



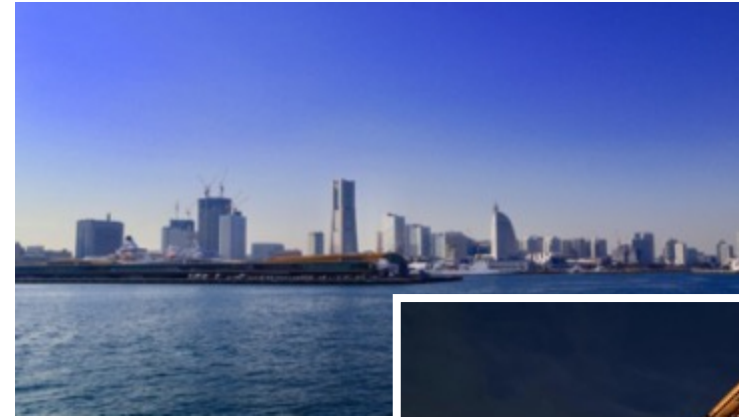
Yokohama's urban development in the post-war period

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Outline of the City of Yokohama



Population (Oct. 2020)	3,778,318	2 nd after Tokyo 23 ward
Area (Sq.km)	435.43	-
GDP (Billion USD) (2018)	125.2	3 rd after Tokyo and Osaka

Yokohama's brief history until 1950s

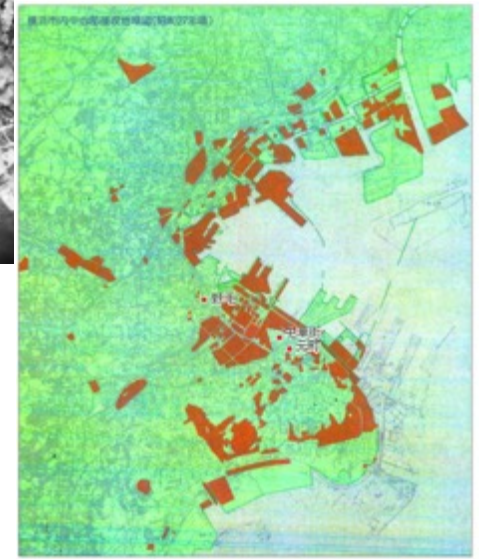
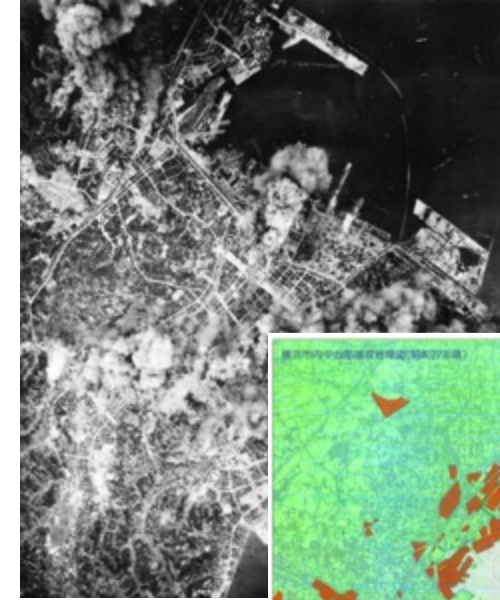


Opened its port in 1858 and developed as a gateway of Japan to the world during Meiji Restoration

Source: City of Yokohama



Great Kanto Earthquake in 1923 heavily damaged City center



Air-raid during the WW2 and post-war occupation by US

Repeated ordeals and recovery several times

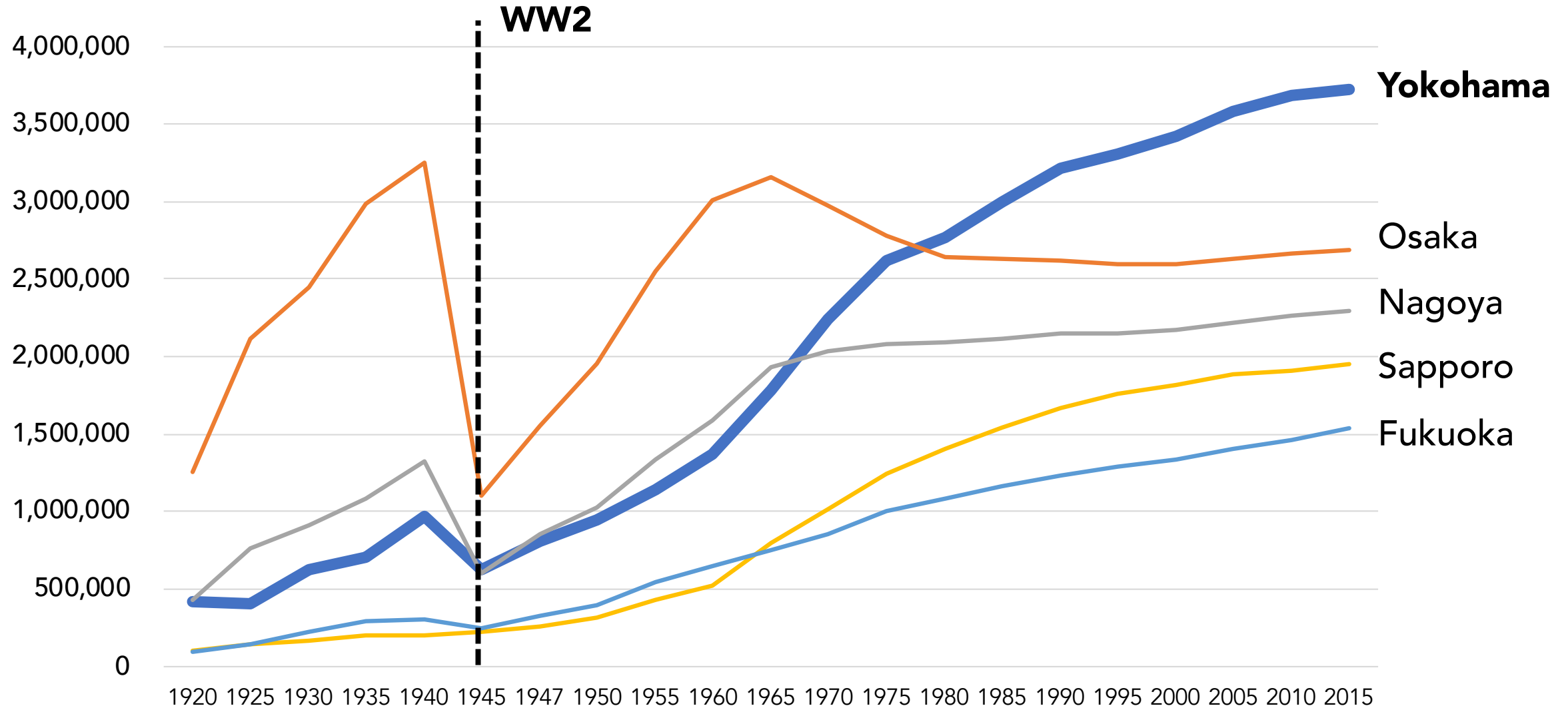
Post-war occupation by US army & navy



Returned Not Returned

Occupation was longer and larger than other Japanese Major Cities

Yokohama's post-war population growth



Population drastically grew in post-war period as a residential area of Greater-Tokyo

Source: Ministry of Internal Affairs and Communications

Yokohama's major challenges in 1950s-1960s

Suburban Area

- Increased population
- Lack of housing (sprawl)
- Lack of roads & railway
- Lack of sewerage system
- Lack of schools....



Commuting to
Tokyo



City Center

- Lack of Business & workplace
- Traffic Jam
- Air & Water Pollution
- Mixture of residential and industrial area

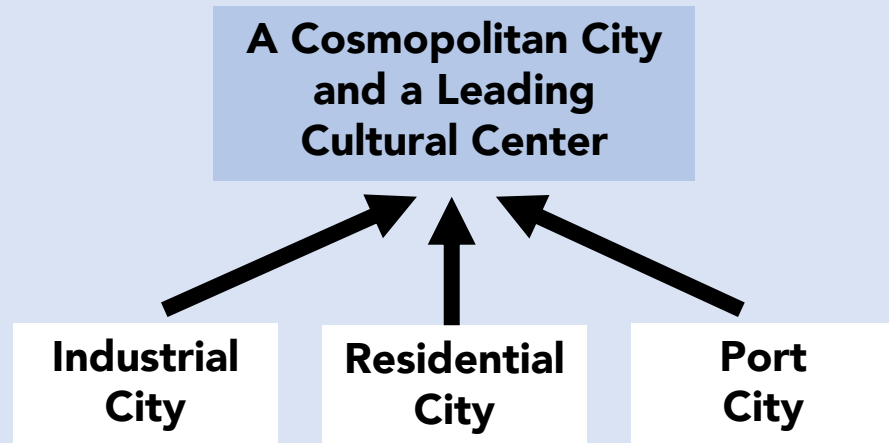


Lack of Unity as a
Single City

Seriously Sick City (Overweight, but weak bones and organs)

Strategies to overcome these challenges

City Development Vision (1964)



Six Major Projects (1965)



Bay Bridge



Highway Networks



City Center Development



Kanazawa Reclamation



Kohoku New Town



Subway

Unity

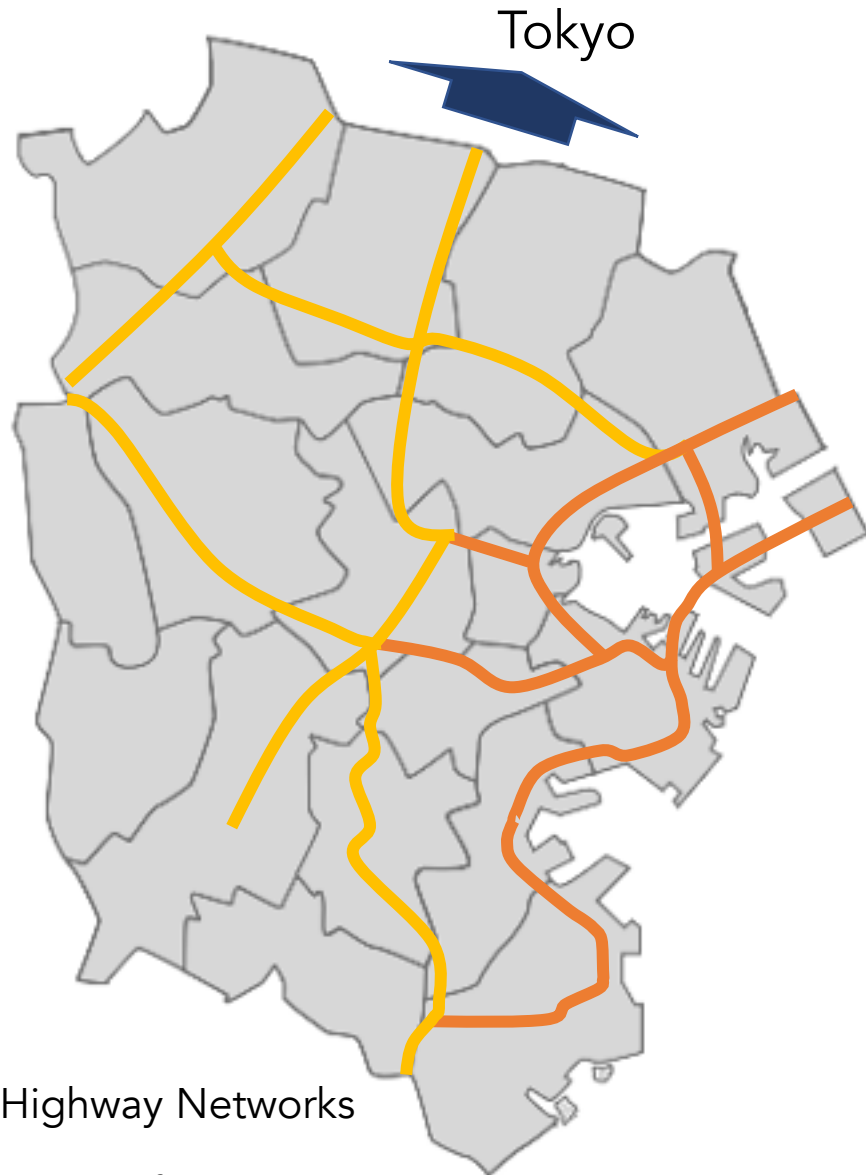
Attraction

Environment

Connectivity

Independence

Project 1. Highway Networks



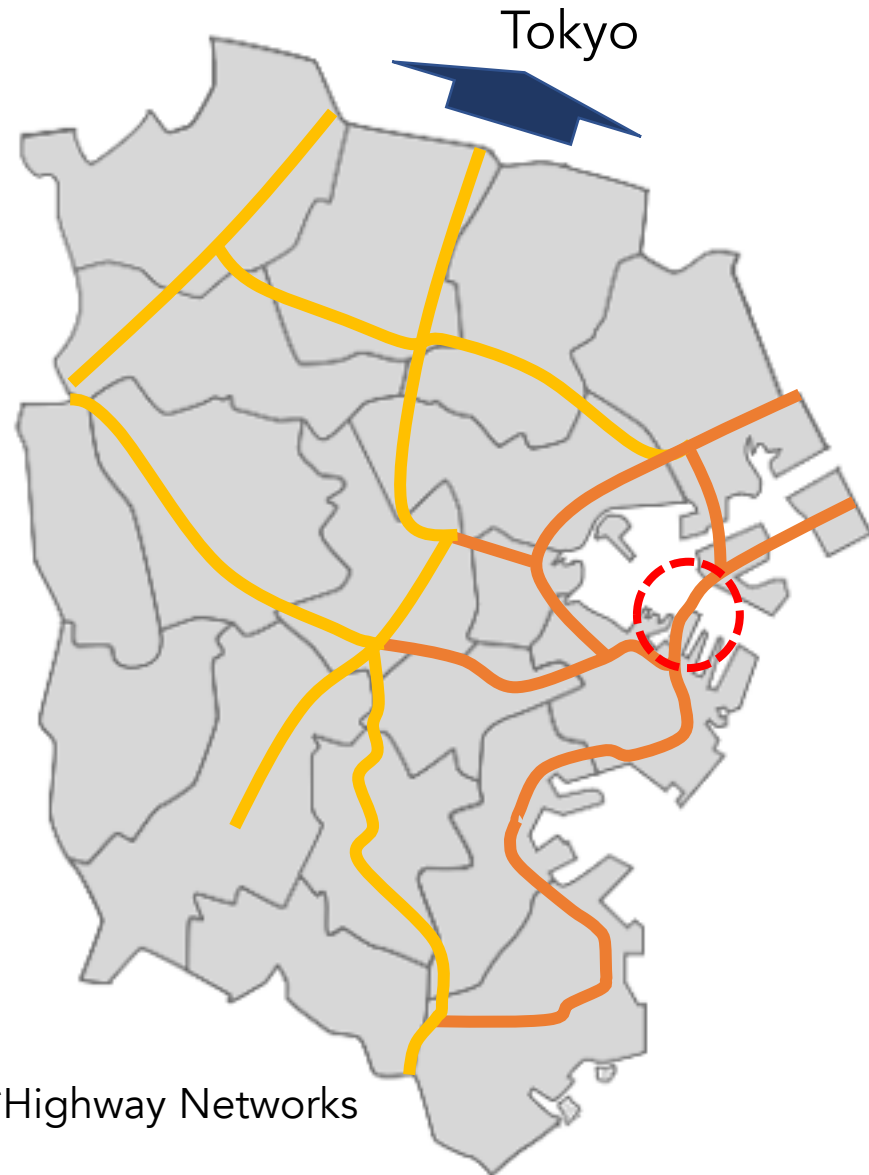
*Highway Networks

Source: City of Yokohama



Mitigate inner-city traffic congestion and improve connectivity to Tokyo

Project 2. Bay Bridge Construction

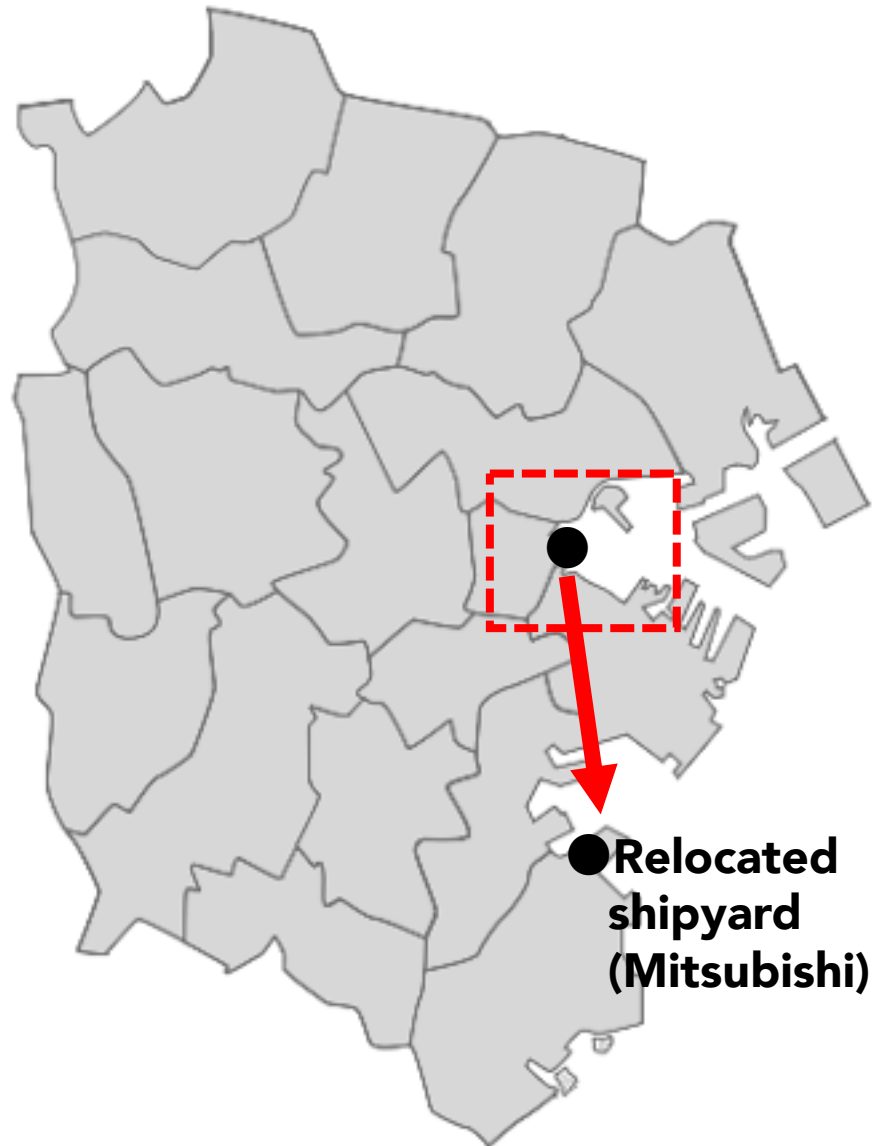


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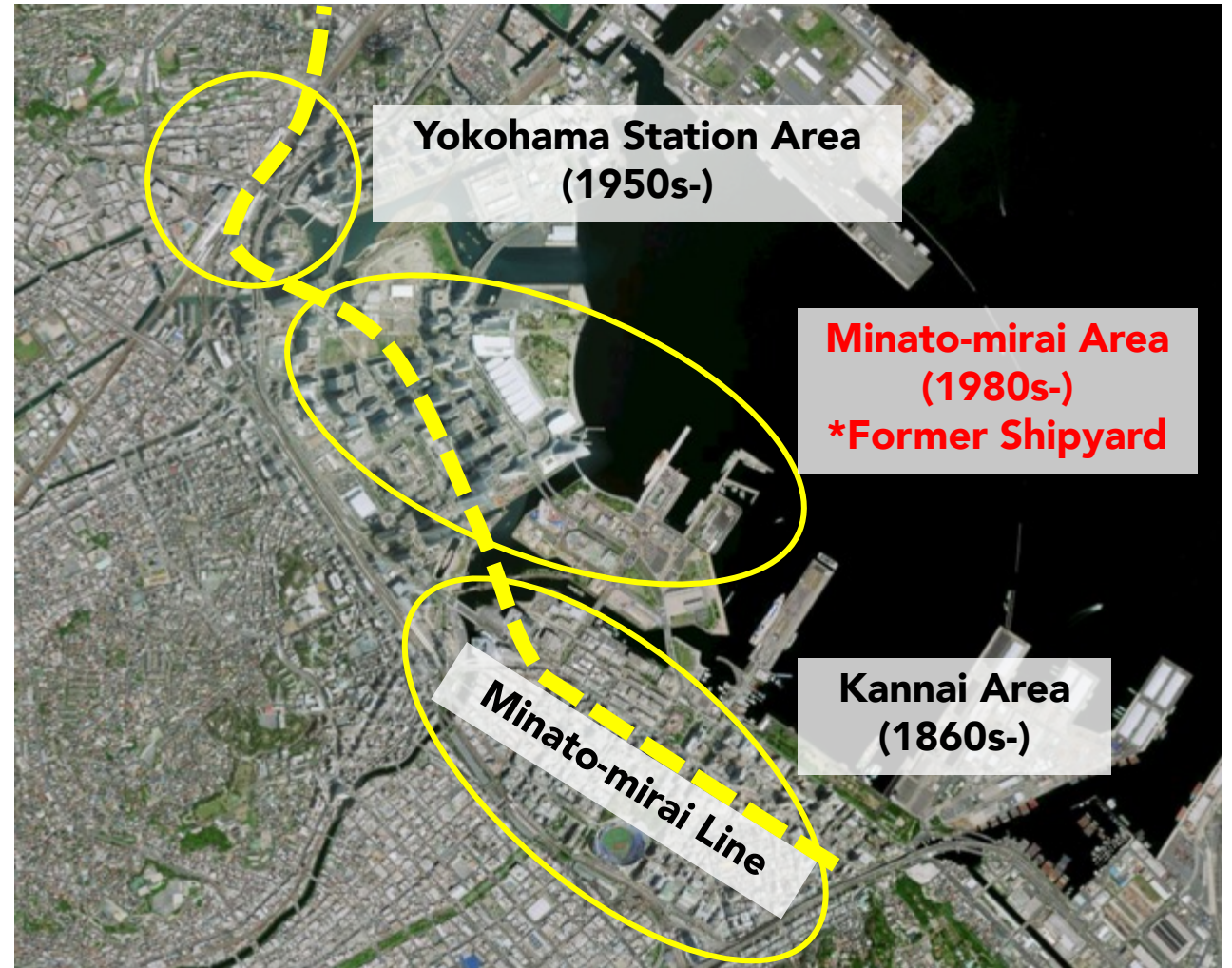


Alleviating traffic congestion in city center
and aimed to build an icon of the
Yokohama port

Project 3. City Center Redevelopment

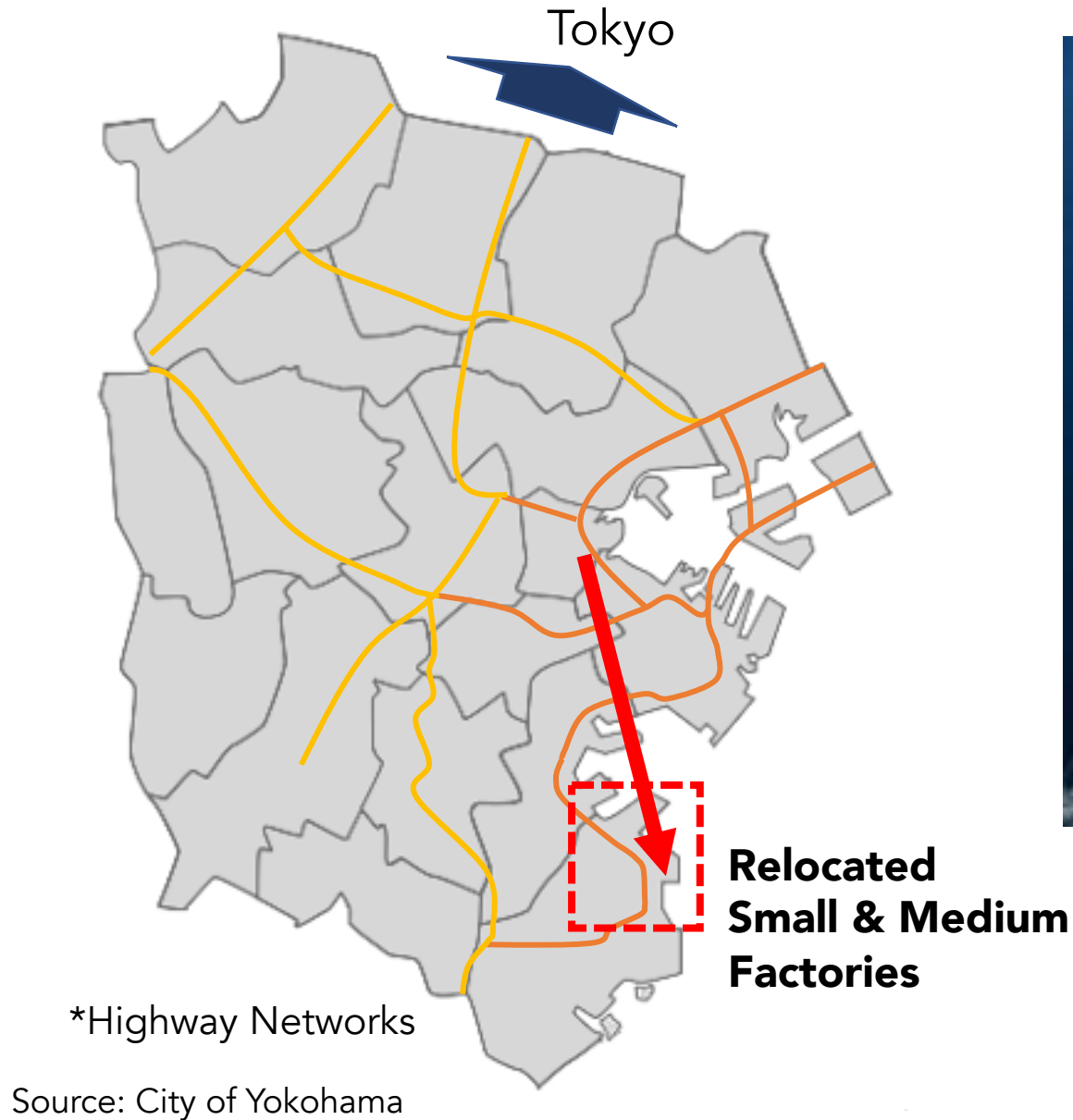


Source: Apple



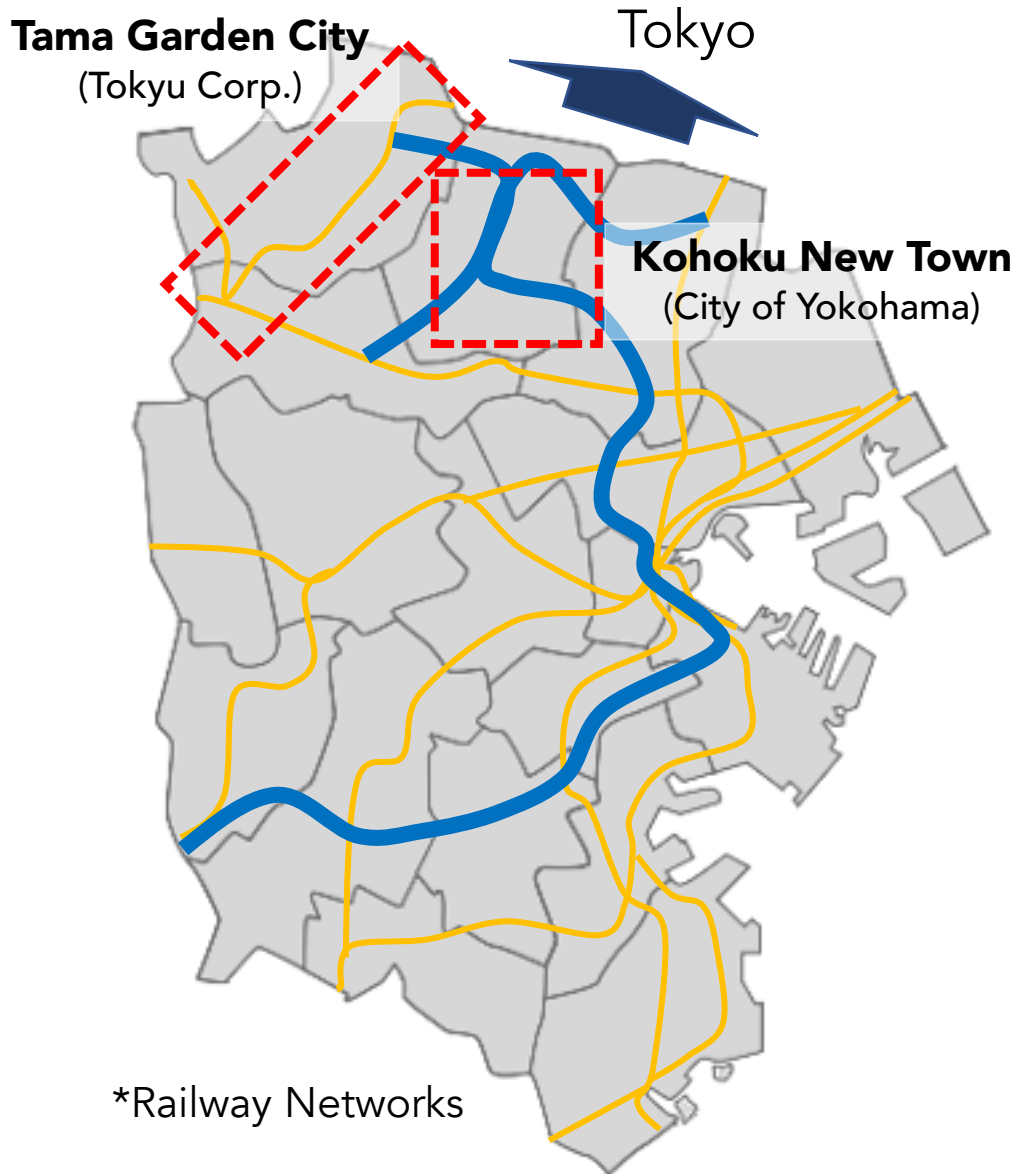
Build a new commercial & business hub where Yokohama citizen can work and enjoy

Project 4. Kanazawa Reclamation

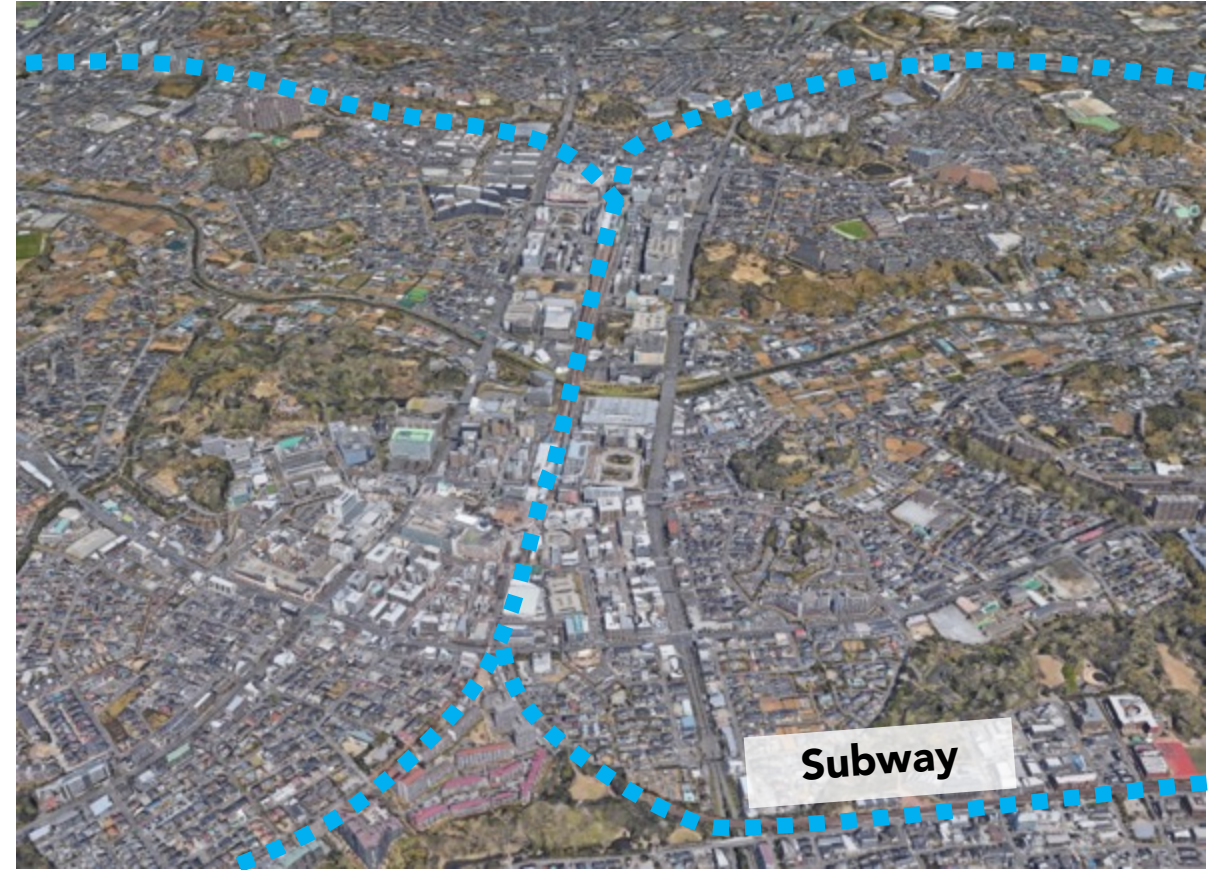


Relocate factories from residential & industrial mixture area in city center
(Issued Municipal Bonds in West Germany Mark to cover project cost)

Project 5. Kohoku New Town

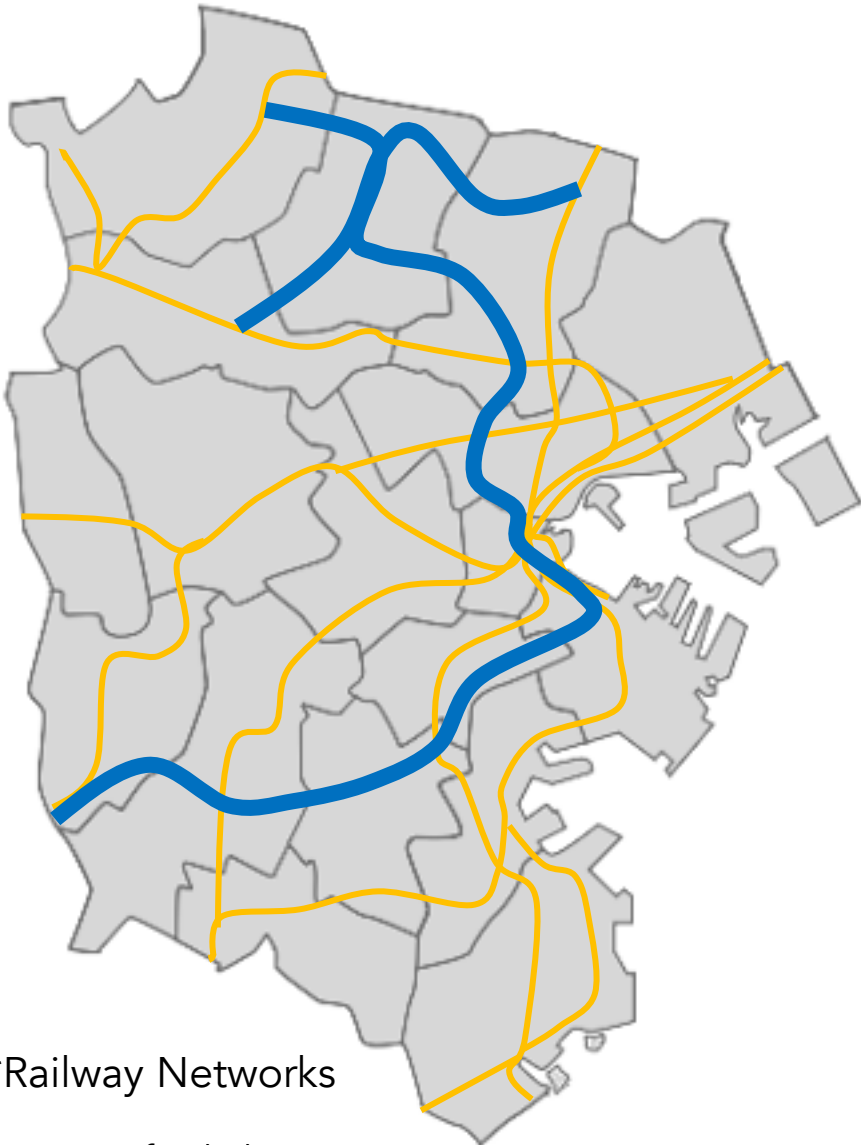


Source: Google



Sustainable and planned residential area was developed to prevent urban sprawl (population:220,000)

Project 6. Subway Development



*Railway Networks

Source: City of Yokohama



Connected suburbs and city center to
enhance unity as a single city



Daikoku
Passenger's Terminal

Bay Bridge

Highway

***Before the construction of the highway, many trucks (from factories, port) had to run through the city center, which caused traffic congestion.**

Shinko
Passenger's Terminal

Osanbashi
Passenger's Terminal

Yokohama
Station Area

Chinatown

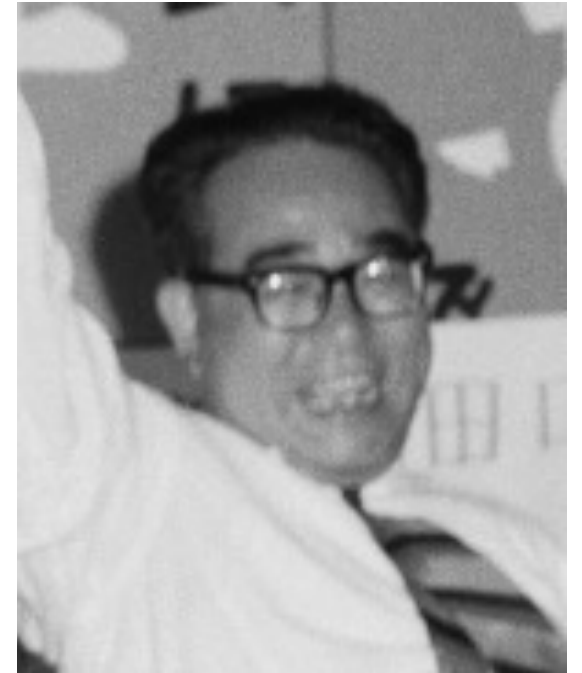
Yamate Area

**Minato-mirai Area
(117,000 people working)**

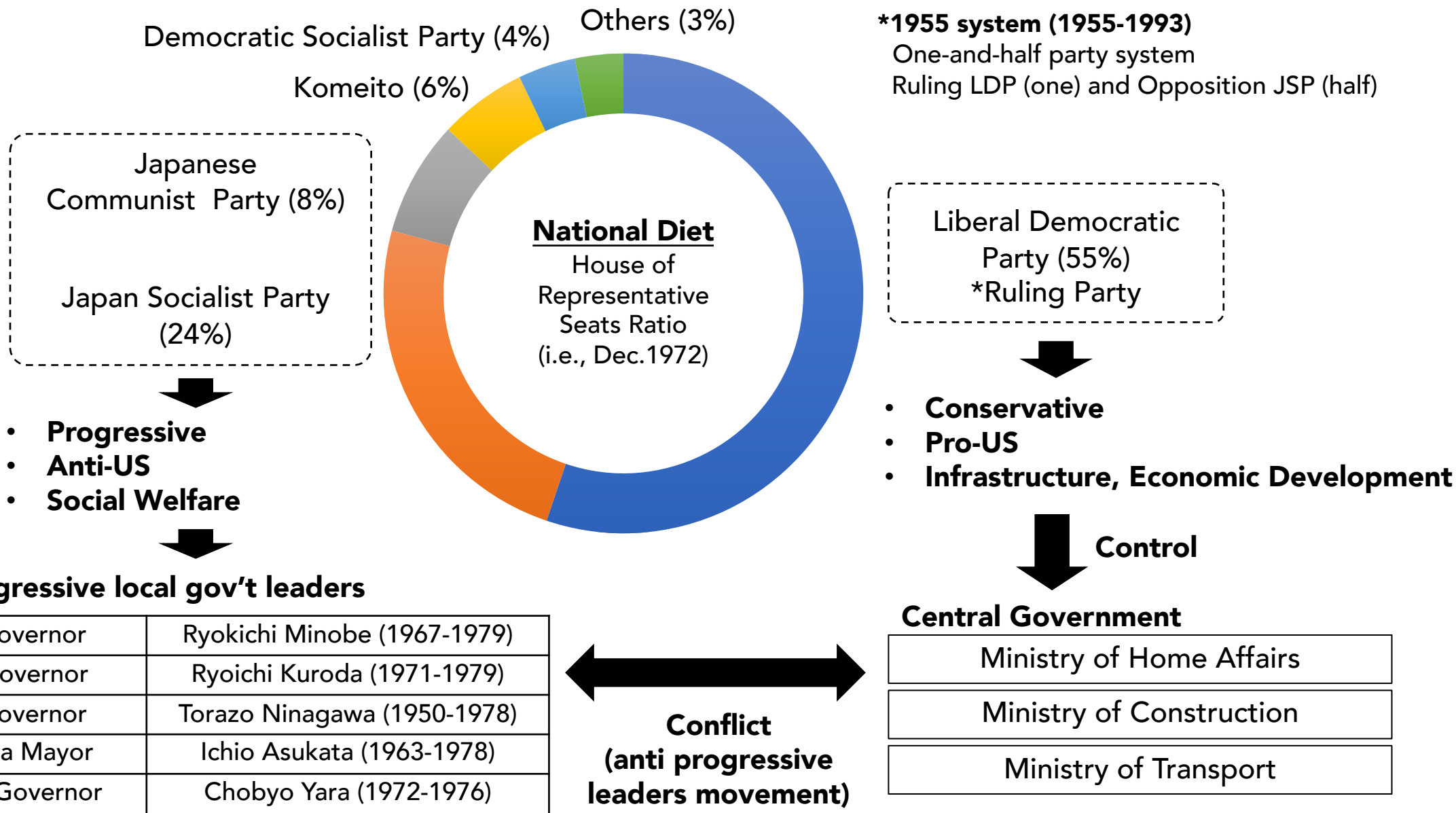
Kannai Area

Leadership of Mayor Ichio Asukata (Term: 1963-1978)

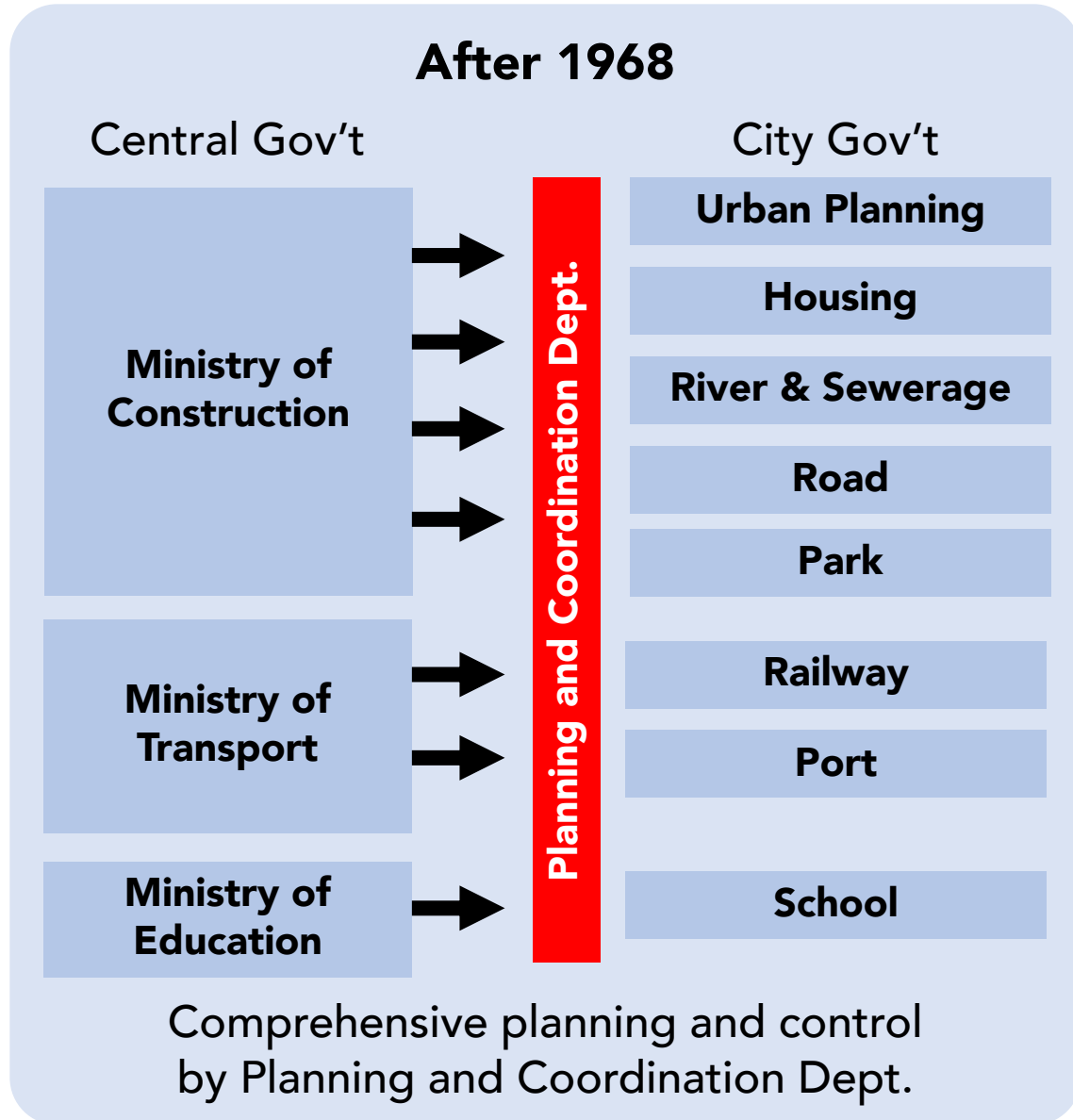
- One of the major progressive local-government leaders*
*Asukata was a Japan Socialist Party member
- Prefer direct democracy (10,000 citizens' public meeting), but sometimes **caused conflict with assembly members**
- Welcomed various staffs from external organization (Akira Tamura, Masayasu Narumi, etc.)
- Focused on Infrastructure development, unlike other reformist local-government leaders
- **Strong attitude toward the central government, big private companies**



National & Local Government's Relationship under 1955 system



Planning and Coordination Department



- Led by Tamura Akira, who was an external urban planner who made 6-major project plan
- Approximately 40 staffs gathered from various departments
- Consists of technical and clerical officials (Policy planning section and the urban planning section were divided)
- Emphasized overall optimization as a city (before the establishment of PCD, each bureau was only thinking of a good relationship with the respective central government ministry, not a city strategy)
- Also put emphasis on design, research

Where did the budget come from?

Project	Source
Highway Networks	<ul style="list-style-type: none">• Bonds (82%)• National, Prefectural and City Budgets• Subsidies
Bay Bridge Construction	<ul style="list-style-type: none">• Bonds (96%)• National, Prefectural and City Budgets
City Center Redevelopment	<ul style="list-style-type: none">• Land Sale Profits (75%)• National, Prefectural and City Budgets
Kanazawa Reclamation	<ul style="list-style-type: none">• Bonds (36%) *Part of them were German mark bonds• Land Sale Profits
Kohoku New Town	<ul style="list-style-type: none">• Land Sale Profits (96%)
Subway Development	<ul style="list-style-type: none">• Bonds (50%)• Subsidies



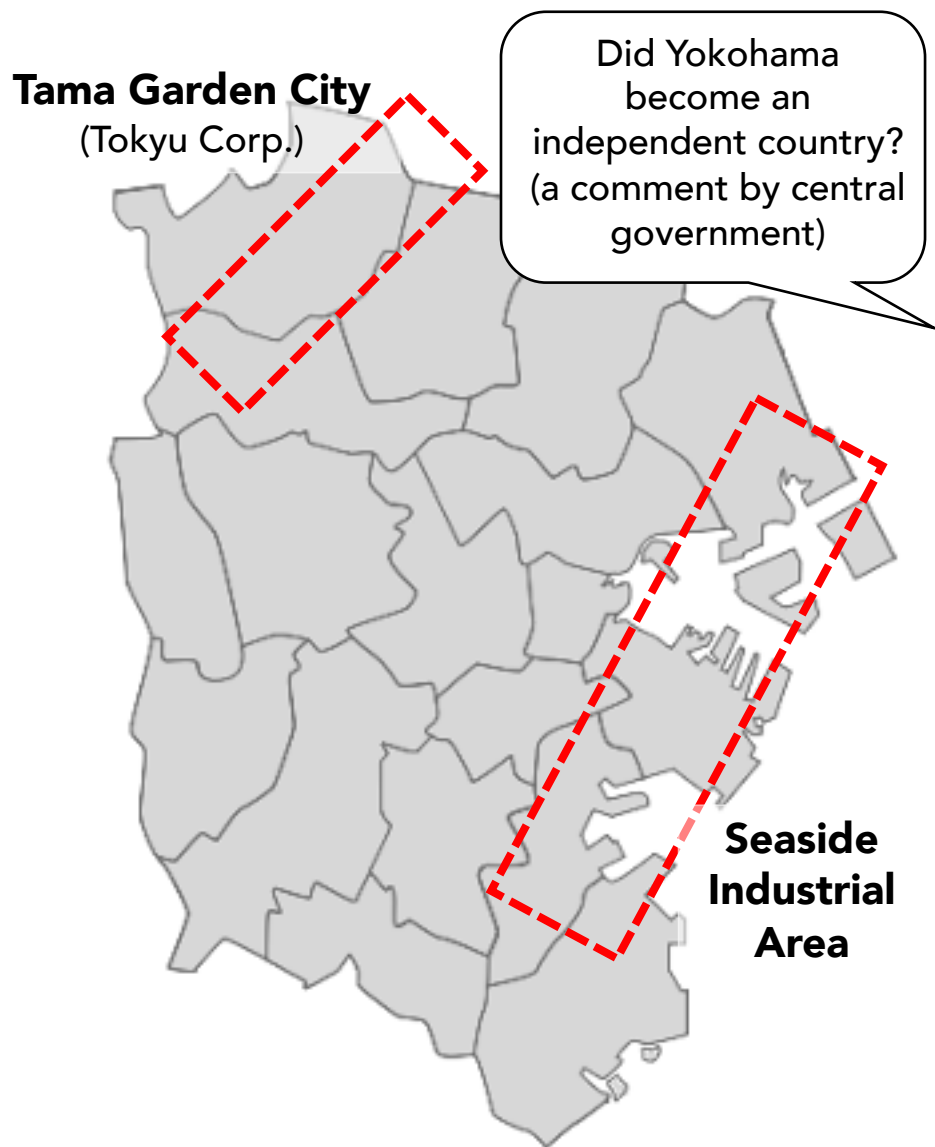
- City was a producer and coordinator of these projects (not paid all money)
- Used budget of the national government (including public corporation) and private companies
- City could use general funds for other ordinary infrastructure development (schools, sewerage, roads, incineration plants, fire station, etc.)

Strong attitude toward the central government



Negotiated with the national government (Ministry of Construction, Ministry of Transportation) to change the decided route and construction method of the highway to save the scenery.

Challenges to overcome the limited authority as a local government



Source: World Bank, City of Yokohama

Housing Area Development **Guideline** (1968-)

- Instructed private real estate developers to transfer (free or discount price) part of the land to the city gov't, to enable the development of public infrastructure. Due to the rapid growth, public infrastructure cost had been a heavy burden for the city.
- The guideline was made based on the bilateral agreement with Tokyu Corporation, and then adopted to the entire city.

Pollution Control **Agreement** (1964-)

- Factories and power plants constructed alongside the sea were predicted to be a source of pollution.
- National law to prevent pollution was loose in those days.
- The city concluded the agreement with each pollutant company which imposes stronger regulation than the national law. (Yokohama method)



Local government in those days could not make the "**ordinance**" stronger than national laws

Leadership of Mayor Michikazu Saigo (Term: 1978-1990)

- Succeeded implementation of six-major projects
- Former permanent-vice minister of Minister of Home-Affairs (Bureaucrat)
- Supported by Liberal Democratic Party (ruling), Japan Socialist Party, Komeito, etc. (**Cooperative attitude to Council members**)
- **Cooperative attitude to the central government**
- Invited personnel and pulled out budget from national government (Takagi Fumio, the former permanent-vice minister of Minister of Finance, led the Minatomirai 21 development)
- **Abolished PCD and merged with Finance Affairs Bureau**




Characteristics of two leaders

	Ichio Asukata (1963-1978)	Michikazu Saigo (1978-1990)
Former Career	Lawyer, Diet Member	Bureaucrat (Ministry of Home Affairs)
Political Background	Japan Socialist Party	Independent (but supported by LDP, JSP, DSP, NLC, Komeito, SDG)
Relationship with City Council	Aggressive (Preferred direct democracy)	Cooperative (But not subordinate)
Relationship with Central Gov't	Aggressive	Cooperative
External Professionals	Masayasu Narumi Akira Tamura (Private Sector)	Fumio Takagi (Public Sector)
Ideology	Reformist, Strong Ideology, Anti-US	Conservative, Weak Ideology

Reformists were active from the 1960s to the early 1970s, and there was an atmosphere in urban residents and city officials to support Asukata's ideology.

*Ampo Protets (1960, 1970), Zenkyoto Protests (1968-1969), Anti-Vietnam War movements (1960s-1970s)

Reflection and remaining challenges

- 6-major project has become the backbone of Yokohama's urban infrastructure (Business & commercial hub, sightseeing spots, popular residential area)
 - Asukata and Saigo's different type of leadership contributed for implementing the projects
 - Evaluated from various external organizations as an eco-friendly development
- 
- Urban Infrastructures needs to be renovated (future heavy burden)
 - Aging population and declining birthrate (limited tax revenue)
 - Distance to Tokyo is a strength and a weakness for Yokohama
 - Who will be the next leader? (Next Mayoral Election on August 22 under various controversial issues)