



Japan's Experiences in Urban Coastal Development
- Harmonization of Port Activities and Urban Life in Yokohama -

Tatsuhiko Ikeda
Yokohama National University
tikeda@ynu.ac.jp

Commodore Perry landed Yokohama in 1853.

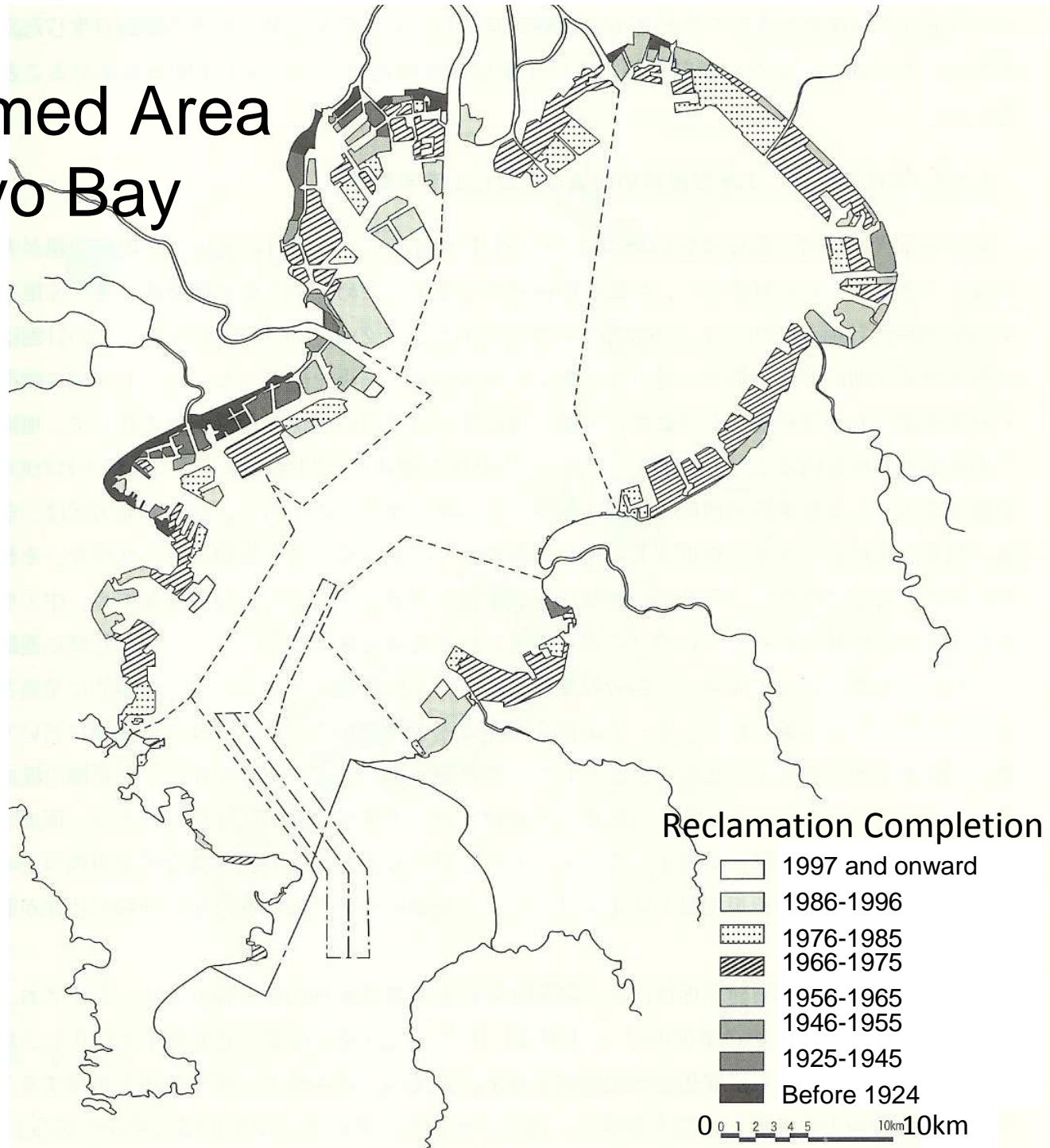
Yokohama Port was opened in 1859.
Modern port facilities were commenced
to be constructed since 1889.





Reclamation Works in Tokyo Bay

Reclaimed Area in Tokyo Bay



Yokohama Port

Minato Mirai 21
(MM21)

神奈川県横浜市

Daikoku Area
Container and Automobile

Hon-moku Area
Container

Minami Hon-moku
Area
Container

Copyright © 1995-2007, Tokyo Broadcasting System, Inc.

Image © 2007 DigitalGlobe

Image © 2007 Digital Earth Technology

© 2007 ZENRIN

©2007 Google

35° 28'10.35" N 139° 41'15.65" E 高度 0m

ストリーミング ||||| 100%

上空 17.45





(ハルビン) Harbin

(潘陽)

北京 Beijing

天津 Tianjin

朝鮮民主主義人民共和国 (北朝鮮)

(大連)

(平壤)

(ソウル) Seoul

Incheon

日本海

黄海

西海

(デイク) Daegu

(釜山) Busan

日本

神奈川県横浜市

Yokohama

(名古屋) Nagoya

Osaka

(大阪)

南京 Nanjing

(上海) Shanghai

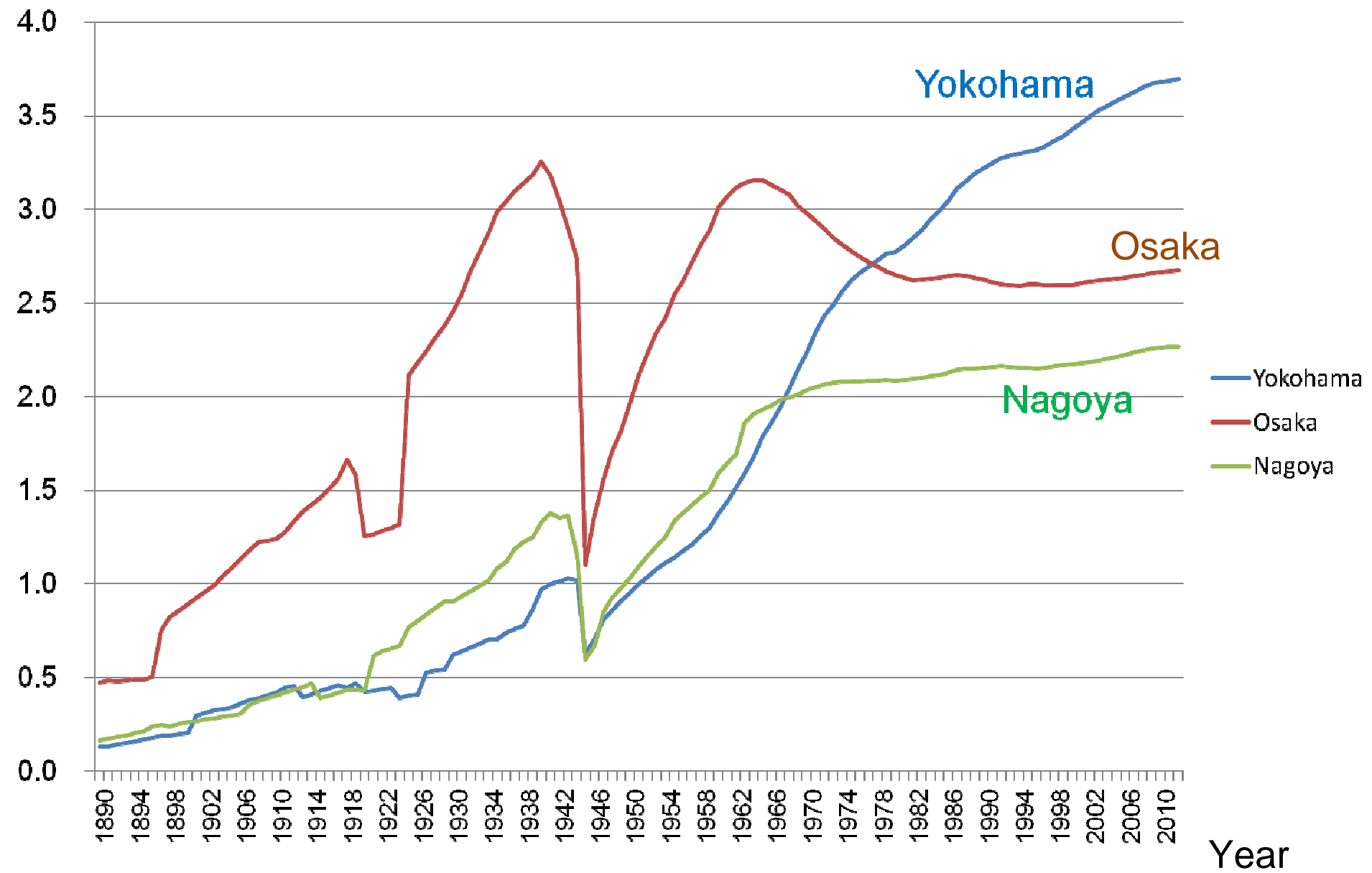
東シナ海

(台北) Taipei

台湾

million

Historical Change in Population in the City



Integrated Yokohama Development Projects

Based on the historical background of Yokohama, i.e. Port City, Industrial City and the Residential City adjacent to Tokyo, six projects were proposed to promote further development as follows in mid 1960s:

1. Strengthening Central Business District
(Minato Mirai 21 Project: MM21);
1. Expressway Network to the Port and the City;
2. High Speed Railway (Subway) Network in the City;
3. Yokohama Bay Bridge Construction;
4. New Town Development (Kohoku Area); and
5. New Reclamation at Kanazawa area

Minato Mirai 21 Project: MM21

As containerization was in progress since 1960s, old conventional wharves became obsolete in the inner harbor area. The area of the Mitsubishi Shipyard near the central business district and railway marshaling yard near the Yokohama Station was a targeted area for redevelopment for urban city use. A complete master plan for strengthening the central business district by using these land property and reclaiming offshore as completed in 1979.

In 1980, Mitsubishi Shipyard decided to be relocated. In 1981, Yokohama City Government declared the Project, named “Minato Mirai 21: MM21.”

Outline of MM21 Project

Project Objectives

1. Increase Yokohama's Autonomy
2. Facilitate the Quality of Yokohama's Waterfront
3. Redistribute Functions of Metropolitan Area

Project Framework

1. Projected Population

Work Force: 190,000, Residential: 10,000

2. Project Land Area

Project History

1965: Declare 6 Major Projects for Yokohama Development

1981: Master Plan Completed and Named MM 21 Project

1983: Commencement of MM 21 Project

2011: Completion of the Land Readjustment Works

MM21 Public Participation

City of Yokohama

1. Overall Planning and Coordination;
2. Waterfront Development (Land Reclamation);
3. Construction of Roads, Parks, Utility Tunnels, Water Supply and Sewers;
4. Construction of Public Facilities; and Others

National Government and Kanagawa Prefectural Government

1. Construction of Public Facilities and others

Urban Renaissance Agency

1. Land Readjustment Works.

Third Sector (Public/Private) Participation

1. Yokohama Minato Mirai 21 Corporation;
2. Pacific Convention Plaza Yokohama Corporation;
3. Minato Mirai 21 District Heating and Cooling Co., Ltd.;
4. Yokohama Minatomirai Railway Co., Ltd.; and
5. Cable City Yokohama

Private Sector Participation

1. Construction of Business Facilities; and
2. Commercial Facilities and Cultural Facilities



Areal View of MM 21 Area
In 1983

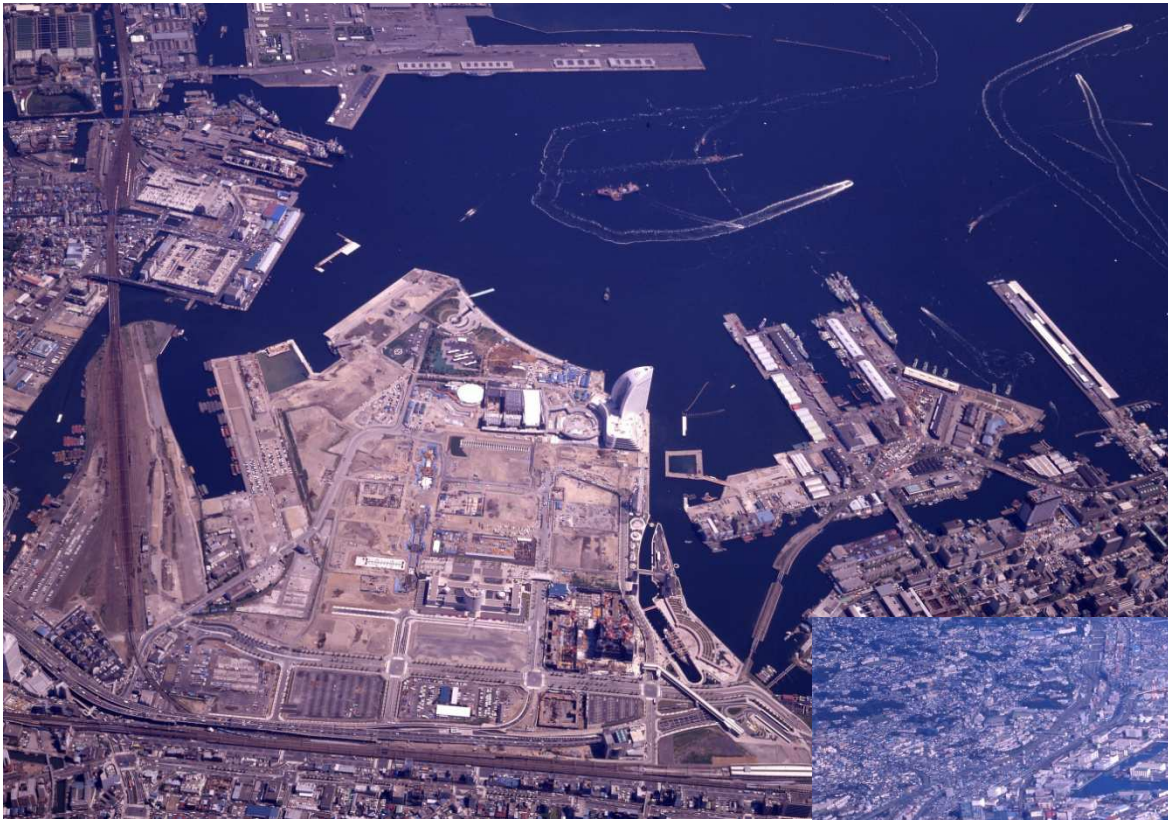




June, 1985
Reclaiming Works Commenced

Reclamation Works almost Completed
October, 1987

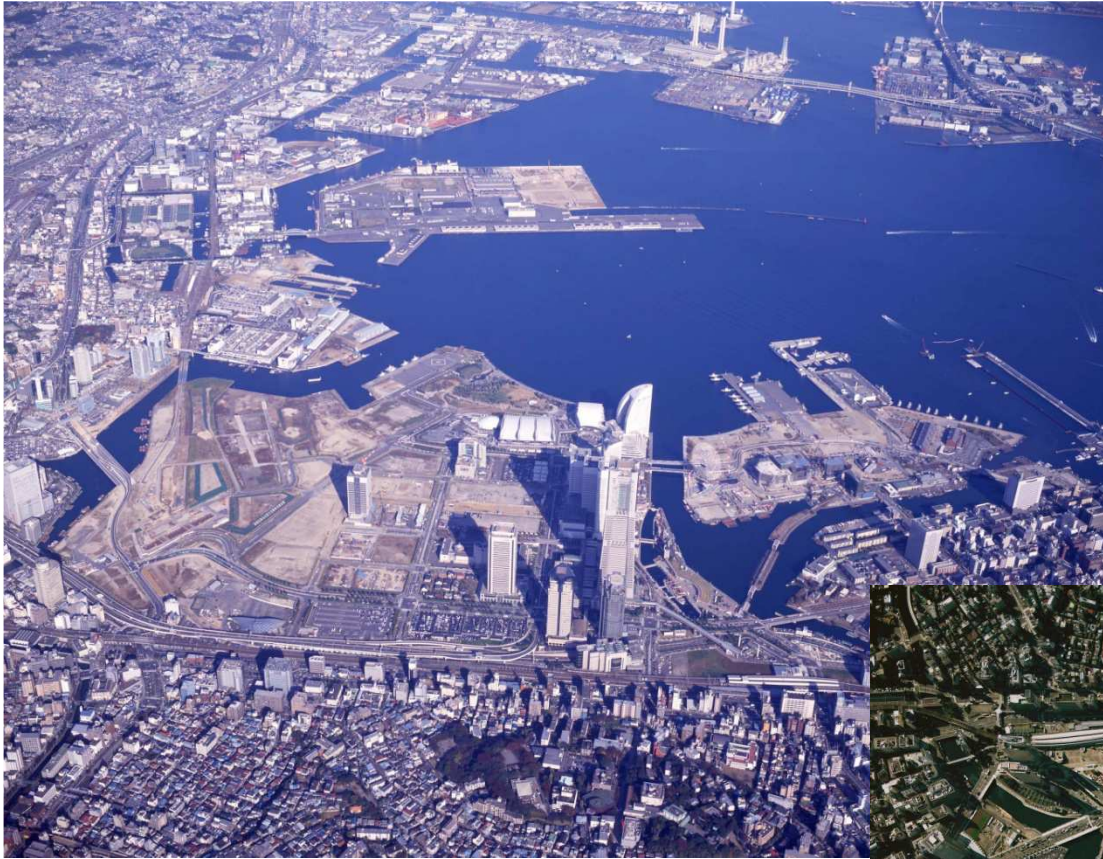




April, 1991
Intercontinental Hotel Completed



Landmark Tower Completed
November, 1993



January, 1998

January, 2004





April, 2009



December, 2010

MM21 Project Cost

1. Total Project Cost	JPY527.0 billion
Land Readjustment Works:	JPY176.6 billion
Reclamation Works:	JPY235.7 billion
Port Facilities Works:	JPY 30.5 billion
Utility Tunnels, People Moover:	JPY 84.2 billion
2. Financial Resources	JPY527.0 billion
Sales of Land Property:	JPY396.3 billion
Municipal Government:	JPY 83.9 billion
National/Prefectural Government:	JPY 31.4 billion
Others:	JPY 15.4 billion

MM21 Project Outcome

1. Municipal Tax Income Addition:

JPY164 billion (total from 1997), JPY10 billion/year in 2010

2. Economic Spillover Effect:

Construction: JPY2,658 billion

City Activities: JPY1,756 billion

3. Work Forces and Private Firms on Site:

Number of Workers: 79,000 (2010), 58,000 (2006)

Number of Firms: 1,420 (2010), 1,180 (2006)

4. Number of Visitors to MM21 Area:

58million (2010), 38 million (2006)

5. Number of Residents in MM21 Area

7,600 (3,800 households)

Expressway Network in Yokohama

Daikoku Area
Container and Automobile

Minato Mirai 21
(MM21)

神奈川県横浜市

Hon-moku Area
Container

Minami Hon-moku
Area
Container



Yokohama Bay Bridge
Completed in September, 1989

Harmonization of Port Activities and Urban Life

1. **Separating port activities from citizen's daily life arena:**
Maximizing port operation efficiency;
Refraining from mixed transport of tracks and private vehicle;
Providing citizens with amenity spaces in the waterfront.
2. **Recognition of the importance of port activities by citizens;**
Consistent provision of information on port contribution to the society
3. **Appreciating the historical monuments in the waterfront;**
4. **Citizen's participation to the actual riding on the water:**
Sea kayaks or boats in the inner harbor
Understand the actual marine environment in port area

Thank you
for your attention.

