

Moving towards Cities of the Future



Development Cooperation Division
City of Yokohama

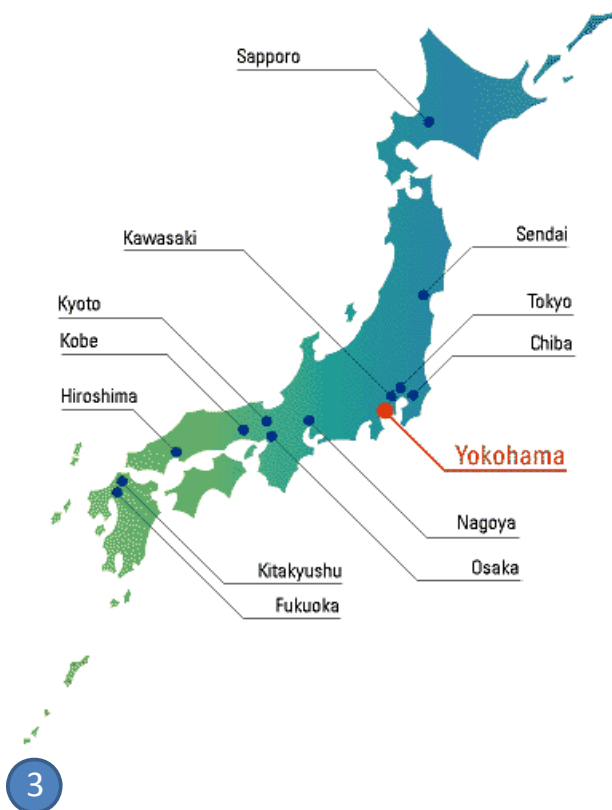


Yokohama? Where? Just in case you don't know

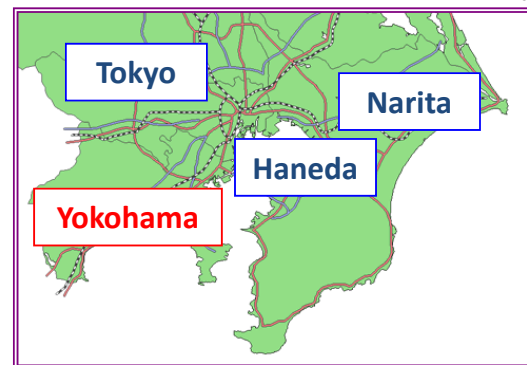


Y-PORT CENTER
Yokohama Urban Strategy Solution

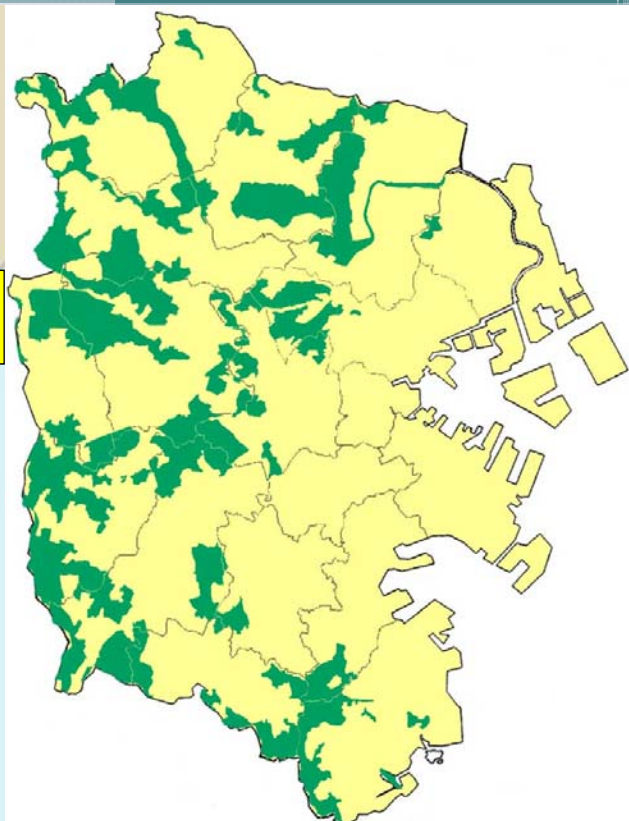
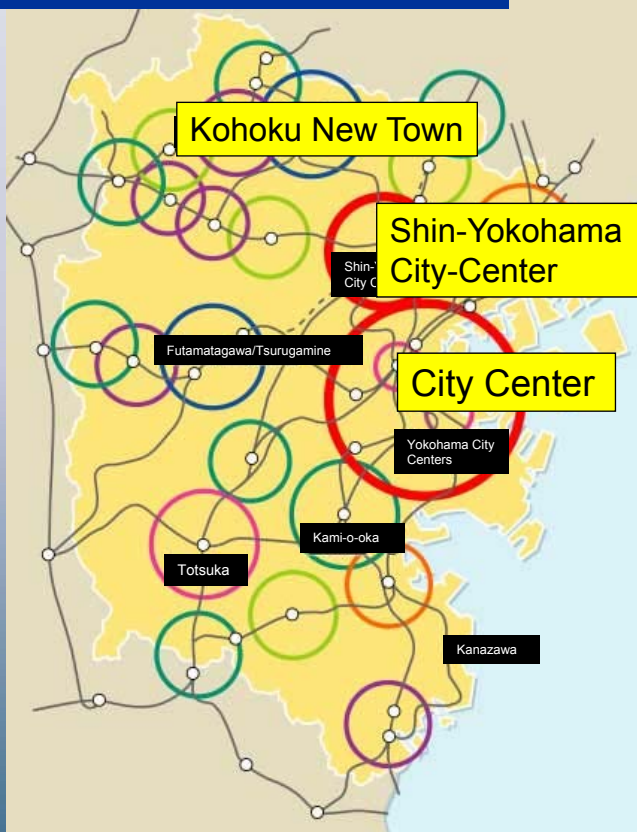
Overview of Yokohama City



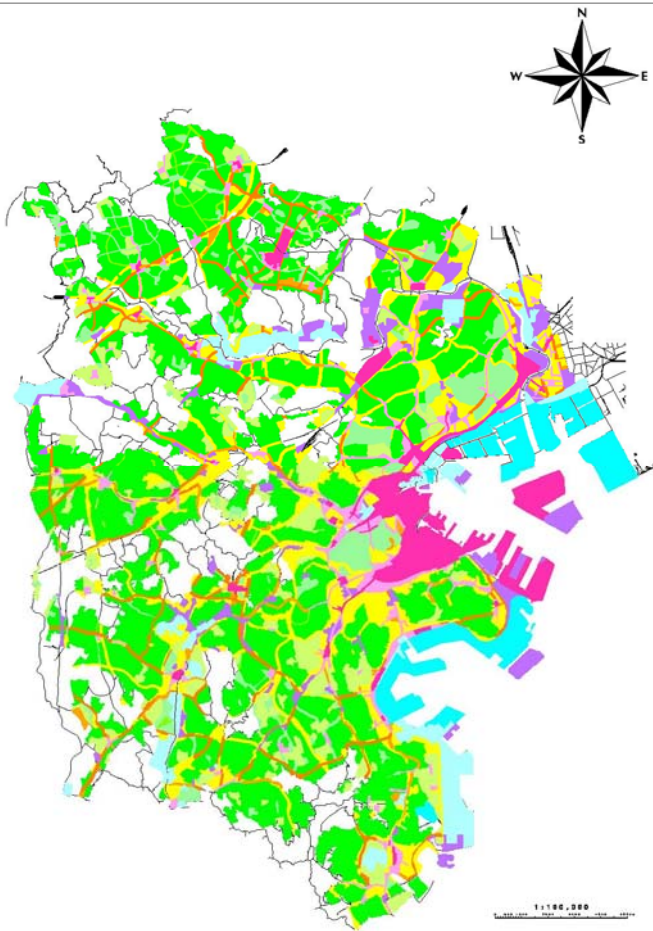
- International port city
Opening of port of Yokohama in 1859
- Population: approx. 3.7 million
Largest city in Japan
- Area: 434.98 km²
- Density: approx. 8,500 person / km²
- GDP: approx. 12.7 trillion JPY (2008)
(approx. 120 billion USD) 1USD=105JPY
- 20 minutes from Haneda Airport (Tokyo)



Urban Structure of the Yokohama City



Urbanization control areas: 1/4 of the entire city area

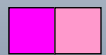


Land use plan

Residential Area



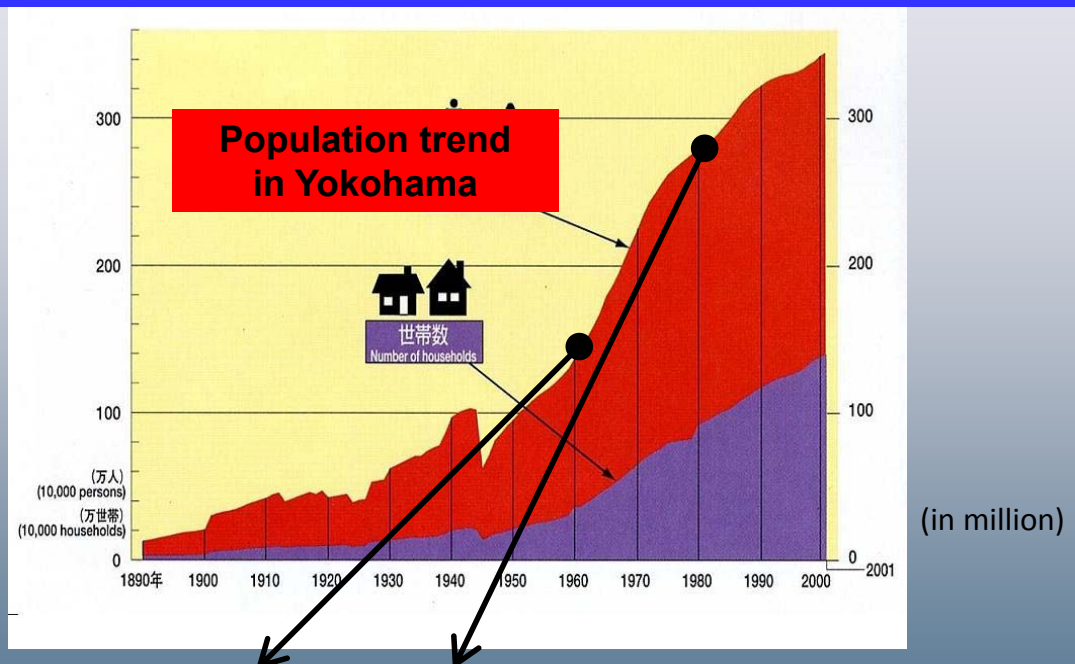
Commercial Area



Industrial Area



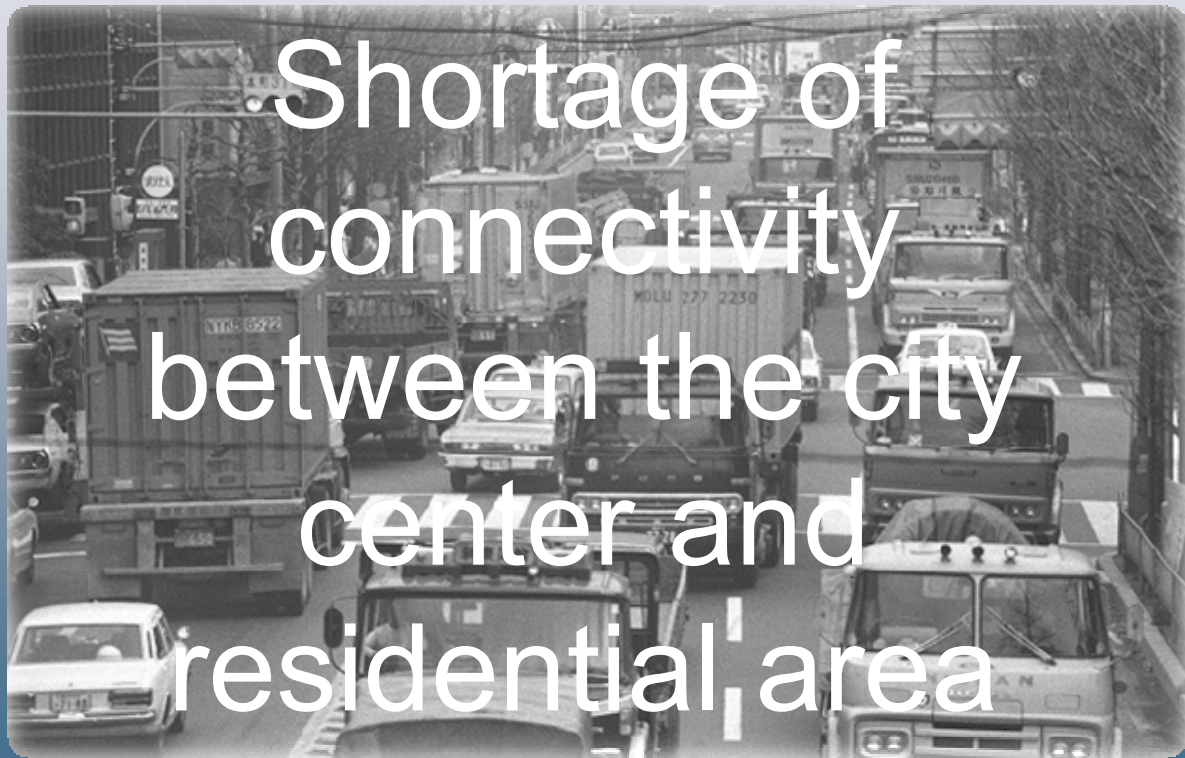
Emergence of Sprawl and urban problems caused by the rapid population growth



	1960	1980	Increase for 20 years
Yokohama	1.37	2.77	1.40

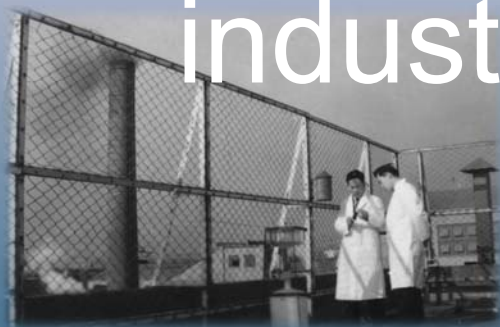
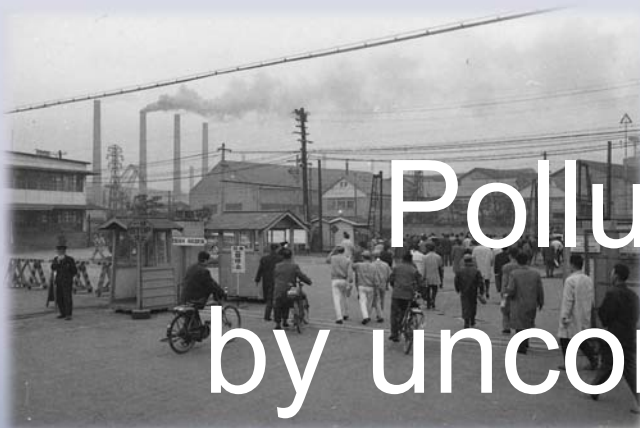
Source: City of Yokohama

Urban issue in 1960s



7

Urban issue in 1960s



Pollution by uncontrolled industrialization

Sprawl by expansion of residential area

9

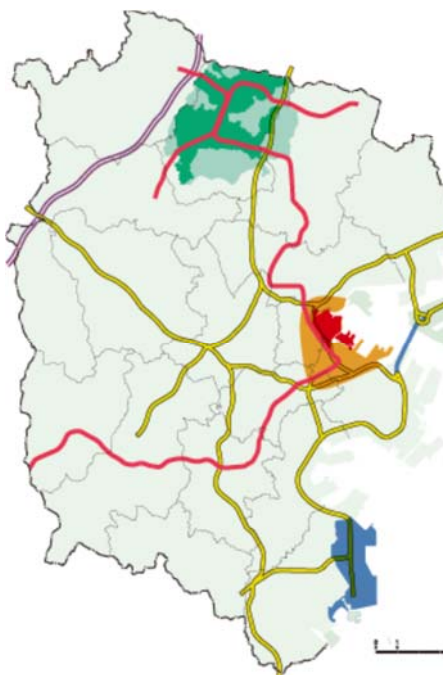


Synergy Effects and Integrated Projects

Six Flagship Projects well balanced for whole area

Three Area **Three Access** **Developments** **Developments**

Elements of "The 6 Strategic Projects"



Minato Mirai 21 and other City Center Enhancement
Creating new business, commercial & cultural centers as the City's economic driver

Subway Network Development
Connecting city centers and suburbs by public transport network

Kanazawa Reclamation
Creating an eco-friendly industrial zone to which factories relocate and create good environments for workers, residents and visitors

Expressway Network
Distributing goods and people by formulating a trunk road network as the backbone of the City

Kohoku New Town
New town development with independently enjoy urban services by connecting to the urban center of Yokohama by subway

Yokohama Bay Bridge
860m bridge for goods transport, also served as a monumental icon for the waterfront city center

6 Major Projects in 1960s

Developing new city center



Existing commercial city center

Shipyard and dock to re-develop

Existing business city center

- Combining two existing city centers
- Providing work places for citizens

Developing factory park



Y-PORT CENTER
Yokohama Urban Smart Solution

- Building factory park by land fill to relocate small or mid-size factories which were scattered in residential area
- Building public facilities such as fire stations and kindergarten in residential area after factories moved out

6 Major Projects in 1960s

Developing new residential district

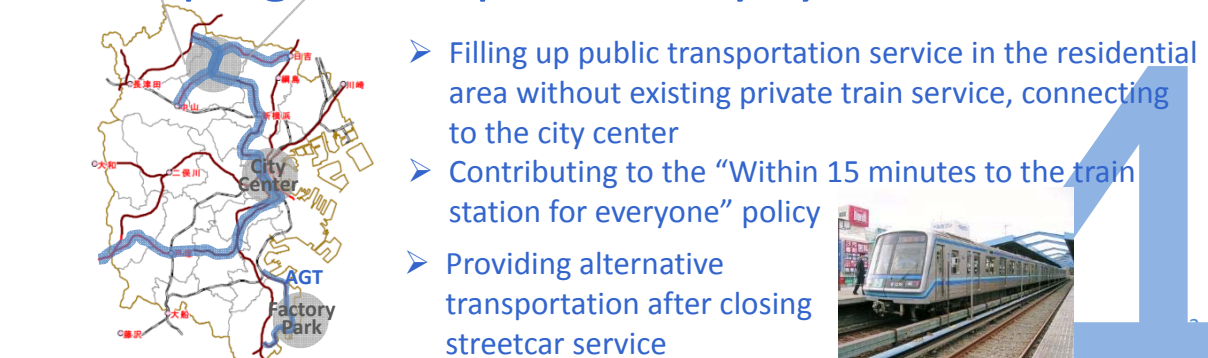


Subway

Subway To the City Center

- Preventing from disordered urban sprawl, ideal development with plenty of greenery
- Providing ideal housing complex for citizens connecting to the city center by subway

Developing municipal subway system



Y-PORT CENTER
Yokohama Urban Smart Solution

- Filling up public transportation service in the residential area without existing private train service, connecting to the city center
- Contributing to the "Within 15 minutes to the train station for everyone" policy
- Providing alternative transportation after closing streetcar service

6 Major Projects in 1960s

Developing express ways



- Easing serious traffic jam within the city center
- Better access to Tokyo
- Contributing to the “Within 30 minutes to the city center by car” policy

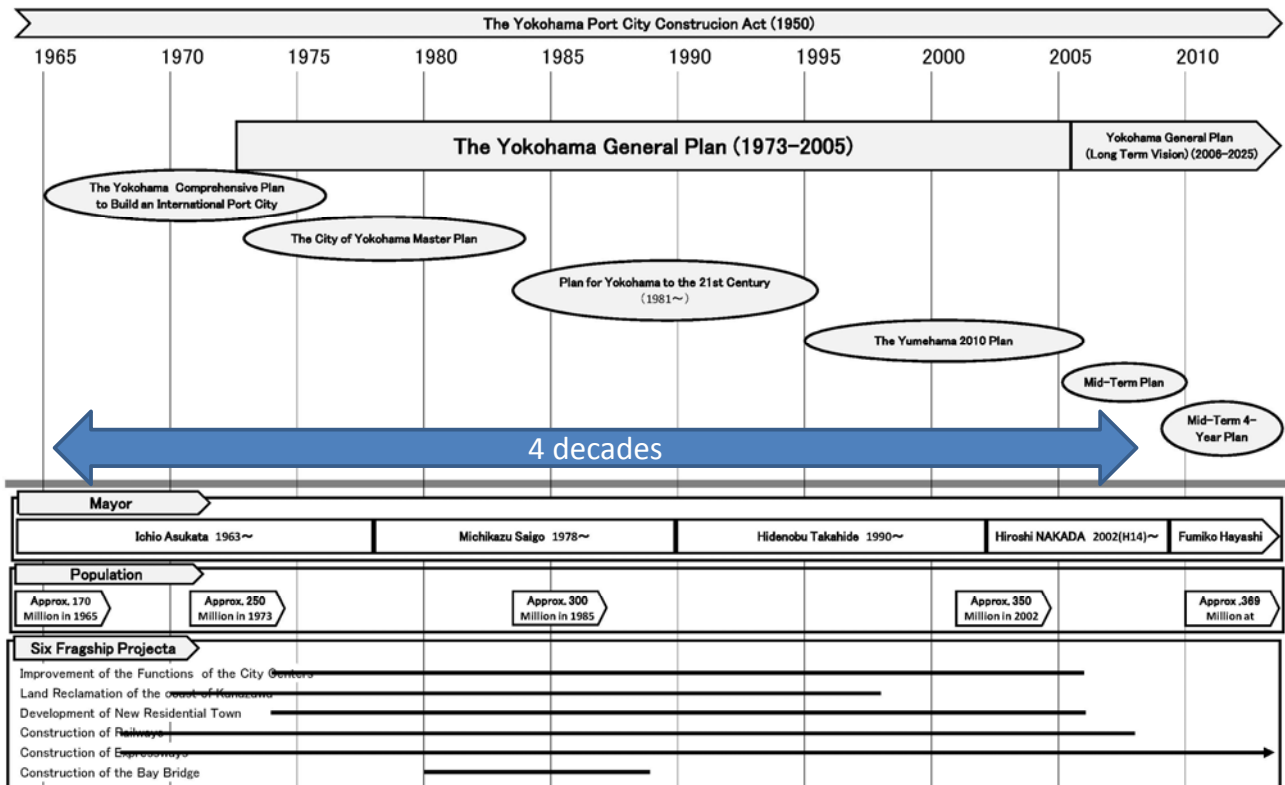


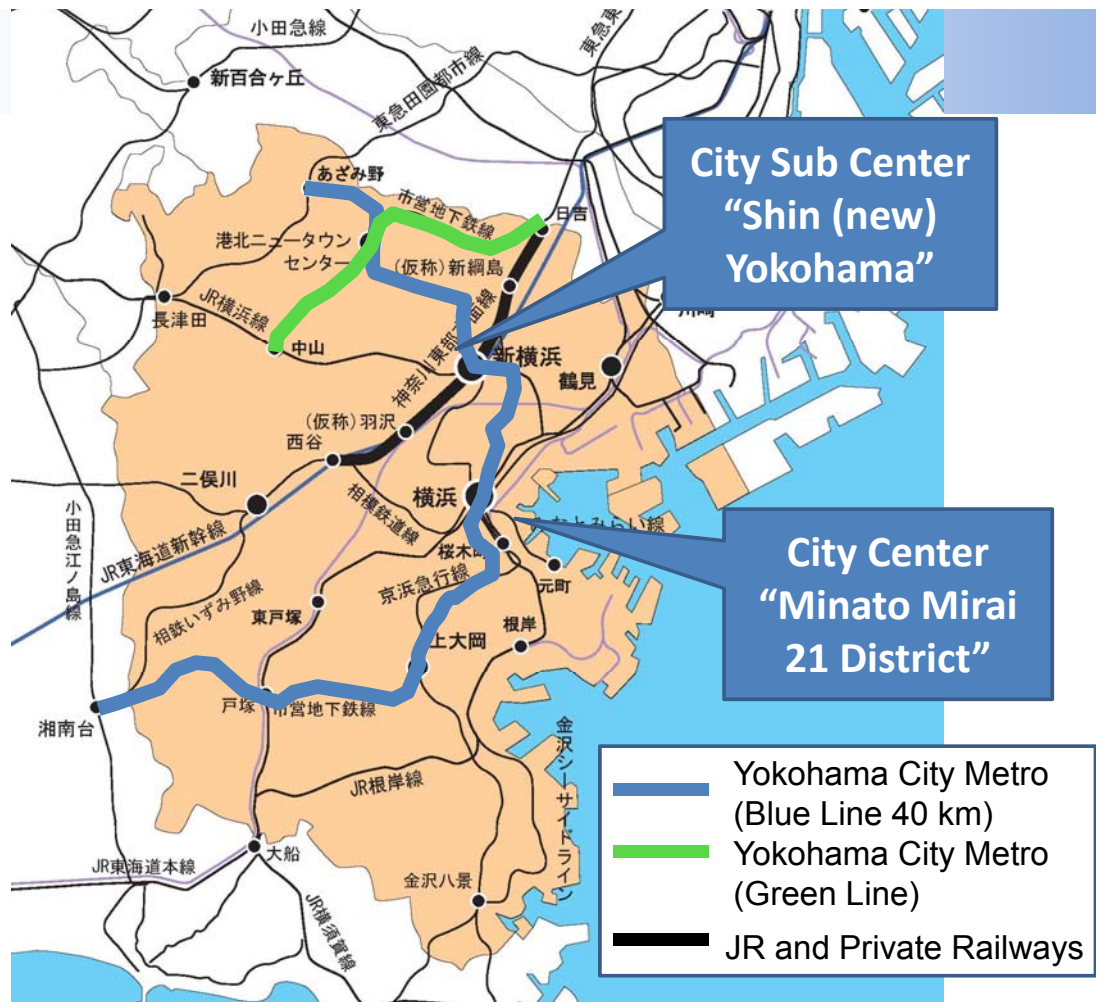
Building “Bay Bridge”

- Shifting distribution traffic such as heavy trucks and trailers from the city center to the port area
- Monumental icon for the waterfront city center



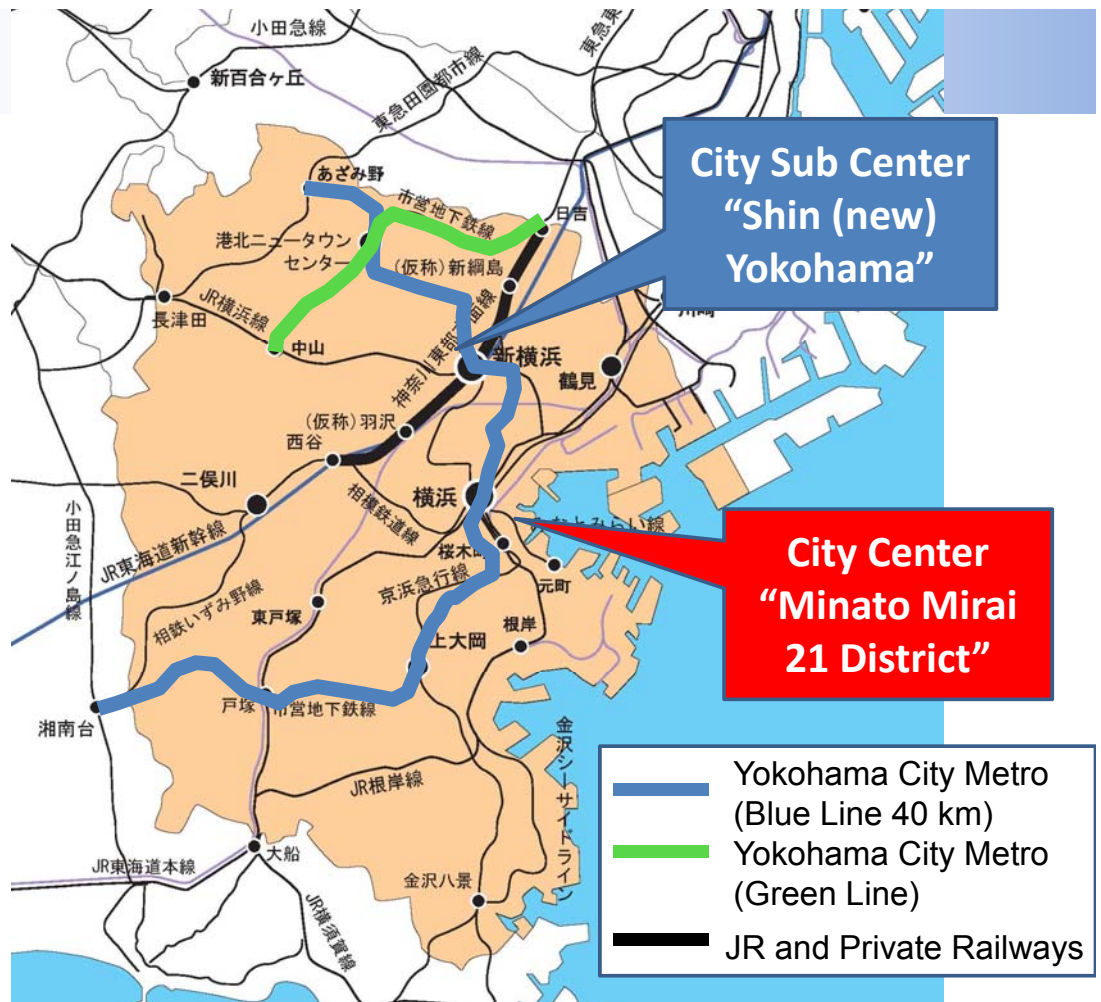
Long Term Achievement of Flagship projects based on urban planning



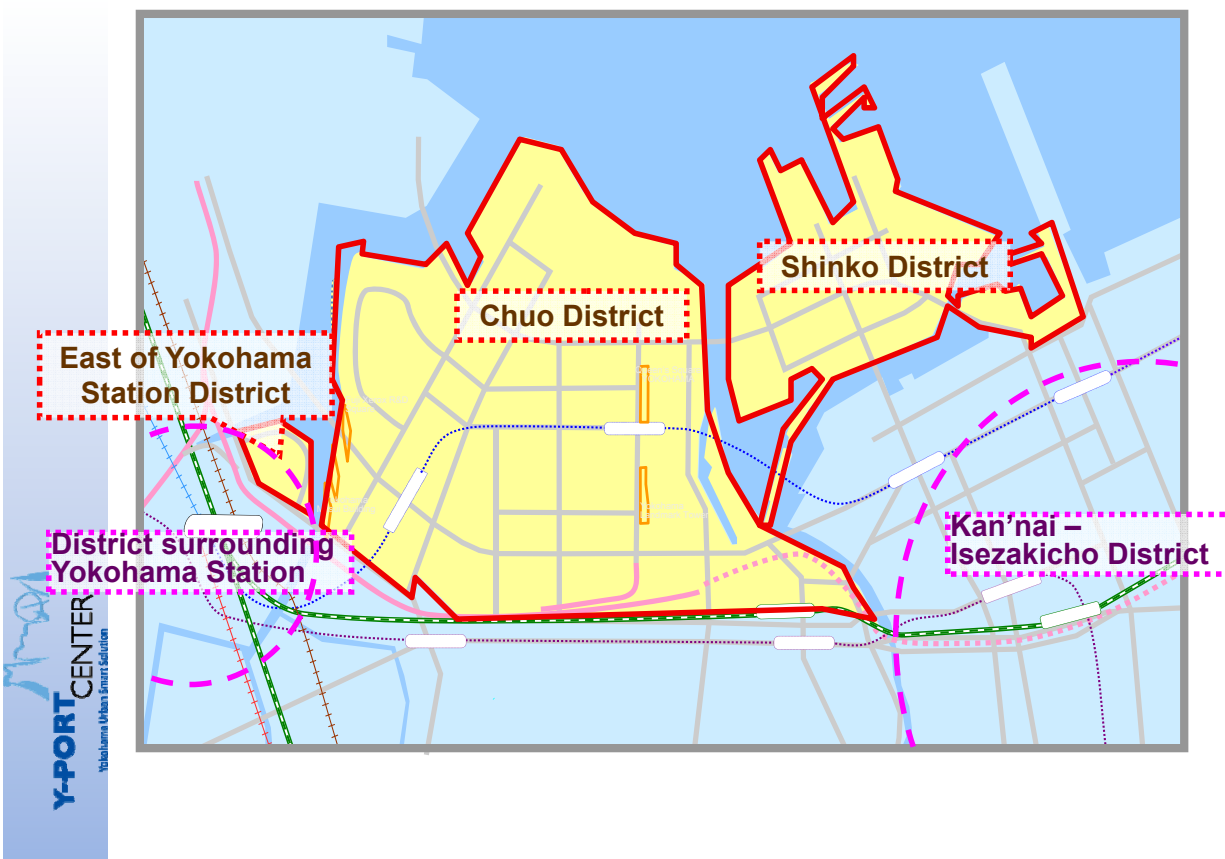


Community Development in the Minato Mirai 21 (MM21) District

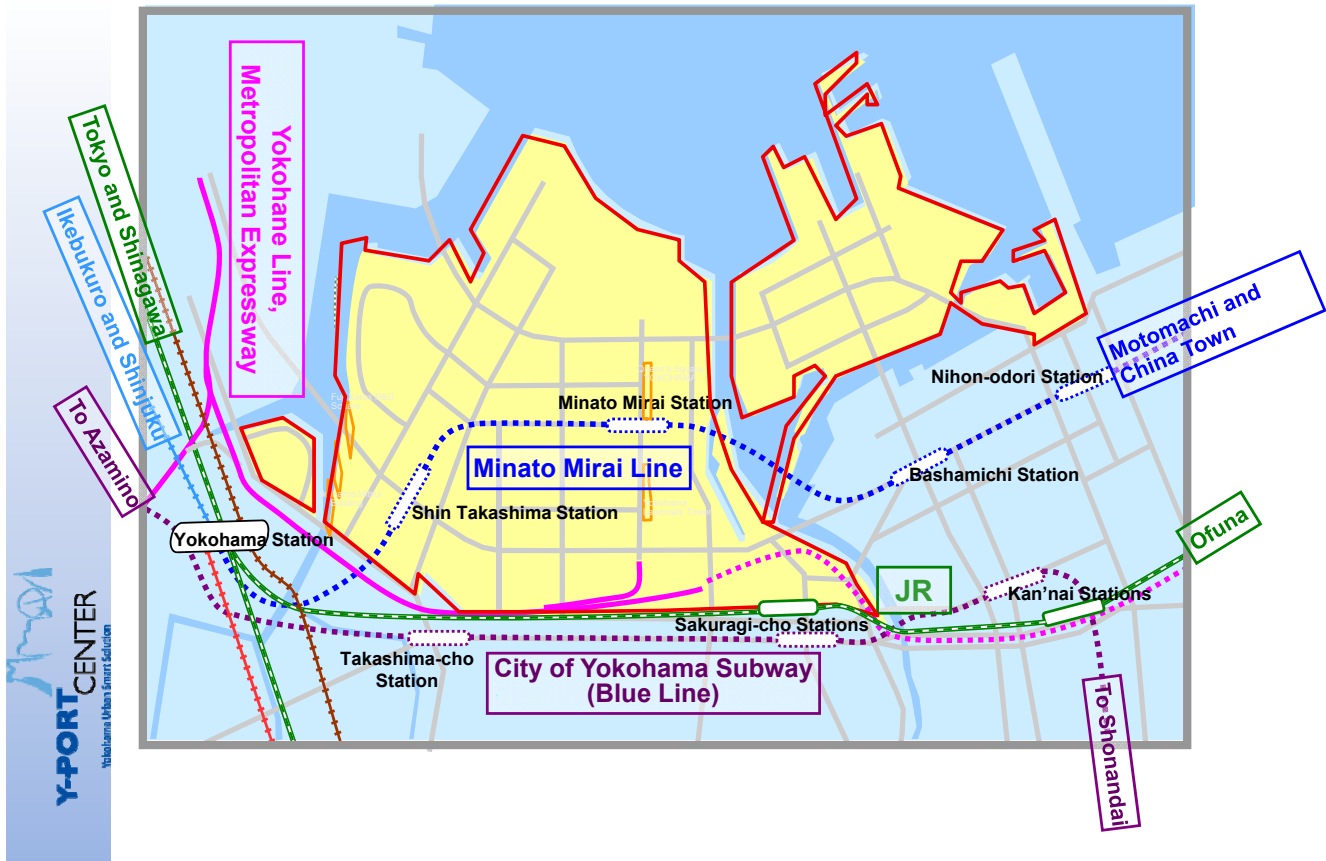




Minato Mirai 21 District



Minato Mirai 21 District

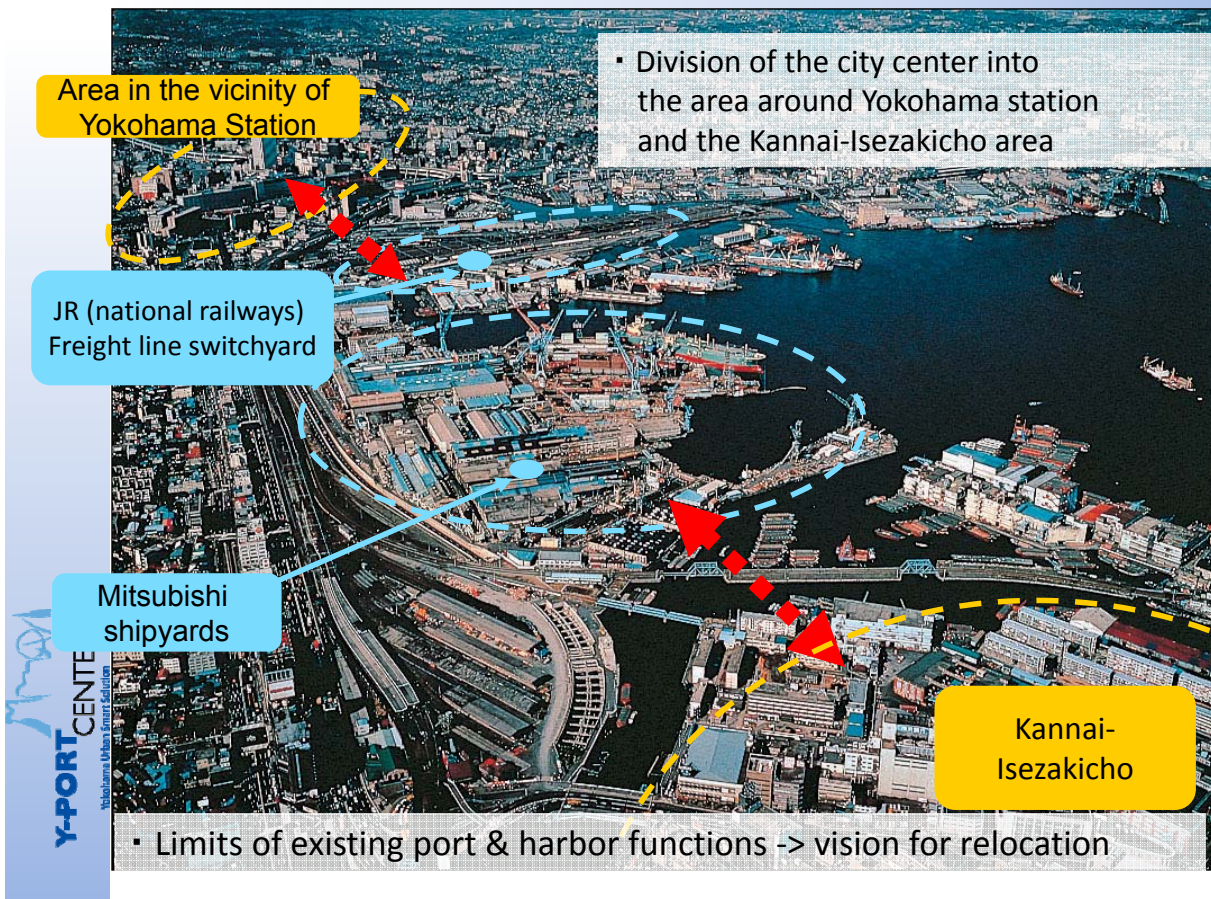


1 Minato Mirai 21 District development concept and current state

2 Urban development and landscape formation in the Minato Mirai 21 District



Before the start of construction (1980)



21

The Project Outlined

	Target
Population employed	190,000
Resident population	10,000
Land in use	186 ha <div> Housing: 87 ha Roads and railroads: 42 ha Parks and green spaces: 46 ha Docks: 11 ha </div>

Progress of Development (As of Jan 2017)



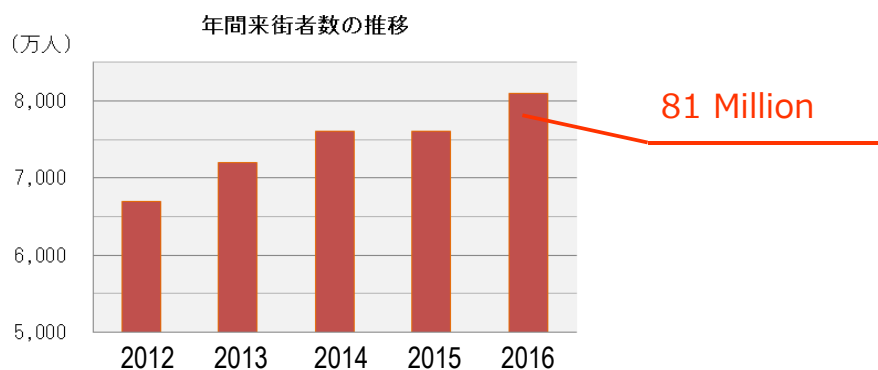
Progress: 74.0% (Incl. Temporal Use: 86.3%)

23

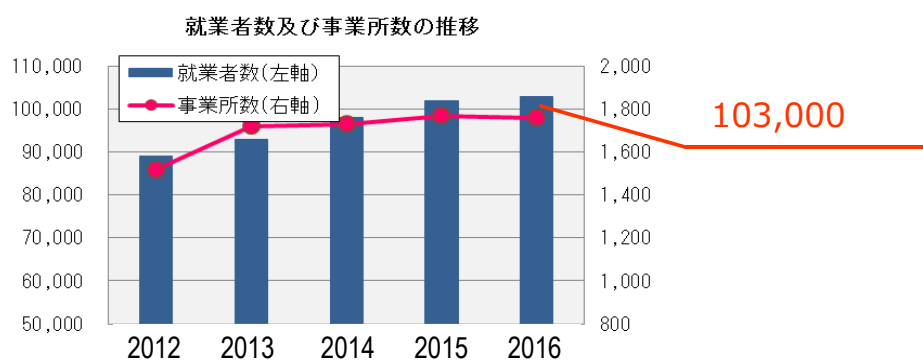
Growth of Visitors and Employment

■ Visitors

(Annual)



■ Employment



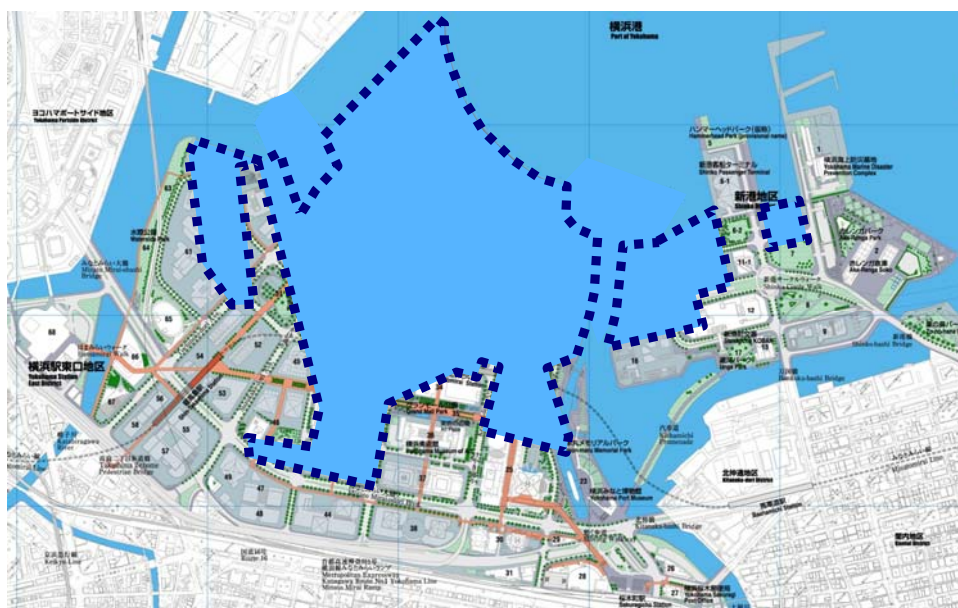
1 Minato Mirai 21 District development concept and current state

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Infrastructure Improvement Project

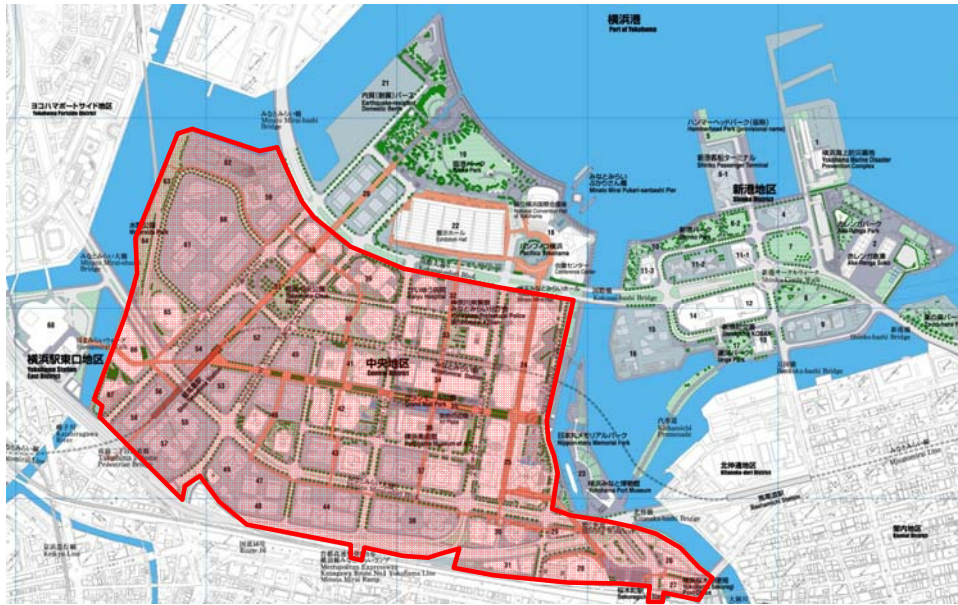
Waterfront land reclamation



Body responsible: Port and Harbor Bureau, City of Yokohama
Source of finance: The reclaimed land is sold to finance the project.

Infrastructure Improvement Project

Land readjustment



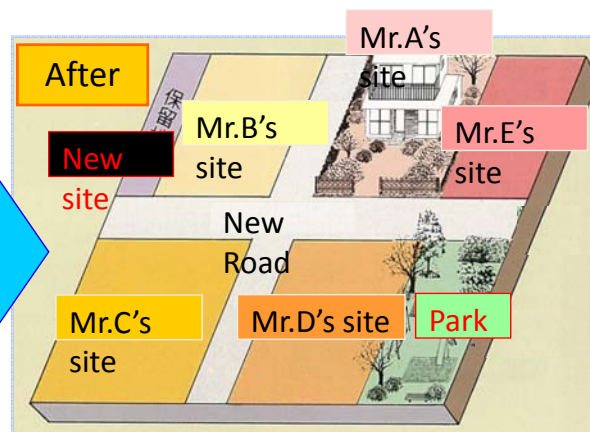
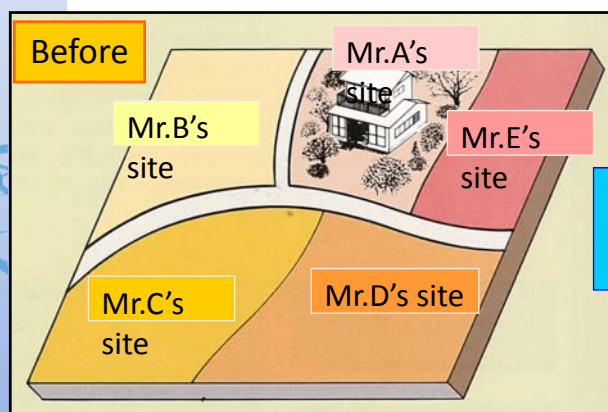
Body responsible: Urban Renaissance Agency
Source of finance: Some reserved land is sold to finance the project.
Government subsidies are also available.



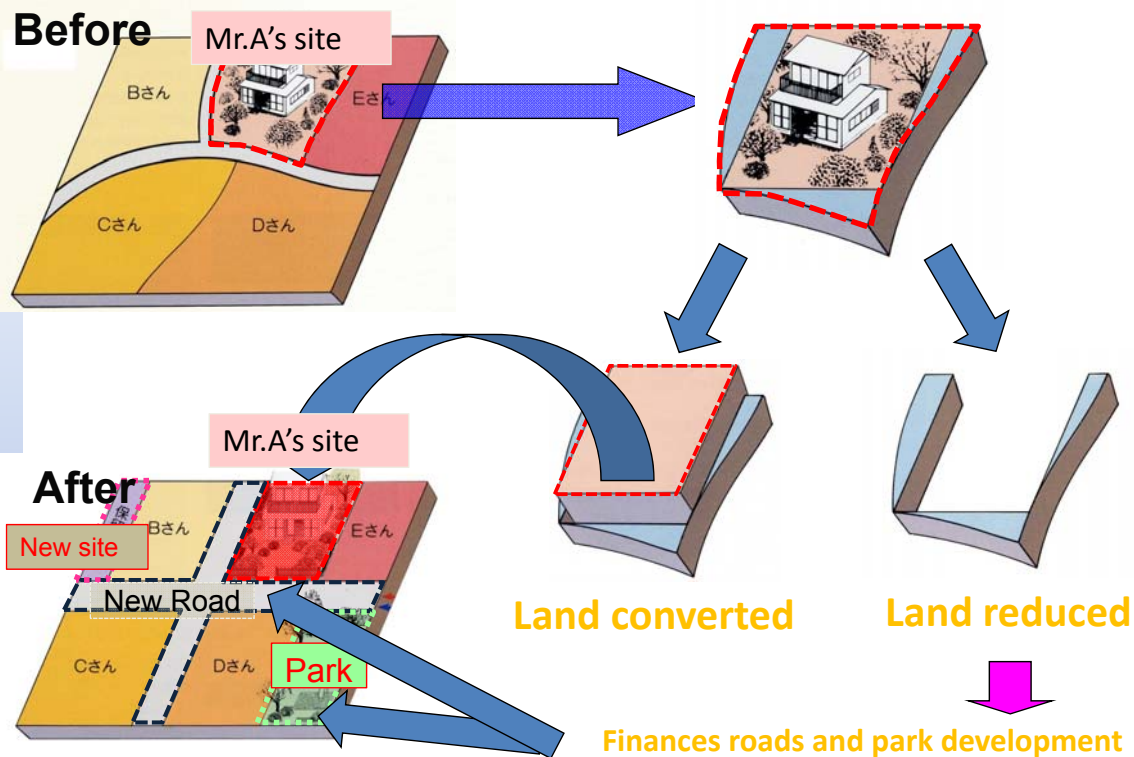
Mechanism of Land Readjustment

Integrated development of public facilities (roads, parks) along with reconsolidation of residential areas/ roads.

Land value increase due to betterment of land can finance land for public use.

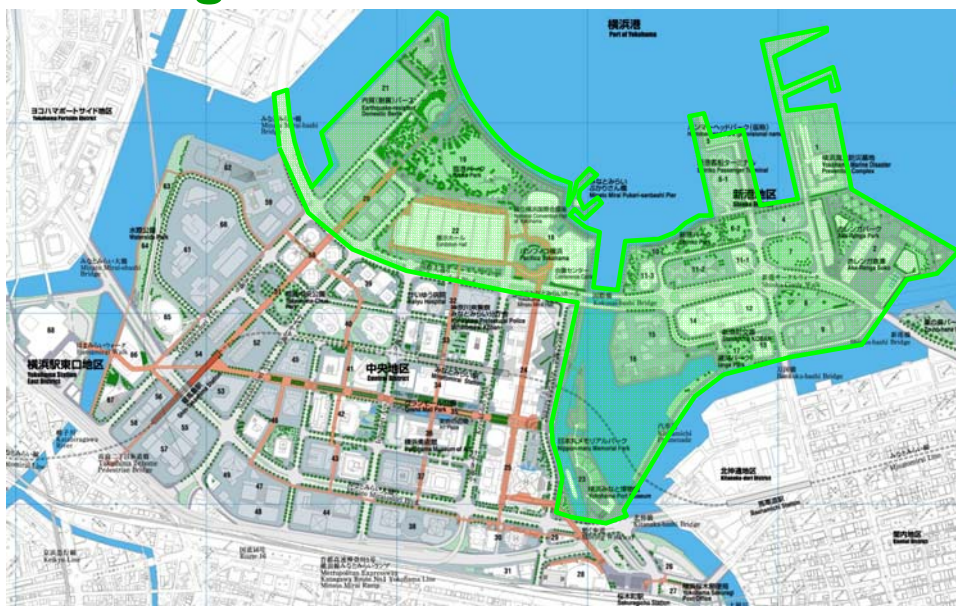


Mechanism of Land Readjustment



Infrastructure Improvement Project

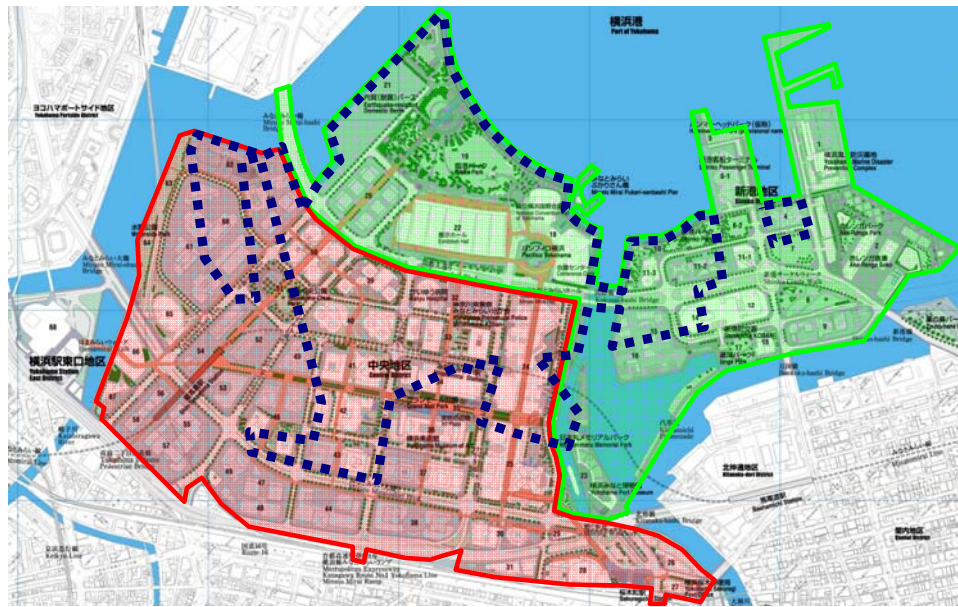
Port building



Body responsible: National government and Port and Harbor Bureau, City of Yokohama

Source of finance: The project is financed by the City of Yokohama. Government subsidies are also available.

Urban Development of Minato Mirai 21



Color	Sub-project	Entity responsible
	Waterfront land reclamation	Port of Yokohama
	Land readjustment	Urban Renaissance Agency (an independent administrative body)
	Port building	Port of Yokohama, Japanese government

Urban Development of Minato Mirai 21

Role sharing between the public and private sectors

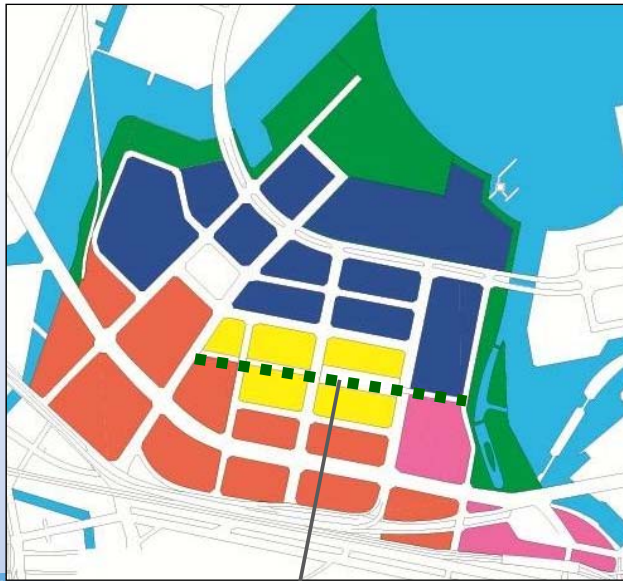
☐ Roles of public entities and enterprises

- Defines the master plan
- Builds up infrastructure facilities (such as roads, green spaces and utility tunnels)
- Builds up public-benefit facilities (such as art museums)
- Establishes laws, ordinances and rules

☐ Roles of private enterprises

- Builds up office buildings, commercial facilities, houses, etc.

Land Use Policy (MM21 Central District Plan)



Grand Mall Axis

Waterfront Zone
Rinko Park, Takashima Sansuisen Park, Nippon-maru Memorial Park

International Zone
Pacifico Yokohama, Exhibition Hall, Highrise Urban Housings, Commercial Facilities, etc.

Promenade Zone
Yokohama Museum, Commercial Facilities, Offices, etc.

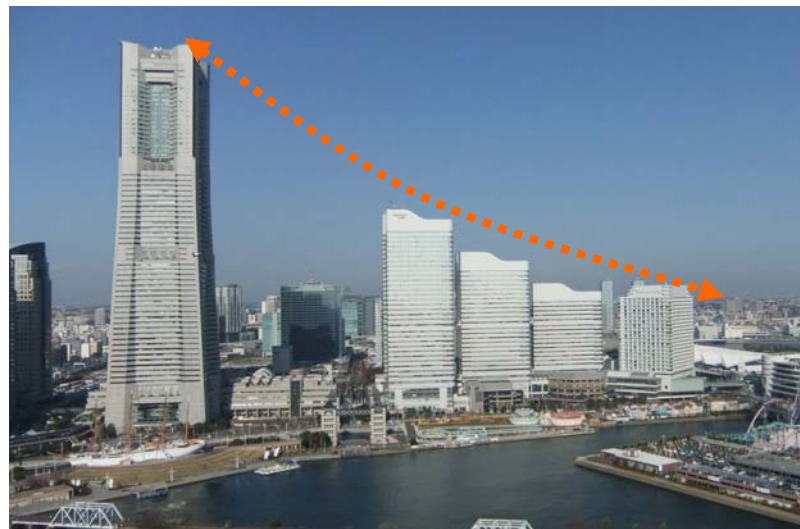
Commercial Zone
Commercial Facilities, Offices, etc.

Business Zone
Offices etc.

Height Restriction for the Buildings (MM21 Central District Plan)

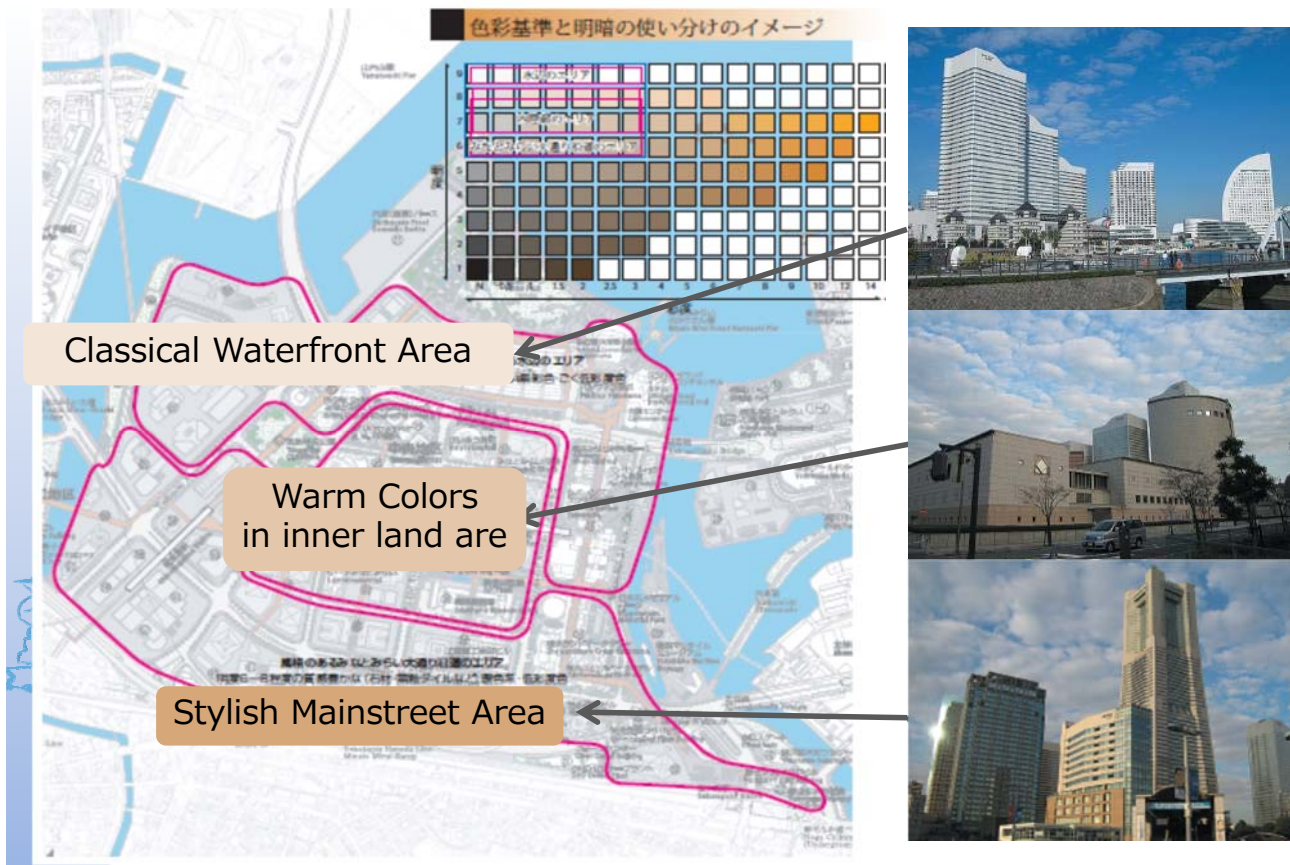


Under 60m
Under 100m
Under 120m
Under 180m
Under 300m



Formulation of the Skyline

Setting Color Tone (MM21 Central District Urban Scenery Formulation Guideline)



Urban development effects (business facilities)



Urban development effects (business facilities)



Fuji Xerox and Nissan Motor

37

Urban development effects (residential facilities)



Attraction of siting with consideration for the balance with the buildup of other urban functions

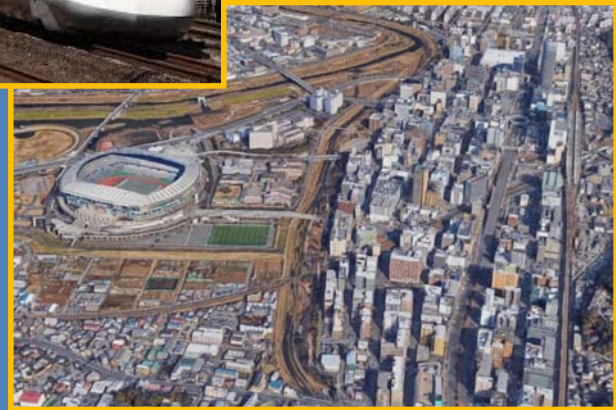


Residential population:
about 10,000

38

1964

2016



Y-PO

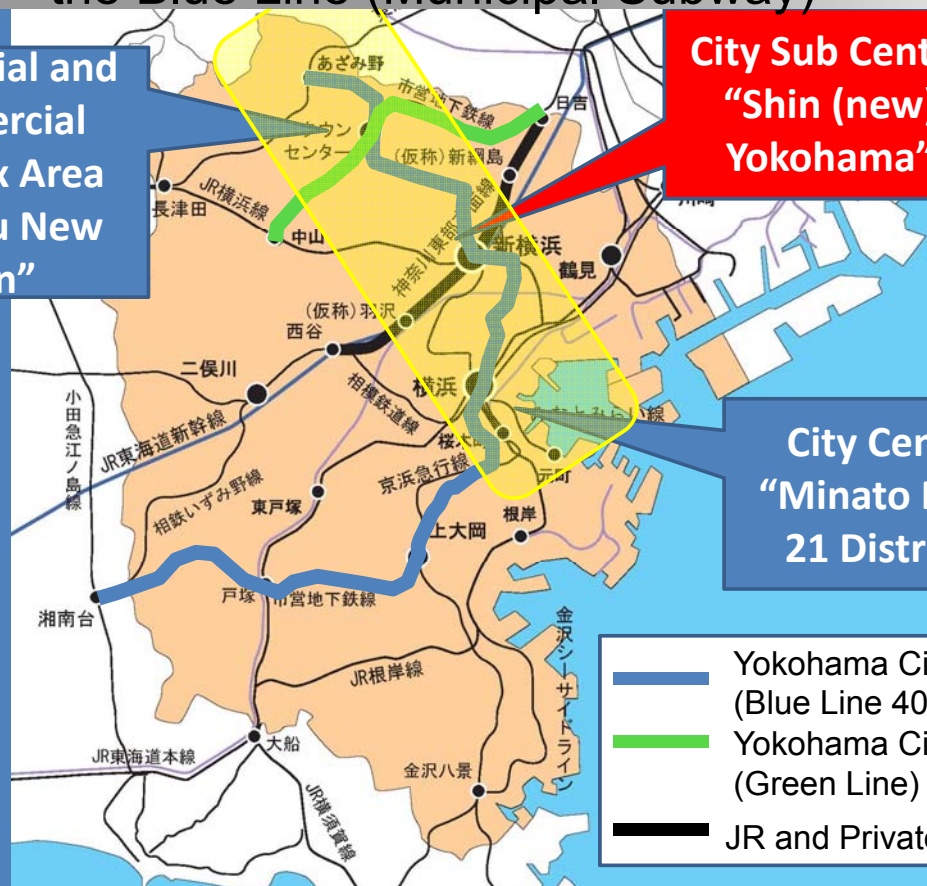
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Area developments along the Blue Line (Municipal Subway)

Residential and Commercial Complex Area
"Kohoku New Town"

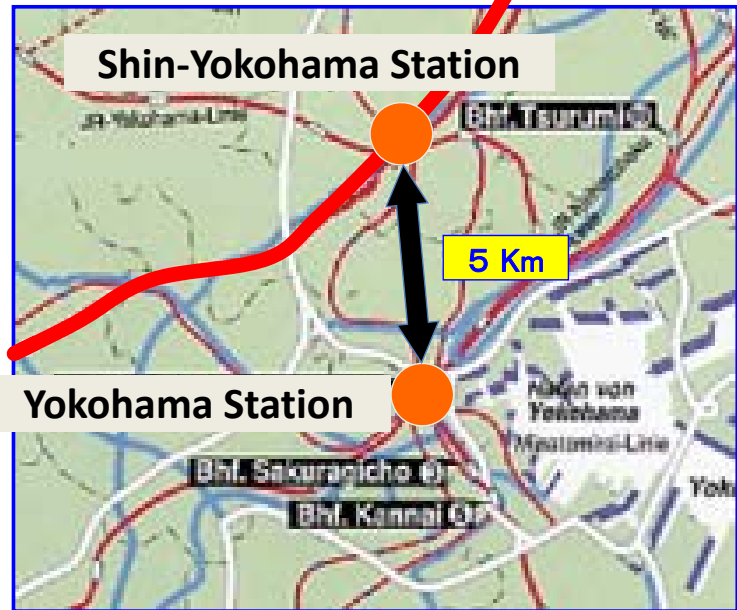
City Sub Center
"Shin (new) Yokohama"

City Center
"Minato Mirai 21 District"



- Yokohama City Metro (Blue Line 40 km)
- Yokohama City Metro (Green Line)
- JR and Private Railways

Location of Shin-Yokohama



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Development of High-Speed Railway (Shinkansen)



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Tokaido-Shinkansen



Shin-Yokohama

Tokyo

Nagoya

Kyoto

Osaka

Osaka ⇄ Tokyo
550 km
2h 30 min

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Shin-Yokohama District

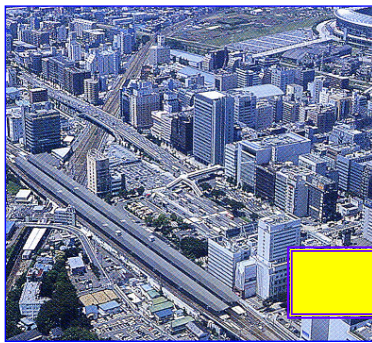


Shin-Yokohama Station

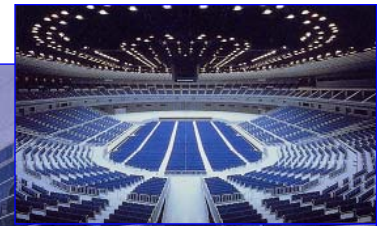
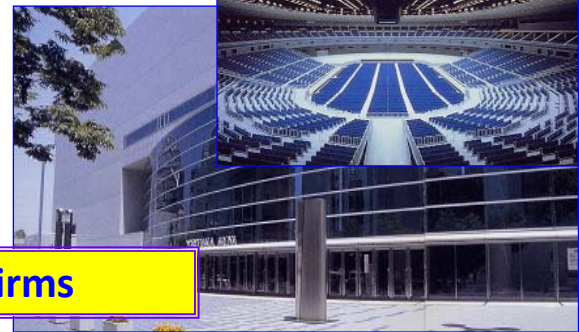
80 ha

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Streetscape of Shin-Yokohama District



2,000 firms



50,000 daytime workers



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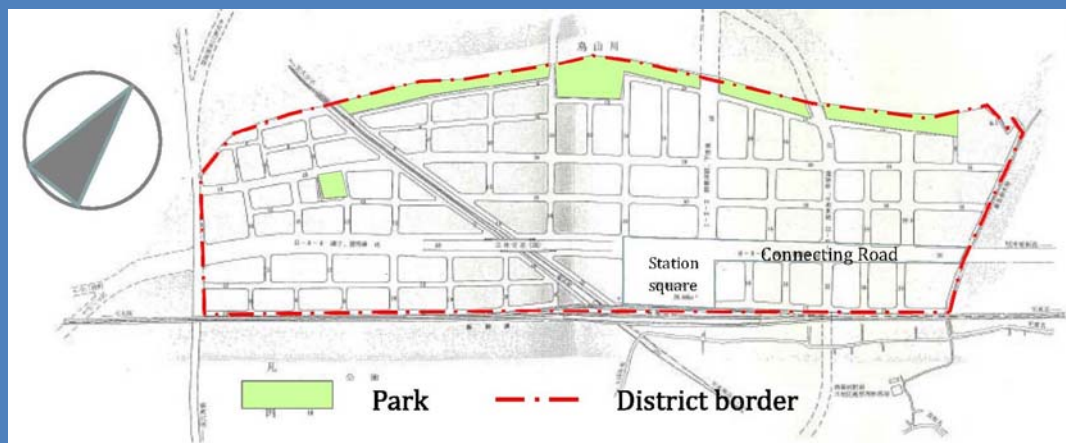
Overview of Land Readjustment Project in Shin-Yokohama District

- Project Implementer: Yokohama City Mayor
- Project Area: 80.4 ha
- Project Period: 1964-1980
- Land Owners: 439
- Project Cost: 3.2 billion JPY (1975)

(very roughly 32 million USD in 1975 prices, 1 USD = 100 JPY)

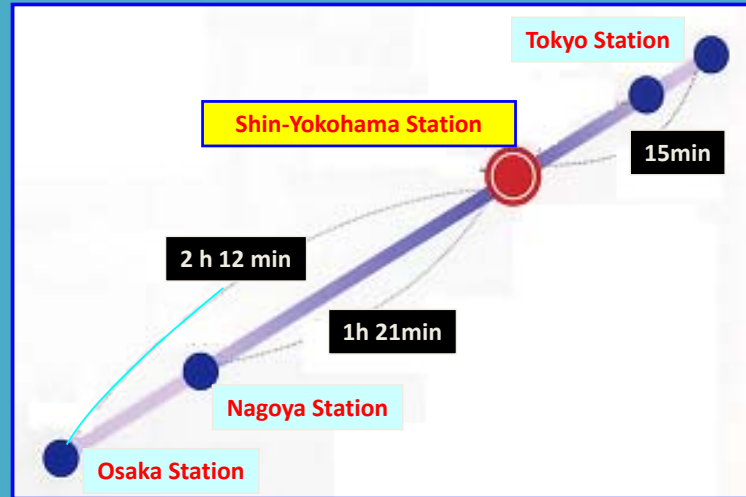
Comparison of Construction Costs

1975	2015
1	1.9



Assessment of Shin-Yokohama Project

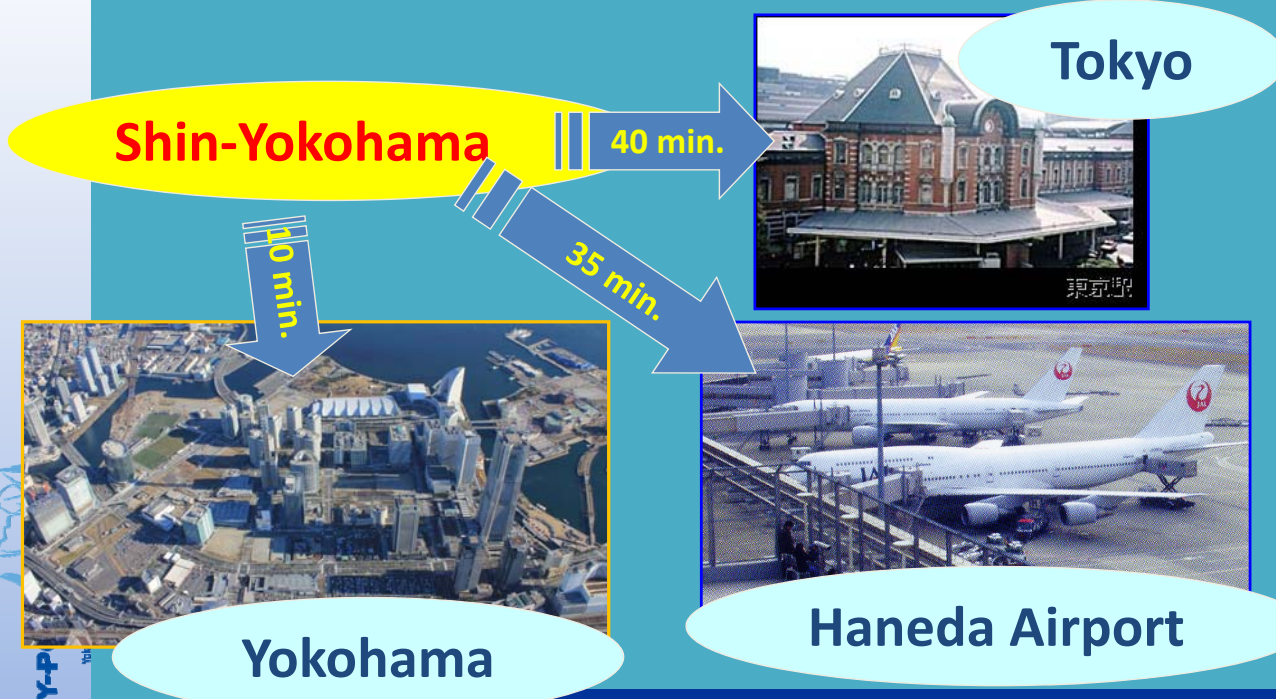
Direct access to high-speed railway network



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Assessment of Shin-Yokohama Project

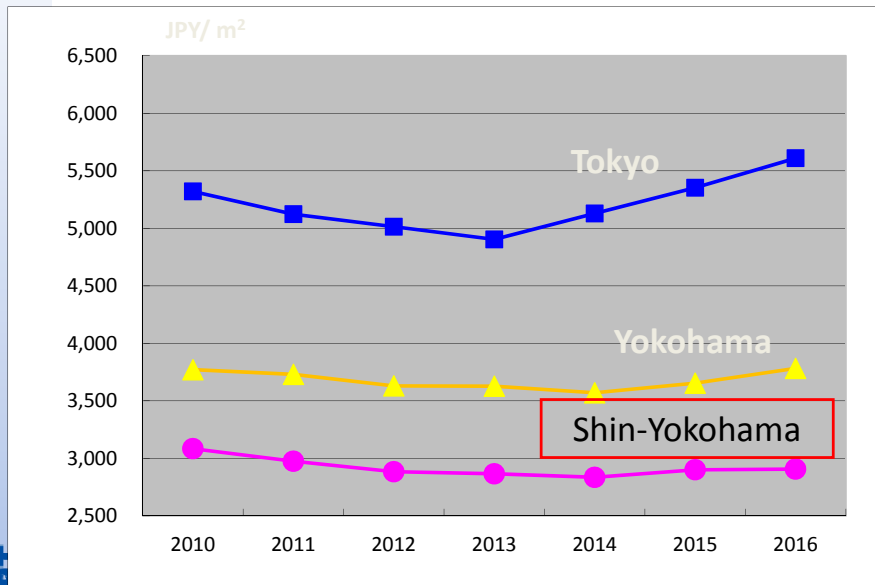
Increased accessibility to Yokohama CBD, Airport, Tokyo



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Assessment of Shin-Yokohama Project

Cheaper tenant rates compared to other districts



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Shin-Yokohama District before Project

1962



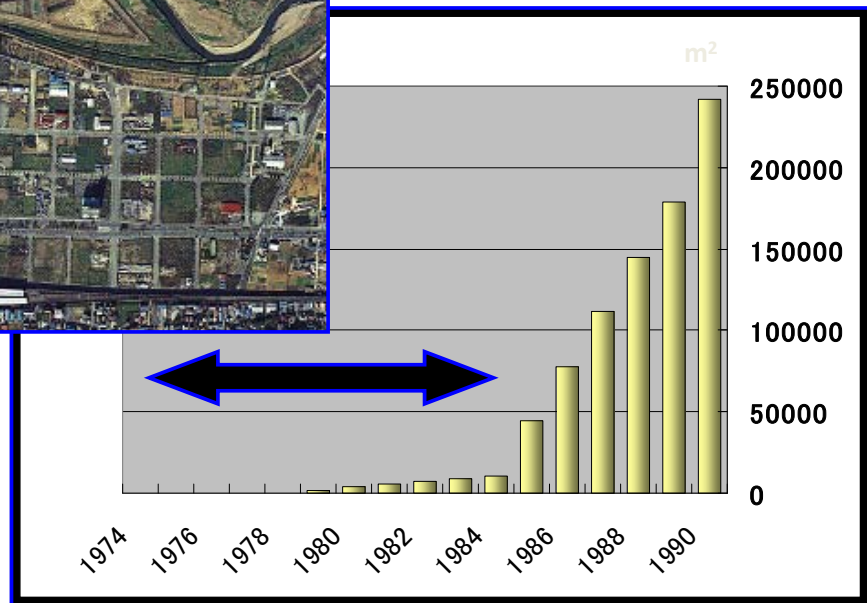
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After the Completion of the Land Readjustment Project



Increase of office area



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Issues and Solutions

Few high speed trains stopping at station

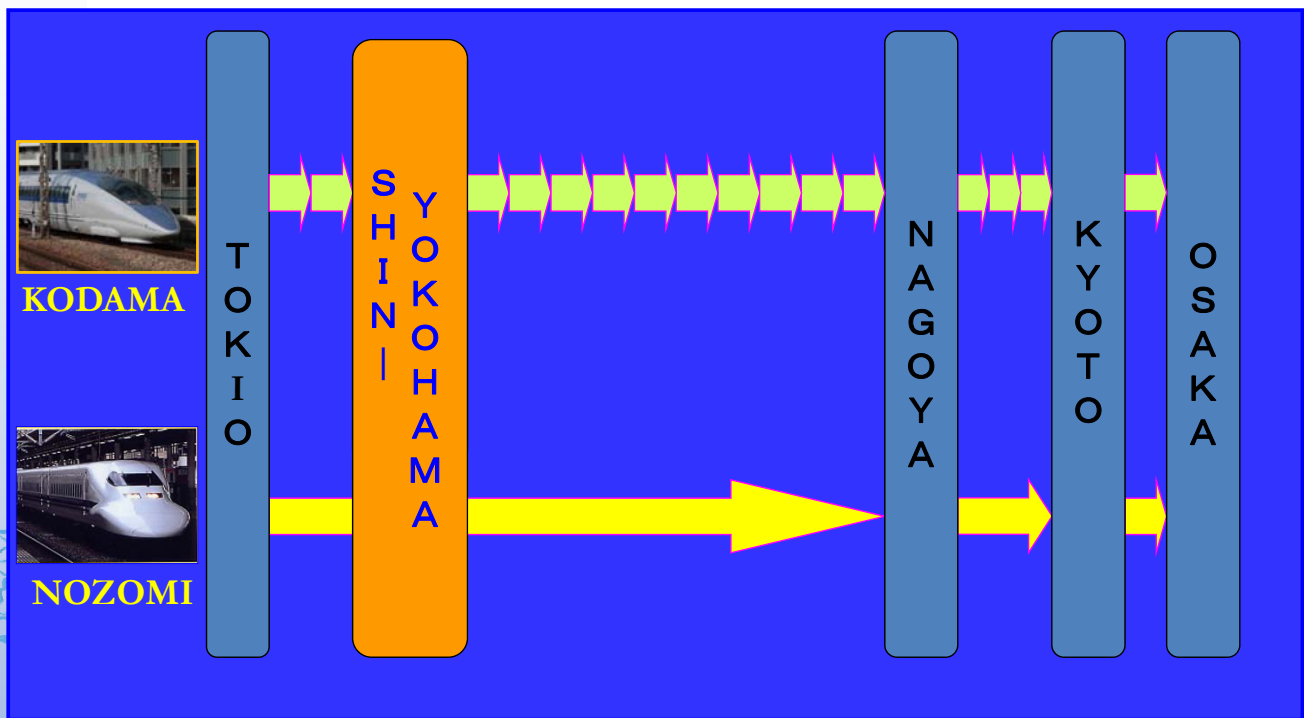
Accessibility to Yokohama CBD

Low willingness for development among land owners and developers

Lack of assertive development assistance from Yokohama City

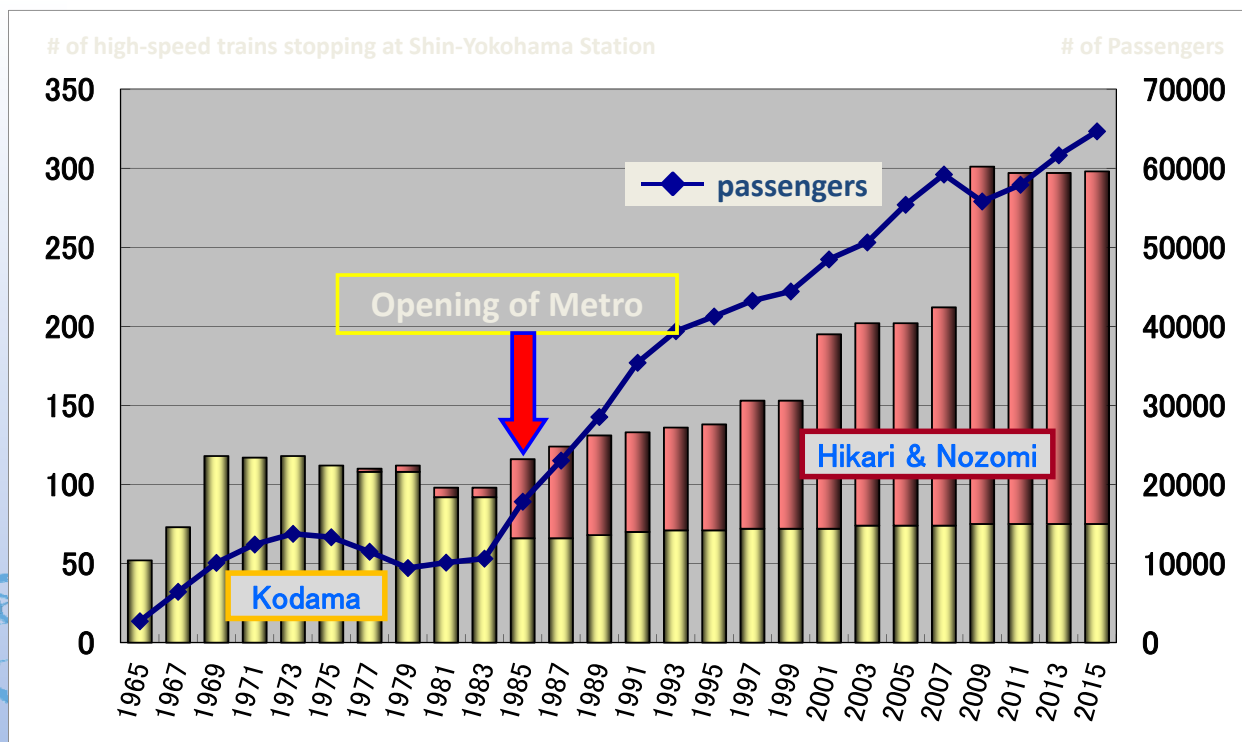
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Operation Patterns



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Passenger Increase and Operation Patterns



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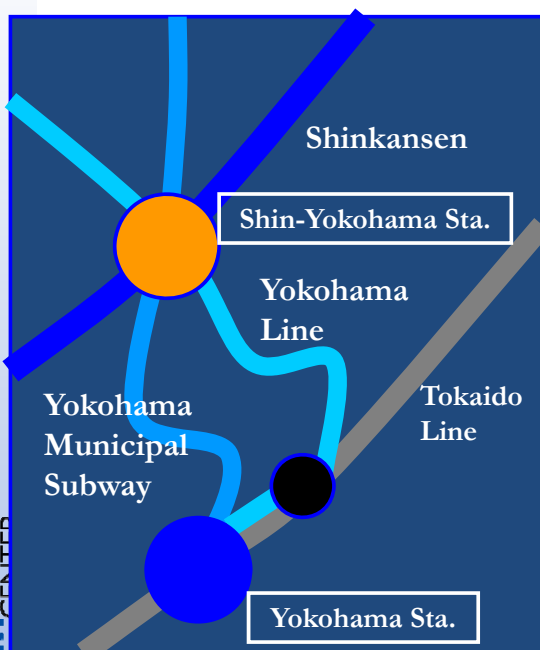
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Accessibility to Yokohama CBD

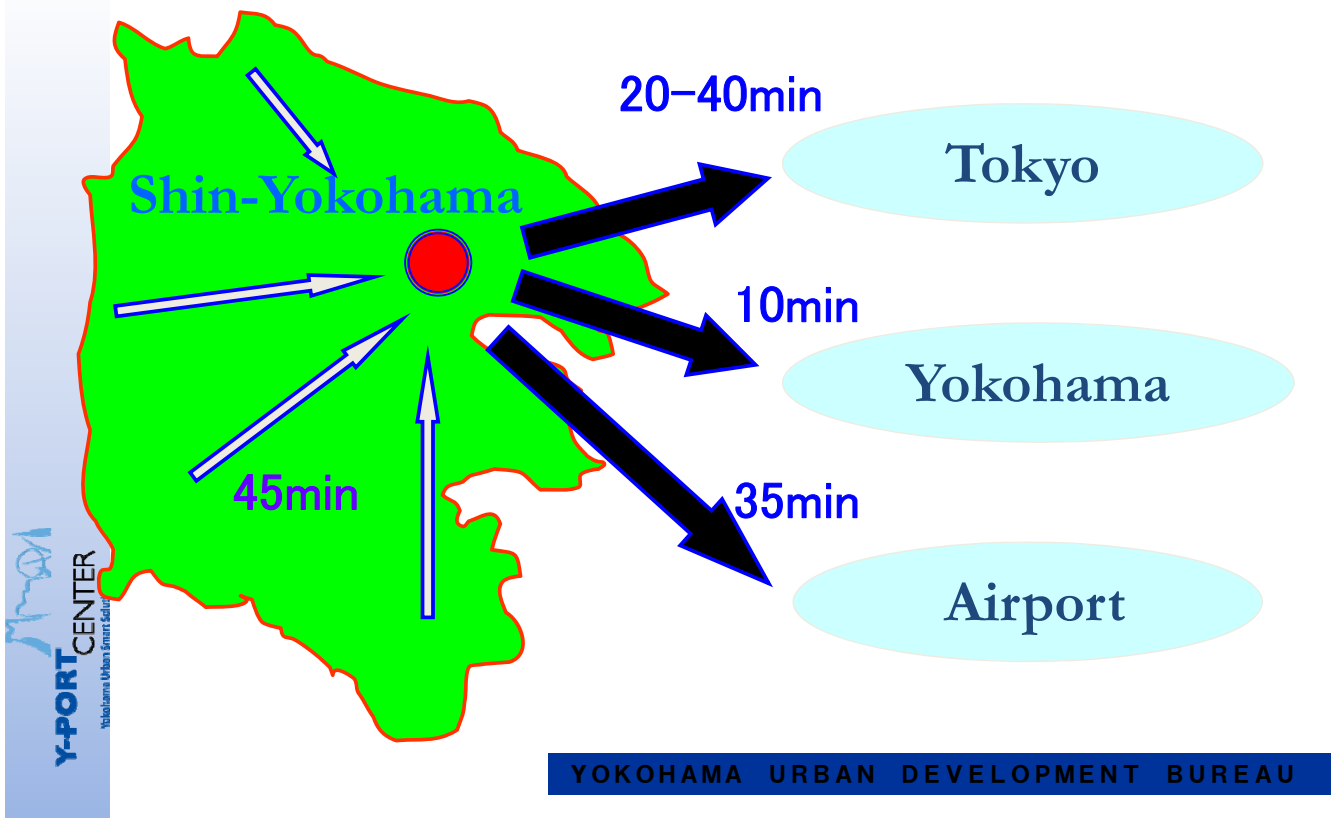
Low willingness for development among land owners and developers

Lack of assertive development assistance from Yokohama City

Road Network and Railway Network



Increased Accessibility



Issues and Solutions

Few high speed trains stopping at station

Accessibility to Yokohama CBD

Low willingness for development among land owners and developers

Lack of assertive development assistance from Yokohama City

Stagnation of Urbanization after Project



1983



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Y-PORT
Yokohama Urban Development Bureau

Issues and Solutions

Few high speed trains stopping at station

Accessibility to Yokohama CBD

Low willingness for development among land owners and developers

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Y-PORT
Yokohama Urban Development Bureau

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Development of Incentive Facilities



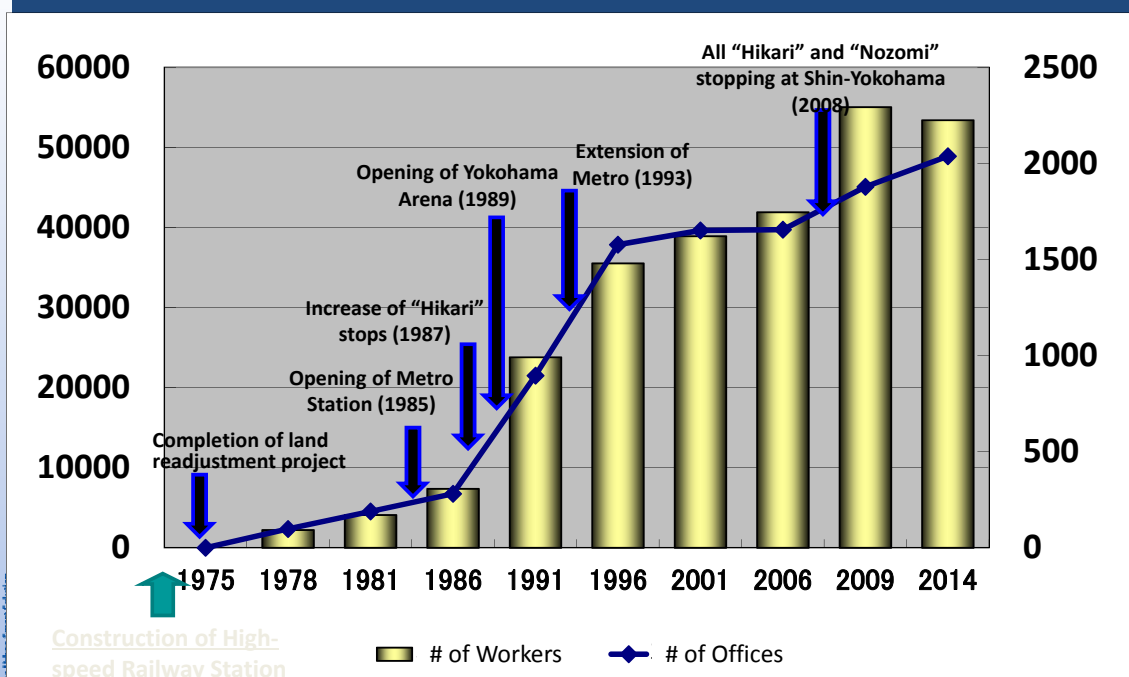
Yokohama International Stadium



Yokohama Arena

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Transition of Workers and Offices



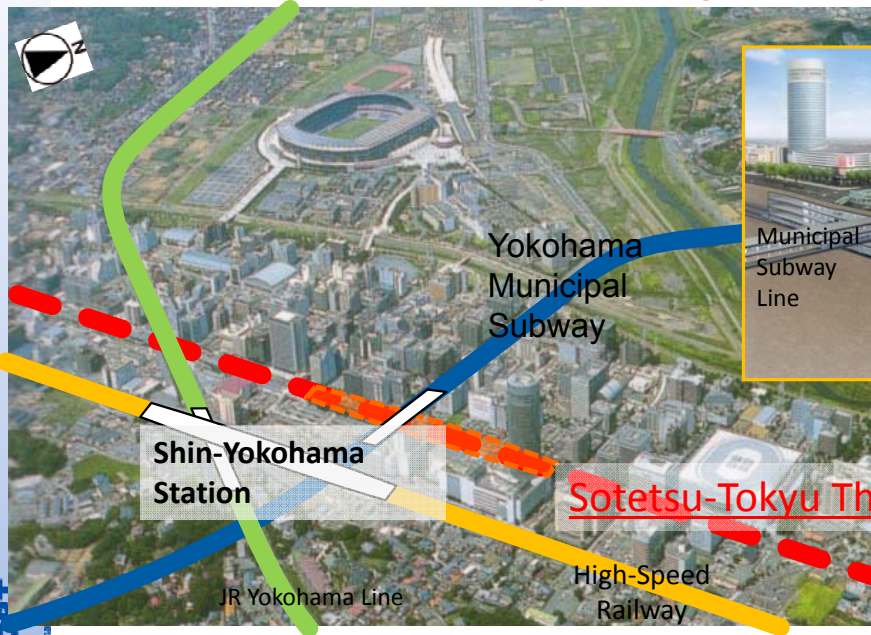
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New Developments

Kanagawa Eastern Lines

(Sotetsu-JR and Sotetsu-Tokyu Through Lines)



Under construction

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Thank you for your kind attention.