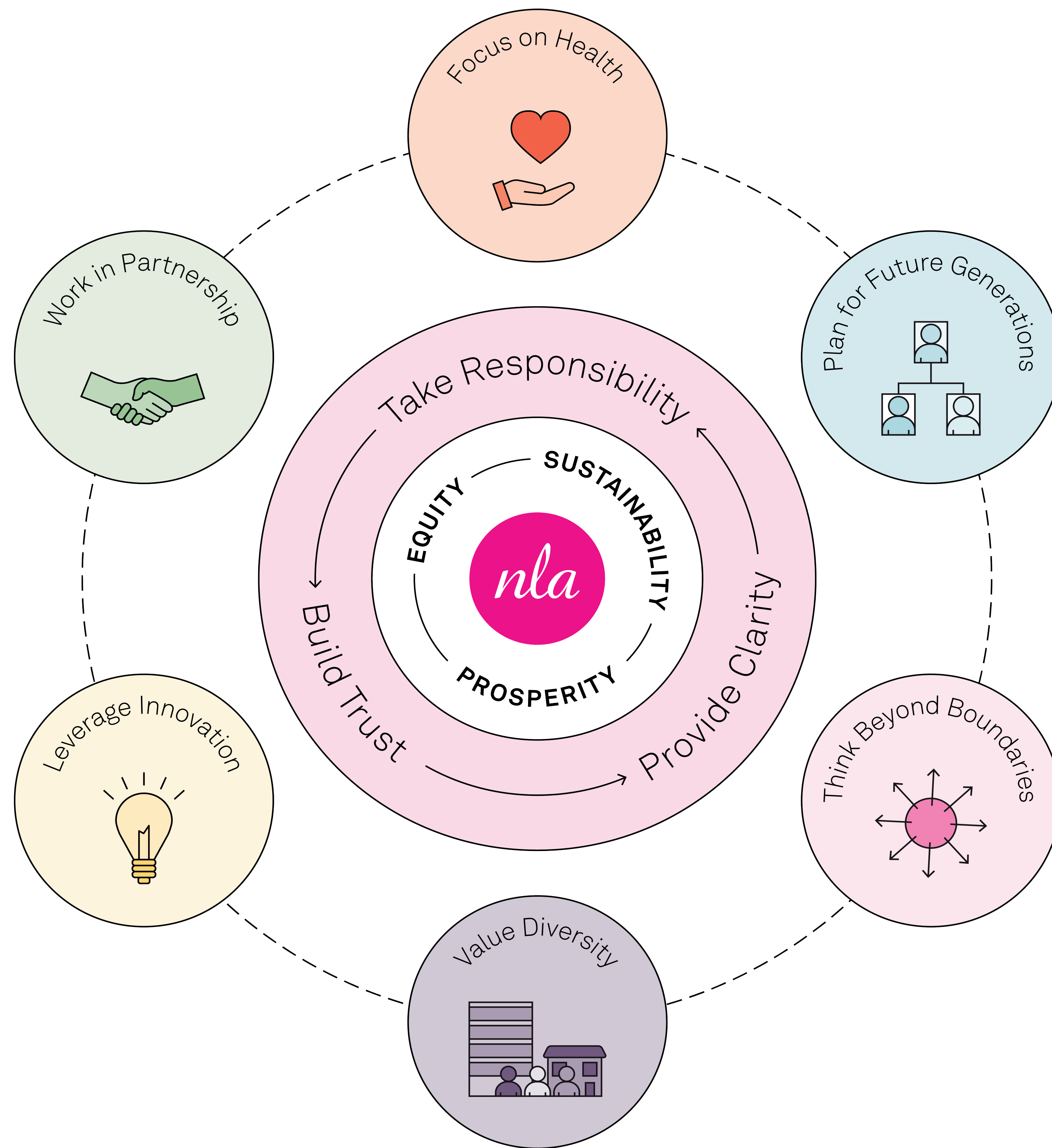
Human-Centric Design



Green Electricity



Shared Mobility



ENACTING CHANGE: TURNING LONDON'S AGENDA INTO OPPORTUNITY SITES

London stands at the threshold of a new era, one defined not only by scale and ambition, but by responsibility, clarity and trust. At the heart of this moment is the New London Agenda: a framework developed by NLA for city-making born from 18 years of collective experience in London's built environment, and shaped by over 400 voices across public, private and civic sectors.

The Agenda's six pillars, from placing health and sustainability at the centre of design, to thinking beyond boundaries, embracing diversity, leveraging innovation and working in partnership, establish a shared vision for what a future London could and should be.

Building on this shared commitment, Opportunity London offers a concrete pipeline of investment-ready projects designed to deliver on the Agenda's promise. Its 2025 Prospectus presents £22 billion of live opportunities totalling an estimated £81 billion GDV across housing, infrastructure, life sciences, energy and culture.

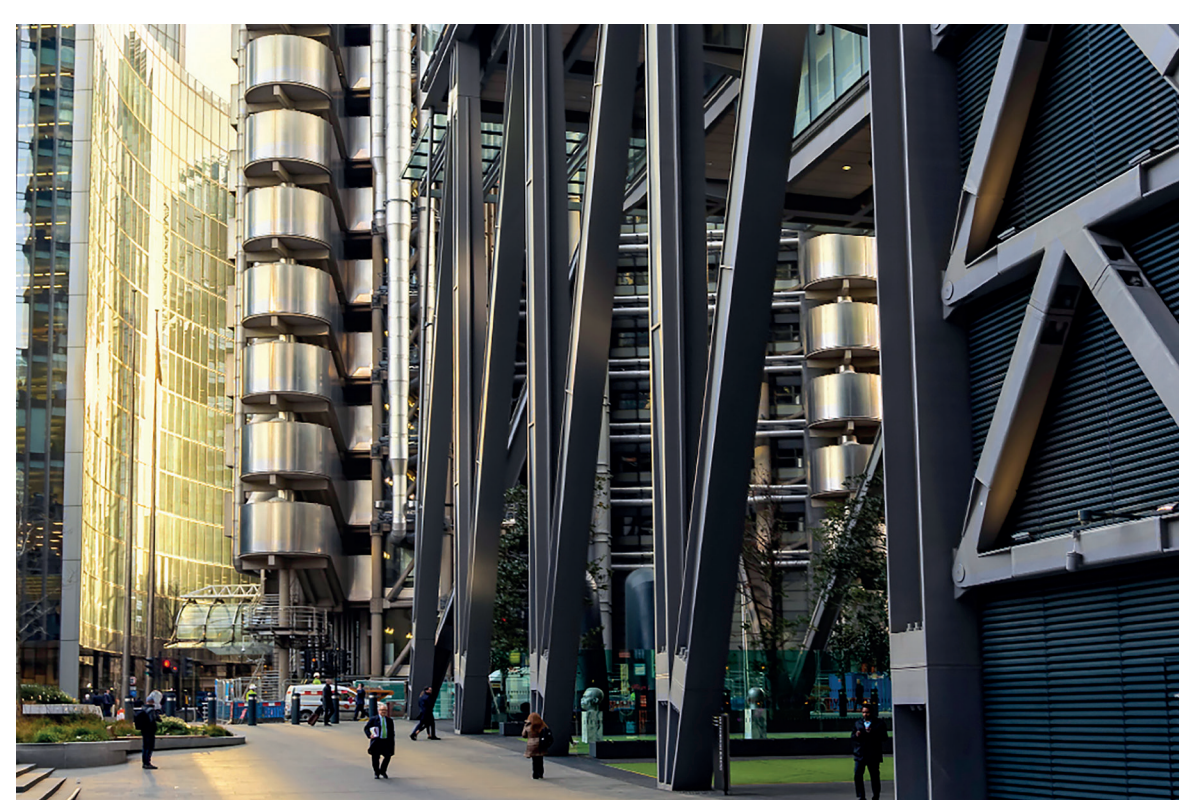
These schemes are not abstract concepts, they represent real, place-based investments that can shape lived urban experience at scale.

Here, London presents eight projects from the Opportunity London Prospectus that illustrate how the city is beginning to rehabilitate existing assets, regenerate neighbourhoods and reimagine complex sites for the decades ahead. Each project reflects the principles of the New London Agenda while responding to its local context.

Seen collectively, these projects show a city learning from its challenges and drawing on its layered histories to shape a more equitable urban future. They demonstrate how London can use design, planning and long-term partnerships to unlock new social, environmental and economic value. Above all, they reflect a city willing to experiment, collaborate and evolve, working across public, private and community spheres to deliver a more inclusive, sustainable and resilient place for the many people who call London home.



Battersea Power Station



City of London



Brent Cross



Euston / Knowledge Quarter



Old Oak and Park Royal



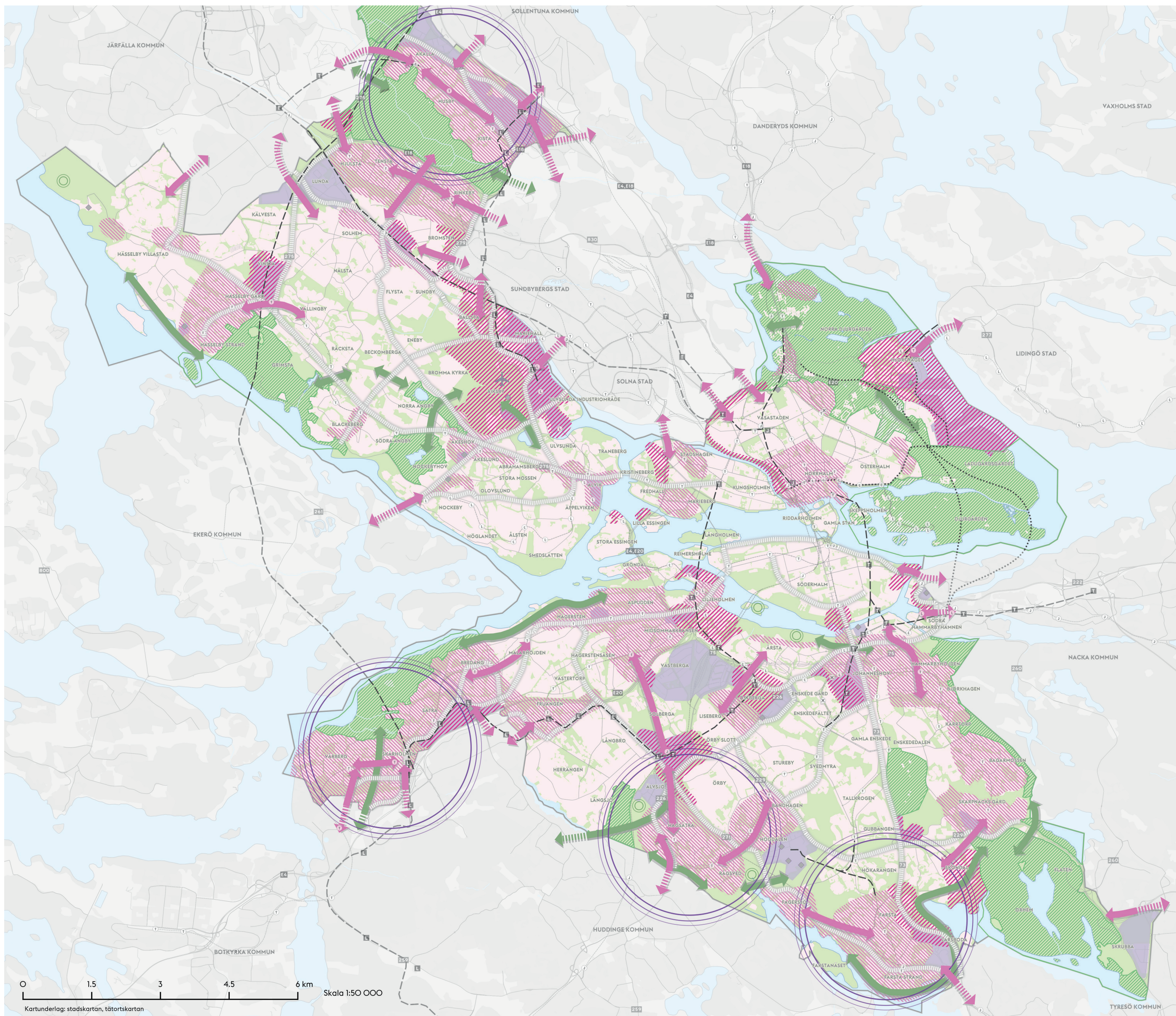
Queen Elizabeth Olympic Park



Regent Street, Piccadilly Circus and Haymarket



Royal Docks



Stockholm City Plan
Urban development area – transformation
Urban development area – addition
Strategic connections
Development area – regional ecological corridors
Industrial area



Green infrastructure
Forest
Open land and park
National City Park

"Stockholm – the green and blue city"

Strategies for urban development

STOCKHOLM IS A DISTINCTIVE CITY with character traits that are almost timeless. The water, the islands, the hills and the greenery, together with the built environment, are fundamental to the experience of the city as a whole. Stockholm's character should continue to be felt in the future, while the city keeps developing. Construction should be based on knowledge of Stockholm's urban landscape and its architectural characteristics. Understanding and knowledge of existing qualities, contemporary needs and future challenges are prerequisites for sustainable urban development. Architecture and design can then help create sustainable values with people at the centre.

Over the past 30 years, Stockholm has been in one of the greatest growth periods in its history. By 2040, 1.3 million people are expected to live in the City of Stockholm. This represents an increase of about 35%. The urban development now underway creates opportunities to improve the city and to develop it in all its parts. Urban planning is a powerful tool that can help steer development in a sustainable direction, ensuring a good living environment with high quality and good architecture.

The city has long worked with a strong environmental focus in technical infrastructure systems, new residential construction and other development. Ecological values and biotope protection are high on the agenda. Preparing for climate change through cloudburst solutions, tree planting and an increased share of greenery is also a priority. A major challenge is the social disparities that exist in society. Work to address the housing shortage, insecurity and crime is also high on the agenda. The city is working with special focus in several areas with a high proportion of newly arrived residents and weak socio-economic conditions. Stockholm is a successful city for innovation, for example in tech, gaming, health and medical research and development.

Stockholm often ranks highly on lists of cities with high quality of life. The proximity to both urban life and nature, a good public transport system, strong IT infrastructure and low corruption are usually contributing factors. Mobility is undergoing a transition. Car traffic has decreased by 40% in favour of walking, cycling and public transport.



ROYAL SEAPORT – urban development in a cultural heritage context, green sustainability profile, 12 000 homes.



NORR MÄLARSTRAND – a central waterfront park and pedestrian promenade.



SLUSSEN – public space, transportation hub, water discharge technical system.



STOCKHOLM SUBWAY SYSTEM
Three new lines, 18 new stations.



ECONOMY AND WORK
"Forskaren" health and life innovation hub.



KUNGSTRÄDGÅRDEN
Central city park and public event space.



SOCIAL SUSTAINABILITY
Focus Järva, an area which 73% of the population was born abroad.



VÄRTAVERKEN – 97% fossil-free heat generation serving 75% of Stockholms households.



SINGAPORE. Asean Supercity

Iskandar-Johor. Emergen Territory

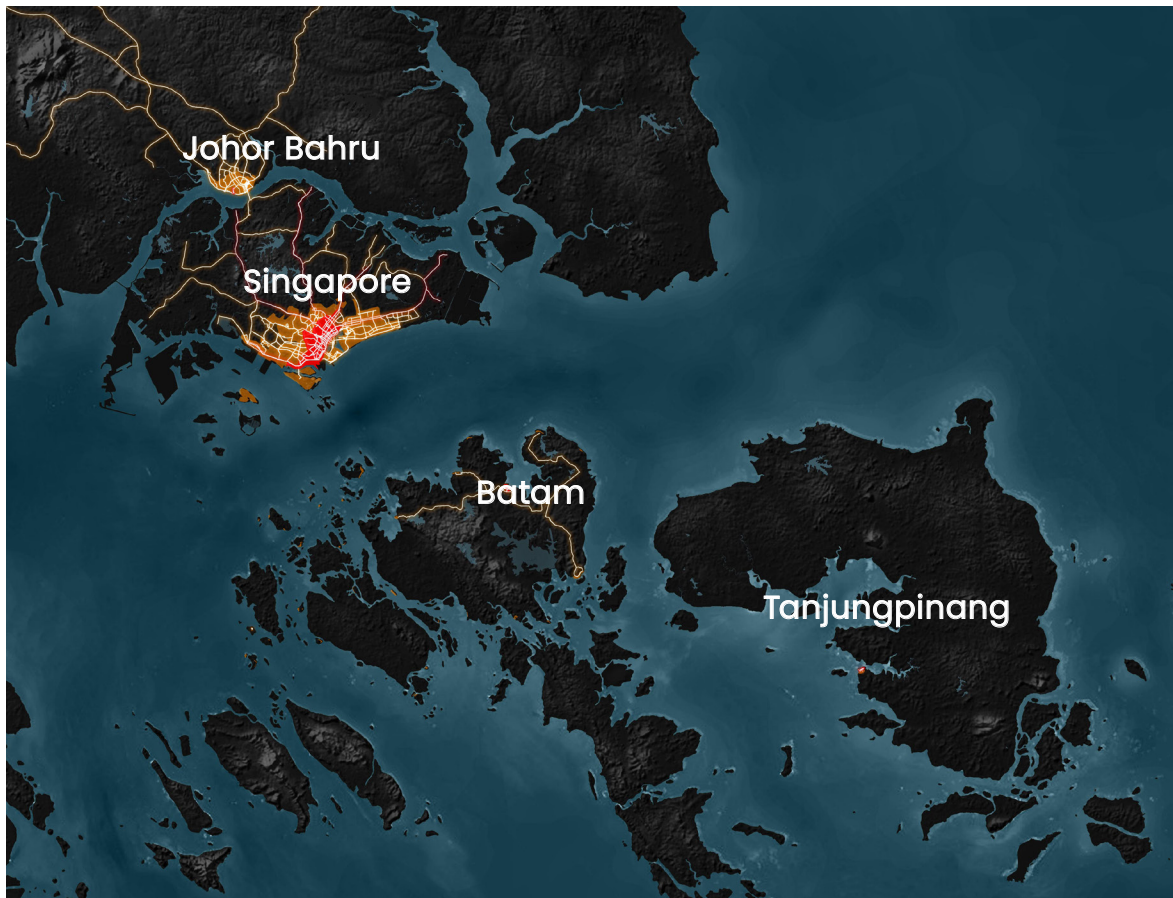


Singapore is a leading global city-state with a population of approximately six million people. Its economic trajectory is marked by an exceptional capacity for adaptation: evolving from an early industrial base to a service and knowledge economy, and today toward a model centered on urban solutions. The Committee on Future Economy defines strategies that position Singapore as a pioneer of the next generation, and these strategic orientations clearly inspire the country's emerging projects. These strategies can be summarized in seven key objectives: deepening and diversifying international connections; acquiring and applying advanced skills; strengthening enterprise capacity to innovate and scale; building strong digital capabilities; developing a vibrant and connected city of opportunity; implementing Industry Transformation Maps (ITMs); and fostering partnerships to enable innovation and sustainable growth. The poster highlights several major projects aligned with these ambitions, including Changi East Terminal 5, the Singapore-Kuala Lumpur High-Speed Rail, the Jurong Innovation District (JID), the JTC Chemicals Hub, the Orchard Road and Jurong

Lake District revitalizations, and the integration of smart urban solutions across the built environment, mobility, energy, safety, security, and water management. Metr poli participated two decades ago in the conception of one-north, Singapore's first innovation district. It marked a significant shift from monofunctional technology parks toward mixed-use innovation districts that promote hybrid urbanism and vibrant street life. Key lessons include the importance of integrating living, working, learning, and leisure to foster creativity. The concept of Xchange Hubs further strengthens the district by linking urban design with strategic economic clusters. Today, new districts such as Punggol Digital District continue this evolution. With pedestrian-oriented public spaces, bioclimatic architecture, and seamless indoor-outdoor environments, the district embodies climate-responsive urbanism. Singapore demonstrates how sustained commitment to innovation and strategic planning can shape a resilient, connected, and competitive urban future, offering valuable lessons for cities worldwide.



Urban Growth 1900



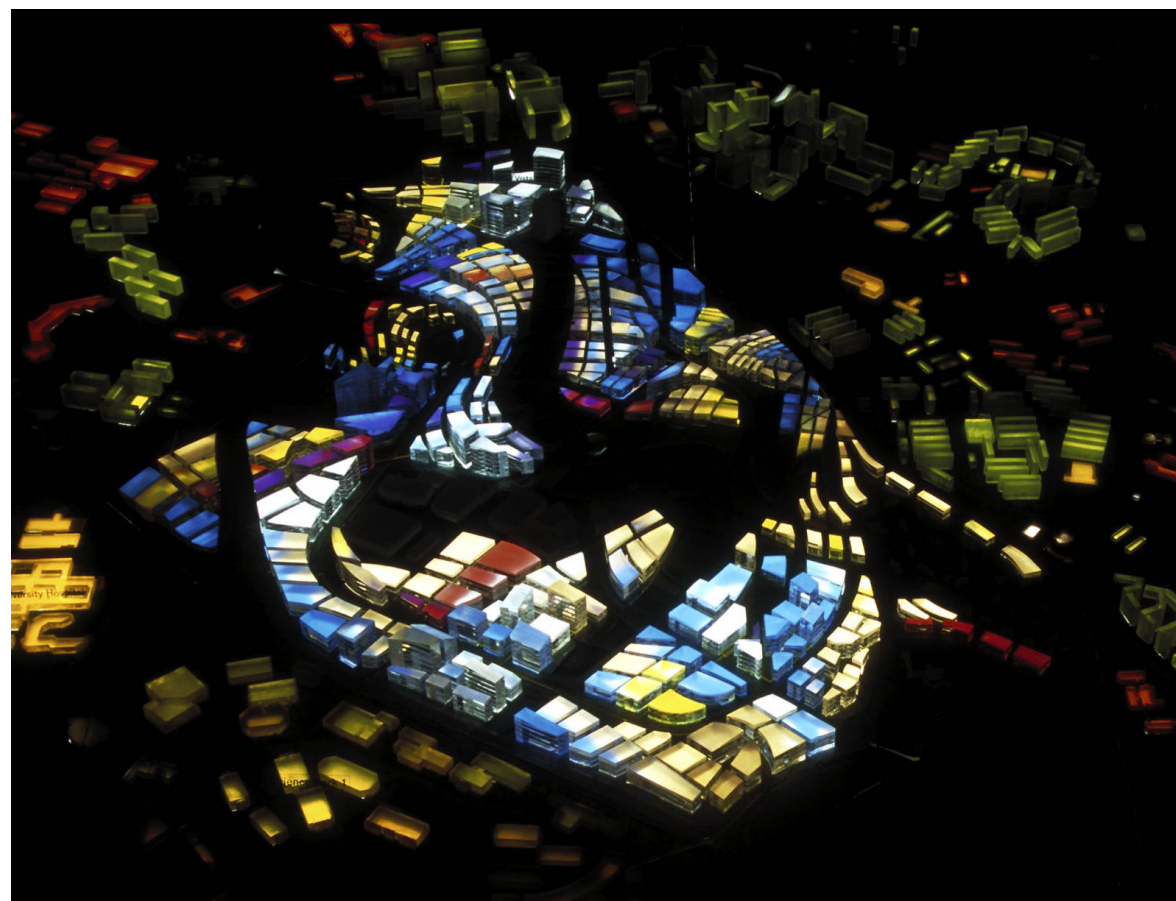
Urban Growth 1950



Urban Growth 1990



Urban Growth 2010



One North. Zaha Hadid



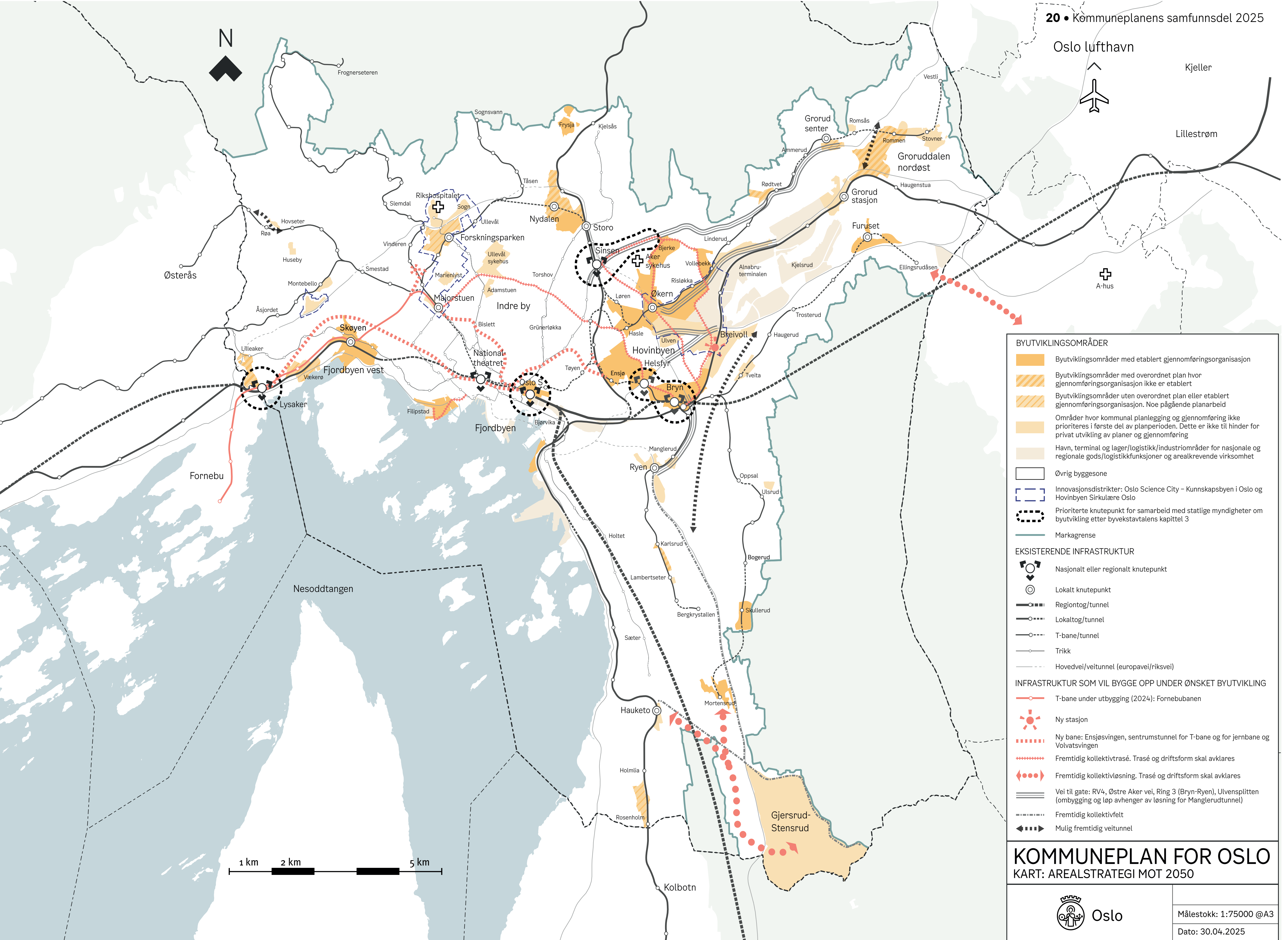
Punggol Digital District



Punggol Digital District



Jurong Innovation District (JID)



OSLO’S URBAN TRANSFORMATION AND CLIMATE LEADERSHIP: 2000–2025

Over the past 25 years, Oslo has evolved from a compact Nordic capital into a global frontrunner in sustainable urban development. This transformation has combined bold architecture, innovative mobility solutions, and an unwavering commitment to climate action.

Since the early 2000s, Oslo has reimaged its waterfront and cityscape. The Barcode district and the Oslo Opera House signaled a new era of design, while the Munch Museum and Deichman Library reinforced the city’s cultural and architectural ambition. Former industrial zones have become vibrant, mixed-use neighborhoods, reflecting a vision where urban growth aligns with environmental responsibility.

Climate goals have been the driving force behind this change. Oslo aims to cut greenhouse gas emissions by 95% by 2030, positioning itself as one of the most climate-ambitious cities in the world. This vision shapes every aspect of development—from energy-efficient buildings and green roofs to district heating systems powered by renewable sources. Public spaces are designed to absorb stormwater and enhance biodiversity, making resilience a core principle of urban planning.

Mobility has been transformed to support these goals. Oslo is a global leader in electric vehicle adoption, supported by extensive charging infrastructure and strong incentives. Car-free zones, expanded cycling networks, and pedestrian-friendly streets reduce emissions and improve quality of life. Integrated public transport—trams, metro, ferries—combined with digital mobility platforms ensures seamless, low-carbon travel.

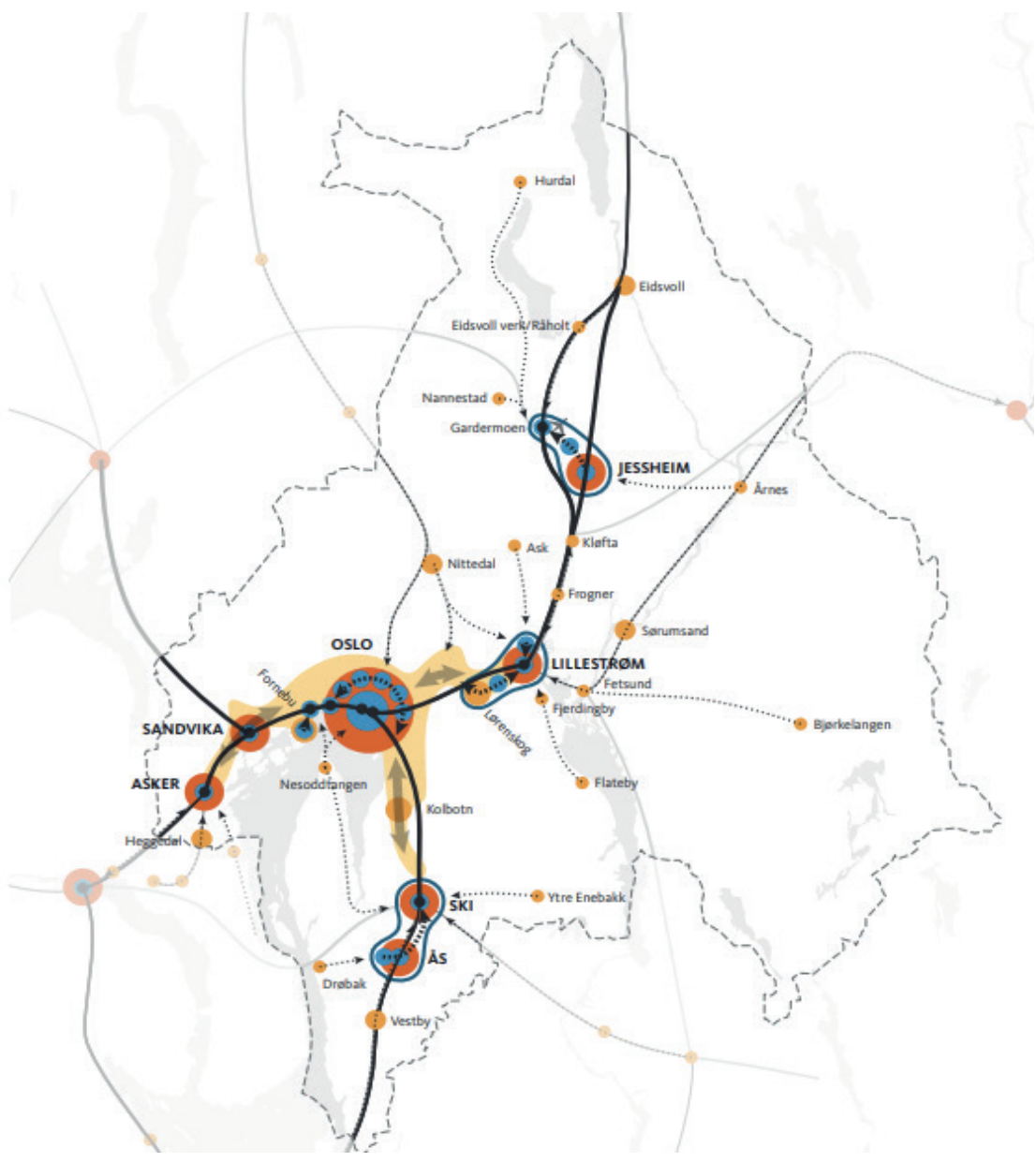
Looking ahead, Oslo’s ambition is to become a zero-emission city by 2030, setting new standards for climate-smart urbanism. Future plans include climate-positive neighborhoods, advanced energy systems, and mobility solutions driven by AI and renewable energy. Oslo’s journey proves that sustainability is not a constraint—it is the foundation for a livable, innovative, and future-ready city.



Walkable for all ages
Credit Nikolai Kobets Freund City of Oslo



Electric buses and bike lanes
Credit City of Oslo



Regional Plan Oslo and Akershus County



The New Opera House
Credit Oslo kommuneBymiljøetaten



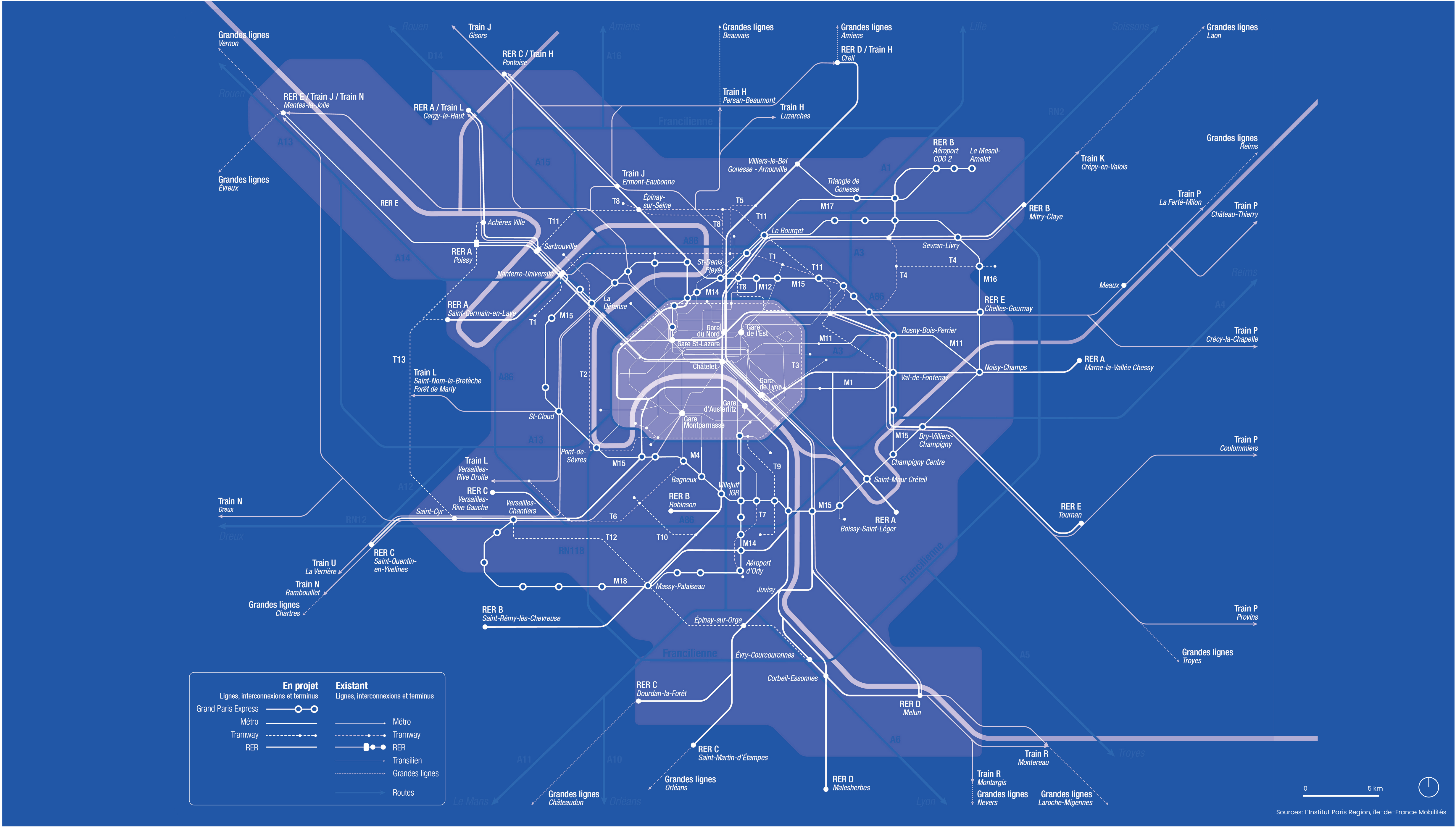
EV-City
Credit Are Næsset



Metro – from urban life to skiing in 25 minutes



Floating saunas in the Harbour
Credit Svein Olav Traa Langseth City of Oslo



GRAND PARIS. Mobility as a Driver for a More Sustainable City

The network of a future megacity in progress

The idea of creating a “Grand Paris” is not new. In the 19th century, Napoleon III sought to expand the capital by annexing nearby territories. Today, the ambition to become a global metropolis comes with a crucial new dimension: sustainability. How can Paris and its region transform into a truly sustainable megacity?

Île-de-France region has around 7 million inhabitants (11% of the national population). It is organised into 12 territories, each with at least 300,000 residents, and covers an area of 814 km², eight times the size of the City of Paris. Every day, 8.5 million passengers use public transport in Île-de-France region. Some lines have already reached saturation, and commuting has become increasingly time-consuming. On average, residents spend 1 hour and 20 minutes per day in transit. The Grand Paris Express is a new metro network linking the main residential and business districts in the suburbs areas without passing through central Paris. With 200 km of automated metro lines and 68 stations (80% of which offer connections) it is designed to make travel easier, serve areas currently underserved by public transport,

reduce social inequalities, reorganise mobility, and support the development of station districts, thereby contributing to the transformation of the Paris region. This major project is integrated into a wider multimodal network that also includes tramways, tram-express lines, buses, and active mobility (walking and cycling).

Cycling mobility is growing rapidly, with increasing use of e-bikes, cargo bikes, and long- and short-term rental services. As a result, local authorities are implementing more ambitious cycling plans. In 2019, the metropolis had 2,614 km of cycling infrastructure; by 2023, an additional 1,400 km had been created.

Parisian residents benefit from a very dense shopping areas. However, a significant number of people living in suburban areas must walk more than five minutes to reach a convenience store. The further one moves from Paris, the longer the walking time becomes. The Grand Paris project will improve mobility for residents by reducing travel times across the new transport network.



Place de la Défense
© Philippe Hamelin



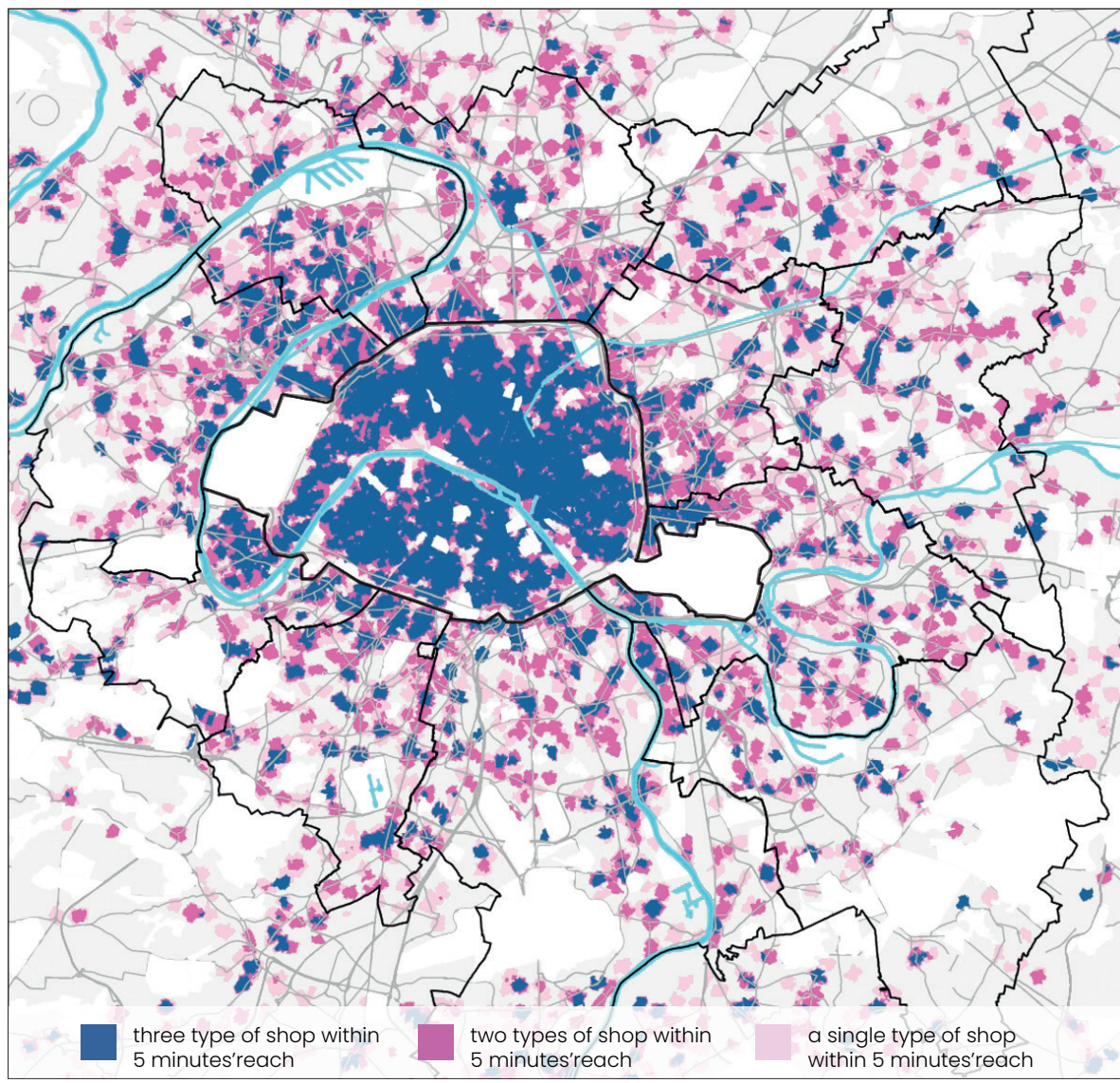
Villeteuse-Université station
© Philippe Hamelin



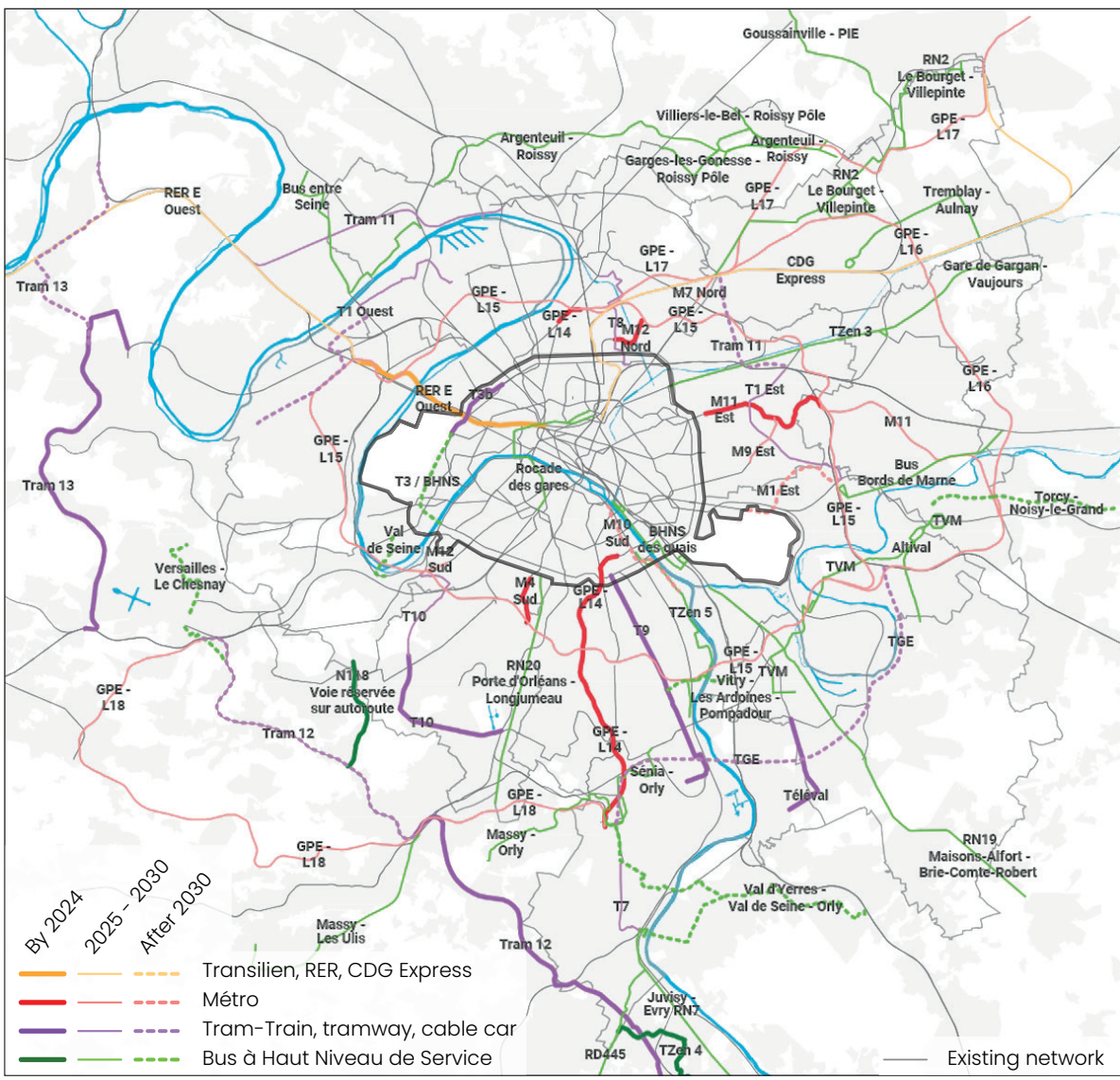
Bike path in Paris
© Clément Dorval - Mairie de Paris



Line 14
© Mingyang Liu



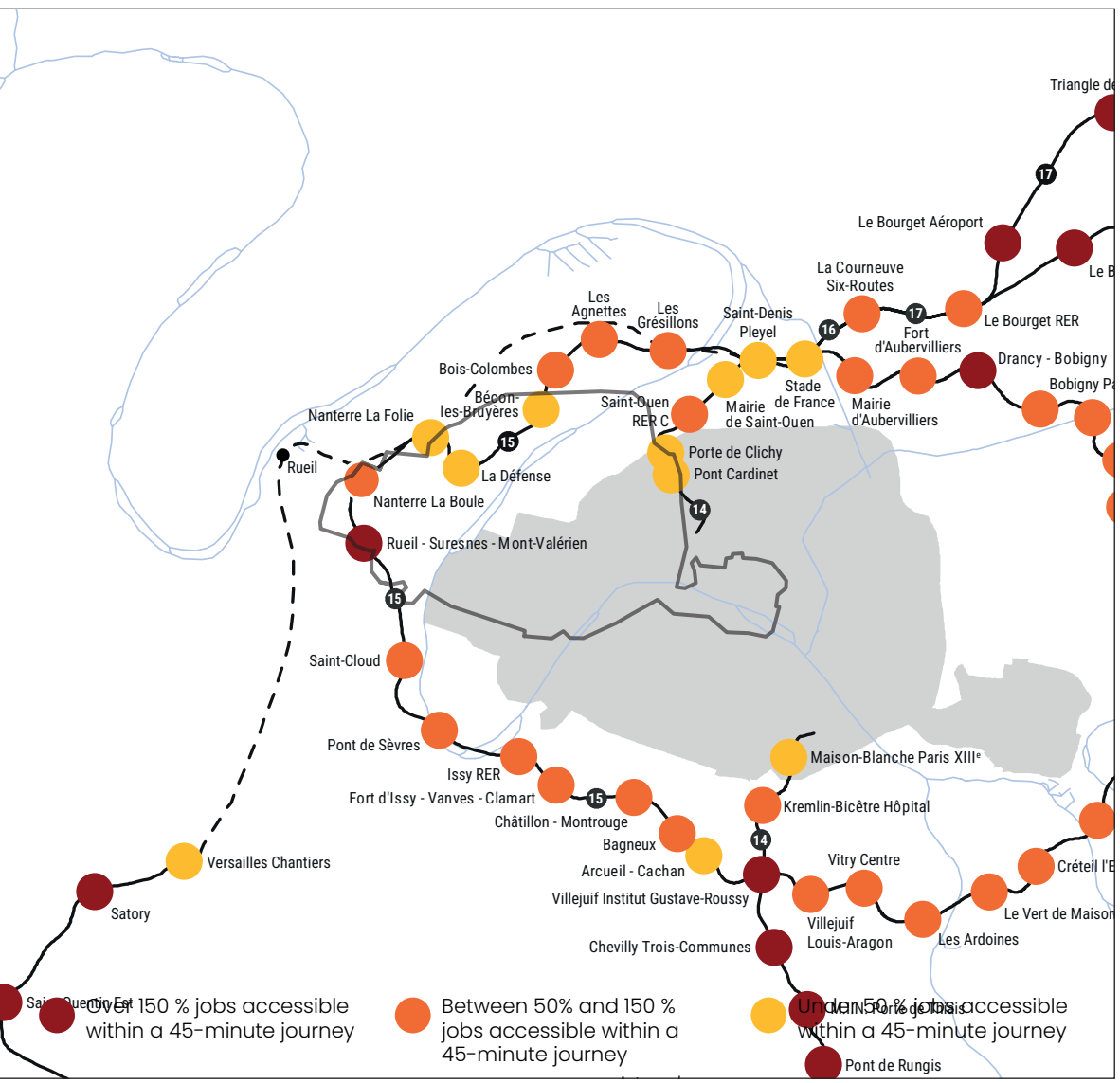
A finding of disparity in accessibility
Sources: INSEE Permanent Equipment Database 2017, BDCom 2017, BDTopo IGN 2019



Public transportation project in the Grand Paris
Sources: SGP, Ile-de-France Mobilités, IPR, Apur



Cycling facilities in Grand Paris
© apur



Change in the number of jobs accessible by public transport from Grand Paris Express stations (2012-2030)
Sources: Modeled data from DRIEA/SCEP/DPAT/CEAT Map produced by Apur in March 2021