



◊ CITY OF YOKOHAMA

URBAN DESIGN YOKOHAMA CITY OF YOKOHAMA

ENGLISH



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Urban Design within Yokohama

The urban design of Yokohama originated in the late 1960s as one of the strategies used to promote postwar reconstruction as well as to cope with various urban problems arising during the high economic growth period, with the ultimate goal of making Yokohama a self-reliant city. The urban design approach has also played a role in identifying the balance between functional and economic needs from urban development on one hand, and aesthetic/human values such as beauty, enjoyment and grace on the other, thus helping to produce characteristic and attractive urban spaces.

7 Aims and Principles of Urban Design

- 1 Supporting pedestrian activities by ensuring safe and comfortable walking spaces.
- 2 Taking into consideration natural characteristics such as the topography and vegetation of the area concerned.
- 3 Placing value on the historical and cultural assets of the area concerned.
- 4 Increasing and expanding open spaces and greenery zones.
- 5 Placing value on waterfront spaces of the sea and rivers.
- 6 Increasing places for people's interaction and communication.
- 7 Seeking morphological and visual beauty.

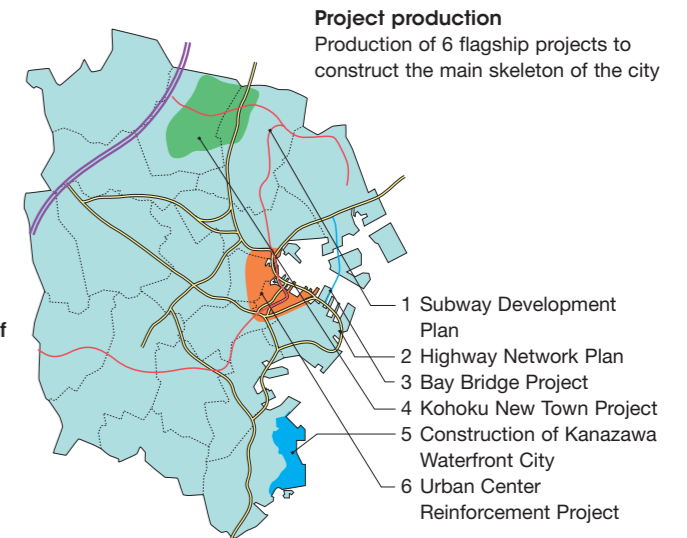
Approaches of Urban Design

- 1 **Conceptualization**
Put forward an attractive vision of the future based on new values and its realization processes.
- 2 **Planning**
Plan specific projects.
- 3 **Coordination**
Coordinate various stakeholders' interests in and efforts for the creation of characteristic and attractive spaces.
- 4 **Guidance**
Set guiding rules for improving the quality of community development and ensure their effective use.
- 5 **Fostering of Local Management**
Help create local management bodies and support their activities.
- 6 **Design Development**
Develop concrete design for public and other facilities from the urban design perspective.
- 7 **Research and Public Relations**
Further enhance urban design and deepen citizens' understanding.

1940s–1960s: Occurrence of various urban problems

- 1945: Devastating destruction of urban area resulting from the war**
41% of the urban area was burnt down from air raids
- 1945–: Significant delay in the reconstruction process due to requisition of urban area/port facilities**
90% of port facilities and 27% of the entire urban area were requisitioned around 1949
- 1950s: Disordered urbanization associated with urban expansion of Tokyo at the high growth period**
Population of Yokohama
1945 0.62 million
1965 1.78 million
- 1960s: Various problems due to undeveloped urban areas and rapid increase in population**
- Destruction to farmland and forests and shortage of schools, nursery schools, roads, drainage, parks, etc. due to urban sprawl
 - Necessity for rapid improvement of railroads, main roads, water and sewage, and waste disposal facilities
 - Necessity for reorganizing and reconstructing the urban structure in order to integrate overall urban areas
 - Necessity for strengthening the urban center to provide job opportunities as well as to enhance its attractiveness
 - Necessity for developing sense of citizenship and building viable communities in the face of a flood of new residents

Late 1960s–: 3 basic strategies toward the creation of a self-reliant city



Control of development

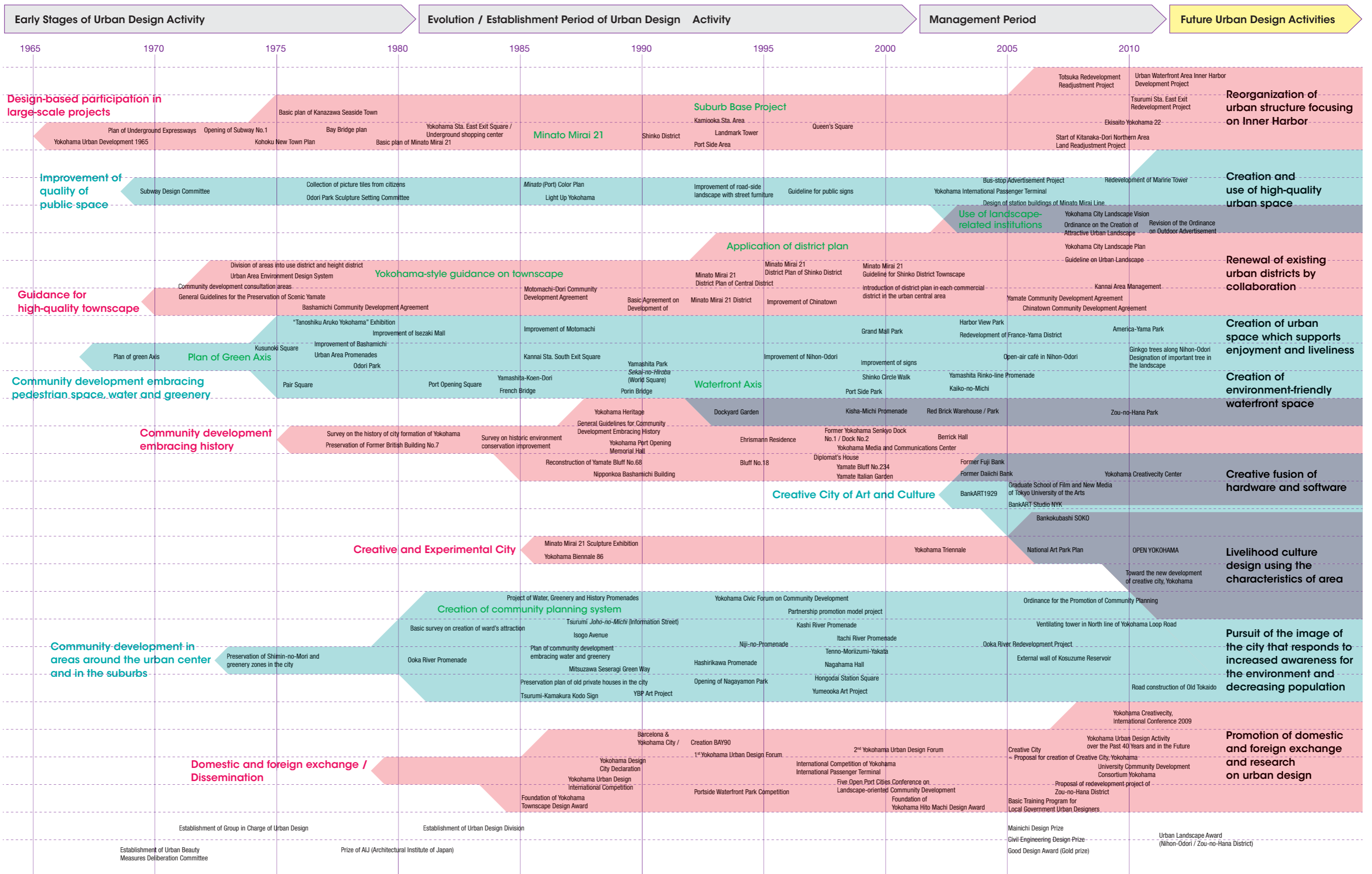
- Comprehensive land use measures taken according to administrative guidelines on coping with disordered development actions
 - General Guidelines on housing land developments (1968)
 - General Guidelines for the Preservation of Scenic Yamate (1968)
 - Yokohama Urban Area Environmental Design System (1973)
 - Preservation of green spaces (25% of the city) via designating the area an "urbanization control area"
- Introduction of urban design method**
- Direct the energy of a rapidly growing city in the appropriate direction as the material of a good city.
 - Realize a balance between functionality and other needs on one hand and aesthetic/human values such as beauty, enjoyment and grace on the other, to create characteristic and attractive urban spaces.

2011: Current status of urban development in Yokohama

- The city's self-reliant urban structure via 6 flagship projects is in the final stage of completion.
- Greenery in the suburbs is preserved and a stockpile of good housing sites created thanks to advanced active control against developmental pressures.
- Urban design activities, which focused mainly on the urban center at the beginning, have spread to all wards of the city, to all the relevant departments and institutions of the city government, and to community development/management activities of the citizens.

2011–: Challenges for the future of Yokohama

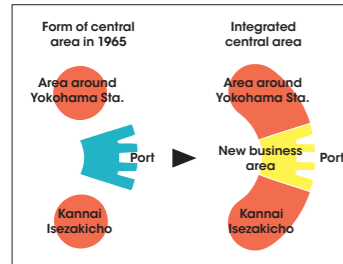
- Circumstances surrounding Yokohama**
- Transformation in the global social structures and economic situations, among others
 - Increased awareness for the environment
 - Decreasing population and the arrival of an aged society
 - Intensified international competition between cities
 - Centripetal force of Tokyo, which is still strong
 - Internationalization of Haneda Airport and transformation of the Yokohama Port into an international hub harbor
 - Change of Japan's national axes, in particular with the introduction of the Linear Bullet Train
 - Influence of the Great East Japan Earthquake on both the economy and people's lives
- Challenges of Yokohama's urban policy for the future**
- Creation of a sustainable "Future City"
 - Reform of the city structure in response to the decreasing population and the aged society with a low birthrate
 - Response to international competition between cities
 - Detailed and differentiated planning and designing in urban development, taking advantage of the decentralization of power to local entities
 - Comprehensive response for disaster prevention
 - Response to citizens' changing values



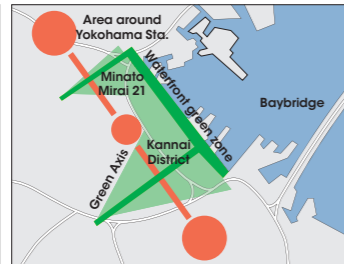
Development of Urban Design Activities

Urban Design in the Formation of an Urban Central Area Framework

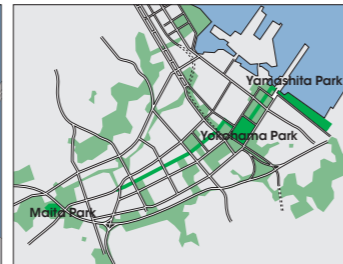
The Urban Center Reinforcement Project is intended to establish a self-reliant urban structure. The project involves integrating the two central urban areas of around Yokohama Station and Kannai District, and consists in strengthening the urban infrastructure, creating a new city center, and constructing axes using the sea and greenery. Adopting the perspective of urban design, the project also pursues development of attractive pedestrian spaces, use of historical assets and morphological beauty of the form of the overall city, which now, 40 years after being planned, are being embodied.



Basic concept of Urban Center Reinforcement Project (Urban Development of Yokohama 1965)



Basic concept of Urban Center Reinforcement Project (Basic Plan of Redevelopment 1970)



Green Axis plan in the early planning stage and the axis which goes from Yamashita park through Odori Park to an inland area (dark green)



Minato Mirai 21 District Creation of New Urban Central Area

Unlike the area around Yokohama Station and Kannai District, a "Master Plan-based" development has been promoted for the Minato Mirai 21 District, which connects existing urban areas. The Minato Mirai 21 District is divided into two main areas: the Central District, which includes Landmark Tower and the Nissan Global Headquarters building, and the Shinko District, which includes the Red Brick Warehouse. In the Central District, for pedestrians to make comfortable excursions between the districts, a pedestrian network has been formed around three axes: the King Axis (Yokohama sta. - sea), the Queen Axis (Sakuragicho sta. - sea) and the Grand Mall Axis (which connects the other two axes). The buildings are white-toned, and a beautiful skyline is formed by lowering the heights of the buildings as they approach the sea, as represented by the group of high-rise buildings along the Queen Axis. In the Shinko District, which is the birthplace of the modern port in Japan, history is respected, as represented by the Red Brick Warehouse and the townscape formed of low-rise buildings that are brown and thus contrast the Central District. In order to produce island-like individuality, walking spaces including the Kisha-Michi Promenade leading to Shinko, are created along the waterfront so that pedestrians can enjoy comfortable landscape along the water's edge.

Improved urban axes

The formation of a Waterfront Axis in the coastal area of the central urban area and a Green Axis that travels from inland to the sea, and the organic connection of urban central areas using both the sea and greenery are the main attraction of Yokohama.



Green Axis (Symbolic axis of port opening)

Kusunoki Square

When the subway was constructed in 1974, the existing roads and pedestrian space were improved. Comprehensive adjustments made it a space that integrates with the city hall. It is the first instance of urban design within Yokohama.



Odori Park

A park that was created by reclaiming a canal in 1978 (Width: 30m Distance: approximately 1.2km) via adjustments made by the State, the Metropolitan Expressway Company Limited, and others according to a Yokohama City plan that placed priority on the Green Axis over an elevated expressway construction project. It is a main Green Axis park.



Yokohama Park

Yokohama Park was the first Western style park in Japan, with a large amount of greenery being secured within the central urban area, and a place where people can relax. Yokohama Stadium, built via civic stockholders in 1978 to attract a professional baseball team to the city, is located in this park which is very much loved by all the citizens.



Nihon-Odori

A road that was built during the Meiji period as a firebreak due to conflagration. An attractive streetscape is formed by historic buildings lining the street. It was redeveloped in 2002 and a high-quality space was ensured by broadening the sidewalks, paving them with fieldstone, and installing street furniture and public signs.



Waterfront Axis

Yamashita Park

It is the first seaside park in Japan to have been built as part of the reconstruction project after the Great Kanto Earthquake, the only space where citizens could enjoy sea until the 1980s, and the start point of the Waterfront Axis. It was redeveloped in 2001, restored to its original state, and a disused elevated freight line removed.



Seaside Green Space / Park

A place that people could not access was improved as a continuous waterfront space (Rinkai Park, Aka Renga Park, and others). It is now open to citizens as a park which they can freely use. A waterfront line that travels down to the sea in a staircase pattern was created and became a water space in the urban area which suits Yokohama.



Kaiko-no-Michi

A promenade (approximately 3km), which leads from Sakuragicho Station. Square via the Shinko District and Yamashita Park to Harbor View Park, and which was improved in 2002 via use of the site of a former Yamashita Rinko Line freight line. The unwinding waterfront scenery can be enjoyed by following the decorated tiles.



Zou-no-Hana Park

Zou-no-Hana Park is the birthplace of Yokohama Port and at the crossroads of the Waterfront Axis and the Green Axis. It was improved in 2009 to commemorate the 150th anniversary of the opening of the port, and organically connects Minato Mirai 21 to the Kannai, Motomachi, and Yamate districts.



Urban Design of Existing Urban Districts

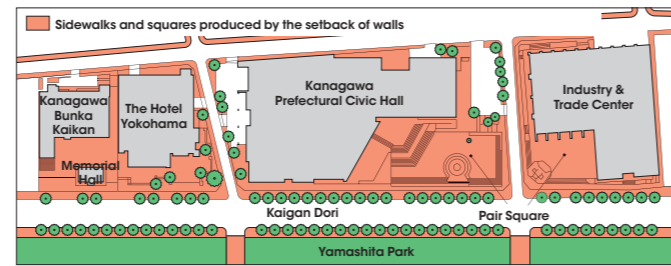
Experimental approaches were first used in the renewal project of Yokohama's central urban area. The initiative aimed at creating attractive pedestrian spaces in the existing Kannai urban district by, for example, building Kusunoki Square or through the "Urban Area Promenade Project" where decorated tiles were used to indicate the route to the sea. Once those activities achieved recognition, they then spread to shopping streets such as Bashamichi and Motomachi. Making use of these improved public spaces and an original community development agreement, community development was deployed independently by each district. A citizen-friendly approach has been taken where both the administration and the community could raise issues, and consultations and experiments, which demonstrate the effectiveness of measures, are frequently conducted.



World Square (above) Marine Tower (left) Pair Square (right)

Area around Yamashita Park

The development of Pair Square between Kanagawa Prefectural Civic Hall and the Industry & Trade Center Building in 1971 prompted the establishment in 1973 of the "Plan on Development Guidance for the Area around Yamashita Park" which concerns land use, the setback of walls, the color of building, etc. The area developed in collaboration with the land owners with a focus on Yamashita Park. To improve the traffic situation between Motomachi District and the area around Yamashita Park, adjustments with authorities concerned took place and the pedestrian deck connecting French Bridge, Porin Bridge, and World Square was developed when the Yokohama Doll Museum was constructed. When Marin Tower, which had been constructed as a lighthouse to commemorate the 100th anniversary of the port opening, was renovated in 2009, on the 150th anniversary of the port opening, private enterprises submitted proposals for its operation and its coloring was changed.



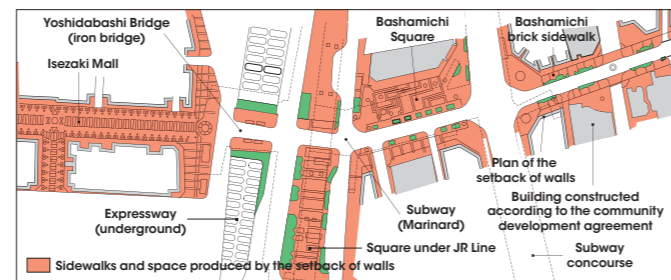
Expansion of pedestrian space by the guidance of building form



Before improvement (left) After completion of the improved pedestrian space (right)

Bashamichi District

Bashamichi is the area where the first gas lamps were used in Japan and Western culture was introduced during cultural enlightenment. To enliven the shopping streets, pedestrian spaces were constructed in 1976 on the model of Kusunoki Square. They have since seen many further renovations and redevelopments. Various other methods –expanding sidewalks by narrowing the road, paving roads with brick tiles, installing gas lamps – have also been used. A community development agreement concerning use of the land, the setback of walls, the color scheme and the maintenance of public spaces, among others, was concluded, and has been used in the development of the area. Efforts that follow the regional community development rules, district plan, and landscape plan have also recently been made. In addition, efforts to manage the area have also been launched.



Parts of sidewalk which were expanded by improvement

Isezakicho District

Improvements to the mall that took place from 1978 included the removal of arcades, the underground laying of power lines, pedestrianization (completely closed to vehicles), and the installation of street furniture, sculptures, etc. The district saw this full-scale improvement rather early even considering other such works in Japan. In 2005, the designation of Isezaki-cho 1-chome and 2-chome in District Plan was conducted by land owners to respond to the advance of entertainment and amusement business such as pachinko parlors.

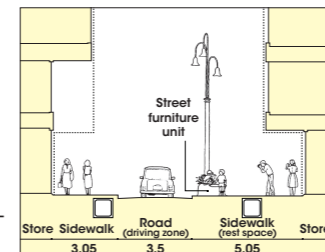


Before improvement



Motomachi District

Motomachi developed as a shopping street for foreigners living within the Yamate settlement to use, and is currently rather well known nationwide as a shopping street where female fashion-related stores play a central role in the dissemination of original brands. The setback of walls of the 1st Community Development took place in 1955, and then in 1985 the Shopping Mall Improvement Project of the 2nd Community Development was launched. At the same time a Community Development Agreement was concluded in thereby promoting the appropriate development of the town. The mall was then redeveloped as part of the 3rd Community Development in 2004, and Kawagishi-Dori, Naka-Dori, and the residents' association then also joined the Community Development Agreement and the District Plan was introduced.



Pedestrian space produced by the setback of walls in lower part



Yamate District

The Yamate District, which was a Former Foreign Settlement, was successively developed with condominiums after the postwar derequisition and many Western-style buildings were subsequently lost. "General Guidelines for the Preservation of Scenic Yamate" were then decided upon in 1972 in order to preserve the landscape of historic residential/educational districts in the low-rise area. Following this, the parks and streets were redeveloped, maintenance projects embarked upon, and the Western-style buildings renovated and used. The "Yamate Community Development Meeting" was then established in the 1990's toward ensuring the cooperation of residents and projects such as the experimental project for a citizen-operated Yamate Bluff No.234 were started. The "Yamate Town Design Promotion Council" was established in 2000, a community development agreement and District Plan established, and environment management by the residents commenced thereupon.



Yamate Bluff No.234



Chinatown District

A Community Development Agreement for Yokohama Chinatown, which is the largest Chinatown in Japan, was concluded when improvements that included the underground laying of power lines and fieldstone paving, etc. took place in 2005, and thus original community development was ensured. The approach of fostering an original culture was actively pursued. Examples would include the purchase of a planned condominium construction site and the construction of a Mazu Temple.

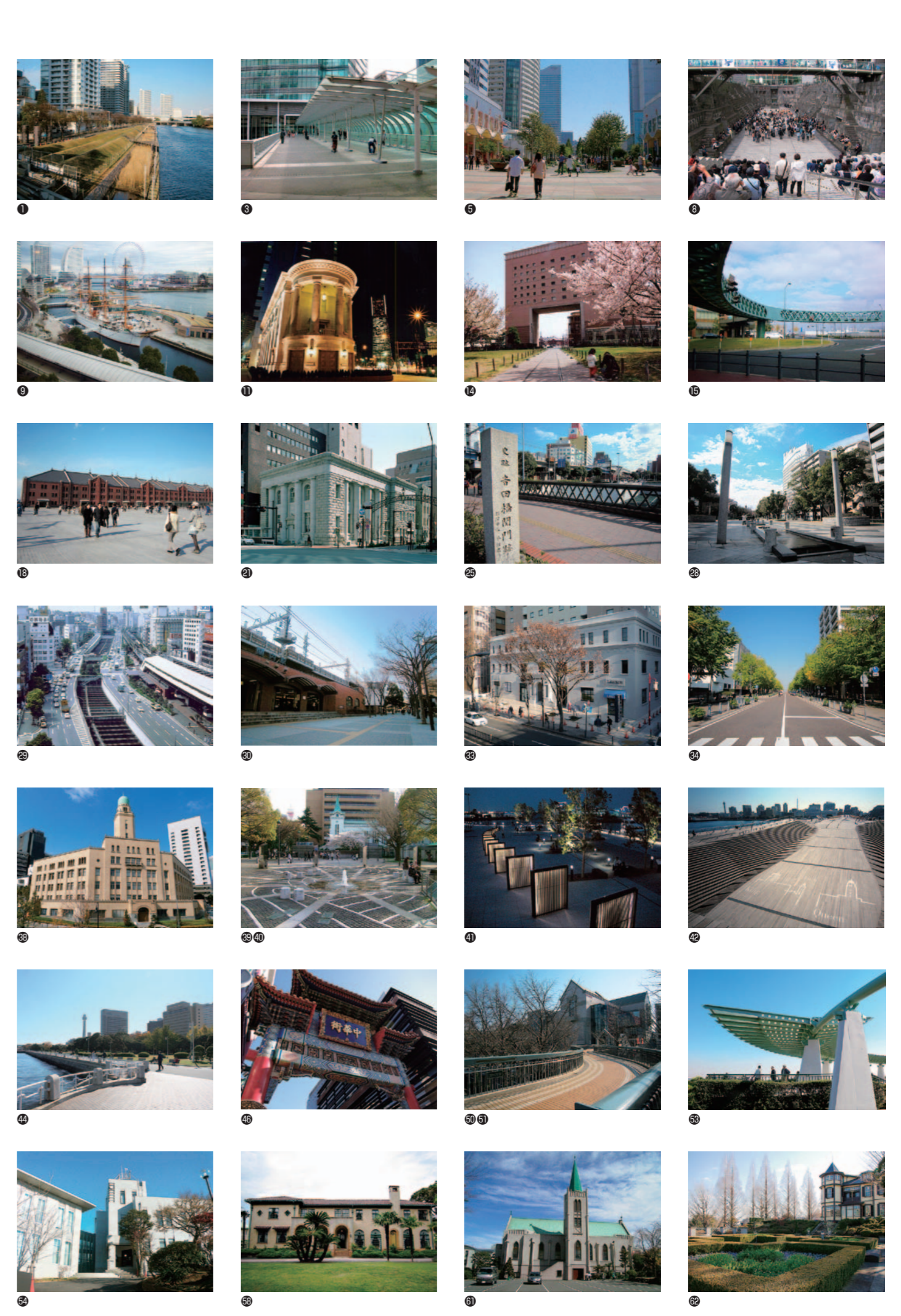
Town management by local community

The local communities of the Bashamichi District, Motomachi District, Chinatown District, Yamashita-Koen-Dori District, and Yamate District, etc. established original rules and have been playing a central role in the management of their towns. These local activities have now become networked and their range expanded via the YMC (Yamashita-Koen-Dori, Motomachi, and Chinatown) Council and the Kannai/Bashamichi Area Management Liaison Council.



- 1 Port Side Park
- 2 Yokohama Sta. East Exit Square
- 3 Hamamirai Walk
- 4 Remains of Second Yokohama Station
- 5 Grand Mall Park
- 6 Rinko Park
- 7 Formation of skyline
- 8 Dockyard Garden
- 9 Nippon-Marū Memorial Park
- 10 Sakuragicho Station Square
- 11 Yokohama Creativecity Center (Former Daiichi Bank)
- 12 Former *Todairyo* (Lighthouse Engineering Department) Seawall
- 13 Kishamichi Promenade
- 14 Navios Yokohama
- 15 Shinko Circle Walk
- 16 Hammerhead Crane
- 17 Remains of Yokohama Custom House
- 18 Red Brick Warehouse / Aka Renga Park
- 19 Yokohama No.2 Joint Government Office Building (Former Yokohama Silk Inspection)
- 20 Yokohama Bankers Association (Former Yokohama Bank Meeting Place)
- 21 Graduate School of Tokyo National University of Fine Arts and Music (Former Fuji Bank)
- 22 Bashamichi Avenue
- 23 Nippon Koa Bashamichi Building (Former Kawasaki Bank)
- 24 Yokohama Shiloh Church
- 25 Yoshidabashi Bridge
- 26 Former Yokohama Matsuzakaya West Building
- 27 Isezaki Mall
- 28 Odori Park
- 29 Underground laying of expressway
- 30 Kannai Sta. South Exit Square
- 31 Kusunoki Square
- 32 Yokohama Park
- 33 Yokohama Strong Building
- 34 Nihon-Odori
- 35 SMBC Yokohama Branch
- 36 Yokohama Port Opening Memorial Hall
- 37 Yokohama Media and Communications Center (Former Yokohama Commercial Encouragement Hall)
- 38 Yokohama Customs
- 39 Yokohama Kaigan Church
- 40 Port Opening Square
- 41 Zou-no-Hana Park
- 42 Yokohama International Passenger Terminal
- 43 Pair Square
- 44 Yamashita Park
- 45 Yamashita-Koen-Dori
- 46 Chinatown
- 47 Motomachi
- 48 Marine Tower
- 49 World Square (Yamashita Park)
- 50 Porin Bridge
- 51 Yokohama Doll Museum
- 52 America-Yama Park
- 53 Harbor View Park
- 54 Yokohama Local Meteorological Observatory
- 55 Yamate Museum
- 56 Ehrismann Residence
- 57 Yamate Residence
- 58 Berrick Hall
- 59 Ferris University Bldg. No.10
- 60 Yamate Park Office
- 61 Yamate Catholic Church
- 62 Yamate Italian Garden
- 63 Yokohama Kyoritsu Gakuen Main Building

Urban Design Map



Community Development in Areas around the Urban Center and in the Suburbs

The "Creation of Attractive Wards" – or the creation of comfortable environments that closely connect to people's everyday lives – first started in the 1980s. The local characteristics of each ward are first identified, and the approach of creating attractive spaces used in various projects. The roads, parks, public facilities, etc. around station squares and ward offices, which citizens often frequent, are then environmentally improved in ensuring the creation of attractive spaces. "Community Development Embracing Water and Greenery" – or the transformation of areas along rivers, which had been concealed because of urbanization, into spaces where people can enjoy the natural environment and waterscape – took place as environmental developments that included improving promenades alongside rivers (the Ooka River, the Kashio River, the Katabira River, and the Itachi River), maintaining and using waterfront plazas where people can access the watersides and the forests around the area. The abovementioned environmental developments were promoted in cooperation with the citizens groups and organizations concerned. In addition, the urban design approach is also being used in Kohoku New Town and Kanazawa Seaside Town, which are included within the six flagship projects.

Creation of attractive suburbs

- Kohoku New Town
- Kurabeyato Promenade / Niita Green Way / Futoo Green Way
- Okurayama Promenade
- Jike *Furusato Mura* (Home Village)
- Tokaichiba Station Square
- Nakayama Sta. Pedestrian Deck
- Midori-no-One Promenade
- Areas around Shin-Yokohama Station Square / Nissan Stadium / Pedestrian signs / Street furniture
- Katabira-gawa Waterfront Park
- Kamakura-Michi Promenade
- Nagayamon Park
- Higashi-Totsuka West Exit Square
- Izumi-gawa Waterfront Park
- Tenno-Moriizumi-Park
- Areas around Kamiooka Kamiooka / Yumeooka Art Project
- Areas around Totsuka Kotsu Square / Building complex / Old Tokaido road construction / Grand design of water and greenery
- Kashio-gawa Promenade
- Cultural zone of the central area of Sakae Ward
- Itachi-gawa Promenade
- Areas around Kanazawa Ward Office Approach to Shomyoji Temple / Kanazawa Rekishi-no-Michi / Deiki Park / Yushobashi Bridge / Hashirikawa Promenade

Creation of attractive wards

- Creation of attractive Hodogaya Ward**
Nishiya Purification Plant Promenade / Suidomichi Promenade / Kawabe Park Waterfront Plaza and Katabira-gawa Promenade / Hodogaya Rekishi-no-Michi
- Creation of attractive Kanagawa Ward**
Mitsuzawa Seseragi Green Way / Kanagawa-Shuku Rekishi-no-Michi / Higashi Kanagawa Park
- Creation of attractive Tsurumi Ward**
Rekishi-to-Midori Concourse / Tsurumi Sta. East Exit Square / Joho-no-Michi / Kaniyama Park
- Urban design of the urban center (pp.6-7)**
- Negishi Forest Park**
- Shin-Honmoku Area**
- Creation of attractive Minami Ward**
Ooka-gawa Promenade / Gumyoji Bus-bay Pedestrian Plaza / Niji-no-Promenade / Minami Ota 3-chome Friend Park / Ohara Tunnel / Maita Park
- Creation of attractive Isogo Ward**
Yokohama Fishing Piers / Isogo Avenue / Negishi Station Square / Yokodai Station Square / Tsubonomi Kanazawa Michi
- Creation of attractive Konan Ward**
Sakuramichi Promenade / Environmental improvement of the Ooka River / Stairways of Shimonagaya Sta.
- Kanazawa Seaside Town**
- Railway Car Design of Seaside Line**
- Distribution reservoir of Kosuzume Purification Plant**



Ooka-gawa Promenade Kohoku New Town Hongodai Station Square Kanazawa Seaside Town

Design of Public Spaces

The design of public spaces such as roads and stations, which are used by both citizens and visitors, is an important element that contributes to the convenience and comfort of the city. In order to enhance the quality of public spaces, we not only develop specific designs for public facilities including street furniture and public signs, but also promote comprehensive staging of public spaces with the cooperation of private businesses. Experimental undertakings are carried out and institutional mechanisms established so that public spaces can be utilized in a variety of fashions, including with special illumination (lighting up) or open-air cafés.

Minato Mirai Line Design of Station Buildings

The concept of an "Urban Gallery", or the stations being designed to serve as galleries, was established by the Design Committee (1993) and famous architects then requested to design individual stations. Each station building was created by drawing upon the individual characteristics, charm, and atmosphere of the town where the station is located, so that it reflects and is identified with its particular area and that visitors can enjoy the atmosphere of Yokohama while underground.



Bashamichi Sta. (left) Minatomirai Sta. (right above) Motomachi, Chukagai Sta. (right)

Yokohama Municipal Subway Line No.1

A Subway Design Committee composed of architects, industrial designers, and graphic designers was established (1969), and the facilities designed following design policies such as "Easy-to-Understand Subways". In addition, wall reliefs were used that reveal the characteristics of Yokohama.



Kanazawa Seaside Line

When the line was inaugurated, it was decided that the symbolic color of train cars and station buildings would be blue and orange. To commemorate its 20th anniversary, a daring design based on these symbolic colors was adopted for the introduction of new train cars at a Design Meeting which was composed of designers, specialists and local residents.



Minato (Port) Color Plan

To make the Port of Yokohama more distinctive as well as vibrant, new sceneries have been created by improving the waterside spaces and controlling the colors used throughout the entire port area. Owing to this effort, people can enjoy sceneries of different tones of color as they view the city on a cruising ship, in addition to the scenery viewed from the land.



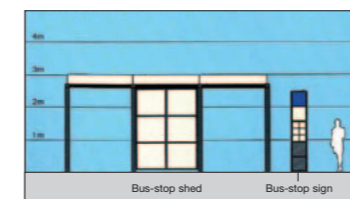
Public Art

Installation of works of art in public spaces will introduce new values, add individuality and a cultured atmosphere, and create new charms of the town if they match the atmosphere of Yokohama and characteristics of local areas. Nineteen works of art installed in Kamiooka, for example, including a gigantic object that covers a ventilation tower, have made new landmarks within the town.



Street Furniture / Public Signs

As street furniture and signs have a major impact on the landscape, specific criteria have been established to control their color, form and size. With the recent realization of bus-stop sheds with advertisements that are operated and maintained in collaboration with a private enterprise, design control arrangements have been developed to include the introduction of a new scheme.



Open-Air Cafés

As part of further deployment of the redevelopment of Nihon-Odori, a system to realize open-air cafés has been established thanks to the local community's initiative and after repeated social experimentation. Thus, a new form of liveliness has been created in the public space.



Light Up Yokohama

This project commenced in 1986 with the purpose of effectively revealing characteristic assets of Yokohama and creating attractive nocturnal urban scenes, which differ from those of day time. The Yokohama Night View Promotion Council, which includes private enterprises, has been established to promote this initiative.



Community Development that Embraces History

Since the first opening of the port a distinctive culture has been nurtured and characteristic towns and streets have been developed in Yokohama. Historic landscapes, such as the elegant modern architecture in Kannai District, Western-style buildings in Yamate, old private houses in the suburbs, as well as stately remains of civil engineering works and industrial structures, are all important resources that form the "characteristics of Yokohama". Aiming to leverage these historic buildings in community development, "Guidelines for Community Development that Embraces History" was established in 1988. We preserve and use historic buildings in cooperation with the owners, citizens, and specialists and, in conjunction with the systems concerning cultural properties, promote the preservation of historic landscapes in community developments.

General Guidelines for Community Development that Embraces History

This involves a system for preserving and using historic buildings with top priority placed on the preservation of their exterior appearance and by encouraging land owners to actively use the insides, thus preserving historic landscapes that are characteristic of Yokohama. Historic buildings of landscape importance are registered. Among the registered, those which are particularly important and whose owners consent are certified. When a building is certified, a plan for its preservation and use will be made after consulting its owner, and support for the preservation of their exterior appearance will be extended after a preservation and use policy is made and specific parts to be preserved have been decided.



Nipponkoa Bashamichi Building (first instance of certification)

Preservation of Historic Landscape along Nihon-Odori

When the Yokohama District and Summary Court and Yokohama Media and Communications Center were improved, at the same time as the redevelopment of Nihon-Odori, historic buildings were preserved in the lower part of the new architecture with high-rise buildings constructed behind them, so that the historic landscape of Nihon-Odori would be preserved. In addition, the construction of any new buildings must take the landscape into consideration.



Yokohama Media and Communications Center (Former Yokohama Commercial Encouragement Hall)

Preservation and Use of Remains of Civil Engineering Works and Industrial Structures

Having one of the first opening ports of modern Japan, Yokohama was a major entry point of Western industries and civil engineering technologies to Japan. In particular, the currently urban central area, which was a foreign settlement at that time, was the main place to receive such industries and technologies. For that reason, a variety of remains of civil engineering works and industrial structures still exist within the city, and they are one of the many charm points of Yokohama. We strive to preserve these remains, and transform them into spaces available to citizens. Examples include the Former Yokohama Senkyo Dock No.2, which was preserved and is being used as a square at the foot of Landmark Tower, the "Kisha-Michi" Promenade, which uses the site of disused tracks between Sakuragicho and Shinko District, and the Zou-No-Hana breakwater, which was created by reconstructing a masonry breakwater of the Meiji period.



"Kisha-Michi" Promenade where three bridges and an embankment remain

Preservation and Use of Western-Style Buildings in Yamate

Yamate District offers one of the typical landscapes of Yokohama where many Western-style buildings from the former Foreign Settlement still remain. Many of the buildings are being used as dwelling by the owners, who have emotional attachment to such historic buildings. To preserve this historic landscape, we promote the preservation and use of Western-style buildings with the help of their owners and in conjunction with the community development activities. Furthermore, the city acquires Western-style buildings and preserves and uses them within park areas, with the relocation and reconstruction of the Ehrismann Residence being one example. Western-style buildings that the city possesses are used by citizens for various activities rooted in the local history and culture, such as decorating them with flowers and playing music, which further increases the charm of these buildings.



Ehrismann Residence

Preservation of Historic Landscapes in the Suburbs

The suburbs of Yokohama have a landscape that gives off the atmosphere of a Yokohama as if the port had not been opened; for example, Satoyama, an undeveloped woodland near populated areas. Old private houses are considered part of the elements that make up the landscape and have been cared for by citizens for many years now. We promote, in cooperation with the local community, citizens' use of historic buildings as places at which to experience the local history and culture.



Kyu-Anzai-ke-jutaku Main House (in Nagayamon Park)

Efforts of Dissemination

To gain the understanding of citizens about the community development that embraces history, we hold public seminars, issue the "Yokohama Journal for Community Development that Embraces History" PR magazine and "The City's Recollection" brochure, etc. in cooperation with Yokohama Heritage Society, which is composed of specialists.



"Toshi-no-Kioku" (left) and "Yokohama Shimbun" (right)

Creation of Urban Design System

The process of urban design activities under various themes and in various areas led to the creation of guidelines, such as the "Development Guidance Plan for the Area around Yamashita Park", and the establishment of standards. The purpose of the guidelines and standards was to realize a detailed design and take into consideration the landscape, which cannot be stipulated via the legal system or with numerical criteria, but can be attained from creative consultations that use innovative ideas of all the parties concerned. The Urban Area Environment Design System was established as an original system for Yokohama that reflects the above characteristics. With the recent enforcement of the Landscape Act which led to the establishment of an ordinance on landscape, consultation-based community development has been further advanced.

Yokohama-Style Guidance on Townscape

Development Guidance for the Area around Yamashita Park Plan (1973)

This plan involves guidelines that were established using the experience gained from planning consultations concerning Pair Square, which is built between the Kanagawa Prefectural Civic Hall and Industry & Trade Center and hotels. This then led to the establishment of standards concerning the setback of walls, improved sidewalk spaces, the use of buildings, colors, etc. While no minimum standards were established by it, basic guidelines on items that need to be discussed with the companies and land owners concerned in ensuring the best were compiled in 1973.

Urban Area Environment Design System (1973-)

This is another original system used by Yokohama which is similar to the Development Guidance Plan and was developed after the model of consultation cases in areas around Yamashitacho. In a review of the urban plan in 1973, strict height district and floor-area ratio specifications were newly introduced. Whereas it was decided that the height and floor-area ratio would be relaxed in accordance with the contribution the building concerned makes to its neighborhood (setting of public open spaces, etc.)

Community Development Consultation Areas (1986-)

Areas for which building guidance has been provided since the 1970s (the Redevelopment planning zone, Area around Yamashita Park, Bashamichi District, etc.) were integrated into "Community Development Consultation Areas". As of 2011, while responsibility for the Kannai District, among others, has been transferred to landscape-related institutions, other areas of the Yokohama city center, Shin-Yokohama city center, and commercial and business areas around other major railway stations have been specified as community development consultation areas.

Application of Local Area Rules

District Plans / Building Agreements / Community Planning Rules

In ensuring the environmental preservation and the development of more attractive areas, local residents establish original rules that are based on the situation of their area in a cooperative and voluntary manner. They make positive use of the system and mutually make sure to observe the rules.

- District plans 97 areas
- Building agreements 179 areas
- Community planning rules 12 areas

(As of December of 2011)

Outdoor Advertisements

With the start of the enforcement of landscape-related institutions in 2008, responsibilities for outdoor advertisement control was transferred to the Urban Design Division and the administrative system used for promoting landscape development including outdoor advertisement control was established. The ordinance on outdoor advertisements, which was established in 1956, was substantially revised in 2011 so that the content responds to changes over time, including by providing for a system that allows for unique characteristics of the area concerned.

System used in the Creation of the Original Urban Landscape of Yokohama

The enforcement of the Landscape Act (2006) triggered the establishment of the "Yokohama Landscape Vision" and "Yokohama City Ordinance on the Creation of Attractive Urban Landscape". By adopting a landscape plan based on the Landscape Act, basic/quantitative landscape rules can be introduced for the area concerned, and even higher quality landscape developments can be pursued through creative discussions by applying the relevant provisions of the ordinance. (As of 2011)

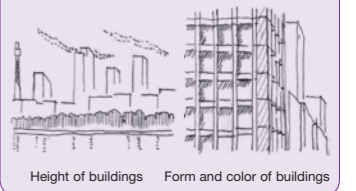
1 Landscape Act "Landscape Plan" (entire city)

- Set Limit on the height of buildings and the floor-ratio of greening with regard to development acts on hillsides.
- Ease the claustrophobic feel caused by the construction of high retaining walls.

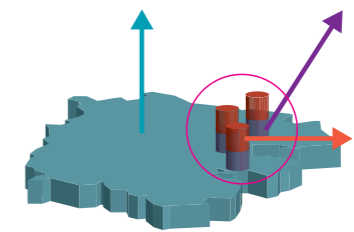


2 Landscape Act "Landscape Plan" (landscape promotion areas)

- Establish quantitative standards for the form, color, height of buildings, etc.
- Soft control through notifications, recommendations, etc.



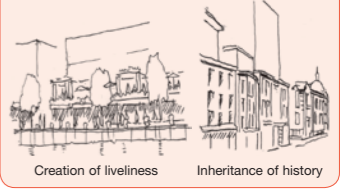
Height of buildings Form and color of buildings



[Actual situation]
3 urban center areas:
Kannai and Minato Mirai 21 District
(Central District and Shinko District)

3 Landscape Ordinance (urban landscape consultation areas)

- Establish qualitative standards to increase the charm of the area.
- Hold consultations between companies and Yokohama City.



Creation of liveliness Inheritance of history



Urban Design Exchanges / Dissemination

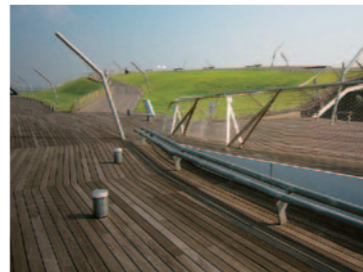
Yokohama City has been identifying problems, advancing research and deepening discussions on urban design and community development through exchanges with domestic as well as foreign cities at various occasions including international conferences and exhibitions. With pertinent information recorded and published, these activities have contributed to promoting the citizens' understanding of and cooperation in urban design, as well as developing new human resources in and outside the city government. In addition, we created many attractive urban spaces by effectively holding competitions and gathering proposals for public facilities, thereby broadly amassing ideas from all around Japan and the rest of the world. All these efforts have resulted in the city's enjoying wide fame in the field of urban design, with important prizes received including the Gold Prize of Japan Good Design Award.



Yokohama International Passenger Terminal (left) Zou-no-Hana Park (right)

Amassing Ideas via Competitions, etc.

Competitions and gathering of proposals have been carried out in deciding the design of public facilities which have symbolic importance for Yokohama by, for instance, being positioned on an urban axis. Participation of cutting-edge designers, both domestic and foreign, has been welcomed so as to make the design of facilities of high popularity and quality. Recent examples of such facilities include Yokohama International Passenger Terminal and Zou-no-Hana Park, both of which, after completion of construction, have made new symbolic spaces for Yokohama, where a large number of people come and go.



Deck of Yokohama International Passenger Terminal (left) Zou-no-Hana Terrace (right)

Development of Advanced Initiatives via Domestic and Foreign Exchanges

International exchanges such as the international conference of the "Yokohama Urban Design Forum" (in 1992 and 1998) have been conducted to study, discuss, and make proposals on urban problems, urban designs and urban culture. This has made a significant contribution to the dissemination of the urban design measures of Yokohama, development of new urban design principles, and eventual development of "Community Planning measures". In addition, Yokohama has been hosting international design/art exhibitions such as Barcelona & Yokohama City Creation and Triennale. Domestically, Yokohama has been promoting local government-level and citizen-level exchanges that include the "Historical Landscape City Conference" and "Five Open Port Cities Conference on Landscape-oriented Community Development", thus contributing to the vitalization of community development activities.

Five Open Port Cities Conference on Landscape-oriented Community Development

Citizen groups from 5 cities (Hakodate, Niigata, Yokohama, Kobe, and Nagasaki), that share the common history of having had their ports opened because of the Treaty of Amity and Commerce between Japan and the United States of America in 1858, gather to exchange information and opinions on landscape-oriented community development. The conference first met in 1993, and afterwards the member cities took turns to host the meeting. The Yokohama Conference of 2009 involved 220 people from 5 cities, who actively took part in discussions.



Research / Human Resources Development

The orientation of urban development in Yokohama are vigorously explored via collaborative studies by the University Community Development Consortium Yokohama and interdisciplinary research such as at Kitanaka School and UDCY. This is pursued not only by university students, but members of society and administrative officers also join the effort. On the human resources development front, basic training programs for local government urban designers and urban design workshops are made available to improve the urban design skills of local officials.



Basic Training Program for Local Government Urban Designers

Public Relations / Dissemination of Urban Design

Urban design aims at rediscovery and enhancement of urban culture, and this needs to be supported by citizens' understanding and cooperation. To promote this, we disseminate information on urban design activities via the distribution of brochures, and also engage in the "Yokohama Hito (people) Machi (towns) Design Award" program to recognize and commend outstanding instances of contribution with respect to the creation of high quality landscapes.

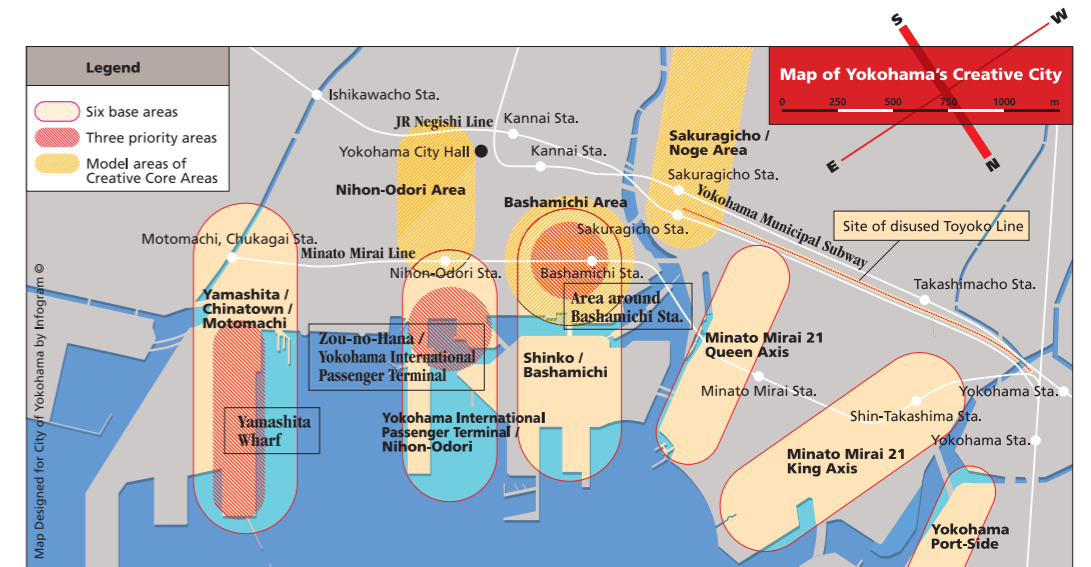


Creative City

Since the late 1980s we have discussed self-reliant development of Yokohama at international symposiums and conferences such as the "Barcelona & Yokohama City Creation". This resulted in the decision to develop the concept of a "Creative City" as a new type of urban vision where software and hardware measures are blended by combining the creativity of culture and art, attractive spaces, various human resources and the industrial economy, thereby producing new values and charm points for the city. We have been actively pursuing this idea since the launch of the "Recommendations on the National Art Park Plan" in 2006.

National Art Park Plan

National Art Park Plan was proposed as one of three projects aimed at advancing the "Proposal toward the Creation of a Creative City of Art and Culture Yokohama" (2004). The Plan has two parts: the first offers the "Overall Plan", which is the grand design for the urban center waterfront areas of the creative city, and the second presents "Concrete approaches", which are strategies to realize that. Specifically, the Plan calls for the following: create international tourism and exchange bases and accumulate creative industries in the urban center, particularly in the six key waterfront districts and inland Creative Core Areas, by proactively inviting creative activities, typically cultural and artistic ones, as well as by leveraging existing resources such as historic buildings and the port scenery.



Concept Map of National Art Park Plan (When it was proposed in 2006)

Cooperated by NDC Graphics

Development of Creative Core Areas

In the three areas of "Nihon-Odori", "Bashamichi", and "Sakuragicho/Noge", the "Development of Creative Core Areas" project is underway to revitalize local communities. Historic buildings, warehouses and spare offices are transformed into spaces for creative activities so that artists and creators can use them to produce and display their works as well as reside there. Gathering in a certain integrated area of various and mutually related functions, i.e., creation, dissemination, incubation, industrial accumulation, civic exchange, etc., has been producing positive outcomes, including invigorated creative activities by citizens, accumulation of talented persons, and creation of new businesses.



Opening event of BankART1929 (left) Hinode Studio (right above) Zou-no-Hana Terrace (right below)



Yokohama Creativecity Center (left) BankART Studio NYK (middle) Bankokubashi SOKO (right)

Community Development via Civic Participation / Civic Collaboration

As urban design activities spread to areas around the urban center in the 1980s and then to the suburbs, attention was focused on civic activities which would advance community development. The Yokohama Urban Design Forum (1992) led to the launch of "Area Development Project" which supports local residents' own community development efforts, and also to the establishment of the "Team in Charge of Citizen-Driven Community Development" within the Urban Design Division. Since 1996 the "Partnership Promotion Model Project" has been implemented jointly by the Planning Bureau, Civic Affairs Bureau, and Urban Planning Bureau in all the wards of the city as a policy for promoting partnership-based administration. This is followed by the establishment of the "Ordinance for the Promotion of Civic Activities" (2000), which lays down the principles of civic cooperation, and the "Ordinance for the Promotion of Community Planning" (2005), which focuses on community development

Community Development from Participation to Collaboration

Urban design activities in the area around the city center and in the suburbs began with the improvement of such facilities as rivers, parks and roads. The participation of local residents became an important theme. At the beginning, the administration proposed concrete projects to citizens, but before long citizens themselves started to work voluntarily to solve problems of their own neighborhood, or even try to make it an attractive place. Hence, the relationship then developed into collaboration between citizens and administration.

Programs to Support Community Planning

Community planning based on collaboration between citizens and the administration was brought into full swing with the establishment of the "Ordinance for the Promotion of Community Development". In accordance with the ordinance, leaders of community planning, usually local residents, are registered and certified, and policies and rules for the area concerned developed. To support and collaborate with citizens' activities, the city government has set up programs of dispatching coordinators and extending subsidies.



Community Development via Collaboration that Spreads Through All the Areas

Housing / Road / Town Improvement Project

An original Yokohama project that tackles disaster reduction and the improvement of the living environment within dense housing areas, which exhibit problematic disaster prevention conditions, in close collaboration among the residents, administration, specialists, and NPOs. Under the Project, a "Disaster Prevention Community Development Plan" is established for the area concerned, and to realize the plan, specific projects are implemented and rule-making conducted using the community planning support programs. Central government subsidizing projects are effectively introduced as well.



Creation of Keihin-no-Mori

The creation of a green environment within the industrial zone of the Keihin waterfront area has been advanced with various greening programs implemented under the "District Greening Plan" and in collaboration among businesses based in the area, citizens, and the administration. Moreover, an area greening project, which is based on the Yokohama Midori Up (Greenery) Plan and implemented in collaboration with citizens, started in 2009.



Town Building Project by Yokohama Citizens

As one of the support measures based on the "Ordinance for the Promotion of Community Planning", the city government holds a contest of project proposals submitted from citizen groups concerning improvements of their own towns, with winning proposals receiving financial support for their implementation. Over the past five years, 25 projects have been subsidized.



Community Development of Hatsuko / Hinode Area

The "Hatsuko/Hinode-cho Environment Purification Promotion Council" is the main platform to tackle the improvement of the area's environment. It aims to turn the environment deteriorated due to some unlicensed restaurants and bars into a healthier environment where everyone can peacefully wander around. In addition, events such as the Art Event "Koganecho Bazaar" are held by the "NPO Koganecho Area Management Center".



Collaboration between Community and Universities in Kanazawa Hakkei

Kanazawa Ward organizes arrangements with Yokohama City University and Kanto Gakuin University, and both universities then incorporate the practice of urban design with a focus on the problems of the ward into their classes. The students tackle the community development of Kanazawa Hakkei through practical exercises, and create a dissemination base for community developments around the station in cooperation with the local community.



Community Development around the Totsuka Area

As a redevelopment project and a land readjustment project are simultaneously underway around Totsuka Station, overall design coordination is being conducted, and plans are being prepared with the help of local residents to create a place of distinctive atmosphere as a former Tokaido Road post-town and also to construct a new park.

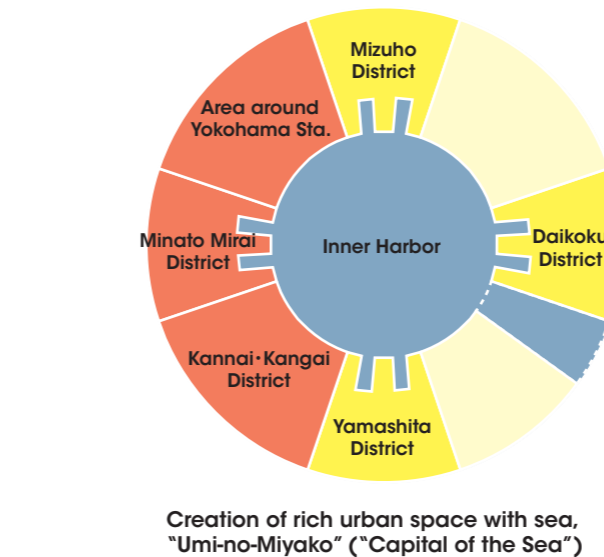
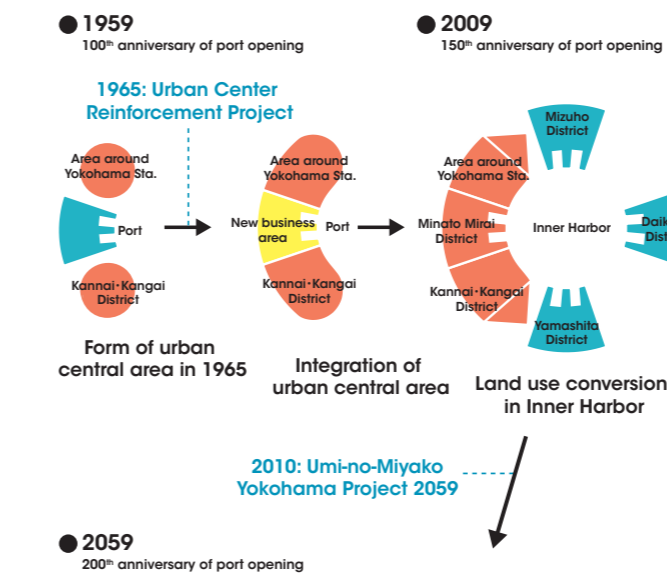


The Future of Urban Design

Urban design activities over the past 40 years have achieved a variety of results, but the background social situation, such as challenges facing the city and values of citizens, has significantly changed from the one when the activities first started. Now that the "Six Flagship Projects" intended to solve problems of that time come close to completion, it is high time to identify new challenges facing Yokohama and its citizens now, such as environment and energy problems, decentralization of power to local government, the arrival of an aged society with a low birthrate, and international competition between cities. Such new challenges then need to be met with a new long-term vision and strategic plans of the new age, which are comparable to the Six Flagship Projects. It is important to come up with a new vision and plans and strive to realize them, as something physical or institutional, in the ongoing processes of project implementation and urban design undertaking.

Urban Waterfront Area Inner Harbor Project

With regard to the ideal image of Yokohama in the next 50 years, the "Yokohama City Inner Harbor Planning Committee" has submitted to the mayor a proposal of the "Urban Waterfront Area Inner Harbor Project". This is based on the "Umi-no-Miyako (Capital of the Sea) Yokohama Project 2059" prepared by the "University Community Development Consortium Yokohama", composed of five universities with Yokohama City University playing the leading role. The Urban Waterfront Area Inner Harbor Project proposes the following: develop a ring-shaped urban structure around the Bay of Yokohama, and within this setting, promote community development in such a way that enables citizens to enjoy and use the valuable waterside environment offered by the sea adjoining the urban center; create an urban area where a variety of activities gather and take place with the support of traffic networks; and make the city a place where not only citizens of Yokohama but also various people from around the globe feel happy and rich.



Concrete Actions

"Yokohama Urban Design Activity over the Past 40 Years and in the Future" Symposium (July, 2011)

Joined by specialists from various fields, the symposium reviewed urban design activities in Yokohama so far and discussed the future of Yokohama and urban design. Specific topics discussed there included: energy and other environment-related issues; urban design with a particular focus on disaster preparedness in the light of experiences of the Great East Japan Earthquake; community relationships; and the need for discussions and actions on a regular basis, based on exchanges among various stakeholders such as citizens, specialists, universities, and businesses. It is expected that exchanges with experts and local leaders will continue further and that the outcomes will be reflected in future urban design activities.



Symposium

Examination of Functional Conversion of Urban Resources

The site of disused Toyoko Line tracks at Sakuragicho Station is a resource that has the potential to be converted into an attractive urban space. It can even make a symbolic place of the city if properly linked with activities which respect local characteristics, creativity, and the community under the main themes of "Health" and the "Environment". This project is expected to set a good example of a well-planned public space supporting activities that take place therein, and also to demonstrate in a concrete form the "Future of Urban Design" of Yokohama.



Examination of use of the site of disused Toyoko Line tracks

Creation of Landscape with a Focus on the Beautiful Port

Capitalizing on specific characteristics of Yokohama, where the functions of port and city are contiguous, we intend to promote the landscape of the Inner Harbor District with a view to making it a world-class "Beautiful Port" that suits Yokohama. While inheriting accumulated past urban design activities, we intend to develop a new potential urban design for Yokohama by creating an original "Beautiful Port" landscape that exemplifies a new community development beside the water.



Urban Waterfront Area Inner Harbor Development Project