Good morning. I'm Naoyuki Kuniyoshi from the City of Yokohama. It's a pleasure to be here at the TWN 2004 international conference. I first would like to thank everyone for visiting Yokohama. I have been working as an urban designer for the city over the last 33 years at the urban design office. I am now a director of the urban planning bureau and also serve as an executive urban designer for the city.

Today, I'm going to talk about urban design of the city centers of Yokohama.

1) The theme of urban design in the city centers is the co-existence of historical and future designs: Old & New.

2) The city of Yokohama is located approximately 30km southwest of Tokyo and it is a port city opened about 150 years ago as one of the first international trading ports in Japan.

3) This is a city map of Yokohama. The area of the city is 437km². This here is the port and this is the city center.

4) Yokohama’s population has tripled in the last 50 years and now it is approximately 3.53 million, which marks a second largest city in Japan next to Tokyo.

5) In the late 60's, the city initiated new approaches of urban planning, such as: Producing the public projects, for example, infrastructural development, Controlling and managing development, and Enhancing urban designs to create unique and distinctive cityscapes.

6) We started to implement urban design in 1971, which Yokohama was the first city to introduce the idea of urban design in the city development in Japan. The goal of urban design was set to create exquisite urban spaces that well represent Yokohama’s local charm. We also laid out seven viewpoints to achieve this goal such as the enhancement of pedestrian spaces, preservation of historical and cultural assets, utilization of natural geographic
characteristics, and cityscape beautification.

7) The experimental urban design activities were first started in 1971 targeting a small area of Yokohama and later on advanced to the entire city with further developed programs. Today I would like to make a presentation on city center urban design projects.

8) City centers in 1960’s. One was located here in Kannai. This historical area was originally developed 150 years ago when the port was opened. The other center was in the commercial area at the Yokohama station, which the development was started after the World War II. And as you can see, there were shipyards and railroad yards located in between the city centers. The city decided to undertake a land readjustment project by transferring the shipyards and railroad yards to another location and develop a new city center to accumulate commercial activities and international exchange functions. This was also aimed to connect the two separate city centers as one larger center.

9) The shipyards were here and this line is the outline of the new center, which was enlarged by reclamation.

10) This project is called the “Minato Mirai 21 Project.” It consists of two areas, the central (chuo) and new port (shinko) areas. It covers 186 ha and is planned to achieve 190,000 working population and 10,000 nighttime population.

11) The Minato Mirai 21 Project was implemented in 1983 and has been completed 80 % of the infrastructure and 50 % of the surface development.

12) The urban design office felt that it was also important to renovate the existing center because of Kannai’s historical characters.

13) Let me briefly show you the history of Kannai.
About 150 years ago, the Japanese government finally changed its isolation policy in response to a strong demand by Commodore Perry and his fleet in the pacific. Yokohama was chosen as one of the ports to be opened because of its close location to the capital, Tokyo and the government also decided to develop the city as the residential zone for the foreigners due to the political reasons.

14) This painting shows the townscape of Yokohama right after the opening of the port. Various cultures from European countries and China were introduced through the port activities in Yokohama, which established city’s reputation as a gateway to the outside civilization.
15) However, Yokohama experienced two devastating disasters and lost most of its cityscapes. The first one was the Great Kanto Earthquake in 1923.

16) The second was the air raid during the World War II in 1945.

17) In 1971, Yokohama began to implement Urban Design in this area for renovation and conservation of local historical assets.

18) 19) The first project of urban design was to create promenades for pedestrians.

20) The red lines show the routes that connect the train station and the port.

21) The next project was to achieve quality landscapes in Yokohama's most important area facing the port by enforcing the design guidelines.

22) In this area, the guidelines encouraged the building owners to provide wide sidewalks and other open spaces during the construction of the buildings.

23) It is highlighted in pink here.

24) This is an overall image of the structures in this area. We also restrict advertisements.

25) The four shopping streets in the area were renovated as part of the project. They are highlighted in red on this map. The names of the districts are Bashamichi, Isezaki-cho, Motomachi, and Chinatown.

26) This is Bashamichi before the project.

27) After having numerous discussions, the association of local business owners created their original design guidelines to define concepts of the development and details such as colors and setting back of the building facades. We call these citizen-initiated guidelines, town development agreements. The City serves as an advisor for the citizens involved.

28) In this area, the red brick pavement was chosen for the promenade to create classical styles and images.

29) The colors of the building were gradually controlled and coordinated by the guidelines.

30) This is another shopping district called Isezaki-cho, before the renovation.
31) After it has been renovated, it is open only to the pedestrians all day, seven days a week.

32) This is a cross section of Motomachi street. Because it is very narrow as eight meters, the first floors of the buildings are set back to provide more pedestrian spaces. As for utility lines, we have used the underground tunnel to neatly store them, which enabled simple and spacious appearance of the street.

33) Motomachi is a center of fashion for women. Small retail stores and boutiques are chosen to accommodate the needs. The traffic is allowed during the weekdays.

34) On the weekend, it is only open to the pedestrians.

35) The town development agreement is also introduced in this shopping district,

36) where the building owners are required to consult with representatives of the shopping street association to maintain the design concept of the area.

37) Yokohama Chinatown. Numerous different approaches have been used to bring out the Chinese atmosphere. The City has subsidized them to renovate the 11 gates. They are now working to improve the pavement of the streets.

38) A street art gallery located next to the parking building.

39) 150 years ago the Japan-U.S. Treaty of Peace and Amity was signed here at this intersection. In 1982, it was renovated as an open square for the pedestrians.

40) It is now called the Port-opening Square, Kaiko Hiroba to commemorate the historical event. The Protestant church and city history archive museum, which was formerly a British Consulate building, adjacent to the square are included in the structural design to ensure the tone of the area as a whole.

41) Most major cities in Japan did not have much interest in preserving and restoring historical structures. However, the City of Yokohama has always believed in their preservation. Since 1986, these structures have been lit up at nighttime to help the local citizens and visitors recognize and enjoy the view. 48 historical structures are now lit up at night in the city.

42) Through such activities, more citizens started to have interest in the historical structures, which stimulated various different citizen initiated activities.

43) During the same time, we found out that one historical structure belonging to an insurance
company was planned to be torn down. The local citizens strongly protested this movement and the City advised the building owner to restore the structure. It is the building in the middle. There is another Renaissance style building behind it, which is preserved as a national cultural asset. It is very unusual nowadays to see these structures lined up like this.

46) The building owner agreed to change the plan in response to the civil movements and the city’s advice. The facade has been conserved and used on the new building as shown on this picture.

47) This is the recent Bashamichi. Two years ago the sidewalks were renewed for the second time using more European details such as imported bricks and gaslights from England.

48) This is Yamate, which in this area you can still see many westernized structures and townscapes from the port opening era. Yamate is one area that the city puts the effort to maintain the landscapes.

49) In 1988 the city created Yokohama’s original system for preservation and utilization of historical structures.

50) This system allows the city to subsidize preservation activities such as the case that I have mentioned earlier and also the building owners are entitled to receive bonuses according to the preserved capacity of the structure.

51) Preservation projects in Bashamichi area. This building formerly belonged to the Fuji Bank, which is now under city’s acquisition as it was put out for sale. Part of the building is used as rental office spaces for NPO’s.

52) This building was located near Bashamichi and was a national government agency building well-liked by citizens. As the agency moved their offices to a new high-rise building, the City asked the national government to conserve it to reflect the local citizens’ request.

53) The building after it has been restored and preserved.

54) This was another Bank building and was sold to the private construction company to be remodeled as an apartment.

55) An open hearing for the local citizens was held prior to the remodeling.

56) The City requested that the facade be conserved as part of the new building and it was
restored in the lower level of the building as this picture.

57) This building was one of the recognized structures in Yokohama belonging to the Daiichi Bank. As the main trunk road was to be built right through this location, the city requested to transfer it.

58) The most important “corner” part of the structure was moved on the roller by the foundation.

59) The transferred part was restored and added onto the corner part, which is now incorporated into a new high-rise building. The use of this particular restored structure has not been decided yet but the city is implementing an experiment to use it as an art and cultural facility along with the former Fuji Bank building nearby.

60) This is the former Fuji Bank building. A citizen organization is in charge of these two buildings for the experiment use. The project was named the “Bank Art 1929” because of the original completion date.

61) This picture was taken during the experiment use.

62) Last year the City of Yokohama started a new project, “Creative City”. It is a renovation project for the city centers to stimulate the area by art, culture and tourism.

63) I would like to talk a little more about the historical conservation projects. This is Nihon Odori Boulevard, which runs as a main axis in Kannai area.

64) We consider this Boulevard as the symbolic axis representing the port opening and have implemented renovation projects.

65) In this district, there are many public historical structures such as the courthouse, prefrectural government buildings. The City has undertaken numerous preservation projects of the structures and almost has completed. The street surface has also been renewed to create the symbolic atmosphere of the historical event, which means the entire renovation is at the completion stage.

66) We also implemented the experimental use of the enlarged sidewalks as a street gallery and café.

67) In the near future, we plan to transfer the warehouses at the end of the boulevard so you can see the port from the area.
68) 69) Minato Mirai District was planned as a modern center with skyscrapers. We have also networked pedestrian routes to direct the traffic to the waterfront green spaces.

70) In this district, old shipyards are kept as historical assets and one of them is preserved as a city project in the ocean front park along with a retired sailing ship.

71) The other shipyard is located inside the Landmark tower premises, which is owned by a private company and used as an event space.

72) Open spaces in Minato Mirai District.

73) 74) During the development in this district, a special attention was paid to the skyline of the buildings and the night view.

74) I have referred to the development in the Chuo area of the district so far and I would like to move onto the Shinko area development. This ongoing project is to renovate the old pier and its adjacent areas. The main project in this area is to preserve the red brick warehouses, which were originally built 90 years ago.

75) The red brick warehouses were owned and managed by the national government. The City acquired them in 1992 because the structures are very valuable to the port as industrial assets. Soon after the acquisition, Yokohama started the preservation and renovation.

76) This is during the repair work of the roof using the movable scaffolds. You can see the public event held in the open space in front of the two warehouses.

77) In 2002 the preservation and renovation was completed. No.1 warehouse is now used as a commercial facility while No.2 warehouse is remodeled as a cultural facility.

78) The red brick warehouses are recognized as Yokohama’s new sightseeing spot by visitors from all over the world.

79) The old platforms of the train station are also preserved.

80) The cranes as well.

81) The red brick warehouses in the front, the Chuo area of the Minato Mirai district in the
back. You can see the two contrary landscapes, the historical and the modern, in one.

82) This shows the design concept of the Shinko area. The red brick warehouses are located here. There still remained an island shaped old freight train railways here. We conserved and turned it into a promenade that leads to the red brick warehouses.

84) This is what it looked like before.

86) It is called the Kisha-michi promenade. Kisha-michi means the train road.

87) In this area, the height of the building is restricted to 45 meters or less and the base color has to be in the shades of brown.

88) This is Kisha-michi from the sky. The building at the end of Kisha-michi has a gate-like opening in the middle.

89) You can see the red brick warehouses through the gate.

90) When you turn around, you can see the very modern cityscape.

91) As the development of the Shinko area advances, the waterfront became more of an attraction of the area.

92) The 3.5km long promenade, Kaiko-no-michi: Port Opening Path stretches from the Sakuragicho-station via Kisha-michi to the Harbor View Park in Yamate going through the waterfront areas: the red brick warehouses and Yamashita Park. It also passes by the Customs building and the International Passenger Terminal at the Osanbashi Pier, which you all are scheduled to have a look later today.

93) This is the Sign for the Kaiko-mo-michi promenade, which was made with materials discarded from the indoor walls of the red brick warehouses during the restoration.

94) This is the International Passenger Terminal at the Osanbashi Pier. It is designed by two international competition winners: Mr. Alejandro Zaera-polo and Ms. Farshid Moussavi.

95) The red brick warehouses and the Minato Mirai District from the International Passenger Terminal.

96) Yokohama Customs building, which the national government has just finished the restoration work last year.
97) 98) It has been over thirty years since Yokohama started its Urban Design activities. The City is gradually fulfilling the concept of co-existing the old and the new.

99) The port has the historical lighthouse.

100) The new symbol of the port, the Bay Bridge is added to the landscape.

Before I close my presentation, I would like to mention the newly opened subway system here in Yokohama. It was opened in February 2004 and runs across the city centers. Five designers participated in the designing of the five subway stations. The three major designers were; Mr. Toyoo Ito, Mr. Hiroshi Naito, and Mr. Kunihiko Hayakawa. The City was also involved in the production of station designs.

Thank you very much for your attention. I hope that you will have some time to go out and take a look at the city while you stay in Yokohama. And I'm looking forward to any feedback that you may have.