Creating Toyama City’s Management Structure through the Compact City Strategy
~ Compact town development with a focus on public transportation ~
Vibrant City Promotion Division
To develop a centralized compact town along public transportation by revitalizing public transportation including railway tracks and concentrating various city functions along them, including residences, commerce, business operations, and culture.

<Concept image>
City structure comprised of bunches and skewers that Toyama City tries to create

Skewer: Public transportation with services above a certain level
Bunch: Walking distances linked with skewers

<3 pillars for realization>
(1) Revitalization of public transportation
(2) Promotion of living in areas along railway lines
(3) Revitalization of the city center
Revitalization of public transportation ~ Formation of LRT networks~

Review people’s lifestyle that excessively depends on cars and create towns where people can walk for daily life by forming LRT networks.

Toyama Light Rail (opened in Apr. 2006)

City train loop line (opened in Dec. 2009)

The city train runs under the girder bridge of the Shinkansen (started in Mar. 2015).
To revitalize the city center and make the downtown area more accessible, some city train lines have been extended.

- First attempt to separate infrastructure from operation in Japan
- Improvement along with road space to create an attractive townscape

<Overview of the rail line>
- Opening: December 23, 2009
- Extension: approx. 0.9 km (loop line: approx. 3.4 km)
- Stops: 3 stops newly built in the extended section
- Vehicles: Introduction of new low-floor 3-car vehicles

▲ City train loop line (Nickname: Centram)
Active private investment in the city center

Public investment has activated private investment in urban area redevelopment projects.
An investment is collected, and it will be citizens’ income in the future.

A municipal subsidy of ¥888,200,000 can be recovered in the 15th year with the increased revenue from fixed asset tax after the project is completed. After that, the amount of money calculated after the amount of fixed asset tax before the start of the project is deducted from the taxable amount is net revenue.

- Fixed asset tax etc. before the start of the project: approx. ¥14,400,000/year
- Fixed asset tax etc. until the 15th year of the project: approx. ¥66,700,000/year
- Fixed asset tax etc. after the sixth year of the project: approx. ¥83,700,000/year
- + Approx. ¥52,300,000
- + Approx. ¥69,300,000
Building Grand Plaza

Opened in September 2007

The city has developed a weather-resistant multipurpose square that functions as the center of events, considering the weather in the snowy cold region.

The square is used for events on 87.4% of a year (weekends: 100%, weekdays: 81.3%). (2017)

Operated by: Toyama City
Construction period: May 2006 – Aug. 2007
Project cost: approx. ¥1.52 billion
Overview of facility area:
approx. 1,400 m²
(65 m × 21 m)
Ceiling height:
approx. 19 m
Large video system:
approx. 277 inches
Use of Grand Plaza

▲ Ecorink

▲ Band performance by city workers

▲ Futsal game played by kindergarten children

▲ Flea market (CoCo Marche)
Jibamonya Sohonten

“Jibamonya Sohonten” has been established in the city center as a base to send information on local agricultural, forest and fishery products produced in all areas in the city and promote sales.

■ Overview of Jibamonya Sohonten

Established by: Toyama City
Operated by: MACHIZUKURI TOYAMA Inc.
Business hours: 10:00 a.m. – 6:30 p.m. throughout the year (excl. year-end & New Year holidays)
No. of visitors: approx. 250,000 (2017)

■ About customers (questionnaire conducted in 2015)

- Over 50% of users are 60 years old or older.
- Approx. 50% of users come on foot or by bicycle.
- Approx. 60% of users come more than once per week.
Toyama Kirari (complex comprising Glass Art Museum & the library)
(Opened Aug. 22, 2015)

The city has built a complex in the city center that offers Glass Art Museum and the Toyama City Public Library.

The transparent facade applied by delicate shading is open to the city.

The spiral passage feels warmth by using local timber and natural materials.

(*2) Toyama Kirari public facility No. of visitors since opening: 1.85 million (as of March 31, 2018)
Toyama Glass Art Museum

Dale Chihuly <<Chandelier>>
2015
Owned by Toyama Glass Art Museum

Dale Chihuly <<Toyama Persian Ceiling>>
2015  H45＊W575＊D217.8
Owned by Toyama Glass Art Museum

Dale Chihuly <<Toyama Reeds>>
2015  H323＊W424＊D549
Owned by Toyama Glass Art Museum
Sogawa Nishi District 1st Urban Area Redevelopment Project  
Completed in 2016

■ Appearance

Constructor: Sogawa Nishi District Urban Redevelopment Association  
Site area: approx. 5,686 m²  
Total floor area: approx. 26,910 m²  
No. of stories: 9 above ground and 1 below  
Main purposes: Commercial facility (incl. a cinema complex), accommodation facility, residential facility, parking lots

■ Inside
Sogawa 3-chome District 1st Urban Area Redevelopment Project

Facility buildings are scheduled to be completed at the end of 2018.

**Constructor:** Sogawa 3-chome District Urban Redevelopment Association  
**Site area:** approx. 3,800 m²  
**Total floor area:** approx. 33,690 m²  
**No. of stories:** 23 stories above ground and 1 below  
**Main purposes:** commercial facility, business facility, residential facility (approx. 206 houses)

**Image of appearance (side of Sakurabashi denshadori)**

**Arcade + square (image)**
Creating an attractive townscape

- Hanging baskets and banners have been installed to create a townscape.
Townscape with LTR

CENTRAM
Transit mall field test ~ Use of some loop line sections ~

To promote a turnout of people in road space, Japan’s first transit mall field test was carried out on LRT sections when various events were taking place.

<Overview of the event>
Date: October 14 (Sat) and 15 (Sun), 2017
Place: City Road Ote Route (extension: approx. 290 m)
*Nickname Ote Mall

<Overview of tram operations>
・The city train loop line ran at 10-minute intervals.
・All trains had low-floor vehicles.
・Chartered trains were added. (for the event)

<Overview of safety measures>
・Barricades were arranged at approx. 2-3 meter intervals.
  *Both crossing prevention function and designability were considered.
・Crossing spots were set up (existing: 5, new: 2).
・Guides were placed at approx. 10-20 meter intervals.

Pedestrian traffic
(in front of Toyama Shimin Plaza)
(Comparison with an ordinary time)
Oct. 14, 2017 (Sat): about 9.2 times
Mar. 25, 2018 (Sun): about 10.2 times
Event along with the transit mall field test ~ Ote Mall Fes~

Name of the event: Ote Mall Fes
15:00 - 21:00, October 14 (Sat) and 10:30 - 16:00, October 15 (Sun)
Sale of goods, 40 eating places, 2 music lives, street performance, sports events, kids events, etc.
Implementing comprehensive measures turns Toyama City into a highly sustainable, selected city (compact city).